

	<h1 style="color: red;">NEW Clarion</h1> <h2 style="color: red;">SAM 1066 newsletter</h2>	Issue 10.1
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SAM 1066 Annual General Meeting (AGM) 2007

The first SAM 1066 AGM is to take place at 16.00 hours on October 14th in the Apache Café at the Museum of Army Flying at Middle Wallop. This has been organised to coincide with the Middle Wallop Fun Fly and trimming day, to allow members to attend the AGM without a making a separate journey. Tea, coffee and biscuits will be provided free of charge.

It is hoped that the meeting will be as short as possible but will have to be finished by 18.00 hours at the latest. The committee is aware that for many members it is not practical to attend and have therefore taken a gamble on the venue which will accommodate about 50-60 people. If more attend then the meeting may have to be postponed.

EDITORIAL

It seems only yesterday that I was finishing off the SAM Champs edition of the Newsletter - all now a distant memory. The last three weekends have all had competitions (BMFA 5th Area, Mike Kemp's Portmeadow event and the postponed Southern Gala at Salisbury Plain) and the next two will also have them (6th Area and Middle Wallop), then it all goes quiet until November/December.

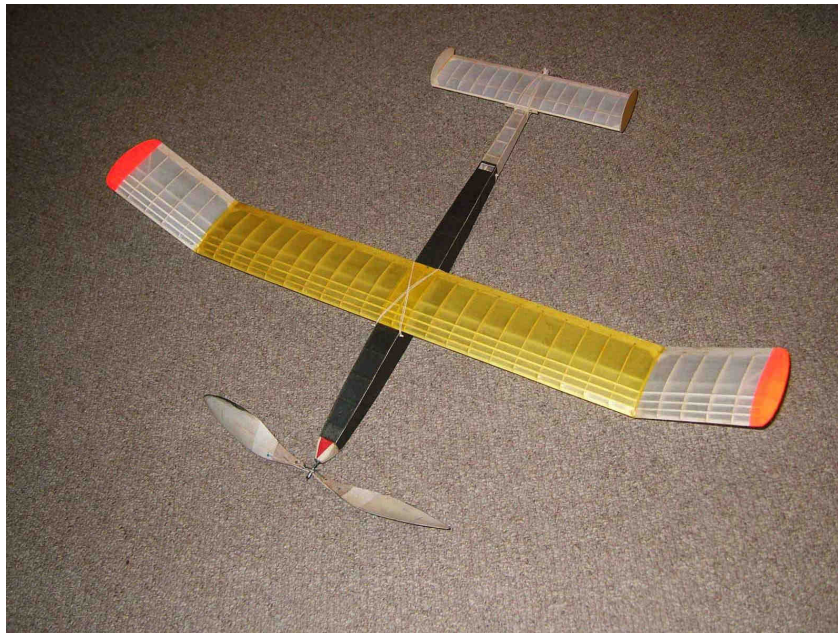
Conditions have varied as usual - very windy at Beaulieu for the area do, breezy with occasional rain at Portmeadow and generally pretty kind for the Southern Gala (apart from an hour or so's rain).

I was lucky enough to get into some fly-offs (tailless and lightweight rubber at Portmeadow and Mini-Vintage at Salisbury), but in each case saved my worst flight of the day for the fly-off!

In between these events I managed to build a 1970's Coupe from a free plan in Aromodeller June 1972.

Designed by J.L. Garrigou it is called *GARRICOUPE* and has a generous 44" wing and the French favoured twin fins, plus a double blade folder. As it wouldn't be competitive in F1G and isn't a Vintage design, I decided to fit mine with a 'full length' (30") motor of 14 strands x 1/8" (35 grams) and use it as a beginner's model for BMFA 50 gram rubber class. However I think that it would/will take more rubber.

I managed to get out to Chobham with it at the weekend and do some initial trimming and it looks quite promising.



Garricoupe

THE ITALIAN CONNECTION

I have received the following plea from Bob Scott of SAM 2001:

Sparks and Radio

Advice and aid for some Italians.

We had a nice competition in Tuscany at Grossetto yesterday.

The Texaco RC Winner was the KL 69 designed in 1947 by Loris Kannevorff from Rome and built and flown by Cancelli from Siena.



Wind from off the sea a few miles away upset flying a little in the afternoon. Going to the competition was worthwhile just to see Cancelli's beautifully built model glide.

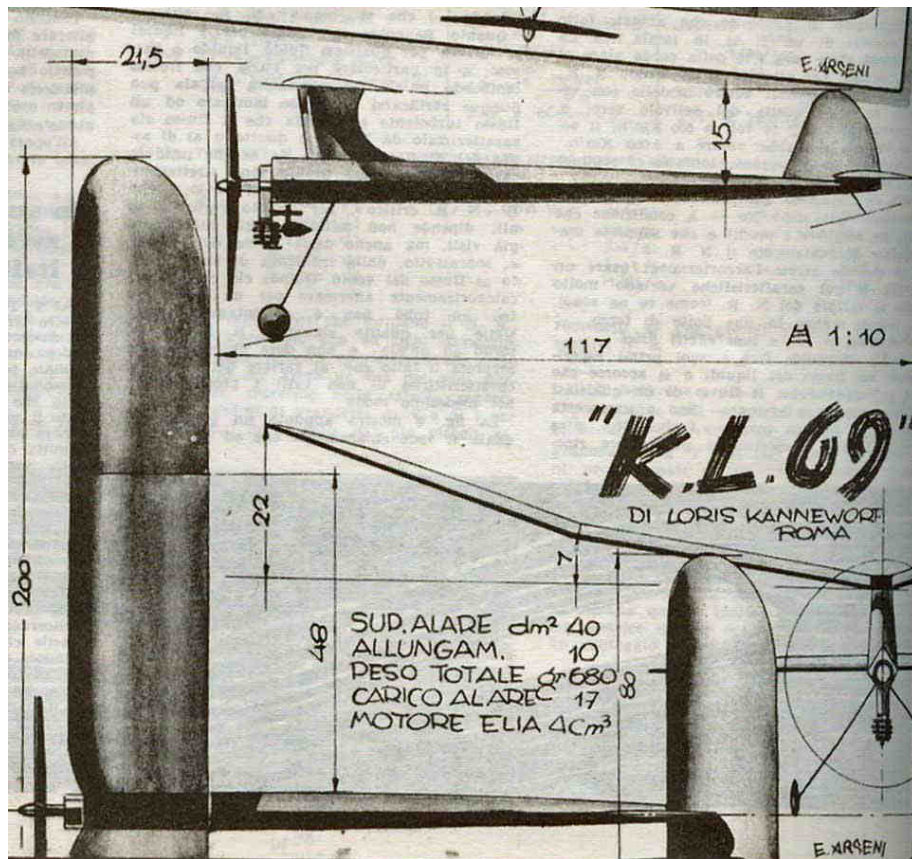


The tendency is to use MVVS engines with glow plugs but using gasoline as fuel. My Italian friends would like to use spark engines but some can't beat the problems of using radio control equipment in models with spark ignition equipment.

Can anybody give us some really sound advice on the issue? It would be very much appreciated.

There are of course some clever-clogs here who have solved the problems but play it very close to their chests.

I couldn't find a plan but I found a triptych of the winner - KL 69⁴ published in the Modellismo Magazine of May 1947.



The measurements are of course in centimetres. This original version had a span of 2 metres whilst last Sunday's winner was 3.5 metres. The original came third in the "Engine Trophy" in 1947 using a 4cc Elia diesel. I attach a photograph of my version of this engine. - very high power to weight ratio.



Arseni did the triptych and he was a great artist - he gave drawings life. Regrettably we have lost him. Loris Kannewort - the model's designer, at 85 is still with us and is a great tribute to Italian modelling.

