



NEW Clarion

SAM 1066 Newsletter

Merry Christmas

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Editorial

Well folks our last Wallop meeting of 2014 is now behind us and we look forward to our winter building programme (*I'll probably start mine next February*).

First order of business is the report on the 2014 Annual General Meeting on the 16th of November which took place immediately after the final event of the year.

Articles proper start off with a short life story of a typical aeromodeller, named George Hinkley submitted by Rodney Drury. Received with this article were several quite historic photos, signed Wakefield Trophy dinner menus, the original letters from which Rodney compiled his article and models & modellers of the era.

These items will be the subject of further N.C. pieces.

Tony Tomlin reports on Vintage Radio & Tomboys at Wallop and Cacklebarrow Farm.

As mentioned in the last issue there are all the details for the Classic Rubber model 'Cloudpin' from the Model Aircraft October 1959.

Jim Paton describes how he has finally carved a satisfactory propeller.

Stormie, another power model replica from our chairman's seemingly unending stock, this time one of Pete Buskell's.

The BMFA experimental competition at North Luffenham on November 9th saw an impromptu 'Rubber Powered Free Flight Kit Scale' competition. Bill Dennis reports.

I have received another piece from the mystery contributor Capt Howell, these articles arrive by post from where I know not. This time it is a novel list of vintage engines he has acquired from unlikely places.

I unearthed what appears to be a newsletter report that must have got miss-laid during my computer upgrade episode, it's a detailed report on the 'Great Grape Gathering', a comp in the States which sounds quite an event. I have no record of who provided it, I can only assume it is the author to whom I offer my apologies for my oversight. I have had to prune the report by omitting a host of pictures and results, however there is a tailpiece that will make an article of its own for the next issue.

We have a report from John Richards in Canada who made his first visit to Wallop in August, listing his efforts at competition which like myself was not outstanding but immensely satisfying.

Stewart Mason weighs in with a report on his new workshop, nice and tidy now but I've a feeling when he gets going it will finish up like the rest of us.

The final Tailless and Wakefield league tables are presented by Spencer Willis and we must thank him for taking on the task, it's not easy ferreting out all the competition results, particularly from combined events.

Merry Christmas to One and All

Editor

The 2014 AGM took place in the Middle Wallop Museum Conference room after the 16th November meeting, commencing with the customary tea, coffee and biscuits.



Hon Sec Roger Newman

Chairman John Thompson

Treasurer Ed Bennett

The Chairman John Thompson welcomed the sizeable gathering and took apologies from members unable to attend, in particular Mike Parker, the membership secretary, who had family commitments. The Officers reports, itemised below, were read to the meeting and all reports were accepted.

Chairman's Report

Another year has passed, during which I have enjoyed the grand co-operation of Roger Newman, Ed Bennett, Mike Parker, the New Clarion editor John Andrews and our Librarians Roy and Barbara Tiller. Without them nothing would ever happen in SAM1066. They deserve a really big thank you.

The weather is a very sensitive indicator of attendance a MW, again I noticed on the good days the determination of some infirm folk to enjoy themselves. Long may we be able to continue to provide for them with 1066.

No doubt many fellow Aeromodellers will have noticed that elsewhere in the UK flying sites have been lost. This has not been helped by the leaving of FOD on active airfields. We have taken further preventative steps to remind people of their responsibilities in this respect. We now require the completion of a form, to be placed in the windscreen of cars, which displays contact mobile phone numbers and certain other information. We must and shall be active on these matters to ensure as far as possible, that we may continue to enjoy access to Middle Wallop airfield.

A final word of thanks and appreciation for the co-operation from the MW Authorities, the Fire Brigade, the Staff and Helpers from the Museum and of course the adjacent Farmers.

John Thompson

Secretary's Report

In brief, not a bad year tho' sadly we lost the second day of the SAM Champs weekend to bad weather. However, the first day gave a great deal of pleasure to the largest attendance of the season - over 300 through the gate. The total number of days made available to us was much reduced from previous years but attendances generally remained at a good level. Middle Wallop retains its popularity for free flight fliers.

Competition entries remain fairly good, but overall entries are gradually falling - perhaps a reflection of aging legs & bodies. Little feedback has been received on the competition program. With fewer entries it may be time to consider combining more of the comps, as indeed we have done for a few meetings this summer. Any views of members would be appreciated. Sport flying continues to flourish, attracting a plethora of interesting models, as does our hosting of occasional RC assist & control line activities.

Relationships with local Farmers & the authorities remain friendly. With the ever increasing loss of free flight venues, it behoves us to keep working hard to maintain these good relationships, particularly concerning the airfield. One concern however is that of the potential for the tightening of Military Aviation Authority rules that could impact (restrict) our flying activities. We also have a new Museum Chief Executive, whom I hope will be supportive of our activities but I have yet to meet him.

Our Chairman has already highlighted the problems of foreign object debris, which appears to be a contributing factor to the recent loss of Barkston. I emphasise the importance of his comments with regard to Middle Wallop airfield

An application has been made for 12 days of events for 2015. So far, there has been no feedback on our application other than an acknowledgement of receiving notification of the proposed dates, but news will be published in the New Clarion once received.

Once again, I pay thanks to all Committee members who do a splendid job. As one of last bastions of regular, well attended free flight meetings for "not too serious" competitions & sports free flight, SAM 1066 is fortunate to have a Committee that organises such meetings. It is hoped that the membership appreciates their efforts. Finally, my thanks to the Airfield Management team & its ancillary services, the Museum & their volunteers, who all remain so supportive of our activities.

Roger Newman

Treasurer's Report

I am able to report on a further satisfactory financial year. It should come as no surprise that the income generated by the £1 gate fee shows a considerable reduction on the previous year. The short fall is on account of the greatly reduced number of permitted meetings, the days lost to weather and to your Committee waiving the gate entry fee on one occasion.

The DB Heritage Library, in the safe hands of Barbara and Roy Tiller and Roger Newman, continues to generate funds. This year we need to thank them for £350.

Expenditure has been mostly limited to housekeeping items, including the MOD licence and three payments for renewals and upgrades necessary to maintain our online presence. The cost of purchase of wine for prizes has for the greater part been offset by receipts at flying meetings. The one off payment to DHL was the cost of conveying heavy boxes of plans etc. to Roger following scanning. The customary donations were made to the airfield Fire Service fund and for Christmas gifts for neighbouring farmers. To mark the passing of our friend Derick Knowlton, the Committee agreed to make donations to his two favourite charities.

A reduction of £165 in our end of year balance does not give cause for concern. Our current balance at bank would enable us to cope with a repeat of this last years' expenditure without benefit of further income. We enter the next year financially secure.

E. Bennett

SAM 1066. Income and Expenditure Account. 1st October to 30th September 2014

INCOME.			EXPENDITURE		
Date	Details	Amount £	Date	Details	Amount£
27/10/2013	Meeting, 27/10. Gate money	6	12/10/2013	Reimburse M Parker	61.08
				cost of renewing Linux Home Hosting for 1yr	
29/04/2014	Meeting 27/04. Gate money	59	27/10/2013	Meeting 27/10/2013. Prizes ,wine	35.94
29/04/2014	Meeting 27/04 Comp. entries	36	27/10/2013	AGM. Cost of refreshments	30
09/05/2014	David Baker Library, sales	200	28/10/2013	Donation, Museum of Army Flying	100
02/06/2014	Meeting 31/05,01/06 Gate	233	28/10/2013	Donation, MW Firemans Fund	100
02/06/2014	31/05, 01/06. Comp entry fees	156	28/10/2013	Christmas gifts, farmers	85.47
25/08/2014	Meeting 24/08. Comp entry fees	130	10/01/2014	MOD Licence	150
22/09/2014	David Baker Library, sales	150	24/12/2013	Donation, medecines sans frontiers	75
29/09/2014	Meeting 28/09, Gate money	154	08/01/2014	Donation, RSPB	75
29/09/2014	Meeting 28/09, Comp entries	46	27/04/2014	Meeting 27/04, Prizes, wine	82
			12/05/2014	Shipment of plans by DHL	69
			02/06/2014	Meeting 31/05,01/06. Prizes, wine	185
			14/07/2014	Upgrade Linux Home Pro l'net Hosting	39.56
			18/08/2014	Renew Daily Email plus and .org domain	35.93
			25/08/2014	Meeting 24/08. Prizes, wine	136.32
			18/09/2014	Meeting 18/09. Prizes, wine	68
			28/09/2014	Cash payment to J Thompson 14/08	6
TOTAL INCOME	£1170		TOTAL EXPENDITURE	£1334.30	
Balance at Bank 30 th Sept. 2013		1691.10	Petty cash account		
Income for year 2013/2014		1170.00	Balance b/f 01/10/2013	4.94	
	Total	2861.10	Paid in	0	
Deduct expenditure 2013/2014		<u>1334.30</u>	Paid out	<u>0</u>	
Balance at bank 30 th Sept. 2014		1526.80	Balance c/f to 2014/2015	4.94	

I have reviewed the SAM 1066 accounts for 2013/2014 as presented to me and find them accurate. Signed...*Peter TeHurst.*

(The treasurer wishes to express his thanks to Peter for his review of the accounts)

Membership Secretary's Report 2014

I did manage a couple of events this year but I have been absent from the flying field again this year, family commitments and work (I have plans for that one) have taken their toll.

However current membership stands at over 500 with members from all around the world so we must be doing something right. Looking at the number of attendees at the first (and only due to the weather) day of the SAM champs any decline in active members would appear to be minimal.

I am still occupied in keeping the club website up to date, our online membership form failed earlier this year due to our "free server" going offline but it is now restored with the form now residing on our own server, a cost was

incurred but the committee felt it money well spent. Applications from new members stalled due to the aforementioned problem but I am sure that this will now recover. Once again this year I applaud the hard work and dedication our all of our committee members without who the club would not function, a special thank you to our newsletter editor John Andrews, each month without fail providing us with the anchor the club needs.

On a personal note, as my children become more settled (daughter now studying 2nd year of medicine at Leicester, only another 5 years to go!!) and my son Christopher is now at college studying for his A levels, he was at one time considering following his sister into medicine (crikey more money!!) I look forward to returning to even more flying in 2015, but in the mean time I will continue with my club "admin" and website duties. My apologies once again, afore mentioned son Christopher is now in 2 Rugby clubs so once again I can't make the AGM.

Mike Parker

DBHL(Magazines) Report 2014 by Roy Tiller

The magazine library thanks all those members who have responded to our requests for magazines to fill gaps in the collection, for example we now have a complete set of the French Vol Libre magazines. Magazines have arrived by post; via many hands and model meetings; and delivered to meetings at Middle Wallop. Within these donations have been many magazines not needed by the library, i.e. doubles/spares, and these have been offered for sale at flying meetings to raise funds. The plans which Roger has had digitised are also offered for sale and these have proved to be very popular. This year the library has been able to pass £350 to the SAM1066 treasurer.

If you are having a clear out of aeromodelling magazines, books or plans please do consider donating them to the library where they will either add to the collection or be offered for sale for the funds. Either way good for your library good for SAM1066.

Look at the SAM 1066 Website. Click on "David Baker Heritage Library" and then "Magazines held" to see the Excel chart with a list of the magazines held, and the gaps in the collection. If you can help to fill any of the gaps please get in touch. Also on the website is the "Index of Plans in Magazines". Again this is an excel file and to best use it I suggest that you download the file. You can then sort the data by any of the headings i.e. model name or by designer or by magazine title/date etc... You can sort by multiple factors, select DATA, SORT and then, for example, by Designer, Type and Model Name. Sort by any factor and I am sure you will find something of interest.

Roy Tiller

DBHL (Plans) Report 2014 by Roger Newman

Little has been done during the year to update the DBHL list, due to other tasks taking precedence. However a recent welcome volunteer (Brian Yearley) has taken up the cudgels & is doing grand work in assisting a backlog of plan additions, so I am hopeful of getting a new release out in the not too distant future.

Plan requests are much reduced from previous years. The majority of those folk who have asked for a plan will have received it within a short time span. We have no outstanding requests & interestingly we continue to receive several from overseas.

Derick Scott has been highly supportive in both scanning of plans & returning scanned plans to me for resale at SAM 1066 meetings via Roy (Tiller). I am most grateful to both of them.

Roger Newman

The election of the committee for 2015 saw the current incumbents re-elected en-block.

The chairman stated that, in the light of the treasurer's report, he proposed that the membership fee remained 'Free' and this was accepted by the meeting.

In the absence of confirmed fixtures for 2015 the meeting was then opened up to the floor.

Tony Shepherd informed the meeting that, after discussion with interested parties, the rules for 'Bungee Launched Gliders' had been amended to allow scaling up in addition to scaling down.

In response to a query on membership, the chairman stated that problems with the website has prevented an accurate statement but a figure of 500 is a reasonable assessment. Now that the on-line membership form is active again under a new service provider we will be in a position for on-line recruitment once again and information should soon be available.

The chairman continued by emphasising the benefits of the free membership, in particular the notice of publishing of the New Clarion. Further, in the event of unavoidable late cancellation of meetings, the circulation list enables members to be informed immediately by email.

A vote of thanks to the officers was proposed from the floor to the approval of the meeting and there being no other business the meeting closed in good order.

Editor

Member of Blackheath Model Aircraft Club, 1938-1945

George was born on 3rd October 1915 in Deptford. His father John Percival Hinkley was a professional footballer who played for Millwall and also worked as a machinist. Two sisters were born later.

George went to a local school that had a good reputation, especially for art and he developed a love of portrait and landscape painting. At the age of 15 George's father died and I assume he as the eldest and only son so was needed to help provide finance for the family. This led to his first job at a studio where he worked for a brilliant artist who used to teach at Goldsmiths College. George worked as an assembler for the studio at Crystal Palace, Olympia and other exhibitions.

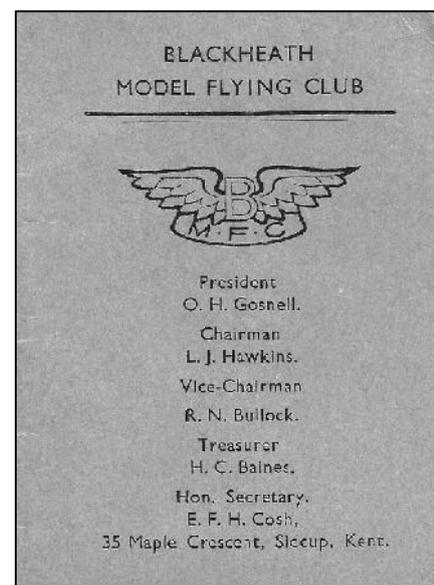


After leaving this company he had no work for three months until meeting a friend whose father was Eddy Keil an importer of Balsa Wood whose premises had burnt down. Eddy had just received £2000 worth of Balsa wood and George helped him stage exhibitions of Model Aircraft.

I believe George joined BMFC around 1931/32.

He was a skilled craftsman and produced beautiful models. I was fortunate to be given some of his airframes and wings as a teenager in the late 50's and converted them into various gliders which all performed well.

When he married in 1948 he gradually ceased modelling and after a long and happy marriage he passed away aged 92 on 20th March 2008



Sunday the 28th of September was the date of the last R/C Vintage event of the four held in 2014 at Middle Wallop. On arrival we were pleased to have very light winds with pleasant sunshine all day. It was in fact so warm and still that the control gazebo, that can be a trial when assembled in any wind, stayed in its bag!



