NEW Clarion

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Contents

Editorial

Our president informs me of the death of Mick Howick, husband of the 'Lulu' postal stalwart Jane Howick, also sadly no longer with us. It is sad that our numbers are being depleted by the loss of such household names in the free-flight community.

This issue Jim Paton is first out of the blocks with his report on the Wallop May meeting.

The engine analysis is the second of the 049 series, the Frog 049 glo, which was first on the market by three months.

I relate my own May Wallop experiences in the fond hope that my fan base is still intact.

Mervin Price expands on his last months 'Auto Dt' theories with more possible inovations.

The 'Croydon Wakefield Day' is reported on jointly by Ray Elliott and David Beales.

I dig once again into Keith Miller's photographic archive, reproducing the pictures two to a line in this issue. Please let me know if you prefer the old two to a page size.

Dick Twomey, on the back of my comments last month, has expanded his role in the formation of the Aeronautical Society of Mauritus with an 'another hobby' piece.

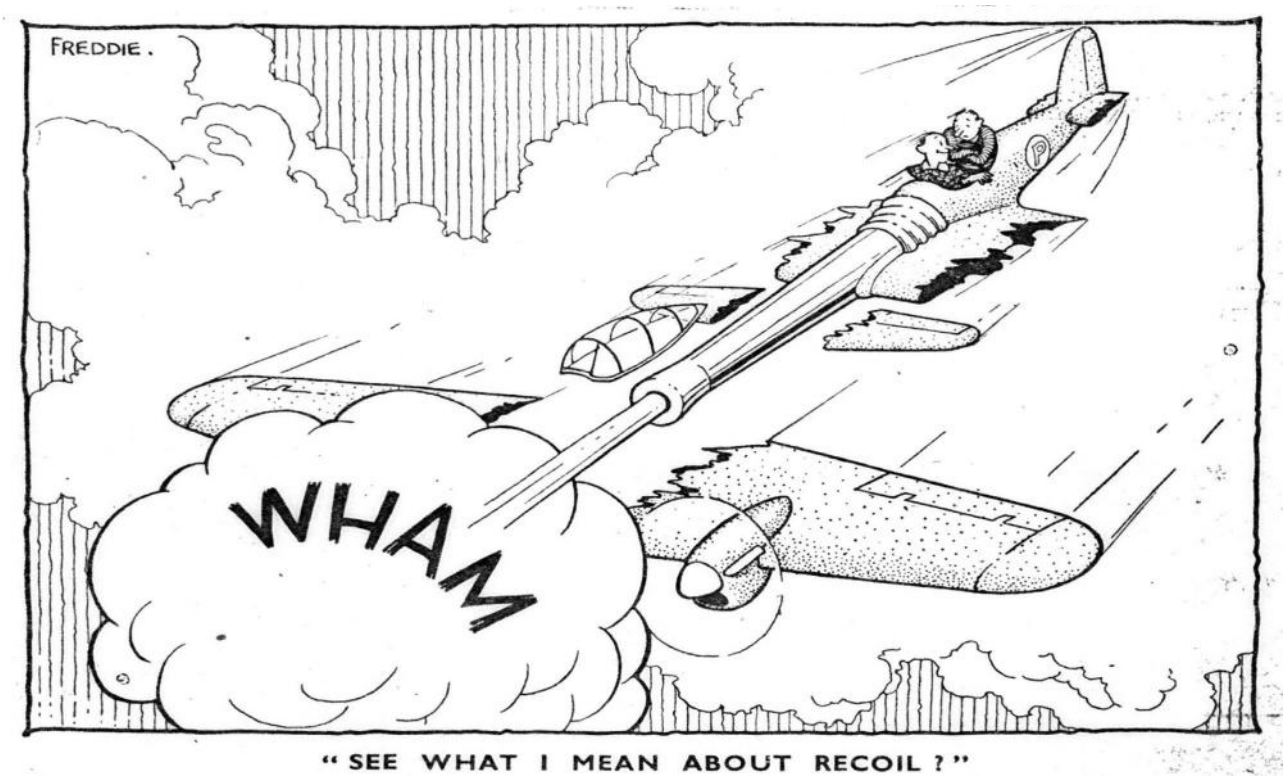
New Zealand's Allen Teal writes on his build to date of the Mercury Models 'Teal' and promises to report on future progress.

Our secretary Roger Newman's June notes contains a detailed report by Bournmouth MAS member John Taylor on his scaled down version of Maxwell Bassett's 'Miss Philadelphia' power model.

I follow up with a few insights & pictures of the junior members of the Dr Martin Pike family.

Being without a power model analysis by John Thompson *(surely he's not run out of models yet)* I've dug out a 40size power model designed by the very large power model builder Trevor Payne.

Editor



May Wallop - Jim Paton

A while ago I bought an F1B model from Ray Jones. He was emigrating and selling up some stuff. Included in the deal was an excellent winder and an even better Biotrack system, both of which I now use regularly. I put off flying the F1B for quite a while, but last year on Salisbury Plain I gave it a go with some help from Ted Tyson who is a very experienced F1B flyer. You can see his photo in the last Clarion's caption competition.

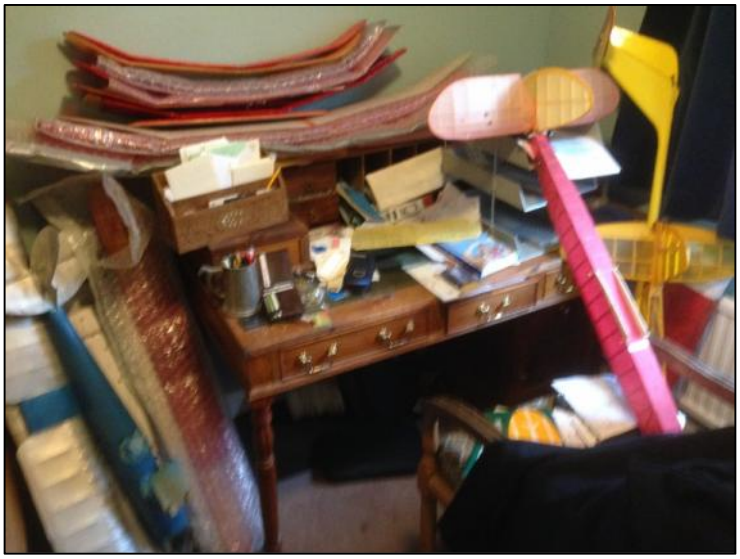
As recommended, I wound it up fully and threw it hard. It flew quite well twice. It's been in the box since, so I decided to fly it at the Croydon Wakefield day at Middle Wallop. The trimming flight on a one minute dt went well, so I continued in the four round competition. On the first flight it power stalled and partially recovered for just under two minutes. On the second I launched it less vertically and set the delayed prop release for too long, so it went horizontally for most of the motor run to make 1 min 4 seconds. I corrected this for the third flight, but it flew too straight and stalled badly for 1 min 17 seconds. I gave the tail adjustment a bit of down elevator and the rudder a bit more right for the fourth flight. I also launched less vertically. It went well for an easy max. It actually dt'd at 3 minutes instead of two, so that needs checking. I was in the money as I came third out of four. And now the model is reasonably trimmed. A tweak more right rudder will be tried next time out.

I also flew my Lanzo Duplex in 4 oz Wakefield. I managed to find good air three times to get in the fly off. I recently fitted it with radio dt, so it never got beyond the peri track. The max was two minutes. On the second flight it was in a boomer so I dted at 1 min 30 secs. It landed after 2 min 30 secs just inside the peri track. Wonderful!
Peter Hall and I did battle in the flyoff. I found better air but his model climbed much higher. Mine is trimmed for a long gentler motor run, which was not the best option for one minute dt fly offs. His prop carving was much superior to mine, and I failed to put him off with MacInroe style baiting. He apologised for beating me after, but put it down to a better built model with balanced rubber/prop combination, fully trimmed out. I could only reluctantly agree. All in a very enjoyable day with just a short interval of gusty wind in the afternoon.

Jim Paton,

Editor:
(Having chided Jim in the May issue for lack of pictures, he flooded me with a few extras this time.)


A ‘Neuport 28’ Dumas kit, electric

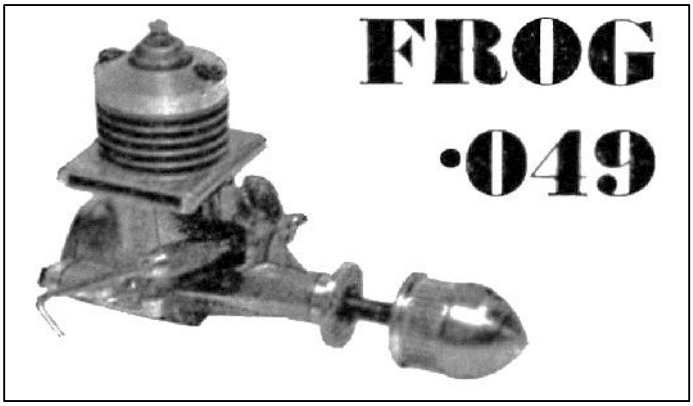



Not much use as an office is it?


Some storage solutions

Jim Paton

Engine Analysis: Frog .049 - AeroModeller Jan'60



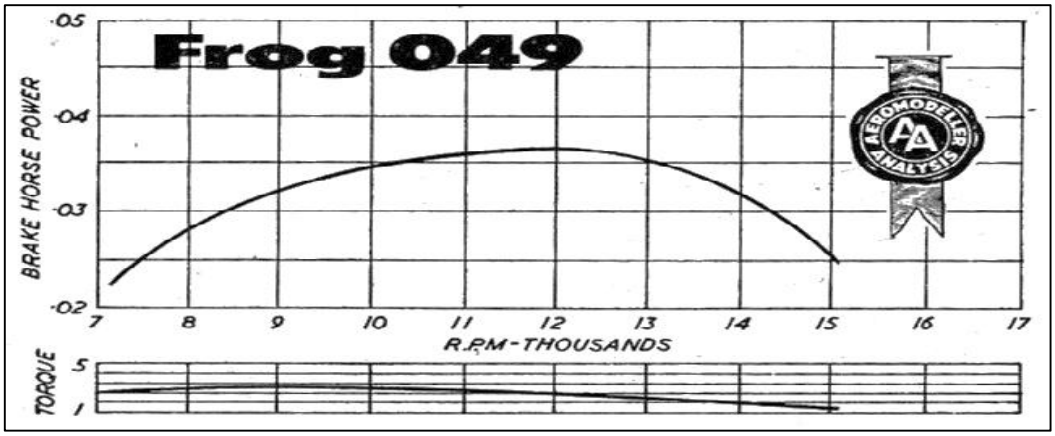
Largest of the current crop of British "049" glow motors, and leading its competitors by 3 months' sales in the model market the .8 c.c. Frog bears a distinct resemblance to the Frog "80" diesel, particularly as it incorporated the same crankcase casting with its characteristic integral stub exhausts. However, the 049 glow is basically a new engine which has undergone extensive development work to arrive at a good "sports" performance with smooth running and easy starting characteristics.
Whilst the crankshaft and crankcase remain unaltered, the cylinder is entirely new and the result of some dozens of individual set-ups to determine the best porting arrangement, compression ratio and combustion chamber shape.

The result is a very easy glow motor to handle, with a performance comparable with that of the diesel version at the higher speeds. Starting characteristics are extremely good, so good, in fact, that the manufacturers have felt that the complication of any starter device was quite unnecessary, even for beginners, which claim would seem to be borne out by practical tests. Having established rough settings for any particular size of propeller, first flick starting can be obtained from hot; or cold after filling the fuel line by finger choking and giving a prime through the exhaust. And the flick does not have to be a very smart one. You can almost—but not quite—start by twisting the propeller nut.

This nut is deliberately made large in size and knurled, the object being that if "assisted" starting is required a length of cord can be wound round the nut and pulled off to spin the motor. — useful if the engine is well and truly flooded—This simple technique works very well and can be applied to the engine mounted in a model since one does not have to grasp both ends of the starter cord but merely aim to pull the cord off the spinner in line with the propeller.

The "049" is fitted with the new Miniglow "X" glow plug and we tried starting on both 1.5 dry and 2 volt wet batteries. Either appear suitable, but the 2 volt supply is better when first handling the engine (i.e. with needle setting not established). Certainly the life of the plug did not appear to be affected by the greater voltage and the hotter element temperature appears to offer an advantage with this motor.

Running was smooth and consistent, with a tendency to increase r.p.m. slightly on warming up. Needle valve setting was very non critical and could be opened up a turn or more before over-rich running became apparent. Starting and running was just as consistent on straight glow fuel as on doped fuel, although r.p.m. figures for any given propeller load were improved by some 5 per cent., using the latter.
Basically the Frog "049" appears to have been proportioned around the Frog nylon 6 x 4 as a matching size of propeller, with no particular attempt made to develop higher speed performance.
Peak power on test was, in fact, measured at 12,000 r.p.m. with a marked fall off in performance past this point. In this respect, of course, high speed demand would be beyond the requirements of an engine designed specifically for sports use.



At low speeds performance remained consistent and the Frog "049" was still reasonably happy driving an 8 x 6 nylon propeller with which, incidentally, it has proved capable of flying a model. Within this lower speed range, of course, performance is inferior to its diesel counterpart.

The entirely new "049" cylinder incorporating integral finning has upward-angled drilled transfer ports (a pair each side), overlapping the two exhaust ports (actually emerging in the substantial pillars between the exhaust ports).

SPECIFICATION

Displacement: .808 c.c. (.04926 cu. in.)
Bore: .400 in.
Stroke: .392 in.
Bare weight: 1.8 ounces.
Max. power: .037 B.H.P. at 12,000 r.p.m.
Power rating: .046 B.H.P. per c.c.
Power/weight ratio: .0205 B.H.P. per ounce.
Material specification
Crankcase: light alloy pressure die casting
Cylinder: leaded steel
Piston: cast iron
Connecting rod: light alloy forging
Crankshaft: hardened steel—3BA propeller shaft thread
Main bearing: plain
Prop. driver: dural
Cylinder head: dural
Spraybar: brass (ratchet spring locking)
Glow plug: KLG Miniglow "X"
Manufacturers: International Model Aircraft Ltd.

PROPELLER—R.P.M. TESTS

Propeller dia x pitch		*r.p.m.*
7 x 4	Stant	7,400
6 x 4	Stant	8,400
6 x 4	Trucut	7,600
5 x 3	Trucut	11,900
6 x 4	Frog nylon	11,400
6 x 6	Frog nylon	8,400
5 x 6	Frog nylon	10,600
5 x 6	Frog plastic (styrene)	9,700
6 x 4	Tornado nylon	9,600
6 x 3	Tornado wood	10,600
5½ x 3	O.K. plastic	11,500
6 x 4	D-C nylon	12,400
5¼ x 3½	D-C nylon	14,400

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

The cylinder is secured by two screws through the head, the bottom flange resting on the crankcase casting and sealing with a gasket. The two large transfer passages are formed in the crankcase casting and the fact that the hold-down screws pass through the cylinder fins ensures that the cylinder ports line up, irrespective of which way round the cylinder is replaced.

