

	<h1 style="color: red; text-align: center;">NEW Clarion</h1> <h2 style="color: red; text-align: center;">SAM 1066 newsletter</h2>	<p style="text-align: center;">Issue 09.02</p>
		<p style="text-align: center;">February 2009</p>

Affiliated to the  - Club No. 2548
SAM 1066 WEBSITE — WWW.SAM1066.ORG

<p>EDITOR: Vic Willson, 14, Regent Close, Lower Earley, Reading, Berks., RG6 4EZ</p>	<p>Tel: 0118 9756726 Email: vw756726@aol.com</p>
---	--

CONTENTS

	Page
Middle Wallop 2009 - <i>By Mike Parker</i>	4
David Baker Heritage Library - <i>By Roger Newman</i>	5
Towing the Line in O-Nine - <i>By Rod Audley</i>	5
Notes on C.S. Rushbrooke's Mayfly - <i>By Bob Owston</i>	8
New Year Indoors at Thorns - <i>By John Andrews</i>	10
Model of the Month - <i>Korda '39 - By Vic Willson</i>	12
1939 Wakefield Cup Report	15
Name That Plane No.7 - <i>By Roy Tiller</i>	20
BMFA FF Conference - 1 st March	21
Indoor Flying at Cardington - <i>By Laurie Barr</i>	22
Impington Indoor Meeting - 15 th March 2009	22
Worcester Indoor FF Events	23
Chobham Tree Chop Dates	23
BMAS Indoor Events	23
Wickham (Hants) Indoor Events	23
O.F.M.A.C Indoor Events - Wallingford	24
South Birmingham Indoor FF at Thorns Leisure Centre	24
Oxford MAC Portmeadow FF Meeting - 6/7 th June 2009	25
BMFA Free Flight Nationals - 24 th -26 th May 2009	26
Useful Websites	26
Dixielander Celebration	27
Forthcoming Events	28

EDITORIAL

A nice surprise to receive Rod Audley's glider contribution for this month's newsletter. Many of us have hobbies other than aeromodelling and sometimes these take priority, but it seems to me that 'once an aeromodeller, always an aeromodeller' and good to hear that he has got his enthusiasm back.

As Peter Michel reminded me recently 2009 is the 70th anniversary of Dick Korda's famous victory in the Wakefield Cup. This anniversary has been rather overshadowed by the Dixielander celebrations, but it would be nice to encompass both this season.

In conjunction with John Thompson and with the co-operation of the Croydon Club we will be running a 'Korda '39 competition' at both the Easter and August SAM 1066 meetings at Middle Wallop.

The highest placed Korda '39 in the 8oz Vintage Wakefield events at these meetings will be the winner.

Attention all indoor flyers: Have a look at Laurie Barr's notice regarding Cardington (page 22). This is a golden opportunity to fly in the largest indoor venue in the country - an opportunity not to be missed.

As I explained in last month's edition, unfortunately I didn't know David Baker, but it is obvious from the messages received from so many of you that he was a special person, very highly regarded by many and will be fondly remembered.

The following pictures (*kindly supplied by Dick Twomey and Peter Michel*) will hopefully bring back happy memories of days gone by.





Angel of the South!

Middle Wallop 2009 - BY Mike Parker

The Defence Estates licence for all of the advertised events is now in place so we can look forward to 14 days of great model flying. Can someone please take on David Baker's role and order the weather.

Crookham Gala

Due to the freak weather and associated travel difficulties the Committee reluctantly decided to abandon the Middle Wallop meeting on February 8th. The Crookham Gala has now been provisionally rescheduled for Sunday March 15th (trimming and fun flying will be welcome as well).

SAM 1066 Gala

You may be aware if you read last month's issue of the New Clarion, that the days at Middle Wallop offered to SAM 35 (requested by them!) have now been declined and therefore the SAM 1066 committee has, after discussion with various members, re-organised the weekend as a SAM 1066 Gala.

The Saturday & Sunday (May 9th & 10th) will now consist of the following contests but will of course include Fun Flying & Trimming (BMFA members only). For further details see the club web site.

Saturday

Classic Glider
Lightweight Rubber
Vintage Coupe d'Hiver
Classic Power

Sunday

Vintage Glider
4oz/8oz Vintage Wakefield
Middleweight Vintage Rubber
Vintage Power
Texaco Spark Ignition

Dogs

Dog owners please be aware that following an enquiry regarding the information relating to access for dogs at our events at Middle Wallop, it is now confirmed that **NO dogs are permitted on the airfield at any of our events**. Apologies to those affected, the committee made every effort on your behalf. The club web site page now reflects this change.

However, if you are camping at Easter or at the SAM 1066 champs in August you can still bring your dog onto the campsite (please note that no dogs are to be left unattended).

Organiser(s) needed

Due to a conflict in events caused by a late change of date for the BMFA 5th Area Free Flight event, SAM1066 now needs a volunteer to act as event organiser for the Fun Flying & Trimming day on Sunday September 20th. Both John Thompson and I will be at the Area event so if the date is to go ahead someone needs to put their hand up. In truth it's very easy and doesn't mean that you can't also fly.

Perhaps a couple of you can get together and share the responsibilities, full training can be given at events earlier in the year. In truth we do need more people to take on some tasks, John, Lindsey and myself can't be on the committee for ever!! *(neither can I edit the newsletter! - Ed.)*

David Baker Heritage Library - By Roger Newman

As most SAM 1066 members are aware, the late David Baker had assembled a unique collection of plans, magazines and books covering many aspects of our hobby. Before David died, the possibility of setting up a library composed from this collection was discussed with him. He was in full agreement, as were his daughters Julie & Alison, so the concept was put to our Committee together with the suggestion that it should be called the SAM 1066 David Baker Heritage Library and they also agreed.

Space is (always) a problem, but sufficient space has been located to get started. The first load of material was collected from Northampton recently, but it will necessitate a few more trips to bring everything together. However, once assembled, the intent is to catalogue all items that can be put into the library and place the catalogue on the SAM 1066 website, such that members can request copies or loans of whatever via web access. This will take a few months!!! Nevertheless the goal is to get it up & running later this year. The intent is that it should be run on the basis of covering costs only - i.e. non profit making.

There will be updates on progress in future editions of the NEW Clarion, so members know what is happening. Maybe one day, we shall be able to find a permanent home and expand this unique collection to a National Archive, but that's for the future.

Towing the Line in O-Nine - By Rod Audley

"Evolution":

"Who's rattled your cage then Audley?" I hear some of you ask. Yes, well, after two years messing about with racing motorcycles up hills, it's also come as a bit of a surprise to me this sudden enthusiasm for modelling again (although I think we all have dips and peaks of enthusiasm from time to time - we do, don't we?).

Whichever angle you're coming from, you have Brian Jones of the Cornish Vintage Aeromodellers to thank/complain to. Receiving his inspiring letter really got me thinking about the vintage/classic scene in general: hence my writing the "Proposed changes to existing SAM Vintage/Classic Glider rules" in an earlier (November?) edition of 'Clarion'. Thankfully, many of you (including the Mauritius Chapter of SAM 1066) received the changes favourably. Anyway the proof of the pudding is always in the eating and this flying season will show whether it is the right or the wrong way to go.

As some of you will know from my SAM 35 Speaks articles, I don't get excited very often, but right now I'm getting very excited indeed.

So, what is there to get excited about? Well, for too long Vintage glider has often been seen as the poor relation to the other classes because of the limited choice of models. Advancing the cut-off dates at last gives the opportunity to source, build and fly new

gliders, not only in Vintage but Classic as well. Lets take a look at the individual glider classes.

Vintage "up to 50in":

With this class being long (maybe too long!) dominated by the 'Lulu' and 'Nord 2', it will be nice to see if the 'new' period will throw up any designs to challenge them. My immediate thoughts turn to the 'ultimate clunker'; the 48in "Corsair".

A SIMPLE 48" A/2
FOR BEGINNERS

THE
CORSAIR

By
J. R. HOLT

Age 25 . . . Member Upton M.F.C. . . .
wife is a keen aeromodeller . . . main
interest is in Wakefields, Lightweights and
Gliders . . . has no other hobby than
aeromodelling.



