

	<h1 style="color: red; text-align: center;">NEW Clarion</h1> <h2 style="color: red; text-align: center;">SAM 1066 Newsletter</h2> <p style="color: red; text-align: center;"><i>Happy New Year</i></p>	<b>Issue 0112</b>
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## Editorial

Well !!, 2012 is with us - May I wish you all a very Happy New Year and hopefully better flying conditions than were inflicted on us too many times in 2011.

I trust that you are all beavering away building your latest creations and please let me have a picture or two before the inevitable, and perhaps a record of the inevitable if it unfortunately does occur.

My only manufacture of late has been a Frog Junior high wing cabin model, forced on me by Colin Shepherd, to compete in the Thorns indoor festive period competition. The thing actually flys would you believe, opinion has it that 30 seconds is about the best it can do, so that is the max set for the best three flights competition. We'll see what happens.

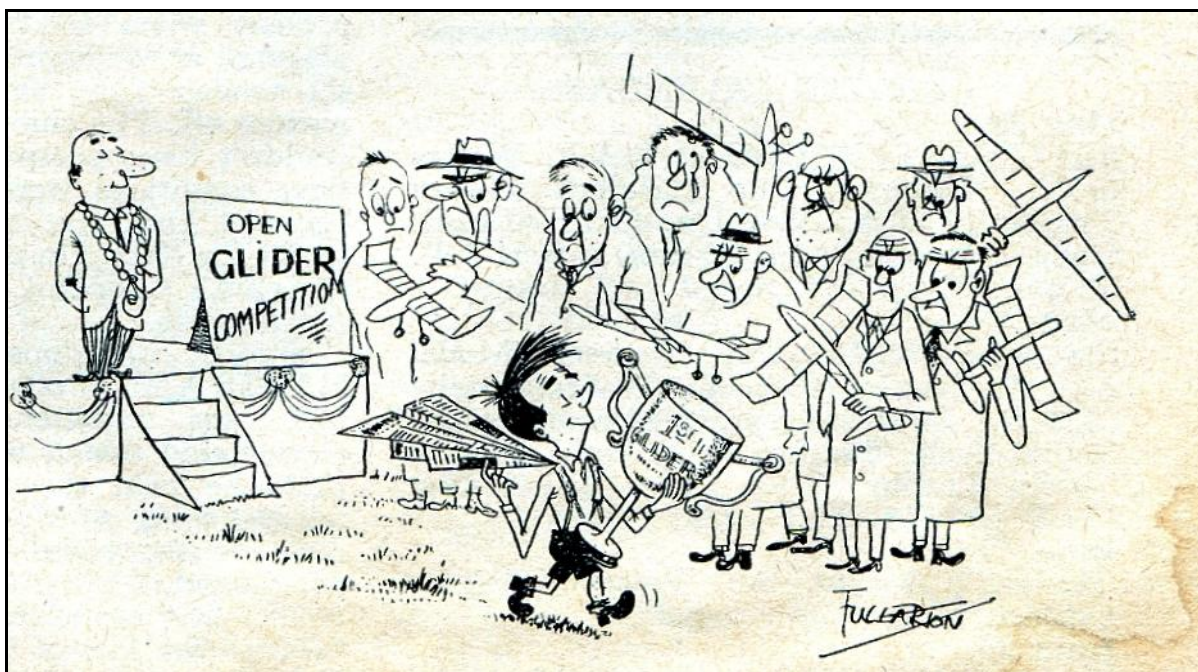


I see that Radio D/T is now legitimised, so now that the dust has settled on the R/C Assist debate, I see RDT as the next topic for SAM1066.

Peter Michel's letter later in this issue sums up the current information status for a large number of us I suspect and promotes the following queries.

Do units exist? Where can you get them? How much are they?

I imagine that RDT units will equate to tracker systems in cost and availability unless some bright spark can come up with some sort of mobile phone activated device at a cost suitable for the masses. Anyone got any ideas?



**Continued From:**

Martyn Cowley (USA)

**Continued from my articles on the Finnish Aviation Museum:**

Finally, one other ground-breaking FAI Power model spotted amongst those on display in the Museum was, 'Ujakka', constructed in the late 1960's, and probably the first ever fully composite power model!



**Ujakka, with elliptical dihedral, mechanical timers, VIT and AR !**

Ossi Kilpeläinen, another well-known Finnish Team regular, explained by email the construction details of the model, which was jointly developed with his club-mates from the Savonlinna Model Club, Seppo Sallinen and Remu Luostarinen:

*'Ujakka' was the first full fibre power model. We made the moulds, had to be '68 and '69, and we made some 20 models with epoxy and first light (80g/m<sup>2</sup>) glass fabrics we got. Remu won one or two Finish Championships with it. Seppo made team place to Wiener Neustad champs 1973. The model in the museum is made by Seppo specially for the museum. It is unused, brand new !*

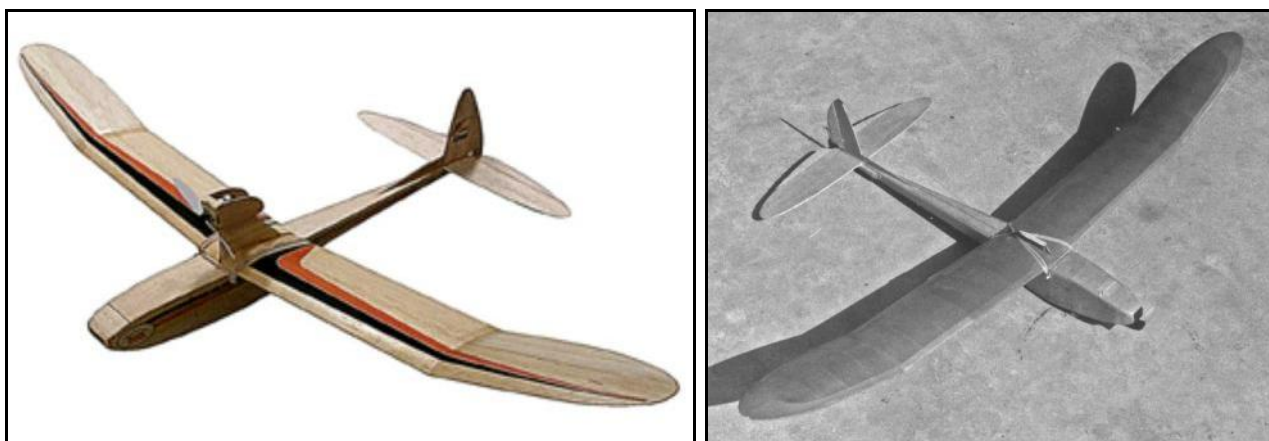
*Some 6 to 7 years earlier we had started to make fuselage tubes for power and wake and even D-box for glider ! First reinforcement was brown paper (not so bad !) using Polyester resin. In our small town there was a factory making boats of glass and polyester since late 1950's, where Seppo and his father were employed. Seppo helped me start making composite models, and we made many nice inventions when making hollow tubes over a ski-stick made of steel. I believe, I was the first one ?"*

(for models, and perhaps even the first in the ski pole industry ?)

The wings were made with glass cloth over solid foam cores, and the entire model has a very smooth, shiny moulded finish, evident in the photo of the museum display. Later in 1973, they got their first shipment of carbon-fibre (very expensive at the time) and made moulded propellers, with 60% fibre content — but that's another story !



Continued from my article on Bill Watson's 'Nomad' retro R/C slope soarer:

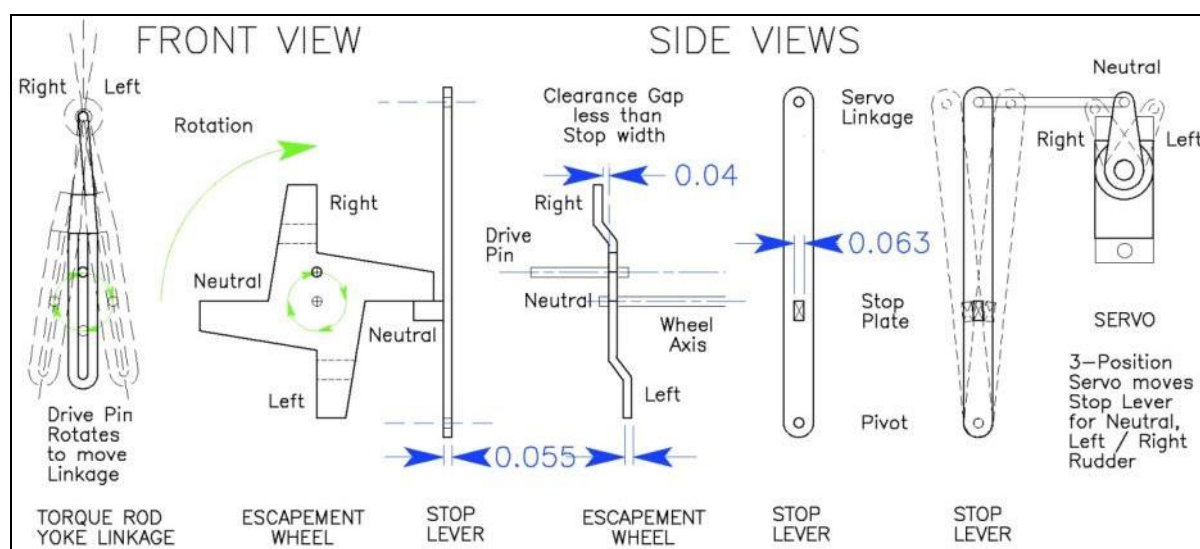


Left: is the current House of Balsa kit now designed for Speed 300 electric propulsion pod

Right: Bill found an old photo of his first model. He didn't even remember until he saw the photo, but the original model must also have been seriously under-elevated, as he noticed in the picture that he had cut elevators into the tailplane and glued in some up trim before flying ! Only hindsight is 20/20. (also visible a bent sheet metal nose skid to absorb the landing shocks)

### The Control System:

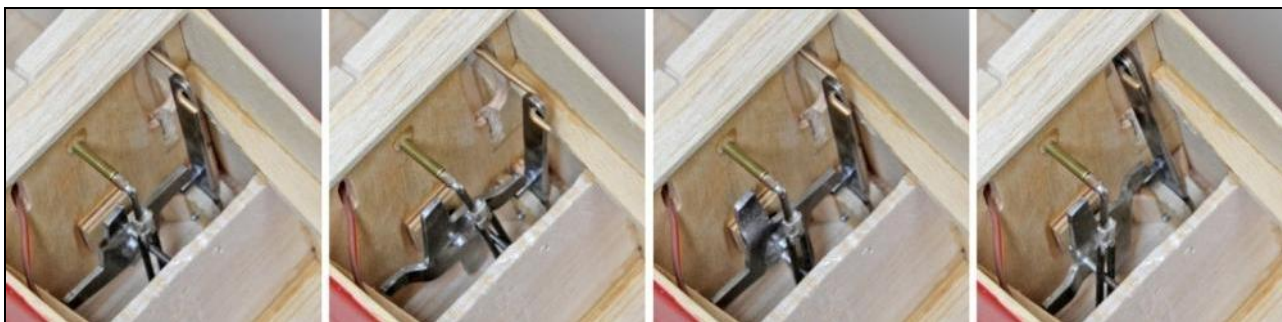
Looking at Bill's modern servo activated escapement he has devised a very ingenious mechanism, combining as it does the convenience of modern R/C equipment with the feel of the original actuator mechanism. I asked Bill why he used steel for the home-made actuator wheel, and he simply replied that he thought it would make a louder sound — which it certainly does ! For this application, reason enough. However, the point loads on this mechanism are literally quite shocking, and the failure of a soldered joint is not an option ! So Bill drilled and filed a square hole in the Lever, to fit the Stop block tightly, and then TIG welded the parts together from the opposite side, as even silver solder will not be sufficient for this job.



As a final detailed refinement, Bill decided to file a slight taper towards the lower corners of the block, to provide better clearance between the Wheel as the Lever rocks back and forth, resulting in a slightly triangular cross section.

However, for modellers considering such a project, a simple bent tab would provide equal or better material integrity, or a tapped hole and small bolt might prove a quicker and easier alternative. Either way, a solder joint isn't going to work and any failure in flight will be catastrophic and will render the model uncontrollable !

