


	<h1 style="color: red; text-align: center;">NEW Clarion</h1> <h2 style="color: red; text-align: center;">SAM 1066 Newsletter</h2>	<b>Issue 112013</b>
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## Editorial

When this edition hits the web the October meeting will be behind us and with it the AGM. It should be business as usual as the current incumbents are willing to continue and hopefully will have been re-elected.

I hope that I will be able to provide a stop-press report at the end of this issue.

David Parker has written a piece on the the possiblity of the BMFA funding a National Flying site and/or a Museum in response to the BMFA website survey.

If you are not aware of the survey, and I suspect many are not, it can be found on the BMFA website and I urge you to take part. I will not attempt to lead your response but please use the comments column at the end of the survey.

David's article is intended to raise the profile of the issue and promote debate to ensure information is available for the BMFA Executive to take an informed decision on the way forward and not just let the project fade away.

We received a query from Peter 'Condo' Smith of SAM3019 Australia concerning the eligibility of the 'Dixielander' for 'Nostalgia Power' in Australia. The Australian cut-off date is 1<sup>st</sup> Jan 1957 so the eligibility is dependant on the wording of their rules.

Elegibilty of models for 'Vintage' or 'Classic' competition is governed by the rules of the various organisations and these differ slightly. Here in the UK the BMFA rules require a design to have been published or kitted before the cut-off dates: Vintage 1<sup>st</sup> Jan 1950 and Classic 1<sup>st</sup> Jan 1960. The SAM35/1066 rules have a little more leeway as additionally they allow designs that have evidence of being flown prior to the cut-off dates to qualify even if publication dates are much later. If the Australian rules have no leeway as our SAM35/1066 rules then the Dixie' does not qualify for Australian 'Nostalgia Power' as we have no evidence of the design being published prior to 1959 although it was flown in 1957 and possibly before.

*Editor*

## SAM1066 Trophy Location

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Ron Marking

## TROPHIES

Over the last few years some of the classes of competitions held at Middle Wallop have changed and therefore some of the trophies handed out have also changed. Sometimes a trophy has not been returned on time and so a substitute has been presented.

This has led to difficulties in keeping track of them all.

If you have a trophy in your possession could you please let me know what it is, when you received it and for what competition. This includes both the August events and the Easter events.

e-mail to: [ron.marking@btinternet.com](mailto:ron.marking@btinternet.com)

Thank you. *Ron Marking*

Sunday 22/9/13

It was flat calm on arrival and Tony Shepherd was out trimming his BMFA electric model. Control was on the south perimeter track, where it had been set up for Saturday's south westerly drift. However, on the Sunday the wind was NW most of the day.

I got out my E36 model, which was supposedly trimmed. Feeling a bit cautious, I set a 4 second motor run and DT. It did a left hand loop and d/t'd just in time. I increased right rudder till it was back on trim.

Unfortunately, it failed to d/t, but landed safely not far away. After a bit of investigation I pronounced the d/t function on the timer dead. Using the same timer another modeller had intermittent d/t function problems. Having entered the class and paid my fee, I decided to fly the model as the air seemed poor at 10a.m. and I thought a fly away unlikely. This proved correct! My time was under 1m30s and the max was 2 mins.

I moved on to 4oz Wakefield with my Lanzo Duplex and managed 3 maxes. The last 2 were in excellent lift, so suitably cheered up, I decided to try to trim my second E36.



Previously, I had problems getting it to climb in the correct pattern. However, no such problem that morning. It did one max and a 1 minute 59.2 second flight. My time keeper got suitable abuse for being trigger happy.



Peter Hall, who claims to be a novice in electrickery had his model trimmed fine. Later in the day he "improved" the trim to a point where excellent aerobatics ensued.

Chris Redrup flew 3 maxes with his Scram. It climbed well under power and air picking did the rest.

Much to John Thompson's consternation we had moved to the north peri track early on. John wanted 1 minute dt flyoffs, but was persuaded to extend that to 2 minutes. My underpowered Duplex came 5th, I think, and d/t'd properly for the first time in the day, giving me a not very good 2 mins overall time. Chris made 2nd with his Scram. Andrew Longhurst managed an easy win in mini vintage with his diesel powered model that was well trimmed, and climbed to a great height. Amazingly only 2 flyers maxed out in E36, out of 13 entries. We all used to think maxing from a 10 second run was a doddle. Not so, when there are hardware problems and poor air early on.



While awaiting the fly offs, I had a few flights with my Bugaboo, it's MP Jet powered and now sporting a piloted cockpit and ready for a Bowden Event. I eventually got the settings good on the diesel.

Another plus, Derek Collin very kindly offered to make new con rods for my Boddo Mills 1.5 twin. I look forward to that running smoothly in a sports or scale model. The time passed far too quickly, although my energy ran out at 5 o'clock.

There were some lovely sports and scale models as usual. I got a chance to pick up a Rapier powered jet and give it a javelin throw. A bit more power there than I had with my Jetex 50 powered KK scale models in the 1950s!! David Bull was flying a reduced size KK Eaglet. I have never seen a small KK model fly so well. He may have been persuaded to enter it in under 25" rubber next time. It flies a lot better than my Fledgeling.

Many thanks to John T and Roger and John A and all the other helpers. John T's day was not without stress.

Lunch in the canteen was excellent and set us up for the afternoon.

Mixed fortunes all round, but a most enjoyable week end to round off the season for me.

*Jim Paton*



*Extract from Aeromodeller May 1974*

### **Olympian Thoughts**

It is something I have been dreading for years, but it had to come. I mean, of course, the *Aerolympics*. This does not, I hope, infer that the model flyer will be expected to launch a chuck glider at the top of a pole vault or to put in the fastest 1,000 metres retrieving time in the Wakefield event, but what it will certainly do will be to put our once humble hobby on the rostrum of International hysteria.

I've never been in favour of terming model flying a sport, for it seems to put the poor old model plane in the same category as hammers, shots and javelins. Part of the fun of modelling is to demonstrate what a gruelling time you have had in the workroom, and the old-time modeller could often be seen with a different type of chip on his shoulder than is carried nowadays. Covered in model dust you hold up your latest creation in your cement-caked fingers and cry 'Look what I've made!' Admittedly, this is a chancy thing to do unless, of course, you are flaunting an R/C helicopter, as you may be sure that the kid next door has bought something much more impressive from the local model/toy shop, only awaiting dad to put in the radio control.

What I suppose I am resisting is the grisly idea of the sporting aeromodeller going into the model/sports shop to buy his fit-together Olympic contest model, or worse still the dishing out of standard plastic models to competitors on the flying field-cum-area. Thus, in the Radio Control area, the *Marathon Pylon Race* would rest purely on sheer, helldive piloting skill (it probably does already), and in Free Flight the athleticism of putting in 20 flights in a couple of hours, plus points for tactical ingenuity.

The loser in all this superficial display is the poor old home-made model which I, as an old fashioned pre-Olympic model flyer, think is what the hobby is, or should be, all about.

### **Left in the Wake**

We read that a model which won the Wakefield back in 1937 is still in existence and this I regard as a marvellous act of preservation on the part of its owner. Model planes are, in the nature of things, fragile fabrications (or they were in the pre-missile days), meant for the fleeting pleasure rather than historic contemplation. Just think of the hazards: the rigours of the flying field, the beckoning of the flyaway skies, and the rough and tumble of family storage:

*'I'm sorry dear But you know that old paper model you've got hanging up, or did have hanging up, in the box-room! Well . . .'*

Since that famous model went into cold storage vast have been the changes that time has wrought in the model world. Model flying today does not conjure up visions of rubber models drifting lazily over London's green and pleasant land (before the row came to the Heath), but is synonymous with the zoom and roar of powered radio models receding further and further into the rural distance.

They were certainly the days if you liked the simple life. You came onto the field in your best Sunday togs not to do 14 proving flights, but to hope that the fattest thermal of the day had your name and number on it. And it was all so unsophisticated, with not a bubble machine in sight, and nothing more tactical than a bit of grease on the tail-skid.

One happy thought though. If the fuel situation does get worse we may find ourselves back flying models on Heathrow.

### **Gassed Up**

The particular attraction the vintage model has for me is that there ain't much of it; you can almost knock one out during the T.V. adverts. But not all vintage models are so accommodating in this way. Take, for example, those huge pre-War gasses which will be performing elephantine feats at the coming Aerolympics; they call for production on the grand scale, apart from leaving the local model shop, and your pocket, in an extremely depleted state. And just to add to the complication, they are fitting the monsters with very un-vintage radio equipment. The reason for this, I suppose, is that the world has become a bit more crowded since those spacious days when the original monsters started beating up the rubber contests, and you need some means of keeping them from the cars and people that now crowd up every square yard of space.

### **Durable Duration**

It's an odd thing, but the most active side of our hobby, contest-wise, is that antiquated, chuck-it-and-run curiosity known as free flight. Goodness knows how many years it has been going, but they were throwing up split cane model against bamboo model when the Wright Brothers were in knickerbockers.

Basically the contest formula remains as simple as it ever was: just clocking the time each model stays clear of the deck. And things haven't changed all that much. The modern Wakefield might be a little less portly around its midriff and sport a few more gadgets than Monsieur Fillon's 1937 winner, but the game's the same.

*Pylonius*



Wallop

Did you miss me last issue? I did not get around to writing anything as time was short and my efforts at the September Wallop meeting did not amount to anything particularly interesting. But I'm going to tell you any way.

No comps for me on Saturday but the fine weather enabled me to trim out a couple of models later in the day when the breeze eased.

First my repaired 'Last Resort'. The fuselage had been in two separate pieces and, after removal of damage, it turned out to have two bays missing. After a bit of head scratching I rubber banded the two bits onto a 1M steel rule and used that to keep it all straight whilst I fitted in the missing bays. I repair quite crudely by butt joining missing longerons using cyno and reinforcing with gussets if adjacent to spacers or small doublers if inbetween. Doesn't look great but seems to serve. I also had a couple of check flights with my reworked BMFA Rubber model O-4, I had moved the wing forward a couple of cm and fitted a more substantial wing mount. Looks promising.

More interestingly I spent a little time behind the desk in control, not as easy as it looks, you have to decide between red pens and blue/black pens, Roger had to keep a weather eye on me, I nearly entered a non max in red.



Highlight of the afternoon was the visit of a replica SE5a, for which flying was curtailed as it had to land into wind and the runways were not in line.

We believe the aircraft was down for a photographic exercise prior to sale.



Being aware of its arrival, Rachel and I took up station in the museum cafe, at least I did, Rachel spent most of the time on the field with the camera taking pics and chatting to the pilot. I did get me a cuppa and a tuna sandwich.



There was another older guy present who had built one of these replicas in the 1980's, we are uncertain whether the visiting aircraft was his work or a second version.

We were treated to a magnificent ground demonstration of the special effects that the aircraft had, presumably for dog fighting re-enactments. There was a realistic machine gun noise generator and, with the engine running at seemingly full bore, a smoke generator blew out great palls of smoke, to simulate being shot down I guess.

It was a beautiful little aircraft, much smaller than I imagined one would be.

Sunday was my competition day, excellent flying conditions so I entered my 'Jaguar' in Vintage Wakefield and damaged it when it flew in left from launch on a low turn check flight, do not know why. Assembled the 'Korda', dropped the first flight, flew the other two just for arguments sake, it was a lovely day.

Spent the rest of the day chatting with Keith Miller, who was camped alongside, and we were entertained by South B'ham's duo Colin Shepherd, and



mate Terry, trimming Colin's vintage coupe and a new lightweight pukka coupe. Both models were performing well, could be a force at Coupe Europa in December.

I also took an interest in some of the bungee gliders, auto-rudders are used by some and not others. I could not differentiate when observing the models on the line. One feature is the down sloping towhook to ensure that the model leaves the line in breezy weather, not that that was an issue this particular day.



**Dave Etherton's bungee 'Corsair' and his auto-rudder mechanism**



Another popular bungee subject is the 'Dream-Bogey' by Dave Posner, presumably due to its very low aspect ratio giving maximum wing area at the 36" wingspan.

The airfoil section on this model at the reduced size does cause building difficulties due to its thinness. There are tales of one in three ribs being broken during building.

Left is Tony Thorn's version, superbly built as are all his models and his Orange, White and Black colour scheme is my favourite combination and I go along with the assymetric use of the colours. A man after my own heart.



**Dave Etherton  
'Corsair'**



**Bob Taylor  
'Conquest'**



**Geoff Smith  
'Corsair'**



Saturday October 5<sup>th</sup> I visited the South Birmingham Club's indoor meeting at Thorns. My main object of the visit was to get some times recorded for the Xmas 'Gym Dandy' competition. The competition runs until the December meeting.

## South Birmingham MAC Xmas Prize Competition Rules Gym Dandy

Model to be built as per plan.

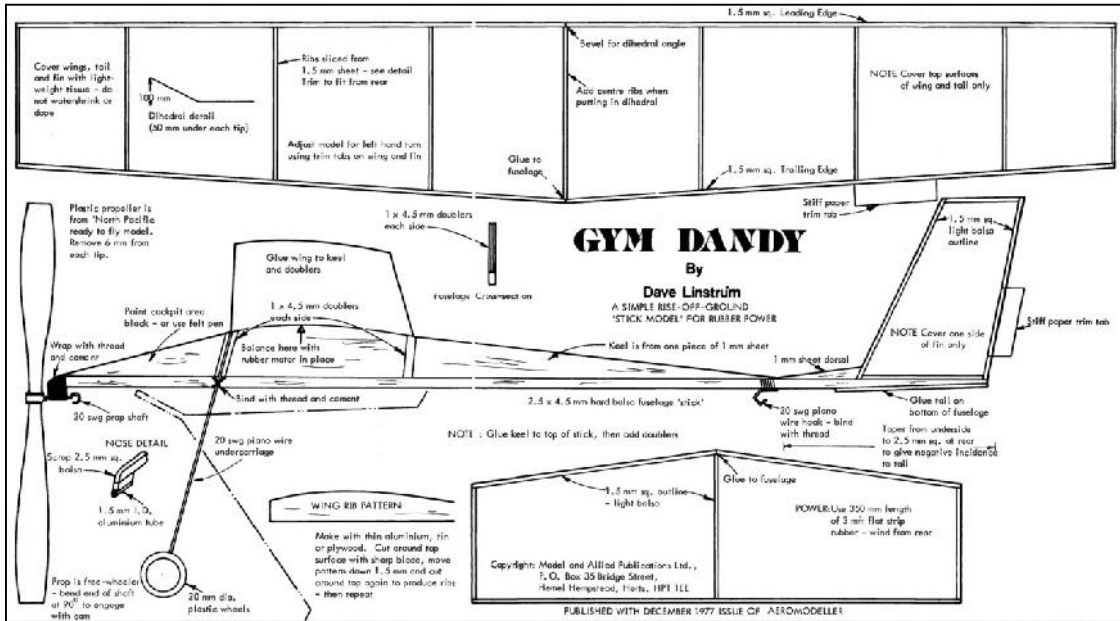
Must be tissue covered, jap or model span, (*no plastic or mylar film nor condenser tissue*)

A commercial plastic propeller must be used, grey polypeck type, or similar, diameter builders choice.  
(No balsa, light butterfly or self made props.)

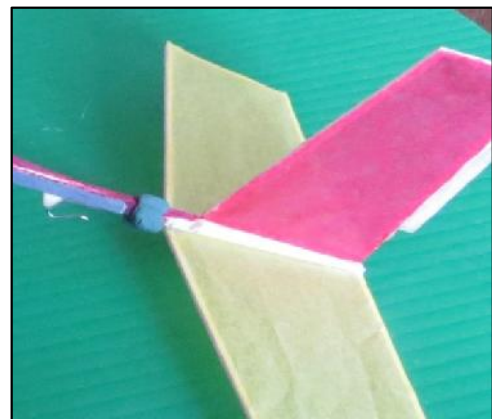
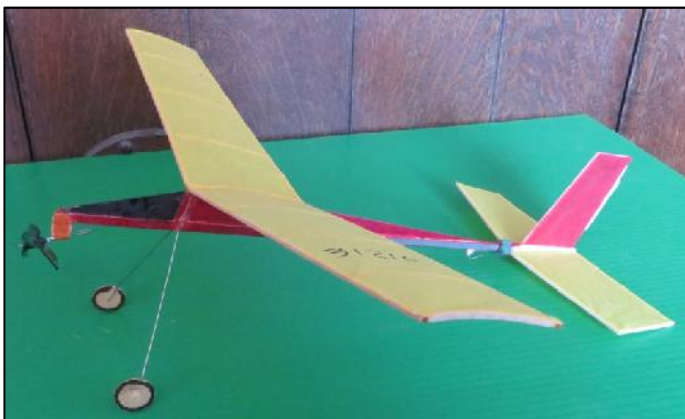
Motor length and thickness unrestricted. Model can be hand launched or rog.

