

	<h1 style="text-align: center; color: red;">NEW Clarion</h1> <h2 style="text-align: center; color: red;">SAM 1066 newsletter</h2>	<b>Issue 5.1</b>
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**SAM 1066 WEBSITE — [WWW.CAVGROVE.FREESERVE.CO.UK/SAM](http://WWW.CAVGROVE.FREESERVE.CO.UK/SAM).**

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## Editorial

It has been a busy few weeks since the last newsletter, but the time has flown by (almost literally!). Regular readers will notice some changes to the way the newsletter is presented. This is in an effort to reduce the file size to accommodate members still using a dial-up internet connection.

## PLANS

During a break during the flying at Middle Wallop over Easter, I was talking to David Baker about drawings suitable for inclusion in the **NEW Clarion** and he whetted my appetite by describing a book of Italian designs (Classic as well as Vintage) that he had acquired through his Italian contacts. This sounded like a treasure trove of material that would only come along once in a lifetime.

Later in the day he astounded me by rushing off and coming back with this very publication - ***MODELLI VOLANTI D'EPOCA Volo Libero 1938-1953!***

It is a production along the lines of *Vic Smeed's MODEL FLYING The First Fifty Years*, but it runs to a mighty 690+ pages.

The text is all in Italian, but that's no problem as our Chairman, John Thompson, is a fluent Italian speaker and can translate anything that is unclear (so he tells me).

The book contains power, rubber and glider designs, ranging from the sublime, through the bizarre, to the frankly ridiculous. However, a great many have an unmistakable continental flair.

I will try to include a variety of these plans in future newsletters.

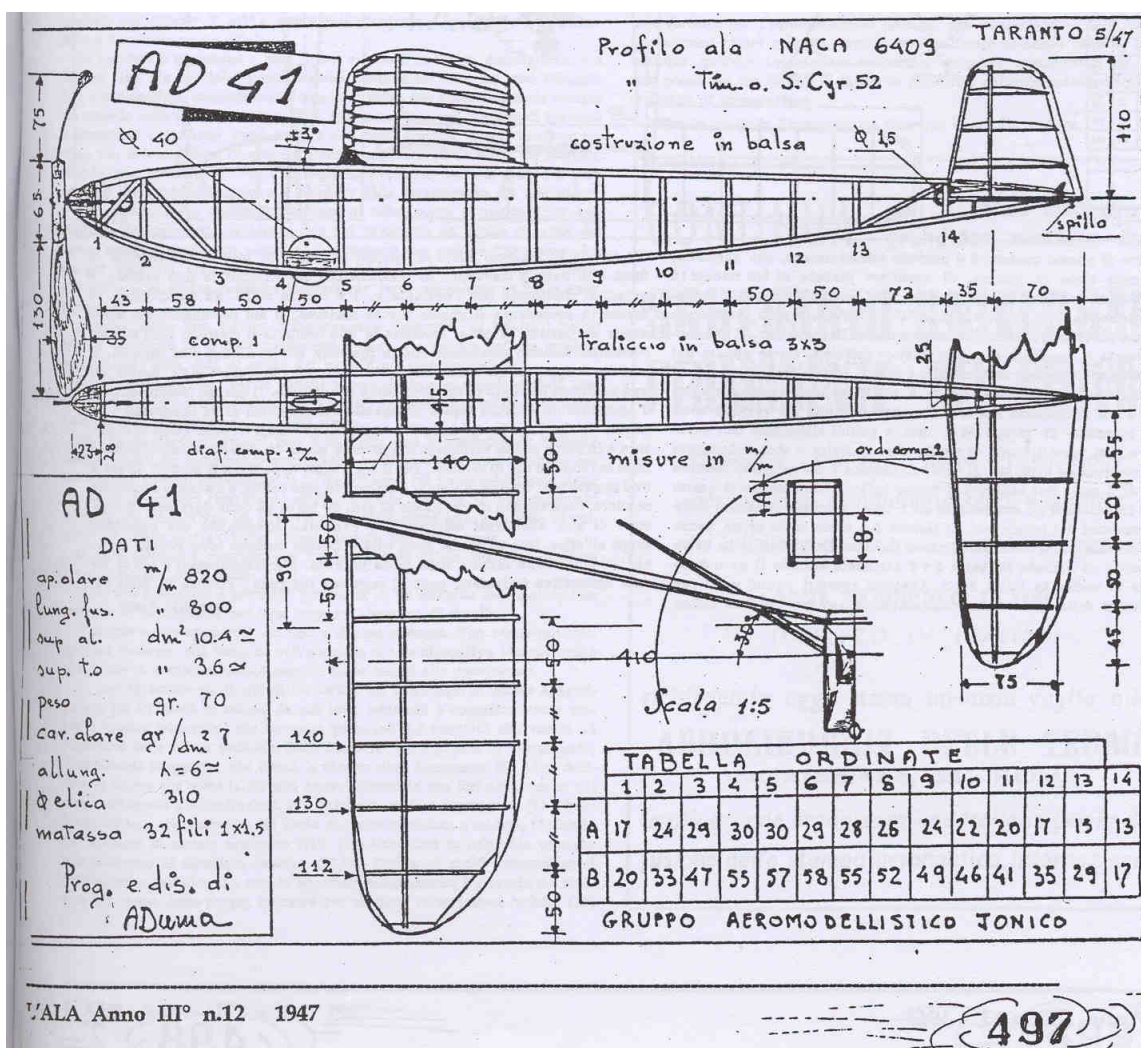
Having spent many happy hours browsing through the pages, I was left with one particular question on my mind: 'When is plan not a plan?'

Some of the drawings have detailed dimensions, wing sections etc. etc, but others have gaps in the data that would involve an amount of guesswork to arrive a working drawing.

As far as Vintage/Classic competitions are concerned I don't know where 'the line' is drawn in this regard.