*Silvia Briggs and Pam Tomlin brighten up the control table
Apparently bending under the effects of the large entry*

Considering that the date clashed with an event at Old Warden, on the day 30 fliers signed in and, although flying was from a different area to normal due to the wind direction, the flight line was soon busy.

Models ranged from the largest, possibly the Lanzo Bomber of Richard Alford, to probably the smallest being the Wee Snifter of Tom Airey and the Chatterbox of Tony Tomlin.

There were three Majestic Majors with the model of Alan Newman to be seen flying the most often. The evergreen Junior and Super 60s were as always to be seen flying, five being counted. Vic Smeed designs included a Mamselle, Courtesen, a Ballerina [fitted with a 'Boddo' twin and sounding not unlike a disturbed wasp nest!] and a whole gaggle of Tomboys most to be flown in the R/C Tomboy competitions

Tomboy 3's

The Tomboy 3 competition was down on numbers with only 4 seasoned Tomboy fliers qualifying for the mass launch fly-off. All got away well, climbing slowly in the very light wind conditions. Tom Airey, who has always been a top flier, was out of luck with a very short engine run and landed at under 2 minutes. He was followed by Brian Brundell 15seconds short of 4 minutes. Paul Netton claimed 2nd spot with just under 5 minutes leaving 15 year old James Collis the only flier to find any lift, floating in a few seconds over 7 minutes. It was generally agreed that this was probably one of the shortest ever fly-offs in the Tomboy 3 class for a very long time!



Results T3

3's Winner James Collis

1 st	James Collis	7min 04secs.	2 nd	Paul Netton	4min 53secs.
3 rd	Brian Brundell	3min 45secs.	4 th	Tom Airey	1min 28secs.

Tomboy Senior

This class was better supported with 8 fliers completing the required two, 4 minute plus preliminary flights. Peter Rose, who has performed consistently well over this year and had achieved a number of firsts, was hoping to continue his winning ways. He was up against stiff opposition from James Collis and Tom Airey both frequent winners.



At the start there was drama as Brian Brundell realised he had fitted an incorrect crystal to his receiver and effectively was grounded. All the others got away as Tony Tomlin lowered the start board. The climb out was better as a slight breeze had sprung up. Roger Briggs, who had travelled over from Kent, was having a bad day with a short engine run. Unfortunately he was descending swiftly as the others, all together in a bunch, climbed away to an eye straining height.

Barrie Collis, Richard Alford and Bob Young were the first to break out of lift, landing in that order, all within the same minute having cleared 8 minutes. This left James Collis and Tom Airey both at around an estimated 600 feet with Peter Rose literally cloud busting and very difficult to see.

James Collis was the next down in 3rd place at 10min 27secs with Tom Airey landing exactly 2 minutes later. All then looked for Peter Rose who was still at a terrific height. Peter landed 10 minutes later to be the worthy winner.



Senior Winner Peter Rose

Results

1 st	Peter Rose	26min 45 seconds.	2 nd	Tom Airey	12min 27secs.
3 rd	James Collis	10min 27secs.	4 th	Bob Young	8min 22 secs.
5 th	Richard Alford	8min 16secs.	6 th	Barrie Collis	8min 00secs
7 th	Roger Briggs	2min 35secs		Brian Brundell	Not classified

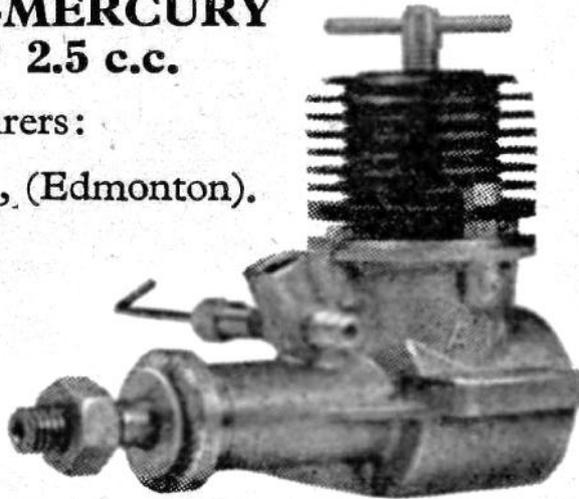
The awards were presented with the normal good natured banter to bring to an end a great days flying.

Tony Tomlin

ALLEN-MERCURY "25" 2.5 c.c.

Manufacturers:

Allen Eng., (Edmonton).



Retail price 66/6

Displacement: 2.4

Bore: .570. Stroke: .562 Bore/stroke ratio: 1.01

Bare weight: 4 oz.

Max. B.H.P.: .181 B.H.P. at 12,200 r.p.m.

Power rating: .0725 B.H.P. per c.c.

Power/weight ratio: .045 B.H.P. per oz.

Material

Specification:

Crankcase: L.M.2

Cylinder: Meehanite

Cylinder jacket:

Dural

Piston: Meehanite

Contra-piston:

Meehanite

Connecting rod:

Dural

Crankshaft: S14.

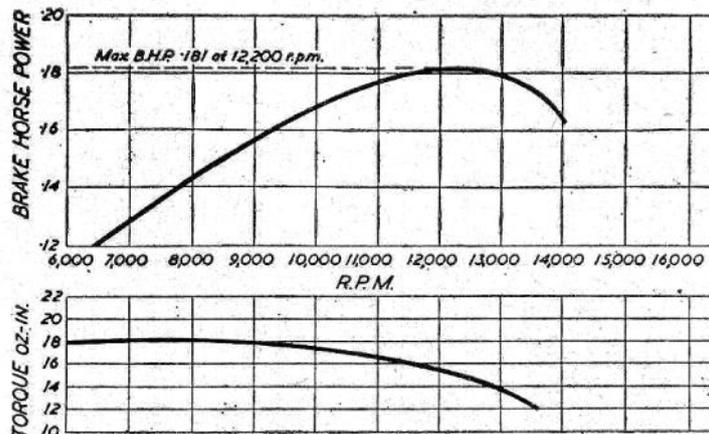
Case hardened

Crankshaft bearing:

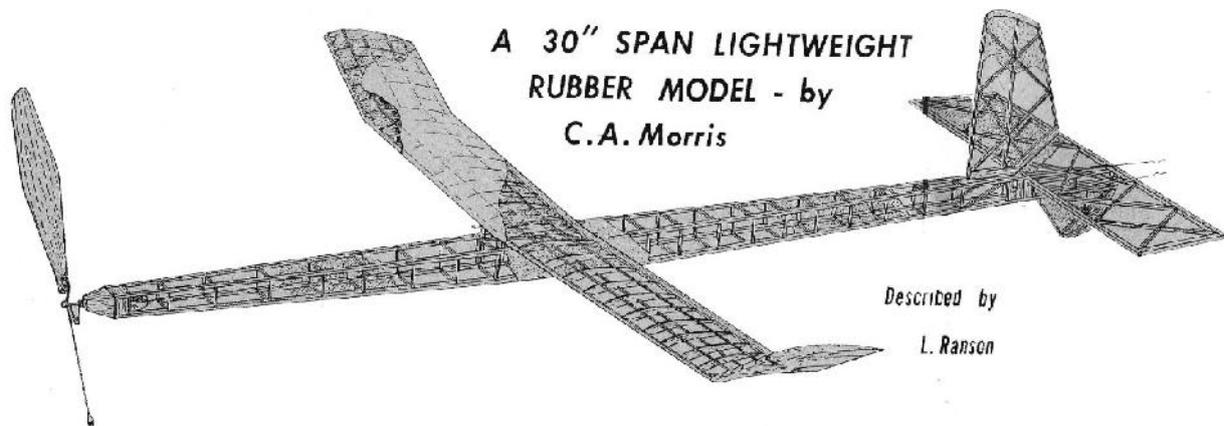
Meehanite bush

PROPELLER	R.P.M.
lia. pitch	
9 × 6	9,500
9 × 4 (Stant)	10,250
9 × 4 (K-K)	10,000
8 × 6 (Stant)	10,850
8 × 6 (K-K)	10,600
8 × 6 (Trucut)	10,500
7 × 6 (Stant)	12,000
7 × 6 (K-K)	11,800
9 × 4 Plastic	7,800

Fuel: Mercury No. 8



CLOUDPIN



Youth is the keynote of this rakish lightweight. Designed in the contemporary, long fuselage idiom, its inexpensive construction and up-to-date lines should have a particular appeal for the up and coming young modeller.

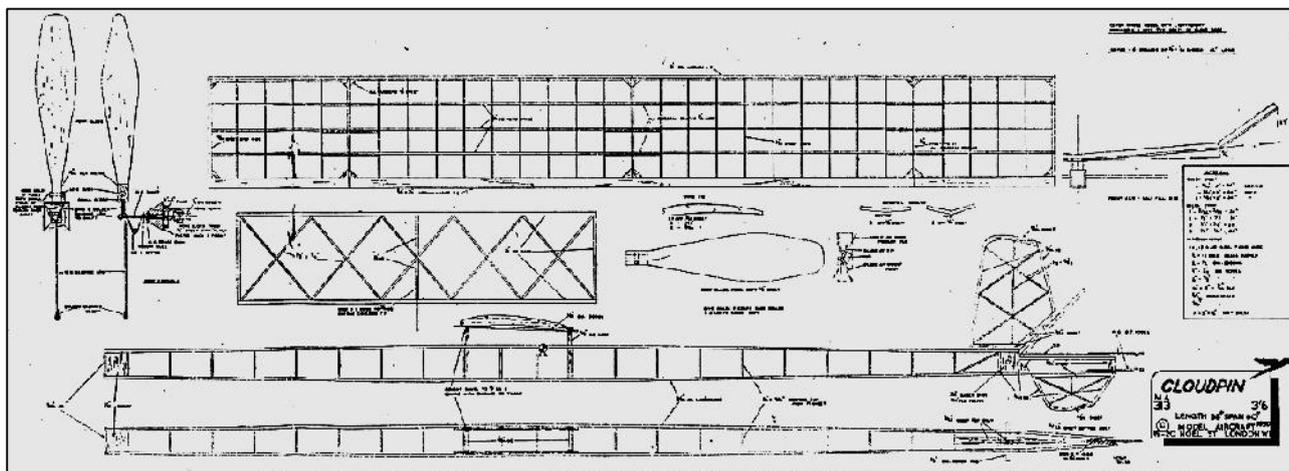
In describing *Cloudpin* it is well to remember that for some years the rubber lightweight has been lost sight of in the general preoccupation with larger, Wakefield size models. This is a pity, as the lightweight has much to offer both the contest and fly-for-fun modellers. Quick and economical to produce, replacement value is low, both in time and money, and a lost or damaged model becomes a mishap rather than a disaster.

Rubber costs, too, are modest. Fewer strands means greater uniformity of tension along each individual strand, thus reducing fatigue and lessening the incidence of breakage. This gives the lightweight an advantage over its big brother in that a consistent performance can be obtained without getting a "new motor per flight" complex. Nor is high quality rubber so important, If there does exist any difference in quality between specially imported strip and over-the-counter rubber, *Cloudpin* is unaware of it, as it performs quite adequately on the latter.

Since the rubber motor is, in effect, the heart of the model the design approach to *Cloudpin* was essentially logical. Instead of first producing the model, and then arranging a motor to suit its characteristics, *Cloudpin* was designed around the motor. The idea was to evolve the largest possible model that would fly on the minimum feasible amount of rubber; six strands of 1/4 in. strip. A motor of this small cross section gives a very consistent output of power throughout the motor run, provided of course, that it is of reasonable length. Consistent power output, or flat torque curve, keeps the nose down on the initial burst and the nose up on the last few hundred turns. It also facilitates trim adjustment. On *Cloudpin*, for instance, no variation to the thrustline was found necessary.

Quite as important as the motor is what it turns, and how it turns it. For this reason much thought and experiment has gone into the propeller and its mechanism. Such minor points as ply facings on the noseblock and prop hub safeguard against major airfield failure, and the wire assembly is robust and positive in action.

Much of the success of your *Cloudpin* model will depend upon correct carving and pitch alignment of the propeller. Care should also be taken to ensure that the blade is correctly balanced, and that it folds flush along the left side of the fuselage.



Construction of *Cloudpin* follows normal practice, but study the plan carefully before you actually start to build. Good quality wood should be used throughout, with fuselage longerons and wing spars chosen from similar stock. Build up the two fuselage sides by placing one over the other —not forgetting to interpose a sheet of greaseproof paper between. Join up the two sides with the help of set squares, lining up carefully on plan to avoid distortion. See that the uprights of the parasol wing mount are cut to the exact plan length so that the correct wing incidence is, obtained.

Make a rib template out of aluminium or thin plywood. The notches for centre spars can either be cut in on the template or filed out after the wing has been built up. If desired the ribs can be slightly lengthened and notched into the trailing edge. The wing should be built in one piece and dihedral cut into spars afterwards. Do not forget the dihedral braces. The wing thus constructed is unusually strong for a lightweight. Rigid enough to resist serious warping, it will not readily fracture, and the closely set ribs ensure a good aerofoil contour throughout.

The tailplane and fin are both simple structures. The framing of the flat section tailplane, it should be noted, is of hard material sanded to a half round section. Make sure that the d/t hook is securely bound to the centre spacer. A small trim tab should be added to the upper fin—a piece of scrap balsa will suffice for this—firmly cemented at the desired angle.

The prop hub and wire assembly—is made robust by the use of ply facings and solid bushing. The assembly is fully detailed on the plan, and attention need only be drawn to the correct phasing of the stop mechanism. This is adjustable by means of the wood screw stop, and sufficient turns should be retained to hold the motor taut.

Modelspan tissue is used throughout. Lightly water shrink first, with the exception of the fin and tailplane, Use low strength dope applied sparingly. Add thinners if dope has been standing for any length of time.

Before testing the model check the motor length, and see that the model balances with the c.g. as indicated on plan. If nose heavy lighten up prop blade and balance arm. If tail heavy do not add nose ballast but adjust tailplane incidence after test gliding. Set trim tab for a right-hand turn, and after a suitable hand glide—is obtained put on a hundred turns or so. No thrustline adjustment was found necessary on the original, but a slight amount of sidethrust might be required.

If desired the rudder trim tab can be dispensed with altogether by tilting the tailplane as indicated on plan. Turn achieved in this way has a less violent effect on the power flight than rudder turn.



Andrew Moorehouse with his version of 'Cloudpin'



Giving the model the old Heave-Ho

The two predecessors of *Cloudpin* were lost o.o.s.....so don't forget the d't.

L.Ranson

Wallop Canard ID.

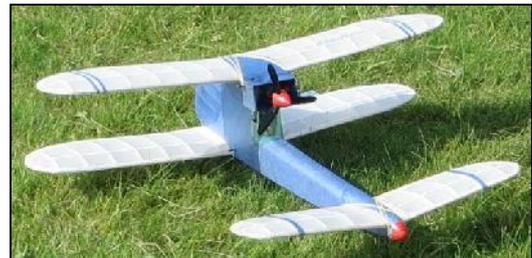
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Sebastian Robinson

The canard biplane in the group of miscellaneous models from Middle Wallop on p. 21 of the November *Clarion* is the Doug McHard-designed Number Nine, originally published in *Model Aircraft*; I note that the present builder (whom I don't know) follows McHard in using a 3-bladed prop.