The head is turned from dural, with an appreciable spigot plugging into the open top of the cylinder. This has been shaped to give a hemispherical combustion chamber, found to give the smoothest running and flexibility of operation, particularly with, doped fuels. The head also seals with a gasket with the KLG plug screwing into the centre of the head.

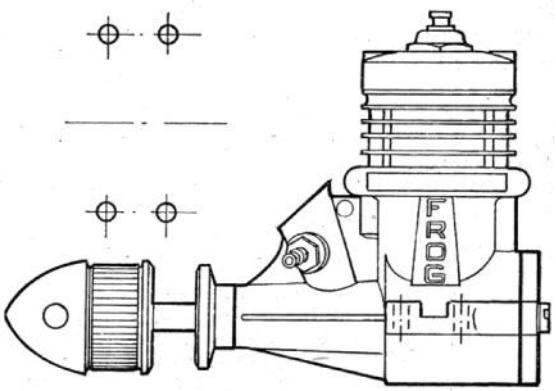
The piston is of cast iron, flat topped with a bevelled edge. Cylinder wall thickness is quite light, no doubt contributing to the low level of vibration experienced whilst running. Workmanship and finish is generally of a high order throughout.

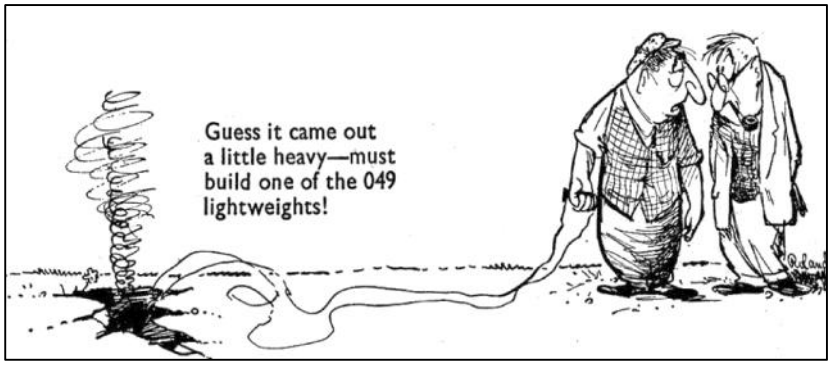
The balance of the construction is as for the Frog "80" diesel, with the exception of the large spinner nut already mentioned. This is turned from dural, giving a knurled section of approximately 9/16 in. diameter and ample length for cord winding with a spinner entry, the latter with the usual tommy bar hole for tightening.

Manufacturing tolerances appear to be held almost to "diesel" standards, with a close fitting piston giving a definite compression feel, and also marked crankcase compression.

Crankcase volume, too, is relatively large which means that if the motor is accidentally flooded there is a lot of raw fuel to blow out in order to give the plug a chance!

A point, too, with regard to the use of a battery connecting clip. The blued finish on the cylinder *can* act as an insulator and thus not give a proper earth connection, if the clip is only lightly positioned. It is not likely that this will happen every time, but is a point worth checking if the engine does not start.





The Frog "049" is an engine that should—and does normally—start first flick every time, after a prime. And, provided the needle valve is somewhere near the right setting, it will keep running as many modellers have already discovered.

AeroModeller Jan '60

Wallop in May - John Andrews

Rachel and I stayed at the Premier Inn off the A303, we arrived on the Saturday to be ready for an early start on Sunday. First mistake, that Saturday morning whilst still at home I had a call from the hotel asking where we were on Friday, I had messed up the booking with an extra day, having booked Fri, Sat, Sun & Mon. Cost me money but you cannot take it with you.

We awoke on the Sunday and as the forecast was for strong winds we took a leisurely breakfast in the Museum Café before venturing out onto the airfield. Having no models qualifying for the competitions of the day, I parked alongside Peter Jackson and faced the airfield expecting to be a spectator for the day. On getting out of the car to chat to Peter I realised that the wind strength was not all that strong and Peter suggested that I re-trimmed my repaired 'Korda' ready for Croydon Wakefield Day on the Monday.

I quickly turned the car around and assembled the model whilst Peter and Rene fought the breeze and their windbreak.

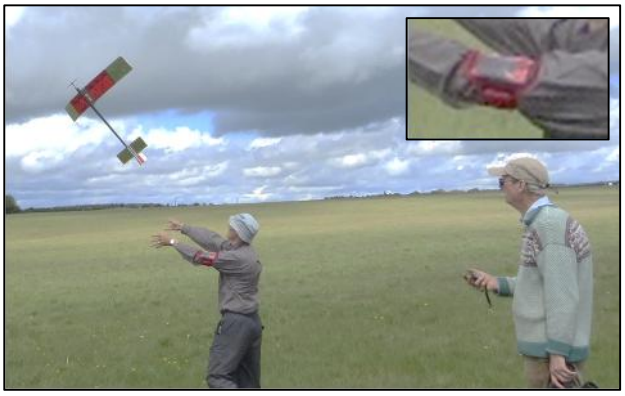
I had a 100gm motor reduced in x-section from my last escapade so, full of confidence, I wound on a couple of hundred turns and cast the 'Korda' aloft. I was a little too confident as it transpired, the model flew away to twenty feet up or so then descended swiftly in a tight right spiral into terra firma. Luckily the grass was reasonably lush and to my relief no damage was done. The RH wing had been broken in two on the models last outing and the wash-in for my right/right trim had been reduced, I had not anticipated the effect and was lucky to get away with it.

I continued to gingerly trim on low turns decreasing right side-thrust and right rudder until the 'Korda' managed to get reasonably high and an acceptable glide was observed. By this time the wind strength had increased so, although not fully trimmed, I put the model away ready for the next day's competition whilst it was still in one piece.

I was now in spectator mode and watched Peter's flights in Middle Weight. His check trim flight was a stormer but, having set up too close to me, the Andrews effect took hold and his competition flight was not so impressive.

I had been commissioned to do a bit of E36 spying for John Richards in Canada, so pictures of the models of Jim Paton and Chris Redrup were acquired. The E36 electrics seemed to handle the windy conditions quite well.

Contrasting methods of construction, traditional balsa of Jim Paton on the left and Chris Redrup's modern carbon approach on the right.



Right, Chris launches for a comp flight with Jim performing on the stopwatch. Note the RDT Tx on Chris's left arm.

Significant to note is the employment by both of the Radio DT. It is my belief that many will be using these devices now that they are readily available from Leo Bodnar Electronics, see:

http://www.leobodnar.com/shop/index.php?main_page=index&cPath=95_112

Needing a comfort break, Rachel and I retired to the museum café early after lunch for 'tiffin' *(not sure about the word but it sounds posh)* and missed the prize presentation which had taken place early as the small attendance and rough conditions meant that the competitions concluded early. The early return to our hotel gave me the opportunity to attack the RH wing of the 'Korda' with the hotel hair dryer, imparting a little more wash-in. After a shower and change of clothing we had the pleasure of dining in company of Barbara and Roy Tiller making it a pleasant evening and a fitting end to the first day.

Attendance on the second day was much more in keeping with normal standards, the 1066 flight-line extending well in both directions.

It was Croydon Wakefield Day and, after another trimming session with the re-warped 'Korda', I paid my competition entry fee and set about preparing for my first flight for real and wound the motor. Canada's Jim Moseley, having read of my exploits in the last issue, had given me an email kick in the pants for not using a torque meter so I had brought my Spencer Willis meter with me to get to know it and the readings for wakefield motors. However the loose attachments I had fitted to each end of the device to make it compatible with my bobbin and

winder attachments made removing it from the fully wound motor somewhat difficult, but after some finger straining the 'Korda' was ready to go. I need to solder the attachments to make the meter stiffer and more comfortable to use.
After a little air sniffing I turned the model loose and the 'Korda' climbed away well to about 50ft then wallowed in a semi-stalled state for a bit then continued to climb in good air. After a minute or so the prop folded and the aircraft was gliding smoothly high in the air and I was patting myself on the back for a job well done. What could go wrong, I'll tell, an early DT, I must have allowed the tomy to turn in my fingers whilst I waited to launch. 5 seconds short when it touched down, blown it again. My second flight, witnessed by our secretary Roger, comprised of a poor climb to no great altitude, looking all but over after a minute or so, then at about 50ft up in the distance the model found low level lift and drifted about at the same height for a maximum. I made a third flight on less than max turns just to complete the card, it was a standard up and down again in ordinary air which does not produce maximums with the old heavy 'Korda'.
Back to spectator mode.

I snapped Barbara Tiller flying in something or other with Roy on the watch.

Peter Jackson launches in 8oz fly-off

Sports models and flyers were there in abundance

Not a bad weekend taken all round, a pleasure to be there chucking models about even if it's to no great effect.

John Andrews

Model Aircraft February 1959

Olde Tyme Flying

Those people who suspect aeromodellers of being slightly touched become completely convinced of it upon reading in the popular Press that the premier modelling award is competed for by models powered with elastic bands. Such denizens of the jet age can be excused for thinking this form of primitive toy power went out with crinolines, or whatever it was that enabled big sister to keep small brother in good supply of the stretchy stuff. No doubt they happily thought of us playing contentedly with our model sputniks and miniature *Comets,* and it must come as a shock to them to learn that we are still deeply entrenched in the bow and arrow scheme of things.

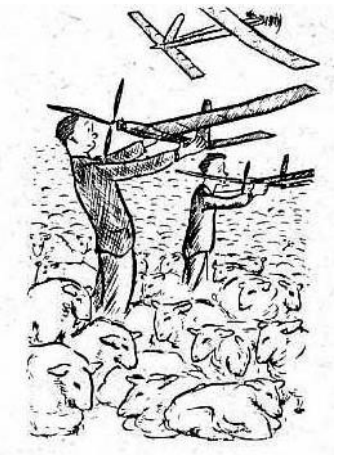
But the bow and arrow modeller might not be so daft as they might think. The fate of the modernistic power modeller is only too well known. He has only to approach to within flicking distance of an open space to have the vigilantes out in force. Park-keepers, local councils, ratepayers and other public-spirited citizens fight for the privilege of being the first to kick him off. But who's going to take exception to the presence of some harmless nitwit with an elastic powered toy? People generally show great tolerance towards dogs and children, and the elastic band model fits unobtrusively into the general playground picture of scampering bow-wows and hula-hooping kiddies. So, if the rubber modeller is regarded as a rather old fashioned child he's better off than his power counterpart. After all it's not much good being a space age flyer if you've only got plenty of age but no space.

Then there are other advantages in being a rubber modeller. If, for example, you and Joe Bloggs are flying models with similar engines, you haven't much of a face saving excuse if the Bloggs model out-performs yours by umpteen minutes, but if his rubber job knocks spots off your deck loving effort you can always plead rubber fatigue, or threaten to take proceedings against the local model shop for selling coloured string as rubber strip.

And if Joe Bloggs happens to be an expert, so much the worse for him. Instead of just going green with envy at the sight of him collecting the hardware you can accuse him of using that super special brand of rubber available only to experts. Waving your "Unfair to Beginners" banner under his nose you can ask him how he'd like to buy his rubber over the counter. He'd probably reply that he'd very much like to, but as this contest-going keeps him short of ready, he'll just have to keep going with his three-year-old stock.

Wide Closed Spaces

I don't know very much about Australia, except that it's full of sheep and Wakefield winners, and that if my power job pranged in hard enough, some unfortunate lamb in that inverted country might gambol a little more vigorously than its mates. However, I've always believed, in my own little innocent way, that it was a sort of modelling paradise. All you had to do, I thought, was to hop on your horse, gallop off into the outback, clear a space in the sheep, and you'd be all set for a spacious day's flying.



What a far cry this would be from our own tight little island, where conditions are *so* cramped that there's hardly room to swing a 6 x 4 prop—and heaven help you if you try! But I quickly changed my fairy tale ideas about the land of the kangaroo when I heard about that letter from an Australian modeller, in which he almost wept with gratitude at being given the use of a C/L site for two hours on one Sunday per month. This seems to put the "down under" modeller in much the same boat as ourselves, but we, at least, have the consolation of not being able to fly on the other three Sundays anyway—too wet.

Pylonius

More on AutoDT - Mervyn Price

More thoughts on auto DT. How can it fail to work?

Forgetting to switch on. Solution auto arming.

1. Do you want auto arming? How often do models fly without their timers running?
2. Glider & rubber, no tail-plane hold down until switching on.
3. Ic & electric motors, as one plus the addition of no motor. An ic motor will be armed when switched on & with electric motors after a timed period. For safety electric motors need a warning sound &/or count down lights to indicate that they are going to start.
4. Timing for timer Dts. Altimeter set at 5m (16ft) altitude for all timers to start. Solves forgetting to start your timers.
5. Gliders need to start their timer on release? Adds potential cost to the unit (only if you have auto arming is this a true statement). Safer to start the same as the rest. Requires a change in flying technique? Pick your air on release from the ground. Give yourself slightly longer on the DT, say 30 seconds. Remember your model should not fly away.
6. Battery life will not be a problem. Single round golf GPS runs for more than 5 hrs continuously & two round options are available 10 to 12 hrs.

Model flying away due to electronics.

7. Flat battery, loss of arming followed by DT.
8. Broken wire, as above.
9. Computation freeze up. A difficult one this & needs an electronics engineer to solve. We obviously prefer to get an auto off if possible. May be it's too expensive to solve & becomes a potential fly away.
10. The dreaded boomer. The problem here is that whereas, we can measure the rate of climb against the DT rate of descent, our measurement is retrospective, so that by the time the model responds by DT the rate of climb could exceed the DT rate. So we have a fly away. Note the height DT previously mentioned is a sop to civil & military authorities who on learning that we have a flight area control may impose a height.
11. Timers for engines & flight max need to be easily adjusted.

Only one sensible solution here. A pair of knobs with dials plus their problems or a little screen & buttons & their problems.

12. Actuators to arm & release ic engines & DT. Problems, here you all know about. Electric motors have their problems to. More related to their size & power consumption.

Flight boundary thoughts.

13. Golf GPS's appear to work by having a number of imaginary beacons representing greens (middle, front & back), bunkers, streams, ponds & lakes etc.
14. Therefore it is probably cheaper to populate the boundary with imaginary beacons at up to 50m distance. Also at distance we only need a few primary beacons. When the model gets closer we need only those imaginary beacons that are close to the model.
15. Do we refer to the nearest beacon for the DT point calculation or do we compute the line position from two beacons? We are already using a vector for the wind drift combined with height & DT rate.

Why do we need to be detailed in these matters?

16. The answer is cost & the need to set the parameters such that as many manufacturers as possible can make the equipment as cheaply as possible & be compatible with our field maps.

Back in the days when we had a toy trade I worked as a toy designer & learnt the need to watch costs. 1d for each of 250,000 or usually more units is worth saving. I know we are talking fewer units than this. However making this work gives a brighter future for free flight & could well make it more popular.

