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|  | NEW Clarion SAM 1066 Newsletter | |
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Editorial

After a worrying few weeks we are finally underway with more meetings to come. Things are looking good if the Easter Meeting weather was a taste of things to come, the wind if anything was too light on the Sunday and Monday as drift direction varied making siting of control difficult.

First up is my report on another of my not so successful forays into competition modelling. I did not beat Martyn Pressnell in writing my article but I get editors privilege to be first.

Martyn Pressnell was first out of the blocks with his report on the Bournemouth Club Classic Rubber event at the Easter Wallop meeting. He's always first to report but Jim Paton might have beaten him had he sent his pictures in with his article.

The engine analysis is the AM 049, the first of three reports on small motors. I do not recall AM making this copy of the American 'Wenmac' which was popular in USA ready to fly plastic control-liners.

A bit more on RCA from David Parker and I weigh in later with some views of my own.

Martin Pike writes on his 'Other Hobby', slot car racing. He provides a mine of information.

Jim Paton records his Easter Wallop experiences, but failed to follow up with pictures.

The BMFA Museum, John O'Donnell sheds some light on the whole subject giving his personal opinion on the pros and cons of the project.

Tony Hebb reports on the Indoor Euro Championships with complete results tables.

There is an article by Mervin Price outlining the possibilities of a GPS DT system, sounds feasible but the commercial viability, in what I perceive as a shrinking market, is open to debate.

I follow up with a gripe about definitions of Free-Flight and Radio Control from my personal viewpoint as a born again Free-Flighter.

John Thompson has a new toy, a radio DT set, he sends us a picture of the complete system. John also writes up another power model experiment. It's a George Fuller Dixielander trimmed the John West way.

Our secretary's offering contains a detailed report on the easter meeting with full results and follows up with an opinion on the benefits of the use of Radio DT units for the future.

Peter Hall and Roy Vaughn weigh in with the usual comprehensive report on the progress of the Southern Coupe league

Finally another unique model design from the book 'Ray Malmstrom's 60 years of IVCMAC supplied by Chris Strachan.

Editor



It was an excellent flying weekend although my own performance left more than a little to be desired. Rachel, my fetchermite/photographer, was suffering from the symptoms of a cold which turned into full blown viral throat infection by the time we arrived at the hotel and she spent the weekend on a diet of Paracetamol and Ibuprofen spending most of each day trying to sleep in the car. This left me doing some of my own recoveries aided by Dr Martin Pike and no pictorial record. On the bright side it would appear that my weekly sessions in the Cardiac Rehabilitation Gymnasium are improving my fitness level.

My whole weekend was plagued by little niggley faults.

I put my 'Last Resort' together for the Bournemouth Classic to find the rear end longeron under the tailplane was cracked and every time I fixed it, it would crack again on the next flight. Trim was affected on second flight, at least that's the story I'm sticking to.

I readied my 'Pinocchio', with its new flying surfaces, for my onslaught in Small Rubber. A test flight confirmed the trim but come the first comp flight a rattle inside proved to be the detached weight bar off the Tomy D/T Timer. Much more fiddling about trying to re-install using a cigarette lighter but that just jammed it up. Desperation led to fitting a fuse snuffer tube but metal foil to prevent fuselage burning was not to hand and the use of a chocolate wrapper led to the need to replace after each flight. With all the messing about I ran short of time and having only 10 minutes to wind and fly for my last flight I launched in indifferent air and that was the end of Small Rubber.

8oz Wakefield on the final day was just a continuation of annoyances, firstly my repaired 'Jaguar' dropped its prop out of the nose on the test flight and the heavy landing split the wing tongue box. So it was out with the 'Korda' only to find the larger diameter rear motor dowel was not in the fuselage. It had been in my flight box and I had cut it up to make the 'Pinocchio' snuffer tube so I had to use one of my thinner dowels, not a real problem. I had a new motor in the Korda and as the max had been set at only 1-30 due to drift direction, I was not overly concerned when the motor went tight at only 400 turns. I felt all would be well, how wrong can a guy be, the model shot up vertically then hovered about eventually rolling out before terra firma. No height, no lift and that was 8oz finished. I put on a bit of downthrust for a second flight but result was exactly the same but better, however an early D/T spoilt that one. Being nice weather I had a third flight to finish things off, still stalled about a bit but the 'Korda' made the grade, however in doing so it left the airfield and on recovery it had a two piece right wing. Must have hit a tree and dropped, it was found on the edge of a spinney.

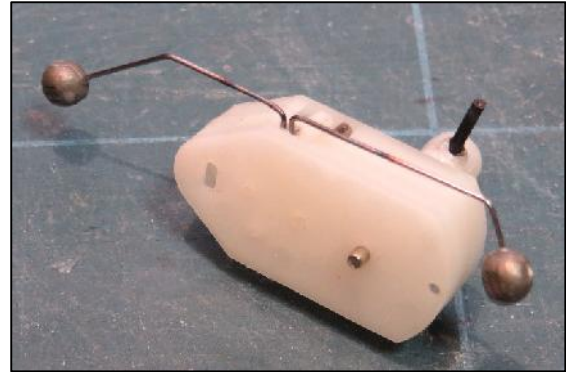
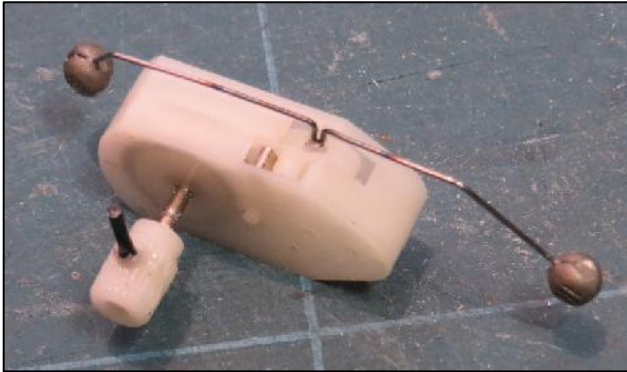
It appears that the rubber I used for the new motor is significantly more powerful than the stuff I have been using in the 'Korda'. I was aware that the old $\frac{1}{4}$ strip I was using was poor but the difference with the new 3/16 is remarkable. I will have to re-assess motor size after repairs have been effected. I'm not looking forward to the repairs, it's those six fiddly spars, does your head in. All in all a poor performance in good conditions.

To cap it all, when we returned to the hotel the car suddenly stopped as I was parking and refused to turn over to restart. We rolled it back into a disabled parking space and left it, I'd had enough niggles for one day. Called out the AA next morning, electrical check out resulted in a new battery and we were off home.

I can report that repairs to the 'Last resort' and the 'Pinochio' have been completed. I made a new Tomy D/T Timer for the 'Pinochio' which may be of interest to those of you who do not normally make your own.

Good old John Hook furnishes me with the mechanisms and also the very small nuts and screws to fix it to a mounting plate.

The pictures show the method better than words.
First cut off any odd bits and bobs on the mechanism



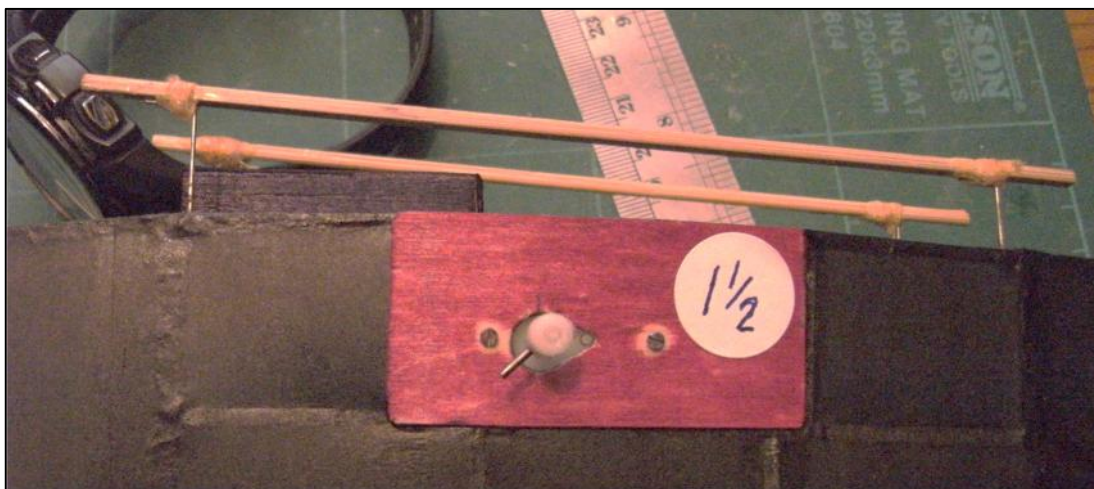
Thin piano wire is bent into a sharp V in the centre and the arms cut off at about 1.1" long. No.1 size fishing weights are crimped on each end and dabbed with cyno to further secure. The V bend in the middle of the weight bar is then heated with a cigarette lighter flame until cherry red then placed on the tomy rattler to melt its way in. It's best to put the body of the tomy in a vice, then you can steady your arms and hands on the bench top as you place the weight bar. It is not as difficult as it may seem.

You also need to melt a short piece of thicker piano wire into the winding knob to wrap the D/T line around.

You can use the bare timer as shown in the above pictures by sticking somewhere on the model as is. It is best, if you do, to fit against a wing mount or something so that it is not just the cyno that takes the strain of the D/T line but some part of the airframe.


I now prefer to mount the mechanism onto a milli-ply plate as shown below, it's neater.

You need some sort of protection inside the fuselage so that the motor does not knock off the rattler bar as happened inside my 'Pinochio'



I label each of my timers with the time it takes to do one turn, in the case of the new one above, it takes one and a half minutes to do the one turn. So in use its two turns before hooking up the D/T line, then one and a half more with the line attached to give a safe two and a quarter minutes for mini vintage.

John Andrews



ENGINE ANALYSIS No. 67

by R. H. Warring

SPECIFICATION

Displacement: .83 c.c. (.5065 cu. in.)
 Bore: .421 in.
 Stroke: .364 in.
 Bore/stroke ratio: 1:16
 Bare weight: 1½ ounces
 Max. Power: .052 B.H.P. at 14,000 r.p.m.
 Power rating: .0625 B.H.P. per c.c.
 Power/weight ratio: .03 B.H.P. per ounce
Material specification
 Crankcase casting: light alloy pressure die casting
 Cylinder: leaded mild steel
 Piston: hardened steel
 Connecting rod: hardened steel
 Little end: ball and socket joint
 Bearings: plain
 Crankshaft: hardened steel
 Spraybar: brass
 Cylinder jacket: dural
 Manufacturers: D.J. Allen Engineering

PROPELLER—R.P.M. TEST

| Propeller dia. x pitch | r.p.m. |
|------------------------------|--------|
| 7 x 4 Stant | 8,400 |
| 6 x 4 Stant | 9,200 |
| 6 x 4 Trucut | 8,600 |
| 5 x 3 Trucut | 13,600 |
| 6 x 4 Frog nylon | 12,600 |
| 6 x 6 Frog nylon | 8,400 |
| 5 x 6 Frog nylon | 11,800 |
| 5 x 6 Frog plastic (styrene) | 10,700 |
| 6 x 4 Tornado nylon | 10,800 |
| 6 x 3 Tornado wood | 12,400 |
| 5½ x 3 O.K. Plastic | 13,200 |
| 6 x 4 D-C nylon | 13,900 |
| 5½ x 3½ D-C nylon | 17,200 |

Fuel used* equivalent 60-25-15, methanol, castor, nitromethane blend

A-M-049

The AM '049' is basically the American "Wenmac" motor, with certain material modifications consistent with British practice. It incorporates the "Wenmac" patent recoil starter as a standard feature, which represents yet another approach towards "foolproof" starting on baby motors intended for popular sale and gives the front end of the motor a most unusual appearance. The "049" is typically American in layout, with combined beam and radial mounts incorporated on the crankcase casting. Primarily, in fact, the crankcase design is intended for radial mounting. If used with beam mounts it becomes necessary to notch the beams to clear the rear web on the casting. It must be emphasised that there is not enough metal on the crankcase to *file* the rear flange away. Allen Engineering only claim that the "049" is an easy-starting sports motor, but its performance on test proved far from sluggish. Maximum B.H.P. developed was, in fact, as high as .052 at 14,000 r.p.m. which gives a specific power output in excess of .06 B.H.P. per c.c. Quite a number of small diesels have not attained this figure. Performance was consistent and smooth throughout the whole of the speed range tested and the "049" was extremely happy running at speeds in excess of 15,000 r.p.m.

Starting is a little strange with the recoil unit. With all the "geometry" hidden it takes a little time to get used to the fact that merely turning the propeller back against the normal direction of rotation engages the small rollers to translate the spring energy into rotation of the crankshaft when the prop is released. The process of engagement and disengagement is fully automatic, the principle of operation being essentially the same as the automatic rewind "pull" starters fitted on modern outboard engines.

Once *having* got used to the starter, it works like a charm, provided the cylinder and crankcase have not been flooded by excessive finger choking. Light choking to fill the fuel line, followed by a small prime through the exhaust is definitely the best technique, without the needle valve being opened too far. Then first or second try starting is more or less guaranteed, and the virtues of a fully automatic starter with nothing to connect pleasantly underlined. It also seems easier—and more logical—to use the starter rather than flick start. The presence and "feel" of the starter unit seem to mitigate against flick starting, although this is probably psychological. Provided the engine is not flooded, flick starting is quite straightforward on any propeller size.

The manufacturers recommend surprisingly large propeller sizes for the A-M "049"—sizes which on our tests held down r.p.m. to below the 10,000 r.p.m. mark. It is certainly not an engine which turns very sluggish on a high pitch propeller, however, which many baby glow motors do. But apart from the higher power output, we felt that running was more efficient and smooth at higher speeds, which suggests something like a 6 x 4 as a maximum size of propeller. Flight performance, we feel, would be markedly improved.

On static tests, slight power loss was noticeable on warming up, but this would be more than recovered in the air as the load comes off the propeller and a propeller size matched to a static r.p.m. figure of around 13,000 would probably give best results in the air. For free flight, the diameter should be as large as possible, which emphasises that the current range of commercial props, based on diesel requirements, do not really cover the requirements of the new baby glow motors appearing. No doubt this position will soon be rectified.

About the only criticism that could be levelled against the handling qualities of the A-M "049" is that the needle valve is much too near the propeller disc. Needle locking is provided by a short length of fuel tubing, acting as a friction brake which will soon harden under the action of fuel and lose its effect. However, when this happens, it is easy enough to replace with another length.

Construction of the A-M "049" presents a number of unusual features for a British production. The crankcase is quite short in length, incorporating relatively massive lugs and a rear flange for the radial mount. The front end is cut off immediately in front of the choke tube although the bearing continues through the recoil spring case to carry the starter cam. The spring case is riveted to the crankcase casting with two screwed plugs.

The "works" of the starter are enclosed in a separate case, the rear cover of which is swaged or similarly locked in position so that this unit, incorporating the hardened rollers, cannot be dismantled. The whole unit, in effect, becomes a large diameter propeller driver when assembled by driving onto the splined length of crankshaft.

The hardened steel crankshaft is $\frac{7}{32}$ in. diameter, stepping down to a $\frac{5}{32}$ in. Whitworth threaded length. Bearing length is short—only $\frac{11}{16}$ in. The crank web is fully circular and sharply bevelled. Bearing surfaces are ground to finish but not, it would appear, the $\frac{3}{32}$ in. diameter crankpin.

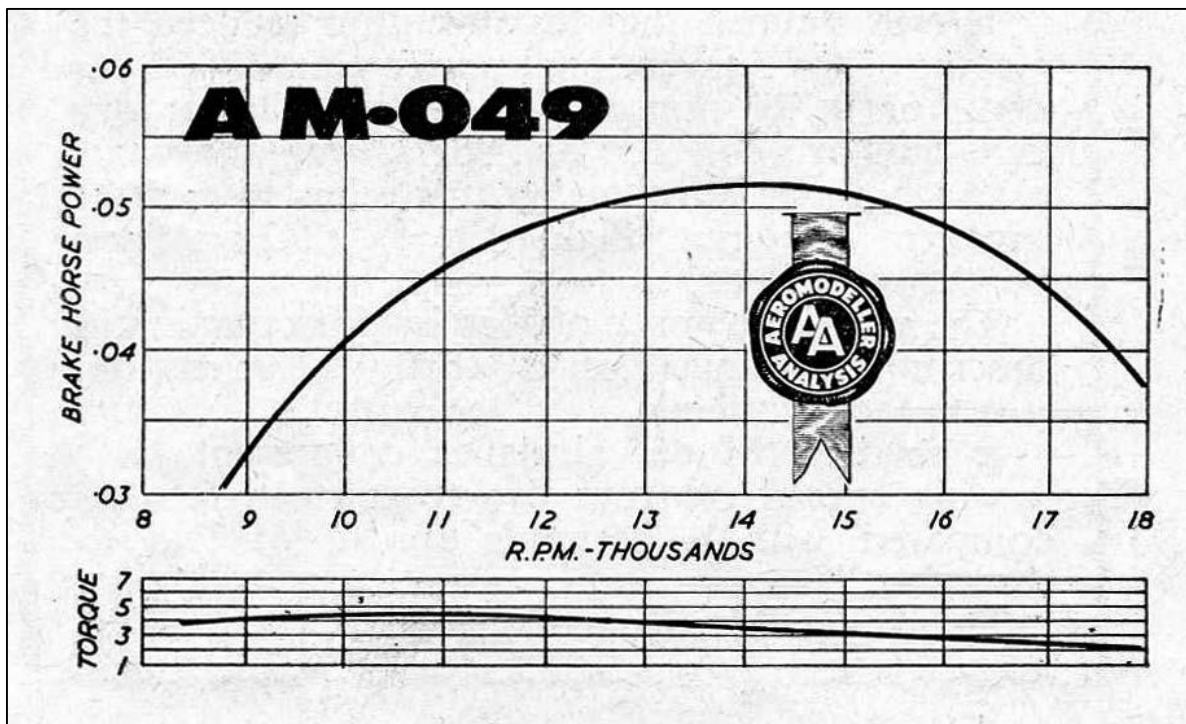
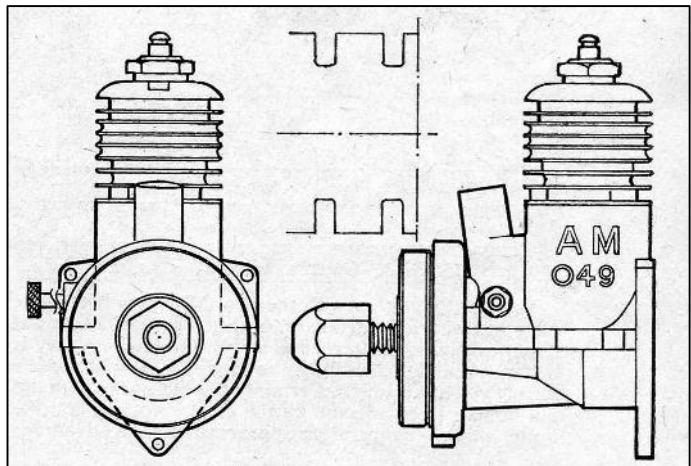
The connecting rod is very thin in section, turned from steel with two "ball" ends and hardened. The piston is also hardened steel and incorporates a socket for ball-and-socket mounting of the little end. The connecting rod is retained by a small circlip, giving a generous amount of play.

