NEW Clarion

SAM 1066 Newsletter

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Editorial

Good news this month, not only has the Easter Wallop meeting got the go ahead, but also the whole years Wallop programme has been given provisional approval.

First up, a major clanger last month when I identified USA's Jerry Litschi's black and white pictures from Col Williamson as 'USA' when in fact he was Australian (Col that is). I had realised my mistake when I checked the March New Clarion on the web and read the picture captions. However a distressed Aussie, Keith Murray, on the day of issue castigated me for the error, emailing as follows:

John,
*Much as I enjoy receiving the "Clarion" each month, it pains me to find that you think that the late Col Williamson was an **Yank**!!!!!!!!!!!!.....He was an **AUSSIE** !!!! and a good friend in his last years back home. Alan Lim Joon is the last survivor of those shown in the photos in the March Clarion but Jim Fullerton is still competing in indoor events at well into his 90s.*

Keith Murray VH 2189

First report is mine from a windy 2nd area at Luffenham, did not get out of the car.

George Fuller's 'Zoot Suit' is the next subject of John Thompsons vintage power analysis.

I was not aware that the Americans had produced an .049 diesel but I came across a McCoy 049 in my travels through back copies of the Aeromodeller, anybody seen one?

I my pile of odds and ends at the side of my computer I found a newpaper cutting featuring John (Isle of Wight) White, he may have sent it with his xmas card, I do not recall. After a bit of internetting by Rachel, I manage to construct an 'Other Hobbies' piece for him.

The articles on Radio Control Assist seemed to stir up a hornets nest and I had several communications on the first day the Clarion hit the website. Andy Brough wrote at length and his comments appear later, one point he raised was the issue of the acronym RCA that I had used and suggested that RTM had been used in the past, being an acronym for 'Radio Trimmed Models'. I replied that I would consider using RTM in future but on reflection I feel that an RTM model is radio controlled and we are not a radio controlled model organisation. It is therefore my intention to use RCA as the identity of Free-Flight models with minimal R/C fitment to assist keeping flights in bounds. I think Stewart Mason sums up the subject nicely with his excellently written article.

Another bit from me on Indoor at Thorns where I spent all afternoon doing very little.

Roy Tiller is back in harness and we have his 51st report on the magazines archive.

Lindsey Smith gives us a guided tour around his workshop, from what I see it appears that he shares it about 4 to 1 with his good lady.

Chris Strachan provides the details of Ray Malstrom's 'Viggen'. It is featured with extensive notes on construction from the book 'Ray Malstrom's 60 years of IVCMAC'.
Full size Plans and write ups are available see web site www.ivcmac.co.uk

The secretary gives us confirmation of the good news on the Wallop front and outlines the Easter programme. He also reports on news from Italy and provides Plans from the Archive.

Bill Longley outlines the latest VPD rules and outlines the likely programme of events for 2015.

Not too many offerings for the 'Caption Contest' but winner shows promise.

Editor

BMFA 2nd Area, Luffenham - John Andrews

The forecast for the BMFA 2nd Area comp at North Luffenham was diabolical wind wise but otherwise fine and sunny so Rachel and I decided to go just for a day out and I did not take any models. I did put the chairs in the car, wishfull thinking I guess. We did not set off until mid-morning, arriving at the airfield just after 11 o'clock. I parked the car facing the action, not that there was much.

I saw Noel Parry *(I think it was him under the mound of clothing)* launching a straight dihedral A1 which I assume was his lads. Half a towline, up and down like a flash, stuck in the floor. The model must have survived as later he was out again and this time got the model to the top of the line and pinged it off at good height. All to no avail however as the model never appeared to get into a glide and was depressed by the wind to land still within sight.

Different story for Phil Ball though flying a P30. Phil does half of his winding with what appears to be an indoor winder then changes to a beefier outdoor jobbie when winding gets tougher. All this done outside the model then installed with half tube.

All this is part conjecture on my part as I was observing from the comfort of the car. We did get a picture or two through the car window.

The ill-fated glider flight

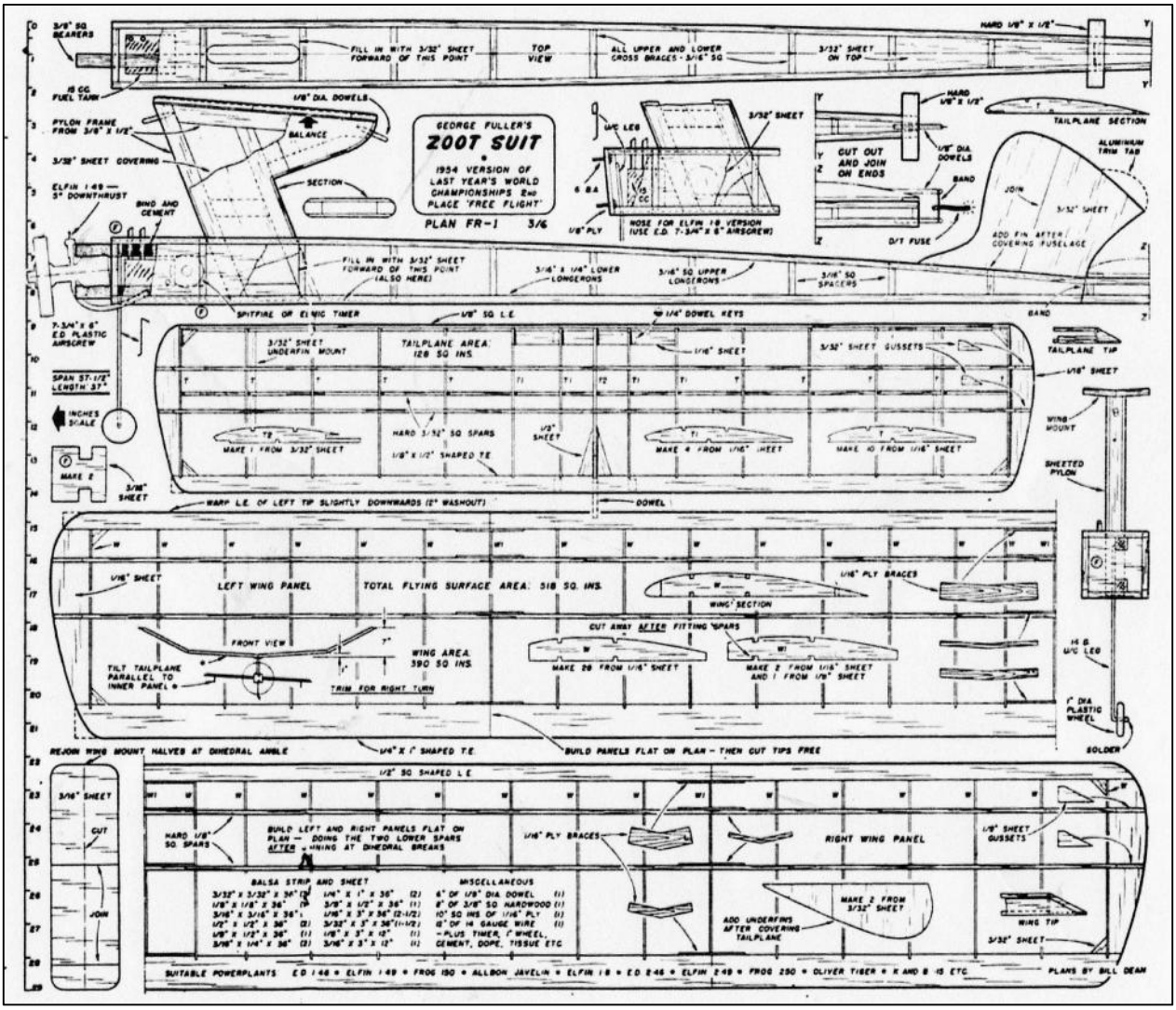
Phil readies the P30

We nearly missed Phil's launch, he ran out from behind his car and bang the model was up and away. Although Rachel had the camera at the ready she was sure she'd missed it but she must have involuntarily pressed the button. Just look at the model, and he got away with it and was timing for a long time. He then disappeared in his car to retrieve and we never saw him again. A long way out I think.

Rachel and I left shortly after 1 o'clock and went to the nearby pub for lunch, it was choc-a-block so we travelled on a little further to the Rutland Water Golf Course resturant where we had a superb Sunday roast lunch. We were ushered by a waiter upstairs to the dining room overlooking the course and Rutland Water. Served with a bottle of wine, warm bread with butter on a board. The roast came together with yet another board with half a dozen dishes of veg, real service. We will dine there again for sure, and my brownie points O'lah'lah.

John Andrews

George Fuller's: Zoot Suit - John Thompson



This model published in 1954, is more or less the same model as George used in the 1953 World championships to place second. His original model was powered with an Elfin 1.8 cc, this published version utilised an Elfin 1.49 cc.

It is evident in its dimensions and shapes (Especially the pylon) except for the forward fin, that this is the direct fore runner of the "Dixielander " one of the most famous power models in the world.

The wing area is 380 square inches with a tailplane of 128 sq in. about 34 %. This is pretty large for a 1.49, however I decided to use an Elfin 1.49 to try to replicate the original performance. Mine turned out at 12 ounces all up, for FAI 13.6 ozs. would be required, which might curtail the performance a little.
As with all of George's models, easy straight forward construction was employed. Trimming was fairly simple and the model almost flew off the board with the Elfin turning an 8x3 Master at 13.4 K.
The model flies in a steady right hand spiral, not fast though, and reaches 325 feet in 12 seconds. This would equate to around 540 feet on the 20 seconds run allowed in those days. Take off say some 60 feet to allow for ROG would result in around 480 feet of altitude. With this height a 3 minutes max is fairly easy to accomplish. The maximum of 5 minute as used in those days would definitely require good lift picking, our knowledge of such skill was probably pretty limited in those days, (mine still is).
This model has a much better pattern than its predecessor "Stomper" which I think has too lower pylon for a consistent pattern.
The glide is quite good and bouncy with all that area. I used it in a calm SLOP fly-off some years ago when, with an 11.4 second engine run, it accomplished 3min 20 sec in what was pretty steady air.

The models weights:

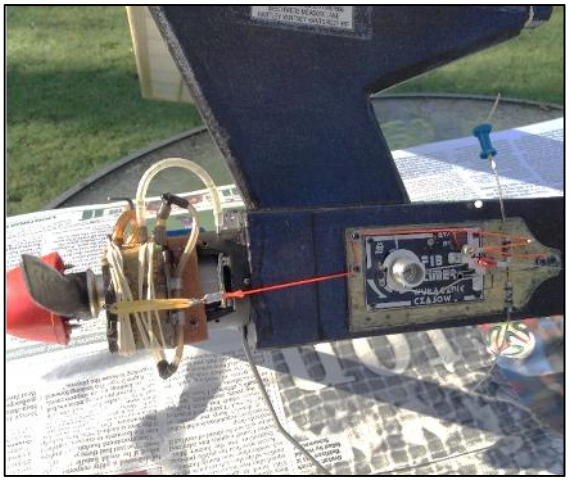
Wing 89g, - Tail 21g, - Fuselage 83g, - Engine,Timer, Prop etc 147g.

Total 340g, or 12 ounces in old money.

Rigging - wing +4.5deg. - Tail 3deg. - CG 85 %. - 2deg washout each tip, no other warps, but a small 50 mm gurney strip under right centre panel.

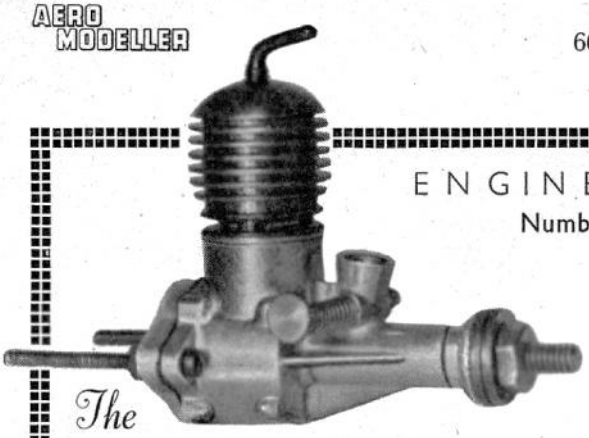
Thrust line 2deg down (yes Bill, not 20 !) and 1deg left.

This is an excellent model, with higher power it might be a little difficult with the smallish 34 % tail plane.
I surmise that George worked the solution for the "Dixie " by upping the tail area to 40 % and reducing the wing area to 350 square inches, but with the utilisation of an undercambered wing, and higher 2.5cc power making it much more potent.
This Zoot Suit is a really good model for any "beginner" power modeller to start with, as it is forgiving but still packs a good punch…….Good One George!



John Thompson

AERO MODELLER 604 October, 1953



ENGINE ANALYSIS

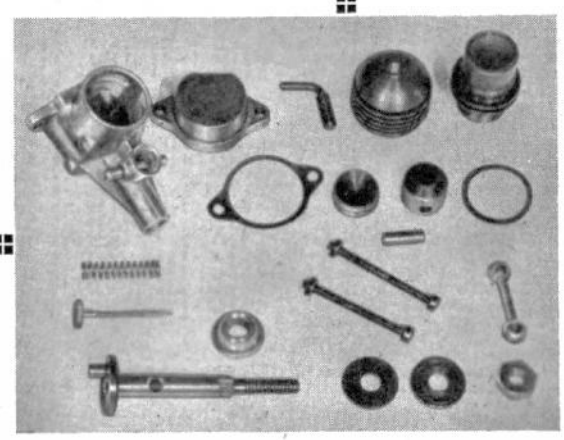
Number 14 (New Series)

BY

RON WARRING

Actual size photo shows how this neat new red-head displays European influence in design. Parts below have high standard of finish. Contra piston has a plastic sealing ring and crankshaft, a milled section for positive drive washer fitting.

The McCOY ·049 DIESEL



THE McCoy ·8 c.c. diesel, the first American commercial diesel in the "popular" size of model motors, is an exceptionally compact little job, well designed and beautifully made. We had been warned, however, that it was intended to run on McCoy fuel (of which none was available and no formula published) and might prove a little tricky on British fuel. Actually nothing could be farther from the truth. Although Mercury No. 8 as used for running-in was probably not the ideal fuel (judging from the blackened, oily exhaust), starting and running characteristics were as consistent and foolproof as any other engine yet tested in this new series. Starting, in fact, could be given top points —appreciably easier than some of our own half-c.c. diesels to which class its overall dimensions compare, although its displacement, of course, is more than half as big again.

Towards the end of the test period, and just as we were wondering how to acquire a McCoy Duroglo for own personal use, it suddenly "blew up" on us! At the time it was making a high speed run in excess of 13,500 r.p.m. with a small propeller. Exhaust note was steady and there was virtually no trace of hunting. Particularly pleasing, too, was the virtual absence of vibration. Then, without warning, there was a sharp crack as the crankshaft broke in half and the front part, with propeller attached, windmilled across the room. Subsequent examination showed that the shaft had parted at the point where the intake valve is formed. This consists of a hole drilled to give access to the hollow centre of the shaft, definitely weakened by the fact that a lateral "keyway" is milled across the shaft at the surface. The break was a diagonal one, starting approximately from the middle of this "keyway", with little evidence of failure due to a material fault. Whether, in fact, the shaft is actually overstressed at this point is a matter of conjecture. *Replacement, provided a spare is available, is quite easy.

* *See manufacturer's comments on page 606.*

Having no spare shaft available, however, this concluded the series of tests. Enough figures were available to plot the complete power curve and we were down to the smallest size of likely propellers (6×2) and so the test figures are reasonably complete. We had, however, intended investigating starting and running characteristics on various other British fuels to complete the picture.

There are one or two "different" features, as compared with small British diesels. The controls do not look any bigger, yet they seem that much easier to manipulate—a tribute to good design and proportioning. The contra piston, too, is fitted with a synthetic rubber ring to act as a seal, rather than the lapped metal-to-metal fit which has previously been common practice with diesels. The adjusting lever thread also runs in a fibre insert in the head. This gives a much smoother "feel" to adjustment of the contra piston whilst the plastic ring eliminates sticking and provides a somewhat better gas seal. What the anticipated life of the plastic sealing ring is cannot be estimated. After approximately one hour's running time, deterioration was marked in the amount of "crumbs" which had flaked off. The compression seal itself was still perfect, however, or near-perfect, for only the very slightest trace of fuel oil could be detected in the head and the contacting *surface* of the ring seal appeared as good as ever, and its hardness maintained. In other words, the *fuel* did not appear to attack the synthetic rubber ring but adjustment and pressure might possibly account for some deterioration by mechanical action. It is anticipated, however, that fuel in the head could attack the fibre insert for the adjusting screw.

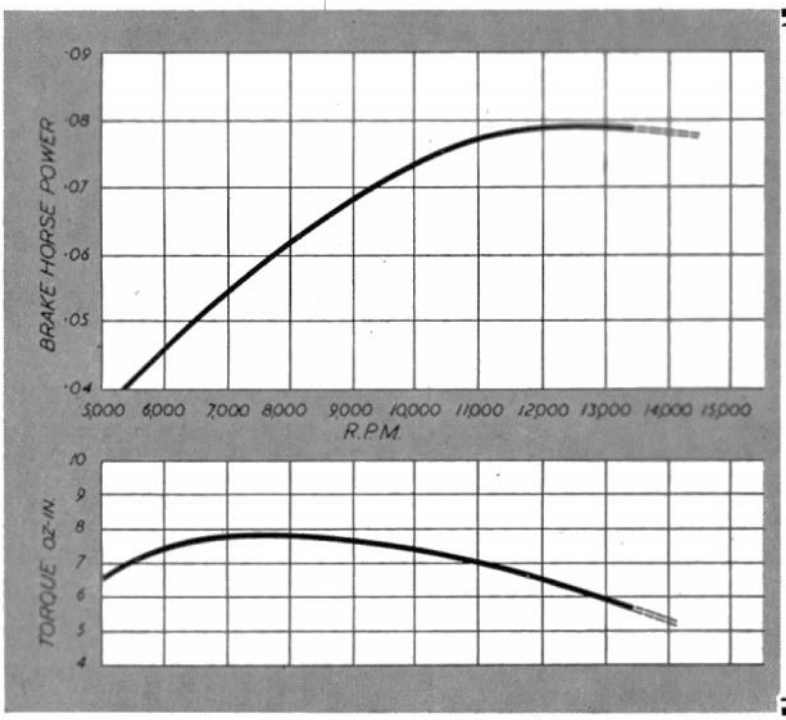
For the initial run it took very little time to establish the compression and needle valve setting for starting. Priming through the exhaust, compression had to be slackened off about half a turn from the final running position. The needle valve was absolutely non-critical over two or three turns. It was also found just as easy to start the McCoy ·049 by finger choking, although the procedure differed slightly.