A LITTLE LOC8TOR LIGHTENING - *By Ted Tyson*

The LOC8TOR device is a cheap route to tracking models. Its main disadvantage is a lack of range compared to more sophisticated and expensive systems. The range available seems to be dependent on many things - the terrain, obstacles such as buildings, thick shrubbery etc. and the position of the 'bug' when the model comes to rest.

However, it is certainly better than nothing and has saved several modellers considerable time looking for models in gorse and thick vegetation, such as at Chobham and Beaulieu.

Unfortunately the aerial is built into to the receiver casing sliding cover and it doesn't appear to be practical to attach an external aerial to the circuit.

Mike Kemp has reportedly extended the range by mounting the receiver on a pole. Not a very 'elegant' solution, but if it works, then certainly worth a try!

One further plus point is that the 'bug' is in sleep mode until it is 'woken' by the signal from the hand-held transmitter. This results in a very long battery life (I bought my LOC8TOR about 18 months ago and the batteries are still OK - Ed).

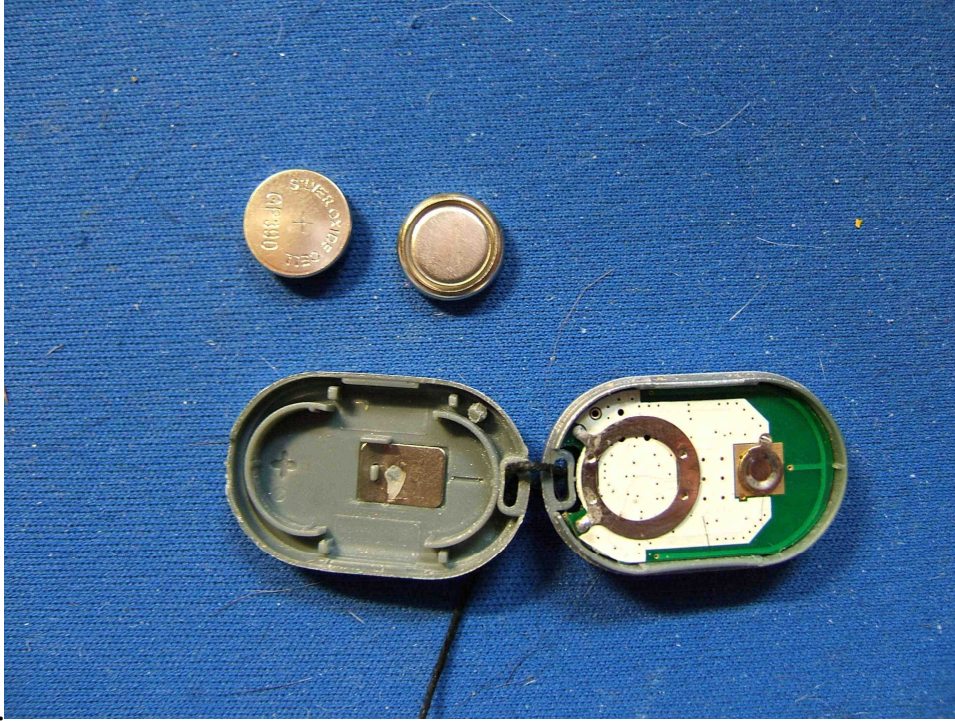
Check out the website at: www.Loc8tor.co.uk for full details.

The 'bugs' can be slimmed down from their 5.5 gram original weight to about 2,5 grams using the following procedure:

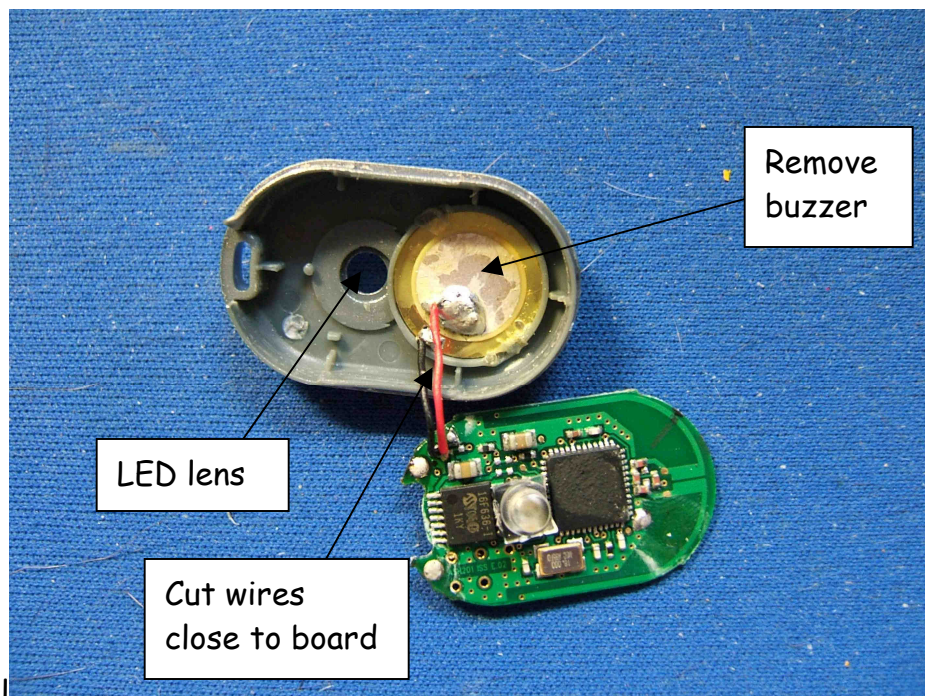
Ready for action.



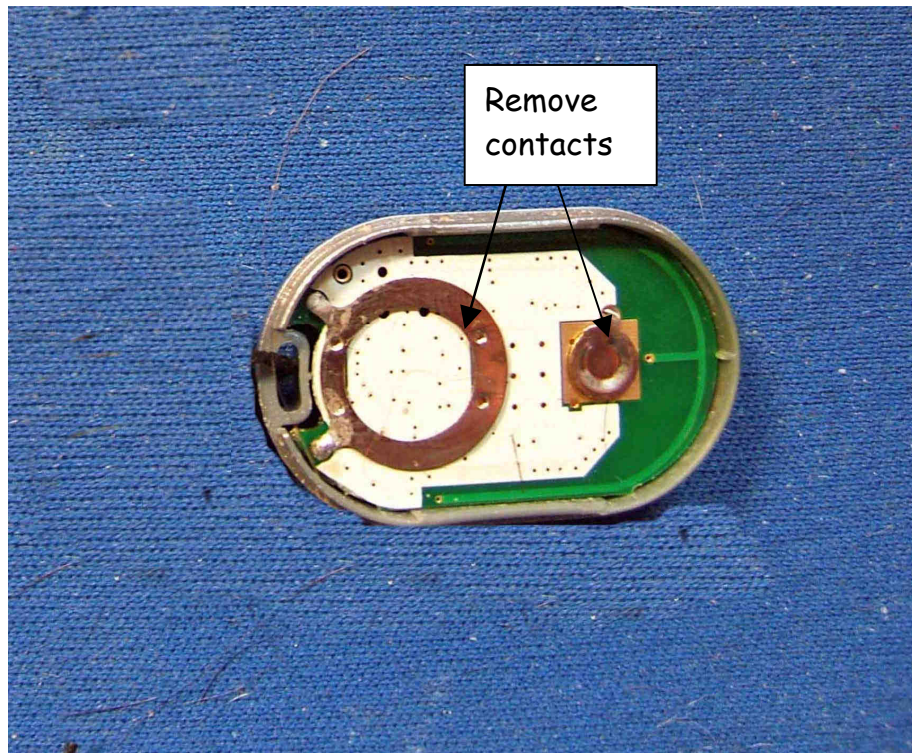
Separate the two halves of the grey case by inserting a thin screwdriver blade in the groove provided at the end of the casing and twisting, to unclip the sections.



