	<h1 style="color: red;">NEW Clarion</h1> <h2 style="color: red;">SAM 1066 Newsletter</h2>	Issue 092014
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Editorial

First up a message or two from your committee:

a: At Wallop we now have an active group of control-line fliers and they are a growing section of our organisation which your committee wish to encourage. Unfortunately some Free-Flighters do not seem to appreciate that in the C/L flying area there are inevitably sets of wire lines laid out ready for use. On the rare occasions that a free-flight model passes over the control line circles will the free-flighters, following their line for retrieval, please avoid wandering through the control-liners area of activity and possibly fouling up their lines.

b: One of the conditions of use of airfields is that no debris is left behind and to this end CD's inspect the flight line and adjacent areas before vacating the site. There is however the possibility of lost aircraft still being on the field. At the August meeting when the service personnel were assisting Peter Jackson to locate his aircraft, which was believed to be in the compound, three other aircraft were found. None of these aircraft had been reported missing. It is essential that the loss of any aircraft, particularly one that may be on the field, is reported to Control. If there is a strong possibility that there may be a model lost on the field, a coordinated search must be made in an effort to locate it. It is obviously in the interests of any flyer who has lost a model to inform control so that he may be reunited with his model should it be found at a later date.

c: A reminder: Please switch off your interior lights when leaving tailgates and car doors open so that you don't flatten your car batteries and cause delays in vacating the field whilst jump leads are dug out from CD's cars.

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Got a bit of catching up to do in this issue, I had a lot of material for the last bumper issue so some of the held over articles in this issue are going to be a bit historic.

Firstly another clanger in the August issue, the date of the first indoor meeting of the 'Bloxwich Indoor Flyers' (ex Brownhills Indoor Flyers at a new venue) is on Sat 20th September not the 27th, an error all mine own.

Next up our Chairman John Thompson writes about another of his power models, this is his version of the Italian 'Senior Tabu' by Carlo Bergamaschi. Looking back over his articles, the question we all must be asking ourselves is, where on earth does he store all his models?

We have Jim Paton's thoughts on the Odiham Rally with a few odd pictures tacked on to it and an article on retrieval.

Tony Shepherd has weighed in on the 'Other Hobbies' front, with his garden railway.

As I have not bored you with my own goings on since I reported on the Nationals in May, I have written a piece to update you and got a bit carried away.

Rob McKeon (USA) appeals for info on Gustav Samann's wakefield 'Taifun'.

Steve Webster from the USA provides us with another snippet, a revamped Gyrocopter, similar to those used by downed pilots in World War II.

Nick Peppiatt reports a little more on Drones.

Tony Tomlin writes on R/C Tomboys etc. in the Cotswolds.

There is a letter from the Station Commander of RAF Odiham in appreciation of the donation made to the RAF Benevolent Fund and it is reproduced for interest.

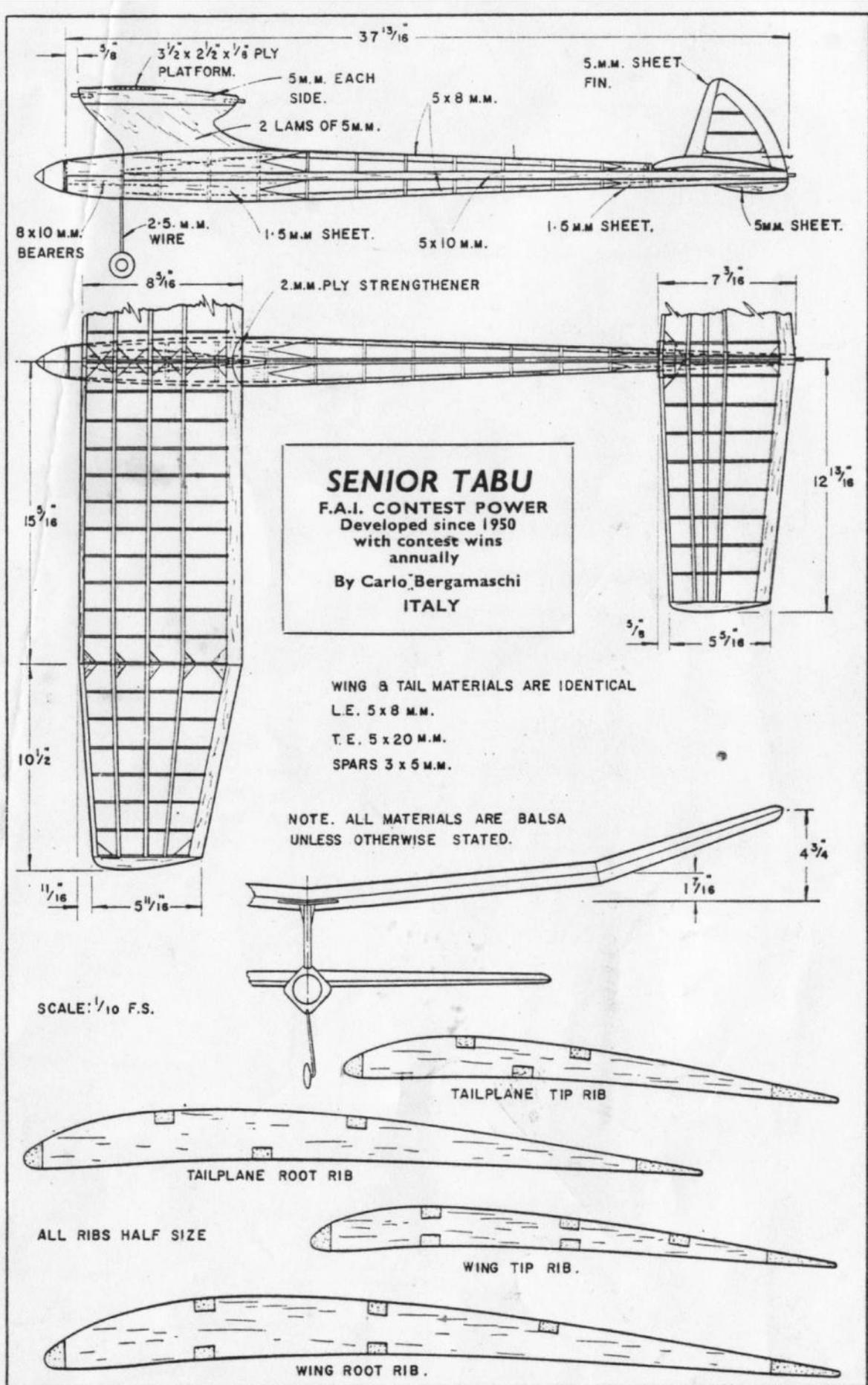
Editor



This model was designed by Carlo Bergamaschi and used in the 1956 World Championships at Cranfield when flying for the Italian team. He finished 5th beating me by 2 seconds, both of us had dropped just a few seconds short of a max on just one flight. His model was powered by a Webra 2.5cc diesel and utilised VTO. Carlo went on to become possibly Italy's best known aeromodeller, going on to manufacture kits etc for RC models at a later date.

This model and earlier versions from 1950 onwards set the Italian trend for lowish aspect ratio and compact models utilising also low dihedral. All Italian models were beautifully built and presented as if in a "concours D'Elegance" event. The model features a SI 53507 wing and tail section. It is rather small at 401 sq inches of wing area with 160 tailplane around 40 % of the wing area for the minimum FAI weight of 500 grams, but is well suited to the power of the Webra.





The wing and tail construction are good for warp free surfaces. I am not keen on diamond fuselages especially those with tissued open sides. The gorse bushes at Bealieu and Chobham love 'em though !

My example was built 2 years ago and utilised a Big Mig 2.5, which was not one of the better ones that I had. It turned an 8x3 Master at 19.2 k. Subsequently I installed a better one which turned the same prop at 20.3 k. The model weights are ; wing 96gm tail/fin 37gm fuselage 150gm power package/timer etc 194gm for a Total of 477gm. Wing is rigged at 3 degs, tail 1.5 degs, CG 85 %, 8deg down, and 4deg left.

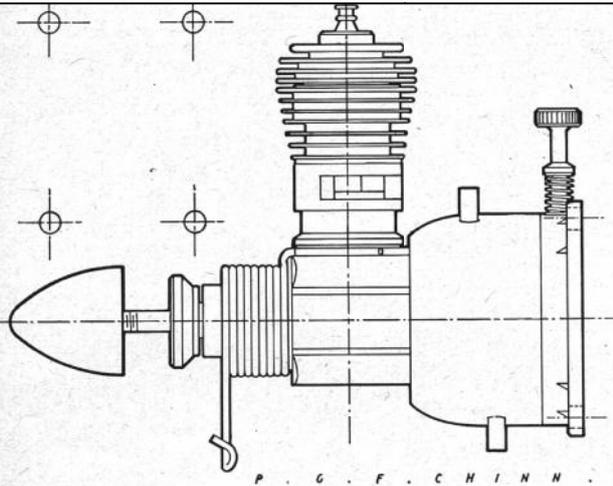
The model flies at a steady 80 degs spiral pattern with excellent transition into not a bad glide (ie not too brilliant). However on 12 seconds the model with the best Big Mig reaches about 1000feet and from that height why bother with a glide? Altogether a very pleasing good looking model.

Attached is a photo taken that day at the World Champs. Carlo's model is standing on its nose with him behind in the base ball type cap. Note: - it was raining, what's new. I am standing to the right mostly decapitated (the corner of the picture is missing, I hope ?) and only the brim of the bowler hat is visible --- but that's another story.

The late Johnny Carroll is in the black duffle coat and beret, he became, in the late 70's or so, Chief judge of some RC Scale World Champs. He also was one of my best friends and is missed.



John Thompson



ENGINE TEST

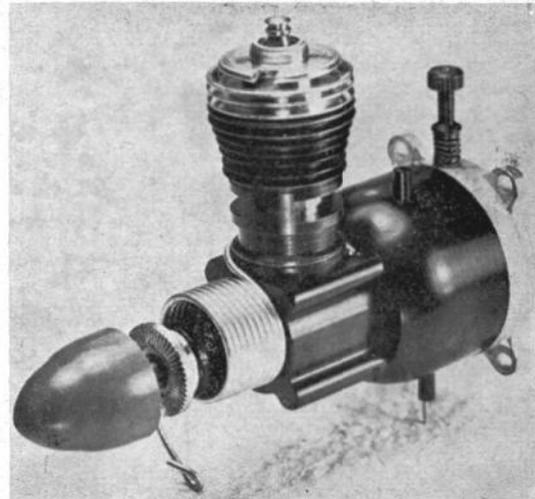
by Peter Chinn

THE COX 'BLACK WIDOW' is the latest and most powerful derivative of the American Cox 'Babe Bee' .049 cu. in. (0.82 c.c.) glowplug engine of which millions have been produced and which, through its wide use in ready-made plastic models, has been responsible for introducing more youngsters to the fascination of the miniature two-stroke engine than any other motor.

In presenting this new variation on the Babe-Bee theme, the L. M. Cox Company's objective was to offer an engine better suited to regular aeromodelling applications, with particular emphasis on small control-line stunt and combat models. The engine has therefore been given a larger fuel tank and has a different cylinder with twin transfer ports for extra power. It is not, of course, as powerful as the more expensive 'Tee-Dee' .049 rotary-valve contest engine, but does show a useful improvement over the Babe-Bee and Golden-Bee.

Outwardly, the Black Widow is easily distinguished by its black anodised crankcase and fuel tank. In most respects, however, its design follows that of the Bee models. The engine is of the reed-valve type and the entire induction system is contained within a

COX BLACK WIDOW

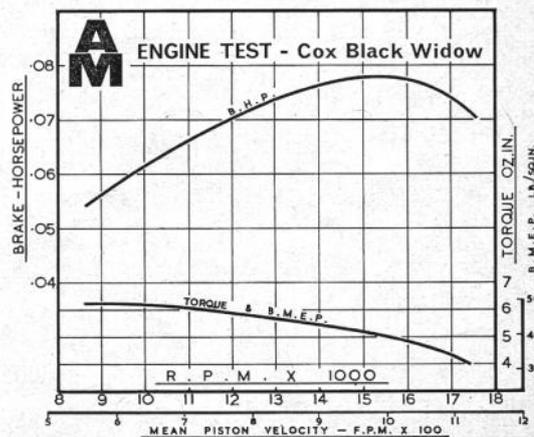


radial tank-mount.

The tank backplate, which also has four lugs for mounting the engine to the fuselage front bulkhead, includes a pressed-in steel thread insert for the needle valve. The fuel inlet to this is through an internal tee, integral with the backplate, which is fitted with a short length of fuel tube. The tube is lined with a fine spiral wire spring to prevent kinking. Air is fed to the engine from a channel in the rear face of the backplate, through a gauze dust filter and, on picking up fuel from a jet hole below the needle-valve, the resultant fuel-air mixture is conveyed forward through a divergent induction tube in the centre of the tank.

The induction tube is an integral part of the machined aluminium fuel tank (which also serves as the crankcase backplate) and gas is then admitted to the crankcase through the reed-valve assembly which consists of a thin copper-beryllium X-shaped reed held in place by an internal wire circlip. Four long screws tie the complete tank and induction unit to the engine by means of tapped holes in the crankcase.

The tank backplate, incidentally, is the only cast-



ing used in the engine. The crankcase, instead of being cast, is, like other Cox motors, machined from extruded aluminium with an integral unbushed crankshaft main bearing. The shaft is of typical Cox design. It is relieved in the centre to form separate front and rear journals, has a machined-in crescent counterbalance, is tapped for a separate airscrew stud and is case-hardened and ground to a fine finish.

Like other current Cox engines, the Black Widow uses a case-hardened steel piston running in a non-hardened steel cylinder and a ball-joint small-end bearing. So that the cup for the latter remains malleable (for turning over the conrod ball after assembly) only the outer surface of the piston skirt is hardened. The other surfaces of the piston are protected by a coating of copper before the piston is exposed to the hardening process.

Again, typically Cox, the full length cylinder is machined in one-piece, complete with cooling fins and internal flute type transfer passages and is externally threaded and flanged at its base for attachment to the crankcase. The cylinder is actually the Cox No. 1 type. There are a variety of Cox cylinders, all having the same bore but with different porting arrangements to suit the various models in the Cox range (Bee, Medallion, Tee-Dee, QZ etc.). The No. 1 type features twin transfer channels and deep exhaust ports allowing a measure of sub-piston supplementary air induction. According to our measurements, it gives the Black Widow an exhaust period of 132 deg. of crank angle, a transfer period of 108 deg. and a sub-piston period of 50 deg.

The Cox glowhead, combining the functions of cylinder head and glowplug, screws into the top of the cylinder and seats on a soft copper gasket. It is of the standard hemispherical pattern, rather than the high performance trumpet type used by the Tee-Dee 049.

Performance

Like the other Cox reed-valve engines, the Black Widow is equipped with a starting device. This fits over the crankcase nose and consists of a coil spring anchored to the base of the cylinder at its fixed end, with its free end shaped to engage the prop when drawn forward. One simply hooks it over the prop blade and turns the prop backwards 1-1½ turns. On release, the engine is then spun vigorously over compression and this can undoubtedly be a help to the raw beginner in obtaining a quick start. The Black Widow is quite easy to start by the usual method of simply flicking the prop, but even the experienced modeller will find the spring helpful in ensuring that the engine starts running in the desired direction. One of the characteristics of reed-valve motors is that they run equally happily clockwise or anti-clockwise and it is a common occurrence, when hand-starting one, to find that the engine has kicked back and begun running in the opposite direction. A starter which will spin the engine over two or three compressions will prevent this.

All the small Cox engines call for very little running-in - in fact a total of about five minutes with the needle setting on the rich side is generally more than adequate. We gave our test motor a total of 15 minutes.

The Black Widow is intended for operation on fuels of a medium nitro rating - i.e. about 15 per cent nitromethane. Using such a fuel, our test motor recorded a maximum torque of just over 6 oz.in. at

SPECIFICATION

Type: Single-cylinder, aircooled, glowplug ignition two-stroke with reed-valve induction. Plain bearings. Spring starter device. Integral fuel tank.

Bore: 0.406 in.

Stroke: 0.386 in.

Swept Volume: 0.04997 cu. in. - 0.8189 c.c.

Stroke/Bore Ratio: 0.951:1.

Checked Weight: 64 grammes - 2.26 oz.

General Structural Data

Crankcase and main bearing unit machined from extruded aluminium alloy bar. Hardened and ground steel crankshaft with machined-in crescent counterbalance, 7/32 in. o.d. divided main journal and 7/64 in. o.d. crankpin. Shaft end knurled for pressed-on machined aluminium prop driver and tapped for prop retaining stud. Special aluminium alloy prop nut with push-on soft rubber safety spinner. Un-hardened steel cylinder with integral fins and blued external finish. Steel piston, hardened on skirt surface only and fitted to ball-ended hardened steel connecting rod. Screw-in aluminium alloy glowhead with platinum alloy ignition coil and seating on soft copper gasket. Crankcase backplate, reed-valve housing, induction pipe and fuel tank machined in one piece from aluminium alloy. Reed valve of .001 in. copper-beryllium. Pressure diecast zinc alloy fuel tank backplate. Complete tank and induction assembly secured to crankcase with four screws. Starter spring of .042 in. dia. spring steel wire.

