NEW Clarion

SAM 1066 Newsletter

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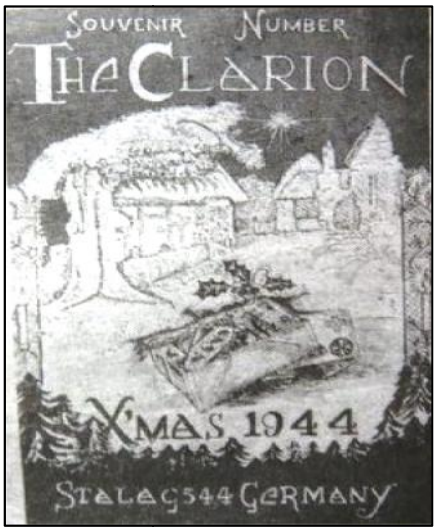
Editorial

2013 is underway, the first meeting at Wallop is now behind us, snow permitting, reports in the next issue, assuming attendees will scribble something down for us. I would dearly like to hear from individual flyers about their own experiences.

The first article this month comprises of the construction notes for John Goddens 'Simple Knight'. These notes are extensive and well worth following for the construction of any rubber model. The uncanny similarity to my own modelling continues, the construction order and particularly echoing my own inability to tissue cover using dope on the framework.



Ian Wilkinson came across this early edition of the 'Clarion' in York's local newspaper 'The Press'.
He knows that we are concerned with Vintage aeromodelling but he didn't realise we started this far back!!!
Incidentally it is now in the archives at The Eden Camp wartime theme museum near Malton North Yorkshire (well worth a visit).

There have been some additional thoughts on the rules for the new bungee glider comps to allow scaling. Tony Shepherd outlines the thinking in his article on the rules expansion.

The article on rubber strip continues with testing, using and care of.

Jim Wright, the BMFA Museum Liaison Officer who addressed us at the last AGM, has written us a comprehensive update on the situation as it stands today. For myself I do not see the neccessity to tie the Museum to some Heritage Centre/Flying field, this utopian idea will surely hold back the establisment of the Museum, which I for one do not see as needing an adjacent flying site. I would cite Old Warden as an example, the vast majority of modellers go to fly and few visit the museum more than once a year, unless its very windy or raining. A visit to the Museum is a day out in its own right. Any opinions out there?

George Car in Western Australia is organising a mass launch of Ray Malmstrom's models in March this year, detailed add at the end of the newsletter. I hope that some of our clubs can organise participation in the UK.

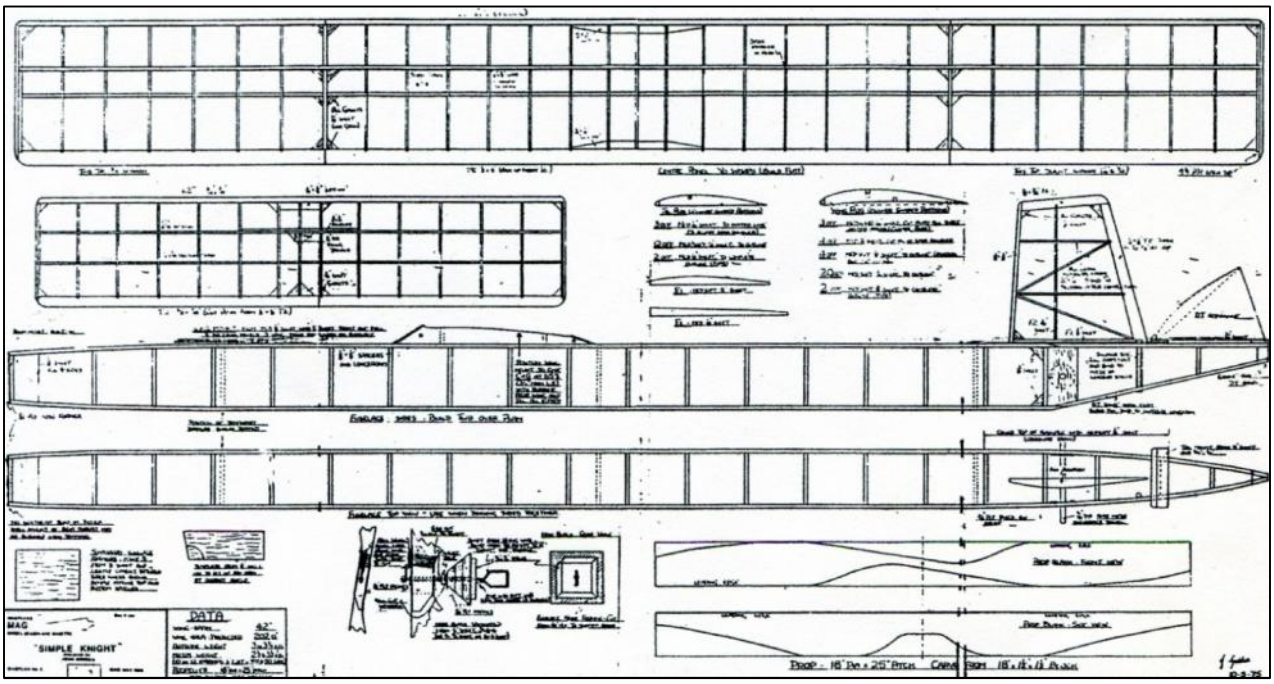
Tony Tomlin summarises the RC Tomboy events in 2012 and highlights minor rule changes for the 2013 programme.

A last minute letter from Martyn Cowley in the States provides us with a detailed update of the missing information from last months Wakefield Winner article, the details coming from Alexander Andrjukov himself.

Editor

So You Would Like To Participate In A Fly-Off - John Godden

Continued from last month: Model Construction



Before the general construction notes, a few hints and tips of general interest, and applicable to the construction of most free-flight models:-

Cut-out all wing and tail ribs, formers and dihedral braces etc., then, if you have some pieces left-over with the model ready for covering, it's not too late to find out where they should go and fit them in place.

Use whichever glue you prefer, white PVA, yellow or white aliphatic resin, balsa cement or cyano (super glue) for balsa to balsa or balsa to ply joints, and super glue or any of the two-part epoxy glues for highly stressed and metal to wood joints (though PVA and aliphatic resin glues are quite satisfactory for all wood to wood joints on this model!). Should you be new to modelling, or are still searching for a good general purpose glue, then I would recommend Speed Bond, a Deluxe Materials product available from model shops, which dries almost as quickly as balsa cement, is much stronger, sands well when hard and peels off finger tips easier than balsa cement. Speed Bond is a fairly thick glue and once the bottle becomes less than about 2/3rd full, takes quite a time to reach the nozzle, so it is best to have two bottles of glue, so that one can be kept full at all times. Super-glue, for all its drawbacks, is very good for replacing spacers etc, which tend to easily to be knocked out or broken during sanding or, fitting those left over little bits and pieces forgotten during construction, so that sanding or covering can continue or start immediately. The fitting of the sundry brass and aluminium parts can also be carried out using super glue.

For covering the framework or even sheet areas with tissue, I'm afraid good results using the normally advised adhesive of dope, elude me, since the dope dries much quicker than I can cover neatly. The method I use, is to apply an 80-^20% (ap-prox) mix of normal slow setting PVA and water with a small dope brush-or similar. I mix the PVA and water to a thinned dope consistency in a small screw -top jar and always remember to wash the brush out in warm water immediately after use - even if just stopping for a cup of tea!

When covering undercambered wings, always cover the bottom surface first, and don't cover the top surface until you are sure the tissue has adhered to all ribs - always apply glue to the tops and bottoms of all ribs, since this not only ensures the tissue follows the undercamber (where used), but stops the ribs from buckling.

Now for the construction details, including wood selection. Obviously one can construct the main components in whatever order suits the individual, but I tend to start with the parts I least like making, hence the order of fuselage, wing, tail and fin then prop assembly.

1. FUSELAGE

Wood Selection: main longerons as far back as rear motor anchorage -medium/hard balsa 1/8" x 1/8" rear end longerons and main spacers - med balsa 1/8″ x 1/8" rear end spacers and fin "supports" - soft balsa 1/8" x 1/8″ motor anchorage and wing mount – med 1/8″ sheet (+ 1/16" ply discs for motor peg) front fuselage "infil" and gussets – soft 1/8″ sheet.

Construction.

Select four lengths of balsa for the main longerons which are of equal hardness and cross section (yes even 1/8" sq can vary in size), and two more lengths somewhat softer, but of equal size from which the four rear-end longerons are cut. Splice two of these to two of the other full lengths for the top longerons. My own method of building the sides, one over the other, is as follows. Pin lengths of 1/4" sq over the plan to the ouside lines of the fuselage sides, the longerons, one on top of the other, are then held out to the 1/4″ sq by the spacers, which have previously all been cut to the same length of 2" for the sides. The slightly shorter nose spacers and nose side sheeting are then fitted, as is the rear anchorage sheeting, gussets, rear end bottom longerons and rear end spacers. When completely set, i.e. overnight the sides are lifted as one and sanded smooth each side before splitting and fitting of the three temporary formers as shown, checking for squareness. With one side weighted flat on the board, all the 1 3/4" long spacers can then be fitted, the fuselage being placed upside down over the top view of the plan before joining the tail end and fitting all tail and nose spacers, also nose sheeting. After once more allowing the adhesive to completely harden, the temporary formers are removed, the fin supports, ply nose former, etc fitted, prior to final sanding. Note: do not fit fin or wing or tail mounts at this stage, or DT details.

2. Wing

Wood Selection: Centre section main spars and doubler – hard 1/8″ x 1/8″ balsa. Tips main spars - med hard 1/8″ x 1/8″ balsa, C/S leading edge and trailing edge - med/soft 1/4" x 3/16" and *1/2"* x 1/8" balsa Tips leading edges and trailing edges – soft 1/4″ x 3/16" and 1/2" x 1/8″ preshaped balsa. Wing ribs, all as per plan, but use softest wood in tips. C/S infil – 1/4" x 1/16" med/hard All gussets - med/soft 1/16" sheet.

Construction

Start with the centre section, cutting L.E. and T.E. to exact length, and with the ends chamfered to the angle of the template, note the L.E. is used on edge, i.e. the 1/4" vertical. Make sure not to forget the 1/32" packing under the front edge of the T.E. when pinning the latter item to the board. After fitting all ribs (using the D/H template for the1/8" ribs at each end of the C/S), the top top spar, cut to length and with the 1/8" x 1/8" doubler added at the centre, is fitted with its top surface flush with the tops of the ribs. When dry it pays to sand this section, especially the L.E, before building on the tips as follows. Pin C/S L/H end to the plan directly over the dihedral joint, and prop R/H end up 8 1/2" clear of the plan. Glue on L.E and T.E., both of which are prepared with chamfered D/H joint ends, and pin down to the board, not forgetting the washout packing under the T.E. - zero at the joint, increasing to 3/16" at the outer end. Fit ribs and top spars as before. The R/H tip is built to the other end of the wing in exactly the same way, except that it is built flat, the same as the centre section. When all is dry, the bottom spar is inserted in all three sections of the wing, ensuring it is flush with the. bottom surface of all ribs. Finally insert all gussets and 1/16" x 1/4" centre section "let-ins" and add 1/8″ tip rib doublers prior to final sanding.

3. Tailplane

Wood selection: Spars and doubler – 1/8″ x 1/16" med/hard balsa top spar and doubler, 1/16" x 1/16" hard balsa bottom spar leading edge and trailing edge - soft 3/16" x 3/16" and 3/8" x 3/32" pre-shaped balsa (cut 1/8″ off "thick" edge of 1/2*″ x 1/8″* trailing edge.)

Construction

When you've built the wing the tail is easy - no dihedral joints and no undercamber or built-in warps.

4. Fin

Wood selection - as per Mk II version on new section of plan.

Construction

Pin down the six pieces of 3/16" sq balsa to plan, noting that softer wood is used at the top of the fin, then insert 3/16" x 3/32" (or 3/16" x 1/8") spacers and all 3/16" x 1/16" diagonals. When sanding, the top of the fin can be reduced in thickness to about 1/8".

5. Prop and Nose Block assembly

Wood Selection - Prop block -medium 18"x 1 ½" x 1 ½" balsa block, (medium/hard balsa probably better, but more difficult to carve!).

Noseblock - medium balsa laminated to 3/4" thick - hardest balsa front end and rear laminations (+ 1/32" plywood facings and 3/16" x 3/16" or 1/8" spruce or obechi nose "plug'").

Construction.

After selecting a length of 1 1/2" x 1 1/2″ block, 18" long, mark out sides and front of block as per plan (no need to mark out back (bottom) of the block, since most of this will be removed in the first operation). The next stage is to accurately mark and drill the prop shaft hole perpendicular to the front face, if possible, using a pillar drill or pistol drill mounted in a vertical drill stand - (it pays to drill the noseblock at the same time). Now is the time to start sawing out the blank, and so as to not remove too many guide lines, it pays to follow the sequence - 1. Remove waste from back face at tips and hub (3 pieces); 2. Remove waste from trailing edge at tips (2 pieces); 3. Remove waste from both sides of hub, checking at all times for squareness of hub with front face (2 pieces).

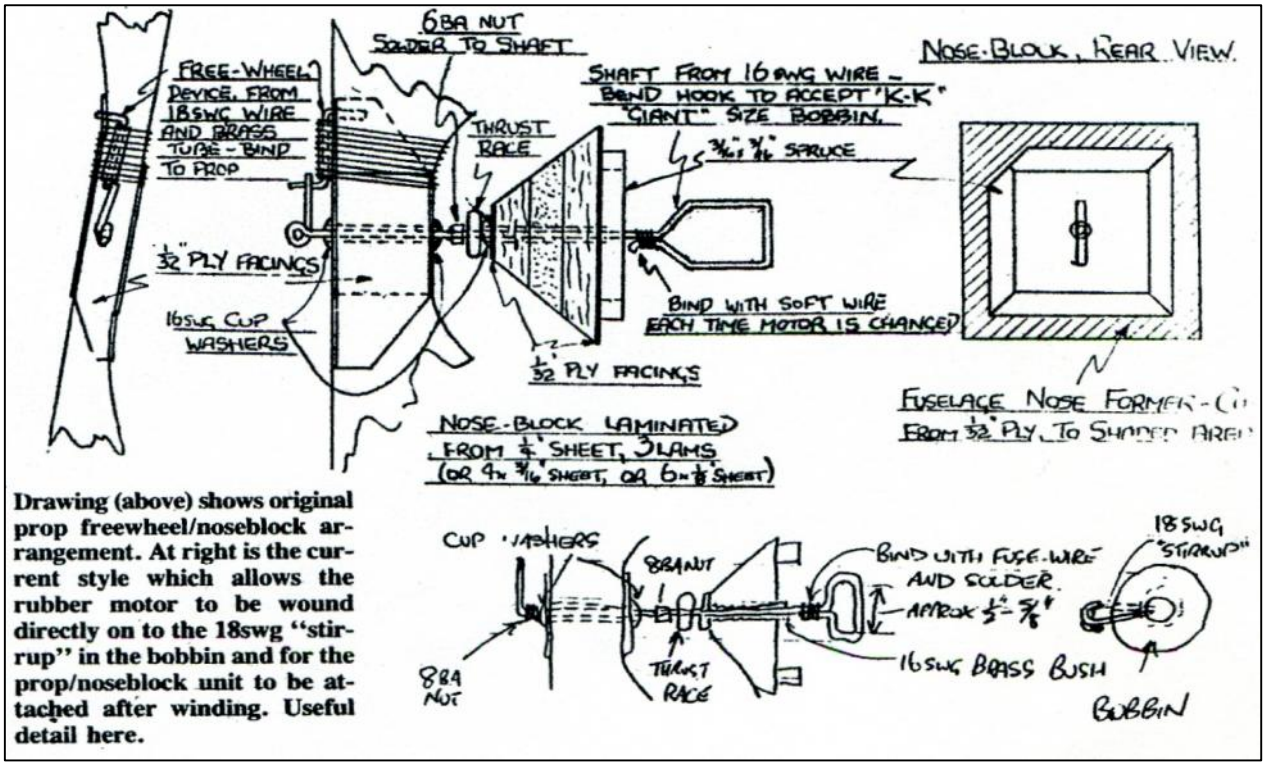
With the blank thus fully prepared for the actual carving it now pays to epoxy or superglue the 16 swg brass tube 'hub' in place, since at this stage it is fairly easy to check for squareness whilst the glue is setting (doing all checks from the front face). Now, place the blank alongside another finished R/H pitch prop - a power prop is OK - this makes it easy to know which 'corners' require removing; (to prevent any mistakes at a later stage simply 'hack' the appropriate four corners away). The backs of both blades are now finished off by removing the wood right up to the L.E. and *T.E)* corners, carving in a slight amount of undercamber, the max point of undercamber being about one third the way across the face from the T.E.

The front face is now carved aiming for a completed blade section similar to that of a thin wing, i.e. not too sharp at the L.E., a maximum blade at about one third chord (blade width), and a thin T.E. portion, tapering to a 1/32" thick T.E. As for blade thickness, this should taper from about 1/4" at a point 1 1/2" away from the prop shaft down to 3/16" a further inch out, and then 1/8" thick half way out along the blade. From this point only slight further thinning can be carried out, but this is best left until the prop is balanced by spinning on a length of 16 swg wire and checking for its position at rest - ideally the prop should stop in a different position each time, but do not be too particular about it at this stage, since final balancing will be required later.

All that is left is for the thin plywood hub strengtheners and free-wheel device to be fitted, prior to doping and final balancing (yes, it will require further balancing after all hub fittings and several coats of dope have been added).

After the prop, the noseblock is very easy to make and should need no description, except that it pays not to use too soft wood, the front and back laminations want to be harder than those in the centre.

When this model was first designed, winding tubes were not in general use, and the model was wound with the prop attached, but now, it is general for winding tubes to be used at all times, and to encourage this practice, no winding loop is fitted to the prop shaft thus making it impossible to wind (other than hand turns for initial testing) without removing the propeller. Therefore, with reference to the diagram, the shaft is made in the following sequence :-



Drawing (above) shows original prop freewheel/noseblock arrangement. At right is the current style which allows the rubber motor to be wound directly on to the 18swg "stirrup" in the bobbin and for the prop/noseblock unit to be attached after winding. Useful detail here.

Start by bending the closed loop ensuring each side is equal about the shaft - this is quite difficult to achieve, but if you start with an ample length of 16 swg wire, it can be repeated (making a fresh start each time) until it is satisfactory. The ends of the "loop" can then be bound with about five or six turns of 15 amp fusewire and soldered - for strong soldered joints to piano wire, Bakers Soldering Fluid and a 60/40 tin/lead solder must be used, ensuring the item is well washed in hot soap and water afterwards. Then thread on the noseblock and ball bearing thrust race prior to soldering on the 8 BA nut (or length of 16 swg brass tubing) ensuring there is about 1/8" of "play" for the noseblock and thrust bearing. Once excess solder is cleaned off from each side of the nut (or tube), fit the cup washer, prop and front cup washer followed by soldering on a second 8 BA nut (or short length of brass tube or another cup-washer), again allowing the prop about 1/8" of free movement along the shaft. Finally cut-off the shaft about 3/4" in front of this last nut, round off the end of the wire with a small oilstone or carborundum stone and bend over at 90 degrees to engage the Garami free-wheel clutch. Make sure the entire shaft assembly is well washed, dried and lightly oiled.