Quite a few have been flown in the Rybak Trophy event for Vintage A2s, and have regularly been used in the 'old' up to 1954 Classic Glider section with occasional success. Maybe now it will become even more popular as it is the natural step-up from the "Lulu" in building terms - certainly quicker and uses far less materials than the "Nord 2". Build it light and make sure the tailplane is at zero incidence, and it will certainly give you a chance of winning a pot or two.

Two other gliders that fit perfectly into the extended 'Vintage' period are the Frog "Fortuna" and the Mercury "Grebe" (plan of the former available from "Pete's Plans"). They are both a fraction under the maximum span, but I'm convinced are capable of good contest performances. Best of all, they look the part.

Vintage "over 50in"



As I mentioned in my earlier article, proper British 'Vintage' looking models previously ignored now become eligible - and about time too! "Seraph", "Quickie" and "Shark", to name but a few will certainly make 'Vintage' glider more attractive (I overheard two pundits in the Apache restaurant late last year describe gliders as "boring" - cheeky B's!). Kit designs like the Veron "Vortex" and Mercury "Marauder" could also attract some attention. And, not to forget of course, two top foreign designs available from X-list that could put the cat amongst the pigeons, the "Aurikel" and "BG 44".

Hang on you may think, I'll need to build new models to be competitive. Don't panic. I'm sure any decent pre-51 glider will still be a match for the newcomers, indeed I will continue to fly my 1946 "Suomi",

confident it will be OK. As they say in life, "It ain't what you got, it's what you do with it", and this saying applies equally well here.

More importantly, It will be very interesting, and I use that word again "exciting", to see how things will develop throughout this coming season - hopefully, to the greater benefit of our competitions.

Classic "up to 50in"

This will be another one to keep your eyes on this year. What I like most about this new class, is that it is a natural progression of SAM 1066s original "up to 50in" 'Vintage' glider programme all those years ago. With 'Classic' being the latest successful addition to aeromodelling generally, what better time to introduce a new "up to 50in" class. John Wingate, myself and a few others have been trying in vain to get flyers interested in building pre-60 A1s. Fingers crossed, this could be the springboard they need: a class at last where they can be flown like the A2 designs in 'Open' glider events, i.e. no weight rule. I'm confident of getting my 42in "Hatchetman" ready in time for the '10th Glider Day' (sod it, I'm flying in the competition this year!), so that's one entry, and hopefully those I know who have already built one in previous years will join me.



HATCHETMAN



Of course, it's not only A1s that are eligible. There are a few tasty 'open' designs out there that can be discovered - Frank Zaic year books are as good a place as any to start with!

Classic "over 50in"

This class will more or less carry on as in previous years (except for the one 75 mtr towline length), but next year could see a change! I've already been asked why the 'Classic' cut-off date hasn't been extended too.

Well, I like to be pragmatic about these things, especially as we've already taken a big step. Another reason was that I hadn't done much research into the matter, and didn't want to make a monumental gaff. I did previously mention 31 Dec 1963 as a possible 'Classic' cut-off date, and by pure chance this date seems to be OK.

I've checked with the likes of Mike Woodhouse (of Free Flight Supplies), as to when fishing rod/fibre glass fuselage tubes came onto the scene. Mike himself wrote an article on the subject in 1965, and thinks they may have first appeared the year before. If this is correct then we might see its introduction in 2010. Before then though, I hope to gather your thoughts on the matter at forthcoming events.



"What's in your model box?"

Well, I've told you about a couple of mine, so would you like to write and tell the 'Clarion' about yours? Glider input to the magazine, from time to time, is important to keep interest ongoing in our branch of the sport. This can be done various ways, i.e. direct to the Editor or through me. Although I don't intend to write on a regular basis, I am more than happy to collate your views, or whatever into a column. E or Snail-mail will do.

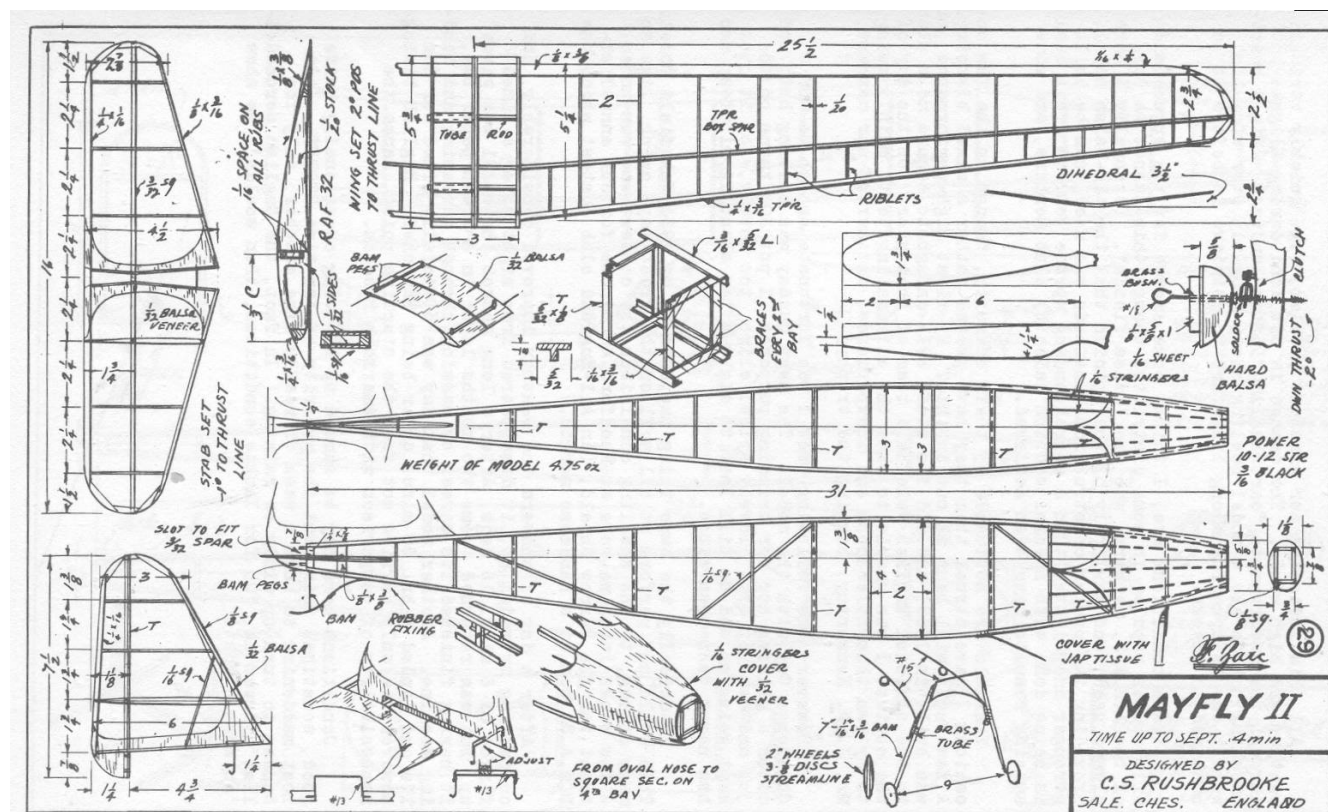
Finally:

Peter Newman our trophy co-ordinator is trying to track down Mr D Trueluck who won the 'Classic' glider trophy at last year's SAM Champs. If Mr Trueluck would care to contact Peter via the Editor or myself, it would be greatly appreciated.

Rod Audley. 5 Boundary Road, Coalpit Heath, Bristol, BS36 2PU.