I slightly enlarged the plan to build a Mills .75-powered version (McHard's had a Frog .5), with a biplane elevator as well as wings, which I called Double Deka -- deka being the Greek for 'ten', and a biplane being a double-decker -- which was a little temperamental to trim: it flew satisfactorily in a right turn but would tighten up and come in if you had it turning left. McHard, whom I met at an Old Warden meeting shortly before his death, was rather scathing about this, which he attributed to excessive side area at the front of my redesign (the upper elevator being mounted on a pylon); his canards, he said had flown either way with no trouble.

Double Deka mk. 2 is still sitting in my cellar; I ought to get it out, patch it up and redesign the elevator in Doug's memory.



Sebastian Robinson

P.S. Having dug out my Number Nine plan from its resting place in the cellar, I see that I made an error when I said that McHard's power unit was a Frog .5 c.c. What in fact the original used was a Frog 80.

I have previously had severe difficulty carving props from a block. I recently had a go at a KK Competitor 12" free wheeler which was just about ok, but heavier than a Spencer Willis 13" for a Senator. Having read the short but excellent diagram and simple 4 stage instructions on the Competitor plan, I thought I would get organised and photo the stages. There are several problems en route!

I started by drilling the hole for the prop shaft and its brass tube in a 13" by 1.5" by 1" blank, using a pillar drill. Next job is copying the plan and profile, and keeping the latter when the former is cut out. I got round this by first cutting the profile on the band saw. The crafty bit was to use a block half an inch longer at each end. Once cut the three layered sandwich, top waste, prop, and bottom waste, are glued back together but only at the ends of the block. The plan view is then cut out and the whole thing falls apart, but with the prop blank cut in plan and profile. The saw blade marks on the sides and faces are then sanded off on the belt sander. Now for the bit that has helped me the most. I normally edge my props with pear wood or bamboo when they are finished. I used steamed pear wood today. It is a dark colour and after 2 minutes in the kettle it bends like putty (well almost). I cut a length at about 2 mm square with my slitting saw. I then glued it to the blank in its final position. I only needed to steam it for bending around the tip.



The photos best show where it goes on the blank. It glues well with cyano and activator because it is wet. This now gives the boundaries for the carving. Actually I use my belt sander rather than a knife.



The pear wood gives a different sound and feel when it is sanded, so it helps by letting me know when to stop. I made the underside flat and the top convex. It's the best prop I have made, and took me one hour. I will do some final finishing with 150 silicon carbide paper and then balance and varnish with thinned twin pack acrylic lacquer. I know there are plenty of writings on prop carving, but

1. Gluing the edging on before carving.
2. Gluing the sandwich back at the ends before cutting out the plan view

are both ideas I haven't seen before.

If it is still daunting, Spencer Willis does excellent props and SAMs Models sells pre sawn blanks.

I also have found carving balsa with a knife problematical. Getting the blade razor sharp is not easy. Also it tends to dig into and tear the grain on one of the prop blades. So I use the sander.

Inclinometer

Just a little add on that you might like to know about:

There is an inclinometer on the iPhone for measuring wing incidence.

Go to Extes, Compass, set the compass, swipe to the left and there is the inclinometer.

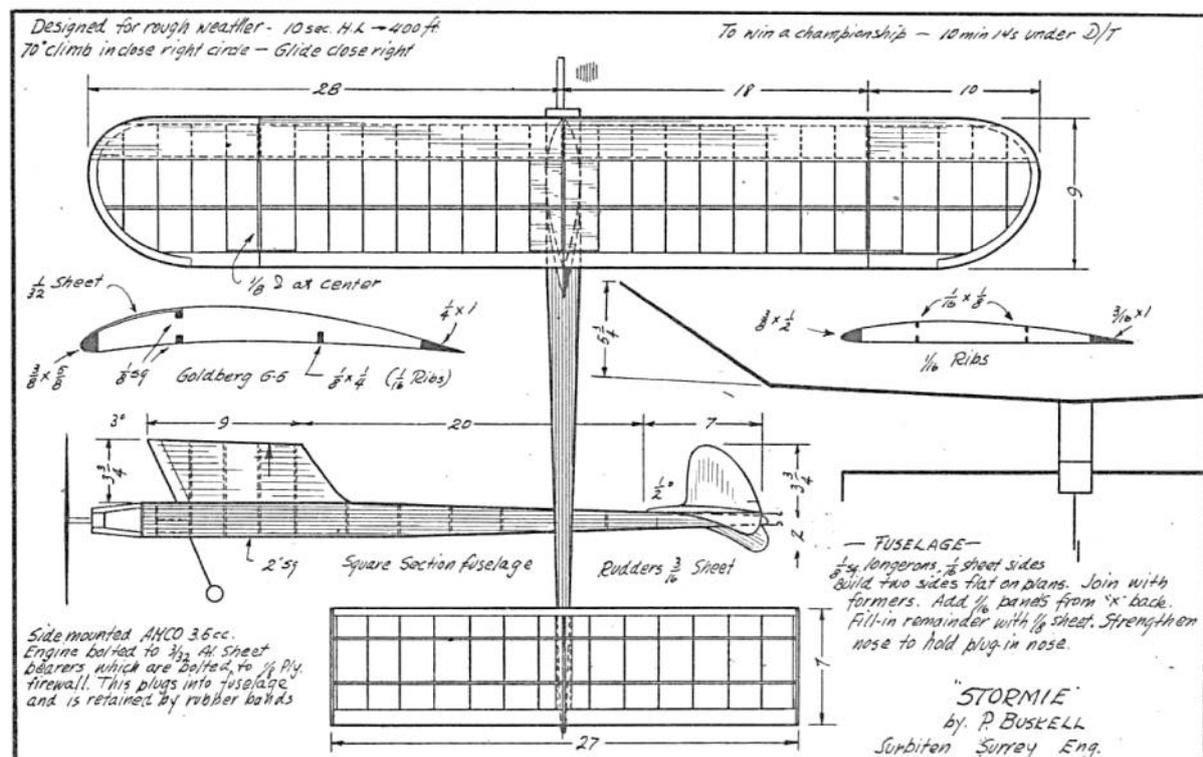
Amazing.

Jim Paton

Stormie

John Thompson

This model featured in the Zaic 1953 yearbook, designed by Pete Buskell. He used this model to great effect, winning the 1952 Nationals with a fly off time of 10 minutes and 14 seconds. This looked a good solid pylon model, which was designed for windy weather. Well nothing has changed regarding strong winds on our Island, so I thought I would have a go.





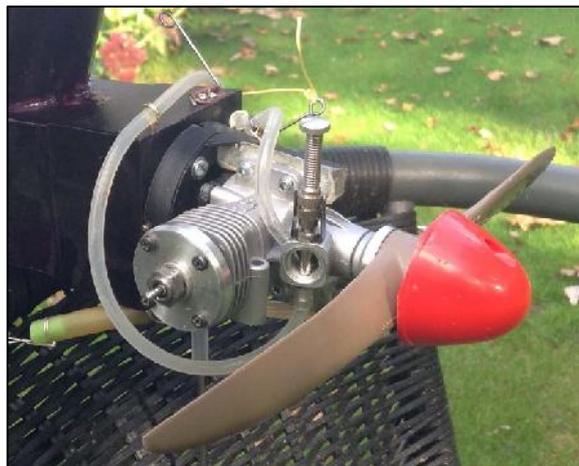
The build is straight forward, all the information necessary is given on the small view drawing. It also had an advantage in that the large "fat" fuselage and pylon allowed the easy installation of a Dan Kennedy electronic timer coupled to a Sidus RDT. Wonderful inventions allowing precise motor timings and at will DT. This was the first model that I envisaged from the start using this hardware, all others I have retro fitted.



Rather than an Amco 3.5 diesel, I installed an OS LA 15 with Nelson - Dixon head, this I guess gives about almost twice the power. But there again that is where I get a lot of fun seeing how and if the models can handle the extra power. Running on 40% Nitro a Bolly 8.5x4 is turned at 16.4 K.

The original had a CG position indicated on the plan of around 75 %. I rigged it at 60 % with the wing at 3 degs tail at 1 deg. No warps are used except for say 2 degs of washout on each tip. Engine thrust line 10 degs down with 4 left. Weights turns out to be, Wing 128g, Tail/fin 44 g, Fuselage 118g, power packet timer etc. 245 g for a total of 535g or 19 ounces.

The model was initially trimmed at Chobham, probably where the original had its first outings. I decided that an extra 2 degrees of down-thrust from the 8 degrees built in were required. Horror of horrors I had to increase the tail-plane angle by 1 mm! A touch of right rudder and the model was trimmed out. Not much fun in that, too facile. Launched vertically it goes up in an almost vertical loose spiral with excellent transition. The glide is rather good with its 470 square inches of under-cambered wing and relatively low wing loading.



On an electronically accurate 10 seconds run the model reaches 689 feet on the altimeter, this probably equals, better to an 11 seconds run timed from the ground. This 62 year old design is more than competitive for current Classic competitions. Now can I stick a bigger engine in it and get higher?



Here we have a couple of pictures dug out by our archivist's assistant, Barbara Tiller.

(Editors comment: I think Barbara does most of the archival digging)

These show the designer Pete Buskell. The picture on the right was taken at the British Championships, held at a windy Cranfield on the 31st August 1952 and shows Pete using the model to good effect. There, with a winning time of 10minutes 14seconds, he took top place in Power flying the 'Stormie' for the London Area.

John Thompson

Kit Scale at Luffenham

Bill Dennis

While talking to Phil Ball and an upcoming Experimental meeting at Luffenham, he suggested that scale flyers might like to take advantage of the opportunity to fly, so I sent an email round to everyone that we could run an impromptu Outdoor Kit Scale event and see how the rules work. I got no response and so was a little surprised and pleased that I had four flyers turn up ready to go!

If you are unfamiliar with this new class, which is run on the Saturday of the May Nationals. Essentially it is like a scale Bowden, where you are aiming to get close to a target time of 30 seconds. There is no static judging and you can make just about any changes to the kit design that you see fit, including enlargements. You can add ribs and spars, tinker with outlines and alter structures, because nothing you do is going to make it easier to hit that target. One thing



though, you are not allowed is a DT. Some will pick a high wing monoplane and risk it catching a thermal; others will choose a Veron Swordfish and struggle to make 30 seconds. It's up to you.



Andrew Hewitt: Veron – Fokker D8



Ivan Taylor: not his contest model



George Foster: Veron – Comper Swift



Martin Pike: Westwings – Westland Widgeon

At the moment, Andrew Hewitt seems to have the knack with his double-size Veron Fokker D8 which flies for around the thirty second mark: here his total difference from the target over three flights was a scant nine seconds. But it is not essential to go big because the other fliers, Ivan Taylor, George Foster and Martin Pike were flying standard KK Auster Arrow, Veron Comper Swift and Westwings Westland Widgeon to good effect.

It was a useful exercise because it highlighted the need for a 10 second attempt rule, which has been incorporated. See you next May?

Outdoor Rubber Powered Kit Scale Rules

Aim: To provide a competition for kit scale models which rewards consistency of performance over duration, in order to attract new participants. There will be no judging of appearance, accuracy or flight realism.

Eligible models:

Any rubber powered scale aircraft kit ever manufactured

Competitors must bring with them the plan to prove eligibility if requested by CD or if a protest is made. A reduced size copy is acceptable.

The model should be built to the kit plan which may be enlarged or reduced.

Colour scheme is to be in keeping with the subject.

Models using a dethermaliser in flight, or any other mechanical or electronic device to limit flight time, will be disqualified.

Permitted modifications:

Minor modifications to the published design are permitted and may include the following:

Wings and tail can be detachable, with appropriate changes to structure.

Additional wing spars may be added and /or moved to the top surface.

Built up empennages in character with the prototype's design may be substituted for solid originals

The nose area may be changed to allow a removable nose block.

Any covering is acceptable.

Moving position of rear motor peg.

A plastic or balsa propeller may be substituted for the original, but it should have at least two blades and be non-folding in flight.

All manner of scale embellishments are permitted, including outline improvements (scale tail size & profile) and details, provided the kit character is maintained.

Competition:

The competition will be held over a one hour time period to be decided on site. All flights will be hand launched from a 10m X 10m area designated by the CD.

Competitors will make 3 official flights from within the launch area. All other trimming flights must be made outside the area.

The flight score is the difference plus or minus in whole seconds from a target time set on the day by the CD. This will usually be 30 seconds. Competitors are required to record all their flight times to full seconds only (i.e 23.6 seconds = 23 seconds) on a card supplied by the CD and must be timed by another competitor or appropriate person.

If an official flight is less than 10 seconds, this will be called an attempt.

If a competitor fails to record 3 scores, a nominal score of 100 will be allocated for each missing flight.

The flight time difference of each of the three flights from the target time is summed for each competitor and the results published in increasing order. The winner is the model with the lowest score.

In the event of a tie, the winner will be decided by a fly-off, with the winning time being that closest to the target time.

Bill Dennis

Engines Found Sharing: 1990 - 2014

-

Capt. Howell

These engines were "found" locally by chatting to people of a certain age whilst waiting in bus queues, fish and chip shops, on holiday and even at the dentist!

The F/F Elfin 1,8 found in an old shed on the outskirts of Chesterfield that had shared many years in a Heinz cardboard box with a variety of tapwashers, nails, woodscrews and an old packet of dried-out window putty.

The Drome Demon and ETA 5 in a wooden seed box that had shared the garage of a 1920's Morris Oxford in Northampton.

The Oliver Tiger Mk 4 that had shared a racing cyclist's garage, lying in a box of DeRalier cycle gears and a tatty Brookes saddle.

The Frog 175 Mk2 that had shared an old Freeman, Hardy & Willis shoebox with a selection of Red, Brown & Black KK. Truflex props.

The two "frosted" Mills ,75's that had shared a wallpaper covered, balsa constructed "coffin" with a large quantity of balsa, "real" piano wire, jap tissue and an unopened Yeoman Dixielander kit.

The Maidwell 14 that had languished in a cardboard box in deep Northamptonshire, along with a Mk1, Series I Mills 1.3, a majestic MICRON 10cc with 360 degree drilled porting that looked like perforations and a "jewel like" 1cc MEC.

The matched pair of ED Racers that shared the home of a number of corrugated cardboard flying models. The engines had been lovingly kept interlocked in a single box after being restored in 1984 but "let out at the Caddington swop 7 years later.

The C/L Elfin 1.8 in a "whitened" pinky OXO tin that had shared the loft where many starlings had nested above it for so many years.

The Eta 19 that shared an old cardboard margarine box with a D.C. Rapier and a red - nearly empty - tin of E.D. Economic diesel fuel for so many years.

The Mills 1.3 that had shared a garage in its latter years with some 'top of the range' FAI power jobs.

The Oliver Tiger found hanging in the roof of a garage in Norfolk. It had been sentenced in 1969 whilst still attached to a badly damaged combat model.

The ED Comp. Special wrapped in an old tea-towel found sharing with a tatty cricket ball in the saddle-bag of a dark green Raleigh Roadster without any wheels.

The Rivers 2.5 that had shared a wooden drawer of pedals, brake blocks and spokes in a cycle shop in Sussex that had long since given up selling aeromodelling bits and pieces.

