	<h1>NEW Clarion</h1> <h2>SAM 1066 newsletter</h2>	Issue 01.10
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SAM 1066 Club Officers

Unfortunately in last month's newsletter there was an error in the contact details for the new Treasurer: The first line of Ed Bennett's address should have been 17 Barham Mews and not 17 Barnham Mews. Apologies Ed!

David Baker Heritage Library - By Mike Parker

Consisting of books, plans and other related material, this library is the result of many years enthusiastic collecting. It is now in the process of collation by Roger Newman who is also initially administering the library. At this stage it consists plans (part 1) only, yes there is more, the other material will be listed when collation is complete. The present list can be viewed by using the Hyperlinks on the SAM 1066 website.

NOTE: The document is in both Microsoft Word and Microsoft Excel, please follow the appropriate link.

If you want a copy of any of these plans, please read the following:

A fee is charged to cover:

- (i) A set copying cost, dependent on the sheet size & number of sheets.
- (ii) Cost of packing & postage (1st Class). The fee is rounded up to nearest whole £.

Note 1: this is a non-profit making activity for the benefits of SAM 1066 Members (& other like minded aeromodellers).

Note 2: Any accruing balances will be passed to SAM 1066 Treasurer on regular basis.

The process for obtaining a plan copy is:

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

Email response is sent back with cost estimate of plan plus package & posting charges. (typically for an AO size single sheet plan posted 1st Class within UK, this would be £5.00).

Original requester sends email reply to confirm cost is OK & that fee has been posted to:

Roger Newman

35, Russell Road

Lee-on-the-Solent

PO13 9HR.

A cheque or cash is acceptable.

On receipt of fee, plan is copied & posted to Requester.

Josh Marshall's A2 - By Peter Michel

Subsequent to last months edition of the NEW Clarion I received an email from Bob McKeown in the States, enquiring about Josh Marshall's A2. Not being a glider expert myself I forwarded the email to Rod Audley, who, knowing that Peter Michel had built one, sent the request to Peter. This is Peter's reply, together with some interesting photographs.

Nice to hear from a real glider enthusiast! I got your query on the Josh Marshall A2 via Vic Willson and am glad to pass on any info which may be of use to you. For instance, the attached pix are of Josh himself launching my version of his great glider at our SAM champs in 2000. (Oh no! Almost a decade ago...)

There are no full-size plans but the details you see in the Clarion newsletter are those from which I built my model. (Models. I lost the one you see and built another.)

However, I can tell you that there are no snags, either in the building or the flying of this glider. I can't recall whether Josh specified spruce spars, but they are a must in my book and I wouldn't build a tow-line glider without them.

I'd be pleased to answer any specific detail that might crop up, but I think you will find this a straight-forward and rewarding build. The CG position is right, but it would be advisable (as always) to build in a variable tow-hook position.

Sadly, Josh died around five years ago. He was an active model flyer pre-war and had a fund of stories from those days, particularly about winch-launching from 600ft lines!

*Best regards,
Peter Michel*



JOSH MARSHALL LAUNCHING
PETER MICHEL'S VERSION OF
HIS A2 DESIGN, AT MIDDLE
WALLOP, AUG. 2000
(Keith Miller photo)



50's FAI Power Models (Part 2) - *John Thompson*

As a follow-up to last months article about 1950's power models an interesting photograph of John Bickerstaffe with Sorjo Ranta's proxy flown model (No.63) at the World Power Championships, Cranfield in 1956 has come to light via John Andrews.

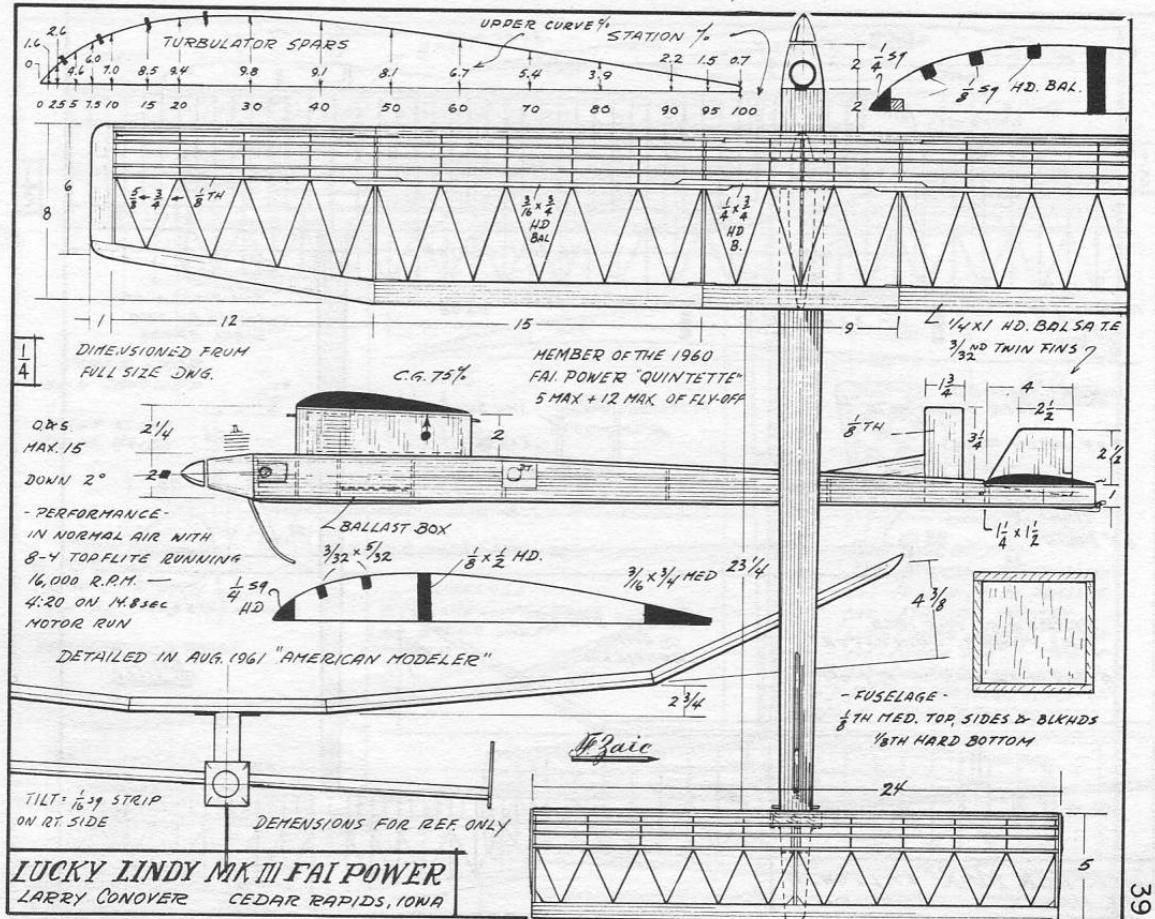


Following on from last month's FAI classic power models the other models that I have built that were used in that competition are, Lucky Lindy, Gloworm, La Bestia and of course my Zimbabwe design, all are in Frank Zaic's 1959/61 year book. What would we do without these books!!

These notes relate to the models I have built.

Lucky Lindy - Larry Conover:

This model I built some 20 years ago. It has been powered by OS 20's, Super Tigres and various diesels and now by an OS Max 3. It flew well in all guises. It is easy to trim and build and is very popular in the USA for their nostalgia comps. Powered by the Max 3 it gets higher than other contemporary models by some 50 feet or so although the glide is possibly not quite as good as the others. The reason for the extra height is the flat bottomed wing section and most notably the small 25% tail (less drag). This size tail works OK with flat bottomed wings, but if used with an undercambered section the pattern becomes unreliable after about 5 or so seconds. I know I've tried it many times.