The cylinder is of soft leaded steel, screwing into the crankcase casting. Two transfer ports are cut down the sides of the crankcase threads. Three cylinder transfer ports are cut through the cylinder wall immediately below the exhaust flange and three exhaust ports immediately above them. The cylinder is capped by a relatively shallow jacket, screwing in place and sealing on a gasket.

The new A-M 1-5 volt glow plug is fitted as standard

and does, in fact, give a superior performance to other types of glow plug tried. It is specifically recommended for a 1-5 volt starter battery (i.e. a dry cell only, not an accumulator) and cannot take 2 volts without burning out. Main feature of the A.M. glow plug, apart from its attractive small size and appearance, is a relatively large core hole around the platinum wire element.

Here again we have a well engineered and well produced glow motor selling at a remarkably low retail price. The starter unit alone must be an expensive item to produce, but none of the normal standards associated with good British engine production has been lowered to accommodate this "extra". An easy enough engine to start and handle, with plenty of "pep". And if you do happen to like slow running engines, this is one of those glow motors which will swing quite large propellers happily.



Bournemouth Club Classic Rubber - Middle Wallop Sunday 5 April 2015



Andrew Longhurst receives the cup and a bottle of wine from John Thompson

This was a remarkable day at Middle Wallop, the best of the three in fact. Early on the wind direction was indeterminate but by 10.30 am it had settled into a modest easterly drift across the wide expanse of the airfield. The sun appeared for short spells later in the day although weak thermals were in evidence all day. Models achieved the 2.00 minute maximum set in half the available space.

Six stalwart entrants flew their various models, with Mentors distinguishing first and last placings. Andrew Longhurst produced his model out of the box where it had rested since last time and proceeded to win the event for the third time. Peter Jackson arrived with a brand new model and no rubber motors to somehow place second. Mike Gilham from Cornwall in third position produced a very purposeful looking Late Night Final, an excellent design by Brian Faulkner.

Warm congratulations to all who took part, thus maintaining an interest in Club Classic Rubber. Also from all, our thanks to Roger Newman for administering the event, we hope to see you all and perhaps a few more next time.

Results

| | | | |
|--------------------------------------------------|------------|----------------------------------------------|------------|
| 1 st - Andrew Longhurst (Mentor) | 6.00 +2.15 | 2 nd - Peter Jackson (Trip Stick) | 6.00 +1.54 |
| 3 rd - Mike Gilham (Late Night Final) | 6.00 +1.35 | 4 th - Bob Taylor (Yard Stick) | 5.44 |
| 5 th - John Andrews (Last Resort) | 5.32 | 6 th - Brian Stichbury (Mentor) | 4.21 |



Andrew Longhurst with his Mentor



Peter Jackson with his New Trip Stick



Mike Gilham with his Late Night Final



Bob Taylor with his Yard Stick

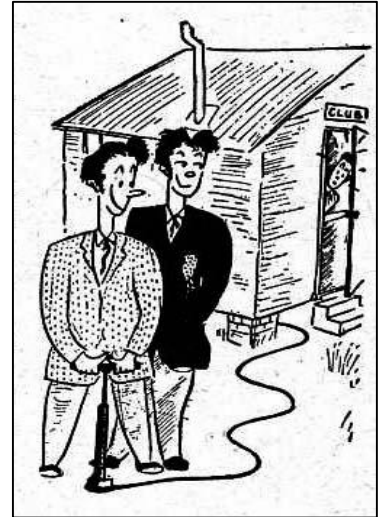


Model Aircraft January 1959

A Big Hand

We have been told that the "aeromodeller of today is the full-size technician of tomorrow," which means, I suppose, that we should give the talented juvenile a big hand, and wave him goodbye as he puts down his plastic cement and picks up his screwdriver. This, no doubt, should bring joy to our patriotic hearts, but it does tend to leave an unwelcome gap in our not too crowded ranks. What I personally would like to see is the small size technician of today becoming the aeromodeller of tomorrow—such a comfort to look forward to a bit of company on the flying field.

But while we are on the subject of juniors, wouldn't it be a good idea if we could be more selective about the standard of youthful anarchist we allow into our club-rooms. It would be too much to expect that they should behave like civilised beings, but at least we could ensure that they have something above ear level other than solid plastic.



An I.Q. test along the following lines would be topically useful :

Which of the following club members is the odd man out?

A. A motor cyclist; B. Jive fan; C. Modeller; D. Televiwer.

Bond Baker is—:

A. Type of wrapped loaf; B. A plastic adhesive; C. A Wakefield Winner.

If you were told that your motor bike was a three-stroke what would be your immediate reaction?:

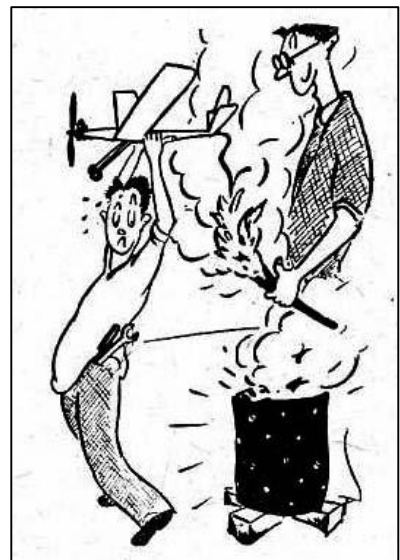
A. Laugh; B. Claim your money back; C. Jump clear.

Snuff Said

Some earnest type has exhorted the powers that be to make d/t snuffers compulsory at all contests. He suggests that, to enforce the rule, -all timekeepers be empowered to disqualify any model not so equipped.

A worthy suggestion, no doubt, but just how it would work out in practice is quite another thing. Where the usually dim variety of timekeepers come from I don't know, I only know where they are often told to go, but few, if any, of them could have seen a model plane before—or a stop watch come to that. As soon as the d/t is lit they retire to a safe distance—some of the more timid putting their fingers in their ears.

Even the experienced timekeeper would find it difficult to identify the snuffer amid all the gadgetry festooning the modern contest job. Some smart-alec might dispute the effectiveness of a bit of damp cotton wool operated by a tip-up tail, and meantime another stretch of glorious Chobham countryside would be burned down to the bare sand.



Pylonius

Well, the issue of RCA/RTM models really does bring out the scribe in some people does it not? Some might opine that it all started going to the dogs when the builder of the model rule floated away in a super thermal out of sight for ever. And then emerged the Bought Model Flying Association. Oh my goodness whatever next. Whatever next indeed? Models costing a fair wedge of one's hard earned with devices that control them from the ground claiming - nay passing unashamedly as Free flight models? I say old chap this really is not on!! Thin end of the wedge of elitism? Chap with the biggest wallet and all that?

Of course in my formative years it was dead easy - there was radio but it was costly, heavy and unreliable and frankly those models I watched at Epsom Downs did not fly as well, nor as predictably as my Madcap, Bi Palo Gipsy and Chief etc. And I do not mean they all went straight up and down in seconds. No, they flew steadily round in gentle circles climbing earnestly and then gliding down not too far from the take-off point. Well not for an energetic youngster anyway. And also then none of these minute gizmos that control a FF models rather more steadily than did the ED outfits installed in Radio Queens etc. were available. They simply did not exist.

But things do change as so rightly says J O'D in his (as always rather well thought through) article in March *Aeromodeller*. In a way I lament that there are more people *flying* model aeroplanes and other devices that resist gravity. I would not find it surprising to discover that this might have contributed to the loss of the opportunity to use any old field in the locality as I did as a lad. The RAF have also lost some of their flying sites so it is not surprising either that they can't share them with us as they used so to do.

I will add that I knew David Baker who in turn knew I flew radio and specifically designed radio models. Later on I built, infected by his enormous enthusiasm, a Cloud Cruiser with throttle rudder and elevator. In that he showed great interest and do you know I am not sure that I did not see a set of Futaba radio gear in the hanger at Muswell Hill! But never saw him use it. Yes David was primarily a free flight chap and he did promote and encourage it vigorously.

So although it may be blasphemous to consider using radio in free flight models it is not surprising that there is a consensus to do just that in order to open up opportunities to fly in areas that are not vast and thereby creating the opportunity to fly more regularly.

I am not sure I understand why there should be any debate over whether it is known as Radio Control Assist or RadioTrim. If in a limited way you direct the model to fly in a particular fashion are you not "trimming" it and if you are trimming it are you not assisting it? But yes I acknowledge the idea that trimming rather than assisting is perhaps a more limited form of interference with the direction of flight.

I think then that we may see a decline in the overall standards in one way - the inevitable infectious "dumbing down" syndrome with a small pocket of high tech flyers. Meanwhile the enthusiasts of SAM, and those in the Free Flight Scale fraternity, unabashed will bring up the rear, ignoring the norm and doing their own thing. After all, can it not be justly said that SAM people and Free Flight Scale brothers do not advance with the progress of technology but defy the temptations thereof and pursue the art of "real aeromodelling", only occasionally but grudgingly adopting to a minimum extent some opportunities of advancement simply so they can fly as closely as circumstances permit to the style of real aeromodellers in the past. One's wealth is not necessary in order to enter the arena.

David Parker

Slot car Racing

Slot car racing is the agreed term for Scalextric-type electric car racing. The cars have blade-like guide that fits in a slot. Metal contacts either side of the slot provide power to a small electric motor driving the wheels. The cars are controlled from a trigger handset.

Slot car racing was very popular in the 1960's, particularly in the USA. The concept was developed from adapting diesel-powered rail cars to electric power, using model train motors. This allowed indoor racing and proportional control. The electrified rail was soon replaced by a slot, allowing the cars to slide out on the bends more realistically. The sixties slot club 'scene' seems to have been divided between those building scale models and others interested in just racing. Looking back at magazines of the period, there was far more emphasis on building from basic components (brass and steel wire etc). Re-winding motors to extract more power was common - I 'm told they did not tend to last long.

Home sets were popular in the 1980's and 1990's. Digital control arrived around 2000. Again, the technology was adapted from model railways, allowing several cars to be controlled on one slot. Lane changing is possible at specific points on the track. Interest in slot cars seems to be growing, with large manufacturers like Scalextric and Carrera providing a stream of new models and many cottage industries providing parts for the scratch builder and dedicated racer.

Like many boys in the 1980's, I had a home Scalextric set. Mine was a collection bought second hand, to which cars and track were added over the years. My grandfather boarded the loft so I could lay out tracks semi-permanently. Some friends also had a loft track and we used to play together most Sundays.

Their father took more of an interest, and my memory is that their cars used to work better! A knowledge of basic electrics helped in sorting out cars and dead spots on the track - a common occurrence with these home sets. As with many boy hobbies, there were 'dream' sets to be had - in my case the 'Le Mans 24 Hour' set - silver and gold Porsche 911 cars, with lights.



The Scalextric stuff was stored in my parents' loft for many years, and when forced to clear it out I took an interest in it again. The track had buckled in the heat, and I eventually replaced it with new, stiffer (if brittle) Carrera brand track that I still have. Having children has provided the excuse for playing toy cars and eBay has finally provided the silver and gold 911s!

I've started modifying and building cars, initially just adding lights then moving on to converting plastic kits and soldering up my own chassis. Some were just for fun, adapting children's toys such as Roary the Racing Car, Finn McMissile and a fire engine (with an onboard battery powering a siren and lights).



More serious attempts have been conversions of plastic kits, retaining as much interior detail as possible. I used a commercial chassis under a 1/24 Tamiya Mini kit, managing to hide the (sidewinder) motor in the boot space, so there is a full interior, and lights. I always hated the 'driver bathed in plastic' look. The mini handles reasonably on my home track, but faster tracks show it is underpowered and top-heavy. An Airfix 1/32 Herald was similar, even with a 'cheat' low chassis plate, the car is prone to rolling. Small cars are difficult. The latest model - a Batmobile - was purely to please my son. Many more kits wait their turn in the loft.



Napier Railton after much polishing



The Batmobile with lights



Airfix Triumph Herald

I had assumed that large club tracks had basically died out, but thanks to the internet I found a club in North Wales - Castle Raceway. Most of the club members are interested in pure racing models; wide, grippy sponge tyres, light, flexible bodies and wide metal chassis, with ground clearance of only fractions of an inch. However, Scalextric and self-built cars are also raced. The wooden track is smooth and flat, with equal power available all the way round - difficult to achieve with home set plastic track sections. The appeal is in setting up a car to be competitive for close racing. Lap timing is to 1/100 of a second. The flexible bodied cars are much faster than Scalextric types, a 100ft lap taking 4-5 seconds compared to 8-9 seconds. Lots of practice is required, I cannot claim to be a natural at it. As in aeromodelling, seeing how others approach things and competing make the hobby more appealing.

National competitions are still run for various classes of car. I entered my first 'retro' competition this year and was surprised to get third place in concours with an Alfa Romeo Bimotore. I only managed 38/40 in the racing - as I said, I'm not a born slot racer.

Slot car racing fits well with aeromodelling, in that it can be done on winter evenings.

Essentially, the challenge of making a detailed scale car that still handles reasonably is similar to making a scale model plane that will fly.



Having read this far, you might be interested in the following links.

Castle raceway <http://www.castleraceway.co.uk/>

Classic slot car racing association <http://www.cscra.co.uk/Home.html>

British Slot Car Racing Association <http://www.bscra.co.uk/>

Retro racing event - results

<http://www.slotforum.com/forums/index.php?showtopic=78754&st=60>

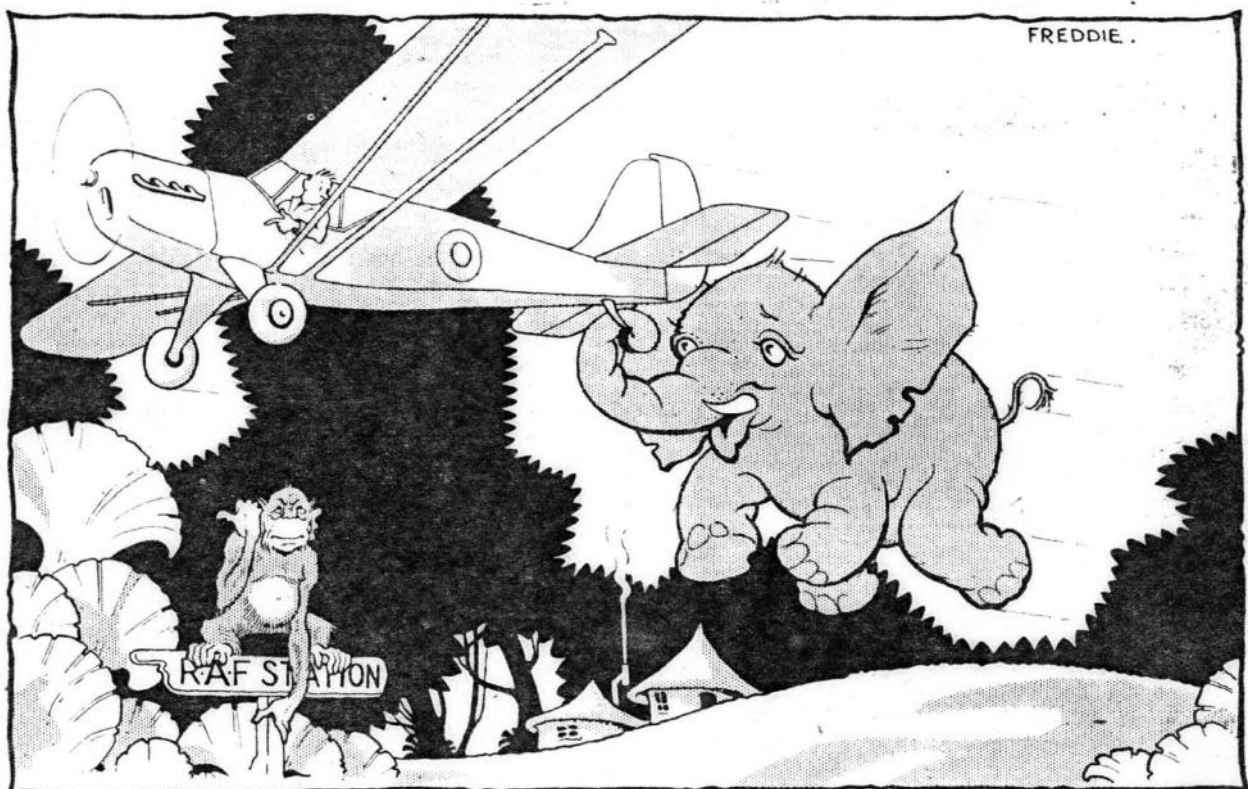
Scalextric site <http://www.scalextric.com/uk-en/>

Betta & Classic - bodies etc <http://www.bettaandclassic.com/>

There is an annual Slot Car Festival at the Heritage Motor Centre

<http://www.ukslotcarfestival.co.uk/>

Martin Pike



THE AFRICAN "SNITCH" HIKER.

Many thanks to Roger Newman and John Thompson for the MW three day marathon. There was also an event at North Luffenham on Good Friday, but I didn't go as the forecast was for rain all day. Saturday was cold and a bit breezy and of the thirty car loads many did not fly. I had rather a good day by dint of the paucity of competitors. I have a Lanzo Duplex which is now a bit elderly and worse for wear. I am rather sold on radio dt these days since I got mine back from Massimo Ursicino in Italy. He soldered up some of his connectors to micro servos for me. So I installed it in the Duplex. A hidden advantage over the Tomy was that the linkage does not need any elastic so the tail can be held down more firmly with just fishing line between it and the servo arm. It should really be easy to achieve a ninety second max with this model with 70 grams of rubber. I picked fairly good air for the first flight but not for the second and dropped two seconds. I found good lift on the third flight and DT'd for an easy max. This put me in first and last place as I was the only entry. So that gave me a bottle of red wine. I also entered P30. My model is new with a carbon tube fus from Mike Woodhouse. I had flown it a few times at Port Meadow but it wasn't trimmed fully. By 3 o'clock it was still under elevated but I decided it was worth entering as I continued to trim. First flight was just over a minute and still needed more up elevator. Second flight it flew well and reached a good height only to have the nose block drop out as the prop free wheeled. Third flight with the nose block firmly wedged in it appeared to be under elevated again. My score was good enough for a bottle of white wine, having come third out of four!