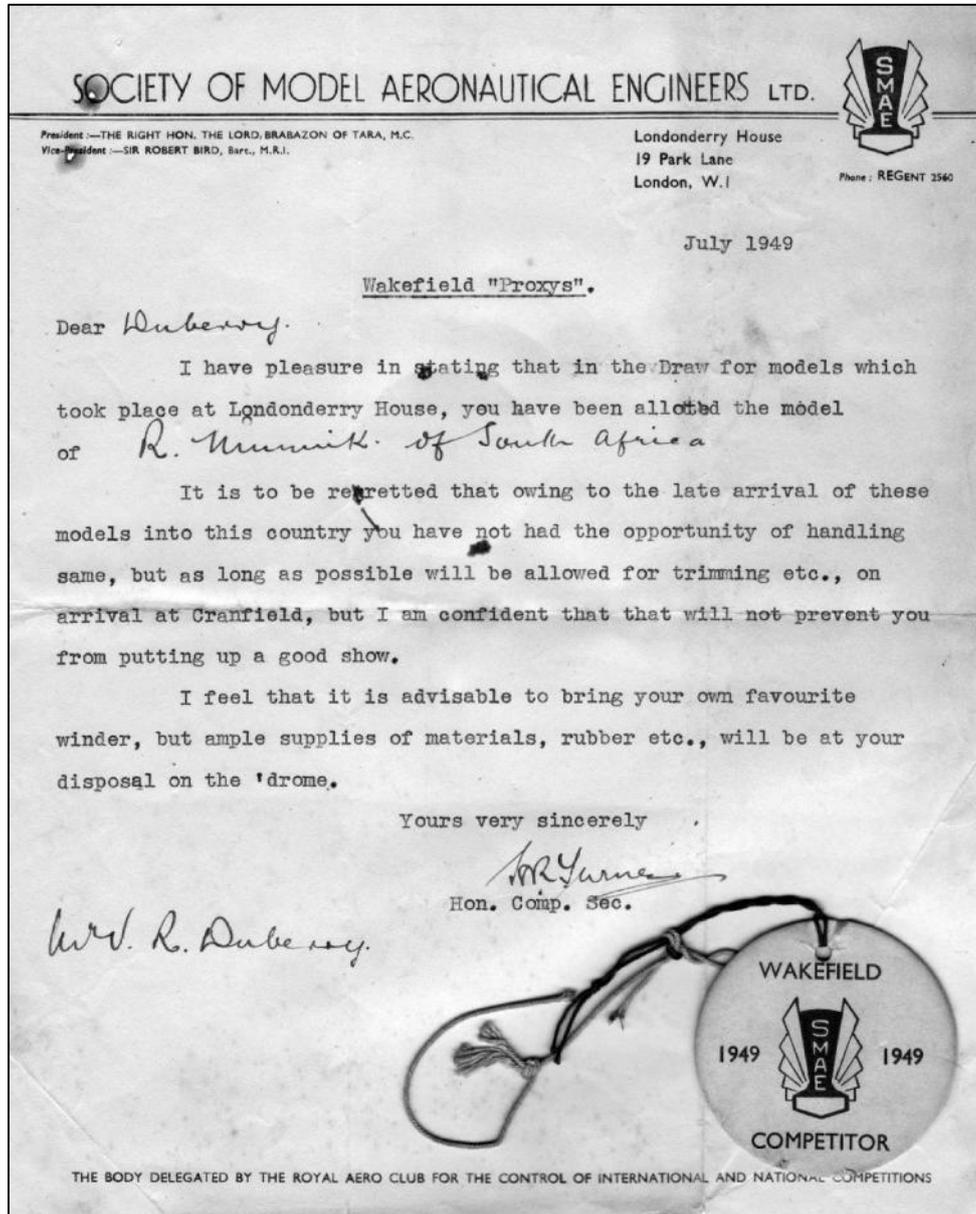
The Amco .87 that had shared an old fishing tackle basket with a centre pin reel, green and cream baitbox and a porcupine quill chub float hanging up in a garage near Bedford.

Capt. Howell,
Ninth Pursuit Squadron, Pinkham Field.

A Blast from the Past

John Thompson

This letter inviting Vic Dubbery to participate in the 1949 Wakefield Trophy is a real piece of history indicating the very formal nature of communications of the era.



The 2014 edition of the Great Grape Gathering was held at Geneseo, NY, Sept 12-14.



The weather was less than optimal for free flight – Friday started out cold, windy and with showers but around 2:00 pm the sun came out, the wind died, and plenty of good flying was experienced after that. Evidence of the calm can be seen in the results – Bob Clemens won the FAC No-Cal Scale with a score of 21 minutes and 42 seconds – 20 minutes and 15 seconds of which came from his first flight. Imagine a flight of over 20 minutes with an airplane the size of a No-Cal, and keeping it in sight the whole time.

It was a great pleasure to welcome a significant number of first-time GGG'ers to the contest this year – and some of these new (to us) fliers provided some very challenging flying. Our catchment area was wide – people came not only from Ontario and NY, but also from NJ, PA, DE, WV, MA, MI, OH, and FL, this is very gratifying. Overall the attendance was good this year (41 fliers), and I think that, if the forecast hadn't been so dismal, we would probably have had more. At least two of our 'regulars' weren't present because of conflicts – which we will try to avoid in the future. Negotiations are already underway to attempt to alleviate the calendar problem. This bodes well for the future of the GGG, which many people seem to enjoy even when the weather doesn't co-operate.

A memorable moment for me was when Brad Bane came to the table to record Ruth Ann's time for her first flight in the 020 Replica/¼A Nostalgia event. With a worried look he asked "How does a guy record a time like this for his wife?" and showed us the watch, which displayed 1 minute 59.87 seconds – 0.13 seconds short of the max! Under AMA and NFFS rules this must be recorded as 119 seconds. Despite missing this max by such a tiny margin Ruth Ann went on to score two maxes and win the event.

The informal fish fry was held on Friday evening and 36 of our numbers turned up for that. The restaurant created something of a glitch for us – the numbers were called in at 2:00 that afternoon but, when we arrived, there was only seating for about 2/3 of us. After a significant wait, and some rushing around by the restaurant staff, the rest were seated. A good time ensued, with plenty of camaraderie and the usual 'fishy stories' being told of ancient exploits – for which there are very few of the original witnesses left to provide any repudiation. Saturday morning provided more cold, wind, and rain, as forecast, and very little flying could be done. Some brave souls did venture forth, however, and recorded scores in a few of the events. By mid afternoon the rain had stopped but the wind became serious, to the point that one of the struts supporting the windward extension of our headquarters shelter was broken and several folks had to hang on to the corners of the structure to prevent it from being blown away altogether. (Note to self: Next year bring support poles and guy ropes for the shelter extensions!) It was decided that the time had come to call cancellation for the day – everyone agreed that the weather was not likely to get better.

Of course, once we had packed up headquarters, and completed necessary arrangements for the barbecue in the evening, the weather calmed and became quite flyable. It was too late, however, many people had left the field, so the decision had to stand. It had been determined that anyone who had flown on Saturday would retain their placings and that the events would carry over to Sunday – with fliers competing for the remaining places.

This made for a very full schedule for Sunday so we decided to start one hour earlier than advertised in order to give people time to fly at least most of the events that they wanted to. For some years now, Heather Mollendorf has organised our Saturday evening barbecue, in the museum facilities at the field. Heather does a remarkable job of this and makes the event memorable with her 'designer' touches to the whole affair. On the Thursday evening before the start of the contest, however, I got a phone call from a very distraught Heather.

Her mother has been in failing health for some time now and Heather had been at the family home, in Canada, helping to sort out long-term care for her mother. She had just arrived home (in Buffalo), ready to finish off the barbecue arrangements and get some much-needed quality time with friends at the GGG, when she received a call to say that things back in Canada had taken a turn for the worse and she was needed back there. Despite all of this her next thought was what were we going to do about the barbecue and so she called me. I urged that she must just go back to Huntsville – we would manage. She nevertheless finished preparing the cutlery in her typical stylish manner, and the announcement for the headquarters table, and tablecloths, etc., and these were picked up by Ruth Ann and Brad Bane to bring to us. She also called the caterers before leaving, to confirm the order for food. What a great lady!

The barbecue was well attended – about 45 people – and the evening was a great success, despite our sadness that Joe and Heather couldn't be with us to enjoy the fruits of her labours. The museum staff had been concerned that the hangar, where we usually hold this event, would be too cold for comfort this year, so they prepared the space in the Swanson Hall display area for us, which is heated. My thanks to Ruth Ann Bane and Pat Barlow who stepped into the breach and kept the event on track. There were door prizes won by three lucky attendees – Ladi Horak, Jim Smith, and Ted Allebone. The winning tickets were pulled from the 'hat' by Pat Barlow, Ruth Ann Bane, and me. The prizes were coffee mugs emblazoned with the masthead of the GGG, similar to that seen on the plaques handed out to winners at the contest. When we first mooted the idea of door prizes we thought of making it a 'Ladies Only' event. On sober second thought, however, we decided that many of our contestants do not have female companions with them and thus it would be unfair for them to be contributing to the funding pool without any chance of winning the prize. As chance would have it – all of the winners were men. Sunday brought us sunny skies and calm conditions for the whole day – somewhat cool, but a very pleasant improvement over the first two days. Deciding upon a spot to set up and fly from was our first dilemma but we eventually decided that, as the forecast was 'light and variable' winds all day, we should just set up in the middle of the field and let flights go in whatever direction the wind determined. That proved to be the right decision – the drift changed continuously all day but was never very strong. A very busy day of flying ensued, to everyone's great delight. The absence of drift and presence of good 'air' was attested to by Bob Hammett's performance in Mulvihill/Unlimited Rubber. We set the three qualifying flights at 2 minutes each, with the flyoffs increasing in 1 minute intervals. Bob made the first three, then the 3 minute, then the 4 minute, then the 5 minute, and capped off with a 4 minute 37 second flight. All of these within our (usually) 2-minute field, flying from the middle!



Jim DeTar,

Dave Pishnery,

Vic Nippert,

Mike Welshans

Mark Rzacca

Flying in Combined Race Planes.

A unique feature of this year's GGG was a silent auction for some items that Les Sayer needed to remove from his inventory. Frequent participants in the GGG will know that Les and Jean Sayer were a much-loved fixture at the GGG for many years. Recently, however, declining health and anxiety about the effectiveness of travel insurance in the USA has forced them to forgo the great pleasure that they used to take in this contest. Now the time is drawing near when they have to consider downsizing their living accommodations so, much of Les's modelling equipment must go. The current lack of a flying field in Ontario also means that Les's flying is restricted to sport flying at a local sod farm. As a result of this Les donated a lot of his equipment to the GGG – to be sold by us at silent auction and the proceeds to go to support the GGG. Les had sold some items prior to this and he donated \$70 from those proceeds to the GGG as well. Our raffle was well-subscribed, we had many desirable contributions and a lot of people left with sought-after additions to their workshop stock. This added significantly to the intake of funds so we will be able to make our usual donation to the museum in recognition of their generosity and hospitality

I would like to take this opportunity to thank all of the people who had a hand in making this year's GGG a success because, despite the less-than-ideal weather, I believe that it was a success. Firstly I would like to thank my wife and BFF, Sally, who did stalwart work at the headquarters table as well as timing my (not very numerous) flights.

At the table for nearly the whole weekend were Pat and Richard Barlow, thank you so much for your efforts – without you the load on others would have been much greater. This is particularly appreciated in light of Richard's recent foot injury, which restricted his flying activity, but didn't prevent him from entering two events and winning them both. Many others also helped out at the table, including Heather Grigg and Brad and Ruth Ann Bane. Jim DeTar and Mark Rzacca put in many hours before and during the contest, organizing the FAC events, with Jim acting as CD for that section. Jim Moseley's invaluable service as the FF (non-FAC) Event Director is much appreciated, as is Lyle Whitford's help in acting as the official CD for AMA purposes. I would be very remiss if I didn't mention the invaluable help from Jerry Litschi and Al Timko in the setting up, taking down, moving headquarters, etc. Jerry is a staunch supporter of the GGG and promotes it on his website each year.

I would also like to thank our sponsors – both private and corporate – without you we would not be able to provide the essence of grape and other prizes that set the GGG apart from other contests.



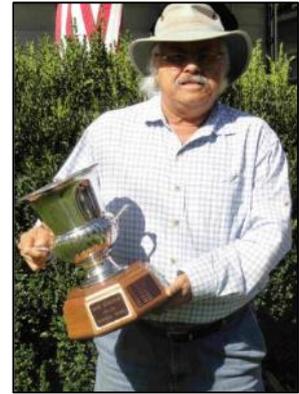
Bob Hammett
Jim Anderson Trophy



Jim DeTar
Jack McGillivray Award



Jim Moseley
MAAC Can-Am
Free Flight Trophy



Brad Bane
Bob Gordon Trophy

Sadly, no-one flew NFFS One-Design this year. A couple of fliers of this event were absent and time pressures prevented others from entering. That is a shame because BMJR Models provided prizes of a Fortastrop kit for 1st and 50% off and 25% off vouchers for 2nd and 3rd. The Texas Timers Challenge was new this year – a \$100 cash prize for the highest aggregate score in a single event, using a Texas Timer. In previous years Hank Nystrom (Texas Timers) has provided us with prizes of merchandise. I'm very happy to report that this prize went to me! This came about entirely due to my BFF. I had put in three maxes in the A Nostalgia event and was ready to put the Dixielander 550 away and start another event when Sally said "Don't put that away, someone else is flying this event, you should put in at least one more flight." I was reluctant, because of the other events that I wanted to fly, but I did so anyway (always listen to 'she who must be obeyed'). As it turned out, no-one else who maxed out in any of the other events added the fly-off flight, probably because of time pressures, so I had the highest score in a single event, using a Texas Timer. I am sure that in future years, if this prize continues, and if we get three full days of flying, the competition for it will be more intense.

The hardware was distributed a little more equitably this year – 3 Americans and 2 Canadians – as opposed to the American sweep of last year. Dominic Algieri of NJ won the Don Reid Trophy (Highest Gollywock). The Jim Anderson Trophy (Highest Rubber) went to Bob Hammett of Brantford, Ontario. The Jack McGillivray Award (High Points FAC) went to Jim DeTar of NY for the second year in a row. Brad Bane of NY won The Bob Gordon Trophy (Highest Power), also for the second year running, and this year marks the first time that the MAAC Can-Am Free Flight Trophy has been awarded. We are indebted to Richard Barlow for arranging for the provision of this trophy by MAAC, which goes to the Grand Champion – selected by a points scheme from events flown at both the Empire State FF Championships and the GGG. To win this trophy the contestant must record flights at both contests and in at least two of the three free-flight categories – glider, rubber, and power. Richard also provided a commemorative emblazoned mug for the winner to keep. The first winner of this annual Trophy was Jim Moseley of Ontario – hotly chased by Paul Nelson of Massachusetts. Jim was ahead by three points at the end of the ESFFC and Paul closed the gap to two points during the GGG.

Plans are already afoot to do this all again next year. The dates are not yet firm but will most likely be either September 11-13 or 18-20, depending upon potential conflicts with others. We hope that we will see you all again then. If there is anyone else that you think would enjoy this contest, please let them know about it, and/or give me their email or snail-mail addresses so that I can send out the info to them.