Each flight timed by an independent time keeper

No restrictions on how many flights but the two longest flight times will be added together to give final score. Past competition winners may be handicapped, TBD when model performance is known.



I made mine a couple of months back and made the mistake of not believing the plan which called for a 'hard' balsa basic fuselage stick. Initial trimming was a nightmare, my fuselage persisted in bending with the motor tension and going either way. The model would fly right or left as it pleased and it was not until I stuck a doubler on the side that I got any semblance of stability. Since then the stick cracked at the end of the doubler and I now have another doubler on the other side of the fuselage. The model would be better with a 3/16 motor stick.



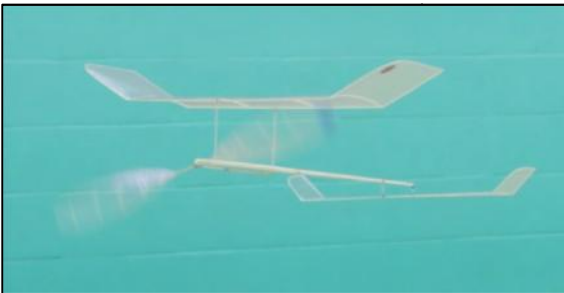
I did not build enough negative incidence into the tailplane mount and I have currently to use a large lump of plasticine on the rear to get the Dandy to fly.

I decided to resist the temptation to make alterations to the model until I had some competition flights recorded. It took me most of the three hour session and a couple of increases in motor x section to finally get two flights recorded over the 1 minute mark. I can now start work on the decalage to lose the burden of the plasticine ballast and hopefully I will be able to add a few more seconds onto the flight times at the November meeting.

The following day Sunday 6<sup>th</sup> October I did not feel like going to the area meeting at North Luffenham and opted instead to have a lie in and go to the Towcester lightweight indoor meeting in the afternoon. It's an experience mixing it with the big boys of indoor. Main problem is that I do not like chucking my models up when the big F1D's are flying in case I damage one. Although all my models are well under 4 gms they could still chop a few bits off the big lightweights and they are up there for 10 or 15 minutes at a time.

I have a 2gm 35cm Starter model, or rather I did have, I had been flying my first 2.6 gm 35cm model to begin with, then without thinking I put the same motor onto the 2gm model. The flight result was a quick acceleration, wing warp and return to terra firma resulting in dis-assembly of components. Two prop blades, two piece fuselage, tailplane still attached to half of fuselage and a cracked detached wing.

I put the bits away then proceeded to over power my 'Penny Plane' which got above the girder work, shed a prop blade and proceeded to cavort about around the roof structure due to the extra thrust from the single blade. It finished up over the netting and rested on the lights on the balcony. I put that away, had a burger in the cafe and took a few pictures instead wrecking anything else.



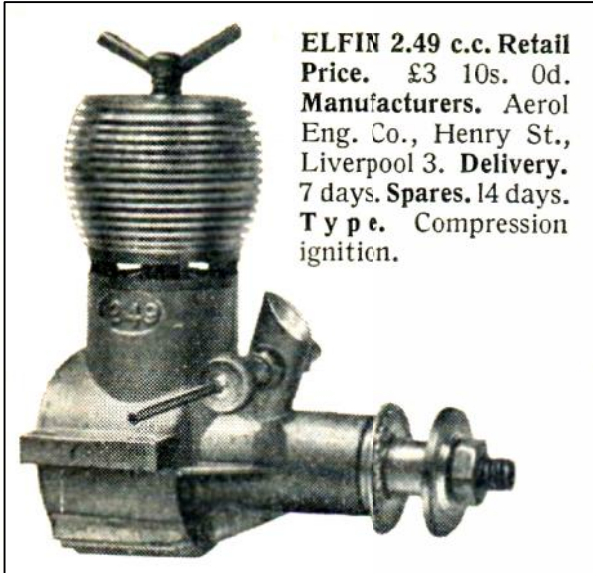
Gerard Moore was flying his, I think F1M, which is a 3gm model with sheet balsa propeller and he managed a 14 minute flight during the afternoon.

*John Andrews*



90

## AEROMODELLER ANNUAL



**ELFIN 2.49 c.c. Retail Price.** £3 10s. 0d.  
**Manufacturers.** Aerol Eng. Co., Henry St., Liverpool 3. **Delivery.** 7 days. **Spares.** 14 days.  
**Type.** Compression ignition.

**Specified Fuel.** 1/3 each paraffin, castor oil and ether, plus 2% amyl nitrate.

**Capacity.** 2.437 c.c.; .125 cu. in.

**Weight.** 3.125 oz.

**Compression Ratio.** 15-20 to 1, adjustable.

**Mounting.** Beam.

**Bore.** .554 in. **Stroke.** .625 in.

**Cylinder.** Comprises liner and head. Liner nickel chrome steel, case hardened.

**Cylinder Head.** Screwed to cylinder.

**Crankcase.** Pressure die cast.

**Piston.** Deflector head, no rings.

**Connecting Rod.** Duralumin, turned, roller bearings.

**Crankshaft.** Nickel chrome steel, case hardened.

**Main Bearing.** Cast iron.

**Crankpin Bearing.** Plain.

**Little End.** Plain.

**Induction.** Shaft rotary valve.

**Special Features.** 360 degrees porting. Full sub-piston induction.

## TEST

**Engine.** Elfin 2.49 c.c. diesel.

**Fuel.** Castor oil, paraffin, ether (equal parts), plus 2% amyl nitrate.

**Starting.** Excellent under all conditions.

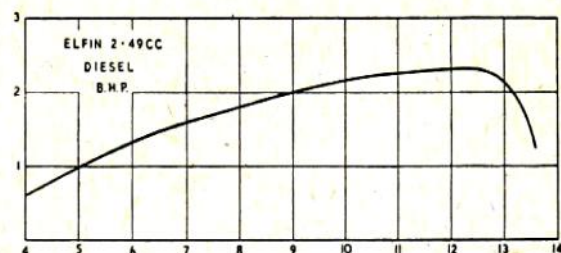
**Running.** This engine runs extremely well at all speeds from 4,000 to 13,000 r.p.m., and the needle control is flexible. As with most engines using the rotary crankshaft inlet valve, the needle is uncomfortably near to the revolving propeller.

**B.H.P.** At the lowest speed, about 4,000 r.p.m., the output was .060 b.h.p., and this rose gradually to a maximum of .231 b.h.p. at 12,300 r.p.m. As with all engines showing an extremely flat curve, the exact point of maximum output is difficult to determine within 50 r.p.m. or so. Output continues high up to around the 12,600 r.p.m. mark, but a rapid decrease is evident beyond this figure.

**Checked Weight.** 3.4 oz. (less tank).

**Power/Weight Ratio.** 1.09 b.h.p./lb.

**Remarks.** This engine is noteworthy for its compact design, light weight, and high power/weight ratio.





*(An interesting opinion from an article in the 1950 Aeromodeller Annual)*

*Secretary F.A.I. Models Commission  
and Chairman Models Technical Committee of the Royal Netherland Aero Club.*

We may assume the new Wakefield specification recommended by the C.I.M.R. (the International Model Committee of the F.A.I.) will come into force in 1951. This had been adapted to the modern ideas that are laid down in the F.A.I. Rules. The old and the new Wakefield specifications are given below :

### 1950

Wing area : 200 sq. ins. plus or minus 10 sq. ins., area measured on actual span and chord without allowing for dihedral. In other words, the actual " visible " area of the wing.

Tailplane area : not more than 33% of the wing area. Same method as used for finding wing area.

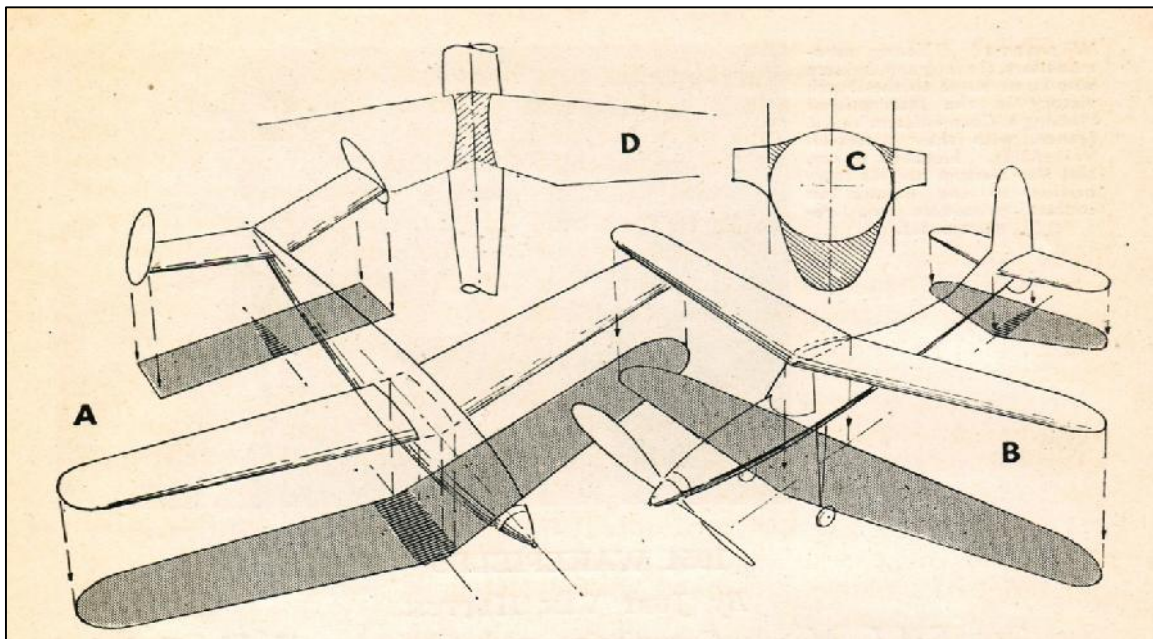
Fuselage cross-section : area not less than the figure given by the fraction. Total length of completely rigged model, squared, the result divided by 100. Area in sq. ins. Weight: not less than 8 ozs.

### 1951

Total area : 17-19 sq. decimeters, that is very nearly 263.5-294.5 sq. ins. Areas measured as the areas of the orthogonal projections of wing and tailplane in flying attitude on a horizontal plane. (This is the F.A.I. method explained in the S.M.A.E. handbook.) The centre-section of wing and tailplane are included in the area. To determine this, the contour-lines of wing—or tailplane—are continued until they meet the plane of symmetry. See sketch D.

Fuselage cross-section : area of greatest cross-section not less than 65 sq. cms.—a little over 10 sq. ins., namely, 10.075 sq. ins.

Weight : not less than 230 grammes, that is, a shade over 8 ounces, say 8 and one-seventh of an ounce to be safe.



**Note.** The above is the author's free interpretation of the text and the figures given as near the equivalent values as he can calculate. Readers are warned, however, that the only official test will be that issued by the S.M.A.E. and the same applies to the figures.

## **A Comparison**

It is well worth the trouble to compare the old and new specification point by point. First let us take the area. The method of calculation is the same as that in the F.A.I. Rules, which we have been using since 1947. Both are given in the accompanying sketches.

Applying the old rule in A, we would take as the wing area only the lightly shaded portions of wing and tailplane. We now have to add the black portions to these.

The area beyond these centre-sections will now be slightly smaller, as we are taking the areas of the projections and not the actual areas.

The difference, however, is small: using a normal dihedral angle, it will be more than 2 to 3 %, and it is not wise to work so near to the upper and lower limits.

In sketch B we see a model where the wing area hardly changes when we apply the new ruling. We used to be able to decrease the area of such a wing by mounting a fairing over the centre-section, but such clever dodges will not serve us any more !

## **Tail plane Area off the Ration !**

One of the most welcome changes is the disappearance of the 33% rule. The tailplane can now be just as large, relative to the wing, as the designer wants it, provided he keeps within the limits for total area. In my opinion, this will very probably lead to the use of larger tailplanes, which will improve longitudinal stability and ease of trimming, even at the price of valuable wing-area. One can now shift the C.G. further back.

## **Too Small and Too Large**

A simple calculation along the new lines may show that an existing Wakefield model proves to lie either below or above the new limits. The cause can be found in the inclusion of the areas of the centre-sections.

If one has allowed for this, the upper and lower limits would have embraced such a large gap that one could no more speak of a competition " class." In such cases, the best thing to do would be to increase the relative size of the tailplane.

When the total area proves too small, one can mount a larger tail; when it is too large one can clip the wing. It seems to me, however, that for successful competition an entirely new design is essential.

## **Fuselage Cross-Section**

Most of us will also be cheered by the introduction of a smaller minimum cross-section. The Wakefield model was just a bit on the bulky side and this process of slimming will not do any harm to either its appearance or its vitality.

The F.A.I. method is adopted for determining the cross-sectional area in difficult cases. A circle is inscribed in the greatest cross-section and tangential planes are taken as containing between them the actual cross-sectional area.

It will be up to the designer to prove, by means of templates, that his model is up to specification,, as the hard-worked processing staff cannot be expected to solve juicy little problems in plane geometry under contest-stress !

Now that the area of the cross-section is fixed for all Wakefield-class models, one is not penalised by using a long fuselage.

*Just Van Hattum*

**OR ANY EXCUSE TO BROWSE THROUGH OLD MAGAZINES...**

This is a saga of internettery started with a phone call and an e-mail to Kath Watson, the BMFA's archivist, from a New Zealand lady.

*"Hello,*

*I rang this morning trying to find out more about a small silver cup I have inherited. It came from my parents (surnames GERADINE / HENLY) and another possible relative had the surname KING. I have attached photos.*

*The wording is:*

**THE PARK MODEL AIRCRAFT LEAGUE  
DURATION CUP NO.2  
PRESENTED BY  
"LLEN RAC"**

*I think it is a 1929 London hallmark but I could be wrong as it seems a bit worn.*

*Please could you investigate your records.*

*Kind regards*

*Daphne Dashfield "*



Kath passed it to Jim Wright, the BMFA Museum Liaison Officer and me. I then contacted a few likely suspects, Keith Miller, Pete Cameron and Pete Jellis and within an hour had some more information which I passed on.