Priming through the exhaust, excessive fuel is introduced into the cylinder and compression had to be slackened off to start. Provided starting compression was within half a turn of running setting, then the engine would continue to run satisfactorily and left plenty of time for final compression adjustment. With finger choking, two turns of the propeller with a finger over the intake produced ready starting with the compression setting left in the running position and no further adjustment was required.

Response to varying the needle valve control was particularly difficult to detect. From rich running, continuing to close the needle valve produced a higher exhaust note and slight increase in r.p.m. which was maintained over another turn or so until closed too much and the motor starved out. The compression control, on the other hand, produced a very positive response. The best running position was very easily found by listening to the exhaust note. Increasing the compression beyond the optimum produced a detectable " labouring ". Slackening off, the exhaust note became sweeter, until finally an occasional miss could be detected. From this point the engine could be slowed right down over a further half turn decrease in compression without stopping, although, running, of course, was now in bursts. Maximum r.p.m. was achieved by using the minimum compression possible without " missing " taking place. The compression setting was not greatly altered for optimum running at extremes of low and high speed.

Judging speed on the exhaust note can be misleading and particularly so with the McCoy. Below about 10,000 r.p.m. the engine seems particularly quiet and, apparently, slow running. An r.p.m. check, however, showed higher figures than anticipated. Above 10–11,000 r.p.m. the true " high-speed " noise appears, emphasised by a particularly gratifying smoothness of running. There was little tendency to hunt at high speeds, even during the initial running-in period when run-in consistency was marked at all speeds produced during the tests. No doubt the counterbalanced crank web contributed materially to vibrationless running.

The McCoy ·049 appears fairly economical on fuel but response to cut-out action is rapid. Delay between shutting off the fuel supply and the engine stopping is a minimum. What was particularly pleasing, the appearance of an air bubble in the fuel line, produced only a momentary miss. The engine continued to run, in fact, when sucking in a complete length of aerated fuel in the line, missing badly but not stopping, and settling down quickly to steady running once more when a normal fuel supply was resumed. The suction on finger choke is also impressive, drawing up fuel successfully through a ten-inch length of fuel pipe with a head of several inches, so tank location should be no particular problem.



McCOY ·049 DIESEL

Specification

Displacement: ·8 c.c. (·049 cu. in.).
Bore: ·405 in.
Stroke: ·386 in.
Bore/Stroke Ratio: 1·05.
Bare Weight: 1⅜ ounces.
Mounting: Radial.

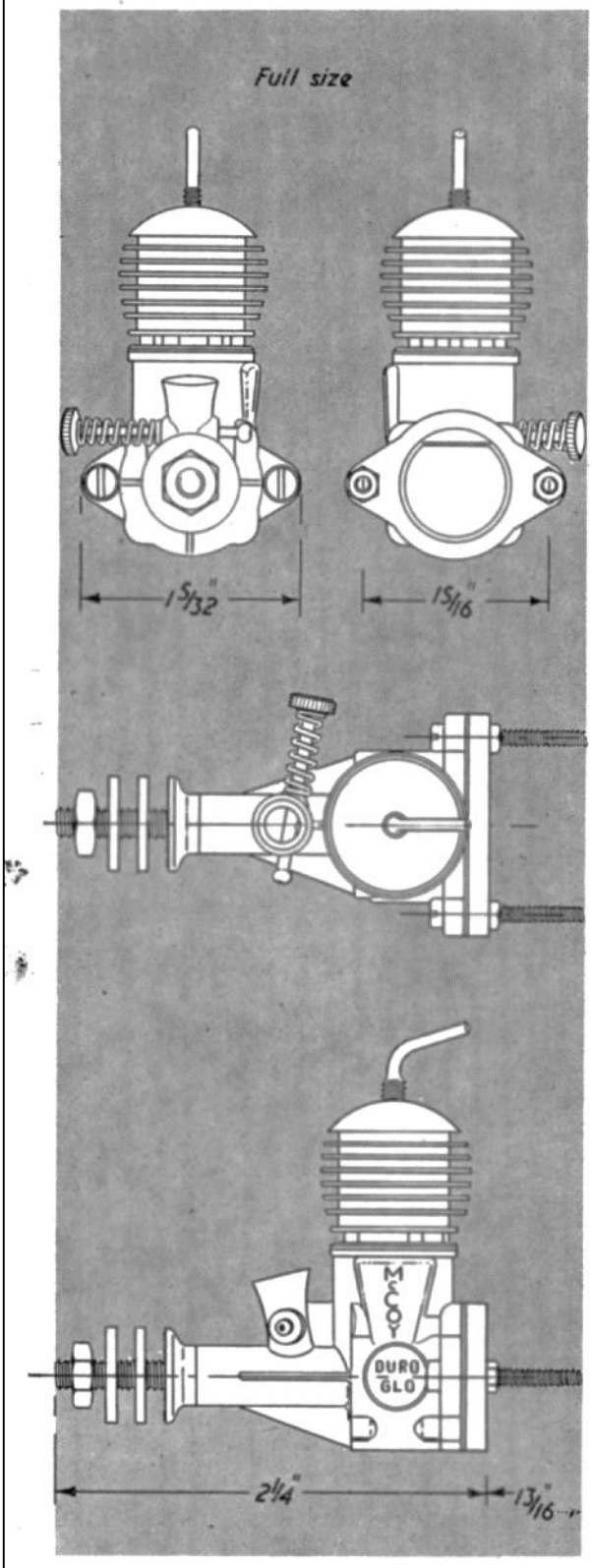
Material Specification

Crankcase: Aluminium Die Casting.
Crankcase Bearing: Plain.
Cylinder: Cold Rolled Steel.
Cylinder Casing: Aluminium.
Piston: Steel.
Contra-Piston: Steel (synthetic rubber sealing washer).
Crankshaft: Steel.

Manufacturers:

Duro-Matic Products Company, 8509, Higuera Street, Culver City, California, U.S.A.

Retail price: $5·95 (approx. £2.2.0 equivalent).



The method of mounting the engine is a little strange to British eyes. The two bolts securing the back of the crankcase are made very long and are intended for radial mounting of the engine. Only one nut is supplied for each bolt and therefore it is difficult to provide any suitable locking of this assembly when mounted. The thread is an American one. The nearest British equivalent—a 6 B.A. nut—is too loose to grip the threads properly. British modellers, in fact, would prefer to enlarge the holes slightly and use standard 6 B.A. screws with locknuts for mounting. There is little excess metal on the flanges to permit drilling out the holes the necessary oversize dimension with extreme care.

To sum up, although the particular engine on test suffered a major structural failure we still class the McCoy ·049 in the " I want " class. Maybe the crankshaft failure was just an unfortunate accident. Apart from that, however, just about everything with regard to the operation and running of the engine is quite delightful. Power output at various speeds, on the other hand, is perhaps not quite as high as might have been expected from an engine from the " McCoy " stable, although directly comparable, size for size, with current British and Continental diesels.

McCoy's Comments

In consequence of the crankshaft failure, we were quick to contact the Duro-Matic Products Company so that in full fairness, both to the manufacturers and our readers, we should be able to publish an explanation of the breakage. We are therefore doubly pleased to quote from correspondence received on the subject, which shows that the McCoy people have already made three important changes in crankshaft production to obviate any recurrence of this fracture.

" . . . assure you that your deduction that the cause was incorrect material was quite accurate. The material has been changed : the heat treat specifications have been carefully engineered ; the method of removing the sharp corner at the intake has been corrected to assure greater strength at that point . . . we are shipping to you a new crankshaft to replace the one damaged in the test ".

The new crankshaft does, in fact, bear out these points, and we assure readers that no further trouble can be expected.

Fuel : Mercury No. 8

NOTE.—For the benefit of overseas readers, Mercury No. 8 fuel equivalent formula is :—

PARAFFIN	40%
CASTOR OIL	25%
ETHER	32·5%
AMYL NITRATE	2·5%

Propeller Dia. × Pitch	R.P.M.
9 × 4	5,700
8 × 6	5,450
8 × 5	6,200
8 × 4	6,700
7 × 6	5,750
7 × 5	7,500
7 × 4	8,000
6 × 5	10,000
6 × 4	11,650
6 × 3	12,250
6 × 2	13,600

Constant Geometric Pitch Wooden Propellers.

My Other Hobby - John White

John, 83, in training for hospice walk

By Jon Moreno — Saturday, April 26, 2014

AN 83-YEAR-OLD retired teacher, who aims to complete the full Walk the Wight route next month, is adamant no one is too old to take on such a challenge.

Scientist John White, of Madeira Road, Totland — who says he is determined not to hang up his hiking boots yet — will be among the thousands of walkers aiming to complete the east to west Island walk on Sunday, May 11.

"The Earl Mountbatten Hospice is a very worthwhile charity and I'm glad to help it," said the retired teacher, who taught chemistry at a further education college in London.

John White after running up Widdick Chine in 38 seconds. *Picture by Jennifer Burton.*

John, who has supported the Isle of Wight's biggest fundraising event for the past 13 years, is proud to be the oldest registered competitor — and doing the full route.

"Half the walk? Where's the challenge in that? Of course I'm walking the full 26.5 miles," the former Totland parish councillor said.

"But, yes, my friends do think I'm mad. One of them said it would kill him and he's 20 years younger than me. Unlike some of the other walkers, I won't be going in fancy dress."

The grandfather-of-six, who celebrated his 80th birthday by cycling around the Island in aid of the hospice, has trained for this year's event by doing 20-mile treks, which he refers to as 'leg stretchers', as well as leading walks for the IW Ramblers.

But perhaps, most astonishing of all, he has added to his preparation by sprinting up and down a local chine to ensure he is 'match fit'.

"You meet lots of lovely people. You're never lonely and people are so helpful. Also, what I like about the walk is that it's really well organised and so many people give up their time to help marshal and so on," said John.

This year, John aims to raise at least £100 for the hospice. Anyone wishing to sponsor him can contact him on 755186.

John White receiving his trophy from Jo Blackburn.

John, 83, gets trophy at last

AFTER being overlooked for three years running, the oldest Walk the Wight walker has finally been honoured with a trophy of his own.

John White, 83, missed out on the accolade of oldest walker, after a clerical error meant the award went to another walker, similar in age and name, John Whiteman, 82.

John, a retired science teacher, of Madeira Road, Totland, said: "From my mid-70s, I had the ambition of being the oldest walker but when I did the 26.5-mile walk as the oldest walker I found out someone younger than me got the trophy."

John was presented with his own special trophy by Jo Blackburn, the Earl Mountbatten Hospice's chief executive.

Mrs Blackburn said: "It is absolutely amazing there are two gentlemen in their eighties who have made this fantastic achievement. We have made a very special award to Mr White, to acknowledge his achievements and support for the hospice through Walk the Wight."

John first took part in the walk across the Island in 2001 and, from the age of 75, has completed every full walk.

The keen walker, who met his wife of 48 years, Sheila, at a walking club in London, has a host of hobbies, including free-flight model aircraft, cycling and the cello, which he took up at the age of 78 and has progressed to grade 4.

John, who gave up riding in the IW Randonee in favour of the Walk the Wight, also leads a 20-mile 'leg stretcher' in the Walking Festival and a 20-mile chain stretcher in the Cycling Festival.

He said: "Sheila says I have too many hobbies. I have had my second childhood and I'm now on to my second teenhood. And I'm a rebellious teen."

(Extract from Isle of Wight County Press 5th December 2014)

John White

Radio Control Assist - Various

Andy Brough: Hi John,
I of course read with interest but also a little sadness about fitting radio to free flight models. I see we have coined a new term RCA. RTM (radio trimmed models) was coined by Sam35 a couple of years ago, to distinguish this type of flying from the 3ch radio flying which traditionally has been called Radio Assist. RTM flying is covered by the BMFA guidelines so you can safely fly such models in the company of free flight models and not fall foul of the mainstream radio operational requirements. So, the activity is legal and covered for insurance provided, like all other disciplines, the guidelines are followed.
In my neck of the woods, now that Church Fenton and Barkston are not available I have no reasonable place to fly free flight. I am on a programme of fitting rudder only to my free flight fleet so I can keep them in the air. I have done 10 so far and the amount of local flying last year has greatly exceeded the air time in any previous year. Long flights and short chases have become a reality, provided you take account of the weather.
We can argue about the merits of doing this or embrace the technology to further our enjoyment and think of new ways of incorporating radio into free flight type competitions. I believe if we don't do this, in 10 years time or less, free flight, by which I mean the type of aeroplanes we all love, will be extinct. That would be a shame.
I have battled against closed minds for years on this subject but some of those minds are slowly coming round, in the face of reality. Age and space are against us!

Andy Brough

Jerry Litschi (USA):
In response to David Lovegrove's excellent opinion piece: I agree that our hobby will change. I know of several free flighters who switched back to R/C, solely due to aging legs and ankles. Flying sites have been and will continue to be a problem. Following is a reply from James Polles who uses what he calls "Electronic Guidance" and does his flying on roughly 80 acres of land.
"In my Starduster 600 I can fly with continuance guidance or let it fly itself and just use radio to return it back to me. Because of its aerodynamic setup it cannot be flown like a sport ship, ie, from point to point. It is made to glide, and any forced deviation from that results in poor performance.
Generally, I use power to attain a few hundred feet of altitude, then shut off the electric motor and trim it to circle-glide in about 100 foot circles. Then it's hands off until it either gets too far away or thermals too high, and at that point I use the radio (and motor) to return it back to the piece of sky where I want it.
My enjoyment comes from seeing MY Starduster flying and catching it's own thermals for 20 minutes".
Jim's method is a mix of both worlds, use the radio to arrive in the right piece of sky- set the trim and enjoy the flight. His set-up works very well since the power is electric and the motor can be restarted. For rubber and diesels perhaps one could use the radio to position as far up-wind as possible and set the trim. This would give you the longest possible glide time. However some kind of D/T will be needed at the end of the field. Maybe a drag flap or parachute? For contests: Time the flight from "Hands-off to D/T. Admittedly this may prove most amusing. At this point all of this is conjecture. But isn't that where all advancements begin?

Jerry Litschi Southeast, PA USA.

John Thompson:
As far as I know there are no rules or definitions for Radio Assist.
The stance of the BMFA from Manny Williamson is that the Contest Director is king and has the responsibility of deciding what happens on the field according to the landowners consent requirements, ie in the case of SAM1066 the MOD Licence .

RTM was a new description that Andy Brough used rather than assist, I cannot remember exactly why he changed it, I believe he was trying to say that these models are only trimmed from time to time, to avoid trees or keep on the park.
My view has always been that folk will **not** do this but will try to fly upwind over the cars etc. even if the models do not have penetration. In order that they may fly in stronger wind strengths they will inevitably build heavier models with more power and hey presto you've got Radio Controlled models?
If people allowed the models to fly down wind and only then used the Radio it might be OK, but would they?.....I believe not.
Bill Longley's comments about his power models is telling in that he only chooses flat bottomed sections to get some up wind penetration, but crucially he flies from a down-wind field position looking into wind. The opposite place on a field to the upwind free-flighters, ie- no conflict.

John Thompson

John O'Donnell:
After all the comments about the possibility of RC becoming helpful (or not) in FF perhaps I should draw attention to my views on this subject.
What I think can be found in my article in the March issue of 'Aeromodeller'. Could I suggest that it is relevant? Perhaps you could refer it to your readers.

John O'Donnell

Jim Paton: RC Competitor
A short follow up on my last article.
I fitted the voltage amplifier to the Lemon Rx and it works a treat with the 70 mah single cell lipo, and it's lighter than using a 2s lipo. So, at last, the Competitor is complete and prepared for small field flying and getting out of trouble. It's not quite as light as an Aeris DT, but it is cheaper. With losing so many flying sites, especially Salisbury Plain for me, I need now to add radio d/t to my larger competition models, and either radio assist or d/t to all my sports models, so I can fly and trim locally in small fields. I flew my Achilles yesterday in a local farm field. It flew well, in fact rather too well. Fortunately the viscous d/t worked just before the peripheral hedge and road. A radio d/t would have been handy, but the extra weight would spoil its performance in competition.

Jim Paton

Stewart Mason:
Since the debate about Radio Control Assist, or whatever it's called this week, has reared its head again I thought I would weigh in with a dangerous opinion of my own...
I've never put radio of any description into a rubber powered model yet, (but I love the lateral and free thinking spirit of those that do) so I can only speak of experience of using such a thing in a power model that has at least some hope of returning upwind, (it's certainly not easy) but here are some thoughts on the subject.
As a mere bairn of 41, I claim to represent those who would inherit the free flight earth!
I, like others who have joined this debate with sensible and reasoned views in their promotion of RCA, am also a lover of free flight and a pragmatist. My dearest wish is for a massive field, with nary a tree on the skyline, where the great and the good, and also people like me - whose

reports have never moved beyond 'must try harder' - can gather and unleash their creations, built, borrowed, purchased or otherwise, and enjoy pure free flight. Truly the 'Sport Of Kings.' Unfortunately, those opportunities are fast diminishing.

Unlike some older modellers, I cannot watch the sunset of the sport as my memory fades to sepia and I think of summers gone, No, My job is to continue into the years in front of me and help free flight to evolve into the future. The dinosaurs didn't evolve into their changing circumstances, and so they died, I however am not one for giving up so easily!

In a recent fit of pique at the expanding popularity of those creations of Beelzebub himself known as 'drones,' I sold my DX6i transmitter intending to fly nothing but Free Flight, but within 48 hours I was, believe it or not, given another transmitter. I take this as a signal from powerful flying gods that I should use my new acquisition for good, and find that elusive 'third way' so here it is described for the readers of the Clarion. My personal mission statement.

I, Stewart Mason, will fly free flight whenever and wherever possible. I will encourage others to do likewise, and I will do everything I can to support its continual survival. When I find that I can't, such as a large field isn't available, or I want to spend money on my children rather than replace that engine that could be lost in a flyaway, or I don't want to drive hundreds of miles from the north east of England to pursue my free flying passion, then I will pick up my transmitter, and I will use it sensitively and fly as close to free as I can. I will then have the choice of radio D/T, or of using a control surface or two to keep within the bounds of my chosen field. I won't even call it assisted, because if you're controlling it by radio, then it is radio control, simple as that. Don't be ashamed of it! Stand up for your choice.