Sunday was much warmer and very little wind. I had decided to concentrate on vintage coupe. I have two models that I bought from the estate of the late Dr Stephen Lacey, an Altair and an Etievre. The Altair flies better. I picked good air and maxed on the first two flights so was feeling good. Unfortunately the air was colder in the middle of the day and I was impatient and launched into poor air and didn't max. Robin Kimber informed me very politely that I ought to check the fuselage cross section as it appeared to him too slim. I explained the ancestry of the model to him and checked its area and looks against a plan emailed to me by Andrew Longhurst. It looked as per plan to me and the area was well over the minimum of 20 sq cm, which was a relief as I have spent a lot of time trimming it. I flew my poorly trimmed Buckeridge Lightweight in small vintage rubber and had three mediocre flights, successively diving a bit less each time.

Easter Monday, I flew in E36. A 90 second max with a 10 second motor run should be easily achieved. Most who entered made it. Chris Redrup had a failed dt in a boomer but successfully retrieved his model from Nether Wallop. I had two comfortable maxes and a boomer on my third flight which landed in the Middle Wallop school playground. My flyoff was a bit poor. My model was pushed out of good air as it was flying too straight. It is about to get a little more tail tilt. Fortunately the tail mount came loose in the breezy retrieval, so I can glue it back easily at more of an angle. Peter Tolhust won with an excellent flight just two seconds longer than Trevor Grey. I came fourth two seconds behind the third place. I couldn't fly in 8 oz Wakefield as I had fitted radio dt but had forgotten the Rx was in my Duplex. Peter Brown won the flyoff beating Peter Jackson. Both had excellent height. Winner Peter Brown was flying a Korda Wakefield and the other Peter, Peter Jackson, flew a twin finned model, possibly his Tangney.

I had a puncture on the way home on Sunday so I was a bit late for the family meal. However a Sunday roast, wine and Cadburys chocolate cake were an excellent end to the day. An added bonus at MW is the cafe which serves really good food at a very reasonable price. It was a warm respite on Saturday. My thermometer recorded 17°C on Easter Monday. It would appear to be the start of summer. I am expecting calm sunny weather for the next six months.

Photos to follow.

Jim Paton,

Vintage 'Aussie' in Black & White

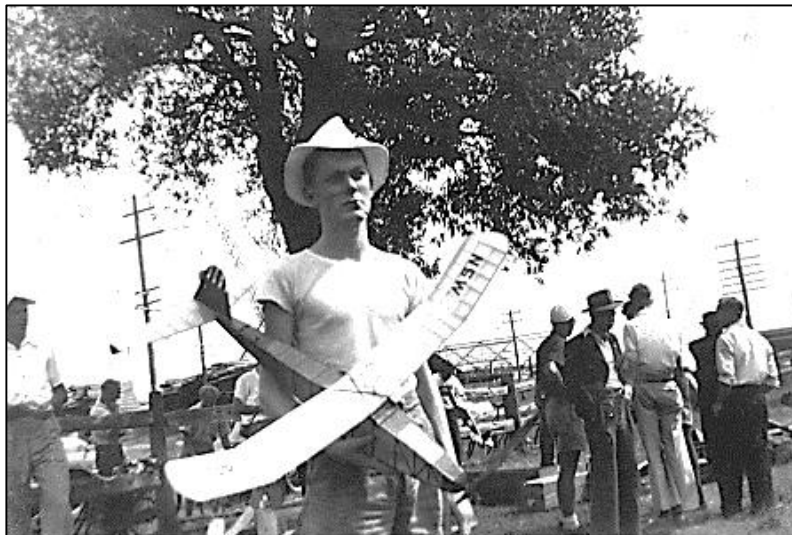
- Col Williamson

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

Jerry Litschi



ray murray with power model '49



CW 48 wakefield '48



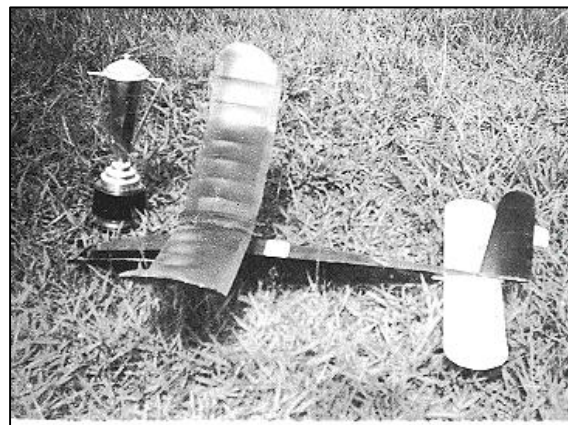
CW 48 open trophy



col williamson wake '51



CW with BillMarden designed Wakefird Tse-tse Fly, '48



CW 1st Open Rubber 7'46"

Col Williamson

A personal view

Before going into detail I would say that I am supportive of the idea of a 'Resource Centre' but not of a Flying Field.

The BMFA is a National Body and should operate as one. It must have premises that provide appropriate office space and facilities so it can function efficiently. For status and a range of membership services rather more is required.

The purpose of a Resource Centre needs to be established as a starting point for meaningful discussion. Various schemes should be considered - and priced. The more ambitious include a reception area, working library, archive storage and a museum. It would also need room for more storage and to expand plus a big car park.

Visitors should be expected and encouraged. For such a Centre 'Location is everything' and needs serious consideration. It should be in the middle of the country, near a town and within easy reach of a Motorway junction.

The building itself should be 'suitable for purpose'. A rectangular box of conventional construction must be cheaper than an architect's dream with an eye-catching shape. If appearance matters then an impressive entrance, visible from the car park, should suffice.

The linking of such a project with the acquisition of a flying field clouds the issue and could well kill the whole concept. Certainly it doesn't stand up to analysis.

For a field to accommodate major meetings it would have to be big. Serious Free Flight and some RC categories require a field the size of Barkston. This would be very expensive - and has many implications - location, management, co-operative neighbours, security of tenure, nearby developments, and so on. Future developments in the models themselves may necessitate different facilities.

Even with all this solved there is the very real question of usage. A few big meetings are not enough. What about the rest of the time? Contest minded fliers need opportunities for test flying - but how far will they travel and how often? Sport flyers, especially RC fliers, want a site 'on their doorstep' where they can fly as and when it suits them.

In short a BMFA field can hardly be considered viable. The obvious alternative is to rent one as and when required - just as other aviation groups appear to do. The Light Aeroplane Association currently have an annual 3-day meeting at Sywell. Their predecessors used Cranfield. There must be other choices. Hiring might well be expensive - but it will surely be cheaper than the mortgage payments on an airfield. Moreover, should a venue become unsuitable for our needs it is probably best not to be its owner!

Whatever we do will need financing. Since it should benefit the members, I can see no reason why they should not contribute to the cost via their membership fee. This should not be a problem if they feel it is value for their money. Expecting someone else to 'foot the bill' is optimistic in the extreme.

Since it may be thought that I 'have an axe to grind' I had better 'declare interest'.

I could contribute directly to a heritage centre in one way. I have a very good and extensive library of model and full-size aviation publications in need of a good home in the not-so-distant future. I would much prefer that it remain as a whole, or be integrated with other collections. There is also a host of memorabilia. All of this may be something the BMFA can use to advantage.

If not, then I would be very interested in hearing from any person or organisation - HOME OR ABROAD - who can convince me that they have the desire and facilities to run a working library and archive service. I will not be sympathetic to individuals merely looking for choice and possibly valuable items to add to their private collections!!



John O'Donnell

Slanic Prahova, 30th March to 1st April.

This year due to difficulties with the lift winding gear the Championships were to be held in the lower mine - Unirea - which had not been previously used as a competitive venue. In addition we had the 2015 New Rules to contend with which had increased the model weight to 1.4 grams and reduced the rubber motor size to 400 milligrams. Reports had filtered through of very long flights being accomplished which we could not really understand from our previous experience in the mine with reduced power output due to the chilly (11 degrees) conditions. We would soon find out.....

Unlike the previous year the weather "up top" was cold and dismal though in the mine, as promised, conditions were cool but pretty well ideal.

The British team arrived with 3 days for preparation and though the days were shorter than we had hoped for we all managed to prepare our models without too many mishaps.

Unfortunately we could immediately see that the top flyers from Romania and Hungary had hit upon using smaller propellers with thinner rubber which allowed their models to climb much higher than ours - hence the longer durations. The available height is about 180', I didn't see anyone scrubbing the narrow ceiling though, it was prudent to stay below the catwalks at around 160'. But of course getting to even this height was quite a challenge!

My own model performed well throughout but never quite got the necessary height, this was certainly in part due to its' reluctance to launch on high torque.

Mark had a couple of motorsticks fail which essentially took out his best models, hence he was always trying to re-establish trim on his reserve models. Great pity as he could launch on high torque and the models had a steep climb.

Hans had a couple of things break but kept at it with essential repairs and ended with a good result, much learned I'm sure he will admit. His model had a great climb together with a nice let down.



A picture of one end of the salt mine, the steering balloon and roach poles against the wall give some idea of the size of the venue. Myself (Tony Hebb) winding whilst Derek Richards, team manager, stands by with the timepiece. Note the warm clothing, it was cool in the mine but not as cold as top side.

Challenge Cup Trophy F1D - seniors individual
awarded to Sukosd Zoltan, Hungary

| PLACE | COMPETITOR | FAI LICENCE | COUNTRY | ROUND | | | | | | TOTAL |
|-------|-------------------|----------------|----------------|-------|-------|-------|-------|-------|-------|-------|
| | | | | 1 | 2 | 3 | 4 | 5 | 6 | |
| 1 | SUKOSD Zoltan | HUN 0321 | HUNGARY | 27:33 | 25:02 | 28:11 | 0:00 | 27:42 | 0:00 | 55:53 |
| 2 | MANGALEA Corneliu | ROU 133 | ROMANIA | 26:11 | 25:26 | 27:08 | 27:29 | 27:15 | 24:03 | 54:44 |
| 3 | POPA Aurel | ROU 135 | ROMANIA | 20:08 | 25:31 | 21:33 | 24:54 | 25:06 | 18:47 | 50:37 |
| 4 | SEDEV Dmytro | UKR 759 | UKRAINE | 20:03 | 20:57 | 21:41 | 22:25 | 24:06 | 23:58 | 48:04 |
| 5 | HEBB Anthony | GBR 035650 | UNITED KINGDOM | 21:27 | 18:14 | 22:18 | 23:05 | 23:32 | 20:12 | 46:37 |
| 6 | ZHARIY Denis | UKR 760 | UKRAINE | 20:05 | 22:15 | 22:04 | 18:48 | 21:41 | 24:18 | 46:33 |
| 7 | BARBERIS Didier | FRA 551 | FRANCE | 21:20 | 20:34 | 23:38 | 6:30 | 22:19 | 6:08 | 45:57 |
| 8 | KORNIYCHUK Oleh | UKR 452 | UKRAINE | 18:39 | 17:21 | 22:31 | 21:55 | 21:15 | 20:26 | 44:26 |
| 9 | TREGER Ivan | SVK 1001 | SLOVAKIA | 22:38 | 21:00 | 20:55 | 21:21 | 21:12 | 21:30 | 44:08 |
| 10 | NICOARA Vasile | ROU 131 | ROMANIA | 19:38 | 19:29 | 22:33 | 20:47 | 21:19 | 17:45 | 43:52 |
| 11 | ORSOVAI Dezo | HUN 0030 | HUNGARY | 20:07 | 19:53 | 20:18 | 21:22 | 20:57 | 20:49 | 42:19 |
| 12 | CHAMPION Robert | FRA 339 | FRANCE | 16:55 | 19:31 | 19:40 | 21:02 | 1:20 | 19:51 | 40:53 |
| 13 | MARILIER Thierry | FRA 971 | FRANCE | 18:59 | 6:12 | 17:25 | 17:25 | 20:17 | 19:51 | 40:08 |
| 14 | BENNS Mark | GBR 072513 | UNITED KINGDOM | 18:39 | 17:35 | 19:58 | 18:35 | 20:03 | 20:04 | 40:07 |
| 15 | REE Andras | HUN 0027 | HUNGARY | 19:33 | 19:34 | 17:18 | 12:16 | 13:06 | 14:28 | 39:07 |
| 16 | STAARTJES Hans | GBR 185400 | UNITED KINGDOM | 16:19 | 15:39 | 17:50 | 17:48 | 19:53 | 17:10 | 37:43 |
| 17 | BUNDESEN Uwe | GER 3252 | GERMANY | 18:20 | 18:25 | 16:14 | 18:44 | 17:52 | 17:08 | 37:09 |
| 18 | STRAKA Jaroslav | CZE 1279 | CZECH REPUBLIC | 11:52 | 15:17 | 16:01 | 17:21 | 19:43 | 17:07 | 37:04 |
| 19 | MERKT Thomas | GER 1833 | GERMANY | 15:45 | 16:45 | 17:56 | 18:54 | 17:00 | 15:46 | 36:50 |
| 20 | KAPLANOVA Klara | CZE 1017 | CZECH REPUBLIC | 14:21 | 10:20 | 17:48 | 18:14 | 18:22 | 18:18 | 36:40 |
| 21 | POLONEC Pavol | SVK1353 | SLOVAKIA | 13:47 | 13:02 | 15:18 | 16:23 | 17:50 | 16:44 | 34:34 |
| 22 | KAPLAN Mikita | CZE 1016 | CZECH REPUBLIC | 15:38 | 9:24 | 16:01 | 18:18 | 1:35 | 15:01 | 34:19 |
| 23 | STEPONENAS Rimas | LTU 213 | LITHUANIA | 9:16 | 10:47 | 10:12 | 9:08 | 9:25 | 0:00 | 20:59 |

Champion of Europe Trophy F1D juniors individual
awarded to Bulai Calin, Romania

| PLACE | COMPETITOR | FAI LICENCE | COUNTRY | ROUND | | | | | | TOTAL |
|-------|------------------------|----------------|-----------|-------|-------|-------|-------|-------|-------|-------|
| | | | | 1 | 2 | 3 | 4 | 5 | 6 | |
| 1 | BULAI Calin | ROU 135 | ROMANIA | 22:34 | 24:01 | 25:12 | 23:09 | 0:00 | 0:00 | 49:13 |
| 2 | ARJAN David | ROU 131 | ROMANIA | 18:15 | 7:54 | 16:03 | 21:46 | 22:41 | 24:44 | 47:25 |
| 3 | ZHARIY Denis | UKR 760 | UKRAINE | 20:05 | 22:15 | 22:04 | 18:48 | 21:41 | 24:18 | 46:33 |
| 4 | GHEORGHE TATU Filip | ROU 133 | ROMANIA | 24:28 | 2:01 | 8:46 | 20:47 | 6:50 | 15:40 | 45:15 |
| 5 | VITKO Iyrl | UKR 916 | UKRAINE | 18:20 | 17:51 | 18:09 | 23:05 | 21:38 | 18:00 | 44:43 |
| 6 | MAZVILA Tomas | LTU 726 | LITHUANIA | 10:35 | 11:37 | 12:13 | 11:04 | 14:23 | 14:00 | 28:23 |
| 7 | KALINOVAS Algirdas | LTU 862 | LITHUANIA | 0:06 | 8:11 | 5:56 | 6:45 | 9:22 | 12:43 | 22:05 |
| 8 | STANKEVICIUS Mindaugas | LTU 863 | LITHUANIA | 8:09 | 9:16 | 9:01 | 10:45 | 9:46 | 11:09 | 21:54 |

Hunindoor Cup Trophy F1D Senior Team
awarded to the team of Romania

| PLACE | TEAM | TOTAL |
|-------|----------------|--------|
| 1 | ROMANIA | 149:13 |
| 2 | UKRAINE | 139:03 |
| 3 | HUNGARY | 137:19 |
| 4 | FRANCE | 126:58 |
| 5 | UNITED KINGDOM | 124:27 |
| 6 | CZECH REPUBLIC | 108:03 |
| 7 | SLOVAKIA | 78:42 |
| 8 | GERMANY | 73:59 |
| 9 | LITHUANIA | 20:59 |

Transitional Cup Trophy F1D Junior Team
awarded to the team of Romania

| PLACE | TEAM | TOTAL |
|-------|-----------|--------|
| 1 | ROMANIA | 141:53 |
| 2 | UKRAINE | 91:16 |
| 3 | LITHUANIA | 72:22 |

Letters to the Editor

Roger Gulliver: McCoy 049

Seeing the article about the McCoy 049 made me look in my goody box and look what I found. I haven't used it for some time but it provided a lot of fun in the past. A great easy to handle engine.

Cheers

Roger Gulliver.

Editor: The picture here raises a few questions as the test engine last month was a radial mounting version.

Did McCoy make a later beam mounting version does anyone know? Someone spoke to me at Wallop saying that they had an 049 McCoy, Who was it, and is it radial or beam mounting?



Martin Dilly: Stanley Drill for Winder Conversion

Malcolm Wood has donated a Stanley hand drill for sale to benefit the FF Team Support Fund. This is the twin pinion version, with all-steel gears, including the crown gear, which on the current versions is a cast soft alloy. It's eminently suitable for conversion to a rubber winder.

£10.00. Contact Martin Dilly on 020 8777 5533 or e-mail martindilly20@gmail.com

Editor: Due to an email addressing error I received an email from which I learn that our very own Dick Twomey has had the honour of being elected to the post of:

President of the Aeronautical Society of Mauritius (AeSM)

The society is due shortly to have a visit and presentation from

Air Commodore Bill Tyack CBE FRAeS RAF (retired)

President of the Royal Aeronautical Society (London)

Jim Mosely Canada: (ref the picture of the $\frac{1}{2}$ scale Morgan Wakefield last month)

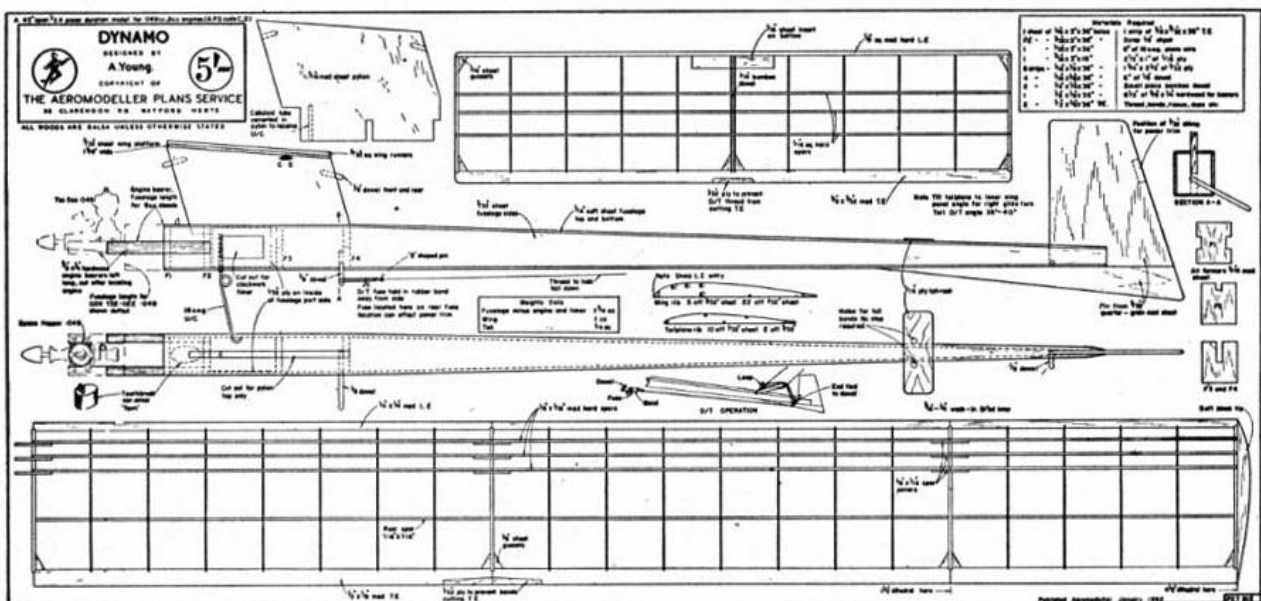
"Mick believes Morgan was actually Welsh."

