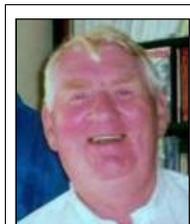


	<p style="text-align: center;">NEW Clarion</p> <p style="text-align: center;">SAM 1066 Newsletter</p>	<p style="text-align: center;">Issue 072013</p>
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Editorial

Here we go again, June was a busy month on the competition front, 4th Area, Indoor Nationals and a visit to Sculthorpe. I should have a few things to write about in the August issue but I'm going to be really short of time for putting this issue together. This newsletter/magazine is still short of content from the free-flight fliers, I really wish one or two of you would put pen to paper or fingers to keyboard and write something about anything, ie:

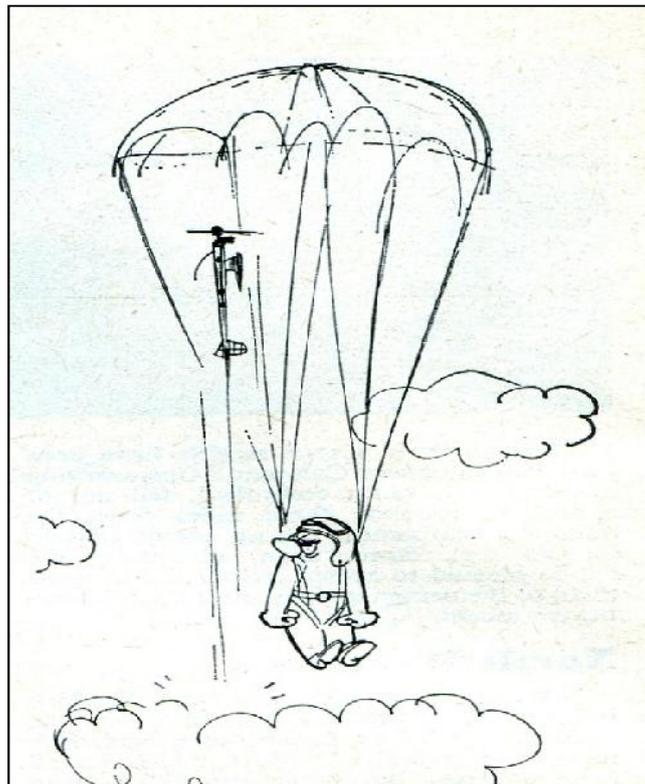
Latest build with pictures and blow by blow of trimming; Events at your last competition; Unusual recoveries; Novel building techniques; Tissue over mylar; Even something as simple as pre-tensioning a rubber motor. All our readers are not experienced diehards and small articles on the basics will always be of interest to someone.

Mike Turner has provided us with reports on the fatal full-size vintage replica air crash at Wallop earlier this year.

Fred Chilton has asked that we inform readers of the George Fuller Memorial 'Dixielander' competition at the Southern Gala with the diesel, glow & electric all 12 secs run. The gala is on Salisbury plain on September 7th, maximums to be determined on the day.

Our ranks continue to diminish with the passing of Jack Allen.

Editor





Where would the New Clarion be without the usual report on my BMFA National Championships Failures. This year was no exception and, although I turned up with my usual great hopes, I dipped out again.

The idiotic thing is that I repeated, to the letter, last years error for my initial foray into BMFA Rubber. I assembled model 'O-3', taking care that it had 'O-3' tail-plane then, as last year, I put 'O-4' wing on the damn thing again. I wound and had text book max with the wrong wing, good DT from height, then could not find the pesky model. To make matters worse I was using a bug in the model for the first time but had not checked the battery in the scanner, it went flat during the search.

I eventually returned to base to continue with model 'O-4' using 'O-3' wing and as last year the combination did not perform well and climbed indifferently in poor air to come down short of requirements. Finished 31st from 39. 13 maxed out.

Next up was 'Mayzee' my Spencer Willis tailless model. I had managed to get three flights in at the Easter Wallop and had built in the noseweight trim and moved the wing back $\frac{1}{2}$ " so was hoping to see a glide this time. I had a quick low turns check flight and all looked OK so 800 turns and away. Beautiful climbing turn to serious altitude and, bingo, a glide. Five minutes plus later the model dissapeared from sight way on high with no signs of my drag flap DT having worked. Another model gone.



'Mayzee' - Gone but not forgotten.

At this point I rested to lick my wounds.

Finished 9th from 9. Only Spencer Willis maxed out.

That evening we picked up a Chinese Takeaway and dined with Doc Martin (Pike) and young son Rory back at our accomodation at Byards Leap.

Next day, Sunday, we breakfasted and set off for the field. I was not feeling 100% as I think I spent too much time in the sun on the day before, how about that for a Nationals problem. We stopped to look for the lost 'O-3', having

charged the scanner, but only got an occasional doubtful weak signal so soon abandoned the search.

Being a bit under the weather I opted for three quick flights with my 'Korda' in vintage. It is not a 2-30 model without lift and I did not find any.

Finished 12th from 19. 8 maxed out.

The highlight of the day was Rachel turning up, after taking the flight card in after the first flight, clutching '0-3' which had been returned to control that morning. No wonder the tracker signal was weak with the model being in the back of the control van.



I fettle the 'Korda' when a joyful Rachel returns clutching the lost & found '0-3'



Doc Martin (Pike) and son Rory had a fistfull of catapault gliders

Young Rory Pike had a whale of a time with catapault gliders galore, his boundless enthusiasum bodes well for at least one more aeromodeller of the future.

Dad Martin took time out to fly a 'Widgeon' in open scale and for a first time effort his 7th place was a worthy result.

Brownhills organiser Allan Price turned up for a day out and spent a while trimming his 'Horry', the Walsall 8oz Wakefield design of the late Keith Horry.



Walsall's Allan Price gets his 'Horry' Away

In the evening after the days efforts we picked up another chinese supper and once again dined back in the digs.

The weather changed for Monday, the final day, the wind being very strong coming over the hedge up by the control tower leading to turbulence all across the field. I was still not feeling 100% and the thought of three long recoveries led to me chickening out. I just sat and watched the brave souls who did fly.

Highlight of the day was the chuck wagon's sausage batch, chips and a cuppa.

The strong wind and rough air took its toll on competition participation with large numbers of modellers in addition to myself electing to sit it out and not fly.

To put the day into context there were 64 entries in Mini-Vintage and only 19 flew with 7 maxing out.

It was a similar story in Classic combined Rubber/Power, 36 entries with only 9 flying. 2 maxed out both being power models which seemed to get up through the turbulence better than the rubber models.

It was the best weather we have had for a few years and I got sunburned.

John Andrews

News

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Fatal E.III crash at Middle Wallop

John Day, Britain's foremost authority on the building and flying replica Great War aircraft, was killed in an accident during an air display practice at Middle Wallop in Hampshire on April 27. Day was at the controls of his full-size Fokker E.III Eindecker replica, G-CHFS, when it entered a spiral dive and hit the ground at high speed. A full investigation of the accident is now underway by the Air Accident Investigation Branch.

The Fokker E.III was the third full-size replica which John had constructed. In common with its predecessors – a Nieuport 17 and a Fokker Dr.I Dreidecker – the E.III was fully authentic, and built wherever possible from contemporary drawings, with the exception of the installation of Warner Scarab radial engines



John Day's exquisite Fokker E.III replica, seen over Middle Wallop on April 27.

rather than the short-lived rotaries of the originals. In the case of the Eindecker, which Day completed in the summer of 2012, this commitment to authenticity even

extended to the use of traditional wing-warping, rather than ailerons. It is not known whether the effects of these controls were a factor in the accident. Day had amassed

more than 1,000hr in flying and displaying these machines, making him one of the most experienced pilots of First World War designs in the world.

Hangar Talk



Steve Slater's "insider" comment on the historic aviation world

IT SHOULD HAVE been a week to savour. An invitation to the prestigious Royal Aero Club Awards in London to receive an FAI commendation for our restoration of the 'Biggies Biplane' B.E2 replica, followed by a trip with restoration partner Matthew Boddington to Middle Wallop in Hampshire; for an air display practice weekend with the Great War Display Team.

From delight to disaster

Of course, that last week in April will now be remembered for the loss of one of the very best. Replica builder and pilot John Day was killed when his Fokker E.III Eindecker crashed during one of the practice displays; a devastating loss not only to a wife and family left behind, but to the vintage aviation community.

Many thousands have enjoyed Great War Display Team demonstrations over the years, with their period aircraft often providing a contrast to louder, higher energy machinery. Their displays too, are every bit as carefully choreographed as a top military display team.

The team combines a range of aircraft including full-size Sopwith and Fokker Dr.I Triplane replicas, 7/8th scale Royal Aircraft Factory S.E.5s, the B.E.2c observation biplane and a "Boschebaby", a Bowers Flybaby homebuilt modified to represent a Junkers CL.I. Each aircraft works to a carefully planned routine, operating at three different altitudes during the display to give the impression of a typical First World War whirling maelstrom of aircraft.

With seven or more aircraft in the air simultaneously, there is only one target standard - perfection. Hence the weekend at Middle Wallop, which is dedicated to a series of detailed briefings, walk-throughs and practice displays.

The GWDT pilots are of the highest calibre too, combining top engineering talent, former test pilots and military "top guns". Prime among them was John, who had more than 1,000hr flying such types and was probably the most experienced pilot of First World War designs in the world.

As ever following an accident of this kind, there is a period when some ask: "Should the team go on?" I, for one, hope they do. The team has a special spirit, combining unique technical knowledge and flying skills with being simply, a bunch of "top blokes". It is just so sad that they are now one fewer.

Info by Mike Turner

We have now had 2 competitions in Wakefield and 3 in Tailless.

TAILLESS

Easter Middle Wallop
 1st. R.Tiller 3+2, 2nd. S.Firth 2+1, 3rd. J.Andrews 1+0

Nationals
 1st. C.Foster 8+7, 2nd. D.Taylor 7+6, 3rd. M.Marshall 6+5,
 4th. R.Elliot 5+4, 5th. R.Moseley 4+3, 6th. J.White 3+2,
 7th. P.Woodhouse 2+1, 8th. J.Andrews 1+0

Oxford (Andy Crisp)
 1st. R.Elliot 4+3, 2nd. T.Thorn 3+2, 3rd. A.Longhurst 2+1,
 4th. J.White 1+0

80z WAKEFIELD

Croydon
 1st. B.Owston 5+4, 2nd. J.Andrews 4+3, 3rd. P.Jackson 3+2,
 4th. J.Wingate 2+1, 5th. D.Beaes 1+0

Middle Wallop, May
 1st. M.Turner 10+9, 2nd. B.Owston 8+7, 3rd. M.Marshall 4+3,
 4th. J.Andrews 2+1

We have a couple of new tailless fliers- John Andrews and Ray Elliot. Unfortunately John lost his tiny Mayzee on his first max so he'll have to start building again.

Ray Elliot produced a nice looking model at the Nats'. It was trimmed in a couple of flights and looks very promising.

The extra comp for 8oz/4oz/Middle weight only got 10 entries, only 4 of which were 8oz. Pretty poor considering there were grumbles about the lack of 8oz comps previously.

For those that don't know, all but two of the tailless competitions are open to glider and power.

John Taylor showed how well the gliders could fly by winning the combined glider event back in December last year at Middle Wallop.

Gliders are allowed 100m line and power models 30 second motor run.



Ray Elliot

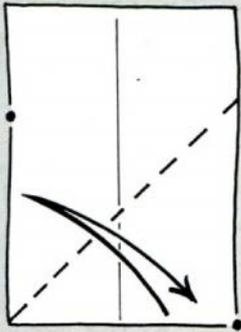
Paper Airplane No.4, Hawk Dart

Nick Robinson

Apart from the classic dart, the hawk dart and its many variations is probably the best known of all paper airplanes. In origami terms, the techniques involved are quite sophisticated, but children of all ages seem to have no difficulty in making

them. The formation of the nose produces a shape well-known in origami as a "fish base".

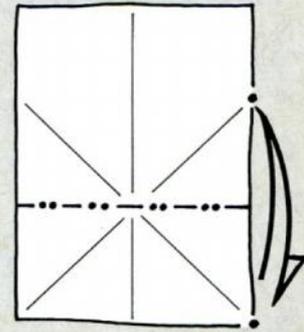
This design can be made from almost any shaped rectangle. Start with the coloured side down, fold in half width-wise and open.



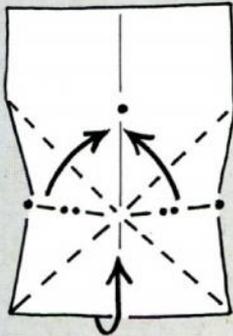
1 Fold the nearest short edge to the left hand edge, crease firmly and return.



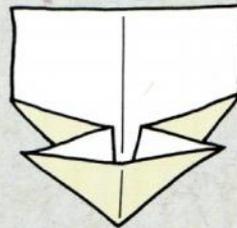
2 Repeat to the right-hand side.



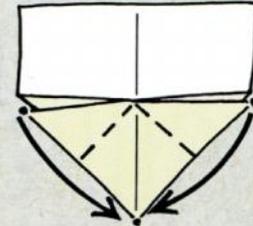
3 Add a mountain crease which passes through the intersection of the valley creases. (It is easiest to turn over and make a valley.)