E-mail: rod.audley@btinternet.com

Notes on C.S. Rushbrooke's Mayfly - By Bob Owston



Introduction

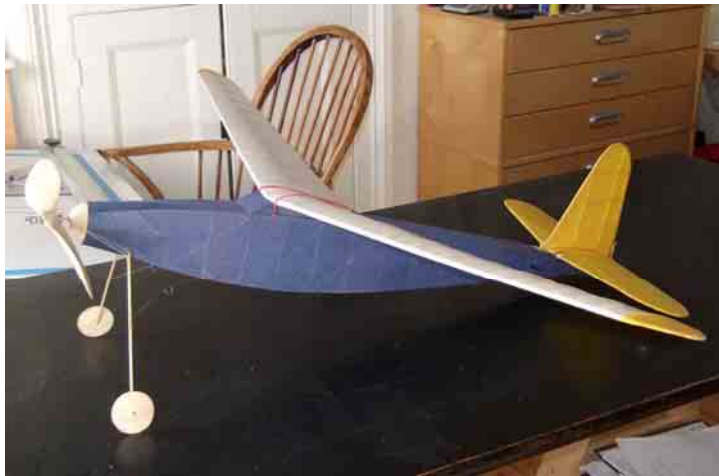
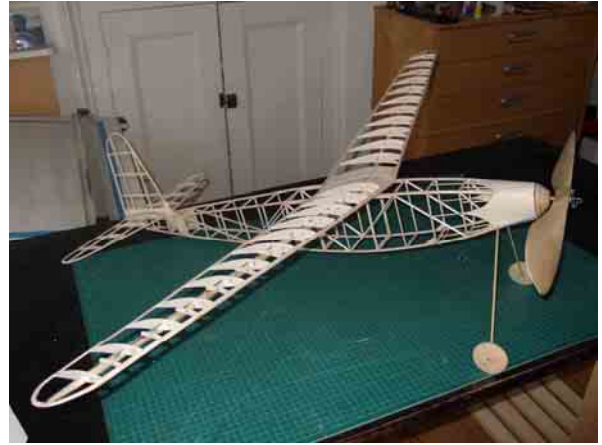
This project began with coming across an article by Ramon Alban via SAM 1066 website. Since Ramon had carelessly left his e-mail address, I asked him for a plan reference, thinking of something to browse. He kindly sent me a copy of a 1936 publication from, I assume, a Frank Zaic year book (1935-36 Yearbook, page 29 - Ed.). I subsequently came across another Zaic plan, for the same model (SAM Speaks 12/94, page 42/43 - Ed.). This differs in some detail, particularly in the wing geometry, which in the first plan the wing is set out from a straight trailing edge whereas the second has a straight main spar thereby eliminating the sweep back. For my interpretation I decided to go for the sweepback.

Design

I'm no purist. Rather than slavishly copy the original, I prefer to try to understand the design intention and reinterpret it without making significant alterations to the aerodynamics and the overall appearance. (Many good ideas in engineering became unvisited backwaters through lack of the right materials or development arrested by a simple misunderstanding of the obvious. The famous photo of the Wright brothers first flight looks very much like a sideslip due to lack of dihedral.) Anyway, many vintage designs have fairly obvious structural shortcomings and many exhibit needless constructural complexity. The Mayfly is no exception.

The built up longerons would be extremely difficult to make and would inevitably be heavier with all that glue than standard 3mm sq. The ribs threaded around a box section mainspar would offer no aerodynamic advantage and little torsional resistance to warping compared with a much simpler solid construction with the ribs notched over. Actually I used 2mm sheet cut to taper and, dare I admit, a spot of discrete carbon fibre reinforcement.

The tail end had to be redesigned to accommodate a DT. The prop low pitched and hopeless I have replaced with a 400 dia x 600 pitch effort caved from block laminated from 12mm sheet. Very satisfying but over 90% wasteful. And so on.



The tapered, swept back wings, as Ramon found, are probably liable to tip stalling. I intended to build with washout but only managed it for the left wing. In the event, it so far seems quite stable.

Also, since I drew my plan substituting a 50 mm module for 2 inches on the Zaic drawing, my version is a bit smaller than the original. Is it still a 4 oz. Wakefield? It weighs nearer 6.

Yes, it has flown and most satisfactorily. Under perfect winter, almost windless, conditions with about

55 gms of 10 strand it plods up in wide right hand circles almost to the end. I might try it on about 70 grams of 18 strands of 1/8th to see if it will plod for 1250 turns.

Mayfly Weight in Grams

	Uncovered	Covered & Doped
Fuselage	27	33
Wings	29	34
Fin & tailplane	7	10
Prop assembly		22
Undercarriage		8
Motor		<u>55</u>
Total		162 grams.

New Year Indoors at Thorns - *by John Andrews*

As usual this time of year I can't seem to get into building, I've managed to get two plans of the 'Dixelander' thanks to Colin Shepherd and John Wingate. Colin's was his own building copy with modifications to the plan form for another version he had made, so when John Wingate's Xmas present of a nice new plan arrived I was able to return Colin's. Colin has already built a light Frog 1.5cc version and he'll probably have built another before I've even made my wing rib template. I have been distracted by an urge to get back into some sort of radio control as a friend of mine has given me a Deacon kit so, Vintage Radio thinks I.

I ventured into the garage roof trusses and retrieved my Majestic Major from times past, the idea being to get it airworthy again and see if I could remember how to fly radio. This idea has proved time consuming, the throttle cable had gummed up over the resting period of lord knows how many years so the engine, an OS 60FS, had to be removed to facilitate the fitting of a new cable. I also remembered that it used to fly with a lot of down elevator so increasing the tail plane incidence was another job and having done that, I thought I was now ready to go.

The radio gear is FLEET, that should indicate how old everything is, but it seems to have charged up OK however I think I will renew the flight pack. I used FLEET gear because I competed in the National Small-bore Rifle meeting at Bisley for a number of years and Fleet was nearby, so I got my bits and bobs whilst I was down there for a week in August every year. More bragging, I was, and still am to some degree, a good rifleman having shot in the county team on several occasions and have a few medals and badges to boot. Right is a more current picture of myself left and my daughter, also a shooter, on the right.

Digressed, back to my time wasting radio control distraction, now I have to dig deeper into the garage for a flight box, fuel pump, starter etc. It seems never ending; no wonder I have not started any free flight building. Pictured below is the offending Majestic Major, named by me 'JUNIOR 88' as it's really just an enlarged 'Junior 60'.

Talk about digressions, that's one whole page and I've not got to Thorns yet.



Saturday 24th Jan. saw me in Birmingham with my 'Gyminnie Crickets' and a 'Stick'. I did a bit of flying, the most meritorious being a 3-17 with my Polystyrene Cricket. I was not on particularly good form as I had been at the golf clubs 'Burns Night' celebrations on the Friday night previous and was still a little fragile, my aging constitution struggles to handle wine, whiskey and that blessed bagpipe music these days. I did manage to get a few pictures however.





Colin Shepherd with his lightweight Cricket and another of David Vaughan's scale masterpieces, a rubber powered Russian 'Lavochkin' LA5, I think.



International Indoor flyer Derek Richards chats to Mick Chiltern, who is holding his $\frac{1}{2}$ scale GH 20 Vintage Wakefield. Derek tells me he is now set up to cut indoor wood and hopefully I'm in for a few bits of good light thin stuff.



David Dyer left, with his half size polystyrene 'Senator', an excellent flyer and right, Allan Price modelling his half size Keil Kraft 'Competitor'

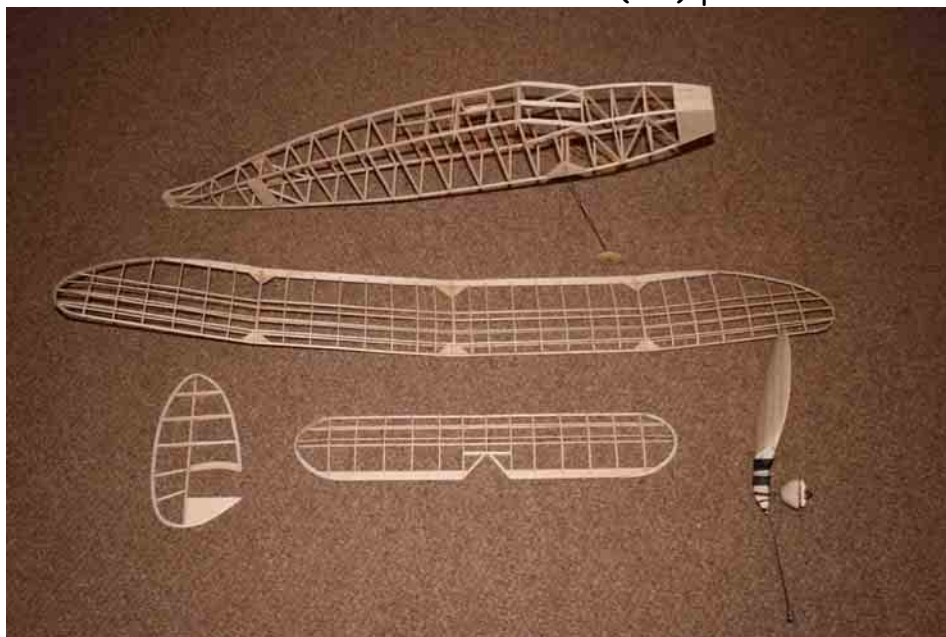


Finally Derek Kirby's 'Nesmith Cougar', still at the initial trimming stage but it looks like a good model for Scale Duration.