17. You are the people who will fly the models so you need to decide the minimum acceptable requirements. It's no use not contributing to the debate about what you want to fly. For those outside Britain it applies to you also because our British market is too small to be viable for a manufacturer. The

more we talk about it the more others from the electronic aero modelling community will get to hear of it & some will enjoy becoming involved. To me RC is deep pockets modelling & many converts to free flight exist for the correct product. Could we do some of the development?

18. Yes because we do not need to make it miniature in order to develop it.

19. How do we do it?

20. Take a Raspberry computer (the early one weighs 5gr) with open source software Linux. Add a battery, a GPS & an altimeter. Then add the DT & engine timer. Now the difficult bit. Get someone or a team of people (the more the better) to write a program & debug it.

21. Test it in a suitable plane such as a Tomboy.

22. When it works publish the program under Linux open source rules. Let us hope this will get the unit we want being made. What are its obvious limitations?

23. As envisaged I saw it as being for medium to large sites, not small ones. Also for flying in windy conditions. On a large airfield with a peri track. This means setting the flight boundary inside the peri track to avoid damage to the models. So we are talking 30m minimum inside a field boundary & more where there is a peri track.

24. The system works by taking a back site at any point on the flying circle (100ft dia). We then take regular fore sight points again at any point on the flying circle (100ft dia). As the downwind distance gets larger the measurement becomes accurate (750m). On a small field this is not so accurate because of its size. I think it is of little importance in light airs. Put another way a 30deg error in wind direction is probably acceptable.

25. With a small field we cannot talk about competition flying in any sort of wind greater than a light breeze. Do the back site, foresight needs a compass point adding to the measuring points to give a better direction. (Adds complexity & cost). Do we give the model a pre-set wind vector and has it to be entered close to launch. Again cost and this time you are interfering with the model so introducing the possibility for error & damage. I prefer to leave well alone & accept the inaccuracy. Someone needs to do the maths. The system proposed does not use a compass.

26. What about the fly aways. Remember there will be fewer of them so in order to keep costs down we need to decide now what we require & does it need to be built in to our system or not. Remember cost is important. Also developed equipment costs very little extra & can enhance your days flying.

27. Last of all it's not for me to dictate your flying communities system. I am simply the proposer of a system & not necessarily the right system. So I want you to tear it apart & test it out on paper. Debate it & look at other systems. Tear those apart & test those on paper until you all can take the best bits of all the systems. Then you will have a good system. But remember you have to be ruthless about costs. You have to be ruthless about minimising your system. My system comes with a lot of knowledge about systems & probability design. That does not of course make it right. Finally I am quite happy to slip in overstatements to make you work out the true statements. So you need to do the maths and check out the statements. Never believe everything I or any one writes.

28. I make no excuses for making you change elements of your flying technique to help with the system costs, or to get better results. At the FAI level it looks as though change is long overdue. It's free flight, not flight by mechanical computer controlling rudder & elevator. To my outsiders view that is what it has become. Give them things this and they will steer themselves about. You may as well add RC. You would not see any difference in the flight times just more maximums.

29. I have added the minimum maximum controls you might need.

You do not need all of them & they do not all require building into the unit. It is sensible to have an add-on unit to cater for your needs. Rubber & glider just a DT. Ic an added engine timer & actuator. Electric motor an added motor controller & timer.

This system is there to allow the model to fly free where it wants to go. When it flys into a boundary, it cannot steer away so it will DT. When its on-board timer says it has maxed it will DT. Actuating the DT does not mean it will happen. It is free flight, so very occasionally it will escape its virtual cage.

Mervyn Price

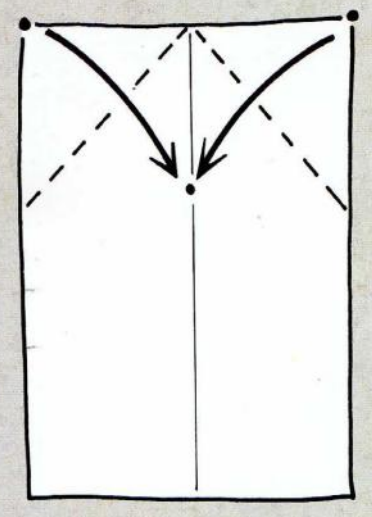
Paper Airplane: - Nick Robinson

LEVEL-TRACK DELTA

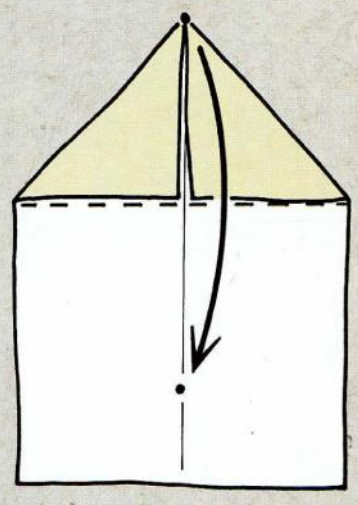
STEPHEN WEISS

Stephen is an established origami author who has already produced a book on paper aircraft. This design first appeared in *Flypaper*, the American journal of paper flight, now sadly defunct. It is particularly stable in flight, hence the name.

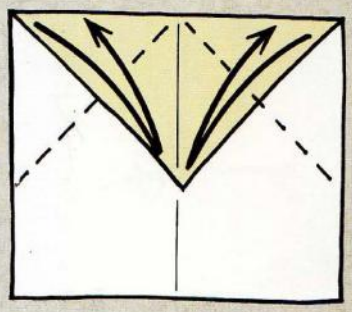
Start with a sheet of American letter-size paper and fold the vertical centre crease.



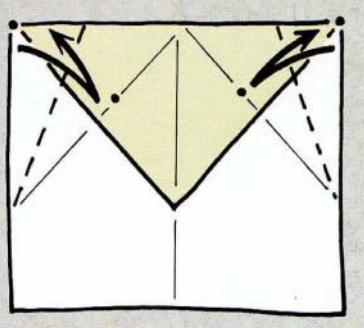
1 Fold the two upper corners to the centre crease.



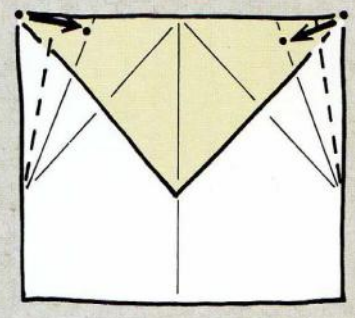
2 Swing the triangular section downwards.



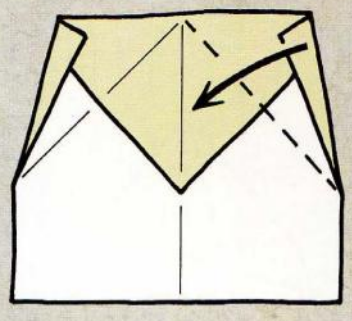
3 Repeat step 1 using the top folded edge, then unfold the corners.



4 Fold each corner in so the outside edge lines up with the crease made in the last step, then unfold.

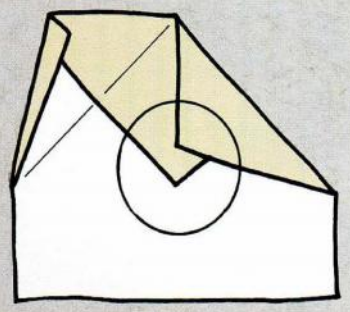


5 Again, fold in the edges to meet the most recent crease, but keep these folded.

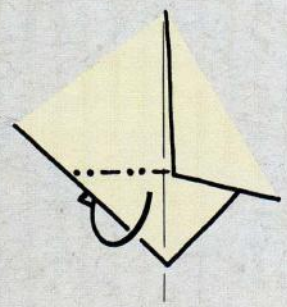


6 Fold in the right-hand corner on an established crease.

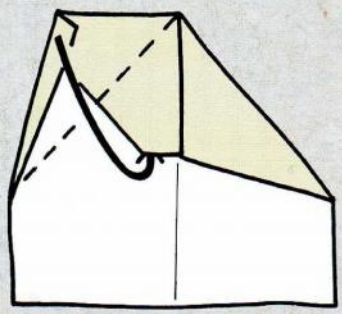
LEVEL-TRACK DELTA



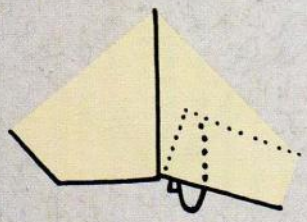
7 Here is the result; the circled area is enlarged in steps 8 and 10.



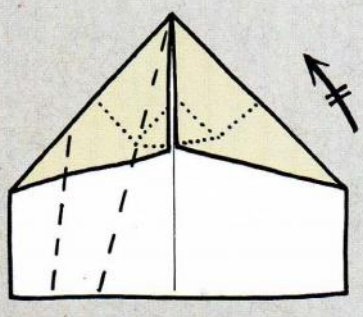
8 Fold the tip of the triangle underneath; the crease meets the corner.



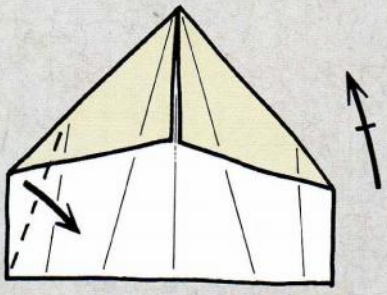
9 Fold the left-hand corner inwards, tucking the small flap underneath the inner layer.



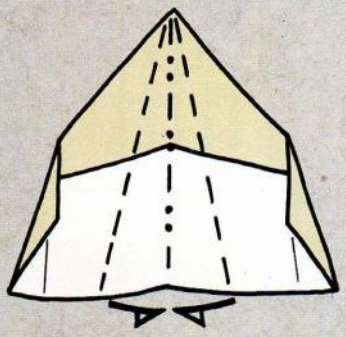
10 Pull out the right-hand small flap and tuck it underneath as well. This helps lock the paper together.



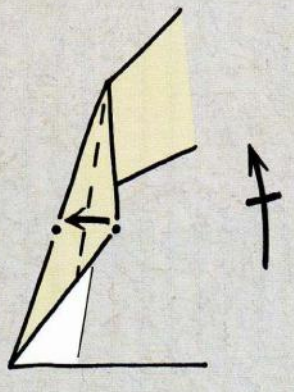
11 Make the creases shown. The inner one has location points, the outer one is made by eye. Repeat on the right-hand side (folding in half will make sure the outer creases match).



12 Make a crease that joins the lower corner with the top end of the outermost crease. Repeat on the right-hand side.

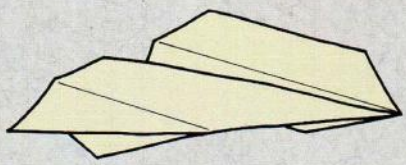


13 Form the paper into three dimensions using the central creases.



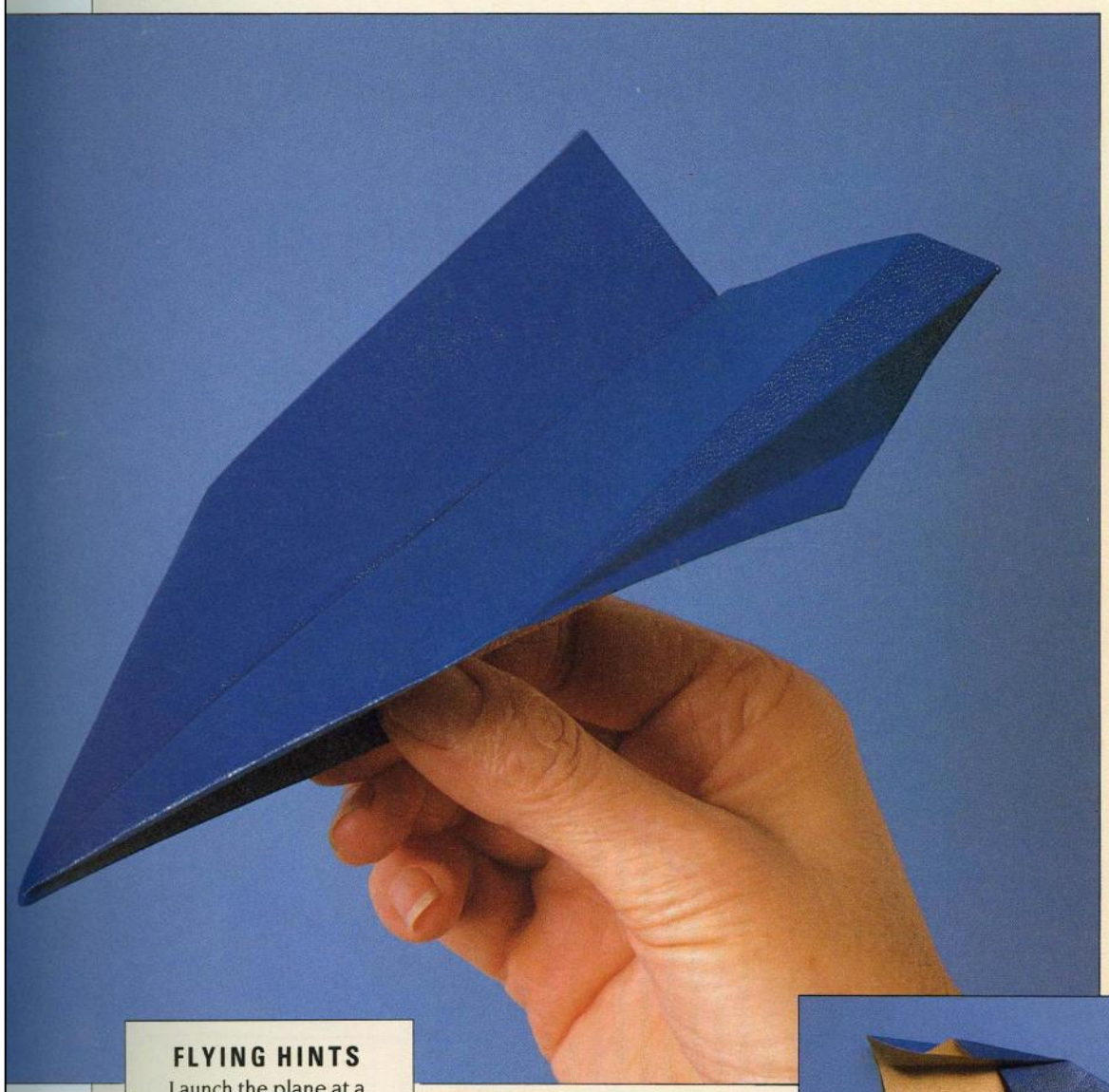
14 Fold the small flap in half outwards, then make all the creases correspond to the profile shown.

Profile of finished craft.