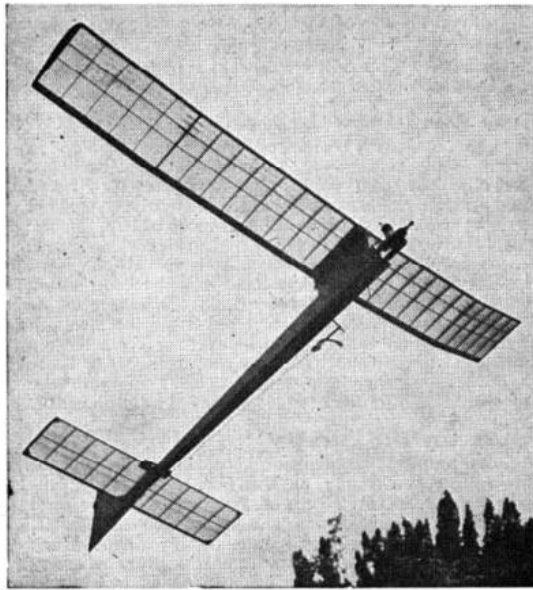
Not so. Canadian.

regards - Jim Mosely

Dynamo, $\frac{1}{2}$ A Power

Tony Young





THIS DESIGN STARTED life on 1960, when a $\frac{1}{2}$ A P.A.A. LOAD fuselage was made to use a Wakefield wing and tail for the Northern Gala. It was not flown in the comp. as the wing was irreparably broken. A one-ounce wing is not strong enough to carry 11 ounces of inverted model when a "kind soul" places it upside down to stop it blowing away in the strong wind!

With the P.A.A. pilot and weight removed, it became a fairly potent "open" $\frac{1}{2}$ A weighing approx. 6 ounces powered by a Thermal Hopper. All three competitions entered were won, at the South Coast, Croydon and Surbiton Galas.

Tony Young's
contest winning $\frac{1}{2}$ A
free-flight contest model

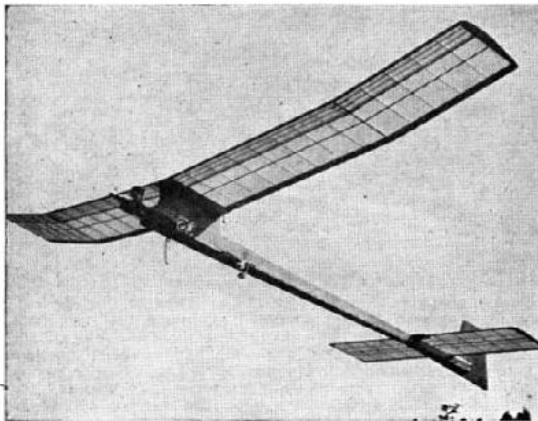
DYNAMO

45-inch wingspan and
simple as can be for
ease of construction
and flying—suits all
.8cc. (.049 cu. in.)

At left is the original Dynamo, housing prototype Dydesyne Dynamic .049 diesel engine. Far right shows (top to bottom) tailplane retained in normal position by thread and rubber band strainer (see picture two) linked to dowel projection from fuselage. Dethermaliser fuse burns through rubber band strainer to release the tensioned tailplane to position seen in picture three. Note also the position of the engine timer in picture two.

Early in 1961 the plan version was created, changing the wing from undercambered to speed up the climb, also simplifying the built-up P.A.A. load fuselage, but keeping the same rigging angles except for changing balance in that the C.G. was moved forward and dihedral was reduced.

Powered by a prototype Dydesyne "Dynamic" .049 diesel, it weighs $6\frac{1}{2}$ to $6\frac{3}{4}$ oz. and was flown in five contests during 1961, placing in all of them as follows:—1st at the Midland Area Rally; 2nd at Northern Heights Gala and Devon Rally; 3rd in the Croydon Gala; and 2nd in the S.M.A.E. contest.

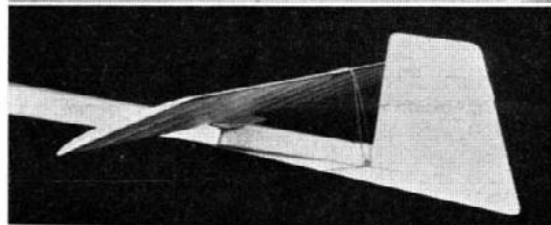
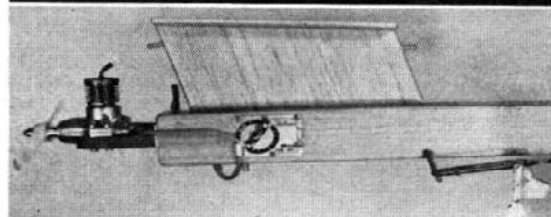
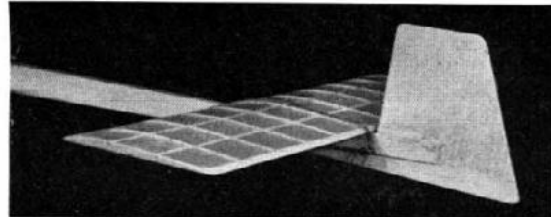


Wings are best made first as they can be covered and doped and left to age whilst working on the rest of the model. They are quite straightforward and amply strong, provided good straight grained wood is used on the spars. Should added strength be required, the inner panels could be webbed between the two rear $\frac{1}{4}$ in. x $\frac{1}{8}$ in. spars using $\frac{1}{8}$ in. sheet with the grain running vertically.

On the fuselage, make up the pylon unit (pylon and two or three formers) and bearer unit (bearers and two formers) align these on one fuselage side then stick the other side on, add the tank then top and bottom covering. Tony uses diesels mostly and makes his tanks out of celluloid toothbrush tubes, cutting it to the length required, adding a top, bottom and vents all of celluloid, using cement as the adhesive. If a glowplug engine is used, a metal tank must be fitted.

When the bearer unit is cemented to the fuselage side, the weight of the motor must be considered, the short nosed version is for a motor weighing $2\frac{1}{2}$ oz. and the long nose for a $1\frac{1}{2}$ oz. Nose length must be varied for motors weighing between these amounts. Finish the model before finally drilling the bearers so that one can slide the engine to locate the C.G. correctly.

Check the glide first, packing the trailing edge of the tail until there is just a suspicion of a stall turning right; this is cured later after the first power flights, but acts as a safety measure, ensuring that the model will recover from any position.



Trim the initial power pattern from a 2-2 $\frac{1}{2}$ sec. motor run at full revs, launching the model at approx. 80 degrees. This length of engine run is quite long enough to find out which way the model is turning. If the model has been built true, it should be going straight with the wash-in on the wing slightly rolling the model to the left. Balsa strip should be stuck on the fin trailing edge until the model does approx. two turns in 10 sec. turning to the right.

Once the power turn is definitely established to the right, the glide can be adjusted, removing the slight stall tendency—and now you're set for the first 1962 $\frac{1}{2}$ A event!

Tony Young

We will try another Caption Contest, same prizes as before, ie. nothing but the honour of being judge the best. I'm afraid it's going to be just the Editors opinion.

Let us hope for a few more entries this time around, all though having said that the editor has more in hand already. Don't let that stop you from submitting one or two more though.

A picture from a chilly first day at Easter Wallop, I invite you to submit a hilarious caption.



Editors suggestion: Eric to Ernie - "Did you put the cat out"

Get some entries in to the NC Editor please.

Roy Vaughn

In theory it is possible to DT a model plane using GPS & an altimeter.

1. An altimeter is required to calculate the descend time. First by sampling the DT rate & then by providing the descent altitude. To set the descent rate you simply send the model up & DT it using the normal DT. The equipment can then estimate the approximate decent time -from the models altitude.
2. The GPS records the models positions during flight. The rate of travel down wind & the direction of the wind are calculated from this data. Because in higher wind speeds we know that the models tend to miss regular circles the wind speed will be exaggerated. The better the model is flown the less exaggerated the wind speed will become. So you get a new skill to learn.
3. A control system needs to take the model altitude, the decent rate, the wind direction, the supposed wind speed & the GPS position to predict the landing point. When this landing point crosses the flight boundary the model is DT'd.
4. To survey the flight field you use a DT unit plugged into a computer to walk the proposed flight boundary & map it. This is a single mapping available from the CD for download to the GPS. So the system will quickly load all the sites you use.
Note the latest golf GPS units know automatically which course you are on.
5. Protocols are required to cover models flying out sideways through the lateral flight boundaries. Something like if the GPS is within x distance of a lateral boundary the model will DT.

So there it is a simple system designed to keep the model in free flight within the confines of the flying field.

OK it is not perfect but tiny GPS systems exist & tiny Altimeters, so a light weight system has to be possible.

As a golfer I see the current GPS units are built into watches. A tiny altimeter is currently available for £10, see the March Aero Modeller.

We can use just one DT unit to DT on time, DT on excess altitude & DT within our set boundary.

Also as a spin off we will get a full trace of the models flight to study after we have down loaded it from the unit.

As a retired mechanical designer I have no idea how to make this system. That's for people with the required electronic & programming skills.

Mervyn Price

Having seen and published all the blurb on the subject I thought it was about time I stepped in and cleared the air with my own current personal thoughts on the subject.

First off, in my opinion, there is no such thing as RCA/RTM or whatever, just FF or RC.

If a model has no ground based control system within it connected to the flying surfaces, it is Free-Flight. Anything else is defined as a Radio Controlled model.

The issue is somewhat clouded with one shot Radio D/T and electronic trimming devices in international models but the direction of flight is not controlled from the ground so they are, in my book, Free-Flight.

I joined SAM1066 to fly Free-Flight vintage model aircraft, which I do to no great effect, and I will continue to do so whilst the society is still able to fulfil its constitutional objective to promote free-flight vintage flying.

If we eventually have to fly to 30second maximums and D/T fly-offs, I will still be there and I might even make a fly-off or two. I've no doubt that our sport flying members, who outnumber us competition flyers by a large margin, will still be there with us, possibly more of them fitting these new-fangled D/T thingy's.

One thing I do not want is Radio Controlled models around the free-flight launch line nor the sport flyers area, whether they be flitting about or fizzing about, they will just get in the way.

SAM1066 does entertain organised groups of RC flyers on the field at Wallop, Bill Longley's vintage power duration flyers are a case in point and Tony Tomlin's gang, both are regular users but they base their operations on the opposite side of the field to the Free-Flight line.

For myself, I am firstly an aeromodeller and currently a free-flight flyer. The use of the word aeromodeller is to differentiate me from the buy and fly Model Flyers. In my long aeromodelling career I have had a go at quite lot of different aspects of the hobby. I started in the late 1940's with free-flight then on into control-line (*I flew in the Gold Trophy several times, as always to no great effect*), got into Radio Control in its early days and making my own gear. Started with the soft XFG1 valve through hard valves up to an 8 channel reed set. Then buying commercial proportional equipment which I still have. In fact I still have three control-line models and two RC models hanging up in the garage at the moment, one RC being a fully aerobatic OS50 powered bi-plane. However I am, like I said, currently a free-flight flyer. I say all this to indicate that I am not without experience in several aspects of our hobby.

In spite of opinions to the contrary I cannot visualise a time when flying of free-flight models will not be possible however reduced the scope. Whether I could find interest in radio controlling vintage model designs I'm not too certain, perhaps sports models.

As a parting shot, the picture here is of a model I flew in our local recreation ground around 1960, that's 50 odd years ago. It is an FAI power model, Frog 249 motor, Accrington's Eric Lord fuselage with Birmingham's Ray Monks cast off flying surfaces and controlled with a single channel receiver driving a mighty midget motor giving a Howard Boys flapping proportional controlled rudder. Worked well and I recall having to spin it down out of lift on at least one occasion. I've done it all before.



John Andrews

I've obtained from Peter Brown the latest offering from 'leobodnar'. It's a radio DT set. The airborne package weighs 4.8 grms with the glue or whatever to hold the servo say 5 g, about the same as a Tomy but slightly more than the almost defunct fuse method! There are various offerings of this product which will suit larger power models, etc. Contact Peter at his advertised web page, See timer advert below for more details. I can tell you from experience that once you have used RDT, especially for small field flying, you will really not want to use any other system.



As many will know we now at Bodnar Electronics produce RDT systems for host and stand alone systems.
See details below.

RDT Price List 2015

| Part Number | Description | Price (Inc. VAT) |
|-------------|--------------------------------|------------------|
| 1 | Starter Kit – Stand Alone | £100.00 |
| 2 | Starter Kit – Host | £90.00 |
| 3 | Transmitter + Charge Lead | £60.00 |
| 4 | Stand Alone with Nano Servo | £50.00 |
| 5 | Receiver (Double Row Pins) | £45.00 |
| 6 | Receiver (Single Row Pins) | £40.00 |
| 7 | LiPo Battery – 50 mAh | £10.00 |
| 8 | LiPo Battery Charger | £20.00 |
| 9 | Armband Insert for Transmitter | £5.00 |
| 10 | Velcro Armband | £20.00 |

Leo Bodnar Electronics Ltd
Units 7-8 New Rookery Farm, Little London, Silverstone, NN12 8UP
Tel: 01327 850666
E-mail: support@leobodnar.com
Web: www.leobodnar.com

John Thompson

Comments & Results from Easter Meeting

Overall, a good start to the flying season at MW, with the best day for weather being Sunday. Sadly that day was marred by a rare accident, but fairly swift action & a prompt visit to the local Salisbury A & E Dept alleviated any significant consequences - see further comments below. Total attendance over the three days was around 300 people, with around 250 of those flying. In spite of operating a "lost model" log, a few occurrences of lost models still went unreported. Martin Ambrose kindly emailed details of one such happening:

"Hi Roger,

When I collected my "Redwing" from Nether Wallop, the farmer had also retrieved another model from his fields.

This one, however, had no name or address or phone number on it - so I have taken it home with me. The model is a "Sportster" shoulder wing cabin design, covering is natural finish (polyspan?), fuel proofed, decoration is by red and black tissue. The motor is a DC Merlin, red anodized head and the cabin contains a "photo pilot" - possibly the owner/builder in his youth, sporting fair hair and a green jumper. I will bring it with me to the next Middle Wallop meeting - would it be possible to give it a mention in the next Clarion so that the owner knows it has been found and can identify himself. Regards, Martin."



This model will therefore be at Control at some point during the May meeting & hopefully the Owner will come & claim it. To re-iterate an oft repeated message - ***please put your name, address & phone number on your models & report any lost models.*** It doesn't take much effort & can save an awful lot of trouble.

Results: Saturday 4th April

Wind initially from N veering NNE necessitating a move late morning, then NE down length of field. Wind speed variable to around 8 – 12 mph & gusting. Overcast & chilly, no sun all day. Max set at 90 secs. DT fly-off set to 90 secs.

Combined Vintage / Classic Power: No-one flew.

Up to 50" Vintage/Classic Glider:

1st Dave Etherton (Nord) 4.30 & 1.39; 2nd Terry King (GilliHatchet) 4.30 & 1.18; 3rd Dave Cox (Fugitive) 4.07;
4th Bob Taylor (Nord) 1.37.

P30 Rubber:

1st Chris Redrup (O/D) 4.30; 2nd Dave Powis (O/D) 3.49; 3rd Jim Paton (O/D) 3.28;
4th Rod Green (Speckled) 2.06

Under 25" Vintage Rubber:

1st Ted Stevens (Flying Aces Moth) 2.42; 2nd Dave Powis (Fledgling) 1.43; 3rd Bob Taylor (Eaglet) 1.20

4oz Wakefield:

1st Jim Paton (Lanzo Duplex) 4.28

Results: Sunday 5th April

Wind light, variable latterly moving to ENE – positioned at Knokke Wood end of field allowed for 2 min max. Fairly overcast but bright for most of the day. DT fly-off set to 2 min.

Vintage Cabin Power Ratio:

No entries (need to publicise for another go later in the year!)

Up to 50" Combined Vintage/Classic Bungee Glider:

1st Peter Michel (scaled down Bob Jones A2) 3.45; 2nd John Taylor (Doofa) 2.54; 3rd John Mayes (Lulu) 1.25

Over 50" Vintage/Classic Glider:

1st Dave Cox (Archangel) 6.00 & 2.25; 2nd Colin McKenzie (Pelican) 6.00 & 2.15;
3rd Peter Michel (Sperber) 6.00 & 2.07; 4th Ken Taylor 6.00 & 2.01; 4th Bob Taylor (Uppak) 6.00 & 2.01;
6th Terry King (AV-46) 5.59; 7th Dave Etherton (Caprice) 5.19

Small Vintage Rubber:

1st Martyn Pressnell (Raff V) 6.00 & 2.11; 2nd Peter Hall (Buckeridge) 6.00 & 2.11;
3rd John Thatcher (Senator) 5.40; 4th John Andrews (Pinnocchio) 5.34; 5th Ken Taylor (Scram) 5.31;
6th Bob Taylor (Sky Rocket) 5.25; 7th Ted Tyson (Buckeridge) 5.14; 8th Michelle Hooper (Hepcat) 4.47;
9th Dave Powis (Hepcat) 4.45; 10th Jim Paton (Buckeridge) 3.05

Vintage Coupe:

1st Peter Tolhurst (Etiennvre) 6.00 & 1.55; 2nd Ted Stevens (Bagatelle) 6.00 & 1.39;
3rd Don Thomson (Etiennvre) 5.40; 4th Gerry Ferrer (Bagatelle) 5.33; 5th Jim Paton (Altair) 5.26;
6th Robin Kimber (Currie Dorr) 5.22

BMAS Club Classic:

1st Andrew Longhurst (Mentor) 6.00 & 2.15; 2nd Peter Jackson (Trip Stick) 6.00 & 1.54;
3rd Mike Gilham (Late Nite Final) 6.00 & 1.35; 4th Bob Taylor (Yardstick) 5.44;
5th John Andrews (Last Resort) 5.32; 6th Bryan Stichbury (Mentor) 4.21

Results: Monday 6th April

Wind irresponsible & not to forecast. Mostly N & veering NE, medium to strong around 10 -14mph, taking models into Nether Wallop. Bright & sunny. Max set at 90 secs.