For his first prototype design iteration, Bill worked out all the mechanical details, sizes and tolerances by fabricating parts and mounting them on a scrap of ply to get everything working properly to his liking, while he could still access all the parts and implement tweaks as and where necessary. Then, when satisfied that he had a functionally working model, he simply cut the plywood down to the size required for the front fuselage former and proceeded to build the rest of the fuselage around it ! This rapid prototyping method is probably the way to go, as trying to fabricate and install all the mechanical parts accurately into a fuselage, while maintaining the fits and tolerances, could prove quite tricky and akin to fitting a ship in a bottle.



**Control actuation sequence:**

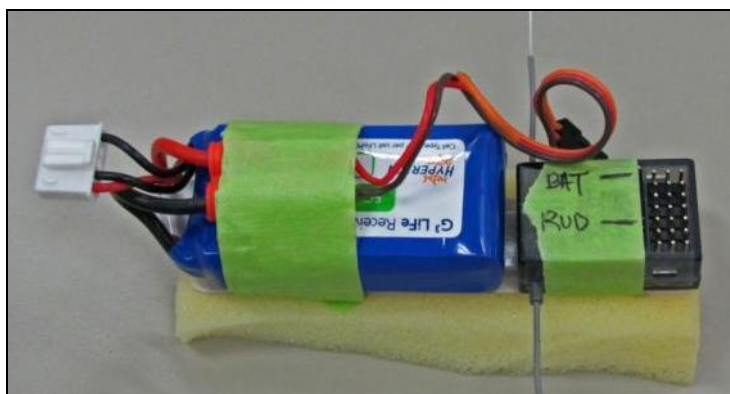
- 1) servo in neutral position to stop escapement wheel in neutral rudder position with drive pin in upper rotation position and torque rod centered for neutral rudder
- 2) servo in forward position to stop escapement wheel in forward tab rudder position with drive pin in right-hand rotation position and torque rod off-center for left rudder throw
- 3) servo in neutral position to stop escapement wheel in neutral rudder position with drive pin now in lower rotation position and torque rod centered for neutral rudder
- 4) servo in back position to stop escapement wheel in rearward tab rudder position with drive pin in left-hand rotation position and torque rod off-center for right rudder throw



**Internal fuselage layout:**

Battery and 2.4 GHz Rx in nose; servo activated Escapement mounted to ply bulkhead; torque rod and rubber motor motive power

In Bill's updated design he uses full left or full right joystick, to move the servo sufficiently to permit the Stop Lever to trigger the Escapement Wheel, which moves the Torque Rod to actuate the rudder deflection (remember this is not proportional control, the Escapement Wheel is either neutral, left or right). So left is left and right is right, with no memory skills required. Small stick movements will move the servo slightly, but will result in no change to rudder position, as there is no intermediate control with bang-bang. It's all or nothing! That's half the fun.



**Right: Servo mount and pushrod linkage on rear-side of escapement former.  
Note also torque-rod linkage to escapement linkage on front side of former**

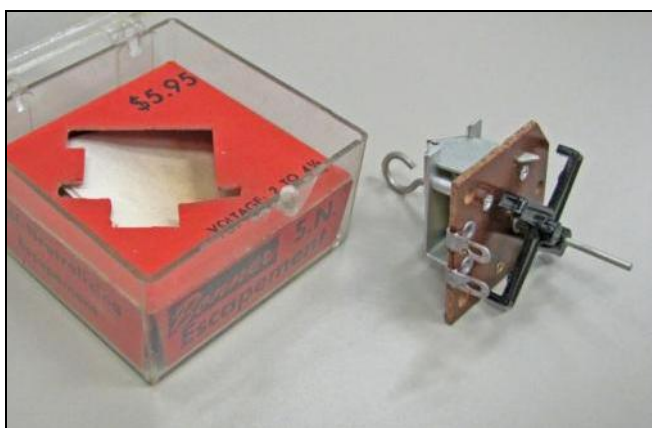
For R/C gear, Bill used a Spektrum Tx, with rudder control as you would expect on the right stick, to make life easy. The servo used was a cheap and cheerful \$5 jobbie, powered by a 2 cell Lithium Iron (2S / 6.6V LiFePO4) pack (Note — 2 Li-Poly cells will not work for this application, as the resulting 8.4 V will likely fry the Rx and servo!) – or just use 4 good old NiCds or NiMH cells.

Bill used a 1/8 in dia carbon tube for the torque rod, to keep the control system both stiff and light behind the CG. The rudder hinge line was moved forward 1/8 inch, for more control, hardly noticeable to the purist.

The rudder-only flyer also has to be aware of the number of commands per flight, and be economical with their control inputs, as the number of turns on the rubber motor is limited. Going from neutral to left or right and back to neutral, will cost 1/2 turn ( $1/4 + 1/4$ ) or 1 full turn ( $1/4 + 3/4$ ), depending upon the initial position of the Wheel. But two similar commands, left, neutral, left or right, neutral, right will cost 1 1/2 turns ( $1/4 + 1/4 + 3/4 + 1/4$ ) or 2 turns ( $3/4 + 1/4 + 3/4 + 1/4$ ) so being aware of these consequences may encourage flyers to conserve their control inputs to help further extend each flight. At least the exposed rubber motor permits observation during a close fly-by on the slope to see approximately how many knots remain.

Bill has since re-trimmed the model with the CG further back at 1 7/8 inches behind the LE (37.5%), using a lighter 850 mAh battery, weighing 56g (2 oz) and now uses 4 strands of 3/32 rubber. The model is now less vigorous in forward motion and tends towards being more floating and relaxing in flight, with plenty of penetration still available for operation at the slope.





Some will remember the way it was, early R/C escapement now replaced by servos.  
Bill's original Echo Transmitter — his next project is to make a 2.4 GHz version !

For his next version Bill plans to use the left and right buttons on an old, period Transmitter (instead of using modern joysticks), for a more authentic experience, with a simple programmable Basic Stamp to output the servo pulse-width, for full-left and full-right actuation, via one of the cheap \$40, full-range 2.4 GHz Tx / Rx plug-in modules now available. But that will be another story !

*Martyn Cowley (USA)*

## Lulu 2011 International Postal

-

Jane Howick

Having read the December New Clarion, the editor was quite right in that we were thinking maybe the Lulu Postal had run its course or needed new thinking on the format. However as you see it all came good in the end with more entries than last year. From the enthusiastic comments with many entries we dare not stop and nor will we, at least for next year.

### Results.

1 <sup>st</sup>	Reg Kinsey	England	270+62	£75 1st. prize
2 <sup>nd</sup>	Richard Barlow	Canada	270+61	£25 2nd. prize.
3 <sup>rd</sup>	Pavel Rabek	Slovakia	270+58	£10 3rd. prize.
4 <sup>th</sup>	Jane Howick	England	265	
6 <sup>th</sup>	David Truluck	England	256	
8 <sup>th</sup>	Vic Driscoll	England	243	
10 <sup>th</sup>	Ian Hibbert	England	238	
12 <sup>th</sup>	Andy Crisp	England	230	
14 <sup>th</sup>	Curzio Santoni	Italy	224	
15 <sup>th</sup> =	Toby Collis	England	220	
18 <sup>th</sup>	Peter Tomlinson	England	208	
20 <sup>th</sup>	Graham Percival	England	206	
22 <sup>nd</sup> =	David James	England	199	
24 <sup>th</sup>	Oliver Juhasz (J)	Slovakia	194	
26 <sup>th</sup>	Mike Parker	England	143	
5 <sup>th</sup>	Roger Heap	England	258	
7 <sup>th</sup>	Kazimir Korgo	Slovakia	252	
9 <sup>th</sup>	Sam Heap (Jnr)	England	242	
11 <sup>th</sup>	Bob Taylor	England	232	
13 <sup>th</sup>	Mike Howick	England	226	
15 <sup>th</sup> =	Gil Hart	England	220	
17 <sup>th</sup>	Bert Whitehead	England	213	
19 <sup>th</sup>	Jim Moseley	Canada	207	
21 <sup>st</sup>	Ole Torgersen	Norway	204	
22 <sup>nd</sup> =	Ken Norton	England	199	
25 <sup>th</sup>	Ken Taylor	England	188	
27 <sup>th</sup>	Geoff Stubbs	England	140	

This past season has been a difficult one for free flight with high winds coinciding with when flying sites were available - even Italy experiencing similar

conditions. One week into October we only had six entries in hand, but the last two weeks of that month saw Lulus taking to the air in droves all around the world! Next year will be even better when all the Lulus we know are being built take to the air. This year it was remarkable how close the top three scores were, each of whom were probably slightly miffed they did not do a higher fly-off time but it mattered not one jot in the end.

Reg Kinsey who was also last year's winner takes top honours again with consistent flying. Richard Barlow in second place flew at Geneseo in warmth and strong thermals, but hit the associated sink in his fly-off to miss winning by one second which is a bit galling anytime. Jim Moseley who was assisting him had flown earlier in the year at the same venue but in less favourable conditions and he wished he had waited. Newcomer to the Lulu postal Pavel Rabek took third place. It was a pleasure to get three entries from Slovakia this year - conditions there in mid-October being just perfect. Kazimir aged 72, Pavel 48 and Oliver at 14 years showing how all ages can have fun flying Lulus. Roger and Sam Heap were using tip up wing d.t. - very effective but they found the need for strong bands to avoid the wing tipping up on tow. Long time Lulu supporter Andy Crisp managed to find time on his 44th. wedding anniversary to complete his flights - congratulations and for your dedication to the Lulu cause.

In Italy Curzio Santoni also had to wait until mid-Oct. as previous attempts by his small band of Lulu lovers to fly at L'Aquila (1600mtrs. above sea level) were thwarted by high winds. Only Curzio was available at a later date flying on a field a mere 850mtrs. above sea level. So of necessity he persuaded his wife to help him for the first time in 20 years and to his delight found she was a natural launcher and helper - perhaps next year she could also fly in the competition. Graham Percival kept to his usual schedule of flying on the last Sunday in the last hour or so of daylight. To speed things up he left his towline out ready for the last flight only to find on his return in the increasing gloom that those mysterious gremlins had turned it into a ball of spaghetti. However as the sun dipped below the horizon he got a good last flight in.

Many thanks to those who were kind enough to make a donation.

*Jane Howick*

### **My 'Ellila' Wakefields**

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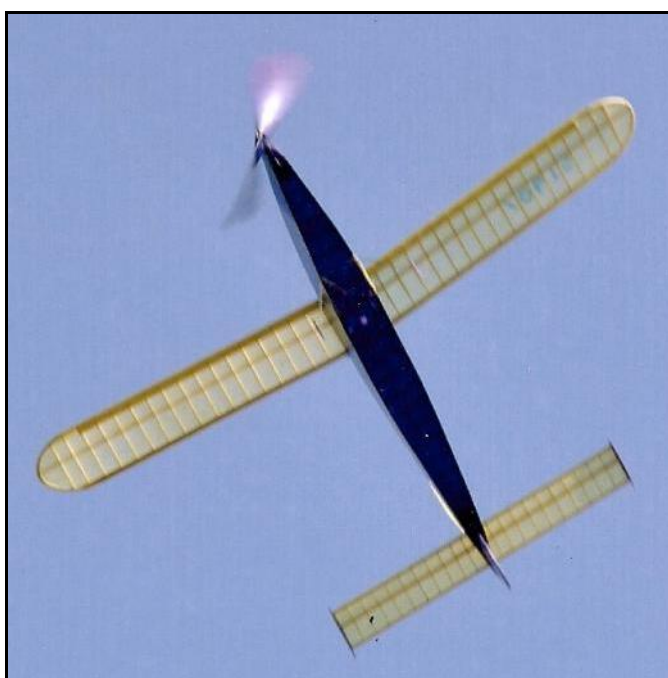
Mark Croome

Good to see the Ellila Wakefield getting some exposure. I have two on the go and it has proved to be one of the best windy weather models EVER.

Mine has come 2nd at the Nationals in BMFA vintage for the last two years when conditions were pretty daunting with 30 mph winds both years.

With 100 gm of rubber it can be much lighter than the 10.25 oz original and the performance of the tiny prop is a real eye opener.