They all have a publication date and a magazine reference, so the ***'.....must be built in accordance with a design that was published prior to 1<sup>st</sup> Jan 1951 (Vintage)/1<sup>st</sup> Jan 1961 (Classic) etc....'*** and ***'.....must be prepared to produce photo-copies of plans and magazines on the day of the contest which include or confirm the date of publication'*** rules can be complied with.

No doubt members far more qualified than I will have the answer, but even if some are not eligible for competition use, then they will certainly make unusual sport models.



*How about this for lightweight rubber, with a butterfly tail?*

## RAY MALMSTROM

This is an unusual name that will be familiar to all aeromodellers of a certain age. Sadly he is no longer with us, but I'm sure his plans will live on as a memorial to his creative mind.

Chris Strachan kindly sent me a copy of **RAY MALMSTROM 60 Years of IVC MAC** which is a paperback containing around 40 of Ray's plans.

All the details of how and where to obtain a copy are given on the next page.



## **RAY MALMSTRÖM - 60 years of IVCMAC**

A new publication produced and distributed by Impington Village College  
Model Aeroplane Club.

**Price £10 plus £1.50 post and packing. US price \$30 including airmail.**

This book is probably unlike any other aeromodelling publication you have seen. It has waited 60 years to be written and tells the story of one of aeromodelling's all-time greats, Ray Malmström, who during a life time of model building probably produced more plans than any other designer. Ray, as he was universally known has been described variously as a genius, an elderly youth somewhere between 15 and 50, a nice old man, a character and even by some as a bit of an eccentric. Whatever you like to call him his mark on aeromodelling is deep and lasting through the hundreds of model aircraft designs he produced during his long life - to say nothing of boats, racing cars and other odd things!

The book was the brainchild of Impington Village College Model Aeroplane Club Chairman, Chris Strachan, who saw it as the perfect way of celebrating the diamond (60th) anniversary of the Club which was founded by Ray. Much of the research and editing was done by Club President Peter Hoskison who was a close friend of Ray for more years than he can remember. Rare pictures of Ray have come to light, so too have hitherto "forgotten" plans from Ray's vast output during more than 60 years. The book charts Ray's rise to fame from humble beginnings - like building models for the pilots of aircraft operating between Portsmouth and the Isle of Wight during the 30's. With the cash raised Ray bought himself flying lessons on DH 60's!

A big attraction of the book is a selection of 40 plans of Ray's designs ranging from his first ever, the diminutive Pee Wee indoor model produced in 1940 to the large outdoor flier the twin-engine Handley Page Herald. Whatever your interest, free-flight, control-line, indoors or outdoors, rubber, glider, power or Jetex there is probably a design to suit you here. All the work in bringing some of Ray's fading plans into the 21st century, laying out and printing the book was done by John Valiant. He is also the Club's librarian and guardian of hundreds of Ray's plans all of which are for sale.

If you like aeromodelling then you will like this book.

**To order contact John Valiant on 01223 404818(day) or 01954 211126 (evenings and weekends). Payment by cheque.**

**Or email Chris Strachan on [chris.strachan@btinternet.com](mailto:chris.strachan@btinternet.com) and pay using PayPal**

Further information from IVCMAC President: Peter Hoskison on 01223 881605

My particular favourite is MIMI a 16" span FF power design!

I remember receiving the Aeromodeller featuring the drawing for this model and working out that it was just within my pocket money budget and, probably more importantly, within my meager capabilities with a broken razor blade and a tube of glue.

I happened to have an ED Baby at the time and I did complete and fly the model (in a local Park!). It provided a degree of success and proved to be quite robust despite its diminutive size.

This minor success was one of the 'spurs' that embedded aeromodelling into my life and from then on I was fascinated by each new design that Ray produced.

I didn't build them all of course, but they often had interesting features of design and construction that could advantageously be incorporated into 'own design' efforts.

Looking through this book brought all those memories back to life.

An excellent read and as the press release says: *'If you like aeromodelling then you will like this book'*.