*"Hi Kath and Daphne (and the others who've helped in the past hour or so),*

*I certainly remember flying in free-flight contests on Epsom Downs and Fairlop in the late 1940s-early '50s with Park MAL members competing. Peter Jellis has just found a reference to Park MAL in the January 1955 Aeromodeller magazine, which suggests that they operated in the area of Mitcham, which is on the outskirts of south-west London. A copy of the reference is attached, along with a scan of the Park MAL transfer, which was given to me by the father of a past Croydon member (Richard Cedar actually, who is now an engine intake designer with General Electric in Cincinnati and whose father was a PMAL member and owned Cedar Men's Shop chain of outfitters, not that that's relevant really). While I was writing this another colleague, Peter Cameron, called to say he had found a reference in a 1937 copy of Model Aeroplane Constructor saying that PMAL was a combination of the Mitcham, Tooting, Wimbledon and Dorking model flying clubs.*

*Meanwhile, if we can discover anything else, I'll pass it on.*



*The "LLEN RAC" is a bit of a mystery though; might there be any other interpretation of the inscription? I wondered if it was an anagram, but nothing likely comes up. Looking at the back, some of the marks seem to have been transferred from newspaper wrapping, but can I see slight indications of possible winners' names once engraved there too?*

*I'll pass the details on to the editor of Clarion, the on-line Vintage newsletter.*

*An interesting little puzzle.*

*Best regards,*

*Martin"*

**A few minutes later this came Daphne Dashfield:**

*"Hi Martin, Jim and others*

*The marks below the hallmark on the back of the silver cup are just tarnish. It's smooth, not old engraving. I'm afraid I cleaned the front better than the back before taking the photo.*

*I took it that RAC had to be Royal Aircraft / Aeroplane / Aero / Air Club and searching for something similar found the Royal Aero Club - to which you are related. I wondered if the quotation marks indicated a nickname or a role within the RAC for the LLEN part.*

*To answer Jim's question about location of my relatives:*

*The most likely person is Harold William King who was born in Clapham in 1903, lived in Willesden in 1943, then in Walton-on-Thames in 1960s, and finally Westcliff-on-Sea until his death in 1976. I need to check a genealogy database (for an electoral roll) at my local library to see where he lived during the 1930s. He was husband of my great aunt Kit (Dora Kathleen Amor).*

*My parents were Thomas Geradine 1919-2011 - Tottenham, Sudbury, Wembley, N Harrow, Leigh-on-Sea and Millicent Mary Henly (1924-2011) Plymouth, Sudbury, Wembley, N Harrow, Leigh-on-Sea. I'm fairly sure the cup was from my aunt Kit as we did not have it when I lived with my parents as a child. We had my father's RAF cup on the mantelpiece so it would have been displayed if it was my father's or grandfather's.*

*Kind regards*

*Daphne Dashfield*

*PS currently in UK but selling house and returning to NZ after 6 years back here."*

**This was followed shortly the same evening by this from Pete Cameron:**

*"Hello Martin,*

*I have had a good read of the PMAL club reports in the Model Aeroplane Constructors and think that I might have made a connection with the info supplied by Daphne. The July 37 issue has a picture of Mr H.W. King, PMAL Chairman, launching his rubber model. As befits his office, he is wearing a trilby hat and suit complete*

*with waistcoat. So could he have anything to do with the King mentioned by Daphne? The picture is not of great quality, but he looks reasonably mature. In the August MAC it reports that he was a member of the Tooting Group and that he won the York Trophy No. 2 with an average of 73.3 secs. Well, the plot thickens! A No 2 Trophy..... I agree with you, that inscription is a mystery - looks as if letters had been left out, or dropped off[!]*

*But back to Mr King.... the November report has news of the annual King Seaplane Trophy held on Sunday 26th September, won by Mr. A. L. Dalton, of the Mitcham Group. It is reasonable to assume that the trophy was donated by Mr. King, so he was a person of some standing. With that I will say no more.....*

*My best wishes to you Martin,  
Pete"*

**I then e-mailed Daphne:**

*"Hi Daphne,*

*Literally two minutes before your e-mail arrived I had today's one from Pete Cameron, which confirms the H.W. King as being your chap. I don't think the 'RAC' would be the Royal Aero Club as it's usually abbreviated to RAeC to avoid confusion with the Royal Automobile Club. I'm also pretty sure that the RAeC didn't have any trophies for model flying before the War (and hasn't now).*

*Would you object if I passed the e-mail exchange and photos on to one of the on-line newsletters that specialises in Vintage (pre-1951) model aircraft history? It may stir a few memories and produce some more leads.*

*Best wishes,  
Martin"*

**So, that's it so far. All that information in a single evening. Do any of you have any further clues about this cup or particularly about the mysterious inscription, "LLEN RAC"?**

**Are any Clarion readers former Park MAL Members? I seem to recall one particular Park model being flown at Epsom; it was a bigish glider, entirely covered with brown paper. I wonder whose that was.**

**If ever there was an excuse needed for keeping old magazines this might be it; it certainly points to the need for some sort of archive or museum of model flying and its long and fascinating history.**

**DO PLEASE LEND THAT PROJECT YOUR BACKING;**

**it needs you to write letters to the BMFA office and it needs your support for funding it. If the USA and other countries can do it, then surely we can.**

**The skips are waiting and we only get one chance.**

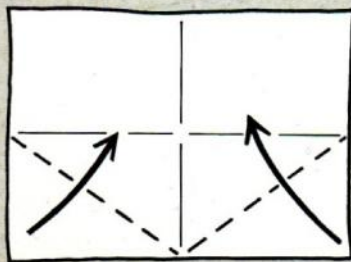
*Martin Dilly*

## REEVE'S FLOATER

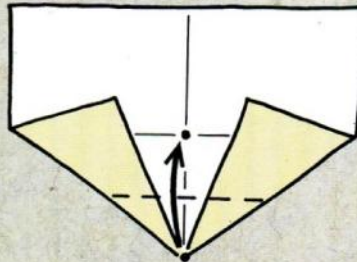
MARK KENNEDY

This simple design was created especially for a young friend of Mark's and was tested from way up in a New York skyscraper. Try to use some colourful paper that is fairly stiff for the best results.

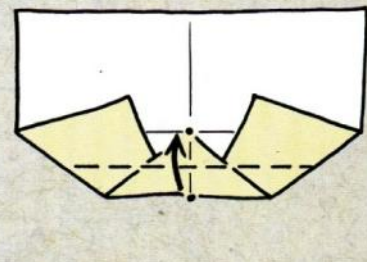
Start with a sheet of A4, colour down, and fold in half both ways. Turn the long side towards you.



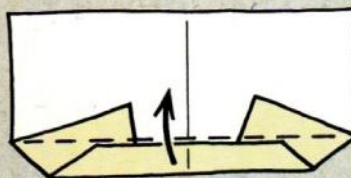
**1** Make two folds that join up the nearest halfway point with the centre points of the short sides.



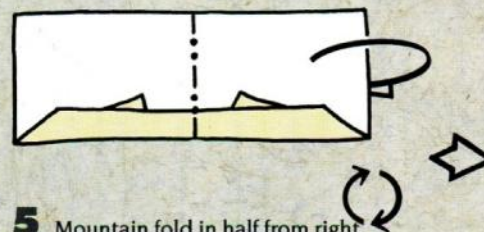
**2** Fold the new corner to the centre point.



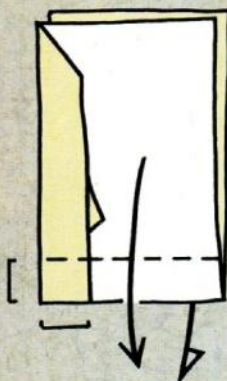
**3** Take the lower folded edge to the centre horizontal crease.



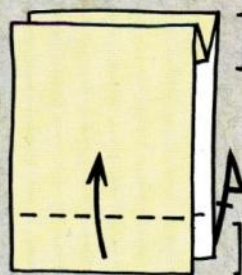
**4** Swing the narrow strip over using the horizontal centre crease. Flatten the paper firmly.



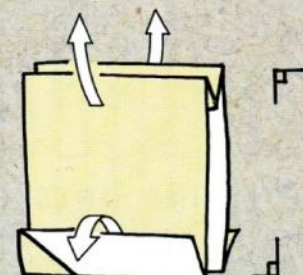
**5** Mountain fold in half from right to left and turn the paper round 90 degrees.



**6** Enlarged view. Note the approximate distances shown and fold each wing downwards.



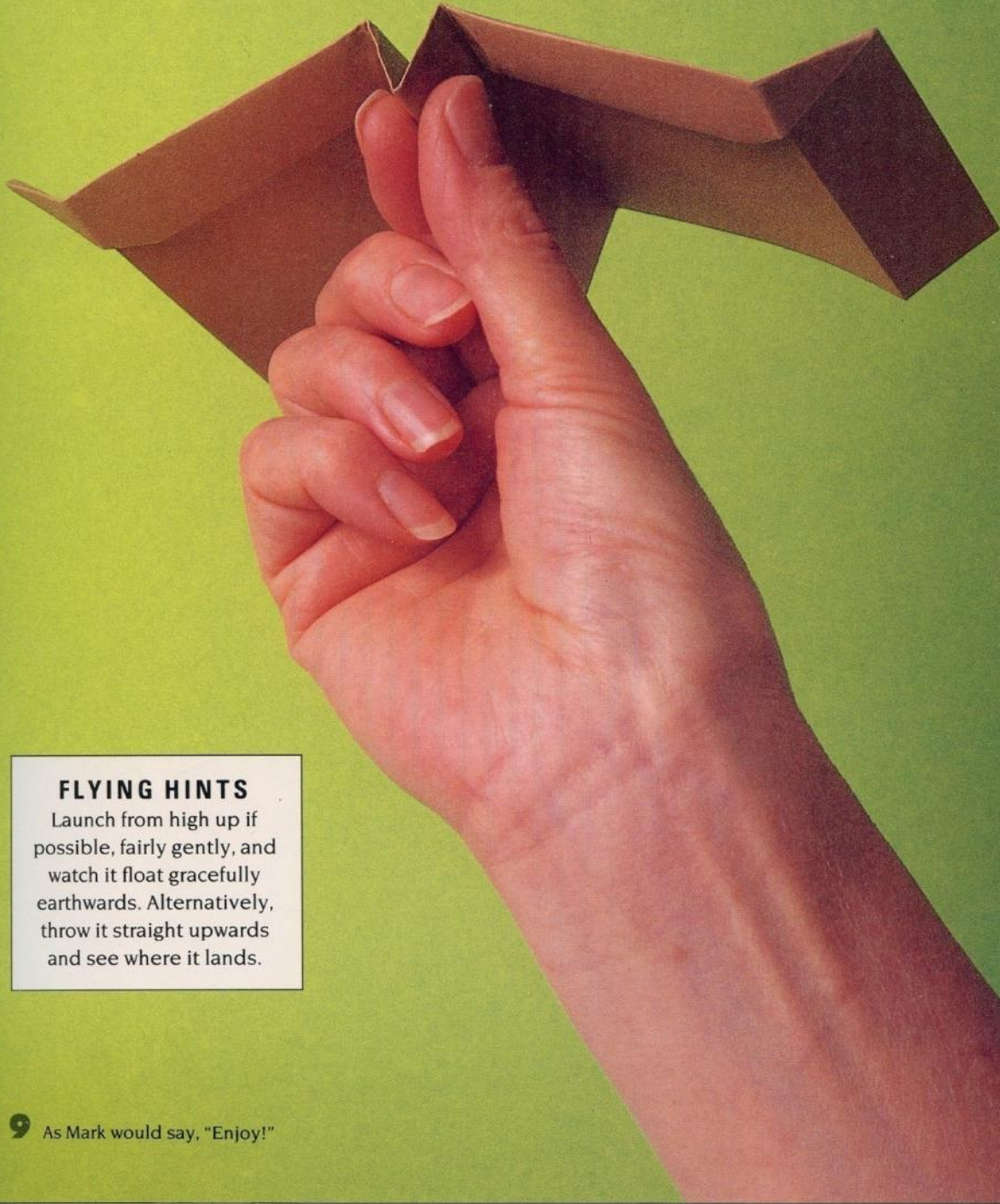
**7** Fold the tips of each wing up by the same amount as the last step.



**8** Open the wings and wingtips out to 90 degrees.



## REEVE'S FLOATER

**FLYING HINTS**

Launch from high up if possible, fairly gently, and watch it float gracefully earthwards. Alternatively, throw it straight upwards and see where it lands.



As Mark would say, "Enjoy!"

**From the book 'Paper Airplanes' by Nick Robinson**

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The third and final Radio Assist and Tomboy meeting of 2013 took place on Sunday 22<sup>nd</sup> of September, at Middle Wallop, [courtesy of the Army Air corps MAC].

After the cold conditions at the two previous 2013 events, we were all hoping for at least a warmer day. For once we were not disappointed, with a day of very [sometimes none] light wind conditions and although generally cloudy, a pleasant temperature all day.

After the normal setting up of the frequency/channel control and laying out the flight line safety tapes, the fliers and their friends started to arrive. By the end of the day 38 fliers had signed on with 63 models. It was notable that approx 2/3 of them were now using 2.4GHz equipment, giving the 35MHz fliers the advantage that there are now very few channel clashes on the 'old' frequency! At 10 o'clock flying started and the air was full of the sound of engines as the fliers made the most of the excellent conditions.

We often see an interesting selection of models at these events with the Smog Hog and Top Dawg of John Mellor looking very smart. Possibly the smallest model was the twin electric A Frame of John Taylor, and it was a toss up as to which was the largest, between the Spook of Steve Roberts, and the Lanzo Bomber, flown by Richard Alford.



A good number of Vick Smeed models were seen, as always, with around 19 counted. There were many Tomboys, mostly flying in the popular Tomboy competitions but a Madcap, Debutante, Popsie and Ballerina made up the numbers. Phil Smith's designs were also seen, including Cardinals and also a Deacon being flown by Mike Cummins and Adrian Benardout, of the Raynes Park Club. As ever, at these events, a number of the evergreen Junior 60s in various sizes were to be seen flying. Possibly the most impressive model with regards to climb and glide, was the Super Tigre 29 powered, Sai Taibi Ramrod, originally built by George French and refurbished and flown by John Strutt. Unfortunately, after a number of flights, a premature engine cut led to an unscheduled return to earth, luckily with only minor damage to the pylon.





The 'Ramrod'



Radio Control-line

Control line flying also went on most of the day with a number of visitors remarking that as the models circulated it reminded them of the wonderful noise heard in so many public parks in the fifties and sixties. Den Sax Coburg with his fellow fliers from the Isle of Wight [The Caulkheads], were flying a number of small Cox powered models, with, of the larger models, the Peacemaker of Chris Hague flying well. Alan Bond flew one of his electric aerobatic models that circulated smoothly and impressed those watching.

### Tomboy 3 Competition

Six fliers made the required, two, four minute max, preliminary flights in the morning with excellent lift conditions. In the mass launch flyoff, there was drama when Nick Skyrme started the 90 second start up time, as Tony Tomlin discovered his RX battery had failed, afterwards traced to leaving the model switched on after the qualifying flights [another senior moment]!! When the start board was lowered, more drama, as Bob Young launched his model into the ground, caused by having selected the wrong TX model memory!



Father and Son team Barrie and James Collis.  
James is 13 years old and has had 3 first places in the Tomboy 3 events in 2013.



The other four climbed swiftly away, all in close company, their engines cutting out in a little under two minutes. As often happens, the morning lift had certainly diminished. Brian Brundell landed at 5mins 36 secs, James Collis and Paul Netton were left circling close, with the always consistent John Strutt around a hundred feet above. Paul Netton was the next to land, then James Collis claimed second spot after another eight seconds, leaving John to land smoothly a little over 30 seconds later, a worthy winner.

#### **Tomboy 3 Results.**

1 <sup>st</sup> . - John Strutt,	8min 5secs.	2 <sup>nd</sup> . - James Collis,	7min 31secs.
3 <sup>rd</sup> . - Paul Netton,	7min 23secs,	4 <sup>th</sup> . - Brian Brundell,	5min 36secs.
5 <sup>th</sup> . - Bob Young,	0min 10secs.	DNS-Tony Tomlin	RX problem.

#### **Tomboy Senior Competition**

Seven fliers qualified for the 48" Tomboy class. One of these, was Roger Briggs, hoping to repeat his success of 6 weeks ago, when he had flown in the Tomboy Senior class for the first time at Cocklebarrow Farm and had come in first, winning by a large margin. We also welcomed Richard Alford, who was also flying in the competition for the first time at Middle Wallop. The other fliers were all time served Tomboyists.

Nick Skyrme was the starter and, as the start board was lowered, we again had drama. This time it was Roger Briggs whose Mills 1.3 stopped seconds before the launch and would not restart. The others all climbed away swiftly, with Peter Rose and John Strutt highest, as their engines cut, having used their 6cc of fuel. Richard Alford who had achieved some good times in the preliminary flights, was out of luck with his engine set a tad too rich, losing out in the climb. He was first down at a little over 5 minutes, followed by Tony Tomlin 3 minutes later, with Barrie Collis close behind at 8min 37secs, both unable to find any decent lift. Derek Collin also had drifted into a patch of poor air descending rapidly, landing a few seconds after 9 minutes.

The top two, John Strutt and Peter Rose, were seemingly parked in the sky at cloud busting height, whilst Bob Young, after a good flight, was on the way down, claiming third place at 5 seconds under 12 minutes. A cat and mouse pattern then started between John and Peter, both in the same area of sky and sometimes with their wing tips nearly touching, but both now out of lift and stretching their glide to claim a few extra seconds. After what seemed an age, Peter Rose landed at 15min 06secs with John Strutt holding off to land, to a well deserved round of applause, at 15min 19secs.

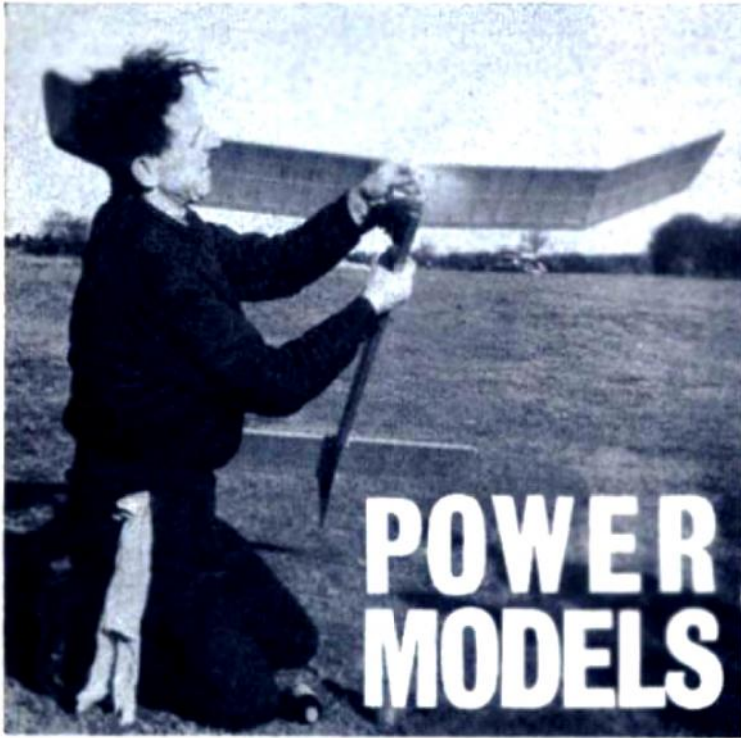
#### **Tomboy Senior Results.**

1 <sup>st</sup> . - John Strutt	15min 19secs.	2 <sup>nd</sup> . - Peter Rose	15mins 06secs.
3 <sup>rd</sup> . - Bob Young	11min 55secs.	4 <sup>th</sup> . - Derek Collin	9min 04secs.
5 <sup>th</sup> . - Barrie Collis	8min 37secs.	6 <sup>th</sup> . - Tony Tomlin	8min 02secs.
7 <sup>th</sup> . - Richard Alford	5min 12 secs.	DNS. Roger Briggs	Non Start.