MODEL OF THE MONTH - Korda '39 - By Vic Willson

Rummaging through my collection of plans recently, I came across the drawings for Dick Korda's 1939 winning Wakefield. These yellowed and battered drawings must have been languishing at the bottom of my plans drawer for at least 30 years and now seemed the opportune moment to put them to good use.

The construction follows the standard (US) practice of the time with a multi-spar wing and tailplane and a very practical and robust fuselage. A single blade folder provides the whirly bit at the front.



I decided to laminate the wing tips, tailplane tips and fin outline, for no better reason than I just like laminating outlines (and experience has shown that they are very durable).

As with all 8oz Vintage Wakefields the wing appears to be much too small for the fuselage and had me checking the

plan to make sure that I hadn't built a 2/3rds size wing or an oversized fuselage! I have made the undercarriage plug-in for ease of storage and transport and incorporated a tip-up tailplane D/T actuated by a TOMY timer (*from Spencer Willis*).

I followed my usual formula of covering the wings with Esaki Lite-Flite, the tailplane and fin with lightweight Polyspan and the fuselage with light weight Polyspan and then with Esaki Lite-Flite.

I fitted an ex-Yankee IV motor of 16 strands X $\frac{1}{4}$ TAN Super Sport and the CG seemed to be about spot on. Unfortunately, shortly after finishing the model, the weather turned nasty and it was only a couple of weeks ago that I finally managed to get out to Chobham to see how it would perform.

I needn't have worried; a 64th of packing under the tail and the glide was quite impressive, so on went 250 turns which produced a tight, but stable circle or two (I had put some sidethrust packing in place before leaving home).

After reducing the sidethrust the circle opened out nicely and 500 hundred turns got it climbing nicely.

Fading light and lack of space dictated that further trimming be left to another day, but it does seem promising and I look forward to working it up to full turns at the first suitable opportunity.

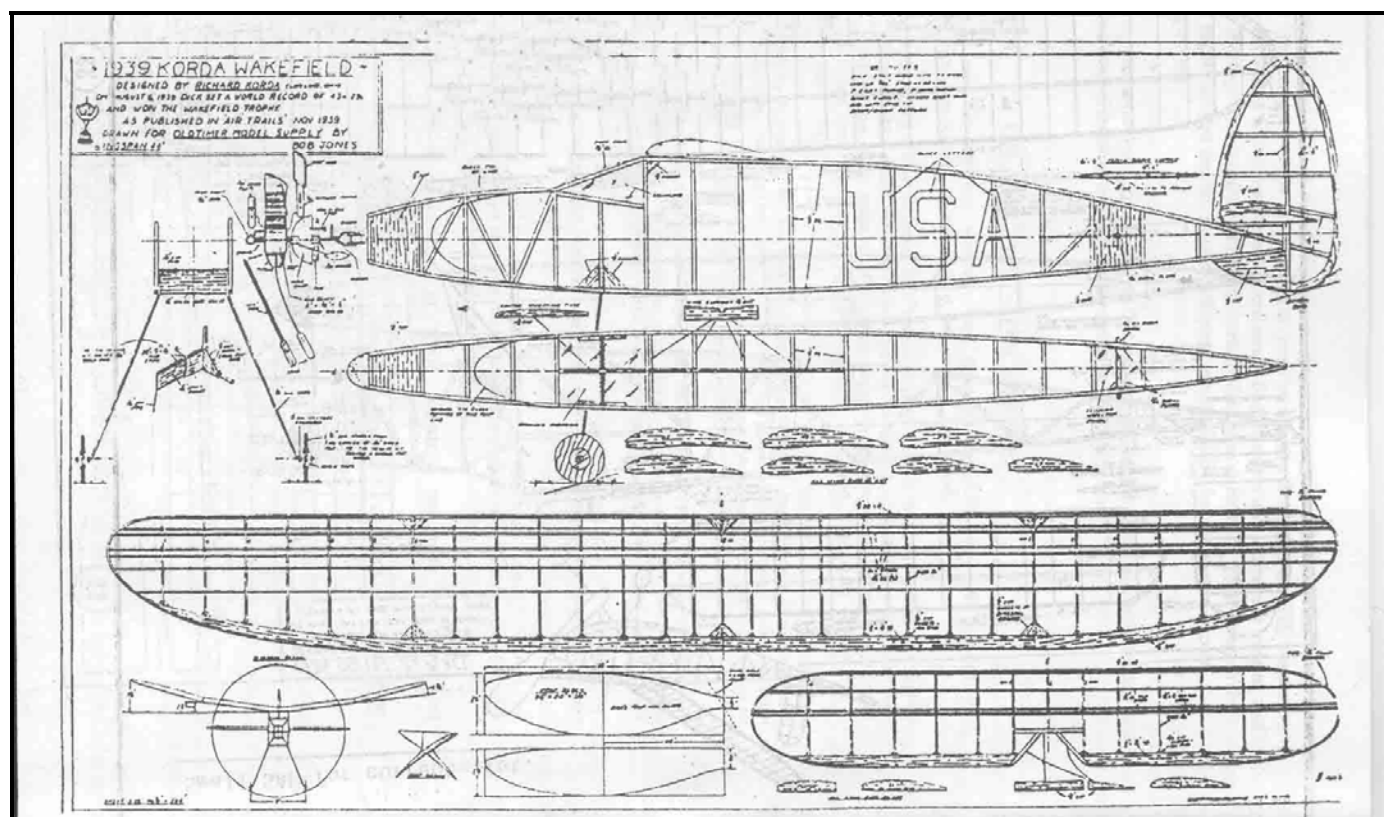


The weights (grams) worked out as follows:

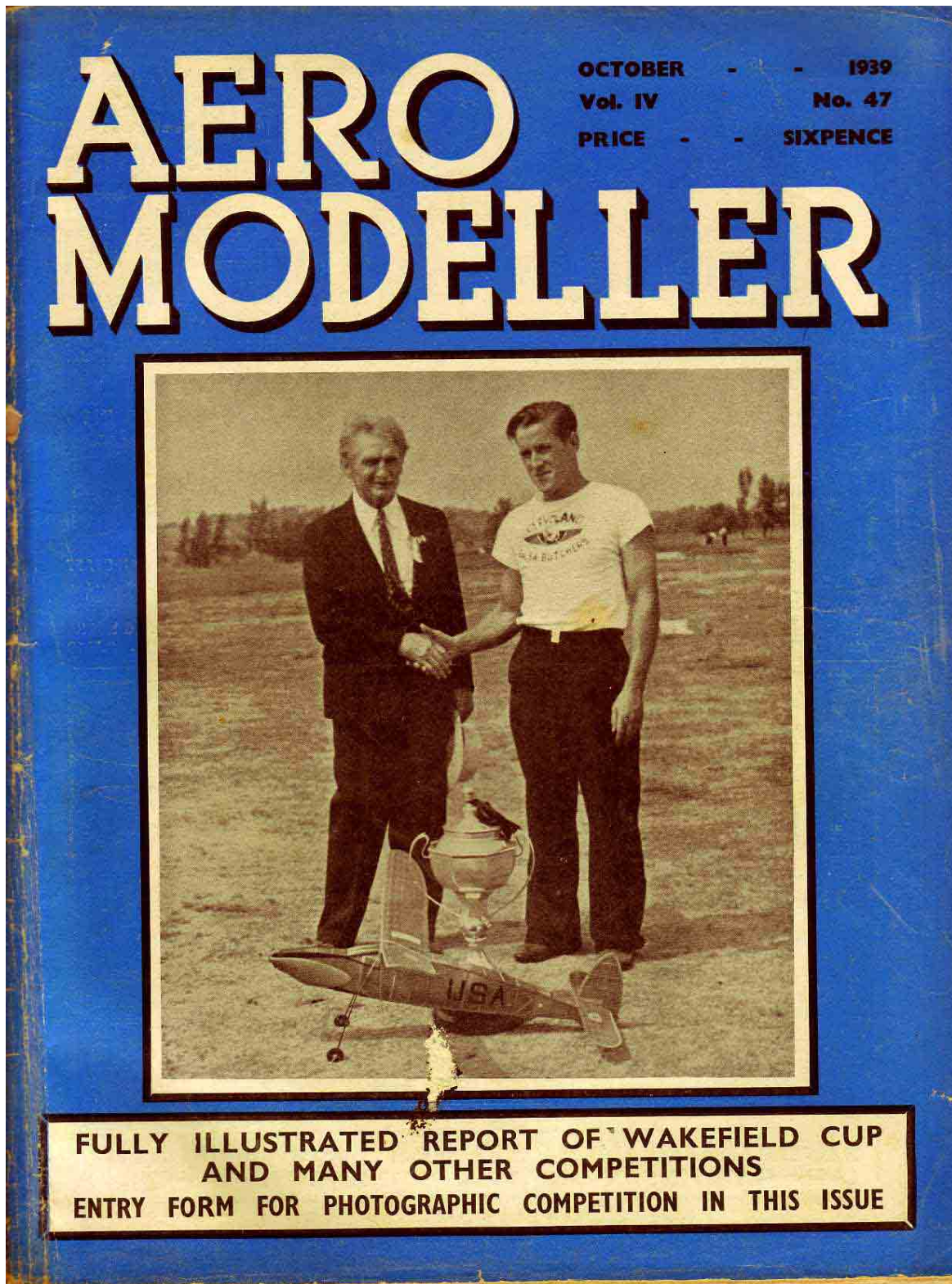
	Uncovered	Covered	Covered & doped
Wing	23.1	31.5(1)	33.2
Fuselage	31.1	39.1(2)	42.6
Tailplane	9.2	11.2(3)	11.7
Fin(s)	3.4	4.8(3)	5.2
TOTAL	66.8	86.6	92.7
Prop assembly	-	-	35.1
Motor	-	-	95.0
Ready to Fly	-	-	222.8

- (1) - Esaki Lite-Flite tissue
- (2) - Polyester & Esaki Lite-Flite
- (3) - Polyester

STOP PRESS: A limited number of Spencer Willis kits for the Korda '39, price £49 + P&P are available from FLITEHOOK - see contact details at the end of this newsletter.



The 1939 Wakefield Cup event was reported in the Aero Modeller as follows:





WAKEFIELD CUP

On left we show Len Stoti's model, "Flying Minutes," taking off, and on right Bob Copland's model just getting away. Below is Dick Korda's model taking off on its winning flight.

GOOD-BYE and good luck! With all the best wishes for a successful and happy trip, the 1939 British Wakefield Cup Team left Waterloo via Southampton for New York, on Wednesday, July 26th.

Mrs. Thurston, who had made a special journey in order to see the team off, presented each member with a red carnation and a black cat mascot for luck. There was also a good crowd of photographers and well-wishers.

The boys were all feeling very fit and looked exceptionally smart in their new S.M.A.E. blazers.

At Southampton the team had to face another battery of Press cameras, and an old north country friend, Joe Kenworthy, was present to see them off.

The voyage was uneventful, the weather improving, and as we neared New York the temperature soared up towards the 100 mark and we realised that our greatest problem would come from this direction.

This was evident from the great amount of time the boys spent down below in sweltering heat, prewinding and testing their rubber. A torque-testing device was made by Messrs Copland and Faulkner, and many interesting curves were plotted from the figures obtained.

The officers on board the Aquitania expressed a desire

to see our models so we arranged an exhibition in the writing room. They were keenly interested and spent an hour examining them. In return they arranged for us to be conducted on a tour of the ship's engine room, etc., an offer of which we took full advantage, and had a most enjoyable time below decks.

We arrived in New York on Tuesday, August 1st, and were met by the organisers of the contest, Irwin and Nat Polk, also by our old friend Frank Zaic, Mr. Lieu, Henry Moller and others, who escorted us to the Hotel New Yorker where provisional bookings had been made.

This was indeed a huge hotel, and in fact it was one of the largest and tallest in New York, being forty storeys high, and containing 2,500 rooms.

From our windows on the 18th floor we had a magnificent view of the city and the Empire State Building, which is the tallest in the world.

We learnt on the Thursday morning that Irwin Polk had suddenly been taken ill and had to be rushed to hospital and have an operation for appendicitis. As he was chiefly responsible for the organisation of the affair his brother had to carry on. We hope that by the time we go to Press he will be well on the way to complete recovery.

As the organisers had arranged no official programme until Friday the 4th we spent the next few days in sight seeing accompanied by Frank Zaic and Henry Moller. During this period a visit was made to the New York World's Fair, the Empire State Buildings,



COMPETITION

Report by

**LEN STOTT and
NORMAN LEES**

and other places of interest. Two days before the contest, Hill and Faulkner were taken ill with a form of 'flu. The doctor was called in and they were confined to bed. The rest of the party were put on an antiseptic gargle course as a precautionary measure. On Saturday morning, the day prior to the contest, arrangements had been made to take all the competitors out to the flying ground, which was about 15 miles out of New York.

On arrival at the proposed flying ground it was immediately seen this was far from ideal, and an inspection of the spot allocated for the contest proved this to be quite impossible as it was sandwiched between a dense wood and the airship hanger. The remainder of the airport was under long grass except for the runways used by the full-sized machines, which of course could not be made use of. The alternative to this was the golf course attached to the aerodrome, which was equally unsuitable owing to being studded with numerous trees and shrubs.

The officials accompanying the team protested strongly against the unsuitability of both sites, receiving full support from the British and American contestants, including the proxy flyers.

After considerable pressure the organisers made an attempt to fix up an alternative site, but due to lack of available time before the contest this effort was unsuccessful, and there was no alternative but to use one of the sites mentioned.

After a meeting of the contestants and officials it was decided the golf course possessed fewer disadvantages than the aerodrome. According to English standards even this ground would be considered unsuitable for an ordinary club competition, much less an international contest.

Whilst awaiting the return of the officials, the boys had a flip round the city in one of the "blimps." This was an interesting experience, each airship taking up six passengers for each flight.

The day was broiling hot and a few of the more adventurous American boys put on more turns than was wise whilst test flying, and a few machines were even lost to sight in the clouds. Apart from one model which was fortunately not in the competition, the others were returned. Later in the evening, as the temperature dropped a little, our own boys got out their models and were soon putting in some good practice.

It was evident that our methods and ideas were totally different to those of the Americans. They almost all favoured short, thick motors which literally tore the



models up, whilst our boys had longer motors and a steadier climb.

Under these conditions the flights obtained by the English team showed up very favourably, and the Americans freely admitted their apprehension for the contest.

We returned to New York about seven-thirty, and were just in time to hear the weather forecast for Sunday. This was bad from our point of view—becoming warmer, calm at first, wind increasing later in the day. This proved itself to be an accurate forecast.

Later in the evening came the check-up and weigh-in of the models. This proved something of an ordeal, lasting until 2 a.m., with Messrs. Houlberg, Cosh, York, Faulkner and Lees doing yeoman service in various capacities, the latter working with his slide rule until he fell asleep.

Quite a number of foreign models did not comply with the Wakefield rules and required numerous alterations. Korda's, for instance, was underweight, the cross section of his fuselage was small and his tail area too large. To overcome these faults he had to make the necessary adjustments, and submit his model for another re-check in the morning.