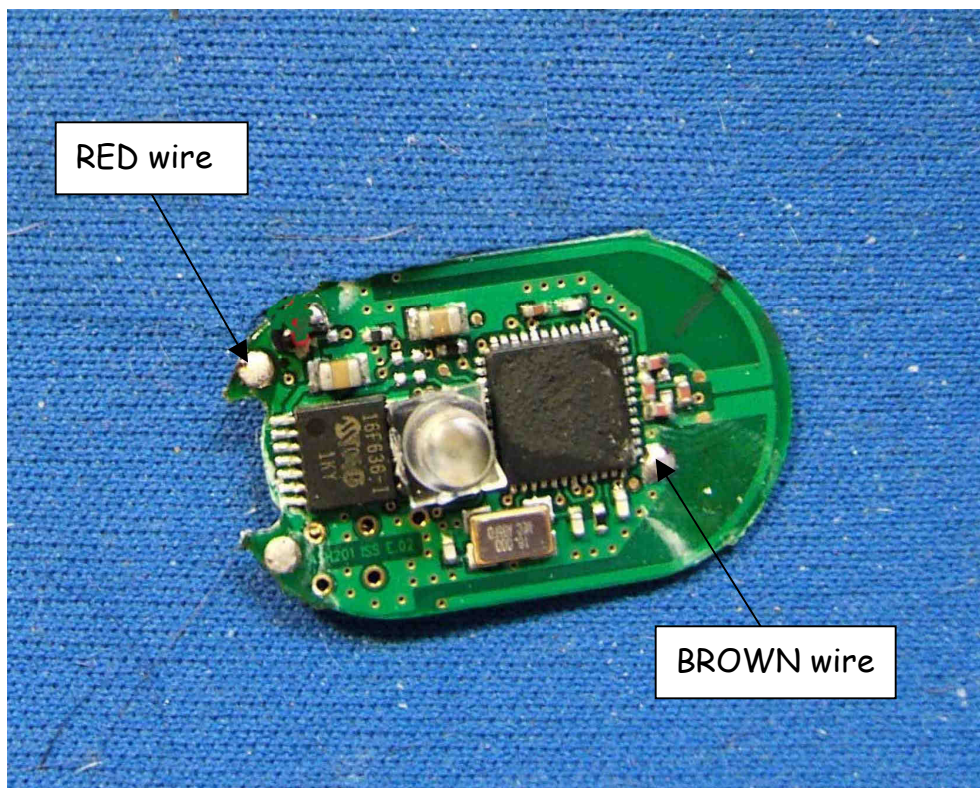
Carefully extract the green printed circuit. This will reveal the brass buzzer and the LED lens.



Carefully remove both battery contacts



Solder fine wires to points shown on the reverse side of the PC board.



You now have a choice:

Drill holes for the wires, thread positive and negative wires through case, carefully click the PC board into place and then finally cover the back with thin balsa (only the top half of the original case is used). Watch out for LED lens which may be stuck to PC board or be laying in the casing shell.

Or:

Leave the green PC board naked, with just the two wires protruding. This can easily be built into the wing or pylon of the model.

Finally the wires can be soldered to a 3 volt cell (the two cells that came with the 'bug' are 1.5 V each) or to your favourite cell holder.

P30's - SLOW, MEDIUM AND FAST - *By Peter Hall*

John Thompson's useful article on RAFF V construction stresses the importance of weight saving. He prompted me to offer the following notes on similar lines concerning P30's.

The preferred flight pattern determines the design. A long slow climb with a motor run of up to 90 seconds minimizes the glide time needed for the 120 sec max. A good thing because the freewheeling prop impairs the glide. A short, fast climb gives more height and excitement but with a longer and chancier glide phase.

P30 rules are: a 10 gram max. motor, a 9.5" diameter commercial prop, and a 30" max. fuselage and wing span (projected). There are no weight limits in the UK so this is an area where advantage can be gained. How much? - Martyn Presnell's computer simulation (ref. 2) claims around 10 seconds duration increase for each 5% reduction in weight.

Most P30's weigh between 45-55 grams including motor and have wing areas in the range 95-150 sq. ins. A long slow model will have a 29" motor (4 strands of average 1/8" SuperSport). Short and fast will need a 19" motor (6 strands of 1/8" SuperSport).

In my view, to get the former to climb for most of the motor run without helpful air you need to get the total weight below 45 grams. It's not too difficult to get to 40 grams, but below this using conventional construction the airframe can go unstable.

APPROXIMATE VALUES (using SuperSport rubber)

<u>Flight pattern</u>	<u>Motor length</u> (uncorded)	<u>Strands</u>	<u>Max. turns</u>	<u>Motor run</u> (Igra prop)
SLOW	29"	4 x 1/8	2100	90 secs
MEDIUM	23"	5 x 1/8	1500	65 secs.
FAST	19"	6 x 1/8	1100	45 secs.

Weights (grams) for a long, slow P30

FUSELAGE - Rolled balsa tube, 0.75" external diameter.

1 mm or 1/32" soft balsa blank	3.7
Esaki lightweight Jap tissue + dilute aliphatic to cover both sides, one coat 50/50 thinners/dope	2.8
Wing and tail mounts, nose and rear peg reinforcing + rear peg	2.6
Button timer	0.8
You can save up to 2 grams by building a 0.8" square cross section fuselage using 1/16" square longerons and diagonal bracing covered with Esaki light weight tissue over Mylar. This is a much more fiddly build and given the ease with which P30's get lost, not worth it.	
WING - Area 35.6 sq/ins. Span 30" projected, average chord 3.75", soft 1/16" ribs, med/hard 1/16" spars, med/soft 3/16" x 1/16" trailing edge and 1/8" square leading edge. Covered with 5 micron Mylar with Esaki Lightweight tissue over leading edge, up to main spar.	9.3
TAILPLANE - Area 35.6 sq/ins. 12.7 in span x 2.8 in chord, soft 1/16" ribs, medium 1/16" spar, med/soft 1/8" x 1/16" trailing edge, medium 1/8" leading edge, Mylar covered.	1.6
FIN - Mylar over soft 1/16" and 1/16" x 1/8" frame	0.35
SUNDRIES - 'S' hook, rubber bands	1.3
PROP - Igra is 7.3 grams, 'Jap' is 5.7 grams, has larger chord and is very flexible.	
Igra prop version, including nose block and tackle	8.9
MOTOR - Lubricated	10.0
TOTAL	<u>41.35</u>

CAUTION

You've probably noticed that electronic scales can be unreliable at low temperatures and if charged with static. I use a weighing pan covered in aluminium foil which you touch with a wet finger before weighing. I read this somewhere and it seems to work.

Useful references:

1. Some thoughts on P30 design - Peter King, FF Quarterly, April 2002
2. Some thoughts on P30 configuration, Martyn Pressnell - FF Quarterly, January 2004
3. RAFF V Escapade - John Thompson, NEW Clarion, July 2007



The finished article - an example of Peter's workmanship

INDOORS at CARDINGTON - *by John Andrews*

I do a bit of indoor flying, I'm no great shakes at it because, with indoor duration, the performance is inversely proportional to the weight of the model. I couldn't see good wood for the trees, so all my models weigh about twice the weight they should be and fly for about half the time that the experts do. Nevertheless I enjoy what I do and no one should be put off mixing with the good guys as a great deal of pleasure can be derived flying overweight models. Flights in excess of 10 minutes are achievable by any normal modeller, and there is a lot of satisfaction to be had when you do it. (so I'm told.)