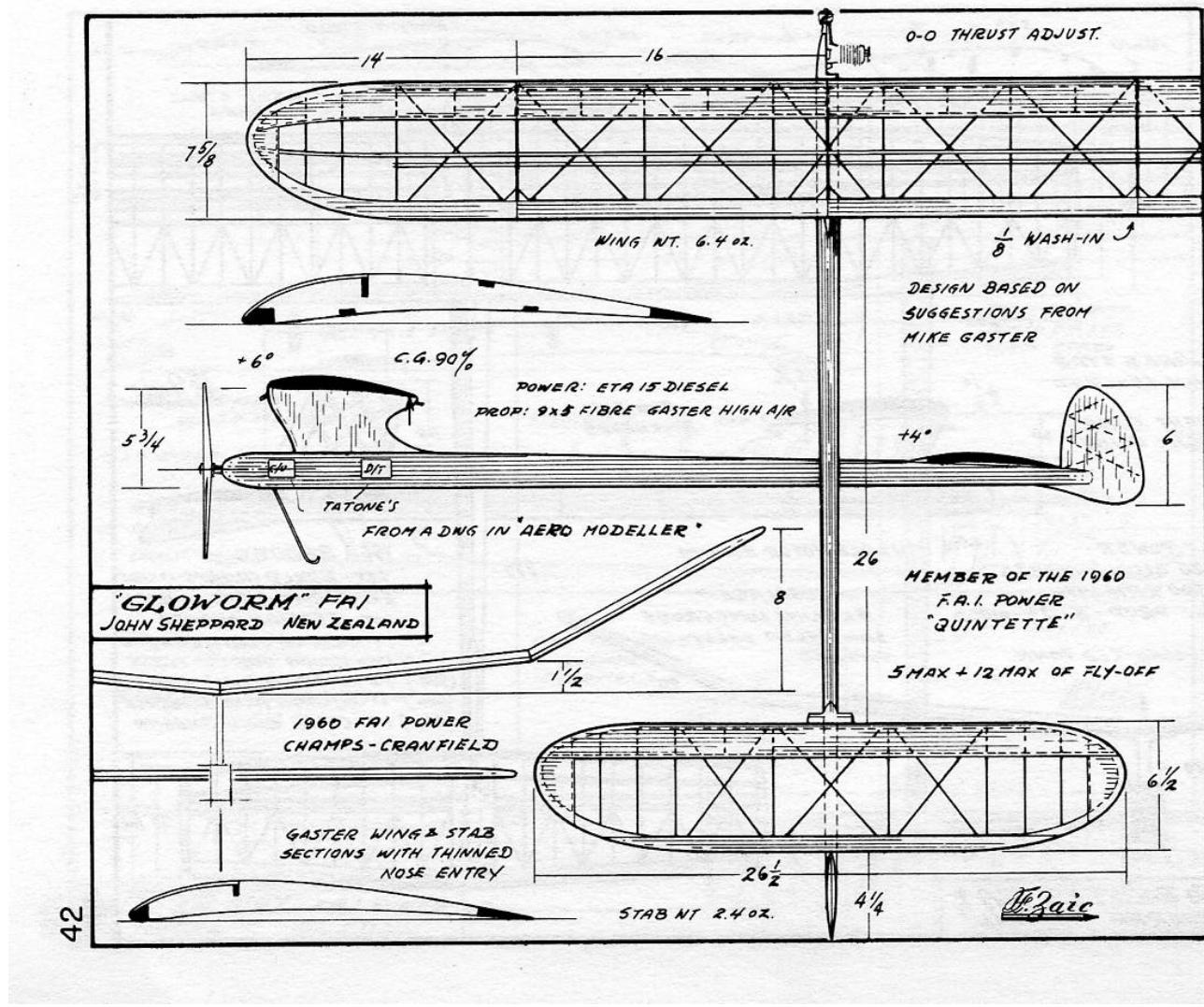


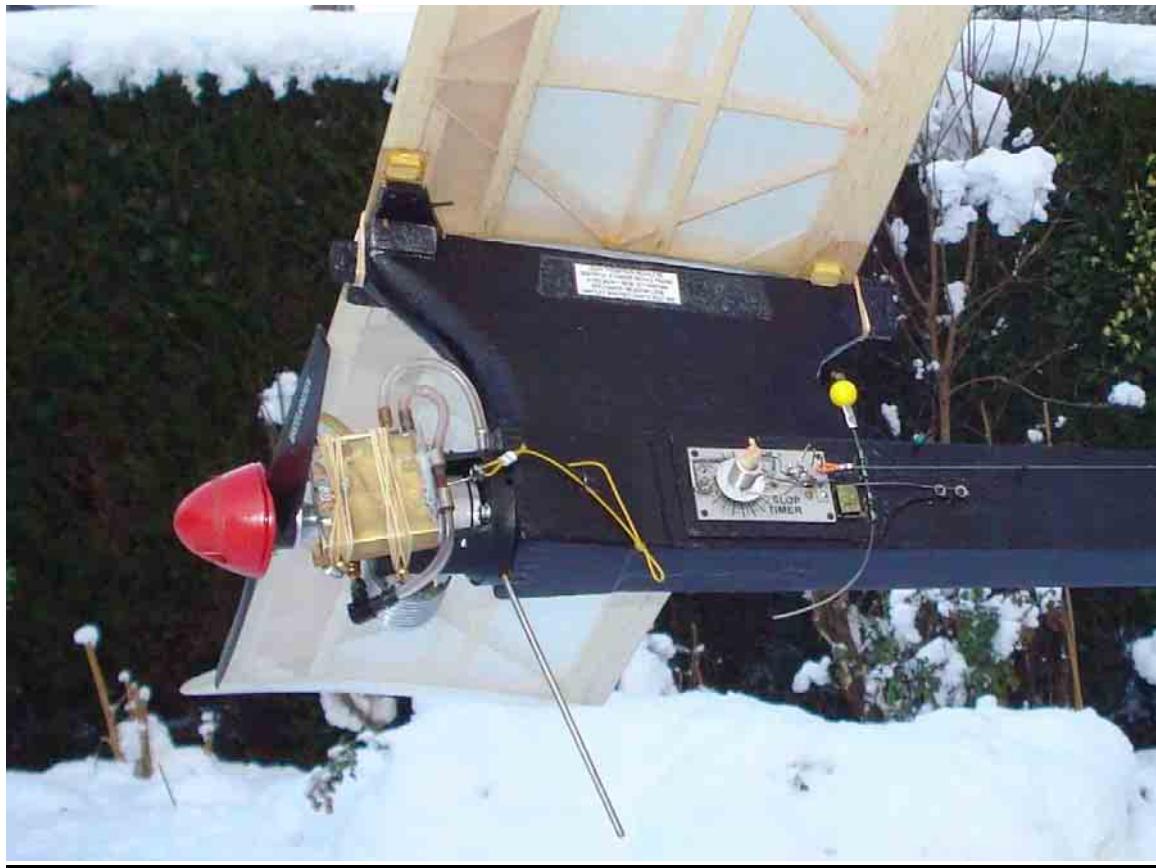


The Gloworm - John Sheppard:

Originally powered with an ETA 15, mine with an Oliver replica. Much the same kind of power output. I found that a 9x5 prop 12,000 rpm works best with the model climbing in a steep rolling spiral climb. This model is a very typical "British" power model of the time. Also the original model did well proxy flown by Pete Buskell at Leutkirch in 1961. The model is easy to trim and goes really well. The correct plan to use is the one drawn up by John Sheppard some 10 years ago. The other plans show scaled up wing sections from the Zaic and Aeromodeller 3 view drawings and are not particularly accurate.

Because of the round tips and geodetic construction, the wing and tail were built on foam jigs as described in last month's article.





La Bestia - G Guerra:

This is powered by a Super Tigre Jubileo. This engine I aquired in 1959 whilst living in Italy. I used it in a model in 1960 and then in 1961 I gave it to Pete Buskell whilst we were at Leutkirch; he then used it during the 60's. John's son gave it back to me after Pete's death in 1992.

The engine is more powerful than any Oliver or OS of that period. This type of engine really was the start of the high powered, twin ball raced, F1C engines.

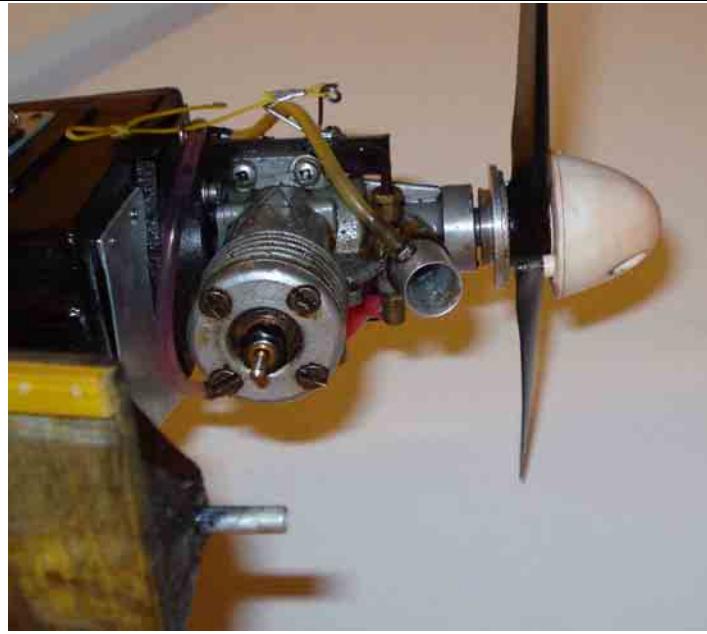
Guerra's model used this engine type, which was prepared I understand by Grandesso who was world control line speed champion at that time.