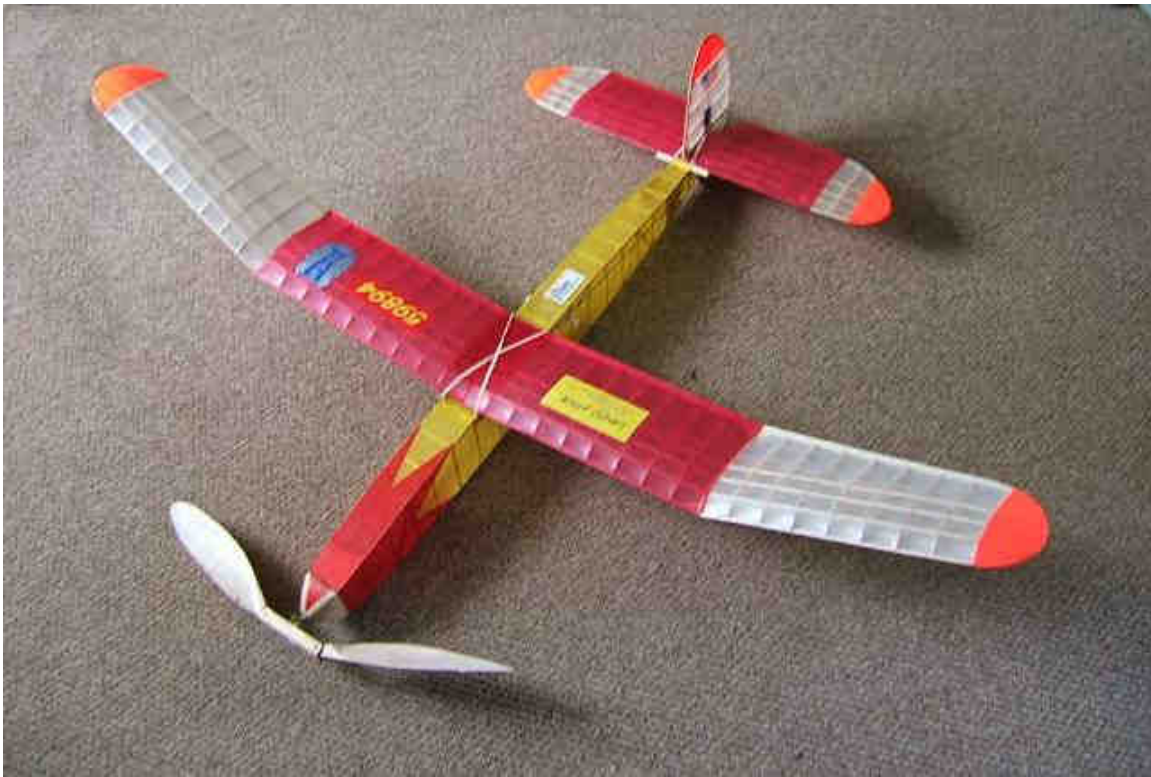
## WEATHER

The marvelous conditions at Middle Wallop during the Easter weekend continued for the BMFA 3<sup>rd</sup> Area meeting at Beaulieu (although in other parts of the country conditions were not so good).

I flew in Tailless and the new BMFA Combined Rubber classes.

I decided to fly my new LANZO stick in the combined class and to my surprise it maxed on its first flight. However it was downhill all the way from there. The second flight DT'd 10 seconds early (finger trouble) and the model landed on some concrete which damaged the bottom of the fuselage.





I could have repaired it on the field, but as I had dropped a flight anyway I decided to use my APEX for the third flight. This model never quite seems to get enough height (too heavy!) and turned in a paltry 1:55.

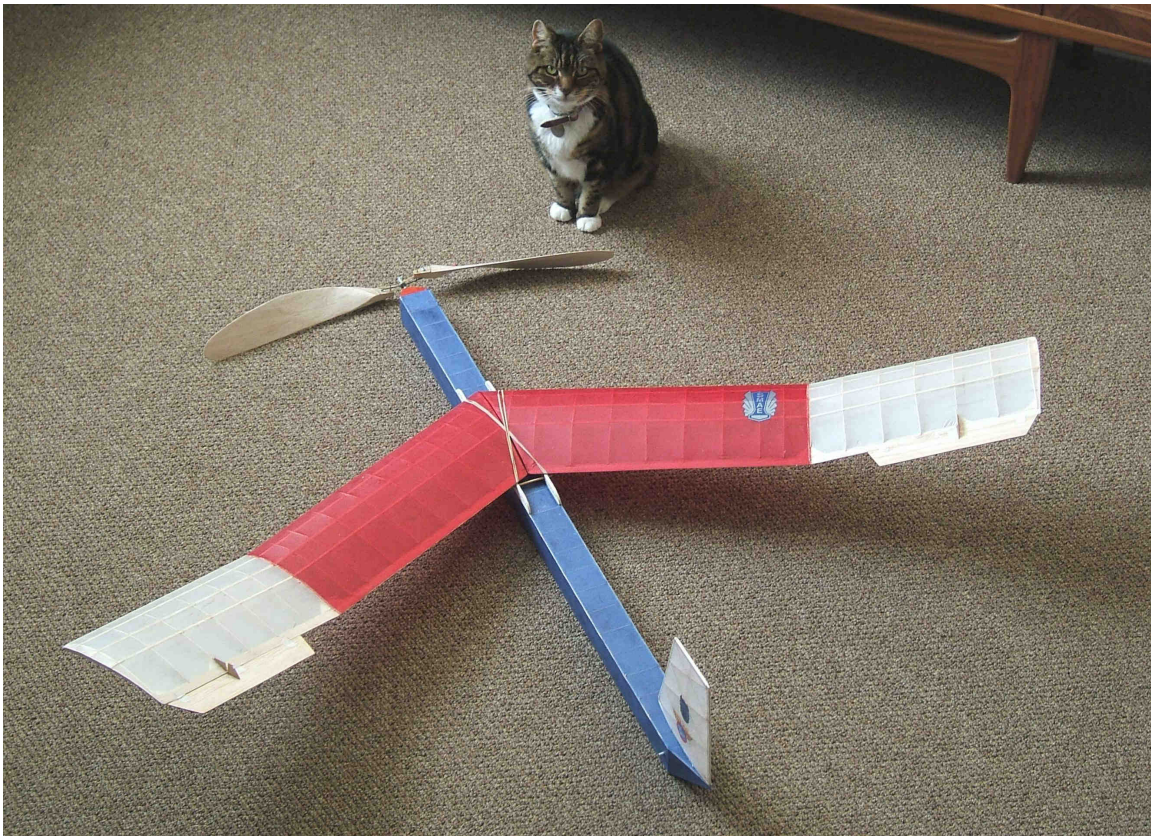
As the weather was fine with only a gentle drift I had a go in tailless as well. Having had a few problems with the DT system on my tailless model and added to the fact that it had rarely exceeded 2:30, I launched it without the DT.

It climbed away like never before and when the prop folded it proceeded to glide about like a RAF V in a 'boomer'!

It eventually came back to earth after 7 mins + and was retrieved after a long walk.

Of course I rigged up the DT (and lit it!) for the second and third flights and only managed 1:40 and 1:28.

Certainly there must have been some 'good air' for the first effort, but I think there is more to it than that. Possibly the DT cord isn't holding the wing TE down sufficiently tightly.



Over to JOHN ANDREWS

### **Clever Boxing**

*Although I have done a bit of boxing in my distant past, it is not my pugilistic prowess to which the title refers, but to my latest sortie into model box manufacture.*

A couple of years ago I had the desire to make a model box from expanded polystyrene sheet, having espied a pack of 1' x 4' x 1" sheets in Coventry's B & Q store. When I made up my mind and went back to purchase the material, 'sods law' prevailed and the said material had disappeared. The idea was then put on the back burner but this year I took up the search for the material again, I found some 8' x 2' sheets in our new 'Wicks' store at £3 odd each and further some 8' x 4' sheets at Rugby's 'Travis' builders merchants at £7 odd each.