View of the cleared out Cardington No.1 shed August 2007

The old green netting has been replaced with the new blue stuff seen above and since this picture was taken the loose netting on the right has also been completed giving a fully covered ceiling. Laurie has had the floor cleaned by a road-sweeping vehicle so the pigeon guano has gone. The whole hangar is due for total refurbishment so we may yet see the holes in the roof disappear but they have their advantages as Laurie puts it (*where, on a sunny day, can you fly flimsy's and get a sun tan at the same time ?*)

Currently, through the good offices of Laurie Barr, the use of the old No.1 airship hanger at Cardington near Bedford is available on a regular basis. Meetings for BMFA members are being scheduled by Laurie, and, as they are weather dependant (*the shed leaks and certain wind strengths/directions make flying inadvisable*), you need to contact Laurie and get on his e-mail list for last minute decisions on fly-ability.

laurie.barr@emailcentre.co.uk

To get more people involved Laurie is promoting a one-design competition for the Banks Penny Plane with classes to give us novices a chance of glory.



Octogenarian Laurie in playful mood with his version of the Banks Penny Plane

(he asked me to airbrush out the young lady behind him in case his wife found out)

Satisfactory models can be constructed with model shop wood, thinning sheet for the propeller is the difficult task, but if you're like me you just use the lightest 1/32 you can find and put up with it. If you can keep the airframe weight down to 3 gms you are doing well, I struggle to get a 4 gm model and that's where my times go.

Super thin mylar covering materials are available from John Hook and Mike Woodhouse, it is expensive material but is a must if you are intending to be even semi-serious. The covering is attached with thinned 3M Photo-mount adhesive, or in my case straight from the can (*there go my times again*).

Contest-winning Designs

NOVICE PENNYPLANE

WING:
 LE 1/16 sq-round nose
 TE 1/16 sq
 TIPS 1/16 sq to .04
 RIBS 1/32 x 1/16
 with 12" arc
 POSTS 1/16 Round

STAB:
 LE .05 x .04 -round nose
 TE .05 x .04
 TIPS .05 x .04 taper to .03
 RIBS 1/32 x .05, 18" arc

STICK:
 3/16 x 1/4; taper both
 ends to 1/8 x 3/16

BOOM:
 3/16 x 1/8 taper to 1/16 sq

PROP:
 12" Dia, 22" Pitch,
 HUB: 4", 1/8 round, taper
 to 1/16

BLADES: 1/32 sheet, thinned
 out at tips

WIRE .020" or .025"

REV Jan '90

'89 stab outline

NOVICE PENNYPLANE
 BY CEZAR BANKS
 CAT. III AMA NATIONAL RECORD:
 13:05 6/1983 WEST BADEN
 1989 NATS: FIRST PLACE OPEN
 13:05 7/22/89 KIBBIE DOME

IMPORTANT ADJUSTMENTS

NOTE: soak/form/
 bake blades on one
 gallon glass jug
 at angle of 17°.
 Glue to hub so that
 at 3.5" radius, 45°
 angle is formed.

Drawn by Keith Varnau

The Banks Penny Plane (you don't need a full size plan for one of these)



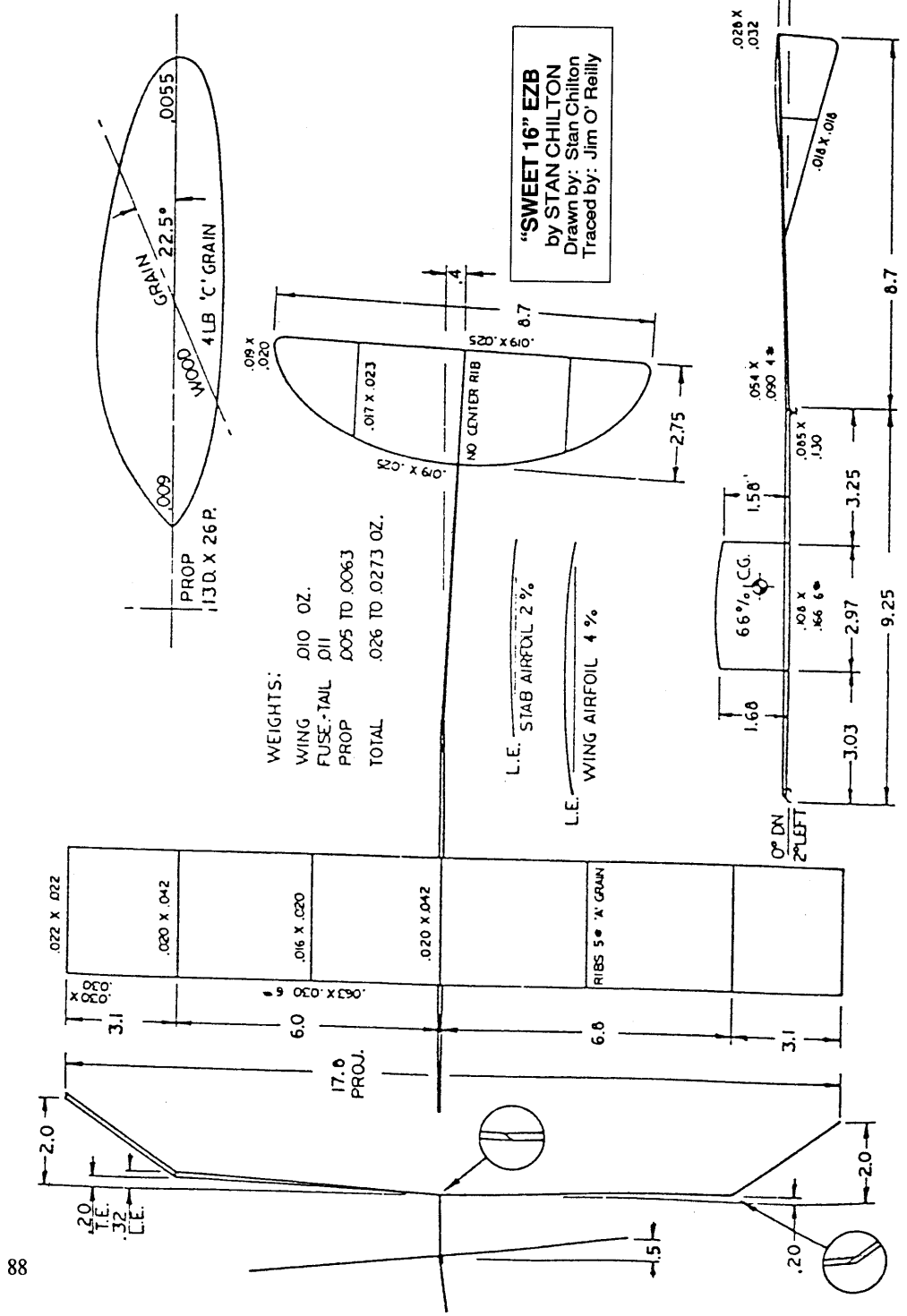
Laurie winding the motor for his microfilm covered 65cm F1D model

The model above is a copy of the British 65 cm F1D record holder which flew for 49 minutes, 26 seconds. The motors are wound off the model and then, very very carefully fitted to the airframe just prior to launch. The model only just takes the strain of the wound motor and it has to be fitted carefully only allowing the airframe to take the tension slowly. As you see the motor is wound virtually at the point of launch to eliminate any slow walk across the floor to keep maximum stress time as short as possible.

In contrast to the above, I wind up on my bench, slap on the motor and wander out to the centre and, when no one's looking, chuck the model up in the air. If no one sees you launch they don't know how long you've been up there do they. Seriously though, all the regular experts are only too willing to offer help and advice and you can learn a lot just chatting around, they may be world championship contenders but they are not a stuffy lot.

I will say that this form of modelling is very rewarding and building to beginners' standards is quite quick, I built my last model in just over one day and, although it's heavy as it was made for sports hall flying, it will still do 8 to 9 minutes in Cardington.

I would recommend you try an EZB first, they seem easier to trim to me. Don't aim for the specification 1.6 gm airframe, 3 gms will do for a start.



This would be a simple model to start with, ignore the fancy wood sizes and beef it up for a rugged first effort. You can taper the wing spars, cut a few until you get an even set, you won't waste much wood with these things. If you get the final weight below 3 gm I guarantee the performance will surprise you. Have a go. Any queries e-mail me.

johnhandrews@tiscali.co.uk

That's all for now folks, John Andrews.