My second and lighter 'Ellila' trimming at Merryfield two years ago.  
(Photographs taken by Dave Hipperson)

*Mark Croome*

### 2011 Wessex League C/L mini Speed

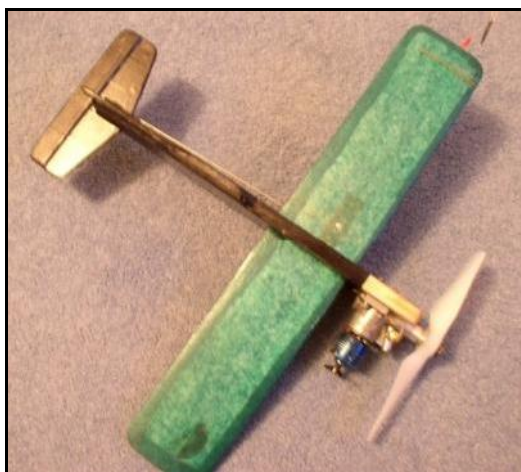
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Chris Hague



Once again we had a great finale to the control line season at Cashmoor. James set out six circles with two small ones suitable for our speed event. No less than eight pilots flew speed, some for the first, but not, I gather, for the last, time. Only two makes of engine remain popular, the Frog 150R (blue head) and the significantly heavier PAW 1.49. I am sure that there are other makes that would prove competitive. The clear winner every time he flew was Ken Taylor with the maximum score of 40 points. Experienced speed flyer Dick James finished in a strong second place with 37 points. With small improvements to both model and engine throughout the season Chris Hague eventually bettered 70 MPH and

claimed third place. Gus Hague and Den Saxcoburg both scored 29 points but Gus claimed fourth place with a better number of highest placings with two third places to Den's one. With more pilots showing interest in this competition the rules remain the same again for 2012.



### Cashmoor Results

	Name	Model	Club flying site	Best 5 lap time	Speed in MPH	Points
1	Chris Hague	Wessex Weasel Frog 150R	Wimborne Cashmoor	12.19	73.83	10
2	Dick James	Hallam model Frog 150R	Crawley & DMFC	12.37	72.76	9
3	James Parry	Wessex Wombat PAW 1.5	Wimborne Cashmoor	12.72	70.75	8
4	Keith Hynds	Wessex Wombat PAW 1.49 CT	Raynes Park MFC	13.24	67.98	7
5	Den Saxcoburg	Vectis Viper Elfin 1.49 ABC	I O W Caulkheads	14.15	63.60	6
6	Gus Hague	Wessex Weasel Frog 150R	Wimborne Cashmoor	14.46	62.24	5
7	Marshall Beard	Wessex Wombat PAW 1.49 CT	Raynes Park MFC	15.48	58.14	4
8	Andy Gilliam	Wessex Wascal PAW 1.49	I O W Caulkheads	16.15	55.73	3

Also for next year we propose to run the TOPCO KITS SPITFIRE Team Race events at Cashmoor and at other venues. It will be along the lines of the impromptu event last Sunday using Paul and Ollie Harris's design that proved so popular. This was flown over 15 laps and won by John Stemp and Ollie Harris, who beat Keith Hynds and Dick Stepney in a close run final in a time of 1 minute 50 seconds. It will be a one design competition using Paul's design with an unmodified Cox Sure Start motor, small free flight tank, and flown on 25ft lines. Full details to follow. Cox Sure start engines are available at a very reasonable price from Den's Models <http://www.densmodelsupplies.co.uk> and Paul plans to make Spitfire kits available in the near future.

Plans can be seen on Ollie's website: <http://www.topcocaley1.com>

### Wessex mini Speed - Final league table for 2011.

(Remember it is the best four scores to count.)

Place	Competitor								Total Points
1	Ken Taylor	10	10	10	10	10	-	-	<b>40</b>
2	Dick James	9	9	9	9	-	10	9	<b>37</b>
3	Chris Hague	6	8	6	6	8	9	10	<b>35</b>
4	Gus Hague	8	-	7	3.5	6	8	5	<b>29</b>
5	Den Saxcoburg	7	7	8	6	7	-	6	<b>29</b>
6	James Parry	4	5	4	2	9	-	8	<b>26</b>
7	Andy Gilliam	5	6	5	-	-	-	3	<b>19</b>
8	Bob Taylor	-	-	-	8	-	-	-	<b>8</b>
9	Keith Hynds	-	-	-	-	-	-	7	<b>7</b>
10	Pete Happle	-	-	-	6	-	-	-	<b>6</b>
11	Marshall Beard	-	-	-	-	-	-	4	<b>4</b>
12	Bill Longley	-	-	-	3.5	-	-	-	<b>3.5</b>

Full details of this event and other Wessex League competitions are available on our very own website: [www.wessexaml.co.uk](http://www.wessexaml.co.uk)

*Chris Hague*

### South African Update

-

Donald Flint (SA)

*(Editor: You may remember Donald and Garth who came over from South Africa for a short tour, taking in the Easter meeting at Wallop. That's Donald on the left & Garth on the right. Below is a short update from Donald)*



Sorry no articles have emerged from my pen and I don't think from Garth's either - I know he is in a new job with a bit of pressure being applied to all the sensitive spots we have.

I am in the middle of exams and have miles of papers to mark (should be marking now - but I am squeezing in a bit of work on my new beam balance for measuring that half a thou of a gram saved (well that is what the instructions say it can do) on my next indoor model.

The hospitality and friendship we experienced on the little green island was just amazing - so thanks very very much.

I will check with Garth if he got or sent any emails from or to you.

Must run now back to the marking.

Garth and I are pushing a group of modellers in a SPARKY build exercise - will keep you posted.

Attached photos of a few indoor models including my white monoplane and little yellow electric (sorry about the RC) 'Farman'.





I flew the 'Farman' at our last indoors here, trimmed it out to fly circuits hands off, put the box down and let the battery run down until it landed by itself - so close to free-flight really.



Photo of my new ruler which is being revived at moment.

*Donald Flint (SA)*

### Round 5 - WMAC Cashmoor on Sunday 2 October 2011

The final round of the 2011 Wessex Tomboy League was held by kind invitation of the Wimborne MAC at their Cashmoor flying site. The weather forecast turned out to be impressively accurate (believe me!) as it was a near perfect flying day with a clear blue sky and only very light winds.

By midday all the Tomboyists had flown their required qualifying flight of at least four minutes and landed back on the patch. Eight Tomboy 36's lined up for the fly-off and seven took off, Rick Farrer failing to have his motor running at launch time due to leaning out the engine too much.

First to land was Derek Collin, followed just over a minute later by an ever-improving Dave Ashenden. Sometime later Peter Rose drifted down, closely followed by a young, but now very competitive, James Collis. Surprise of the day was James (my engine won't run!) Parry flying for nearly four minutes to claim third place. Chris Hague's flight of over five minutes was not enough to beat the all-conquering Tomboy expert, Tom Airey.

This victory gave Tom a maximum score of 40 points. Peter Rose and James Collis both scored 32 points overall, with Peter claiming second place due to higher count back score. James Parry, in fourth place, headed the rest of the entrants, and it is satisfying to report that throughout the season 14 pilots took part.

#### T36 RESULTS:

1 <sup>st</sup> - Tom Airey;	2 <sup>nd</sup> - Chris Hague;	3 <sup>rd</sup> - James Parry;	4 <sup>th</sup> - James Collis;
5 <sup>th</sup> - Peter Rose;	6 <sup>th</sup> - Dave Ashenden;	7 <sup>th</sup> - Derek Collin;	8 <sup>th</sup> - Rick Farrer.

All six entrants in the Tomboy Senior 48 competition comfortably made the fly-off and in the superb weather conditions some long flight times were anticipated. After a clean launch the first to land, at the 5 minute mark, was Rick Farrer followed over a minute later by both Barrie Collis and Derek Collin in that order. Peter Rose flew well to achieve a flight of just over eight minutes for third place. This left yet another of those epic battles to be fought out between Tom Airey and Chris Hague. Series leader Chris needed to win today to win overall. After an exceptionally good climb out under power it seemed that Tom had secured a significant height advantage. This was soon to change as the height advantage alternated between the two protagonists. After 10 minutes of flying both planes were approaching the landing area and it looked as though Chris was going to pick up a small patch of low level lift to win.

But it was not to be, as Tom won by a scant two seconds, which gave him a hard won overall win in the Tomboy Senior series.

#### T48 Results:

1 <sup>st</sup> - Tom Airey;	2 <sup>nd</sup> - Chris Hague;	3 <sup>rd</sup> Peter Rose;
4 <sup>th</sup> - Derek Collin;	5 <sup>th</sup> - Barrie Collis;	6 <sup>th</sup> - Rick Farrer.



### Wessex Tomboy 48 finalists at Cashmoor

Our thanks go to our starter and timekeeper for the day, Ian Pratt and to Martin Gardener (it's always good to find a couple of volunteers!) for keeping track of the ascent, as well as the order of descent.

### Wessex Tomboy 36" span Final league table

Place	Competitor	Rd1	Rd2	Rd3	Rd4	Rd5	Total
1	Tom Airey	9	10	10	10	10	40
2	Peter Rose	10	6	9	7	6	32
3	James Collis	3	9	8	8	7	32
4	James Parry	6	7	6	5	8	27
5	Chris Hague	7	5	5	4	9	26
6	Paul Netton	2	8	7	-	-	17
7	Derek Collin	4	3	2	6	4	17
8	Rick Farrer	8	4	-	-	2	14
9	Jeff Fellows	-	-	-	9	-	9
10	Dave Ashenden	2	-	-	-	5	7
11	John Taylor	5	-	-	-	-	5
12=	John Myers	2	-	-	-	-	2
12=	Roly Nix	2	-	-	-	-	2
14	Bill Longley	1	-	-	-	-	1

### Wessex Tomboy Senior 48" span Final league table

Place	Competitor	Rd1	Rd2	Rd3	Rd4	Rd5	Total
1	Tom Airey	10	8	10	6	10	38
2	Chris Hague	9	10	9	9	9	37
3	Derek Collin	7	7	8	7	7	29
4	Peter Rose	5	6	-	8	8	27
5	Rick Farrer	8	9	-	-	5	22
6	Andrew Fellows	-	-	-	10	-	10
7=	Barrie Collis	-	-	-	-	6	6
7=	Clive Carpenter	6	-	-	-	-	6
9	Bill Longley	4	-	1	-	-	5
10	Roly Nix	1	-	-	-	-	1

After a successful year we all look forward to next year's Wessex Tomboy events. I hear already of new models being built.

Full details will be available on our website: [www.wessexaml.co.uk](http://www.wessexaml.co.uk)

Chris Hague





## **Back to the Land**

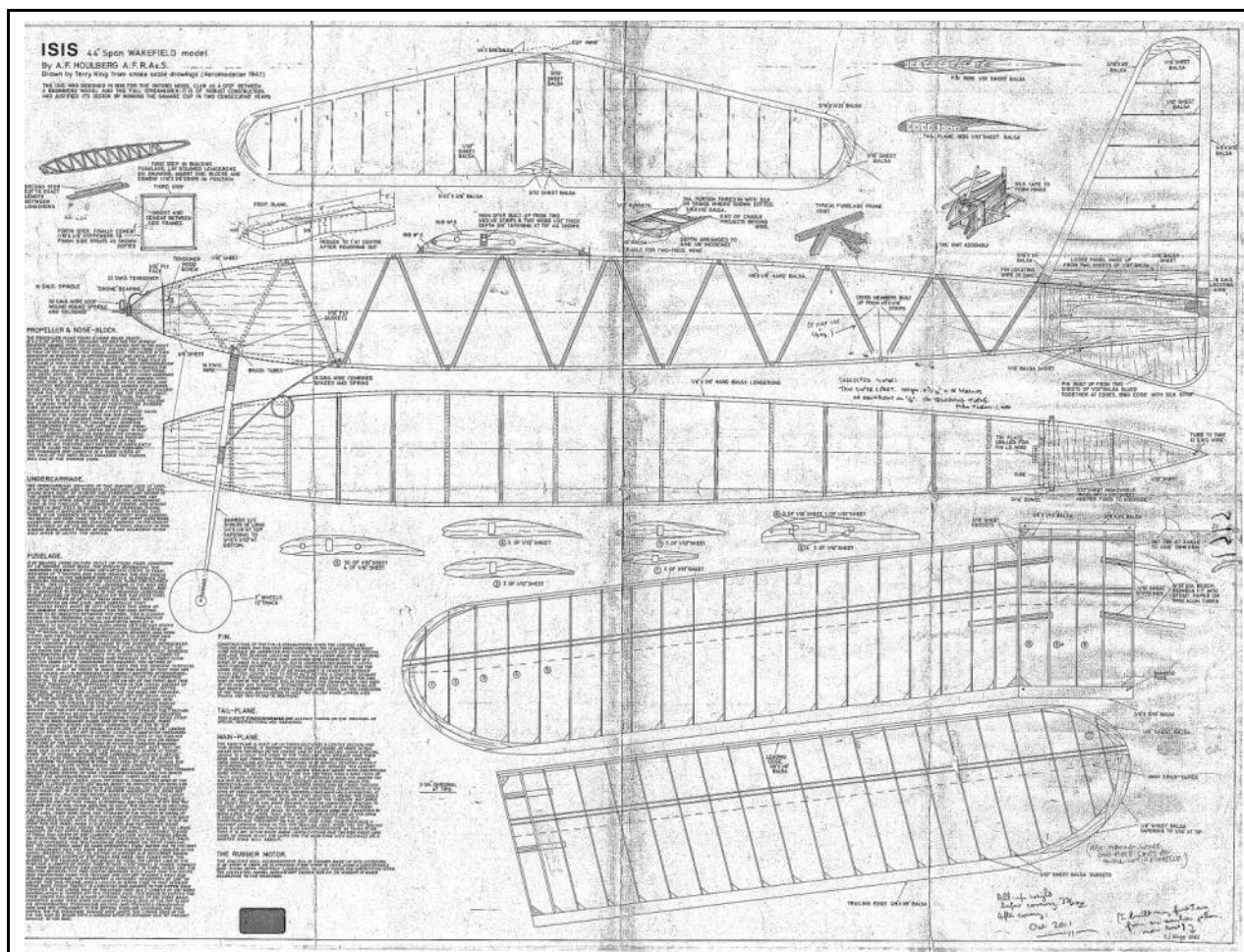
Nowadays government departments and local councils are too busy parcelling out that precious heritage, our land, to motorway builders and property speculators to pay much heed to the needs of low-in-the-pecking-order model flyers. Not that the scraps of left-over land would be much good to us anyway; so it's not surprising that we have gone to the only people who sit upon any substantial part of the tawdry remains of Mother Nature's domain: the farming folk. You may have to ask the cows to move over a bit – and tread warily when they have, but the rural pasture can be quite a paradise after the rows and problems of the urban pitch.