6. Covering and Finishing.

Materials: - lightweight modelspan or similar available from model shops used for entire fuselage and wing centre section (also prop if required to be covered) - lightweight Jap tissue (available from Mike Woodhouse and some model shops) used for wingtips, tail and fin.

The above are just suggestions, since lightweight modelspan type tissue can be used for the entire model, or, the fuselage could be covered in silk (or even medium-weight Jap Tissue, though I have never used it for rubber model fuselages), and the wing tail and fin with lightweight Jap Tissue. The prop though, must be covered in a wet-strength tissue such as modelspan, since the complex curves require the tissue to be stretched, especially near the hub. Should you have trouble obtaining coloured tissue, then Jap Tissue, lightweight silk and many of the other small specialist items such as thrust bearings, cup washers, brass bushes and decent 1/4" and 3/16" wide rubber are all available from Mike Woodhouse, SAMS and other specialist outlets.

Method:-

All woodwork must initially be doped with slightly thinned dope (about 75-25% dope/thinners), and then very lightly sanded prior to starting to cover proper. Then, since no two people I know cover in the same manner, or use the same adhesive, I can only advise on my own method, in which initially, the tissue is cut about 1/4" larger all round than the panel or part panel to be covered. Modelspan or similar "rag" tissue is much easier to use than other types since it has no noticeable grain direction, does not tear easily when wet and is generally stronger than Jap Tissue, so can be cut from the sheet in whichever direction best suits the size of the panel to be covered, and can be repositioned on the framework whilst the adhesive is still wet without too much fear of the tissue tearing. Jap Tissue has a definite grain, which it is generally advised should run along the length of the panel being covered (should you not be able to detect the grain, then cut off a small square at the corner of the sheet - it cuts much easier along the length of the grain!). Jap Tissue is also very weak when wet or damp, therefore do not attempt to pull or slide the tissue too much once it is actually attached to the framework or it will tear where the adhesive has dampened it.

The fuselage will need at least eight pieces of tissue, since the sheets are normally 20" x 30" down to 18" x 20", so cut the pieces so that they join on a convenient spacer, and when covering, start at this spacer and work away from it along the fuselage side, top or bottom. Trim off surplus tissue around the ends and edges right up to the longerons as soon as you are happy that the tissue is reasonably taught and wrinkle-free over each area of the fuselage in turn until it is completely covered (excluding the small area at the rear under tailplane). Six pieces of tissue will be required for the wing, starting with the underside of the centre panel, followed by the underside of both tips and then the same order for the top of the wing. On the wing, the tissue is only cut off flush along the trailing edge and at the dihedral joints, being overlapped along the leading edge and tips. Since it is very difficult to actually trim off the tissue on the tips at the dihedral joint, since there is already tissue covering underneath, it pays, when covering the tips, to start at the dihedral joint rib with little or no overlap on to the centre panel and work outwards towards the wing tip. The tail and fin are covered in the same way as the wing except that only two pieces of tissue are used for each.

If the prop has been carved from fairly soft wood, then it is advisable to cover it with a modelspan type of tissue, but first it pays to cement or superglue a length of carpet thread right round each prop blade outline to help prevent minor prop damage through contact with bricks etc, when landing, and also helps should the prop actually break, preventing any pieces from being blown away or accidentally being left at the site of the "accident", thus making a repair much easier. To cover, use at least four pieces of tissue, each cut only about 1/8" oversize all round, and applied to the blade wet. The method I use, is to lay the tissue, a piece at a time, on a smooth surface such as the kitchen worktop, and thoroughly damp with a wet cloth which I leave on the tissue until the prop blade surface to be covered is well and truly coated with thinned PVA glue. The wet piece of tissue is then placed on the prop blade and "worked" with the thumbs to stretch it smooth and stick it down - should the tissue crease or not stretch enough on bad curves, then cut the tissue in that area and try again. During this process the tissue will probably "rub-up" but don't worry, it can be sanded down when dry, as well as between coats of dope. When satisfied, trim the tissue off flush round the edge of the prop blade, and continue with the next piece and repeat until both sides of both blades are covered.

Water shrinking of the fuselage and flying surfaces is then carried out either by steaming over a kettle spout or lightly spraying with water from a scent spray or similar, allowing to dry out (overnight or similar period). The entire model, including and noseblock, is then doped with a 50/50 mix dope and thinners in a warm, dry and well ventilated room (even outside during summer). If, after or three hours, the tissue is reasonably tight wrinkle-free, further coats can be applied after adding banana oil, more thinners and a few drops castor oil (actual quantities are not too important but a rough guide may well be 30/20/50 dope, banana oil, thinners) - should the tissue not be too tight after the first coat of 50/50 dope, then apply a second at this mix before adding the banana oil. How many more coats are required? - well that all depends on how thick (or thin) your dope "mixture" is, but as a rough guide, one or two on tail, and wingtips, two or three on wing centre panel up to four on fuselage and prop assembly. I prefer several coats of thin dope to one or two of thicker dope, allowing to dry out

between each coat and checking for unwanted warps in flying surfaces and fin, attempting to "twist" out any such warps each time by holding in front of a heater (not too close) and twisting the wing or tail panel at the same time.

7. FINAL DETAILS

The fin can be slotted through the fuselage and glued in position, tail mounts and dowel made and fitted, wing mount with dowels made (but NOT fitted), and the D/T assembly fitted and checked for foolproof operation, not forgetting to position the front D/T line guide in such a position that the line, when released by the Tomy timer or fuse, stops at the guide with the tail angle at about 50 degrees.

If not already done, the ply nose former can be fitted to the front of the fuselage - don't forget to leave a small "corner" to prevent fitting the nose block upside down, or left to right. The noseblock "plug" should then be built up slightly oversize onto the back of the noseblock (though shown on the plan as spruce, any similar wood such as obechi or even very hard balsa will suffice), and then trimmed down to be a fairly tight fit into the fuselage nose former.

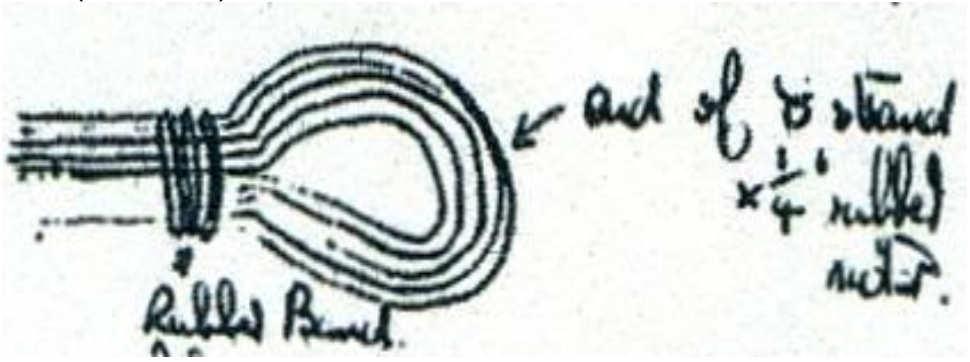
Now all that remains to be done, other than making-up the rubber motor, is the positioning and fitting of the wing mount. To do this, firstly obtain a weight of 3 ½ ozs (100 grams) which can be fixed underneath the fuselage at a point 18" back from the nose former (a small packet of biscuits or 2/5ths of a pack of butter or any other known weight of grocery provisions is possibly one of the simplest ways of obtaining such a weight should fairly accurate scales not be available!). The wing and its mount are then fitted to the fuselage approximately where shown on the plan with rubber bands (this will be above or slightly to the front of the weight already fitted), the tail and prop assembly complete with bobbin and stirrup are also fitted in place, so hat you now have a fully assembled model, but with a centrally suspended weight instead of a rubber motor installed inside the fuselage. Now simply slide the wing and mount along the fuselage until the model balances at a point 3 1/4 " to 3 1/2 " behind the wing leading edge (1 1/2" to 1 3/4" in front of the wing trailing edge), and then mark the position of the mount on the fuselage so that it can be glued in position once the model has been returned to its component parts. Should the model have been made as a sports model with reduced diameter propeller, then balance using a weight of about 2 ozs (55 -50 gms). If a motor of a weight up to half an ounce different from the weight used for balancing be used, then only a marginal change in the C/G of the model will occur, since the centre of the motor will only be about 1 inch behind the model's C/G.

8. THE RUBBER MOTOR

Since most competition fliers today use TAN FAI, then I suggest you obtain a box of this from either Mike Woodhouse or Terry Rose (unless of course you can purchase sufficient for a couple of motors from a club member or friend). Either 3/16" or 1/4" rubber is suitable for the model, with 3/16" being better for adjusting the motor power and 1/4 " easier for making-up and checking after use. You will also need a rubber lubricant which can be either straight castor oil or a mixture of 50/50 glycerin and pure soft soap from John O'Donnell) - unless of course a club member can once more oblige! After many years and almost as many different methods of joining the ends of rubber, I now use a single "thumb knot" with the ends bound right up to the knot with button thread, the ends and thread then being subjected to a drop or two of superglue prior to trimming off the ends of the rubber within about 3/16" of the knot. When tying new rubber, I well lubricate the ends with saliva (spit) to prevent the rubber from "tearing" when the knot is pulled tight, and when tying used and lubricated rubber, I remove surplus lubricant by drawing the rubber through a damp cloth held between finger and thumb several times, before tying, binding and glueing.

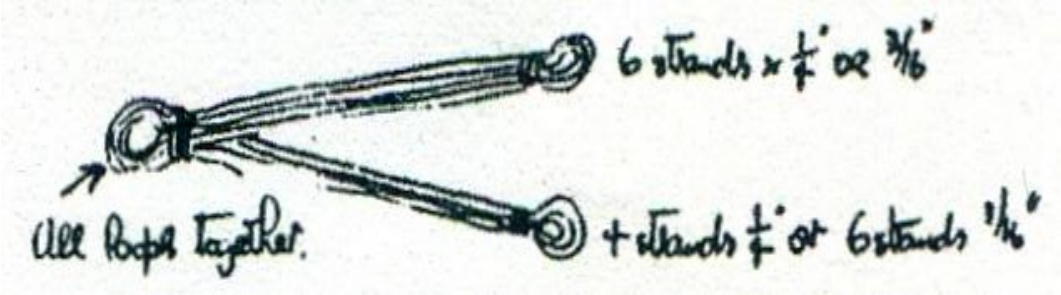
Making-up a Small Motor (1 1/2 - 2ozs)

Measure out 7 2/3 yds (23ft) of 1/4" rubber or 9 1/4 yds (28' 1/2 ft) of 3/16" rubber. Cut 3/16" rubber into two pieces, one 11 1/2 ft length (the other being 17 ft long). Tie ends together, to give one large loop of 1/4 " or two smaller (and unequal) loops of 3/16". Well lubricate. Double loop of 1/4" over twice, resulting in 4 loops (8 strands) each about 34 - 34 1/2" long and bind near each end with a small rubber band (see sketch).



5a. With the 3/16" rubber, double small loop just once into 4 strands, and divided the large loop into 3 equal loops (6 strands), resulting in a total of 5 loops (10 strands) each of 33'/2"/34" long, and bind ends as one motor. Fit bobbin and stirrup thro' loop at one end of motor, then drop other end down the fuselage (from the front) and fit motor peg thro' other loop and through mounting at rear of the fuselage. A wire hook thro' the bobbin will be required since the fuselage will be an inch or two longer than the motor. Pull front of motor and bobbin out of front of fuselage and hook stirrup to prop hook. The motor is now installed ready for test flying (once wing and tail are fitted!)

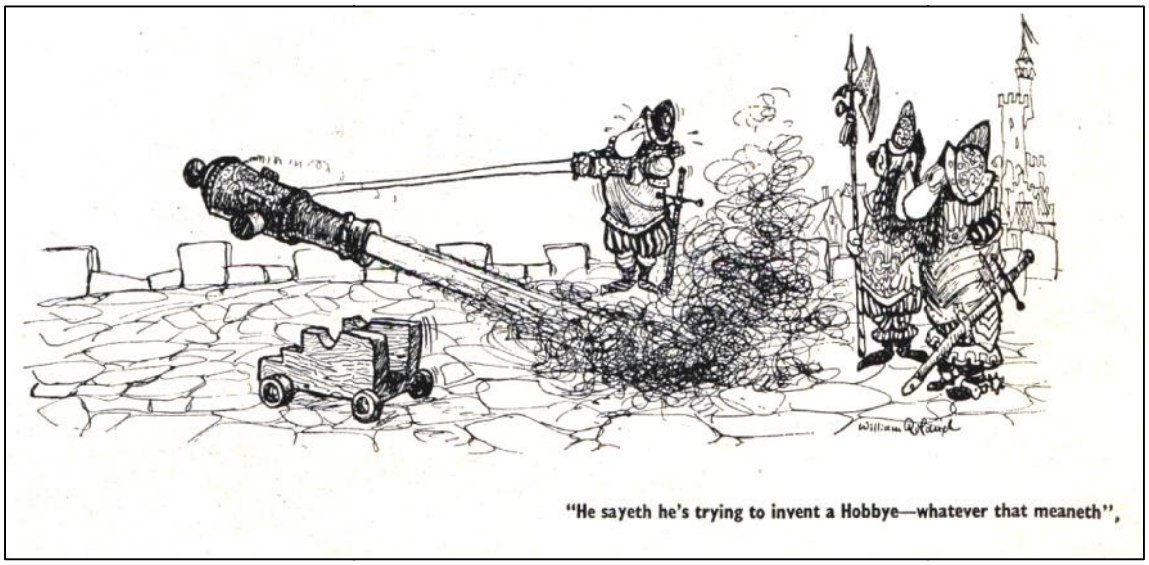
Making up a Medium Motor (2 1/2 - 3 ozs)
Measure out 12 2/3 yds (38 ft)of 1/4" or 15 yds (45 ft) of 3/16" rubber. Cut 1/4" rubber into two pieces, one 15'3" long (the other being 22 ft 9"), or the 3/16" into two equal lengths. Tie the ends together, to give one large and one smaller loop of 1/4" or two equal large loops of 3/16". Well lubricate. Make motors up as for small motors, only into 10 strands for 1/4" and 12 for 3/16", and in both cases, tie off ends with rubber bands as indicated in the sketch below.



Fit bobbin and stirrup thro' common loop, Pre-tension motor before fitting into fuselage by attaching bobbin to a suitable hook at the end of the bench, and apply about 60 turns in a clockwise direction to each half of the motor, with the winder hook thro' the loops, in turn, at the other end of the motor. Bring these ends together, and allow to unwind freely in an anti-clockwise direction, then bind the two loops with a rubber band. Place motor into fuselage as for the small motor, except this time, the motor will still be slightly longer than the fuselage with about 6" still hanging out at the front of the fuselage. Fit prop to stirrup and hand wind on about 50-60 turns which will pull the noseblock into the fuselage, and then allow to unwind (with the freewheel engaged so the prop turns), and you will find the motor will be reasonably taught inside the fuselage with the noseblock remaining in place. Once more, we are all ready to go.

Making up a Large Motor.
Measure out 16 3/4 yds (50'3") of 1/4" or 20 1/3 yds (61ft) of 3/16" rubber. Cut 1/4" rubber into two equal pieces, or 3/16"into two, one piece 26 ft long, the other 35 ft long. Lubricate and make up into 12 strands x 50" long for 1/4" rubber or 14 strands x 52" long for the 3/16" rubber - the 3/16" motor being lighter than the slightly shorter 14" motor. Obviously motors of other sizes can be made up once experience has been gained with the model, in order to obtain the very best from it.

John Godden


"He sayeth he's trying to invent a Hobbye—whatever that meaneth",

Obituary – George Fuller - Bernard Aslett

George Fuller (2 Dec'1929 – 30 Dec'2012)

George Fuller died in hospital on Sunday 30th December 2012, following a taxing illness, bravely borne.

Over at least 60 years, he had influenced aeromodelling, eventually becoming known far and wide. In the inverse ratio to his achievements he was very modest, and another endearing characteristic was his great sense of humour, which remained with him all his life.

The following is a potted history of George's life, taken largely from a tribute to him on the occasion of the 50th Anniversary of the Dixielander, given in 2009.

The year 2009 marked a milestone in the history of British power flying. The Dixielander had reached its 50th Anniversary. This was a significant event as, it is almost certainly true to say that few, if any other model had been popular for so long, been built in as many numbers (around the world), and enjoyed contest success, over such a long period. Additionally, it generated a family of designs - an FAI version, and 5cc and 10cc models being among them.
On such a rare occasion, it is interesting to look into what lies behind it, and try to understand what led up to it.

George was fascinated by Aviation since a small child, and had once been found sitting in an orange box acting out the role of an embryo pilot. Vastly eager to become involved with aeromodelling, he would with youthful impatience, often try to fly a kit model he was building, before it was completed.

In time, and just at the end of the war, he became one of the earliest members of the newly formed St. Albans club. He initially (as might be expected) built gliders and rubber models attentively following the designs of Ted Buxton and Mick Farthing, (see photo with trendy trilby). He also worked in the local model shop beginning a lifelong association with the model trade.
He later became Manager in the Luton model shop, which would become the source of the Yeoman kit range.

By the early 50's he had settled into his lifelong devotion to power modelling. His first successful design was the Stomper (1952) and it was subsequently published in the Feb.'53 Aeromodeller.
The Zootsuit followed, allowing George to place in the British team in 1953 for the World Championships. He could not have come closer to being World Champion, coming 2nd to Kneeland. The next day George was timekeeper to Joe Foster's winning flight in F1B.

Continually refining/testing (something he never stopped doing) the Stomper/ Zootsuit evolved into the Dixielander. It was a case of adapting American trends to suit British conditions and was successful from the start - as George says, "it scarcely missed a max in its first season"
By 1959, Yeoman negotiated to kit the Dixielander, and it is this original kit version that was chosen for the 2009 celebration event.
At that time, the best way of beating a Dixielander was to experiment, and refine the design further and John West underlined the soundness of the basic design by doing just that.

The FAI version took a fellow St Albans member into the British team for the 1960 World Championships, when George was incidentally, the team manager.
In a national contest around this time, George, with the FAI version, jointly won after he and his fellow competitor agreed to share 1st. place, after 10 consecutive maxes!
In 1965, the US Nationals were won with a standard Dixielander, whilst at this time George was flying a stretched 5cc version which he had named the "E type"
George made the British team again in 1969, making the fly offs and finishing 9th.
Incidentally the photos at the time show a youthful Elton Drew as the new World F1A champion possibly looking a little precarious carried aloft on George's shoulders.
Probably the high point of 1969 though, was when he was beaten in the UK Nats by his young son Christopher who took 1st. place - and yes it was a Dixielander.