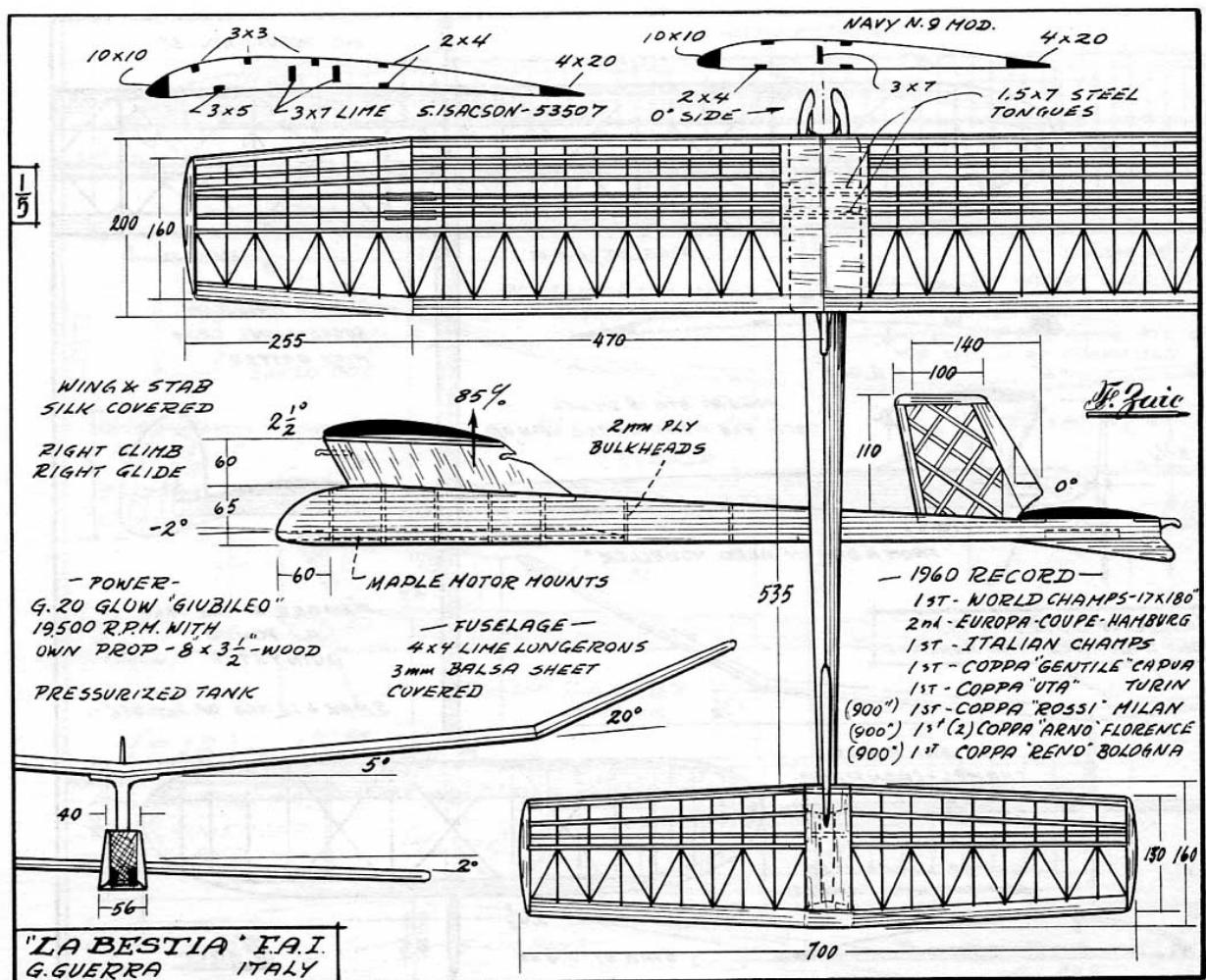
I recall the first time that I saw Guerra and his model was at Turin in 1959. I was astounded I had never seen a model climb so fast, a big wide sweeping climb wipping into a fast steady glide (he won that day and I was 3rd see photo taken on that day).

On occasions the model was not too reliable but part of the problem was that Guerra did not have the best of eyesight and could not see the model too well and had to rely on the advice of others. Many people think the model "odd" looking but the same type did well in Alberto d'Ooglio's hands, in fact so well he won the World Champs in 1965 after I think being 4th in 1963.

I recall that Guerra's engine was pressure fed from a hard tank, utilizing a cycle valve to prevent feed back, he was a little secretive about his system. also he blew a plug virtually every time he fired the engine up. Maybe the technology was not so good then or was that the price of power?

My replica will out climb the other Cranfield models I have. It climbs in a steep spiral and is very good at recovering from a poor launch it will semi-flick and than go into it's regular climb. A very good model but very " alien " to most peoples eyes.



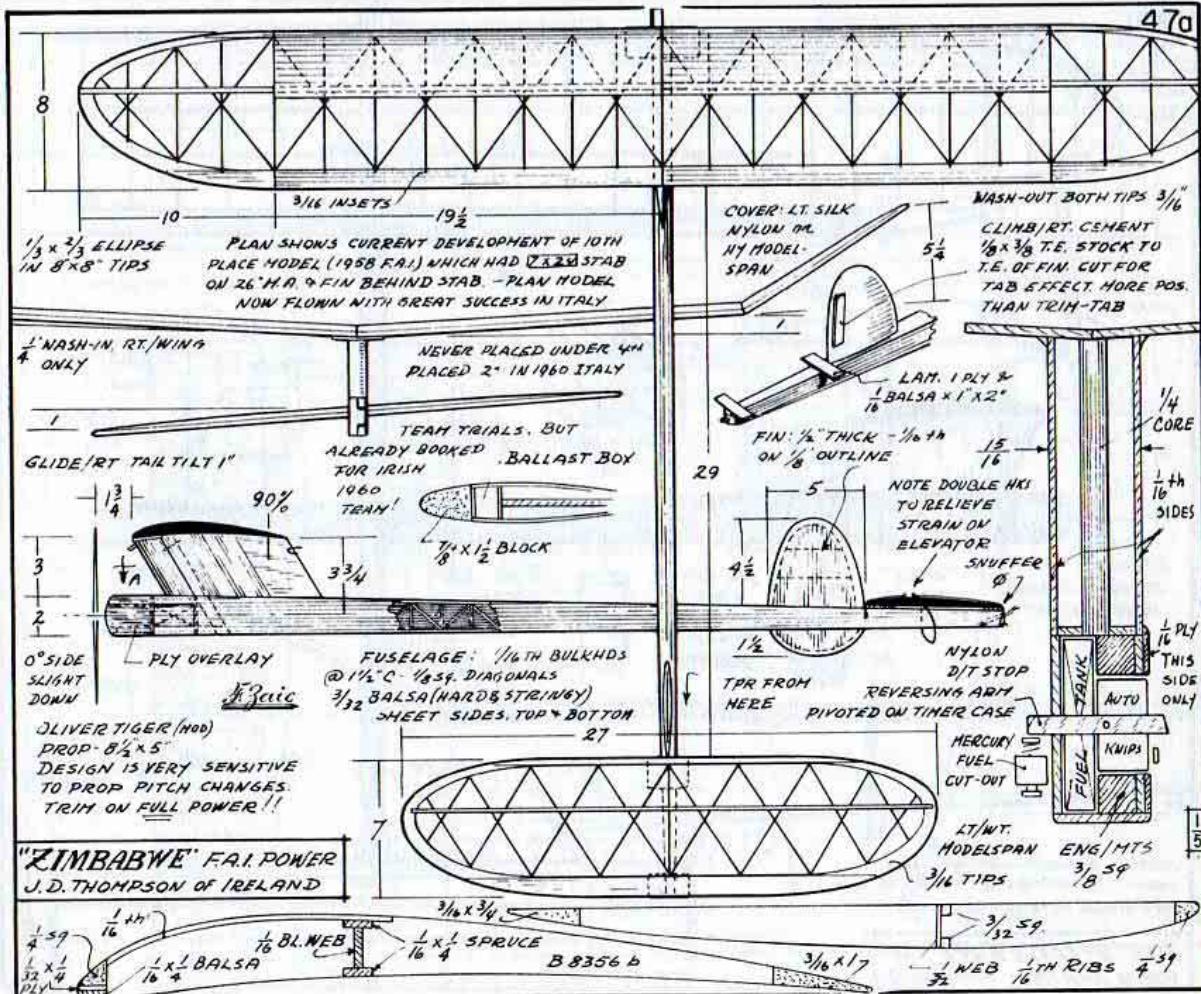


Zimbabwe - John Thompson:

In the past I have built various copies of my own design (at that time all my models were named using a Z.) I did not think back then that they might name a country after it!! . This model was very successful in Italy in 1959/60. I won't bore you with the hard luck story as to why I failed to max out in 1960.

The very long moment arm gives a very stable model which can be launched almost vertically (photo) the current replica is at least as good as any of the other models of that era.

Overall I would hang my hat on the fact that Guerra's was the best of the bunch on that day, but only because he had the best engine.





John's FAI model weights

	Zimbabwe	Gloworm	La Bestia	Lucky Lindy *
Wing	115	119	132	169
Tail/Fin	30	30	34	41
Fuselage	109	129	124	357 combined
	254	278	290	
Engine timer etc	270	268	233	
	524	546	523	567
Ready to Fly				

* LL is very old with repairs etc john



Tale for One John of Another by Another - John Andrews

Last month our first John, President John Thompson, wrote a piece about '1950's Power Models' and in the bit about S.Ranta's power model proxy flown in the 1956 World Championships by the second John, John Bickerstaffe, he queried how JB had solved the take off problem that caused him to register a no-flight on his third flight attempt.



JB, as I and all my family call him, has been a close personal friend of mine since the early 50's when he moved down from Accrington to Rugby, so on reading JT's article and being prompted by an e-mail from JT, I opened up the subject with JB. The event was 53 years ago, the world championships in 1956, and boy do memories fade. JB could recall very little about the contest, he was flying Canadian S Ranta's model proxy and only the disaster flights had made an impression in his memory. The model had a long retracting undercarriage leg which held the aircraft at a steep angle on the ground for takeoff. The first two flights were maximums without any apparent problems but come

the third flight all went haywire. The model had a large amount of down thrust and on the first attempt for the third flight the model dropped its nose on takeoff and flew quail high across the runway into the long grass on the other side. The model was undamaged so JB pressed on and repeated the exercise with exactly the same result. That is where the no flight came from.

JB then put his thinking cap on and observing that the wind had virtually dropped completely the penny also dropped and he modified the model by lengthening the undercarriage leg a significant amount to increase the launch angle nearer to the vertical. The fourth and fifth flights then passed without incident and S.Ranta CAN (proxy J.Bickerstaffe) finished in 25th place from 54 competitors having made four maximums and one no-flight.