I opted for the larger sheet but, of course, my car would not take a complete sheet so I persuaded the store-man to chop it up into four pieces.

I'd better slip a digression in, in case you think my articles are getting too structured. Last issue our editor Vic had to curtail some of the picture content due to file sizes but as I promised to show some half-size wakefield pictures I'll slip one in now while he's not looking.



A half-size replica of the 'Gordon Light' Wakefield built by Colin Shepherd  
*( Peter Martin tells me the original had a motor stick inside the fuselage )*

Back to the model box saga, having procured the material, cleaned out the car and dusted down my coat (polystyrene chippings everywhere), I now had to decide how to work the material. Back in my working days, when a group of us were into radio control, we had made some wing blanks by hot wire cutting polystyrene lifted from the company's packing department. Being an electronic development department meant that adjustable power supplies were to hand and with resistance wire also available we did not have to think too much about how to do it.

Being now long retired I had to slip the old brain box into gear to see what I could come up with from my now somewhat limited resources. I am a golfer and, as my age decrees, I have an electric golf trolley that is powered by a 12v battery. This was the power source, but what and how much wire for the cutter? I have messed about with control-line flying so control line wire it was going to be. I took about 6' of wire and put clips on the end and tried it across the battery, no fire and smoke so I knew I was on the right track. I finished up with about 4' of wire, with half a dozen turns round a bit of 2' 'x 1" and two 6" bits of bamboo carrying the wire out to a short cutting piece. Can't describe it very well, here is a picture.





*(A picture's worth a thousand words)*

One side of the battery connected to the end of the wire and the other by a small crock clip to the loop on the wire that gave the best cutting temperature. The smoke is the clue.

I rough cut the box sides oversize with a serrated bread knife and then hot wire cut to size using a piece of 2" x 1" clamped to my workmate as a guide. Slowly does it was the order of the day but I got reasonably smooth sealed panels. The box was assembled using Wilco's white PVA glue, if you have any old stock it usually grabs better than new stuff.



The finished box with the 'Korda' Wakefield safely snug inside

Having completed the exercise I was suddenly struck by a sobering thought, I now had the 'Korda' in a box that was larger than the cardboard flower box that it previously occupied and not only that but the same box had also contained a 'Jaguar' as a stable-mate. Still it's a nice light box. I think I may put plastic parcel tape round the edges to prevent hanger rash.

It is with muted tones that I finally announce the start to my outdoor season. Easter Wonderful Wallop, I cannot recall three better days for a flying meeting. In complete contrast, my own performance was dismal and that is looking at it with rose tinted glasses. Speaking of glasses I have just acquired a pair of these fancy nautical compass bearing binoculars, I got them from my local Aldi supermarket for £49.99, a bargain. On reflection I think, if my recent Wallop performance is to be the norm, I may use them back to front to make my flights look a little better. I think I had better clean up the workshop, I really do need some new models. I have another problem ? my grandson fresh from another indoor session with his John Hook 'Hanger Rat' and 'Butterfly', is now asking if I will help him build an outdoor model. Good for the sport, not so good for me.

## **My Easter Wallop**

For those of you who were not at Wallop over the three-day meeting at Easter, all I can say is, words cannot describe the idyllic weather and superb flying conditions.

Having said that, unfortunately, words can describe my attempts to get off the mark and get my outdoor season underway, abysmal springs to mind.

As is the norm, I had made precious little preparation for my competitive onslaught but, as I do not fly gliders, the first day, Saturday, was a see how it goes day. The wife and I motored down and I carried my old 'Hep Cat' and a floatplane for the day's amusement.

The 'Hep Cat' was to be my entry in mini-vintage on the Sunday and as I had not flown it since last year, it was with me for a check out. I left my 'Stomper' at home as I, mistakenly as it transpired, thought it was trimmed after my repairs. I put a motor in the 'Cat', making a mental note that lube would be required for the competition day, and with 400 turns, up the 'Cat' went. Climb was a bit tight so I took off a bit of side thrust and tried it again; OK all was well, back in the box.

I then had a play with the floatplane, it had originally sported a large single blade prop and would never run smoothly so I had given it best and fitted a smaller double-bladed prop I had to hand.



A quick test glide, you only do one with a floatplane as the noise and springing about when it hits the floor sets your nerves on edge. A few turns, launch, and away, slight right turn looking good. Two or three flights later, 400 turns steady as a rock, passable glide and all in one piece. Only minus was that the model accelerated straight, bullet like, from launch before rising into the climb.

Not having risen off water before I'm not sure that this is a good pattern, still, if I ever come across a pond again I will soon find out. I suppose I could always try the dreaded up-thrust.

It was then off to John Hook's and six sheets of 1/8 and another cyno zapper spray, Pauline assures me this one is polystyrene tolerant so there should be none of the creeping dissolving disease on my styrene indoor models.

This appeared to be a satisfactory start to the weekend and I had no inkling of the disappointments that were to follow on the Sunday and Monday.

Sunday, we arrived earlier, decided to forego the sausage batch in the café in favour of an early start. Although it was early for me, the front row of the flight line extended right down into the dip so when I set up control was miles away.

I assembled the 'Stomper' for a check flight, little or no glide turn was in evidence and power was a little too straight, looking as though it might go over on its back from a bad launch. Several attempts later I had 1" x 3/16" right rudder, a little more tail tilt and some weight on the back end. Ready for the first comp flight, now the usually docile engine would not play ball.

Eventually I spotted a squirt of fuel from a pinhole near the carb and replacing the tube cured the problem. Finally the first flight and an overrun. Good job really as the glide was too steep and flight was short. More weight on rear, test flight, OK. Second attempt, engine run a bit short, and glide now looking too tight, 1-47secs, that finished me in power.

I made more adjustments and test flights but to no avail, second flight virtually spun down on the glide, 47 secs. More tests and finished off my flights. I did get over 2-30 but it took the combined score of all three flights to do it. I finished up with all the turn packing cut off and a boat load of plasticine on the rear, I can only assume that the heat of the day was playing havoc with the warps in my somewhat patchwork quilt of the much repaired wing. I remember talking to George Fuller, the 'Stomper' designer, a couple of years back and he said that controlling the warps was a problem with the original.