In 1972, the prestigious US NFFS made the Dixielander the power model of the year, a very special international recognition.
Moving to the West Country, George joined Bristol and West in 1985 and in 1995, again became Open Power Champion and National Power Champion. In 1996 the Vintage scene (SAM1066) paid tribute to the Dixielander, and in 1997 George won SLOP at the Nats with a modified version. This being 50years since he attended his first (1947) Nats.
The alert reader will probably have recognized that most of George's models are named with a Jazz theme in mind, and is recognition of another of his life-long
Being a regular/contributing B and W member, George encouraged us all to treat him as a normal club member, but on reflection, we can remember that there are very few aeromodellers (and on a worldwide basis) who can match or exceed the continuity of his acheivements as a high ranking power flyer.
A sad time for the free flight fraternity, another "good ol' boy" has left us.

R.I.P *Bernard Aslett*

A Letter from George - Peter Michel

I received the following letter, which is one written by George Fuller to Bob McKeon of Pheonix , Arizona.
Bob feels it will be of interest to us as it is typical of the man we all admired.

Dear Bob,

Thanks for your letter and your interest in my aeromodelling life. Re. your question on the early part of my life, I was very keen on traditional jazz and travelled all over the place to various gigs, the most notable being Oxford Street, London.

Although I was a keen jazz enthusiast but not coming from a musical family I did not master any instrument apart from an occasional bash on the drums My idol in the jazz field over here is Chris Barber who I have many tapes of. When I remarried in 1973 my new wife was not a jazz lover which curtailed me a bit.

However, I occasionally meet my first wife who is still jazz mad and, needless to say, I still have a love for jazz and will continue to call my models jazz names.
For reference I have enclosed copies of my Jazzer and Trad Lad. Both designs have won the Nationals for me. The Jazzman, which is an F1J model, has not yet flown.

I still fly power but get fed up with different rule changes adopted in the UK. I am getting hooked on electric. It's nice and clean and with the lithium batteries the models are getting faster and faster. I have now built 11 electric models and am building No 12 which I hope will be faster. By the way, it is called Jazz-E.

The Dixielander event was spoiled as usual by our windy weather. Lots of models had not been test-flown and could not be trimmed. However, we did finish up with three in the fly-off which was won with a time of 5min. 25sec. The main report will be in the Clarion.

I am still model aircraft mad and get great pleasure from the hobby. But alas at 80 this year my legs don't seem as good as when I was in my 20s!

The crazy thing is that although I have designed several successful designs I don't seem to grasp that they are mine. I guess I'm lucky in that modellers from all over the world have liked my designs. I think it is because they are easy to build.

If I have helped the world of aeromodelling I am so pleased because it has been my life and has given me so much pleasure, and has made friends like you who are priceless.

Kind regards,
George

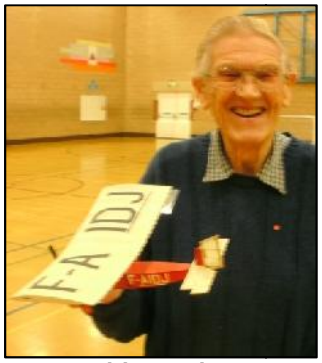
Peter Michel

Indoor Pictorial - John Andrews

In the absence of anything significant to write about I thought I would kick off with a Rogues Gallery of some of my Indoor Flying acquaintances.
First up was the start of my new years flying at the Thorns indoor meeting in Birmingham and here are the reprobates who were in attendance.


Clifford Webb


Derrick Lane



David Vaughan


Peter Martin


Steve Newton


Mick Brown


Alan Price


Mick Chilton


Eric Hawthorn

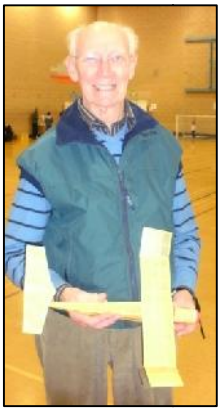

Mike Larlham


Dennis Reece


Rob Newton

Ian Riley & Kai Harris


Mike Riley


Mick Wilkinson


Paul Hyde


Colin Shepherd


John Andrews

A diverse selection of aircraft, for the record I did ask all, when posing, to hold the model in front of their body as I needed tall thin pictures. In some instances the request fell on deaf ears including, to some degree, my own.

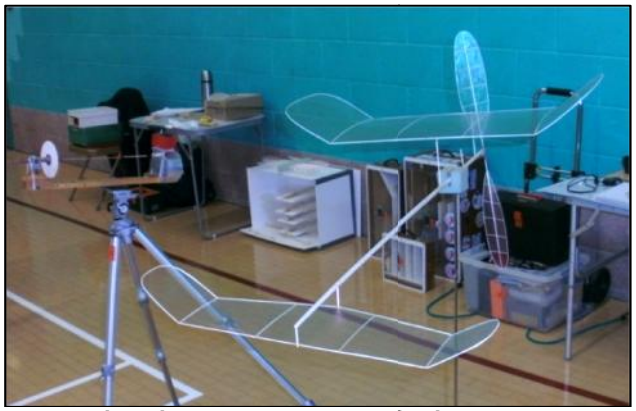
My next outing, the following weekend, was to Alan Prices's do at Brownhills and to everyones astonishment, dyed in the wool indoor freeflighter and Thorns organiser Colin Shepherd appeared with an indoor radio model. In true radio fashion, repairs were needed and for some reason Colin thought his foam was impervious to cyno, it was not and the creeping dissolving lurgy took hold which suspended flying and Colin reverted to free-flight. He should know better.

The next day I sallied forth to John Shaw's meeting at the sports centre in Towcester. These meetings are for the lightweight flyers, that is light models not light flyers, otherwise I certainly would not qualify.

Peter Ing fettles his new 35cm model

Geoff Lefever adjusts his V/P prop

Gerard Moore's F1M



John Shaw's new F1D awaits its ¼ motor, ready wound in the jig alongside

Gerard's model had a wide diameter circle and he had to launch more or less directly at us, we had to slowly dodge it more than once but it did enable me to get a picture of it. As you can see it only passed a few inches above my head.

OK, thats indoors for now, three meetings already.

John Andrews

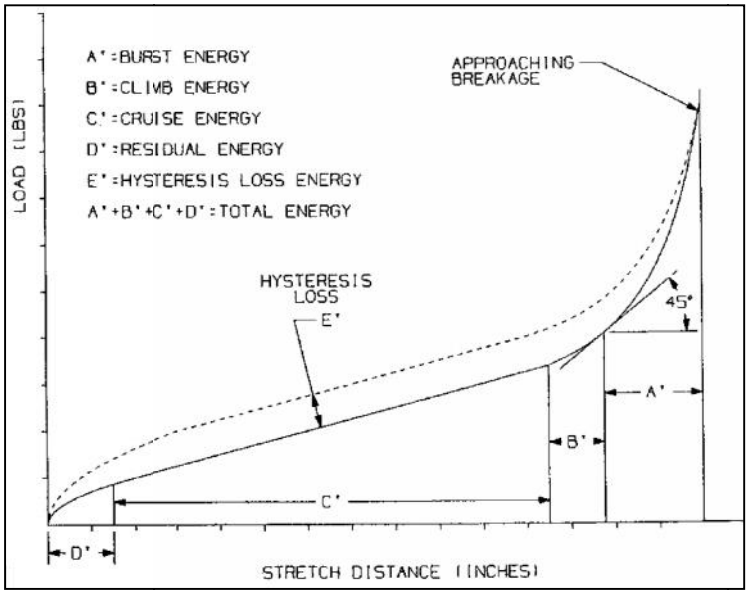
A Technical Analysis of Rubber Strip - Carl Bakay

Courtesy Indoor News and Views Editor: continued from last issue

FINDING THE ENERGY IN A RUBBER LOOP

All this leads us to the heart of this article, which is how and why rubber loops are tested for something called "total energy", and what this means to the serious flier. The whole point of the introduction *From Sap to Strip* was to highlight all the variables inherent in making the box of rubber we buy and use. But, as a friend of mine asked, "Why all of this testing? Are we going to send it back?" No, I'm not, but I can accumulate many different batches, test them and see how others have tested them, and use the best to compete with and the rest for practice or sport flying. Also, Chilton and Tenny and Rash and Coslick will tell you that you have to wind a lot of samples and break a lot of motors to get good at it, and get the most from what you have. Testing is a way to speed up that process.

The hysteresis stretch-strain energy curve for a rubber loop drawn by John Clapp is shown below. It should be familiar to most readers. It is dimensionless, in that it doesn't have actual numbers on the axes, but if it did, the best numbers to have would be 0 to 100% on both. That way all sizes and weights and batches can be drawn on the same plot, and only the differences between samples would show up.



Whether we are winding or stretching, the first step is to make up 5 to 10 identical loops from the same batch, weigh them, break them in if desired, and wind or pull a few until they snap. This will establish the 100% point on the x (horizontal) axis. Then we record force in either pounds pull every 3 inches, or inch-ounces of torque every 100 turns, up until 95 to 98% of the breaking point, and then record the same increments while relaxing or unwinding the strip. The difference between the two curves is the hysteresis loss due to friction heat, broken links, filler and crystallization mentioned earlier. The area under the return (lower) curve is denoted by A + B + C + D, and is the total energy in the rubber sample. For flying, only A + B + C are the useable energy, because the prop has stopped turning by the time the motor gets to D.

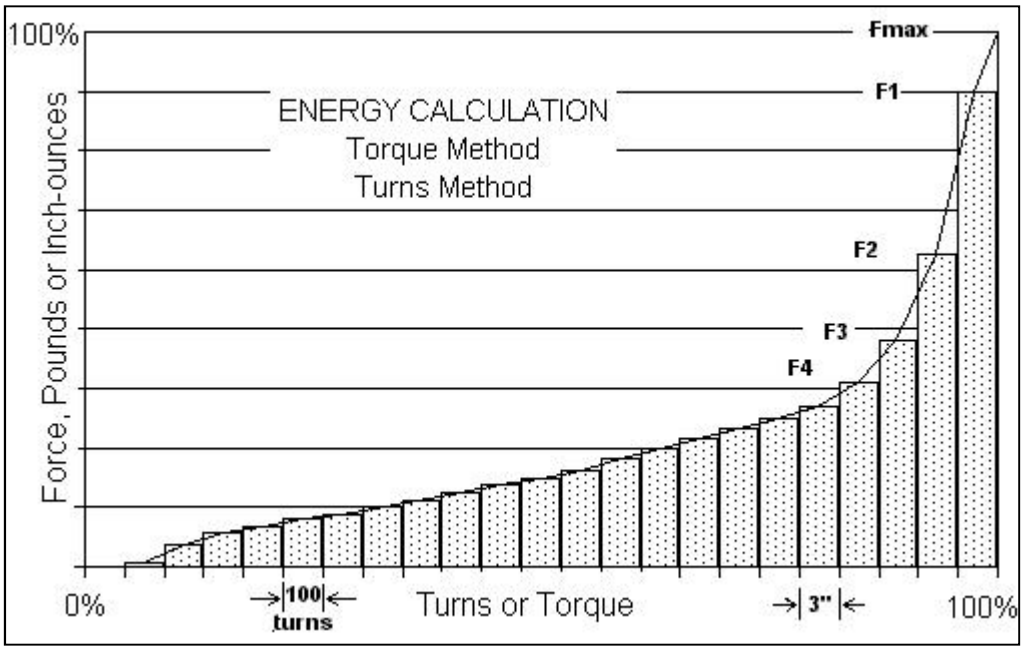
ENERGY FROM STRETCH TESTS

Let's take stretch testing first. If we divide the return energy curve into slices, or bars to denote the sample size, the calculation method to find the area becomes obvious. Merely add up the pieces to get the whole. We add these bars together into one long strip of forces, three inches wide. The actual amounts of pull recorded during the test are noted on the graph below as F values. We first sum the forces by totaling up the average heights of all the rectangles under the return energy curve. The average value is simply the force on one side plus the force on the other divided by two. So the sum of the forces looks like

F = (Fmax + F1)/2 + (F1 + F2)/2 + (F2 + F3)/2 + ...,
But this can be simplified. If we multiply through by 1/2, we get
F = ½Fmax + ½F1 + ½F1 + ½F2 + ½F2 + ½F3 + ½F3 + ...,
and combining like forces, gives
F = ½Fmax + F1 + F2 + F3 + ...
F = ½Fmax + sum of all the remaining forces,

The last step is to convert to foot-pounds/pound, using ¼ to change the 3-inches to feet, and 16 to change the strip weight in ounces to pounds.

Energy = ¼ x 16 F / Wt of strip in oz. = 4F/Wt of strip in oz.



ENERGY FROM TORQUE TESTS

The good news is that we don't have to go through the explanation of summing all the forces again, because finding the energy under a torque/turns curve is the same as for stretch. We are adding up strips that are T units high by 100 turns wide. Now we use T instead of F, so

T = ½Tmax + T1 + T2 + T3 + ...
T = ½Tmax + sum of all the remaining Torques.

We have angular energy being measured, so multiplying by 2¶ converts this to linear, there are 100 turns and 12 inch-pounds to the foot-pound, so the final equation needed is

E = 100 x 2¶ x T/ (12 x Loop wt in oz) = 52.35 x T / Loop wt. in oz.

The last question to be asked when talking about measuring rubber energy is, "How do these two methods compare, and are the results meaningful?" The answer is, "It depends." Mathematically, the two analyses are the same, in that they accurately find the area under each curve, whether it be stretch or torque. But the following variables enter in to the test findings:

Are tests adjusted for the same temperature? The same humidity?
Are the samples from the same batch? The same box?
Were the loops broken-in before testing?
Was winding done by turns or by torque, slow or fast?
How close to the breaking point limit were the samples stressed?
Was a lubricant used?
Were enough samples tested to get a good average?

Without some examples, the usefulness of energy testing will be debated forever, but as backround for this article, the table of energies below was assembled. It not only includes stretch and winding results, but also rerun values that show that all samples benefit from a breaking-in of some sort. Readers are asked to search their files, and help INAV expand even further on this list.

RUBBER TEST ENERGIES – 1976 to 2001

Type	Batch	E @ 75°	Source
FAI	2/76	3400-3500	Pearce 1979 NFFS Symposium
FAI	3/77	3200-3500	"
FAI	6/77	2700-3300	"
FAI	11/77	3050	"
FAI	9/78	3020	"
FAI	2/79	3350	"
FAI	6/79	3360	"
FAI	11/79	3290-3500	Pearce (rerun after two break-ins 3370-3600)
Pirelli	1978	3910	Cannizzo
Pirelli	1978	3680	Bob White
Pirelli	4/79	3500	Ed Dolby
Pirelli	6/79	3700	Ed Dolby
Pirelli	9/79	3430-3615	Ed Dolby (rerun after two break-ins 3600-3720)

Type	Batch	E @ 70°	Source
FAI Tan	1991	3770-4100	Hunt, Indoor News #21, 1993
FAI Tan	1990	3050-3120	"
Tan I	11/91	3596 ft-lb/lb	Rash RMPP
Tan II	6/93	3606-3654	Blackham
Tan II	8/93	3652-4409	Blackham WC batch
Tan II	5/94	3475	Rash RMPP
Tan II	6/94	4100+	Coslick INAV 82
Tan II	8/94	4100+	Coslick INAV 82
Tan II	4/95	3497	Tellier Spreadsheet
Tan II	1/96	4042	Tellier Spreadsheet
Tan II	4/96	4272	Tellier Spreadsheet
Tan II	6/96	4137	Tellier Spreadsheet
Tan II	7/97	3580	Rash RMPP
7/97	4140		Hunt. FF Indoor List, 8/25/99
Tan II	10/97	4513	Tellier, MAAC
Tan II	2/98	4485	Tellier, MAAC
Tan II	5/98	3861	Bakay (rerun 4042)
5/98	4325		Tellier, MAAC
Tan II	7/98	4390	Tellier, MAAC
7/98	3716		Bakay (rerun 3942)
Tan II	2/99	4582	Tellier, MAAC
Tan II	3/99	4198	Tellier, MAAC
Tan II	5/99	4110	Gibbs INAV 98
5/99	4675		Tellier, MAAC
Tan II	7/99	4093	Gibbs INAV 98
Tan II	7/99	4215	Bakay (rerun 4414)
Tan II	8/00	4307	Bakay (rerun 4345)
Tan II	9/00	4014	Bakay (rerun 4277)
Tan II	4/01	4351	Tellier, Cloudbusters Web Site
	4/01	4172	Bakay (rerun 4327)(sample courtesy Tim Goldstein)
Tan II	6/01	4557	Tellier, Cloudbusters Web Site
	6/01	4530	Bakay (rerun 4650)(my stock)
6/01	4523		Fitch (80°F)
Rubber Bands		1780	Example of poor rubber, with high filler
Latex gloves		2600	Medium quality, some filler
Titleist Golf Ball		3185-3379	Rubber thread by the Wet Process

MORE ENERGY FROM GOOD HOUSEKEEPING

The engineering field in general is famous for giant pendulum swings in the way it does things. Years of reliance on technology eventually lead to disaster, after which comes a swing of the bob "back to basics." So it is with these motors - there are some basics that just seem to make good sense to turn into habits, regardless of the quality of the batch or event being flown, and how technical the user might be.

The first "basic" might be cleanliness, and the second, lubrication. Dirt and the resulting scratches are the enemy. Wash the entire box of new rubber in a mild soap and warm water, and rinse many times before drying. Only then should you apply a lubricant. But Bud Tenny said it better in his November 1997 column in Model Aviation.

"To obtain this kind of performance from any motor made from Tan (I or II), the rubber must be kept scrupulously clean. Tan II's surface is so smooth and slick that the tiniest piece of grit will score the surface. I find that consistent use of Armor All during winding, and while stabilizing the final phase of knots during the winding, seems to minimize scuffing between strands. Several fliers have reported scuffing with most versions of Tan II, but I can't remember scuffing, even under the hardest use, with Armor All and similar lubes."

It was only a few years ago that rubber lube did only that, lubricated the strands so they moved freely past one another during winding and knot formation. Just mix up Ivory or green soap, glycerine, lanolin, petroleum jelly and water, or buy the stuff ready made. But auto lovers have always known that rubber parts dry and crack too, and now there are products such as Armor All 2001 and STP's Son-of-a-Gun that not only lubricate because they are soapy silicone emulsions, but also protect against UV light and ozone degradation. Dow Corning and others make similar products. Whether it is best to apply it right after washing for its protective qualities, or wait until it is to be wound, is up to you.

Some evidence has been accumulating that soaking motors in Son-of-a-Gun for long periods increases softness and elongation, to the detriment of performance.

A third 'basic' would be proper labeling, and storage of your stockpile in the refrigerator, just above freezing, in airtight, Ziplock Freezer Bags. Jim Bethea from Baton Rouge told me, "Keeping the rubber in the

fridge will definitely help hold the original properties. The reason for this is that the activation energy for crosslinking is temperature dependent: hotter is faster and cooler is slower. I have been keeping mine in the fridge for 15 years." We might add that it is also dark in there, and that is good, too. But make certain the bags are polyethylene or PE, and not polyvinyl chloride or PVC, which gives off toxic fumes that will degrade the rubber and defeat the whole purpose of storage. How do you know which is which? Submerge the empty bag in water. PE floats; PVC sinks.