The World Championship went to Ron Draper GBR. JB recalls that Ranta's model had a better glide than Ron's as both models had been in the same piece of air on one flight and Ron's had passed Ranta's on the way down.

But for a drop in the wind what might have been?

John Bickerstaffe won his place the 1958 F1C World Championship Team and flew for Great Britain that year in the contest held at Cranfield.



1958 GBR Team: Arthur Collinson; Ken Glynn; Vic Jays; John Bickerstaffe

Looking at the picture above you can see that JB had already started the move towards higher aspect ratio wings.



The contest was not one that JB cares to recall as it proved to be a bit of a disaster from his point of view. He failed to max on his second round flight and then when he flew first for his third round flight, although he maxed OK, the retrievers were not out in place and the model was lost. Having waited until the last minute for the fourth round JB then had to use his reserve model which piled in on launch. Although he made hasty repairs he was unable to fly before the round closed and that was the end for JB, 56th place from a total field of 65 competitors.

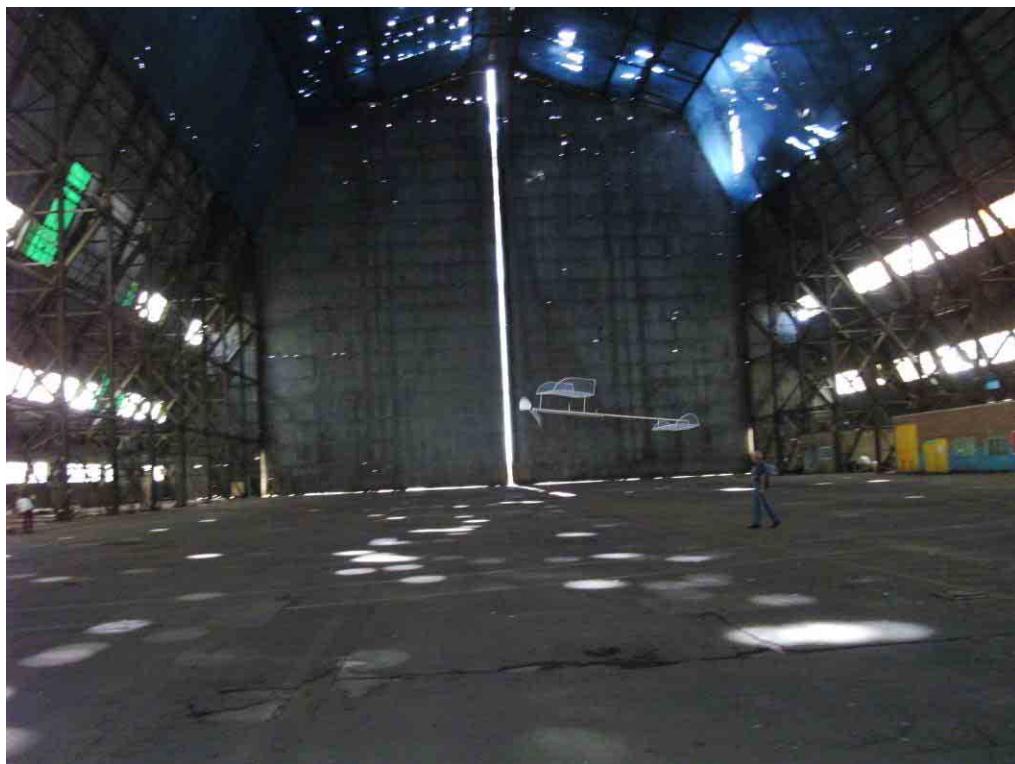
Cardington Pictorial -By John Andrews

For a bit of indoor this issue I thought I'd show a few pictures of the No.1 Hanger at Cardington in Bedfordshire in the hope of encouraging some of you who fly Sports Hall indoor models to come to the best indoor facility in the country and give it a whirl. All things going according to plan Laurie Barr should be promoting another series of events in 2010 and I must emphasize that all flyers are welcome. There is so much space available, now that the hanger has been cleared, for all forms of indoor free-flight to co-exist without interference with each other. The heavier CO2 and electric models can perform 100 yards away from the flimsy flyers with plenty of room for the intermediate $\frac{1}{2}$ size Wakefield's and scale models in-between. If you want to increase your flight times without hanging up in the rafters, come to Cardington and give it a whirl.

For latest details get on Laurie's e-mail list - laurie.barr@emailcentre.co.uk

Laurie will advise by e-mail when the events will be taking place and will confirm on the Friday prior to the event that conditions will be acceptable for flying on the Sunday. There are some wind directions that strong winds can make flying difficult due to drift and of course rain through the well ventilated roof is also a problem. Having said that we did get a lot of pleasurable flying in 2009.

Now for the pictures.



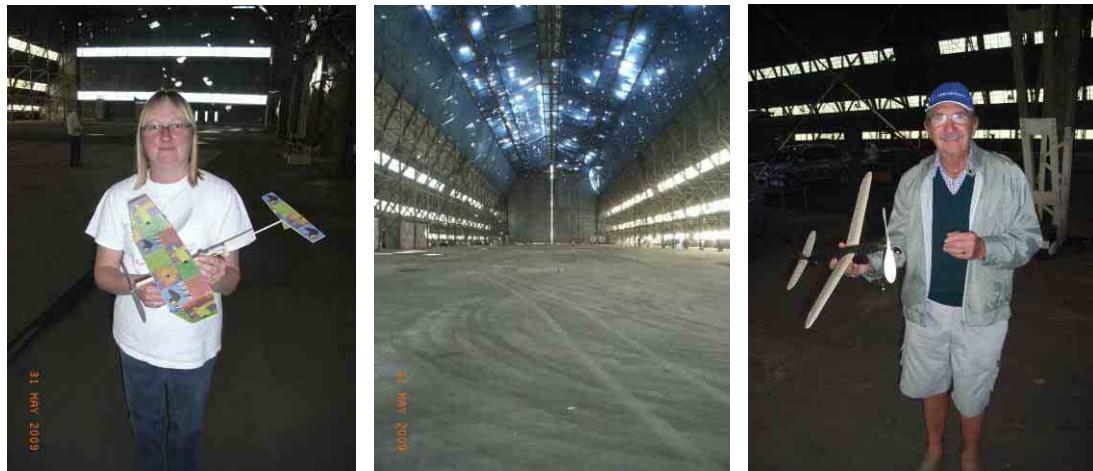
As you can see above there really is an awful lot of space available these days



Back in 2008 we did have a large obstacle which happily is no longer with us.



As can be readily seen you don't have to be far from your car



Females of the species, here in the shape of Tracy Sellwood, give it a whirl together with outdoor experts of the calibre of Peter Jackson. All and sundry can get pleasure from flying in Cardington and just look at the space available.

Southern Coupe League - Round 8 - By Roy Vaughn

The last round of the Southern Coupe League was Coupe Europa, run by Martin Dilly at Middle Wallop on 6 December. After weeks of wind and rain, the weather continued to be problematic but it turned out that we were lucky. The torrential rain that we drove through on the way to the venue had stopped by 10 a.m. and held off until ten minutes from competition close. There was plenty of sun during the day but also a wind blowing at 15-25 mph throughout in a direction which was at times taking models out of the 'drome even though the max had been set at 90 seconds in an attempt to prevent it. Retrieval was a much lesser problem than flying, however, where getting to the launch position some distance from the shelter of the cars was but the first challenge. There was lift about, signalled by brief lulls in the wind, but no noticeable temperature rise. Those clever or lucky enough to launch in these windows were able to max comfortably, but most got caught up in the turbulence and failed to get high enough to glide for any time. Bad weather specialist Andrew Longhurst and hard-flying league leader Peter Hall fought it out to the final round of four, when Andrew dropped a few seconds, narrowly (and fortunately, given the deterioration in the weather) avoiding the need for a flyoff.

COUPE EUROPA

Position	NAME	MAXES	SCORE
1	P.Hall	4	19
2	A.Longhurst	3	15
3	T.Grey	1	10
4	P.Brown	2	9
5	M.Marshall	1	7
6	W.Beales	0	5
7	D.Beales	0	4
8	P.Tolhurst	1	4
9	S.Willis	2	4
10	E.Challis	0	1
11	P.Carter	1	1

As it turned out, the result did not impact the top League positions. Of the four competitors with a chance of first place, Ted Tyson and Roy Vaughn elected not to fly and Peter Brown failed to add sufficient points to claim second place. This left Peter Hall as league winner for the third successive year with a clear lead over runner up, also for the third successive year, Roy Vaughn. This well deserved winning run is testament to Peter's excellent air picking, painstaking development of his models and many trimming sessions on Chobham Common. Newcomer Peter Brown finished in 3rd place after a mixed season of flying with his beautifully-built hi-tech models. Crookham remain the dominant force in Coupe flying in the south, filling three of the top four league positions. The full League table is on the Crookham web site. Here's to better weather next year.