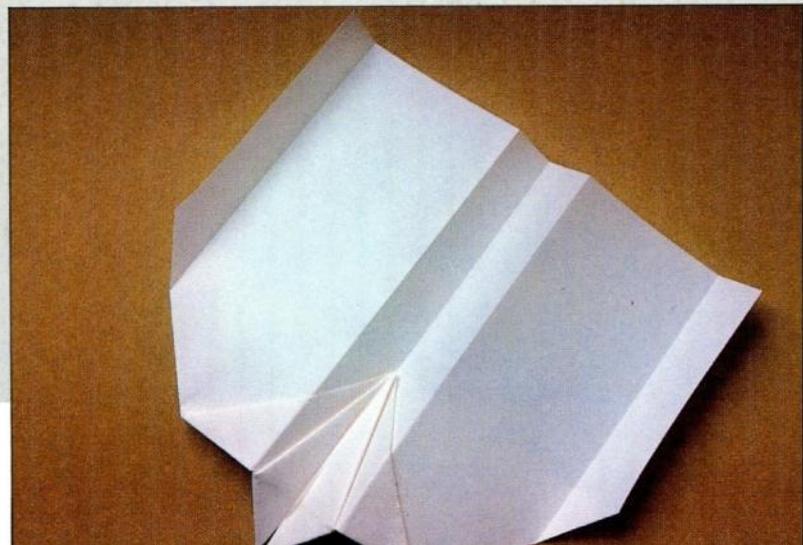
4 Press in the centre of the creases. The sides of the mountain crease should "pop" upwards. Using the creases you have made, swing the three lower dotted points towards the upper one.

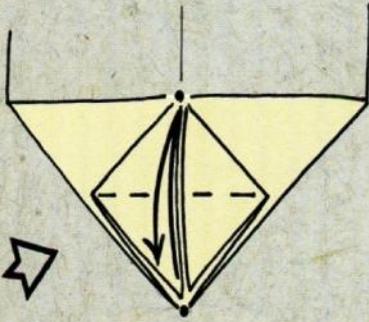


5 This is the half-way stage.

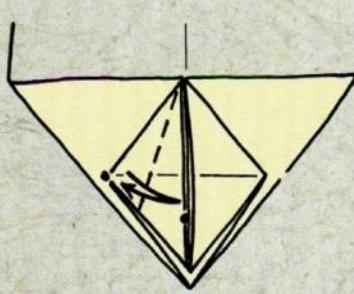


6 Fold the loose point on either side down to the lower corner.

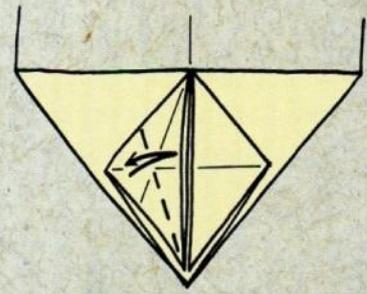




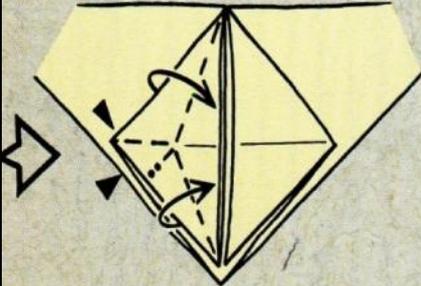
7 Pre-crease by folding the lower corner to the upper corner and return. This is the first of three creases that will form the nose of the plane.



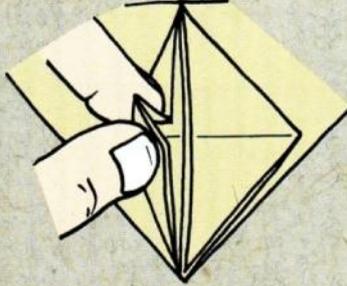
8 Fold the upper left-hand edge to meet the centre vertical edge and return.



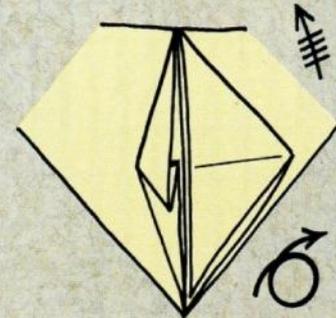
9 Repeat using the lower left-hand edge.



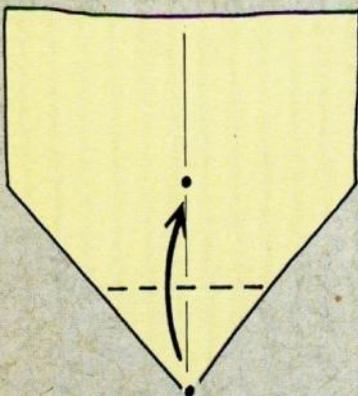
10 Start to fold in on the three valley creases, don't worry about the mountain yet...



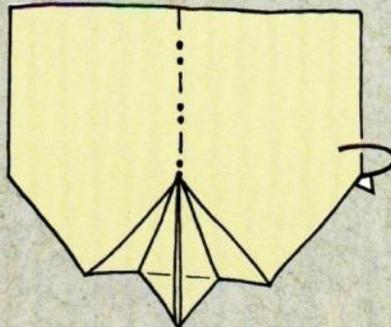
11 Use thumb and first finger to shape the small triangular point, then flatten it towards you...



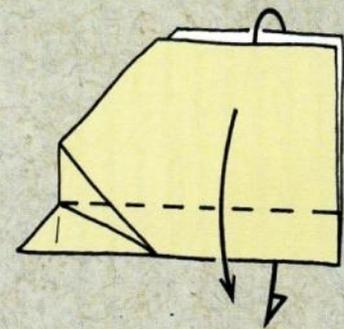
12 Like this. Repeat steps 8 to 12 on the right-hand side. Turn the paper over.



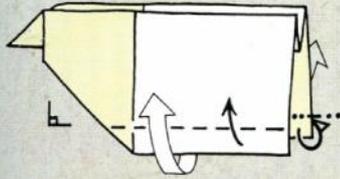
13 The horizontal crease is a mountain. Change it to a valley as you fold the lower corner in to reveal a kite shape.



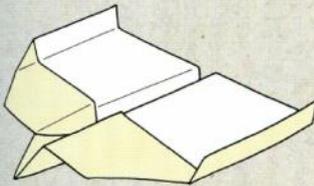
14 Fold the right-hand side in half behind.



15 Using the top edge of the kite shape as a location, fold the wings down on either side.



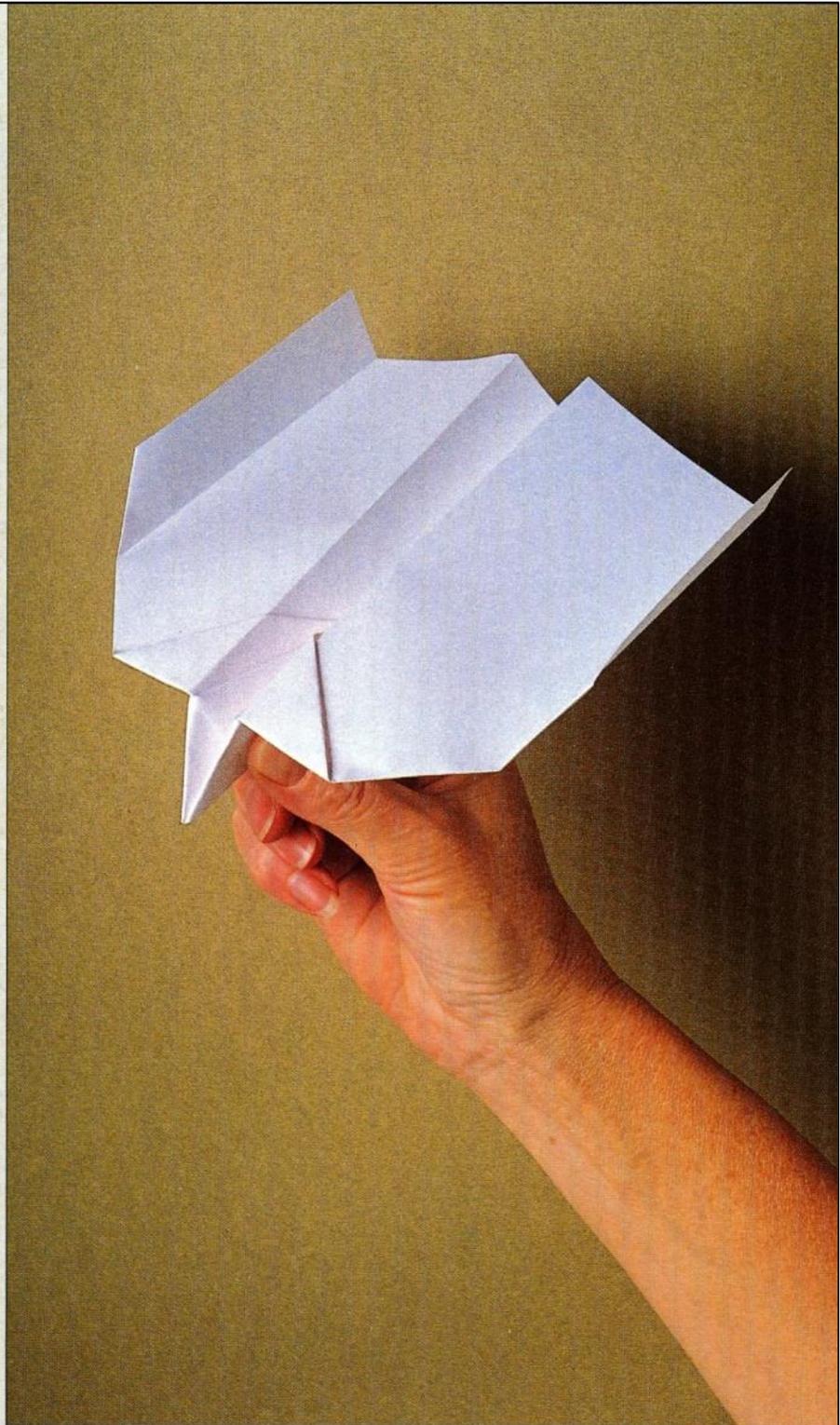
16 Make smaller 90 degree folds on the tips of either wing to form rudders, then open the wings out at right angles.



17 Finished.

FLYING HINTS

This is a very sturdy design, so you can launch it however you want – gently or hard. If you launch it forwards it will glide smoothly, if you launch it high into the sky it will perform aerobatics. Experiment with rudder and wing angles.



From the book 'Paper Airplanes' by Nick Robinson

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OXFORD GALA 2013

A bright blue day at Oxford's Port Meadow, strewn with buttercups. Groups of grazing cows and horses had been carefully placed to give maximum picturesque effect. And there was cake for all of course, a perfect iced sponge with raspberry jam. Impresario Andy Crisp caters for all our aeromodelling needs including the aesthetic.



A cool northerly, more frisky than expected, swinging like a pendulum between northeast and northwest and the hot sun generating vigorous lift and sink produced some entertaining flight patterns in the morning. No thermal detection aids were allowed and a 1.30 max. was set to keep flights within the west and east boundaries - easy-peasy you might think. But many of the fifteen Coupe competitors were caught out. Peter Brown launched a trimming flight into good air which veered suddenly to take him into the river. Abandoning all Health and Safety considerations and his clothes, he swam out to the rescue, thought better of it, returned to the bank, thought again, plunged in and this time rescued his model. Shortly after, Mike Chilton's first round flight disappeared at a great height over the trees on the east side after the wind backed 90 degrees. His Coupe was flown without re-trimming after four year's layoff in its box. It climbed like an F1B. How? I got a close look. Average size, all balsa. V.I.T and A.R. 14 strands of 1/8 Tan 2 which Mike said, "smelled of May '99" driving an average prop. carrying four invigorators. Do these make a difference? Mike doesn't know but he carried them over from his F1B practice. In contrast John White again demonstrated his unique powered glide approach. The motor run must be well over two minutes.

Hall, Vaughn, Paton and Chilton got through to the flyoff, finishing in that order. Taylor, Thomson, Greaves and Tolhurst ran close with four maxes each. Brown, untypically, was down in thirteenth place after a bad launch and a D.P.R. failure. As last year, the fly-off was restricted by the requirement that models had to land in the field. Short D.T. times, around two minutes, were preferred to avoid the river and the east tree line. Of course, the wind then blew straight down the

field. Hall's win takes him to the top of the league with Vaughn and Tolhurst second and third. Not for long though, the scoring system promotes a rapid turnover. The next event is the Sixth Area on August 11th.

P.S.

Deprived, as we are, of the comfort and support of our cars, the Port Meadow event is a good place to observe alternative arrangements. The 'mini-yurt' dominates. Colourful and cosy, it encourages tidy housekeeping. Wind-breaks don't look quite as convincing, fishing umbrellas even less so, while the unsheltered look makeshift and vulnerable (see photos).



Ray Elliot



Eric Hawthorn hides under Mick's blue box



Unknown warrior's abode



**Chris Redrup hydrating
after wining P30 and mini - vintage'**

On hot days like Sunday adequate supplies of water are essential. We might carry one or two jerry cans in our cars, but on the Meadow, like on the moon, every drop has to be carried. I observed two examples of the very latest portable hydration systems (see photo). These appear to have a tube and mouthpiece connected to a back-pack reservoir. Is there no limit to human ingenuity?