The prizes were presented by Sarah Andrews to bring to a close a pretty well near perfect day of flying.

*Tony Tomlin*

*Extract from Aeromodeller 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 dived, place 1/32 in. ply packing under the wing leading edge and try another flight as before. If not enough, add 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 perseverance 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

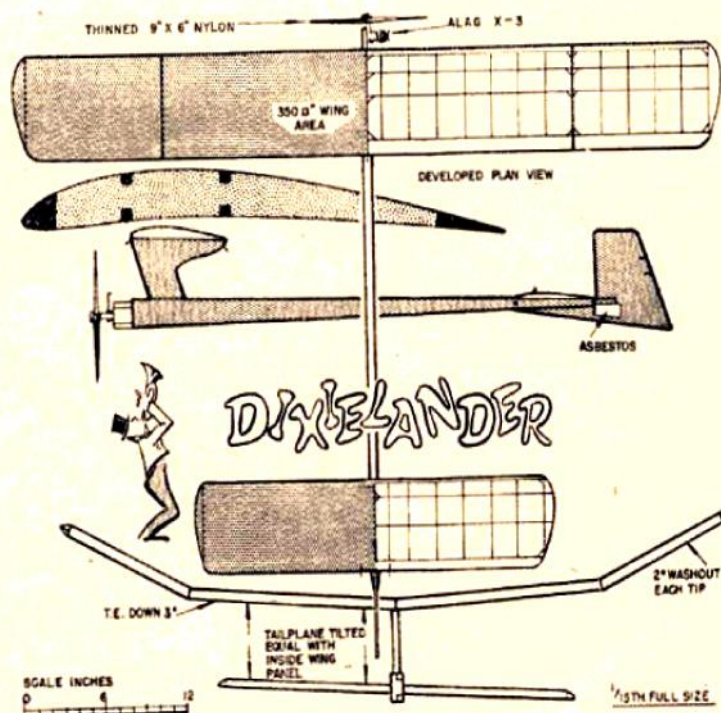
1st CROYDON GALA 1958

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



George Fuller



Being dutiful I viewed the survey on the BMFA site for a National Model Flying Centre.

Rather disappointed actually because I had been led to believe that this proposal was to include a museum of aeromodelling - or should I say "model flying" but I hope I am among friends!

Maybe it does but it would have been nice to have made it clear?

Some enquiries have revealed that in truth this idea began with the proposal that a museum should be set up, as they have in other countries, for "aeromodelling".

Now I am no authority on this but I do know from my involvement over the years (albeit intermittent) that we are in this Country are pretty well supplied with historic models and artifacts books plans and other items of considerable interest to the serious aeromodeller, going back quite sometime. So would it not be a good idea to ensure that these items are preserved for, well, a long time at least for others to view so that when we have all become addicted to instant entertainment and self gratification, rather than the real thing, people can see what we did in the old days for pleasure.

Presently these historic items are mainly in the care of individuals who are doing a very conscientious job of it too. But, and I say this as someone of advanced years as well, these worthies are not going to be around for ever! So when they receive the summons to the flying field in the sky (imagine it?) as there is no facility for baggage, the models will be left behind!

With the best will in the world (and even with one on paper) one cannot expect the grieving relatives to devote as much care and attention to these treasures as did the departed. So what better fate than a museum run by devotees of the craft? Here it is fair to expect they will be cared for and maintained with more than a little enthusiasm and dedication.

Now this idea got before the chaps in the SMAE (or BMFA as it is now known but the former still exists!) It seems (but I was not present) the reception was not exactly overwhelming - perhaps they were rather underwhelmed? Anyway the upshot was that they agree that motions could commence *provided that the scheme included a central flying site.*

Some will remember Eaton Bray - a private venture thankfully so no widespread harm done. Yes, it failed somewhat.

It is inconceivable that there is anyone who is not aware of property prices in the UK.

OK cut to the chase - when I was employed (ugh, shiver - such an intrusion on ones liberty) I acted for property developers and those in construction and did pick up a bit of the knowledge. Suffice it to say that such a project would cost "millions" -

honestly. I put some figures together quickly and ran away. Even with an increase in fees of £100 pa such a scheme is unlikely to be capable of being financed in the life time of those mewling and puking in their carry cots alongside dad playing with his model aeroplane.

So frankly it just is not on is it - this is not a question but a statement of fact!

Now I was a bit incensed by the content of the survey. It offered no information about the scheme whatsoever. Anyone asked to pay more money is surely going to ask how much? I have to say then the survey is ill conceived and vacuous and most certainly going to be ignored by many and if responded to will provoke a resounding "NO". Could it not have said something like....

*"Would you be prepared in principle for the membership to fund the setting up of a museum for aeromodelling and if need be pay an increased subscription not exceeding £3.00 pa. Alternatively would you prefer that a scheme be set up for the provision of a central flying site which would cost substantially more and be a much longer term project "*

At least this might have got the little grey cells activated.

Would it be churlish to think that the "suits" (old fashioned jargon for those in charge) were being cunning and setting things up so the response was indeed negative/apathetic (the soft option as it requires no effort) and it could be buried once and for all?

Now where was I - Oh yes - look we have some pretty worthwhile "objets d'art" in our aeromodelling heritage that are worth preserving and by that I don't mean only things really old because for it to represent "aeromodelling" it must include modern things as well - time marches on and today's technology is tomorrow's artifact. A museum is a practical venture - it could prove *not* to be prohibitively expensive, it could be located in/among other places of interest so crib visitors who might not otherwise turn up for a viewing and the other options, options are possibly abundant.

So if you have a concern at all about our heritage can you spare a moment to initiate some momentum to a scheme for the setting up of a museum of aeromodelling.

Contact someone at the BMFA - it can be area level or the "office" - there is a contact button on the website.

Things don't happen these days unless you make them happen!

*Just because you fly a model aeroplane in a nearby field and are a member of the Governing Body just to get your insurance cover does not mean you need not take an interest in other things.*

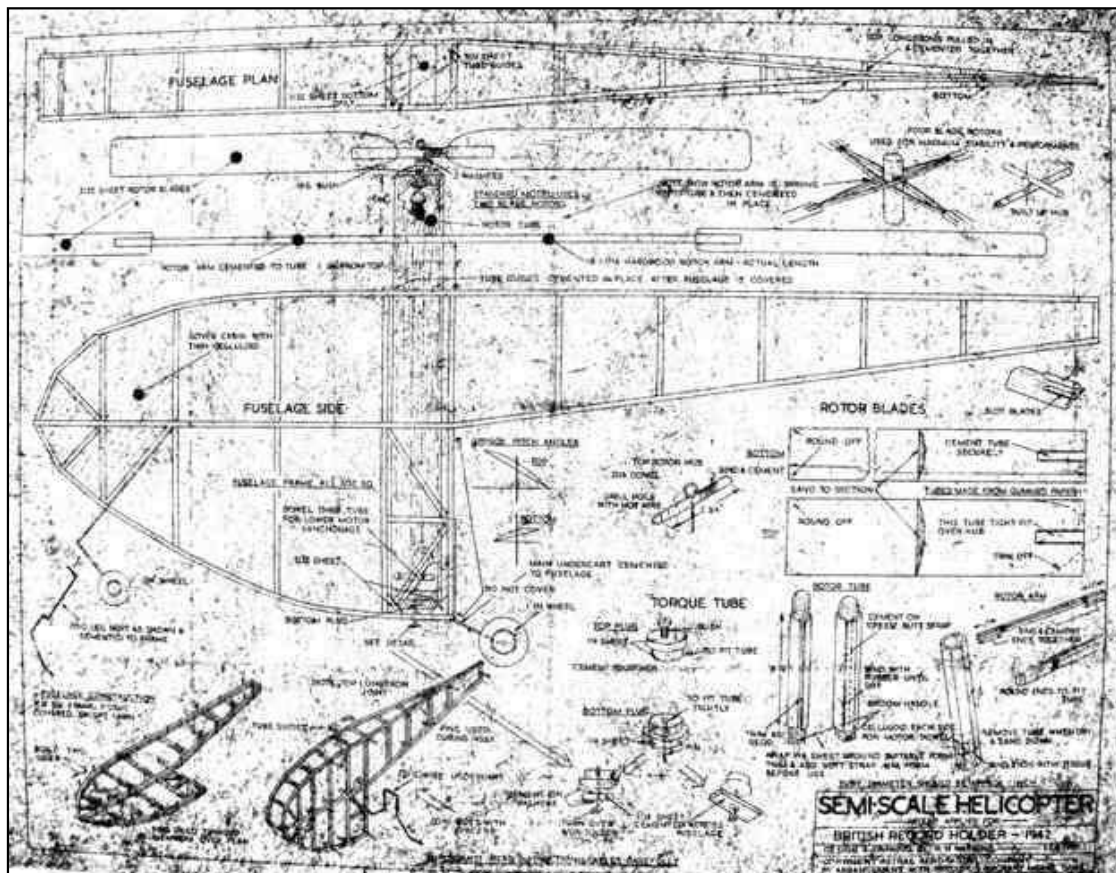
*David Parker*

**Report No. 36.** Plans from Kits, British made, excluding scale, cont.

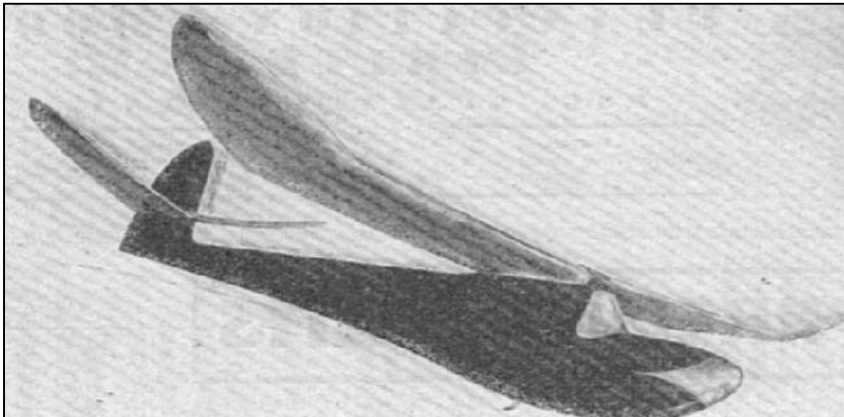
### ASTRAL KITS, part 2

Last month we started a look at Astral non scale kits for which no plans seem to be available and listed a dozen such kits from adverts up to May 1947.

Many thanks to John Down who kindly supplied the Astral Helicopter plan, see photo below. Next month the plan will go to Roger for digitising and will become available from the SAM1066 plan service, but if this machine, which has a rotor diameter of 36", really appeals to you and you cannot wait to get started on building, send me an e-mail and I will put a copy in the post.



John's plan brought the missing plans list down to eleven, but pressing on through Aeromodeller adverts, here are a few more.



**Bill White's**  
RECORD  
BREAKING  
GLIDER  
"SATURN"  
42" Wing Span  
R.A.F. 32 Wing  
Section  
Conforms to S.M.A.E.  
& F.A.I. formulae  
Held British Tow Line  
Record 1942-43  
3 Mins. 58 Secs.  
Best Official Time—  
6 Mins. 10 Secs.



In Jan 1947 Aeromodeller the Astral advert promised next month a magnificent glider by Bill White but readers had to wait until July to learn that it was the 42" Saturn.

Next in Aeromodeller August 1947 came an advert for "Three splendid duration models", the Castor a 21" span model, the Pollux at 30" span and the Orion a 36" span biplane, all designed by E. P. Anderton.

520
AEROMODELLER August, 1947



## THREE SPLENDID DURATION MODELS

Specially Designed by ANDERTON



### CASTOR

*Lightweight Duration*  
21 inch Wing Span. Grant x8 wing section. Lifting tail, 1½ ozs. weight. Wing ribs ready cut. A smaller model of the "Pollux."

Pre-cut Ribs  
Semi-finished prop.

**Complete Kit 4/9**

### POLLUX

*Lightweight Duration*  
30 inch Wing Span. Grant x8 wing section. Lifting tail, 2½ ozs. weight. Conforms to S.M.A.E. fuselage formula. Wing ribs ready cut. Simple straightforward design, easily built. Will give a good account of itself in any open contest. Original model lost o.s. 5 mins. 38 secs.

**Complete Kit 6/6**



### ORION

*Bi-plane*  
36 inch Wing Span. Clark Y wing section. Lifting tail, 6 ozs. weight. Conforms to S.M.A.E. fuselage formula.

Semi-finished prop.

**Complete Kit 10/6**



Trade enquiries to:  
Astral Mills - Dixon Lane Road - Leeds, 12.  
Phone: 37021 (3 lines)

More Astral kits next month, if you have plans for any of the above models, or any info on Astral kits please get in touch.

Contact Roy Tiller 01202 511309, e-mail [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)

Roy Tiller

### October Middle Wallop Meeting

What a contrast from last month as our luck finally ran out with the weather! Saturday started wet but dried up later in the morning to allow a few hardy competitors to fly E36 & Small Vintage Rubber. Additionally there were a few brave sport fliers including Martin Ambrose & John Huntley who both seemed to be enjoying themselves. Once flying commenced, the two comps were held in rounds finishing at 3.00pm to allow an early prize giving & for folks to get away before the rain came again.

Sunday was a complete "blow-out" with the windsock horizontal for much of the morning. No attempt was made to go on the field.

#### Results: Saturday:

Overcast after persistent rain, wind around 15-20mph with turbulence from SW.  
2 min max. Occasional showers.

#### E36: 2 flew.

1 <sup>st</sup> - Peter Tolhurst (Pearl)	4.52;	2 <sup>nd</sup> - Ron Marking (Sunstreak)	4.22
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#### Small Vintage Rubber:

1 <sup>st</sup> - Chris Redrup (Dynamite)	5.44;	2 <sup>nd</sup> - Peter Hall (Dynamite)	5.05;
3 <sup>rd</sup> - Bob Taylor (Senator)	4.21;	4 <sup>th</sup> - Ken Taylor (Senator)	2.57

### AGM 2013

Due to weather & impending dire forecast for Sunday, it was decided to bring the time of the AGM forward 11.30a.m. to allow attendees to get away & hopefully home in daylight. There were 14 attendees. Reports by Officers of the Committee are to be found elsewhere in this edition. Apologies to anyone who made the effort to arrive for the scheduled time & therefore had a wasted journey. Suffice to say that (i) multiple apologies were received by email & phone for non-attendance; (ii) your Committee was re-elected unanimously; (iii) Officers reports were accepted as read, inclusive of the Accounts presented; (iv) agreed unanimously that annual subs remain at "no charge"; (v) a note was made of possibilities for a "one design comp" for 2014; (vi) under AOB, it was noted that an incident has recently occurred whereby a power model had hit a vehicle, possibly due to launching too near vehicles & that: **attendees at flying meetings should always observe the necessity to fly safely.**

### December Middle Wallop Meeting

The last meeting of this year is shared with the Croydon Club who host their popular annual Coupe day. We have a couple of glider comps - for Bungee launch & Rybak era A2s plus the usual sport flying. Previous years have seen some good albeit cold days, so lets hope the trend will continue.

#### Can you identify this model?

Well, we actually had two identification questions this month but one has been solved.

First is "The Hatchet" designed by the late Stephen Lacey in 1947 and - on this occasion flown by John Close. Here is the photo.



Curiously the second pictured right features a quite similar style of model - so far not named - can anyone help? This has been submitted by Derick Scott.

#### **Photos from Keith Miller:**

Still a problem. Lack of brains & a suitable conversion program contribute to failure! I shall persist as there are some really good monochrome shots of Croydon Club modellers from the '50s.