Thermals

Roy E. Smith

Cocklebarrow Farm Vintage: rounding off a good year for Vintage R/C fliers

Sunday, October 12th, was the third and last vintage event for 2014 at this pretty Cotswold site. Although it's only a fairly small field surrounded by some unyielding Cotswold stone walls, it has been a Mecca for Vintage fliers for many years. Although the day was cloudy with a cold wind at times, the fliers were soon arriving with 50+ signed in and many interested helpers and visitors.



As always there was a good selection of models ranging from the sporty Half Tone, by John Mellor and the Dennis Bryant Dactyl design from 1965 flown by Ted Tomlin, and a couple of Chatterbox's, which due to their small size always seem to be flying at a great speed! Of the more gentle flying type of model, there was a selection of Majestic Majors, Junior 60s, an Eros, a Dragonfly by Mervyn Tilbury, a very pretty 1937 Ben Shereshaw, Cumulus design which was probably the most elegant model there [owner unknown]. Galahads were there in at least two sizes and of course Vic Smeeds evergreen Tomboy design, many for the Tomboy Competition.



Of the more different designs, there was a scale Santos -Dumont Demoiselle built by Mervyn Tilbury which flew well. Mervyn can always be depended on to bring a new, interesting model to the Cocklebarrow meetings. Rob Smith from Newbury had a very unusual Doug McHard designed, No 9 [twice size]. This was a bi-plane canard that although looking like it was flying backwards, was having some very good flights. In conclusion there were models for all tastes!



Val and Paul Howkins

As normal the meeting was hosted by Val and Paul Howkins, who as many people know have been running these events for about 25 years. To celebrate this, over the summer their many flying friends had generously contributed to a collection. To Val and Paul's surprise just before the raffle draw and Tomboy prize giving, Tony Tomlin said a few words congratulating Val and Paul and thanking them on behalf of everyone for running for so long this event, loved by so many. He then went on to present the collection along with a signed card and a bottle of Champagne, which was followed by a loud round of applause from over 70 appreciative fliers and friends.



Tomboy 3s.

As the 2pm start time for the Tomboy competition arrived there was a noticeable shift in the wind direction leading to an unwelcome drop in temperature. Only 6 lined up for the start after a number of models had problems during the morning qualifying flights. Tony Tomlin sheared an undercarriage leg on his battle worn model and it was decided one legged Tomboys were outside the rules!

Nick Skyrme was the starter as all the models got away. Stephen Powell, who had some excellent provisional flights and was using a new Irvine Mills, was in trouble, his engine tightening up at the launch and was down in 15 seconds. All the others climbed away into a dark sky and soon became difficult to see.

Considering the conditions, models were finding lift with Chris Bishop the next down with a fair time of 7 minutes 7 seconds, followed by Brian Brundell, holding off to gain an extra 7 seconds from Chris. Paul Netton claimed 3rd spot 40 seconds later with 15 year old James Collis and John Strutt [a lot older!] very close and landing with John the winner at 5 seconds short of 11 minutes, 24 seconds after James.

Results Tomboy 3

1 st - John Strutt	10min 55secs.	2 nd - James Collis	10min 31secs.
3 rd - Paul Netton	7min 53secs.	4 th - Brian Brundell	7min 14secs.
5 th - Chris Bishop	7min 07secs	6 th - Stephen Powell	0min 15secs.



John Strutt 3's Winner

Tomboy Senior

Eight fliers signed on for the event, still a little low considering past years [these popular competitions were started by David Boddington eight years ago and start numbers have been as high as 16].

Nick Skyrme was the starter as 7 fliers lined up for the mass launch start. This had been reduced by one as Bob Young's fuel tank could not be stopped from unscrewing and falling off!! The rest climbed away, all seasoned Tomboyists. With the conditions becoming very murky it seemed that this could become a Specsavers event. Tony Tomlin spun down to remain in view. Peter Rose, a consistent 1st place man was first down, his engine set a tad lean and stopping with the fuel tank nearly full. Peter landed at a little over 4 minutes. Barrie Collis was another with a short engine run and no lift and was down at 5min 21 seconds. At this point Roger Briggs was probably the highest but was in trouble and was being blown downwind. He was flying his new Tomboy Senior at its first outing and was soon out of the field. Fourth place was taken by Tony Tomlin at 6min 26 seconds reaping the benefits of spinning down too low early in the flight. Brian Brundell, who is always a consistent flier, landed a little over a minute after Tony in 3rd place. This left Chris Bishop and James Collis both low and scratching around for any lift. This time James was out of luck with Chris winning at 10 seconds under 9 minutes, 39 seconds after James. It was generally agreed that, considering the conditions the fly-off went well and we were all pleased to see Roger Briggs return with an undamaged model that landed a long way downwind.

Results Tomboy Senior

1 st - Chris Bishop	8min 50secs.	2 nd - James Collis	8min 11secs.
3 rd - Brian Brundell	7min 52secs.	4 th - Tony Tomlin	6min 46secs .
5 th - Barrie Collis	5min 21secs.	6 th - Peter Rose	4min 10 secs.
Roger Briggs Did not qualify Landed out.			

Finally thanks also go out to Boycott Beal, Mervyn Tilbury, the 'Gazebo Girls' Pam Tomlin, Jane Robinson and Brenda Pearce and all others who work so hard to make these meetings a success.

Tony Tomlin

Report No. 48. Vol Libre

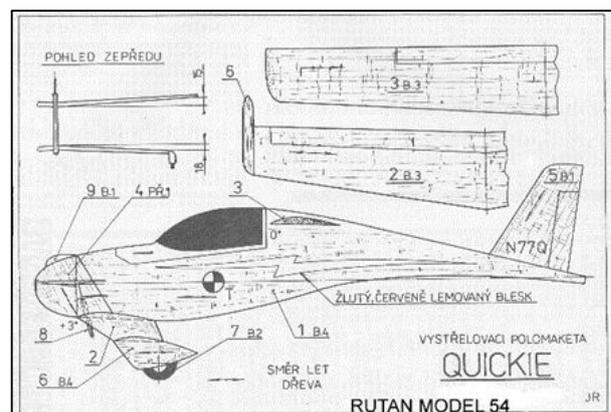
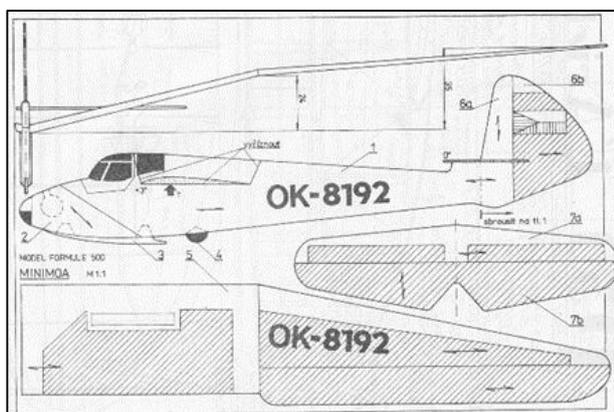
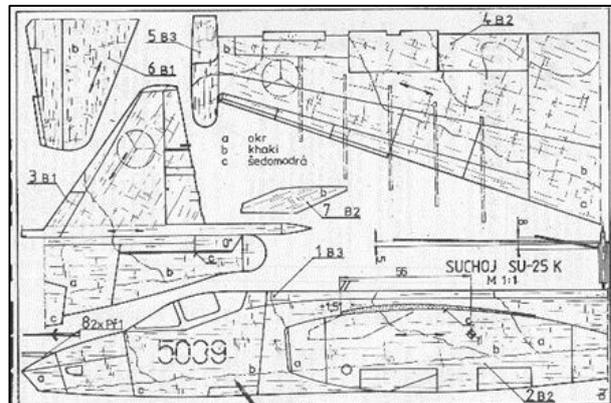
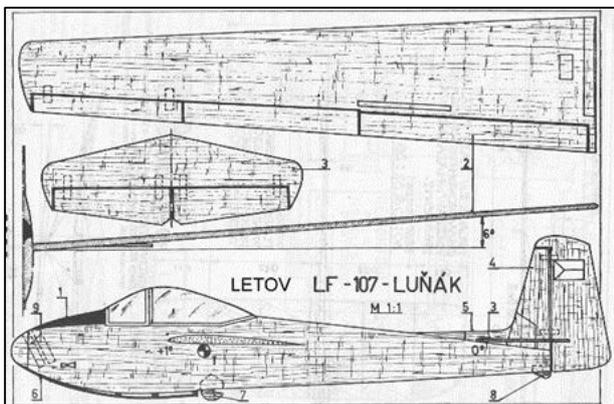
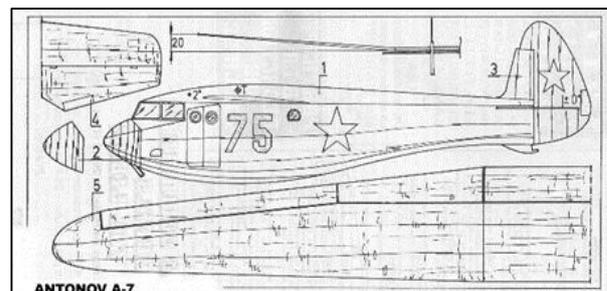
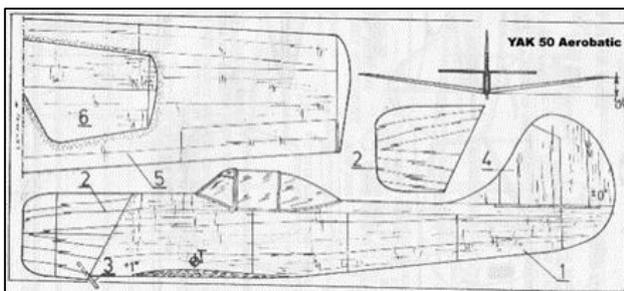
Vol Libre, which translates as Free Flight, was produced in France, as a subscription newsletter, from 1977 to 2011. 35 years of continuous issues all edited by Andre Schandel who also contributed significantly in the form of articles and plans.

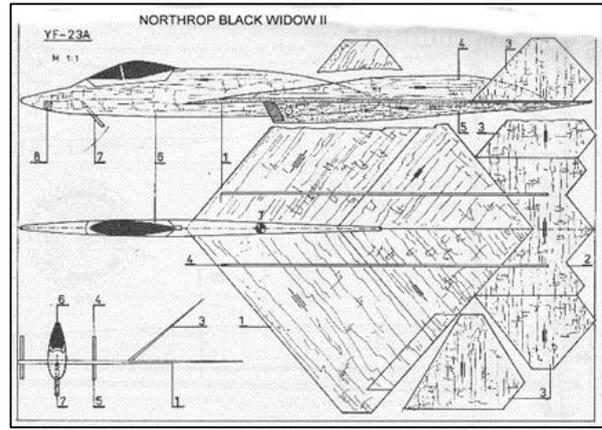
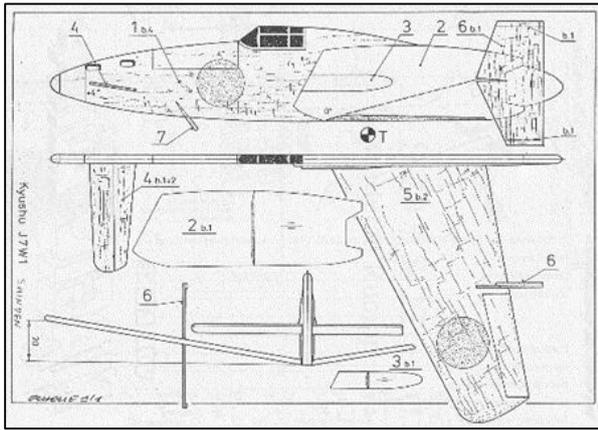
Christian Schwartzbach, from Denmark, spotted on the web site that we were missing some issues and kindly supplied many in printed form and others as scanned pages sent by e-mail, thus completing the collection.

The page numbering system ran continuously from Page 1 Issue 1 to Issue 200 with a last page number 12,250. Most helpful when indexing the plans.

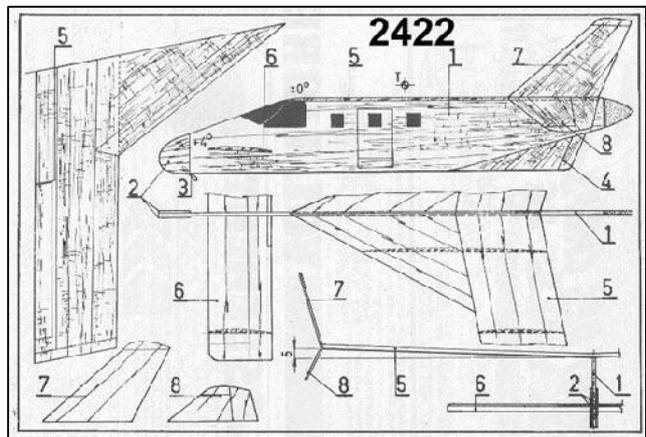
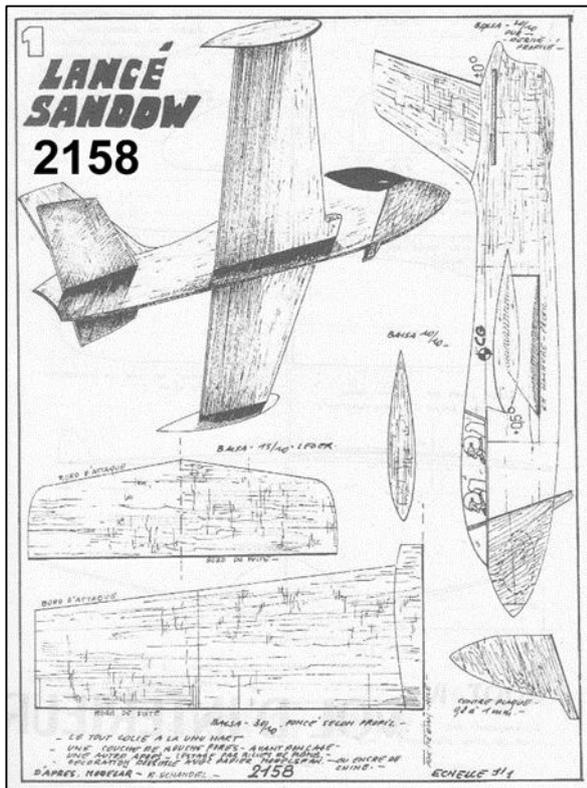
The content covered primarily the current worldwide free flight competition scene and whilst the first language was French, sections were included in English and German and there were plenty of plans.

The serious competition content occasionally gave way to allow the introduction a lighter hearted plan in the form of a scale profile CLG model borrowed from the Czechoslovakian magazine Modelar. Shown below are a few of the plans and the chart shows all that appeared in Vol Libre.