I turned my attention to mini-vintage, wound up the 'Hep-Cat', another duff flight of 1-40, or so. Then, as a model of consistency, I repeated the exercise twice more, what a day? I can only conclude that down in the dip is where nobody goes, including thermals. I really do need some new models.

Monday, Wakefield day, I set up shop much nearer the top of the flight line this time. I had the 'Korda' contained in a nice newly made box constructed from 1" thick expanded polystyrene sheet, described elsewhere in this newsletter.

It was the first time I had flown the 'Korda' in anger and as the silk covered fuselage brought the model out a bit on the heavy side, I was using 85 gms of  $\frac{1}{4}$  in 14 strands. First flight looked OK, not too high but did just over the three minutes even though it D/T'd early. Flushed with success I then put in two more flights well short of the mark, should have looked for lift, I knew the first flight was not over high after the climb. John boy had done it again.

Really lovely conditions but duff flying on my part, The only incident I can recall as a success was my dancing about with the fully wound 'Korda' in hand and the wheel of the undercart being firmly entwined in my jumper. Wife Rachel to the rescue much to the amusement of John Hook who was passing the time of day with her during one of his walkabouts.

After I stopped crying I did manage to finish the weekend on a bit of a high. I assembled my modified open rubber model with the new 50gm motor and got it well up in the air with 600 turns and a good looking glide. Roll on the next area meeting.

*That's all for now folks.*

*John Andrews e-mail [johnhandrews@tiscali.co.uk](mailto:johnhandrews@tiscali.co.uk)*



## BOURNEMOUTH MAS RALLY

### UNDER 25" RUBBER COMPETITION, MIDDLE WALLOP 8<sup>TH</sup> APRIL 2007

Bournemouth Model Aircraft Society decided to include the under 25" rubber class in the competition list for our Rally day at Middle Wallop for two reasons, both based on the anticipated limited performance of the models. Firstly, we are all getting older, and in some cases our legs seem to be getting shorter, so a competition with 1½ minute rather than 2½ minute maxes would seem to be less exhausting. Secondly, there was the possibility of restrictions on the area of field available for model flying.

In the event, the winning model achieved a superb flyoff time of 2m 50, and the light winds and available area of field meant that a 1½ minute max took the models less than half way to the airfield boundary.

The competition attracted 6 entries with 5 different designs.

Yvonne Brown flew a 22" wingspan "Hornet", a design by P.G.Chinn, published in Boys Own Paper Annual 1940, to a total time of 3.09 for the 3 flights. A reduced plan of the "Hornet" can be seen in Sam Year Book No. 12.

B.Hope flew a 20" wingspan "Tubby II", a design by N.E.Davies, published in Aeromodeller January 1944, to a total time of 3.22 for 3 flights.

C.Coolen flew a 20" wingspan "Condor Curlew", a 1937 design from Northern Model Aircraft Co. Manchester, to a total total time of 3.42 for 3 flights. Plan available from Phil Smith.

3<sup>rd</sup> place went to Roy Tiller with a time of 4.09 for 3 flights, flying a 24" wingspan Veron "Fledgling", a 1946 design by Phil Smith.

2<sup>nd</sup> place, with a full set of maxes plus a flyoff time of 2.20 went to Peter Jackson also flying a Veron "Fledgling".

1<sup>st</sup> place, with a full set of maxes plus a flyoff time of 2.50 was taken by John Russell, flying a 24" wingspan "Micron", an Italian design by F. Gullo. A reduced plan can be seen in Sam 1066 Clarion of December 1990 and November 2001.

In reply to my enquiry about the "Micron", John wrote:-

*Hello Roy, Thanks for the e-mail, Yes, I did take the plan from the Nov.2001 Clarion. I had looked at this for some time, but only last year did I check the dimensions and found that it came out at under 25 inches. (Poor old chap, I still get confused with these centimetre things, although I used metric weights at work for years and have no problem). I had the magazine plan enlarged, and made up any missing details. The plan shows a D.B. folding prop.of approx. 10.5 in. I forget*

*the cm. which was allowed in the postal comps that I built it for last year, but I found that on the quoted power this didn't work very well, so changed to a "legal" 8 in. F/W prop. I used the designers quoted power of 4 strands of 1/8th. Tan 2, about 8G, for the comp. flights, and a bit more, about 9G. for the fly-off, 8 to 900 turns on the smaller motor, and 1000 in the fly off. My first flight was only just in at 1:35, I flew from the wrong end down in a bit of a dip, but later moved further out into the field and did, I think, 3:20 (took a long time to come down on D/T!) and I think 2:40. This really is a great little model, very easy to trim, mine has a little wash out on the left wing which appeared all on its own but probably helps. You ask about choice of air, this is not my strong point, but as it was such a good day, I waited for a gust of wind, which I took to denote thermal activity, although there probably wasn't much at fly-off time. Best wishes.*

*John Russell.*

Thank you and congratulations to all who competed. Out of a possible 18 flights, 18 scores were returned, with 10 maxes, resulting in an average flight time of 78 seconds. All this achieved with vintage models from 20" to 24" wingspan, weighed down with 2 wheel undercarriages and limited to 8" diameter free wheeling props. Well done everyone.

Roy Tiller



### **The Land of Happy Turbines - by Ted Tyson**

For several years the free flight competitions at Viabon, France have been spoilt by bad weather, so with reports of the mildest winter since records began and with a rekindled enthusiasm Liz and David Greaves, John White along with Ted Tyson set out once again.

An evening crossing from Newhaven saw us arrive at Dieppe around 22.30. Our hotel, just a short distance from the ferry terminal, looked closed. We had been promised that a night porter would be on duty but it took several minutes of frantic tap tapping on the door to attract her attention. Our

rooms, three floors up, overlooked a service area and throughout the night a steady flow of vehicles kept us awake until the early hours.