#### **Gildings Engine Auction 2013**

Now in its 15<sup>th</sup> year, with the catalogue appearing online this month. I've been a couple of times & have been impressed with what has been offered. However, this year hasn't got quite the same variety of engines that hold interest for our community as previous years. However, there are lots of engines for RC with very reasonable estimates listed, plus quite a variety of kits & bits. It will be interesting to see the achieved results.



### **Dixielander query from Australia**

Our Editor received a query regarding the "publication" date of the Dixielander from Peter Smith - it seems that in Australia Nostalgia era models are those published or kitted before 1 Jan 1957. A quick bit of research indicates the Dixielander was certainly around in 1957 - referenced on the second page of an article in the April 1959 Aeromodeller - came 3rd in 1957 Hamley Trophy. Thus there is the probability it was designed some time in 1956 if George Fuller was entering comps in 1957. However, there may be other SAM 1066 members with more knowledge than me, both of dates & publications. I guess it also depends on what is the definition of "published". Any answers appreciated.

### **Single Design comp for 2014**

Mention has previously been made of a single design comp in 2014 to honour the 50<sup>th</sup> anniversary of the death of P E Norman & the Natsneez has been postulated as a choice. James Parry is thinking through "what sort of competition" - probably some form of precision event. In the meantime we should be putting the Natsneez plan on our website for people to download. Timescale has yet to be fixed but looks likely to be for the annual August SAM Champs. Plenty of time to get building & to look out a suitable Mills .75 or similar - not the original Elfin 1.8!

### **Further correspondence from Gianni Lofredo concerning his little HLG**

"When Roger Newman asked me if I could send the drawing of my HLG model, "The Straightforward" whose photos were published in the last New Clarion, I thought surely he remembered the drafting table, that with great pride I keep in my studio. The drafting table has been for many years one of my working tools and it certainly has contributed to several publications of mine for other models shown in aeromodelling magazines.

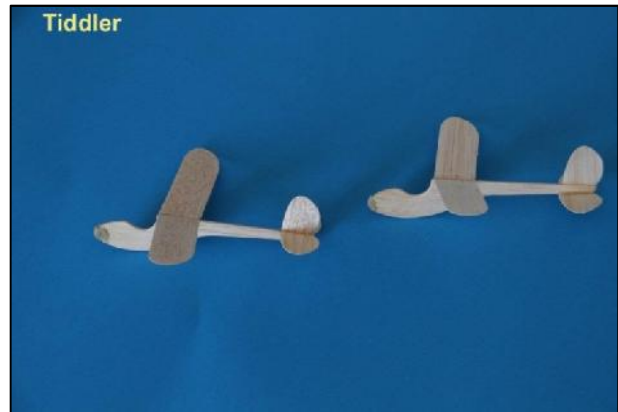
I placed an 8½" x 11" sheet of paper on the drafting table and I laid out the drawing of the "Straightforward" glider model, whose description and photo appeared in the Clarion and I have to report that the balsa thickness of tail, in fact, must be 1/32" instead of 1/16" for the reason that I sanded down to that thickness the sheet I have used.



The small model, certainly similar to other HLGs, flies well indoors and outdoors. As mentioned before, my aim was to build a simple model using a single balsa sheet. I am a fan of HLG, perhaps the only one currently in Rome, since as a boy I flew with many American aeromodellers at "Wheelus Airfield" base in Tripoli (Libya) and although they were flying mainly U-controls and R/C models, being Americans, they always had an HLG with them which, at the end of the day, ended up by being launched. The difference in seconds of flight duration determined winners and losers and, more precisely, the difference of seconds obtained by the HLG (20 to 30 or more seconds), in

particular during the summer, determined the no. of beer cans that the losers had to buy and to offer to the winners and the remaining spectators! Probably, as it is winter time, making this model fly in the gym, the difference in seconds of flight or also distance in feet may determine the no. of teas or drinks to be offered to the winner and present spectators.

You may have noticed that my "Straightforward" glider drawing is accompanied by another drawing of a small living room model that surely will interest those who have the pleasure to construct a model in no time. A few evenings ago glancing at my magazine collection dating back to 1970 and in the reading of "Model Airplane News" of February 1980 I found in the Monthly Departments " Soaring News " by Jim Gray a model , called "The Tiddler " and built by an Australian called Bruce Abell . I have built two of this model, they fly very well, of which I am attaching some of my pictures and adding what Jim refers to in his column.



*Our good friend Bruce Abell, of New South Wales sent me a plan for a little sheet-balsa glider called the "Tiddler."*

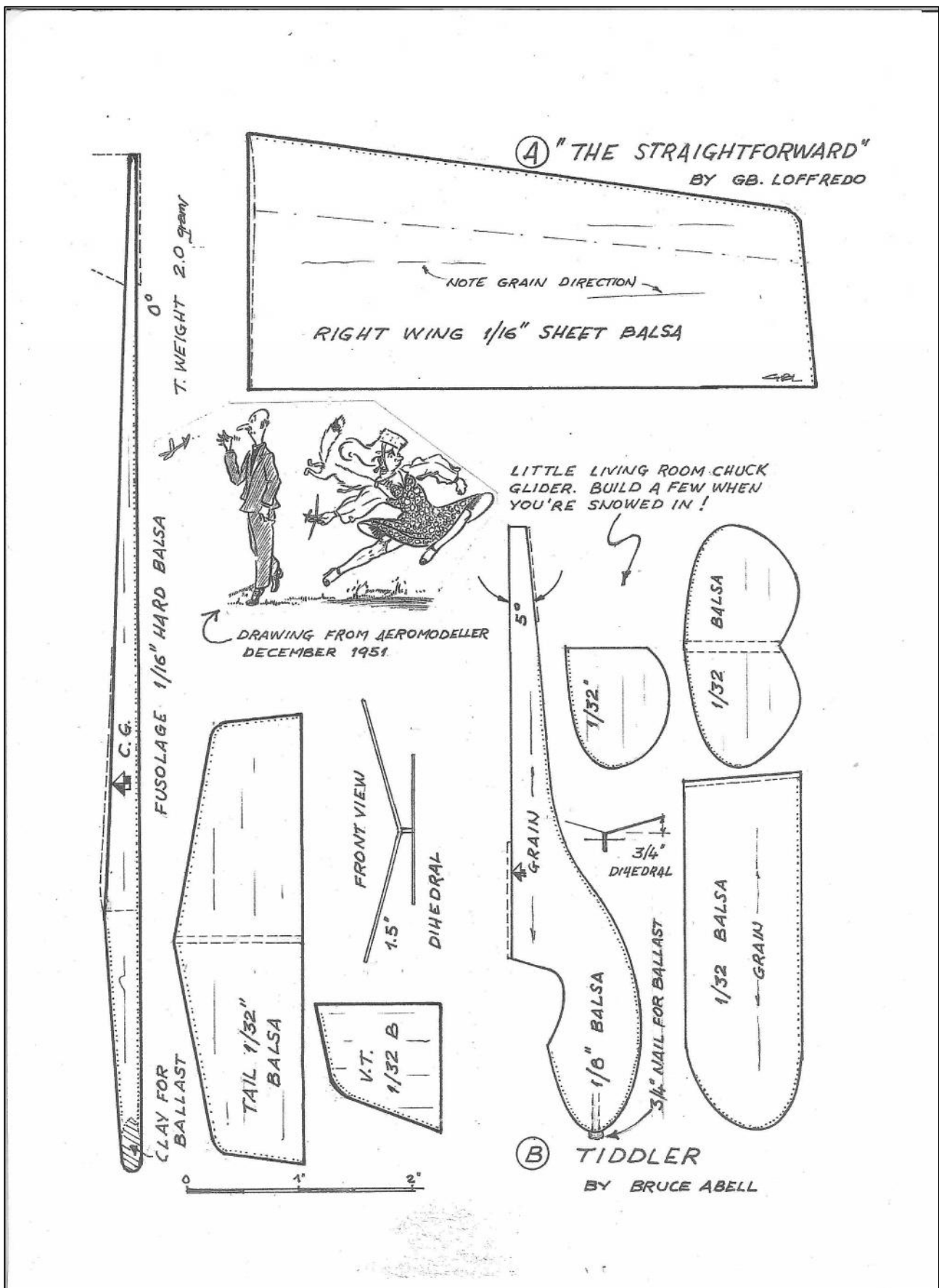
*Bruce says that with the rigging angle shown (5 degrees), it's still too good for flying in the Lounge room! Balance it with a 3/4" nail in the nose and smear 5-minute epoxy over it, he advises. You can make the whole thing in ten minutes!*

*Bruce writes: "All my larger chuck gliders have zero incidence on the wing and tail, but the wing is made from 3/16" sheet sanded to a Clark Y airfoil section, and the tailplane is a flat plate-usually 1/16" sheet so the wing is being presented to the airstream at an angle at which it will generate lift (viz. effectively 5.4 degrees). (Since the zero-lift angle is negative 5.4 degrees, then a zero angle of incidence ought to give a reasonably high lift, Bruce reasons-J.G.)*

*"Unfortunately, there are no local halls large enough for flying indoor models, so I have no experience in this field, but would suggest that 2-3 degrees of incidence might be a good starting point for the little 'chuckie' for indoor flying. Of course, the higher the ceiling, the smaller the rigging angle, so a low ceiling might require up to 4 degrees.*

*"The type of model we build is strongly influenced by the climate of our home area. Where I live, I can fly outdoors almost every week if I wish. For example, at this very moment at 12:30 p.m., there is blue sky with scattered cumulus clouds-thermals, man! and a 5-10 knot westerly wind with a temperature in the shade of 67°F-and this is mid-winter.*

*So I haven't been inclined to try indoor models!"*



I have to build one each of these to try at our local indoor meet.

Roger Newman



**Glider:**

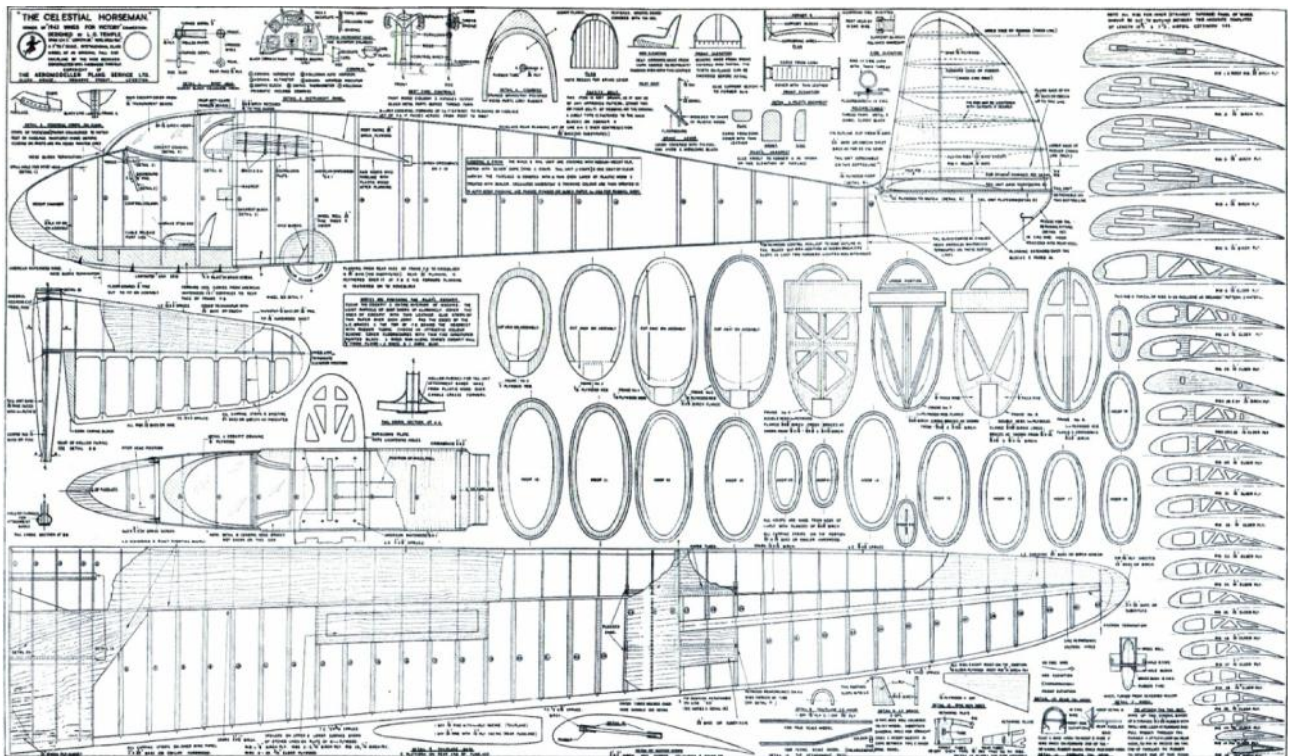
During October, a request was received for the *Celestial Horseman*, designed by L G Temple.

Now our copy of the plan has been scanned but it is a very poor copy & the resultant file was enormous - far too big to send via email.

A dialogue with Derick Scott indicated that whilst he hasn't a good copy, if he could borrow the appropriate *Aeromodeller*, then he could probably "blow it up" to full size from a scanned copy of the *Aeromodeller* page.

It turned out that the plan was spread across two pages to make things really difficult, as this meant that Derick would have to scan each page separately & then stitch them together "electronically" in order to make a full size image. Not an easy task by any stretch of the imagination, not to mention the time involved.

However full marks plus to Derick - here is the result - a magnificent recreation of an era long since gone & (hopefully) a very satisfied modeller with a big project for the Winter.



The following page shows the other plans for this month

**Power:**

One for the control line fraternity - the **Mercury Toreador**.

**Rubber:**

This was a C A Rippon model featured in the late 1980's one model comps - maybe time for a small revival - the **Cruiser Pup**.

**THE CRUISER PUP**  
LOW-WING CABIN MONOPLANE  
DESIGNED BY G. RIPPON.

SPAN 18"  
OVERALL LENGTH 19 1/2"  
TOTAL WEIGHT 19 1/2 OZ.

**STUDY THE DRAWING WELL BEFORE COMMENCING CONSTRUCTION**  
FOLLOW THE DIMENSIONS TO THE LETTER WITH CARE. MEASURE THE DIMENSIONS ON EACH SIDE OF THE MODEL. DO NOT USE COMPASS OR PROTRACTOR. THE DIMENSIONS ARE GIVEN IN INCHES. THE DIMENSIONS ARE GIVEN IN INCHES. THE DIMENSIONS ARE GIVEN IN INCHES.