15 The Level-Track Delta.

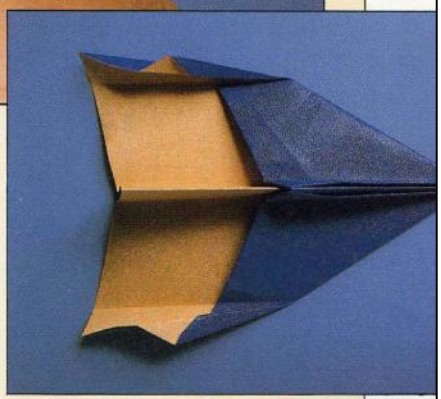
LEVEL-TRACK DELTA



LAUNCHING POSITION

FLYING HINTS

Launch the plane at a moderate speed and it should fly very straight and level. If it climbs or dives, bend the middle of the trailing edges up or down slightly Correct for turning by adjusting the symmetry of the wings.



VIEW FROM BELOW

Croydon Wakefield Day - Ray Elliott & David Beales

Middle Wallop Sunday May 4th 2015

For this year's Wakefield Day we were very lucky with good flying conditions given the awful weather the day before, and even worse the day after. There was a good turnout with many sports flyers enjoying the conditions.

For the contest the max was set at 2 minutes to minimise the likelihood of landing in the downwind compound. Disappointingly the good turnout on the field didn't translate into masses of entries but those that did enter made for a decent comp. Flying started promptly with Andrew Longhurst making an easy max in the Marcus Challenge with his Raff V; unfortunately on his second flight he experienced the dreaded Raff V dive with the model spinning in from a good height to record 1.39. This dive is one of aeromodelling's great mysteries as it happens very infrequently but when it does it is usually disastrous. It is said to be caused by the model having too much fin area and too little dihedral. We'll probably never know.

Continuing with the Marcus Challenge Martin Stagg flew steadily with his Dinahmite to record three maxes whilst Chris Redrup dropped his first flight but then recorded two maxes to finish one second behind Longhurst. David Beales' Supa Dupa coped with the breezy conditions later on in the day but was damaged on landing.

8oz Wake was a close fought contest with three of the six entries maxing out. Winner of the D/T flyoff was Robin Kimber with his NRG, followed by Peter Michel flying a Fullarton. Third was Peter Jackson with his Lim Joon.

4oz Wake was also closely fought with two making the flyoff and a third (Nick Peppiatt) missing out by just 5 seconds. The winner was Peter Hall with Jim Paton second. Both Peter and Jim were flying Lanzo Duplex's. Nick was flying a Northern Arrow.

F1B was flown to four flights in rounds. There was quite a contrast between Peter Brown's high tech model with its Saturn rocket like climb, and Andy Crisp's more basic wooden model. Peter was the winner with 4 maxes with Andy second, dropping one flight. For one of his maxes he craftily spotted a 4oz Wake in a big thermal and launched his model into the same air. Third place went to Jim Paton with Ted Tyson fourth. Ted was unfortunate in that he had a malfunction on his third flight scoring zero. He maxed on the other three flights.

Just to show that luck was on our side, with regards to the weather, it was decided to bring the flyoffs and prizegiving forward in view of rain being forecast later in the day. It was as well we did as by 4.45 it was raining heavily.

A new idea was to have a launch line for those flying power models well down wind. This was an innovation by the SAM1066 committee to improve safety.

Many thanks to Don Thomson who took the photographs.

The Croydon Club would like to thank the London Area for their support.

Results

8oz Wake for the Ted Evans Trophy

1st - R Kimber (NRG)	6.00 + 1.35	2nd - P Michel (Fullarton)	6.00 + 1.20
3rd - P Jackson (Lim Joon)	6.00 + 1.11	4th - J Andrews (Korda)	5.28
5th - M Hollamby (Gypsy)	1.53	6th - R Owston (Lim Joon)	1.48

4oz Wake for the Fairlop Cup

1st - P Hall (Lanzo Duplex)	6.00 + 1.27	2nd - J Paton (Lanzo Duplex)	6.00 + 1.16
3rd - N Peppiatt (Northern Arrow)	5.55	4th - M Hollamby (Copland)	5.11
5th - M Gilham (Black Diamond)	4.48		

F1B for the Thurston Trophy

1st - P Brown	8.00	2nd - A Crisp	7.31	3rd - J Paton	6.11
4th - E Tyson	6.00	5th - G Oulds	2.13		

Marcus Lightweight Challenge

1st - M Stagg (Dinahmite)	6.00	2nd - A Longhurst (Raff V)	5.39
3rd - C Redrup (Dinahmite)	5.38	4th - D Beales (Supa Dupa)	2.51

Ray Elliott & David Beales

Andy Crisp's "simple" F1B

Peter Hall with Lanzo Duplex

Robin Kimber and Peter Michel preparing for the flyoff

David Beales with Supa Dupa

Ted Tyson with F1B

Jim Paton with Lanzo Duplex

(Pictures by Don Thompson)

Letters to the Editor

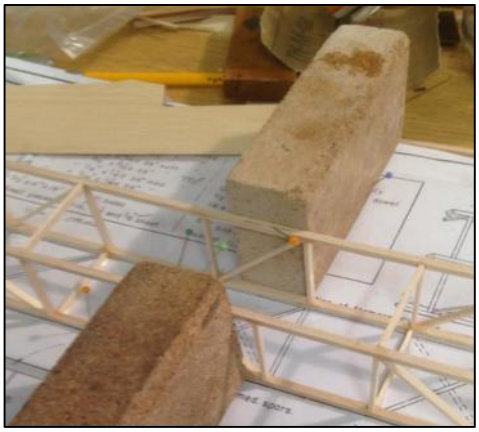
David Parker: of babes and suckling's - but very profound. I found this statement in a topic in Hip-pocket aeronautics site…… from an American 16 year old!!

"I agree with you completely. I'm currently 16, so in your book I'm one of those people that don't care for building stuff with their own hands anymore. And let me just say that what you say about my generation is very true. I have tried to get my friends involved in the hobby by showing them some of my planes (I've been building models since 2011) and they're impressed, but once I mention the word "build," they just give up completely. Before there would be plenty of people my age involved in hobbies like this, but now it seems as if everyone who still has the patience to sit and build something with their own hands is 50+ years old. With a work ethic this low, I honestly have no idea how the world is going to be once my generation takes over. All I can say is I'm glad I was born a few years before everyone had an internet connection in their house (I was born in 1998), because that way, I actually got to have a childhood

<>

Jim Paton: building tip

I am building an Urchin fuselage at the moment and was having thoughts on how to keep the fuselage square. I hit upon the idea of using rectangular cork sanding blocks. They can be pinned to the building board (mine has cork tiles on it). I built the two fuselage sides over the plan in the usual manner, then I butt the sanding blocks against the bottom longerons and pin the upper longerons to them. The problem I have with using metal squares is attaching the structure to them and them to the building board.



Syd Hylan:

While flying my enlarged model Cherub at the SAM 1066 May bank holiday meeting at Middle Wallop on the Monday, my PAW engine needed some slight adjustment to the needle valve, it was then that I had a very senior moment, forgetting that the prop was turning at a few thousand revs, the result was (as you can probably guess) blood all over my hand, shirt, and plane, with a deep cut on the side of my forefinger.

A fellow Free Flighter saw my predicament and suggested that I went to his red camper van where he kindly administered first aid and managed to stop the flow of blood.

I found out that my rescuers name was Bob Lee, so I would just like to say a big thank you Bob for your help.

The outcome was, that after several flyers suggested that I should go to hospital to have the wound looked at, luckily my partner Christine can drive so she took me to Andover hospital, where a nurse sorted the finger out.

Unfortunately I had to go to my own surgery on the Tuesday to have it re dressed as it was still bleeding, but things are OK now.

This information may be of some use to any other model flyer at Wallop who find themselves in a similar predicament. Andover War Memorial Hospital is approximately five miles from the Airfield, and they have just a minor injuries unit which is open every day including most bank holidays.

The hospital is situated on Charlton road post code SP10 3LB. Phone No 01264 35881.

Vintage in Black & White - Keith Miller Archive

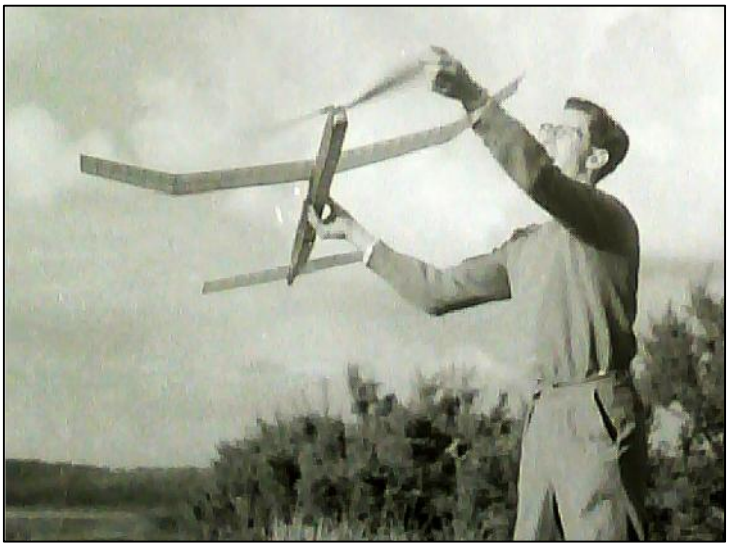
Pete Wright (St Albans) with power model, Fairlop early 50's.

Roy Yeabsley launches brother Des's "Revenge" A2

Derek Piggott ROG's his Wakefield at the Fairlop Trials to gain a place in the 1948 UK team.CDMAC member.

John Knight of (North Kent Nomads) ROG's his Wakefield at Chobham in 50's.

Dave Posner (Surbiton) at Chobham Common in the 50's.



Pete Scarbrow (CDMAC) & Jack North designed "North Star" Wakefield 50's

Another Other Hobby - Dick Twomey

With editorial encouragement:

My interest (after airline days were reluctantly given memory status) over the past several years soon turned to wishing to set up an aeronautical society in this beautiful island.
Fact is, we've long had a viable (even often a profitable) national airline in "Air Mauritius", an international airport recently modernized, a professional Civil Aviation Authority, sound Air Traffic Control and Met services, a thriving model aeroplane club, and a handful of microlight aircraft with their fliers... BUT: These positive elements of Aeronautics had never until recently been brought together.

In my enthusiasm therefore for aviation in all its forms, I approached, in 2010, a Mauritian friend who had worked for several years with Rolls Royce engines in Derby, and suggested that we form a society to unite everyone – professional or amateur – involved in or passionate about Aeronautics.

After 4 years of gathering support and applying-for and achieving official government recognition, (the usual battle with bureaucracy) "The Aeronautical Society of Mauritius" was launched publicly on the 14th of April this year (2015).
During the planning period I had acted as Secretary (the one who does the work); but more recently I have been elected President (the one who gets the glory!), as reported by our respected Editor John Andrews in New Clarion May 2015.
On the 14th April therefore this gave me the pleasure of hosting the President of the worldwide and iconic Royal Aeronautical Society (RAeS), Air Commodore Bill Tyack (RAF retired) and his wife Judy, who spent four days with us. Among the many activities that we undertook was the signing of an Agreement with the RAeS, an enormous honour for our new aviation endeavour. Bill also gave a presentation on "The Royal Aeronautical Society from its Origins to the Present Day", a fascinating story of a society dating back 150 years and inspired by the experiments of the pioneer aeronaut George Cayley and others.

So what do we do in the AeSM? So far we have almost 40 members, with around another 40 to 50 who are interested enough to attend our meetings. The Society's current activities come in two categories:
Firstly a regular programme of meetings with Presentations on an aeronautical topic by an expert in his/her field;
and secondly some aviation projects undertaken with the appropriate government department or with a private organization: For example we are co-ordinating a plan to commence professional pilot training here, this to be done in partnership with a leading CAA-Approved Training Organization based in the UK.
Another scheme with which we wish to interest our Ministry of Education is to host a competition for Secondary School students to Design, Build and Fly a small model glider, in this way ensuring that knowledge of basic aerodynamics is not kept as a closely guarded secret until University or beyond!
As you may know the BMFA currently has a project very much along the same lines.
Wish us well!

And if-and-when you should think of a holiday in our island (which is never a bad idea), please call me! Dick's e-address is: r-twomey@live.com and the society's website is www.aesm.mu.

Dick Twomey

Mercury Models 'TEAL' - Allen Teal (New Zealand)

While browsing some old model magazines I came across a model I hadn't seen before and as it bears my name, it became a 'must build'. The fact that I also did like the look of it made it all the more appealing. After some research I managed to locate the plan from a fellow modeller in another part of the country and was able to get a photocopy made. This was several years ago but I'm getting a little ahead of myself here. First some details.

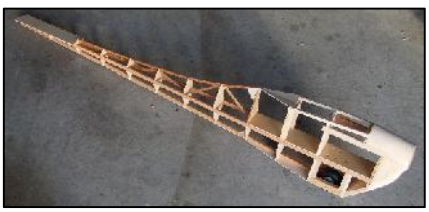
The original (picture from original kit box lid) was kitted with a wing span of 37 inches and recommended power was a diesel engine of around .75cc. I was going to mess with the design as I wanted it bigger, have radio, and be electric! So the model I am building will be enlarged by 70% making a wing span of 63 inches to fit in with the competition parameters of the NZ rules for this type of model. Having radio will mean I reduce the wing dihedral a little and the wing incidence which plays havoc with the fuselage lines. This means I need to lower the motor thrust line a little which, because of the design, also interferes with the wing seat – makes life interesting.

The original instructions state "*….a lightweight model designed to give competition performance with freedom from spiral instability. It is exceptionally easy to trim and has no bad habits at all.*" Well, all that sounded good.

The modeller from whom I borrowed the plan has built one in the 37 inch free flight version (see picture) but said he was disappointed with the performance so we shall eventually see how things go with my enlarged version. I would like to alter the rib profile shape but this is not permitted under the NZ rules so a way around this is to build two wings, the original one for competition and the other modified one for sport flying.

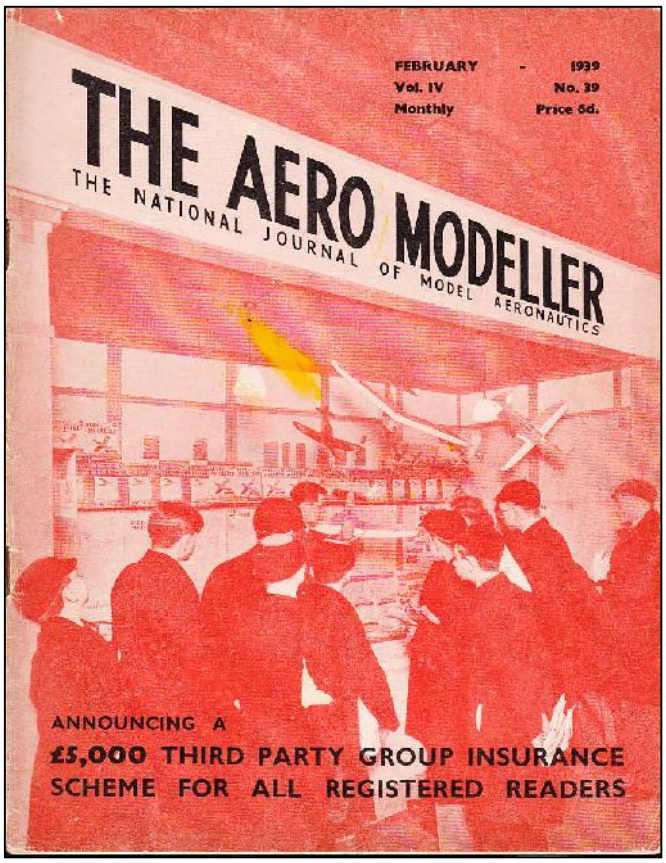
Some of the technical details for my model are: Turnigy D3542/5 1250KV brushless outrunner motor. A Hobbyking red brick ESC 50A, and a wide selection of APC style props depending on the battery used. There are two competitions each requiring a different battery, one being a Turnigy nano-tech 370mah 3S 25~40C Lipo pack or a Turnigy nano-tech 1800mah 3S 25~50C Lipo pack. The smaller battery is for flying as long as you can on one battery charge with the larger capacity for a limited engine run and glide.