Oxford Gala Results

Place	Competitor	Maxes	Score
1	P.Hall	5	17
2	R.Vaughn	5	14
3	J.Paton	5	13
4	M.Chilton	5	12
5	K.Taylor	4	10
6	D.Thomson	4	9
7	D.Greaves	4	8
8	P.Tolhurst	4	7
9	R.Elliott	3	5
10	P.Gibbons	3	4
11	T.Grey	2	2
12	M.McHugh	3	3
13	P.Brown	3	3
14	M.Stagg	2	2
15	J.White	1	1

Southern Coupe Current League table, (best 5 scores to count)

	NAME	CROOK'M GALA	LONDON GALA	F1G AT STONEHENGE	OXFORD GALA	SIXTH AREA	SOUTHERN GALA	COUPE EUROPA	TOTAL
1	P. Hall	7	6	10	17				40
2	R. Vaughn		16		14				30
3	P. Tolhurst	13		7	7				27
4	M. Marshall	10	6	8					24
5	J. Paton		8		13				21
6	P. Brown			17	3				20
7	K. Taylor	8			10				18
8	C. Chapman		13	4					17
9	N. Allen			13					13
=	D. Greaves			5	8				13
11	G. Stringer		12						12
=	D. Chevenard			12					12
=	M. Chilton				12				12
14	A. Brocklehurst		9						9
=	D. Thomson				9				9
16	A. Moorhouse		7						7
17	M. Stagg		3		2				5
=	R. Elliott				5				5
19	P. Gibbons				4				4
20	M. McHugh				3				3
21	T. Grey				2				2
22	J. White				1				1

Peter Hall

Wakefield Trophy Winners 1911-2001 - Charles Dennis Rushing

Year	Venue	Champion	Nationality	Remarks	Time	Era
1911	GB	E W Twining	GB	First Wakefield. Original Gold Cup lost 1913	63.0	Pioneer
1928	GB	T H Newell	GB	First SMAE Rules Silver Cup	52.6	Antique
1929	GB	R N Bullock	GB	Only low wing Wakefield winner	70.4	Antique
1930	GB	J H Ehrhardt	USA	First all-balsa wood Wakefield winner	155.0	Antique
1931	USA	J H Ehrhardt	USA	First consecutive Wakefield champion	264.8	Antique
1932	USA	G S Light	USA	SMAE Rules 'No Contest'	817.2	Antique
1933	GB	J Kenworthy	GB	SMAE 4 oz 190 - 200 sq.ins.	321.0 ave	Antique
1934	GB	J B Allman	GB	First rubber tensioner	111.8 ave	Antique
1935	GB	G S Light	USA	First proxy Wakefield champion	150.0 ave	Antique
1936	USA	A A Judge	GB	First English free-wheeling propeller	249.9 ave	Antique
1937	GB	E Fillon	France	First 8 oz Wakefield 190 - 200 sq.ins. 33%stab	373.0 ave	Vintage
1938	France	J Cahill	USA	First folding propeller. 33% stab	654 ave	Vintage
1939	USA	R Korda	USA	Longest flight. Last WC before World War II. Richard Korda died in 2002.	950.2 ave	Vintage
1948	USA	R Chesterton	GB	First post world war II Wakefield Champion	387.3 ave	Vintage
1949	GB	A Ellila	Finland	Built Wakefield winner in 1939	676.0 ave	Vintage
1950	Finland	A Ellila	Finland	Second consecutive Wakefield champion	732.1 ave	Vintage
1951	Finland	S Stark	Sweden	FAI/CIAM takes over rules from SMAE	705.2 ave	Vintage
1952	Sweden	A Blomgren	Sweden	Sweden wins again	810.0 ave	Vintage
1953	GB	J Foster	USA	Wakefield co-champion - won the Cup only	1945	Vintage
		H O'Donnell	GB	Wakefield co-champion	1880	Vintage
		E Scotto	Argentina	Wakefield co-champion	1872	Vintage
1954	USA	A King	Australia	FAI/CIAM: rubber reduced to 80 grams, 5 rounds 180 sec	900	Vintage
1955	FR Germany	G Samann	FR Germany	5 rounds + fly-off	1215	Vintage
1956	Sweden	L Petersson	Sweden	Last 'Vintage Wakefield'	879	Vintage
1957	SMAE votes not to recall Wakefield Cup from FAI/CIAM. No Wakefield contest or WC					
1958	GB	B Baker	Australia	FAI/CIAM: No ROG, rubber reduced to 50 grams	860	Modern
1959	France	F Dvorak	Czechoslovakia	SMAE drops sponsorship	1185	Modern
1961	FR Germany	G Reich	USA	4th 1953 Wakefield I. C.	1110	Modern
1963	Austria	J Löffler	DDR	FAI/CIAM: 8 round's. @ 180 sec round	1591	Modern
1965	Finland	T Koster	Denmark	Thomas was to become first FIA F1B and F1C champion	2220	Modern
1967	Czechoslovakia	M Sulkala	Finland	FAI/CIAM: 7 round's. @ 180 sec/round	176	Modern
1969	Austria	A Oschatz	DDR	FAI/CIAM: reduces rubber to 40 grams	1260	Modern
1971	Sweden	J Klima	Czechoslovakia	Thermal detectors prevail at WC	1492	Modern
1973	Austria	J Löffler	DDR	1963 Wakefield Champion	1485	Modern
1975	Bulgaria	P C Sun	DPRK	North Koreans hold Team Trials @ WC	2103	Modern
1977	Denmark	K D Sik	DPRK	North Korea (P) wins again	1253	Modern
1979	USA	I Ben Itzhak	Israel	First west coast USA WC. Six minute fly-off	2160	Modern
1981	Spain	L Doring	FR Germany	Only WC in Spain	1800	Modern
1983	Australia	L Doring	FR Germany	First Australian WC. Lothar was the third consecutive-event Wakefield champion	1260	Modern
1985	Yugoslavia	R Hofsass	FR Germany	"ESPADA" F1B designer	3060	Modern
1987	France	R White	USA	'Twin Fins' last 'simple' Wakefield winner	2040	Modern
1989	Argentina	E Cofalik	Poland	FAI/CIAM rescinds Builder of Model rule	2147	Modern
1991	Yugoslavia	A Andrjukov	CCCP	First and last Soviet Wakefield WC	2580	Modern
1993	USA	A Andrjukov	Ukraine	Fourth consecutive-event Wakefield champion	2190	Modern
1995	Hungary	J Fitch	USA	Thirty four in fly-off	2489	Modern
1997	Czech Republic	A Andrjukov	Ukraine	First person to win the International Wakefield Trophy three times!	2474	Modern
1999	Israel	O Kulakovsky	Ukraine	Single flyoff in early morning	1768	Modern
2001	USA	O Kulakovsky	Ukraine	Third consecutive win by Ukraine	2535	Modern

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Charles Dennis Rushing

Well - a holiday brings a lapse of memory! Now it's 23rd June & I've just realised nothing has been written for the next NC. Minor panic sets in, particularly as it looks like a good flying day for Beaulieu tomorrow. Never fear - a quick call to our Hon Editor reassures me that all is still ok, as he has likewise been occupied on other things.

On the DBHL Plan Front

After getting back from Ibiza, we stopped in Malvern for a few days so I could deliver another lot of plans to Derick in Lancaster. This was duly done & in return, he gave me back loads that have been scanned. These have now been passed on to Roy Tiller for sale at MW meetings & the like. In exchange, Roy gave me another box of plans to catalogue - these are for the winter! In the meantime, I now have to sort out the latest (unpublished as yet) Excel file for an update to the DBHL plan list. This could be a bit fraught as I've managed to mislay about 40 glider plans that have been catalogued ready for scanning - they are obviously in a safe place but quite where is a mystery at present! Added to which, Roland (USA) informs me that he has suffered a flood in his basement & that some of the plans sent to him have been damaged. He is now drying out what he can before letting me know what is irretrievable.

Quick visit of Dick Twomey

Last week a phone call out of the blue from Dick Twomey - "I'm in the UK for a few days, can I drop a few plans off for you?" So a few hours later, Dick rolls up in his venerable Mercedes, which can be heard before it's normally seen. On this occasion, a tale of woe as he suffered a water pump failure on his travels in the UK & had to have a tow for repairs before he came to me. Fortunately, all turned out well & the car carries on. Sadly, this visit was to see a son who is not at all well - hence the flying visit, as he returned to Mauritius the next day. Nevertheless, it was nice to see him & he promises to be over later in the summer.

Comps for next year

In spite of my pleas, nary a message back on the subject. I can't believe I've got it so right that no-one wants to change anything. Suggestions are most welcome.

SAM Champs: 10th/11th August

As an aide memoire, here is the comp schedule for our two day meeting in August. For ease of running the one day events, Control will act as the CD.

Saturday 10th August

Classic Power: 4 oz Wakefield: Combined up to 50" Vintage & Classic Glider
 Under 25" Vintage Rubber: Vintage Coupe: Tailless (part of the SW League.)
 CLG/HLG: Earl Stahl: Low wing & High Wing

Following are two day events

CVA Spark Ignition Trophy (John Maddaford Memorial):
Tomboy: & Top Time Trophy

Sunday 11th August

Phineas Pinkham Power : Maxwell Bassett Power: 8oz Wakefield
Combined over 50" Vintage & Classic Glider: Small Vintage Rubber
BMAS Club Classic Rubber: Spar Tractor & A-Frame Mass Launch
Jimmy Allen Mass Launch: Wallop Bowl (Free Flight Rubber Scale)

Following are completion of two day events

CVA Spark Ignition Trophy (John Maddaford Memorial):
Tomboy: & Top Time Trophy

Note 1: Currently no waterplane events planned

A few points:

- **Camping at Middle Wallop.** This will be a repeat of last year. Bookings can be made via Rebecca Clay at the Museum (01264 784421). The charge is still £8 per night, pay the Museum Desk. Alternatively, you can take a chance & just turn up - the probability is that there will be adequate room. No campsite toilet facilities will be provided, but access to the Museum toilets will be available during normal opening hours of the Museum.
- **Trophies return.** The perennial problem - would all trophy holders please bring them to Control - preferably cleaned & polished as appropriate.
- **Comp Entry Fee.** These will remain at £2.00 per comp entry, primarily to fund the liquid prizes!
- **Radio & Control Line events.** Our dates unfortunately coincide with another radio assist meeting at Cocklebarrow Farm, so there will be no radio assist or control line events. In other words - a pure free flight meeting for fun flying & not to serious competitions.
- **Weather.** Sunshine & light winds have been ordered - no guarantees.

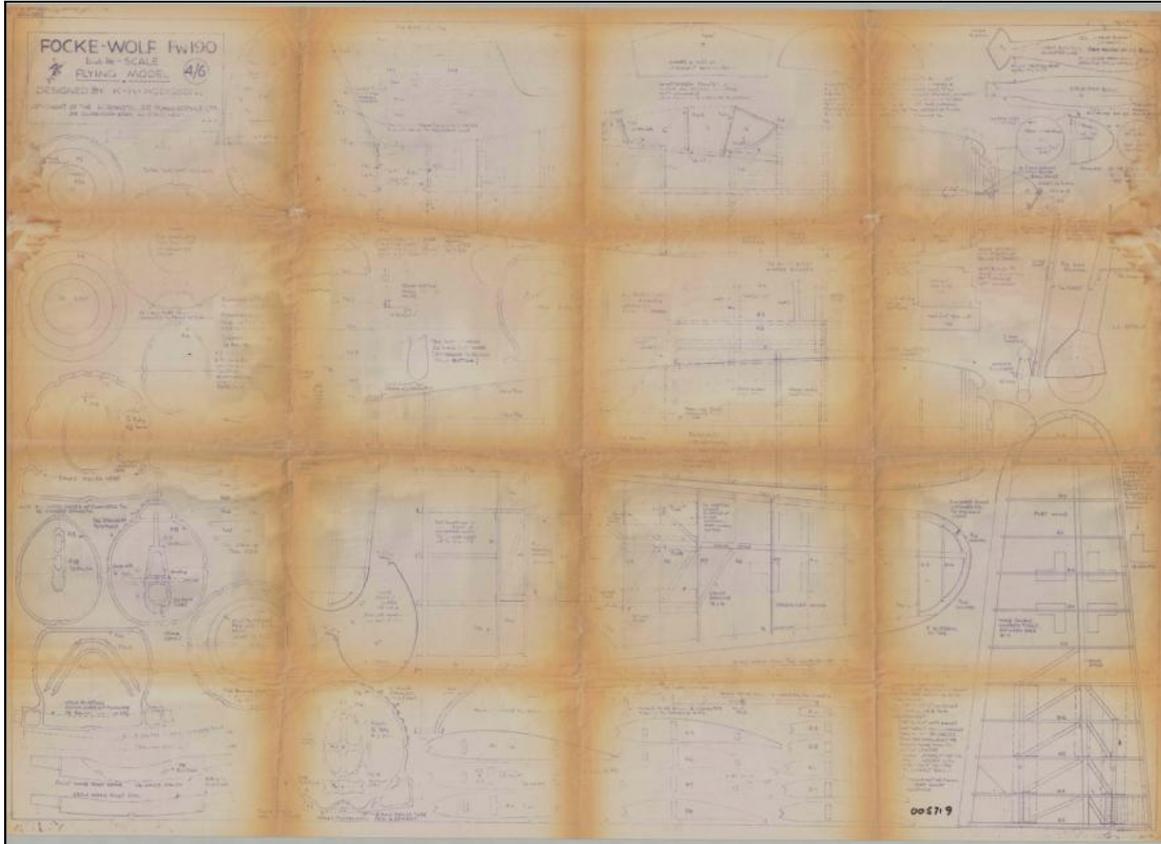
The main thing is to come & enjoy the two days, meet old friends & get some not too strenuous exercise!

Requests from our readers:

A couple this month : First up is the result of a phone call from Jim Boys, son of Howard Boys. Jim has implemented his own website (www.jimontheweb.co.uk) which includes quite a lot of information about his Father & associated aeromodelling activities. However, the years covering the 1940's onward have yet to be constructed & Jim asks that anyone who knew of or has information related to the aeromodelling activities of Howard Boys during this period could get in touch with him - Jim can be contacted by email via jim@jimonthenet.co.uk.

He also mentions that he has some of the early radio control equipment designed & made by his Father, which he would be happy to donate to a good home. Have a look at the website as it contains some very interesting information.

Second is a request for a plan, which is in our library & has been scanned but has produced a very poor quality image, as can be seen below.



The model is the Focke Wulf FW190 by K H Hodgson, written up in the June 1943 Aeromodeller as FSR 129 but apparently the plan was not published in the magazine - available only by ordering. If anyone has a better quality plan than the one above, would they be kind enough to loan it to our library for scanning, after which it would be returned to its owner.