**RIGHT HAND WING**  
WINGS FIT UNDER THE FUSELAGE

**LEFT HAND WING**  
OVERALL SPAN 18"

**DETAIL A**  
DETAIL B

**DETAIL C**

**DETAIL D**

**DETAIL E**

**DETAIL F**

**DETAIL G**

**DETAIL H**

**DETAIL I**

**DETAIL J**

**DETAIL K**

**DETAIL L**

**DETAIL M**

**DETAIL N**

**DETAIL O**

**DETAIL P**

**DETAIL Q**

**DETAIL R**

**DETAIL S**

**DETAIL T**

**DETAIL U**

**DETAIL V**

**DETAIL W**

**DETAIL X**

**DETAIL Y**

**DETAIL Z**

**DETAIL AA**

**DETAIL AB**

**DETAIL AC**

**DETAIL AD**

**DETAIL AE**

**DETAIL AF**

**DETAIL AG**

**DETAIL AH**

**DETAIL AI**

**DETAIL AJ**

**DETAIL AK**

**DETAIL AL**

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**DETAIL CA**

**DETAIL CB**

**DETAIL CC**

**DETAIL CD**

**DETAIL CE**

**DETAIL CF**

**DETAIL CG**

**DETAIL CH**

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**DETAIL CJ**

**DETAIL CK**

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**DETAIL CM**

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**DETAIL IU**

**DETAIL IV**

**DETAIL IW**

**DETAIL IX**

**DETAIL IY**

**DETAIL IZ**

**DETAIL JA**

**DETAIL JB**

**DETAIL JC**

**DETAIL JD**

**DETAIL JE**

**DETAIL JF**

**DETAIL JG**

**DETAIL JH**

**DETAIL JI**

**DETAIL JJ**

**DETAIL JK**

**DETAIL JL**

**DETAIL JM**

**DETAIL JN**

**DETAIL JO**

**DETAIL JP**

**DETAIL JQ**

**DETAIL JR**

**DETAIL JS**

**DETAIL JT**

**DETAIL JU**

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**DETAIL KG**

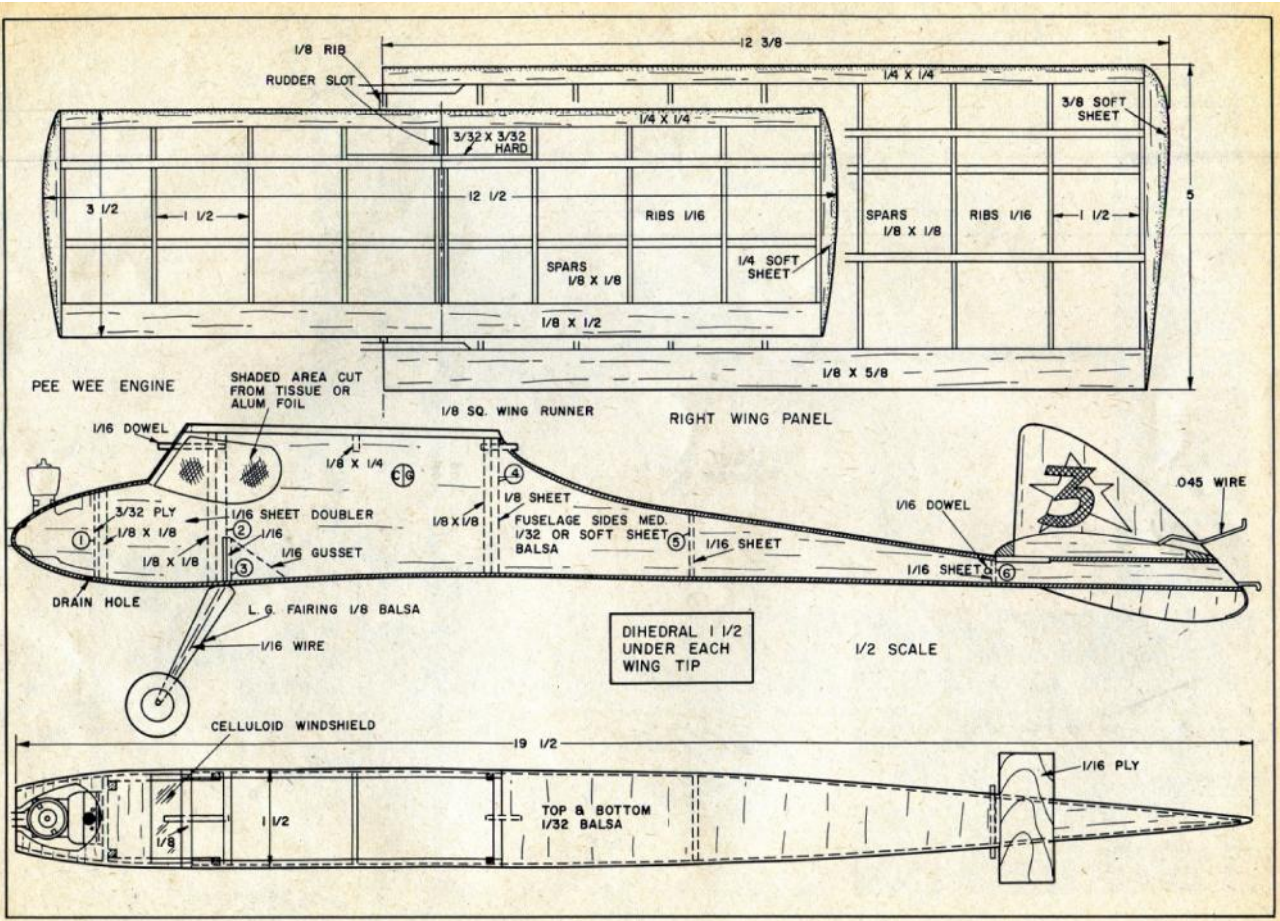
**DETAIL KH**

**DETAIL KI**

**DETAIL KJ**

*Roger Newman*







We'd be afraid to count the models we've built in the last ten years that were strictly for contest work. The number would frighten us. Now don't misunderstand us—we're still a contest modeler and always will be, we hope, but everyone needs a change once in awhile. Duster provided that break from contest work. It's something to play with in the afternoons when you don't want to risk losing that new contest job that you've just finished trimming for next week's meet.

Try Duster and we promise it will be a barrel of fun for you, too. Incidentally, it wasn't planned that way, but the Duster could be adapted to the new PAAload rules.

**WING AND STABILIZER:** We always like to get the wing and stab surfaces out of the way first because that way they have a longer time to dry without warps, we hope) before covering. The Duster's construction is straightforward — plain vanilla without any difficult twists.

We personally prefer cutting all the ribs first and sanding them in a pinned-together stack before inserting them in the wing or stab—supposed to be more accurate this way. Since Duster's wing and tail are multi-sparred, we didn't add the  $1/8 \times 1/8$  spars until after the dihedral (1.5" under each tip), had been blocked in and the cement thoroughly dry. Note that the spars in the stab go across the rudder slot and are not cut out at this point. Instead, the rudder is slotted for the spars and trailing edge and inserted later, after covering.

We don't know how many fellows really know how to put a good set of wing tips on a "square" wing—it's real easy—just cement some soft balsa sheet or block to the end rib flush with the bottom and wait for it to dry well. Now take a sharp knife or razor blade plane and shave the block down to the wing's top contour. Go ahead and sand the top until it is parallel with the rest of the airfoil top. A good sandpaper block or razor plane (we don't know how we ever got along without ours!) is now used to taper the block from the bottom of the end rib to the top of the tip.

Done properly, after a little practice, this technique will give you the same outline shape on both tips without templates or any -of that nonsense—works well on undercambered wings too!

Even though the Duster is primarily a sport job, let's not make it a workhorse; select fairly light wood! There's no need to throw spruce spars into the wing—it simply doesn't need this kind of strength. It will take all kinds of punishment even built as a super lightweight job. Our model weighed a little over three ounces. Under the 1959 A.M.A. rules the power loading for an .020 is 3.47 ounces, a suitable weight for the Cox Peewee, if you should need to use Duster as a contest fill-in sometime.

**FUSELAGE:** The fuselage is constructed very simply, also. The sides, being cut from soft  $1/16$ " balsa sheet, are pinned top to top on the work bench and the  $1/8$ " vertical pieces cement in at the positions shown. This helps align the formers more accurately. Now, lift the sides and install the formers against these uprights and allow to dry, being sure everything is good and square — use a triangle! After all formers are cemented in place, cement the fuselage together at the tail end and check alignment again.

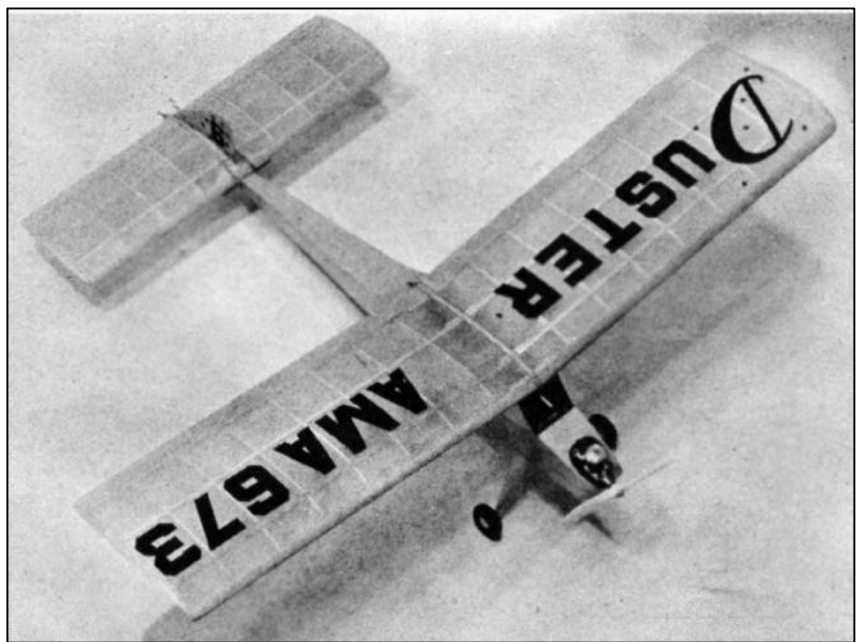
Now is the time to sandwich the landing gear in place. Cement several times to make sure it's never coming out. Cut and drill the firewall for your engine at this time, and mount the engine temporarily until you have positioned the mounting nuts in place behind the firewall. Cement won't hold these nuts to the firewall permanently but a square of music wire, say  $1/32$ ", soldered to the inside edge of all these nuts will enable you to remove the engine for thrust adjustments, cleaning, or to place balsa blocks inside the tank to shorten the engine run. The firewall is now cemented into the fuselage—cement like crazy!

Cover the fuselage top and bottom with  $1/32$ " light balsa sheet and sand everything well. Add the landing gear fairings if you believe, as we do, that they add somewhat to

the Duster's appearance. We cut our from scrap balsa trailing edge stock which was easy to carve into an airfoil shape. Soldering the wheels on the gear is the only perfect method of keeping them in place but you may use 1/2a wheel retainers if you don't posses a soldering iron.

The entire model is now covered with colored Jap tissue and lightly doped and fuel-proofed—don't forget your A.M.A. numbers! A good way to judge a modeller's proficiency is in the way a good modeller always covers every portion of his model with whatever covering material he has chosen. A poor modeller, or a lazy one, might decide not to cover, say, a balsa fuselage but instead will clear dope it and/or color dope it. This is not only poor craftsmanship but makes for an extremely weak model. The weight of tissue is negligible and the smoothness and strength it adds is well worth the small extra effort involved, even if the model is to be color doped later. Now add all dethermalizer hooks and wing and tail hold-down dowels, cementing well, and Duster's ready to fly.

**FLYING:** Do your first testing on a calm day; if it's a little gusty you won't be able to tell what effect your adjustments are having on the model. Test glide until the model glides well. Do not change the C.G. position which is about 1.5" ahead of the wing's trailing edge. Changes in the glide are accomplished by adding incidence, a little at a time, under the rear of the stabilizer (if it has been diving) or under the front (if it's been stalling).



First power flights are made with the prop on backwards (but be sure the engine isn't running backwards) and just a small amount of fuel in the tank.

Any tendency to spin to one side or the other is deterred by adding a washer behind that side of the engine. Our Duster required no thrust changes at all and if yours has been built as instructed and has no warps it should fly right off the board.

Fuel should be measured into the tank or the tank may be partially blocked up with chunks of balsa to prevent runs that are too long. A full tank will lose your Duster for you so do a little experimenting with the amount of fuel you use to suit the flying area you use. Glide turn is obtained by cementing thin pieces of balsa to the stab platform on the side inside the glide circle. The airplane will always turn in the direction of the highest stabilizer tip.

Don't forget the dethermalizer fuze or you'll have to build a second Duster!

A few friends have shown some interest in using a Duster for Radio Control work. In fact, we went to the trouble of obtaining a C.G. RX-1 receiver for use in a slightly larger version powered by a small .03 foreign diesel. But we haven't gotten around to it yet. The Duster could, however, be flown as is, with a "fatter" fuselage, of course, to accommodate any small receiver. We've seen lots of .020 R/C jobs smaller than the Duster.



**The AGM took place at 11-30am on the Sunday morning 27<sup>th</sup> October**

We were between the Devil and the Deep with folk who had attended the day before wanting to get back home to Cornwall, Rugby etc. . And because of the low attendance the day before and the horrendous forecast (especially for later in the day) for the Sunday (we assumed few would turn up to fly ! The wind speed measured in the car park at 11 am was 25 mph consistently, (up a 100 feet in the air who knows).

The final decision was taken on the Sunday morning to hold the AGM early.

We could not, because of the lateness, get anything on to the Web .

There was in fact one person who turned up at the appointed hour and our apology was accepted, No problem .

We will speak with our Web Guru Mike and see if there is any way for the future, with the advances of Smart phones etc. whether something can be done to make information of this sort known at the last moment .



**Our three stalwarts pose before unleashing their reports on the assembly**  
**L to R: Ed Bennett (treasurer); John Thompson (chairman); Roger Newman (secretary)**



**The weather depleted crowd, having feasted on Coffee, Tea & Biscuits, wait in eager anticipation for the reports**

The association officers each read out their individual reports for the meeting. Our membership secretary Mike Parker was unable to be present due to family commitments and his report was read by the chairman. The reports follow:

#### **SAM1066 Secretary's Report 2013**

**Roger Newman**

I am glad to report that Secretarial tasks this year have run fairly smoothly – again I must pay thanks to your Committee & in particular our Chairman, who remains a pillar of stability & good advice.

This year, we have tried to put on a fairly comprehensive program of low key competitions throughout the year, covering most disciplines.

Unlike last year, we have had some pretty decent weather at our meetings throughout the year, with good attendances & competition entries, plus a lot of pleasurable sport flying. Perhaps liquid prizes are a reflection of the competition entries! Two new competitions introduced in 2013 – E36 & Bungee glider have grown in popularity during the year & the later meetings have seen a re-introduction of low key competition for spark ignition powered models. In spite of our aging membership, it is remarkable that we manage to get more than 100 fliers to Middle Wallop on those days when the weather is good. As per my comments of last year, relationships with local farmers & the authorities at Middle Wallop remain on a sound footing. From recent dialogues with Middle Wallop personnel, it is however evident that more use will be made of the airfield by the Army Flying Association in future, which inevitably will have some impact on our activities. We work hard to keep all informed of our meetings & depend on good co-operation from those who fly to keep it that way.

This year – in the interests of keeping things simple, we have largely dispensed with CDs by using Control as the central point. Generally, it has worked well & I am grateful to all who fly for their co-operation. My thanks also to all who volunteer to help “on the day” with gate entrance duties – albeit we could do with more willing volunteers - any assistance is always welcome.

The Museum remains very supportive of our activities & in turn we are grateful for that support, inclusive of their volunteer efforts on gate duties.

Sadly one of the stalwarts known to many of you – Derrick Knowlton, was lost to us this Autumn.

**Next year:** As per last year, 14 days have been earmarked & an application for approval of dates has been made this month to the Airfield Manager of the Army Aviation Centre. Again, we have offered a shared meeting with SAM 35 & assuming their agreement this is likely to be included in the Easter program. As the August Bank Holiday has not been fully utilised by the Army Parachute Association for the past two years, we have included three days over the August Bank Holiday in our application, to take us back to the traditional dates for the SAM 1066 Champs. Subject to approval by the Middle Wallop Authorities & granting of the licence by MoD Defence Estates Agency, dates & provisional programs will be published on the SAM 1066 website as soon as practical.

We are currently reviewing what competitions should be offered for 2014 to see if it is possible to get a few more entries. Generally glider & rubber comps are fairly well supported but power comp entries have dropped significantly. E36, Bungee glider & Spark Ignition comps should figure in multiple meetings throughout the year. Decisions have yet to be made for other disciplines but for sure, there will be a good sprinkling of glider & rubber comps.

Thank you for your continued support.

*Roger Newman*

#### **SAM1066 Membership Secretary's Report 2013**

**Mike Parker**

Having been away from the flying field for some time to concentrate on family and work, my comments are somewhat limited.

Our current membership stands at 544 with members from all around the world so we must be doing something right. As you may expect with a largely aging membership we have lost some notable members in the last 12 months, when many years ago David Baker informed me that I was one of the youngest members and asked me to “switch off the light when we where finished” I didn't imagine that day coming anytime soon !! Numbers of “active” members are of course declining, I think that the situation is inevitable considering our activity.

However on the brighter side, I am happy to report that applications from new members are still coming in at around 4 each month with some still being from aboard. This am sure is due to the dedicated and hard work of our newsletter editor John Andrews, our thanks go to him and those who support him with copy each month providing us with the anchor the club needs.

On a personal note, as my children become settled (daughter now studying medicine at Leicester so one more to go !) I look forward to returning to “plane chucking” as my work colleagues describe it, but in the mean time I will continue with my club “admin” and website duties. My apologies once again, aforementioned daughters birthday in Leicester has forced my absence from the AGM.

*Mike Parker*

**Sam 1066. Treasurer's Report 2013****Ed Bennett**

I take great pleasure in reporting on what has been an excellent financial year.

There are two main factors contributing to this happy state of affairs. The continuing efforts of Roy Tiller and Roger Newman in the organisation of the David Baker collection of model literature and plans has resulted in a total of £440 being credited to our account. This year's account shows a further £150 from the same source which was received after the account for the previous year had been closed. Full details are presented in Roy's and Roger's own report.

The second factor is quite simply the weather. As the year proceeded, both gate money and contest entry fees increased. Compared with the previous year, gate receipts are up by 65%, contest entry fees are up by 94% and the final balance at the end of the accounting period is up by 33% (£1691.10). Expenditure has been mostly restricted to house-keeping matters; maintaining subscriptions to enable our web site and e-mail facilities, cost of MOD licence etc.