I will find my 'third way' by using radio against itself to promote Free Flight. I will point out the control surface on my model, subtly and sensitively done so as to be almost indistinguishable from its FF brother, (no garish coloured control surfaces, no snakes, no flying aerobatics, no sudden turns and no flippin' ailerons and so on). I will hand out copies of free flight plans, I will be generous with my time and help newcomers whenever I can, and I will seek to build NEW free flight designs. (Well said Mr Twomey).

My radio will be seen and almost not heard, it will do its job quietly and efficiently, and as I reluctantly pick it up, the horrible thing, I will know at all times that the sword of Damocles is hanging over its little electronic head should I have another sulk and throw my dummy out of the pram over those drone abominations. In short, I use it with reluctance because I have to, but I'll do the best I can with it. It's not as bad as you think, so at least give it a try, perhaps in an old and tired model before you dismiss it out of hand.

Finally, I will use radio only where and when it's use has been accepted by other free flight fliers, either by committee decision, or by other means, (and if you won't have it, then I genuinely hope you have some better ideas for the future, as I and I'm sure quite a few others are all ears).

So there we go, I'm sorry David Baker, I never met you, but I feel I have let you down, and I know you wouldn't like it, but the world has changed since you sadly passed away. It's a smaller place now old chap, it's moving on, and we must move on with it, but I will try my best to keep as close as I can to the spirit of what you proudly created, and maybe one day the proverbial field of dreams will be found where I can throw my transmitter into the nearest hedge, wind my model past the point of lunacy, launch it skyward, and in my head a quiet voice will whisper to that beautiful balsa and tissue creation the single word ...'**Go**.....'

Build it, and they will come...Happy landings to you all, in this field or the next.

Stewart Mason.

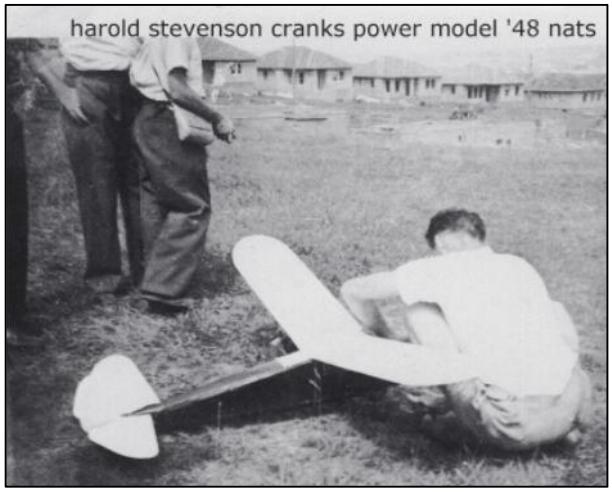
Morning at Port Meadow - Jim Paton

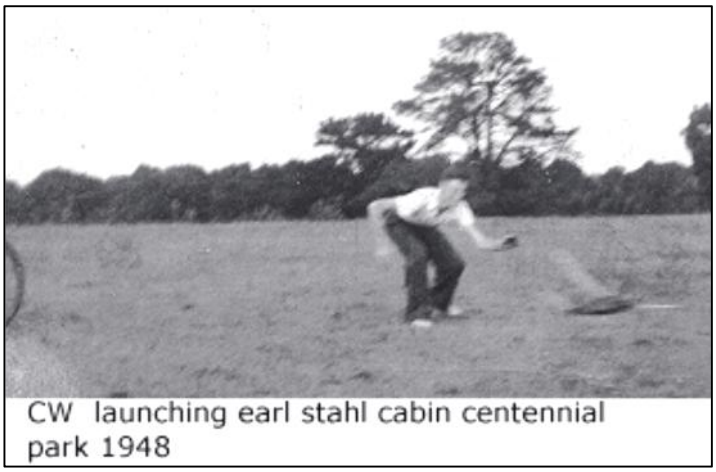
Port meadow was good very early this particular morning. No flooding and not even muddy. It was calm at 7 o'clock. So it's back to trimming again, which I have to remind myself, is the purpose of all that building and repairing after a long winter break.
My repaired BMFA electric wasn't too far off, but flying it was terminated by a cracked wing on a heavy d/t. It's a Don DeLoach Pearl and a bit of a design weakness (or my poor building). I already have reduced the tail d/t angle and I use a wire undercarriage thingy, because it has happened before. The crack is repaired, but the panel needs a patch of Profilm.
I next had a go with my E36 Pearl. It is sort of new. The wing is a re-covered oldie but the fuselage and tail are new. Not being allowed auto rudder is a bit challenging, but I guess tail tilt will sort the glide circle. The climb is a bit flat to start with, but the glide is good at the moment. I am up to 5 seconds motor run and full power so far. It has a ZTron timer which gives a minimum d/t time of 15 seconds after the motor stops.
As it was getting breezy and flying a bit too near the livestock and allotments, I gave up and got out my new P30, repaired after last Sunday's first area meeting's "heavy landing." disaster. I use an electric drill as a winder when I am on my own and for the early stages of trimming. It was stalling, but I gradually decreased the over elevation.
Again the breeze was limiting the length of d/t, so I went home for breakfast.
Overall it was a pleasant change.
I feel age is taking its toll, although I think it is more mental with me. I can still jog. Forgetting things and making really daft mistakes is my forte now.

Jim Paton,

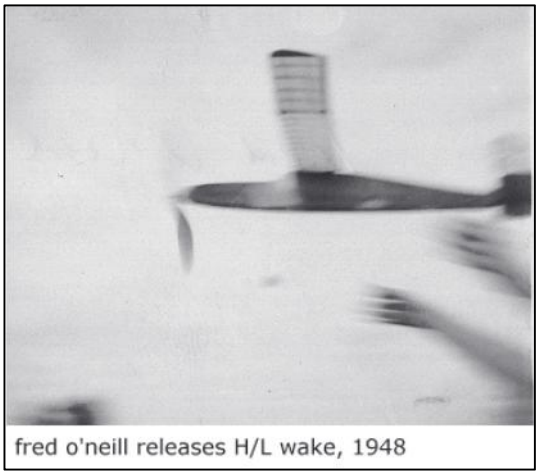
Vintage 'Aussie' in Black & White - **Col Williamson**

These pictures are from a collection by Col. Williamson.
An excellent modeller and well known in vintage circles in England where lived for a long time.
The pictures are of his younger years in Australia around 1948 thru 1951.
Jerry Litschi

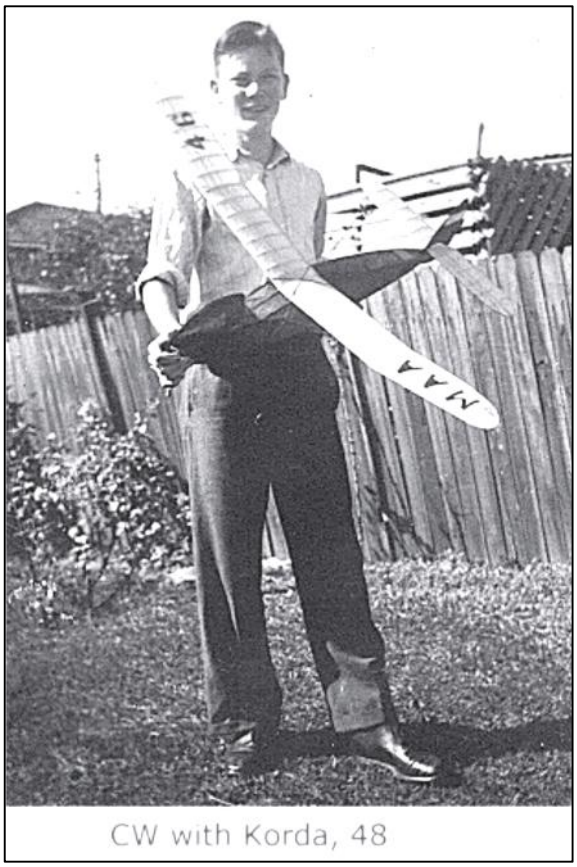




CW launching earl stahl cabin centennial park 1948



fred o'neill releases H/L wake, 1948



CW with Korda, 48

earl stahl '48

(Editor: some of the pictures leave a little to be desired but I feel that I should continue to reproduce the whole of what I assume is a scanned album.)

Col Williamson

There follows an old obituary for Col Williamson first published in 'Without Feathers' in 2006.

Col Williamson - Roger Bellamy

Interesting to see some of Col Williamson's archived photos. He was a member of CVA while living in Plymouth before a returned to Oz. He died in 2006 and Roger Bellamy did a feature in WF 66 (see below) and there was also an appreciation in FFQ 48.
Regards Ron

Col Williamson *(Extract from CVA 'Without Feathers' No.66)*

I received a phone call from Sydney on the 23rd of March 2006 to say that Col had died peacefully. Thoughts and emotions! He had put up a pretty remarkable Aussie stand, as the medics said to me on the phone, that he wouldn't see in the New Year. His brain tumour was incurable. A good friend had gone forever and will be sadly missed.

We first met at Middle Wallop and realized that we lived only a couple of miles apart. Col was keen to find a fellow free flight modeller in the Plymouth area. He had come back to aeromodelling after years of successfully being an Australian Air Force pilot and Qantas Jumbo captain. Year's back, he had married a Plymouth girl and after retirement they had moved back to the West Country. And so started a great friendship. We enjoyed social evenings, many local flying mornings, Sundays at Merryfield and three day stays at Middle Wallop.

Looking back, I think that our local flying, usually two or three mornings a week, weather permitting, was our greatest fun. We would take light refreshments with us and enjoy the peace and beauty of flying in the more tucked away parts of Dartmoor. There were generous exchanges of ideas and experiences, Col being mainly interested in vintage designs and I being keener on Coupes, Open Rubber and F1B's. I readily built a couple of vintage models but I had the greatest difficulty getting Col to build an open rubber model. A pity, as at that time, mine were flying well and I would have liked him to join-in the fun. He did me a good turn by getting me to build an Alan Lim Joon vintage Wakefield. In fact I built two and thoroughly enjoyed flying them and learning from an experienced vintage man.

In the early days of this new century, I sensed that Col was getting a bit homesick and was longing to return to his native Australia. In February 2003, a major decision was made and he, his wife and young son flew back to Sydney and I never saw him again. We remained in regular contact by Email and telephone.

Last year he was keen for me to build a Gollywock, which was doing the business down under in a big way. I agreed and we planned informal postal comps to see who could build the best model. I built mine (with regular Emails back and forth on details) and test flew it with great effect. But by that time, the cancer was getting a grip and we never flew in comp mode and I doubt if Col ever flew a model again. After that it was a gradual downhill journey, heart-breaking for his family and many friends. I remember all too vividly receiving a call one night from Col from his hospital bed, just before Christmas 2005. He knew that he was finished and his communication faculties in rapid decline.

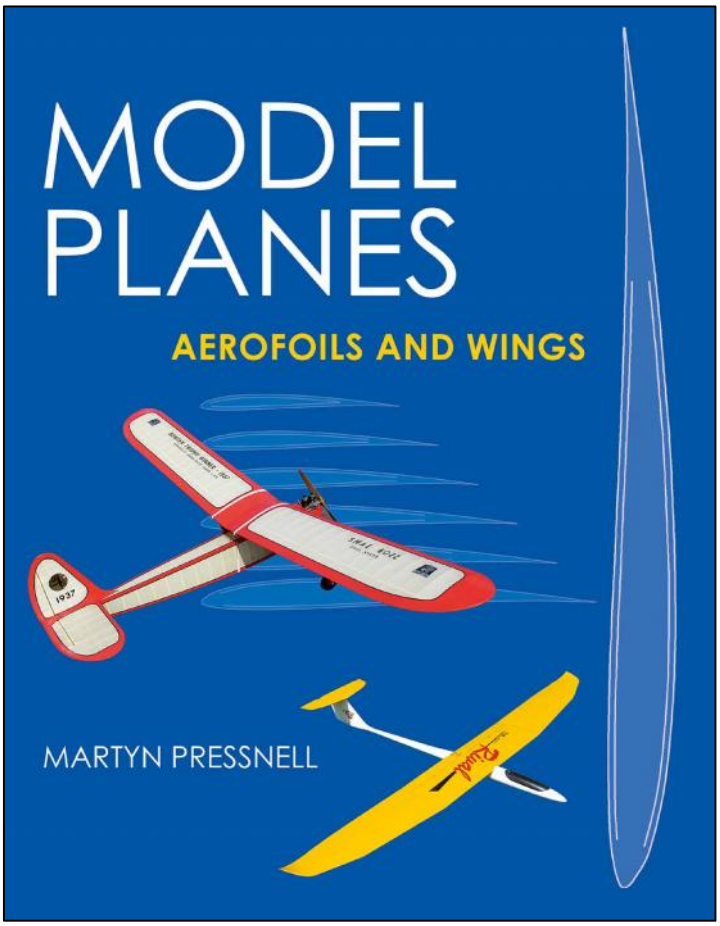
A warm brave and generous man. A great modeller and flyer. A typically no nonsense Digger and an irreplaceable friend.

What else can one say apart from "I miss you mate".....No, "We miss you mate"

Roger Bellamy

Model Planes: Aerofoils and Wings - Martyn Pressnell

My new book entitled,
'Model Planes: Aerofoils and Wings' will be published by Robert Hale Ltd in April 2015. This is intended to be informative to all aeromodellers and useful to many looking for the latest and best in aerofoil selection.



There are 48 pages of aerofoil sections drawn out in a range of sizes and suited to most types of models, radio controlled, free-flight and control line. Each section is shown in full outline and with a surface skimming of 0.8 mm or 1.5 mm to enable sheeting or cap stripping to be incorporated easily.

Succeeding chapters introduce descriptions of: lift generation, understanding aerofoil characteristics, boundary layer development, Reynolds number, sources of drag, wing plan-form effects, induced drag and gliding performance with R/C thermal soaring and free-flight applications.

Simple formulation is presented with worked examples to explain the significance and inter-dependence of the many variables encountered. The book stops short of a theoretical treatment of aerofoil design. Common terms in the aeromodeller's vocabulary are explained in the text, with a glossary for quick reference.

For those wishing to draw their own sections a chapter is devoted to explaining a method using Microsoft Excel, commonly available on a home PC, or similar spreadsheet system. An appendix gives an introduction to those who may be more cautious about Excel. The method can be used to produce a family of sections to suit a tapering wing (or any desired plan-form) with blending of the sections if required. Structural details can be added to the basic aerofoil to achieve actual rib shapes ready for building.

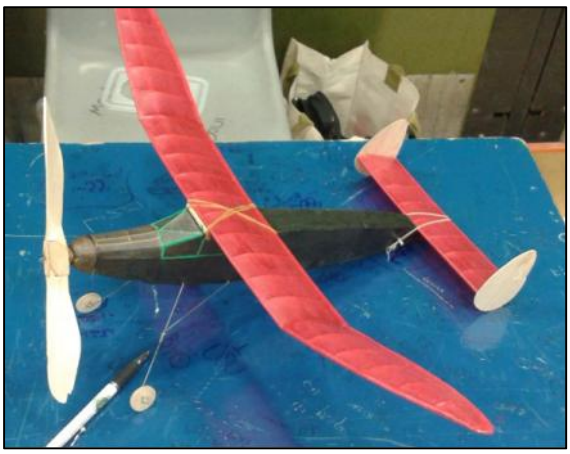
'Model Planes' can be pre-ordered through the publishers at:
sales@halebooks.com (within Sports and Leisure section).

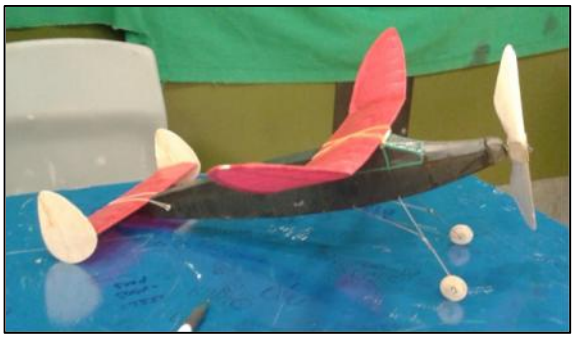
Amazon are offering a 10% discount and free postage in the UK. Websites are advertising the book throughout the world, so there should be no difficulty in obtaining your copy. The book will be available through book shops, in university and other libraries. In due course it should be available through the model trade and from your mail order stockists.
I do hope that you all find my book interesting and possibly of lasting value in your reference collections.

Martyn Pressnell

Thorns Indoors - John Andrews

The wife Rachel and I had another afternoon flying indoors with South Birmingham club members in the sports hall at Thorns Community College. When we arrived and entered through the door, flying was already underway and circling high up under the lights was one of Mick Brown's many half scale wakefields. The model was of one flown by Richard Morgan for Canada in 1938 or 39, Mick believes Morgan was actually Welsh.





I dined in the hall with a mug of chocolate and a couple of sandwiches. I had not taken many models and in fact I only flew one all afternoon. I had added my Polystyrene Gyminnie Cricket to the box contents at the last minute and this being last model put in the box was first out. It took a while to get the best motor and eventually I managed a 2-47 flight with a couple of light taps on the lights. Next thing I knew it was home time. I think there was a lot of spectating and chit chat keeping me occupied.

One other model caught my eye, could have easily missed it as it was quite small, Mick Chilton had the model pictured, I suppose you could call it a Telephone Box Stick. Flew a treat, right up high under the lights.

John Andrews

Model Aircraft January 1959

Starting Up

My association with the mechanical fuel sprayer—-known in more respectful circles as a compression ignition engine—was a short and sticky one. The metallic honeymoon lasted only as long as my trousseau, which, at the time, consisted of two cement caked pairs of flannel bags and a moth eaten demob, suit. Having ruined my complete wardrobe (never was much good as a workbench) I could hardly venture onto the flying field clad only in my tattered combinations. An ex-Army gas cape came in useful for a time but after joining forces with the propeller at 5,000 revs, it was duly burned in the garden incinerator—the dustman refusing to cart it away, bribery notwithstanding.