A fourth basic habit to get into is breaking in all your contest motors. Fred Pearce has many tests listed in the Table of Energies in this article, and he found that two hard break-ins increased energy storage by 2 to 4 percent. The author has found the same, on the order of 100 to 200 ft-lbs/lb improvement (after an overnight rest) from the first break-in, and 50 to 100 improvement after the second. Even office rubber bands and golf ball thread show this. Of course, cheaper formulas will hold a 'set' and never return to normal after a good pull, even if given a few days rest. But strips or thread made from all-natural latex rubber will. If you test your contest motors the night before in your motel room, you have accomplished three things: eliminated the loops prone to breakage *before* the contest, ranked your motors in order of performance, and broken them in, all at the same time. This kind of preparation is not a new idea, and is covered more in the last section.

The last basic habit may well be the best: keep good records. Buy some spiral notebooks or three-ring binders, and take them everywhere you fly. Study others and see what they do. Keep similar records as they do, and you will be able to compare notes one day. Then you will be standing on the shoulders of giants, and you will see a lot further.

BRINGING IT ALL TOGETHER

Some technical types I know are in love with data; lots and lots of data. But the real value comes when this is organized into information that the reader can use. Two modelers who have shown the way in turning energy testing into contest performance are Lt Col. Bob Randolph of F1D fame, and Wakefield flier Jim O'Reilly. In his short article in April 1993 INAV, Randolph states:

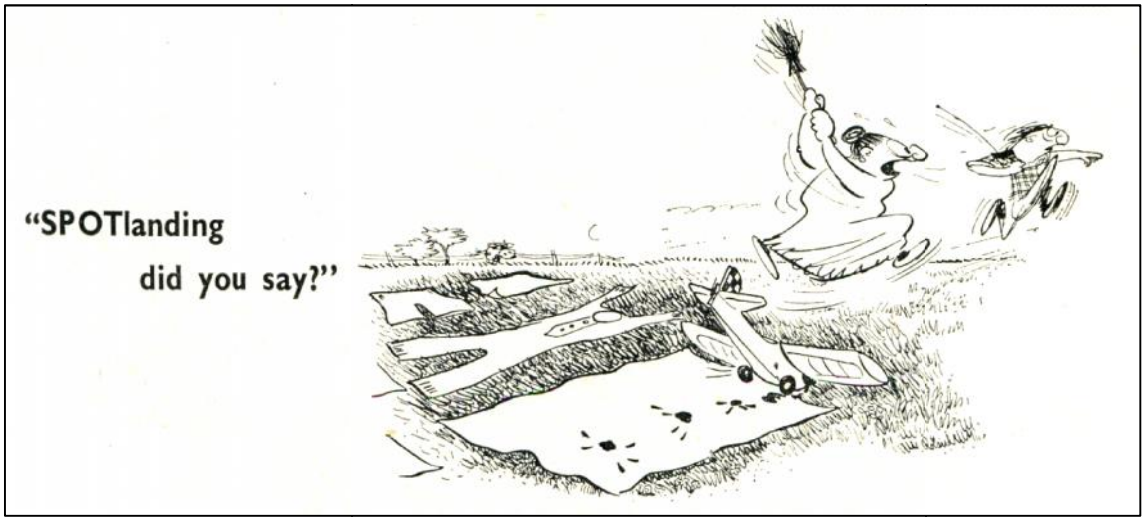
"Suddenly the idea hit me that what makes F1D so great is that everything is important. You need a good design, a well built model, a well adjusted model, good rubber, and capability to find the optimum motor to obtain really long flights. Any one factor that doesn't measure up will reduce duration. Therefore your goal should be to improve all of the skills required. Some may question what skill has to do with rubber. The skill is in being able to identify which of the rubber you possess is the best and to keep an active lookout for better."

Since 1983, Randolph as been using quarter motors in practice, and using his best quality, full motors for contest day. This way he stays with the best batch, and conserves what he has at the same time.

Jim O'Reilly has taken this a step further and has outlined a system of integrated testing and flying. This means that his stretch testing is done on actual contest motors, not samples from the box they came in, and this both breaks in and sorts the motors by specific energy. Although developed for outdoor, it is just as applicable to indoor competition.

1. Make up motors to weight and length and put motors and labels in plastic bags.
2. Lube motors and check their lubed weights.
3. Conduct pull-type energy and break-in tests.
4. Make a table of motors and their energies for the contest. Plan the best motors for early morning and flyoff rounds, with lesser motors for the warmer, thermal part of the day.
5. Wind to torque values on the torque vs. length chart. Finish winding very slowly.
6. Don't be afraid to re-use a motor if it has no broken strands or nicks.

Carl Bakay



Sal Taibi Memorial Mass Launch - Mike Myers (USA)

The photo was taken on January 12, 2013 at Perris, California. The SCAMPS [Southern California Model Plans Society] had organized a Sal Taibi Memorial Mass Launch. Everybody came out to Perris with their Sal Taibi designed airplanes. It was cold and very few actually flew. Dave Harding was with me and he noted that those airplanes that did fly were—in many cases—not very well trimmed.

That's understandable since, as Joe Jones told me, "I've got 18 Sal Taibi designed planes in my hangar—and I could only get 7 of them in the car." When you've got that many airplanes, it's tough to keep them all in trim. Lots of SCAMPS build Taibi planes---he was after all the guiding light and "Godfather" of the SCAMPS.

The SCAMPS once had a big banner that they stood behind with the words "The Taibi Tribe" on it.

The woman in front of Mike Taibi is Betty Moke—Sal's constant companion and caregiver from 2004 on. She came into his life shortly after Nan Taibi died. Sal met her in an exercise class.

What planes are in the picture, or did I see that day? Powerhouses; Brooklyn Dodgers; Pacers in several sizes; Spacers in several sizes; Taibi "Racers"; a Starbuster—a somewhat simple profile free flight design that Sal did for Mike when Mike was a young boy; an Eaglet, lots of Perris Specials (again in several sizes); many many Stardusters.

The picture was taken by Kevin Sherman standing on a 20 foot tall stepladder. Kevin is big guy, and several people braced the bottom of the ladder to give Kevin a secure platform.

The tall white haired guy in the red jacket in the middle of the picture is Mike Taibi. [Sal's son]. I'm standing next to him – also with white hair.

Mike Myers (SAM USA)

Glider Stunt on You Tube - Editor

A skydiver has pulled off an astonishing stunt by climbing out of a glider's cockpit, crawling along the wing and then somersaulting underneath and stepping onto the wing of a second glider flying below.

Paul Steiner then moves back onto the main fuselage of the second glider while the first glider turns upside down and flies overhead so that he can reach up and hold the tail fin at 100mph, forming a human link between the two aircraft. He then leaps off and parachutes back to the ground.

The spectacular stunt, captured on YouTube, was carried out by the Red Bull skydive team 2,100 metres above the mountains in Styria, Austria. And they look mightily relieved as they returned to their airfield.

Click on link to view

http://www.dailymail.co.uk/news/worldnews/article-1265891/Hold-think-youre-

This video on You Tube is well worth a look, they must be crackers but something must drive them on to do it. I wonder if they get drunk one night, hatch the plot, then when sober no one wants to chicken out. Beats me.

Editor

Warp Removal - Tim Mountain

''It was at Middle Wallop back in Dec last year, where I found myself stationed between Spencer Willis and the Ted Horn/ Peter Michel duo. All experts, and happy to share their collective wisdom with a relative FF novice. I say novice as I have been an RC power flyer for donkey's years. But that is another story, sometime later maybe!

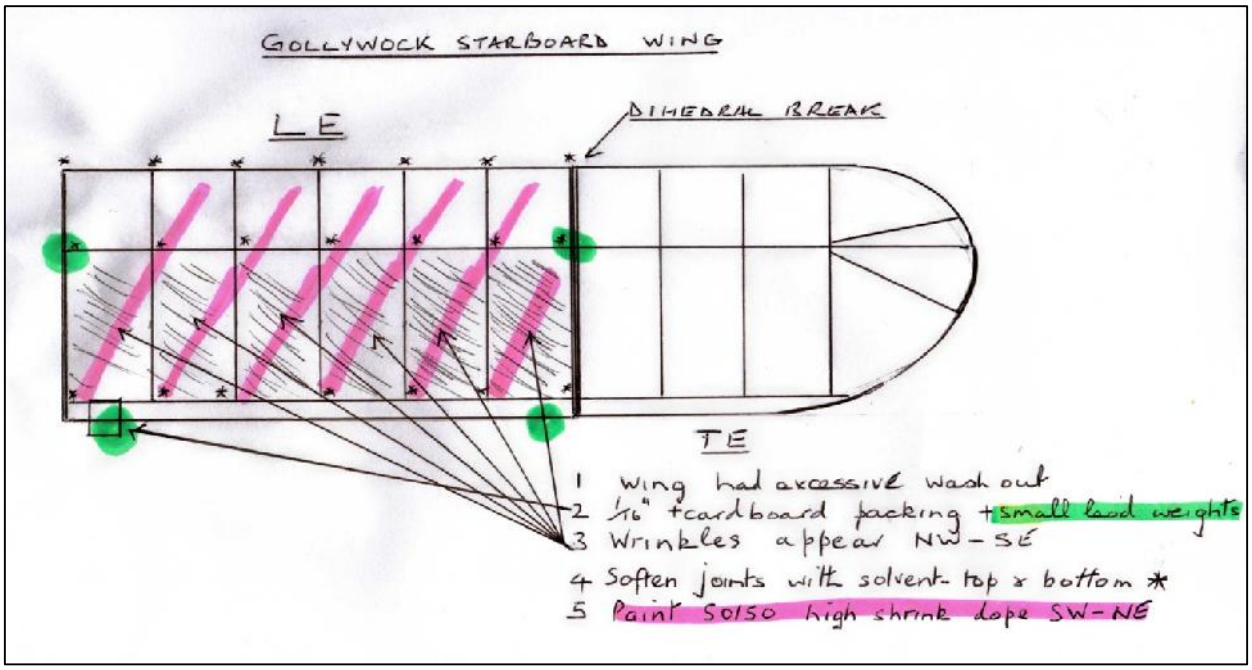
I was fiddling around with my Spencer Willis P30, when a guy who I now know to be John Knight asked why the wing of my P30 appeared to be geodetically doped. The answer is simple--in a word-- warp removal.

Appoaching my FF activities with a non traditional background, I suppose I saw different ways a solving problems, and warps are **problems!** I guess one day I looked at this P 30 wing and saw it was full of warps, and instead of steaming them out---a la tradition--noticed that if I gently twisted the wing against the warp, I could see wrinkles in the tissue appearing diagonally across the tissue covering each wing bay. This led to the grey cells starting to work.

Firstly, I packed and weighted the offending wing panel to the state of twist I wanted, plus a little, say 1/32''-1/16''. I then softened each and every glue joint, top and bottom surface, and upper rib edges with a cellulose solvent. Acetone will not do-- it causes blooming, but I used a mixture of Methyl Ethyl Ketone and Butyl Acetate. Rustins cellulose thinners works, but my mixture appears best. These chemicals are getable with perseverance. Ordinary dope thinners does not work as it is neither a ketone or an ester, and hence does not soften cellulose glues and dope to any discernable extent.

Once the solvent has evaporated, any stress in the wood joints should have gone, but some of the undesirable warp will return due to stress in the tissue covering. Back to the packed up wing, which will still be showing wrinkles in the covering. Now is the time to reach for the high shrink dope, thinned maybe 50/50, and painted very lightly, and diagonally across the wing bays, at right angles to the those offending wrinkles. Being high shrink dope, these wrinkles will be shrunk out. When its all dried out you can assess the result, and if necessary do a similar job on the lower surface. But just remember that the high shrink dope stripes go SW to NE on the top surface, then looking from the top, the high shrink dope

stripes go SE to NW. (with the wing orientated east-west) And it is probably best to thin the high shrink dope with the cellulose solvent described.
This process probably takes move time than steaming, but is doubtless more stable fix.
It all seems to work for me.''



As mentioned earlier, the best solvent appears to be 50/50 methyl ethyl ketone and n-butyl acetate. I was lucky in the I had a fair quantity of n-butyl acetate aquired during my working days, similarly methyl ethyl ketone. Word around the site, a large chemical research establishment, that the mix was good for thinning cellulose paint when the old car needed a respray. All a long time ago! Friends, sons, daughters, nieces, nephews and young lovers who work in a lab may be able to help.

Ethyl acetate (EtAc) , as a substitute for n-butyl acetate (BuAc) is availible as WURTH Type 10 cleaner, and is sometimes found in double glazing workshops. A search on the internet and E-bay might yield results. Propyl acetate and iso-butyl acetate will also work.
Methyl ethyl ketone (MEK) maybe found in an old fashioned printers. Rustin's cellulose thinner contains a good proportion of MEK along with some Methyl iso Butyl Ketone (MiBK). Again, a search of the internet and E-bay could prove productive.
If anyone finds a good source of these chemicals, perhaps you could forward details via John Andrews.
And a final word of warning. These chemicals are quite volatile and highly inflamable, and thus need to be used in a well ventilated area. You can look up their properties on Wikipedia, and judge for yourself whether you are happy with their use.''

Tim Mountain

James May's Toy Stories Programme Comment - Editor

There were a few emails flying about at the time of the programme:
http://www.bbc.co.uk/iplayer/episode/b01pmbmx/James_Mays_Toy_Stories_Flight_Club/

Tony Shepherd:
Good telly, thanks for the tip off. Interesting use of the term "free flight"! And why not set it to circle all the way, or just keep it's nose into wind? They needed an experienced model flyer on the team, I'm sure they could've found a photogenic F1A flyer to partake!
I suspect we'll have lots of discussions as to why they did it the way they did when there seemed to be a great deal they could've done to make it simpler!

Roger Newman:
As you say - interesting program, but dumbed down by the need to get it all in one hour. Liked the laser cutting bit. And to think I've spent my whole life making toy aeroplanes go round in circles - what a waste of talent!

John Thompson:
Not really FF, on the Drome they were using RC as one of them had a transmitter in his hands , may be they did not use when they did the flight to retain the FF aspect? Also if FF why use a semiscale model, we all know they do not FF as well, except of course if you have inboard control you need a semiscale one !

James Paton:
Have you seen this:
http://www.bbc.co.uk/iplayer/episode/b01pmbmx/James_Mays_Toy_Stories_Flight_Club/
A bit slow to start with but gets better and better.
We should not be debating radio dt,. We should be worried about all the gadgetry in this FF? model, GPS, Gyros etc. It is hardly free flight. No doubt the Finns and Eastern Europeans will be using it all in FAI classes soon.
Like a lot of other aeromodellers, I found James May's programme really stimulating, after he got the boring bits out of the way.
Forget worries about RCDT, multifunction timers are really the thin end of the wedge. When does flight cease to be free? and how much pre-programmed functioning are we to allow ourselves? O.K. a dethermaliser is a good idea, but VIT, Auto Rudder, Wing Wiggler- are they OK? What about a variometer, gyros, GPS, (just updates of pendulum control). Programme it to land at your feet, find thermals, correct incidences, avoid obstacles. Fly in the fog, leave your spectacles behind.
The perfect game, even better than Radio Control or having someone build your model for you. It is all just around the corner.

Editor

Snippets from the archive

All Catered For

The happy club is the club where every member has a job to do. Not everyone can be Hon. Sec., or Hon. Treasurer, and as these two jobs involve actual work, not everyone wants them. But members are hardly likely to hang around the clubroom unless they have some official status to cling to, and fortunately most clubs are inventive enough to think up enough non-functioning official posts to gratify the pride of these simple souls.

Posts can be allocated according to age and disposition. The elderly member is sustained by a vice presidency, while the younger and wilder member rejoices in the title of Combat Liaison Officer. Even the single junior member need not be forgotten. Junior Committee Representative will give him something pompous to boast about.

When I first heard that the Long Eaton Club had appointed a catering officer I thought that they were either displaying a simple sense of humour or pushing the appointments system just a bit too far. Amazingly enough, they have a catering officer who actually functions as such, following the club around with his pop and choc chuck wagon. At present, nothing stronger than lemonade is served, but if the club hopes to beguile the local councillors into allowing them the use of the park. . . .

Boyhood of Rally

Now for a quiz. That little boy in the old model meeting photograph. Who did he grow up to be ? Was it:

(a) Air Vice Marshall Sir Prangem Proper, dfc, dso, vat and Bar?

(b) Lord Stumpington-Cody of Farnborough, Chairman of the British Aircraft Council, and Chief Advisor to the Chipping Balsa Model Club?

(c) Charlie Higgins, General Labourer?

Fast-'ideous

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

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

Pylonius

Bungee Glider Rules - Tony Shepherd

Following on from Peter Michel's excellent introduction to the new, Peterborough MFC inspired, bungee launch glider classes, a few comments and suggestions have been received, and with SAM 1066 being the caring and sharing organisation that it is, they've all been given a good dose of consideration.
A look through a list of eligible designs shows us that whilst there are a reasonable number of options available, the list doesn't have the depth that we might like. Along with that, those old favourites like the Nord, Lulu and Caprice (or Celestial Horseman and Thermalist!) are currently ineligible. Following a good bit of thrashing around of ideas, we've decided that the option of scaling designs that would otherwise fall outside of the net is to be permitted so the rules for both vintage and classic bungee launch categories will now include:

"Models may be scaled down from original designs that would otherwise be over 36" span. Construction is to follow the form of the original with wood sizes being scaled to agree with the model's scale."

This interpretation is based upon the SAM Rules in the US for 1/2A Texaco so it's reckoned that it should be good enough or us!
The next point concerns the selection of the anchor at the fixed end of the line and the suggestion that a stake of some sort could be used. This was actually considered during the early stages of drafting the rules for these classes and after some debate the use of humans was deemed to be appropriate at Middle Wallop. The problem with stakes is that they can get lost in the grass and the potential issues that would arise with MOD from a "lost" stake don't bear thinking about! To quote our Chairman, Lord Thompson of Hartley Witney,

"The H&S aspect at MW takes precedence over all other matters. After every meeting Roger and myself check that nothing is left on the field (you would be surprised at we find from time to time!) but looking for a stake out in the field would be impossible."

With this in mind, the rules on this particular aspect will stay as currently written.
The final point concerned the roles and responsibilities of the human anchor. Peter Michel suggested that as well as their job of holding the fixed end of the line AND doing the timekeeping, they could also take on the task of winding in the line, presumably while the flyer sat comfortably in the warm sunshine, marvelling at the performance of his or her latest creation! Now the observant among you will perhaps wonder how many hands and eyes Peter's timekeepers possess but in the meantime it is suggested that it is down to the flyer to get the line wound in as quickly as possible after the launch whilst the "anchor" just concentrates on timing the latest, glorious max (or ignominious dropped flight)! It should be noted that the task of the anchor constitutes them taking part in the aeromodelling activity so they should be BMFA members and therefore covered for insurance purposes.
For those of you that are busy looking around for something to build, you could do worse than go to the Outerzone website at:

http://www.outerzone.co.uk/browse_plans/index.asp

Click on the glider section of Free Flight Sports Plans and cast your eyes on what's available. All plans can be downloaded for free and copied off at your local printing shop – they will probably be able to do it if you just give them the web address of the particular plan that you're after. Now there's definitely no excuse for not having a go!