Next day, feeling a little jaded, the journey to Chartres was taken at an easy pace. Arriving around lunchtime we found our favourite restaurant for some badly needed R and R.

Once again the Ibis Hotel at Luce on the outskirts of Chartres was to be our base. It has a good restaurant, is clean, and is close to the route out to the flying field.

Flying Day 1 Saturday, VERY WINDY. It takes about 40 minutes to reach Viabon, on the way we passed through many small villages, each had its own guardians in the form of a set of wind turbines, many more could be seen in every direction. We would come to realise their significance before the weekend was out.

Arriving at Viabon we quickly set up camp, prepared models and registered for flight cards. The flight line, a row of cloned cones, each with a triple wrapped timekeeper, had been thoughtfully positioned so that models would fly over a very large freshly ploughed field!! David Greaves was first away, the F1B arcing high into the sky, the trim better suited for calmer conditions, produced a flight short of the 4 minute max required. Next away was Ted Tyson flying a Vintage 8oz Wakefield. This cumbersome craft somehow handled the conditions a little better, getting closer to the 3 minute max for this class. Choosing his moment well, John White using a trusty 36 Copland Vintage Wakefield produced a smooth climb but once again the wind spoilt the glide. We now all had the prospect of retrieval over kilometers of freshly ploughed field. On returning, and after some thought, David Greaves decided not to continue risking his high tech F1B in the hazardous conditions and concentrated on helping John and Ted.

Second flight for Ted Tyson, after a long, long wait for a lull in the wind, was to end in disaster. A long search found the model so badly damaged that no further flights would be possible. Meanwhile John, with extra rubber bands on wing and tail, launched for a good climb, the model landed safely without damage. On taking his third flight, the wind caught the craft and a short flight ended with damage to fuselage and propellor.

So ended the first day. Was that laughter we could hear from the guardians across the fields?

Flying Day 2 Sunday, VERY, VERY, VERY WINDY.

So bad were the conditions that there was talk of cancelling the competition. A meeting brought a compromise solution, 3 flights with any model, no max, run over a 4 hour period. With 10 flyers coming forward a competition of sorts started.

David Greaves made 1 flight, the wind almost wrenching his model from his hands. It struggled in the conditions, then flew into the only cables strung across the field damaging the wing and fuselage. Meanwhile John White, totally unperturbed by the wind and protected in his mini tent, prepared his models and amazingly was then able to launch and record all his flights. An outstanding performance and for his efforts John again took home the Low Wing Trophy, also a case of wine, a wind up torch, and an alarm radio as seen in photo alongside.

A truly amazing 2 days.

As we drove away it seemed that the village guardian turbines were having the last laugh.

Finally thanks to John for planning and booking, Dave for driving and our chum Roger Wilkes for letting our cars graze in his paddock whilst we were gone.



*Ted Tyson*





## ANDY'S NIGHTMARE

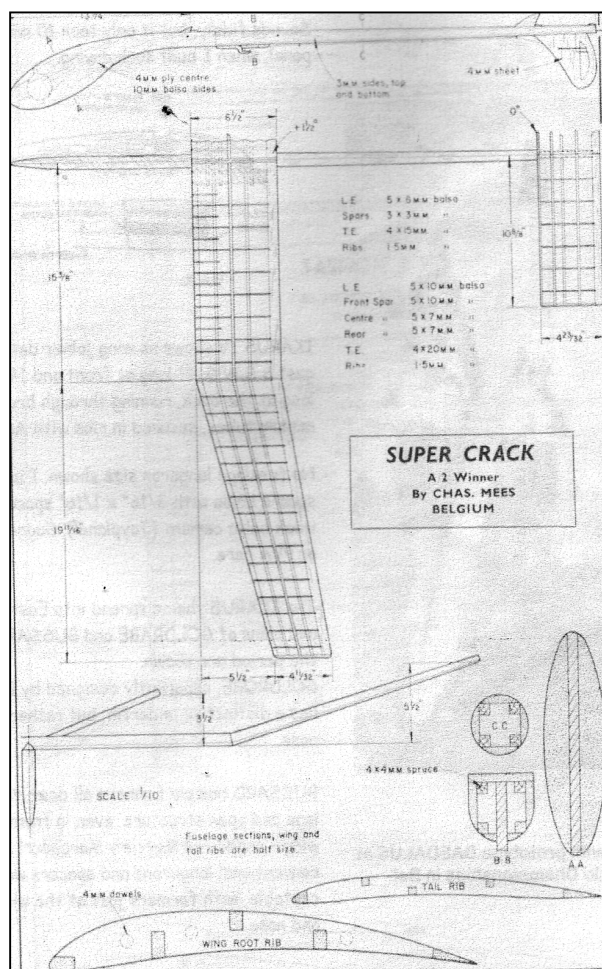
By *PETER MICHEL*

BEAUTY, they say, is in the eye of the beholder. Well, here, folks, is a case in point. It is the Super Crack, an exotic if unfortunately-named Classic glider of which, to my shame, I had never heard. Andy Crisp had, though, and included it in a write-up on four Classic Hungarian A2s in the first of the New Clarions. (January 2007.)

After describing the other three - the Ikarus, the Goldrabe, and the Bussard, all nice end-of-the-50s stuff - Andy added as a P.S.: "From the sublime to the ridiculous! Whilst searching through old AM annuals I came across Super Crack (1960) ... It would be difficult to envisage a more ungainly-looking beast. And yet...and yet...it has a certain charm with its absurdly long, drooped nose, swept-back wing tips and generously-dihedralled tail. I expect it would be very stable in wind, especially if trimmed for a tight circle. Anyone out there brave enough to make one?"

Well now, if ever there were a challenge to a sticks-and-tissue geek such as myself, this was it! Thanks to the wonders of PC technology the "absurd" nose scaled up very nicely and the model went together in a most satisfying manner. I must say, however, that there is some very weird geometry at the dihedral breaks where everything takes a two-way bevel. (*Difficult!*). After much head-scratching I cut the dihedral braces from tinplate and glued and bound them in place. How else would you make a brace which has to bend in the middle?