TEST CONDITIONS

Running time prior to test: Approx 15 minutes.

Fuel used: 15 per cent nitromethane, 25 per cent Newton R castor-oil, 60 per cent methanol.

Air temperature: 13 deg. C.

Barometer: 30.30 in. Hg.

around 9,000 r.p.m. and a peak output of nearly .08 b.h.p. at between 15,000 and 15,550 r.p.m. These are quite good figures for a 'sport' type .049 and are reflected in some useful speeds on various props.

The most useful prop sizes with the Black Widow should be 6 x 4 for a control-line stunt or sport and a 6 x 3 or 'fast' 6 x 4 for free-flight although, should the need arise, the engine is capable of turning 7 in. diameter props of 3 to 4 in. pitch, such as one might wish to use for a large 'motor-glider' type model for example.

Prop speeds recorded on test included 10,600 r.p.m. on a 7 x 4 Taipan nylon-glassfibre, 11,200 on a 7 x 3½ Bartels epoxy-glassfibre, 12,000 on a 7 x 3 TopFlite wood, 12,600 on a 6 x 4 Tornado nylon, 13,000 on a 6 x 4 TopFlite nylon, 13,800 on a 6 x 4 McCoy nylon, 13,900 on a 6 x 3 KeilKraft nylon, 14,000 on a 6 x 3 Tornado nylon, 14,600 on a 6 x 3 TopFlite nylon and 15,500 on a 6 x 4 (nominal) D-C nylon. The Black Widow was also checked on 5½ x 3 and 5 x 4 Tornado nylon props but these took it up to over 16,000 r.p.m. static which probably means rising to 17,500-18,000 in flight and, as the b.h.p. curve indicates, there would be no advantage in propping the engine for more than say, 16,000 in flight. No problems were encountered during the tests of this new Cox model and the original Cox glowhead survived the entire series of test runs.

One final point. As supplied, the Black Widow has the fuel pick-up tube located to suit an anti-clockwise control-line circuit. Purchasers who wish to use the engine for free-flight - or a clockwise circuit - are therefore advised to re-position the pick-up accordingly.

Power/Weight Ratio (as tested): 0.55 b.h.p./lb.

Specific Output (as tested): 95 b.h.p./litre.



Competitors await clearance of rain and a Chinook.

What a success Odiham was. The forecast was not wonderful, but as I drove down it was raining which was not predicted. While we waited for the OK to fly, the rain stopped and the wind dropped.

There was lots of complaining about the launch area being in the wrong place, so we moved around the peri track. It turned out that there were very few problems with retrieval. I watched Peter Tolhurst fly his CLG into a terrific boomer. He received a phone call from the officers' mess saying they had found his model.

The air was difficult in the early morning and by lunch time no one had maxed out in E36. Fortunately I had a much delayed start with a burst motor in my Buckeridge, so I changed over to F1G, as 2 flights had to be made by lunch time. I got them out of the way and also a third. Most people made the 1.30 max. as F1Gs should really cope with that easily. I was then told that the great and good had not maxed out in E36, so I had plenty of incentive to pick good air. 1.30 from a 7 sec motor run is actually quite testing. A good transition is all important. I made 3 maxes and so was in the money for the first time in ages.

The F1G fly off was deservedly won by Roy Vaughan. My v.i.t. stayed on too long so I came near or at the bottom.

I tried to squeeze in a third class, namely 4oz Wakefield, but despite jogging back with my Lanzo Duplex, I did not make it in time to make a third flight. My Lanzo looks a bit like a mosquito insect with its long droopy legs, but I rather like flying it. It has 7 loops of 3/16 rubber and took about 1000 turns. The fin is enormous being half a tail plane, and has a lifting section to produce the turn. It needed a 1/16 shim of down thrust after an abortive 14 second first attempt in which it climbed, tail slid and turned upside down. Ted Tyson remarked he had never seen anything like it, and Tony Shepherd replied that he had obviously never watched me fly before. Ah, the camaraderie of flying. Anyway, the shim of down thrust cured it.

I managed to fly one E36 flight without a tracker. Fortunately the electronic timer worked well at 1.30 and it wasn't too high.

I was having an aero modelling orgy of a weekend, as I was off to Old Warden on the Sunday to fly stress free sport models. I might just have a bit of retail therapy too, and there is the cafe and the museum to visit. Retrievals should not exceed 100 yards. The theme is WW1, so there should be lots of biplanes about. My Nieuport 28 was not finished in time.

It should make the deadline of 100 years after the armistice. Fortunately, I have never had to experience combat, although a couple of American fellow students I knew were called up for Vietnam and came back worse for wear after.

One got a "Purple Heart" for a bullet in his buttock, which got shown regularly when he was drunk at parties.

Aeromodelling was much more fun, and still is, even when it all goes pear shaped, as so often happens. Peter Hall tells me he now has a "no mistakes policy". I am not quite sure what he means, but he did come joint second in F1G.

Jim Paton

A few random pictures from the Odiham event



Our Sec. on the results desk
(pictures by Rachel Andrews)



Martin Horn (RAF Liaison) is presented with a catapult glider specially made by Peter Tolhurst



Membership Sec & Webmaster (pictures by Tony Shepherd)



New Clarion Editor

Tony comments:

"Clearly the stress of high office in SAM 1066 takes its toll!"

Further to the series of articles covering various modellers' alter egos, I was contacted by Lord Thompson of Hartley Witney and asked to go public on what I do to fill my spare (non-aeromodelling) time. So dear 1066er, it's time to admit that ever since I can remember, I've had significantly more than a passing interest in railway engines in both model form and also 12"/foot scale. In fact being totally honest, considerably more of my life has been spent with these beasts than has ever been devoted to playing about with toy aeroplanes.

As a nipper I had the mandatory Hornby trainset and that kept me occupied until football and other teenage activities took over. But the interest in railway matters never stopped and a passing conversation with a mate saw me visiting the site of a railway preservation society that owned a couple a 2' gauge, former welsh quarry locos and ran them over a very short circuit of track in a field near Southampton. I was instantly hooked (coupled up!) and that visit marked the beginning of some 20 years involvement with restoration works covering everything from the trackwork and land drains to engines and carriages, and driving steam locos on several lines from the Ffestiniog Railway in North Wales via Kew Bridge Stream Museum in London to a holiday camp on Hayling Island!

Marriage and kids were the things that finally put paid to spending happy weekends in engine sheds doing exciting things like removing fire tubes from boilers. The problem was that you can't restore railway engines at home and you can't bring up kids on a loco footplate (though my eldest daughter was on one when she was about 6 weeks old as her birth coincided nicely with the completion of the restoration of an 1892 quarry Hunslet called Cloister!).



So responsibility won through and I had to find myself a spare time interest that I could base around home and that's where my former passing interest in toy aeros came in. Despite what you might think dear reader, aeromodellers spend a lot more of their hobby time at home than railway restorers do.

Anyway, the world moves on, or perhaps just goes in circles, and with the kids being well into their teenage years there's a bit more spare time available. The result of this is a ramp up of activities in the world of railways again. This time it's not the full sized version but in miniature and outdoors with the track running around the edge of a sizeable chunk of the garden.

Although it's very much a model railway, it's considerably larger than the 4mm/ft scale of Hornby Dublo and in some cases the engines are genuine steamers using butane for the fuel and I have aspirations to build a coal fired loco before too long.

The preference is for 16mm/ft narrow gauge - a very popular scale in UK with the national body having in excess of 4000 members. To put the size into perspective, the scale is four times Hornby so a 6' adult works out at just under 4" tall.

The locos and rolling stock are models based on the types typically found on some of the Welsh preserved 2' gauge lines such as the Ffestiniog or Bala Lake railways, though in practice the gauge was very popular worldwide for contractors' lines and a good many companies produce suitable motive power and rolling stock.

The gauge of the track is 32mm, the same as 'O' gauge.



Early Days (a bit bigger than a sheet of 1/8" balsa)



Progress

Many modellers in 16mm/ft scale have their own garden railways and the commercially available trackwork is all suitable for leaving in the great outdoors. Lines tend to develop with plants and vegetation being real as opposed to the plastic equivalents seen on the more common indoor model railways. It tends not to be a fine scale operation and the emphasis is on making the railway run reliably.

Some opt to run at ground level if their site is level enough but this has the disadvantage of having to crawl on the ground or be bent over if working on anything, consequently most tend to operate railways that are raised off the ground for at least part of the line.

Comparatively few run with power supplies through the track so electrically operated locos normally make use of on-board batteries but unlike aeroplanes, one rarely sees LiPo packs and the robust qualities of NiMH make them a firm favourite whilst the extra weight can be a definite advantage in improving traction.

However most modellers tend to major on steam locos with gas firing (or even occasionally coal). It's part of the driving experience to first oil round an engine's bearings, then top up the tank that hold the oils that bleeds into the steam system and keeps the internals of the cylinders lubricated. Fill the boiler with filtered rainwater and the gas tank with butane and you're ready to start. Turn on the gas whilst holding a lighter over the top of the chimney and the burner roars into life and heats the water in the boiler. It takes about 10 minutes for a cold engine to reach the working pressure of typically 40psi after which it's time to couple up with some carriages or a rake of wagon and start to play.

Radio Control is very popular as it allows operators to "play trains" and carry out shunting activities without too much finger intervention. Battery powered models of diesels are the easiest to control and crawling speeds are readily achieved. Steam locos tend to be more difficult to control at very slow speeds (you can miniaturise a loco but you can't miniaturise the size of droplets and molecules of water), however R/C can still offer real advantages on lines with gradients and tighter curves where the operator can open up the regulator to keep the speed up when going uphill, or throttle back when going downhill to avoid runaway trains.

The playing trains side of it is the icing on the cake but to get to that stage there is often much physical effort to be put into the groundworks associated with the construction of the infrastructure.



Surveying and Laying the bend



A Diesel and trucks in the flower bed

My own line comprises an area on a rectangular, raised flower bed built of old, hardwood railway sleepers (full size ones, over 100Kg each - and there are about 20 of them!) with the middle filled in with a few tons of gravel and chippings.

The track is laid on cut down Thermalite blocks let into the gravel and this will eventually form a station and small goods yard area suitable for messing about with shunting activities. From there the line goes off on marine plywood planks, supported on steel poles concreted into the ground and the final section is down at ground level, going up through a wooded area at the bottom of the garden. The surveying of the site is quite critical and many happy hours have been spent getting levels sorted out using two old plastic bottles and a length of hosepipe (check it out on the Internet if you've never come across the technique, it's amazingly accurate and cheap as chips). In the world of full sized locomotives, even narrow gauge is heavy and hard work but I have been staggered at how much seriously heavy work has been required to get the railway to its current state of build.

At the time of writing the line is still very much work in progress with construction having started last September (I'm treating it as a 2 year project). Track is laid on the raised flower bed and the plywood plank section and I'm part way through the ground level section in the woods.



'Ragleth' and a string of coaches

The eventual aim is to have a loop at each end of the line so that a train can be set off from the station and run continuously with no manual intervention until the gas runs out, whilst I sit in a lineside deckchair supping a beer.

What a splendid way of spending an evening!

Tony Shepherd



From AeroModeller July 1976

Noises Off

Mostly the reason why we have a Noise Pollution Act is because we have too many people crowding in on each other, all hysterically conscious of the noise the others are making. Perhaps what we should have is a *People Pollution Act*, though the problem here would be to seek a remedy without stirring the Royal Humane Society into undue activity.

This thought occurred to me upon reading those articles on the historic development of the model plane. What began as an idyll, of wide open spaces, blue skies and gently drifting models, wound up into a frenzy of screaming missiles in a mad maelstrom of conflicting interests. In the days before everywhere was built on and every lane a motorway, you had all the peaceful, empty countryside in which to fly your then noiseless model. As the model soared dreamily over the long summer grass all that could be heard was the cry of a startled bird:

"Coo, what's that up there, Fred?" And even today Fred's reply is censored.

Now, it is almost impossible to wrap a bit of empty space about yourself wherever you may try to fly. Go to launch your model on a public space and you're almost certain to nudge some bit of highly activated humanity in the ribs. Whereas in the old days the parkland humans kept a low profile - some extremely low - they are now all dashing around like mad, chasing or hitting balls of various sizes and density, and urging canine companions to new heights of doggy frenzy. Then you have the enemy listening posts to contend with, that is, the houses surrounding the open space. Many of these houses are of recent development, and the objections of the occupiers come a bit audacious - like someone going to Africa and then complaining about the behaviour of the monkeys.

Nor are the airfields quite the havens of peace they once were - not like the days when we had Faireys at the bottom of our garden. You daren't venture on the tarmac for fear of being run down by the hurtling masses constantly circulating the airfield. First a fleet of land yachts come tacking in a wild zigzag, then the groups of charity walkers, the keep fit runners, and sundry people, mechanised and otherwise, doing all sorts of silly things other than sensible model flying. If only people would stay back in their homes and gardens like they used to, and leave the model flyers to enjoy the open countryside, things wouldn't be so bad.

Fast-'ideous

Yet another quiz. What was the object the young man in the picture was holding? Was it a do-it-yourself loft ladder, an adventure playground climbing frame, or a multi storey boot scraper ?

The accompanying text revealed, quite surprisingly, that it was none of these things, but a model plane. Now, just why it was thought necessary to produce a model of such appalling ugliness is not revealed. Not that it really matters what a combat model does look like, as the quickness of the handle deceives the eye, and all we see in flight is a blurred impression of a tapeworm doing the twist. If the combat model, then, is not a thing of beauty, neither is it a joy for very long either, so the more it looks like what it is going to end up like, the less the trauma when it crashes. Or so I suppose. Carry on blasta-ing.

Fly-Over

Manual piloting has now become a bit archaic and barnstorming. The modern pilot is no longer a joystick jockey, but more of a switch flicker who has spent most of his training in a hangar mock up. Little wonder, then, that the with-it model flyer is following suit. He has already made a start with a self fly C/L model and, no doubt, we will soon see the fully computerised radio model being put through its 'no hands' schedule, perhaps without the flyer even leaving his car.

Come to think of it, car to car flights could be the next big thing in model flying. Not only would it dispense with the need for flying fields, but could allow the executive type to pursue his hobby even on business trips - and put it down tax-wise to overhead expenses.

Pylonius

Having not reported on my activities since the Outdoor Nationals in May, I will bring you up to date. I seem to have been everywhere of late making it difficult to find the time to assemble the New Clarion. Its all go but it keeps the slide into senile decay at bay, I hope. I've even started fishing again, I think.

Middle Wallop 31st May/1st June:

It was a good meeting, the extra day that was acquired was put to good use and a good selection of contests were available.

On the Saturday I achieved a certain amount of fame by placing 2nd in the Bournemouth Club Classic with my 'Last Resort', I D/T'd too early in the D/T flyoff but that seems to be the norm for me. I try to set the Tomy but I think my off balance prop assemblies shake the timer and it speeds up. That's my excuse anyway.

At the prize presentation our Chairman John Thompson amused the gathering when presenting me with my bottle of wine by commenting that the result might make a change in my normal articles reporting my own incompetence.



On the Sunday, flushed with success from Saturday I flew the 'Jaguar' in combined wakefield. I was using 20 strands of 3/16th and the Jag was going up like a rocket but, unfortunately, I had it trimmed too near the stall and the last flight developed a stall early on the glide and I finished up short of requirements.

I then played about trimming my 'Mayzee II' tailless before deciding to have a go in small rubber. The wind had swung round and my first flight with the 'Pinocchio' flew off towards the museum and D/T'd somewhere near the road. We found the poor thing outside on the road's grass verge obviously having been hit by a car, end of small rubber.

It was not until the prize presentation that I realised there had been a tailless comp and with only one entrant I could have had another bottle and second place if I had been with it. What was that about senile decay?



Indoor Nationals: 20th/21st/22nd June.

Thursday Jun 19th saw Rachel and I taking up residence in our normal Runswick Bay hotel, in North Yorkshire. We have the four poster bed room for four nights.

The next three days were spent in the sports dome at the Boulby Potash mine a couple of miles down the road. The weather was great outdoors but in the sports hall the sun created havoc. There were only a couple of hours first thing when flying conditions were reasonable, there after the place heated up and circulating currents

made flying very difficult and the humid air was very uncomfortable. It seemed that the air conditioning in the adjacent fitness suite was exhausting into the dome. I performed without merit other than picking up first place in the 'Gyminnie Cricket' postal, my final flights in the dome doing the trick. My times were well short of my models potential but that seemed to be the norm for all competitors in all classes. My new EZB failed to fly properly and I did not have time to effect modifications. We had mixed fortunes at the dinner at Hunley Golf Club, some meals were OK and others were not. It seemed that the diners who had the Salmon fared best, luckily Rachel and I were amongst those who chose the fish. All in all it was a good meeting with old and new acquaintances, roll on next year.