POLYSPAN: It's not waterproof after all...

The following email correspondence between John Thompson, Brian Silcocks, Mike Parker (South) and Peter Michel concerns the alleged waterproof qualities of Polyspan (polyester) covering material and the ethics of its use on vintage model aircraft. It was compiled on Friday July 20 during a horrendous and long-lasting storm which flooded many parts of the country and during which a Polyspan-covered tailplane was put to the test...

From Brian Silcocks to Mike Parker, July 18

Please can you clarify the rules regarding covering materials on old design models. Am I allowed to use modern covering materials and methods such as mylar covered with jap tissue or the white lightweight polyester tissue on to models such as the Hyperion glider? I have been holding back on covering this glider until I am sure I am not contravening the vintage rules. I flew a power model in the gorse of Woodbury common and because it was covered in white polyester tissue there was no tissue tears and it resisted the heavy rain showers better than I did.

I know there are guidelines on what to do with the build of vintage models in the BMFA handbook but I would be grateful if you could advise me on the specific issue of covering materials. thank you for the new magazine which prints very well at work (Konica Bizhub 450)

From Mike Parker to Brian Silcocks, July 18

Well there's a good question, and one that will no doubt start some sort of debate! As the lowly Membership Secretary & Treasurer of SAM 1066 I am not qualified to comment! In truth I tend only to use traditional tissue on all of my two vintage models! However I am copying this to a few of the Vintage "experts" who I am sure will give their views on the subject.

From Peter Michel to Mike Parker, July 19

The hatred of the SAM fraternity for heat-shrink covering originated from the garish range of thin, iron-on material which first appeared all of 30 years ago. No decent vintage model should be disfigured thus, we said. But there was one exception which everyone quite liked. And that was the heavyweight Solartex (a heat-shrink) which gave a nice textured finish akin to nylon. Even die-hard spark ignition men used it. So...there is a precedent for the current popularity of polyester (trade name Polyspan) which is such brilliant stuff. Everybody loves it for three reasons: A.- It looks so "vintage", just like Modelspan only better; B.- It is so much stronger and more damage-resistant than tissue; and C.- It is waterproof. [See following email.] I used one of my larger gliders, Polyspan-covered, as an umbrella on a retrieve at Middle Wallop on Sunday. [July 15.] What's more, it's cheap. For these reasons, I don't think you will hear any ethical objections from the SAM brigade regarding its use...

From John Thompson, to Peter Michel, July 20

Peter, regarding your comments on this material, I would demur it is not completely waterproof. I suspect it could be made so but the amount of dope, say 6/7 coats, would be too heavy. With power models it soaks up the oil and begins to look very mucky and heaven help you if you put it on back to front. Talk about turbulation! [Polyspan has a rough and a smooth side. Applied rough side up the finish is hairy and horrible!]

It certainly is stronger than tissue, but is heavier by a considerable margin. It does not age well; it starts to split along the grain after a few years in my experience. It does remain flexible so one needs a rigid structure, but has the advantage that one can alter the warps by reheating and twisting the structure and they remain in place. One other advantage if the Polyspan is stuck on with dope it can be removed with a iron on high temperature bit by bit as this softens the dope, but the Polyspan is strong enough to enable you to pull it off. Talking of this, ordinary tissue can be shrunk with an iron dry, but you can not get it off this way as the tissue is not strong enough. My main objection to Polyspan is the flexibility but the odd thing is that if, following crash damage, you take a piece of the doped Polyspan it will tear across the grain - something you cannot do in its raw state. This is the same with tissue on mylar.

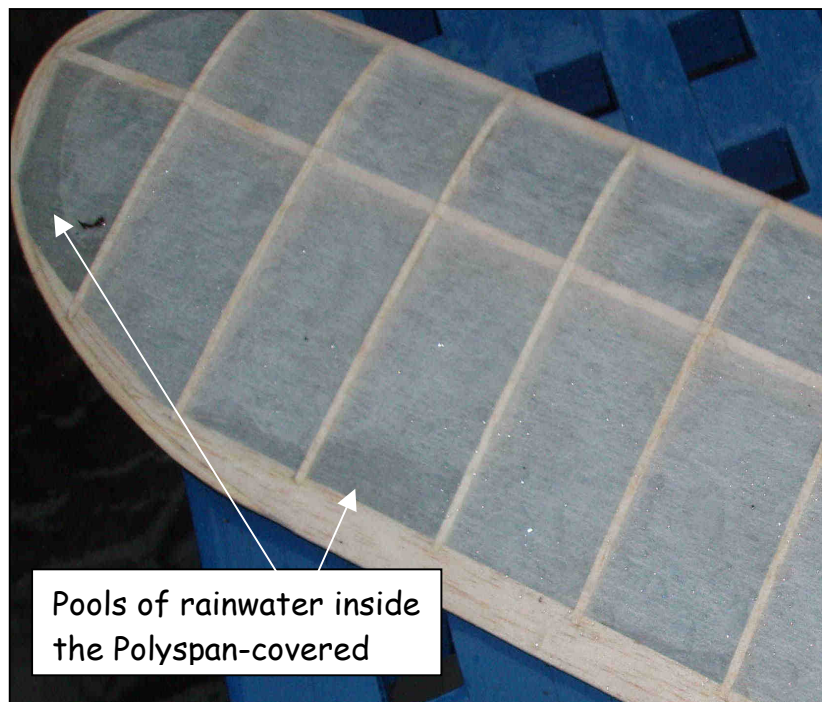
I reserve my judgment on lightweight Polyspan. If not shrunk enough it will slacken in the heat of a car on a very hot day but this is a problem with all plastic coverings. It may not be obvious, but it can be enough to cause problems on a power model. Any way this subject can cause the loss of friendship so I will stop here.

From Peter Michel to John Thompson, July 20

I stand corrected!. Polyspan is NOT waterproof in that it doesn't keep water out! On receipt of your email I put a tailplane so covered out in this morning's torrential rain, with thunder and lightning for good measure. After an hour, much to my surprise, there were pools of water inside the structure. [See picture right].

However the covering itself had not slackened in the slightest, as would have been the case with tissue. I gained the mistaken impression that

Polyspan covering was waterproof from my various models' exposure to occasional rain, such as we had at Middle Wallop on Sunday when we all had to dash for the cars. As I mentioned in the earlier email, I used my new Kavka glider as an umbrella on that occasion and rain water did not penetrate into the structure! So now we have proof that Polyspan covering, doped to the normally acceptable degree, keeps light showers out, but is not proof against heavy and continual down-pours.



COVERING and COLOURING POLYSPAN - *By Peter Michel*

Several chums have inquired about the best way of covering with Polyspan.

My method is pretty much like standard covering with tissue. First I apply a coat of clear dope to the entire structure, wherever the covering touches. This is to partially fill the grain. Then I use clear dope as the adhesive on all but the curvy bits such as elliptical outer wing panels. Here I brush on slightly-thinned white woodworking glue round the edges and allow it to dry. (Interestingly, it does the same job as Balsaloc.)

Tack the panel in various spots with the sealing iron just to keep everything in place. Seal down the material on the leading and trailing edge and then 'nurdle' the multi-curves of the tip with the sealing iron. There is no other word to describe this easy and satisfying process. You need to leave a decent margin so that you can pull the Polyspan into shape as it reacts to the iron.

The under edges of the LE and TE should be coated with white glue and allowed to dry so that you can bond in the overhang which need only be a quarter-of-an-inch or so.

Incidentally, I always use balsa cement at the dihedral joint just in case the Polyspan pulls away when you get to the head-shrinking bit. Better to be safe than sorry!

Colouring? No one has yet bettered Laurie Barr's method of applying Daler-Rowner 'Artist' Acrylic Ink which is by far the best colouring agent. (Available in many colours at art shops.)