The great day arrived, and before we left New York for the contest the temperature was almost 90 degrees, and on our arrival at the field it was stifling hot as there was no wind whatever. In fact it was a similar day to that experienced at Gouyancourt, in France, last year. A fly tent was erected by the English team to protect their models from the sun, and after another weigh-in, the contest was soon under way.

In the draw for positions, New Zealand was first, followed by America, Great Britain, France, Canada and South Africa. As the New Zealand entry was scratched, the first machine to take off was that of America's No. 1 man, Dick Korda.

With a great "zip" his machine took off and climbed almost vertically, in tight circles. It attained a good height under power, and, still rising, it was evident it had contacted a thermal. Within a few minutes it was over a thousand feet, and soaring up with each turn.

In the meantime, Charlie Gibson, flying proxy for Fred Almond, who unfortunately could not make the trip,

wound up for his first flight, but broke his motor with only three-quarters of the turns on. By the time N. Lees was called upon to wind up, Korda's time was announced over the microphone as 22 minutes, and still soaring round in circles, almost over the take-off board—a heartbreaking sight for us.

We realised we were up against it, and when Lees rubber broke, this was blow No. two with a vengeance.

As Pacham had his model ready, he went off No. 3, but unfortunately, his machine was faultily adjusted, and failed to rise above about 100 feet, his time being 82 seconds.

By this time Korda's machine was still up in sight, having clocked 34 minutes and broken Bob Copland's world record.

The Canadian entry of Fred Bowers had also connected a thermal, and turned in a flight of 12 minutes.

Things were certainly not going too well, and when Copland took off we were hoping for better things. His model, however, took a different direction to Korda's, and made a normal flight of 165.4 seconds. About this time, Korda's model began planing down, and eventually landed within half a mile of the field after a wonderful flight of 43 minutes 29 seconds.

Spurred on by this achievement, Len Stott began winding for his first flight, and consternation was pretty complete when his motor broke in the middle. This was a most unexpected blow as we had carried out exhaustive tests on our rubber prior to the competition, and could only be explained by the terrific heat of the day.

It was now the turn of Gibson and Hill, but they could do no more than 128 and 80 seconds respectively. The Frenchman, Giovanni, whose machine was being flown by Shoenbrum, had just clocked 9 minutes, the third best flight of the day.

Len Stott now took his first flight which was something of a gamble, due to the fact that the nose-former of his 'plane had been knocked out when his motor broke. Our luck was still out, however, his 'plane made a normal flight of 150.75 seconds, thermals at this time being conspicuous by their absence.

A break was made for lunch, but this was brief, and the contest was soon on its way again.

Our greatest blow came now; a stiff breeze sprang up and the sky became overcast. It was obvious that it was impossible to improve on Korda's time. In fact, the Americans were so sure of victory that Korda was freely photographed with the cup—this before the second and third flights were made.

Copland made the best flight of the second round with 308.5 seconds, followed by Stott with 211.5 seconds.

The times generally decreased as the day wore on and the best flight in the last round was 195.4 seconds by N. Lees.

From the foregoing it can be plainly seen the contest was over after the first flight.

Once again the Wakefield Cup had been won by one outstanding thermal flight, and whilst not in the least begrudging the Americans their victory, one was left with a feeling of dissatisfaction that this trophy should be won in this manner.

There were showers of congratulations for Dick Korda, who is one of the best, and has been consistently successful for many years.

We attended a banquet on Monday evening at the Hotel Ambassadors, where the prize-giving took place.

Bernard Macfadden presented the trophy to Korda and also handed over a cheque for 250 dollars to be distributed amongst the American team. There were many notable people present, including representatives of the Air Force, Navy, American Airlines, and Lord Wakefield's American representative, Mr. Hughes.

On Monday morning both teams were conveyed in a bus to American Airlines, in Newark, New Jersey, and had a very enjoyable trip in an airliner. This lasted an hour and we were permitted to visit the cock-pit in threes and watch the ship being controlled by the two pilots.

From here we visited the Kresge Store, in Newark, where we had lunch, and were appointed members of the Kresge Aero Club. The numerous speeches after lunch were very interesting, and Casey Jones, who runs an aeronautical training school invited us to have a look round his school. The leaders of each team were presented with Standard petrol engines.

Tuesday was spent in another visit to the World's Fair, and after lunch we called at Forest Hills and were introduced to Mayor La Guardia.

We left New York on the "Queen Mary" on Wednesday noon, and by this time were ready for a little relaxation. The crossing was most enjoyable, and as we neared England we began to feel more normal—and considerably cooler.

The Wakefield was again over, and though we had gained no honours on the field, we were far the richer in experience. The lessons we learned should be of great value to the team who will compete for the trophy in 1940.

WAKEFIELD INTERNATIONAL CONTEST, 1939

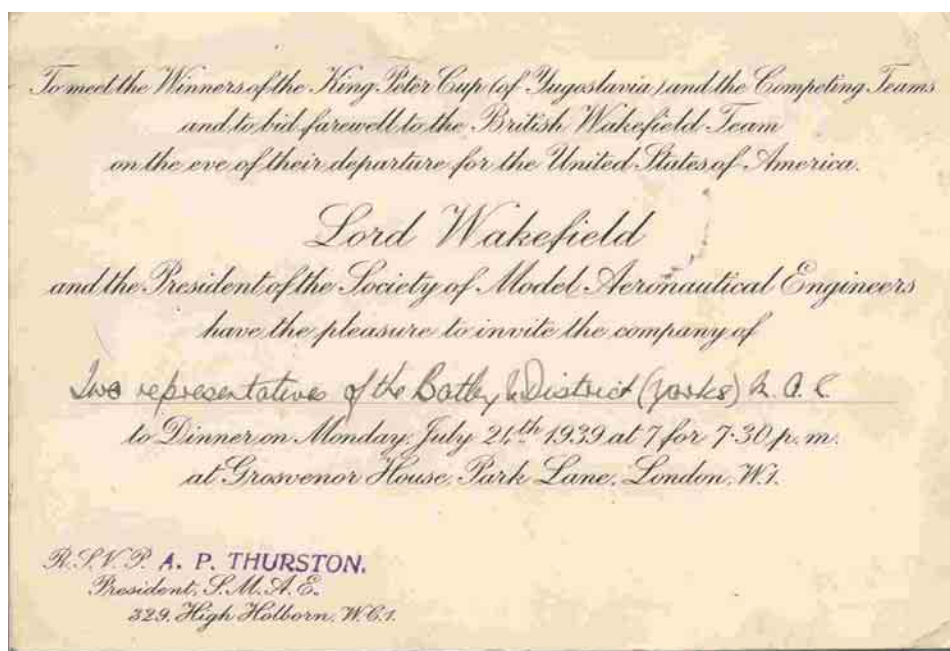
HELD IN NEW YORK, U.S.A.

Dick Korda (United States)	950.2
Fred Bowers (Canada)	272.66
M. Giovanni (France)	217.53
Robert Copland (England)	211.3
Norman Lees (England)	168.87
Robert Chaillie (United States)	159.88
Leonard Stott (England)	152.41
Levalle Walters (Canada)	150.83
Vincere (France)	126.33
Edward S. Booth (Canada)	125.86
Charles Gibson (England)	98.1
Reg. Parham (England)	98.0
Tournadre (France)	96.94
Chabot (France)	90.03
Phil Dalgetz (South Africa)	83.83
Ralph Baker (United States)	81.8
Chinaud (France)	64.66
Ronald Hill (England)	64.66
Ted Foti (South Africa)	59.53
James Thames (United States)	58.53
Barthelmy (France)	57.01
Spango (South Africa)	54.73
R. B. Leslie (South Africa)	45.83
J. Bohash (United States)	41.63
J. Dilly (Canada)	31.23
P. A. Connolly (South Africa)	30.5
Roy Nelder (Canada)	24.16
Earl Stahl (United States)	20.3
Endean (South Africa)	4.0

Dick Korda has always been very modest about his achievement and is quoted as saying: "I made one lucky flight and it got blown up into a big deal."