Pictures below are of the construction so far. I have been taking a sabbatical from modelling due to other work and home commitments but do intend to complete this in due course. Just may take a while!



Allen Teal (New Zealand)

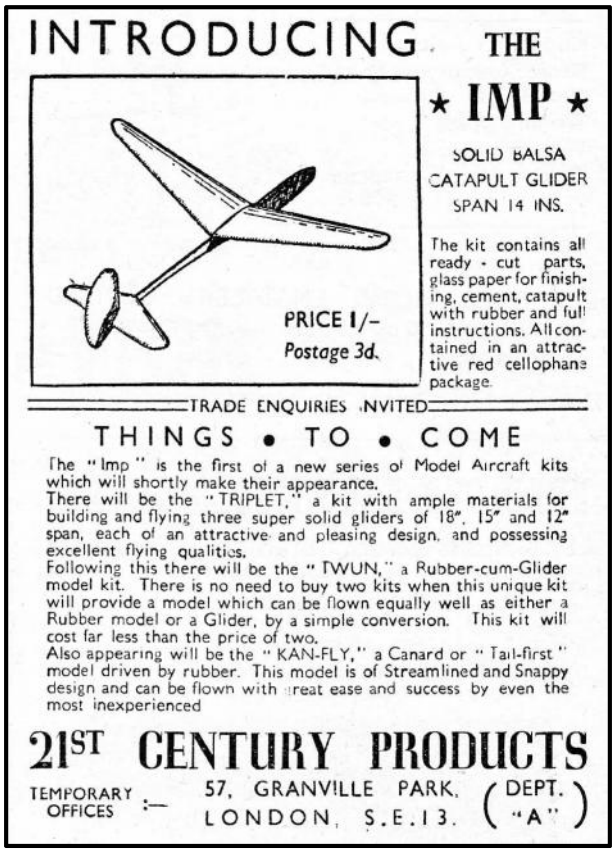
Report No. 53. Plans from Kits, British made, excluding scale, cont.
Two London based kit suppliers, XPLANE and 21st Century Products.



The Aeromodeller February 1939 cover announces "Third Party Group Insurance" for all registered readers. Details in the editorial show that this is offered by the "National Guild of Aeromodellists", the Hon. Sec. being a Bournemouth insurance broker, namely Mr. Dudley Ship. And I had always assumed on seeing insurance offered by Dudley Ship that it was a shipping insurance broker based in the town of Dudley trying to expand his range of business!

The real reason for looking up this copy of Aeromodeller was for the first advertisement found for "XPLANE" offered by C. J. Herapath Ltd. of South Ealing Road, London W.5. They featured a range of half a dozen kits, or plans, for gliders and rubber models from 18" to 48" wing span. I show the designer as L. B. Mawby but I am not sure where that info came from which is a bit annoying. The only mention of Mr. Mawby in the plans in magazines list is for his Rotator II and Rotator IV rubber powered Autogiro's in Aeromodeller July 1936 and October 1940 respectfully.

XPLANE 1939 Series	C. J. Herapath, 114/118 South Ealing Road, London W5				
MODEL	**DESIGNER**	**SPAN**	**TYPE**	**MAGAZINE**	**PLAN AVAILABLE**
THE X BABY	Mawby L B	18	Rubber	AM3902	
THE X GLIDER	Mawby L B	36	Glider	AM3902	
THE X JUNIOR	Mawby L B	30	Rubber	AM3902	
THE X MINOR	Mawby L B	24	Rubber	AM3902	
THE X PLANE	Mawby L B	36	Rubber	AM3902	
THE X PLANE MAJOR	Mawby L B	48	Rubber	AM3902	



The cover of Aeromodeller January 1947 shows D.A.Russell's 9ft span Helios, construction of which started early in the war and was completed now that "time has been made available" and which "is now on exhibition at Dorland Hall".

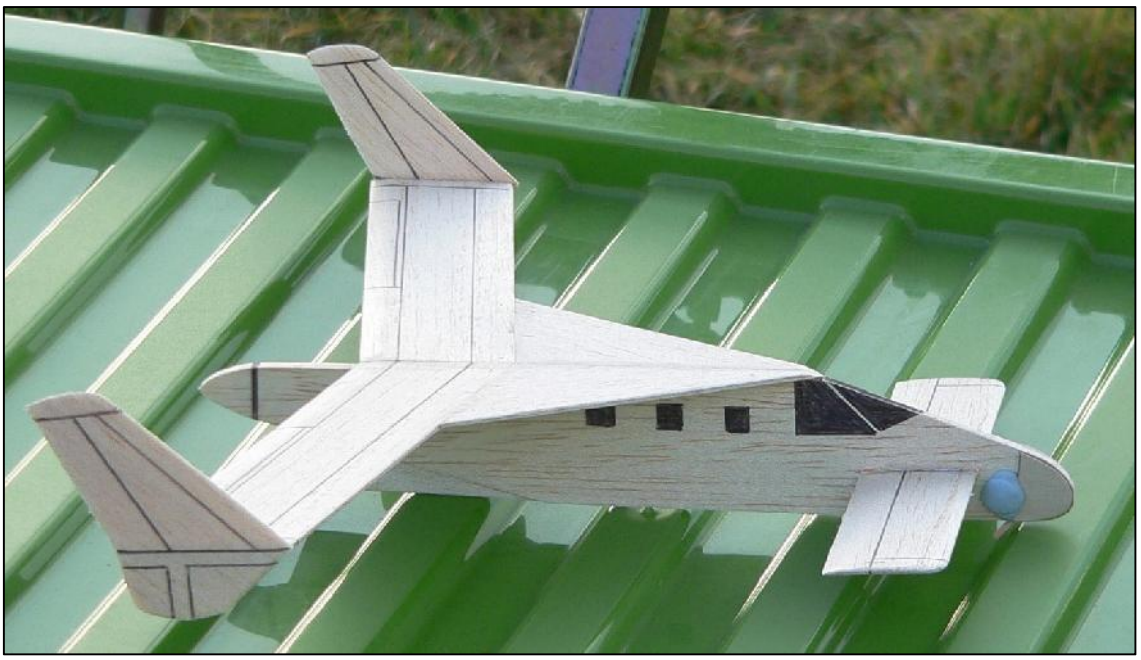
The real reason for looking at this copy of Aeromodeller was for the first advertisement by 21st Century Products for their range of glider and rubber models. No designer names are known and I found no copies of the plans.

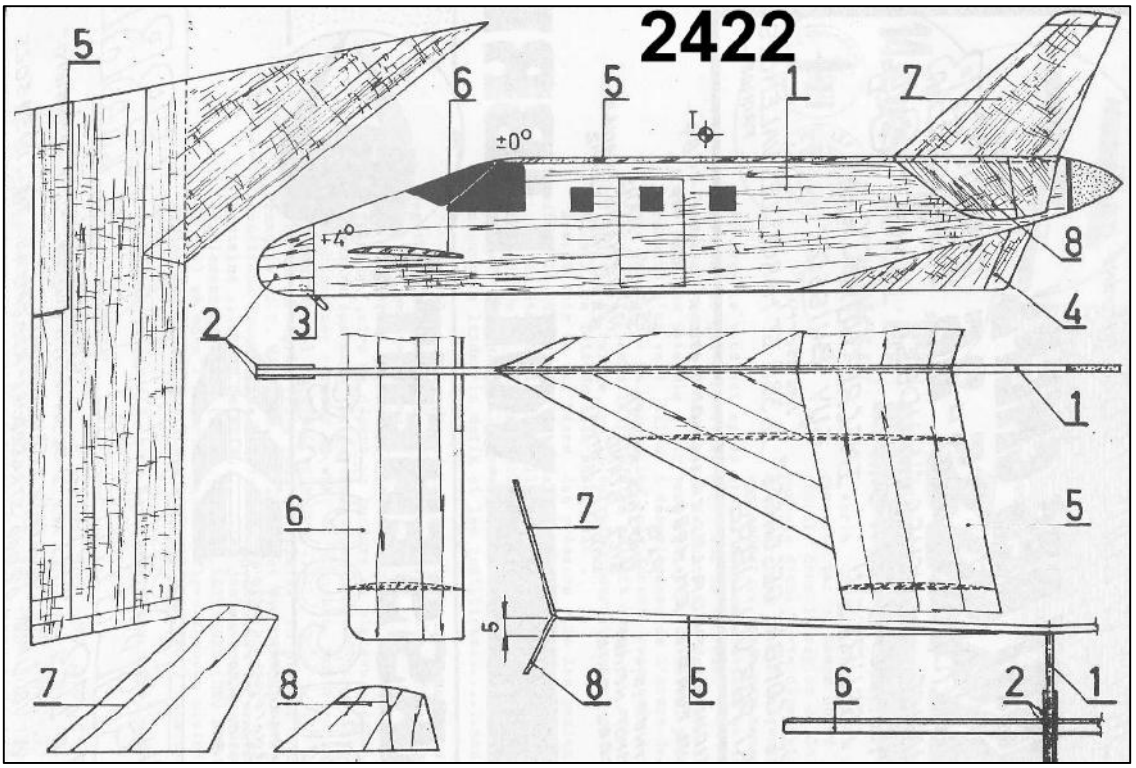
21st Century Products, 57 Granville Park, London SE13					
MODEL	**DESIGNER**	**SPAN**	**TYPE**	**MAGAZINE**	**PLAN AVAILABLE**
IMP		14	Glider	AM4701	
KAN-FLY			Rubber canard	AM4701	
TRIPLET		18/15/12	Glider	AM4701	
TWUN version glider			Glider	AM4701	
TWUN version rubber			Rubber	AM4701	

If you know anything of the XPLANE and Messrs Herapath and Mawby or 21st Century Products and their proprietor and designer or have any of the plans please get in touch Back in Reports No's 48 and 49 CLG Scale Plans from the Czech magazine Modelar, via Vol Libre, were featured. Martin Skinner asked for an e-mail copy of the OMAC1/OMAC Laser 300 plan, Vol Libre page 2422, and reports on his experience with the model.

Roy, Further to the plan copy you sent me at the end of last year, please see attached the OMAC1 profile glider model built from the plan, less the break in the wing finlets. The photo curtsey of Mick Page of Peterborough MFC.
The model flies very nicely. I launch it with a 9 inch loop of 3/16 rubber at about 45 degree pitch. Climb is swift and the model rolls out, at about 100ft, into a nice glide. Well worth building. The only problem is that it will be easily lost when the grass gets longer.

Regards Martin Skinner





Would you like to build it? CLG or perhaps Jetex/Rapier or even rubber.
For plan, contact Roy Tiller, tel 01202 511309, email roy.tiller@ntlworld.com

Roy Tiller

Secretary's Notes for June - Roger Newman

May Meeting at Middle Wallop

Two day event, with SAM 1066 comps on Sunday & Croydon Wakefield Day on Monday. The latter event is reported elsewhere. Below a couple of the protagonists.

Robin Kimber, Wakefield Winner

Our esteemed Editor in action, with Rachel on the watch

Sunday 3rd May: Pretty wet until around 10.00am, so we held off entering the field. However, the rain stopped & conditions improved (a relative assessment!), so we made a delayed start. The rest of the day was fairly overcast with quite strong wind mainly from south, fortunately taking models down the length of the field. A few hardy fliers turned up – I think a count of some 32 with 17 entering comps. Max set at 90 secs.

Peter Tolhurst, E36 Winner

A pensive Peter Hall waits for lift

Wallop Sunday 3rd May: Results

Vintage/Classic HLG/CLG:

1st Geoff Smith (Dingbat) 129 secs; 2nd Peter Tolhurst (Vartanian)106 seconds.
If I recall correctly, one flight of Peter travelled about ¼ mile in about 20 secs.

Vintage Middleweight Rubber: 1st Peter Jackson (McCaffrey) 57 secs

36" Combined Vintage/Classic Bungee Glider: 1st Geoff Smith (Corsair) 1.08

E36 Electric:

1st Peter Tolhurst (Sunstroke) 4.30; 2nd Chris Redrup (Pearl) 3.00;
3rd Jim Paton (Pearl) 0.40; 4th Tony Shepherd (Top Banana) 0.17

RC Assist was planned for Sunday, with Tony Tomlin orchestrating – however, sadly due to the weather conditions Tony abandoned hopes of flying.

13th/14th June Meeting Comp Schedule

Saturday 13th June:

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

Sunday 14th June: Crookham Mini-Rally:

36" Combined Vintage/Classic Bungee Glider; - Combined Vintage/Classic Glider off 50m towline;
Combined 10g rubber - P30 and Vintage Coupe; - E36 - 8 secs motor run, 5 secs for flyoff
Combined Vintage & Classic Power (motor runs -Vintage 10 secs, Classic 8 secs);
RC Assist & Control Line events (run by Tony Tomlin/James Parry)
Jimmy Allen Mass Launch (14.00) & Sports flying & trimming both days

A short note received from John Taylor on Miss Philadelphia.

This model is a scaled down version of the Miss Philadelphia designed by Maxwell Bassett in 1934. His model was around 9ft span and powered by a 10cc Brown Junior. The engine was mounted upright for easier starting and gave it a distinctive appearance with its low thrust-line. In its day this was the plane to beat.

The model was built to 5ft span by Frank Smith in 1990 for free flight electric power. Smith, in conjunction with Jack Humphreys, published the plan in a small collection of plans of American petrol powered models in a plan service called HUMITH. In this plans book, which I have, he claims that the model flew successfully using a 540 brushed buggy motor. He made a 2.5:1 reduction ratio using a small pinion on the motor to drive a large nylon gear on a prop shaft mounted in plain bearings soldered into a tin strap soldered to the motor casing.[see photo]. Prop size unknown.