A few pictures from Boulby.



In the foreground is my underperforming Limited Penny Plane and to the rear are my hand launched gliders. The one on the left is last years entry and to the right is this years improved model.

I only enter this comp in order to take part in the lunchtime melee, its all good fun with models fizzing about all over the place.

My models use heat formed foam wings that someone gave to me at Cardington many moons ago and I've finally got around to using them.

The new model is lighter but was unflown and the incidences were wrong, however cutting elevators on it and a turn tab I got it performing better than last years effort. The contest is nine flights and, although I averaged an improvement over last

year of around an extra 5 secs per flight, I still managed to finish up last again. The models are too heavy really.

The other postal league for the 35cm Starter models culminated, like the Gyminnie Cricket, at this meeting and it was won comfortably by Roy Sellwood seen here clutching the Trophy. Roy risked all by taking on the wires and using the extra height, it was rumoured that he almost exited through the roof, he achieved a flight of 9-30 and this using a half motor.

Ken Bates had a neat Bostonian, (I think), there was no comp for this class of model but perhaps next years ITC Challenge will be for this delightful class of model.





Tom Tomlinson, seen here with his F1D, was out of luck as his VP Prop was giving problems. He tried to show me the bits that were out of place but, my eyes being what they are, I could not even see the bits of hair like wire he was talking about. I did however see the snack bar he had provided for the assembled company.



This view gives you some idea what the layout of the dome looks like.

East Anglia Gala, Sculthorpe: 28th/29th June.

We no sooner got back home from Yorkshire than we were off again to Sculthorpe in East Anglia and before we went I had to wrap up the July issue of the NC.

All go aint it.

John & Kath Wingate were with us and had booked our accommodation in an old charity schoolhouse building dating back to 1841, we had booked for 4 nights to give ourselves a day out and about on the Monday after the comp.

Saturday was a reasonable flying day, the only problem being the long grass which made walking down the line really hard work and Rachel developed her hip problem.

Cycling down the adjacent runway was the alternative but getting back on line was difficult. I was flying 'Mayzee II' in tailless and it was not equipped with a bug-box.

I had got the model fairly well trimmed at Wallop, so I had a quick low turns test then up and at'em. After a couple of hair raising low level circuits 'Mazee II' was up and away. Not a bad flight thereafter but I missed a max due to a slight stall on the glide reducing the time to 2-15. I made trim adjustments for the second flight, in the wrong sidethrust direction, and spun in. Still not realising I slung it again, more hair-raising circles then a tight climbing turn to insufficient altitude, 1minute odd. Finally the penny dropped on the trimming error and I over compensated for the final flight resulting in a waffley helicopter like attempt which eventually terminated in the long grass at little over half a minute. Neither Rachel or I were now fit enough to do any more recoveries so I did not enter anything else.

Parked nearby was Chris Strachan and he demonstrated how tailless should be flown.



Sunday we turned up on the airfield and sat about for a while but the wind strength was such that we chickened out and went to 'Wells-next-the-sea' to see the sea, there we saw flyers that really could cope with the wind.

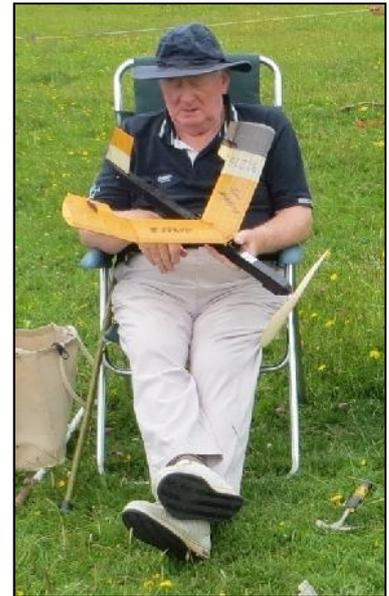


Dreaming Spires Gala - Oxford: 6th July

My attempt to make a late run in the tailless league meant a day out at Port Meadow for Charlie Newman's 'Dreaming Spires Gala'. We often give this event a miss as it's a busy time for comps and we like to take a rest, also Rachel is not too fond of the thistles and cowpats.

We eventually arrived at the carpark after our usual tour of Oxfordshire and managed to get a vacated parking spot after two trips around the site. I had taken a small sack barrow which we loaded with flight box, seats etc and set off across the meadow to the flight line. The thistles were not too bad this year thank goodness, nothing like the bumper crop that were there on our last visit. We set up camp and I went to control to enter, there I was informed that a flight had to be made before 12-00 and it was 11-55 at that time.

Panic ensued, no test flying just wind it about $\frac{3}{4}$ turns and chuck it. Once again 'Mayzee II' did a couple of low level sorties over the encampment before climbing away to do about 1 minute. Nothing outstanding but it was one flight in the bag. I did a bit of trimming and followed up with two maxes, unfortunately losing the model on the third flight. We lost sight of the model against the trees (we had left the Binoculars back in the car, idiots) and did not know the line for the search. It was a five flight comp but, as I was the only competitor to return a score, I won the event. Rachel picked up the wine as I was still out amongst the cows returning from my second recovery sortie.



Contemplating trim changes

Failed to find the model and I have heard nothing since so it's another pack of ribs and propeller from Spencer Willis and onward for my third 'Mayzee'.

There was also a scale event which attracts quite a few entrants, pictured are the entrants' models spread about with Charlie's eagle eye doing the judging.



BMFA Southern Gala - Odiham: 19th July.

John Thompson still manages to get us the use of this very active RAF airfield which is the Chinook Helicopter base. This year we were entertained on the Saturday, security is tight and we were escorted in convoy to the flight line and an RAF liaison officer was always on hand. Rachel was even escorted back to the toilets later in the day, a service much appreciated as she is not fond of squatting behind bushes.

When the early morning rain and a Chinook cleared, the weather improved out of all recognition and we were presented with a perfect day for flying, and Oh Boy! was it hot.

I flew the much repaired 'Korda' in combined wakefield, would you believe that it now weighs best part of 7ozs and that's without the rubber. I missed maxing out by 1 second, I'm good at that sort of thing.

Lift was available to those who were better at sniffing it out than I was, even Peter Tolhurst had a flyaway in Catapult Glider, the model being eventually returned via the Officers Mess.

Peter also presented a specially built version to the RAF Liaison officer who was also an aeromodeller and had been giving demonstrations with his discus launched R/C Glider.

This is the event when our membership secretary Mike Parker comes out of hibernation and, if he is to be believed, throws a model in the car and hopes for the best on the day. His best, as it proved on the day, was quite good enough as he won small rubber with his 'RAF V'.



He maxed out comfortably and then had an absolutely text book D/T flyoff. He hooked lift, D/T'd on the button at high altitude and, with the prop still turning, took well over 1.30 to come down.

Well thats me up to date, hope you are still awake.

John Andrews

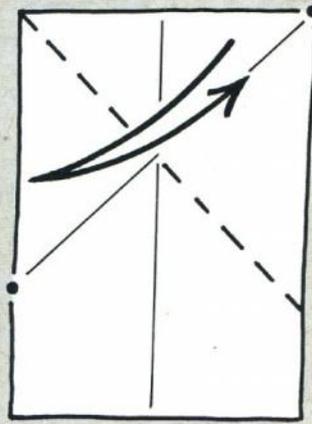
SNUB-NOSED DELTA

This is a variation on the Hawk Dart which avoids the more difficult folds on the nose cone and has beautifully clean lines. The lock that holds the nose together is simple yet effective. This design can also be made from almost any shaped rectangle. It is thought to have originated in Japan.

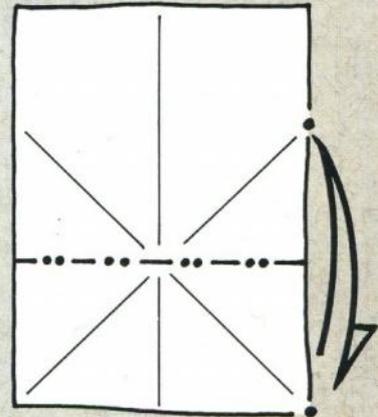
Starting with the coloured side down, fold in half width-wise and open.



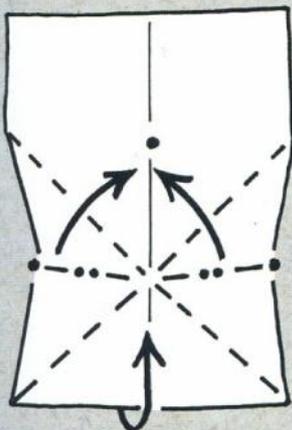
1 Fold the nearest short edge to the left-hand edge, crease firmly and return.



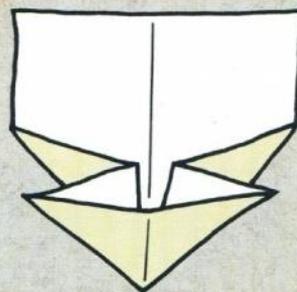
2 Repeat to the right-hand side.



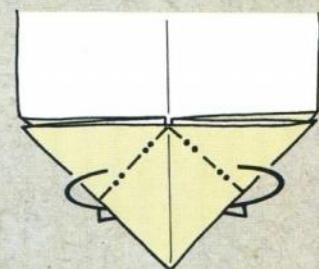
3 Add a mountain crease which passes through the intersection of the valley creases. (It is easiest to turn over and make a valley.)



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.

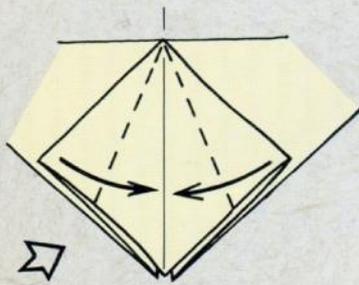


5 This is the half-way stage.

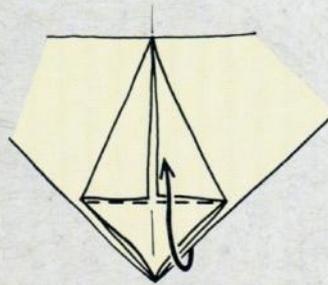


6 Mountain fold the loose point on either side behind to touch the bottom corner.

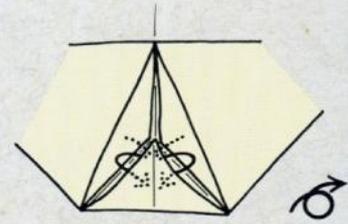
SNUB-NOSED DELTA



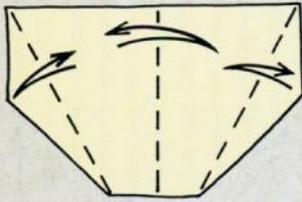
7 Enlarged view. Fold the upper edges of the square shape to line up with the centre crease, forming an upside down kite shape.



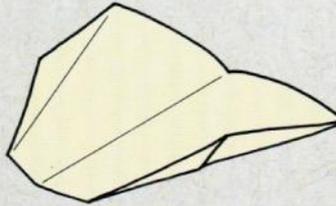
8 Fold the lower triangle upwards over the folded edges.



9 Bring the hidden corners out and tuck them into either of the two small pockets on the sides of the triangle. Turn the paper over.



10 Make two creases joining the lower corners with the upper corners and reinforce the central crease as a valley. Adjust these creases to match the profile.



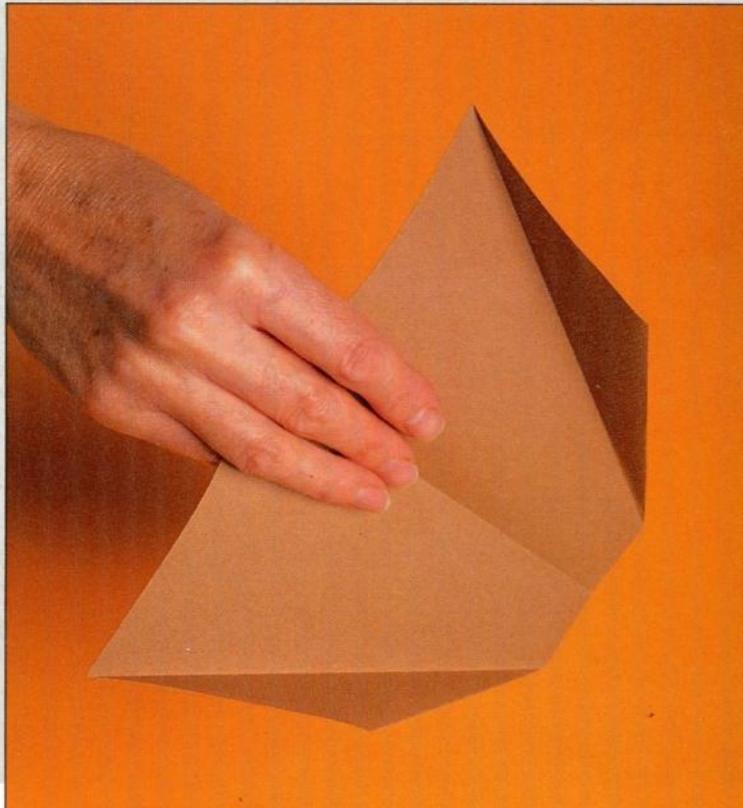
11 Finished.



Front view of the finished craft.

FLYING HINTS

The difficult part is actually holding the paper. Try to hold it by the two edges of the kite shape underneath, but don't hold it so tightly that the paper starts to buckle. The glider will fly long distances and is very well-balanced.



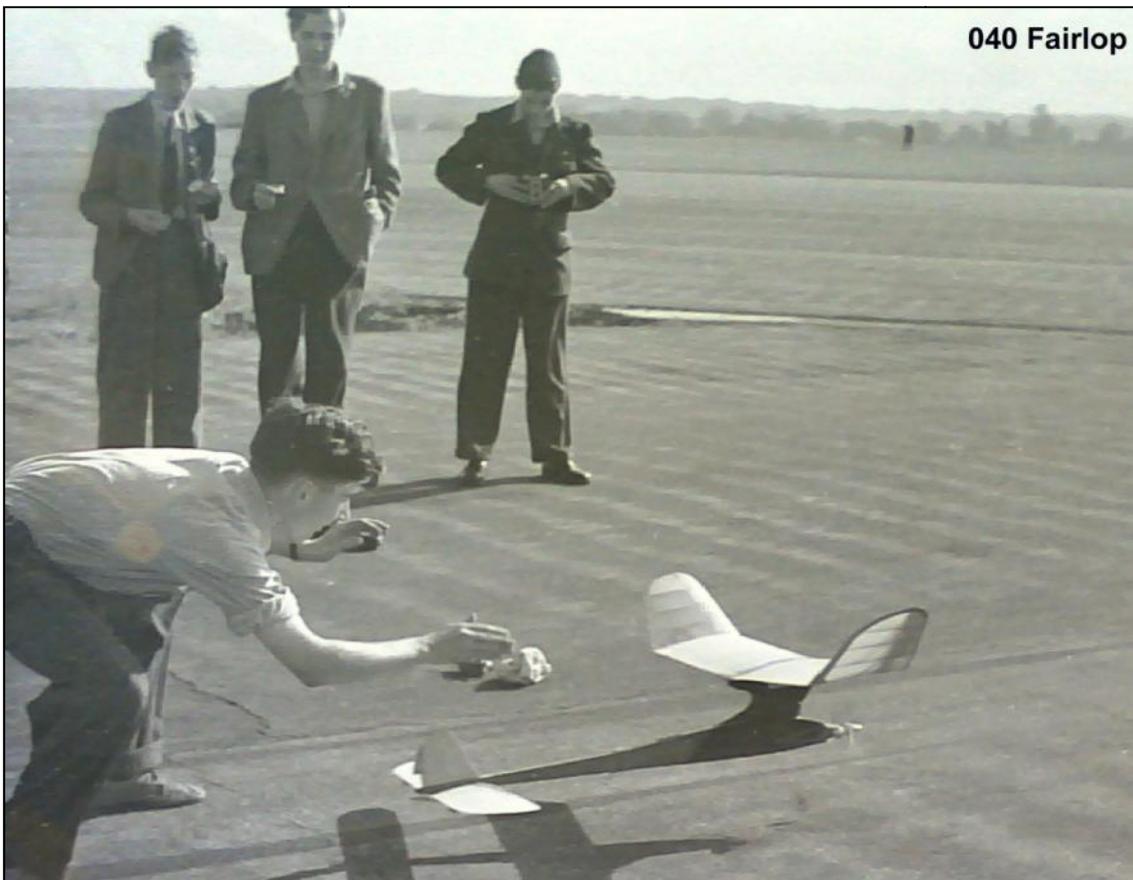
From the book 'Paper Airplanes' by Nick Robinson

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Ron Ward ROG's his "Colossus" powered with a Super Cyclone at Fairlop in the 50's.
Spectators L to R are Bob Ladd and Norman Standing. All CDMAC.