I think the picture catches the attraction of the Super Crack which is one of those models that look so much better when built than on paper - just like the Nord and, for that matter, the Senator in lightweight rubber. I'm sure



**The Super Crack, ungainly on paper;  
beautiful when built**

that Andy was deceived, as I was, by this factor, and has in fact admitted as much when confronted by the completed model. "In the flesh" it looks good to my mind. And if its flying potential matches its quirky charm - which I suspect it might - then I shall be a happy bunny. After all, they do say "what looks right flies right". Or possibly left. (*Joke.*) However, what with one thing and another I really haven't been able to give the Super Crack more than a couple of goes on the line. All appears well so far, though, and I'll keep you informed of trimming progress.

## PRINT IT

Lots of chums have mistakenly thanked *me* for explaining how to print the Clarion in booklet form with a common-or-garden printer. (Clarion, March 2007.) Oh dear! It wasn't my idea at all. I simply passed on the message. This elementary know-how was emailed to me by my old flying chum Ramon Alban who is a wiz at technology; he having been a Texas Instruments man.

However, in my own small way I do claim to have added a finishing touch. When you put your stack of A4s into the printer, make sure that the top sheet is coloured and of a slightly greater paper weight than the rest. Let the machine do its magic (I have no idea how; pagination being hard to get your brain around) and you end up with a professional-looking job with a coloured and more durable cover. A decent long-reach stapler completes the exercise.

WHAT ever became of jumbo rubber scale? A decade or so ago these lovely creatures could be seen floating serenely over Old Warden and elsewhere, affording much pleasure to builder and spectator alike. I can't recall when last I saw one.

Typical of the genre was the 50 in. (?) Spitfire flown in those days by Mike Hetherington. I believe he also made and flew a breath-taking Mosquito. If jumbo rubber could be criticised, it was that models in the class flew too slowly. Mike's Spitfire for instance flew at just over walking pace, or a scale speed of something like 60 mph - beautiful to see, but somehow not quite right. At the other end of the spectrum I recently saw a radio-controlled ME 109 flying at 100 mph-plus over a site frequented by Joe Public. I'm told it was a pylon racer. Now what would this scale speed be? Something in the order of 800 mph I shouldn't wonder.

I should add that the 109 was obviously under the control of a very experienced RC flyer. Its pattern of flight was safe and faultless. However, as everyone knows, models of this sort when flown in public places are just one glitch short of a possible tragedy. Recent fatalities elsewhere prove this

to be the case. So, of the two scale speed anomalies - the too-slow Spit and the too-fast 109 - I know which one I prefer.

WHAT with last summer's hosepipe ban, this April's total lack of rainfall, and all the pundits banging on about global warning, the time has come to bid a fond farewell to the fuse DT. It is already banned in places such as South Africa, Australia and parts of the States, so it makes sense that we aeromodellers here in Blighty should not put our increasingly-dry countryside at risk when there are at least four alternatives - the clockwork timer for heavier models, the Tomy timer, the "button" timer, and now, about to make a reappearance after many lost years, the silly-putty timer. Silly putty is weird stuff and has been a favourite children's plaything, particularly in the US, for years. It is also available in our toyshops, I am told, and our good friend John "Gadgets" Worsley is busy experimenting...

There was, in fact, a commercial silly putty DT timer available in the US many years ago, and I bought one when I went over to LA with a crowd of SAM 35 stalwarts back in 1986. Never used it, though, because I simply didn't trust it. John tells me that he has devised a timer measuring an incredible  $7/8$ in. x  $5/16$ in. using silly putty as the "works". I believe it operates much the same way as "button" timers, but John hopes that the silly putty version will be more accurate and not so susceptible to changes of temperature. Again, watch this space for developments!

ALL for now, Clarioneers. Let's hope that for the remainder of the season we have more of the blissful weather that prevailed at Middle Wallop in April and less of the wind and rain that marred the London Area rally on Salisbury Plain this month. (It was so windy on the Sunday afternoon that the towhook on my Nord straightened out on tow. All part of the great tapestry of life I suppose...)



**A 'NEW' TROPHY** – *by John Taylor*

The Bournemouth M.A.S. were facing the problem of no suitable trophy for Classic gliders at their Easter Rally at Middle Wallop.

Just five days before the competition a surprise phone call was received regarding the return of an old club trophy. When received the following evening at our monthly club night we were amazed to see the trophy in the photograph. The name plates and title plate are all hallmarked silver. The picture of a glider is an enamelled painting. The trophy is about 14 inches high. The trophy was donated by Mr W Heath just after the formation of the club in 1930.

The trophy had been won outright on 3 consecutive occasions by Maurice Hunt in the mid thirties and he had been allowed to keep it. Since his death in 1974 the trophy had been kept by his son Clifford until he recently moved and had no room for it. It is now back in circulation and this year was won by Terry King.

On his obituary in *Aeromodeller* March 1974, Maurice Hunt is shown holding his R.O.W. British record breaking rubber powered Seagull. The model is shown in a picture with Maurice. Span was between 5 and 6 feet powered by a twin skein motor. The flight was 1 min 46 seconds and took off from Queens Park Pond on the golf course now bounded by the A338 Wessex Way. In 1942, the year before, the same model had set the British ROG record at 2 mins 37 seconds. The model displays the number 4 on the fin in accordance with BMAS flying rule no 2. Maurice was one of six founders of the Bournemouth club headed by Papa Weller who as secretary guided the



club through its first forty years. At the end of its first year(1930) there were 10 members and by the end of 1931 there were 47 members. I have had a few conversations with Maurice Hunt's son who told me his father was always an innovator and the electric solenoid motor in the shape of a 3 cylinder radial engine as mentioned in the obituary was certainly his style. Maurice joined the forces in 1917 and when demobbed became a reserve resulting in being recalled in 1939 only to be invalided out after a year with poor health. He worked all his life as a plumber in Bournemouth. We have one piece of his work left to us. It is another glider trophy made by Maurice and presented to the club in 1949. It is a silver plated glider about 6-7 in span mounted on a pillar on top of a turned wood base. The trophy is still competed for in the club.