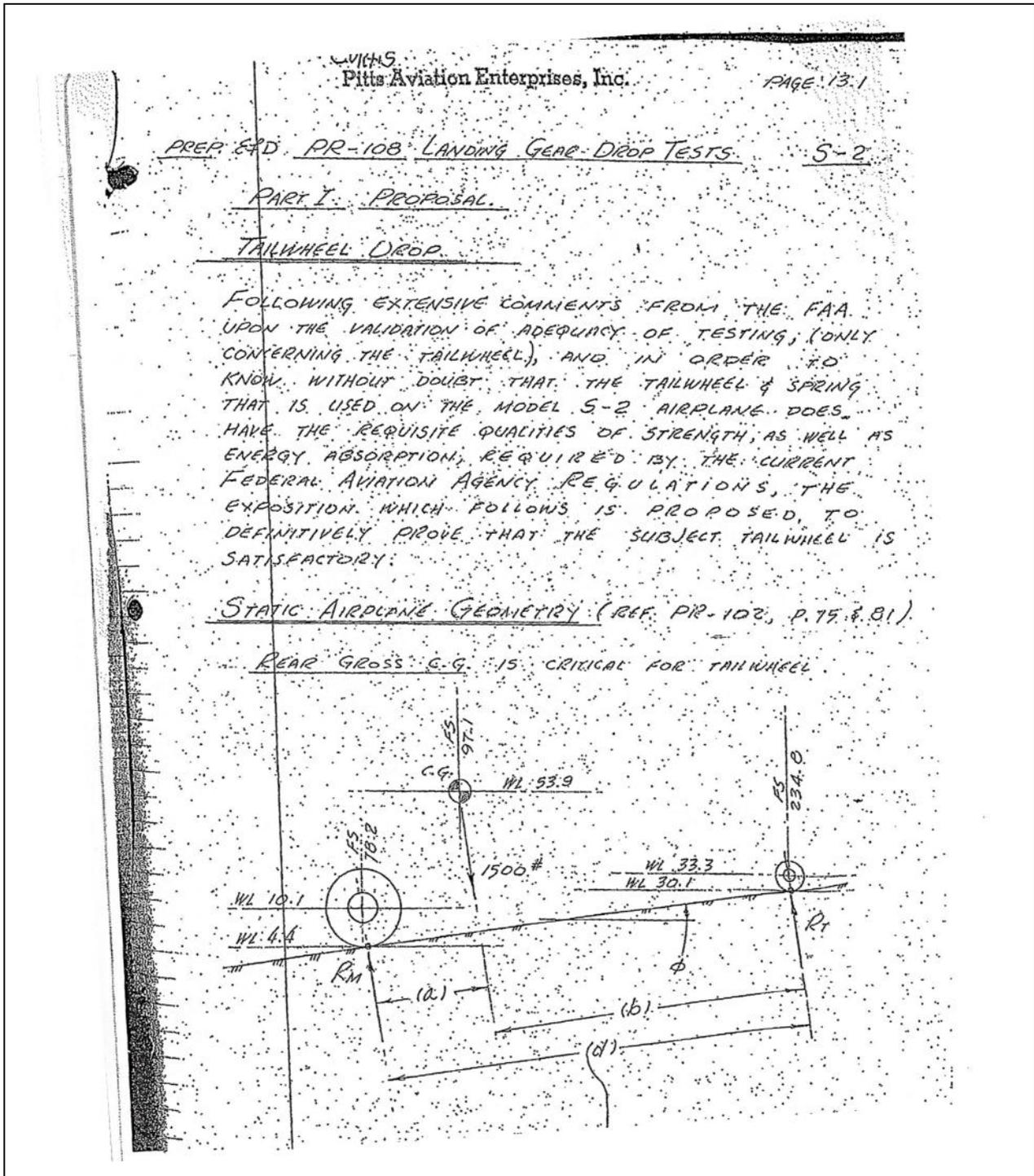
Model Name	Origin	Span	Issue	Page
Antonov A7	Modelar8505	19	VL86/54	3386
BLANIK L23 Reg No OK-2300	Modelar????	20	VL88/68	4229
Kirby Kite	Modelar????	20	VL93/96	5925
Kyushu J7w1 Shinden	Modelar9311	9	VL94/102	6303
Let L410 Turbolet	Modelar8606	17	VL87/62	3869
Letov Lf107 Lunak	Modelar8612	20	VL87/64	3988
Lg30 Kmotr	Modelar????	20	VL88/67	4162
Mcdonnell XF85	Modelar??	10	VL90/78	4811
MINIMOA Reg No OK-8192	Modelar8911	20	VL90/79	4853
Northrop Yf23a Black Widow li	Modelar9209	7	VL93/97	5985
Rutan Model 54 Quickie	Modelar????	10	VL88/69	4273
Sukhoi Su25k(Suchoj Su25k)	Modelar8711	14	VL88/65	4058
Vogt Lo 100	Modelar8906	20	VL90/77	4735
YAK 50 Aerobatic	Modelar????	18	VL86/57	3573
What Is It ?	Modelar????	10	VL83/35	2158
What Is It ?	Modelar????	9	VL84/39	2422



Should you wish to build any of these models, plans are available by e-mail. Finally, plans on pages 2158 and 2422 appeared without the name of the aircraft featured, if you recognise them please get in touch. Contact Roy Tiller, tel 01202 511309, email roy.tiller@ntlworld.com

Hey, came across this today from one of our customers... I weighed two of his Pitts S1's and he told me a story of how he got to know Curtis Pitts. This guy told me about a justification report that the FAA got Pitts to do after much argument about the strength of the tail wheel... he had a copy that Pitts send him attached is the first page.

All looks normal enough reading it - but look at the first letter of each line of the paragraph (reading down)....



Aeromodellers Departed: Keith Miller & Terry Watson

Keith Miller:



With deep regret I must report that our happy snapper Keith Miller has passed on. Those of you who follow this magazine will recall that this is the second time I have announced his passing. My error was only on the website for one day but Keith saw it and accepted my apology with his typical good humour and as a result we became good friends. Although ill he continued to attend meetings and indeed was at Wallop in November. We are in possession of his enormous collection of photographs, many of which featured in *Aeromodeller Magazine* articles, some being cover photographs, these will continue to be featured in these pages for some time to come.

R.I.P.

Editor

A few comments:

From Martin Dilly:

Sad news. Keith Miller, who I've known since about 1948 as a Croydon member and a very good friend, died on Friday. I'm sure SAM-ers will know him, if only from his superb photos that documented so much of free-flight in the 1940s and '50s. He was one of those rare people who put a lot back in to model flying and without whom it, and we would be the poorer.

As well as his post-War free-flight activities, Keith had worked for *Aeromodeller* magazine and before that had flown Horsa gliders towards the end of the War, luckily too late to see combat. He will be very much missed.

Martin Dilly

From Jim Wright, BMFA Museum Liaison Officer:

Keith has, for me, left a valuable legacy in many ways, especially his historic collection of black and white photos from the golden days of free flight in the Croydon Club.

A real gentleman who will I am sure be sadly missed at Middle Wallop and by his friends and family.

Jim Wright

Terry Watson - Honorary Member BMFA

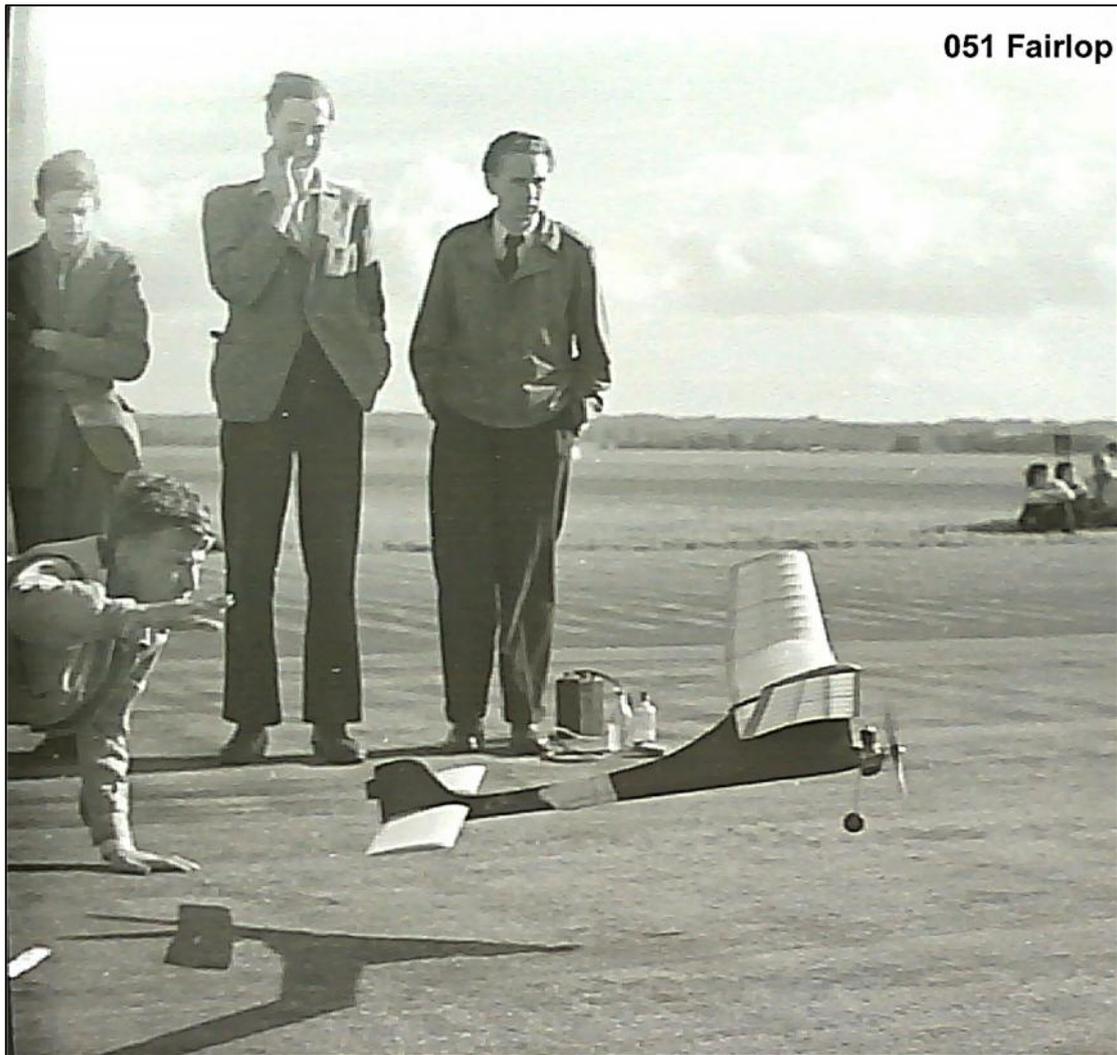
Terry is possibly not well known to many vintage flyers but his wife Kath Watson is a stalwart of the BMFA having been Chairman and now Archivist.

Terry was one of the founder members of the GBRCAA, and was a leading light in fledgling RC aerobatics and an aeromodeller of longstanding.

Jim Wright attended the funeral together with Martin Dilly and reports that it was very well attended by the model flying fraternity. In fact so many attended the service at the crematorium that the walls and gangways were lined with funeral-goers.

We offer our condolences to Kath.

R.I.P.



Jack North ROG's his Arden .199 power model at Fairlop in the 50's.
Ed Bennett, Bob Ladd and Norman Standing watch. All CDMAC



Cliff Savage's greengrocer van used to transport Croydon club members to events in the 50's,
this one at Fairlop. CDMAC personalities visible from L to R are:
Tony Banfield, Norman Marcus, Denis Partridge, Jack North and Bob Gilroy.
Banfield was later the CO of the Battle of Britain Memorial Flight.



Jimmy Tangney and Mick Farthing at Fairlop in the late 40's, the models are Mick's The control-liner is his own design to achieve the first "inverted flying" in Britain. All CDMAC.



Pop Knight of North Kent Nomads ROG's his power model at Fairlop in the 50's



Ed Bennett launches Ted Scoterfield's A2 glider at Fairlop in the late 40's / early 50's. Both CDMAC.



Jack North (CDMAC) ROG's his Arden . 199 power model at Fairlop in the late 40's.

My first Visit to Middle Wallop (August 2014 SAM1066 Champs)

2014 saw us once again, as we did in 2012, travelling from Canada to the UK, to attend a wedding on August 23rd.

Knowing that the SAM Champs were being held on the same weekend we decided to try and get to Middle Wallop on the Sunday Aug 24th. Gill and I had planned to do this in 2012, for which I had built the Upstart rubber model, but unfortunately the contest was cancelled that year so I never got to fly the model.

I noticed that there was an E36 contest on the Sunday and as I already had a Top Notch Models E36 Mutt trimmed and ready decided to take this with me to the UK. Searching for a carry on box for this was not easy but finally found a plastic box, used to carry arrows in, with the right dimensions.

While waiting for the box to arrive I realized that it would be possible to get another E36 in the box so ordered a Super Pearl 202E from Don DeLoach in the USA which had a Carbon Tube Fuselage making the build quick and simple.

Well to cut a long story short within two weeks I had built the Super Pearl and found myself packing it into the box with the Mutt the day before we left for the UK.

Although I had my concerns about the size of the box and the five 2S lipo batteries I was taking, even though they were in special protective bag, the flight over was uneventful and had no problems from Air Canada, or customs.

Well the wedding went well and luckily I did not end up with a hangover on the Sunday morning. We found the drive from the Midlands down to Middle Wallop to be quite a hassle with having to deal with the amount of cars on the roads and at the same time trying to find the way, thinks must make sure next time that rental car has a GPS in it.

On arriving at Middle Wallop we paid the entry fee at the gate then started to drive towards the flight line and it was as if I had been transported through a time portal and was once again back in the sixties at a free-flight nationals. There were cars and vans parked all along the gravel road on the edge of the airfield for as far as the eye could see. Models of all types, and model boxes, were lying on the ground by most vehicles and even more models were inside the cars and vans.

After finding a spot to park the car, difficult to do, I looked out across the airfield, quite a large airfield, and was amazed at the amount of flyers and models that were out on the airfield and all types of models were either being launched or were flying around in the air.

The sight and sound of all these models being launched and flying in the air was to me beyond belief, especially the smell of the glow & diesel fuel. As we walked along the flight line I was amazed at all the different types of models and the movers and shakers that were either sitting resting and chatting or working on their models, these days there seem to be more shakers than movers.

First stop was to see Roger Newman, who appeared to have everything under control, at the control desk and I registered for the E36 contest. After spending a short time talking to John Thompson I could not resist taking a look at all the goodies John Hook of Flighthook had on display for sale from his well-stocked van. Gill was so impressed that she bought a Dumas Tiger Moth Kit to build over the winter.



After meeting and talking to John Thompson he told us where we could find John Andrews. Having corresponded with John by e-mail on many occasions it was nice to meet him and his very delightful wife Rachel, who hit it off straight away with my wife Gill as they were both born in Nuneaton, so had a lot to talk about and are still even talking now via e-mail.



After putting together my two E36 models, Mutt & Super Pearl 202E, I launched the Mutt for a trim flight on a 15 sec motor run which reached a reasonable height and looked good on the glide taking what appeared to be a long time coming down after DT.

On the way back from retrieving the model I thought why not try for a first contest flight so went looking for my timer and found her sitting talking to John, Rachel was away retrieving John's model. Gill was wearing John's ratting hat and as John said now looked more the part of a timer/retriever.



Now with the motor run set for 10 sec's the model climbed in a shallow spiral and did not get half the height as the 15 sec run did. The glide was good but the model was sinking fast and landed with a time of 45 sec's. Maybe I should have waiting to try and pick better air, who knows.