36" Combined Vintage/Classic Bungee Glider:

1st John Taylor (Doofa) 3.00

(disappointingly only one entry & technically ineligible as the design was published in 1989. However, for future events we can have a comp for any model 36" span or under, keeping the 36" & 50" comps as vintage/classic era. If anyone has a view, I'd be interested to hear)

Vintage / Classic HLG/CLG:

1st Ted Horsey (Heave Ho) 191 secs; 2nd Peter Tolhurst (Ding Bat) 149 secs; 3rd Tony Thorn (Johnson) 106 secs.

Ryback Glider:

1st Terry King (Kavka) 4.30; 2nd Geoff Smith (Hyperion) 4.30; 3rd Dave Etherton (Seraph) 4.23;
4th Vic Driscoll (Flamingo) 2.59

(Terry given 1st by agreement as Geoff lost his model & although having a reserve wasn't inclined to fly-off; Vic lost his model – treed & couldn't retrieve it)

Combined Tailless:

T1st Ted Challis (O/D) 3.00; T1st Ted Stevens (Mini Manx) 3.00; 3rd Dave Powis (Mini Manx) 1.30
(Weary legs resulted in tie for 1st & Dave lost his model)

8oz Wakefield:

1st Peter Brown (Korda) 4.30 & 1.30; 2nd Peter Jackson (Tangney) 4.30 & 1.26;
3rd Mike Gilham (Hereward) 4.30 & 0.46; 4th John Andrews (Korda) 3.54; 5th Rex Owston (Lim Joon) 3.00;
6th David Beales (Simon) 2.13

(DT Fly-off set to 1 min. Peter B was observed running to retrieve following fly-off! Peter J is commended as he had flown in from Spain on the Saturday night & Rex blew his motor winding for 3rd flight.)

E36 Electric Power:

1st Peter Tolhurst (Sunstroke) 4.30 & 1.54; 2nd Trevor Grey (O/D) 4.30 & 1.53;
3rd Mike Cook (Top Banana) 4.30 & 1.38; 4th Jim Paton (Pearl) 4.30 & 1.36;
5th Paul Flynn (modified Pearl) 4.30 & 0.42; 6th Chris Strachan (Starduster) 4.30 & 0.27;
7th Chris Redrup (Pearl) 3.40; 8th Dave Powis (Slick Willie) 2.35

(General consensus after event – 10secs motor run too long for 90 sec max. Fly-off motor run set to 5 secs – quite ok.)

A brief note regarding the accident of Sunday 5th April

Pat Driscoll was accidentally struck by a power model whilst downwind assisting her husband in the over 50" glider comp. Fortunately Jim Paton & Martin Pike (both Doctors) were quickly on hand to attend to her & resulting in Brian Yearley & his wife kindly taking both Pat & her husband to Salisbury A & E. Pat was treated, returning to the field before the end of flying & felt sufficiently ok to drive to local accommodation, again returning for flying activities on Monday. She has continued to make a very good recovery with (hopefully) no lasting effects. That is the good news.

However, rare as accidents happen at MW, it behoves the SAM Committee to think very hard about flying activities, with a view of minimising the possibilities of a repeat accident. Risk can never be eliminated in its entirety; nevertheless it seems appropriate to the Committee to consider how sports power fliers conduct their activities on the field. Presently common sense & a bit of "persuasion" moves them well down wind. It is perhaps appropriate to "formalise" the current practice, by the introduction of a very visible indicator, to clearly mark the flying area & to ensure that the position of power flyers should take is well down wind & some distance from cars & the majority of attendees. A note to this effect will be handed to all fliers at the entrance gate to the field at future events, so do please take note.

Safe flying is a responsibility of us all.

3rd / 4th May Event Schedule (Bank Holiday weekend)

Sunday 3rd May:

Vintage/Classic CLG/HLG; - 36" Combined Vintage/Classic Bungee Glider; - Vintage Middleweight Rubber; Large Vintage Rubber; - E36 Electric Power.

Jimmy Allen Mass Launch (14.00): - RC Assist & Control Line events (run by Tony Tomlin/James Parry)

Monday 4th May:

Croydon Wakefield Day:

F1B, for the Thurston Trophy; - 4oz Vintage Wakefields for the Fairlop Cup;

8oz Vintage Wakefields for the Ted Evans Trophy. SAM-eligible models will be allowed.

Marcus Lightweight Challenge for the four Marcus lightweight designs, - Raff V, Supa Dupa, Dynamite and Bazooka.

Sports flying & trimming both days.

Another Digital Project

As many of you are aware, Roland Friestad (in the USA) has very kindly digitized many of our plans for our Plan Library. Most of this work is now complete & he wishes next to digitize the complete set of published Aeromodeller magazines, having already completed many domestic (American) modeling mags. He has been provided with various duplicate copies from our own library, which Roy Tiller has very kindly sorted out. However, he still requires early copies, as evidenced by this table – only those marked in **red** are needed.

| YEAR | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 1935 | | | | | | | | | | | | |
| 1936 | | | | | | | | B | | | B | |
| 1937 | | | | | | | | | | | N | |
| 1938 | | | | | | B | | | | | | |
| 1939 | | | B | B | N | B | | N | | | N | N |
| 1940 | B | N | B | B | B | B | B | B | B | B | | |
| 1941 | B | | | | B | | B | B | B | B | B | B |
| 1942 | B | R | B | R | R | R | | R | R | R | B | R |
| 1943 | B | | B | B | B | B | B | N | | B | B | B |

If anyone has a duplicate copy or copies, Roland would be very pleased to borrow them. He can unstaple the pages to scan them & then put the mag back together. Mags can be posted to me & will then be sent on to Roland. The turnaround however is likely to be several weeks as he does this work on a "time available" basis. Donors will be rewarded with digital copies as well as getting their own mags back.

Plans for the month

It is good - on occasions, to get some feedback on anything! This month, I received a very nice email from Sebastian Robinson after he saw the TASS-130 plan in last months NC:

Dear Roger

Just received the April SAM 1066 number, and was intrigued to notice Georges Meszteler's TASS-130 in your plans-from-the-archive section. Despite its archaic appearance, it isn't as "very early" a plan as all that -- appearing as it did in the first Aeromodeller Annual 1949, it seems to be classifiable as a "late Vintage" model.

I was particularly interested, because I built two of them: one in the first half of 1974 and the other in January-February 1981 (the reason I can be so precise about the latter is because while building it I was listening to the BBC news of the invasion of the Spanish Parliament by Lieutenant-Colonel Tejero and his gang of armed Guardia Civil goons, which took place on Feb. 23rd that year!). I have a photo of the first one, copied from the Aeromodeller of August 1974, which was taken at the Nationals at Little Rissington; if you'd like to have it, let me know your postal address.

As you can see from the plan, it's not a difficult build, but it does take time, with ply formers and ribs and a large propeller (I've always been a somewhat reluctant carver) and a certain amount of wirework. I devised a jig, which I still have around the place, for laminating the wingtips to get both camber and curvature. Mine, as I recall, used 1/8th square spruce for the fuselage -- as I would guess the original may well have done -- and was covered in silk; the wings and tail were tissue-covered. Anyway, given a month or so and a large supply of scalpel blades, I got it finished without too much trouble.

The first version did not fly very convincingly at the Nationals, mainly because I had carved far too much undercamber into the big propeller, thus reducing the revs to the point where efficient powered flight became doubtful. I then hung it up for a year or two, while thinking about other things, until getting round to carving a smaller prop with little undercamber, which worked better. After it survived a spectacular motor burst -- the result of extended disuse -- which did at least show the advantage that a spruce and plywood structure covered with silk has over a balsa one covered with tissue,

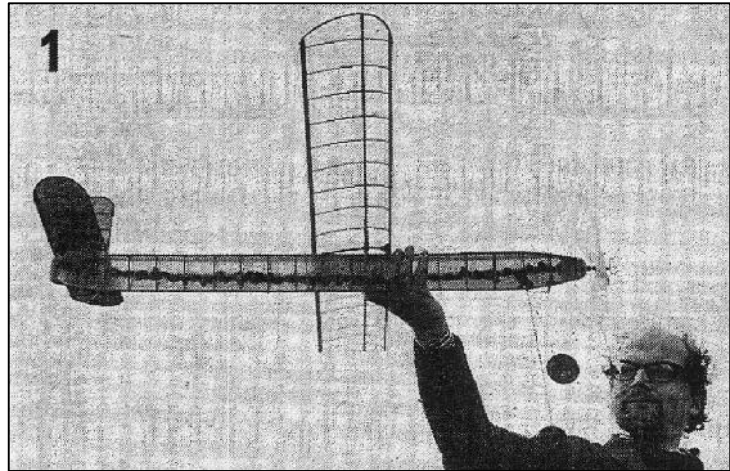
I got it flying slowly but competently until it was lost when flying on the moors over Dumbarton. It hit a massive thermal and was finally lost to sight over the Clyde estuary after about a quarter of an hour.

The second TASS, like the first, flew in the manner of an indoor model outdoors, as might be expected from something with a wing section resembling Curved Plate 417A: slowly and stably but mostly slowly. I even managed to devise a tipping-tail fuse DT, with a wire mount which released at the back end instead of plugging into the fuselage as on the plan. I still remember a charming flight at Old Warden on a brilliantly sunny day with very little wind when it stooged up to a fair height under power and then thermalled slowly in small circles, in company with two or three other models, until the D/T popped, when it stalled delicately and drifted gently downwards to a gentle landing close to the starting point. It put me in a good mood for lunch!

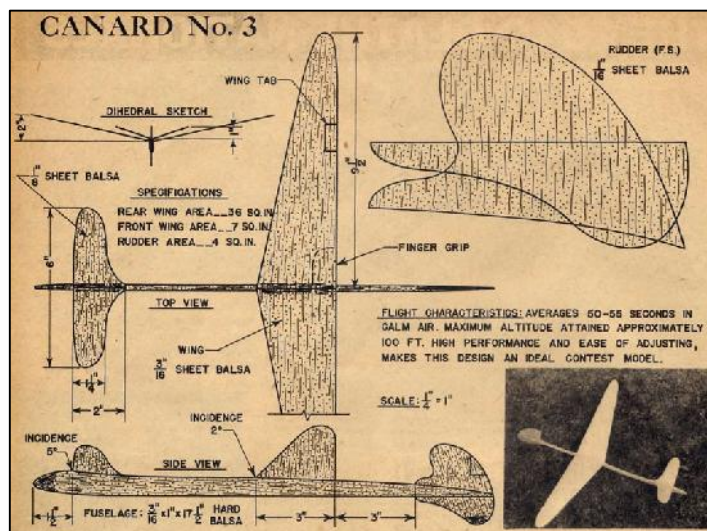
All in all, I don't regret building them, despite their little oddities, such as having to check the flying surfaces carefully before each flight, since neither the wing nor the tail has the least resistance to twisting. If you, or anyone you know, would like a copy of the plan in decent condition, I have one available.

Yours, Sebastian

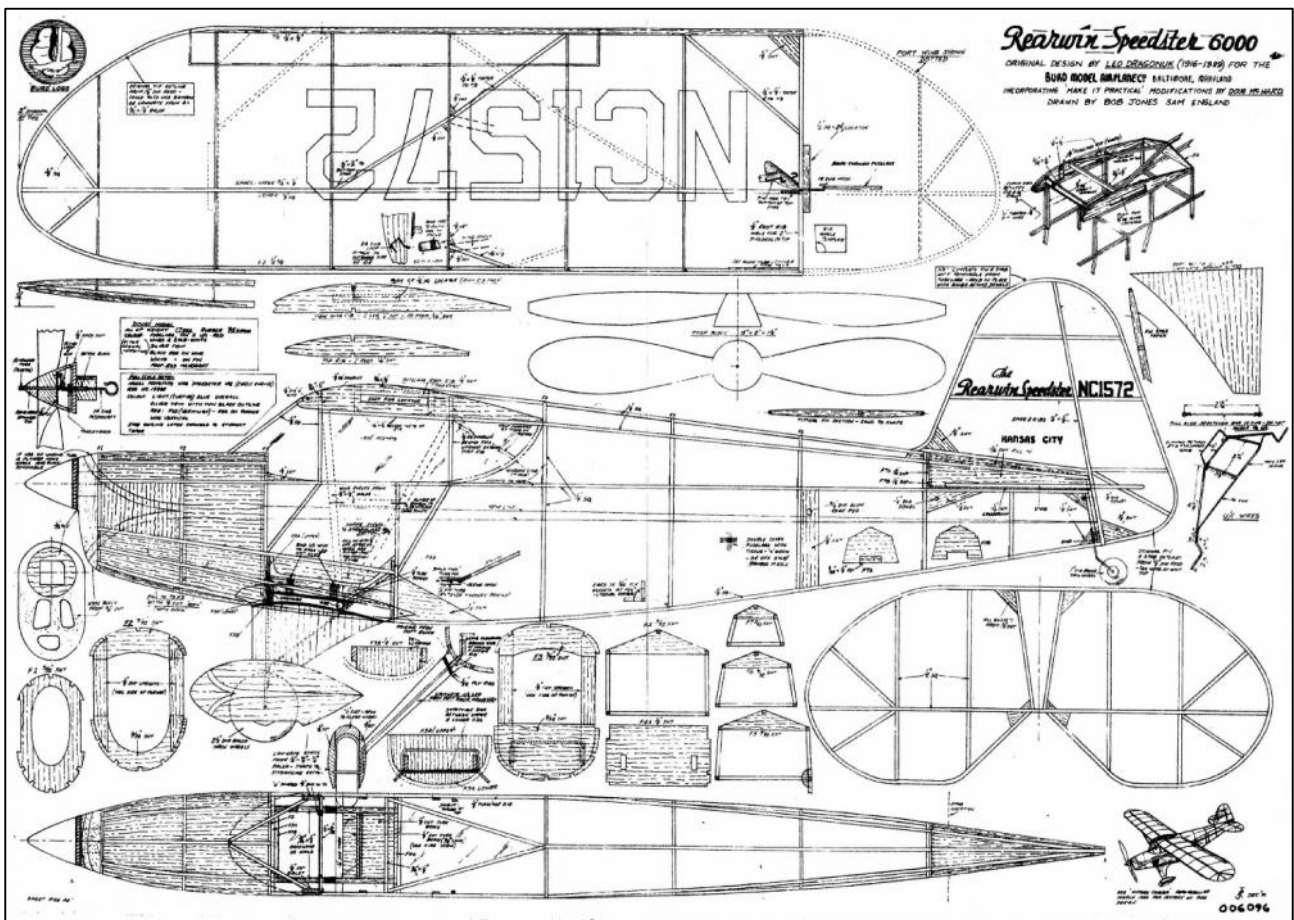
Thanks Sebastian.



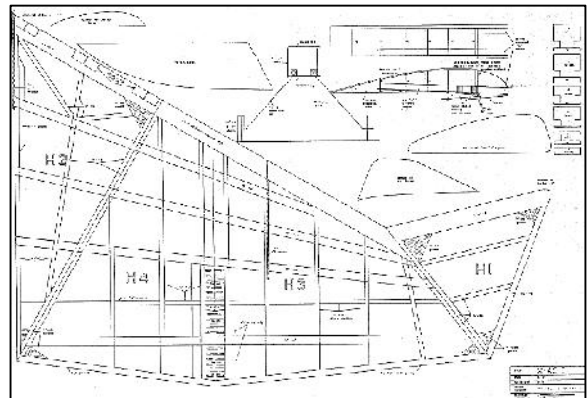
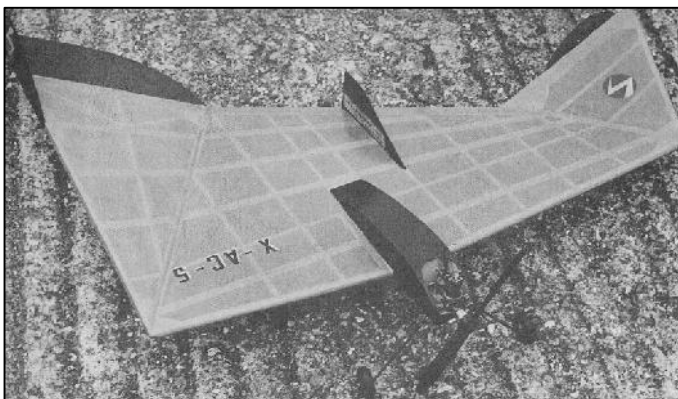
Glider: something from Oct '49 Flying Models that caught my attention - a canard chuck glider by Paul Del Gatto. It's one of four described as experimental canards. Built one this month & adapted for CLG, leaving off the sub-fin & making the top fin slightly larger. It is highly stable from a CLG launch but needs a bit more work on the glide trim.



Rubber: Jumbo rubber - a few of these have appeared over the years at MW, but now rarely seen. Sad, as they are extremely elegant when flying. This is a Rearwin Speedster 6000.



Power: X-AC-5 by Pete Fisher. One that couldn't be resisted! Picture turned up amongst some plans returned by Derick for us to sell & an A4 scaled plan. A quick bit of research indicated that the AMA was the only probable source of a full size plan, so a Paypal purchase has now delivered it. One for the winter build program. I have the article notes if anyone is interested, but haven't yet digitized the plan.



"Radio Assist" or Radio Trim / RDT / Flying Fields & Old Legs

There has been a fair amount of comment about these subjects of late with the possible exception of the last mentioned! It is maybe time to clarify a few points.

An inference postulated in some quarters is that SAM 1066 is against "radio assist / radio trim" - the latest opinion being that of Dave Lovegrove in this month's Aeromodeller.

This is an inference without foundation.

To be absolutely specific, SAM 1066 does not permit "radio assist/radio trim" models to be flown within any free flight line at Middle Wallop.

However, such models can be flown on designated days, under the auspices of Tony Tomlin who - very efficiently, sets the rules & runs "radio assist" events with the full agreement of the SAM 1066 Committee & of the local Army Aviation Centre Model Club. These events are run, together with control line events, on the opposite side of the field to free flight activities. The dates are well documented on the SAM 1066 website and are reiterated in this column of the New Clarion.

"Radio assist/radio trim" can perhaps be viewed as a politically correct statement for using radio technology to fully or partially control the flight pattern of a model. Whatever the terminology, it is undoubtedly radio control. No doubt, others will have alternative views. A free flight model - by definition, does not have any such control.

Why RDT?

Clarion readers will be aware that over the past couple of years we have experienced difficulties in obtaining flying days at Middle Wallop. In 2014 the number of days we were allowed to book was significantly lower than in previous years. This year, the licence was suspended until March, and when finally confirmed it was again for a reduced number of days.