The committee have continued its policy of supporting good causes where they arise within the broader aero-modelling family. Our donation to Three Kings Aero-modellers concerned the repair of the control line roundel on the old Croydon Airport site. Following precedent, we provided Christmas gifts for neighbouring farmers, subscribed to the Station Fire Service welfare fund and made a donation to the Museum of Army flying.

We are financially secure as we enter 2013/2014.

*Ed. Bennett.*

Copies of 'The Income and Expenditure Account' for the year had been circulated and our thanks go to Peter Tolhurst for his audit.

There were no queries from the floor and the accounts were duly approved.

SAM 1066. Income and expenditure account 1st. October 2012 to 30th September 2013

Income		Expenditure	
03/10/2012 Ex Roy Tiller. Sale of plans/mags.	150	12/10/2012 By purchase of clip boards	15.92
31/10/2012 Gate money 27/28 Oct.	103	21/10/2012 Donation, M. Wallop fire service	200
02/12/2012 Gate money, Coupe day	84	28/10/2012 Cost of refreshments, AGM	60
28/01/2013 Gate money Crookham Gala	14	02/12/2012 Coupe Day prizes, Wine	40
01/04/2013 3day event. Gate money, Sat.	44	05/12/2012 Web Host fee, 1 yr.	71.04
01/04/2013 Gate money, Sun.	83	19/12/2012 Farmers' Christmas gifts	150.45
01/04/2013 Gate money, Mon.	11	07/01/2013 Payment for MOD license	150
01/04/2013 Contest fees Sat.	27	28/01/2013 Contribution to Museum of Army Flying	50
07/05/2013 5th May event. Gate money	167	01/04/2013 Payment to Sam 35. Subsidy on contest fees for Sun/Mon	
07/05/2013 Contest fees	92	comps. 33x 50p.	16.5
14/05/2013 By sale of plans/books	40	01/04/2013 cost of prizes. Wine. 3day event	82.35
10/08/2013 Sam champs Gate money, Sat.	156	01/05/2013 Donation to Three Kings Aeromodellers	100
10/08/2013 Gate money, Sun.	94	05/05/2013 cost of prizes, wine 5th May event	86.54
10/08/2013 By raffle of engine/donations	61	16/08/2013 Postage of raffle prize to M Ryley	5.56
10/08/2013 Tomboy entry fees	9	10/08/2013 Cost of prizes, wine. Sam Champs	305
10/08/2013 Contest fees	190	10/08/2013 Cost of engraving trophies	15
17/08/2013 By sale of books/plans	400	09/10/2013 Renewal of e-mail plus service. 1yr.	11.95
23/09/2013 Sept. 2 day event. Gate money, Sat.	70	23/09/2013 Cost of prizes, wine. Sept. meeting	120.77
23/09/2013 Gate money, Sun.	157	23/09/2013 Donation to RSPB. In memory Derrick Knowlton	75
23/09/2013 Contest fees, Sat.	32	23/09/2013 Donation to Medecines sans Frontieres. Derrick Knowlton	75
23/09/2013 Contest fees, Sun.	75	Total Expenditure	1631.08
Total income	2059		

Balance at bank 30th Sept 2012	1263.18
Income for year 2012/2013	2059
Total	3322.18
Deduct expenditure 2012/2013	1631.08
Balance at Bank 30th Sept. 2013	1691.1

**Petty cash account**

Balance b/f 01/10/12	4.94
Paid in	0
Paid out	0
Balance c/f to 2013/14	4.94

I have reviewed the SAM 1066 accounts and find them acceptable  
P.Tolhurst

 24th October 13



**SAM1066 DBHLibrary (Magazines) Report 2013****Roy Tiller**

The magazine library thanks all those members who have responded to our requests for magazines to fill gaps in the collection. Magazines have arrived by post; via many hands and model meetings; and delivered to meetings at Middle Wallop. Within these donations have been many magazines not needed by the library, i.e. doubles/spares, and these have been offered for sale at flying meetings to raise funds. The plans which Roger has had digitised are also offered for sale and these have proved to be very popular. This year the library has been able to pass a sum of £400 to the SAM1066 Treasurer.

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

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

*Roy Tiller***SAM1066 DBHLibrary (Plans) Report 2012****Roger Newman**

More plans have been donated during the year. These have yet to be added to the list contained within the DBHL. The current list available on our website has been updated with quite a few new additions but not yet released, due more than anything else to a lack of time. Hopefully this will be done during the Winter period. However, I have to report that almost a complete box of mostly rubber model plans have been lost due to flood damage at the premises of Roland Friestad. I am in the process of updating the library list to reflect this situation.

Progress continues with digitisation. There are over 3000 plans listed in the DBHL plans library and a further similar quantity in the Co-op plan list. I now hold about 2400 digital files, some of which are from the Co-op list. When I hold a file a request is usually answered almost by return. When I do not, it depends where the paper plan is held as to how long it takes for a digital file to be scanned.

Digitisation continues to be done by volunteer effort & as such, some requests for plans are taking longer to fulfil than has been anticipated. In particular, it is likely that those plans held by Roland Friestad in the USA may well be subject to delays as sadly his wife is now undergoing treatment for cancer. This inevitably impacts greatly on Roland's time & ability to do things. Apologies for this, but it is unavoidable. Derick Scott in the UK continues to give us superb service, inclusive of returning scanned plans to me for resale by Roy. Requests for plans continue mostly from the UK, also from Europe, Australia, New Zealand & the USA.

Remember – if you have plans for disposal, think of the plans library.

*Roger Newman***SAM1066 Chairman's Report 2013****John Thompson**

Welcome and thank you all for attending. In a change I will read my report after the other Committee members have reported for reasons you will see .

The excellent committee team makes life so much easier for the Chairman's role - Thanks chaps

They have reported and it is clear that with their diligent work all is basically well with the organisation. However, there is an however, politeness and recognising the fact that we are only graciously allowed to use the MW facility and surrounding fields is of vital import. On occasions some folk out on the field do not live up to these requirements and therefore jeopardise our position.

(I hasten to add that a similar lack of courtesy and consideration elsewhere in the country resulted in non-use of the Facilities - so it's not an idle threat.)

The cooperation that we receive from the Authorities, the museum, fire brigade, security staff and the local farmers, I believe is wonderful and I cannot thank them enough.

We look forward to next year's programme (fingers crossed for the weather) and remember the folk who will not be able to make it either through infirmity or having gone to the big thermals in the sky.

Two final items;

Some folk work in the background, none more so than Roy Tiller running the superb and outstanding Library service . So on behalf of 1066 a bottle of Champers is in order. Thank you Roy.

Finally but not the least. Lindsey Smith has gently tendered his resignation. Without Lindsey in 1990, when approached by David Baker for the use of MW we probably would not be here today. Lindsey during all those 23 years has maintained our excellent relationship with the Authorities. So Lindsey a real big thank you.

So I am proposing a 1066 Life Membership for Lindsey - all in agreement., hooray- with the presentation of a framed Certificate that you can put on your work shop wall together with a bottle of Champers to enjoy with your wife .

That's all folks and thank you.

*John Thompson*

Following on from his report to the membership the Chairman first presented a bottle of champagne to Roy Tiller then a bottle for Lindsey Smith together with a framed 'Life Membership' certificate.



The election of officers then took place and Rachel Andrews's motion that the current incumbents be re-elected en-bloc was carried.

There being no official 'any other business' the chairman made observations on our finances saying that we do not need a large cash reserve and if next year were to be as profitable as the current one then we would have far too much cash in hand. He proposed, with the meeting's approval, to continue to make donations to causes furthering aeromodelling, offer free entry to competitions on occasion and, in the event of a day being abandoned, a donation to the Museum could be made to compensate for loss of gate receipts.

A request was made that flyers of power models distance themselves from the cars to minimise the possibility of damage to vehicles.

Thanks and approval were voiced from the floor of the meeting which then was declared closed in good order.

*Editor*

## **TAKE "THE ROAD TO WIGAN" "SWAP MEET"**

**Sunday 24 November 2013**

AFTERNOON

Setup from 1.45 Public/buyers 2.30 till 5.00

St. Aidan's Parish Centre,  
Highfield Grange Ave,  
Winstanley,  
Wigan, WN3 6TB

Simple to find - only 1.5 miles from Junction 25 on M6  
Ample free parking on doorstep, flat loading,  
quality function room, licenced bar, snacks via local takeaway.

Admission **£2-00** Ladies and kids **FREE**  
Tables : small @ **£1-50** , large @ **£3-00**

Limit of one complete airframe per large table.

Show more in car park.

Sellers goods should bear some relevance to aeromodelling.

For more details, directions, bookings, etc. contact :-  
John O'Donnell 01942 211742  
20 Manderville Close, Winstanley, Wigan, WN3 6HL  
email: john@odonnell3737.co.uk

## **THE 2013 FREE FLIGHT FORUM** **December 1st**

The twenty-ninth BMFA Free-Flight Forum will start at 10 a.m. on Dec. 1st, the day after the AGM, at the Puma Hinckley Island Hotel, A5 Watling Street, Hinckley, LE10 3JA. You can attend the AGM, enjoy the dinner, meet other flyers in a relaxed atmosphere and then follow it up the next day by catching up on the developments, techniques and aerodynamics of today's free-flight.

Among the topics and speakers will be:

Gavin Manion - Simple Coupes;  
Ivan Taylor - BMFA Rubber - Not Just an Over-powered Wake;  
Alan Jack - What's All the Flap About?;  
Mike Woodhouse - Electronic F1Bs;  
Chris Redrup - P-30 - Does Size Matter?;  
Simon Firth - What Did You Do at the Weekend Si?;  
John Carter - One Man's Way with F1A;  
Alan Jack - In Praise of Simplicity or Tilting at Windmills.

In addition to these speakers it is hoped that Professor Mike Gaster, FRS, who won the 1955 World F1C Championships flying his iconic Gastove model, and who is now a distinguished professor of experimental aerodynamics, will be present.

Lunch will be available and the finish will be at around 5 p.m. The cost for the session will be just £9, with proceeds going towards the expenses of the teams that represent us at World and European F/F Championships. Pre-booking will ensure that you get a seat, so send your cheque, payable to 'BMFA F/F Team Support', to the BMFA office at 31, St. Andrews Road, Leicester LE2 8RE.



**L'AQUILONE SAM 2001  
TOMBOY RALLY INTERNATIONAL POSTAL CONTEST  
01/06/2013 – 31/05/2014**

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 along with 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"** wing span (as per plan Aeromodelleur) and **48"** (as per Boddington plan or 36 " scaledup) 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 an time

**Engine/motors**

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

**36" 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 within the 31<sup>st</sup> July 2014 to: 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" 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 BECKER**

The 2012 was the 5<sup>o</sup> 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" 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 model should fly freely from any control from the ground.

Good thermals



## **22nd Annual Worldwide Postal Competition 2013/2014, Includes the KK Senator Postal**

The purpose of this postal contest is to encourage friendly participation between aeromodellers worldwide with the prime emphasis being on low-key, leisurely flying without the pressures of 'regular' competition. A wide variety of events are offered including classes for types and sizes of models which have been overtaken and/or outclassed by modern developments or are perhaps too small to be considered for 'serious' competition work, such as 20" and 25" Rubber and Cloud Tramp, many of which can be flown at any time on smaller local sites without the necessity of travel to more formal contests at larger areas.

Flights may be made outdoors between **August 9th 2013 and June 30th, 2014** inclusive; it is not required that all flights in any event be made upon the same day but each is to be pre-nominated as 'official'. The general format (with exceptions as noted) is for three or more flights to the specified maximum; after three (or more) maximums further flights will be made to a score increasing by increments until the model fails to reach the duration target for that flight. The final score will be the total of all flights, recorded in seconds; the purpose of this scoring system is to reduce the possibility of models being lost in an 'unlimited flyoff' and as flights may be made at any time within the contest period it does not entail unduly arduous flying sessions to complete same. In classes where maximum sizes are established, the span shall be measured as per plan, not as 'projected span'. 'Vintage/Oldtimer' classes are for designs authenticated to have been flying outdoors prior to December 31<sup>st</sup>, 1950, even though plan publication may be of a later date in any kit, commercial magazine, SAM publication, club newsletter, etc. Multiple entries with different models may be made in all events but flights in one event may not be 'doubled up' with any other class for which a given model is eligible – separate flights, please.

The 20" Rubber class is to encourage the flying of all such models designed for outdoor use and not usually considered competitive against larger designs. There is no restriction on publication or production date and all designs 'published' in/on freely available sources i.e. newsletters, websites, etc are acceptable provided such source and/or details are made available to others.

To maximise flying opportunities there is ample scope for rubber models and gliders to be flown in multiple events and you are encouraged to take stopwatch, pencil and notepad with you each time you go to your local field, or to a contest, as an added incentive to your flying enjoyment. Bear in mind, also, that any number of individual models may be flown in any event for which they are eligible.

A full report will be forwarded to each entrant by mail or e-mail as appropriate. To assist in the compilation of same a brief account of weather, site, flying anecdotes, photographs, etc. would be appreciated when scores are submitted. Please ensure that all scores are forwarded to arrive by July 15th 2014 as I have limited time thereafter to collate, print and distribute results; earlier submissions would be most gratefully received! I welcome any comments regarding amendment to any event rules that might make same more attractive, or suggestions for other classes that might be considered of general interest in any future Contest.

Please advise if you have an Email address; transmission of entries/scores/reports/results to me by this means helps to reduce overall costs, eases communications and enables wider distribution of submitted photos. Please return your entries to:- Caley Ann Hand 6639 Datura Avenue Twentynine Palms, California 92277 USA

email: [caleyannhand@yahoo.com](mailto:caleyannhand@yahoo.com)

**GOOD FLYING - GOOD LUCK - and ... above all ...  
HAVE FUN!**

**Caley Hand**

**See below for events**



## World Wide Postal EVENTS:-

**20" Rubber** - For any published outdoor designs not exceeding 20"/51cm span . Three flights to 60 second maximum followed by 30 second increments thereafter.

**25" Rubber.** Any models up to 25"/63.5cm span. Three flights to 60 second maximum followed by 30 second increments thereafter.

**30" Vintage/Oldtimer** - For designs pre-1951, not exceeding 30"/76cm. Three flights to a 90 second maximum followed by 30 second increments thereafter.

**42" Vintage/Oldtimer** - For designs pre-1951, with spans greater than 30"/76cm but not exceeding 42"/107cm. Three flights to a 120 second maximum followed by 30 second increments thereafter.

**P30 Rubber** - Standard P30 rules. Three flights to 120 second maximum followed by 60 second increments

thereafter. No gears or movable surfaces, other than for d/t operation.

**Freewheel Rubber** - Any published outdoor design with a freewheeling propeller is eligible, wing span not exceeding 36"/91cm. Three flights to 90 second maximum followed by 30 second increments

**Unlimited Rubber** -any rubber model with wingspan not exceeding 42"/107cm. No auto surfaces. Three flights to a 120 second maximum, followed by 60 second increments thereafter.

**KK 'Senator'** A one-design class for this popular design. Three flights to 120 second maximum, followed by 60 second increments thereafter.

**Cloud Tramp** - Any version of the Cloud Tramp design as published. 8" prop (plastic OK), any type of prop bearing. Five flights, no maximum; longest and shortest will be discarded and balance totaled for score.

**Small Bungee Launched Glider** - Any glider to a maximum span of 36" Bungee will consist of two parts, a 22.5 meter towline and 7.5 meters of 1/8 inch rubber. Three flights to 60 second maximum followed by 60 second increments.

**Catapult/Handlaunch Glider (small)** - For any glider with wingspan no greater than 12"/30.5 cm. Six flights, 60 second maximum (flights under ten seconds need not be reported). If six maximums scored, 30 second increments thereafter. Catapult - a 9" loop of 1/4" flat rubber attached to a 6" handle. Multiple entries permissible.

**Catapult/Handlaunch Glider (large)** - For any glider larger than 12"/30.5cms. Rules as above.

**Embryo** - FAC rules apply for structure size (see Flying Aces Club website for rules) Maxes are 120 seconds with each successive flight increasing by 30 seconds

**NOTE: The following are for those who are new to the hobby with less than 3 years experience**

**Novice Basic Stick Fuselage** - rubber powered, wingspan 13 inches or less (example: AMA Cub, Squirrel, Denny Dart) 3 flights Max is 45 seconds for the first three flights with successive flights increasing 15 seconds each flight .

**Novice Basic Built-up Fuselage** - rubber powered, wingspan up to 18 inches . (examples are the Pusycat and Big Pusycat) Maxes are the same as the Basic Stick Fuselage

**Novice P-30** - Basic P-30 rules apply with the following exception. Maxes are 90 seconds for the first three flights with each successive flight increasing by 30 seconds each flight.