Tape your panel on to a sheet of glass, plastic, or similar and then mop on the ink with a soft brush. It will quickly flow through the material. Hang it up to dry. That's it. There's only one point to watch. If you intend to abut a coloured panel on to an uncoloured one (at a wing-panel join for example) do not brush clear dope across the join since the ink will 'pick up' on the brush. In fact I have several brushes for the various colours I use and one marked 'Clear dope only'.

(I have had good results by applying Esaki LiteFlite tissue over the POLYSPAN. I give the POLYSPAN a coat of thin dope and then, before it dries, I brush the tissue down using thinners only. This adheres the tissue and the thinners evaporates, leaving a coloured and very durable covering. The only weight penalty is the weight of the tissue.

If you are left with some air bubbles between the tissue and the POLYSPAN, just brush them with thinners and wave a heat gun/hair dryer over the area and they will disappear as if by magic! - Ed.)

2007 VINTAGE WAKEFIELD LEAGUE - *By Peter Michel*

The league this year was well supported with 32 point scorers in 8 Ounce and 23 in 4 Ounce. There were six scoring events in all; points were awarded for the first ten places, plus bonus points for every other flyer you beat. Consistency paid off, a good placing at a well-supported event helping more than a win or a second at, for example, Sculthorpe, where sadly only two flew. Particularly pleasing was that 8 Ounce winner Johnny Knight's model was the same own design he flew as a member of the British Wakefield team over half a century ago.

The winners' handsome trophies were presented by Jane Howick at the 1066 Middle Wallop extravaganza, probably the best three days flying that most of us have experienced.

VINTAGE WAKEFIELD LEAGUE - 4 OUNCE CLASS

1.- Bob Taylor, 91 pts; 2.- Chris Strachan, 59; 3.- John Minshull 52; 4.- Chris Chapman, 49; 5.- John Wingate, 43; 6.- Andrew Longhurst, 37; 7.- Peter Jackson, 35; 8.- Jack Foster, 33; 9= Spencer Willis, 26. 9= John Knight, 26; 11= Roy Tiller, 24. 11= Mike Hollanby, 24. 11= Gordon Beal; 24. 14.- Mike Marshall ,22; 15= Mike Turner, 21; 15= Robin Willes, 21; 17.- John Ellison, 18; 18.- Robin Kimber, 17; 19.- Bill Cox, 9; 20.- Ted Challis, 4; 21= Nick Farley, 2. 21= David Wright 2; 23.- Mike Sanderson, 1

VINTAGE WAKEFIELD LEAGUE - 8 OUNCE

1.- John Knight, 100; 2.- Peter Michel, 70; 3.- Mike Turner, 67; 4.- Adam Beales, 63; 5.- John O'Donnell, 55; 6.- Mick Howick, 54; 7.- Peter Jackson, 49; 8.- Mike Kemp, 47; 9.- Laurie Barr, 46; 10.- Jerry Ferer, 43; 11.- Roy Biddlecombe, 39; 12= William Beales, 36; 12= Spencer Willis, 36; 14= Bob Hope, 34. 14= John Andrews,34. 14= John Minshull, 34; 17.- Tony Thorne,33; 18.- David Beales,31; 19.- Chris Strachan, 30; 20= Chris Chapman, 27; 20= Andrew Longhurst, 27; 22.- Ron Marking, 22; 23.- John Lancaster,21; 24= Ray Alban, 15. 24= Brian Stout, 15; 26.- Ted Tyson, 12; 27.- Tony Rushby, 9; 28.- John Down, 8; 29.- Mike Sanderson, 6; 30.- Jim Andrews, 4; 31= Dave Taylor, 1. 31= Peter Brown,1.

LUCKY RETRIEVAL - *By Syd Hylan*

The following is an email sent to Mike Parker following the loss of a model from Salisbury Plain:

Just to let you know that the lost six foot span yellow F/F Comulus, has been successfully reunited with its owner, Peter Carter.

The Model was lost on Sunday the 8th of July, while Peter and myself were flying from the Salisbury Plain flying site. Peter had just finished the model, and just brought it up just to test glide it and try some low powered longer flights.

I did remark to Peter to go careful because the plane was a floater. Keeping a long story short, the Comulus was launched, with by mistake it appears, a full tank of fuel. The AM 10 up front just kept going and the model went OOS, last seen heading east roughly towards the town of Andover. Unfortunately Peter admitted that he did not have his name and phone number on the wayward plane.

He told me later that he has got sixty two F/F models with his details on, and just one with out, guess which one. It appears that a farmer on his tractor, cutting grass near Larkhill saw the tail above the long grass, and retrieved the model.

He had a friend who is an R/C modeller with the local Flying Druids model club who contacted you, and the one chance in a million, you contacted me, due to the SAM1066 data base, because I lived very close to the person who had the model.

And the rest is history so to speak. Considering that the model was out in all the elements for over two months it was in a remarkable good condition.

I would just like to thank you Mike on the behalf of Peter and myself, for your help in the retrieval of this model.

VINTAGE BANANAS - By Tony Shepherd

In an edition of the Clarion a few months back, John Thompson described his successful experiences with a small, high performance power model called the TOP BANANA. In the article John made mention of the saga associated with obtaining proof of its eligibility for BMFA vintage contests so here is that saga. Pour yourself a beer before starting as it goes on a bit!

This tale starts at Hackpen Hill, Wiltshire on 5th September 2003. At that venue, and on that date, the BMFA Southern Gala took place (Rissington being unavailable - now where have I heard that recently?) and I met Robin Kimber. I was flying a 1/2A Zeek power model in mini-vintage and Robin came over to have a look, clearly impressed with its fast climb. A chat followed, and as so often happens, arrangements were made for a drawing to be passed on. In return Robin said that he would send me a copy of a drawing of a similar model called the Top Banana, 36" wingspan, designed by Jay Jackson - it had been reproduced in SAM Speaks and was eligible for BMFA mini-vintage as the date on the plan was 1950. Oh Robin - if only it had been that simple! The plan swap took place and about a year later (I don't rush these things!) I had a nice, new Top Banana to play with and fly in a BMFA mini-vintage comp at some stage.

We now move on to early 2005 and a conversation with John Thompson at Middle Wallop where he had been flying a Top Banana.

During a subsequent phone call from John a few days later he told me that John O'Donnell had been on the phone to inform him that the Top Banana he'd been flying was ineligible for BMFA mini-vintage as there was no information in any of the magazines of the time to demonstrate that it had been kitted before the Jan 1951 cut-off date.

(John emailed me with the following clarification: I was not flying the model in a competition but word got around how good the model was. John O'D rang me to enquire if I had found info as to its eligibility as he had looked in the past and found none. I had built the model just to see how good it was and initially had contacted the States for more info but without luck. Then tony did his marathon - Ed.),

Now, let me refresh your memory - the BMFA rule book states that:

"A vintage model must be built in accordance with a design that was published prior to 1st Jan 1951, or was kitted by that date. (January 1951 issues of magazines are accepted as published in 1950). Competitors are responsible for proving the eligibility of their models and must be prepared to produce photo-copies (or originals) of plans and magazines which include or confirm the date of publication."

All clear? Good. Now, on the original Skyline Products plan of the Top Banana there is written a design date of 18th June 1950. But what it does NOT state is the date on which it was put in the box and sold as a kit.

(Sorry Robin - not good enough). I was sure the design would not have laid in a drawer for several years before being kitted, but the problem was how to ascertain when the kits were first sold. At this stage it was time to hit the Internet and to take advantage of some of the many aeromodelling mailing groups that are out there.