## **Fly-Over**

Manual piloting has now become a bit archaic and barnstorming. The modern pilot is no longer a joystick jockey, but more of a switch flicker who has spent most of his training in a hangar mock up. Little wonder, then, that the with-it model flyer is following suit. He has already made a start with a self fly C/L model and, no doubt, we will soon see the fully computerised radio model being put through its 'no hands' schedule, perhaps without the flyer even leaving his car.

Come to think of it, car to car flights could be the next big thing in model flying. Not only would it dispense with the need for flying fields, but could allow the executive type to pursue his hobby even on business trips – and put it down tax-wise to overhead expenses.





Here we have the famous picture from the 1950 Aeromodeller Annual showing SMAE Chairman Alex Houlberg A.F.R.Ae.S. launching Isis at the S. Midland Rally. Alongside we have a 1984 version in the hands of Peter Michel on Warwick Race Course for the 50<sup>th</sup> Wakefield Cup Anniversary event held there that year.



I sent a copy of Peter's Isis photo to him together with a request for recollections of the Warwick event.

It transpires that Peter has been busy building a couple of new ones, one full and one 1/2 size. Like many of us he is not sure of the fate of the previous versions.



Peter writes:

*Hello John.*

*What a coincidence. Believe it or not, I've just completed another Isis - my third. I remember the first one (lost at Barkston, sometime in 1981-82-83?) but have no idea what happened to the second, the picture of which you've kindly sent me. I'd be happy to provide a few words for the New Clarion. I'll get it to you shortly. Incidentally, I'm now building a half-scale Isis to the same colour scheme as the latest one which had its maiden flight on Sunday. Might be nice to have them pictured together.*

*Best regards, Peter Michel*

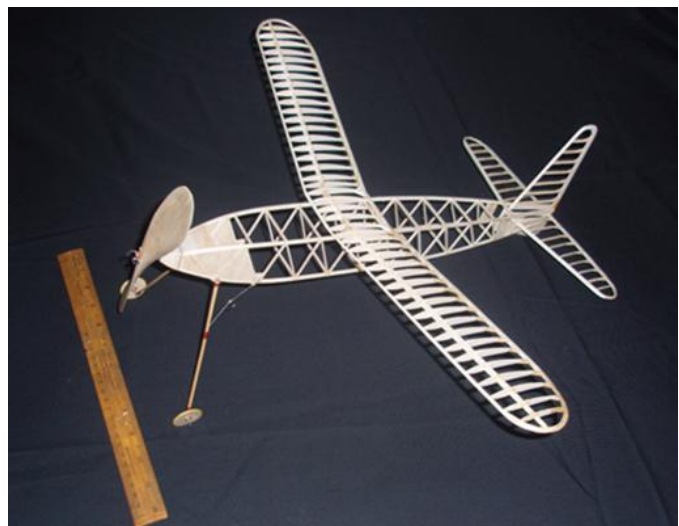
Peter writes again:

*Hello John.*

*Apologies for the delay in getting back to you on this. After finishing the half-scale Isis last week I've been waiting for a bit of decent sunshine to get some sort of outdoor pic side-by-side with the full-size version. Anyway, here they are.*

*The Mini-Isis is on its own below, with a foot ruler for comparison. Span: 22in. All-up flying weight, 40g (1.5oz.) with a 10g coupe d'hiver motor. You can't use much more power on these half-scale jobs because if you do it just overpowers the 9in. prop.*

*The full-size version is my fourth. One was lost in a thermal while on DT, one was stolen, and I have no idea what became of the other one.*







*The attachment shows me R-o-G-ing Isis No 1 at RAF Watton in November 1981 - 30 years ago! The caption on the back says it finished second on that occasion. You will have gathered that I just love this, to my eye, elegant design.*

*Best regards, Peter Michel*

### Warwick Wakefields

-

Bob Jones

The Wakefield Trophy Contest was held at Warwick Racecourse in 1934. I was tidying up some photo albums when I came across a large number of photographs of competitors at the 1984 50<sup>th</sup> Anniversary event also held on the Racecourse at Warwick and thought readers might be interested.



**Walter Getsla & Alwyn Greenhaugh  
with Alwyn's own 'Getsla'**



**Dave Hipperson  
with Alan Richardson's 'Gordon Light'**

My recollections are mainly statistical. The Americans were invited. Two sent models to be proxy flown. Brian Spooner flew Wallinghortst's 'Ying' and Dave Hipperson flew Alan Richardson's 'Gordon Light'

Mike Herrington had been in correspondence with Walter Getsla and he built a replica of Walters model. Walter came over to fly it. Alwyn Greenhaugh also brought a 'Getsla' from his well known collection.

Rushing around with the camera I did not see much of the flying, however I did catch Bernard Aslett launching his winning "Lanzo".



**Bernard Aslett releases his winning 'Lanzo'**

I do not have a list of the results but David Baker was printing A4 sheets handouts at the time .

*Editors note: Anybody got a copy of the results. This event must have been quite historic. I would like to put together a further article/articles on the activities on the day and I ask anyone who has any recollections to write and let me know. I already have put feelers out and have had a couple of positive responses.*

**Wakefield Cup Winner 1967**

- Charles Dennis Rushing

## **Mikko Sulkala, 29, Finland**

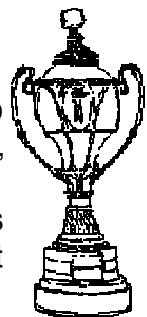
The Czechoslovakian Peoples Federation working with the Aero Club Czechoslovakia put up the funds to conduct the FFWC for the first time at Sazena, a small village near Prague, August 12 to 15.

On hand to defend his F1B WC title was the popular Dane, Thomas Koster. The Europeans were making a tradition of inviting the previous WC back to defend their titles, a tradition that had completely escaped the American FAI organizers in past WC.

On hand again for Team USA was Jim Patterson, who was on the 1961 Team. Back again was Herb Kothe whose F1B was second in 1956, and who was on the Team in 1955, 56, 58, 59, and 1965 a total of six times. Going to the WC was becoming a full time occupation for some. The other Team Member was George Xenakis.

In all there would be 74 contestants, from 28 nations, engaged in this years contest.

F1C, was flown on Tuesday, and Hans Seelig (yes of timer fame) of West Germany became the WC.



The F1A event was flown on Wednesday, and was won by Mathias Hirschel of DDR. The weather for both of the previous events was perfect. In FIC, ten contestants had five perfect rounds, and four fought it out until the seventh round, to determine the WC. The FIA event was decided in the sixth round, after four had flown off to determine that WC.

So Thursday August 15, was F1B day, and judging from the weather forecasts there would be continuing good weather.

**ROUND 1-5:** The horn announcing the opening of round one sounded promptly at 7:30am, and judging from the outcome, Team (CCCP) was never challenged for the Penaud Trophy. All throughout the day the thermals were abundant, and frequent, and by 5:30pm, when the closing horn sounded, sixteen contestants had maxed every round, and were ready to begin the real contest.

**ROUND 6** began at 6:30pm and came to an end with all but two ready to become spectators.

At 7:30pm Rachkov who did have a winder wound with his finger! Sulkala, too began to pour on the knots. Both launched, and both did 300 seconds.

It was becoming very dim now, but undaunted the aeromodels were processed, and Mikko and Rachkov prepared to fly at 8:00pm. Again the two began to wind simultaneously, and ready, they launched almost together. Something was not right with Rachkov's F1B, it climbed up, and went into a tight flat spiral, losing a lot of altitude, and as the power came out of the rubber, climbed sluggishly. Meanwhile, Mikko's F1B was very high, as it transitioned into the glide pattern. Rachkov was down in 89 seconds, another disappointment for Team(CCCP). Mikko Sulkala, of Finland was the 1967 WC in F1B.

Place	Name	Country	Round 1-5	Round 6	Round 7	Round 8
1	M Sulkala	FIN	900	240	300	238
2	K Rachkov	BUL	900	240	300	89
3	V Matveev	CCCP	900	230		
4	E Melentiev	CCCP	900	210		
5	T Koster	DEN	900	207		
6	I Farkas	HUN	900	203		
7	H Martin	AUT	900	196		
8	G Cassi	ITA	900	181		
9	E Nienstaedt	DEN	900	171		
10	K Jusufbasic	YUG	900	169		
10	L Hansson	SWE	900	169		

1967 Team Results for Penaud Cup						
1	USSR	USR	2666	3	4	23
2	Finland	FIN	2663	1	14	24
3	Italy	ITA	2662	8	20	21
4	Netherlands	NED	2606	13	19	35
5	Denmark	DEN	2588	5	9	47
6	Czechoslovakia	CS	2581	12	18	46

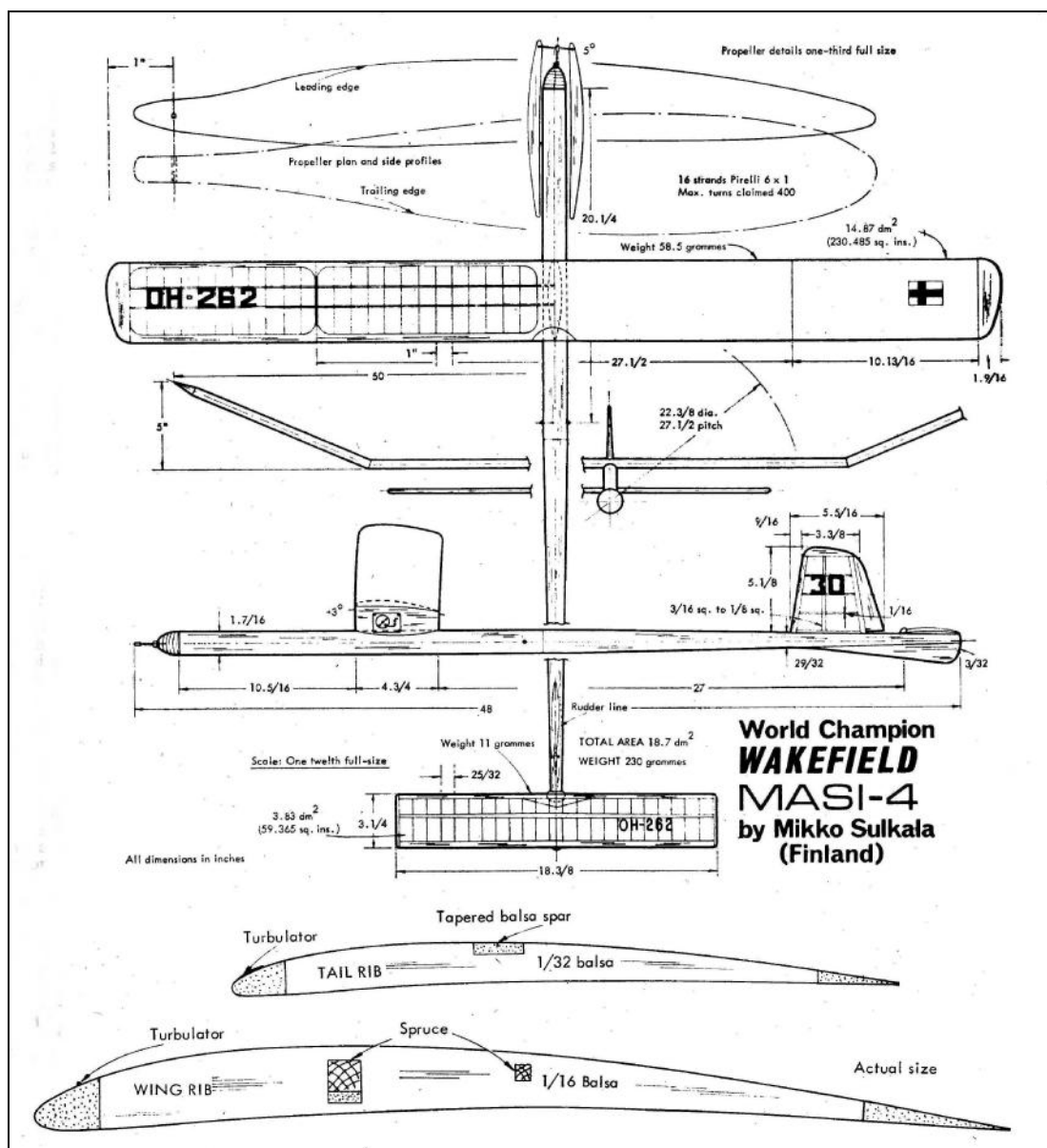
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*Charles Dennis Rushing*