Contact me by email (rogerknewman@yahoo.com) if you can help.

Roger Newman

Aeromodeller Departed

Jack Allen: With regret I inform you of the death of Jack, the respected power flyer, who recently passed on after a heart attack. It is believed that Jack had reached his nineties.

R.I.P.

Attached is a brief report, in the current issue of 'Aerospace' magazine, of the presentation to the National Aerospace Library, by Reg Boor, of a replica of Korda's 1939 Wakefield Cup winner.

Also an earlier report, in the October 2012 issue, of other Wakefields donated for display.

NATIONAL AEROSPACE LIBRARY

Wakefield Korda model



The Wakefield Korda model on display at the National Aerospace Library, Christine Woodward.

On 27 March 2013 a new addition to the hanging display of Wakefield aircraft models which can be viewed at the National Aerospace Library (as described in The Aerospace Professional October 2012) was presented by R G Boor CEng FRAeS.

On 6 August 1939 the Wakefield International Cup was won for the USA by Richard Korda, aged 24, at Bendix, New Jersey. The rules at that time allowed a projected wing area of 200in² with a tailplane not greater than 33% of the wing with a specified weight to be not less than eight ounces (226-8g) including the rubber motor.

The machine was required to take-off from the ground and to make three flights. Stability in the climbing spiral was much aided by the three-part dihedral wing style of the Korda design which used a thick Joukowski-type wing section, the whole machine contrasting to the British style of that time with straight dihedral wing and slow revving, double bladed, free-wheeling propellers. On completion of the climb, Korda's propeller folded back on the fuselage to minimise drag during the gliding phase of the flight.

The restored replica model on display at the National Aerospace Library was originally built in 1984 for the 50th anniversary event of the Wake-field event held at Warwick Racecourse in 1934.

The restored model will be seen to have a hinge in the rear fuselage, enabling the tail to tip up to achieve recovery from thermals and terminate the flight.

Wakefield Aircraft Models

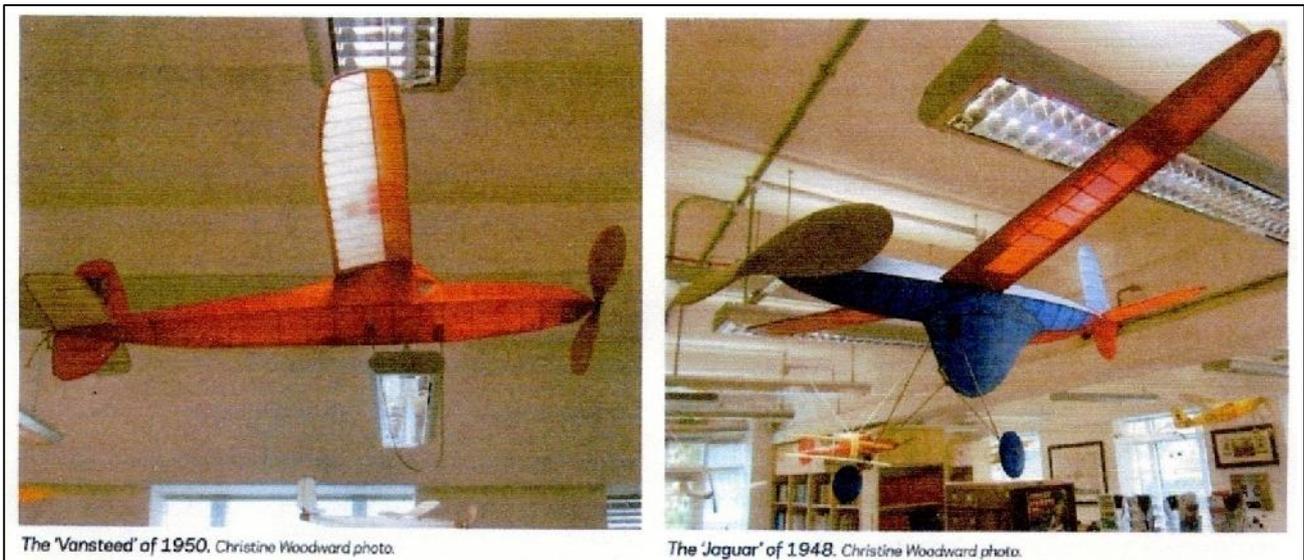
The growing hanging display of aircraft models which can be viewed at the National Aerospace Library at Farnborough was added to on 11 May 2012 through the donation of two further models in the Wakefield series

the Wakefield's: Jaguar and Vanstead.

During the inter-war and the early post-WW2 years, prior to radio control becoming available to modellers, the Wakefield specification set the standards for model flying aircraft and through the efforts of Martyn Pressnell, FRAeS (who has beautifully restored these donated models), the National Aerospace Library now holds a pre-eminent collection of these significant designs.

In 1948 the Wakefield International Cup held at Akron, Ohio, was won by the 'Jaguar' — a striking design by Ted Evans with a prominent underbelly which enabled a shorter undercarriage to be used — the last occasion that this prestigious trophy was won for Great Britain.

In 1950 Evans produced the 'Vanstead' (an anagram of his name) — an innovative design incorporating diagonal longerons and a feathering propeller — in which was culminated the epitome of the Wakefield specification before the rules were significantly amended, fixing the fuselage cross-section independent of the overall length.



Also on display at the Library is a replica of the 1930 winner of the Wakefield International Cup designed and flown by Joseph Earhardt of St Louis, Missouri;

a replica of the 1936 winner of the Wakefield International Cup designed and flown by Albert Judge when the competition was staged at Wayne County Airport, Michigan;

and a 1939 Flying Minutes Wakefield designed to the revised international rules setting the minimum AUW at eight ounces.

An important design trend setter, it continued to attract young model flyers in its kit form during the wartime years when powered model flying was restricted for reasons of security.

Peter Barrett



Extract from Aeromodeller June 1966

A lot of Tribe

Whatever vicissitudes and problems may beset the dark continent, at least its T.V. programmes have not yet suffered the Western fate of being smothered by old American movies; but no doubt Foxfam will soon remedy this cultural deficiency. Meanwhile, youthful natives of Zambia are given the civilised privilege of watching a fortnightly programme on the delights of model flying. Odd, though, to think of the old hobby enjoying an extension of life in the emergent states. Satisfying in one way, but in another I'm a bit sorry to see the old gnu and hartebeeste pushed off their stumping grounds in order to make way for six lane highways and ten channel radio models, but we all have to pay the price of progress. In this country it is the rapid erosion of our available flying territory, and I have no doubt that we shall soon hear the same cry from Africa's limitless acres, by which time we can be sure that the youth of Zambia will not be watching telly programmes of model flyers cavorting over the grasslands, but looking at Gary Cooper adventuring over the vast empty spaces of yesteryear.

Swinging Scene

If the latest swinging thing in the full size glider world is the super swing wing sailplane, with built in thermal detector and everything for the nimbus lover. The idea of the swinging wing is to give a surge of rakish speed to get from dead spot to uplift, and the only thing missing is the retro rocket, just in case ...

But what progressive equivalent have we in the model world? We may have the electronics, but the aerodynamics still remain way back in the "What's cooking, Sir William Hayley?" period, in spite of all the inspiration we get from "Thunderbirds",

In the basic areas of the hobby we don't expect anything very revolutionary, apart from the rotation of the time honoured prop. For the Rubber and Gilder enthusiast an occasional change of aerofoil is as much upheaval as his spacious, but not space, way of life can stomach, but I should have thought the whizz kids of radio might have thrown a few gimmicky spanners into the workings of conventional thought. For instance, automatic penetration for Single Channel models. Or is that, like so many of the windblown machines, far fetched?

Zombie & Son

The fascinating thing about the model flying hobby is the way its traditional styles of aero-nauting refuse to be overwhelmed by the slick appeal of the modern electronic machine. Anyone thinking in the sort of progressive terms which sees a multi-storey block of flats on the non-functional open space, might find it odd that the crinoline era rubber model should survive into an age singularly lacking in elastic utility. He might also look askance at the primitive antics required to elevate a goodness-knows-why, motorless model to a viable altitude, and would undoubtedly give a fat, .007 smirk at the idea of the term microfilm being applied to a type of skeletal looking model. It might also occur to him that model flying is not just little brother tugging along in the wake of big brother, Aviation, but has much to offer in its own right, although he may not be the kind to enjoy the diverse fun it gives to suit all pockets, air and otherwise.

Apropos of this, a recent picture of a microfilm model reminded me of my own attempts to produce one of these curious craft. It did not take me long to realise that I suffered from a condition known as Fyffe finger, in which the thickness of the hand deceives the eye. I also had the business of whispering friends to contend with, but this was of secondary consideration compared with the importance of skimming off a bath length of usable film. Whether the craft actually flew remains a mystery to this day, although some theoreticians still aver that the distance achieved was due to the propulsive influence of an open window.

All of which is part of the rich pageant of model flying, in the spirit of that continuity which gives newcomers to the hobby something of those same joys of aero-nauting that drove the Edwardian courting couples off Wimbledon Common.

Just Gassing

Looking at the floods of vintage craft to be seen around these days I begin to wonder if the future of aeromodelling does not, in fact, lie in the fledgling past. After all, we each of us have our own building board time machine, and if tiring of today's hectic competitive pace, we can "Dr. Who" it back into a more leisurely ambience.

Currently the time machines are settling down in the American "gassie" period of the mid thirties, and the huge, lugubrious craft now wafting around the airfields give ample evidence of the inflexible belief of those primitive times that a model was only kept right way up by the huge weight and bulk of the airwheels. We can also take it that the portliness of the machines give a clue to the term "gassie", which must obviously be an abbreviation of "gastronomic".

Picture Gallery

Tony Shepherd's fly-off 'Le Timide' recovery from a pile of straw and sh*t could have been a lot worse.



**What did you wish for last christmas
*a 7in. wingspan livingroom stick model?***



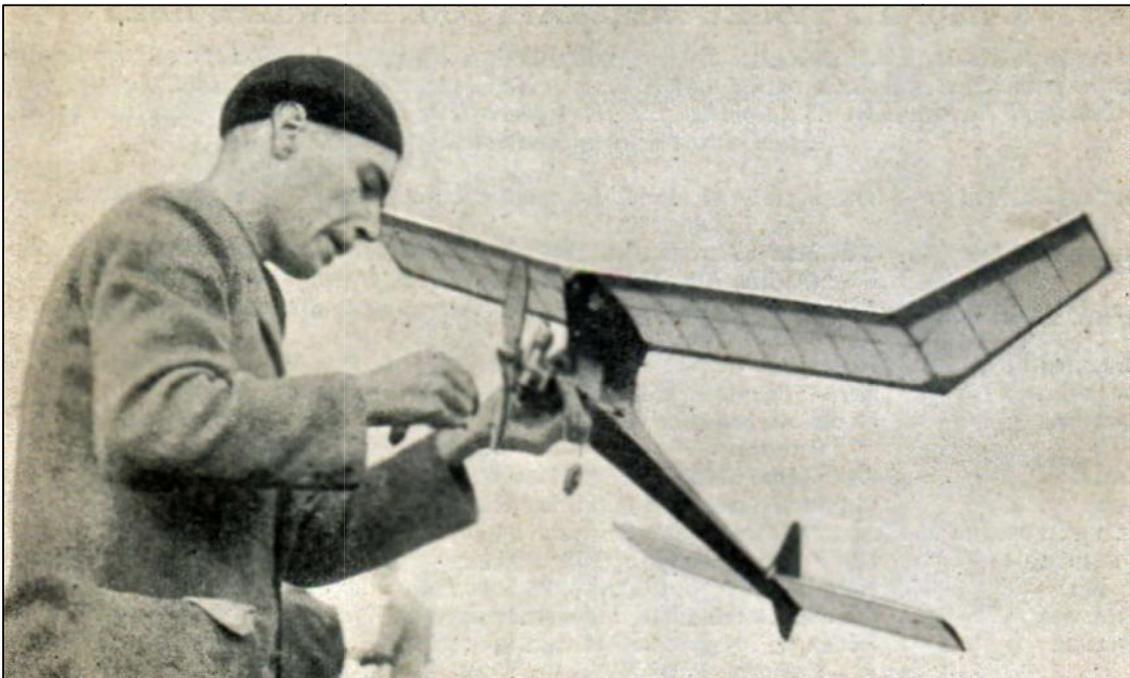
The Taylor's wind at Wallop sometime last year



Rex Oldridge gets GB2 away on the Wallop Pond

1950, a blast from the past

Ted Evans, second place man, speeds his "Vansteed" on its way. He was the only British entrant to stay within striking distance of the phenomenal Ellila on his home ground.



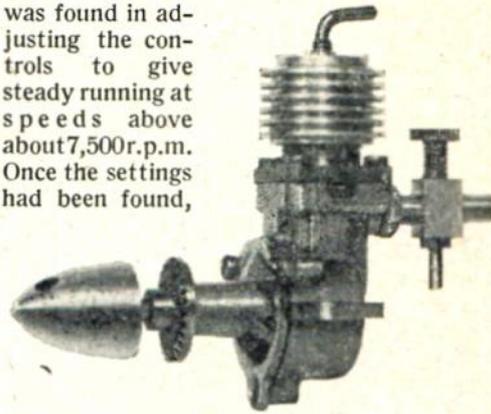
J. A. Gorham of Ipswich, S.M.A.E. Senior Champion for 1950, shown here starting his engine in the Sir John Shelley Contest at the Nationals, one of the many events in which he figured prominently

E.P.C. MOTH .85 c.c.
Manufacturers. E.P.C. Engineering Co. Ltd.,
 Cameron Street, Haydn Road, Sherwood,
 Nottingham.
Retail Price. £1 15s. 11d., inclusive of Purchase Tax.
Delivery. Ex-stock.
Spares. Ex-stock.
Type. Compression Ignition Diesel.
Specified Fuel. Mills Blue Label 2 pts., ether 1 pt.
Capacity. .85 c.c., .048 cu. in.
Weight. 2 oz. less tank.
Compression Ratio. Variable.
Mounting. Beam, upright or inverted.
Recommended Airscrew. 7×4 in. for free flight.
Bore. .375 in.
Stroke. .472 in.
Cylinder. Cast iron.
Cylinder Head. Alloy, integral with fins.
Crankcase. Pressure die cast. D.T.D. 424 Alloy.
Piston. Steel, hardened and centreless ground.
Connecting Rod. Mild steel.
Crankshaft. 10 ton shear steel.
Main Bearing. Phosphor bronze bush, in die-cast D.T.D. 424 alloy front end.
Induction. Sideport.
Contra Piston. Steel, hardened and centreless ground.
Special Features. Simple porting arranged for easy starting. Robust construction.