Over the next 6-months, more than 70 e-mails exchanged computers between various people on both sides of the Atlantic. Lots of theories were received - one even suggested Skyline Products was still in existence but contact with the modern Skyline indicated that it is definitely not the Skyline of the '50s. Contact was made with the American National Free Flight Society (NFFS) as they had previously proven the eligibility of the design for their Nostalgia class. But their rules are different to ours in that they accept proof of having been flown (not just having to have been published as a plan or kitted) in a time period and that may have been all they had. I asked that they check out what proof had been available when their committee had approved the model but it seems that they had destroyed the documentation once eligibility had been proven so it was no help to me. Don't forget, in UK it is the date of kitting which applies and that is what I needed the evidence to cover.

The most useful contacts made were with Terry Thorkildsen and a few of his flying chums who informed me that Skyline's Jay Jackson is alive and well and still flying. He is living in Salt Lake City and I soon had his e-mail address, his home address and his phone number. Whoopee! I thought that I was nearing a conclusion so quickly sent him an e-mail asking for the history of the kitting of the Top Banana. There was no reply! I tried again, but still no reply. I went back via the Terry Thorkildsen route and discovered that, although Jay has an e-mail address, he's never used it (*where have I heard that before! Ed.*) and it was clear that some other method of communication was required. A letter received no reply but by now I was really determined that I was going to resolve this one. It was now late 2005, nearly 9 months after the start of the chase.

At this stage it seemed like a good idea to consult with others in UK and find their views and as it was John O'Donnell that first flagged up the concerns, he seemed like the ideal first port of call. Ironically John had been following my search as he too subscribed to several of the mailing groups that I had used to get this far and his view was that a letter from Jay Jackson would be sufficient. So it was then time to say bugger the expense and get on the phone to Salt Lake City.

During my first chat with Jay I learnt so much about the development of the 200 sq. in. Top Banana design. I heard how he and a flying chum, Vic Hotz, had designed and built the model and flown it in contests in the US with great success. Like all of the best designs it flew straight off the board. They decided to kit it and started to sell the kits at contests during the autumn of 1950 under the name of Skyline Models. Now that's what I wanted to hear, but the problem was that they never advertised, running the whole venture by word of mouth and recommendation. Subsequently they produced Top Banana kits in various sizes throughout the early fifties. The conversation finished after about half an hour with addresses exchanged and Jay agreeing to write me a letter confirming the history and dates - he seemed to remember performing a similar exercise for a SAM Chapter in New Zealand.

I waited for a few weeks but no letter came and in a parallel investigation, I had been unable to track down a good contact route for the New Zealand SAM chapter. I decided to drop Jay a little reminder through the post and included a copy of a photo of him that I'd found on the 'net one lunchtime. A few weeks more went by but still no letter came. It was therefore back to the phone and another chat. Now before you think any bad thoughts about

Jay, I must tell you that throughout all of my communications, Jay (at 82 years old) was really helpful with the information and great to chat with, but I suppose that my level of desperation to get a letter just didn't coincide with his level of urgency - and why should it!!

A few more Transatlantic phone calls (bringing the total to 8) and a few more frustrating weeks of delay followed, but then we reached July 2006 and a letter from the US landed on the doormat. I opened it and here's what it said:

Here's the brief story of the kitting of the Top Banana. I built the first Top Banana in the summer of 1950 and immediately got some successes with it on the competition scene. This was the 36" span, 200 sq. ins. version. Other flyers started to express an interest in the model so I teamed up with Vic Hotz and together, as Skyline Products Company, we made about 20 kits which we took with us and sold at competition meetings during the fall of 1950. Following on from this, over the next few years we built and kitted larger versions, right up to 800 sq. ins.

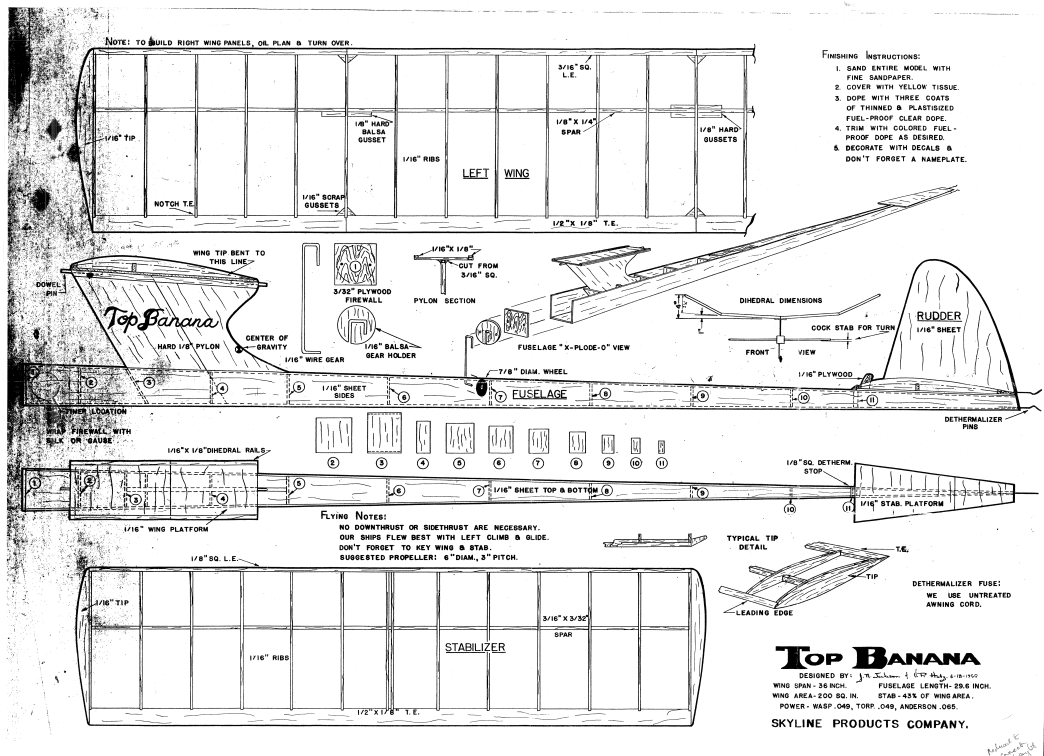
Initially the kits were cut by hand which worked well but was slow, so we tried to use a vibrating saw but this didn't work well. Eventually I made a set of dies from hacksaw blades which were bent to shape and sharpened - I still have some of these in a drawer.

We were always a small company and never advertised in the magazines, being quite content to run our operation by word of mouth. Consequently you'll never find an advert for our kits in any magazines of that era, but we definitely produced and sold the 200 sq. ins. version (and three or four kits of a 240 sqins version) during the second half of 1950 so it should be eligible for your competitions in UK. All of the larger models followed on from 1951 through 1953.

And best of all it was signed by Jay Jackson.