Rather than return back to the car I retrieved the model, which was not far away, reset the timer for 10 sec again and then launched for my second contest flight, no air picking again. Model reached same height as before but must have been in some better air as this time my trusty timer told me it had made 54 sec's, wow at least I had improved. Decided to wait for a while before flying my last contest flight so returned back to the car to find that John was having problems with broken strands on his motor, and was in the process of changing to another motor which he did not seem to be happy with.

While Gill was busy talking to Rachel, I took a walk along the flight line to check out any E36 models there might be. Saw a couple of E36's being launched and was amazed at the rate of climb and height that they reached, put my Mutt to shame. Also noticed that these models were using very different motors than the type we are using in Canada.

On returning to the car I decided to make my last contest flight so once again along with my trusty time keeper we walked away from the cars and I launched the Mutt which climbed quite well and got to a reasonable height on a 10 sec motor run. The glide for once was quite good

and it looked like I had caught some lift as it certainly was not coming down to fast. The time recorded by my trusty timekeeper was 1 min 6 secs so it must have been in some good air.

It was still not a max but I had increased my times for each flight so with this and just flying at Middle Wallop I was a very happy camper. On returning my score card back to Roger at the control desk I found that I was in last position but even so I was still happy, why not this was the first contest I had entered in the UK since the 60's and could not have been any happier. After sitting and watching many different models flying and just taking in the whole atmosphere I picked up my other E36 model, the Super Pearl 202E, to see if I could get it trimmed. After a couple of hand launches the glide looked good but for some reason, may be age, I did not realize the glide turn was to the left. So I took the bull by the horns and set the timer for a short motor run and DT then launched the model which climbed to the left and after the motor had cut glided down in a fairly tight left turn, hard landing but no damage.

So now things started to deteriorate further as I added packing to the right side of the tail mount to try and get a right turn, reset the timer and launched. To my horror I realized that after I had set the timer I had not hooked the line onto the DT servo so the tail was still in the raised position. I watched as the model started to climb then neatly did three loops just above my head then landed gentle on the ground.

I could not help but laugh and was glad I had set a short motor run, Looking around to see if anyone had seen my antics was relieved to see that everybody nearby seemed to be busy doing their own thing so hopefully no one had seen my embarrassing performance, must have looked like I was flying control line.

One would have thought by now that I would have given up, but not me, so once again set the timer, making sure the tail was down, and launched. Yes you guessed it still climbed to the left and then went into a steep left glide ending up in a spiral dive into the ground. Luckily the only damage was that I had now got a two piece wing and the pylon wing mount had broken off. At least I thought it would be easier to put back into the box for traveling back to Canada.

After picking up the pieces I started to walk across the field back to the car and noticed that the fin trim tab, which I had totally forgotten about, was to the left, I could not believe it. Also, as it turned out, I had built in a slight amount of washout in both wing tips but in my haste to get the model finished before leaving for the UK had not check the washout after covering the wing with Litespan.

So while trying to get a nice wrinkle free covering while heating the litespan I had now, as measured, 1/16" washout in the right wing tip, not too bad, but in the left wing tip over a $\frac{1}{4}$ " washout, no wonder the model had a left turn So that was my very unsuccessful trimming session at Middle Wallop with the Super Pearl 202E due totally to my own fault,

It had been so incredible meeting and making so many friends and once again flying in a contest on a UK airfield, which I had not done since the sixties. I wish I could have got to meet and talk to more people but there was so much going on I never found the time.

We are planning on getting over in 2016, will be seventy by then, where did the years go.

Taking part in this SAM 1066 Champs was something very special for me and one I will never forget and as John Andrews said to me, this is what vintage flying is all about, and guess it is like a saying I heard the other day that we are going forward into the past.

I can only hope that when I finally go up to that freeflight flying field in the sky that it is a replica of Middle Wallop along with all the friends that have gone before me that I have had the good fortune to meet and fly with. Wonder what sort of models and carrying box I will need for that trip.

Hopefully see you all again at Middle Wallop in 2016.

John Richards (Nova Scotia, Canada)

It was good that our final meeting of the year - in spite of the very inclement weather of the preceding days, concluded our flying program with excellent & dry conditions.

The wind was lightish - probably around 7mph & from the north east giving us the "luxury" of a 2 minute max along the full length of the field from the Knokke Wood end.

Around 90 people came through the gate with 70+ actually flying. A very good day enjoyed by many sports fliers as well & concluded by a well attended AGM which is reported elsewhere.

Results of Competitions

Weather – overcast from NE veering ENE, generally light to moderate. Max set at 2 mins.

Vintage / Classic CLG/HLG:

1st - Ken Taylor (Vega) 179 secs; 2nd - Ted Horsey (Heave Ho) 175 secs;
3rd - Geoff Smith (?) 120 secs; 4th - Ian Lisseter (Vartanian) 86 secs.

Mini-Vintage Low Wing Rubber:

1st Roy Tiller (Courier) 5.33; 2nd Barbara Tiller (Cruiser Pup) 4.12; 3rd Nick Peppiatt (Star Magister) 2.17

Ryback Glider:

1st - Bob Taylor (Uppat) 6.00 + 2.04; 2nd - Ron Marking (Last Straw) 6.00 + 1.42;
3rd - Geoff Smith (Hyperion) 6.00 + 0.20; 4th - Dave Etherton (Seraph) 3.49

Under 50" Combined Vintage / Classic Glider:

1st - Colin Mckenzie (Nord) 6.00 + 1.56; 2nd - Ken Taylor (Lulu) 6.00 + 1.47;
3rd - Dave Etherton (Nord) 6.00 + 1.30; 4th - Dave Cox (Fugitive) 5.51

Vintage Lightweight Rubber:

1st - Peter Hall (Buckridge) 6.00; 2nd - Chris Redrup (Dinahmite) 5.35;
3rd - Peter Jellis (Raff V) 3.50; 4th - Rex Oldridge DNF

Combined Vintage / Classic Open Power:

1st - Andrew Longhurst (Jimp) 5.54; 2nd - Ted Hopgood (Dixielander) 2.00;
3rd - Roy Vaughn (Le Timide) 6.00 but disqualified due to max engine exceeded on all three flights
(note Roy was good enough to confess that he hadn't realised engine run was 15 secs not 18 secs as for his previous comp. As a gesture of goodwill from our Chairman, he was awarded a consolation liquid prize!).

Tailless (Combined Glider/Rubber/Power):

1st - Andrew Longhurst (O/D) 3.32; 2nd - Ray Elliott (O/D) 1.32

Combined 4oz/8oz Wakefield:

1st - Mike Woodhouse (Yankee IV) 6.00 + 2.19; 2nd - Bob Owston (Lim Joon) 6.00 + 2.08;
3rd - Nick Peppiatt (Northern Arrow) 6.00 + 2.06; 4th - Peter Jackson (Lim Joon) 6.00 + 1.48;
4th - Ray Elliott (Lanzo Classic) 6.00 + 1.48; 6th - Ron Marking (Lim Joon) 5.25;
7th - John Andrews (Korda) 4.51

A quick phone conversation with Spencer Willis indicated that Mike Woodhouse wins the 8oz Wakefield league & Nick Peppiatt wins the 4oz league for this year. Congrats to both.

Mike also had the "privilege" of winning the Lanzo Trophy, which necessitated an equally quick phone call home to ensure that this very striking trophy could be accommodated on the family mantelpiece!

Postscript to AGM

In AOB, Tony Shepherd voiced a comment on bungee gliders. He has been asked whether it is permissible to scale up as well as scale down. The existing SAM 1066 rules only allow for scaling down. After discussing with Ron Marking, they jointly concluded that scaling up is fine, so Tony will do a redraft of the rules to cover this point.

Comp feedback - very little received but looking at this years entries, two comps were well supported. E36 - a bit of a deviation from traditional SAM comps that embodies "modern" technology, but obviously enjoyed by those who flew E36 models & Bungee Glider, so every reason to give both a good run again.

Sorry for the pun but the latter comp reduces the necessity for a run of any sort!

On other fronts, entries held reasonably well in vintage rubber comps - all classes but less so in glider & not at all well in any form of power comp.

So what's to do? Does it make sense to combine classes? If so - which ones. I've made the same point in my Sec's annual report. Any opinions would be welcome.

Late (good) news:

We have just heard back from the Authorities at Middle Wallop that the following dates have been granted for 2015 - subject to normal MoD license approval:

4th/5th/6th April (Easter weekend);	3rd/4th May (Bank Hol weekend);
13th/14th June;	30th/31st August;
3rd/4th October;	15th November.

So we are back up to 12 days for the year. Details of the program for the year will appear in a future New Clarion & on SAM 1066 website in due course.

A license application will be made in the next few days & should be issued by MoD well before the first meeting. All we now want is a dose of good weather!

Roger Newman

News from Italy via Gianni Lofredo.

SAM 2001: World Day of "Wing made of Light" meeting in Terni, Italy

SAM Italy 2001 "L'Aquilone" of the Lazio region held a meeting on 21st September 2014 at the flying field located in Terni (a small town 50 miles north of Rome) to commemorate the World Day of "Wing made of Light".

On the field, outside the clubhouse, there was a display of SAM 2001 posters, panels with old photos of prominent past aeromodellers, vintage models under construction and several old kits and historic engines which included the Roman "Atomatic 5" diesel engine display with all castings and tools utilised in the construction by the designer Hugo Travagli.

The weather was good all day with sunshine and a light wind that allowed old timer & nostalgia models, including gliders, rubber models, HLG, and power models to fly (free-flight flying, these days, is very rare in Italy due to the lack of suitable open flat areas and the increasing restrictions on civil or military airfields).

Those present appreciated the appearance of Keil Kraft, Movo, Aviomini and Aviomodelli kits & drawings as well as model replicas and most probably Vittori, Hatfull, Fea, Smith, Kannevorff and other well known modellers of the past were much surprised while looking out of the "Wing of Light"

At the Terni airfield, among the Texaco power models there was the "Chester Lanzo" model - a gift from David Baker to Sam 2001. It flew majestically but, even with Radio Controlled assist, was unfortunately lost in a strong thermal.

After a long morning of flying a good number of participants happily gathered, under the clubhouse roof, around a long table where it all ended (with a Roman saying) by consuming "tarallucci and vino" (toasted bread and wine = dinner) and finished with an excellent dessert prepared and offered to all the guests by Rose, wife of G. Giuliani (Terni Aeromodelling Club President). Paolo Montesi, promoter of "World Day of Wing made of Light" thanked all the participants to this first event and promised to organize a future similar event in one of the parks of Rome. Paolo informed all that several overseas Sam Chapters have been planning to promote such meetings in their countries in a near future. Paolo also distributed a number of tee-shirts printed with the "Wing made of Light" logo. Two days later, with an aerial map, a compass and his experience of topography (being an architect!), he was able to recover David's model in a corn field three miles away from the Terni flying field - as can be seen in one of the photos that follow.



Paulo Montesi retrieving Lanzo Bomber



G Rosati & KK Competitor



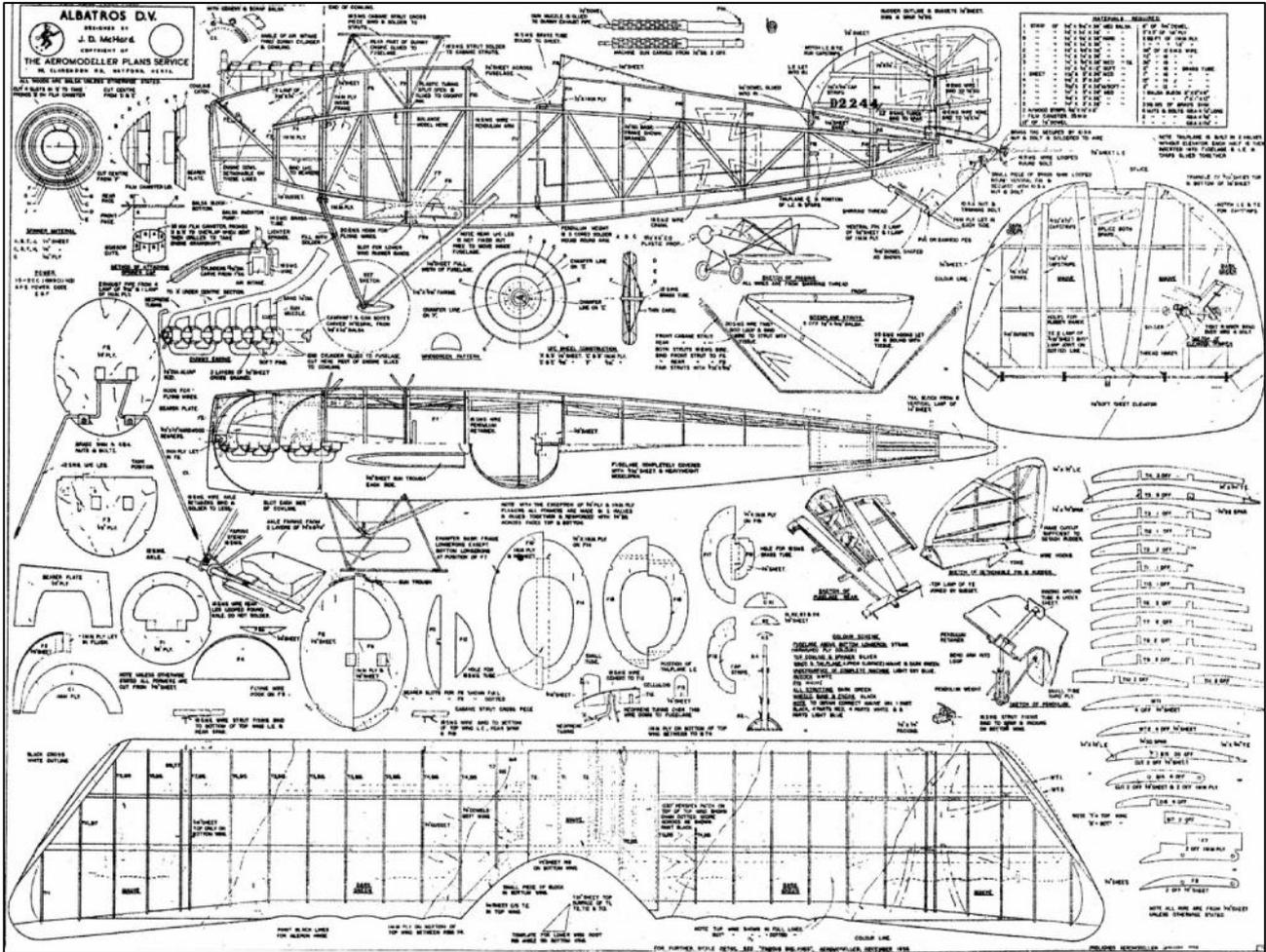
M Sagnotti with 1959 Bambi & Movo rubber models

Gianni Lofredo

Power:

Albatross DV;

from the pen of Doug McHard. Classic Aeromodeller plan & one for the scale enthusiast.
We don't see too many at MW these days.



I was going to put forward the Last Straw having seen Ron Marking's new model - exquisitely finished & very well flown, but I remembered (I think) that no full size plan has been published - only the write up & A4 drawings in Aeromodeller Nov 1953. For those who cannot recall, this was a model designed & built overnight by the British Team in 1953 (2 off) after their models were lost in transit for the World Championships of that year.

So a somewhat different alternative is a Don Butler design, built & well flown at the November Wallop meeting by Dave Cox as a new untrimmed model in the Under 50" class.