Norman Marcus ROG's his Elfin 2.49 powered "Jaded Maid" at Fairlop in the 50's.
Central timer is Bob Ladd. Both CDMAC.



John Knight, of North Kent Nomads, launches his Wakefield model at Fairlop in the 50's.
(the same John Knight, still competing, was 4th in the 'Flight Cup' at August Wallop)



Ron Warring, of the Zombies club, ROG's his PAA load model at Fairlop in the 50's.



**Berryman ROG's his power model at Fairlop in the 50's.
The two timers on the right are John Knight and his father (all Kent Nomads).**



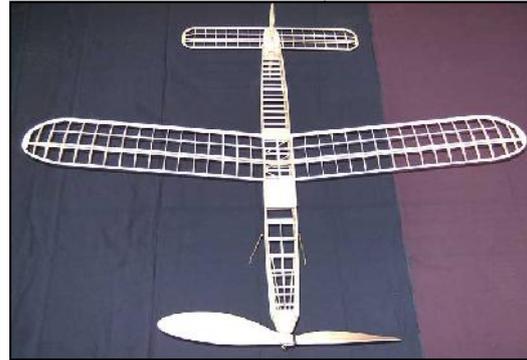
**Bill Dean (Zombies) launches his prototype power design for the Keilkraft range
at Fairlop in the 50's.**

Keith Miller

Reaching into some of my past images, and not much else, I ran across an old chestnut: TAIFUN- 1951 rubber job designed by Gustav Samann. Am wondering if any model enthusiast on your side of the pond has ever built and flown this good looking rubber job and, also am wondering if there are any plans available in some fashion to either scan, full size, PDF, or work from originals and/or given dimensions?

Is there perhaps an article from past magazines?

See below some visuals I found:



Here is some additional info on requested data:

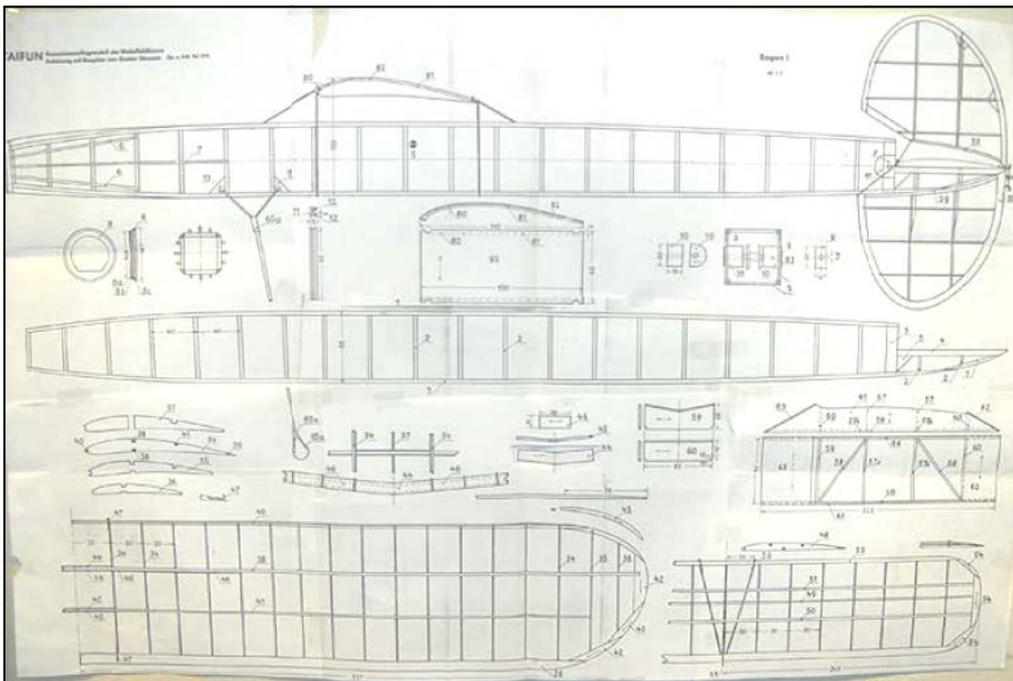
Old Time Rubber model "Taifun" by Gustav Sãmamm German champion 1951.

http://www.hippocketaeronautics.com/hpa_forum/index.php?topic=5198

http://www.rc-network.de/magazin/artikel_08/art_08-032/art_032-01.html

I found these two websites. The last is in German. I hope these will pop up for you.

This is where I'm lost and I would like to know more along with perhaps enlarged plans and if anyone has built and flown this model. The plan here is from the website but is distorted. Hopefully from what is here one could make this into a model to be flown in today's club contests.



Robert McKeon, Pheonix, AZ

Southern Coupe League at the B.M.F.A. Fifth Area July 13th
at Ashdown Forest, Beaulieu, Merryfield and Salisbury Plain.

Another lovely sunny summer day? That's the last thing we needed. Coupe isn't d'hiver for nothing, we need the cool calm grey days of winter. The increasing wind, turbulence and fly-away boomers upset most of the fliers. There was only a light breeze at Ashdown Forest but Goeff Stringer and Mike Richardson were scuppered by its direction. Let's hear first from our Ashdown Forest correspondent, John Oulds.

Ashdown Forrest:

'Not the best wind direction WSW (some of the time anyway) Southerly. In the last hour or so it decided to swing around and by fly-off it was North Westerly. So we had flights during the day going off in all directions including the woods which claimed a couple. The wind swing pretty well mucked up East Grinstead flyer Goeff Stringer's otherwise perfect score when his last flight flew up and over the hillside, his timekeeper did pretty well to see as much as he did but ultimately just missed out. 1.47 o.o.s.'

Beaulieu:

At Beaulieu the wind got up to 20 m.p.h. Roy Vaughn maxed out and flew off but so did a prop blade which downed him in 12 seconds. Five long retrievals on a hot day are a daunting prospect for senior citizens. Peter Hall spent the day recovering three of his flights, nearly dehydrated, and ran out of time. Don Thompson more circumspect, stopped after two.

Merryfield:

At Merryfield the event was abandoned in the afternoon after a change in wind direction took several models into the adjacent farm frightening the horses and upsetting the farmer. (We also had a case of horse fright at Beaulieu; horses, it seems, are like coupes, highly strung.) This left, Paul Seeley, Mike Stagg, Derek Neil and D. Powis all unable to continue and also the unfortunate Alan Brocklehurst, with only one flight to go.

Salisbury Plain:

On Salisbury Plain David Greaves and Ted Tyson completed their flights. Ted dropped just short of his fourth but saw his fifth pulled down by into Death Valley. David's coupe is specifically designed for flying off the airfield ridge and across the valley, (specialization so exquisite is worth remarking) 11 dms. wing area, L.D.S. wing, short motor, to punch it up high enough to sail across the valley unscathed. He reports that it works fine in calm conditions but is erratic in the wind. I have met people who frown and purse their lips when L.D.S. is mentioned but I can't help noticing that many vintage models have very similar wing profiles albeit a bit fatter, often with a bit more camber and maybe a bit of reflex on the trailing edge, capable of fast stable climbs in most conditions.

And so Roy Vaughn emerged as the winner and not content with that, won the coupe event again a week later at the Odiham Gala.

FIFTH AREA				
	ENTRANT	CLUB	MAXES	SCORE
1	R.Vaughn	Crookham	5	17
2	G.Stringer	E.Grinstead	4	13
3	E.Tyson	Crookham	3	11
4	D.Greaves	B&W	2	9
5	A.Brocklehurst	B&W	2	8
6	P.Hall	Crookham	3	8
7	M.Richardson	E.Grinstead	2	6
8	D.Thomson	Croydon	1	4
9	P Seeley	B&W	1	3
10	M Stagg	B&W	1	2
11	D.Neil	B&W	0	0
12	D Powis	CVA	1	1

Odiham Gala July 19th fourth round Southern Coupe League

Despite predictions for les orages, les inondations, le tonnerre et la foudre, et une vague de chaleur, (this was French weather coming up north) sixty sturdy Anglo-Saxons drew up in good order at Odiham and waited for the onslaught which never came. The start was delayed by aircraft movements and later in afternoon we paused to allow the Red Arrows display team at Farnborough to do their stuff. This restricted our flights to three and the wind direction required a max. limited to 90 seconds. But what a lovely day it turned out to be! The early rain drifted away and we had a peaceful grey overcast, a gentle south easterly, and in the afternoon, hot sun and of course, trickier air and a strengthening breeze. The scores reflect the benign conditions, six out of the eight coupe entrants maxed out. Ted Tyson having also flown in the mini vintage event decided not to fly off so five spent the last half hour or so finely tuning their timers in readiness for the d.t. fly-off. For those who have not experienced this method of keeping the flights within the field limits, the d.t. is set, in our case for example, at sixty seconds, and the time to d.t. operation and the total flight times are recorded by the timekeepers. For every second the d.t. over-runs, two seconds are deducted from the flight time, underuns are obviously self-penalizing. Nasty but effective. Roy Vaughn took first place, and now leads the league table. Alan Brocklehurst and Peter Hall tied for second. Jim Paton was fourth, he also won the E36 event and flew in 8oz. Wakefield. What's he on?



**Roger Newman and John Thompson
running a tight ship**



**Jim Paton and Ted Tyson -
coupe motors in future will be weight checked**

At the prize-giving there was warm applause for C.D. John Thompson. Odiham is a high security active airfield and so staging the Gala, which has been held here every year since 1948, takes a lot of careful organization. It is a tribute to his diplomatic skills and dedication that the Gala not only survives but flourishes.

ODIHAM				
	ENTRANT	CLUB	MAXES	SCORE
1	R.Vaughn	Crookham	3	15
2	P.Hall	Crookham	3	12
3	A.Brocklehurst	B&W	3	12
4	J.Paton	Crookham	3	10
5	K.Taylor	E.Grinstead	3	9
6	E.Tyson	Crookham	3	8
7	D.Thomson	Croydon	2	6
8	B.Stitchbury	CM	0	3

London Gala, Sunday 27th July, fifth round Southern Coupe League

Salisbury Plain:

I know I go on about the air, but it is generally acknowledged that the model, the trim and the rubber only account for about 20% of the flight pattern and duration. How do we know? We don't, but it is generally acknowledged. Observing some flight patterns and durations at the Gala we might conclude that the air accounts for 100%. The wind was northwest and so we were sited on the so-called trimming meadow, on the leading edge of a large flattish area that had recently been mown. In front lay death valley uncut, thigh high with meadow grass and flowers, armpit high in places. Very beautiful but a pain to walk through. In the morning sun, it seemed as if the mown area was acting as a huge thermal incubator. There were periods when it was still and hot, tempting some to launch into what then proved to be thin and profitless air. Many will launch when the breeze slackens and the temperature rises - often successfully - so what's going on? Exponents of the 'Go on the Blow' method of thermal detection will explain that in this case the hot air hasn't taken off yet and when it does, cool air is sucked in - hence the blow. Jim Paton was about to launch his Lanzo Duplex in the 4oz. Wakefield event and 'helpers' were discussing this topic. What to do? - The English way is to form a committee and decide the launch time by show of hands, so bystanding competitors were rapidly recruited. This is not as potty as it sounds. Matters of great moment are thus decided. The Bank of England's Monetary Policy Committee will decide the moment interest rates should lift off on equally scant and ambiguous information. But Jim didn't wait for the vote, he's not the committee type. The Duplex stalled and tail-slid it's way up, then down, then way out over the valley it began to fall upwards at a terrific rate. Work that out.



Alan Brocklehurst



Roy Vaughn



Peter Tolhurst



Mike Marshall

Conditions changed during the afternoon with overcast and a cool breeze. None of the eight coupe flyers maxed out, but Roy Vaughn, Martin Stagg and Alan Brocklehurst got very close and finished first second and third. Roy is on a roll, this is his third win in a row and he leads the league table with only two more rounds to go. Having touched upon the air as the major performance determinant, I forgot about mistakes and accidents. Mike Marshall lost a prop. blade which didn't appear to affect the climb. On his next flight one blade came loose and

ruined it. Peter Hall's malfunctioning V.I.T. became an embarrassment. Roy Vaughn's first flight D.T.'d at one minute but took over a minute to come down. The timer was not reset after last week's D.T. fly-off at Odiham. But the winner of the memorable flight of the Gala must go to Peter Watson flying B.M.F.A. power. This was not due to air or accident or mistake. His vertical rolling rocketing climb to a great height didn't transition into the glide. The nose dropped and down it came in a vertical rolling rocketing fall. Someone suggested to Peter that he might radio D.T. it to avert a catastrophe so he was seen rummaging in his model box for the transmitter while the model continued its descent. He was just in time.

LONDON GALA				
	ENTRANT	CLUB	MAXES	SCORE
1	R.Vaughn	Crookham	4	16
2	M.Stagg	B&W	4	13
3	A.Brocklehurst	B&W	3	11
4	D.Greaves	B&W	3	10
5	P.Tolhurst	Crookham	2	8
6	M.Marshall	Impington	2	7
7	A.Moorhouse		0	4
8	P.Hall	Crookham	1	4