All this, of course, goes back into the dim and distant " deezil" period when model engines consumed less than one hundredth part of the fuel input; the remainder being ejected over model and modeller, and anyone unwise enough to get within a 10 yd. radius. But I understand from the sprucer looking modeller of today that the modern engine is a much cleaner sort of animal—so clean, in fact, that it could be handled with kid gloves, although boxing gloves are recommended if you want to keep those wiggly things on the ends of your arms. Yet the vintage deezil had its points. Hewed roughly from a mixture of cast iron and putty it was not, perhaps, a pretty sight, but, come to think of it, neither was the oil-soaked wreck that clung on limply behind. Still, its power output was tame enough to give even the dimmest modeller more than two flights from his model. Often it was a race against time; to get in as many flights as possible until the model disintegrated under the sheer weight of fuel. Nowadays, with 16,000 revs, being loosed off up front, anyone who gets more than three flights out of a power model is hailed as a national genius, and the number of such geniuses known to model science can be accommodated in one small car, which proceeds from contest to contest, picking up the spare hardware.

Somewhere between the early chug-chug fuel spray and the modern model mangler there appeared on the market engines that weighed next to nothing, started first flick, flew a model in a reasonably horizontal position, and was completely house trained. But the age of the model flyer had gone, and that of the engine fancier had arrived. It was not a question of how the model performed in the air but what it looked like on paper. It didn't matter much if it weighed 1 ½ oz. as long as it had a hiduminium connecting rod; and if it started first flick who cared as long as it was loop scavenged—-whatever that might be. In fact, if any manufacturer was naive enough to boast that his product started first flick he would be right up a gum tree. The fascinating feature of the bench-bound engine of today is how and when it can be started at all. Some will not start on wet days, or if there is a Tuesday in the week. Others will come to life only if the tommy bar is pointing magnetic north. For the really expert there is the engine that requires to be completely rebuilt.

We can reckon that the engine of tomorrow will be even more static than its present-day counterpart, and the publicity blurb of the future might go something like this :

"This new 2.5 c.c. engine has many fresh and startling features. The crankcase is of dehydrated crackerbarrel, with opencast obtruded lugs. The acoustic range is in the order of nine decibels at 5,000 yd., and the A.T.M. is 20,000 b.u.t's at 50,000 revs."

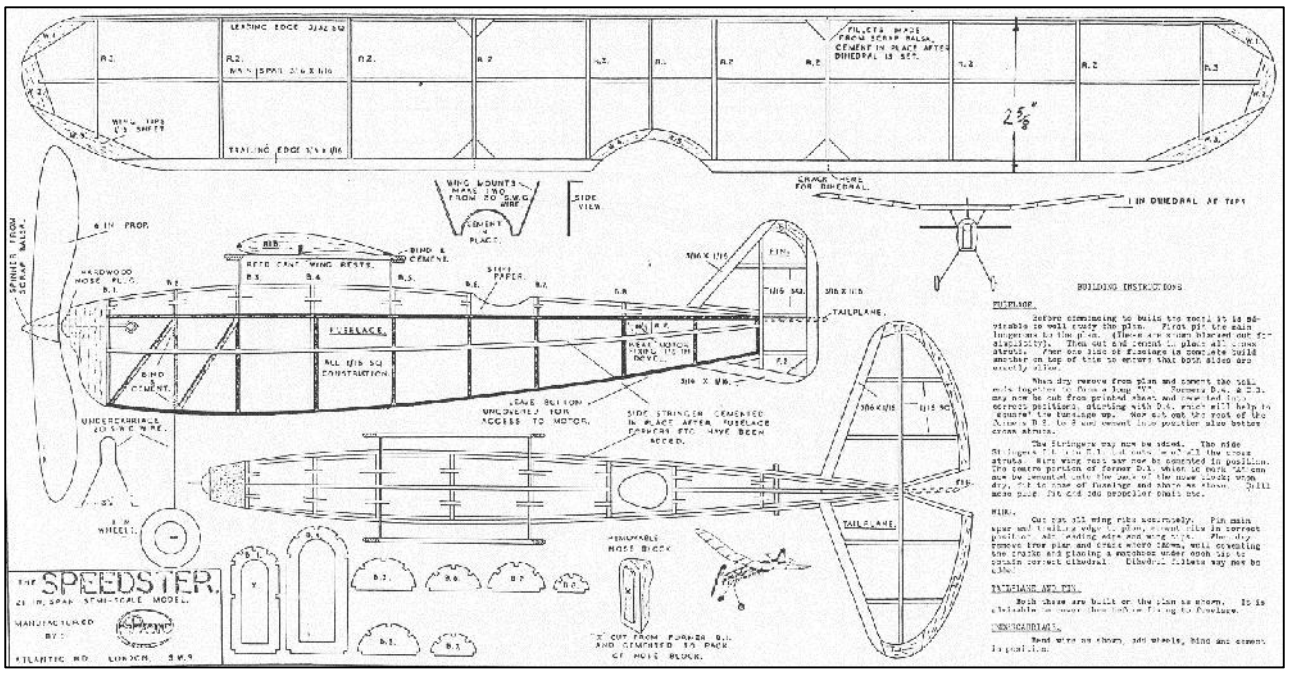
The engine is supplied with built-in bench. We challenge you to start it! "

Pylonius

Report No. 51. Plans from Kits, British made, excluding scale, cont.
DON MODELS, 65 Atlantic Road, Brixton, London SW9.

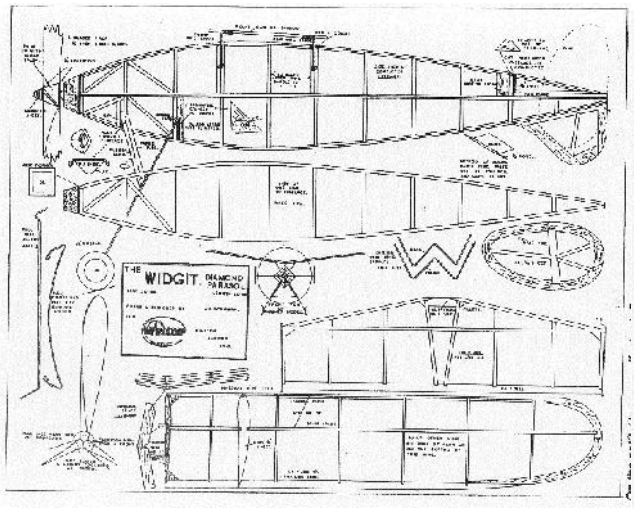
After a bit of a gap here we are back looking at British kits.

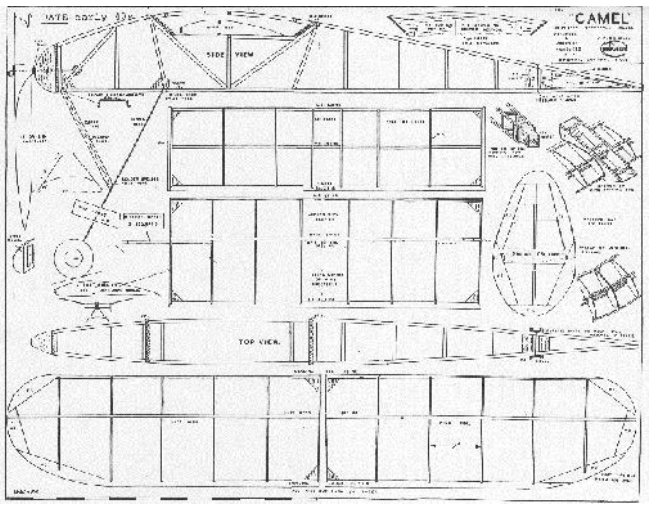
The first advertisement that I found for Don Models was in Aeromodeller June 1947, showing a picture of the Speedster 21" span rubber model and listing four other rubber models and the Gulldon glider.

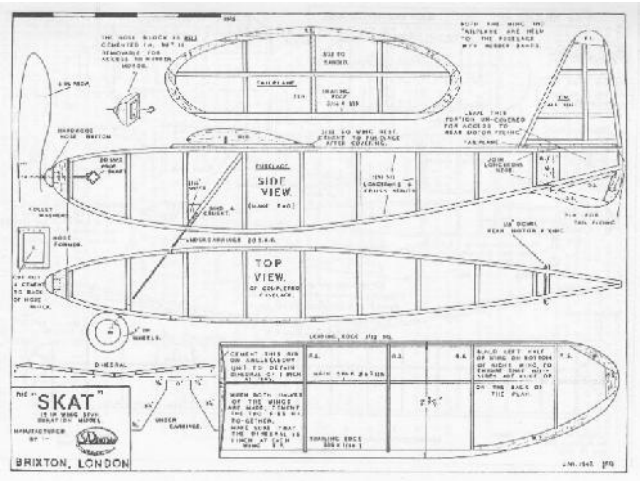


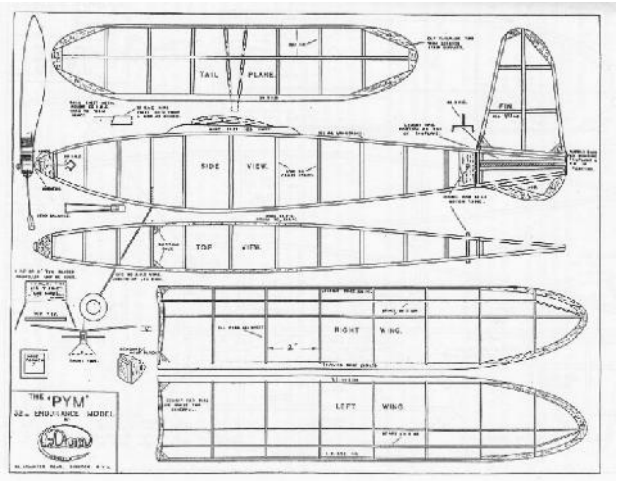
Andrew Longhurst in his "Rubber Column" in SAM35 Speaks in 1993 sought plans of Don rubber-powered models and over several months published in A5 size good clear plans which would enlarge to satisfactory full size plans.

Just the 'Skippe'r rubber model remains with no plan found and no picture in any of the adverts, although I did stop looking after January 1951 magazine issues. The Skipper is listed as 24" span and just might be the Fledgling beater in under 25"!

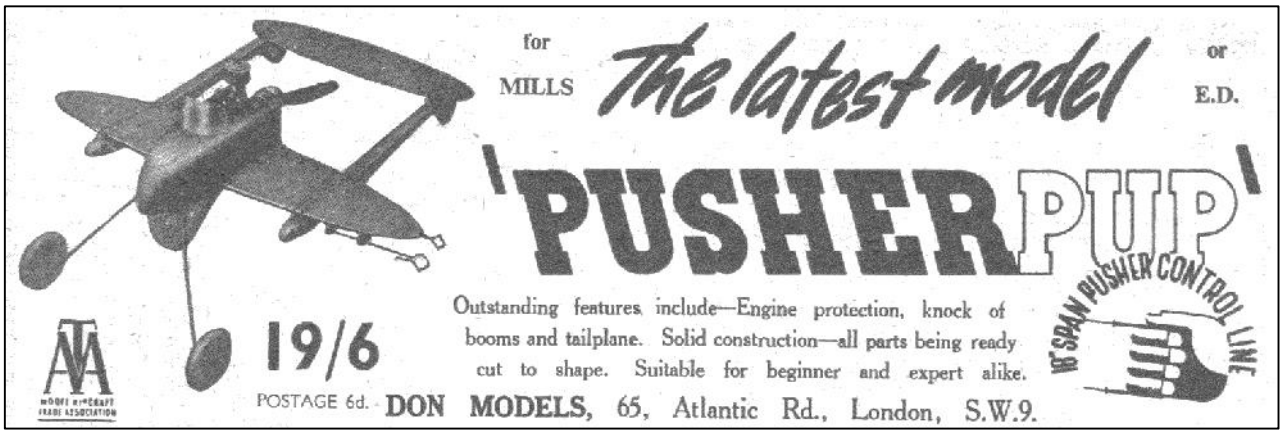






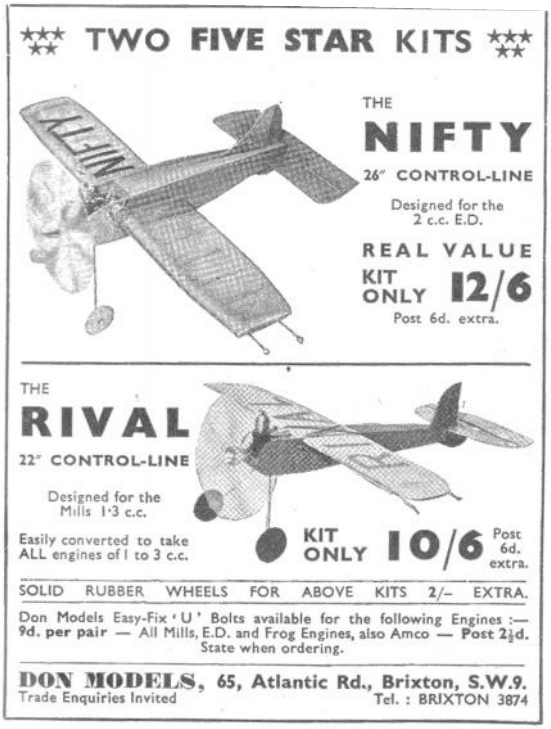


Three gliders were advertised, the Gulldon 44" span, the Squirrel 18" span and the Benny 28" span. No plans were found for any of these gliders and a picture for only one, the Benny.



During 1948/49 four control line models were introduced, the Pusher Pup, the Rival, the Nifty and the Vortex. No plans were found for any of these but we have pictures for the first three.
On the drawings that we have, the designer is shown to be, in most cases, J R Donovan but in one case it's A E Donovan. It is very obvious where the name Don Models came from but were the designers father and son or perhaps brothers or some other relationship?

If you have any of the missing plans or any information on Don Models please get in touch.
Plans as published in SAM35 Speaks
available by e-mail
Contact Roy Tiller, tel 01202 511309,
email - roy.tiller@ntlworld.com



MODEL	DESIGNER	TYPE	SPAN	ADVERT	PLAN
CAMEL	DONOVAN J R	Rubber	36		S35S April 1993
PYM	DONOVAN J R	Rubber	32	AM June 1947	S35S March 1993
SKAT	DONOVAN J R	Rubber	19	AM June 1947	S35S May 1993
SKIPPER		Rubber	24	AM June 1947	
SPEEDSTER	DONOVAN J R	Rubber	21	AM June 1947	S35S June 1993
WIDGIT	DONOVAN A E	Rubber	30	AM June 1947	S35S March 2000
BENNY		Glider	28	AM May 1948	
GULLDON		Glider	44	AM June 1947	
SQUIRREL		Glider	18	AM April 1948	
NIFTY		Control line	26	AM April 1949	
PUSHER PUP		Control line	18	AM July 1948	
RIVAL		Control line	22	AM Sept 1948	
VORTEX		Control line	30	AM Oct 1949	

Roy Tiller

Letters to the Editor

Brian Yearley: RDT

Many thanks to Nick Peppiatt for some very interesting & useful articles about RDT.

Having published the model side of an RDT system is there a suitable simple transmitter for operating the new well priced model set-up?
I realise that the intention is to use a standard multi-function transmitter, however for the free flight field use a much simpler, single button push transmitter would be ideal along the lines of the Sidus Aeris RDT.
The Sidus Aeris transmitter is very small & the one I saw was fitted to a Velcro strap around the user's arm.
Can you Nick or anyone suggest something, obviously with suitable range, or even better write an article with a simple design for the likes of me to build. The likes of me being somebody with minimal experience of electronic assembly & even less understanding of electronic design.
Any help gratefully received.

Best regards, Brian Yearley

John Close: M30

Great minds think alike although John Thompson has more success.
Many years ago I saw a small drawing of the M-30 in Dave Bakers 'Clarion' , Dave sent me an A4 plan.
I had a PAW 1.5 and since I like to be different I used the same trim as for the Half Wild Goose which although was winning contests well before the BMFA cut-off date was not published until the July after.
This trim is to climb in a wide left which the glide tightens into left smaller circle.
I had a fly away at Wallop which ended up in the John Lewis holiday estate somewhere north of Stockbridge.
Alas, it later got stuck in a tree at Tatton Park for weeks and was only fit for the bin. The lack of dihedral is balanced by the small fin, commented on by many of the Timperley club.
Best wishes and thanks to you and to John Thompson.

John Close

John Thompson: RCA on Facebook

Trawling the internet, I came across the website below:
http://freeflight.org/phpBB3/viewtopic.php?f=13&t=2367

Under the heading **"Somebody finally figured out what r/c is good for!"**
was the link to the video below:

https://www.facebook.com/video.php?v=58 ... 3366525794

Control + click on the link to open.
(Be patient, it takes a while to load, but it's worth the wait)

John Thompson

My Workshop - Lindsey Smith

We moved into this house in 1988 when I took up the post of Curator at The Museum of Army Flying after 36 years in the Army. The house originally had a double garage in the front of the house, but we needed more space, so built a new garage, and turned the space into a communal workspace, a dirty workshop for my vacforming, and a glory hole for storing wine, china silver and glass.

Above Left: My end of the room, my workbench, with trophies from many years on the windowsill, the posters under it are exhortations to attend the annual Barron Field Air races at Waywanda in the USA by Tom Hallman. Alas I never managed to comply!

Above Right: The library which will go en masse to SAM 1066 when I kick the bucket, together with two filing cabinets of mostly scale FF plans.

Above Left: Model storage using a picture rail, more are in boxes in the attic! The rosettes are from Old Warden, the Buttons from Geneseo.

Above Right: The vacforming workshop, which includes a lathe and fretsaw table.

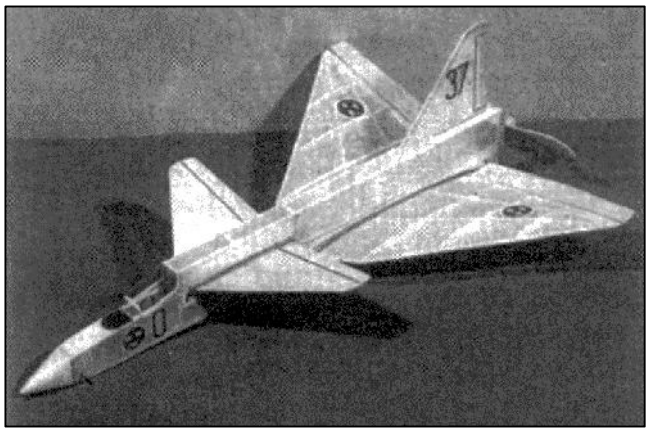
Left: Jane's end, Ironing, sewing etc.
Note her trophies from Geneseo where she did well in the Powder Puff Derby event over the years.