Nevertheless, we are grateful to the Middle Wallop Authorities for continuing to allow us to use the airfield. No specific reasons have been given for the changes, nor the delay. However we suspect that safety and security issues may have played a part.

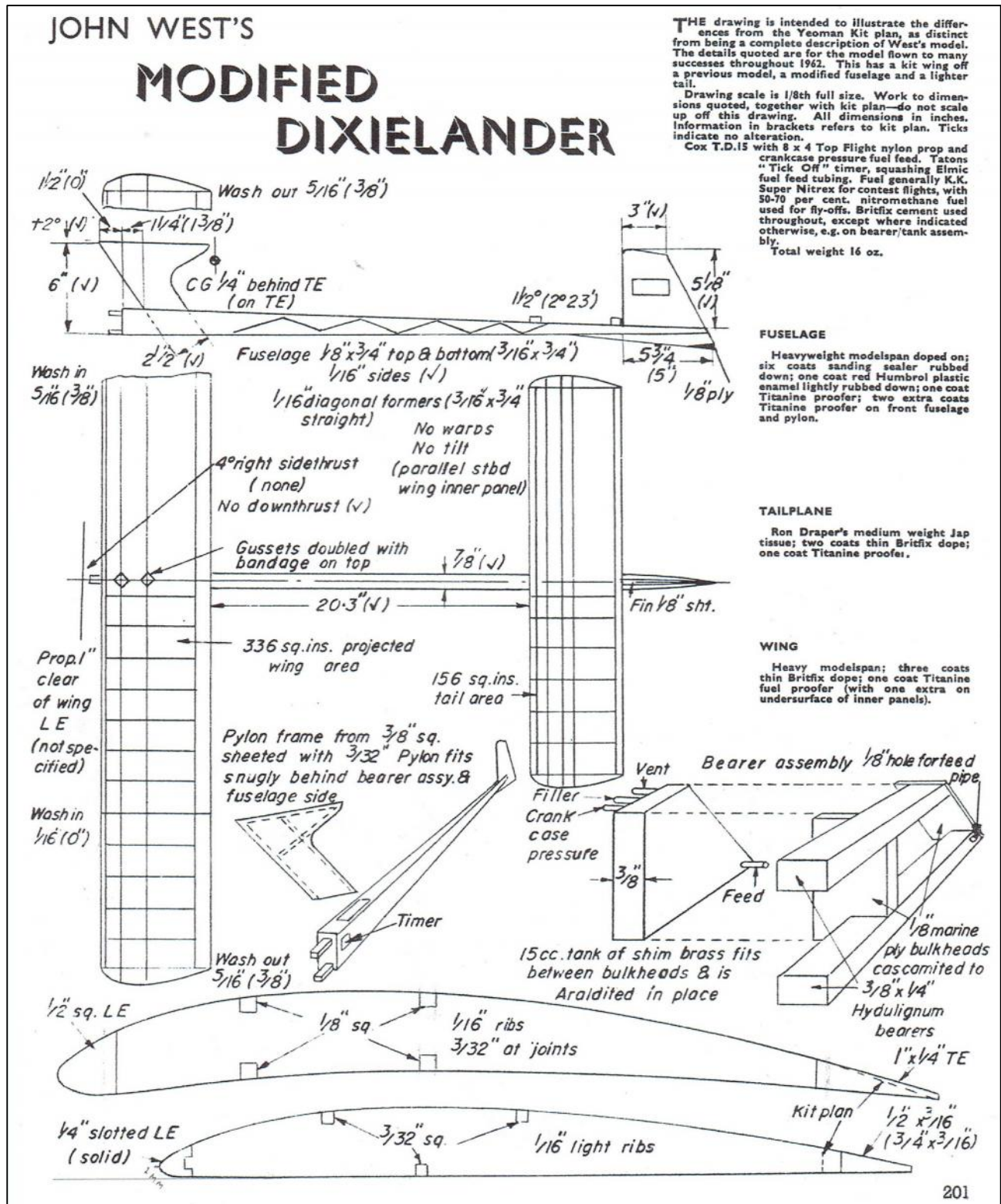
The BMFA believes that problems also stem from heightened risk aversion within the MoD command chain as a result of recent flying accident enquiries. With the advent of multicopter 'drones', model flying is very much in the public eye, and also that of the authorities.

We have read that this year the Australian FF Nationals at Dalby were cancelled as a result of intervention by CASA - the Australian civil aviation authority. Surely not a problem for us you may say, however CASA has stated that many overseas countries are adopting the Australian CASA standards as part of their own regulations. We are not sure how any of this might affect us in the future, but in the meantime we believe that we can help safeguard the use of Middle Wallop by acting as a considerate user and maintaining a good relationship with local farmers.

On this basis, there is a very valid case for the use of radio dethermalisers or RDT for free flight - *as a single function operation* to ensure that models are not lost or do not stray too far or go outside the boundaries of airfields. SAM 1066 is keen to emphasise that the use of RDT is beneficial & worth using on all free flight models (power, rubber & glider) - be they for sport or competition flying. However, its use is limited at present by both cost & availability. The intention of SAM 1066 is to try to raise the profile of RDT over the coming months to promote its use & in so doing to see if it possible to address the cost/availability profile - put simply the more people who use RDT, the more likely the cost will come down & the availability will be greater. The effect on old legs will also be beneficial, as recently evidenced by me incorrectly judging the fuse burn on my Night Owl at Beaulieu from a bungee launch, resulting in a very long retrieve!

Roger Newman

I was prompted to build and try this Dixie set up (very different to my large down thrust set up's) after seeing Roy Vaughn's "regular" Dixie. Roy, of course, not only builds his models but also his own electronic timers, plus as necessary new pistons for his engines. What about trying making carbon props as something new, Roy? I might mention that Roy has powered his with the AP Hornet 2.5 which gives in the order, with his own Nelson made head, of about .6 bhp. Whilst we have not put an altimeter on it, I would say that it outclimbs mine, and would suggest that it is probably the best in the world. Mind you he is using a bit more power than me!



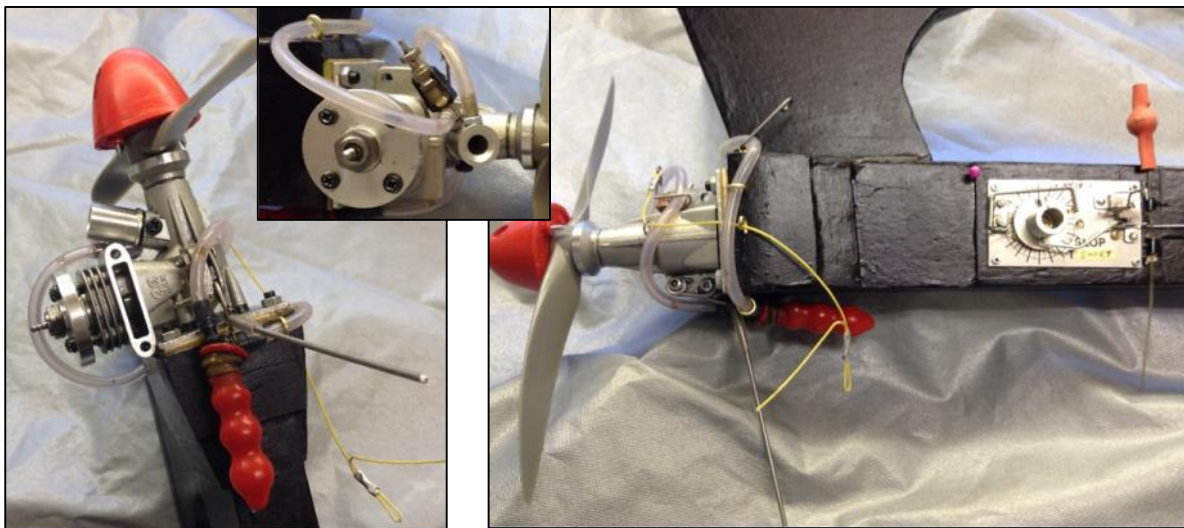
The West variant actually has the pylon swept back a bit more at the base, than the kit version (I did not do this as I wished to be able to use the model in classic competitions), otherwise the model is to plan, but with different incidences and warps etc. The only alteration I made to the West plan version was to eliminate the 1/16 th washin on the left wing. I assume that this was either a building error or a warp crept in accidentally.

The Cox TD 15 originally used could, if stuffed with nitro, (if you could put up with the vibration) gives up to about .45 bhp according to the various tests published. I used an OS 10 with Nelson/Dixon head, which on an APC 7x3 gives 22.3 k on 40 nitro, say about .48 bhp.

There is a bit of confusion on the West plan, in that the original version was rigged at wing 3.2 deg and tail 2.6deg, not as shown, 2 deg and 2.23 (negative decelage). As it happens my build resulted in 2.8 and 2.5. I had to add a touch of lead to the tail to get a 100% cg position. My model turned out at 13.1 ounces compared to his 16 ounces.

Trimming turned out to be easy (no fun at all not having to solve trimming problems!). First flights 2/3 seconds indicated a slight over-elevation as the model's on its first turn was slightly flat to the right. Packing under the LE of the tailplane cured this, which gives a 2.8 and 2.8 deg set up. Zero decelage at the root except for the washin on the right wing centre panel which gives some decelage (forget the wash out on the tips as that spoils the explanation!)

The 4 deg right side thrust ensures the model turns right to allow the right wing washin to perform its magic. No rudder trim was needed, tail tilt was correct for a decent right hand glide circle.



The model does about 3 turns on the climb with excellent transition, reaching 567 feet in slightly less than 10 seconds, say around 650 feet on the 12 seconds competition run permitted. Even assuming a (worst case?) sink rate of 3 feet a second this should ensure a Max.

I might add that this setup is slightly inferior, say around 50 feet than (could be of course variable measurement) to my other set up, on similar power, model of; no warps (slight tips washout), 0.5 degs decelage, 95% CG, 15 deg down thrust and 2 degs left.

I launch the West version at about 80 degs slightly to the right, the other one vertically.

The ease, with which the model trimmed out is a testament to the excellence and popularity of George Fuller's. evergreen and great model design.

Resume. Weights. Wing 87g Tail 20 g, Fuselage 96 g (inc pylon 25 g and fin 6 g).

Engine /timer etc 173 g **Total 376g**

Set up Wing +2.8 Tail +2.8 CG 100%, right thrust 4 degs - Downthrust just visible.

OS10 LA Nelson/Dixon head 40 nitro APC 7x3 22.3 k.

John Thompson

AERO
MODELLER

154

April, 1959



Expert's Forum No. 4

The imperturbable
George Fuller
gives details of his
"Musical" series and
their trimming for
Contest success

OVER THE PAST few years the standard of power model flying has increased enormously, so that practically every contest is now won by a fly-off. The days of winning a contest in spite of a poor flight are over. It is surprising how much work has to go into developing and trimming a model in order to achieve maximum score. I know from personal experience. It took me several flying seasons to develop my idea of the ideal layout.

Many approaches to power model design have been tried over the years since the first introduction of the diesel engine, and I have come to the conclusion that the only type of power model which is consistent in all types of weather is the pylon model. Results prove how the pylon model beats the other types in the majority of contests. I have built an enormous number of various models over recent years and the final result is the *Dixielander* power model. This has a 350 square inch wing and is powered by 2.5 c.c. engines. For 1959 I intend to employ 3.5 c.c. which might be considered too much for such a small wing. In fact a few years back I would have thought the same myself and would have given anything to have known how to handle the power, but after much experimenting and quite a few write-offs, I have at last arrived at (in my humble opinion) one of the most consistent models I have ever handled.

My approach to trimming is such that the trim of each *Dixielander* could be duplicated with ease. The most trying part of power flying is finding the time to build new models. One usually loses at least one model per season, and that is why my models are kept on the straightforward and simple side, with no complicated construction features. I like to keep a stock of three power models, and as soon as one is lost or wrecked, I construct another.

One example of the ease of flying my type of layout is that a fellow club member, flying in his first power season, was in the fly-off with a *Dixielander* at the 1958 Croydon Gala. I only wish that I could have done the same when I was a beginner at power flying!

The model usually weighs about 15-oz., some have

been lighter, but it is better to have a strong model and not to have to worry much about damage. I use 40 per cent. tail area with a moment arm of 3-chords from wing trailing edge to tail leading edge and the tail is set at 3 degrees incidence. I find this is the right angle required, but of course, it must vary on different size models and with different tail sections and areas. The wing is also set at 3 degrees incidence, but now we come to one of the most important items, this is the warp used to control the power. The starboard inner panel of the wing is washed-in (TE Down) 3 degrees. This is the actual wing incidence and the model must now always turn to the right, any tendency to go left under power must be counteracted by moving the fin trim-tab over to the right. Warps in the wing now act as an aileron, giving the rolling tendency as the model climbs, if you do not have sufficient warps the model tends to half loop, which although fairly safe, cuts those vital seconds or even minutes off total duration.

Presuming that the wings are warped correctly (with the tips washed-out 2 degrees to stop the model going into a series of stalls when the motor cuts) add tail ballast until the centre of gravity is back under the wing trailing edge. The wing section I use is my own design, based on NACA 6409, on the tailplane, normal thin Clark Y is sufficient. Sections are quite important in order to combine power with glide. Should you be going to design a model yourself, I suggest you go for the NACA 6409 type airfoil. Thrust lines should always be neutral. Any down or side thrust is just a waste of power in my view. Glide trim can easily be adjusted by the usual tilting of the tailplane to get turn (see drawing) and by adjusting ballast at the tail end. Under no circumstances change the tailplane incidence for glide trim, do this only by adjusting the tail end ballast. I have tried fins in different positions and found the most efficient position behind the tailplane, always make sure the fin is large enough, a fin that is too small usually results in a spiral dive. Always go on the large size and if necessary cut down afterwards. One point that stands

out in my mind, is that if the model *looks* right it should fly right.

Often I am asked why do I have a pylon the shape I use. Shape does not make a lot of difference, it merely becomes a trade mark just the same as a fin shape.

If everything is to satisfaction with centre of gravity on wing trailing edge, warps and incidence correct, engine run-in and above all, a good timer fitted (this is very important for two maximum flights and an over-run is enough to break any aeromodeller's heart as I well know from bitter experience), we now wait for a calm day to get the model trimmed. Fit wings and tail firmly into place with strong rubber bands, view model from the front and see that the tailplane is tilted level with inner wing panel. Find some long grass and hand glide. If the model dives, add ballast to the tail end or if it stalls, remove ballast. The glide should be just on the stall turning slightly to the right. Once you are satisfied, power can be tried.

First power test

Set the timer for five seconds engine run at about $\frac{3}{4}$ -full power. Launch into wind at a 75 degree angle and if you have everything correct, a fast, near vertical climb, turning to the right should result, but usually there is some slight building error, such as a lack of wing incidence. You will note the angle at which I launch when trimming. This is quite safe, if the model is under-elevated it will tend to kick its nose down, if too much incidence, it will try to loop, still with only five seconds motor run and $\frac{3}{4}$ -power the motor should cut before any damage results. If the model dives, place $\frac{1}{32}$ in. ply packing under the wing leading edge and try another flight as before. If not enough, add $\frac{1}{32}$ in. more, remembering to do things in easy stages. On the other hand, should your model try to loop you will have to pack up the wing trailing edge. Once you have the correct incidence for the power pattern you will have to adjust your ballast in the tail end for glide, owing to the change of wing incidence. Ply is a must for packing as balsa becomes squashed under the pressure of the rubber bands, which will automatically result in a trim change.

Now we come to the moment of full bore, have your engine going flat out, timer set once again for five seconds run and launch into the wind this time vertically, *not* forgetting to set the dethermaliser. Never set the dethermaliser too short, if it should come into operation while power is on, it usually results in tearing the wings apart, not to mention damage to the engine on hitting terra firma. Once you are happy with your flight pattern, which should be a vertical climb, rolling slightly to the right with a skid out on top into a flat glide, you can now try the fifteen second maximum motor run. Launch vertically again, which I find by experience to be the safest way to release powered models.

One can improve performance by experimenting with an extra piece of weight in the tail end or a shade more incidence on the wing. By perserverance you find out which settings give the best duration.

A good open power model should be capable (in still air conditions) of six minutes plus, off fifteen seconds engine run. I think a greater duration will be obtained in the next two years with the adoption of the 5 c.c./10 c.c. class power model, and I personally shall not be satisfied until I get a power model which will be capable of around the eight-minute mark. At the moment I am in the process of laying down a design for the ETA 29, which I hope will be capable of the target duration I have set.

If you are thinking of building a FAI model, the same trimming could be used as on lightweights with exception of the change over from power to glide. With the increased weight when the motor cuts, a series of stalls will result and this persisted with my model until I used an auto-rudder, which solved all my troubles. It comes into action a second before the motor cuts and since being used, the model has never stalled once the motor stops. One club member found he had the same trouble with his model and also cured it with auto-rudder, my findings were also backed by the 1958 World Championships, when the first three power models all had auto-rudder or some device for the change over.

Hoping to see all of you in the fly-offs at those open events in this 1959 season—good luck and good flying!

DIXIELANDER DETAILS

George Fuller's functional pylon model design which will soon appear in kit form under the famous "Yeoman" trademark has a most impressive listing of contest successes. Among the many high placings in both large and minor events are the following more important honours:

3rd HAMLEY TROPHY, 1957
11:04

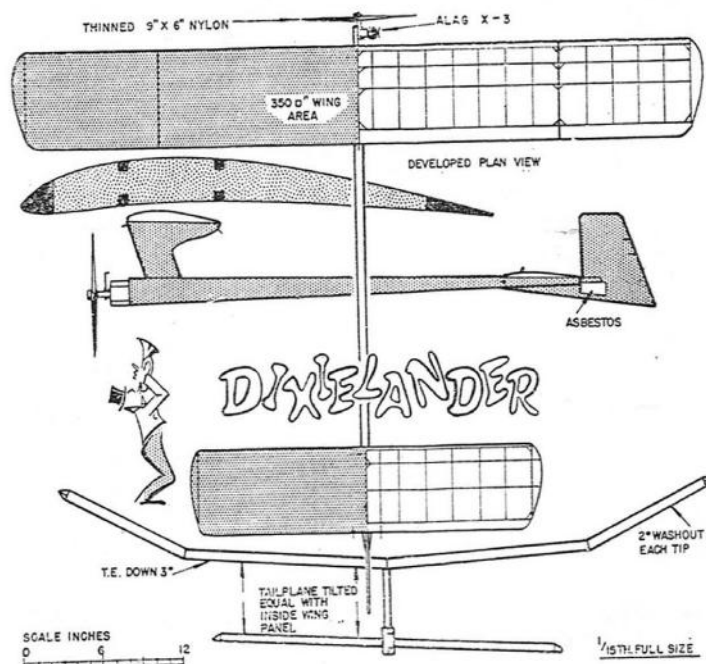
10th HAMLEY TROPHY, 1958
12:00 + 6:13

1st NORTHERN HEIGHTS
GALA, 1958 8:00 + 4:10

1st CROYDON GALA 1958
12:00 + 4:19

1st SOUTHERN AREA,
GALA, 1958 9:00 + 4:14

The consistency of these fly-off times in 1958 galas where competition was by no means slight, reflects how well George has tamed his Jazzy simpleton to more than match many a more complex creation



Second Round Southern Coupe League

London Gala, Salisbury Plain, Sunday 19th April '15,

Not a bad day, but still a nagging cold south-easterly and increasing overcast. On the plain, unless the wind veers a little more east, this means you need a strong initial climb to get you over the valley and into the ridge lift up to the airstrip on the horizon. Launch in the lee of the parked cars and the fringe of bushes and you run the risk of being bowled out for a duck by the turbulent roll-over. Many flights were upset in consequence, and none of the seven coupe entrants maxed out. I watched Phil Ball, flying his Dinahmite in the mini-vintage event, step a couple of paces back from his car tailgate and chuck it steep and hard. Obviously if you are Phil Ball or can find the air rising over an obstacle before it rolls down you are well away. Most of us were launching twenty or thirty yards further out: probably the worst option?