Current Southern Coupe League Standings to Date

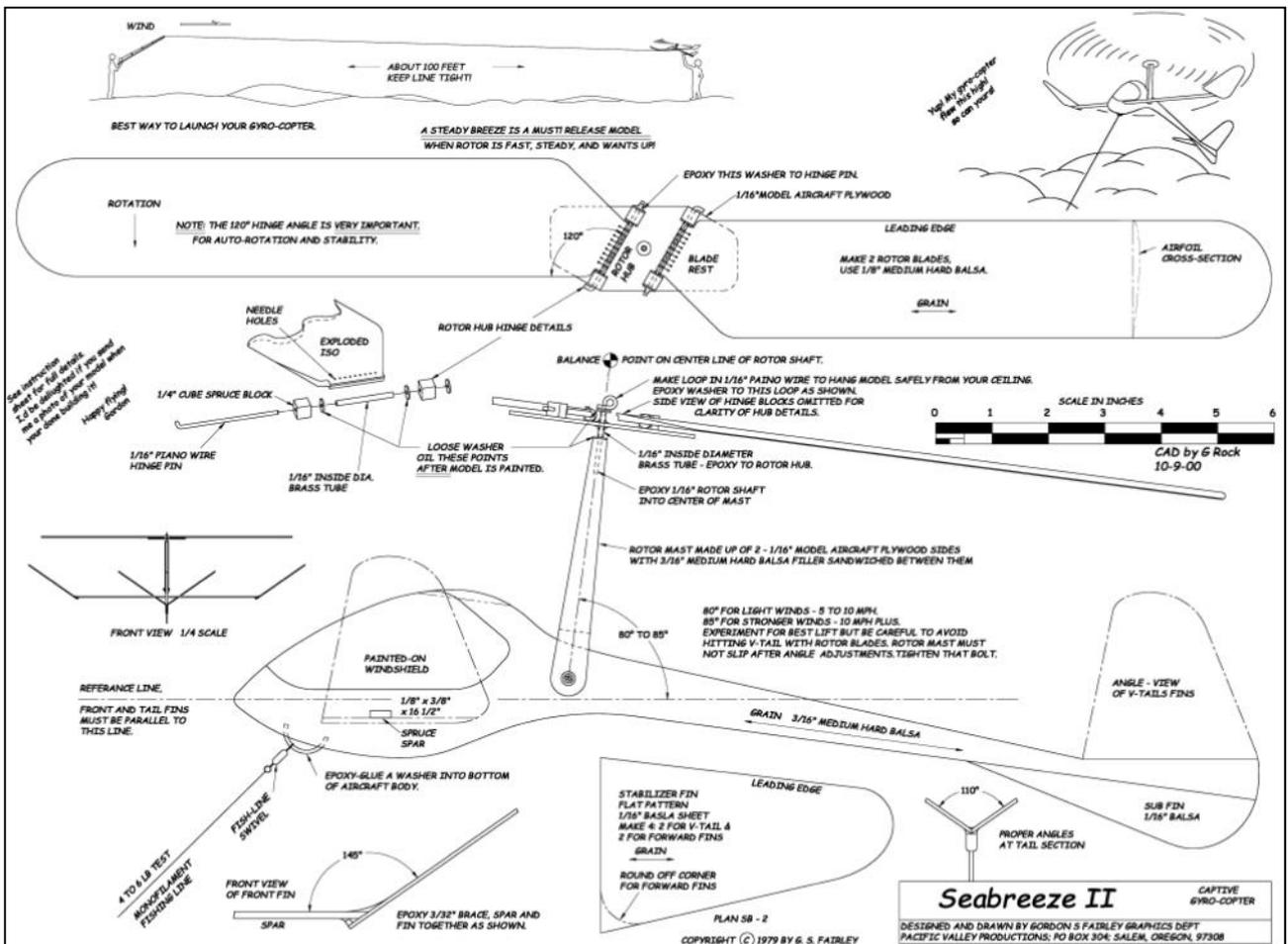
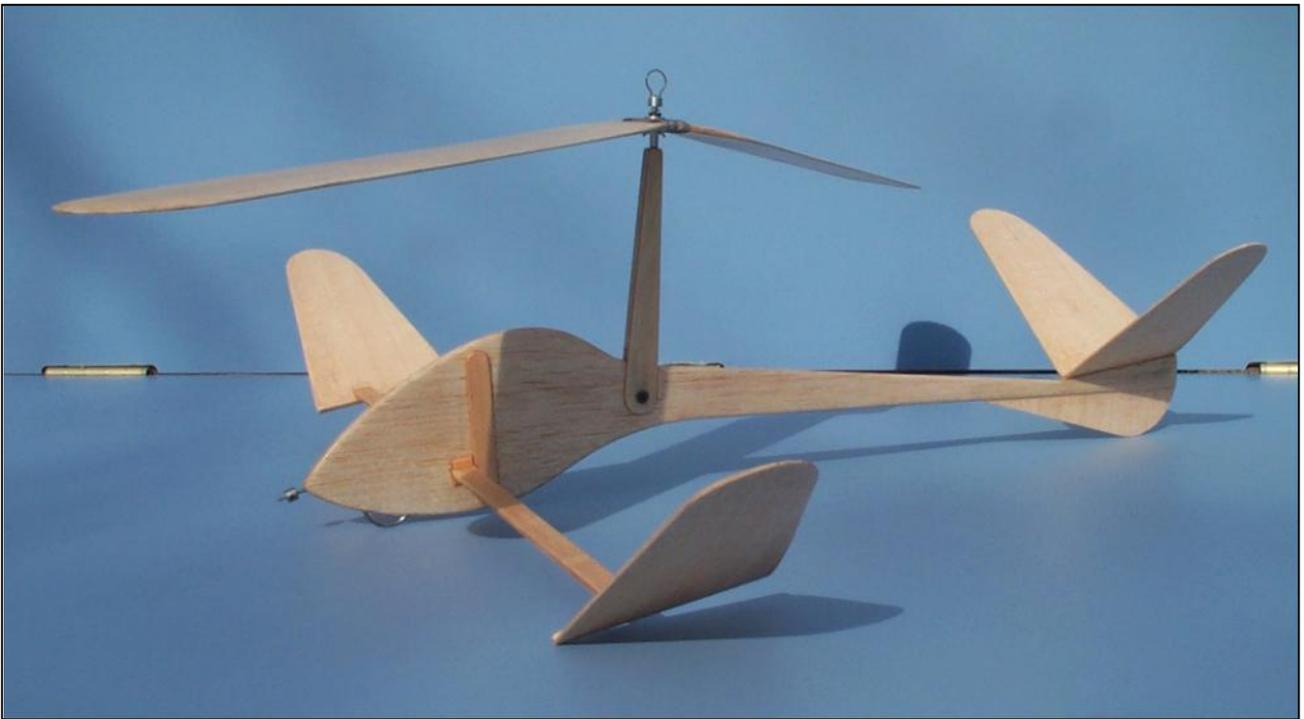
PLACE	ENTRANT	CLUB	CROOK'M GALA	OXFORD RALLY	FIFTH AREA	ODIHAM	LONDON GALA	SOUTHERN GALA	COUPE EUROPA	TOTAL
1	R. Vaughn	Crookham	9	1	17	15	16			58
2	A. Brocklehurst	B&W		12	8	12	11			43
3	P. Hall	Crookham	13		8	12	4			37
4	M. Stagg	B&W	10		2		13			25
=	J. Paton	Crookham	7	8		10				25
=	D. Greaves	B&W	5	1	9		10			25
7	E. Tyson	Crookham			11	8				19
8	P. Tolhurst	Crookham	6	3			8			17
=	P. Brown	CM		17						17
10	D. Thomson	Croydon		6	4	6				16
11	R. Ewing	Italy		14						14
12	G. Stringer	E.Grinstead			13					13
13	M. Marshall	Impington		2			7			9
=	K. Taylor	E.Grinstead				9				9
15	M. Richardson	E.Grinstead			6					6
16	J. White	Croydon		5						5
=	M. McHugh	Peterborough		5						5
=	A. Moorhouse			1			4			5
19	P. Seeley	B&W			3					3
=	B. Stitchbury	CM				3				3
21	D. Powis	CVA			1					1
22	P. Gibbons	Peterborough								0
=	T. Grey	Crookham								0
=	R. Fryer									0
=	R. Elliott	Croydon								0
=	D. Neil	B&W								0

The penultimate round for the league is at the Southern Gala on Saturday 30th August on Salisbury Plain.

Peter Hall (text)

Roy Vaughn (tables)

Details supplied by Steve Riley (USA)
 (note: there is a real full sized version of the World War II original in the Wallop Museum)



Gordon Fairley
 342 Glynbrook St. N
 Keizer, OR. 97303-5613



BUILDING AND FLYING INSTRUCTIONS
 FOR THE SEABREEZE II GYRO - COPTER

First, a little history of the Seabreeze II Gyro-Copter. Right after World War II, a surplus gyro-copter came into my hands. It was knocked down in a tube and was intended to raise the emergency radio antenna of downed airmen at sea. It worked well, but was quite "ugly." So, I designed a nice streamlined versions, which also flew very well. My perfected design is the Seabreeze II, so named because I have flown this design many, many hours at the Oregon seashore. I made the effort to draw up these plans due to so many admiring spectators asking for such. My models are painted with model airplane dope in yellow, with red and blue trim.

Building is simple. Start by cutting out body from medium-hard balsa. Arrange the grain of wood as marked for a strong tail boom. Sand the edges round for smooth appearance. Next cut 1/8" X 3/8" hole below windshield for spruce spar to fit through.

Now a word about glues: I use two types only. I use superglue to "tack" parts in place, and then I use 5-minute Epoxy for the strong bonding I want. Slower epoxies tend to drip and run, and slow down the building time. Sand everything real nice - this is a pretty model and deserves the little extra effort. Use fine grit sandpaper.

Now cut out of 1/16" balsa the four fins using the "flat pattern" on the plan. Sand edges. Remember to round off the rear corner of the two forward fins. These fins (all four) have only two functions. One is to provide a stable platform upon which rotor-disc angle is based relative to the wind. Secondly, the fins keep the model stable through a momentary wind gust, enabling it to "ride out the gust" until smooth air is once again established. The rotor does all the lifting and, therefore, in the strict sense, our model is an aircraft not a kite.

Cut out the sub-fin and tack glue all tail fins as shown. Once the proper angles are set, epoxy all joints, smoothing the glue out with a finger. You can clean epoxy off your fingers with alcohol. Next cut a slot in the bottom of the cockpit area for the washer that you will epoxy in place as shown. Now cut spruce spar to length and bevel the ends. Glue two 3/32" braces on bottom of forward fins. Now super glue spar into body and check for square ness with the body. Epoxy main spar to body. Now super glue front fins to beveled spar ends in position shown. Check that 145° angle. Now epoxy the joint as shown. Make sure fin bottoms are parallel to the reference line on the drawing.

The rotor mast is built up as explained on the drawing. The inside piece is 3/16" medium hard balsa, ending at the dotted line just above the body. Epoxy this together. Drill bolt holes in plywood sides before gluing the 3 pieces together. Sand until it's nice looking. Make two rotor blades - using outline on plans. Sand both to airfoil shape shown. After assembly, balance rotor using small nails in blade tips. Cut out the rotor-hub from 1/16" aircraft plywood (found in model hobby shops). Sand edges. Buy your 1/16" 1D brass tubing at model shops, also the necessary 1/16" music wire we're using. Get your washers there also. Cut and file smooth the 1/16" ID brass tubing to the lengths shown on the drawing. Epoxy the hub pivot tube in place making sure it is square with the rotor hub. Make rotor shaft, as shown from 1/16" music wire. Cut out and sand the four 1/4" cube spruce blocks. Carefully drill 1/16" holes through them. Make two 1/16" music wire hinge pins to length shown on plans. Now, grab a cup of coffee.

"Tack glue" with super glue the two brass tubes to the corresponding angled ends of the rotor blades. Center the tube on the blade end. Now sew with a "skinny needle" and polyester thread around the tube as shown. Next; smooth 5-minute epoxy over the tube, blade end, and over all the threads. Epoxy glue hardwood 1/4" blocks in position as shown, aligning drilled holes with the brass tubes. Make sure whole hub assembly with hinge pins in place allow the flat bottom of blades to rest flat on the blade rest area of rotor hub. With blades flat at rest, there should be no angles at all relative to the disc of rotation.

For the technical minded, you will notice the advancing blade will create more lift than the receding blade. This could cause a flip-over if blades were rigid. So our "flapping blade" lifts with the extra lift force on it. Because of our sneaky 120° hinge angle; the lifting blade aims downward spilling the excessive lift, and presto! Stability! The receding blade presents more area to the wind than the advancing blade and presto! We have auto rotation!

A final word on flying. Don't give in to the temptation to fly in gusty wind. It will dump your "pride and joy" very unceremoniously into terra firma and this can be hard on the components. Usually, however, the worst gusts are near the ground caused by trees, houses, or whatever. So if the gusts are only occasional, you can quickly get above it by launching from 100 feet away, having a friend helping you. Upon release, the model will go up quite fast. Your job is to let out line to gain altitude and take up any slack a lull in the wind might cause. Never allow your line to go slack. Once my line went slack and I found my model gliding beautifully in "free flight." But don't count on this! You will have a ball! I always do! With a real steady wind, one person alone can launch the gyro-copter right from the end of your spinning rod. Be sure to use a swivel where the line connects to the model, since your line is spinning or "twisting." Ten miles per hour wind speed or more is ideal. If the wind is real steady, the model will fly in less wind-speed. A Dwyer pocket wind-speed indicator is handy in measuring the wind.

Good Flying!

Gordon Fairley

I notice this year numbers seem to be down at free flight comps. The weather has been rather good after a late start. As I age retrieval seems to get much more arduous. I wonder how many others are feeling the strain. I worked out that I walked about 10 k at my last competition, when it was breezy at Salisbury Plain.

I recently acquired a Bio Track system, which seems to have transformed my retrievals.



I used to fly mostly my Bukin F1Gs in competition, and always ran after them. Since diversifying into cheaper home-made models, the running after has got forgotten a bit. I have only ever lost one F1G, when I forgot to set the timer. They have been so reliable, the chase has always worked since. My first tracker was an Italian job but it stopped working rather quickly. I bought an old ICom scanner which has never had a good range. I then invested in a couple of Pim Ruyter Tx's and recently bought a Maycom scanner from Amazon. I overheard Chris Stachan talking about it. That has been a big improvement. Ray Jones, ex international F1B flyer, recently sold me a Biotrack system with Pim Ruyter bugs. The range was not as good as my Maycom, but the directionality with the neat fold up Yagi is superb.

I last week discovered the attenuator toggle switch, which has been in the wrong position! I now expect retrieving might become much more satisfactory.

My other toy recently acquired is a Garmin ETrex gps. After nearly throwing it in the



bin, I eventually got to grips with programming it. The instructions were suitable only for those who already understand it. I got there by random trial and a lot of error. Having used it for a couple of months they now make sense. It draws a line between my launch position and the landing/last seen position using the compass bearing and an estimation of distance using the time of flight and the wind speed. Overall, I suspect the Biotrack with no attenuation will make the other toys redundant. However at one event this year I was glad to have the ETrex when I forgot to put the tracker in my model!

I don't know whether you have seen the attached article from the Guardian. I was particularly amused by the idea of drones flying around in North America in the 1930s. It just shows what difficulty the layman has in distinguishing free-flight models from the fully controllable variety, and the various stages in between. My first memory of 'radio-control' is from a visit to Epsom Downs as a young lad in the late 1950s. A chap had a model and some large transmitter boxes. The model was launched and it climbed beautifully away in a straight line. Despite much pressing of buttons it continued on its way towards London.

The Guardian | Saturday 2 August 2014

International

Drone-flyers give US officials a headache

Use by hobbyists and even criminals on the increase

Regulators try to assess dangers to passenger jets

Ed Pilkington New York

Wardens at Lee correctional institution in Bishopville, South Carolina, were taken aback recently during a routine sweep of the grounds. They discovered marijuana, cigarettes and mobile phones scattered among bushes in the no man's land that surrounds the maximum-security prison.

The guards were then astonished to find a small object with propellers attached. Closer inspection revealed it to be an unmanned aerial vehicle (UAV), better known as a drone, whose operators had evidently made an audacious attempt to breach prison security that had come unstuck when it crash-landed.

Another day, another drone controversy. The failed smuggling attempt in Bishopville, disclosed this week, is among a rash of stories relating to the remote-controlled devices as they make their onward march into American civilian life.

They have been given a huge profile boost by Amazon, which last month applied for formal federal approval to set up a testing site to develop its idea of a drone delivery service, "Prime Air".

Pilots of passenger jets have complained that there have been near misses with drones, such as an incident in Florida in March at Tallahassee regional airport.

New York police last month claimed that a drone had flown at 2,000 feet above the George Washington bridge, forcing a police helicopter to veer off course. The two operators of the UAV have been charged with reckless endangerment.

Drones - or model aeroplanes as they used to be called - have been popular in the US since the 1930s. The fuel behind the current flurry of interest is that technology and mass production have suddenly brought relatively cheap and sophisticated machines within the grasp of the general public.

DJI Phantoms, as flown over the George Washington bridge, sell on Amazon for under \$500 (£300), and if you add a high-definition video camera they still come in at just \$1,300.

"Interest is exploding because you can put \$800 on a credit card and walk out of the store with a drone, charge a battery and fly. The good news is more and more people are getting involved; the bad news is they include some who misuse the equipment or just don't know any better," said Steve Cohen, a drone enthusiast who organises the New York City user group.

A powerful driver of the new fad for flying drones is that high-definition cameras can be attached to them. Many of the new enthusiasts are not coming for the thrills and challenges of aviation, but for the photography. The technology is also being used by news media, such as dramatic footage captured on 4 July by drones flying through Independence Day fireworks.

The results may be pretty, but it's presenting the regulator in charge of US airspace, the Federal Aviation Authority, with an almighty headache. The FAA has the daunting challenge of working out how to combine drone use with commercial flights through some of the world's most congested routes.

While America waits for new regulations - the latest expected date is the end of next year - confusion is setting in. The legal environment is not keeping pace. As Cohen put it: "We have just seen the equivalent of the Model T Ford hit the road, and the horse-and-buggy regulators don't know how to deal with it."

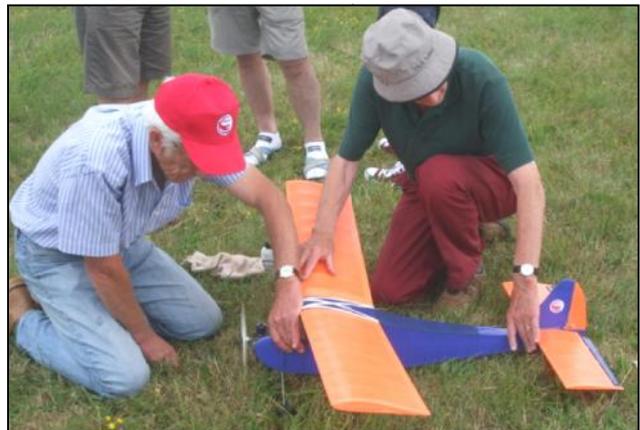
Sunday 20th July was the date of the first of three popular R/C vintage events to be held at Cocklebarrow Farm in 2014. On the day prior to the event Val and Paul Howkins, [organisers for the past 25 years] and their willing band of helpers, had put up the safety tapes, cut the strip, organised the toilet and a myriad other tasks, but then a violent thunderstorm threatened to undo their efforts. However the storm passed, luckily without damage, apart from a few bent tent poles.



Sunday dawned clear and sunny, with only a gentle breeze which continued all day, soon the fliers, friends and interested spectators began to arrive, until eventually, overall 50+ fliers had signed in with over 110 models. As always fliers came from far and wide, from the east, Norfolk and Essex, and from the west South Devon, but Mike Duggan from the Isle of Man was probably the furthest travelled.

As always there were many interesting models to be seen, some very small, possibly the smallest being the Dakota's of Mike Phillips and Colin Hutchinson. There were a good number of large models with the Majestic Majors of John Laird and Richard Edwell amongst the largest. Chris Turner was flying his 1923 Pander design powered by a four stroke, horizontal opposed twin, built by Chris himself. John Mellor was flying a scaled up Skystreak 26 based on the original K.K. control line design. Boycott Seal had his Squadron there including a Frankenstein, large Popsie and a Pinocchio, all electric.