Lindsey Smith

Ray Malstrom's Model of the Month - Chris Strachan

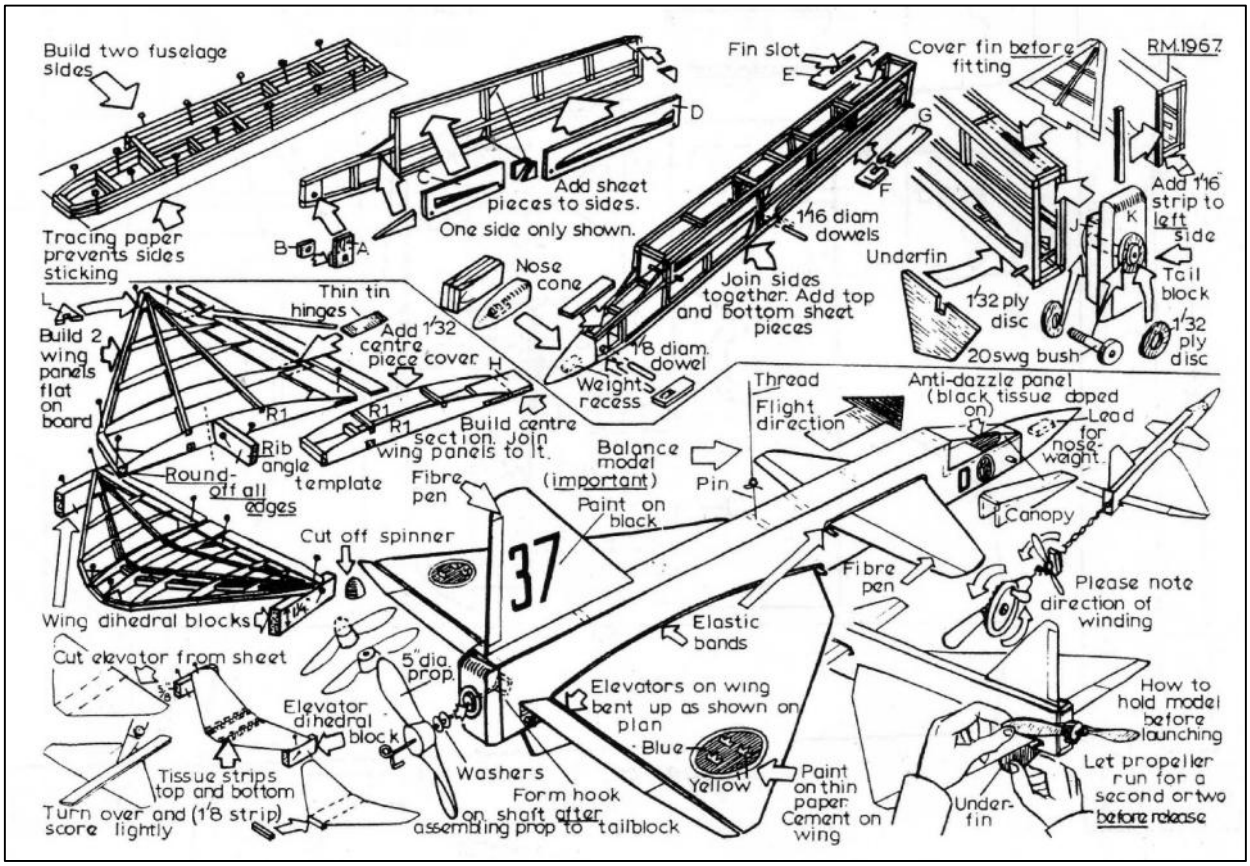
THE SAAB A37-VIGGEN

An exclusive MM design by Ray Malmström



Building an unusual type of model aeroplane is always an exciting business, and when the model flies as well as this one, then you really can be assured of flying thrills ahead. The new SAAB A.37. VIGGEN (Swedish for Thunderbolt) is without doubt one of the most deadly and advanced fighters in the world today, and is destined to go into squadron service with the Swedish Royal Air Force. The design is a delta-canard type and appears to fly *backwards* with its tail-plane *in front*. Contrary to what you may expect, this lay-out flies exceptionally well (two big advantages of tail-first or canard types are their stability and freedom from stalling). Construction too in our model, is simple and straightforward—so what are we waiting for!

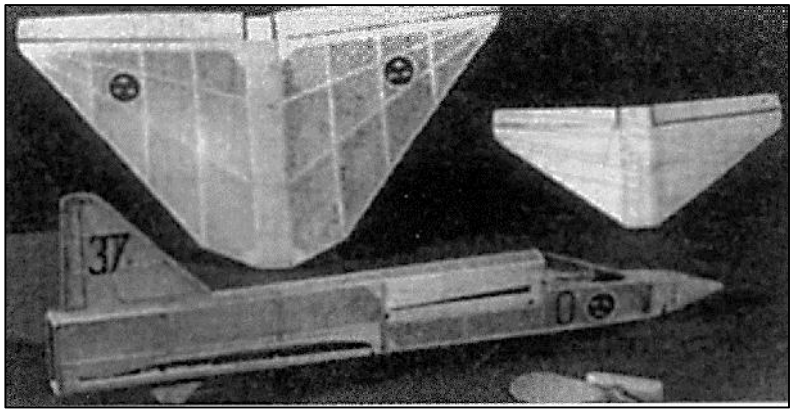
These constructional notes will concentrate on the more important building points. Generally speaking if you follow the 'easi-build' sketches, work slowly and accurately, construction will not present any problems.



Build two identical fuselage side frames and add the sheet top, bottom and side pieces as shown in the sketches. Check that the forward elevator and wing cut-outs are accurate. A set-square is useful, for checking the 'squareness' of the fuselage. Add elevator and wing dowel rods. Both elevator and wing are held in place with rubber bands. This allows for slight changes in the incidence angles—but this should not be necessary. Note the slight slope of the

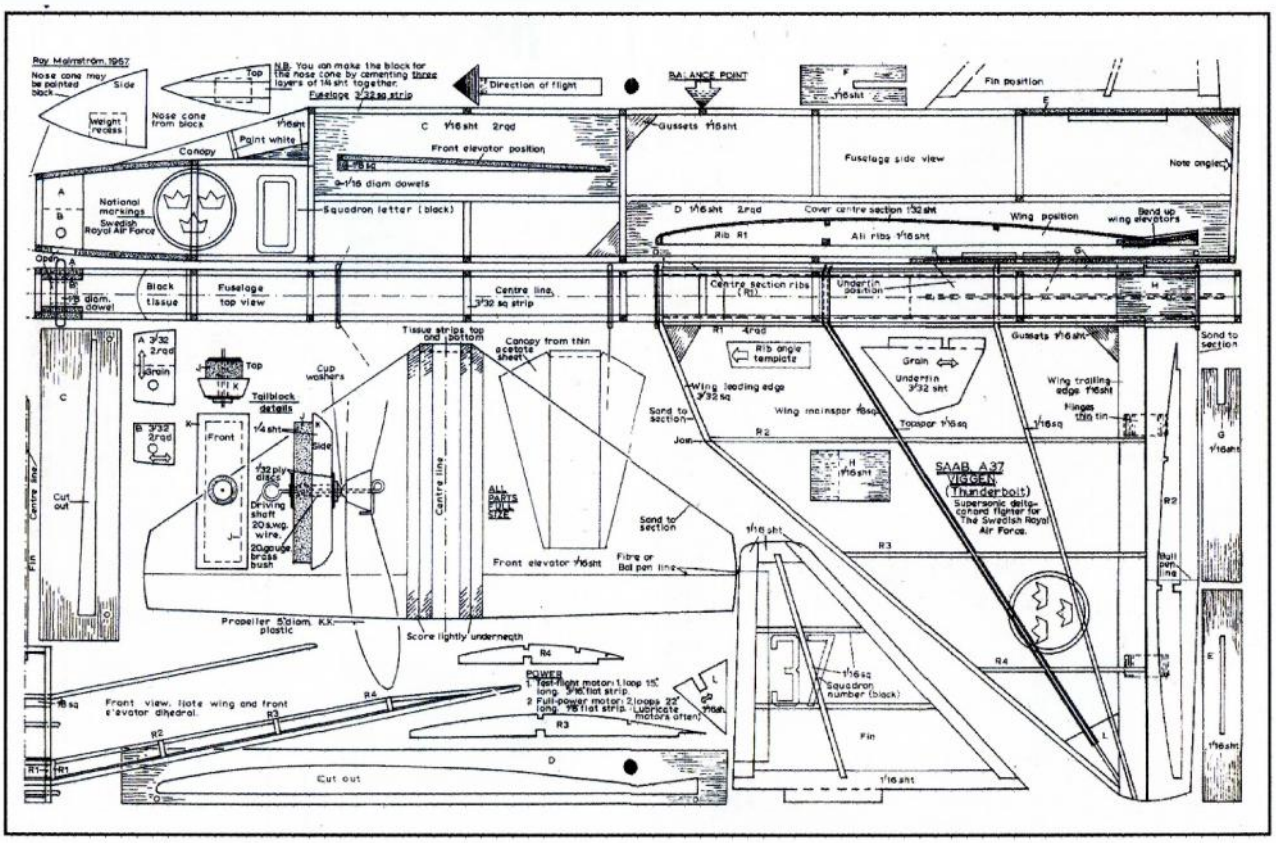
rear end of the fuselage. *This slope is important* so check that you have built it in correctly. Build tailblock from plan and sandpaper to shape. Make it a good push-fit into the fuselage. Get the 20 s.w.g. brass bush from your model shop. The propeller is a KeilKraft 5 in. diameter, plastic prop, also obtainable at your hobby or model shop. Carefully cut off the spinner portion with a small tenon or hack saw, holding the prop-hub in the end of a vice. Take care to mount it on the driving shaft with the smaller face of the prop, hub *towards* the *tailblock.*

Remember this model is a pusher! Sandpaper the fuselage frame with very fine sandpaper, cover with lightweight Modelspan tissue paper, water-shrink and give one thin coat of clear dope. Build the upper main fin over the plan, lightly sandpaper and cover with tissue, shrink and dope as for fuselage. Fin and wing frames should be pinned down (using small balsa blocks, under the edges to stop the under-surfaces from sticking to building board) at all stages of shrinking and doping. This will avoid warps. Cement fin in position. Build elevator, referring to the 'easi-build' sketches. Make sure that you add the tissue strips over the centre section score-lines, and that you have the correct dihedral. Use blocks of the correct height as indicated. Give elevator one coat of thin clear dope. Cut under-fin from sheet, then dope and cement very firmly in place.



The delta (or triangular) shaped wing is built in three sections. Two wing panels and a centre section. Leave the 1/32 in. sheet covering over the wing centre section until the whole wing assembly has been completed. Build the port wing panel over the plan. You will need a reversed tracing for the starboard panel. Before covering, cement the wing panels to the centre section. Note the end or root-rib on each panel is sloped slightly inwards. Use the template provided to obtain the correct angle of slope. See also that the tips are raised the right amount. See 'easi-build' sketches. Cover wing panels with lightweight tissue then shrink and dope as for fuselage and fin. Now add the 1/32 in. sheet centre-section covering. Cut out the sheet elevators and fix to the wing trailing edges with thin aluminium hinges. These hinges are best glued in place with an impact adhesive like Evo-Stick or Bostik 1. Balsa cement is not satisfactory for bonding metal to balsa. Decorate fuselage, fin and wings as indicated on plan and sketches. Do not use colour dope on your Viggen—its weight will spoil the flying performance but coloured Modelspan tissue can be used if you prefer. Cut out canopy, fold carefully and cement in place. The wing and front elevator are slipped through their respective openings, but remember to first cement a strip of 1/8in. square balsa along the front edge of the elevator centre section and a strip of 1/16 in. square balsa down the left-hand side of the end of the fuselage. These are flying adjustments and must not be omitted. Rubber bands hold the elevator and wing in position.

Flying: Make up and lubricate the 'test-flight' rubber motor as per plan instructions (tubes of rubber lubricant 6d). By the way *never* rub oil on to your rubber motors, as it will seriously affect the rubber. Install the motor, and then balance your model carefully. The balancing is most important. Suspend your model from the balance point (or C.G.) as shown in the sketches. You will need a small amount of nose-weight (folded cement tube or sheet lead) which is put in the nose-weight recess. Adjust the nose-weight until your Viggen hangs level from both side and front views. Then carefully bend up the wing elevators about 3/16in.



Choose a calm day and some long grass for your gliding and flying tests. Facing into the wind launch your Viggen with both wings level to the ground. Never throw the model, but launch with a 'follow-through' movement of the arm. The model should glide down and land about 25 ft. in front of you. If it stalls (rears up and then dives in) bend the wing elevators down a little. If it dives, bend them up, a very small amount. If model turns sharply to left or right add a small paper trim-tab to the rear edge of the fin, and bend it in the opposite direction to the turn. Get a fairly shallow and straight glide. Now wind the propeller about 200 turns. Note the way the propeller is wound. Hold the model and propeller as shown. Release the propeller a second or two before releasing model, again launching with a smooth follow-through arm movement. Your Viggen should climb gently for a short distance, level out, and then as the power dies glide into a smooth landing. Once you have your model flying satisfactorily you can increase the number of turns with each flight up to about 500. If the model stalls add a 1/16in. square strip along the top edge of the tail-block. If it dives under power add a 1/16in. square strip at the bottom of the tail-block. When your Viggen is making steady flights you can replace the 'test-flight motor with the 'full power' motor. This will take, when run in, about 700 turns, and Viggen will really be away.

Chris Strachan

"Viggen" Material List

8 36 in. by $\frac{3}{32}$ in. sq. balsa strips
1 36 in. by $\frac{1}{8}$ in. sq. balsa strip
1 sheet 3 in. by 36 in. by $\frac{1}{16}$ in. balsa
1 sheet 3 in. by 10 in. by $\frac{1}{4}$ in. balsa
1 piece 8 in. by 1 in. by $\frac{1}{32}$ in. sheet
1 small piece $\frac{3}{32}$ in. sheet
1 sheet Modelspan lightweight tissue
1 small piece of black tissue
1 small piece $\frac{1}{32}$ in. plywood
6 in. length 20 swg. piano-wire
1 brass bush 20 gauge
2 cup washers 30 gauge
1 KeilKraft (K.K.) 5 in. diameter plastic propeller
1 $\frac{1}{2}$ in. length $\frac{1}{8}$ in. diameter dowel rod
6 in. length $\frac{1}{16}$ in. diameter dowel rod
1 small piece thin acetate sheet
2 rubber bands (2 in. and 3 in. approx.)
Small piece of thin tin or aluminium
1 tube balsa cement
1 tube Evo-Stik
1 small bottle clear dope
1 tube rubber lubricant
1 length 32 in. long $\frac{3}{16}$ in. flat strip rubber
1 length 88 in. long $\frac{1}{8}$ in. flat strip rubber
Enamel or poster paint for decor

Secretary's Notes for April 2015 - Roger Newman

Hopefully everyone has received emails advising of the good news about dates for this year's program at Middle Wallop. After much telephone & email dialogue the endorsed license has now been received back from MoD, so all is well at last. The Museum has been extremely supportive of our case.

For avoidance of doubt, the meeting dates are as follows:

4th, 5th & 6th April; 3rd/4th May; 13th/14th June; 30th/31st August; 3rd/4th October & 15th November. The full year comp schedule is on our website but again, for the avoidance of doubt each comp schedule will appear in these notes in the NC edition that precedes the meeting. There will be a change to the already published 13th/14th June schedule, as the Crookham Club are now running events for a Crookham mini-rally. The revised comp schedule for that weekend is as below & will be on our website shortly.

Saturday 13th June:

Vintage/Classic CLG/HLG; Up to 50" Combined Vintage/Classic Bungee Glider; Ryback Glider; Small Vintage Rubber; Vintage Middleweights;

Sunday 14th June: Crookham Mini-Rally:

36" Combined Vintage/Classic Bungee Glider; Combined Vintage/Classic Glider off 50m towline; Combined 10g rubber - P30 and Vintage Coupe; Combined Vintage & Classic Power (motor runs -Vintage 10 secs, Classic 8 secs); E36 - 8 secs motor run, 5 secs for flyoff

Don't forget that the field entry fee has been put up to £6.00 per day per person, added to which is the £1.00 fliers fee for SAM 1066 funds. Still excellent value!

Easter Meeting

Saturday 4th April:

4oz Wakefield; Under 25" Vintage Rubber; P30 Rubber; Up to 50" Vintage/Classic Glider; Combined Vintage/Classic Power.

Sunday 5th April:

Up to 50" Combined Vintage/Classic Bungee Glider; Over 50" Vintage/Classic Glider; Small Vintage Rubber; BMAS Club Classic (to BMAS rules); Vintage Coupe; Vintage Cabin Power Ratio (20 sec max engine run). Jimmy Allen Mass Launch (14.00).

Monday 6th April:

Vintage/Classic CLG/HLG; 36" Combined Vintage/Classic Bungee Glider; Ryback Glider; E36 Electric Power; Combined Tailless (Glider, Rubber & Power); 8oz Wakefield. Sport flying & trimming all three days.

Note: There will be **NO** radio assist or control line events at this meeting. It is likely that they will reappear downstream at future meetings.