The morning sun generated a few boomers and consequent fly-aways. Jim Paton spent much of his day closely examining the crops well over the airstrip: see below. Long cold and sunless



spells in the afternoon required tedious, nail-biting, finger-numbing, torque-fading waits, straining (sans thermistor) to sense the meagre temperature rise and wind fall, trying to ignore the advice from 'friends'. Peter Hall, who only needed 1:40 on his last flight to take first place was sure he had a significant lull. It was, judging by the wild forty-second flight pattern, it signified a mini-whirlwind. Alan Brockelhurst appeared least troubled by the conditions. He doesn't use a thermistor and faces the wind while waiting to launch and picks the air very well. (I face downwind. Tests have shown that the back of the neck is much more sensitive to temperature and draughts than the face. On the other hand, the value of up-wind observations of vertical streamers and flocks of circling

buzzards cannot be denied. I must do a survey of wind-facers and back-turners.)

Alan was flying his locked down coupe C-03 (see Freeflight News March '15). Here is his report.

"It was an interesting day and when I dropped my fourth flight I didn't think I was going to win, or even place well. Thankfully it was not as windy as Saturday, as several people informed me. Clearly picking the air and getting the launch right would be the key. My only tactic was to select some of my shorter motors to get a more rapid climb with a 5-10 sec. shorter run which I like to use for rough conditions. The air was anything but smooth downstream of the bushes and cars and getting high to avoid turbulence seemed to be the order of the day.



My first flight was a comfortable max. followed by one which was a bit more marginal - so I was off to a good start. Both were easy retrieves on our undulating patch of Salisbury Plain which for once, was dry, had surprisingly short grass and lots dandelions to delight the eye. In contrast, my third max. was in strong lift and left me wishing I had RDT. Martin Stagg told me afterwards that he timed it for 3'.50" and I found it on the other side of the small wood on

the far hillside. After such a big flight I probably didn't focus well enough and should have waited longer before launching my fourth flight which almost got blown out of my hand by a gust and missed the lift. Fortunately I managed to max. on the last flight while others seemed to be struggling in the sometimes unforgiving turbulence of Salisbury Plain. Peter Hall being particularly unlucky to break a prop. blade which upset his run of maxes. Very soon I must get myself a tracker. Certainly my new model (which is well behind schedule) will have an e-timer and as I am now totally convinced, RDT would also be useful. I still cannot believe a total of 86 flights with this one model!"

Peter Tolhurst, starting late after flying three rounds of E30, galloped into second place: he reports,

"Unfortunately for my first flight I decided to try my 'P36' with a 12" orange plastic free-wheeler prop and long motor run." (Peter calls this model 'Mac' because he expects it to provoke the high-pitched response, 'you can't be serious!') "It worked perfectly in terms of combating the turbulence, unfortunately my cunning plan didn't consider the model being sucked down into the valley of doom and o.o.s. in not much more than a minute. It flew a long way out of sight though given the lengthy retrieve. Thereafter I pulled out my trusty windy weather coupe and promptly rattled off four maxes, the last of which brought 'oohs' and 'aahs' from the spectators as it slope-soared its way across the valley, never out of sight and occasionally popping up above the horizon before DT'ing at 2:20. Gripping (or in my case, buttock-clenching) stuff."

Unfortunately I don't have any details for Andrew Moorhouse (4th) except that I met Andrew making a short retrieve after an early DT.

Michael Marshall (5th) reports -

"I only managed one two minute flight, for the rest, the model climbed high but came down rapidly over the valley. I have seen this happen before on this site. Another disadvantage with the undulations is that one cannot see the end of the flight and the model was probably in the air longer than in sight. With this disappointing result one begins to doubt the trim of the model?"



Jim Paton (6th) sends this account of his day.

"Saturday was too windy but I flew anyway..... Sunday was much more enjoyable. The retrieves were long but I had some good flights. I did 3:33 in poor air with my first F1G flight. It DT'd prematurely on the second flight in excellent air, but did two maxes with my third and fourth flights. The model DT'd at just over two minutes on the fourth flight and landed over the horizon at six minutes. It took me a long time to find it. I have two groups of trackers. First is a 150 and I use a scanner without a Yagi. Second are my Biotrack ones. The Biotrack system is very directional. The scanner is not as good. Annoyingly if I had stuck to my E Trex gps I would have walked straight to it. I shall make a Yagi this week! After the long retrieve I couldn't improve my position even with a max. so I retired to my armchair to watch the fly-offs."

Martin Stagg, league first round winner didn't complete his flights. His comments help to contradict the widely-held belief that holidays are in any way restorative.

"Several reasons why I stopped. Poor 1st and 2nd flights due to trimming issues, cured these for the third flight which went a very long way. I had just returned from holiday the day before and had not prepared properly and I was knackered! (excuses, excuses...) I might have made third with two more maxes (unlikely) but the wind was increasing (more excuses). I know I might have scored more points in the league but quite honestly, the model I flew is not really competitive (it is about twenty years old and due to be pensioned off) and my other model won't fly. I badly need to build some new coupes."

As you see, e-communication now allows events to be comprehensively reported. My job is reduced to adding a few stitches here and there. I am a little concerned that reports of much larger event entries might require the space, if published, of the entire magazine plus supplements. And there's another problem: the value of a good report is inversely proportional to its quantity. Contrast the value of your latest email, tweet or whatever, with that of a folded and wax-sealed scrap of paper, a letter, a few lines of vital news sent three months ago (see any 18th century drama). In order to avoid devaluation it may be necessary to do a bit of editing.

The next league event is Oxford Rally, 21st of June. Now there's a treat; a stroll across the meadow, a dip in the river.....

Peter Hall

| London Gala Results | | | | |
|---------------------|----------------|-----------|-------|-------|
| Place | Entrant | Club | Maxes | Score |
| 1 | A.Brocklehurst | B&W | 4 | 16 |
| 2 | P.Tolhurst | Crookham | 4 | 13 |
| 3 | P.Hall | Crookham | 3 | 11 |
| 4 | A.Moorhouse | | 2 | 8 |
| 5 | M.Marshall | Impington | 1 | 6 |
| 6 | J.Payton | Crookham | 2 | 6 |
| 7 | M.Stagg | B&W | 1 | 4 |

| Southern Coupe League Table | | | | | | | | | | |
|-----------------------------|-----------------|-------------|----------------------|------------|-------------|-------|------------|------------|-----------|-------|
| Place | Entrant | Club | 1 st Area | Lo'dn Gala | Oxf'd Rally | Odi'm | Sth'n Gala | Crook Gala | Coup Euro | Total |
| 1 | A. Brocklehurst | B&W | 10 | 16 | | | | | | 26 |
| 2 | M. Stagg | B&W | 15 | 4 | | | | | | 19 |
| 3 | P. Tolhurst | Crookham | | 13 | | | | | | 13 |
| 4 | D. Greaves | B&W | 12 | | | | | | | 12 |
| 5 | P. Hall | Crookham | | 11 | | | | | | 11 |
| 6 | D. Neil | B&W | 8 | | | | | | | 8 |
| = | A. Moorhouse | | | 8 | | | | | | 8 |
| 8 | C. Chapman | B&W | 6 | | | | | | | 6 |
| = | M. Marshall | Impington | | 6 | | | | | | 6 |
| = | J. Payton | Crookham | | 6 | | | | | | 6 |
| 11 | P. Seeley | B&W | 5 | | | | | | | 5 |
| = | N. Allen | E.Grinstead | 5 | | | | | | | 5 |
| 13 | D. Thomson | Croydon | 3 | | | | | | | 3 |
| = | K. Taylor | E.Grinstead | 3 | | | | | | | 3 |
| 15 | T. Winter | CVA | 1 | | | | | | | 1 |

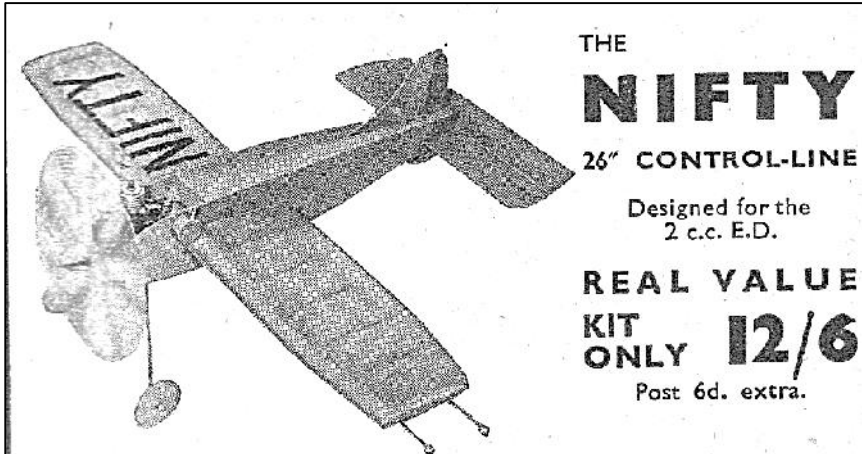
Results: Roy Vaughn

Report No. 52.

Plans from Kits, British made, excluding scale, cont.

DON MODELS, 65 Atlantic Road, Brixton, London SW9.

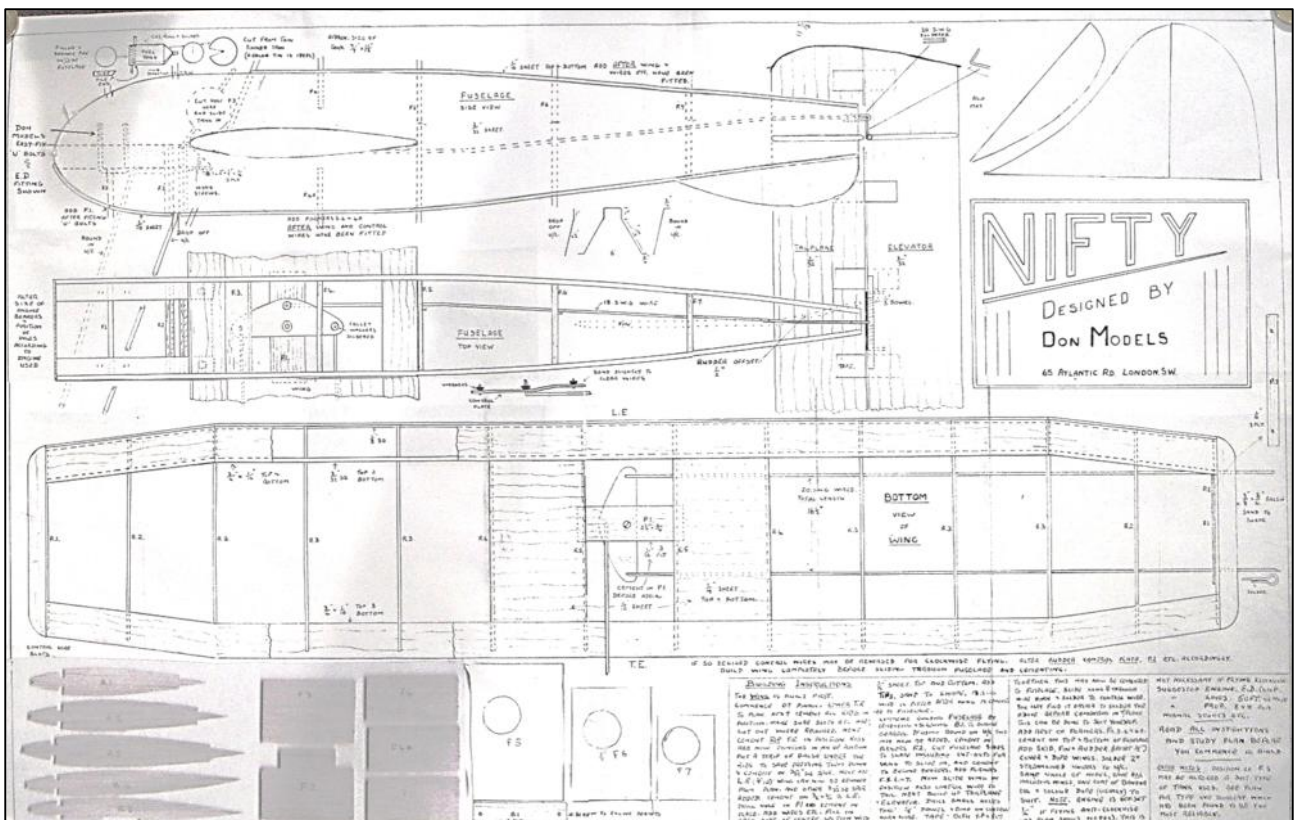
Last month I sought copies of any of the "Don Models" plans not known to be available from the usual sources.



In response, Simon Rogers brought to Middle Wallop his Don Nifty control line plan to see if I could make any use of it. The plan was in two bits and the "print wood" parts of the plan were missing but Simon had brought also all the wood parts. He kindly lent to me the plan bits and all his wood parts. The ribs and fuselage formers were

arranged on the scanner to fit the area missing from the plan and the fin/rudder parts drawn round to fit another missing area of the plan. The resultant assembly is obviously not the original plan but is sufficient to build from, see the photograph.

If you would like to build a Nifty the plan has been copied and the copy, which came out rather better than the photograph might indicate, is on its way to Roger for digitising. The plan will then become available from the SAM1066 plans library. Thanks go to Simon for the loan of the plan and wood parts, I hope to get them back to him at the next Middle Wallop meeting.



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

If you have any other of the missing plans or any information on Don Models please get in touch.

A few things we need to tidy up the magazines collection

AMI January 1996 to December 1999, any or all.

AMI January 2012. Our copy is missing the plan of the control line Defiant.

Model Aeroplane Constructor 1935 May to June also Sept and October.

The Scale Buff (bit like the old Clarion but just scale) Issue No. 11

Model Airplane News June 1971, April and August 1975, September 1978.

Model Flyer January 2009 and May 2010.

Again if you can help, please get in touch.

Contact Roy Tiller, - tel 01202 511309, - email roy.tiller@ntlworld.com

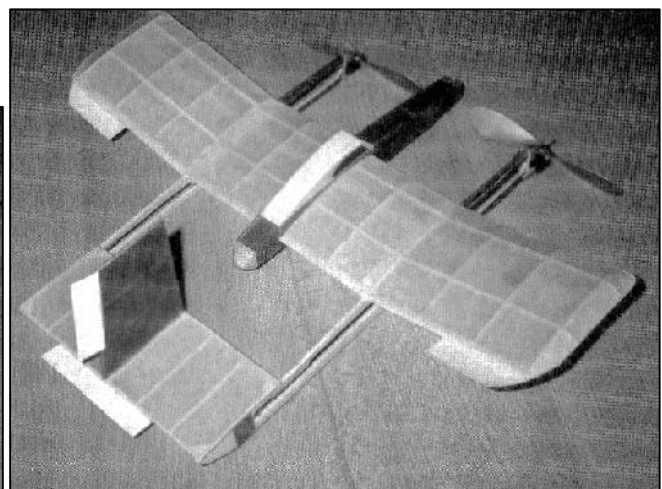
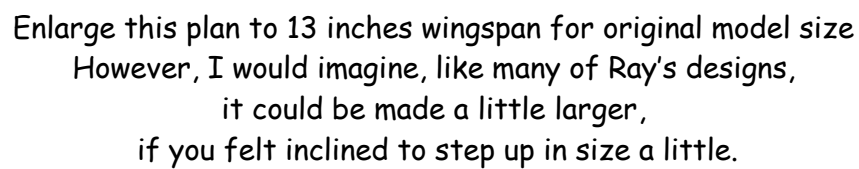
Roy Tiller



Timekeepers

Our Chairman JT tells us, we are working on similar weather for the August champs

(Acknowledgements to Sam Speaks USA and photographer Marianne Brown snapped at the SAM Euro champs Slovakia, in 2012)



Chris Strachan

Small Vintage Rubber LOW WING

Middle Wallop

Monday 31st August 2015

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

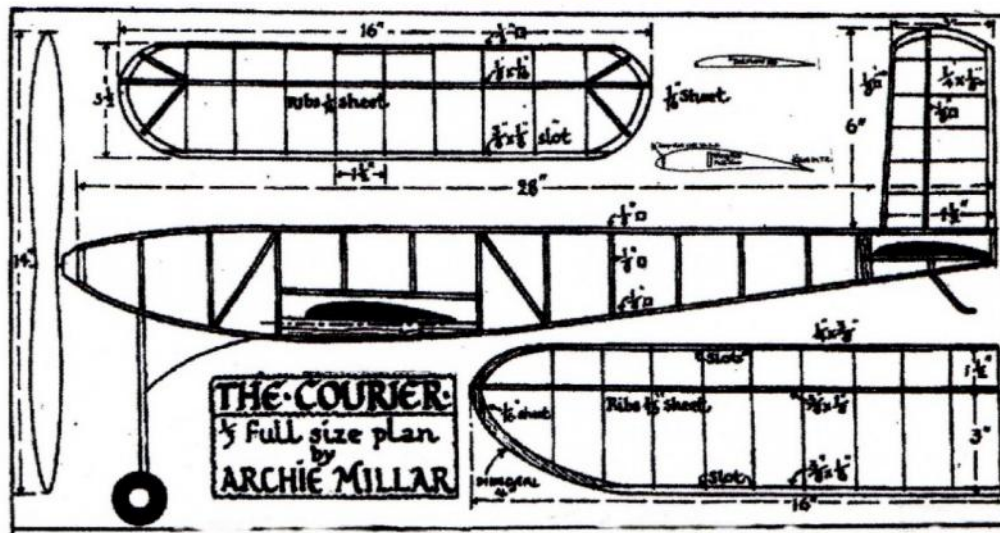
The chart shows some qualifying models.