I received the model from the David Baker collection as a restoration project. The cabin area needed some repair to make the wing seating secure which revealed Frank Smiths address in Northampton. The flat plate tailplane was twisted like a prop so after stripping the covering and steaming the framework I strapped it down for a week then added more balsa to the ribs and sanded to a lifting section. The wing was covered in solarspan which had twisted one inboard wing panel .The only option was to strip the covering and untwist the wing. With the covering removed the wing was steamed and strapped down to dry. With the wing flat I added hard 1/8sq struts from the top spar diagonally to the trailing edge of the rib in the next bay. After covering in polyspan and two thin coats of dope I gave the wing and tail a thin coat of yellow spray paint. Whilst the wing and tail were stripped I built in elevator and rudder ready for radio control. At this point I installed a 230 watt brushless motor and made provision in the cabin to house a 7 cell 2200 Mi ah NiMh battery. The heavy battery pack was needed to get the CG forward because the brushless motor was only a quarter of the weight of the old buggy motor. Together with the new lifting tail section and the weight ready to fly at 2lbs 7oz. Everything was ready to go. The prop I chose was a 9x5. This turned at just over 7,000

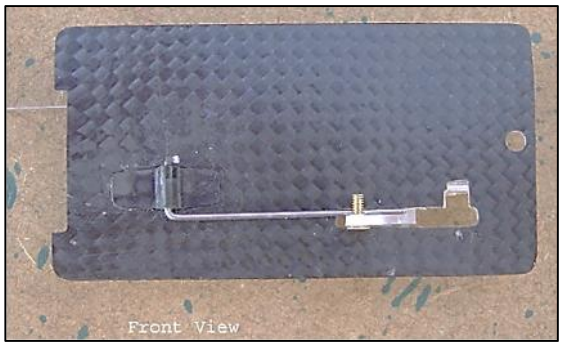
rpm and proved to be just right. Take off from grass is easy and every flight is at least 20 mins on a full charge. With thermal assistance my best flight to date is 45mins. The model is now flying sedately back in its element and has given hours of enjoyment. This is for me the way to continue our wonderful hobby within my physical and visual capability.

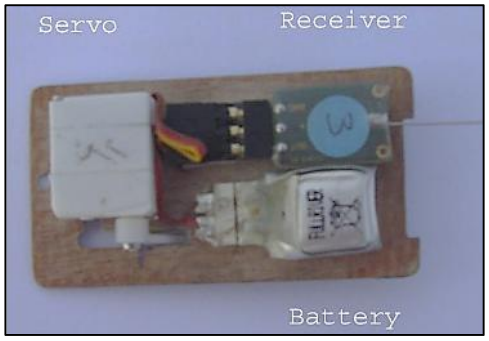

John Taylor BMAS)

Bargain of the month:

During a visit to our local Poundland in Gosport, an inspection of the garden section revealed a set of handy little clamps for 99p. The smaller of the two sizes is about 1" dia & the larger nearly 2" dia. Springs are not too strong so they can be readily used on quite small models. They have already proved their worth in holding dihedral braces in position on 36" span Corsair wing.

RDT/Safe Flying et al:





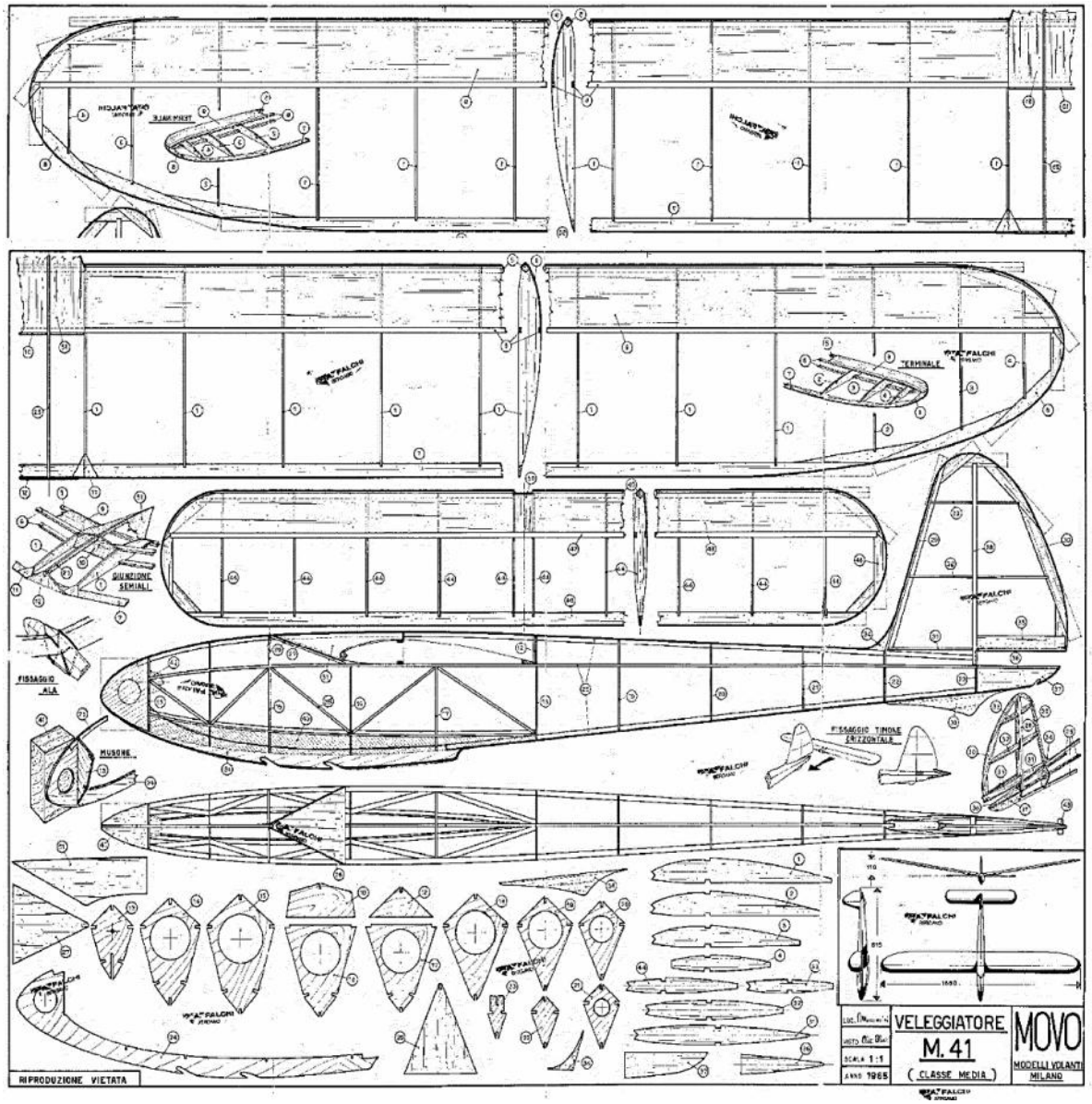
During the May meeting, Chris Redrup showed us what a neat job he had made of constructing an RDT unit along the lines of a standard KSB clockwork timer. Photos show front & back of his unit. Dimensions are 52mm x 28mm x 8mm, so a really compact solution, with a weight of some 6 grams. All very neatly mounted on thin carbon fibre base board. Definitely the way forward! I've purchased my "kit of bits" from Leo Bodnar (as per noted from our Chairman last month) to have a go.

Heard back from MAAA in Australia regarding the problems with CASA – mentioned last month. It seems that the problem was one of understanding / interpretation of existing rules. Fortunately now all cleared up & there is no ban on free flight flying anywhere in Australia. Good news for them & reassuring for us in that no new regulations have been imposed.
On the subject of safe flying, we introduced a power model flight line at the May meeting, marked by flags & located approx 100 yds from parked cars. This will be a permanent "feature" for all future meetings & all power fliers are respectfully requested to position themselves sensibly beyond this flight line."

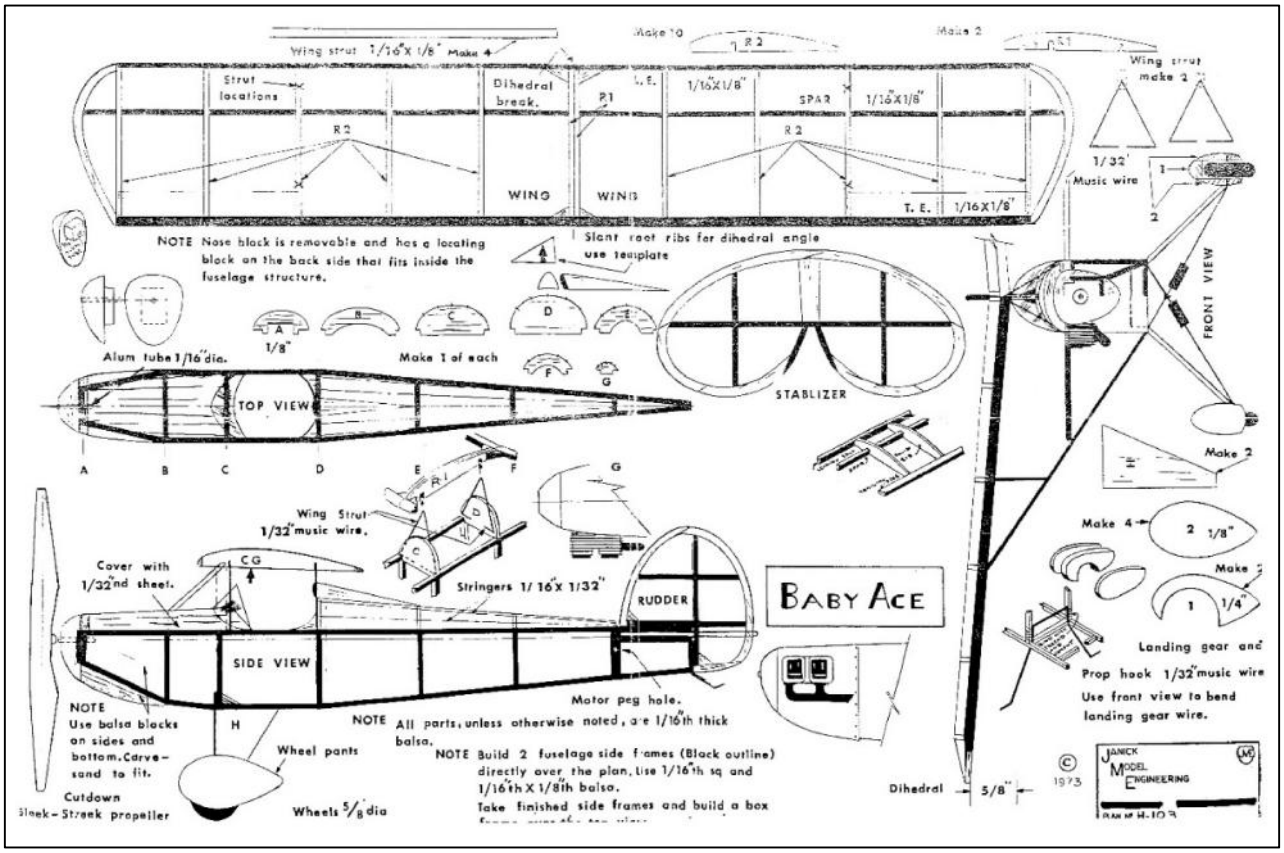
Static display for Museum in June:
On 6th June, the Museum is holding a "Wartime Wallop" event, open to the General Public & they are expecting some 500 plus attendees – weather dependent. In conjunction with SABMFA, we are putting on a static display of models to make our presence known as "users" of the present airfield. A few photos should be available for next NC.

Plans for month

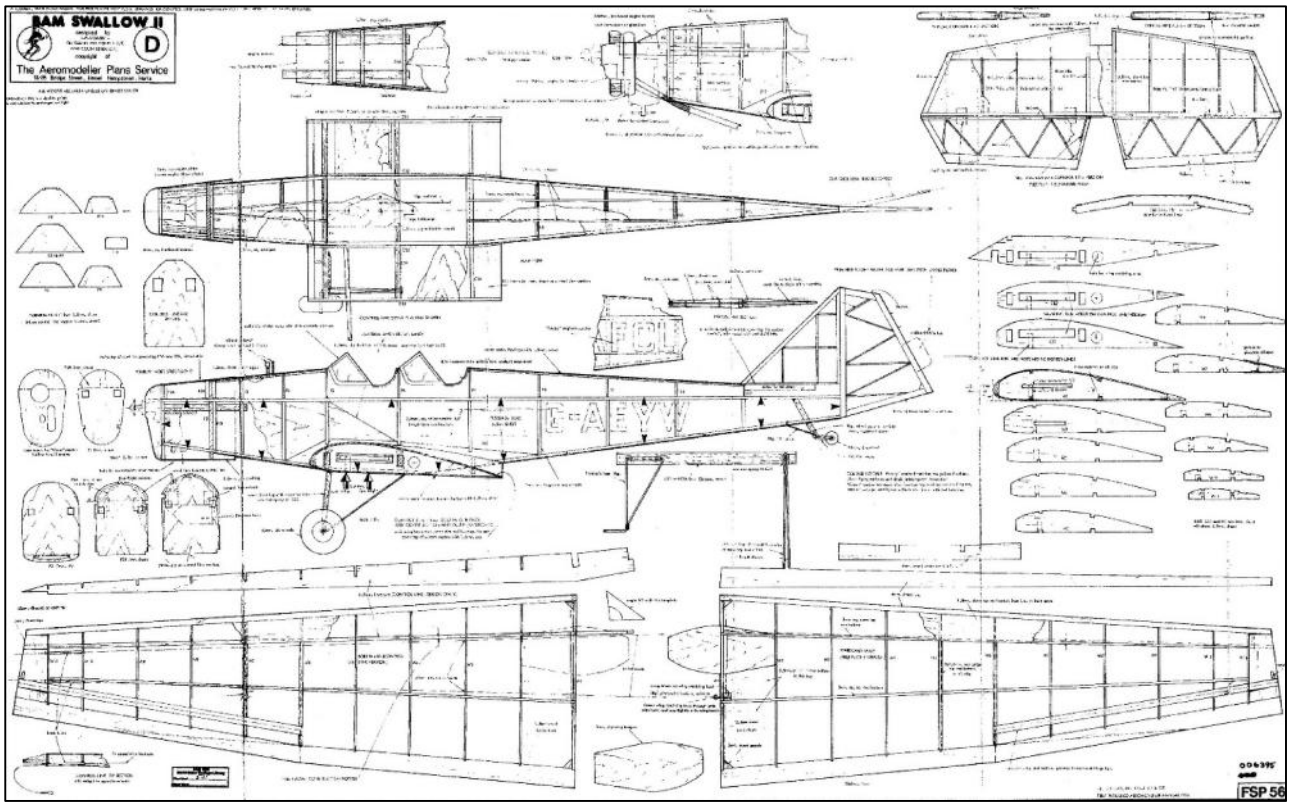
***Glider:* Movo M41** – an Italian model & produced as a limited version "short" kit. Gianni Lofredo has obtained one for me, quite when it will be built is open to debate! & no – it's not in the Plans list yet.



***Rubber:* Baby Ace** - this a Janick Model Engineering 'peanut' scale model, downloaded from the outerzone free plan website.