Tony Shepherd

1993 Alexander Andrjukov, 38, Ukraine

Lost Hills are just that, when the winds blows and the dust rolls, the Hills are Lost. Chase a Wakefield across the field, to the west, through swale and gully, turn back after it DTs, and you too may be lost! Seven miles square of Free Flight Heaven! Into this environment of snakes, tarantulas, and scorpions, came 230 contestants from 37 Nations. Because a motorcycle is so essential to the retrieval of aeromodels, many simpatico aeromodellers who were not flying volunteered not only their motorcycles, but often themselves to chase down Wakefields for all contestants. This World Championship was a volunteer effort that was coordinated by the Southern California Aero Club (SCAT), AMA, and NFFS. Full credit must be given to these organizations for conceiving, and organizing this demanding, and often overwhelming Free Fight event.

The reigning Wakefield World Champion Alexander Andrjukov was there to defend his title, but this year for the Ukraine, the CCCP no longer existed. Flying for team Ukraine was a past veteran, attending his fourth WC, Evgeny Gorban, with him was Vivchar, and Blachevich. Team Russia included Burdov, Khreb, and Feodorov. All of these contestants when they were not flying their F1Bs spent time in the sales tent selling parts, and accessories to the throng (mostly Americans) who were more than eager to part with dollars. The buying frenzy often included whole, ready to fly F1Bs, thus was born the phrase "..go'n Russian", in the parlance of the Wakefield community.

Tony Mathews was back with team Canada, he was second to Andrjukov in 1991, with him was Douglas Rowsell, and Cameron Ackerly. The Canadian team were fielding very interesting F1Bs that can only be described as simple high tech aeromodels. Team USA was led by George Xenakis, attending his fifth WC since 1967, something of a record, with him was Chris Matsuno a veteran in his first WC, and Fred Pearce. Friday, October 8 was Wakefield day.

ROUND 1-7: The pre-fly-off rounds, did not get under way as was scheduled at 7:55am. The FlA fly-off superseded the start. This day began as most do in Lost Hills: hot, calm, clear, and very dry. This would be a 210 second round, and with the delay hooking onto a stray thermal should have been easy, but twenty-six contestants missed the max, and for sure were out of this contest. The rest of the rounds were all for 180 second maximum, and normally this is when all kinds of stuff happens, mostly concerning thermal detection. The thermals at Lost Hills are often described as "broom stick" shaped, smaller at the bottom. The presence of thermals are detected by all manners of instruments, and devices, some electronic, others soap bubbles, or weedy cattails. None of this stuff when applied to thermal detection can be described as absolute, it all requires guess work. When a "broom stick" goes by it can make all of these detection devices go off, giving what may be a deceiving "positive" reading. Many times a massive launch occurs at Lost Hills when this phenomenon occurs, and what is thought of as lift, is in fact the opposite, down air. Many "experts", or people who should know better dropped a round or two because they misread their instruments. This included the 1989 WC Eugeniusz Cofalik. Twenty-six contestants did make it into the fly-offs, including the 1991 WC Alexander Andrjukov, and so was his shadow Tony Mathews.

ROUND 8: The 300 second fly-off, opened at 7:30pm, and four contestants dropped this round including Chris Matsuno, but Fred Pearce was still in the fly-offs representing team USA. Round 9 would be started tomorrow morning. Alexander test-stretched "FAI" rubber long into the night.

ROUND 9: This would be a 600 second round, beginning at 7:10am. As the horn sounded to open the round all twenty-two contestants got ready to fly. It was overcast, and a slight drift came in from the west, from the Pacific Ocean. The air was buoyant, and the sun was beaming through the breaks in the cloud layer. I watched as Fred Pearce launched, and then I ran to the west end of the line, just in time to watch Andrjukov preparing to launch. His F1B was on the winding stand, the fuselage was wrapped in an electric warming blanket. He began to wind-up his best "FAI" rubber motor, finishing at 450 turns. Off the stand he ratcheted-in about 20 more turns, and removed the warming blanket. Deliberately placing his Wakefield overhead, he now ran forward a few steps, and launched it straight

up with a hard javelin throw. At about twenty feet the DPR snapped in, and the propeller thrust took the aeromodel straight up, with no turn, to 400 feet, where it continued to cruise, nose up for 110 seconds on the prop. Now at 500 feet it transitioned into the glide pattern, circling to the right in at least 700 foot circles. Andrjukov's Wakefield continued on, as all the others clocked in well below the 600 second max. Still it continued to glide in the buoyant morning air. Then it was over, a cheer came up all around the field. The time? 535 seconds! Almost nine minutes. Alexander Andrjukov had won the Wakefield Cup for the Ukraine. Repeating as a two time winner, next to such Champions as Joe Ehrhardt 1930 and '31, Gordon S Light 1932 and '35.

A new transaction took place on the field, Alexander sold his winning F1B, AA-26, to Jerry Fitch for an undisclosed sum of money. Meanwhile the feeding frenzy increased as anything Ukrainian doubled in value at the now expanded sales tent near the processing center. Everything they owned including the clothing on their backs was: FOR SALE. FOR GREEN BACKS: parts, whole FlBs, hats, pants, shirts, underwear, you want it?

In the June/July 1996 Digest appeared the following ad:
The one "they" don't want you to have. Get it in time for the finals. The education you'll get from this model is worth the price, even if you never fly it. $1500. Jerry Fitch (916) 391 5516.

Individual Winners

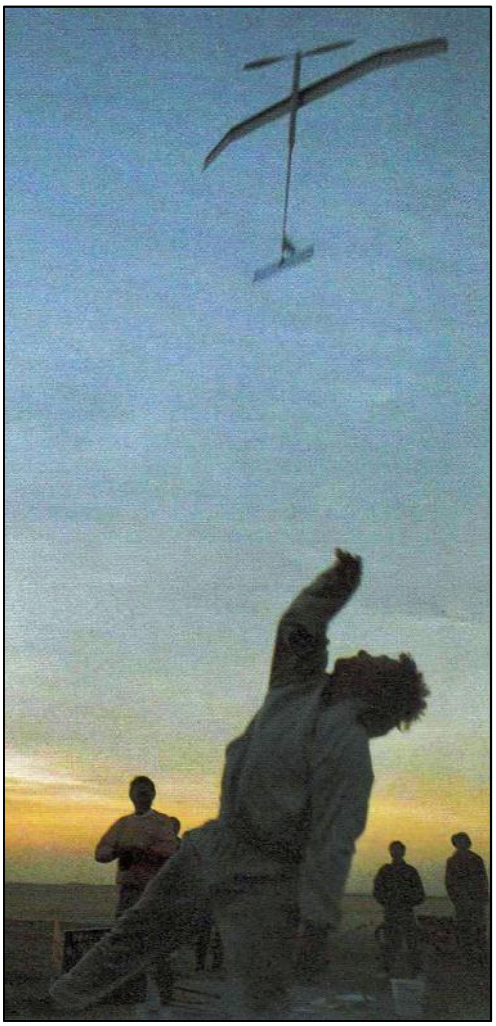
Place	Name	Country	Round 1-7	Round 8	Round 9
1	A Andrjukov (1991 WC)	UKR	1290	300	535
2	V Roshonoks	LAT	1290	300	459
3	T Mathews	CAN	1290	300	434
4	A Zeri	NED	1290	300	428
5	D Rowsell	CAN	1290	300	424
6	B Eimar	SWE	1290	300	398
7	Blachevich	UKR	1290	300	382
8	J Lu	CHN	1290	300	381
9	Rozycki	POL	1290	300	364
10	Vivchar	UKR	1290	300	360

1993 Team Results for Penaud Cup						
Place	Country	Abbreviation	Total	Team member places		
1	Canada	CAN	3870	3	5	12
2	Ukraine	UKR	3870	7	10	20
3	China	CHN	3870	8	13	19
4	Japan	JPN	3808	25	28	42
5	Netherlands	NED	3783	4	32	47
6	Great Britain	GBR	3783	14	26	55

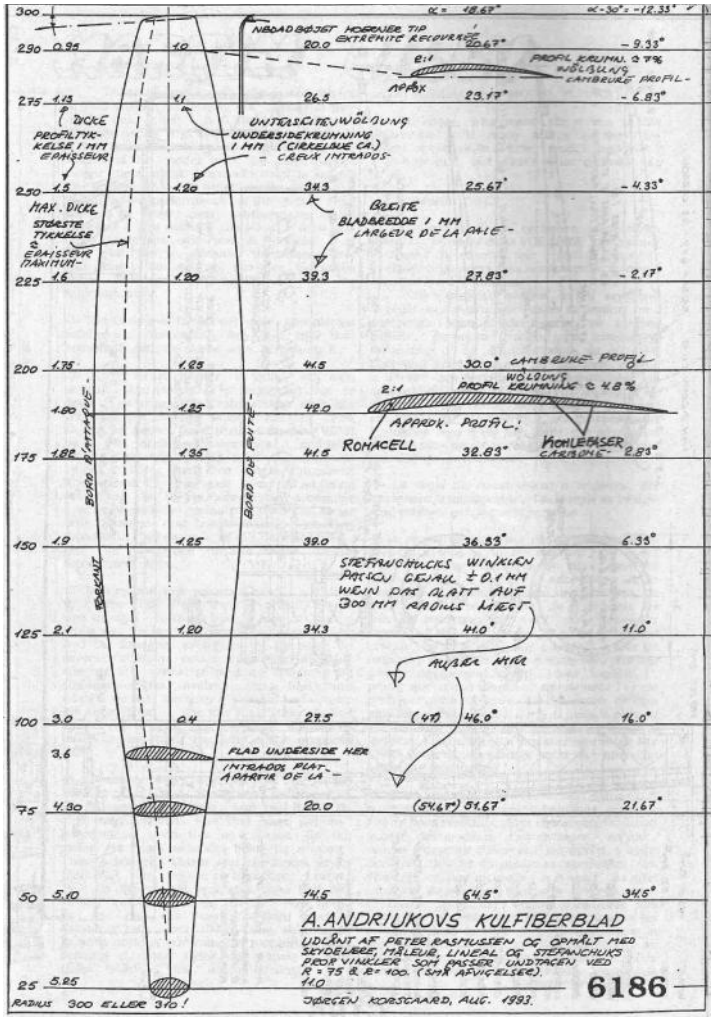
Charles Dennis Rushing

Alex. Andrjukov at the '93 Champs with his model No. 30
(Alex's own picture courtesy Martyn Cowley)

The following images are Courtesy of Roy Tiller and the DBHLibrary:



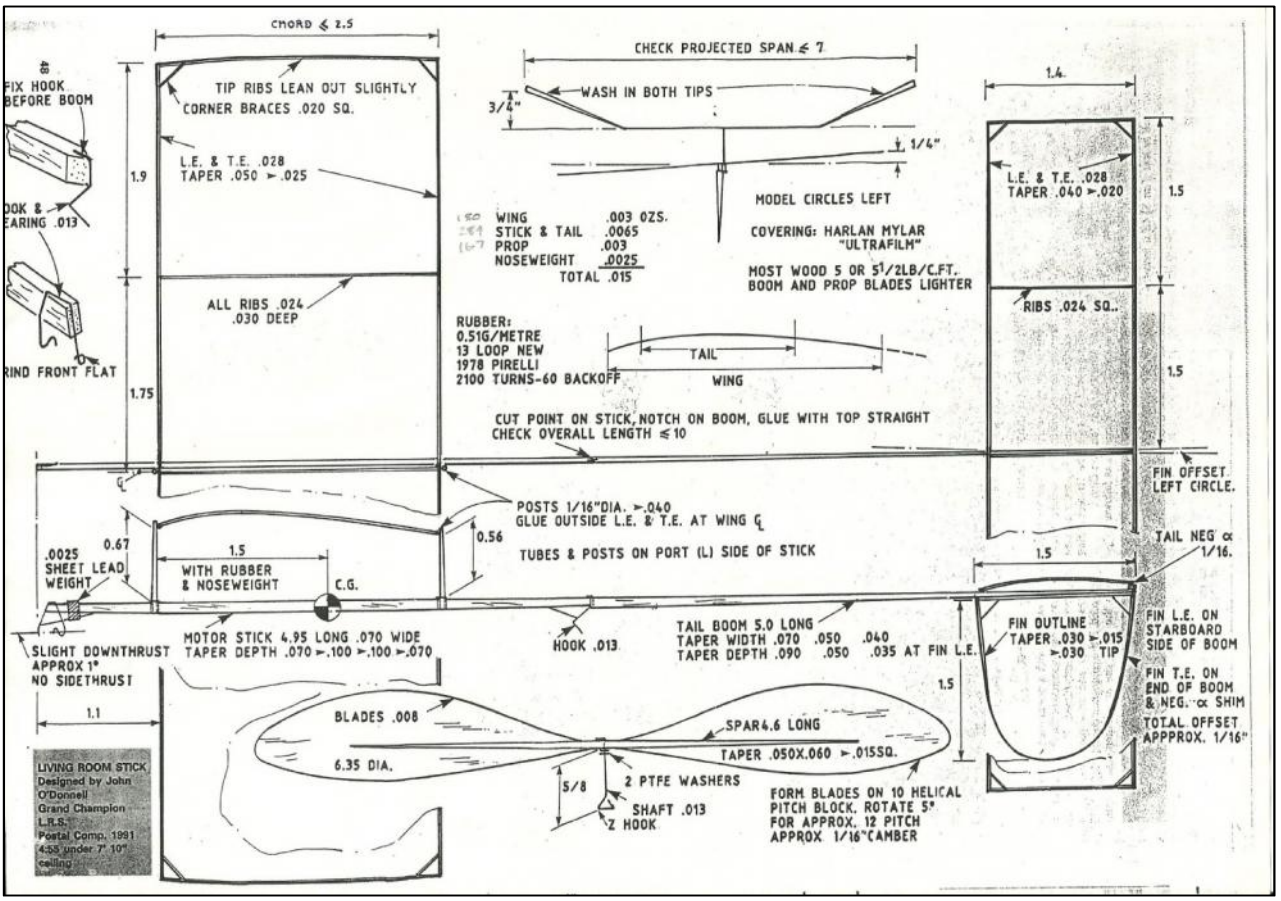
Andrjukov Launching

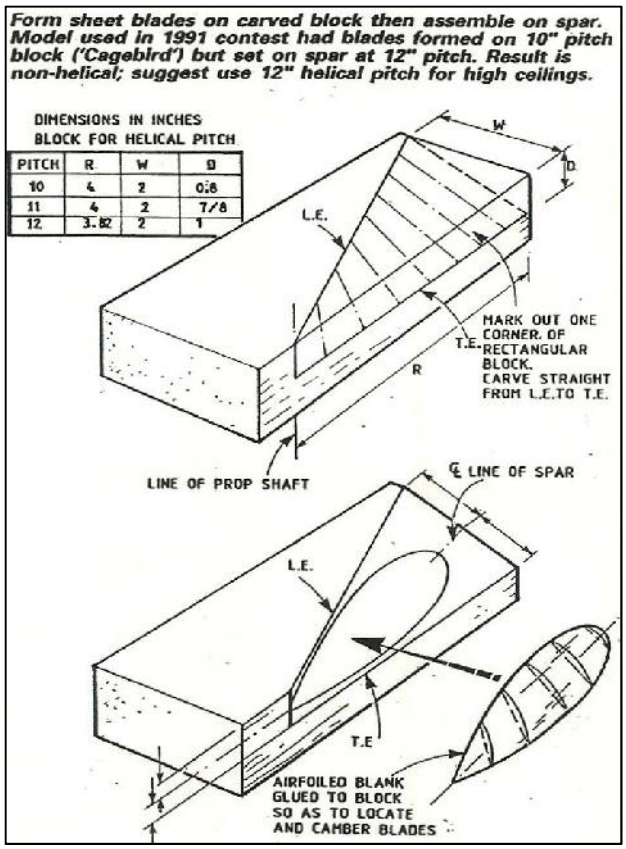


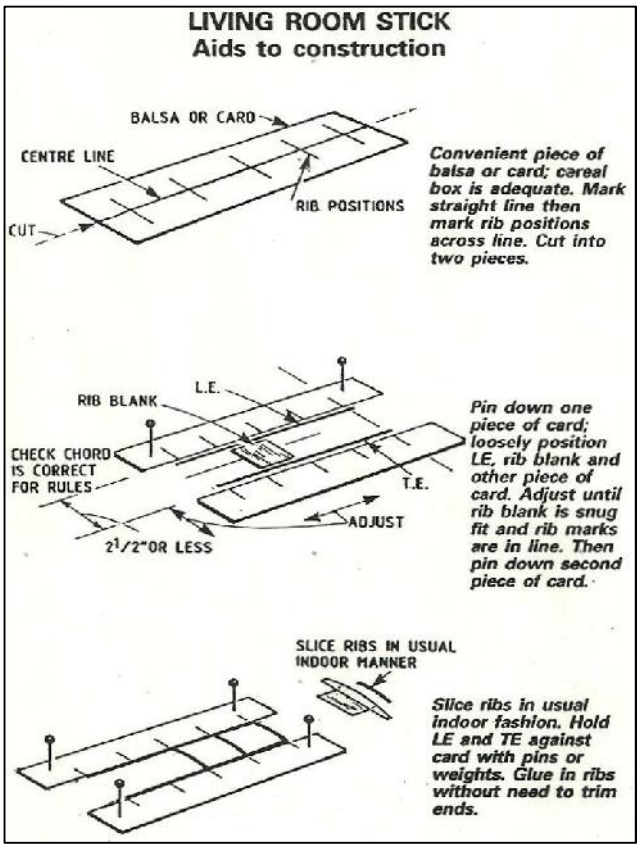
Andrjukov Prop Blade Profiles

LRS Indoor Model - John O'Donnell

Tony Hebb provided details of this John O'Donnell indoor model







Tony Hebb/John O'Donnell

Picture Gallery - David Parker

I came across these pictures, which I believe were taken at the Nationals at Cranfield some 30 or so years ago, and I would be interested to hear from anyone who may have be able to shed any light on them.

David Parker

Secretary's Notes January - Roger Newman

A belated Happy New Year to all. As I write this note, the forecast is for heavy snow in a couple of days. Hopefully it will all have disappeared before the Crookham Gala on 27th Jan!

We have received paperwork from DEA for the MW 2013 licence & all papers have been endorsed & returned to DEA for issue to us.

The events program for Easter & the August SAM Champs have now been sorted out & appear below. They should also be on the website by the time you are reading this edition of NC. It would be good to get a few volunteers for CDs & of course, the prayer mats must come out for the weather gods.