Southern Coupe League 2009 - Final Placings

Position	Name	Club	Points
1	P. Hall	Crookham	80
2	R. Vaughn	Crookham	67
3	P. Brown	CM	64
4	T. Tyson	Crookham	55
5	A. Longhurst	SAM35	42
6	J. Paton	Oxford	40
7	M. Richardson	E.Grinstead	29
8	M. Marshall	IVMAC	28
9	J. White	Croydon	23
10	J. Knight	B&W	19



Peter Tolhurst sets the TOMY on his Michel Etienne



Peter Jackson's Jump Bis gets badly thrown about after the launch



Bob Taylor holds while Ken Taylor Winds - Fuit III

2009 VINTAGE COUPE EUROPA RESULTS

<u>Posn.</u>	<u>Competitor</u>	<u>Club</u>	<u>Model</u>
1.	Bob Taylor	E. Grinstead	Fuit III
2.	Peter Michel	SAM 35	Fuit III/Bagatelle
3.	Ken Taylor	E. Grinstead	Michel Etienvre



Peter Hall and Roy Vaughn preparing for another max



Ted Challis manages a copy-book get away



Lulu 2009 International Postal Competition - Jane Howick and assistant Mick.

Leon Cole takes top honours this year flying at Sculthorpe in perfect conditions on a late August afternoon - the vast expanse of the airfield not being required for his superabundant fly-off flight, as it only went a very modest distance.

Ken Taylor in second place completed his maxes at Ashdown Forest, but decided to wait for what he hoped would be a better day for his fly-off only for his Lulu to opt for getting back to the safety of the ground as soon as possible.

Gory Oulds did his maxes at the famous Epsom Downs (Racecourse), but also opted to do his fly-off on Ashdown's greater area. After a trim flight that would have been more than adequate for a fine score (of course) he went for it - only to be blinded by the sun when turning to check progress and only regaining sight of the model when down lower and slipping off the towline!!!!

Husband Mick did three big maxes at Sculthorpe in Mid-October - all D/Ting down. Unfortunately the last one came down in a paddock of cows - one of who decided the tailplane would make a tasty snack - it wasn't though, as the spat out mangled ball of balsa and tissue was nearby. The offending animal was still nearby so he did have the satisfaction of lecturing it on the necessity of leaving models alone. He said it looked

quite sheepish after that - but can a cow look sheepish? He made a new tailplane, but the opportunity to fly never arose.

Gordon May is one of several fliers now using Bungee launching due to ones legs not always responding quickly enough to orders from above! Gordon had a very consistent series of flights however.

The Kelling Club are also exponents of the bungee system - though when Stan Bucknole told me they were all over 76 I thought he was talking about their flights - turned out it was their ages!

They were somewhat thwarted in their efforts by chosen day being virtually windless which is not ideal for bungees or indeed towlines.

Peter Tomlinson in sixth was one of the top dozen who missed that elusive third max. With 28 maxes from 90 flights I think we have about the right degree of difficulty commensurate with the fun to be had.

Family James had a good days sport, but at the cost of a Lulu and a Lulu Baby being lost - the Lulu of Michael subsequently getting the longest flight - but I am assured that new are already on the building boards.

The light weight and moderate size of the Lulu Baby can make them a bit hairy on the tow at times compared with the full sized Lulu, says Mike Parker and Robert Ruffles - although perhaps not as hairy as Roberts normal flying as crewman in Chinook helicopters.

Many thanks to all those who have made donations towards expenses.

NOTE: Help with plans and modifications sheet is available from Knoll House, 69 The Street, Hindringham, Fakenham, Norfolk, NR21 0PR, Tel: 10328878635, or e-mail m.howick@btinternet.com.

Also laser cut semi-kits for the Lulu are available from www.belairkits.com. Tel. 01362668658.

Jane Howick and assistant Mick.

Posn.	Name	Country	Score
1	Leon Cole	UK	270 +268 - £75 1 st prize.
2	Ken Taylor	UK	270 +54 - £25 2 nd prize
3	Gary Oulds	UK	270 +49 - £10 3 rd prize
4	Mick Howick	UK	270 + 0
5	Gordon May	UK	254
6	Peter Tomlinson	UK	245
7	Michael James	UK	244 - Longest flight - 585 sec.
8	Jane Howick	UK	238
9	John Ashmole	UK	237
10	David James	UK	229
11	=Paul Flynn	UK	226
12	=David Brawn	UK	226
13	Roger Heap	UK	220
14	John Oulds	UK	211
15	Bary Halford	UK	203
16	Marco Cancelli	Italy	200
17	Robin Willes	UK	199
18	Rex Woodruffe	UK	191

19	Tony Brooks	UK	188
20	Curzo Santoni	Italy	167
21	Toby Collis	UK	160
22	Kristina James (Jnr)	UK	142 - Lulu Baby
23	Mike Tew	UK	141
24	Bert Whitehead	UK	131
25	Robert Ruffles	UK	130 - Lulu Baby
26	Len Ruskin	UK	129
27	Mike Chamberlain	UK	123
28	Stan Bucknole	UK	122
29	Geoff Stubbs	UK	114
30	Mike Parker	UK	88 - Lulu Baby
31	Peter Spalding	UK	37

LEAGUE TABLES

VOLUNTEER(S) REQUIRED

Unfortunately, due to health problems, I will be unable to run the WAKEFIELD or TAILLESS leagues in 2010.

John Minshull has generously offered to operate the 4 oz League, but volunteers are still required for the 8 oz and Tailless events.

So if any one has an ambition to oversee the continuance of these events, please contact myself vw756726@aol.com or Mike Parker.

Wakefield Matters

Wakefield Cup Winner 1934 - cribbed by John Andrews

by Charles Dennis Rushing

1934 J B Allman, 32, GB



Prior to the end of the 1933 flying season the SMAE did some serious fiddling with the Wakefield Cup Rules. First they deleted the "Any Type of Power Rule", restricting power to "Rubber Power Only", then they restricted the wing area to be between "190 & 200 sq. inches", then they placed a limit on total weight including rubber motors to be "4 Ounces

Minimum", and finally they made the flight time to be the "Average of Three Flights". So much for the threat of petrol powered, and outdoor-indoor aeromodels!

The 1934 Wakefield Cup Contest was scheduled for Sunday, June 24, and from America came boxed aeromodels from Team USA to be flown by the Proxy Team Members at the contest. The USA Team Members were Gordon S Light, of NY University, the "Unofficial 1932 Wakefield Cup Champion", who came in third in 1933, Walter Getsla of Chicago, Illinois, the stalwart of the Illinois Model Airplane Club. Walter sent a cleanly designed mid-winged gear driven Wakefield. Getsla's Wakefield was featured in the 1934 re-enactment in SAM 35 Year Book No. 3 "And So To Warwick". Alwyn Greenhalgh and Mike Hetherington made copies of Walter's Wakefield, and Getsla was there to relive the day. In fact to this day Walter Getsla is remembered by the Oakland Cloud Dusters, to which he served as the Treasurer for many years, and to whom is placed a perpetual Wakefield Trophy, in his memory. The third Team Member was Frank Zaic, of NY, NY, who sent a beautiful sheathed streamlined Wakefield; the other members of Team USA were: A Howell; A H Duflon; and L M Adams. "Fetchermite" Horace Claymore, engaged to retrieve "Grasshopper" for J B Allman could hardly wait for that day, in fact I paraphrased him:

"At last, the day of the 1934 Wakefield Contest arrived! Allman asked me to be at Warwick Common by 9:00am. There was no wind, but a fine drizzle persisted all day, sometimes heavier, sometimes a little lighter, but always there... The Tote Building... was the only cover that most of us had between flights. During the eliminators, the "Grasshopper" broke its port wing right across about half way along, and consternation abounded. Allman set about repairing. I remember speaking to him about the weather. Allman replied "The weather, Horace, is perfect for us ..." "Grasshopper"(had a geared) three minute power run! Yet...

FIRST FLIGHT: 8.5 seconds....!