TEST

Engine. E.P.C. "Moth" .85 c.c. Diesel.
Fuel. Mercury No. 3 plus ether.
Starting. Following the maker's instructions for settings, the engine started readily enough with hand-flicking, but a little trouble

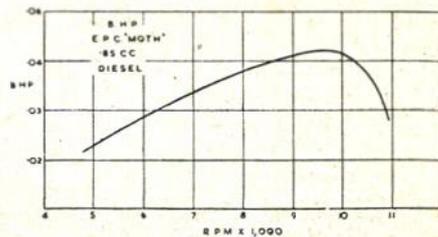
was found in adjusting the controls to give steady running at speeds above about 7,500 r.p.m. Once the settings had been found,



however, no difficulty was experienced in duplicating the correct adjustments for good performance. The carburettor needle control seems to be rather on the sensitive side.

Running. The preceding paragraph really gives the running characteristics of the engine, but, as already stated, the engine was happiest at speeds below 9,000 r.p.m.

B.H.P. The engine was tested from 5,000 r.p.m. onwards, and at the lowest speed a b.h.p. output of .023 was recorded. Output then rises steadily, reaching .0335 b.h.p. at 7,000 r.p.m., .038 b.h.p. at 8,000 r.p.m. with a maximum of .042 b.h.p. at 9,700 r.p.m.



Report No. 32,

Missing Plans Part 6. The End (for now)

How time flies! Six months of seeking "missing" plans i.e. those that when the model was announced in the magazine etc., there was no accompanying full size or even complete reduced plan, and the plan was not in the David Baker Heritage Plans Library or the Co-op-plans Library.

The Co-op-plans web site is currently shutdown whilst a new version is being prepared. A search for Co-op-plans.com will take you a web page with instructions on how to download a free list of all Co-op plans; this includes plans from New Zealand, England, Slovak Republic and U.S.A.

Of the 39 plans sought, 17 have been found and copies passed to Roger Newman for the plans library. A further two are in the "it will be in the post when I find it" category.

Thank you to all those who responded, delivering plans to Middle Wallop meetings or putting them in the post.

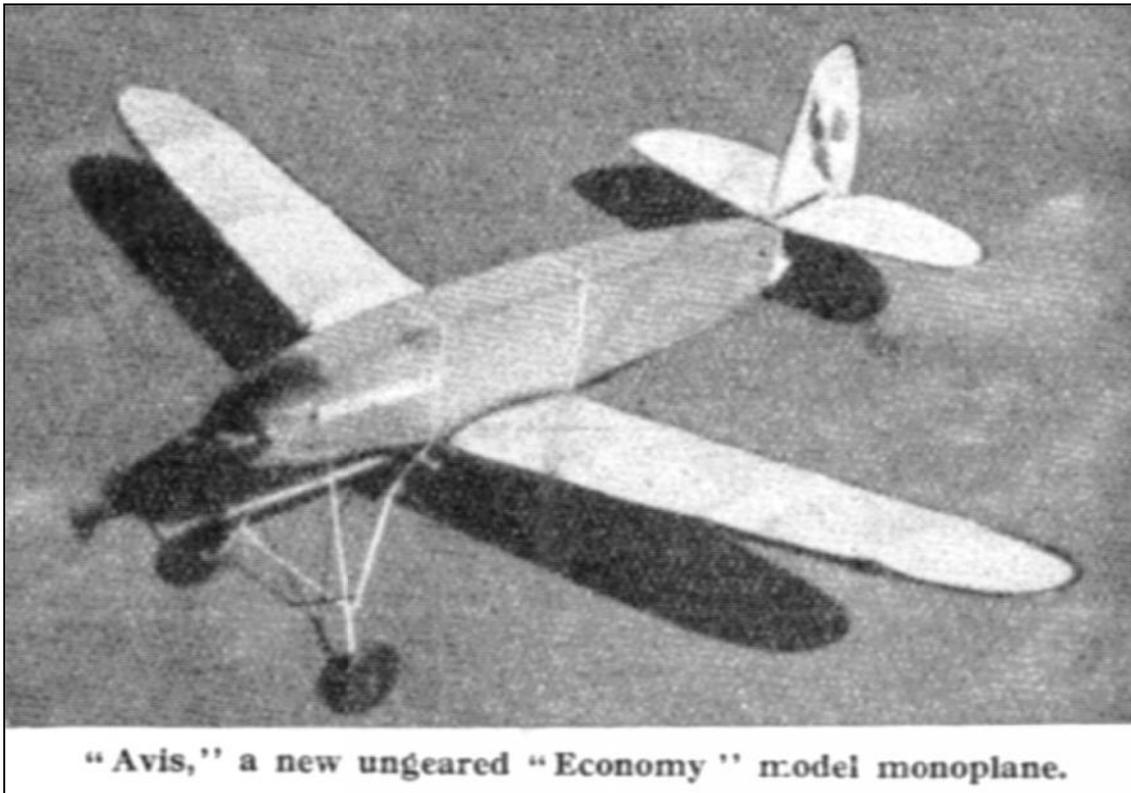
You might wonder how can there still be missing plans when David Baker Heritage Library has a list of 4000 plans, Co-op-plans has a list of 7000, Outerzone has about 4000 and the old X list is showing something like 2000, but there are still some plans not on any of those lists.

Below is the list of missing plans, in order of date published, for which we have had no response. The biggest group are those plans that were never published in *Aeromodeller* but were in lists of plans (complete with AM plan numbers) offered for sale in *Aviation in Miniature* and the *Eaton Bray Gazette*: both *Aeromodeller* group publications. If that was the extent of publicity then it might be expected that sales were relatively limited, which reflects in our chances of finding them,

Model Name	Plan No	Designer	Span	Type	Notes
Avis		Knight M R	30	Rubber	1933 July Model Engineer
Hawker Merlin Monoplane			Nk	Rubber Scale	1936 Nov Aeromodeller
Wren			24	Rubber	1937 June Hobbies Weekly
Fairey Albacore	Fsr 104	Towner H J	50	Rubber Scale	1941 Dec Aeromodeller
Westland Lysander	Fsp 160	Welsberg A	60	Power Scale	1942 April Aeromodeller
Henschel Hs126	Fsr 214	Walker R L	48	Rubber Scale	1942 Jul Aeromodeller
Baby R.O.G.	I 109	Isenberg J S	13	Indoor	1944 C, Aviation In Miniature
Cygnets	D 123	Isenberg J	17	Rubber	1944 C, Aviation In Miniature
Dh 60 Gypsy Moth	Fsp 135	Solomon E	60	Power Scale	1944 C, Aviation In Miniature
Exp. R.T.P. Helicopter	I 178	Warring Ron	Nk	Indoor	1944 C, Aviation In Miniature
Fokker D8	Fsr 131	Day G W	35	Rubber Scale	1944 C, Aviation In Miniature
Miss Margaret	D 1657	Wilson F E	38	Rubber	1944 C, Aviation In Miniature
Pterodactyl 60	D 173	Capps S E	60	Rubber	1944 C, Aviation In Miniature
Sopwith Camel	Fsr 189	Compton C F	14	Rubber Scale	1944 C, Aviation In Miniature
Viper (Not Viper li, D1380)	D 207	Moore C R	48	Rubber	1944 C, Aviation In Miniature
Masterplane		Copland R	47/42	Rubber	1946 Nov Am, Premier Advert
Jackdaw & Dorland Mods Rtp	E 255	Am Staff	35	Rtp Elect	1947, Model Sailplanes
De Havilland Dh100 Vampire	U 254	Am Staff	40	Power Scale	1948, Eaton Bray Gazette
De Havilland Dh98 Mosquito	Fsr 279	Boys Howard	40	Rubber Scale	1948, Eaton Bray Gazette
Toots li	D 198	Cherry R A	30	Rubber	1948, Eaton Bray Gazette
Tipsy Junior	CI 323	Hundleby H	40	C/L Scale	1949 Jun Aeromodeller
Junkers Ju87d	CI/Fsp 675	Mchard J D	34	Scale Pwr/CI	1957 Sept Aeromodeller
Cessna Airmaster	Ma 308	Lewis Peter	33	Power Scale	1959 May Model Aircraft

but do keep looking.

There is one addition to the list this month.



Featured in Model Engineer July 27th 1933, the Avis was a low wing monoplane by M.R.Knight "designer of the well known Kinglet".

The Avis is a "simpler and cheaper type, a livelier machine, whose quicker movements soon reveal faults in handling". Perhaps not one to build then, but it would be nice to see the plan.

One was referred, for a full description, to "Model Aeroplanes Simple Explained" shortly to be published by Percival Marshall & Co.

Does anyone have the plan or the book?

If you have any of the above plans, or know where they are available, please get in touch.

HELP WANTED:

to pick up mags near Exeter.

We have been offered several boxes of old Aeromodeller mags etc. but these would need to be collected from Morchard Bishop, Devon, EX17 6NX and delivered to a Middle Wallop meeting.

If you might be able to help please get in touch and I will send you the contact details.

Contact Roy Tiller 01202 511309, e-mail roy.tiller@ntlworld.com

Roy Tiller

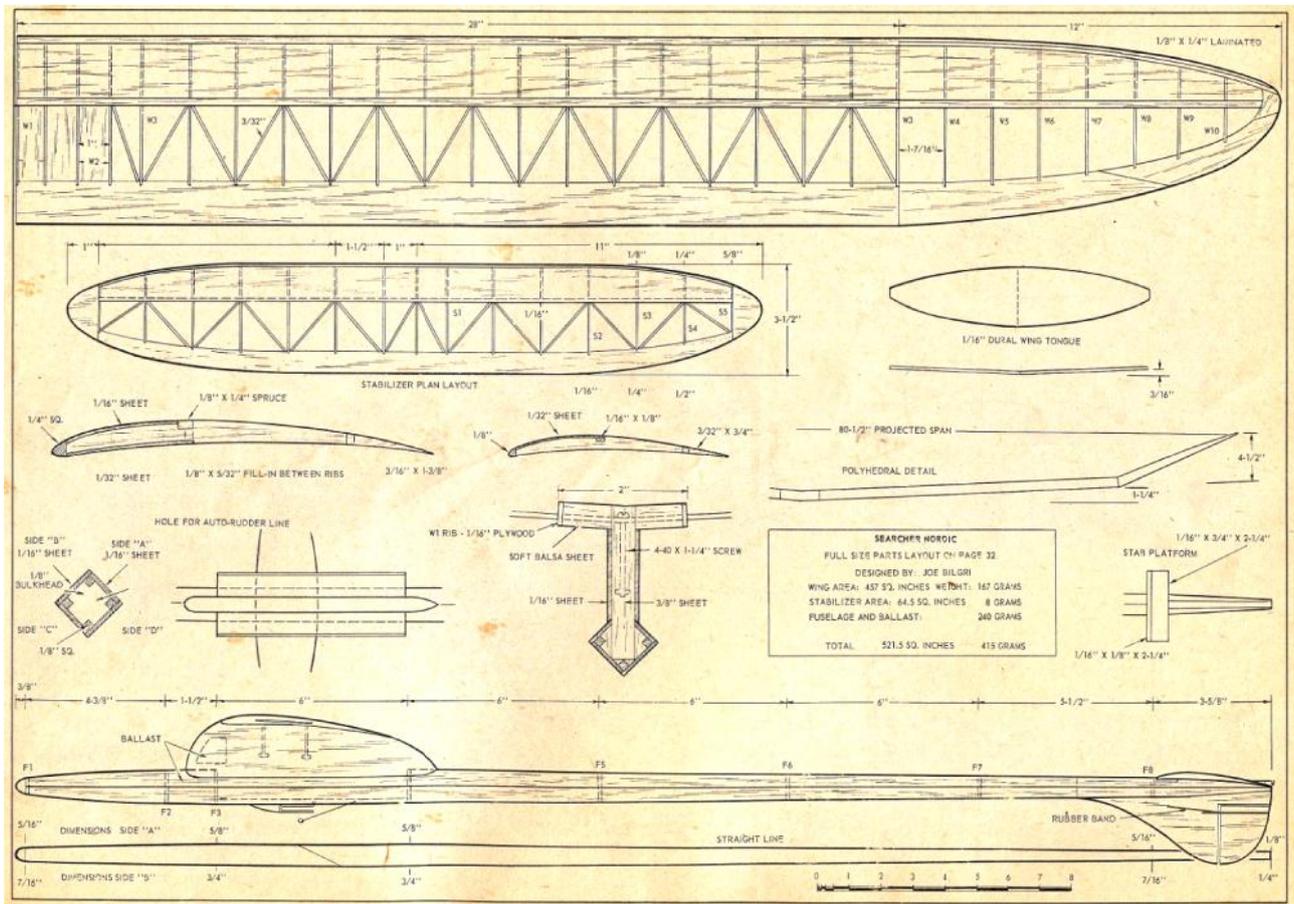
Airplane from America - 'Searcher'

Joe Bilgri

From 'Flying Models' February-March 1961



Auto-rudder equipped A/2 Nordic provides endless satisfaction, thermal soaring at its best. Wing tongue employed, 1/4 scale.