The following images are courtesy of Roy Tiller and the DBHLibrary



Unassuming Mikko Sulkala, Finnish, and new World Champion rubber driven model flyer prepares to launch during the deciding final rounds. Never hurried, and always careful to pick his time to fly under the watchful guidance of Team Manager Reino Hyvarinen, Mikko was supreme in a contest of experts.

*Roy Tiller*

It was good to be back at Brownhills for Tony Eadon-Mills Christmas meeting. I screwed up my right knee at the November meeting, taking a photograph would you believe, could not walk without a stick for three weeks or so but, even though I was still limping badly, I was there.



On hand were the ladies on the door, purveyors of the mandatory £6 green spot which they affixed to our jumpers. Alongside was a little help yourself Christmas fare for the weary travellers. I treated myself to a generous share, after all I had travelled 50 miles up the A5 to be there.



Birmingham's Peter Martin was in attendance flying another of his back to front models. The canard was somewhat reluctant to fly initially but eventually performed. It did not need throwing as hard as it appears to be above.

Catching the eye of the more observant flyers was Pete (Jacob) Hales flying a 'Kolibri', this hardy model performs well straight out of the box as they say.

I assume Pete won the bet hands down.





The following weekend saw me leave Rugby and roar along the A45, A46, M40, M42, M5 and A491 into Birmingham, 60 odd miles, to Colin Shepherds indoor meet at Thorns. I arrived still limping but getting better.



On the door at Thorns, selling the green spots, was Colin's better half Pat, seen here working in an advisory capacity as hubby Colin searches through the 'Hanger Rat' score sheets to compile the prize list.

The competition was for the best single flight over the season and yours truly, launching inside the last five minutes of the allotted time, managed to record an extra 4 seconds on my previous best time to top the list.

The conversation group of regulars above right are normally seen with flasks of tea and sarnies although they had probably had their fill as there had been a surfeit of minces pies and apple tarts flying about.



I accept the winners spoils for the 'Hanger Rat' comp, Eric Hawthorn picks up second spot prize, he was just a few seconds adrift. The meeting concluded with a raffle promoted by Colin, ably supported by a Junior who, as you see, rose to the occasion.

I'll finish up with a few random bits and bobs of photo's to pad out the article.

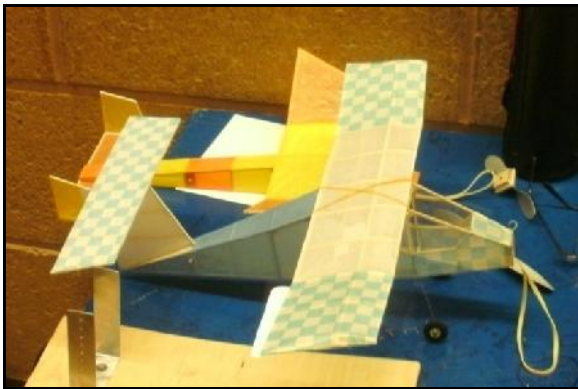




Bill Cox looks in his box to see what else is left to fly, looks about empty to me.



Derek Kirby and helpmate look also but seem to have a few more to pick from



A neat 'Bostonian'  
Builder unidentified



Chatty Peter Martin with 'Legal Eagle'  
puts a fellow flyer to sleep

*John Andrews*

### **BMFA Indoor Technical Committee**

-

Tony Hebb

I'm Tony Hebb and I've recently been co-opted onto the BMFA Indoor Technical Committee (ITC) as Public Relations Officer - our chairman, Allan Weighell, has written a few words about the ITC's objectives:-

The primary aim of any Technical Committee should be to Promote, Protect and Preserve all aspects of their particular discipline, to ensure there is a sound foundation for future generations.

Indoor in particular is especially vulnerable because of the total lack of high ceiling sites in the UK and the almost impossible cost of hiring suitable venues, one in particular being quoted at £100,000 for a weekend. Publicity is the main weapon in our armoury at this moment in time. We must be pro-active in our endeavours to see that we are not perceived as elitist and pander only to the competition fliers who are rarely seen in action by the general public.

It is imperative that the ITC get articles into the BMFA News and other publications as often as possible, so the readers can see continuity.

We need to do all we can to cater for the sport fliers who hopefully will be tomorrow's competitors. There is a distinct lack of hands-on help for these guys in the shape of teaching the necessary skills in, for example:- wood selection, building, covering techniques and winding. This could be done by hosting a day's flying at local sports halls, with a couple of breaks for demos by the "experts", perhaps about 3 times a year.

So, in order to meet some of these objectives we are trying to establish a contact list for as many indoor FF flyers as possible and at the same time trying to find anyone else who might have an interest in this area. We would then like to e:mail a periodic newsletter covering forthcoming events, items of interest from ITC meetings and perhaps more general information if the demand exists.

Ideally such things would be published on our BMFA web site but the nature of the current set up is that the information is quite difficult to maintain and therefore only fairly static information can be held. We shall be refreshing the current page contents in the New Year so that potential newcomers may be more readily assisted. Let me know if there is anything you would like to see on there. For the time being however in order to better understand your needs and views I wonder if you could respond to the following few questions?

- a: Are you happy to continue to receive future e:mails from the ITC?
- b: Could you let me have your full name and contact number? I am holding addresses too, but really only need your town and post code so that we can gain an idea of where everyone lives.
- c: Where do your indoor interests lie? eg. Pennyplane, Cricket, Scale, F1D etc.
- d: What could be done to better meet your needs?
- e: If you are not currently an Indoor Flyer
  - e(i) Would you like to be? If so what areas might be of interest?
  - e(ii) What might persuade you to give it a try?
  - e(iii) What difficulties do you foresee?
  - e(iv) Do you know anyone else who might like to try indoor?
  - e(v) Do you have any other comments?

Just cut and paste these questions and your answers into an email and reply to me at:- [tony\\_hebb@hotmail.com](mailto:tony_hebb@hotmail.com) - that's an underscore between my names...

It has been decided to split the Nationals into 2 events in order to segregate the lightweight duration models from the heavier duration classes.

We continue to seek and actively check out all potential indoor flying sites. If you know of any likely venues (preferably high ones!) please do pass on the information so that we can investigate further.

Also please remember to let anyone have a copy of this if you think they may have an interest in indoor matters.

Well that's all for now, do let me know how you feel, very best wishes to you and your families and every success in the New Year from all on the ITC, I shall be in contact again in the New Year,

*Tony Hebb*

## Letters to the Editor

### From John Minshull re 4oz 8oz Wakefield results:

Hi John

Please could you include a note in a future Clarion to the effect:

For an event to be included in the 4 oz (and 8oz!) League the full results must be published, and for combined 4/8 oz competitions the model type must also be recorded!

Regards

John Minshull

### From Peter Michel re 2.4G Radio DT:

Hello John.

Before the subject of 2.4 radio-assist has quite run its course I wish someone would tell me exactly where and what to buy without having to dredge the internet for unseen stuff which may or may not work for me.

Another point: Assuming I get and install the gear I will then be able to DT just one model. Currently I have around 20 (haven't counted for a while) all of which rely on our faithful friend the Tomy timer.

So... Can someone design a pod encompassing receiver, battery and servo which can be switched easily from one model to another *on the field*? Otherwise there's not much point in RDT for those of us who fly a variety of classes and models to suit.

Best regards,

Peter Michel

## The Lunch Effect

-

Peter Hall

### The Effect of Lunch on Contest Performance:

It might appear that all aspects of Free Flight - aerodynamics, structures, materials and techniques, propulsion systems, trimming, thermal detection and tracking have been investigated and developed to a point where further progress is hard won. It might be useful then, to step back to consider any other matters that may affect performance and yet have received little or no attention. An obvious candidate is diet. This study focuses on lunch. Breakfast will be considered in a subsequent paper.

Most if not all competitors take lunch, and a wide variety of practices can be observed. Some take it very seriously and bring their entire domestic arrangements to the field - tables, chairs, cookers etc. Others take a light snack with minimal support. Some are obsessively punctual and begin lunch at precisely 12.30, others, lacking all self restraint, start as soon as they arrive at the field. Some graze continuously over an extended period including preparation, launch



and retrieval, others retire to some local provider and fail to return. We will not consider these aberrations.

Five menus, M1 to M5, were prepared representing the typical range in terms of nutritional and calorific value. These were administered to five well-known competitors at a recent event. The meals were taken between 12.30 and 1.30 in a seated position. Conversation was permitted.

M1. One charcoal biscuit, one glass Highland Spring water (still)

M2. One sandwich, cheddar cheese on brown, one cup of tea, milk, no sugar

M3. One sandwich, ditto, with pickle, ditto.

M4. One Macdonalds quarterpounder with cheese, fries, and one litre of cola.

M5. Delice of Sole Tarragon; Riesling Kabinett 1980; Fillet of Beef Richelieu; Pommes Parisienne; French Beans with Chestnuts; Grand Cru St. Emilion 1970; Orange Souffle with Chocolate Sauce; Coffee, Petit Fours and Quinta do Noval late bottled vintage.

Subjects were asked to give a satisfaction rating to their lunch on a 1-10 scale (10 high) and their afternoon performance was observed to see if was enhanced impaired or maintained.

### Results:

1, Satisfaction rating. M1 = 0, M2 = 3, M3 = 4, M4=5, M5 = 10

2. Performance observations.

M1. Subject suffered a hypoglycaemic episode and retired.

M2. Subject's performance maintained.

M3. Ditto

M4. Subject reported severe bloating and was unable to retrieve.

M5. Subject comatose, disinclined to take any further part in the contest.

### Conclusions:

It can be seen from 1. Above that satisfaction increases as calorific and nutritional values rise. However it is clear from the performance observations that extreme values should be avoided. M2 and M3 type lunches are indicated. The pickle made no observable difference to performance.

We are confident that readers will welcome such positive and useful results. So many research papers offer only marginal or ambiguous conclusions and are over reliant on computer simulation.

*Peter Hall*

**Coupe Europa 2011**

-

Keith Miller

This competition comprises two sections, the main Aeromodeller Trophy for international class F1G Coupe d'Hiver models and the AAA Trophy for Vintage Coupes. Despite a dire weather forecast a day or so before the event, the actual day dawned at Middle Wallop with no rain, a moderate wind strength and a favourable wind direction. With everyone wondering what had happened to the

weather Gods, this allowed full use of the flying site with a 2 minute maximum set by the Croydon Club organising team of Martin Dilly, David Beales and Ed Bennett.