Easter 3 days (Croydon Wakefield Day & Combined SAM Gala)

Saturday

1. **Croydon Wakefield Day:**
   4oz Wakefield - 8oz Wakefield - F1B - Norman Marcus event
2. **SAM 1066 Glider Day:**
   Over 50" Vintage Open Gliders - Over 50" Classic Open Gliders
   Combined up to 50" Vintage & Classic Gliders
3. **SAM 1066:**
   Classic Power duration

Sunday (Combined SAM Gala) – Day 1

Free Flight:

BMAS Club Classic Rubber
Bungee Glider (Peterboro rules) - Jimmy Allen Mass Launch
Tailless (part of Spencer Willis Tailless league)
Small Vintage Rubber ,up to 34" (SAM35/1066 F/F comp rules)
Vintage Power Duration (SAM1066/35 F/F comp rules)
HLG/CLG (SAM35/1066 F/F comp rules) - Jetex / Rapier Duration

C/L:

Wessex League Mini Speed - Spitfire Scramble - Mercurian Mite + sport flying + Weatherman and Phantom Speed practice

R/C Assist:

Tomboy - Vintage Power Duration

Monday Combined SAM Gala – Day 2

Free Flight:

Under 25" Rubber - Vintage Coupe to (SAM 35/1066 F/F comp rules)
Large Rubber - Rybak A2 to(SAM 35/1066 F/F comp rules)
A-Frame & Spar Tractor Mass Launch
Power Precision – Rules: (i/c or electric, not necessarily vintage but of traditional construction, target 45sec with 30sec to 60sec to qualify,3 flights, errors from each flight added, smallest total error wins)

R/C:

R/C Assist Bowden

Note: CDs for comps to be apppointed

SAM Champs 2013 – Program for 10th / 11th August

Saturday 10th August

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

The following are two day events

CVA Spark Ignition Trophy (John Maddaford Memorial) – Tomboy - Top Time Trophy

Sunday 11th August

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

The following are completion of two day events

CVA Spark Ignition Trophy (John Maddaford Memorial) – Tomboy - Top Time Trophy
Note 1: Currently no waterplane events planned

Note 2: CDs to be appointed

A letter from Brian Martin

This should have appeared in last month's NC but due to my "amnesia" it got overlooked – apologies to Brian.

Dear Roger,

Through yourself and John Thompson the Indian 'Mills' which was presented to James, my grandson which proved to be very faulty was solved and my grandson received a very nice original Mills .75 from Ed Bennett to replace it and we are both extremely grateful for that help. This is now fitted into a 50% Simplex which he hopes to get into the air at the Easter 2013 meeting.

As one good turn deserves another could you please include this letter in the next issue of the Clarion.

In August 2011 (I think) one of our members bought an Ohlsson 23 from the late Ray Page collection. Alas this particular engine could not be started. I remember when Ray bought this engine on e-bay and he could not get it to run. The 'Master', John Maddaford, tried and even he could not coax the brute into running. The gentleman approached Brian Ferrett and myself at a later meeting and neither us had any luck.

This sort of thing will deter any new followers of spark ignition models.

If this member, or anyone in 1066 who may know of him please contact me on 01726 883726 or e-mail :- brianmartin047@btinternet.com as I have an Ohlsson 23 he can have for the price of postage.

I do hope we can get hold of him. If there is no contact I will bring the engine to our next meeting and try to locate him. *Brian Martin*

"On the club front, I've done a Bournemouth Club quiz for the past couple of years – fairly standard comprising questions on aeromodelling, quizmaster & audience response with answers at the end. This year – for a change – it's been made more interactive with visual assists via Powerpoint slides & answers "as you go" . Bit more mixed as well, with the odd question on full size aviation, steam trains & cars etc. Be interesting to see how it turns out.

On the DBHL cataloguing side, there hasn't been a great deal of activity – mainly due to me sorting out the garage this winter after a couple of years with it full of things other than a car! There are now four boxes of plans neatly stowed in the garage loft ready to be sorted & one sitting on the floor in my small study ready to be added to the Excel file. Maybe with this snow, a bit will get done. We continue to get a steady stream of requests and as the list of plans that have been scanned continue to grow; most requests get a pretty prompt response."

That's about all for this month – quiet time for flying, although I did get to Totton last Sunday – first time for about twelve months. A handful of Giminie Crickets just about remained in trim.

Roger Newman

Aeromodellers Departed

Our ranks are yet again depleted by the deaths of the following:

Al Wisher: Died 12 Dec. Buried 19 Dec.
He was a top glider flyers in the 50's and 60's as a Croydon member. His *Wishbone* A2 was published in May 1964 Aeromodeller. He later changed to radio gliders and was prominent in the BARCS organisation and in competitions initially with Basingstoke MFC. He joined T&DMFC when he moved to Bolton, and was at Cinderland Road the week before he died.

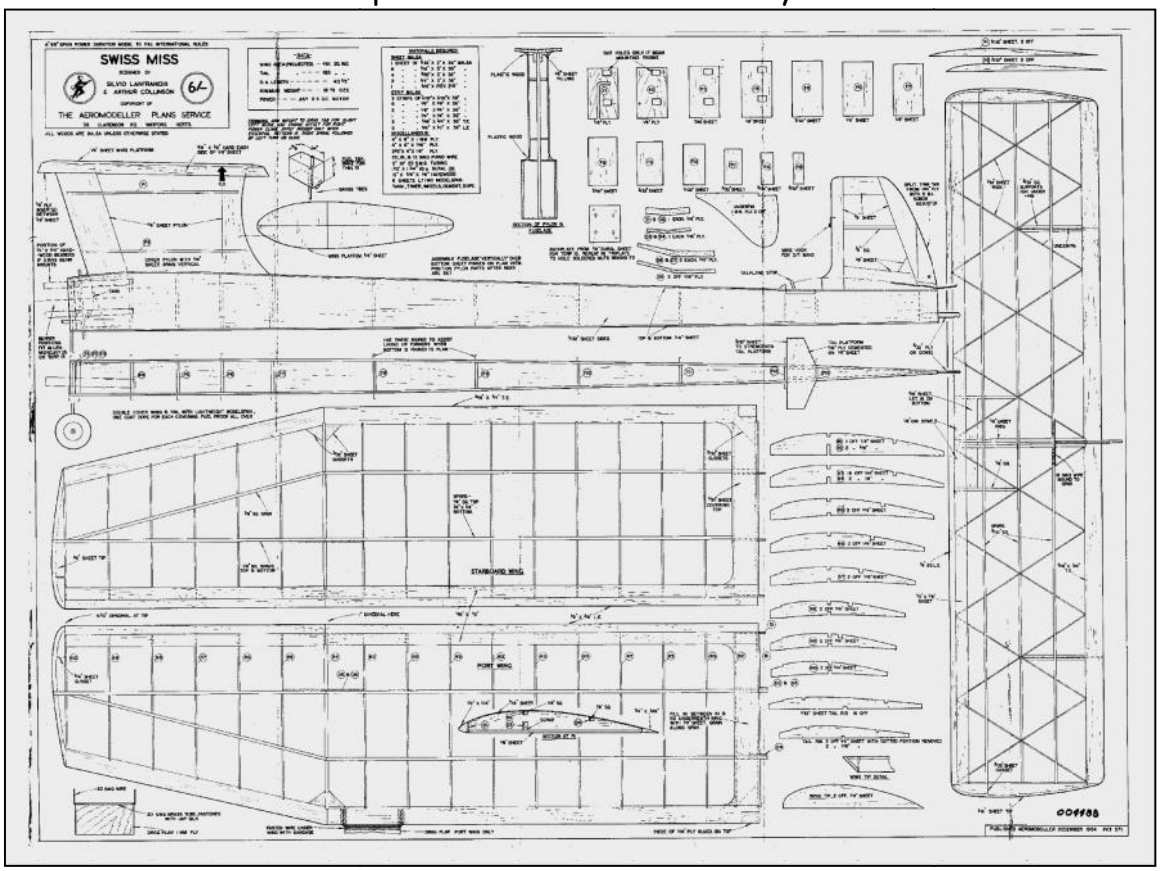
George Fuller: Died 30th Dec.
Perhaps best known as the designer of the most reproduced *Dixielander* power model. More recently he competed in the F1E international electric class. He had been battling with cancer over the last 2 years but had continued to enjoy his flying until recently.

Stafford Screen: Died 2nd Jan aged 78.
He flew F1C to the highest standards, and was a member of the Birmingham Club and a BMFA international team member 31 times. He was the liaison with the farmers at Barkston for many years, and was elected a BMFA Fellow in 1994.

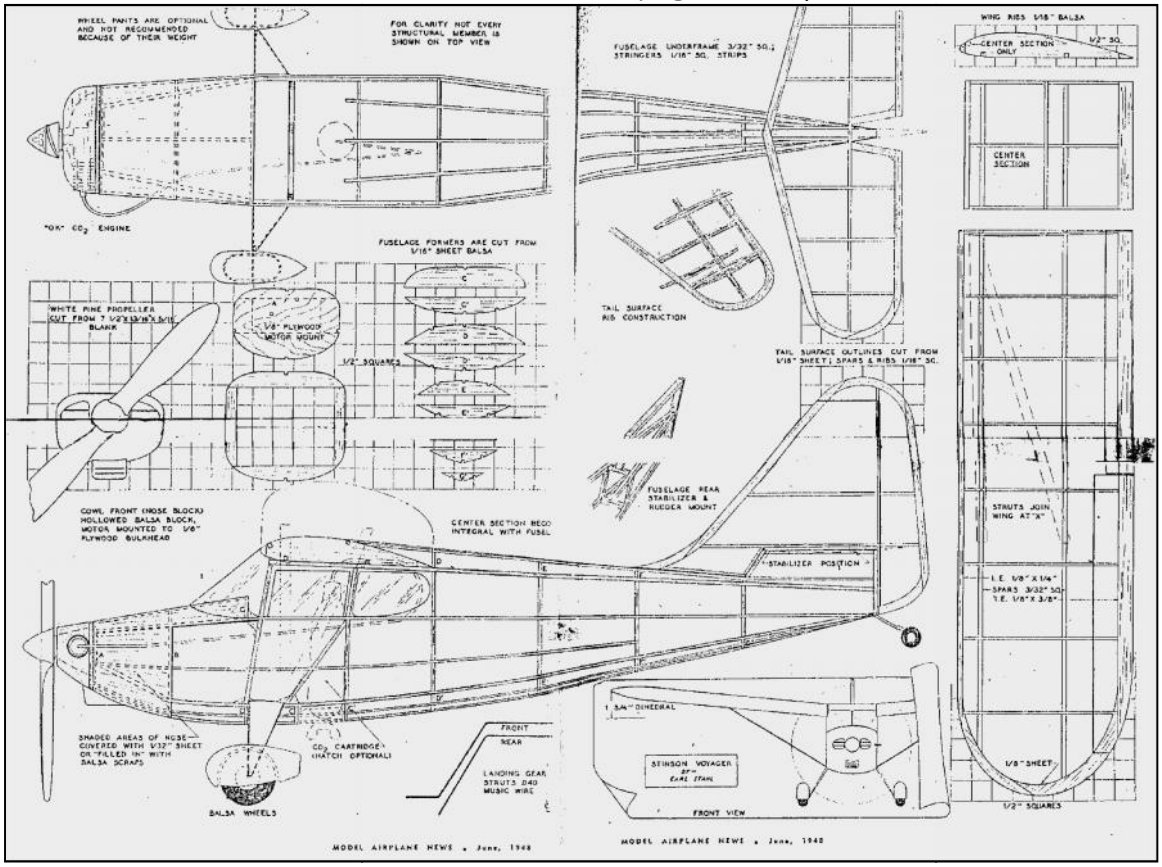
R.I.P.

Plans from the Archive - Roger Newman

For a choice of Classic Power – how about this that came so close to winning the World Power Champs - **Swiss Miss**: by Silvio Lanfranchi.

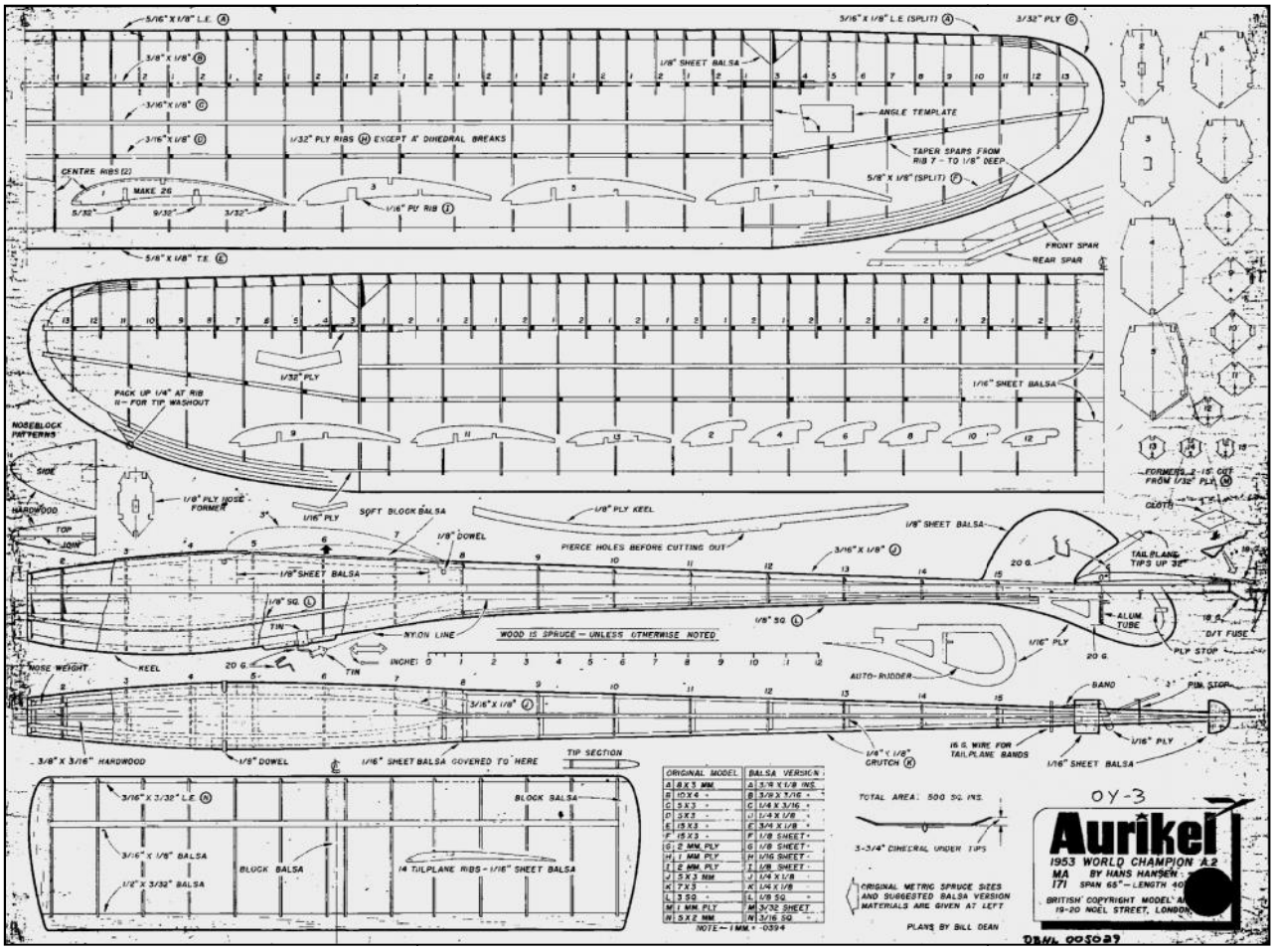


For Scale - **Stinson Voyager**: by Earl Stahl



As we have planned for a couple of Rybak A2 comps this year, how about this one – it has a good track record, winning the A2 World Champs in 1953.

Aurikel: by Hans Hansen



Roger Newman

Using Partial Rubber Motors - Tony Hebb

(Advice to those who may be thinking of flying the new 35cm Indoor Model which requires the use of a 1/2 motor))

Partial Motors, this simply means using a motor that is 1/3, 1/4 or half the weight of your desired full motor.

Why do this? There are several very good reasons:-

1) It uses less of your precious rubber,
2) Flights are shorter enabling faster trimming/testing,
3) You can prepare for full motor flights in a higher venue.

Getting started.

1) First you have to decide on the weight of your full motor. Easy if this is defined by the model class rules eg. F1D, F1M but otherwise you have to make your own decision, 70 to 90%of the finished airframe weight is a good starting point though. An F1L of 1.2gm will fly happily on 0.8 to 1.0gm of rubber.

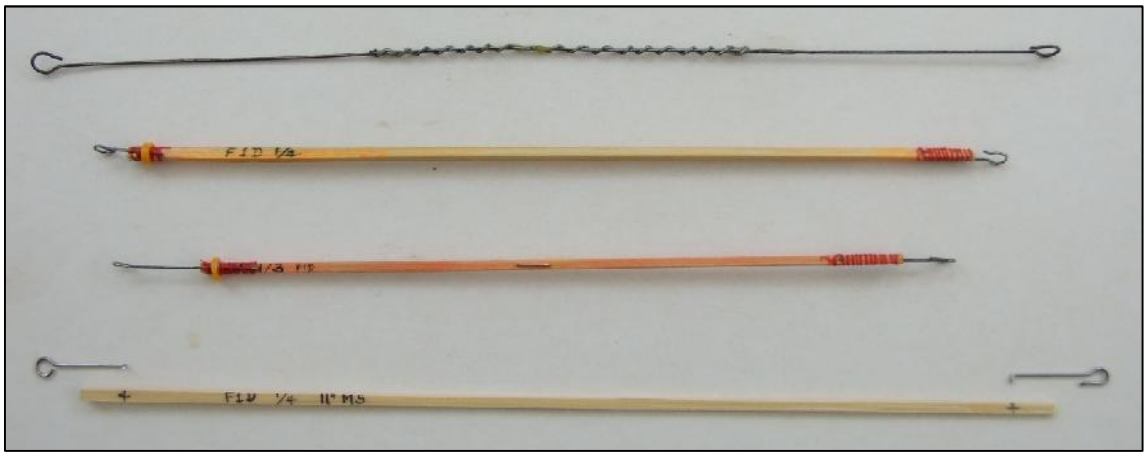
2) Decide on the partial motor you will fly on. Once again this may be predetermined eg F1D Team Trials currently specify ¼ motors whilst the F1D Nationals at Boulby (50' ceiling) use 1/3 motors.

At the moment I mainly fly 1/3 motors on non F1D models because if I stay a couple of feet below the typical 22' roof then a full motor will take me to the ceiling at Boulby. If I'm setting up a model for Belgrade with a ceiling height of 90' then I'll mostly fly ¼ motors.

OK, let's make a 1/3 F1L motor spacer where the full motor will be 1.0gm and the distance from the rear of the prop. hook to the front of the rear hook is 10.5".
So this means the spacer length will be 2/3 x 10.5" = 7" and it must weight 2/3 x 1.0 gm or 0.67gm. Make sure that its CG is in the middle.
The 1/3 motor will weigh 333mg and it's length will depend on the gm/metre weight of the rubber you've elected to fly on. For an F1L this will typically be in the range 1.35g to 1.50g per metre.