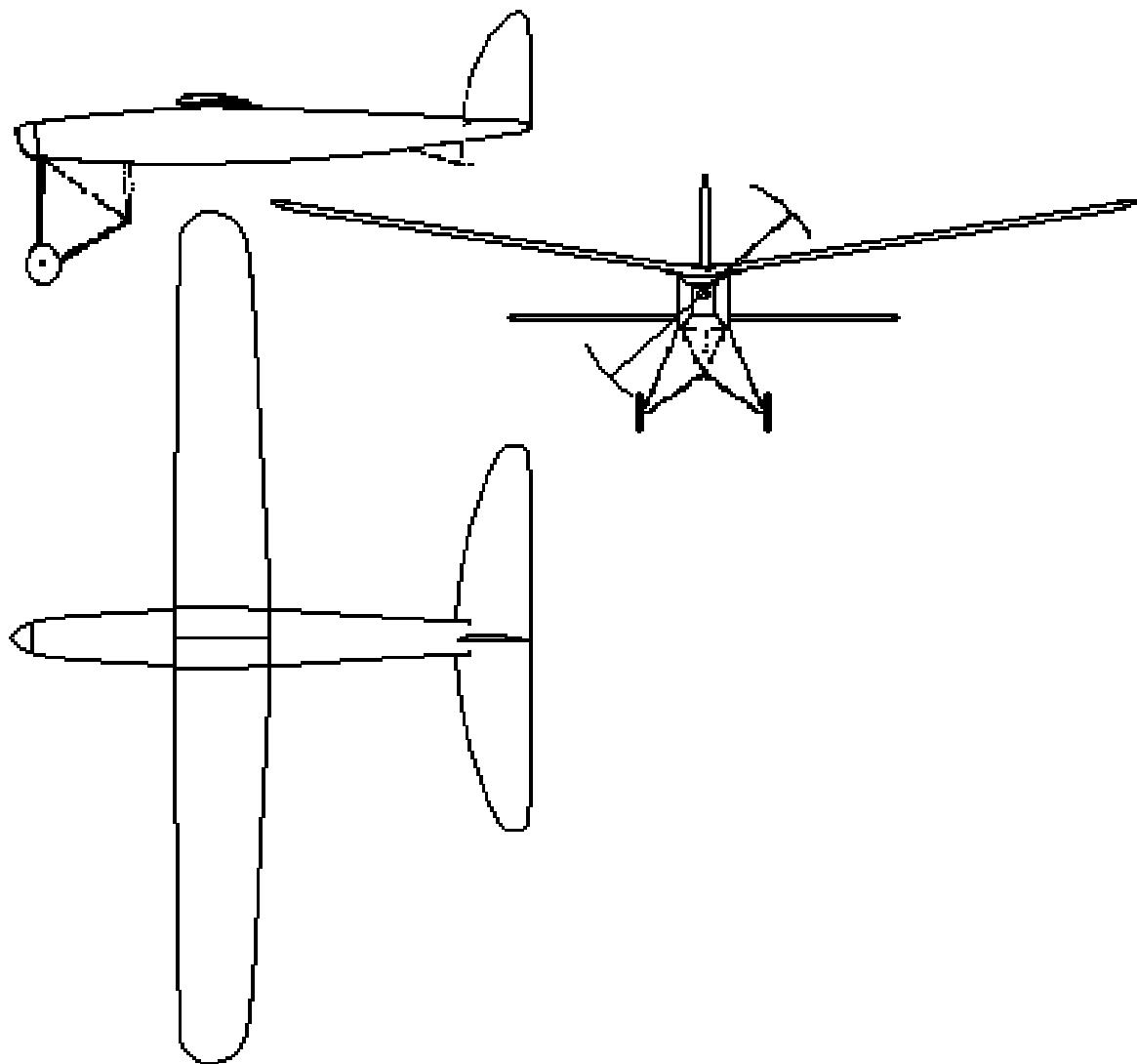
SECOND FLIGHT: Slight stall... 163 seconds

THIRD FLIGHT: Allman ...became a little tense. The moment of drama I mentioned earlier was now approaching... Allman told me... "I am putting on absolute maximum turns, the rubber can break!" As I held the model, and Allman piled on the turns, I became aware that ... the whole world was watching us ... we were at the take off board ... and Allman placed "Grasshopper" on the board ... and then picked it up and moved the wing forward! He then placed the model back on the board and looked at the starters. I could not believe what I was seeing! "DON'T LET GO", I called to Allman ... he paused, picked the model up ... and turned to me . ..not saying a word. "YOU MOVED THE WING FORWARD" I said. "BUT THE MODEL WAS STALLING" ..."you should have moved it (the wing) back." Allman ... slid it back again ... then he replaced the "Grasshopper" on the board, looked at the timekeepers, and she was off! ..."Grasshopper" ... set to fly in very large circles of about 250 to 300 yards diameter ...cruised up to 70 feet and recorded 164 seconds. The Cup was ours!"

Frank Zaic was third this time, Walter Getsla was tenth, and Gordon S Light's Wakefield was crashed on the field. In all fairness, the Proxy Team has the most difficult of tasks, and the shortest amount of time to practice with their charges. If they can win even a tenth place they are doing quite well under difficult circumstances.

Place	Name	Country	Round 1	Round 2	Round 3	Total (sec)
1	J B Allman	GB	8.5	163.0	164.0	111.67
2	R T Howse	GB	123.0	124.0	23.5	90.30
3	F Zaic	USA	63.0	65.0	127.5	85.20
4	A H Liggitt	GB	88.2	66.5	76.0	76.90
5	P Fillingham	GB	68.0	71.5	71.0	70.20
6	R A White	GB	51.6	66.5	65.9	61.30
7	T H Ives	GB	90.2	66.5	8.0	54.90
8	A. Howell	USA	46.5	60.0	54.0	53.50
9	A H Duflon	USA	65.4	48.0	7.0	40.10
10	W Getsla	USA	116.0	0.0	0.0	38.70
11	Geney	France	25.5	20.0	50.0	31.80
12	L M Adams	USA	34.5	6.5	32.0	24.30
13	Desnoes	France	7.0	6.0	0.0	4.30
14	Guillemard	France	SCRATCHED			
15	G S Light (1932 WC)	USA	CRASHED			

WINNING WAKEFIELD "Grasshopper"		
component	inches	mm
wing	46x4.5	1168x114
tail	19.5x4	495x102
fuselage	25	635
propeller	12 dia	305 dia



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TAILLESS MATTERS - By Vic Willson

THE HANDLEY-PAGE TAILLESS CONTEST

Held at Handley Page's Radlett Aerodrome on September 2nd 1945 - By Vic Willson

In response to my appeal for further information regarding this event I received the following explanation of the rules from 1066 member, Tom Andrews.

Hi Vic,

Here are the rules for the HP tailless competition - see Model Aircraft May 1945.

First there was to be an elimination competition at five venues: London-Midlands, North of England, Wales and West of England, Scotland. Prize of £10 to the winner at each site.

The winners of these area competitions will proceed to Radlett on 2nd September, where the winner will receive £50.

Rules: Tailless type area minimum 300 sq ins, auxiliary aerofoils so arranged to be within half the mean chord of the surface of the wing.

The contest will be open to gliders and power driven models using any type of motive power.

The points determining the final placing will be awarded on the following basis, Aerodynamic design 50 points.

Controllability 50 points, Duration 100 points. machines must make a qualifying flight of one minute during the contest.

Power driven models, other than rubber driven, are limited to a power run of 15 secs.

Gliders are limited to a tow line length of 200 feet. All to FAI loadings(4.92 oz per sq ft).

Three flights must be made and power models must ROG under their own power.

The first six in each area contest will be eligible for the finals additional entries will be accepted on the recommendation of the area judges if in their opinion the machine merits its inclusion as the results of its performance in the eliminating contest.

International Postal Competition To promote Free Flight Tailless Models

2009- By John Close

Rules

1. Open to tailless models of all categories, i.e. glider inc chuck and catapult , rubber, I.C. power, electric power, CO₂ power, Jetex (rapier)(scale has been suggested but may not be practical) from any country. There is no entry fee and no prizes.

- 2 . Models must be true tailless, the only surfaces allowed to be separate from the wing are "park bench " type elevons.
3. Flights must be made at recognised model flying meetings including club meetings and nominated in advance. There is no maximum flight time. No entry fee, no prizes, (at the moment).
4. Make as many flights between 31st December 2009 and 1st January 2011 as you can manage, which need not be on the same day, but using the same model. If you lose or break the model you must start again if you use a new model. Select the three best scores to submit. Submit from more than one model if you like.
5. There is no builder of the model rule, engine run I C 30 secs, glider 100 m towline or 50m bungee to include 12 m rubber, score adjusted accordingly.
6. Results by 14 February by post or Email. Please include type of model (details and photos always useful), venue, date, weather conditions (optional) and name of timekeeper.

The results will be displayed by category, sent to each participant and the usual magazines...

This postal contest has been proposed by a few die hard tailless flyers (no Manx jokes please) which it is hoped will bring together those who fly tailless models and any comments, favourable or otherwise will be welcome:

John Close +44 (0)161 427 3292
32 Hollins Lane
Marple Bridge
Stockport
Cheshire
SK6 5BB
Great Britain
Email: close_j@sky.com Note _ between e and j