David Beales took time off from organisation to do a bit of flying



John Minshull launches but did not have the best of days

Regrettably there was no foreign participation this year but entries totalled 29, no doubt due to the tempting weather for the time of year. Lift during the day was elusive particularly for the vintage exponents and the vast majority of the higher scores obtained were by the hi-tech, fast climbing F1G's. Last year's winner, Peter Hall suffered from a paltry 92 seconds on his first F1G round, but only dropping a further 10 seconds on his fourth flight he was able to win the Aeromodeller Trophy once again. In second place was Peter Brown and third Ken Taylor, the last named using a well flown orthodox sticks and tissue model.

In the Vintage AAA Trophy, the favourite model was the well known Etienvre, the flyers of which took second and third places. However, Rex Oldridge stepped forward with his trusty Bagatelle to defeat the second place man Chris Redrup by just 2 seconds and in 3<sup>rd</sup> place was Ray Elliott, just beating Peter Michel flying a Fuit.

#### Vintage AAA Trophy Results

1 <sup>st</sup>	Rex Oldridge (Bagatelle)	5.30	2 <sup>nd</sup>	Chris Redrup (Etienvre)	5.28
3 <sup>rd</sup>	Ray Elliott (Etienvre)	4.45	4 <sup>th</sup>	Peter Michel (Fuit)	4.27
5 <sup>th</sup>	David Beales (Babar)	4:19	6 <sup>th</sup>	Andrew Longhurst (Bagatelle)	4.18
7 <sup>th</sup>	Peter Jackson (Fuit)	3:53	8 <sup>th</sup>	Ken Taylor (Fuit)	3.52
9 <sup>th</sup>	Bob Taylor (Etienvre)	3:29	10 <sup>th</sup>	Alan Shepherd (Etienvre)	3.06
11 <sup>th</sup>	Peter Tolhurst (Etienvre)	3:03			

Early in the day, several groups had been press-ganged into forming ad hoc teams for the Flitehook Trophy and this was eventually won by the Crookham 'A' team comprising Messrs Hall, Vaughn and Tyson

The lack of people maxing out in both classes ensured that fly-offs were not necessary, allowing the prizegiving to be carried out earlier than anticipated in the Museum of Army Flying complete with coffee and cakes for all.

During the prizegiving the final result of the Southern Coupe League was also announced and the winner, Roy Vaughn, was presented with the trophy by John Thompson



Rex Oldridge winner of the AAA Trophy receives congratulations from David Beales



Roy Vaughn winner of Southern Coupe League receives congratulations from John Thompson

### Results Aeromodeller Trophy

1 <sup>st</sup>	Peter Hall	5.62	2 <sup>nd</sup>	Peter Brown	5.58
3 <sup>rd</sup>	Ken Taylor	5.41	4 <sup>th</sup>	Andrew Longhurst	5.36
=5 <sup>th</sup>	Gerry Ferer	5.30	=5 <sup>th</sup>	Trevor Grey	5.30
7 <sup>th</sup>	Roy Vaughn	5.29	8 <sup>th</sup>	Martin Stagg	5.07
9 <sup>th</sup>	Don Thompson	5.06	10 <sup>th</sup>	Dave Greaves	4.87
11 <sup>th</sup>	John Minshull	4.63	12 <sup>th</sup>	Peter Tolhurst	4.58
13 <sup>th</sup>	Ted Tyson	4.46	14 <sup>th</sup>	Mike Marshall	4.17
15 <sup>th</sup>	Peter Jellis	3.63	16 <sup>th</sup>	John White	2.91
17 <sup>th</sup>	Chris Redrup	1.75			

*Keith Miller*

**Southern Coupe League**

-

Peter Hall

It's not possible to write about competition flying without droning on and on about the weather. Since 1985 Coupe Europa has suffered strong wind and rain every year except last when, by way of a change, snow cancelled it. The week before this year's event all the websites were predicting 20 to 30 m.p.h. and possibly rain. Wrong, at 9.0 a.m. December 4th Middle Wallop, there was a high overcast and a light cool southwesterly blowing straight down the long axis of the field. Coupe weather at last. This was the the ninth and last event in the Southern Coupe League 2011. The points table showed that only Pete Brown or Roy Vaughn could win the cup but the coveted third place was still open.

And then it all went wrong. Only four out of sixteen entrants maxed the first round, five the second, three the third, none the fourth, and only three in the fifth. Nobody maxed out and only 26 seconds separated the top four places. Sixteen experienced flyers, state of the art electronic thermal detectors, weeks of preparation, finely tuned thoroughbred models, the last precious scraps of Tan 2 'May '99 knotted and re-knotted, nothing had been left to chance. Except



for the weather. The apparently innocent southwesterly strengthened through the day and was being seriously roughed up down amongst the Wallops so by the time it got to us it was rolling down over the flight line, then up a bit, then down again over the dip half way up the field. Or so it seemed as models misbehaved and did things they had never done before. Thermistors and streamers were no help at all, the temperature flat lined and the wind lulls were brief and unreliable. The more self critical flyers blamed themselves and re-trimmed to no effect. There was no fly-off so we finished early and just missed the rain.

Southern Coupe League Points from Coupe Europa				
Place	Name	Club	Maxes	Points
1	P.Hall	Crookham	3	18
2	P.Brown	Grantham	2	14
3	K.Taylor	E.Grinstead	1	10
4	A.Longhurst	SAM35	3	10
5	G.Ferrer	Timperley	3	9
6	T.Gray	Crookham	1	6
7	R.Vaughn	Crookham	3	7
8	M.Stagg		1	4
9	D.Thompson	Croydon	0	2
10	D.Greaves	B&W	1	2
11	J.Minshull	Brighton	0	0
12	P.Tolhurst	Hayes	1	1
13	E.Tyson	Crookham	1	1
14	M.Marshall	Impington	1	1
15	P.Jellis	Croydon	0	0
16	J.White	Croydon	0	0
17	C.Redrup	Crookham	0	0

(SCL Points to 2011 rules: - Points awarded 15/12/9/7/6/..../1 to tenth place, plus one point per max.)

P. Hall took the Aeromodeller Trophy just a squeak ahead of P.Brown just a squeak ahead of A.Longhurst and K.Taylor sharing third. R.Vaughn was knocked down to seventh place despite trying three models and several re trim flights. I know his Coupes are very critically trimmed and prepared so I know it was all down to the malevolent air.

Never mind, Roy's season's record allowed him to drop this score and still take the League Trophy again. P.Brown ran him close and P.Hall took the coveted third place. Looking at the final league results, indeed any league results, we may not be startled to discover that good attendance is the key to success.



Andrew Longhurst's Geodetic



Peter Jackson airing his latest '1950 Tangney' Wakefield

*SCL Rules for 2012: There are 10 qualifying events but only the four highest will count, points will be awarded to the first 10 places on the scale 10/9/8..to.../1 plus 1 point per max.*

By compressing the points scale and increasing the number of qualifying contests to TEN and reducing the number of scores counted to FOUR for the 2012 season it should be obvious to even the most distracted Coupe flyer that they are in with a chance. Thirty nine flew this year well up from twenty eight last. Coupe flying is on a roll.

**2011 Southern Coupe League Final Positions  
(best 5 results)**

	Competitor	Club	Cr'm	Ldn	St H	Oxfd	Sprg	6 Ar	S'th	Cr'm	Euro	Tot 5
1	R. Vaughn	Crookham		20	5		19	8	20	12	7	79
2	P. Brown	Grantham		6	7	18			16	20	14	75
3	P. Hall	Crookham	10	8	20		7	2	10	15	18	73
4	P. Tolhurst	Hayes	12	3			15	11			1	42
5	D. Greaves	B&W		9	12			15			2	38
6	C. Chapman	B&W		3	17			4	11			35
7	A. Longhurst	SAM35	17							2	10	29
8	G. Stringer	E.Grinstead		11					8			19
9	M. Marshall	Impington		17							1	18
=	D. Neil							18				18
=	K. Taylor	E.Grinstead								8	10	18
12	E. Tyson	Crookham			4			12			1	17
13	M. Richardson	E.Grinstead		14				2				16
=	R. Elliott	Croydon			9		6	1				16
15	M. Stagg			9				1			4	14
=	P. Gibbons	Peterboro				14						14
=	E. Challis	Crookham							5	9		14
18	B. Owston						11					11
19	M. McHugh	Peterboro				10						10
20	A. Crisp	Biggles			9							9
=	J. Deeming							9				9
=	G. Ferrer	Timperley									9	9
23	N. Allen				8							8
=	J. White	Croydon				8						8
=	R. Marking							8				8
26	B. Stichbury						7					7
27	J. Knight							6				6
=	T. Gray	Crookham									6	6
29	J. Minshull							3		2		5
=	P. Michel	SAM35								5		5
=	R. Kimber	SAM35								5		5
32	B. Martin				3							3
=	J. Paton							3				3
=	D. Thomson	Croydon								3		3
35	D. Thompson										2	2
36	D. Powis							1				1
=	C. Redrup	Crookham								1		1
38	P. Jellis	Croydon										0
=	R. Taylor	E.Grinstead										0

An online roundup of the Southern Coupe League year can be found at

<http://www.btinternet.com/~pine.ridge/index.html>

*Peter Hall*

**Personal recollections of Peter Giggle from Devon Sutcliffe in New Zealand:**

Hello Roger,

I was very saddened to read in the New Clarion, the announcement of Peter Giggle's death. I had known Peter for well over twenty years, having met him at a Crawley Indoor Meeting which I attended on one of my regular business trips to the U.K. We became close friends, corresponding voluminously, and Peter produced many full size plans of Boxall designs for me. I also visited his home on occasion, and on one memorable trip we went to Duxford together, where Peter spent hours admiring the TSR2, on which he has worked in its heyday. With his illness we had little communication in the last couple of years, but I shall always have fond memories of our acquaintance.

Kindest regards,  
Devon

**And from John Minshull (still a member of the Brighton Club):**

Early memories of Peter were in the early 1950's when he was the third member of the Boxall brother's clan who cycled the 30 miles from West Sussex to the Chatri downs north of Brighton every free Sunday to fly with the BDMAC (a round bike trip, with models, of near 60 miles with a days flying, amazing!) Although he also flew rubber and power models he was then predominately a glider flyer with impressive towline techniques. Like many he was enlisted into National Service in the RAF and was posted to Tangmere.

Subsequently, others will have memories of his move to Stevenage and his successful years of flying with his wife Mavis.

The intervening years ended for me at Middle Wallop when a very familiar Sailplane came to my notice. It was Fred Boxall's Bloater being flown by Peter who had inherited some of Fred's originals. Although living in Stevenage he had rejoined the Brighton club and was a stalwart of SAM1066 and as keen as ever.



The 'Bloater'

Peter was a devotee of the Goon Show with a great sense of humour and like many aero modellers a Jazz lover. During the years that I have flown with him he retained the motivation to help others that was an essential part of the great pleasure of flying with Brighton members in the early 50's.

*John Minshull*

**& Memories of Peter Giggle by Dave Etherton:**

Like many before him, Peter Giggle's modelling activities took a break for the all too familiar period of family commitments, before the attraction of glue, dope and balsa proved too much to resist again. However a look at the modelling press



at the time, circa 1990 (Radio this.... Radio that.....) brought gasps of horror from a Free Flight competition flyer of the 1950s era, with some very respectable results to show for it. In 1950 I was between pram and primary school, so I'll have to let others paint a picture of flying in those days. Better still read Peter's own account in FMD&C - Reference below.

During his enforced break he remained in contact with many of his Brighton Club mates, Peter and family having moved to Stevenage, and it was John Fox from Worthing who pointed him in the direction of David Baker, 1066 and all that. The scene was now set for part 2 of Peter's aero modelling, where he would discover his true mission in life; to keep the names of his modelling mentors/heros in the public eye, or the world of Free Flight at least. Thus I met Peter for the first time at Aeromodellers Day, Old Warden probably 1991/2. In those days these were something of a 1066 social gathering; David handing out copies of the Clarion and Hilda collecting Subs.

Nobody, with the exception of his late wife Mavis (nee Pepper), a flyer of some note herself, made a bigger impression on young Pete Giggle than two brothers from the sleepy Sussex village of Fittleworth. The twins Fred and Reg Boxall. They were modellers renowned for their individual approach and meticulous attention to detail, who produced a series of thought provoking designs, few of which came into the public domain by being published. Peter was to devote the rest of his time spreading the Gospel.