The Spacer:

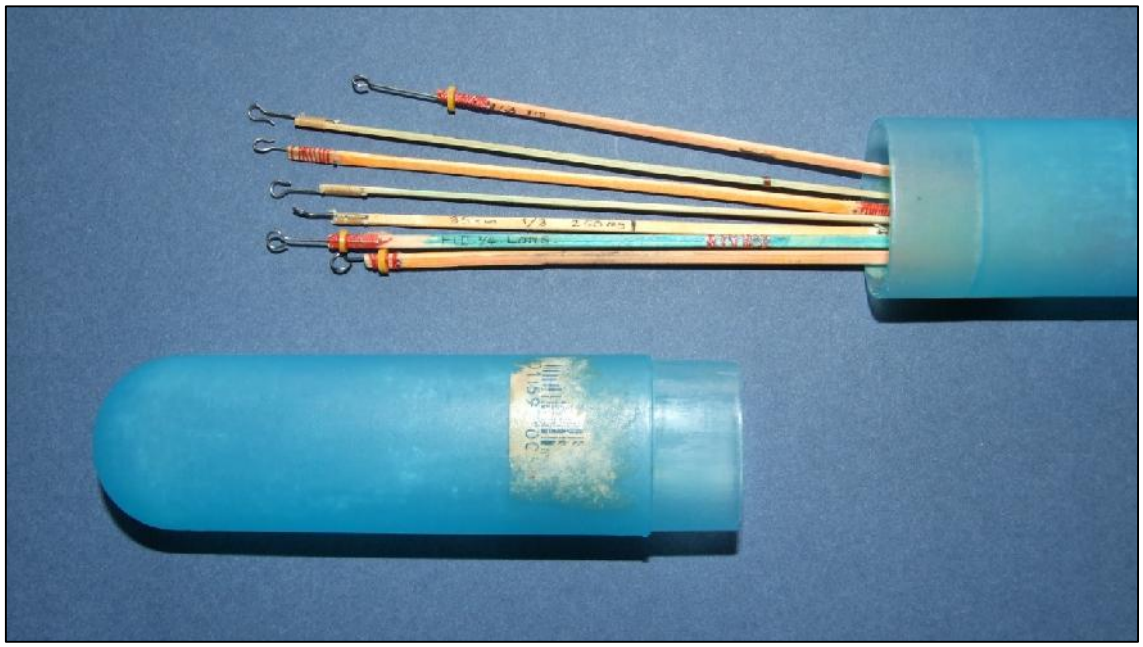
Take a look at the photo. The top all wire one (.025") is a 1/3 F1L spacer and these are quickest to make. They are not my favourite because they are easily lost on the floor when a motor breaks and they fly off the torque meter into deep space and also they are perhaps less easy to grip when loading the motor onto the model.



The next two are F1D ¼ and 1/3 spacers made from bamboo skewers (but can be hard balsa, bass wood etc) with .023" 'ish wire ends, note the highlighter pen colouring! The skewer will require razor planning/sanding down to weight.
The last is a new, longer, F1D spacer to suit a longer motor stick model and shows the wire ends before attaching with thread binding and superglue.
If the spacer is overweight sand it down a bit and if underweight wrap it with fuse wire at the CG and superglue.

Using the Spacer:

The partial motor is made up with 1 O-ring, the knotted end is hooked onto the spacer and the spacer hooked onto the torque meter. The O-ring hooks onto the winder.
When wound you detach the O-ring from the winder hook and put the O-ring onto the prop hook, then holding the prop shaft/rear of prop bearing attach the spacer to the rear hook.



A travel toothbrush case makes a handy container.

If you have unrestricted models of different weights that require different motor weights then you need to have separate spacers of varying weights.

Tony Hebb

Letter of Thanks - Mike Howick

I would like to thank the many friends who sent cards and letters following the death of my beloved Jane. They were a source of comfort to myself and family at this devastating time.

Jane - my constant companion and best friend, was taken from me by a rare and cruel disease, namely idiopathic pulmonary fibrosis, which destroys the lungs. No treatment was effective and it progressed rapidly.

In due time, I hope to appear on on the flying field again as a tribute to Jane who insisted I should carry on model flying.

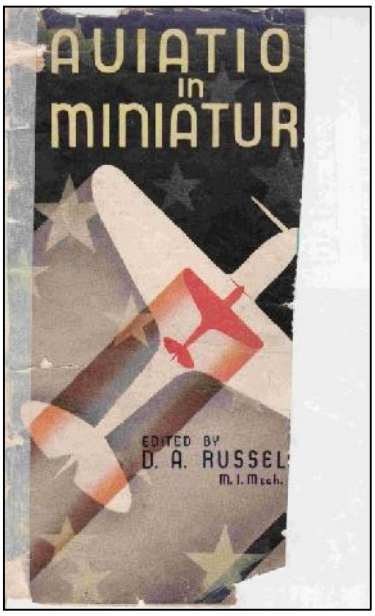
Mike Howick

The DBHLibrary (Magazines) - Roy Tiller

Report No. 27 Aeromodeller Plan Numbers and Missing Plans:

The library primarily holds magazines and maintains a record of plans appearing in those magazines. A modest number of books are held, these being selected for their content of plans or information about plans and are such as Zaic Yearbooks, Sam Yearbooks, Aeromodeller publications including Annuals, etc.

Aviation in Miniature is a slim volume about A5 size published by Aircraft (Technical) Publications Ltd i.e. the same group as Aeromodeller, date not given but probably about 1944.



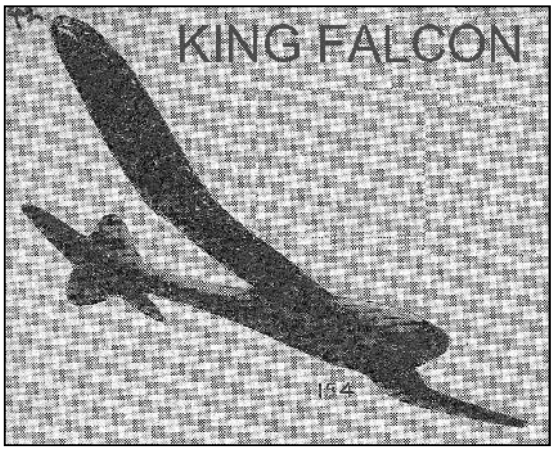
Our volume has a quarter of the front and rear covers removed. Presumably it was "remaindered" and sold off below cover price.

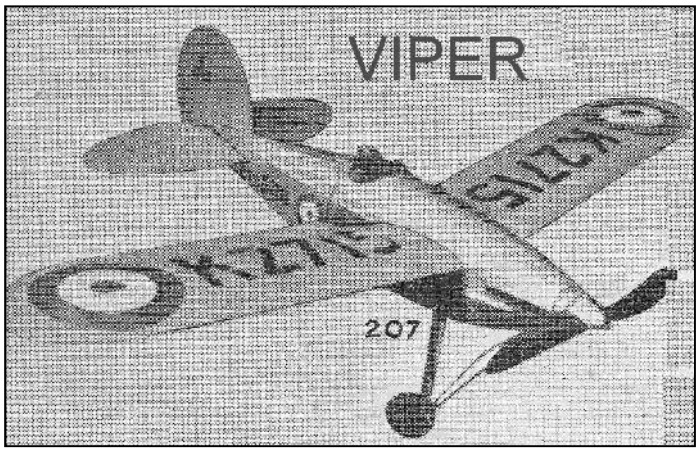
The first thirty pages carry within the aero modelling content the message of the time (wartime) and lessons of life, samples follow. Model aeroplanes make for better full size aeroplanes. Don't build one piece models bigger than the doorway from your building room. Do not coast your broken down truck down hill after having removed the cylinder head, you will have no engine breaking. Solid scale models help you differentiate between an FW190 and a Hawker Typhoon and therefore avoid shooting down a friendly aircraft with your Bofors. Pass up on designing your own flying models until you have actual building experience with designs available from Aeromodeller Plan Service at sums ranging from 1s to 7s 6d. There are lots of nasty comments about Goering, Hitler and the Nazis, where as Father Amiard, an aeromodeller from France is "A most likeable soul…….should by all rights be an Englishman".

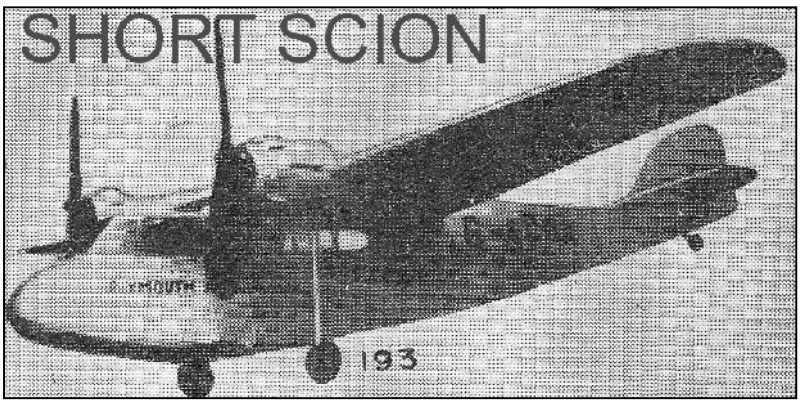
The part of real interest to us starts on page 38 and is a list of plans of flying model aeroplanes giving the model name, Aeromodeller plan number, designer and wing span. The list covers more than 100 models, the majority of these had been published in Aeromodeller, other Aeromodeller publications or can be found in the SAM1066 list of full size model plans.

That leaves 15 plans below of which we have never seen a copy.

MODEL NAME	PLAN No	DESIGNER	SPAN	TYPE	NOTES
KING FALCON	G154	BOWTER R E	76	Glider	
SUNCLIPPER	G192	SMITH A H	60	Glider	
BABY R.O.G.	I109	ISENBERG J S	13	Indoor	
EXP. R.T.P. HELICOPTER	I178	WARRING Ron	nk	Indoor	RTP heli
de Havilland DH 60 GYPSY MOTH	FSP135	SOLOMON E	60	Power scale	BIPLANE
BIPLANE SPORTS	D112	EDWARDS D D	29	Rubber	BIPLANE
CYGNET	D123	ISENBERG J	17	Rubber	
MISS MARGARET	D1657	WILSON F E	38	Rubber	
PTERODACTYL 60	D173	CAPPS S E	60	Rubber	TAILLESS
SEAGULL 1	WP190	SIZER J A	38	Rubber	FLYBOAT
VIPER (not Viper II, D1380)	D207	MOORE C R	48	Rubber	
de Havilland DH 94 MOTH MINOR	FSR168	DAY G W	35	Rubber scale	LOWING
FOKKER D8	FSR131	DAY G W	35	Rubber scale	
SHORT SCION	FSR193	MOORE C R	42	Rubber scale	
SOPWITH CAMEL	FSR189	COMPTON C F	14	Rubber scale	BIPLANE







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

A few points of interest about the designers.

Joel Isenberg had a plan of his Lazybones class B indoor stick published in Aeromodeller March 1942, which advised that he was the Canadian Indoor Champion 1939/40/41.

C. F. Compton's full size plans of his de Havilland TK2, 16" span rubber scale, and his CLW Curlew T.I., 15" rubber scale, were in Aeromodeller May 1938 and January 1939 respectively.

S. E. Capps' plan of his 8-200 Monoplane, a 47" span rubber model, was in Aeromodeller August 1937.

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

Roy Tiller

Mike Gaster at London M. E. Exhibition - Jim Wright

On 19th January 2013, as part of promoting landmark achievements in UK model flying, at my invitation Mike Gaster, winner of the World Free Flight Power Championship in 1955, attended the London Model Engineer Exhibition (LMEE) at Alexander Palace as a guest of the BMFA. Although Mike no longer has his 1955 winning model he has recently donated his 1965 GASTOVE model to the BMFA for our Heritage Project. The plan for Mikes visit was to have him meet Pete Watson who won the 2009 F1C FF Power World Championships, as they have never met. However, heavy snow the day before prevented Pete Watson from attending and he had planned to bring Ray Monks who Mike Gaster has always admired.

However, I was able to reunite Mike with another old flying friend Vic Jays thanks to John Thompson who had a current address for Vic that was just a few miles from Alexander Palace. Mike was very surprised and pleased to see Vic, as they had not met for many years. They flew together in the Surbiton Club and had met when they were 16 years old and coincidentally share the same birthday and are the same age.

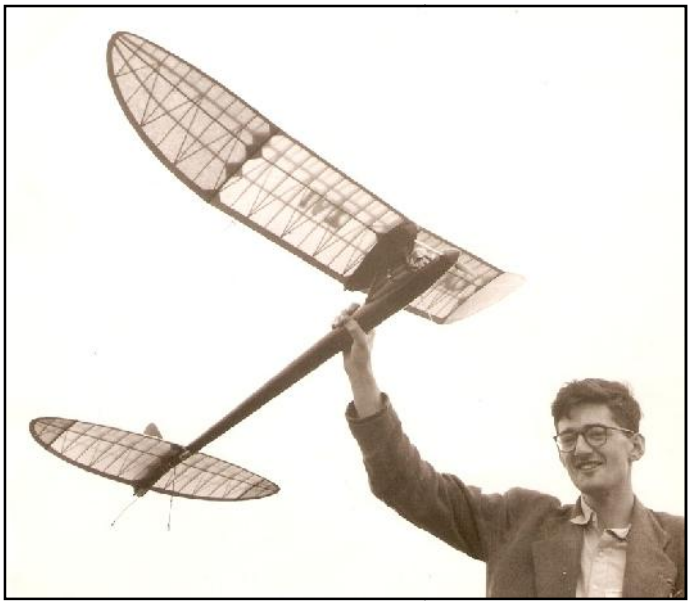
Mike Gaster holds his 1965 GASTOVE with his fellow power flyer friend Vic Jays

At the 1955 World Championships held at Mainz-Fintern US Airbase in Germany, Mikes' iconic GASTOVE design placed 1st of 72 competitors from 19 countries.

Members of the UK team were, Pete Buskell in 6th place, John Parrot 16th with Alan Mussell in 34th (4 man team). Mike was one of only three competitors to reach the fly-off with 5 maxes. His fly-off time was 313 seconds and ahead of Francisco Stajcer from Argentina in 2nd place with 175 seconds. The third place was Bryant Jones of Canada who had a motor overrun in the fly-off so returned a zero score.

Had is not been for a short (7second) motor run in the last round Pete Buskell would probably have also reached the fly-off. In 1955 the engine run was 15 seconds and the models were launched from the ground in 'vertical take-off with three points in contact with the ground.

With such excellent results Great Britain also won the Team Award with our top three competitor scores ahead of Germany and the USA.



23 year old Mike Gaster with his 'GASTOVE'
1955 World Free Flight Power Champion
(photo by Bill Dean)

Mike VTO's 'GASTOVE'

Away from model flying, Mike Gaster has a highly distinguished career in aeronautics and is Research Professor of Experimental Aerodynamics at the University of London. He is also a Fellow of the Royal Aeronautical Society and Fellow of the Royal Society (FRS). He has worked at Cambridge University and Cranfield College of Aeronautics. Now age 80 but still working part time as a tutor to students at the University and involved in wind tunnel work at Airbus in Filton. In fact he had driven back from Filton in heavy snow on the day before he visited the LMEE.
During his visit Mike expressed an interest in seeing some current F1C flying so I am trying to arrange for him to visit the BMFA 2013 Free Flight Nationals at Barkston Heath. Perhaps by May the weather will be a little kinder and he can also meet up with Pete Watson and Ray Monks.

The Model Flying Heritage project is working with the BMFA towards the establishment of museum, library and archive of UK model flying. The museum and archive objectives include:

- Collect, preserve and exhibit significant examples of model flying in the UK from the 1920's to the present day.
- Show through exhibits a timeline of model flying developments since the 1920's.
- Educate and encourage model flying as a life long sporting activity for all ages.
- Provide library and archive facilities for research and study.

The library and archive are already established at the BMFA office in Leicester under the management of Kath Watson, the official BMFA Archivist. The project cannot of course include everything so we have developed a selection criterion for models and equipment based on *Importance* in the history of model flying, the *condition* of the item and finally the *origin/builder/designer.*

For further information about the Heritage Project please contact:
For documents, archives and literature -
Kath Watson, - BMFA Archivist *(kathwatson.bmfa@ntlworld.com) 01162 124 681*
For models, equipment or artifacts – either
Jim Wright, BMFA Museum Liaison Officer *(jim.wright@dsl.pipex.com)*
or Tel: - 01525 221 543
or Martin Dilly, FSMAE, Vice President *(martindilly@compuserve.com)*
or Tel: - 0208 777 5533

Jim Wright (BMFA Museum Liaison Officer

Heritage Centre and Museum update - Jim Wright

When I originally, proposed the establishment of a Museum of Model Flying to the BMFA Executive, the plan and direction was to try and find an existing 'full size' aviation museum that could incorporate a display of models and memorabilia and ideally might have adjacent space to do some flying and tuition.

To date I have not found a suitable museum but do have a couple of potentials but one would not come to fruition before 2017 at the earliest as it is a new venture.

The BMFA Executive Council now has the view that we should place more emphasis on trying to locate a 'national flying site' somewhere in 'middle England' that could incorporate a Model Flying Heritage Centre including a museum. One detailed proposal I made to the BMFA Executive last year had potential to meet those needs but at the time the Exec. was unwilling to pursue it further.

At the BMFA AGM in November 2012, a few Heritage Centre enthusiasts put on a display for what we called the 'Heritage Group' strongly supported by Kath Watson (ex BMFA Chairperson) and now the official BMFA Archivist. Kath with her husband Terry and Eric Clark (former Editor of BMFA News) have done an excellent job in establishing an archive and library at the BMFA office in Leicester and Kath agrees the next logical step is to widen the scope to include models and model flying equipment and memorabilia. In fact we have already

acquired donations of the late Pete Wright's World Championship C/L Speed models, his Team Racer and others from the early 1950's and most recently Mike Gaster has donated his 1965 GASTOVE F/F power model that is very similar to his World Championship winning model in 1955.

Based on recent experience and feedback, obtaining models and equipment worthy of exhibiting will NOT be a problem. However, establishing a facility to display them is proving a very slow process. I still have a number of potential sites to explore and will be visiting them in the first half of 2013.

Everyone, well almost everyone, who knows about the Heritage Project thinks it is a very good idea and have indicated a willingness to offer support and loan or donate items. The issue is of course that establishing a Heritage Centre will cost money. At present there is a reluctance within the BMFA to even partially fund the project by increasing membership subscriptions. However, an increase of five-pence per week per BMFA member would make a significant contribution to the running costs. The question of funding will be investigated further in the next few months.

If anyone has a suggestion for a potential location for a Heritage Centre that could include at least some 'flying area' in 'middle England' then please let me know by - email: jim.wright@dsl.pipex.com or tel: 01525 221543

Jim Wright (BMFA Museum Liaison Officer)

Ray Malmstrom Models Mass Launch - George Carr (W.Australia)

It may be of interest that we: (The West Australian MAC, WAMAC)
are having a mass launch of Malmstrom designed models in March – flyer follows.