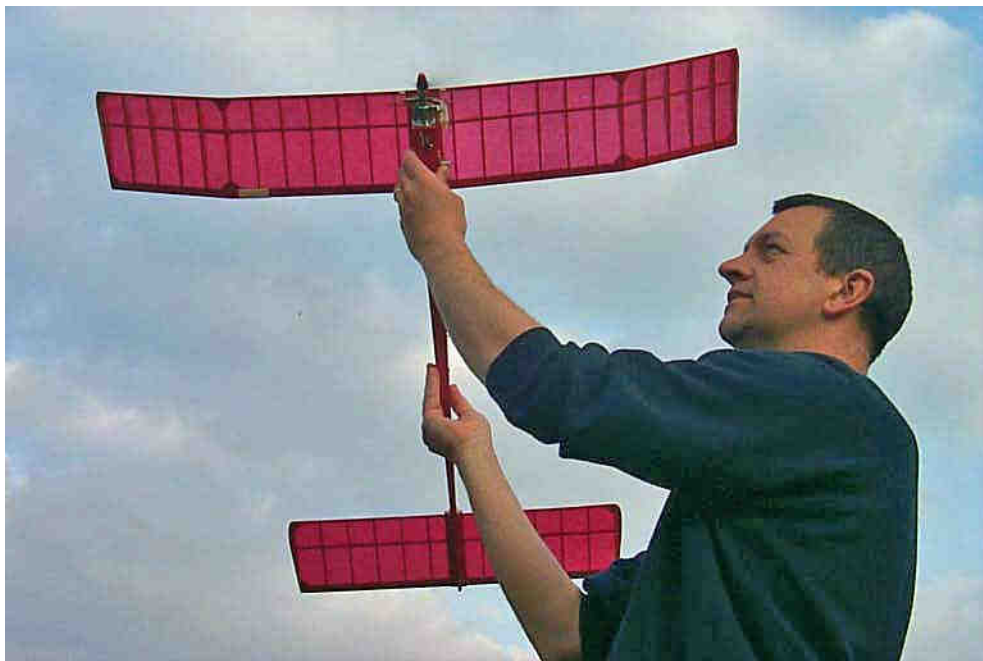


Jay Jackson and TOP BANANA



Finding proof of eligibility or otherwise for BMFA contests is not always this onerous a task. John Close, in his column in SAM 35 Speaks has recently mentioned both the 42" span version of the Michael La Torre's "Alert" and the Gil Morris "Kerwsap" and suggested that they could be eligible for BMFA mini-vintage. But in both cases, a few e-mails got me through to people who could confirm there was no proof available. In the US, the NFFS and SAM produce very comprehensive lists of models that are eligible for their Nostalgia and Old Timer classes and they gives dates. But it must be remembered that proof of having flown is good enough over there so the date given may only cover this. As an example of this, the Kerswap mentioned above is OK in the US but the basis for acceptance as an Old Timer was an original 3-view drawing that Gil Morris made in high school drafting class and photographs of him with the plane where the date on a car license plate is visibly 1942!

Jay has actually said that he'll send copies of the drawings of some of the other sizes of Top Banana that he and Vic Hotz produced (there is a 240 sq. ins. version that is also vintage legal and it would probably be a very potent performer) so I might drop him a little reminder every now and then. Or perhaps I won't!!!!



Tony's version of the TOP BANANA

SUPPLIERS

John & Pauline Hook
FLITEHOOK—www.flitehook.net

MIKE WOODHOUSE—www.freeflightsupplies.co.uk

KEITH HARRIS—Plans service
 21, Burns Lane,
 Warsop
 Mansfield,
 Notts.
 NG20 OPA
 Tel: 01623 842167

TERRY ROSE - Plans service
 35, Old Orchard,
 Harlow
 Essex
 CM18 6YG
 Tel: 01279 422301

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USEFUL WEBSITES

SAM 1066—www.cavgrove.freemove.co.uk/sam.html

BMFA—www.bmfa.org

SAM 35—www.sam35.org

Martyn Pressnell—www.martyn.pressnell.btinternet.co.uk

Loc8tor—www.loc8tor.com

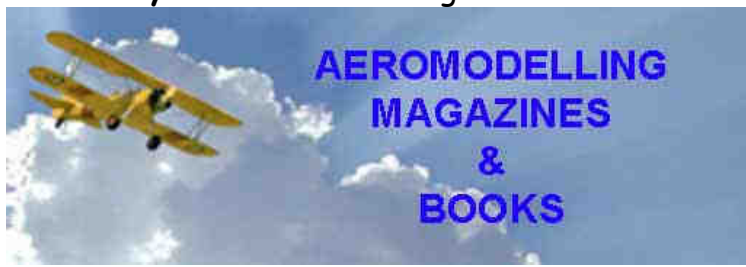
X-List Plans—www.xlistplans.demon.co.uk

BMFA Free Flight Technical Committee—www.vengi.demon.co.uk

National Free Flight Society (USA)—www.freeflight.org

Ray Alban—www.vintagemodelairplane.com

David Lloyd-Jones - www.magazinesandbooks.co.uk



Vintage aeromodelling literature from the UK and the US, bought and sold from 1930 to date. 5000 plus magazines in stock at any one time and approximately 500 books on the subject too!



Impington Village College - Cambridge

Indoor flying on 21st October 2007 9 am to 5 pm

We will once again be using the large (100 x 50 x 28 ft) sports hall at the College. The only restrictions are Max. AUV 60gm for radio models (please note 60gm, not a mistake, this will be strictly enforced - ring before if in doubt) and no internal combustion engines, jets or catapults.

Also Round The Pole (4.5 metre lines) and small electric helicopter flying (radio or infra-red) in a separate hall.

SAMS MODELS will be in attendance to supply all your needs on the day.

Competitions:

There will be **three** low key free flight competitions:

- A duration event for the "**Viking**". This is another design by Ray Malmström but it was never published. It has been used in club competitions, both indoors and out and is a splendid flyer. It was the design at our March 2007 meeting and was so popular that we are featuring it again. Contact the address below for a full size copy of the plan.
- The usual duration event for **Bostonian** models. Any design to the Bostonian formula (If you are unclear about the Bostonian formula rules please ring or email the contact below).
- A duration event for the **Butterfly** ready to fly rubber model - available on the day, or before, from SAMS. Tel: 01763 287606

Each competition will be for the total of best three flights. Bostonians to be flown ROG and they will be weighed (minimum 14grams without rubber motor)! Get your flights timed and reported to control. Entrant must be the builder of the model. As many attempts as you like. Awards in each event for overall winner and best junior (under 18).

Exhibition and Seminar

We will run a seminar at around 1.30 pm for about 45 minutes on the subject of "Free Flight Scale models from kits. It will be lead by Peter Smart and Chris Strachan and will look at the sort of models that can be flown both indoors and outdoors. We will talk about the kit scale event that is now being flown at BMFA indoor meetings and about the kit scale duration events that are being flown outdoors at the Free Flight Nationals, Peterborough Flying Aces and elsewhere. The topics will include choice of kit, building and finishing, achieving the performance needed.

We would like the exhibition to support this topic so please bring your scale models built from kits. We will mainly be talking about rubber power but all Free Flight is of course welcome.

Round the Pole

David and Will Beavor will be bringing their equipment, using Ballard's 4605 connectors at the model.

Refreshments:

Once again the excellent fare from our trusty team will be available all day. No one need go hungry!

Cost of admission: Indoor Flyers - Adults £5.00, under 18s £1.00
Spectators and Chatters - £1.00

Directions to Impington Village College:

Leave A14 at the first junction East of M11 J14, signed Cambridge B1049. At the roundabout take B1049 to North signed Cottenham, Histon. In $\frac{3}{4}$ km at 2nd lights turn right into New Road. Pass hospital entrance on right. Village College is next on right (two entrances, 1/3 and 2/3 km). Entrance to be used and car park will be signed.

Contact:- Tel no: 01223 860498 Email: chris.strachan@btinternet.com

ATTENTION ALL CHOBHAM COMMON USERS

There will be 'Chobham tree chops' on the following dates:

15th October 2007

12th November 2007

4th February 2008

18th February 2008

Meet at Staple Hill car park at 10 a.m. – wear suitable clothes and bring gloves, loppers, secateurs, pruning saws etc.

Please come and lend a hand – this is one of very few flying sites available in the area.

Forthcoming Events 2007 with competitions for Vintage and/or Classic models

Date	Venue	Event
7th Oct (Includes Classic Rubber/Power and Mini-Vintage)	BMFA Area Venues	6th Area
14th Oct + SAM1066 AGM	Middle Wallop	Fun Fly & Trimming Day
4th Nov (Mini-Vintage etc.)	Barkston Heath	BMFA Midland Gala
4th Dec (Includes Vintage Coupe)	Middle Wallop	Coupe Europa

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

For up-to-date details of SAM 1066 events at Middle Wallop check the website—WWW.CAVGROVE.FREESERVE.CO.UK/SAM.HTML

For up-to-date details of all BMFA Free Flight events check the website—WWW.VENGI.DEMON.CO.UK