Peter assembled a collection of Boxall models and written notes, much of which had been saved by Brighton Club Secretary John West, after the passing of both twins in the early 1970s. Many of their designs had distinctive profiles and he would delight in explaining the technical points and their evolution to anybody who showed an interest. Some of the surviving models have enabled full size plans to be drawn (see list from Martyn Pressnell). Alas, not being published in period precludes them from serious Vintage/Classic Competitions. However the 1950s A/2 was published in the 1959-61 Zaic yearbook.

Fred's original Bloater II, and an 11ft. Open glider by Reg Boxall (Little Jim!) were given an occasional outing, but to Peter they were too valuable historically to fly in competition. Most of my time with him was spent flying a replica of the A/2 mentioned above. Incidentally the predecessor of this model was passed to me 3-4 years ago for possible restoration. It features a lower aspect ratio wing and a pod and boom fuselage; a layout Fred did not pursue.



The Eleven Footer

Many Brighton Club members built Float Planes in the post war years, and it was Peter who with the help of the Middle Wallop Fire crew, built the ponds that were a feature of the SAM Championships for many years, (recently revived by John White) complete with toy RNLI life boat, usually awarded to the unluckiest entrant.

If this sounds more like a tribute to the Peter's forgotten hero's, Fred Boxall in particular, so be it. Nothing would please Peter more; in fact, mission accomplished.

Further reading re the Boxall models can be found in articles written by Peter Giggie in Ron Firth's magazine FMD&C vols 2&3 on rubber models, vols 5&6 on gliders.

*Dave Etherton*

**Wallop 2012**

-

Roger Newman

### **Provisional Program for Middle Wallop 2012**

We have submitted dates for meetings at Middle Wallop for 2012 & have received approval for those dates, subject to the licence being granted by DLA. The licence application has been made & we now await the result. In anticipation an outline program is listed below & the full details will appear on the SAM 1066 website in the near future.

A few points to note:

(i) There are two dates on which further competitions could be held. These are labelled unassigned - however, they have priority as 1<sup>st</sup> reserve days for events cancelled due to bad weather. Current thinking is that (assuming no cancellations - maybe wishful thinking!) these days could hold either combined vintage style events or possibly one or two comps from the old Bournemouth Club day, which is no longer being held on Easter Saturday. This will be sorted out in early January - however, if anyone has a strong preference for a specific comp, please get in touch with me asap.

(ii) Easter Sunday & Monday sees us hosting a SAM 35 Gala. The provisional program given to me by John Huntley looks very good - again details will appear on the SAM 1066 website.

(iii) By request the Croydon Wakefield Day has moved from Easter Monday to early May, such that old legs have a fresh day rather than be wearied by two prior flying days over Easter. We hope this meets with general approval.

(iv) There are three days where Tomboy RC assist events will be held under the control of Tony Tomlin & coincident with Vintage control line events to be organised by James Parry. Add in planned events from the SAM 35 Gala & this goes up to four days for such events.

We now need all the good weather prayer mats to operate at 100% efficiency!

*Roger Newman*

## Provisional Programme for Wallop 2012

Dates	Events planned
12 <sup>th</sup> February	Crookham Gala SAM Fun Fly & Trimming
18 <sup>th</sup> March	Unassigned – Comp suggestions? SAM 1066 Fun Fly & Trimming day
7 <sup>th</sup> – 9 <sup>th</sup> April	Sat – Glider Day Sat – Club Classic (to BMAS rules) Sun/Mon – SAM 35 Gala (program in preparation)
6 <sup>th</sup> May	Croydon Wakefield Day Tomboy RC & Vintage C/L
25 <sup>th</sup> – 27 <sup>th</sup> August	Annual SAM 1066 Champs (program in preparation) Sun - BMAS Club Classic Sun - Tomboy RC & Vintage C/L
23 <sup>rd</sup> September	Crookham Coupe Day SAM 1066 Fun Fly & Trimming Tomboy RC & Vintage C/L
27 <sup>th</sup> / 28 <sup>th</sup> October	27 <sup>th</sup> Unassigned - Comp suggestion? 28 <sup>th</sup> SAM 1066 Fun Fly & Trimming
2 <sup>nd</sup> December	Coupe Europa (Southern Coupe League) SAM 1066 Fun Fly & Trimming

*Roger Newman*

### For Sale

**FOR SALE** - a unique opportunity to get ready for Longham Lakes

SUPREME electric powered FLAIR MAGNATTILA COMPLETE (except receiver)

High specification: Axi 2826/12 760 Kv Gold Line brushless electric outrunner, 60 amp ESC,  
3 servos, 4S Lipo, Solartex covering.

PLUS: Flair floats (part finished in lightweight epoxy glasscloth) and undercarriage

IDEAL PLANE FOR THE NEW FLYING SITE AT Longham Lakes

Land based demonstration flight can be arranged.

**£250 the lot**

Contact: Chris Hague Tel: 07967 306 201

Email: [christopher.hague@ntlworld.com](mailto:christopher.hague@ntlworld.com)





**FOR SALE** – an electric powered vintage Playboy 67" span complete  
(except battery & receiver)

High specification: Tornado (from Overlander) 3630/1000 brushless electric inrunner,  
ESC, 2 servos, Solartex covering.

May be suitable to convert to fly at the new flying site at Longham Lakes

Land based demonstration flight can be arranged.

**£150**

Contact: Chris Hague Tel: 07967 306 201

Email: [christopher.hague@ntlworld.com](mailto:christopher.hague@ntlworld.com)



## Aeromodeller Departed

**Tony Wilson:** The Bowden Trophy at the BMFA Nationals will not be the same without Tony's boundless enthusiasm.

**R.I.P.**

### Michael Woodhouse

[mike@freeflightsupplies.co.uk](mailto:mike@freeflightsupplies.co.uk) & <http://www.freeflightsupplies.co.uk>

Plans of models designed by Geoff Lefever

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



**DBHL Plan Service: IMPORTANT:**  
The rules for obtaining plans have changed.

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

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

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

Email request to [rogerknewman@yahoo.com](mailto:rogerknewman@yahoo.com),  
quoting Plan Name & I.D. number ( 1<sup>st</sup> & 2<sup>nd</sup> Cols respectively in the list).

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

If the plan has not yet been digitised, a scan of the paper plan has to be done but this could take up to two weeks, sometimes longer if a clean-up is necessary. Once I have received the digitised file back, the requester will receive an email with an attachment of the plan.

This service is provided at no charge.

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

## MSP PLANS PRESENTS FOR 2011

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 A0 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.martyn.pressnell.btinternet.co.uk](http://www.martyn.pressnell.btinternet.co.uk)

### 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.  
**ODENMAN'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 GLIDER** Designed by Bill Farrance twice winner of the SAM Radislav Rybach trophy.  
**CRESTA** A 38 in wingspan low-wing design for small diesel power and including electric motor installation.  
**FRED BOXALL'S 1956 OPEN RUBBER MODEL** successful open rubber model. Twin plan with Boxall's **SEAPLANE**.  
**FRED BOXALL'S SEAPLANE (1965)** Completing this duo of contest machines, Twin plan with the **1956 OPEN RUBBER MODEL**.  
**LAST RESORT 1956 CLASSIC RUBBER** small Open Rubber Model designed by Jim Baguley, Twin plan with **FIRST RESORT**.  
**FIRST RESORT 2006** Designed by Martyn Pressnell for the BMFA Rubber Class. Twin plan with **LAST RESORT**.  
**WINDING BOY II 1956** design by Urtan Wannop, a 38 in. span, V dihedral wing. Twin plan with **McGILLIVRAY'S LIGHTWEIGHT**.  
**JACK MCGILLIVRAY'S LIGHTWEIGHT 1958** 36 in. span Canadian lightweight rubber model Twin plan with **WINDING BOY II**.  
**CAPRICE 1959 GLIDER** The renowned lightweight glider of 51 in span, Twin plan with **GAUCHO**.  
**VAKUSHNA 1959 A2** Designed by Brian Dowling this glider won the 1960 Pilcher Cup  
**GAUCHO 1960 POWER DURATION** A first class model for 1.5 cc engines. Designed in 1959 Twin plan with **CAPRICE**.

### 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 descendent of his 1936 Wakefield Cup winner,  
**HERMES MAJOR** A 150% enlargement to 81½ in span, of the 1949 **HALFAX HERMES**  
**FRANK LOATES' 1949 WAKEFIELD** Canadian Wakefield 5<sup>th</sup> in the World Championships at Cranfield, England, in 1949.  
**BORJE BORJESSON'S 1949 WAKEFIELD** Swedish Wakefield 6<sup>th</sup> in the World Championships at Cranfield, England, in 1949.  
**GHOST WAKEFIELD 1951** John Gorham's 1951 Wakefield, One of the most successful rubber models from the early 1950's.  
**RON WARRING'S 1952 WAKEFIELD** The geared geodetic model, developed by Ron Warring for twin motors,  
**NIGHT TRAIN Mk II 1960** George French's Night Train which pioneered the use of VIT systems in the UK

#### TO ORDER:

To order plans for UK delivery please write with cheque (£ sterling) made payable to  
Martyn Pressnell, 1 Vitre Gardens, Lymington, Hants, SO41 3NA.

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

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





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

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

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

### ITC Indoor Events Planned for 2012

15th Jan and 12th Feb at Werrington Sports Centre, Peterborough. Lightweight Indoor Duration day.  
Contact [mark.benns@ntlworld.com](mailto:mark.benns@ntlworld.com)

John Shaw organises monthly Lightweight Indoor Duration days  
at Bartholomew Sports Centre, Eynsham near Oxford.

21st Jan is the first date in 2012. Contact [johnshaw@alvere.wanadoo.co.uk](mailto:johnshaw@alvere.wanadoo.co.uk)

18th Feb Manchester Velodrome, NW Area FF Gala, L/wt radio, Scale, FF classes.

25th Feb Manchester Velodrome. Normal Indoor Fly In with 30 min slots for Light and Heavy classes.

11th Mar Impington Village College, Cambridge. Contact [chris.strachan@btinternet.com](mailto:chris.strachan@btinternet.com)

25th Mar Manchester Velodrome, Normal Indoor Fly In with 30 min slots for Light and Heavy classes.

Your Velodrome contact is Dave Whitehouse at [dave.whitehouse@aone.uk.com](mailto:dave.whitehouse@aone.uk.com)

Mid Jun (Date to be finalised) Boulby, Cleveland, Indoor Nationals Lightweight Duration. Details will be published in the BMFA magazine. Contact Allan Weighell at [littleal28@btinternet.com](mailto:littleal28@btinternet.com)

Early Aug (Date to be announced) Belgrade, Serbia, DORCOL Cup events.

Contact Tony Hebb for further information. Followed by F1D World Championships.

Mid Sep (Date to be finalised) Boulby. Events for Heavier classes of duration models. Details to be published later.

### Indoor Flying with the South Birmingham MAC

#### Free Flight Only

#### Thorns Leisure Centre. Stockwell Ave.

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

Saturdays 1pm until 4pm



2011 dates

May 7<sup>th</sup>

Sep 17<sup>th</sup>; Oct 15<sup>th</sup>; Nov 12<sup>th</sup>; Dec 10<sup>th</sup>

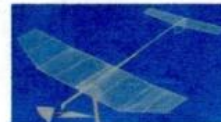
2012 dates

Jan 7<sup>th</sup>; Feb 4<sup>th</sup>; Mar 3<sup>rd</sup>.

Admission - Flyers £5.50 - Spectators £2.00

For further information phone Colin Shepherd 0121 5506132

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





## Brownhills Indoor Flying – Free Flight

Brownhills Community Association,  
Deakin Ave. Brownhills WS8 7QG

*Just off the A5*

Saturdays 1-15pm until 4-15pm - £6

2011 dates:

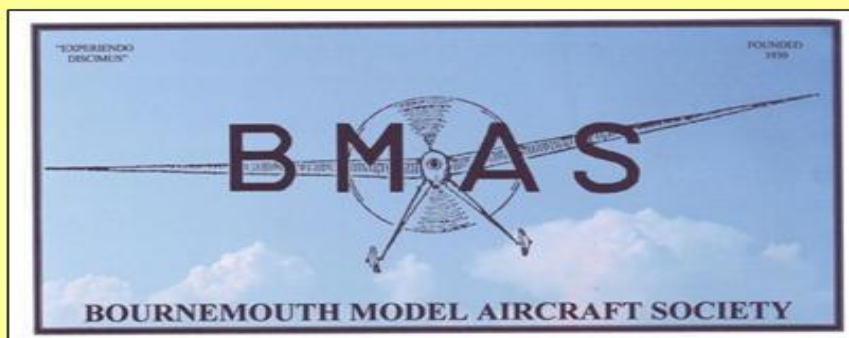
May 14<sup>th</sup>; June 11<sup>th</sup>  
Sep 10<sup>th</sup>; Oct 8<sup>th</sup>; Nov 5<sup>th</sup>; Dec 3<sup>rd</sup>.