Of all the FAI events, the Nordic A/2 towline glider is one of the most enjoyable to fly, for you do not have any engines, motor run timers, or rubber motors with their winding problems to worry about. It's easy to see why many are building this type of model, even though some are not necessarily interested in international competition.

For just the fun of sport flying, a good Nordic is easily towed to the top of the line without much effort and can be released immediately with a fair chance of catching a thermal. The result is often a long flight and this too makes sport flying more enjoyable. The main difference between contest and sport flying is in learning to hold the model on the end of the line long enough so that it can be towed into a thermal, before being released. This takes both practice and endurance.

In order to get a better feel of what is happening to the model on the end of the line it is best to hold the reel in one hand and the line with a few feet of slack in the other. In this way you can feel the tug of a light thermal that would not ordinarily be transmitted through the reel. There are times when thermals are practically nonexistent, so even a very light thermal is better than just releasing the model hopelessly, to take its chances on seeking them out. Also, the few feet of slack is very nice to have when it comes to releasing your model, after you have found the thermal.

For those that have not as yet developed a sense of feel, all is not lost, for a Nordic that has a left glide circle should not be adjusted to tow directly overhead, but slightly to the right. It can easily be seen by looking over your shoulder, and when you hit a thermal the glider will swing toward the left. If you still have trouble in hooking thermals, the best solution and a very successful method is to keep your eye on the other models. When you see one that is in a strong thermal, tow yours into it also.

In Nordic design and flying, I have found that there are a lot of ideas that seem fine on paper, or sound good due to someone's success, but for the average person are worthless, for they cause more trouble than they are worth. In the "Searcher" I have incorporated most of what I have found out after trying out the super thin and the thick airfoils, the long and the short tail and nose moments. Probably the most important thing outside of keeping the stab and tail boom light, is to concentrate most of the ballast as close as possible to the wing. This we feel is preferable to installing the weight in the very front part of the fuselage nose.

The further the weight is from the CG, the harder its forces are to control. With no ballast more than 1½", in front of the wing, the "Searcher" has the ability to thermal easily, and to go from a fairly open circle in a thermalless glide, to a tight circle while in a thermal, without the fear of spinning in. The trend for shorter nose moments seems to be universal. After checking sketches of several of the top models at the 1959 Finals in Europe, this is about the one noticeable design change that we could see, when comparing them with the top models of previous years.

Since we do not care for a stubby nose, it was extended slightly on the "Searcher" and can be used to store ballast should you have trouble in keeping the tail boom and the stab light. Remember though, if you want the "Searcher" to give you top performance, choose the wood carefully for everything aft of the wing, and use a minimum of colored dope on the boom and stab. It will do very little good to use light wood and then weight it up with colored dope just to enhance the appearance.

WING: The wing and wing tongue should be constructed first, for these parts are necessary for reference and fitting in completing the fuselage. Start this construction with the dural wing tongue. Although the 1/16" thick dural can be cut with snips, it will remain flatter if it is sawn with either a hack or band saw. Tin snips have a tendency to twist the metal while cutting. Ribs W1 and W2 are cut from 1/16" plywood and the slot should fit the tongue snugly, for you'll have only this tight fit to hold the wings to the fuselage. The balance of the wing ribs are cut from medium 1/16" sheet balsa. Medium weight balsa should also be used in the rest of the wing, with the exception of the top main spar which is spruce. On the tip sections, 1/8" x 1/4" balsa is used in place of the spruce.

While most of the wing structure is conventional, a few steps in construction should be followed as outlined. The forward portion of the trailing edge must be blocked up 5/32" to maintain the proper undercamber. After the ribs, main spar, 3/32" sq. diagonals, and leading and trailing edges have been cemented in place, the three sections between the plywood ribs should be filled. Use 1/4" sheet above and below the tongue, to give this part of the wing extra strength. After this has been done, the top of the wing is planked. When dry, the wing should be turned over so that the 1/8" x 5/32" fill-in strips may be added between the ribs, and finally the bottom planking. By boxing in the the forward portion of the wing, and using diagonals toward the rear, the wing becomes practically twist free and can be used in windy weather without worrying about fluttering or washing out.

STABILIZER: Only the lightest wood should be used in building this assembly, for extra weight here will noticeably affect the balancing of the model. The forward portion of the trailing edge is blocked up 1/16" for proper camber and the ribs should be cut from 1/32" quarter-grained balsa.

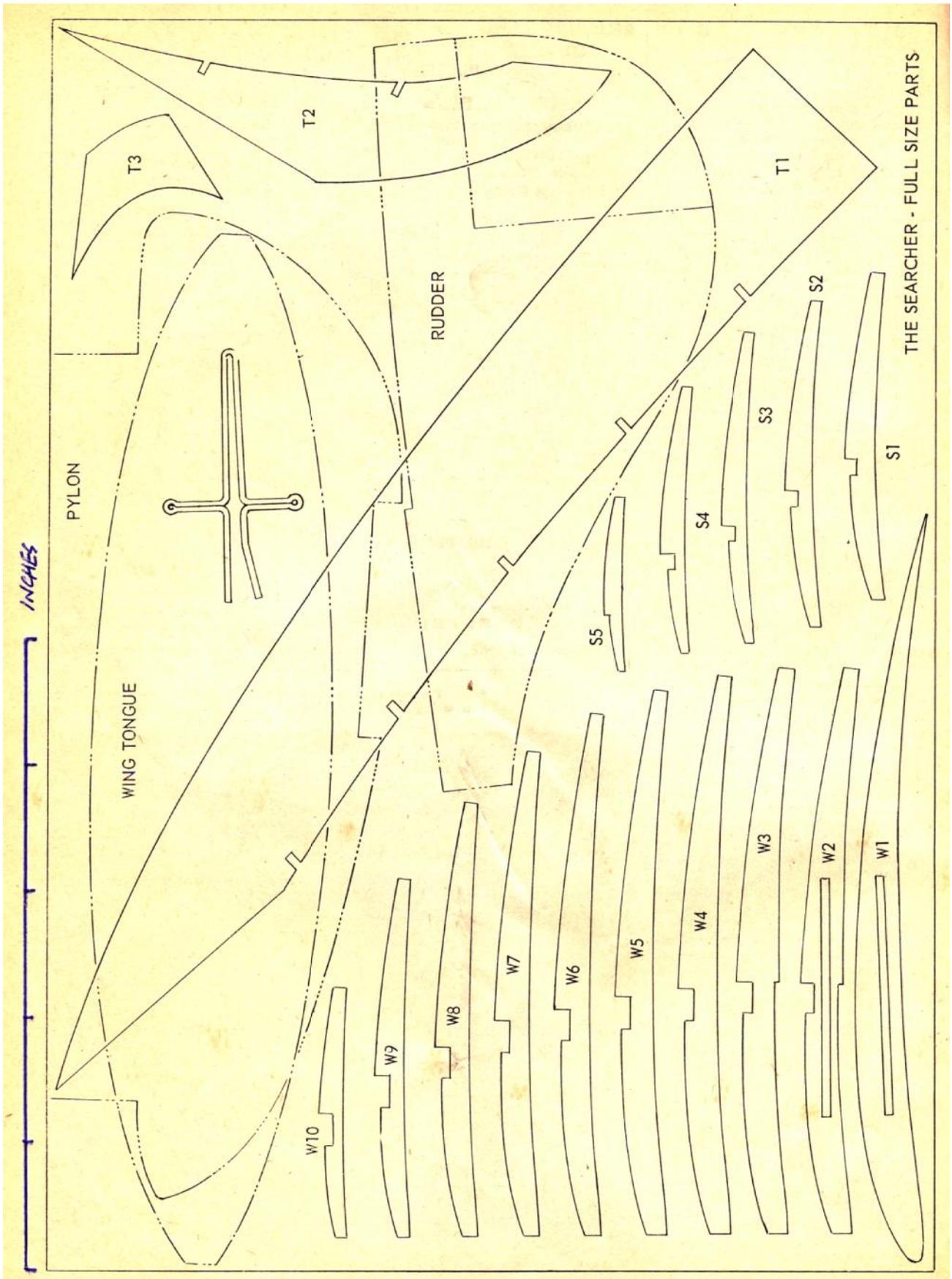
FUSELAGE: Construction of the fuselage should start with the sides. Since extra strength is needed in the nose section, the hardest 1/16" sheet balsa you can find should be spliced to light balsa that extends from the middle of the pylon to the rear of the tail boom.

Using the dimensions shown on the plans, sides "A" and "C" are to be cut out first, with the bulkhead locations marked on the sides. Then, using one side as a guide, cut square bulkheads of 1/8" sheet balsa to fit and notch the corners so that they will fit over 1/8" square balsa. To both sides "A" and "C", cement medium 1/8" square balsa along each edge. Here too, harder balsa can be spliced to the nose section, but the splice should be made at a different point than the side splices.

By adding the formers, the two side are joined together. Side "B" is also cemented on at this time, leaving side "D" open. While this is drying the upper part of the pylon may be assembled, with the tongue being bolted in place, Using a W1 rib as a guide, cut enough fill-in ribs from soft sheet so that they will add up to 3/4" on each side of the pylon.

Before cementing the W1 ribs in place, attach both halves of the wing and trim where necessary, so that you will have a perfect fit between the W1 ribs on both the wing and pylon. Enough of the pylon should be cut out at this time to hold 2% ounces of lead ballast.

The top part of the fuselage is slotted between formers F3 and F4. The pylon can be inserted with the parts for the pylon, ahead of F3 and behind F4, notched to a V shape so they will fit over the fuselage sides.



After the pylon has been positioned, the 1/16" sheet should be added to each side of the pylon. The rear of the fuselage is notched for the rudder, with the auto rudder hinge consisting of 1/32" wire running through 1/16" OD aluminum tubing, held to the rudder tab with silk.

The auto-rudder control horn is bent from .045" wire to which rubber band tension is added to hold the rudder in a left turn. The auto rudder string which passes through the fuselage, attaches to the right side of the rudder.

A small ring is used on the opposite end, which slips over the tow hook so that the line is pulled while the model is being towed up. This pull straightens out the rudder during the tow. The rudder loading then pulls the rudder back into a turn adjustment after the line is slacked. The tow hook is bent from 1/16" wire. The stab platform is added to the top after 1/8" of the fuselage has been cut away. Side "D" is now cemented.

FINISHING: The entire model is covered with Jap tissue and doped with two coats of clear and one coat of colored dope. Ballast is added to the nose section, until the model balances at the middle point of the wing. The nose section is now sealed off.

Glide trim is adjusted by shimming up the trailing edge of the stab and not by changing the balance point. Set the auto-rudder so that the model tows as straight as possible, and set the gliding turn stop so that the model turns in 100 foot diameter circles in the glide. We think you'll enjoy it's performance as much as we have.

Joe Bilgri

Rings a Bell?

-

Dick Twomey

If you have not yet reached the "Age of Wisdom", i.e. over 70, this is not (yet) for you!

*I've just seen this description of a day in the life of...any of us?
You might recognize it!*

"I decided to wash the car. As I start towards the garage I notice that there is mail on the hall table. I decide to go through the mail before I wash the car. I lay my car keys down on the table, put the junk mail in the rubbish bin under the table, and notice that the rubbish bin is full. So, I decide to put the bills back on the table and take the bin out first, but then I think that since I'm going to be near the mailbox when I take out the rubbish anyway, I might as well pay the bills first.

I take my cheque book off the table and see that there is only one cheque left. My extra cheques are in my desk in the study, so I go there and find the can of coke that I had been drinking. I'm going to look for my cheques, but first I need to push the Coke aside so that I don't accidentally knock it over. I see that the Coke is getting warm, so I decide to put it in the refrigerator to keep it cold.

As I head towards the kitchen with the Coke, a vase of flowers on the shelf catches my eye... (whatever is my lady doing, they need to be watered?) So I set the Coke down on the counter and discover my reading glasses that I have been looking for all morning. I decide I'd better put them back on my desk, but first I'm going to water the flowers. I set the glasses back down on the counter, fill a container with water and suddenly spot the TV remote. Someone left it on the kitchen table. I realize that tonight, when we go to watch the TV, we will be looking for the remote, but nobody will remember that it's on the kitchen table, so I decide to put it back where it belongs, but first I'll water the flowers. As I do this some of the water splashes on the floor, so I set the remote back on the table, get some towels and wipe up the spill.

Then I head down the hall trying to remember what it was I was planning to do..."

Well ???

Dick Twomey

The David Baker Heritage Library
MAGAZINES FOR SALE

AEROMODELLER & MODEL AIRCRAFT

e-mail YOUR WANTS LIST
collect at Middle Wallop.

Roy Tiller Tel. No. 01202 511309
e-mail:- roy.tiller@ntlworld.com

Magazines Wanted SAM Speaks (USA)

any from 1971 to 1975
1976 May and August,
1977 November,
1978 January, March, May, July, November,
1980 March,
1981 May.

These required by our cousins across the pond
to update their Archive Disc.

If you can help contact Roy Tiller
e-mail roy.tiller@ntlworld.com

2013 BMFA FREE FLIGHT FORUM

The twenty-ninth BMFA Free-Flight Forum will be held on

Sunday, Dec. 1st,

the day after the BMFA AGM;

please note that the AGM date has been changed
from that announced late last year, though the venue remains the same.

Puma Island Hotel, Hinckley LE10 3JA.

Please up-date your diaries, book that weekend and contact Martin Dilly at
martindilly@compuserve.com or on 020 87775533

with your offers of papers to present on any free-flight topic
from FAI to Vintage, Indoor to Scale.