Letter to the Editor

Workshops:

Hi John

Another good edition (*November*), always good to read. Looking at the workshop on page 31 brought a smile to my face. So many modellers exist and build in such crowded spaces. Then I turned to page 32 - I know that workshop! Of course it was Ben Lewis's, the son of our club president John Lewis. Father John's workshop also bristles with the latest electronic tools, CF vacuum pumps, etc to make all jobs easier. He has enough space for two modelling rooms, and even has a small bar fridge for his favorite drinks in one of these rooms, and a large general purpose work space between these two rooms. Modelling Nirvana!

Cheers

Malcolm Campbell

Editor and Secretary, BFFS Inc

Brisbane, Queensland, AUSTRALIA

Workshops

-

Stewart Mason

After seeing the accounts of *Clarion* readers sending in pictures of their workshops, I thought I would chime in with my own addition! Attached is a photo of my workshop.



After moving house a few weeks ago, I have just finished setting up my gear in my own room in the house, a converted attic room which I can have entirely at my disposal as a 'man cave.' It will likely never be tidier than it is now, so it seemed like a good time to take a photo before the chaos sets in.

The décor is not really my cup of tea, but it's a lot better than the cold damp attic at the top of a rickety step ladder that I used to be relegated to before the move...

I'm a lucky boy these days as the room is about 12' by 14' and has adequate heat, light, ventilation, and is accessed by normal stairs instead of a ladder. I prefer to sit when building as I spend most of the working day on my feet, and small comforts are important. I have a radio in the room, so I can listen to my favourite classical and jazz, along with radio 4, and I am aiming to have a comfy chair or even a sofa at the back of the room so when I'm done building I can relax with a magazine and a cuppa, or even fire up my laptop and browse the back issues of my beloved 'Clarion.' Bliss.

I try to tidy up after each building session so I'm ready to go as soon as I sit down, as I can only build once the kids are in bed and her majesty is installed in front of 'Corrie.' Making best use of my limited time is important, to the extent of making a note at the end of each building session of what I want to get done in the next one, and what is a priority.

Airframes are kept in boxes until needed, and I keep an eye on the temperature and humidity in the room. I don't like balsa dust, so I'll shortly be rigging up an extraction system to use whilst sanding. If anyone has any ideas on this, I'm all ears!

On a shelf I keep my Aeromodeling books and magazines, and my prized possessions, three bound volumes of the original printed 'Clarion.' I hope to collect the full set. If you have any of these spare, get in touch!

Just out of shot is a Spektrum 2.4G transmitter, and I reluctantly use this to fly 'Radio Trimmed' at my local flying field. I say reluctantly, because I'd rather all my models were free flight to be honest, as I detest carrying a transmitter, and cluttering models up with servo, receiver, battery and switch, but I live many miles away from any places that I can give power models their head, so in order to fly as regularly as I like, RTM is the way to go, and I must make use of a small amount of rudder control. (No more than a powered trim tab, subtly done). Who knows, perhaps a large flat field will be found in the north one day...

We Aeromodellers are a fringe bunch these days, and it's important to make the best of what you have, wherever you are. Begging rather than choosing seems to be the order of the day! I try to keep costs down wherever possible, and I'm something of a 'freegan.' The RS components metal toolbox came from a factory clearance for the grand total of £0, and the desks are both old computer desks. The winding stooge propped up against the wall is made from free offcuts of aluminium and steel from the workshop of my Fire Service employer, and the shelves and stool are dirt cheap IKEA items.

Balsa, kits, plans and other parts are kept in the wardrobes, and books and magazines are kept on the shelves. Shelf space is in rather short supply at the moment, as I like to collect books, so I may be making another trip to IKEA for some cheap shelf units, or scrounge whatever I can.

As a small boy it seemed like quite a few of my friends had fathers who had interesting hobbies, and they all seemed to have their own 'den' that was strictly off limits to us inquisitive boys. One chap made models of rockets from the Mercury/Apollo era, and another I remember made long case clocks. I'm proud to be a spare room tinkerer, and I think I'm carrying on a good tradition!

So there we go, my own space shared for the benefit of the Clarion readers. I'd love to see more of the workspaces of all you more experienced modellers, so please get some photos taken and enlighten us curious and nosey types!

It's always fascinating to see how and where people carry out their building, and the use of even the smallest spaces never ceases to amaze me.

Stewart Mason.

**Chris Strachan, Tailless Lg. Winner****Mike Woodhouse 8oz Lg. Winner****Tailless League Final Results**

1 st - Chris Strachan	35pts	2 nd - Michael Marshal	27pts
3 rd - Colin Foster	15pts	4 th - J. Deeming	13pts
5 th - D. Taylor	12pts	6 th T - M. Doyle	11pts
6 th T - R. Elliot	11pts	6 th T - R. Mosely	11pts
6 th T - G. Hart	11pts	10 th - E. Challis	10pts
11 th T - J. White	9pts	11 th T - P. Tolhurst	9pts
13 th - A. Longhurst	8pts	14 th - P. Woodhouse	7pts
15 th T - J. Andrews	5pts	15 th T - R. Marking	5pts
17 th - T. Stevens	3pts	18 th T - R. Willes	1pt
18 th T - T. Thorn	1pt	18 th T - A. Crisp	1pt

8oz Wakefield League Final Results

1 st - M Woodhouse	34pts	2 nd - P Jackson	23pts
3 rd - R Kimber	22pts	4 th T - J Andrews	21pts
4 th T - B Owston	21pts	6 th - P Michel	12pts
7 th - R Marking	9pts	8 th - R Elliot	4pts
9 th - M Sanderson	3pts	10 th - R Biddlecombe	1pt

4oz Wakefield League Final Results

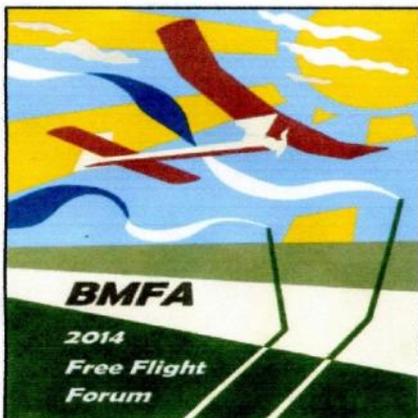
1 st - N Peppiatt	35pts	2 nd - J Lancaster	15pts
3 rd - P Hall	13pts	4 th - J Paton	12pts
5 th T - R Oldridge	5pts	5 th T - B Taylor	5pts
5 th T - M Gillam	5pts	8 th - M. Sanderson	3pts
9 th - T Rushby	1pt		

There was an omission in the tailless league results in the November issue of the New Clarion. Ray Elliot had been overlooked, he now resides in joint 6th place with the three others. My apologies Ray.

Spencer Willis

2014 BMFA FREE-FLIGHT FORUM REPORT

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



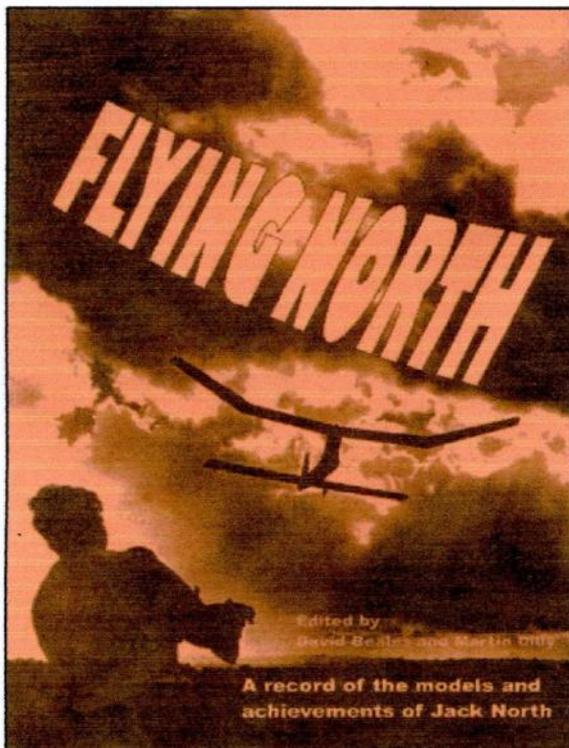
Simple Coupes, by Gavin Manion; BMFA Rubber - Not Just an Over-powered Wake, by Ivan Taylor; In Praise of Simplicity: Tilting at Windmills, by Alan Jack; P-30 - Does Size Matter? by Chris Redrup; What's All the Flap About? by Alan Jack; One Man's Way with F1A, by John Carter; GPS Tracking System, by 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 :

Martin Dilly
20, Links Road,
West Wickham,
Kent,
BR4 OQW

or by phone or fax to: (44) + (0)20-8777-5533,
or by e-mail to martindilly20@gmail.com



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 OQW or e-mail:
martindilly20@gmail.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 off 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

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

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 - 20th Dec.

2015

17th Jan - 14th Feb - 14th Mar

11th Apl - 9th May

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**

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
Sunday 9 November
Sunday 14 December

2015
Sunday 18 January
Sunday 15 February
Sunday 8 March

**The meeting planned for 16 November
has now been moved to 9 November**

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)

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.

Fritchhook, 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

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

L'AQUILONE SAM 2001
TOMBOY RALLY INTERNATIONAL POSTAL CONTEST
01/06/2014 – 31/05/2015

We wish to present this competition to all the lovers of this nice model with the only aim of having fun in a postal contest which is organized to provide some fun flying together or at the same time as are all postal contests. The Tomboy Rally wants to prove the performance of this model alongwith the ability of the builder and pilot, without reaching the peak agonism of usual contests and only wishing to fly the model having fun in a relaxed manner. After having carried out some tests we have decided to admit the use of i.c. engines and electric motors trying to reduce the gap between them.

Model

The 36" or 44" wing span (as per plan Aeromodeller) and 48" (Boddington plan or 36" scaled up) models are admitted; Models may be fitted with floats as per plan (scaled-up for 48" version); - no minimum weight; - reinforcement or lightening of the structure with respect of the basic outline of the original model are admitted; - materials to be used are those found on the plan; - plastic covering in place of tissue, silk or other is admitted. - More than one person can use same model; - Same model can flight in L.G. or float version; - Lone fliers can self launch and time.

Engine/motors

I.c. engines and electric motors are admitted within the following limits:

36"/44" WINGSPAN - I.C. Engines:

Any engine with 1 cc. maximum displacement; - Fuel tank : 3 cc; - R/C carburettor is admitted.

Electric Motors:

Any electric motor is admitted with direct drive; - The engine cannot be stopped and started again: - the motor must run continually without interruptions till the end of the battery charge or competitor's decision; - no folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band; freely assembled admitted batteries: - **450 Mah 2 cell LiPo** - separated batteries pack for Rx alimentation is allowed.

48" WINGSPAN - I.C. Engines:

Any engine with 2, 5 cc. maximum displacement; - Fuel tank : 6 cc.- R/C carburettor is admitted.

Electric Motors:

Any electric motor is admitted with direct drive; - The engine cannot be stopped and started again: the motor must run continually without interruptions till the end of the battery charge or competitor's decision; - no folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band; freely assembled admitted batteries: - **500 Mah 3 cell LiPo** - separated batteries pack for Rx alimentation is allowed.

Flights and results

Each competitor may fly as many flights as wished during the admitted period but only the best flight will be considered for the final result; - Hand launches are admitted; - The flight time start when the model is released or takes off. The flight time ends when the model lands or hits a fixed obstacle. In case the model flies out of sight the timekeeper will time for 10 seconds after losing sight of the model . Timing will continue if model is seen again or stopped after 10" deducting this time from the total time of theflight.

Awards :

A diploma for all competitors and prizes for the first three in each version rank; - Special prize for best flight in float version.

Results

Results, address, photos and technical specification about model must be forwarded to the Organization by 15th June 2015
 Curzio Santoni cusanton@tin.it or to Gianfranco Lusso gfl@orange.fr)
 Many pleasant flights and happy landings to ALL !!!!

SPECIAL PRIZE VIC SMEED

SAM 2001 have scheduled an extra Diploma that will be awarded to the best flight in Tomboy floatplane version (36",44" or 48") taking off from water. The Editor will send to the winner a Diploma signed By SAM 2001 President and a bottle of special Italian Wine to drink to Vic Smeed!

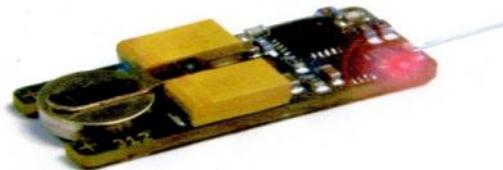
Good ROW and flight

SPECIAL PRIZE DAVID BAKER Free-Flight

The 2012 was the 5° edition of SAM 2001 Tomboy Rally and we have scheduled a special prize for the three best flights obtained with 36" Tomboy F/F. Only engines diesel max 0.75 c.c. shall be used. The other rules are the same for 36" or 44" wingspan type. It is possible to use a R/C Tomboy, however, being this a free-flight contest, the time must be stopped when transmitter is used, since the aircraft model should fly freely from any control from the ground.
 Good thermals

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

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, Lymington, Hants, SO41 5NA.
 For overseas delivery of Popular Plans send local bank notes equivalent to £10.00.
 Enquiries: please write or email martyn.pressnell@btintemetcom

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 Bourne-mouth 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 2015

With competitions for Vintage and/or Classic models

February 8 th	Sunday	BMFA 1 st Area Competitions
March 1 st	Sunday	BMFA 2 nd Area Competitions
March 22 nd	Sunday	BMFA 3 rd Area Competitions
April 3 rd	Friday	Northern Gala - North Luffenham
April 4 th	Saturday	Middle Wallop - SAM1066 competitions
April 5 th	Sunday	Middle Wallop - SAM1066 competitions
April 6 th	Monday	Middle Wallop - SAM1066 competitions
April 18/19 th	Sat/Sunday	London Gala - Salisbury Plain
May 3 rd	Sunday	Middle Wallop - SAM1066 competitions
May 4 th	Monday	Middle Wallop - SAM1066 competitions
May 23 rd	Saturday	BMFA Free-flight Nats, Barkston
May 24 th	Sunday	BMFA Free-flight Nats, Barkston
May 25 th	Monday	BMFA Free-flight Nats, Barkston
June 7 th	Sunday	BMFA 4 th Area Competitions
June 13 th	Saturday	Middle Wallop - SAM1066 competitions
June 14 th	Sunday	Middle Wallop - SAM1066 competitions
June 28 th	Sunday	BMFA 5 th Area Competitions
July 12 th	Sunday	BMFA 6 th Area Competitions
July 19 th	Saturday	BMFA Southern Area Gala - Odiham
July 25 th /26 th	Saturday/Sunday	East Anglian Gala - Sculthorpe
August 22 nd	Saturday	Southern Gala - Salisbury Plain
August 30 th	Sunday	Middle Wallop - SAM1066 Competitions
August 31 st	Monday	Middle Wallop - SAM1066 Competitions
September 13 th	Sunday	BMFA 7 th Area Competitions
October 3 rd	Saturday	Middle Wallop - SAM1066 Competitions
October 4 th	Sunday	Middle Wallop - SAM1066 competitions
October 18 th	Sunday	BMFA 8 th Area Competitions
October 24 th	Saturday	Midland Gala - North Luffenham
November 15 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

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