Tomboys were also much in evidence, most to be flown in the R/C Tomboy competitions. There was a 48" Tomboy, right, powered with an AM15 [as opposed to the normal Mills 1.3!], which climbed in a very spirited fashion. Soon the air was full of the sounds of diesels and four strokes as the fliers made the most of the excellent conditions. Electric models are becoming more popular at each event with around 25% of the models now being electric.



There were very few dramas throughout the day. Ted Tomlin had the misfortune to lose his Tomboy Senior on a proving flight with a radio [or no radio problem]. Mervyn Tilbury crashed his very pretty low wing Dragonfly after some 35MHz radio problems with luckily only a broken prop, and some minor tailplane damage.

During the morning the Tomboy fliers were having very little problems achieving their 2, four minute + flights to qualify for the mass launch fly-off, with lift plentiful, most were having more trouble getting out of lift!!

Tomboy Competitions

Tomboy 3

Numbers were down in the T3 class with only 5 making the fly-off. All of the time served fliers welcomed Keith Ward who was having his first attempt at the Tomboy comp. Ian Andrews was the starter [thank you Ian] and as the start board was lowered only 4 models made it into the air as Keith had an engine problem. The remaining models all climbed swiftly away until their engines, having consumed the allowed 3cc of fuel, fell silent. First down was Ted Tomlin, with a time of just short of 6 minutes, Ted was flying a model that was using 3rd hand 7 year old wings and a fuselage that been nibbled by mice whilst stored ! Next down, and claiming 3rd spot, was Stephen Powell at 6min 15secs. The highest at this point was 14 year old James Collis who was at an eye straining height, and Tony Tomlin, who had the lift but not the eyesight!

Tony landed 2 seconds over 7minutes leaving James to glide in over 2 minutes later to a deserved round of applause.

Tomboy 3 Results

1 st - James Collis	9min 25secs.	2 nd - Tony Tomlin	7min 02secs.
3 rd - Stephen Powell	6min 15secs.	4 th - Ted Tomlin	5min 49sec.
Not classified Keith Ward non start.			

Tomboy Senior

Eight fliers made the Tomboy Senior fly-off after Ted Tomlin's fly away during qualifying. All had flown before and as usual there was a lot of good natured banter going on. Ian Andrews again was the starter and all models got away ok. Considering the lift that was around during the morning, the fly-off was disappointing to most. Derek Collin was, to his surprise down at 3mins 50sec. He was followed uncharacteristically by Bob Young at a little over 4minutes with Tony Tomlin 'falling out the sky' spot on five minutes. Colin Shepherd was next, followed by Roger Briggs 4 seconds later at 5min 34secs. Things improved slightly with Barrie Collis holding on and landing just short of 7mins to be third, beaten by son James in second position, nearly a minute later. Peter Rose the winner who had attained a decent height, was now diving in gently and landed on the patch at 9mins 13secs.

Tomboy Senior Results

1 st - Peter Rose	9min 13secs.	2 nd - James Collis	7min 40secs
3 rd - Barrie Collis	6min 54secs.	4 th - Roger Briggs	5min 34secs.
5 th - Colin Shepherd	5min 32secs.	6 th - Tony Tomlin	5min 00secs.
7 th - Bob Young	4min 18secs.	8 th - Derek Collin	3min 30secs.

After what can only be described as a perfect days flying, Val Howkins drew the raffle and presented the awards to the Tomboy fliers, to much applause. Thanks again go to Val and Paul and friends whose efforts made this meeting possible.

Tony Tomlin

RAF Odiham

John Thompson

Below is reproduced a letter of thanks from the C.O. of RAF Odiham for the donation made to the RAF Benevolent fund.

Many thanks to all who contributed, which allowed me to forward this donation to the CO as a small token of our gratitude for being granted permission to utilize the airfield for the 66th time."

From: Group Captain R C Maddison OBE ADC MA RAF
Officer Commanding Royal Air Force Odiham

ROYAL AIR FORCE

Station Commander

Royal Air Force Odiham
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Tel: 01256 367000
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Mr John D Thompson
Competition Secretary
Southern Area
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Beechmede
Meadow Lane
HARTLEY WINTNEY
Hampshire
RG27 8RF

Reference: ODI/BMFA 01
Date: 14 August 2014

Dear John

Thank you for your letter dated 20 Jul 14. It was a pleasure for RAF Odiham to host the 66th Annual BMFA Free Flight Model Aircraft event, and I am glad that despite the weather, the day was enjoyed by all.

I would like to personally thank you for your kind donation of £150 to the RAF Benevolent Fund, of which I have forwarded to the charity representatives. I am certain it will be used wisely, supporting serving and ex-serving members of the RAF as well as their families.

Your generosity will be greatly appreciated.

Yours Sincerely

Rich

John Thompson

SAM Champs August 2014

This year saw two days of complete contrast. Sunday was marvellous, with light winds, sun & many attendees - some 300 plus. Much flying was enjoyed by a lot of people. Monday - cancelled due to heavy prolonged rain & gusty winds. As a consequence, we have decided to carry forward most of the events planned for the Monday to the November 16th meeting.

Results: SAM 1066 Champs Sunday 25th August

As mentioned above, the weather was fine & dry. Winds light from WSW veering to SSW. 2 min DT fly-offs used.

Jimmy Allen Mass Launch:

1 st - Barbara Tiller (JA Special)	1.28;	2 nd - Anne Stevens (JA Special)	1.03;
3 rd - Roy Tiller (Skokie)	1.00;	4 th - Ted Stevens (JA Special)	0.58.

Spar Tractor A-Frame Mass Launch:**Spar Tractor:**

1 st - Ken Bates (Cloud Tramp)	1.37;	2 nd - Alan Train (Cloud Tramp)	1.29;
3 rd - George Day (Cloud Tramp)	1.05;	3 rd - Terry King (Altitudi)	1.05;
5 th - Tony Rushby (Bitsa Balsa)	1.01;	6 th - James Day (Cloud Tramp)	0.35:

A-Frame:

1 st - Tony Thorn (Burnham)	2.07;	2 nd - Roy Tiller (Burnham)	2.06;
3 rd - John Andrews (?)	1.26;	4 th - John Taylor (Burnham)	0.32

Combined Vintage / Classic Bungee Glider (up to 36" span):

1 st - Peter Michel (Mad's Dream)	5.07;	2 nd - John Taylor (Aiglet)	3.39;
3 rd - Steve Fielding (Tops)	3.25;	4 th - Andrew Longhurst (Gnome)	2.17;
5 th - Ted Horne (Corsair)	2.11;	6 th - Tony Thorn (Dream Bogey)	1.55;
7 th - Ken Bates (Skyhop)	1.25		

Over 50" Combined Vintage / Classic Glider:

1 st - Dave Cox (Archangel)	6.00 + 2.21;	2 nd - Geoff Smith (Mantis)	6.00 + 1.55;
3 rd - Ron Marking (Thor)	6.00 + 1.49;	4 th - Terry King (Kavka)	6.00 + 1.36;
5 th - Vic Driscoll (Goldrabe)	6.00 + 1.20;	6 th - Dave Etherton (Seraph)	5.39;
6 th - Bob Taylor (Shorty)	5.39;	8 th - Ken Taylor (Hyperion)	1.37

E36 Electric:

1 st - Chris Redrup (Pearl)	6.00;	2 nd - Peter Tolhurst (O/D)	5.27;
3 rd - Julian Pennington (Pearl)	5.20;	4 th - Ray Elliott (Nig Nog)	5.19;
5 th - Dave Powis (Slick Willie)	4.58;	6 th - Peter Jellis (Top Banana)	3.50;
7 th - Jim Paton (Pearl)	3.28;	8 th - John Richards (Mutt)	2.45

Flight Cup (Vintage Middleweights):

1 st - Mike Turner (Crusader)	6.00 + 2.15;	2 nd - Peter Jackson (Macaferty?)	6.00 + 1.52;
3 rd - Mike Hollamby (Mercury Worcraft)	5.51;	4 th John Knight (Percy)	5.23;
5 th - Robin Kimber (Macaferty?)	5.00		

Vintage Coupe d'Hiver:

1 st - Chris Redrup (Etienvre)	6.00 + 1.59;	2 nd - Peter Tolhurst (Etienvre)	6.00 + 1.15;
3 rd - Peter Hall (Etienvre)	5.55;	4 th - Richard Fryer (Etienvre)	5.35;
5 th - Peter Michel (Curry Dore)	5.09;	6 th - Don Thompson (Babar)	5.08;
7 th - Ray Elliott (Etienvre)	5.01;	8 th - Ted Challis (Lo Gigalo)	4.52;
9 th - Robin Kimber (Curry Dore)	4.45;	10 th - Ken Taylor (Fuit)	4.38;
11 th - Jim Paton (Altair)	4.35;	12 th - Alan Price (Etienvre)	4.26;
13 th - Gerry Ferrer (Bagatelle)	4.00;	14 th - Ted Horne (Curry Dore)	3.43;
15 th - John White (Etienvre)	3.14		

Club Classic to BMAS Rules:

1 st - Mike Turner (Stratohawk)	6.00 + 3.25;	2 nd - Andrew Longhurst (Mentor)	6.00 + 2.49;
3 rd - Ted Tyson (Last Resort)	6.00 + 2.29;	4 th - John Oulds (Fred Boxall '56)	6.00 + 1.57;
5 th - Bob Taylor (Yardstick)	6.00 + 1.44;	6 th - Ted Stevens (Flip Flop)	6.00 + 0.52;
7 th - Ron Marking (Urchin)	5.48;	8 th - John Andrews (Last Resort)	5.43;
8 th - Peter Jackson ((Urchin)	5.43;	10 th - Martyn Presnell (Last Resort)	5.33;
11 th - John White (Last Resort)	5.06;	12 th - John Huntley (Last Resort)	4.42;
13 th - Richard Fryer ((Flip Flop)	3.46		

Tip Top Trophy (longest flight of day):

Robin Kimber (Macafferty) 16.32 in Flight Cup (Nick Farley should get bonus prize for timing Robin!)

Tomboy Trophy: Tony Shepherd

The latter two events were awarded as (rightly) we suspected Monday would be a bad day!

Elsewhere James Parry mustered entries for his Natsneez comp.

What else to report?

An "official" complaint was lodged regarding the Spar Tractor/A-Frame Mass Launch whereby two competitors missed flying due to not being in the line up. The complaint was not upheld by our Chairman, who carried out the launch after the specified time for launch had passed. What to say - well, not a lot other than the onus of participation is for the entrants to be present & ready for launch at the stated time for the comp.

Of more significant importance: One model (electric Tomboy) was handed to Control - no name & address label but fortunately it had a BMFA number so was traceable. **Worse still**, three models were discovered on Monday by Peter Jackson with much appreciated help from Fire Brigade staff.

They had been abandoned on the field on Saturday but nothing had been reported back to Control.

We all lose models, it's an accepted fact of life - however Middle Wallop is an active airfield & we are allowed to use it through the good grace of the Station Commander & Airfield Manager. Such actions regarding abandoned models on the field have the potential to severely jeopardise our future use of the airfield.

Would all members who attend future Middle Wallop events please ensure:

- (i) a name, address & phone number label is visibly located on all models;***
- (ii) if a model cannot be found on the field, or if it is believed to be lost outside the field, report the loss to Control who will register the loss & endeavour to locate the model after the days flying has finished.***

SAM 2001

I have received a reminder from Paulo Montesi of SAM 2001 (Italy) - you may recall from an earlier edition of the NC that he is suggesting the concept of an annual commemorative model flight/event for all aeromodellers on a world wide basis, to take place over the third weekend of September. His original note used a picture of one of the memorable mass launches at Middle Wallop organised by David Baker in

the 1990's. If anyone wishes to participate by having a flight, I'm sure Paulo would appreciate a photo or two. Send them to me (rogerknewman@yahoo.com) & they will be forwarded to him. Maybe next year we can organise something that's not too formal.

Devon Sutcliffe request for Warring 1946 Wake plan

Devon is writing a series of articles for Andrew Longhurst & SAM Speaks and asked if anyone has a copy of this plan for him to view, as our library copy hasn't been scanned yet. Derick Scott (as usual) has just come up with the goods - many thanks Derick.

28th September Meeting at Middle Wallop

A shared event day with the Croydon Club. Events are as follows:

Croydon Club:

F1G; Vintage Coupe for AAA Cup; Flitehook Europa Team Trophy for F1G teams

SAM 1066

Combined Vintage / Classic Bungee Glider; Vintage / Classic CLG/HLG; E36 Electric Power Over 50" Combined Vintage / Classic Glider; Jimmy Allen Mass Launch (2.00pm)

Additionally Tony Tomlin & James Parry will be hosting Tomboy RC Assist & Control activities.

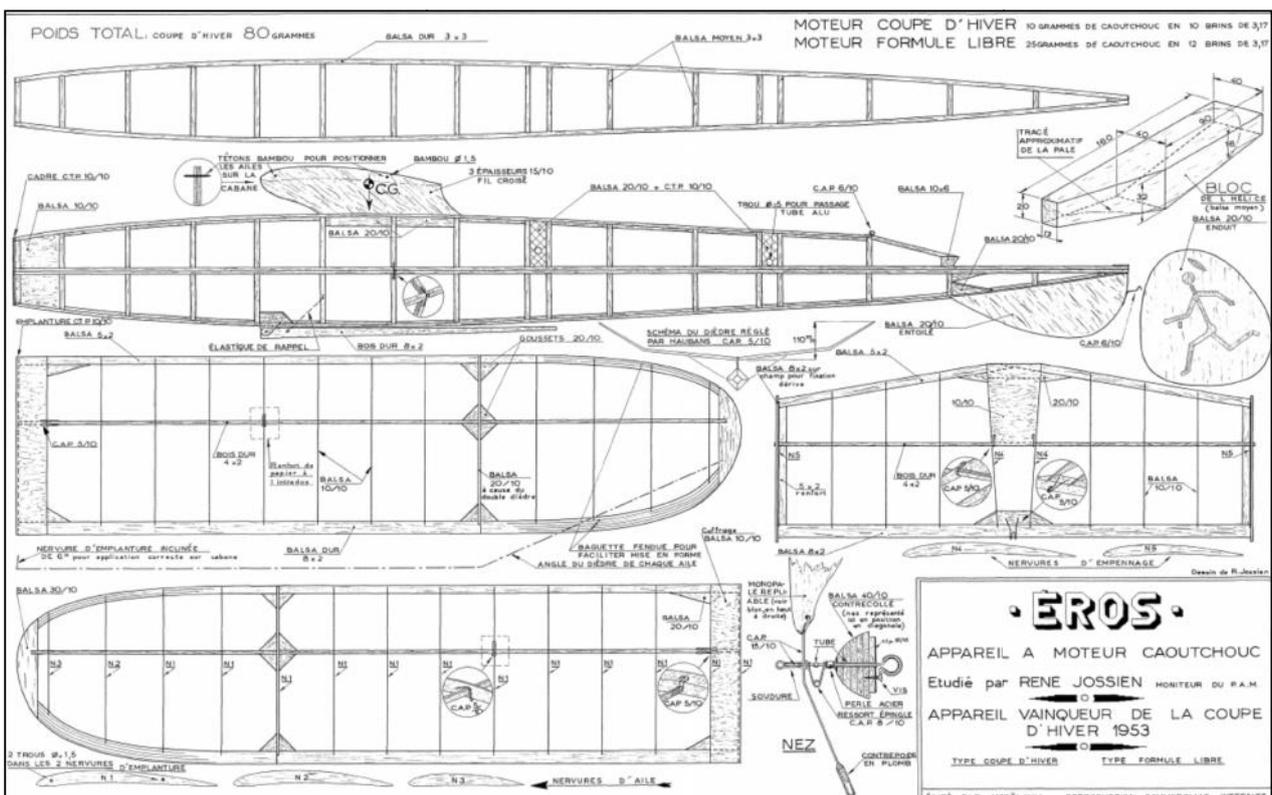
Mike Parker is kindly standing in as CD for me as holidays beckon!