Contribution from Gianni Lofredo in Italy (1)

Dear Roger,

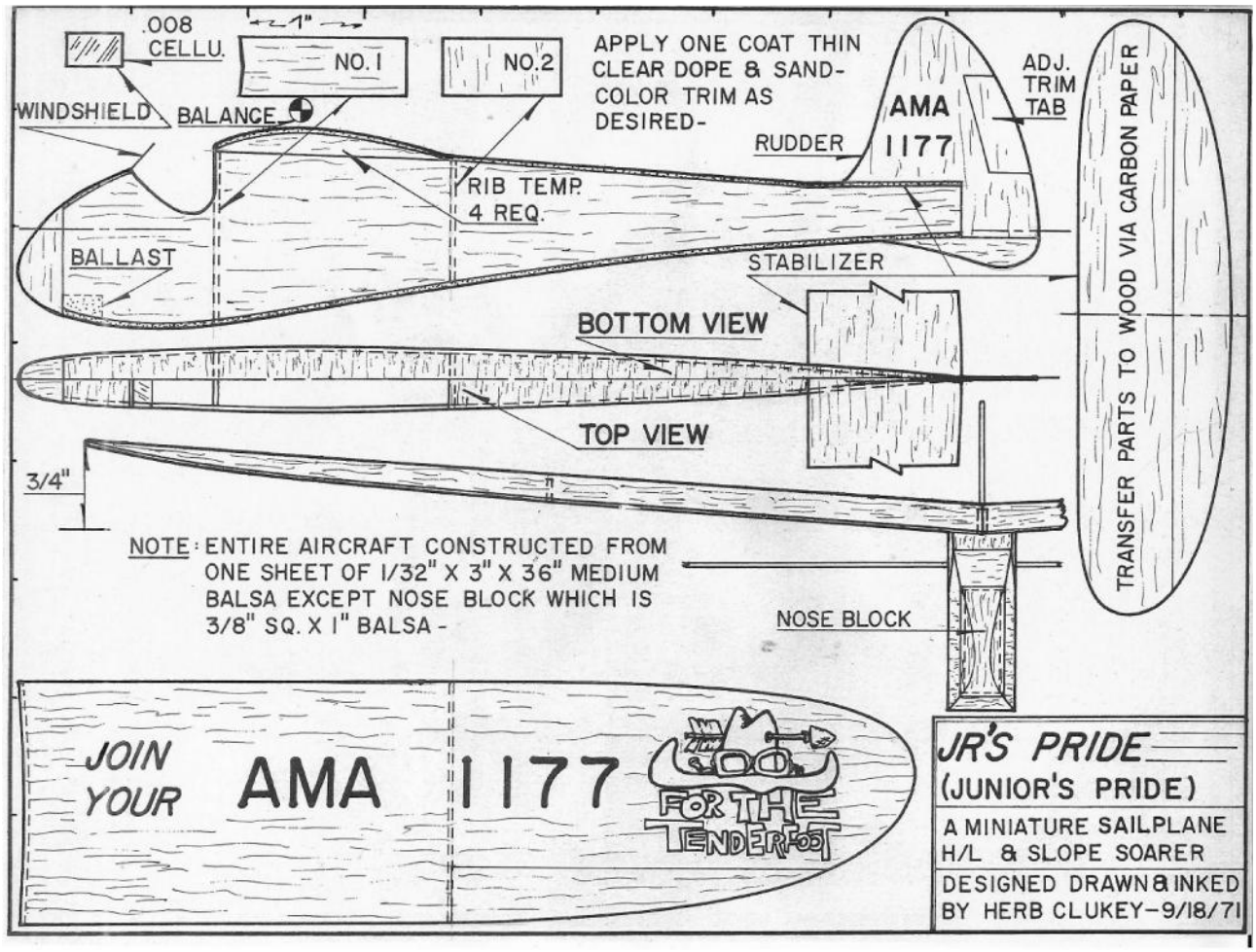
I am sending the pictures and the drawing of the indoor/outdoor HLG called JR'S PRIDE (Junior's pride) designed by Herb Clukey of USA. As it is still winter certainly all those who like building indoor and outdoor HLG can build a model that personally gave me a lot of satisfactions 42 years ago.

I am referring to JR'S PRIDE HLG which was published by the "American Aircraft Modeler" magazine in August 1973 and recently looking through my box of model templates which I usually make with 3 mm. poplar plywood, I noticed those relative to a sailplane called JR'S PRIDE.

It is a tiny glider with long and stable glide which amazed many modelers and spectators who attended or watched the 1973 U/C speed national championship in Rome at the "Urbe" airport. During the competition intervals I launched the JR'S PRIDE by standing on a chair, placed at the edge of the U/C racing track, and at times it could glide and reach the other side of the track 100 – 120 feet.

Considering that last year the New Clarion published my drawings of "The Straightforward", and having heard from Roger Newman and Aeromodeller reports on winter Indoor modeling activities in the UK (unfortunately none in Rome), I thought I'd send a copy of the of the JR'S PRIDE model drawings and photos of this model which I recently rebuilt and I'm sure will certainly interest 1066 SAM members.
The designer and builder Herb Clukey finished the model description article in the 1973 magazine saying that he was 45 years old and I, at that date, I was 33!
The years have passed for both of us but the passion for free flight HLG has remained and certainly is strongly sustained by the New Clarion.

Gb. Loffredo



Now – there's some food for thought – how about a Winter indoor comp for Clubs – longest straight flight without hitting the opposite wall!

Yet another "Hobby" – or obsession!

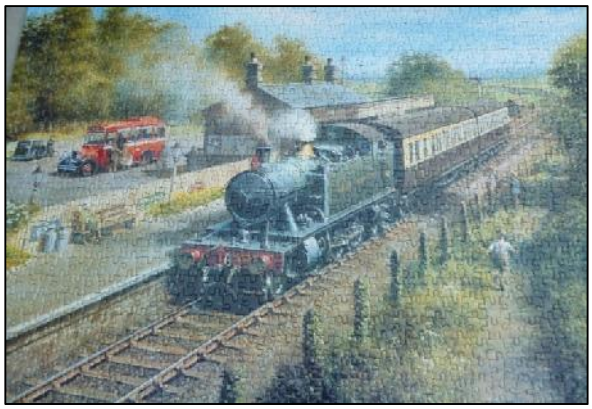
As some of you will know, another of my wayward pastimes is a preoccupation with steam railways. Sadly we live a bit too distant from any live steam line for me to devote yet more retirement hours. However, as a second best – time has allowed me to build up a collection of some 300 plus books and a rather splendid array of British steam train jigsaw puzzles. These of course do have a winter therapeutic value in that I can do a puzzle instead of sitting in front of the dreaded television & of course it can be slotted in with model building.
My wife is very used to me commanding the kitchen table for a puzzle & making regular excursions to the model room as part of evening activities. So much so that she also has become

an entrenched puzzle enthusiast. The big problem being that it is compulsive – we have been known to sit up till one or two in the morning unaware of the heating switching off to find that missing piece!

The puzzle collection now exceeds 170 boxes of various shapes & sizes. The majority of these have been acquired from Charity shops & Ebay at very modest prices. Strangely in the former case, availability seems to be very cyclic – nothing for weeks on end then several appear at once. An Excel spreadsheet allows me to keep reasonable control over what I think is in the collection, but unless an up to date list is carried, mistakes – i.e. duplicates can easily happen. They get recycled!

A necessary accessory is an Argos "Portapuzzle" – zip up portfolio case with a non-slip lining that allows a puzzle of up to 1000 pieces to be assembled & transported - comes recommended by Pete Shelton! As a 1000 piece puzzle can take up to a week to complete, its use is mandatory for matrimonial harmony! Every completed puzzle has its photo taken for posterity.

There can be occasional odd benefits – for example, we found a 500 piece puzzle of Dymock Station on the Daffodil Line (Gloucester to Hereford Branch). The Father of one of my brothers in law was the Station Master for many years, so we did the puzzle & then framed it for a present. Quite a surprise & most welcome.



3rd Area Meeting

Forecast not perfect but the prospect of some fresh air at Beaulieu appealed. Attendance reasonable mostly from Croydon & Crookham Clubs plus the indefatigable John White from the IoW. The breeze swung quite a lot & there were some rather large Beaulieu boomers – Tony Shepherd had one flight of nearly 8 minutes with his electric model – took well over 5 mins to descend after dt'ing. Our Chairman attended – watching with a critical eye & dispensing good advice as always.

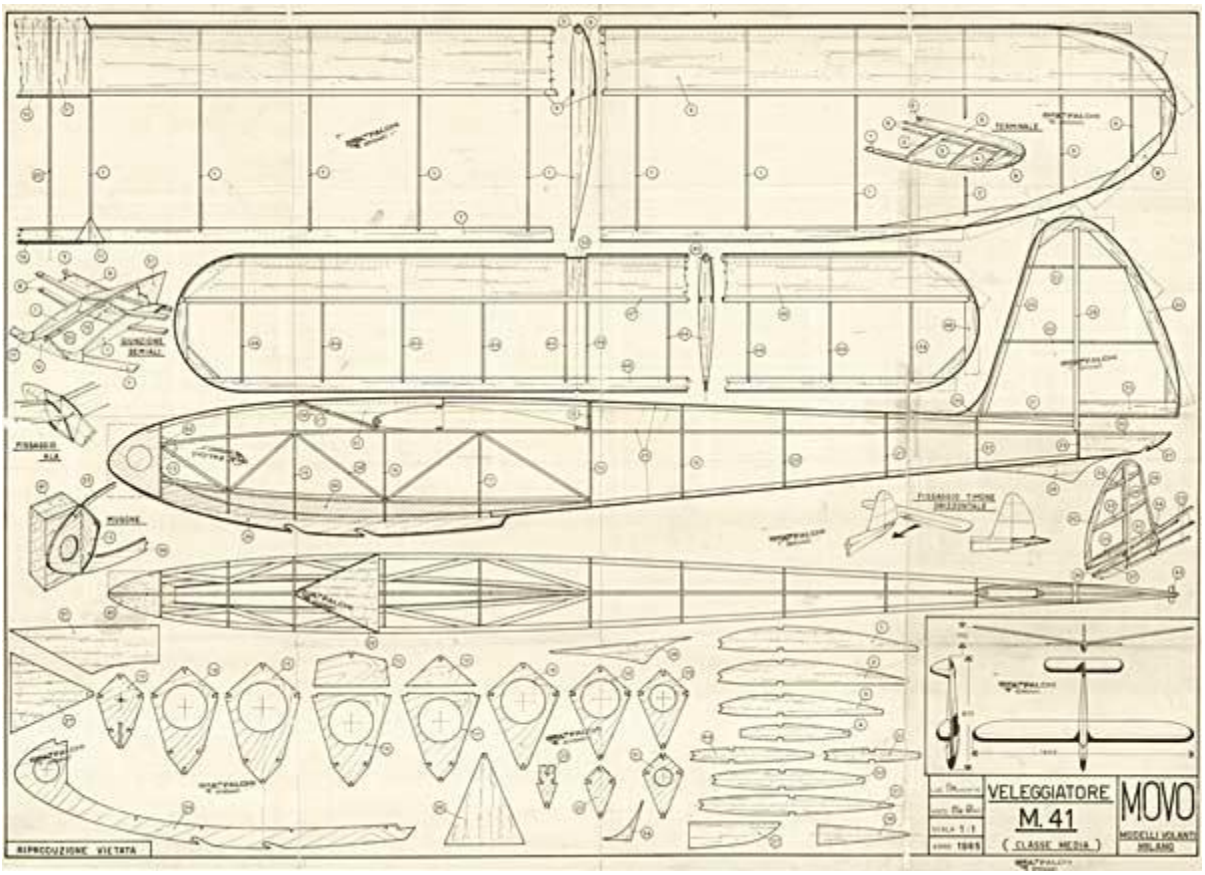
Tony Shepherd

Peter Tolhurst attended to by our chairman John Thompson

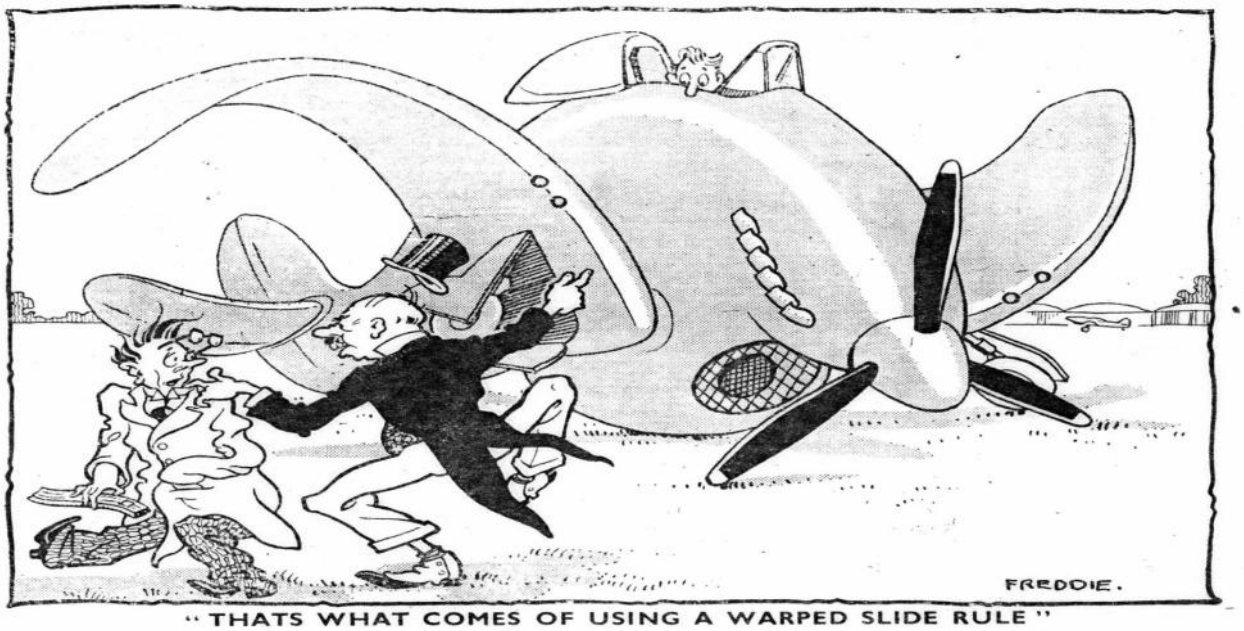
Roger Newman

Contribution from Gianni Lofredo in Italy (2)

I send the message sent by the Bergamo aeromodelling association.
They are proposing in Italy a contest with a gliders MOVO M.41 designed by A. Mozzarini (the Italian Mr. V. Smeed who also worked up to the pension for the Movo factory of Milano etc,) .
You can see and print the drawing and they also provide a short kit.
When you open the attachment Click on MOVO M. 41
2015 Programmate *A calendario 2015* *Tema : MOVO M-41*



According to Johnny & the date on the plan, this model was designed in 1965 – the style is very much of the late '40s but I can't read Italian - this may be quite deliberate. A potential flyaway candidate - is there any way of fitting a dt?



Vintage Power Duration - Bill Longley

TASUMA TROPHY SERIES 2015

My hypothesis being to try to have effectively a handicap system so that in perfect conditions all types could achieve the same flight times, can but hope

IT ALL DEPENDS UPON INTEREST BEING SHOWN

Here, after consultation, are the proposed 2015 Rule changes for VPD in 2015

A very minor change in class "A" engine size which now reverts to 0.8 ccs capacity (but does allow single BR motor like PAW). Wes Denton, in 2014, did show that the PAW 06 made it far too easy in his Tomboy. This change does also have a further bonus in that it will be allowed at the Old Warden meetings. It will be permitted to fly a VPD comp (class A only) in with the F/F contingent

The Tasuma Trophy Series - SAM 35 RC Power Duration Rules 2015

This is a traditional free flight power duration type competition for vintage and classic era models but with the use of RC to enable thermal hunting and to land back within the field. Engine types are restricted to limit power and cost and the engine run time is varied according to engine size and type of model. Equivalent electric propulsion can be used. The intention is that a wide variety of vintage and classic 'competition' and 'sport' type models should be competitive.

Competition procedure: the CD will specify the launch (or take-off) and landing areas depending on the conditions prevailing. 3 rounds will be flown to a 5 minute maximum followed by a fly-off if necessary. A helper is permitted for starting and launching. In the event of an engine over-run or a flight of less than 1 minute, a single 'no flight' is permitted in each of the preliminary rounds. Landing outside of the specified area results in a zero score.

Multiple entries: are accepted if for different models but only the results from one model may be carried forward from the rounds and count toward the overall results.

Model eligibility: designs must have been flown, published or kitted by 1st January 1961. Construction must follow the original plan although substitution of materials, local strengthening, and adaptation for the engine used or electric propulsion and for RC are permitted. Scaling is permitted with appropriate changes to material sizes and rib spacing but all outlines and sections must remain in proportion.

Radio: must be 2.4Ghz.

Power bands and engine run times:

Power band	(A)	(B)	(C)
IC engine capacity	Up to 0.8cc	Up to 3.5cc	Up to 10.5cc
Electric power	Up to 100 watts	Up to 250 watts	Up to 650 watts
'Competition' models	25 secs run time	20 secs run time	15 secs run time
'Sports' models	30 secs run time	25 secs run time	20 secs run time

In the event of adverse flying conditions: the CD may proportionately reduce the engine run times, the 'no-flight' time and the maximum.

IC engines: 2 stroke engines must be non-schneurle and plain bearing except that in power band (A) a single ball race is permitted. 4 stroke engines (not supercharged) are permitted in power band (C) but only for 'sports' models and for vintage 'competition' models (vintage designs must have been flown, published or kitted by 1st January 1951).

Electric propulsion: the wattage is that measured between the battery and the ESC when run on the ground with the flight propeller and a fully charged battery. Folding propellers are not permitted.

'Competition' and 'sports' models: designs deemed to be 'competition' models are the high performance types, typically but not exclusively of the pylon layout. 'Sports' models are lower performance types, typically but not exclusively of the cabin layout. Some cabin models, such as many of the PAAloaders, are high performance 'competition' types whereas some non-cabin models, such as the Simplex, are deemed to be lower performance 'sports' models. Common sense will apply and models may be reclassified in the light of experience. Those considering building a 'marginal' model should consult the RC Secretary for a ruling. If necessary the CD will adjudicate on the day.

Suitable IC engines for the 3 classes:

A) 1 ccs, Cox 049 / 051 , Mpjet & Paw 048
B) 3.5ccs Paw 19, Torp 19, Os 19, Am 35 Etc
C) Open Torp 45 Or Any Other, Now Found Mid – 50's Enya 60 !!!

Suggested designs

A) Slicker Mite, Junior Mallard, Ramrod, Spacer, Starduster Etc

B) Slicker, Mallard, Zoot Suit, Creep, Dixielander, Y-Bar, Swiss Miss, Dreamweaver, Heatwave, Totot, Ramrod 600 / 800, Spacer 600 / 800, Satellite 550 / 650 , Starduster 600 Etc

C) Super Slicker, Ramrod 1000, Starduster 900 Satellite 788glh Satellite 1000 / 1300 Etc

Other Suitable Models

Tomboy, Hepcat, Matador, Outlaw, Ethereal Lady, Simplex, Black Magic, Southerner, Trenton Terror, Quaker Flash, Miss America, Etc, Etc.
Any Model That Is Essentially A Duration Model With A Cabin (E.G. Many American Paaloaders) Will Be Categorised As A High Performance Model And Not A Sport Model."
Likewise A Playboy With Cabin, Would Be Classed As Performance Duration)

There is a provisional calendar for the Tasuma Trophy - best 6 from 10 events? On this calendar are marked up the Middle Wallop dates, not yet confirmed but there is a possibility that R/C may be allowed on those dates later in the year.
Wesley has put forward a suggestion that we have some decentralised events, to be run on mid-week summer evenings…. thoughts / interest?