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

Plans from:-

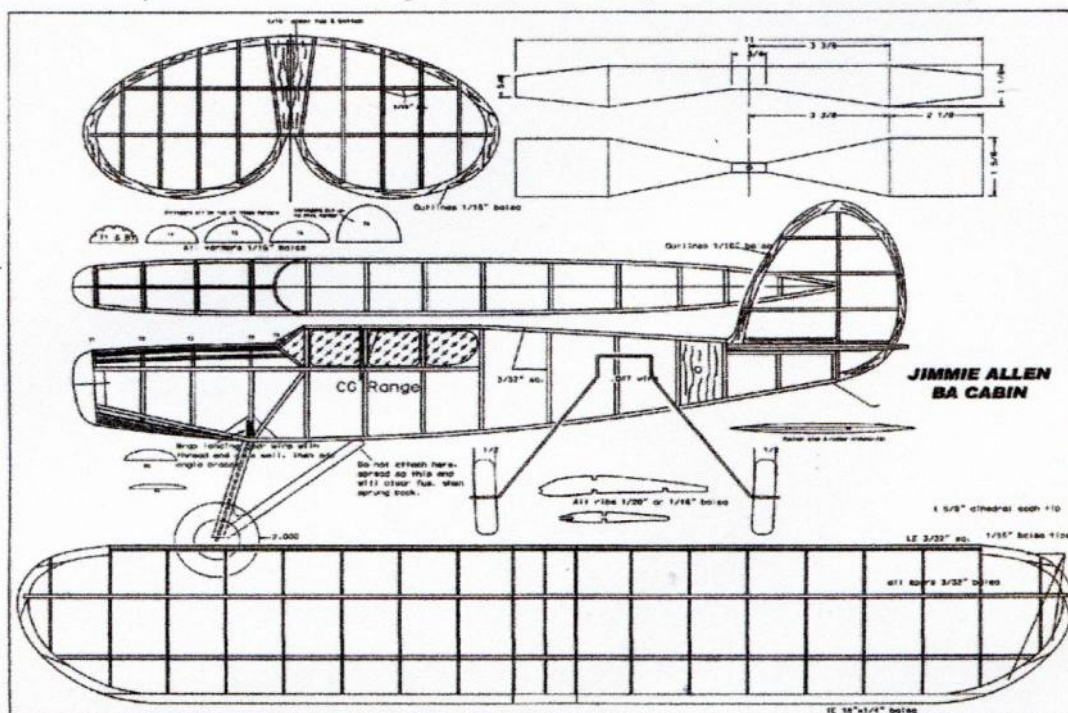
| | | |
|-----------|-----------------|--------------------------------------------------------------------------------|
| SAM1066 | e-mail Roger at | rogerknewman@yahoo.com |
| Buckle | visit Colin at | www.benbuckleivintage.com |
| Scott | visit Derick at | www.model-plans.co.uk |
| Smith | e-mail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

Any queries contact roy.tiller@ntlworld.com



JIMMIE ALLEN 2015

Four Jimmie Allen Competitions again this year at
Middle Wallop Army Airfield, Stockbridge, SO20 8DY
 The dates are 5th April, 3rd May, 14th June, and 30th August.
 They are all Sundays, after lunch, mass launch at 2pm



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

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

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

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

Coupe Europa Sunday October 4th

at

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

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

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

or

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

Croydon Wakefield Day

Monday May 4th 2015

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

**F1B, for the Thurston Trophy
4oz Vintage Wakefields for the Fairlop Cup
8oz Vintage Wakefields for the Ted Evans Trophy
SAM-eligible models will be allowed.**

**Marcus Lightweight Challenge,
for the four Marcus lightweight designs
(Raff V, Supa Dupa, Dynamite and Bazooka.)**

The start is 10 a.m.

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

Contact :

Ray Elliott ray.elliott8@btinternet.com

or call 020 8997 7745

David Beales maureenbeales@googlemail.com

or call 01795 530656

OXFORD MODEL FLYING CLUB
FREE FLIGHT RALLY 2015

PORT MEADOW, WOLVERCOTE, OXFORD
SATURDAY 20th JUNE & SUNDAY 21st JUNE 23.

Saturday - starting at 6:30 P.M.

"champagne" fly-offs FIG, FIH, H.L.G/cata

Sunday ~ starting at 10:00 a.m.

FIG (CA'H)
FIH (AI)
E30/P30/CO₂ (Comb) } 5 flights, in rounds
- Flown from line

VINTAGE RUBBER (34" max span)

* VINTAGE / CLASSIC
Glider (Comb.)

TAIL-LESS (R+G comb.)

† Hi-start GLIDER (36" max span)

H. L. G. / Catapult (Comb ~ from "box") - 7 flights

All TOW LINES 50 Metres

* Vintage gliders 10 sec flight bonus

* Launching line-30 m inc. 7.5 m rubber

NO streamers on poles, thermistors, bubbles etc

NO i/c POWERED MODELS TO BE FLOWN

ALL FLIERS MUST BE INSURED

CONTACT: ANDREW CRISP

4 GROVE STREET
SUMMERTOWN
OXFORD OX2 7JT

Telephone :-

01865 553800

Not-the-Stonehenge-Cup

Sunday 3rd May 2015

CANCELLED

Contact: - roy.vaughn@btinternet.com

Peterborough Flying Aces Nationals

Sunday 6th September 2015

Ferry Meadows. Nene Park, Peterborough. PE2 5UU .

- NOTE! All scale models, except Masfield entries, are judged for accuracy, workmanship and flight. Please bring the plan or, if scratch built, the 3 view.
- Open Rubber Scale:-** Masfield Rules ie NO FLIGHT JUDGING, just duration plus bonuses. Take model to control for bonus allocation.
- Open CO2/Electric Scale:** "Stand off" scale judged against plan/ three view plus judged flight profile of launch/flight/landing. Any CO2 motor/tank permitted.
- Kit Scale:** ANY rubber powered kit model up to 36"span. Model judged against kit plan plus judged flight profile.
- Jetex/Rapier Authentic Scale:** Judged against model plan/three view and judged flight profile.
- Jetex/Rapier Profile Scale:** Judged against model plan/three view and judged flight.
- P-20:** 20"span and length. Max 8" plastic prop, 6 gram motors (may be external)
- Cloud Tramp:** 5 flights NO MAX. (best and worst times discarded, and the remaining 3 times totalled. Note! If fewer than 5 flights logged the best and worst are still discarded.
- Jetex/Rapier Duration:** Just as it says!
- Frog "Senior" Rubber Duration** (for plan go to <http://www.houseoffrog.co.uk/> or contact PMFC-
- Catapult Glider Catapult:** max 2 grams rubber on a 6" max handle. (This equates to 140mm of 3/16" in a single loop.) Any model permitted.
- Duration Rubber Ratio:** NO MAX. Any rubber powered model with wing span 16"-25" (tip to tip). Flight score is total time in secs (from 3 flights) divided by span in inches.
- TableTop Precision:** Precision flight time event for Rubber models. Models must Rise off Table.
- Electric Precision:** Precision flight time contest for any electric powered model. (Target times posted on the day at control.)
- 36 inch Hi-Start Glider:** Any glider up to 36"span launched by the supplied "Hi start" bungee. Also includes prize for the best performance of a SCALE glider (proof of scale required)
- Best Unorthodox:** must be seen to fly.
- NEW! Rubber Scramble:** 20 minutes, use any rubber powered model that qualifies for one of the above events. Competitor must wind, launch and retrieve.
- Flying Swarm:** Mass launch for any non electric model that is eligible for one of the day's competitions. Last model down is the winner.
- Concours:** For the most impressive model flown on the day.
- Young Flying Aces:** Any entrant less than 18 years old on 31/08/14 will be awarded a 25% bonus in all non scale events except "Flying Swarm"
- World War One Tribute event:** Until 2018 we will award a prize for the best scoring model of a WW1 combat aircraft flown in any of the scale competitions.

Awards: Wine for 1st, Scrolls for 1st, 2nd, & 3rd.

Please Note: this is a Free Flight event: strictly no Radio Control.

Proof of Insurance required for all flyers.

Revel in the special atmosphere created at this unique event

Parking free before 10.00 am. Toilets, cafe, and Park Visitors Centre.

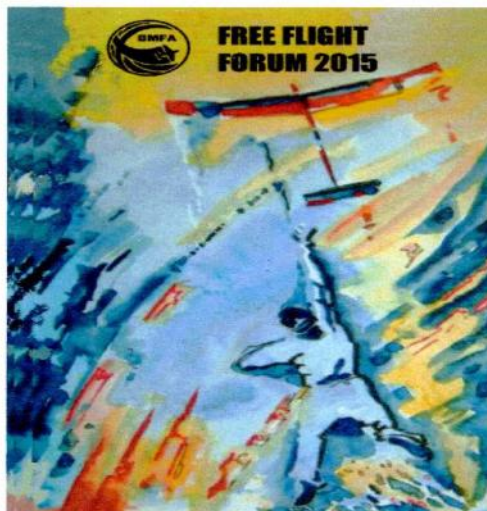
For more event details, visit the Peterborough MFC Website at www.peterboroughmfc.com

OR contact Brian Waterland on 01778 343722 or Bernie Nichols on 01780 765944

HOT OFF THE PRESS THE 2015 FREE FLIGHT FORUM REPORT

For thirty-one years the BMFA Free Flight Forum Reports have provided information on new developments in a wide range of free-flight activities. This year is no exception, as the following contents list shows.

Recent F1D Developments - Tony Hebb;
Electronic Timers for F1B - Mike Woodhouse;
Personal Observations on Classic Power
- John Thompson;
The F1Q Mystery - Trevor Grey;
Experiences with Electronic Timers
- Roy Vaughn;
Free Flight, Flying Sites & the BMFA
- Dave Phipps;
The Cursed S - Why Won't It Keep Going Up?
- Alan Jack;
Rubber-Powered Kit Scale Competition
- Andy Hewitt;
New Ideas for the F1 Rules
- Mike Woodhouse;
Revisiting Rubber Scale 55 Years On
- Ivan Taylor;
Some Interesting & Successful Models
from 2014,
which include includes Andy Hewitt's
Fokker D-VII Nats Rubber Kit Scale winner,
Ed Bennett's Thin Man Classic Rubber model,
Frank Rushby's 1/2A Mini Creep,
Chris Redrup's BMFA Rubber model;
Andy Crisp's Blue Note F1A for BMFA Glider
and Trevor Grey's Kaon E-36.



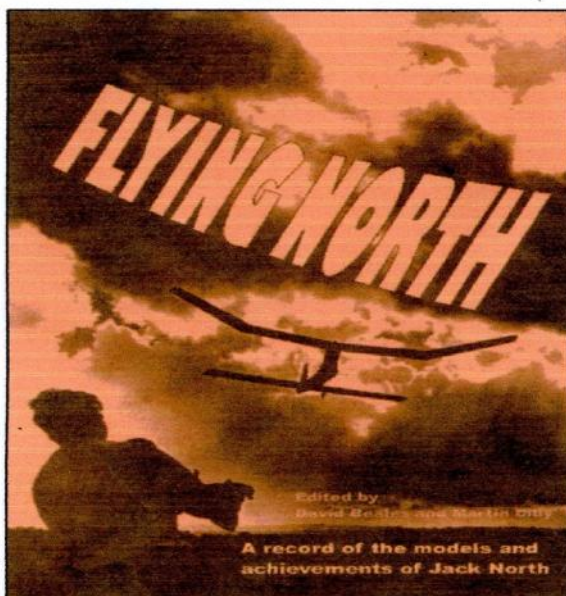
**The UK price is £12.00 including postage; to Europe it's £15
and everywhere else £17.**

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

Copies are available from

Martin Dilly
20, Links Road,
West Wickham,
Kent,
BR4 0QW

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



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

Contact: Martin Dilly on
020 8777 5533 or write to:
20, Links road,
West Wickham,
Kent BR4 0QW or e-mail:
martindilly20@gmail.com

The price in the UK is £18;
airmail to Europe £20 or to
anywhere else £22. Cheques
should be payable to BMFA F/F

Team Support Fund, in pounds sterling only, and drawn off a bank with a branch in the UK, you may also order by credit card, all proceeds help to fund the expenses of those representing Great Britain at World and European FF Championships

Indoor Flying with the South Birmingham MAC

Free Flight Only

Thorns Leisure Centre.

Stockwell Ave.

Off Thorns Road - Quarry Bank - West Midlands - DY5 2NU
Saturdays 1pm until 4pm

2014 - 20th Dec.

2015

17th Jan - 14th Feb - 14th Mar

11th Apl - 9th May

Admission - Flyers £5.50 - Spectators £2.00

For further information phone Colin Shepherd 0121 5506132

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

Bournemouth MAS Indoor Flying Meetings at the Allendale Centre,

Hanham Rd,

Wimborne,

Dorset, BH21 1AS,

7.00 p.m. to 10.00 p.m.

Free Flight only.

Competitions including Gyminnie Cricket League.

Flitehook normally in attendance.

Free parking in public car park in Allendale Road.

Contacts John Taylor Tel. No. 01202 232206

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

2015 Tuesdays

27th Jan - 24th Feb - 31st Mar - 28th Apr

22nd Sept - 27th Oct - 24th Nov

SAM35 Postal Competition

For

KK Ajax or Condor Clipper

As temporary F/F sec of Sam 35, I am to run a decentralised contest for the KK Ajax or the Condor Clipper (either not both) to be flown on any one day in May this year, at any venue to suit yourself.

Three flights to be made to a 2 minute max., followed, if necessary, by an unlimited fly-off. Results to be sent to me, to arrive by June 7th for publication in the July issue of Sam Speaks and first available Clarion. Please include any interesting aspects, location, time of day, thermals, OOS, disasters (!) etc.

This is intended as a fun event, but get a witness to sign your results, preferably a BMFA member.

As I have a gripe about the Ajax, as it does not have enough support for the wing across the centre section, I will allow an extra wing rib anywhere and redistribution as deemed necessary, but not so as to increase the wingspan.

John Wingate for SAM35

Contacts:

Phone No. - 01244 900423 or email john_wingate@sky.com

13th Annual SAM RC European Championships

June 22 to 26 2015

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

2015 WESSEX AERO. LEAGUE

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

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

WAML Low-Cost 600RES League: Best 4 scores to count.

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

36" FF glider: Events are weather dependent and extra dates may be added at relatively short notice.

The provided bungees will be used for the competition (7.5m of rubber + 22.5m of line). Any 36" span (maximum tip to tip) built-up FF glider (no foamies or larger models), D/T is advised.

Contact **John Bainbridge** (01258 458 749) or **James Parry** (01202 625 825) or email:

Christopher.hague@ntlworld.com Details on our website: www.wessexaml.co.uk

L'AQUILONE SAM 2001

TOMBOY RALLY INTERNATIONAL POSTAL CONTEST

01/06/2014 – 31/05/2015

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

Model

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

Engine/motors

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

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

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

Electric Motors:

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

48" WINGSPAN - I.C. Engines:

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

Electric Motors:

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

Flights and results

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

Awards :

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

Results

Results, address, photos and technical specification about model must be forwarded to the Organization by 15th June 2015

Curzio Santoni cusanton@tin.it or to Gianfranco Lusso gfl@orange.fr

Many pleasant flights and happy landings to ALL !!!!

SPECIAL PRIZE VIC SMEED

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

Good ROW and flight

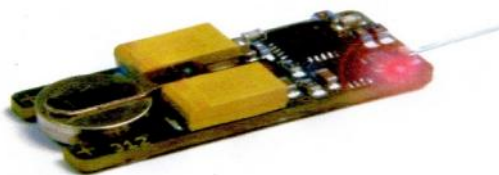
SPECIAL PRIZE DAVID BAKER Free-Flight

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

Good thermals

BUGS

Free Flight Model Tracker



£50.00 - each including 6 batteries

Ready to use radio tracker

Suitable for most handheld receivers

Powered by one 312 ZincAir hearing aid battery

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

Run time around 10 days

Red LED flashes when transmitting

Available in any frequency from 140MHz to 980MHz

Supplied in protective heatshrink

Very quick delivery, often next day

On sale at

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

or contact Peter Brown 07871 459291 for options

Michael Woodhouse
mike@freeflightsupplies.co.uk & <http://www.freeflightsupplies.co.uk>
 Plans of models designed by Geoff Lefever

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

DBHL Plan Service

The rules for obtaining plans.

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

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

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

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

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

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

This service is provided at no charge.

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

MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

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

The list below includes Vintage Models generally pre 1951 and Classic Models 1951 to 1961.

Photos of most models can be seen on my website - www.msp-plans.blogspot.com

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

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

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

| | |
|-----------------------------------------|-----------------------------------------------------------------------------------------------|
| JUDGE 1945 WAKEFIELD | by Bert Judge to the 1945 rules as a direct descendant of his 1936 Wakefield Cup winner, |
| HERMES MAJOR | A 150% enlargement to 61% in span, of the 1949 HALFAX HERMES |
| FRANK LOATES' 1949 WAKEFIELD | Canadian Wakefield 5 th in the World Championships at Cranfield, England, in 1949. |
| BORJE BORJESSON'S 1949 WAKEFIELD | Swedish Wakefield 6 th in the World Championships at Cranfield, in 1949. |
| GHOST WAKEFIELD 1951 | John Gorham's 1951 Wakefield, a successful rubber model from the early 1950's. |
| RON WARRING'S 1952 WAKEFIELD | The geared geodetic model, developed by Ron Warring for twin motors, |
| NIGHT TRAIN Mk I 1960 | George French's Night Train which pioneered the use of VIT systems in the UK |

MSP PLANS PRESENTS NEW PLANS

HI-START GLIDERS 2013 - 36 in span

John Gorham's classic A2
 Neville Willis' classic lightweight glider
 Odenman's.

HI-START GLIDERS 2014 – 36 in span

J Bennett's vintage A2
 Frog's beginner's kit glider
 Brian Dowling's classic A2.

AVENGER 1952
CAPRICE 1959
VINTAGE A2 1950

SATU 1950
PETREL1964
MAD'S DREAM 1959

To order plans for UK delivery please write with cheque (£ sterling) made payable to
Martyn Pressnell, 1 Vitre Gardens, Lymington, Hants, SO41 5NA.

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

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

Check my website : www.msp-plans.blogspot.com

This identifies the collection of plans that I have produced for aeromodellers together with the rules for the Bournemouth Club Classic Rubber class. There is also a sample of the publications produced over the years with 'Rubber Motors - Maximum Turns' as the current offering.

I hope you find this a useful website which will be updated with more information from time to time.

Martyn Pressnell

Provisional Events Calendar 2015

With competitions for Vintage and/or Classic models

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

Please check before travelling to any of these events.

Access to MOD property can be withdrawn at very short notice!

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

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

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

Useful Websites

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

Are You Getting Yours? - Membership Secretary

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

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

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

P.S.

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

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

Your editor John Andrews