**Scale** - This year we have one builds for three categories of scale.

Low-wing scale build is the P-40, any version

High-wing scale build is the Pilatus Porter, any version

Biplane scale build is the Antonov AN-2

Flights of less than 20 seconds can be re flown. Five official flights are required. The longest and shortest flight are discarded, and the remaining three are totalled for your flying score. Maximum wingspan is 22 inches..

**NOTE:** Scale is still an experiment. Based on participation, next year will see scale Postal flying expanded to many of the Flying Aces categories. There is no scale scoring.

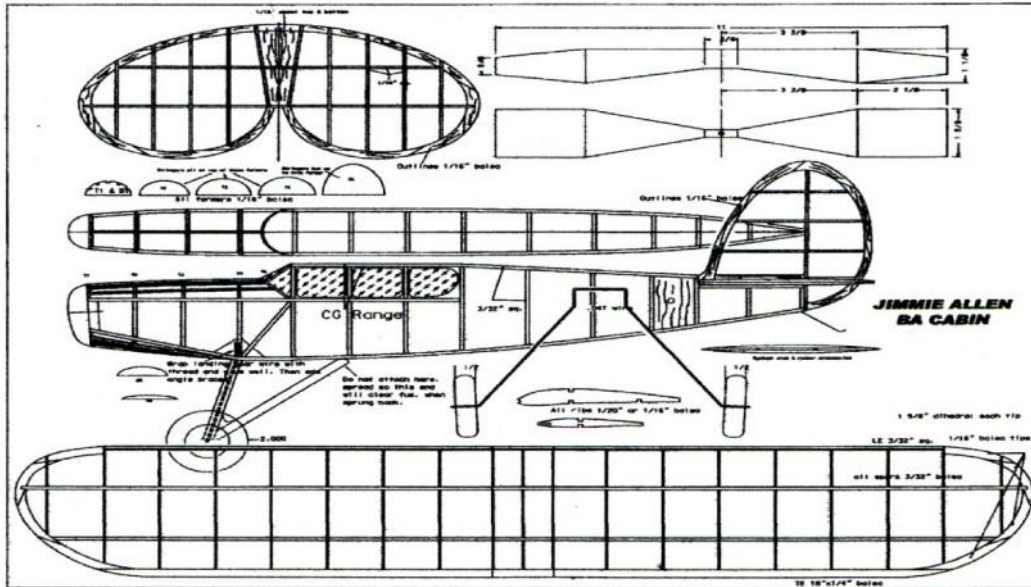


# JIMMIE ALLEN 2013

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

The dates are 31<sup>st</sup> March, 5<sup>th</sup> May, 11<sup>th</sup> August and 27<sup>th</sup> October

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



E-mail [rogerknewman@yahoo.com](mailto:rogerknewman@yahoo.com) for plan files of the following models:-

J.A.BA Cabin aka Skokie 25" span  
J.A.BA Parasol aka Racer 28" span  
J.A. Monsoon Clipper 29"span  
J.A. Silver Streak 32" span  
J.A. Yellow Jacket 26" span

J.A. Bluebird 38" span  
J.A. Special 20" span  
J.A. Sky Raider 26" span  
J.A. Thunderbolt 24" span

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

The competition is a one flight mass launch, last man (or woman) down wins. Any queries or should you need printed paper plans please contact the C.D.

Roy Tiller, e-mail [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com) tel 01202 511309

**Coupe Europa,**  
**Sunday December 8th,**  
**Middle Wallop**

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

F1G for Aeromodeller Trophy  
Vintage Coupe d'Hiver for AAA Cup.  
Flitehook Europa Team Trophy for F1G teams.

10 a.m. start. F1G in rounds.

Contact David Beales on +44 (0)20 8858 2714 or  
e-mail; [addickab@aol.com](mailto:addickab@aol.com) or

Tel: or fax Martin Dilly on +44 (0)20 8777 5533 or  
e-mail: [martindilly@compuserve.com](mailto:martindilly@compuserve.com).



## SALISBURY PLAIN Free Flight on Area 8 For 2013

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

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

For those using satnav the coordinates of the only permitted access point is:

(Point Papa). - 51°11'29.53"N, 1°57'32.59"W  
(Point Oscar now blocked)

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

## 2013 WESSEX AERO LG. COMPETITION DATES

<b>April 2013</b>				
<b>Sunday 7</b>	<b>Wessex Aero Lg.</b>	<b>Tomboy R 1</b>	<b>WMAC</b>	<b>Cashmoor</b>
<b>Sunday 14</b>	<b>C/L Open day</b>	<b>Wessex AML Speed &amp; Spitfire Scramble</b>	<b>WMAC</b>	<b>CASHMOOR</b>
<b>Sunday 21</b>	<b>Wessex Aero Lg.</b>	<b>600RES R 1</b>	<b>WMAC</b>	<b>Cashmoor</b>
<b>Sunday 28</b>	<b>Wessex Aero Lg.</b>	<b>Tomboy R 2</b>	<b>Wincanton Falcons</b>	<b>Templecombe</b>
<b>May 2013</b>				
<b>Saturday 25 or if wet Sun 26</b>	<b>Wessex Aero Lg.</b>	<b>600RES R 2</b>	<b>Wincanton Falcons</b>	<b>Templecombe</b>
<b>June 2013</b>				
<b>Sunday 2</b>	<b>Wessex Aero Lg.</b>	<b>Tomboy R3</b>	<b>Peter Rose</b>	<b>West Winterslow</b>
<b>Sunday 9</b>	<b>Wessex Aero Lg.</b>	<b>600RES R3</b>	<b>SMFC</b>	<b>Flamstone Farm</b>
<b>Sunday 16</b>	<b>Fly-in demo</b>	<b>Tomboy &amp; 600RES</b>	<b>Stan Yeo Rick Farrer</b>	<b>South Devon</b>
<b>July 2013</b>				
<b>Sunday 21 NEW DATE</b>	<b>Wessex Aero Lg.</b>	<b>Tomboy R4</b>	<b>SMFC</b>	<b>Flamstone Farm</b>
<b>Sunday 28 double event</b>	<b>Wessex Aero Lg.</b>	<b>600RES R4 Tomboy R5</b>	<b>Marlborough MFC</b>	<b>Collingbourne Kingston</b>
<b>August 2013</b>				
<b>Sunday 18 reserve date</b>	<b>Wessex Aero Lg.</b>	<b>600RES R4 Tomboy R5 reserve date</b>	<b>Marlborough MFC</b>	<b>Collingbourne Kingston</b>
<b>Sept 2013</b>				
<b>Sunday 8</b>	<b>Wessex Aero Lg.</b>	<b>600RES R5</b>	<b>Wincanton Falcons</b>	<b>Templecombe</b>
<b>Sunday 29 reserve date</b>	<b>Wessex Aero Lg.</b>	<b>600RES or Tomboy reserve date</b>		<b>TBA</b>
<b>October 2013</b>				
<b>Sunday 6 reserve date</b>	<b>Wessex Aero Lg.</b>	<b>600RES or Tomboy reserve date</b>		<b>TBA</b>
<b>Sunday 13</b>	<b>C/L Open day - the final</b>	<b>Wessex AML Speed &amp; Spitfire Scramble</b>		<b>TBA</b>
<b>Nov 2013</b>				
<b>Dec 2013</b>				
<b>Friday 6 or 13 proposed</b>	<b>Wessex end of season practice &amp; Pub food day</b>	<b>Tomboy and 600 RES</b>	<b>Trophy presentation day</b>	<b>TBA</b>

**Dates subject to change, always check events before travelling.**

Full details from our own website: [www.wessexaml.co.uk](http://www.wessexaml.co.uk)



### Michael Woodhouse

mike@freeflightsupplies.co.uk & <http://www.freeflightsupplies.co.uk>

Plans of models designed by Geoff Lefever

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

### DBHL Plan Service: IMPORTANT:

The rules for obtaining plans have changed.

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

*As from 31<sup>st</sup> 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](mailto:rogerknewman@yahoo.com),  
quoting Plan Name & I.D. number ( 1<sup>st</sup> & 2<sup>nd</sup> 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](http://www.co-op-plans.com). Any plans requested via the Coop incur a small charge – see the web site for details. Exactly the same principle applies in that only digital files of plans are available.



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

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

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



# MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

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

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

Photos of most models can be seen on my website - [www.msp-plans.blogspot.com](http://www.msp-plans.blogspot.com)

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

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

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

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

To order plans for UK delivery please write with cheque (£ sterling) made payable to

Martyn Pressnell, 1 Vitre Gardens, Lymington, Hants, S041 SNA.

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

Enquiries: please write or email [martyn.pressnell@btinternet.com](mailto:martyn.pressnell@btinternet.com)

## MSP-PLANS ARE PLEASED TO PRESENT A NEW BLOGSPOT

This has just been produced to replace my former website which BT have declined to support and which I am now unable to maintain The new address is; [www.msp-plans.blogspot.com](http://www.msp-plans.blogspot.com)

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

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



## Indoor Flying with the South Birmingham MAC

**Free Flight Only**

**Thorns Leisure Centre.**

**Stockwell Ave.**

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

Saturdays 1pm until 4pm

**2013**

**7<sup>th</sup> Sep. – 5<sup>th</sup> Oct. – 2<sup>nd</sup> Nov.**

**30<sup>th</sup> Nov. – 21<sup>st</sup> Dec.**

**Admission - Flyers £5.50 - Spectators £2.00**

For further information phone Colin Shepherd 0121 5506132

or e-mail [colin@colinwilliam.wanadoo.co.uk](mailto:colin@colinwilliam.wanadoo.co.uk)

## Brownhills Indoor Flying – Free Flight

**Brownhills Community Association,**

**Deakin Ave. Brownhills WS8 7QG**

*Just off the A5*

**Saturdays 1-15pm until 4-15pm - £6**

**14<sup>th</sup>.Sept. 19<sup>th</sup>.Oct. 16<sup>th</sup>.Nov. 14<sup>th</sup>.Dec.**

Contact:- Allan Price

Tel: 01922 701530 - e-mail: [montrose32@btinternet.com](mailto:montrose32@btinternet.com)

## BMFA South West Indoor Flying

organised by

**Cornwall Vintage Aeromodellers**

at

**Saints Health and Fitness Centre**

**St Austell Rugby Club**

**Tregorrick Park, St Austell**

**Cornwall, PL26 7AG**

**Sundays**

Flying from 1200 to 1600 on the following dates,

**29<sup>th</sup>.Sept. 20<sup>th</sup>.Oct. 17<sup>th</sup>.Nov. 15<sup>th</sup>.Dec.**

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

**Admission: Flyers £7 Spectators £3**

Contact:

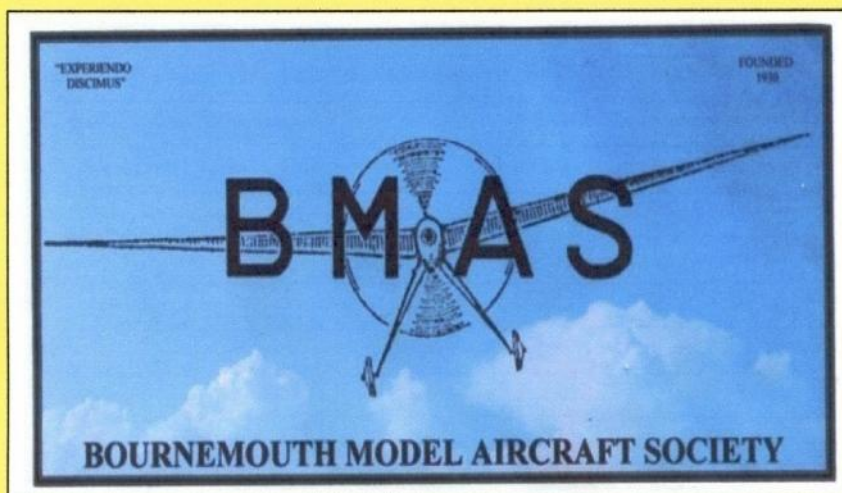
**Cornwall - David Powis on 01579 362951**

([dave\\_powis@hotmail.com](mailto:dave_powis@hotmail.com))

**Devon - Roger Bellamy on 01752 311786**

([randmbellamy@gmail.com](mailto:randmbellamy@gmail.com))





## **INDOOR FLYING**

**TUESDAY 24<sup>TH</sup> SEPTEMBER 2013**

**TUESDAY 22<sup>ND</sup> OCTOBER 2013**

**TUESDAY 26<sup>TH</sup> NOVEMBER 2013**

**TUESDAY 28<sup>TH</sup> JANUARY 2014**

**TUESDAY 25<sup>TH</sup> FEBRUARY 2014**

**TUESDAY 25<sup>TH</sup> MARCH 2014**

**7pm to 10pm**

## **ALLENDALE CENTRE**

**HANHAM RD. WIMBORNE BH21 1AS**

**FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD**

**FREE FLIGHT ONLY**

**COMPETITIONS incl GYMINNIE CRICKET LEAGUE**

**ALL FLYERS MUST HAVE BMFA INSURANCE**

**FLITEHOOK NORMALLY IN ATTENDANCE**

**Adult Flyers £4 Accompanied Juniors & Spectators £1.50**

**CONTACTS: JOHN TAYLOR TEL.No 01202 511502**

**ROY TILLER e-mail [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)**



## Provisional Events Calendar 2013

### With competitions for Vintage and/or Classic models

January 27 <sup>th</sup>	Sunday	Middle Wallop - Crookham Gala
February 10 <sup>th</sup>	Sunday	BMFA 1 <sup>st</sup> Area Competitions
March 3 <sup>rd</sup>	Sunday	BMFA 2 <sup>nd</sup> Area Competitions
March 29 <sup>th</sup>	Good Friday	BMFA Northern Gala - TBD
March 30 <sup>th</sup>	Easter Saturday	Middle Wallop - Croydon Wakefield Day
March 31 <sup>st</sup>	Easter Sunday	Middle Wallop - SAM35 Gala
April 1 <sup>st</sup>	Easter Monday	Middle Wallop - Sam35 Gala
April 14 <sup>th</sup>	Sunday	BMFA 3 <sup>rd</sup> Area Competitions
April 28 <sup>th</sup> /29 <sup>th</sup>	Sunday/Monday	BMFA London Gala - Salisbury Plain
May 5 <sup>th</sup>	Sunday	Middle Wallop - competitions
May 25 <sup>th</sup>	Saturday	BMFA Free-flight Nats, Barkston
May 26 <sup>th</sup>	Sunday	BMFA Free-flight Nats, Barkston
May 27 <sup>th</sup>	Monday	BMFA Free-flight Nats, Barkston
June 16 <sup>th</sup>	Sunday	BMFA 4 <sup>th</sup> Area Competitions
June 29 <sup>th</sup> /30 <sup>th</sup>	Saturday/Sunday	BMFA East Anglian Gala - Sculthorpe
July 14 <sup>th</sup>	Sunday	BMFA 5 <sup>th</sup> Area Competitions
July 21 <sup>st</sup>	Sunday	65 <sup>th</sup> Southern Area Rally - Odiham
August 10 <sup>th</sup>	Saturday	Middle Wallop - SAM 1066 Championships
August 11 <sup>th</sup>	Sunday	Middle Wallop - SAM 1066 Championships
August 11 <sup>th</sup>	Sunday	BMFA 6 <sup>th</sup> Area Competitions
August 18 <sup>th</sup>	Sunday	Timperley Gala - North Luffenham
September 7 <sup>th</sup>	Saturday	BMFA Southern Gala - Salisbury Plain
September 15 <sup>th</sup>	Sunday	BMFA 7 <sup>th</sup> Area Competitions
September 21 <sup>st</sup>	Saturday	Middle Wallop - Competitions
September 22 <sup>nd</sup>	Sunday	Middle Wallop - Competitions
October 6 <sup>th</sup>	Sunday	BMFA 8th Area Competitions
October 20 <sup>th</sup>	Sunday	Midland Gala - North Luffenham
October 26 <sup>th</sup>	Saturday	Middle Wallop - Competitions
October 27 <sup>th</sup>	Sunday	Middle Wallop - Competitions & <b>AGM</b>
December 8 <sup>th</sup>	Sunday	Middle Wallop - Coupe Europa

**Please check before travelling to any of these events.**

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

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

[www.SAM1066.org](http://www.SAM1066.org)

For up-to-date details of all BMFA Free Flight events check the websites

[www.freeflightuk.org](http://www.freeflightuk.org) or [www.BMFA.org](http://www.BMFA.org)

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

[www.SAM35.org](http://www.SAM35.org)

### Useful Websites

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

#### 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](mailto:membership@sam1066.org) to let us know your new cyber address (snailmail address too, if that's changed as well).

*That's all folks! John Andrews*

**PS:**

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

**PPS:** *Don't forget I can always use some extra articles, don't be shy.*