Before leaving for the USA the 'English' Team of Bob Copland, Norman Lees, Len Stott, Reg Parham and Ron Hill, were all invited to a Gala Dinner at Grosvenor House, Park Lane on July 24th 1939, presided over by The Rt. Hon. Viscount Wakefield of Hythe, G.C.V.O., C.B.E., T.D.

An example of the official invitation is shown below:



The menu and toast list give some idea of the importance attached to this occasion. There were over 200 guests, including representatives of the press, who ranged from *The Times* to the *Aeromodeller*!



NAME THAT PLANE No. 7

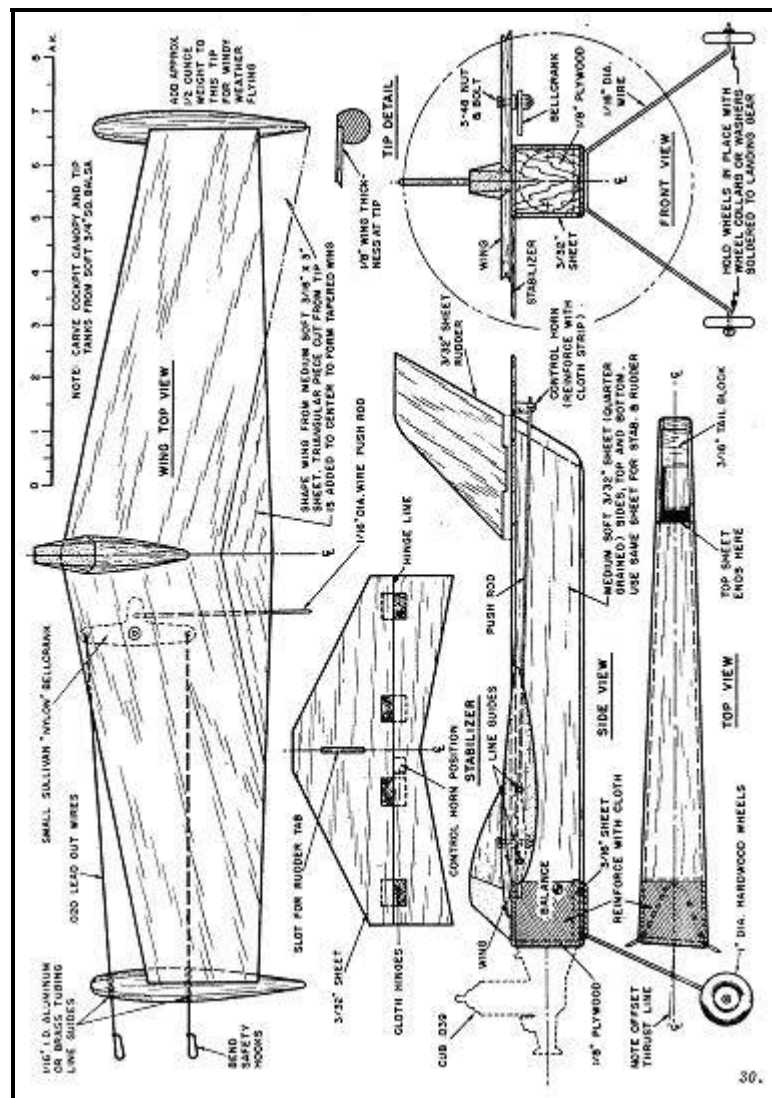
THE COMPETITION WITH A DIFFERENCE, WE DO NOT KNOW THE ANSWERS.

Some reduced plans in magazines held in the BMAS Library were published without the name of the model. Can you name the model & designer of this plane from AVA ECHO May/June 2004

Clues:- Very few, a 16" wingspan control line model powered by a CUB .039. The initials A.K. can be seen next to the 0" to 8" scale.

Points will be awarded to all giving the correct answer. Results and Plane No. 8 next issue. Answers to roy.tiller@ntlworld.com.

Plane No.6 remains a mystery, so it is a rollover, DOUBLE POINTS if you can come up with the name.



Free Flight Conference
Sunday 1st March 2009
09:30 to 16:30
Husbands Bosworth
Leicestershire

The BMFA Free Flight Tech. Committee have arranged a conference on free flight in the UK at The Gliding Centre, Husband Bosworth Airfield, Lutterworth, Leicestershire (www.theglidingcentre.co.uk) on Sunday 1 March from 9.30 until 4.00pm. The objective is to discuss and develop ideas for the way forward to ensure free flight remains a vibrant aeromodelling activity with as many active participants as possible across the whole age range.

Subjects covered will include:

- The contest calendar including the Free flight and Space Nationals, the galas and decentralised events.
- The classes and rules.
- The team selection meetings and selection methods
- The advance of Technology, particularly in the FAI classes

The day will feature speakers from within the FFTC presenting the current thinking and ideas together with other speakers who wish to make a contribution to the debate. **This is your chance to have your say so please get in touch with the Chairman of the FFTC, Mike Woodhouse (call 01603 457754), to book a 10 minute slot.** After the presentations there will be a chance to make individual points and there will then be an open forum to bring together the various views and ideas.

Lunch

Lunch will be provided and there will be breaks for coffee.

Booking

There is no charge to attend the session, however in order to ensure that we cater for the right number we would like to know if you are coming:

Please advise Chris Strachan - Tel. 01223 860498 or E mail:
chris.strachan@btinternet.com

Make a date to be there and have your say on the direction that free flight takes within the UK!

INDOOR FLYING AT CARDINGTON

The old airship hanger at Cardington is available through contacting me, for flying dates etc.

The entire hanger is now completely empty, and we have 812 ft x 180ft x 155ft high (22,654,800 million) cu ft of airspace at my disposal, for model flying!

I want to open up the use of this hanger, not only for all the usual flimsy fliers, but to other types of models.

I am thinking small (quarter scale Wakefield's?) or similar small rubber/electric, and or small Radio Controlled?, slow flying models? We could just fun fly, or have duration contests?

The best weather time, is usually from late March, through to late September, and I am trying to make a list of possible flying dates to publish.

Will anyone interested, get in touch at laurie.barr@emailcentre.co.uk ASAP, so I can make a start.

Give me your e-mail addresses, to add to my database, so I can contact all those on my list, with up to date information & details of dates and events, etc.

As I write, this is a private venture, and BMFA membership is desirable, it is not essential.

Laurie Barr



Impington Village College - Cambridge

Indoor flying on 15th March 2009

9 am to 5 pm

See last month's NEW Clarion for full details

WORCESTER INDOOR FREE FLIGHT

Rubber, Electric and CO2 at
 The Sports Hall, Bishops Perowne College, Merrimans Hill Road, Worcester WR3 8LE
 Sundays 2pm till 5pm
 Bmfa Insurance Mandatory,
 bring your own tables and chairs
 8th Mar 2009, - 5th Apl 2009
 details Ed Garner 01905 381579 or 07866 923674

Chobham Tree Chop

The last confirmed date for 2009 is:
 Monday 23rd February 2009
 Meet in the Staple Hill car park at 10am as usual

BMAS Indoor Flying at Allendale Centre 7pm-10pm

Tuesday 24th February

Tuesday 28th April

Includes mass launch for BMFA Gyminnie Crickets

INDOOR FREE-FLIGHT DATES 2009

At

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

For location put the postcode into <http://www.streetmap.co.uk>

These events will be held on the following dates, with Thursday events running from 6.30 p.m. to 10.00 p.m.

Thursday 26th February 2009

Thursday 26th March 2009

Thursday 23rd April 2009 NOT the last Thursday, but prize for the best flying dragon!

Thursday 28th May 2009

Thursday 25th June 2009 - No Flitehook (see Old Warden)

O.F.M.A.C.