Roger Newman

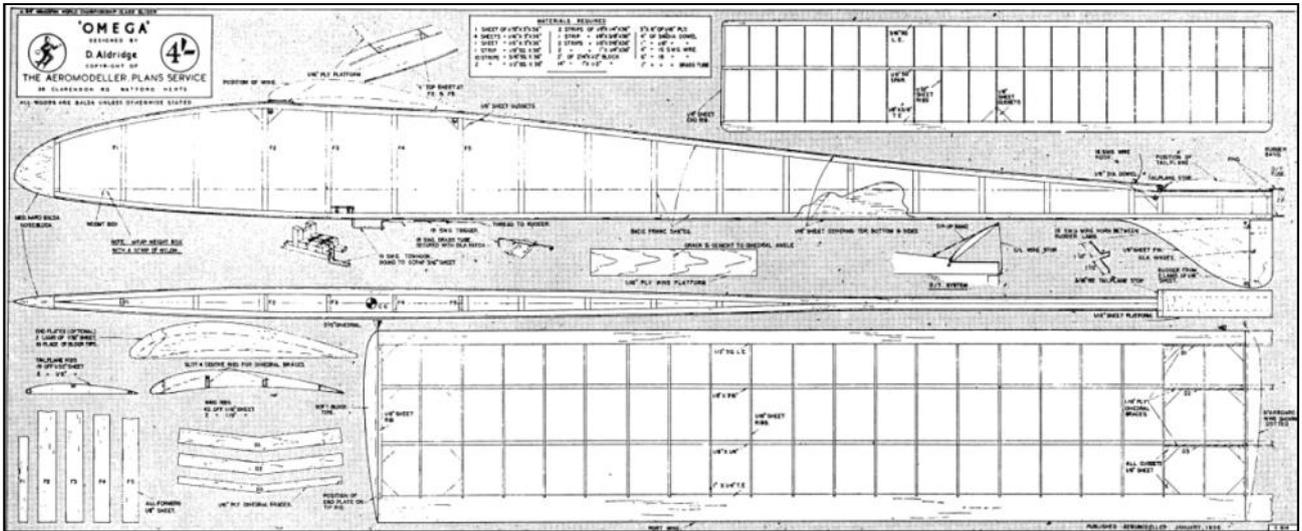
Plans from the Archives

Roger Newman

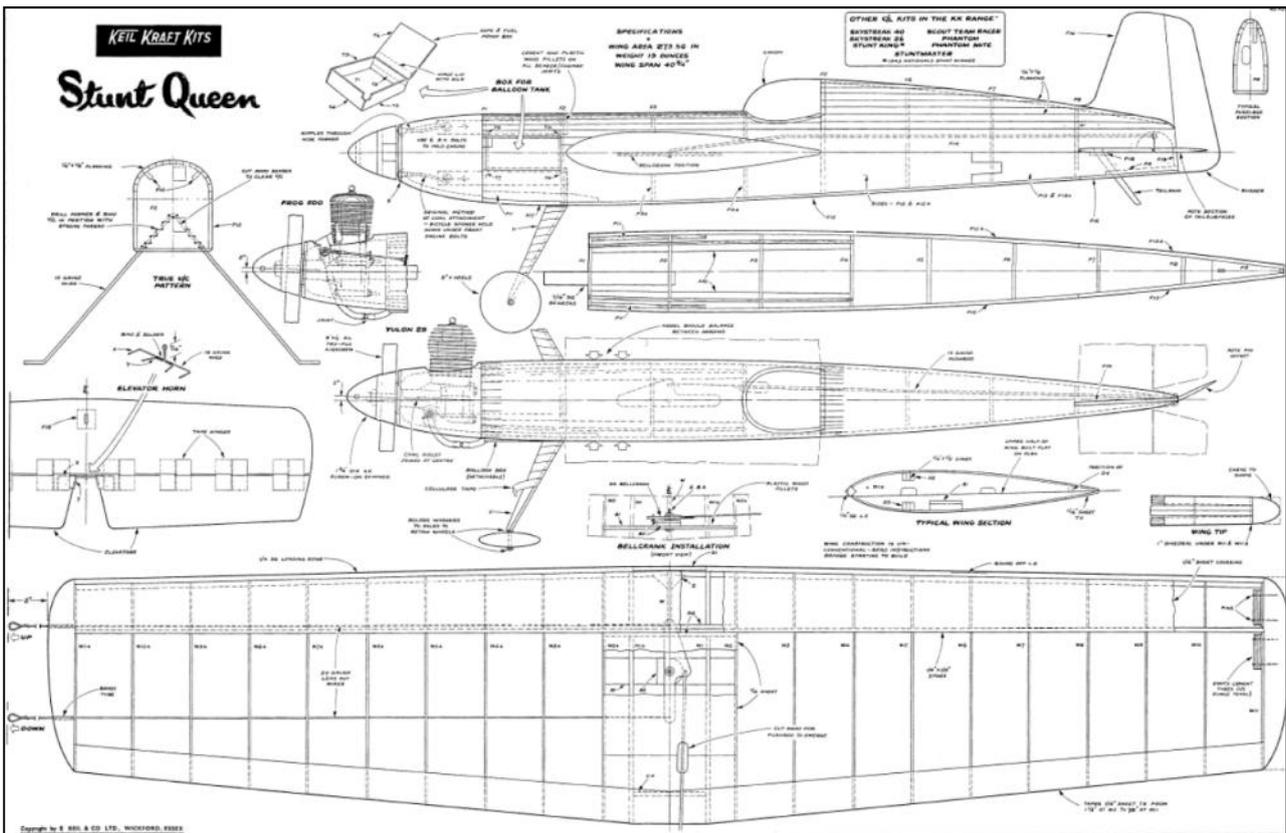
Eros: Not the John Coasby power model but a Rene Jossien vintage coupe that appeared in the '51 Zaic Year Book - maybe one to challenge the current favourite - Etienvre



Glider: A nice straightforward A2 that figures on my "to build one day" list - hasn't reached the top yet. Omega from Aeromodeller of January 1956



Stunt Queen: One for old time stunt enthusiasts by Brian Hewitt



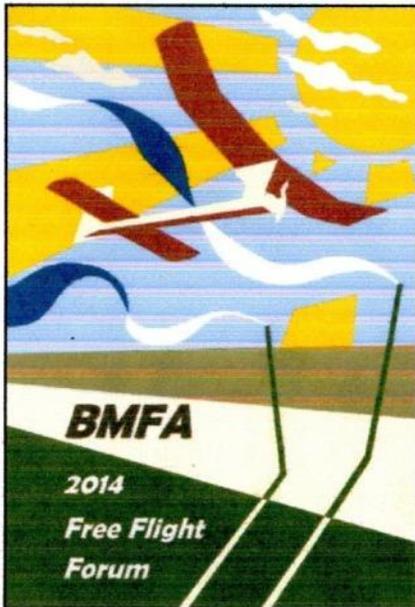
Powered by the then new Yulon 29, the 'Stunt Queen' was the 1950 Gold Trophy winner in the hands of Brian Hewitt, note there are no flaps, unlike his 1949 winner the 'Stunt King' which was Yulon 30 powered.

His brother Alan won the trophy in 1951 with his Elfin 2.49 powered 'Ambassador', also a flapless model and a high speed performer.

Roger Newman

2014 BMFA FREE-FLIGHT FORUM REPORT

The new 2014 BMFA Free-Flight Forum Report has just been published.



Simple Coupes, by Gavin Manion; BMFA Rubber - Not Just an Over-powered Wake, by Ivan Taylor; In Praise of Simplicity: Tilting at Windmills, by Alan Jack; P-30 - Does Size Matter? by Chris Redrup; What's All the Flap About? by Alan Jack; One Man's Way with F1A, by John Carter; GPS Tracking System, by Ian Kaynes; The Free Flight Programme, Its Future and the FFTC Philosophy, by Mike Woodhouse; E-36 - What Now? by Peter Tolhurst and Tony Shepherd; What Did You Do at the Weekend, Si? by Simon Firth. Additionally there are plans and articles on six of Britain's most successful contest free-flight models: Ivan Taylor's BMFA Rubber model, Steve Barnes's Slow Open Power designs, Chris Strachan's E-36 Ramrod, Steve Brewer's Catapult Glider, Dave Hipperson's T-34 1/2A model and Chris Redrup's P-30.

The UK price is £12.00 including postage; to Europe it's £14 and everywhere else £16. Sales of the Forum Reports help to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling, drawn on a bank with a UK branch; you may also order by credit card, which is a lot easier (and cheaper).

Copies are available from :

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West Wickham,
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BR4 0QW

or by phone or fax to: (44) + (0)20-8777-5533,
or by e-mail to martindilly@compuserve.com

2014 BMFA FREE FLIGHT FORUM Sunday, Nov. 23rd,

The thirty-first BMFA Free-Flight Forum
will be on the day after the BMFA AGM.

The venue is the Hinckley Island Hotel, Hinckley LE10 3JA.
Admission is £9.00. Please up-date your diaries, book that weekend
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.

2014 Free Flight Forum Call for Papers

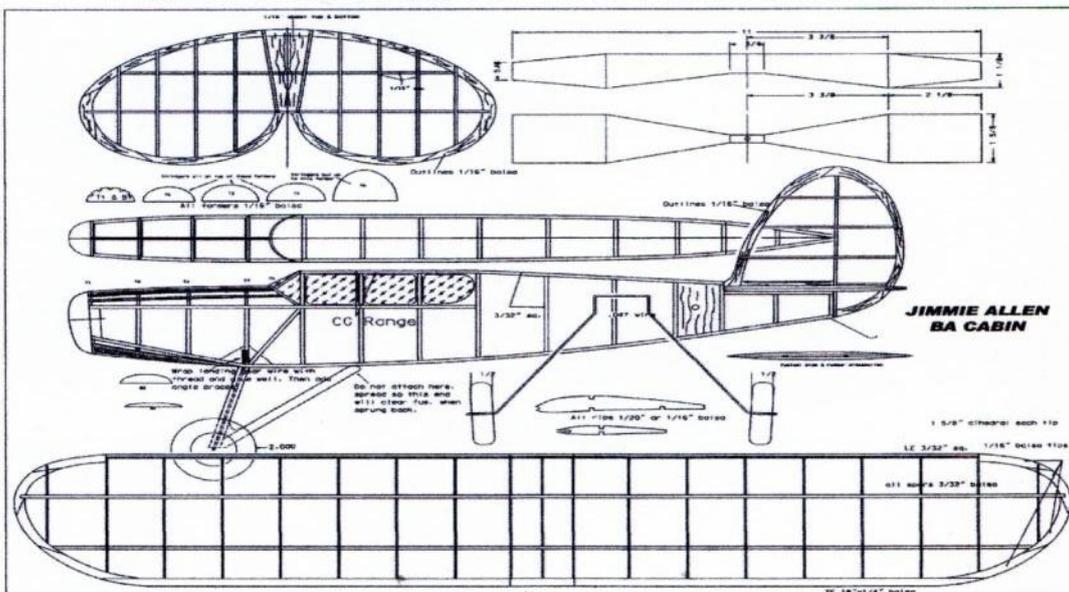
November 23rd 2014 sees the thirty-first BMFA Free Flight Forum, or at least that is the intention. Now is the traditional time to ask you to think about presenting a paper there. Looking back over the Forum Reports since 1985 shows just what a rich source of free flight know-how they still are. Unless you share your own knowledge and thoughts on the theory and practice of free-flight building and flying that will dry up. Modern, Vintage, FAI, Open, Scale, Indoor, all are welcome. However, without your help with offers of papers to present and topics to cover it just won't happen.

Please contact Martin Dilly (martindilly@compuserve.com), phone 020 8777 5533, or Mike Evatt (mikeevatt@hotmail.com), phone 01327-842746 before Oct. 1st with your offers; better still, do it now, while you think of it. The continuing success of the Free Flight Forum depends on you.

JIMMIE ALLEN 2014

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

The dates are 27th April, 1st June, 24th August and 28th September
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 model down wins. Any queries or should you need printed paper plans please contact Roy Tiller, e-mail roy.tiller@ntlworld.com tel 01202 511309



News from SAM 35



Many of you will know that Sam 35's traditional home is Old Warden. This year, as usual, we are supporting ModelAir and running competitions/events at their meetings. This is especially true for control line as a full programme of competitions are scheduled for both the Saturday and Sunday of all the meetings. New this year are competitions for Vic Smeed's Scatterbrain biplane stunter, the APS plan T Tray and Profile Thompson Trophy racers. These coupled with the vast array of control line activities and competitions make these meetings unique and a not to be missed spectacle. The dates are May 3/4, July 19/20 and September 27/28.

This year we will be running single channel spot landing competitions on all three Sundays. The Mayfly will be for the Mercury Magna, the Scale Weekend is for any model and as described below, the Festival of Flight for Vic Smeed designs. These comps are proving very popular and a great spectator sport!

The Scale weekend Sunday is where the KK Trophy is awarded to a sports free flight model that catches the eye of the judges. Low key yes, but this year it could be you! Additionally, there is emphasis on control line scale in various categories with the award of a splendid silver mounted decanter donated by Andrew Housden, SAM35 Secretary, to the entry adjudged to be the best overall in terms of scale fidelity, construction and flight performance.

The September meeting in particular is special for many reasons. We honour one of the Modelling giants, Vic Smeed, by holding a single channel spot landing competition for any of his designs that would have been powered by a Mills 75, and displaying models of his designs for all to see and select a winning model. Also at this meeting there will be a competition for models powered by any original Mills engine. 2014 marks the 50th anniversary of the ceasing of production of the famous Mills range of diesels, and to commemorate this SAM35's Andrew Housden has put up a "Mills Diesel" trophy. Basically, this is for any type of model aircraft (ie control line, FF, RTM, etc) powered by an original Mills diesel – so no Boddos, Attachports, Irvines, Hobbs, Giles, Indian et al. Marks will be awarded for originality of the engine, workmanship in the model's construction/use of period materials, and flight performance. Turning up with a Mills 2.4 and a can of Mills Blue Label fuel could well earn extra points! Again these models will be presented for all to see and someone will win this special silver trophy that can be retained in perpetuity; there are also second and third prizes!

Retro/Vintage event: Pontefract on 8th June.

This fabulous event will be running again for the third year. Sam 35 is running duration and single channel competitions at the meeting as well as flying vintage CL in two circles. See <http://www.pandasaero.co.uk/vintage.html> for all the details.

Sam 35 Indian Summer Meeting: Barkston Heath Sun 21st September

Meeting Cancelled due to loss of Barkston

Keep checking the SAM 35 web site for information
and of course the monthly SAM 35 Speaks magazine.

For more details contact Ian Lever 01706 659603 email: ian.lever@ntlworld.com

To join Sam 35 contact Kevin Richards 01609 772818

email: kevin.richards2@tiscali.co.uk

Southern Coupe League Events 2014

Due to limited availability of sites
There are changes to traditional dates
leading to a truncated season.

The five best scores from seven events count

Crookham Gala	Salisbury Plain	Apl 20 th
Oxford Rally	Portmeadow	Jun 8 th
5th Area	Beaulieu, Ashdown, Merryfield, S.P	Jul 13 th
Odiham	R.A.F. Odiham (<i>pre-entry required</i>)	Jul 19 th
London Gala	Salisbury Plain	Jul 27 th
Southern Gala	Salisbury Plain	Aug 30 th
Coupe Europa	Middle Wallop	Sep 28 th

For the full story see the website at www.southerncoupeleague.org.uk

Coupe Europa Sunday September 28th

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

F1G, coupe league event
Vintage Coupe d'Hiver for AAA Cup.
Flitehook Europa Team Trophy for F1G teams

10 a.m. start. F1G in rounds.

Contacts:

David Beales on +44 (0)1795-2553721
or e-mail; addickab@aol.com

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

Ray Elliott on +44 (0) 20 8997 7745
or e-mail: ray.elliott8@btinternet.com.

Le Grand Coupé de Birmingham!

A qualifying event for
the "Euro Challenge F1G" 2014/2015

December 7th at MOD North Luffenham
starting at 10:00am

F1G for the Aeromodeller Trophy
by kind agreement of Croydon DMAC

Two rounds between 10:00 & 12:00
then 3 rounds to timetable, finish at 14:45

Pre '58 Vintage Coupe for the Bernard Boutillier Trophy
3 flights start 10:00 no rounds finish at 14:45

Entry Fee £10 covers both events

Fly-offs (Not DT!)

maxes as determined by conditions on the day
Prize giving and hot drinks/nibbles

in the Golf Club on the flying site
(hot food available for purchase at the club bar)

For further information contact Gavin Manion at
gavin.manion84@gmail.com tel 01543 422509
or Stuart Darmon at stuardarmonf1a@yahoo.com
tel 01858 882057

Tasuma Trophy 2014 Competition dates

May 24/25/26 th	Barkston F/F Nats	SAM 35
June 1 st	Middle Wallop	SAM 1066
June 8 th	Pontefract	PANDAS
June 22 nd	Blandford	DMFG
June 29/30 th	Sculthorpe E/A Gala	SAM 35
July 13 th	Merryfield	Ilminster / SAM 35
July 20 th	Cocklebarrow	SAM 35
August 17 th	Cocklebarrow	SAM 35
August 24 th	Middle Wallop	SAM 1066
September 21 st	Barkston	SAM 35
September 28 th	Middle Wallop	SAM 1066
October 12 th	Cocklebarrow	SAM 35

Competition co-ordinator: Bill Longley
Tel: 01258 488833 e-mail: tasuma@btconnect.com



Indoor Technical Committee

THE INAUGURAL GLOBAL F1N POSTAL

**The British Model Flying
Association has launched its
Global Postal Event for F1N Class**

We are encouraging anyone who wishes to enter to submit to us any photographs, plans and any guidance they may wish to have published to support this initiative and help to create a vibrant and informative global F1N community that will ultimately encourage more to enjoy our discipline.