SOUTHERN AREA BMFA SPRING GALA

RAF ODIHAM

Sunday 21st July 2013

- This event is possibly the longest continuous free flight event at the same venue in the UK, this being the 65th year. We do not wish to discontinue this long tradition, and it may be difficult to get it back if we failed to use it for one year. However if we can't cover the costs this year, next year may not be a possibility.
- I would be grateful if you would **act now**, and return your registration to allow me to calculate well in advance of how to cover the costs incurred.

Sports flying for glider, rubber & small power models.

Completions

- A) Vintage Wakefield (4 & 8 oz combined).
- B) Vint lightweight Rubber.
- C) Tailless.
- D) Vint & Classic Glider Combined.
- E) Vint HLG (hand & catapult launch combined).
- F) CdH.
- G) A1 glider.
- H) E36

A DT fly off may be used dependant on conditions

Events A, B D, H: SAM35/SAM1066 rules.
 Event C, E, F & G: BMFA rules.
 Event A: SAM Wakefield Leagues.

Please note:

- All those flying model aircraft or operating associated equipment on this site you must be a current member of the BMFA.
- Model flying may be interrupted during the day by aircraft movements. When the red runway lights are showing no one may cross the runway.
- The only entry and exit is via the airfield main gate. No other airfield boundary is to be crossed either on foot or by motorised transport.
- Pre- registration is necessary for this event and must be received by Sunday the 7th of July.
- All registrations are subject to approval by the RAF authorities.
- We will have access to the toilets.

To register please send:

- Your vehicle registration number, the vehicle occupants names, addresses together with their BMFA numbers (if applicable) and the non-returnable registration fee of £9 per flyer (sport or contest) **with a self addressed and stamped envelope**. (Please make cheques payable to Southern Area BMFA*). Please include email and telephone number to enable us to contact you in the event of last minute changes or cancellation.

*NOTE: In the event that the event is cancelled all proceeds less incurred expenses will be donated to the RAF benevolent fund.

To:

John D Thompson. Beechmede, Meadow Lane, Hartley Wintney, Hants, RG27 8RF.
 Tel: 01252 842471 Email: johnd.thompson@btinternet.com

- **Could all those who received trophies last year please bring them along on the day (hopefully inscribed with their names), or make alternative arrangements for their return in time for the event. (Please note that we have no administrative mechanism for reimbursement of the costs incurred).**
- Full details including the entry registration number will be sent to registrants prior to the event.

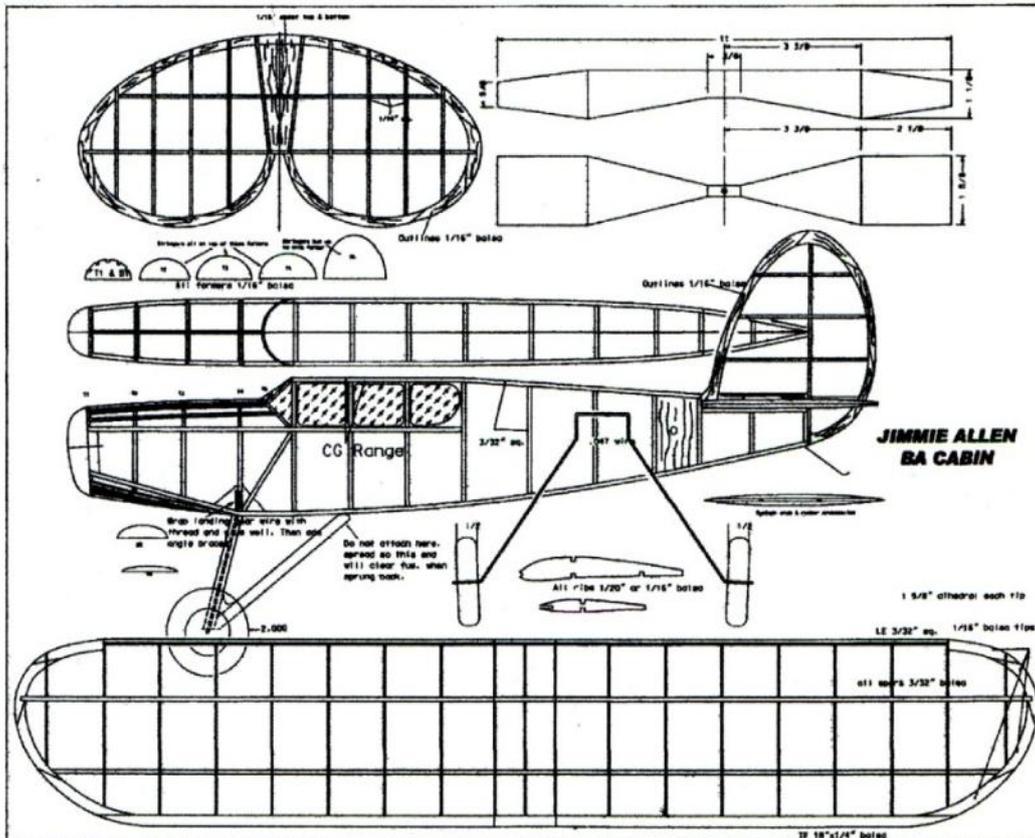
NOTE: The CD reserves the right to amend the above should circumstances on the day warrant it.

JIMMIE ALLEN 2013

**Four Jimmie Allen Competitions this year at
Middle Wallop Army Airfield, Stockbridge, SO20 8DY**

The dates are 31st March, 5th May, 11th August and 27th October

They are all Sundays, after lunch, mass launch at 2pm



E-mail rogerknewman@yahoo.com for plan files of the following models:-

J.A. BA Cabin aka Skokie 25" span	J.A. Bluebird 38" span
J.A. BA Parasol aka Racer 28" span	J.A. Special 20" span
J.A. Monsoon Clipper 29" span	J.A. Sky Raider 26" span
J.A. Silver Streak 32" span	J.A. Thunderbolt 24" span
J.A. Yellow Jacket 26" span	

There is even a pack of all the above plan files available by e-mail, check them out on your computer, decide which to build, and take the file to your local print shop for a full size paper plan.

The competition is a one flight mass launch, last man (or woman) down wins. Any queries or should you need printed paper plans please contact the C.D.

Roy Tiller, e-mail roy.tiller@ntlworld.com tel 01202 511309

Advance Notice of Prestige Club Organised Gala

Timperley Gala

Sunday 18 August 2013

North Luffenham Aerodrome Venue booked.

Parasenders will be absent.

Contests 10.00 to 5.00 Flyoffs later. Max fixed on the day.

Five events :

Combined Rubber, Combined Glider,
Combined IC Power (no electric),
Mini Vintage, Combined HLG/CLG.
Trophies, Prizes plus Cheap Wine.

All fliers charged **£5** to cover Airfield Fee.

Contest entry further **£5** for one or more events.

No doubling up, no re-entry.

Contact : John O'Donnell Tel: 01942 211742

email: john@odonnell3737.co.uk

Coupe Europa, Sunday December 8th, Middle Wallop

SO20 8DY 51° 08' 59.18"N, 1° 34' 25.15"W

F1G for Aeromodeller Trophy

Vintage Coupe d'Hiver for AAA Cup.

Flitehook Europa Team Trophy for F1G teams.

10 a.m. start. F1G in rounds.

Contact David Beales on +44 (0)20 8858 2714 or
e-mail; addickab@aol.com or

Tel: or fax Martin Dilly on +44 (0)20 8777 5533 or
e-mail: martindilly@compuserve.com.

SALISBURY PLAIN

Free Flight on Area 8 For 2013

There are several planned Army exercises in 2013, and apart from that the following dates are provisionally available.

Jan. 5/6, - Jan12/13, - Jan.19/20, - Jan. 26/27,
 Feb. 2/3,
 March 9/10,
 April 6/7, - April 13/14, - April 20/21,
 May 4/5, - May 18/19, - May 25/26,
 June 1/2, - June 8/9, - June 15/16, - June 22/23, - June 29/30,
 July 6/7, - July 13/14, - July 20/21, - July 28,
 Aug. 3/4, - Aug. 10/11, - Aug. 31
 Sept. 1, - Sept. 7/8, - Sept. 14/15, - Sept. 21/22,
 Oct. 5/6, - Oct. 12/13, - Oct. 19/20, - Oct. 26/27,
 Nov. 2/3, - Nov. 9/10, - Nov. 16/17, - Nov. 23/24, - Nov. 31
 Dec.1, - Dec. 7/8, - Dec.14/15.

For those using satnav the coordinates of the only permitted access points are:

51°11'31.36"N, 1°57'20.10"W - (Point Oscar)
 51°11'29.53"N, 1°57'32.59"W - (Point Papa).

Send an SAE and your £15 cheque, payable to BMFA, to Bernard Aslett, 25, Honeyhill, Wooton Bassett, Swindon, Wilts, SN4 7DX; in return you will receive a sketch map showing where we fly on Training Area 8, and a 2013 pass to display on your windscreen. If you come as a passenger, bring your pass anyway. Your name will be included on the Army security list (unless you're already on it). Please send Peter Tribe (petertribe46@talktalk.net) your e-mail address in case of any short-notice changes.

VINTAGE RADIO & CONTROL LINE

[to Dec. 1969]*

MIDDLE WALLOP, 2013

Courtesy of the Army Air Corp Centre, MAC

SUNDAY March 31st SAM 35 Gala

Control Line [no combat wings] Mini Speed & Spitfire Scramble.
 Sport Flying & Tomboy 3 & Tomboy Senior Competitions
 Vintage Power Duration Comps
 incl. George Fuller designs R/C class & R/C Bowden

SUNDAY MAY 5TH SAM 1066 Wakefield Day

Control Line [no combat wings] Mini Speed & Spitfire Scramble.
 Sport Flying & Tomboy 3 & Tomboy Senior Competitions
 Vintage Power Duration Comps
 incl. George Fuller designs R/C class & R/C Bowden

SUNDAY SEPT 22nd SAM1066 Fun Fly + Trimming Day

Control Line [no combat wings] Mini Speed & Spitfire Scramble.
 Sport Flying & Tomboy 3 & Tomboy Senior Competitions
 Vintage Power Duration Comps
 incl. George Fuller designs R/C class & R/C Bowden

FLIERS MUST BE COVERED BY BMFA INSURANCE

this is the only acceptable insurance at the venue
 and must be produced when signing on

For further information contact:

[C/L] James Parry, 01202625825, JamesParry@talktalk.net

[R/C Vintage & Tomboy] Tony Tomlin, 02086413505, pjt2.alt2@btinternet.com

[R/C VPD+Bowden+ George Fuller comp]
 Bill Longley, 01258488833, tasuma@btconnect.com

The events take place on the far side of the field, follow the peri track round

2013 WESSEX AERO LG. COMPETITION DATES

April 2013				
Sunday 7	<i>Wessex Aero Lg.</i>	<i>Tomboy R 1</i>	<i>WMAC</i>	<i>Cashmoor</i>
Sunday 14	<i>C/L Open day</i>	<i>Wessex AML Speed & Spitfire Scramble</i>	<i>WMAC</i>	<i>CASHMOOR</i>
Sunday 21	<i>Wessex Aero Lg.</i>	<i>600RES R 1</i>	<i>WMAC</i>	<i>Cashmoor</i>
Sunday 28	<i>Wessex Aero Lg.</i>	<i>Tomboy R 2</i>	<i>Wincanton Falcons</i>	<i>Templecombe</i>
May 2013				
Saturday 25 or if wet Sun 26	<i>Wessex Aero Lg.</i>	<i>600RES R 2</i>	<i>Wincanton Falcons</i>	<i>Templecombe</i>
June 2013				
Sunday 2	<i>Wessex Aero Lg.</i>	<i>Tomboy R3</i>	<i>Peter Rose</i>	<i>West Winterslow</i>
Sunday 9	<i>Wessex Aero Lg.</i>	<i>600RES R3</i>	<i>SMFC</i>	<i>Flamstone Farm</i>
Sunday 16	<i>Fly-in demo</i>	<i>Tomboy & 600RES</i>	<i>Stan Yeo Rick Farrer</i>	<i>South Devon</i>
July 2013				
Sunday 21 NEW DATE	<i>Wessex Aero Lg.</i>	<i>Tomboy R4</i>	<i>SMFC</i>	<i>Flamstone Farm</i>
Sunday 28 double event	<i>Wessex Aero Lg.</i>	<i>600RES R4 Tomboy R5</i>	<i>Marlborough MFC</i>	<i>Collingbourne Kingston</i>
August 2013				
Sunday 18 reserve date	<i>Wessex Aero Lg.</i>	<i>600RES R4 Tomboy R5 reserve date</i>	<i>Marlborough MFC</i>	<i>Collingbourne Kingston</i>
Sept 2013				
Sunday 8	<i>Wessex Aero Lg.</i>	<i>600RES R5</i>	<i>Wincanton Falcons</i>	<i>Templecombe</i>
Sunday 29 reserve date	<i>Wessex Aero Lg.</i>	<i>600RES or Tomboy reserve date</i>		<i>TBA</i>
October 2013				
Sunday 6 reserve date	<i>Wessex Aero Lg.</i>	<i>600RES or Tomboy reserve date</i>		<i>TBA</i>
Sunday 13	<i>C/L Open day - the final</i>	<i>Wessex AML Speed & Spitfire Scramble</i>		<i>TBA</i>
Nov 2013				
Dec 2013				
Friday 6 or 13 proposed	<i>Wessex end of season practice & Pub food day</i>	<i>Tomboy and 600 RES</i>	<i>Trophy presentation day</i>	<i>TBA</i>

Dates subject to change, always check events before travelling.