NAME THAT PLANE No. 17 - *By Roy Tiller*

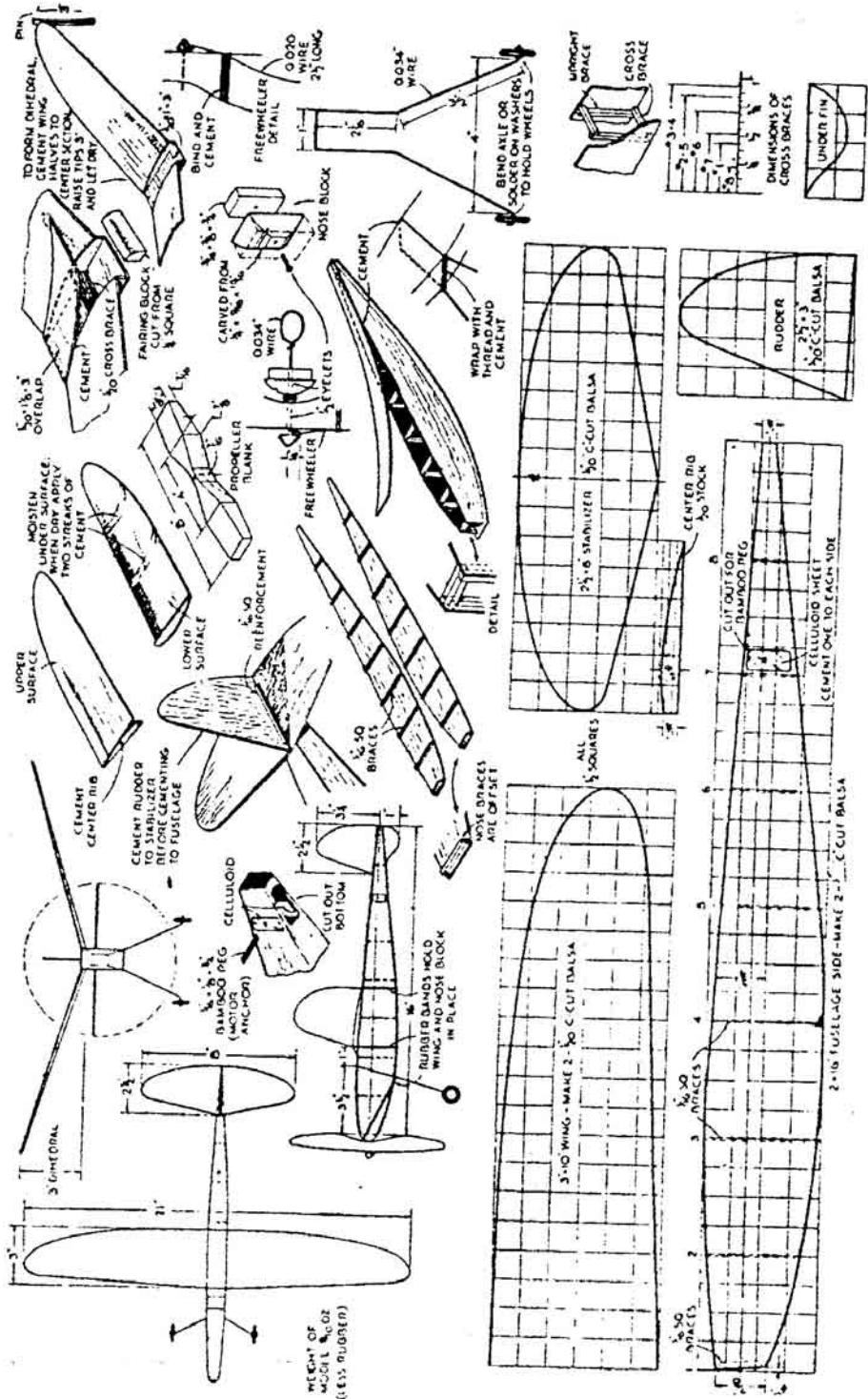
THE COMPETITION WITH A DIFFERENCE, WE DO NOT KNOW THE ANSWERS.

Some reduced plans in magazines held in the BMAS Library were published without the name of the model. Can you name this plane and its designer from Clarion Dec. 1995, Clues:- Very few, it is an all sheet balsa rubber powered model of 21" wingspan. Possibly from U.S.A.

Points will be awarded to all giving the correct answer. Results and Plane No. 17 next issue. Answers to roy.tiller@ntlworld.com

Plane No 16 is to date unidentified.

Plane No 16 is to date unidentified.



Boeing L15A

BOURNEMOUTH MAS REQUEST - *By Roy Tiller*

Bournemouth MAS Library is seeking a copy of the plan of the Boeing L15A which appeared in "Flying Scale Models" March 1998. The plan is for a 25" wing span model for rubber power using the Arden power unit. If you can help please contact roy.tiller@ntlworld.com.



KeilKraft "SENATOR" Global Postal Challenge - June 1st 2009-June 30th 2010 - *By Jim Moseley*

First kitted by KeilKraft in 1950, the 'Senator' has become recognised as an excellent design that combines simple robust structure with outstanding performance. Very popular in British 'Vintage' events, it also can do well in North American 'Category III' classes - Nostalgia Rubber, Moffett and Mulvihill, etc. for which 120 second maximums are a formality and it can be taken well past 180 seconds with little extra effort.

There is no entry fee. The lengthy timescale of this Postal is to permit any modeller an opportunity to participate, no matter where in the world they might be located.

Models are to conform to the standard Senator kit plan; the structure may be amended for the purposes of D/T installation - whether tipping stabiliser (LE down), tipping wing

or hinged rear fuselage - and the undercarriage leg may be removable for storage/carrying purposes. Glazing of the 'cabin' is optional. Any freewheel propeller up to a maximum of 13" diameter may be used and there are no restrictions on rubber motor size/weight.

Individual Scores:- Three flights shall be made to a 120 second maximum. If three Maximums are achieved, then successive flights may be made with the maximum increasing by 60 seconds on each occasion, until the target time is not realised e.g. 120. 120. 120. 180. 240. 211 = Total Score 991 seconds All flights to be pre-nominated to a timekeeper; the initial three should be made on the same day but successive flyoff flights may be made at the flyer's discretion, similarly timed. More than one model may be flown by an entrant but scores for each must stand alone; i.e. a reserve model may not be used to complete a series of flights commenced with another.

A plan may be viewed at <http://www.theplanpage.com/st.htm> with a download also available (noting that the true span is 32", not 30" as shown on the plan), purchased or obtained from various sources, and 'short kits' are available from at least two vendors; contact me for further information on same or with any questions that you might have..

Team Scores:- If any three flyers wish to have their scores also recorded as part of a team total, please advise a team title when submitting same: I will then collate same as a secondary group score in the name of that team - whether they fly together as a club, or as a group of individuals who wish to link together for this purpose. A person may only fly in one specific team, however.

Entries/scores may be forwarded to me at any time, by email or regular post, and I will distribute a final report and result sheet, which will be further publicised as widely as possible. Accompanying anecdotes and photographs would be very welcome and are encouraged. If desired, scores will also be posted to an appropriate event in the WorldWide Postal Contest, details available on request.

An initial award of C\$100.00 for 1st.place will be provided; and donations received will be applied to further awards and upgrades. I hope that you will give this event your support and also encourage others to participate.

The 'Senator' is a viceless airplane, easy to build and to fly with very satisfying performance; my only advice is to keep the structure aft of the CG as light as possible to reduce the need for any nose ballast to a minimum.

Happy Flying!

Jim Moseley 19 Banner Crescent, Ajax, Ontario L1S 3S8, Canada jimoseley@look.ca
(905) 683-3014



**INDOOR FLYING AT COMMUNITY COLLEGE.
THORNS LEISURE CENTRE. STOCKWELL AVE.
OFF THORNS ROAD. QUARRY BANK. WEST MIDS.
FORTHCOMING DATES 2009/2010**

SATURDAYS 1pm-4pm

**23rd .JAN.2010
6TH.FEB.2010
27th.FEB.2010
7th .APRIL 2010
1st May 2010**

**ADMISSION.FLYERS £5.50 SPECTATORS £2.00
NO RADIO CONTROL. FREE FLIGHT ONLY.
FOR FURTHER INFORMATION OR DIRECTIONS
PLEASE PHONE COLIN.0121.550.6132
e.mail address. colin@colinwilliam.wanadoo.co.uk**

SWAPMEET - SWAPMEET - SWAPMEET - SWAPMEET

**New date for your diary:
21st March 2010 @ OLD WARDEN (Russell Hall Complex in
Agricultural College).**

**This event is intended to fill the gap in the calendar caused by
the demise of the Watford Swapmeet (Flitehook will be in
attendance).**

Further details will be made available via the modelling press in due course.

BMFA Indoor Conference

As reported in the Aeromodelling press recently the ITC has organised a conference entitled 'The Future of Indoor Duration' on Saturday 6th February 2010. The conference will be held at BMFA Offices Chacksfield House, 31 St Andrews Road, Leicester, LE2 8RE Tel: 0116 2440028. 10:30-4:00

We would encourage all those fliers that have an interest in Indoor flying to attend this forum to debate a structured Agenda. The purpose of the meeting is to debate all aspects of Indoor flying to help the Indoor Technical committee continue their work and consider the future and what you as fliers would like from us.

The meeting will be independently chaired and will be recorded and reported within the Model Flying press.

Following the Conference consensus on agenda items, the ITC will implement strategies to ensure our branch of aeromodelling, has the utmost chance of thriving.

Please confirm via email (by mid January) if you will be attending in order that all may be catered for itc@bmfa.org

BMFA Indoor Technical Committee

FAI Flying in the UK

A conference to discuss the future of FAI flying in the UK will be held on Sunday 28th march 2010. The venue will be the Gliding Centre at Husbands Bosworth.

The purpose of the Conference

The organisation of FAI flying in the UK - F1A, F1B, F1C, F1E & F1Q

The venue

This is the same place that we held the 2009 free flight conference.

Location and directions - www.theglidingcentre.co.uk

Why is the meeting required?

Currently entries in FAI events and in particular team selection meetings have fallen to an all time low.

What can we do to revitalise the participation in the FAI classes?

Chair

The session will be chaired jointly, by Mike Woodhouse (Chairman of FFTC) and John Carter who leads for FAI within the FFTC

Who should attend?

Any flyer with an interest in FAI flying and all that this means should be there. There is no charge to attend the meeting and the buffet lunch is also free of charge.

Presentations

In order to get an overall feel of what is happening and where we are heading we need to have an overview of where we think we are. To this end there will be presentations from:

- The FFTC have invited a key representative of each branch of FAI. - F1A, B, C, E and a Q flyer. To give their thought, views, ideas and comments etc.
- In addition there will be floor spot for individuals who wish to make a point or who have an idea. Please get in touch to book a spot.

The issues for discussion to include:

1. Team Selection procedures

The past few years have revealed some problems within the selection process. The system that we use, with a few changes, has been in use for a number of years.

Problems:

- Lack of entries
- No longer seen as important when the Championships should be the pinnacle of achievement.
- The cost of running the events
- CDs to run the events
- Juniors

Requirements

- How do we get more entries?
- Do we change the selection process? If so to what basis?