When I sent out the flyer, just a few days ago, there was quite a bit of interest from modellers outside West Australia, so I suggest if anyone does want to give a Malmstrom model a fly on Palm Sunday, please do.

email me a picture and comment to george@georgecar.com.

Frankly, apart from the fact I love the little gems he designed, the idea is to get my fellow modellers here (most RC old timer, but also the CL lot) to build a little FF model and have some lighthearted fun...just as Ray held for his motto.

Sorry for the late notice, actually we only got the details sorted a few days ago - hope not too late for you New Clarion readers, though!

George Car (West Australia)

Tomboy 3 and Senior for 2013 - Tony Tomlin

After a successful 2012, the popular R/C Tomboy events are to continue in 2013 with 8+ events planned.
There are a couple of small changes to the rules as detailed below.

Tomboy 3:

As before, the Mills.75 original, the Irvine or other replica fitted with the standard 3cc tank, or the MP Jet.06 fitted with the standard metal 2cc tank. may be used. The recently introduced .049 Red Fin Millish, fitted with its standard tank, may also be used. These engines are obtainable from Alex Phin Tel: 07859 275942.

Tomboy Senior:

With the large amount of covering materials now available there has been some confusion of what constituted 'Materials that had a weave and weft'. *Covering material is now free*. It should be remembered that the rules call for the correct tip dihedral of 4" to be adhered to. Models that have reduced dihedral will not be eligible to compete.

The 2012 events:

Ten events were planned for 2012. Two events could not take place, one due to permission to use the site lost at short notice and another to heavy rain. The other eight took place with up to 14 in the mass launch fly offs. Weatherwise we were more lucky than many other clubs with events over the year, although around half were run in less than ideal conditions.
There were some exceptional times posted at the Cocklebarrow Farm event in June with the winner of the Tomboy Senior competition only 33 seconds short of 40 minutes! The second and third place fliers were also within 2 minutes of this time. This did lead to a change in the rules as it was felt that the exceptionally long duration flights are not fair to the sport fliers. This change will only be made when conditions warrant it. Fliers now will have to land as close to ten minutes as possible with penalties for over running. This was generally well received and gave a little more excitement to the event.
As in previous years a league was run with a fliers top 5 finishing positions leading to his overall standing. Tom Airey flew steadily and won both events. We were very lucky that the Boddington Family generously donated 3 'Boddo Mills' in memory of David Boddington the originater of the Tomboy events.
Other award winners were John Strutt and James Collis. James is the youngest flier in the Tomboy events and many times showed the 'experts' how to do it!.
This was the first year that after a number of requests the .06 MP Jet could be used in the Tomboy 3s. In the end none were actually used!!
Wallop dates for 2013 in the Adds.
For further information on Tomboys please contact,
Tony Tomlin, 02086413505 - pjt2.alt2@btinternet.com

Tony Tomlin

Alex Andrjukov Information Update - Martyn Cowley (USA)

In reply to some of the observations and questions posed in the 1991 Wakefield Winner article, page 29 January edition, here is some of the missing information from Alex:

At the time Alex built his models in pairs: 24 & 25 (used in 1981), 26 & 27 and 28 & 29, ready for these Championships. He had made Kevlar D-box wings as early as the winter of '81 / '82 and Carbon versions in the winter of '82 / '83. But for the 1991 Champs, he was still flying balsa D-Box wings, because Alex was continuously experimenting with model design and these could be built more quickly without needing moulds for the parts. Between the two new models (28 & 29) Alex had already built and tested around 10 sets of wings, with different airfoil modifications.

However, these balsa wings did use carbon fibre caps for the wing spars and rib caps. The latest wing on 28 also had a small cross-section carbon TE, but was not used at the 1991 WC. The final wing on 29 had originally used asymmetric area: Identical root chord at the Pylon, but with 5mm more chord at both the dihedral break and wing tip, on the left-hand panel (the inside wing during the glide turn). This wing flew well, but was not considered consistent enough throughout the day. So Alex had cut the balsa TE back to symmetrical area and blunted the LE by eventually removing 1.5mm of chord from the airfoil as built. A Kevlar motor tube was used with a hexagonal balsa tail boom as depicted. This final combination of model 29 was his favorite at the time, so that's what he used for his first World Championship win (Although by this time he had already won the European Championships 3 times: 1982, 1984 and 1988).

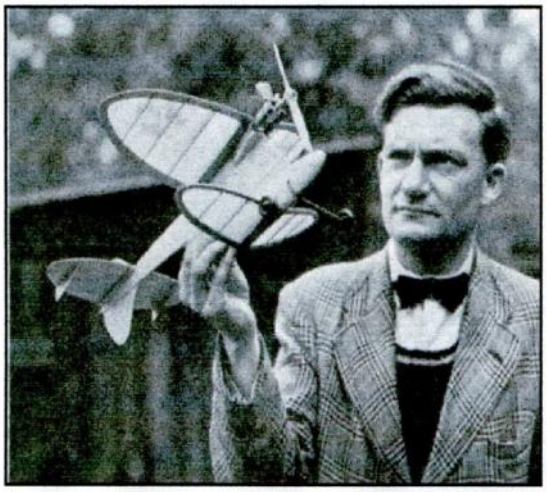
By the time of the Lost Hills Championships in 1993, Alex had built two more models 30 & 31 (1.52 m and 1.92 m span). Both models featured full carbon D-Box wings and TE, and used a digitally mastered copy of his favorite #29 model airfoil (in fact, exactly the same airfoil as he still uses today). Tail booms were the ubiquitous aluminum / carbon / aluminum thin-wall, tapered tube, now common on FAI models. Model 31 was his preferred fly-off model, but the wing root had been slightly damaged on a DT landing and had gone off trim following repairs. Consequently, in the event Alex only used model 30 throughout the Champs, which was in essence a carbon-copy of his prior balsa wing winner, model 29.

As this months article reveals, Alex made it back-to-back victories in '93 and then was to become the first three-time Champion in 1997.

Martyn Cowley

Malmström Madness in March Mass Launch

The MMMML in Western Australia



Come and join us in some light hearted model flying!

What: Fly any Ray Malmström designed model, and take part in the mass launch.

Why: As Ray put it, for
"Flying, Friendship and Fun"!
Take a break from competition flying, and join in some March madness!

Where: at the WAMAC Oakford field (corner of Thomas and Ni-cholson, Oakford, WA).

If you don't live in West Australia, do the launch at 10.30 local time anyway, and email us the pics! You don't have to be here to have fun (but it helps...).

When: **Sunday 24th March**

Order of proceedings: come and fly from around 8 am, put in as many flights as you like, mass launch at 10.30, prizegiving at 11! There will be pancakes (drop scones/pikelets, whatever you call them), tea and coffee. Bring along the family, this is your chance to get the kids to have some fun, too!

Prize: There will be a prize, appropriate to the occasion. The judge can use any criteria, but we wouldn't be surprized if flyability, craftsmanship, fun – and suitable attire, as in head-gear (*à la* Easter bonnet) could be the deciding factors. As we want no bribery or arm-twisting, we wont of course divulge her name before the award is given.....

What's this about? :
Ray Malmström was an art teacher and designed hundreds (yes! hundreds) of small, quirky models, mostly published in Aeromodeller and Model Aircraft. Mostly rubber, some IC and a few gliders (a few were jettex powered!- if you have some to use....), and mostly free flight the rest control line. Best described as caricature model planes, there were a few scale models among them, too – there should be heaps to take your fancy, they're all small and can be built in an evening or two. There are many plans on the Outerzone web site, others need searching for in back issues of magazines – a lot of fun in itself! He started a model club, who have published a booklet on his designs and collected most of them offering reprints if needed.*

His plans were gems in themselves, *ALL* the models did fly!

Let your imagination loose!

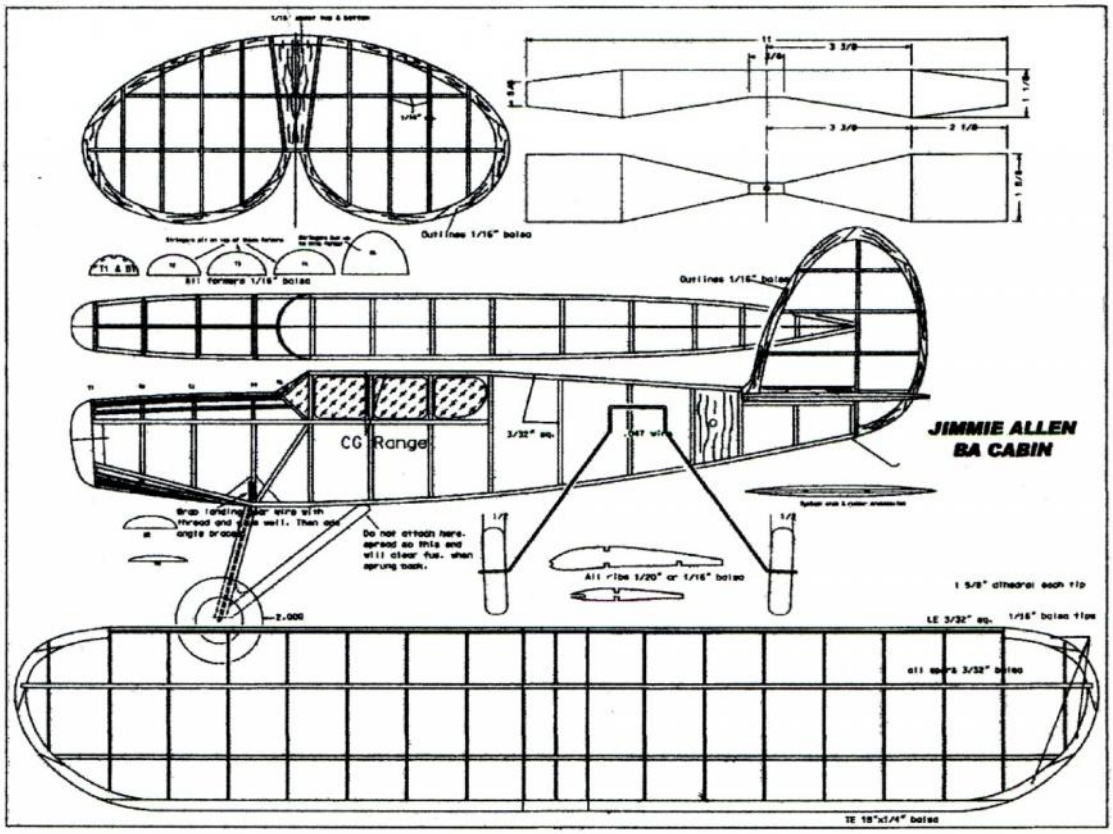
Malmstrom or Malmstrom inspired designs, such as Mike Parker's 'Forray'
*search for Impington Village College MAC

JIMMIE ALLEN 2013

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

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

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



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

J.A.BA Cabin aka Skokie 25" span
J.A.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 man (or woman) down wins. Any queries or should you need printed paper plans please contact the C.D.

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

Croydon Wakefield Day

Saturday, March 30th 2013

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.
10 second bonus for r.o.g. in the Vintage classes.

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 : martindilly@compuserve.com or call 020 8777-5533

65th Southern Area Rally

RAF Odiham 21st July 2013

Provisional

RAF Odiham have given permission for the 65th annual Free Flight Rally
To be held on July 21st 2013
This is a change to the date in June previously asked for
which is not available due to operational requirements.

Once the Licence arrangements are in place
I will give full information of Events to be held and cost etc.
John Thompson CD.

SALISBURY PLAIN

Free Flight on Area 8 For 2013

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

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

For those using satnav the coordinates of the only permitted access points are:
51°11'31.36"N, 1°57'20.10"W - (Point Oscar)
51°11'29.53"N, 1°57'32.59"W - (Point Papa).

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

VINTAGE RADIO & CONTROL LINE

*[to Dec. 1969]**

MIDDLE WALLOP, 2013

Courtesy of the Army Air Corp Centre, MAC

SUNDAY March 31st *SAM 35 Gala*

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

SUNDAY MAY 5TH *SAM 1066 Wakefield Day*

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

SUNDAY SEPT 22rd *SAM1066 Fun Fly + Trimming Day*

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

FLIERS MUST BE COVERED BY BMFA INSURANCE
this is the only acceptable insurance at the venue
and must be produced when signing on

For further information contact:
[C/L] James Parry, 01202625825, JamesIParry@talktalk.net
[R/C Vintage & Tomboy] Tony Tomlin, 02086413505, pjt2.alt2@btinternet.com
[R/C VPD+Bowden+ George Fuller comp]
Bill Longley, 01258488833, tasuma@btconnect.com

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

Michael Woodhouse
mike@freeflightsupplies.co.uk & http://www.freeflightsupplies.co.uk

Plans of models designed by Geoff Lefever

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

DBHL Plan Service: IMPORTANT:

The rules for obtaining plans have changed.

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

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

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

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

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

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

This service is provided at no charge.

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

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

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

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

MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

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

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

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

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

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 martvn.pressnell@btintemetcom

MSP-PLANS ARE PLEASED TO PRESENT A NEW BLOGSPOT

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

Indoor Flying with the South Birmingham MAC

Free Flight Only

Thorns Leisure Centre.

Stockwell Ave.

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

Saturdays 1pm until 4pm

15th Dec. 2012

2013

5th Jan. – 9th Feb. – 9th Mar.

6th Apl. – 11th May

Admission - Flyers £5.50 - Spectators £2.00

For further information phone Colin Shepherd 0121 5506132

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

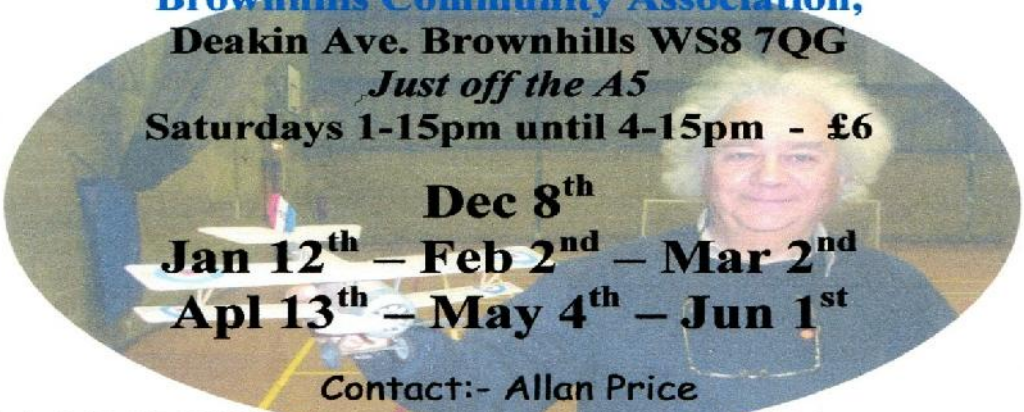
Brownhills Indoor Flying – Free Flight

Brownhills Community Association,

Deakin Ave. Brownhills WS8 7QG

Just off the A5

Saturdays 1-15pm until 4-15pm - £6



Dec 8th

Jan 12th – Feb 2nd – Mar 2nd

Apl 13th – May 4th – Jun 1st

Contact:- Allan Price

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

BMFA South West Area

Indoor Flying

organised by

Cornwall Vintage Aeromodellers

at

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

Flying from 1200 to 1600 on the following dates,

Sun. 16th Dec. 2012

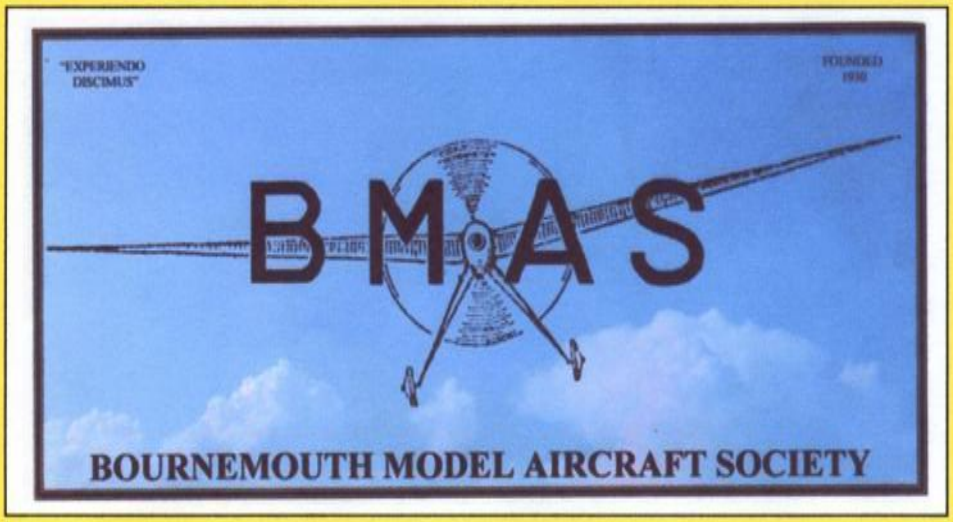
Saturday. 19th Jan. 2013

Sun. 10th Feb. 2013 - Sun. 17th Mar. 2013

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

Admission: Flyers £7 Spectators £3

Contact:
Cornwall - David Powis on 01579 362951
(dave_powis@hotmail.com)
Devon - Roger Bellamy on 01752 311786
(rogerbellamy9@hotmail.co.uk)



INDOOR FLYING

TUESDAY 25TH SEPTEMBER 2012

TUESDAY 23RD OCTOBER 2012

TUESDAY 27TH NOVEMBER 2012

TUESDAY 22ND JANUARY 2013

TUESDAY 26TH FEBRUARY 2013

TUESDAY 26TH MARCH 2013

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY

COMPETITIONS incl GYMINNIE CRICKET LEAGUE

ALL FLYERS MUST HAVE BMFA INSURANCE

FLITEHOOK NORMALLY IN ATTENDANCE

Adult Flyers £4 Accompanied Juniors & Spectators £1.50

CONTACTS:JOHN TAYLOR TEL.No 01202 511502
ROY TILLER e-mail roy.tiller@ntlworld.com

Provisional Events Calendar 2013

With competitions for Vintage and/or Classic models

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

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

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

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

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

Useful Websites

SAM 1066 -	www.sam1066.com
Flitehook, John & Pauline -	www.flitehook.net
Mike Woodhouse -	www.freeflightsupplies.co.uk
GAD -	www.greenairdesigns.com
BMFA Free Flight Technical Committee -	www.freeflightUK.org
BMFA -	www.BMFA.org
BMFA Southern Area -	www.southerarea.hamshire.org.uk
SAM 35 -	www.sam35.org
MSP Plans -	www.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
SAM International website -	www.antiquemodeler.org
Peterborough MFC -	www.peterboroughmfc.co.uk/index-old.htm
Indoor Duration -	www.indoorduration-gbr.co.uk

Are You Getting Yours? - Membership Secretary

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

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

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

That's all folks! John Andrews

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