Full details from our own website: www.wessexaml.co.uk

Michael Woodhouse

mike@freeflightsupplies.co.uk & <http://www.freeflightsupplies.co.uk>

Plans of models designed by Geoff Lefever

- | | | |
|-----|--|-------|
| 47. | OTTAIR 80gram Wakefield flown in the 1956 Championships | £5.00 |
| 48. | FEVAIR 50gram Wakefield flown in the 1958 Championships | £5.00 |
| 49. | 1963 Wakefield Team place 1965 | £5.00 |
| 50. | 1967 Wakefield first of the "long" models | £5.00 |
| 51. | ALTAIR 1955 A/2 team qualifying glider | £5.00 |
| 52. | MANTIS A 9 foot span vintage glider | £5.00 |
| 53. | OPEN RUBBER MODEL Mid 1960's model, a simplified Wakefield | £5.00 |

DBHL Plan Service: IMPORTANT:
The rules for obtaining plans have changed.

If you want a copy of any plan from our library, please read the following:

As from 31st July 2011 only digital files of plans from the DBHL will be available. It is up to the recipient of such files to get them printed, as my local Copy Shop has closed & at present there is no alternative source for me to get plans printed at an economic rate.

The process for obtaining a digital file of a plan is:

Email request to rogerknewman@yahoo.com,
quoting Plan Name & I.D. number (1st & 2nd Cols respectively in the list).

If the plan has already been digitised, the requester will receive an email with an attachment of the plan in a digital format that can be printed at a local Copy Shop. The easiest ways to do this is either to download the plan from your PC to a memory stick & take the memory stick to your copy shop (but check with them first that they can handle digital files!), or – if your copy shop accepts emails, send them an email with the attachment, asking them to print the attachment. Scaling is automatic.

If the plan has not yet been digitised, a scan of the paper plan has to be done but this could take up to two weeks, sometimes longer if a clean-up is necessary. Once I have received the digitised file back, the requester will receive an email with an attachment of the plan.

This service is provided at no charge.

You are reminded that many more plans are available through our cooperative venture with partners in the USA, New Zealand & Slovakia. The combined list of these plans can be accessed via www.co-op-plans.com. Any plans requested via the Coop incur a small charge – see the web site for details. Exactly the same principle applies in that only digital files of plans are available.



Flying North is a 163 page book covering the model flying career of Jack North, and including 23 previously un-published plans of his aircraft. Access to Jack's drawings and notes dating back to 1938 means that there are a number of designs in the book likely to be tempting to the nostalgia-minded.

Contact: Martin Dilly on 020 8777 5533
or write to 20, Links Road, West Wickham, Kent
BR4 0QW
or e-mail: martindilly@compuserve.com.

The price in the UK is £18; airmail to Europe £20 or to anywhere else £22. Cheques should be payable to BMFA F/F Team Support Fund, in pounds sterling only, and drawn on a bank with a branch in the UK; you may also order by credit card. All proceeds help to fund the expenses of those representing Great Britain at World and European FF Championships.

MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

MSP PLANS drawn by Martyn Pressnell, offer a collection of model aircraft designs selected for their aesthetic qualities or unique origins. 'Popular Plans' are stocked, the more complex 'Collectors Plans' are printed to order including Historic Notes. All drawings are AO size, some as twin plans.

The list below includes Vintage Models generally pre 1951 and Classic Models 1951 to 1961. Photos of most models can be seen on my website - www.msp-plans.blogspot.com

POPULAR PLANS • £7.00 EACH INCLUDING UK POSTAGE. FOLDED FOR POSTING

MICK FARTHING 1942	The 40 in span Lightweight Contest rubber model with a diamond fuselage.
MICK FARTHING'S THE PAPER BAG'	Mick Farthing's last lightweight rubber model of 1946.
RAFF V 1947	Designed by Norman Marcus who was National Champion in 1946.
ODENUAN'S 1950 NORDIC A2	Swedish Championship glider, placed second in the first World International in 1950.
SENATOR 1950	RUBBER Designed by Albert Hatfull and kitted in 1950. Twin plan with Ace
ACE 1950 RUBBER	Designed by Bill Dean and kitted in 1950. Twin plan with SENATOR .
ENGLISH VIKING 1953 A2 GUDER	Designed by Bill Farrance twice winner of the SAM Radislav Rybach trophy.
CRESTA	A 38 in wingspan low-wing design for small diesel or electric motor installation.
FRED BOXALL'S 1956 OPEN RUBBER MODEL	Twin plan with Boxall's SEAPLANE .
FRED BOXALL'S SEAPLANE (1965)	Twin plan with the 1956 OPEN RUBBER MODEL
LAST RESORT 1956 CLASSIC RUBBER	Open Rubber Model designed by Jim Baguley, Twin plan with FIRST RESORT .
FIRST RESORT 2006	by Martyn Pressnell for the BMFA Rubber Class. Twin plan with LAST RESORT .
WINDING BOYII 1956	by Urtan Wannop, 38 in. span, Twin plan with McGILLIVRAY'S LIGHTWEIGHT .
JACKMcGILLIVRAY'S LIGHTWEIGHT 1958	36 in. span lightweight rubber model Twin plan with WINDING BOYII .
CAPRICE 1959 GLIDER	The renowned lightweight glider of 51 in span. Twin plan with GAUCHO .
GAUCHO1960	power duration model for 1.5 cc engines. Designed in 1959 Twin plan with CAPRICE .
VAKUSHNA1959 A2	Designed by Brian Dowling this glider won the 1960 Richer Cup

COLLECTOR'S PLANS - £10.00 EACH FOLDED OR ROLLED. WITH HISTORICAL NOTES

JUDGE 1945 WAKEFIELD	by Bert Judge to the 1945 rules as a direct descendant of his 1936 Wakefield Cup winner,
HERMES MAJOR	A 150% enlargement to 61% in span, of the 1949 HALFAX HERMES
FRANK LOATES' 1949 WAKEFIELD	Canadian Wakefield 5 th in the World Championships at Cranfield, England, in 1949.
BORJE BORJESSON'S 1949 WAKEFIELD	Swedish Wakefield 6 th in the World Championships at Cranfield, in 1949.
GHOST WAKEFIELD 1951	John Gorham's 1951 Wakefield, a successful rubber model from the early 1950's.
RON WARRING'S 1952 WAKEFIELD	The geared geodetic model, developed by Ron Warring for twin motors,
NIGHT TRAIN Mk I 11960	George French's Night Train which pioneered the use of VIT systems in the UK

To order plans for UK delivery please write with cheque (£ sterling) made payable to
Martyn Pressnell, 1 Vitre Gardens, Lymington, Hants, S041 SNA.
For overseas delivery of Popular Plans send local bank notes equivalent to £10.00.
Enquiries: please write or email martyn.pressnell@btintemetcom

MSP-PLANS ARE PLEASED TO PRESENT A NEW BLOGSPOT

This has just been produced to replace my former website which BT have declined to support and which I am now unable to maintain. The new address is; www.msp-plans.blogspot.com
This identifies the collection of plans that I have produced for aeromodellers together with the rules for the Bournemouth Club Classic Rubber class. There is also a sample of the publications produced over the years with 'Rubber Motors - Maximum Turns' as the current offering.
I hope you find this a useful website which will be updated with more information from time to time. Martyn Pressnell

Indoor Flying with the South Birmingham MAC

Free Flight Only

Thorns Leisure Centre.

Stockwell Ave.

Off Thorns Road - Quarry Bank - West Midlands - DY5 2NU

Saturdays 1pm until 4pm

2013

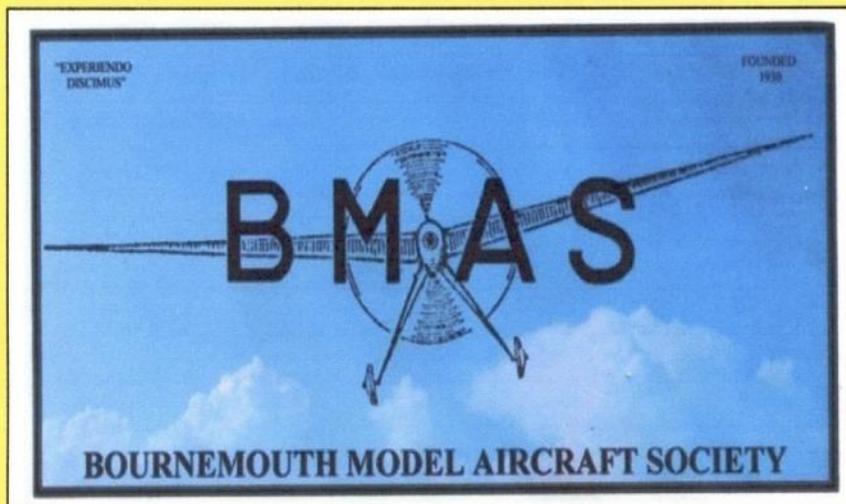
7th Sep. – 5th Oct. – 2nd Nov.

30th Nov. – 21st Dec.

Admission - Flyers £5.50 - Spectators £2.00

For further information phone Colin Shepherd 0121 5506132

or e-mail colin@colinwilliam.wanadoo.co.uk



INDOOR FLYING

TUESDAY 24TH SEPTEMBER 2013

TUESDAY 22ND OCTOBER 2013

TUESDAY 26TH NOVEMBER 2013

TUESDAY 28TH JANUARY 2014

TUESDAY 25TH FEBRUARY 2014

TUESDAY 25TH MARCH 2014

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY

COMPETITIONS incl GYMINNIE CRICKET LEAGUE

ALL FLYERS MUST HAVE BMFA INSURANCE

FLITEHOOK NORMALLY IN ATTENDANCE

Adult Flyers £4 Accompanied Juniors & Spectators £1.50

CONTACTS: JOHN TAYLOR TEL.No 01202 511502

ROY TILLER e-mail roy.tiller@ntlworld.com

Provisional Events Calendar 2013
With competitions for Vintage and/or Classic models

January 27 th	Sunday	Middle Wallop - Crookham Gala
February 10 th	Sunday	BMFA 1 st Area Competitions
March 3 rd	Sunday	BMFA 2 nd Area Competitions
March 29 th	Good Friday	BMFA Northern Gala - TBD
March 30 th	Easter Saturday	Middle Wallop - Croydon Wakefield Day
March 31 st	Easter Sunday	Middle Wallop - SAM35 Gala
April 1 st	Easter Monday	Middle Wallop - Sam35 Gala
April 14 th	Sunday	BMFA 3 rd Area Competitions
April 28 th /29 th	Sunday/Monday	BMFA London Gala - Salisbury Plain
May 5 th	Sunday	Middle Wallop - competitions
May 25 th	Saturday	BMFA Free-flight Nats, Barkston
May 26 th	Sunday	BMFA Free-flight Nats, Barkston
May 27 th	Monday	BMFA Free-flight Nats, Barkston
June 16 th	Sunday	BMFA 4 th Area Competitions
June 29 th /30 th	Saturday/Sunday	BMFA East Anglian Gala - Sculthorpe
July 14 th	Sunday	BMFA 5 th Area Competitions
July 21 st	Sunday	65 th Southern Area Rally - Odiham
August 10 th	Saturday	Middle Wallop - SAM 1066 Championships
August 11 th	Sunday	Middle Wallop - SAM 1066 Championships
August 11 th	Sunday	BMFA 6 th Area Competitions
August 18 th	Sunday	Timperley Gala - North Luffenham
September 7 th	Saturday	BMFA Southern Gala - Salisbury Plain
September 15 th	Sunday	BMFA 7 th Area Competitions
September 21 st	Saturday	Middle Wallop - Competitions
September 22 nd	Sunday	Middle Wallop - Competitions
October 6 th	Sunday	BMFA 8 th Area Competitions
October 20 th	Sunday	Midland Gala - North Luffenham
October 26 th	Saturday	Middle Wallop - Competitions
October 27 th	Sunday	Middle Wallop - Competitions & AGM
December 8 th	Sunday	Middle Wallop - Coupe Europa

Please check before travelling to any of these events.
Access to MOD property can be withdrawn at very short notice!

For up-to-date details of SAM 1066 events at Middle Wallop check the Website -
www.SAM1066.org

For up-to-date details of all BMFA Free Flight events check the websites
www.freeflightuk.org or www.BMFA.org

For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website
www.SAM35.org

Useful Websites

SAM 1066	-	www.sam1066.com
Flitehook, John & Pauline	-	www.flitehook.net
Mike Woodhouse	-	www.freeflightsupplies.co.uk
GAD	-	www.greenairdesigns.com
BMFA Free Flight Technical Committee	-	www.freeflightUK.org
BMFA	-	www.BMFA.org
BMFA Southern Area	-	www.southerarea.hamshire.org.uk
SAM 35	-	www.sam35.org
MSP Plans	-	www.martyn.pressnell.btinternet.co.uk
X-List Plans	-	www.xlistplans.demon.co.uk
National Free Flight Society (USA)	-	www.freeflight.org
Ray Alban	-	www.vintagemodelairplane.com
David Lloyd-Jones	-	www.magazinesandbooks.co.uk
Belair Kits	-	www.belairkits.com
John Andrews	-	www.freewebs.com/johnandrewsaeromodeller
Wessex Aeromodellers	-	www.wessexaml.co.uk
US SAM website	-	www.antiquemodeler.org
Peterborough MFC	-	www.peterboroughmfc.co.uk/index-old.htm
Southern Coupe League	-	www.southerncoupeleague.org.uk

Are You Getting Yours? - Membership Secretary

As most of you know, we send out an email each month letting you know about the posting of the latest edition of the *New Clarion* on the website.

Invariably, a few emails get bounced back, so if you're suddenly not hearing from us, could it be you've changed your email address and not told us?

To get back on track, email membership@sam1066.org to let us know your new cyber address (snailmail address too, if that's changed as well).

That's all folks! John Andrews

PS:

If you have submitted anything that I have not acknowledged or used please let me know, I do make errors in my file housekeeping and do not want to lose potential contributors through neglect. Emails can go astray if you miss the second 'h' from my address: - johnhandrews@tiscali.co.uk

PPS: Don't forget I can always use some extra articles, don't be shy.