The Contest is open to anyone and can be flown in any indoor site. The contest relies heavily on trust and is intended to reinvigorate the FIN/IHLG community around the World.

There is no entry fee or registration required although we would ask that those wishing to compete contact Mark Benns via email to express their interest.

mark.benns@btinternet.com

Ceiling Category	Current World Record Time
Category I. - less than 8 metres.	49.8 sec
Category II. - between 8 and 15 metres.	1 m 0.4sec
Category III. - between 15 and 30 metres.	1 m 32.2 sec
Category IV. - higher than 30 metres.	1 m 52 sec

All of the results that are submitted will be regularly displayed upon the Indoor Technical Committees website at:

<http://www.indoorduration-gbr.co.uk/>

10/04/2014

IMPORTANT... The Rules

The contest will be flown to the current FIN International rules as set out in the **FAI Sporting Code Section 4 Volume FI 2014 Edition**.

It can be downloaded here:

<http://www.fai.org/ciam-documents>

Note: Fly best rules will be allowed

When!

The Competition is open from Saturday 10th April and will close on 20th October 2014. Results and announcement of winners will be made by 20th November 2014.

The competition

Bronze, Silver & Gold recognition will be awarded to the successful entrants in all

four ceiling height categories.

The **'Victor Ludorum'** will be awarded to the overall champion who attains the highest score from any of the ceiling categories.

Prizes will be announced and displayed on the website in due course.

'How the scoring will work'

Quite simply by comparing the entrants best flight duration against the current World Record in the ceiling category (listed below) expressed as a percentage.

The positions of the entrants will be expressed as a percentage from the highest 'et seq'. The winners will be those with the highest percentages.

The Postal rules parameters

- Each entrant can enter as many times as he or she wishes however, one can only submit one entry card per day. Any number of category of ceiling height can be flown in.
- The BMFA entry card must be downloaded, printed and fully completed.
- Each scorecard must be supported with a photograph of the entrant with their model taken within the venue.
- Six flights can be entered upon the card with the best flight to count. Times shall be recorded to the nearest 1/10th second.
- Completed cards and photographs to be sent to:
mark.benns@btinternet.com

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



2014
10th May;
6th Sep; 27th Sep; 25th Oct;
22nd Nov; 20th Dec.

Admission - Flyers £5.50 - Spectators £2.00

For further information phone Colin Shepherd 0121 5506132
or e-mail colin@colinwilliam.wanadoo.co.uk

Bloxwich Indoor Flyers

Free Flight

Sneyd Community School

Vernon Way, Sneyd Lane,

Bloxwich, WS3 2PA

Saturdays 2pm until 5pm

Flyers - £8 Spectators £2

2014

Sep.20th – Oct.11th – Nov 8th – Dec.6th.

Contact:- Allan Price

Tel: 01922 701530 - e-mail: montrose32@btinternet.com

Flitehook

Indoor Free Flight Meetings

Totton Community Centre,

Hazelfarm Road,

Totton,

Southampton,

SO40 8WU.

10.00 a.m. to 4.00 p.m.

Contact Flitehook

Tel. No. 02380 861541

Sundays

12th October 2014 9th November 2014
11th January 2015 8th February 2015
8th March 2015

SOUTH HANTS INDOOR FLYERS

www.wcaff.info

2013 -2014 INDOOR FREE-FLIGHT MEETINGS

Ken and Bev Brown, with Waltham Chase Aeromodellers, are pleased to announce the continuation of Indoor Free-Flight Meetings at Wickham Community Centre, Mill Lane, Wickham, Hants PO17 5AL.

**All events on Thursday evenings 18.30 until 22.00
excepting Xmas specials**

2013

October 31st November 28th

XMAS Daytime Special: Sunday December 29th. 10:00 – 16:00

2014

January 30th. February 27th. March 27th
April 24th. May 29th. June 26th.

SUMMER BREAK

September 25th. October 30th. November 27th.

XMAS Daytime Special: Monday December 29th. 10:00 – 16:00

The Main Hall at Wickham Community Centre is suitable for indoor free flight models of all types, with a ceiling free of obstructions.

Tables and chairs will be available in the hall.

The organisers are always grateful for help with moving furniture.

Please note that NO remote-control models may be flown at these meetings.

Admission will still be £4 for adult fliers and £1 for junior fliers and spectators, due to continued generous support from SABMFA, accompanied junior spectators will be admitted free.

Fliers MUST be insured and proof may be required by the organisers.

Flitehook, who carry a large stock of indoor models and accessories, will attend many of the meetings.

There is also now a drinks machine on site.

For further details please contact:

Ken Brown (Tel. 023 8057 8866) or info@wcaff.info

Bournemouth MAS Indoor Flying Meetings at the Allendale Centre,

**Hanham Rd,
Wimborne,**

Dorset, BH21 1AS,

7.00 p.m. to 10.00 p.m.

Free Flight only.

Competitions including Gyminnie Cricket League.
Flitehook normally in attendance.

Free parking in public car park in Allendale Road.

Contacts John Taylor Tel. No. 01202 232206

Roy Tiller e-mail roy.tiller@ntlworld.com

Tuesdays

23rd September 2014 28th October 2014

25th November 2014

27th January 2015

24th February 2015

24th March 2015

28th April 2015

BMFA South West Indoor Flying

Cornwall Vintage Aeromodellers
at

Saints Health and Fitness Centre
St Austell Rugby Club
Tregorrick Park, St Austell
Cornwall, PL26 7AG

Flying from 1200 to 1600 on the following dates,
2014 2015

Sunday 21 September

Sunday 18 January

Sunday 19 October

Sunday 15 February

Sunday 16 November

Sunday 8 March

Sunday 14 December

Mainly free flight

but some micro R/C (fixed wing & helicopters)

Admission: Flyers £7 Spectators £3

Contact:

Cornwall - David Powis on 01579 362951

(dave_powis@hotmail.com)

Devon - Roger Bellamy on 01752 257826

(randmbellamy@gmail.com)

Salisbury Plain Dates 2014

Free Flight On Area 8

Those who are regular users of Area 8 on Salisbury Plain for free-flight trimming and contests will know that there is now only one access point, 51°11'29.53"N, 1°57'32.59"W (Point Papa).. The more easterly point is now blocked off.

At present only two major Army exercises are planned that are likely to affect Area 8, Jan. 9-17th and May 6-16th, but as usual, in case of any short-notice military changes, you must send your email address to:

Trevor Grey - trevorgrey@talktalk.net

The following dates are provisionally available.

January:	18 th /19 th , 25 th /26 th .
February:	1 st /2 nd , 8 th /9 th , 15 th /16 th , 22 nd /23 rd .
March:	1 st /2 nd , 8 th /9 th , 15 th /16 th , 22 nd /23 rd , 29 th /30 th .
April:	5 th /6 th , 12 th /13 th , 19 th /20 th , 26 th /27 th .
May:	3 rd /4 th , 17 th /18 th , 24 th /25 th , 31 st /1 st Jun;
June	7 th /8 th , 14 th /15 th , 21 st /22 nd , 28 th /29 th .
July	5 th /6 th , 12 th /13 th , 19 th /20 th , 26 th /27 th .
August	2 nd /3 rd , 9 th /10 th , 16 th /17 th , 23 rd /24 th , 30 th /31 st .
September	6 th /7 th , 13 th /14 th , 20 th /21 st , 27 th /28 th .
October	4 th /5 th , 11 th /12 th , 18 th /19 th , 25 th /26 th .
November	1 st /2 nd , 8 th /9 th , 15 th /16 th , 22 nd /23 rd , 29 th /30 th .
December	6 th /7 th , 13 th /14 th .

Send an SAE and your £15 cheque, payable to BMFA,
to Trevor Grey,
21 Claremont Road,
Tunbridge Wells,
Kent,
TN1 1SY

in return you will receive a sketch map showing where we fly on Training Area 8, and a 2014 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 it's already on it).

It is advisable to contact Trevor Grey on Friday before travelling

VINTAGE RADIO & CONTROL LINE

at MIDDLE WALLOP, 2014
(Courtesy of the Army Air Corp Centre. MAC)
(Vintage Radio to Dec 1959)
Radio 27MHz. 35MHz +2.4GHz

SUNDAY APRIL 27th SAM 1066

Control Line [no combat wings] Mini Speed & Spitfire Scramble.
Tomboy 3 & Tomboy Senior Competitions
R/C Vintage Power Duration Competitions + Vintage Precision

SUNDAY JUNE 1st SAM 1066

Control Line [no combat wings] Mini Speed & Spitfire Scramble.
Tomboy 3 & Tomboy Senior Competitions
R/C Vintage Power Duration Competitions + Vintage Precision

SUNDAY AUGUST 24th SAM 1066

Control Line [no combat wings] Mini Speed & Spitfire Scramble.
Tomboy 3 & Tomboy Senior Competitions
R/C Vintage Power Duration Competitions + Vintage Precision

MONDAY AUGUST 25th SAM 1066

Note:- only 2.4GHz to be used on Mon Aug 25th
Vintage Power + Vintage Precision

SUNDAY SEPT 28th SAM 1066

Control Line [no combat wings] Mini Speed & Spitfire Scramble.
Tomboy 3 & Tomboy Senior Competitions
R/C Vintage Power Duration Competitions + Vintage Precision

FLYERS MUST BE COVERED BY BMFA INSURANCE,

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

For further information contact:

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

[R/C] Tony Tomlin, 02086413505, email, pjt2.alt2@btinternet.com

[Vintage Power Duration + Vintage Precision]

Bill Longley, 01258488833, email, tasuma@btconnect.com

For more details of mini speed, Spitfire Scramble etc.

see <http://www.wessexaml.co.uk>

The above events take place at the far side of the airfield,
follow peri track to control

WESSEX AEROMODELLERS LEAGUE + C/LINE 2014 COMPETITIONS

website: www.wessexaml.co.uk

April 2014				
Sunday 6	Wessex AML	Tomboy Round 1	WMAC	Cashmoor
Sunday 13	Control line only	Open	WMAC	Cashmoor
Sunday 20	R/C Vintage	Open + VPD+ c/line + TT	DMFG	Blandford
Sunday 27	Wessex AML	600RES Round 1	WMAC	Cashmoor
May 2014				
Sunday 11	Scale &	Aerotow	DMFG	Blandford
Sunday 18	Wessex AML	Tomboy Round 2	Winc'n Falcons	Templecombe
Sat 24 S 25 M 26	Vintage	event	Brize	Norton
Saturday 31	Wessex AML	600RES Round 2	DMFG	Blandford
June 2014				
Sunday 1		Control line	SAM 1066	Middle Wallop
Sunday 8	Wessex AML	600RES Round 3	SMFC	T B A
Sunday 22	r/c Vintage	Open + VPD + c/l	DMFG	Blandford
Sunday 29	Wessex AML	Tomboy Round 3		West Winterslow
July 2014				
Sunday 13	Wessex AML	Tomboy Round 4	Ilmin'r SAM 35	Merryfield
Saturday 26	Scale & WW1	+ Military	DMFG	Blandford
Sunday 27	Wessex AML	600RES Round 4	DMFG	Blandford
August 2014				
Sunday 17	Wessex AML	600RES Round 5	Marlboro' MFC	Collin' Kingston
Sun 24 & Mon 25	Bank holiday	Control line	Sam 1066	Middle Wallop
Sunday 31	Wessex AML	Tomboy Round 5		West Winterslow
Sept 2014				
Sunday 7 reserv.	Wessex AML	600RES Round 5	Marlboro MFC	Collin' Kingston
Sunday 28		Control line	SAM 1066	Middle Wallop
October 2014				
Sunday 5 reserv.	Wessex AML	600RES/Tomboy	DMFG GALA	Blandford
Sunday 12	Control line only	Open	WMAC	Cashmoor
Sunday 26 reser	Wessex AML	600RES/Tomboy	DMFG GALA	Blandford
Nov 2014				
Friday 7 or Saturday 8	Wessex end of season/pub day	Tomboy & 600 RES	Fly/Feast/Freeze Prize giving	Blandford
Friday 14 or Saturday 15 res'	Wessex end of season/pub day	Tomboy & 600 RES	Fly/Feast/Freeze Prize giving	Blandford

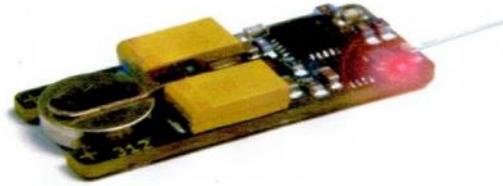
Tomboy: Best 4 scores to count. Low-Cost 600RES: Best 4 scores to count.
Monthly postal events, Low-Cost 600RES; April to September. Best 4 scores to count.

Website: www.wessexaml.co.uk

Contact: Christopher.hague@ntworld.com

BUGS

Free Flight Model Tracker



£50.00 - each including 6 batteries

Ready to use radio tracker

Suitable for most handheld receivers

Powered by one 312 ZincAir hearing aid battery

27mm long, 11mm wide, 5mm thick 3 grams

including battery

Run time around 10 days

Red LED flashes when transmitting

Available in any frequency from 140MHz to 980MHz

Supplied in protective heatshrink

Very quick delivery, often next day

On sale at

http://www.leobodnar.com/shop/index.php?products_id=217

or contact Peter Brown 07871 459291 for options

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



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.

DBHL Plan Service

The rules for obtaining plans.

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**.

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 1960	George French's Night Train which pioneered the use of VIT systems in the UK

MSP PLANS PRESENTS NEW PLANS

AVENGER 1952	HI-START GLIDERS 2013 - 36 in span
CAPRICE 1959	John Gorham's classic A2
VINTAGE A2 1950	Neville Willis' classic lightweight glider
	Odenman's.
SATU 1950	HI-START GLIDERS 2014 - 36 in span
PETREL1964	J Bennett's vintage A2
MAD'S DREAM 1959	Frog's beginner's kit glider
	Brian Dowling's classic A2.

To order plans for UK delivery please write with cheque (£ sterling) made payable to
Martyn Pressnell, 1 Vitre Gardens, Lyminster, Hants, S041 SNA.

For overseas delivery of Popular Plans send local bank notes equivalent to £10.00.

Enquiries: please write or email martyn.pressnell@btinternet.com

Check my website : 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

Provisional Events Calendar 2014

With competitions for Vintage and/or Classic models

February 23 rd	Sunday	BMFA 1 st Area Competitions
March 16 th	Sunday	BMFA 2 nd Area Competitions
April 6 th	Sunday	BMFA 3 rd Area Competitions
April 18 th	Friday	Northern Gala - Barkston/Church Fenton
April 20 th	Sunday	Crookham Gala & SAM1066 - Salisbury Plain
April 27 th	Sunday	Middle Wallop - SAM1066 competitions
May 24 th	Saturday	BMFA Free-flight Nats, Barkston
May 25 th	Sunday	BMFA Free-flight Nats, Barkston
May 26 th	Monday	BMFA Free-flight Nats, Barkston
May 31 st	Saturday	Middle Wallop - SAM1066 Competitions
June 1 st	Sunday	Middle Wallop - SAM1066 Competitions
June 15 th	Sunday	BMFA 4 th Area Competitions
June 28 th	Saturday	BMFA East Anglian Gala - Sculthorpe
June 29 th	Sunday	BMFA East Anglian Gala - Sculthorpe
July 6 th	Sunday	Brumfly - TBD
July 13 th	Sunday	BMFA 5 th Area Competitions
July 19 th	Saturday	BMFA Southern Area Gala - Odiham
July 26 th /27 th	Saturday/Sunday	London Gala - Salisbury Plain
August 10 th	Sunday	BMFA 6 th Area Competitions
August 17 th	Sunday	Timperley Gala - North Luffenham
August 24 th	Sunday	Middle Wallop - SAM1066 Competitions
August 25 th	Monday	Middle Wallop - SAM1066 Competitions
August 30 th	Saturday	Southern Gala - Salisbury Plain
September 14 th	Sunday	BMFA 7 th Area Competitions
September 28 th	Sunday	Middle Wallop - SAM1066 Competitions
October 12 th	Sunday	BMFA 8 th Area Competitions
October 25 th	Saturday	Midland Gala - North Luffenham
November 16 th	Sunday	Middle Wallop - SAM1066 Competitions & AGM

Note: Flyers using Salisbury Plain Area 8 for BMFA Area competitions

It is essential to contact

Trevor Grey at 21 Claremont Road, Tunbridge Wells, Kent, TN1 1SY,
to pay fees and get on army security list.

and send your email address to: trevorgrey@talktalk.net

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.msp-plans.blogspot.com
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).

P.S.

I still need articles/letters/anecdotes to keep the New Clarion going, please pen at least one piece. I can handle any media down to hand written if that's where you're at. Pictures can be jpeg or photo's or scans of photos. I just want your input. Members really are interested in your experiences even though you may think them insignificant.

If I fail to use any of your submissions it will be due to an oversight, please feel free to advise and/or chastise

Your editor John Andrews