***Power:* BA Swallow II** - One for the scale enthusiast -.



Roger Newman

Dr.Martin Pike & Co. - John Andrews

Doc Martin, as we refer to him, has been a firm friend of Rachel and myself since we were introduced to him by John Wingate a few years back. His two children, Catlin 4 and Rory 6, seem to have adopted me as a sort of grandfather figure. The children were introduced to model flying a while back, Rory being the first and carried in a back pack whilst Martin flew his models.
As the children grew they could be seen launching catapult gliders from a stooge with rubber attached. They have one special model box stuffed with sheet gliders of all descriptions.

At the BMFA Nationals this year, as an aid to their growing enthusiasm, Martin persuaded the powers that be to allow the pair to fly in the Junior Championships. They would obviously have little impact on the results but he felt it would continue to fuel their interest in the hobby to be part of the event. Also a score card each with their names and scores as a souvenir.
Martin himself is primarily a scale enthusiast and he had built for them a very semi-scale crop-duster named 'Dusty' *(based on a 'Red Admiral')*, which they flew in the competition.

Catlin & Rory clamour for their turn

Rory gets 'Dusty' away for one flight.

Activities at the meeting were not confined to flying, Building plastic kits in the car was one occupation and cut-out paper aircraft in the pub in the evening was another.

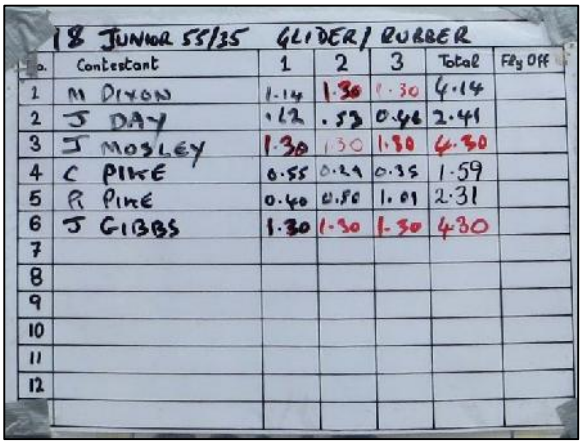

Diverse activities of the day and the evening

A few more pictures of the family activities over the meetings three days

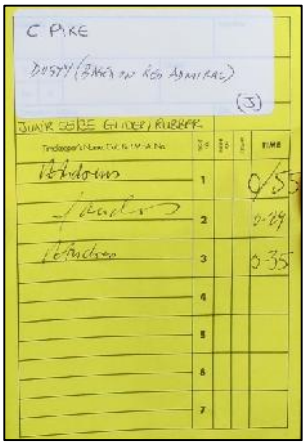


Preparation, Contemplation, and up and away for Duration

I am certain that the participation in the event will help to retain their interest in the hobby of model aircraft flying and eventually building, then we may well have two more recruits to the fold.

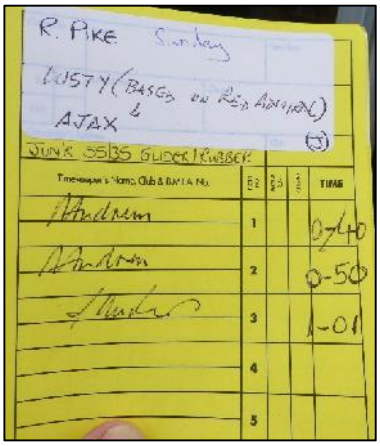

18 JUNIOR 55/35 GLIDER/RUBBER

No.	Contestant	1	2	3	Total	Fly Off
1	M DIXON	1.14	1.30	1.30	4.14	
2	J DAY	1.12	.53	0.46	2.41	
3	J MOSLEY	1.30	1.30	1.30	4.30	
4	C PIKE	0.55	0.29	0.35	1.59	
5	R PIKE	0.40	0.50	1.01	2.31	
6	J GIBBS	1.30	1.30	1.30	4.30	
7						
8						
9						
10						
11						
12						


C PIKE

DUSTY (BASED ON RED ADMIRAL)

JUNIOR 55/35 GLIDER/RUBBER


R. PIKE Sunday

DUSTY (BASED ON RED ADMIRAL)

AJAX

JUNR 55/35 GLIDER/RUBBER

The children's spoils of the days competition, may be last but not forgotten

Martin himself flew in the 'Kit Scale' competition but was unable to find time to fly in the FF Scale event, even though he spent some time in our digs adding carbon rod wing dowels to his 'Spitfire' to support the magnetic wing locators.

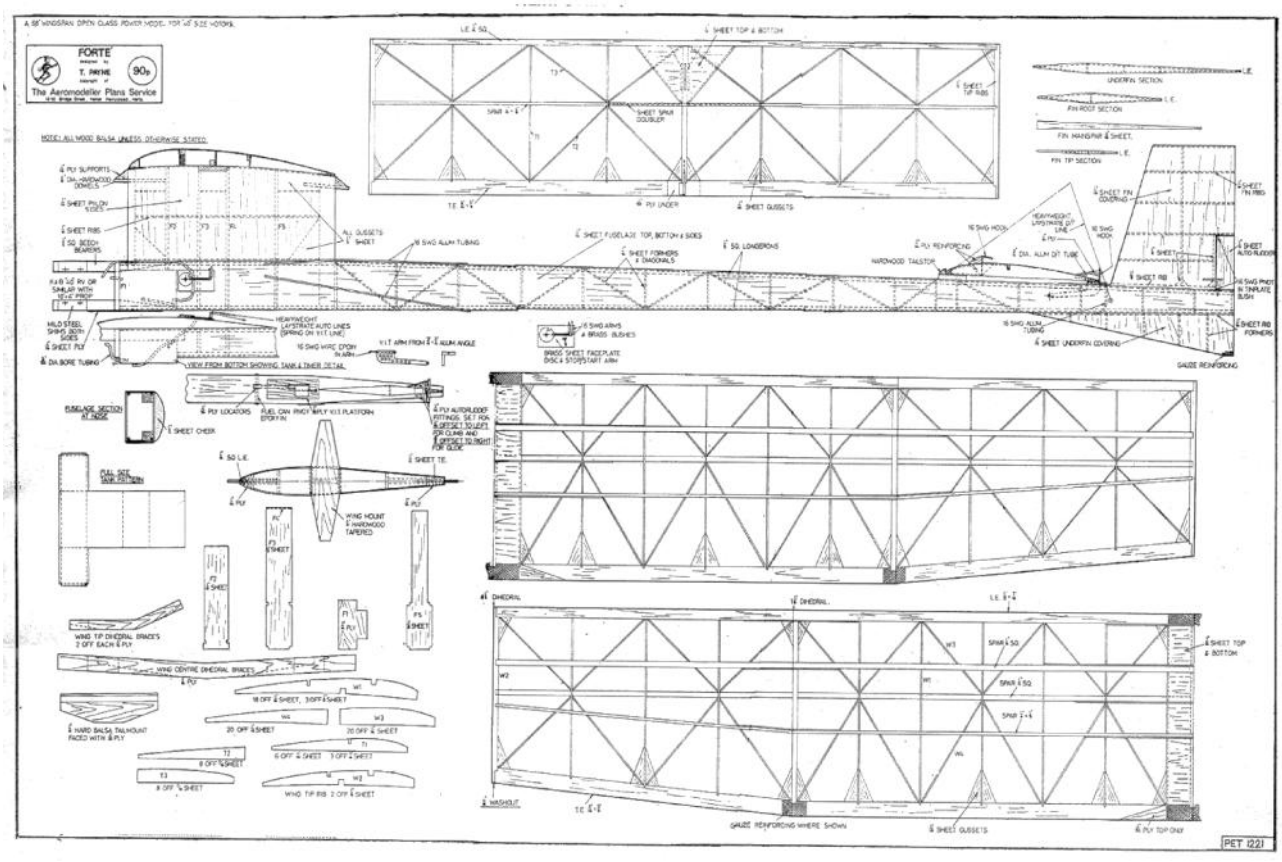
It is a pleasure to see young children enjoying a days flying, but can it get a bit harrowing in the evening when the excitement of the days activities and the late dinner in the pub prevents them from getting to bed on time.

John Andrews.

Forté - Trevor Payne

(Aeromodeller May 1974)

FORTE is the result of two different approaches on how to get the most duration from a 10-second engine run; the first being an F.A.I. sized model, the second a 'medium' sized model, both powered by a K&B 40 motor. Each model had good potential, but unfortunately they both proved inconsistent - the smaller model was not rigid enough even though fully triangulated structures were used, leading to inconsistent climb patterns and wing breakage; the second model had a tuned exhaust system which gave a useful power increase but suffered from climatic changes, again leading to a poor power pattern.



The main consideration when designing *Forte,* was structural rigidity and reasonably simple gadgetry; you will notice the very simple variable incidence tailplane (V.I.T.) platform. This method of operation is preferred to the normal double-arm V.I.T. which the author has found, to his cost, will operate under acceleration even with very strong hold-down springs. The pivoting platform is not affected in such a way.

I always build the tailplane first, leaving the leading edge square until the unit is built - it is then an easy matter to carve and sand to shape. The trailing edge slots should be slightly oversize as I have found this leads to a more accurate structure. All joints should be cemented twice as this leads to a very rigid structure. When dry, sand tail to section using a block that spans one rib bay before adding hooks and reinforcing ply as shown.

The wing is built using the same method, but make sure that the spars are a good fit in the ribs. Leave out the centre section sheeting until all four panels have been sanded to section, jigged up to the correct dihedral measurements and the ply braces added. Give a final sand all over then add all reinforcing gauze plus plywood.

The top and underfin are self-explanatory; quarter grain sheet being used, but make sure to use balsa cement as this is not affected by moisture. Rudder pivots are epoxied in place, using pins to locate in place until dry.

The fuselage is built completely on its side in order to keep it straight and packing up the rear to suit the taper. Before adding the last side epoxy-in the bearers and tank; add plenty of soft block around this area. Next is the V.I.T. plywood area; pass the platform through its slot and epoxy in the pivot. Add the remaining fuselage side and when cement is dry remove from board, glue on tail mount, wing platform and pylon sheeting, wing dowels and cheek block. Sand all over before adding fins. The line guides are epoxied to the outside of the fuselage except for the V.I.T. guide which should be central. Cover entire nose area with bandage well cemented for extra strength.

Cover the tailplane with lightweight Modelspan tissue, likewise the fuselage. The wing is covered with heavyweight Modelspan tissue and two coats of full strength clear dope should be applied, followed by the fuel proofer

A Tatone 'Flood Off' timer is modified as per plan, using the original knurled operating knobs and on/off switch on a new faceplate and disc. Epoxy in the fuselage, then add all lines and springs as shown. Assemble model and check for adequate spring tension on V.I.T.; the centre of gravity should also be checked at this time while the timer is calibrated from 3-10 seconds *with the engine running.* The flood-off should be very positive.

If the model has been built exactly as per plan, then no trouble should be experienced with trimming. A check should be made on the climb setting of the V.I.T. with a dead engine by hand launching the model hard and parallel to the ground. If all is satisfactory, then the model should climb very slightly, and have a tendency to turn towards the right. If any adjustments have to be made, use 1 /64 in. ply as packing.

For the first power flight, check that all functions work correctly; the rudder should operate half a second before the flood-off and tail. If all is functioning properly, run the engine flat out on 15 per cent nitro fuel and launch at an angle of 60 deg., dead into the wind for a 3 sec. run. The model should hold this angle of climb and have a right bias. Correct any tendency to go flat with ply packing, rudder being used to correct any tendency to turn left. Continue using this fuel right up to the full engine run, then if all is still O.K. a maximum of 60 per cent nitro can be used. This fuel has been found to give the model an almost vertical climb without any alteration in trim. The glide trim may be altered by raising the V.I.T. mount, but the rudder setting shown on plan should not need any alteration. In normal air six minutes plus has been achieved off a 10-second engine run, so let this be your Forte!

Proof that it's a winner! Trevor collects the Short Cup at the S.M.A.E. Annual Prizegiving for winning the 1973 Southern Gala's Open Power event.

Trevor Payne

Caption Contest - Results

"Persuading our wives to do the fetching was a great idea!"
Dick Twomey

"We're just warming our rubber". Chris Redrup
"Bedroom-taxed pensioners making the best of it". S Bowen Morris
"I like Teds bearskin". Jim Paton
Eric to Ernie: "Did you put the cat out?" Editor
"What's making Chris smile" Peter Tolhurst
"Our carers are a long time retrieving those models.....and it's only a 90 second max!" Peter Tolhurst
"Nah, I'm not cold but those two in the front seat must be freezing" Allen Teal
"Don't look now but I think there are two bears sitting up front" John Richards
"Two bugs in a rug". Roy Tiller
"We agree on one thing: In weather like this you need a *rugged* constitution" Dick Twomey

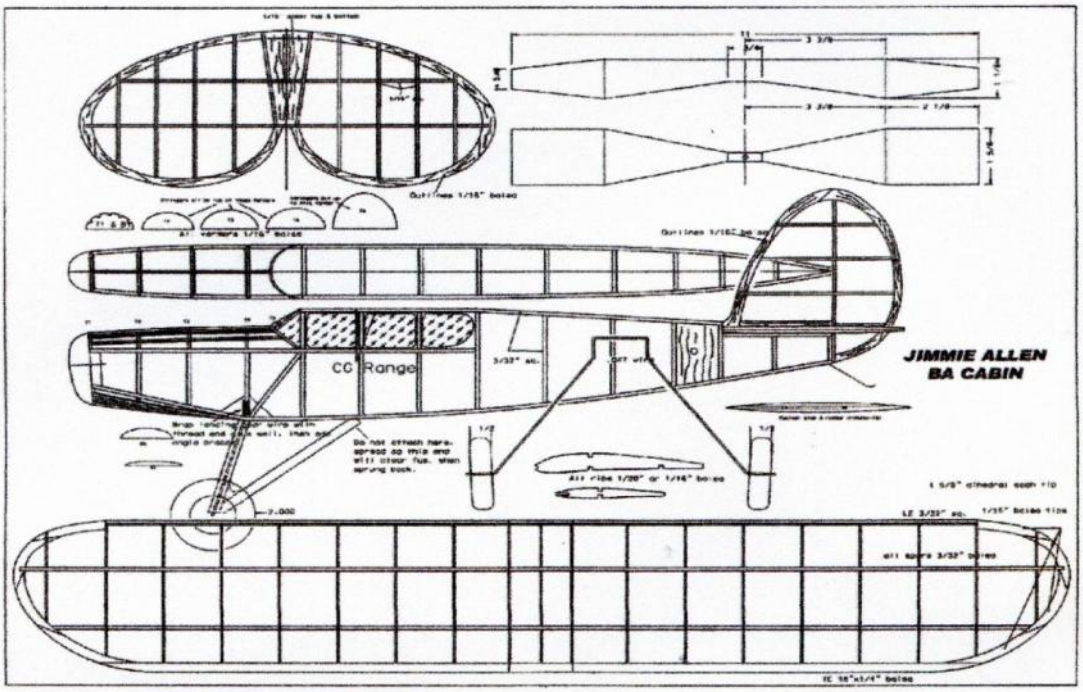
Our independent judge Rachel Andrews picked the winner from a good response.