### References

Obituary - Aeromodeller March 1974

Pioneer Days at Bournemouth, Alex Imrie - Aeromodeller February 1993



# WINGS OF PORTUGAL - ÉVORA 2007

THE GREAT EVENT IS ON ITS WAY AGAIN!

With a 10 year history and for the third year in ÉVORA, WINGS OF PORTUGAL will take place again next from 7<sup>th</sup>-9<sup>th</sup> of September at ÉVORA'S AERODROME.

## EVENTS:

CONTROL LINE: Many British and American classes, Vintage team racing, speed, aerobatics etc.

RADIO CONTROL: Old time power, club gliders and club aerobatics.  
(please consult our site [www.clportugal.com](http://www.clportugal.com))

WINGS OF PORTUGAL is a special event.

We want a journey of sportsmanship with a very friendly competition.

More important than the podium positions and the prizes is the presence of nice people.

The main rule is: NO PROTESTS ADMITTED.

FIGURES: Last year we had 305 entries from aeromodellers of 12 countries;

PORTUGAL, SPAIN, ENGLAND, IRELAND, CANADÁ, MOLDAVIA, UKRAINE, HOLLAND, UNITED STATES OF AMERICA, AUSTRALIA, ITALY AND BRAZIL.

Some of the participants came with their wives.

We had a prize giving ceremony with over 100 trophies.

Many of the participants have been coming to this event since 1997.

WE OFFER: A bus on the arrival day, 6<sup>th</sup> September from Lisbon airport to Évora and return on the 10<sup>th</sup>.

A daily bus from the accommodation to the flying site and return.

Accommodation and breakfast for the participants which register until August 1<sup>st</sup>. (after this date we take care of each case trying to get a place).

A banquet on the 8th for all participants and families, with raffle and gifts.

Tourist trips for the spouses..

ALL OF THIS IS FREE!

Évora is a wonderful city of Portugal with origins in Roman occupation and culture (have a look at any site of Évora/Portugal).

We invite you to make the trip to Évora to fly with WINGS OF PORTUGAL.  
GOOD FUN,

Wonderful food, lots of sun and flying!

JULIO ISIDRO

PRESIDENT OF SAM, SOCIETY OF ANTIQUE MODELLERS -  
PORTUGAL74

## **Forthcoming events 2007**

**with competitions for Vintage and/or Classic models**

<b>Date</b>	<b>Venue</b>	<b>Event</b>
<b>20th May</b>	<b>RAF Odiham</b>	<b>BMFA Spring Gala*</b>
<b>26th May</b>	<b>RAF Barkston Heath</b>	<b>BMFA F/F NATIONALS</b>
<b>27th May</b>	<b>RAF Barkston Heath</b>	<b>BMFA F/F NATIONALS</b>
<b>28th May</b>	<b>RAF Barkston Heath</b>	<b>BMFA F/F NATIONALS</b>
<b>9<sup>th</sup>/10<sup>th</sup> June</b>	<b>Portmeadow</b>	<b>Oxford MFC F/F Rally</b>
<b>23<sup>rd</sup>/24<sup>th</sup> June</b>	<b>Old Warden</b>	<b>SAM 35 Gala</b>
<b>1<sup>st</sup> July</b>	<b>Portmeadow</b>	<b>Details to follow</b>
<b>7<sup>th</sup>/8<sup>th</sup> July</b>	<b>Woodbury Common</b>	<b>Devon &amp; Cornwall Rally</b>
<b>Contact: Ron Marking 01209 213245</b>		

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

**Pre-registration is essential for the SPRING GALA at RAF Odiham — BMFA No./Car Reg. No./Names of driver and passenger(s)/Cheque for £3 made out to SE Area BMFA: Send to Mike Kemp, 6 Larkfield Road, Farnham, Surrey, GU9 7DB + SAE**

**For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website — [WWW.SAM35.ORG](http://WWW.SAM35.ORG)**

**For up-to-date details of SAM 1066 events at Middle Wallop check the website—[WWW.CAVGROVE.FREESERVE.CO.UK/SAM.HTML](http://WWW.CAVGROVE.FREESERVE.CO.UK/SAM.HTML)**

**For up-to-date details of all BMFA Free Flight events check the website— [WWW.VENGI.DEMON.CO.UK](http://WWW.VENGI.DEMON.CO.UK)**

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## SUPPLIERS

**John & Pauline Hook**

**FLITEHOOK**—[www.flitehook.net](http://www.flitehook.net)

**MIKE WOODHOUSE**—[www.freeflightsupplies.co.uk](http://www.freeflightsupplies.co.uk)

**KEITH HARRIS**—Plans service

21, Burns Lane,

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NG20 0PA

Tel: 01623 842167

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35 Old Orchard,

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## USEFUL WEBSITES

**SAM 1066**—[www.cavgrove.freemove.co.uk/sam.html](http://www.cavgrove.freemove.co.uk/sam.html)

**BMFA**—[www.bmfa.org](http://www.bmfa.org)

**SAM 35**—[www.sam35.org](http://www.sam35.org)

**Martyn Pressnell**—[www.martyn.pressnell.btinternet.co.uk](http://www.martyn.pressnell.btinternet.co.uk)

**Loc8tor**—[www.loc8tor.com](http://www.loc8tor.com)

**X-List Plans**—[www.xlistplans.demon.co.uk](http://www.xlistplans.demon.co.uk)

**BMFA Free Flight Technical Committee**—[www.vengi.demon.co.uk](http://www.vengi.demon.co.uk)

**National Free Flight Society (USA)**—[www.freeflight.org](http://www.freeflight.org)

**Ray Alban**—[www.vintagemodelairplane.com](http://www.vintagemodelairplane.com)