Wes Denton's 'Tomboy'
By disconnecting servos could be used for Free Flight
Or with single servo for rudder only

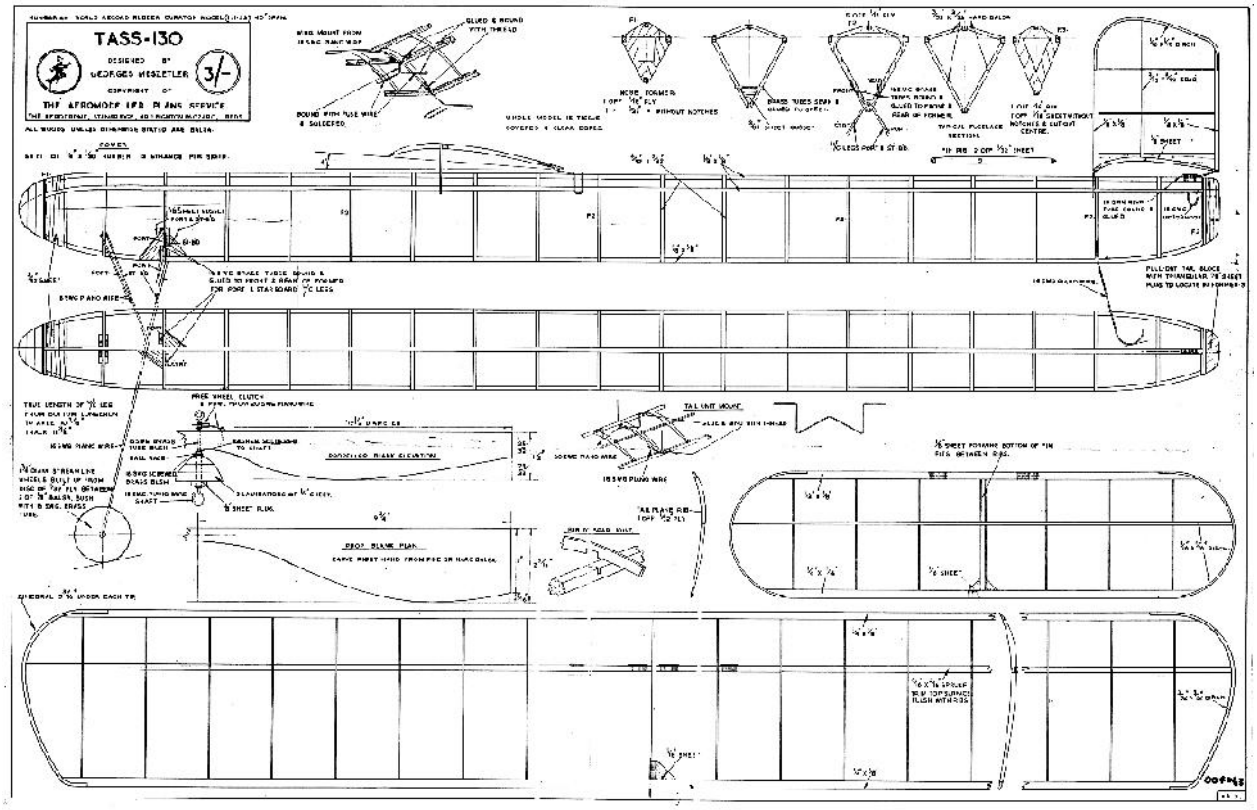
PROVISIONAL 2015 VPD COMPETITION VENUES & DATES		
May 3rd	Middle Wallop **	SAM 35
May 10th	Blandford **	DMFG
May 16th/17th	Old Warden # **	SAM 35
May 23rd/24th/25th	Barkston	F/F Nats/SAM 35
June 13th	Middle Wallop **	SAM 35
June 21st	(SBMAC C/L Gala)	
June 27th/28th	PANDAS	Pontefract **
July 25th/26th	Old Warden # **	SAM 35
August 30th	Middle Wallop **	SAM 35
September 26th/27th	Old Warden # **	SAM 35
October 4th	Blandford **	DMFG

** decentralised option - # signifies class 'A' only, 0.8 ccs or 100 watts

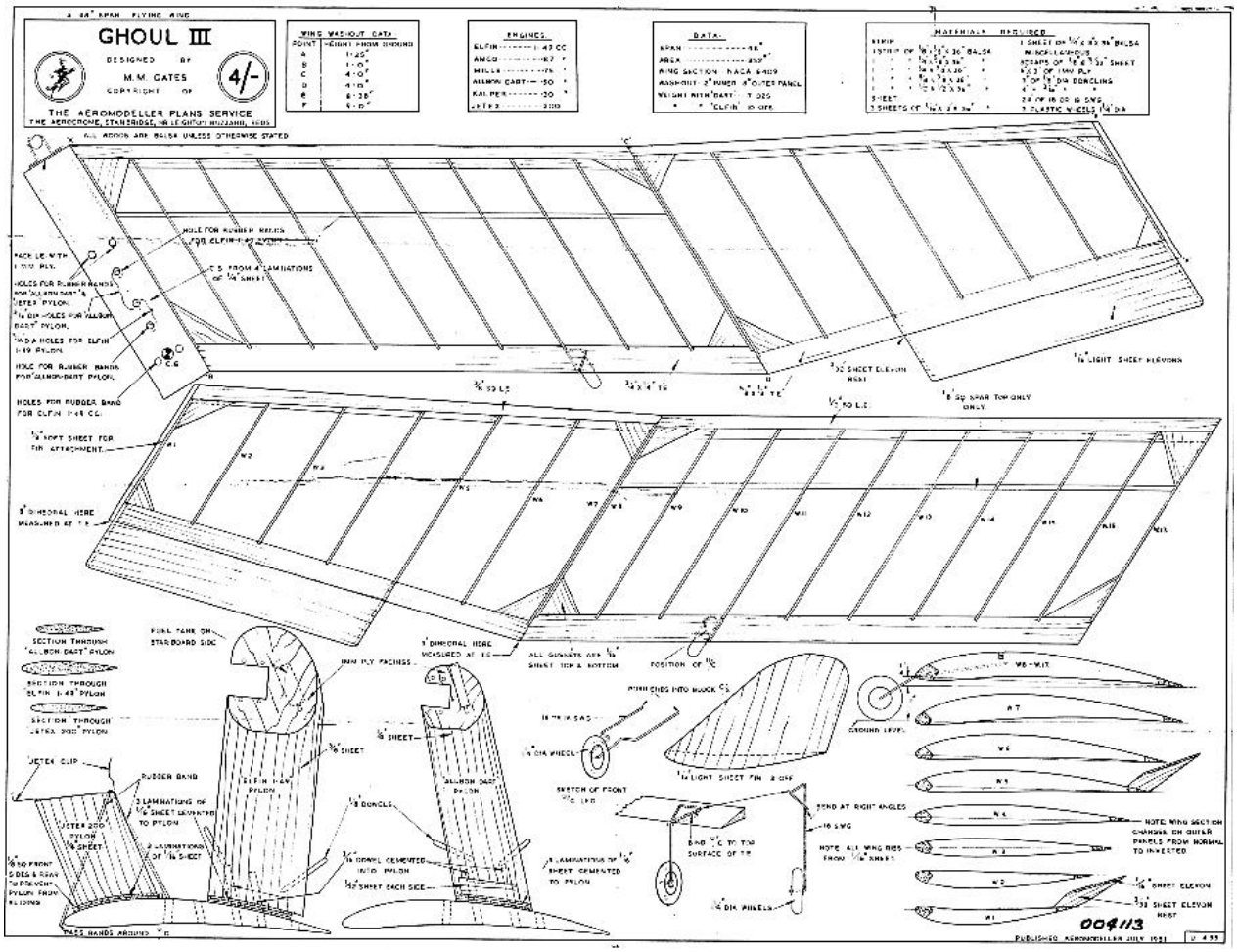
All enquiries to Competition co-ordinator
Bill Longley…… Tel: - 01258 488833 email: - tasuma@btconnect.com

Bill Longley

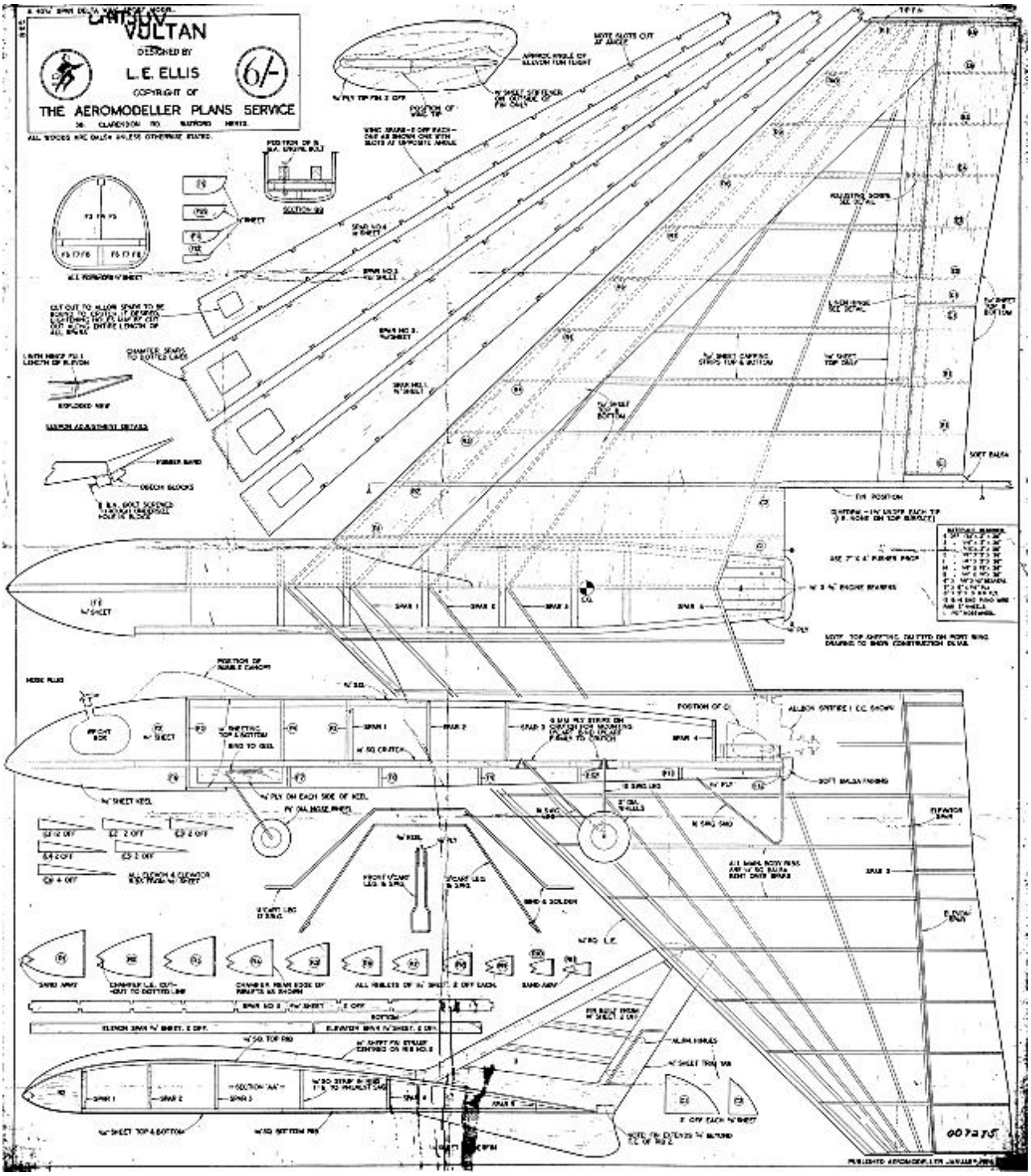
Plans from the Archive - Roger Newman



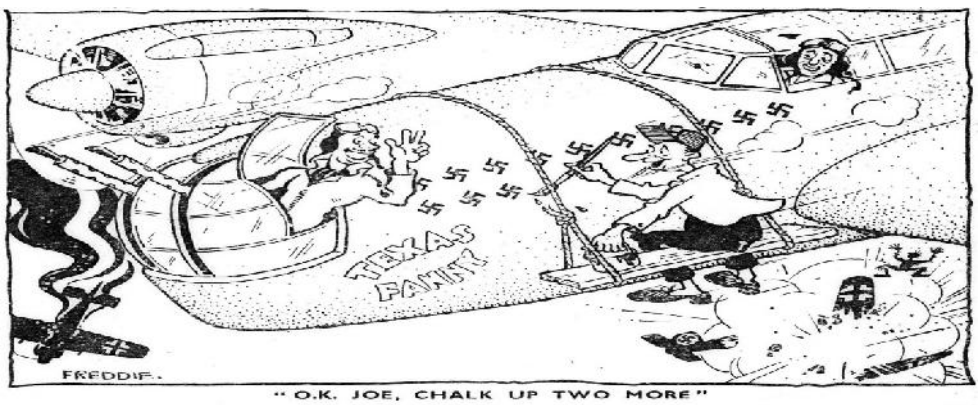
Rubber: Tass-130 – very early Aeromodeller plan – just look at that wing section.



Glider: Ghoul III by MM Gates of Southern Cross – of very large flying wing, fame in the ‘50s.



Power: Vultan from Squadron Leader Ellis – always on my "must build" list but never yet achieved.



"O.K. JOE, CHALK UP TWO MORE"

Roger Newman

Caption Contest - Results

No 1: I asked him: "What branch of aviation are you in?", but he didn't seem to want to answer...*(Dick Twomey)*

No 2: Go and borrow some poles from someone.

No 3 S'pose the pilot thought he was in a Hang Glider...

No 4 Instructor: " I said to pull back the stick to come out of a dive!"

This is the best bit from a Van Wilson in Alaska:

I've gotta relate a story after seeing this picture in your most recent issue of NC. I live on Long Lake in Willow, Alaska and have for many years. Aviation (Bush flying) is as regular here as driving a pick-up truck. Several of my neighbors and I have thousands of hours in small rag and tube planes.

Well, the gist of this story is about one of my old geezer neighbors. He was a fighter pilot in WW-II (He flew P-51's in England) and a retired FAA Traffic Controller as well as the owner pilot of a Piper Super Cub. He was gathering years faster than common sense. His wife worried about his flying as his eyesight was diminishing.

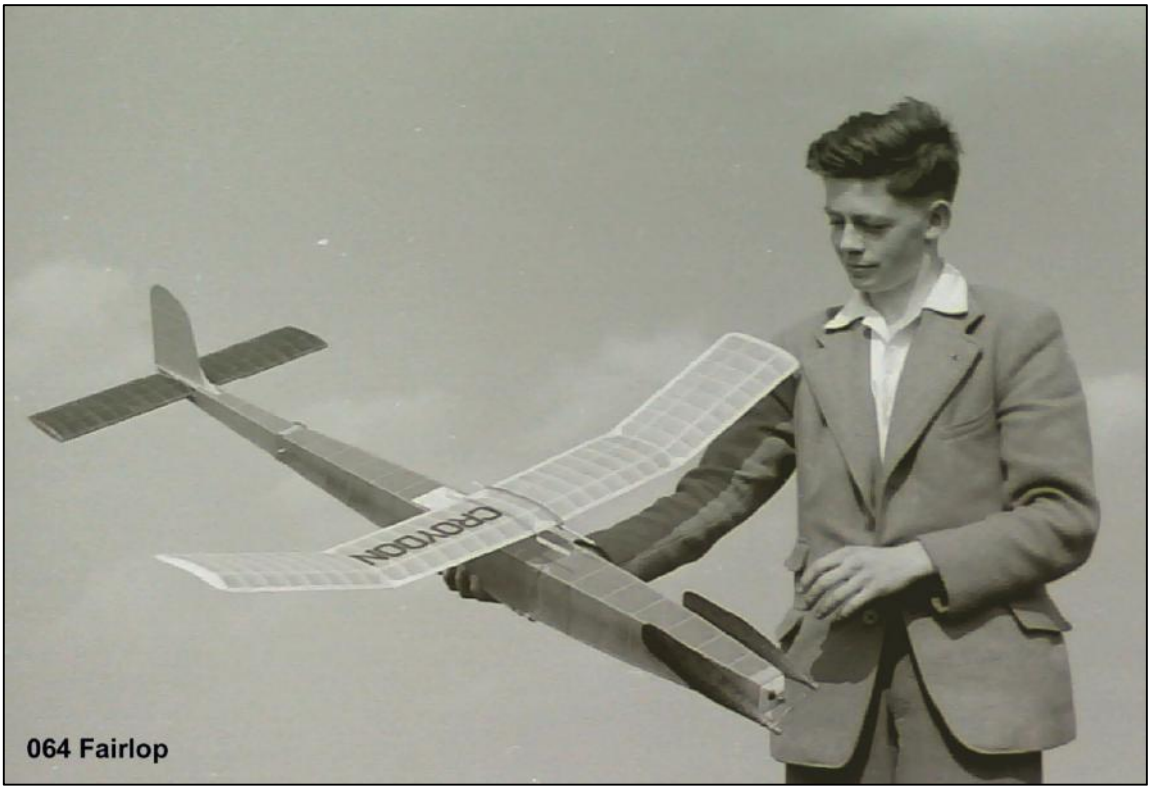
Well, one winter day several years ago when the ice was thick enough that we were driving our land vehicles on the lake as well as our planes, the weather wasn't the greatest. My neighbor wanted to go to one of his other cabins and ignored all of our protestations, including his wife's. He said he was just going to go up and have a look see of the viability aloft.

As he cleared tree top level he was in it and had to descend or stay IFR. Being a bare bones Cub, it wasn't equipped for IFR flight *(IFR = Instrument Flight Rules.)* and he was not certified either.
Well, actually he was certified. But, not an instrument rated pilot. Just Certified NUTZ!

He decided to use his best judgement and alternate between staying in the fog for a minute and descending to gain a reference to where he was, go back up a few feet above the tree tops into the soup and repeat until he had circled around to land back on the lake.