2012 dates

Jan 14<sup>th</sup>; Feb 11<sup>th</sup>; Mar 10<sup>th</sup>;  
Apl 7<sup>th</sup>; May 12<sup>th</sup>; Jun 9<sup>th</sup>.

Contact:- Tony Eadon-Mills

Tel: 01952 240451 - e-mail: [tonyeadonmills@gmail.com](mailto:tonyeadonmills@gmail.com)



## INDOOR FLYING

TUESDAY 22<sup>ND</sup> NOVEMBER 2011

TUESDAY 13<sup>TH</sup> DECEMBER 2011

TUESDAY 24<sup>TH</sup> JANUARY 2012

TUESDAY 28<sup>TH</sup> FEBRUARY 2012

TUESDAY 27<sup>TH</sup> MARCH 2012

7pm to 10pm

## ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

**FREE FLIGHT ONLY**

**COMPETITIONS incl GYMINNIE CRICKET LEAGUE**

ALL FLYERS MUST HAVE BMFA INSURANCE

**FLITEHOOK NORMALLY IN ATTENDANCE**

Adult Flyers £4 Accompanied Juniors & Spectators £1.50

CONTACTS: JOHN TAYLOR TEL.No 01202 511502

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



## Waltham Chase Aeromodellers

### 2011-12 INDOOR FREE-FLIGHT MEETINGS

Ken and Bev Brown, with Waltham Chase Aeromodellers, are pleased to announce a new series of Indoor Free-Flight Meetings at  
**Wickham Community Centre, Mill Lane, Wickham, Hants PO17 5AL.**

DATES are

September 29 <sup>th</sup>	18:30 – 22:00	
October 27 <sup>th</sup>	18:30 – 22:00	
November 24 <sup>th</sup>	18:30 – 22:00	
December 29 <sup>th</sup>	10:00 – 16:00	XMAS Daytime Special
January 26 <sup>th</sup>	18:30 – 22:00	
February 23 <sup>th</sup>	18:30 – 22:00	
March 29 <sup>st</sup>	18:30 – 22:00	
April 26 <sup>th</sup>	18:30 – 22:00	
May 31 <sup>st</sup>	18:30 – 22:00	
June 28 <sup>th</sup>	18:30 – 22:00	

The Main Hall at Wickham Community Centre is particularly suitable for indoor free flight models of all types, with a ceiling free of obstructions. Tables and chairs will be available in the hall. Please note that NO remote-control models may be flown at these meetings.

Admission to the meetings will be £4 for adult fliers and £1 for junior fliers and spectators, whilst accompanied junior spectators will be admitted free.

Fliers MUST be insured and may be required to show proof of insurance by the organisers.

Flitehook, who carry a large stock of indoor models and accessories, will attend many of the meetings. There is also now a drinks machine on site

For further details please contact:

Ken Brown (Tel. 023 8057 8866) or Alan Wallington (Tel. 01489 895157)

or see our web site: [www.wcaero.co.uk](http://www.wcaero.co.uk)



## Salisbury Plain Trimming 2012

### Changes in use for free-flight trimming on Salisbury Plain for 2012

For 2012 almost every weekend will again be available for free-flight trimming and training by BMFA members on Area 8 on Salisbury Plain, subject to the usual call to Peter Tribe on 01225-862748 on the Friday before you plan to fly to check that there is no Army activity.

However, a small number of non-season ticket holders have been using the site without paying the single day fee. Therefore in future Area 8 will be available ONLY to those holding a valid pass for the year. The good news is that a 2012 pass will cost only £15. Send an SAE and your cheque, payable to BMFA, to Bernard Aslett, 25, Honeyhill, Wooton Bassett, Swindon, Wilts, SN4 7DX; in return you will receive a sketch map showing where we fly on Training Area 8, and a 2012 pass to display on your windscreen. If you come as a passenger, bring your pass anyway. Your name will be included on the Army security list (unless you're already on it). Please send Peter Tribe ([petertribe46@talktalk.net](mailto:petertribe46@talktalk.net)) your e-mail address in case of any short-notice changes.

Those flying any free-flight classes will be welcome, as well as those practicing for FAI FF contests. This is one of the best free-flight venues in Britain, and the aim is to improve overall free-flight standards in the UK. The following dates have been agreed, but because of the current military situation short-notice changes are more likely, so don't forget to check your e-mail every Friday or call Peter Tribe on 01225-862748.

### Dates

January	7 <sup>th</sup> /8 <sup>th</sup>	14 <sup>th</sup> /15 <sup>th</sup>	21 <sup>st</sup> /22 <sup>nd</sup>	28 <sup>th</sup> /29 <sup>th</sup>	
February	4 <sup>th</sup> /5 <sup>th</sup>	11 <sup>th</sup> /12 <sup>th</sup>	18 <sup>th</sup> /19 <sup>th</sup>	25 <sup>th</sup> /26 <sup>th</sup>	
March	3 <sup>rd</sup> /4 <sup>th</sup>	10 <sup>th</sup> /11 <sup>th</sup>	17 <sup>th</sup> /18 <sup>th</sup>	24 <sup>th</sup> /25 <sup>th</sup>	31 <sup>st</sup>
April	1 <sup>st</sup>	7 <sup>th</sup> /8 <sup>th</sup>	14 <sup>th</sup> /15 <sup>th</sup>	21 <sup>st</sup> /22 <sup>nd</sup>	28 <sup>th</sup> /29 <sup>th</sup>
May	5 <sup>th</sup> /6 <sup>th</sup>	12 <sup>th</sup> /13 <sup>th</sup>	19 <sup>th</sup> /20 <sup>th</sup>	26 <sup>th</sup> /27 <sup>th</sup>	
June	2 <sup>nd</sup> /3 <sup>rd</sup>	9 <sup>th</sup> /10 <sup>th</sup>	16 <sup>th</sup> /17 <sup>th</sup>	23 <sup>rd</sup> /24 <sup>th</sup>	30 <sup>th</sup>
July	1 <sup>st</sup>	7 <sup>th</sup> /8 <sup>th</sup>	14 <sup>th</sup> /15 <sup>th</sup>	21 <sup>st</sup> /22 <sup>nd</sup>	28 <sup>th</sup> /29 <sup>th</sup>
August	4 <sup>th</sup> /5 <sup>th</sup>	11 <sup>th</sup> /12 <sup>th</sup>	18 <sup>th</sup> /19 <sup>th</sup>	25 <sup>th</sup> /26 <sup>th</sup>	
September	1 <sup>st</sup> /2 <sup>nd</sup>	8 <sup>th</sup> /9 <sup>th</sup>	15 <sup>th</sup> /16 <sup>th</sup>	22 <sup>nd</sup> /23 <sup>rd</sup>	29 <sup>th</sup> /30 <sup>th</sup>
October	6 <sup>th</sup> /7 <sup>th</sup>	13 <sup>th</sup> /14 <sup>th</sup>	20 <sup>th</sup> /21 <sup>st</sup>	27 <sup>th</sup> /28 <sup>th</sup>	
November	3 <sup>rd</sup> /4 <sup>th</sup>	10 <sup>th</sup> /11 <sup>th</sup>	17 <sup>th</sup> /18 <sup>th</sup>	24 <sup>th</sup> /25 <sup>th</sup>	
December	1 <sup>st</sup> /2 <sup>nd</sup>	8 <sup>th</sup> /9 <sup>th</sup>	15 <sup>th</sup> /16 <sup>th</sup>	22 <sup>nd</sup> /23 <sup>rd</sup>	

## The 3<sup>rd</sup> Old Warden Swapmeet

Sunday 12th February 2012

### 180 table swapmeet.

To be held in the Russell Hall complex of the Agricultural College.

The Swapmeet will accommodate all modelling disciplines:-

Aircraft, Boats, Cars, Vintage and Modern  
Engines, Kits, Radios and accessories.

Additionally there will be a small trade presence.

Doors open at 8.30am for table holders and 10.00am for the public.

The Russell hall complex has a bar and restaurant.

Visitors are reminded that the world famous Shuttleworth Collection of full size vintage Aircraft and Motor Vehicles is based at Old Warden.

### Costs will be as follows:-

Table £10 + £6 per head (Max 2 people per table).

### Public £5

No Early Bird Tickets

Bookings will commence 1st November 2011

Bookings:- Richard Dalby 020 7607 6820

Email:- [owswapmeet2012@hotmail.co.uk](mailto:owswapmeet2012@hotmail.co.uk) or

Peter Dirs:- [pd\\_eng@yahoo.co.uk](mailto:pd_eng@yahoo.co.uk)



## Provisional Events Calendar 2012

With competitions for Vintage and/or Classic models

January 29 <sup>th</sup>	Sunday	BMFA 1 <sup>st</sup> Area Competitions
February 12 <sup>th</sup>	Sunday	Middle Wallop - Crookham Gala
February 19 <sup>th</sup>	Sunday	BMFA 2 <sup>nd</sup> Area Competitions
March 4 <sup>th</sup>	Sunday	BMFA 3 <sup>rd</sup> Area Competitions
March 18 <sup>th</sup>	Sunday	Middle Wallop - TBD
March 25 <sup>th</sup>	Sunday	BMFA 4 <sup>th</sup> Area Competitions
April 6 <sup>th</sup>	Good Friday	BMFA Northern Gala - Barkston
April 7 <sup>th</sup>	Easter Saturday	Middle Wallop - Glider Day; Club Classic
April 8 <sup>th</sup>	Easter Sunday	Middle Wallop - SAM35 Gala
April 9 <sup>th</sup>	Easter Monday	Middle Wallop - SAM35 Gala
April 28 <sup>th</sup> /29 <sup>th</sup>	Sunday/Monday	BMFA London Gala - Salisbury Plain
May 6 <sup>th</sup>	Sunday	Middle Wallop-Croydon Wakefield day
Jun 2 <sup>nd</sup>	Saturday	BMFA Free-flight Nationals
Jun 3 <sup>rd</sup>	Sunday	BMFA Free-flight Nationals
Jun 4 <sup>th</sup>	Monday	BMFA Free-flight Nationals
June 24 <sup>th</sup>	Sunday	BMFA 5 <sup>th</sup> Area Competitions
July 21 <sup>st</sup> /22 <sup>nd</sup>	Saturday/Sunday	BMFA East Anglian Gala - Sculthorpe
August 5 <sup>th</sup>	Sunday	BMFA 6 <sup>th</sup> Area Competitions
August 25 <sup>th</sup>	Saturday	Middle Wallop - SAM 1066 Euro Champs
August 26 <sup>th</sup>	Sunday	Middle Wallop - SAM 1066 Euro Champs
August 27 <sup>th</sup>	Monday	Middle Wallop - SAM 1066 Euro Champs
September 1 <sup>st</sup>	Saturday	BMFA Southern Gala -
September 16 <sup>th</sup>	Sunday	BMFA 7 <sup>th</sup> Area Competitions
September 23 <sup>rd</sup>	Sunday	Middle Wallop - Crookham Coupe Day
October 14 <sup>th</sup>	Sunday	BMFA 8th Area Competitions
October 21 <sup>st</sup>	Sunday	BMFA Midland Gala - N Luffenham
October 27 <sup>th</sup>	Saturday	Middle Wallop - TBD
October 28 <sup>th</sup>	Sunday	Middle Wallop - Trimming & <b>A.G.M.</b>
November	Sunday	BMFA 28 <sup>th</sup> Free Flight Forum - Hinckley
December 2 <sup>nd</sup>	Sunday	Middle Wallop - Coupe Europa

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

For up-to-date details of SAM 1066 events at Middle Wallop check the Website - [www.SAM1066.org](http://www.SAM1066.org)

For up-to-date details of all BMFA Free Flight events check the websites [www.freeflightuk.org](http://www.freeflightuk.org) or [www.BMFA.org](http://www.BMFA.org)

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

## Useful Websites

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

### Are You Getting Yours? - Membership Secretary

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

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

To get back on track, email [membership@sam1066.org](mailto:membership@sam1066.org) to let us know your new cyber address (snailmail address too, if that's changed as well).

# *Happy New Year*

*That's all folks!     John Andrews*