Indoor Free-Flight

2009 Season Dates

**at the Castle Leisure Centre,
Wallingford**

Sundays 10.00am til 6.00pm

February 22nd 2009 - March 29th 2009

Free-Flight Fun-Fly for all

Rubber - CO2 - Electric

Flighthook in attendance

Refreshments available

contact Dave Dobson 01491 837789

**Bring your own tables & chairs
as there is a shortage**

South Birmingham MAC

**Indoor flying at Community College, Thorns Leisure Centre - Stockwell Ave.
off Thorns road - Quarry Bank - West Mids.**

SATURDAYS 1pm-4pm

February 21st 2009, March 21st 2009, April 18th 2009, May 9th 2009

Admission.flyers £5.00 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

OXFORD M.F.C FREE FLIGHT RALLY 2009

PORT MEADOW, WOLVERCOTE, OXFORD
6 + 7 JUNE '09

SAT: FROM 6.30 P.M.:

COUPE d'HIVER (FIG), AI GLIDER (FIH), H.L.G./CATA (COMB.)

SUN: FROM 10 A.M.:

C'dH (FIG)
AI (FIH)
E30, P30, CO₂ } 5 x 2 min. max.
in rounds.

VINTAGE RUBBER (34" max span)
VINTAGE GLIDER (72" max span)
CLASSIC GLIDER (1951-1960 inc) } 3 x 2 min max.
no rounds.

TAIL-LESS R + G (combined)
H.L.G./CATAPULT (combined) 1 min. max.

All gliders 50m. towlines.

SPECIAL AWARDS:

GALA CHAMP, TOP LADY & Ian Macdonald Trophy

NO THERMISTORS, STREAMER POLES, BUBBLES etc.,

NO MOTOR HEATERS

NO 1/2 POWER MODELS TO BE FLOWN

INSURANCE REQUIRED FOR ALL FLYERS.
LIGHT REFRESHMENTS!

CONTACT:-

ANDREW J. CRISP
4, GROVE ST TEL: 01865
SUMMERTOWN 553800
OXFORD OX2, 7JT

2009 BMFA Free Flight Nationals

The 2009 Free Flight Nationals is now just a few months away - time for our annual visit to RAF Barkston Heath.

Many visitors to the "Free Flight Show Case" at the 2008 August R/C and C/L Nationals hadn't realised how much Free Flight has moved on and how big the Contest Free Flight scene is. Now's your chance to see these models flown in anger. Fix the date today: Spring Bank Holiday weekend - 24/25/26th May.

International, BMFA, Vintage, and even Scale classes, are all there and will decide the year's "Nationals Champions". The Space Modelling Championships are back again with plenty of events for those with a taste for the future, and this year we have a bigger mix of non-championship and SAM35 events as well.

Above all this is a 'flying' event, and we want everyone to participate, but with all this going on this year we've had to make everything pre-entry. However, if you still want to enter on the day you can for just 50% extra - not the previous 'double' fee. Pre-entry though does give you the advantage of advance information, car pass, stickers and a complimentary barbeque ticket...for those who like to camp we even have the added luxury this time of 'hot' showers!

This event is the biggest Free Flight meeting in Europe. If you've never been before come and find out for yourself what it's all about, and enjoy Space Modelling and SAM35 Vintage at the same time. If you just want to come for the day and spectate, or even fly in the odd event, then just turn up and pay on the gate - £5 each or £10 per car for a day, or £10 and £20 for the whole weekend. Make sure you book the dates in your diary now for a great weekend.

Full details, entry forms and camping applications will be in the March issue of BMFA News... Rules for the main events are of course in the BMFA rule book, if you want to know the non-championship event rules, or want more information in the meantime contact Mike Woodhouse at: mike@freeflightsupplies.co.uk, phone 01603 457754.

USEFUL WEBSITES

SAM 1066 - www.sam1066.org

FLITEHOOK (John & Pauline Hook) - www.flitehook.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

Loc8tor — www.loc8tor.com

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

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

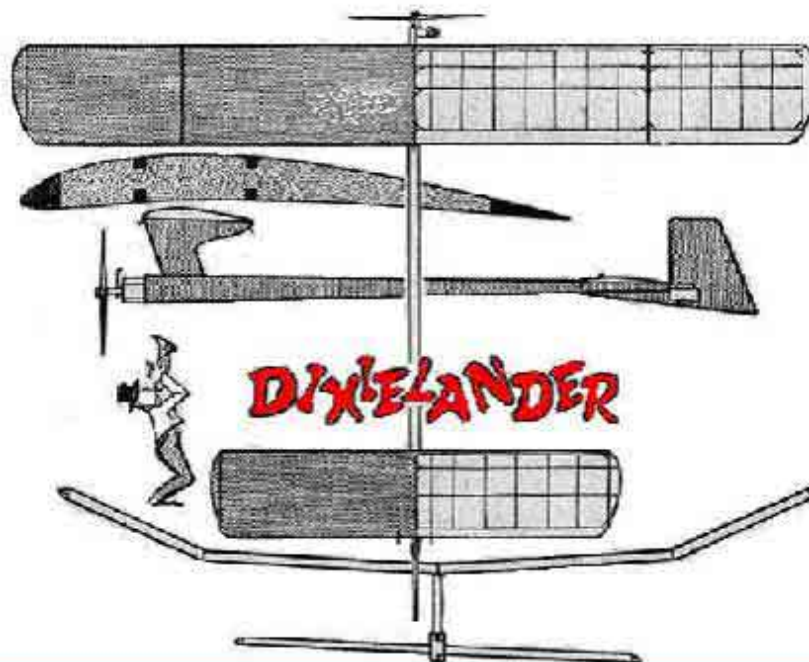
Ray Alban — www.vintagemodelairplane.com

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

Belair Kits - www.belairkits.com

A 50 YEAR CELEBRATION

Sunday 30th August 2009
Middle Wallop Army Airfield
Hampshire
England



Society of Antique Modellers (SAM)1066

Presents a 50 year celebration of one of the most popular contest power models of all time. A special trophy and cash prizes for the winning competitors presented by the designer George Fuller. Join us at Middle Wallop Army Airfield this August bank holiday for 3 days of the best Vintage & Classic Free Flight flying in Europe. Camping available on-site. Accommodation available nearby. Fun Flying. Hog roast. Jazz music. English garden party atmosphere. Museum of Army Flying.

SAM 1066 will provide field equipment and fuel for overseas visitors.

Check out our web site for further details.

www.sam1066.org

Provisional Events Calendar 2009

with competitions for Vintage and/or Classic models

March 8 th	Sunday	BMFA 1 st Area
March 15 th	Sunday	Crookham Gala Middle Wallop
March 22 nd	Sunday	BMFA 2 nd Area
April 5 th	Sunday	BMFA 3 rd Area
April 10 th	Friday	Northern Gala - Church Fenton
April 11 th	Saturday	SAM 1066 Glider Day, Middle Wallop
April 12 th	Sunday	Bournemouth MAS, Middle Wallop
April 13 th	Monday	Croydon MAC Wakefield Day, Middle Wallop
April 18/19 th	Sat/Sun	London Area Gala, Salisbury Plain
May 9 th	Saturday	SAM 1066 Gala, Middle Wallop
May 10 th	Sunday	SAM 1066 Gala, Middle Wallop
May 23-25 th	Sat/Sun/Mon	Nationals, Barkston Heath
June 6 th /7 th	Sunday	Portmeadow (Andy Crisp)
June 14 th	Sunday	BMFA 4 th Area
June 20/21 st	Sat/Sun	East Anglian Gala, Sculthorpe
June 21 st	Sunday	Odiham
July 5 th	Sunday	Portmeadow (Charlie Newman)
August 29 th	Saturday	SAM 1066 Champs, Middle Wallop
August 30 th	Sunday	SAM 1066 Champs, Middle Wallop
August 31 st	Monday	SAM 1066 Champs, Middle Wallop
September 4 th	Friday	Southern Gala - Little Rissington
September 20 th	Sunday	BMFA 5 th Area
September 20 th	Sunday	Fun Fly & Trimming, Middle Wallop
October 4 th	Sunday	Midland Gala, North Luffenham
October 11 th	Sunday	Fun Fly & Trimming, Middle Wallop
October 18 th	Sunday	BMFA 6 th Area
December 6 th	Sunday	Coupe Europa, Middle Wallop

Any dates followed by ????? are more or less guesswork by the editor and await confirmation. The remainder of the calendar is as accurate as possible at this stage of the year, but:
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