What he managed to do was end up just like the model Cub in that picture. Except his was a full scale Cub.
The tree and the Cub were directly across the lake from his house and my cabin. At 80+ years of age, he had to climb down the tree and walk back to his cabin where his wife was over joyed that he was O.K. (Although soaked in AV gas from the leaking plane while he climbed down the tree)) and that it was likely the end of his flying career.
Several neighbors assisted him in attempting to rescue the plane. In the end, the tree was cut down with a chain saw and the now very damaged Cub was towed to another neighbor's A&E shop by snow machine were it died an economical death at his wife's confidential urgings to the A&E.
His wife's prayers were answered.

Van Wilson



Ed Bennett (CDMAC) with his Wakefield model at Fairlop in the late 40's/early 50's.

Ed Bennett (CDMAC) launches his "Thin Man" Open rubber model at Fairlop in the early 50's.

Ron Ward prepares his PAA load model at Fairlop in the 50's assisted by Bob Ladd. Both CDMAC).

Vic Jays and Mike Gaster (both Surbiton) prepare Vic's power model at Fairlop.

Norman Standing (CDMAC) ROG's his "Smoothie" Wakefield at Fairlop in the late 40's

Pete Wright (St Albans) displays his power model at Fairlop in the early 50's

Keith Miller

Avenger Colour Scheme - Chris Strachan

Following on from Ray Malstrom's 'Avenger' last month, here is some colour data for the real enthusiast!

Chris Strachan

Small Vintage Rubber LOW WING

Middle Wallop

Monday 31st August 2015

SAM35 & 1066 Free Flight Competition for Small Vintage Rubber
(Vintage Lightweight) rules apply
i.e. Dec 1950 cut off, under 34" span,
three flights and fly off. Plus all models must be low wing.
Let's revive some good old models, like Cruiser Pup and Kamlet.
Scale models, why not? Perhaps one will be the winner.

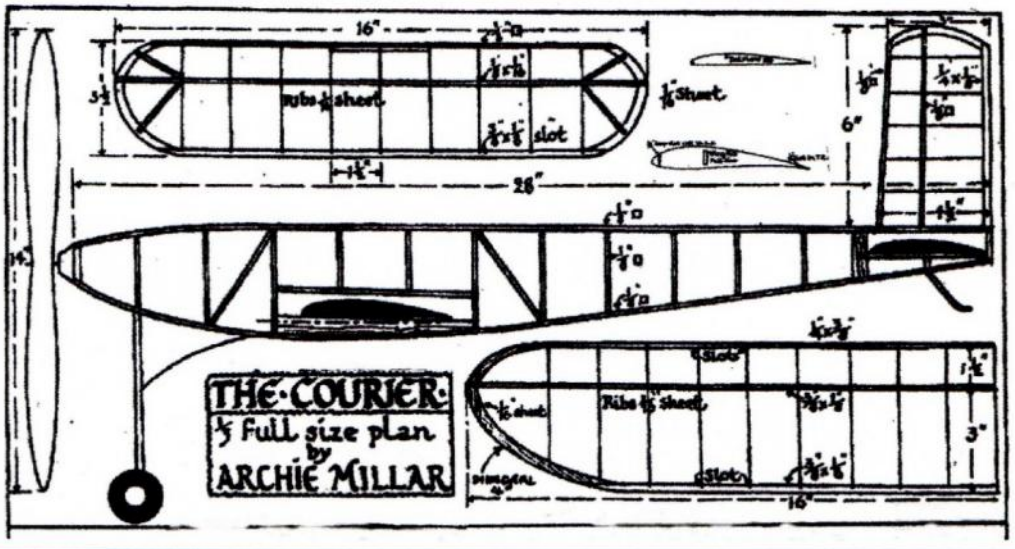
The chart shows some qualifying models.

MODEL NAME	DESIGNER/KIT	SPAN	PLANS
VERONITE SERIES No4	LEADBETTER J	22	Smith
MIDGE	M.S.Kits	24	Scott
GOBLIN	EVANS J	25	Aeromodeller Jan 1946 drg X 2
CHIEFTAIN	Berkely kit	26	Scott
SWOOSE	CLEAVE Alfred	26	Clarion Mar 1994 drg A5 to A4
EAGLET	KNIGHT M R	28	SAM1066, ID4548. Woodhouse(Bob Jones plan)
CRUISER PUP	RIPPON C A	29	SAM1066, ID4935
CRUISER PUP mark VI	RIPPON C A	29	Buckle
SKYLARK II	PRIDMORE H J	30	X List
KAMLET	KNIGHT M R	31	Buckle
COURIER	MILLAR Archie	32	Aeromodeller Jan 1941 drg X 3
HURRICANE	STAHL Earl	32	Scott. Woodhouse(Bob Jones plan)
SILVER STREAK	Skelly Oil Co	32	SAM1066, ID5026

Plans from:-

SAM1066	e-mail Roger at	rogerknewman@yahoo.com
Buckle	visit Colin at	www.benbucklevintage.com
Scott	visit Derick at	www.model-plans.co.uk
Smith	e-mail Colin at	csmithbmth@gmail.com
Woodhouse	visit Mike at	www.freeflightsupplies.co.uk
X List	visit	www.myhobbystore.co.uk

Any queries contact roy.tiller@ntlworld.com

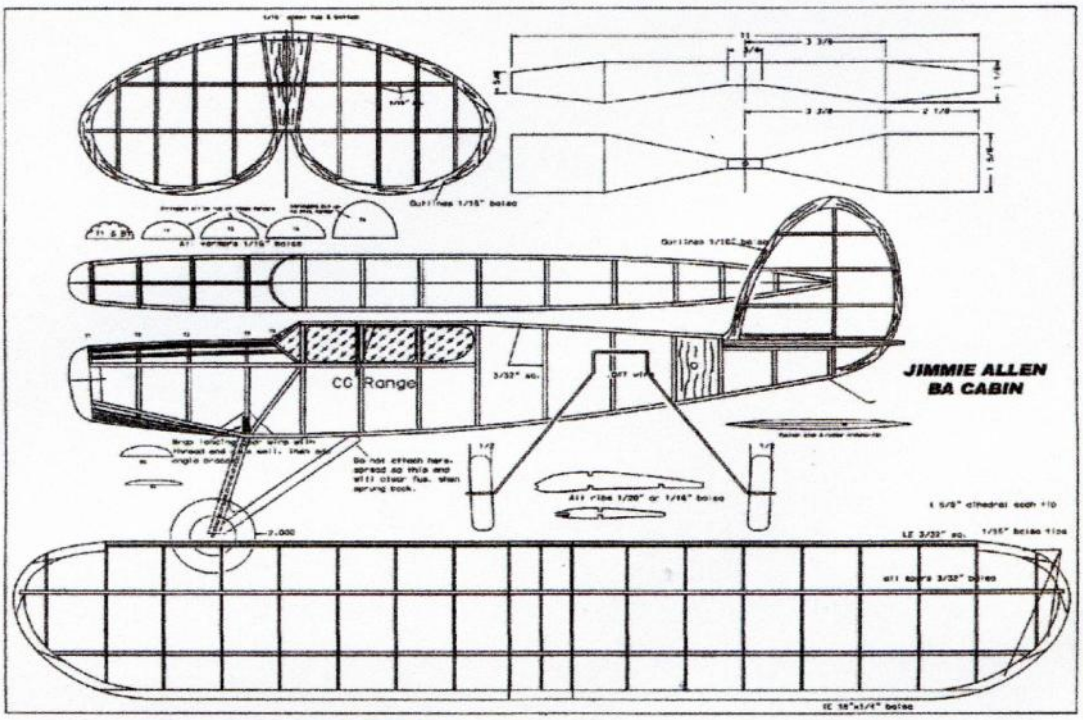


JIMMIE ALLEN 2015

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

The dates are 5th April, 3rd May, 14th June, and 30th August.

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



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

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

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

The competition is a one flight mass launch, last model down wins. Any queries or should you need printed paper plans please contact Roy Tiller, e-mail roy.tiller@ntlworld.com tel 01202 511309

Coupe Europa

Sunday October 4th

at

Middle Wallop SO20 8DY

51° 08' 59.18"N, - 1° 34' 25.15"W

F1G and Vintage Coupe d'Hiver.
Flitehook Europa Team Trophy for F1G teams.
10 a.m. start. F1G in rounds.

Contact David Beales on +44 (0)1795 530656
e-mail; maureenbeales@googelmail.com

or

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

Not-the-Stonehenge-Cup

CANCELLED

F1G to be flown in rounds from a line

Contact: - roy.vaughn@btinternet.com

Croydon Wakefield Day

Monday May 4th 2015

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

F1B, for the Thurston Trophy
4oz Vintage Wakefields for the Fairlop Cup
8oz Vintage Wakefields for the Ted Evans Trophy
SAM-eligible models will be allowed.
Marcus Lightweight Challenge,
for the four Marcus lightweight designs
(Raff V, Supa Dupa, Dynamite and Bazooka.)

The start is 10 a.m.
F1B contest will be flown in rounds starting at 10.00.
The airfield is available for free-flight trimming & Fun Fly.

Contact :
Ray Elliott ray.elliott8@btinternet.com
or call 020 8997 7745
David Beales maureenbeales@googlemail.com
or call 01795 530656

OXFORD MODEL FLYING CLUB
FREE FLIGHT RALLY 2015

PORT MEADOW, WOLVERCOTE, OXFORD
SATURDAY 20th JUNE & SUNDAY 21st JUNE

Saturday – starting at 6.30 P.M.
"champagne" fly-offs – F1G, F1H, H.L.G/cata

Sunday – starting at 10.00 a.m.

F1G (C.D'H)
F1H (A1)
E30/P30/CO_2 (comb) } 5 flights, in rounds - flown from line

VINTAGE RUBBER (34" max span)
* VINTAGE/CLASSIC Glider (comb.)
TAIL-LESS (R+G comb.)
† Hi-start GLIDER (36" max span)
H.L.G/Catapult (comb – from "box") } 3 flights - no rounds from line - 7 flights

All TOWLINES 50 Metres
* Vintage gliders 10 sec flight bonus
† Launching line - 30 m inc. 7.5 m rubber

NO streamers on poles, thermistors, bubbles etc
NO i/c POWERED MODELS TO BE FLOWN
ALL FLIERS MUST BE INSURED

CONTACT: ANDREW CRISP
4, GROVE STREET
SUMMERTOWN
OXFORD OX2 7JT

Telephone:-
01865 553800

2014 BMFA FREE-FLIGHT FORUM REPORT

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

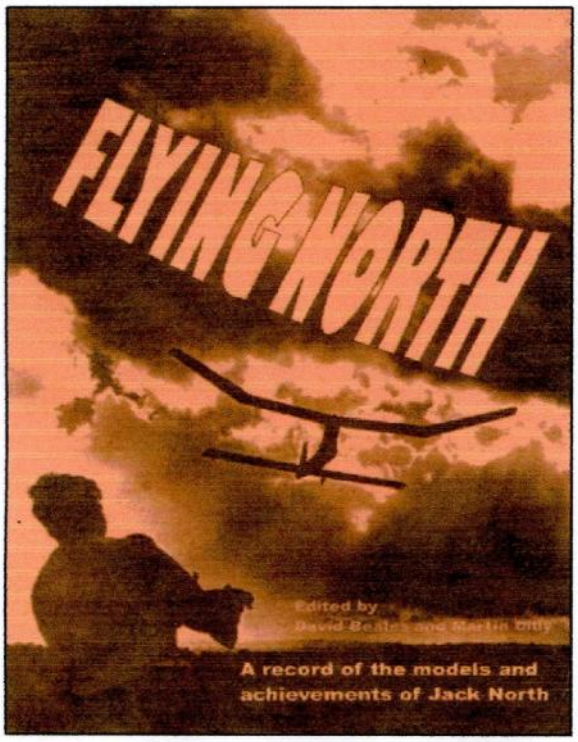
Simple Coupes, by Gavin Manion; BMFA Rubber - Not Just an Over-powered Wake, by Ivan Taylor; In Praise of Simplicity: Tilting at Windmills, by Alan Jack; P-30 - Does Size Matter? by Chris Redrup; What's All the Flap About? by Alan Jack; One Man's Way with F1A, by John Carter; GPS Tracking System, by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

Bloxwich Indoor Flyers

Free Flight
Sneyd Community School
Vernon Way, Sneyd Lane,
Bloxwich, WS3 2PA

Saturdays 2pm until 5pm
Flyers - £8 Spectators £2

2015

Jan 10th - Jan 31st – Feb 28th
Mar 28th – Apr 25th

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

Indoor Flying with the South Birmingham MAC

Free Flight Only

Thorns Leisure Centre.
Stockwell Ave.
Off Thorns Road - Quarry Bank - West Midlands - DY5 2NU
Saturdays 1pm until 4pm

2014 - 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

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

2015 Tuesdays
27th Jan - 24th Feb - 31st Mar - 28th Apr
22nd Sept - 27th Oct - 24th Nov

SAM35 Postal Competition
For
KK Ajax or Condor Clipper

As temporary F/F sec of Sam 35, I am to run a decentralised contest for the KK Ajax or the Condor Clipper (either not both) to be flown on any one day in May this year, at any venue to suit yourself.
Three flights to be made to a 2 minute max., followed, if necessary, by an unlimited fly-off. Results to be sent to me, to arrive by June 7th for publication in the July issue of Sam Speaks and first available Clarion. Please include any interesting aspects, location, time of day, thermals, OOS, disasters (!) etc.
This is intended as a fun event, but get a witness to sign your results, preferably a BMFA member.
As I have a gripe about the Ajax, as it does not have enough support for the wing across the centre section, I will allow an extra wing rib anywhere and redistribution as deemed necessary, but not so as to increase the wingspan.

John Wingate for SAM35
Contacts:
Phone No. - 01244 900423 or email john_wingate@sky.com

13th Annual SAM RC European Championships
June 22 to 26 2015

At
Model airfield "Czech Heaven"
Ivancice, near Brno, Czech Republic
11 classes flown
Information, rules, local accommodation,
in English, from www.SAM78.cz
UK contact: neilsommerin@gmail.com

2015 WESSEX AERO. LEAGUE

600RES + C/LINE + Ebeneezer + 36" FF glider events

March 2015				
Saturday 7	*600RES*	*Practice day*	*DMFG*	*Blandford*
April 2015				
Sunday 12	*Control line only*	*Open*	*Wimborne MAC*	*Cashmoor*
Sunday 19	*Only C/L + Ebeneezer*	*36" FF glider ONLY*	*DMFG*	*Blandford*
Sunday 26	*Wessex Aero. League*	*600RES R 1*	*Wimborne MAC*	*Cashmoor*
May 2015				
Sunday 10	*C/L + Ebeneezer*	*36" FF glider ONLY*	*DMFG*	*Blandford*
Sunday 17	*Wessex Aero. League*	*600RES R 2*	*DMFG*	*Blandford*
Saturday 23	*Only C/L + Ebeneezer*	*36" FF glider ONLY*	*DMFG*	*Blandford*
Saturday 30	*Scale + Vintage r/c*		*DMFG*	*Blandford*
June 2015				
Sunday 7	*Wessex Aero. League*	*600RES R 3*	*Salisbury MFC*	*Flamstone Farm*
Saturday 20	*Only C/L + Ebeneezer*	*36" FF glider ONLY*	*DMFG*	*Blandford*
July 2015				
Saturday 25	*Wessex Aero. League*	*600RES R 4*	*DMFG*	*Blandford*
Sunday 26	*Alex Perkins Memorial*	*Scale + Aerotow*	*DMFG*	*Blandford*
August 2015				
Sunday 16	*Wessex Aero. League*	*600RES R 5*	*Marlborough MFC*	*Collingbourne Kingston*
Sunday 23	*Electric day*			*Throop*
Sept 2015				
Sunday 6 reserve	*Wessex Aero. League*	*600RES*	*Marlborough MFC*	*Collingbourne Kingston*
Sunday 13 reserve	*Wessex Aero. League*	*600RES*	*Wimborne MAC*	*Cashmoor*
Sunday 27	*Only C/L + Ebeneezer*	*36" FF glider ONLY*	*DMFG*	*Blandford*
October 2015				
Sunday 4 reserve	*Wessex Aero. League*	*600RES*	*or Gala*	*Blandford*
Sunday 11	*Control line only*	*Open*	*Wimborne MAC*	*Cashmoor*
Sunday 25 reserve	*Wessex Aero. League*	*600RES*	*or GALA*	*Blandford*
Saturday 31 or later....	*Wessex end of season day & pub day*	*600 RES*	*Fly'n'Feast'n' Freeze'n'Prize giving*	*Blandford*
Nov 2015				

WAML Low-Cost 600RES League: Best 4 scores to count.
WAML Monthly postal events, Low-Cost 600RES: April to September. Best 4 scores to count.
36" FF glider: Events are weather dependent and extra dates may be added at relatively short notice. The provided bungees will be used for the competition (7.5m of rubber + 22.5m of line). Any 36" span (maximum tip to tip) built-up FF glider (no foamies or larger models), D/T is advised.
Contact **John Bainbridge (01258 458 749)** or **James Parry (01202 625 825)** or email:
Christopher.hague@ntlworld.com Details on our website: www.wessexaml.co.uk

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" WNGSPAN - 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

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.***
JACKMcGILIVRAY'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.***
GAUCH01960	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 5th in the World Championships at Cranfield, England, in 1949.
BORJE BORJESSON'S 1949 WAKEFIELD	Swedish Wakefield 6th in the World Championships at Cranfield, in 1949.
GHOST WAKEFIELD 1951	John Gorham's 1951 Wakefield, a successful rubber model from the early 1950's.
RON WARRING'S 1952 WAKEFIELD	The geared geodetic model, developed by Ron Warring for twin motors,
NIGHT TRAIN Mk I 11960	George French's Night Train which pioneered the use of VIT systems in the UK

MSP PLANS PRESENTS NEW PLANS

HI-START GLIDERS 2013 - 36 in span

AVENGER 1952	John Gorham's classic A2
CAPRICE 1959	Neville Willis' classic lightweight glider
VINTAGE A2 1950	Odenman's.

HI-START GLIDERS 2014 – 36 in span

SATU 1950	J Bennett's vintage A2
PETREL1964	Frog's beginner's kit glider
MAD'S DREAM 1959	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, S041 SNA.
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 Bournemouth Club Classic Rubber class. There is also a sample of the publications produced over the years with 'Rubber Motors - Maximum Turns' as the current offering.
I hope you find this a useful website which will be updated with more information from time to time. Martyn Pressnell

Provisional Events Calendar 2015

With competitions for Vintage and/or Classic models

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

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