2. The March of technology

The FFTC, and others, have seen the "march of technology" as being an issue that affects the level of participation. To this end the FFTC have lobbied CIAM and have now submitted a proposal to the International body. This proposal is for lower technology alternatives.

There will be a presentation with respect to the thinking behind these ideas:

- The initial paper
- The FFTC proposal to CIAM.

3. Development

Development themes:

- Team Members – practice for current, future and aspiring team members
- Team Management – We need to develop management to ensure that we are in the best position at the champs.
- Models – performance improvement
- Personal preparation - head space and fitness

The objective

What we need is ideas that will help us plan ahead with respect to FAI flying within the UK. So please attend and contribute. If you have a view you wish to express be there and remember it is free of charge.

The agenda

A detailed agenda will be published prior to the event.

What do you need to do?

- Let us know if you are coming
- Let us know if you want a floor spot or if you have any specific issues that you believe we should add to the agenda

The contact:

Mr J E Carter, Petite Maison, 45 Grindley Lane, Meir Heath,
Stoke on Trent, Staffs, ST3 7LN
Tel: 0044 1782 398816
E-mail: carterbuild@yahoo.co.uk

Cranfield Classic 50th Anniversary

2010 is the 50th anniversary of the 1960 world FF power championship which produced no outright winner. After a 17 Max marathon, five joint World Champions were declared.

To celebrate this unique event, a contest is to be organised for replicas of the models flown by these five great F/F power flyers, at the 2010 BMFA Nationals.

The models are.

Mr Max - Rolf Hagel Sweden/Gloworm - John Sheppard New Zealand/
No 18 & Ascender - Sandy Pimenoff Finland/
La Bestia - Giovanni Guerra Italy/Lucky Lindy - Llarry Conover U.S.A.

***Reduced scale drawings of all five designs are featured in July's edition of the NEW Clarion - Ed**

I can supply full size drawings for La Bestia, Gloworm, Lucky Lindy & No18. A good drawing of MrMax is in June 1960 Aero modeller.

All are in the 1959/61 Zaic year book.

Models to conform to a known drawing. No scaling. No weight limit.

Engine runs to be decided on the day but probably 15* & 12 seconds for a full Max. Three flights.

(*To be allowed full engine run) Engines must be 2.5cc(.15) available before Dec 1960, or OS Max 15 III /OS Max 15 IV, PAW 15 non BR

A reduced engine run will be allotted to models with engines other than above.

NO ABC or Schnuerle engines.

For more information. Contact. Allan Brown. Mobile 07714103515 Home 01913866709

email allan.030@btinternet.com

Chobham Tree Chop

The confirmed dates (all Mondays) for the Tree Chop for 2009/10 are:

8th February 2010, 22nd February 2010

Meet in the Staple Hill car park at 10am as usual.

Many thanks to those workers who helped at Chobham in October and November

Derek Gamps Plans Collection - Via Andrew Longhurst

Derek rang me to say that he has a large collection of plans acquired over a lifetime, power, rubber etc. that he would like to distribute to people who want them. Derek is no longer very mobile and so the first step seems to be for a member to go over to his place near Cambridge and help him to go through them to get a list which we can put in Speaks. Alternatively, to take them away to be put in an archive. If any member can go over for a day to help sort them out Derek is at 27 Pelham Way Cottenham, Cambs CB24 8TQ. Telephone 01954 250636.

SAM 1066 seems to be fairly well represented in the Cambridge area, so hopefully someone will be able to take this on. It could be an opportunity to expand the Vintage plan collection.- Ed.

BROWNHILLS INDOOR FLYING - FREE FLIGHT

Brownhills Community Association, Deakin Avenue, Brownhills, WS8 7QG

Just off the A5

2:00 pm - 5:00 pm £6

Saturday, February 13th

Saturday, March 13th

Contact - Tony Eadon-Mills Tel: 01952 240451

E-mail -tonyeadonmills@gmail.com

USEFUL WEBSITES

GAD - www.greenairdesigns.com

SAM 1066 - www.sam1066.com

FLITEHOOK (John & Pauline Hook) - www.flighthook.net

MIKE WOODHOUSE - www.freeflightsupplies.co.uk

BMFA Free Flight Technical Committee - www.freeflightUK.org

BMFA - www.bmfa.org

BMFA Southern Area - www.southerarea.hampshire.org.uk

SAM 35 - www.sam35.org

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

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

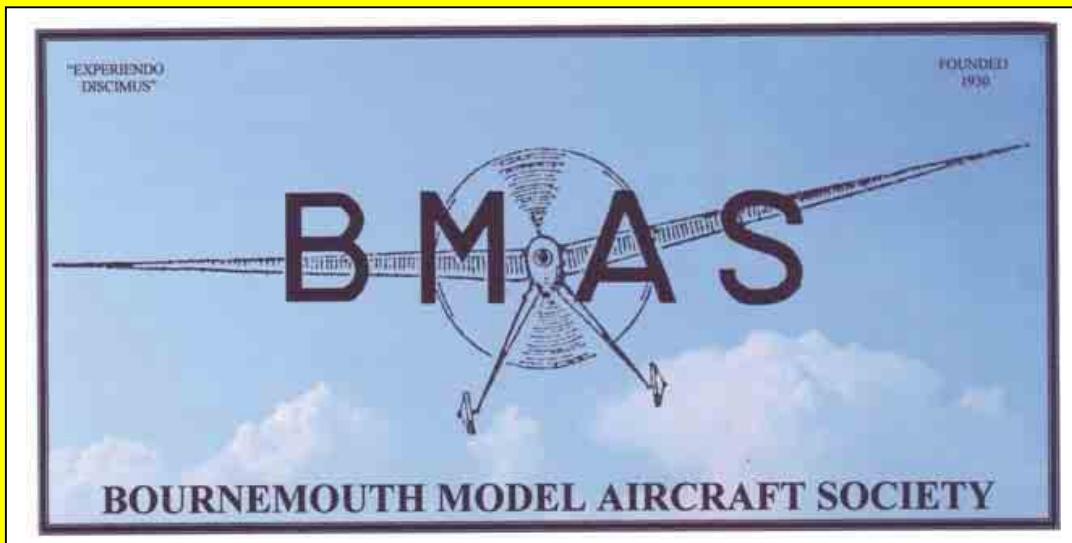
National Free Flight Society (USA) - www.freeflight.org

Ray Alban - www.vintagemodelearplane.com

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

Belair Kits - www.belairkits.com

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INDOOR FLYING

TUESDAY 26th JANUARY 2010

TUESDAY 23rd FEBRUARY 2010

TUESDAY 23rd MARCH 2010

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY

INFORMAL COMPETITIONS

FLIGHTHOOK IN ATTENDANCE

Adult Flyers £4 Accompanied Juniors & Spectators £1.50

CONTACTS: JOHN TAYLOR TEL. No 01202 511502

ROY TILLER e-mail roy.tiller@ntlworld.com

INDOOR FREE-FLIGHT DATES

2009/10

At

Wickham Community Centre,
Mill Lane, Wickham, Hants, PO17 5AL

Thursday 28th January 18:30-22:00
Thursday 25th February 18:30-22:00
Thursday 25th March 18:30-22:00
Thursday 29th April 18:30-22:00
Thursday 27th May 18:30-22:00
Thursday 24th June 18:30-22:00
Thursday 30th September 18:30-22:00
Thursday 28th October 18:30-22:00
Thursday 25th November 18:30-22:00
Wednesday 29th December 10:00-16:00

NEW DRINKS MACHINE ON SITE

FLITEHOOK IN ATTENDANCE AT MOST MEETINGS

Provisional Events Calendar 2010

with competitions for Vintage and/or Classic models

January 31 st	Sunday	BMFA 1 st Area Competitions
February 7 th	Sunday	Middle Wallop - Crookham Gala
March 7 th	Sunday	BMFA 2 nd Area Competitions
March 21 st	Sunday	BMFA 3 rd Area Competitions
March 28 th	Sunday	Middle Wallop - Trimming Day
April 2 nd	Good Friday	Church Fenton - Northern Gala
April 3 rd	Easter Saturday	Middle Wallop - Glider Day
April 4 th	Easter Sunday	Middle Wallop - BMAS Day
April 5 th	Easter Monday	Middle Wallop - Croydon Wakefield Day
April 18 th	Sunday	BMFA 4 th Area Competitions
April 24th/25th	Sunday/Monday	Salisbury Plain - BMFA London Gala
May 9 th	Sunday	Middle Wallop - Trimming
June 13 th	Sunday	BMFA 5 th Area Competitions
June 20 th	Sunday	BMFA Southern Area Gala (TO BE CONFIRMED)
August 8 th	Sunday	BMFA 6 th Area Competitions
August 28 th	Saturday	Middle Wallop - SAM 1066 Euro Champs
August 29 th	Sunday	Middle Wallop - SAM 1066 Euro Champs
August 30 th	Monday	Middle Wallop - SAM 1066 Euro Champs
September 4 th	Saturday	Salisbury Plain - Southern Gala
September 19 th	Sunday	BMFA 7 th Area Competitions
September 26 th	Sunday	Middle Wallop - Trimming
October 10 th	Sunday	Middle Wallop - Trimming
October 17 th	Sunday	BMFA 8 th Area Competitions
December 5 th	Sunday	Middle Wallop - Coupe Europa

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

For up-to-date details of SAM 1066 events at Middle Wallop check the website — WWW.SAM1066.ORG

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