JIMMIE ALLEN 2015

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

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

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



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

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

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

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

Coupe Europa

Sunday October 4th

at

Middle Wallop SO20 8DY

51° 08' 59.18"N, - 1° 34' 25.15"W

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

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

or

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

Proposed

Timperley Free Flight Gala

North Luffenham

Sunday 16 August 2015

Subject to MoD granting a Licence for use of the airfield.
Traditional club organised Gala
Trophies, prizes, magazine report, etc.

Combined Contests
for
Rubber, Glider, I.C.power, HLG/Clg, & Mini-vintage.

Contact : John O'Donnell. 01942 211742

OXFORD MODEL FLYING CLUB
FREE FLIGHT RALLY 2015

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

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

Sunday – starting at 10.00 a.m.

FIG (Cd'H)
FIH (A1)
E30/P30/CO_2 (comb) } 5 flights, in rounds – flown from line

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

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

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

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

Telephone
01865 553800

Southern Area BMFA Rally

RAF Odiham Saturday 18 July 2015

This event is possibly the longest continuous free flight event at the same venue in the UK, this being the 67th year.
We continue to be grateful that permission to use the site has been granted at this very much active airfield.
The intent is to run the event at a surplus which will be donated to the RAF Benevolent Fund as a small thank you.
In the case of the event being cancelled all proceeds less any incurred expenditure will similarly be donated.
Sports Flying for Glider, Rubber & SMALL Power models.

Competitions;

A : Vintage Wakefield {4 & 8 oz. combined) B : Vintage Lightweight Rubber C : Tailless
D : Vintage & Classic Glider Combined E : Vintage HLG/CLG combined F : CdH combined
G : AI Glider H : E36

Events; **A,B,D,H** to Sam35/1066 rules **C,E,F,G** to BMFA rules **A** for SAM Wakefield League

A DT Fly Off may be used dependent on conditions.

IMPORANT NEW!! As we are not sure where (wind direction) we will be located , because of possible construction works being carried out on the airfield , NO repeat NO, stakes, pegs of any sort are permitted to be placed in the ground . Rubber stooges and thermistor poles may be attached to cars.
Please note;
All those flying model aircraft or operating associated equipment on this site must be current members of the BMFA.
Model flying may be interrupted during the day by aircraft movements. When the red runway lights are showing no one may cross the runway.
The only entry and exit is via the airfield main gate. No other boundary is to be crossed on foot or by motorized transport.
Pre-registration is required for this event and must be received by Monday 14 July.
All registrations are subject to approval by the RAF authorities.
We will have access to toilets.
To register please send;
Your vehicle registration number, the vehicles occupant's names, addresses together with their BMFA numbers (if applicable) and the non -returnable registration fee of £12 per flyer (sport or competition) with a SAE. Cheques to be made payable to Southern Area BMFA. Please include email and telephone details to enable us to contact you in the event of last minute changes.

TO;
John D Thompson Beechmede, Meadow Lane, Hartley Wintney, Hants, RG27 8RF .
Tel; 01252842471 email; johnd.thompson@btinternet.com
Full details including the entry registration number will be sent to registrants prior to the event.
NOTE, the CD reserves the right to amend the above should circumstances warrant it on the dav.

Peterborough Flying Aces Nationals

Sunday 6th September 2015

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

NOTE! All scale models, except Masefield entries, are judged for accuracy, workmanship and flight. Please bring the plan or, if scratch built, the 3 view.

Open Rubber Scale:- Masefield Rules ie NO FLIGHT JUDGING, just duration plus bonuses. Take model to control for bonus allocation.
Open CO2/Electric Scale: "Stand off' scale judged against plan/ three view plus judged flight profile of launch/flight/landing. Any C02 motor/tank permitted.
Kit Scale: ANY rubber powered kit model up to 36"span. Model judged against kit plan plus judged flight profile.
Jetex/Rapier Authentic Scale: Judged against model plan/three view and judged flight profile.
Jetex/Rapier Profile Scale: Judged against model plan/three view and judged flight.
P-20: 20"span and length. Max 8" plastic prop, 6 gram motors (may be external)
Cloud Tramp: 5 flights NO MAX. (best and worst times discarded, and the remaining 3 times totalled. Note! If fewer than 5 flights logged the best and worst are still discarded.
Jetex/Rapier Duration: Just as it says!
Frog "Senior" Rubber Duration (for plan go to htto://www.houseoffroq.co.uk/ or contact PMFC-
Catapult Glider Catapult: max 2 grams rubber on a 6" max handle. (This equates to 140mm of 3/16" in a single loop.) Any model permitted.
Duration Rubber Ratio: NO MAX. Any rubber powered model with wing span 16"-25" (tip to tip). Flight score is total time in secs (from 3 flights) divided by span in inches.
TableTop Precision: Precision flight time event for Rubber models. Models must Rise off Table.
Electric Precision: Precision flight time contest for any electric powered model. (Target times posted on the day at control.)
36 inch Hi-Start Glider: Any glider up to 36"span launched by the supplied "Hi start" bungee. Also includes prize for the best performance of a SCALE glider (proof of scale required)
Best Unorthodox: must be seen to fly.
NEW! Rubber Scramble: 20 minutes, use any rubber powered model that qualifies for one of the above events. Competitor must wind, launch and retrieve.
Flying Swarm: Mass launch for any non electric model that is eligible for one of the day's competitions. Last model down is the winner.
Concours: For the most impressive model flown on the day.
Young Flying Aces: Any entrant less than 18 years old on 31/08/14 will be awarded a 25% bonus in all non scale events except "Flying Swarm"
World War One Tribute event: Until 2018 we will award a prize for the best scoring model of a WW1 combat aircraft flown in any of the scale competitions.

Awards: Wine for 1st , Scrolls for 1st, 2nd, & 3rd.
Please Note: this is *a* Free Flight event: strictly no Radio Control.
Proof of Insurance required for all flyers.
Revel in the special atmosphere created at this unique event
Parking free before 10.00 am. Toilets, cafe, and Park Visitors Centre.
For more event details, visit the Peterborough MFC Website at www.peterboroughmfc.corn
OR contact Brian Waterland on 01778 343722 or Bernie Nichols on 01780 765944

2015 WESSEX AERO. LEAGUE

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

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

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

SAM35 Postal Competition

For

KK Ajax or Condor Clipper

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

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

13th Annual SAM RC European Championships

June 22 to 26 2015

At

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

Indoor Flying with the South Birmingham MAC

Mainly Free Flight

Thorns Leisure Centre.

Stockwell Ave.

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

2015

Sep 26th – Oct 24th – Nov 21st – Dec 19th

Admission - Flyers £5.50 - Spectators £2.00

Ultra-light R/C models may be flown for the first 15mins of each hour (quad copters or heavy fast flying models not accepted)

For further information phone Colin Shepherd 0121 5506132
or e-mail colin@colinwilliam.wanadoo.co.uk

Bournemouth MAS

Indoor Flying Meetings

at the Allendale Centre,

Hanham Rd,
Wimborne,
Dorset, BH21 1AS,
7.00 p.m. to 10.00 p.m.
Free Flight only.

Competitions including Gyminnie Cricket League.
Flitehook normally in attendance.
Free parking in public car park in Allendale Road.
Contacts John Taylor Tel. No. 01202 232206
Roy Tiller e-mail roy.tiller@ntlworld.com

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

Flitehook

Indoor Free Flight Meetings

West Totton Centre, Hazel Farm Road,
Totton, Southampton. SO40 8WU

11th Oct 2015, 8th Nov 2015
27th Dec 2015,
7th Feb 2016, 6th Mar 2016

Sundays 10.00a.m. to 4.00p.m.
Flyers **£6**, Spectators **£2**

Café on Site

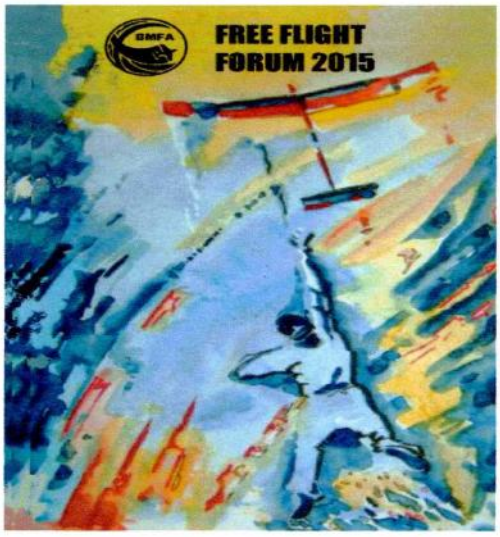
Contact Flitehook
E-mail flitehook@talktalk.net
Tel. No. 02380 861541

HOT OFF THE PRESS

THE 2015 FREE FLIGHT FORUM REPORT

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

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



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

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

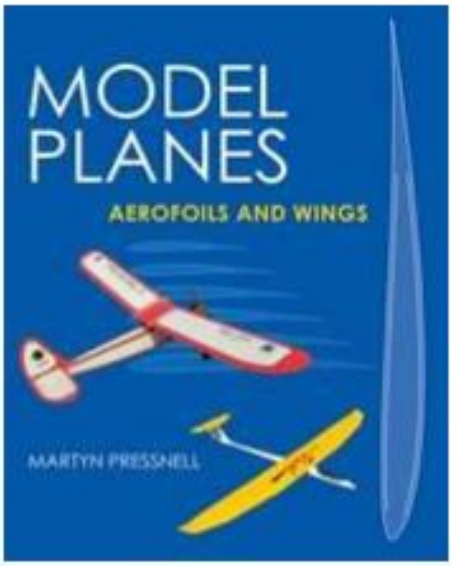
Copies are available from

Martin Dilly
20, Links Road,
West Wickham,
Kent,
BR4 OQW

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

MODEL PLANES
AEROFOILS AND WINGS
By Martyn Pressnell

I am now able to announce a generous discount to modellers pre-ordering through the publishers, Robert Hale Ltd., of London.
Details are set out below
See: http://www.msp-plans.blogspot.com
using the **Model Planes** key



TO PURCHASE:
The RRP is £20 , however **Model Planes** can be pre-ordered through the publishers at a discounted price to you of £15. Postage is free in the UK but a charge of £4 will be applied to overseas orders. The publication date is 30 June 2015 and the discounted price will be honoured on all pre-orders.
Coupon Code:wmodelplanes15

To use the Coupon Code go to
http://halebooks.com/shop/robert-halepublishing/rh11/model-planes

DBHL Plan Service
The rules for obtaining plans.

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

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

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

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

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

If the plan has not yet been digitised, a scan of the paper plan has to be done but this could take up to two weeks, sometimes longer if a clean-up is necessary. Once I have received the digitised file back, the requester will receive an email with an attachment of the plan.
This service is provided at no charge.

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

MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

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

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

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

MICK FARTHING 1942	The 40 in span Lightweight Contest rubber model with a diamond fuselage.
MICK FARTHING'S THE PAPER BAG'	Mick Farthing's last lightweight rubber model of 1946.
RAFF V *1947*	Designed by Norman Marcus who was National Champion in 1946.
ODENUAN'S 1950 *NORDIC A2*	Swedish Championship glider, placed second in the first World International in 1950.
SENATOR 1950	RUBBER Designed by Albert Hatfull and kitted in 1950. Twin plan with Ace
ACE 1950 RUBBER	Designed by Bill Dean and kitted in 1950. Twin plan with ***SENATOR.***
ENGLISH VIKING *1953 A2 GUDER*	Designed by Bill Farrance twice winner of the SAM Radislav Rybach trophy.
CRESTA	A 38 in wingspan low-wing design for small diesel or electric motor installation.
FRED BOXALL'S 1956 OPEN RUBBER MODEL	Twin plan with Boxall's ***SEAPLANE.***
FRED BOXALL'S SEAPLANE (1965)	Twin plan with the 1956 *OPEN* ***RUBBER MODEL***
LAST RESORT 1956 CLASSIC RUBBER	Open Rubber Model designed by Jim Baguley, Twin plan with ***FIRST RESORT.***
FIRST RESORT 2006	by Martyn Pressnell for the BMFA Rubber Class. Twin plan with ***LAST RESORT.***
WINDING BOYII 1956	by Urtan Wannop, 38 in.span, Twin plan with ***McGILLIVRAY's LIGHTWEIGHT.***
JACKMcGILIVRAY's LIGHTWEIGHT 1958	36 in. span lightweight rubber model Twin plan with ***WINDING BOYII.***
CAPRICE 1959 GLIDER	The renowned lightweight glider of 51 in span. Twin plan with ***GAUCHO.***
GAUCH01960	power duration model for 1.5 cc engines. Designed in 1959 Twin plan with ***CAPRICE.***
VAKUSHNA1959 A2	Designed by Brian Dowling this glider won the 1960 Richer Cup

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

JUDGE 1945 WAKEFIELD	by Bert Judge to the 1945 rules as a direct descendant of his 1936 Wakefield Cup winner,
HERMES MAJOR	A 150% enlargement to 61% in span, of the 1949 *HALFAX* ***HERMES***
FRANK LOATES' 1949 WAKEFIELD	Canadian Wakefield 5th in the World Championships at Cranfield, England, in 1949.
BORJE BORJESSON'S 1949 WAKEFIELD	Swedish Wakefield 6th in the World Championships at Cranfield, in 1949.
GHOST WAKEFIELD 1951	John Gorham's 1951 Wakefield, a successful rubber model from the early 1950's.
RON WARRING'S 1952 WAKEFIELD	The geared geodetic model, developed by Ron Warring for twin motors,
NIGHT TRAIN Mk I 11960	George French's Night Train which pioneered the use of VIT systems in the UK

MSP PLANS PRESENTS NEW PLANS

HI-START GLIDERS 2013 - 36 in span

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

HI-START GLIDERS 2014 – 36 in span

SATU 1950	J Bennett's vintage A2
PETREL1964	Frog's beginner's kit glider
MAD'S DREAM 1959	Brian Dowling's classic A2.

To order plans for UK delivery please write with cheque (£ sterling) made payable to Martyn Pressnell, 1 Vitre Gardens, Lymington, Hants, S041 SNA.
For overseas delivery of Popular Plans send local bank notes equivalent to £10.00.
Enquiries: please write or email martyn.pressnell@btintemetcom

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

This identifies the collection of plans that I have produced for aeromodellers together with the rules for the Bournemouth Club Classic Rubber class. There is also a sample of the publications produced over the years with 'Rubber Motors - Maximum Turns' as the current offering.
I hope you find this a useful website which will be updated with more information from time to time. Martyn Pressnell

Provisional Events Calendar 2015

With competitions for Vintage and/or Classic models

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

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

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

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

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

Useful Websites

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

Are You Getting Yours? - Membership Secretary

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

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

To get back on track, email membership@sam1066.org to let us know your new cyber address

(snailmail address too, if that's changed as well).

P.S.

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

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

Your editor John Andrews