NEW Clarion

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Guest Editorial:

Your guest editor is still in command, neither the President nor the Secretary saw fit to give me the sack after my efforts with the last issue, even though my up to date PDF converter seems to have caused a few problems with some members, however I assume I made a reasonable effort, either that, or they could not think of anyone else to do the job.

Last Resort Update: - by John Andrews

I must report that I got the model finished and Monday 1st March I ventured outdoors to Warwick racecourse with the model, complete with the duff wing containing the many cracked spars.
Knowing my building skill leads to excess weight I opted for 12 strands of 3/16th and the all up weight was 122gms.

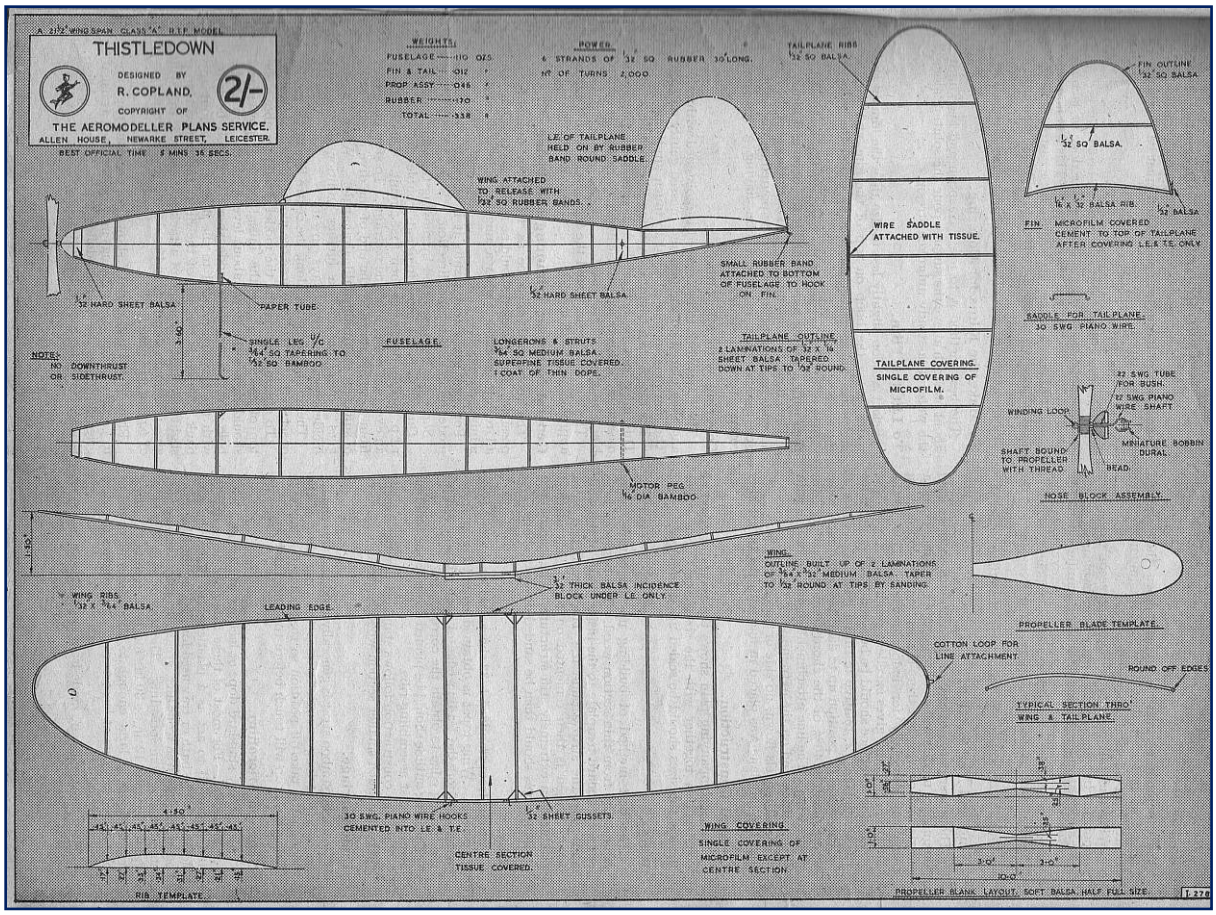
At Warwick one chuck into the slight breeze showed me the glide was near enough for trimming. I wound on a few hand turns and the model flew away to the right, once again near enough. Out with the winder, on went 200 turns, set d/t and launch. Up went the '*Last Resort',* turning a bit tight but got high enough for the prop fold and a couple of turns of glide, once again near enough. In for a penny, I winds on 400 turns and up she goes again. The tight turn after launch robbed the model of initial burst height but a reasonable altitude was achieved and I resolved to decrease the side thrust by 1/32nd for the next attempt. Finally 550 turns and a bit of 1/32nd in the r/h side of the nose block and away she went again. The model went quite high and the drift had shifted which sent the model towards the grandstand as I nervously waited for the d/t. It popped with the model circling over the track and the tail plane angle was insufficient to fully stall the model so it came down in a series of bumps but landed safely just missing the outer rails of the course.

I packed the kit away and made notes in the flight log: decrease side thrust about 1/32nd; increase d/t angle; fit stronger spring on propshaft. The last item was due to the folding looking a little weak. Not a bad day.

John Andrews

The Thistledown - by Peter Michel

THESE notes on R.T.P. and the remarkable Thistledown model were made by its designer, Bob Copland in the December 1947 edition of Aeromodeller



INDOOR flying in this country has not reached the same heights of popularity that it has in America probably due to the fact that suitable halls are difficult to obtain. As a result of this, indoor flying here is usually confined to the winter months and plays its part in the majority of club's winter programmes.

Records here are therefore not so high as in America as regards free flying models but there is one branch in which at any rate we can claim to hold our own. That of course is in tethered flying or as it is more commonly known as

round the pole flying. As this type of flying is possible in almost any room of moderate size the major part of this article will deal with this type.

R.T.P. flying in its present form was first introduced by R. N. Bullock about 1937 but did not achieve any great popularity. However, during the war it became increasingly popular and several important advances were made which resulted in the raising of the record to its present level of nearly six minutes. Credit must be given to the Streatham Aeromodellers for their tremendous enthusiasm and efforts to advance this particular branch of the hobby.

During 1940-2 all R.T.P. models were tissue covered and the record stood at about 3-1/2| minutes. These models were nearly all of the "flat fish" type with a parasol wing mounting. This type employed a fuselage whose width was considerably greater than its depth, the idea being to use the fuselage to obtain extra lift. The average weight of these models was between 3/8 oz. and 5/8 oz. During the winter of 1943, however, the author became increasingly interested and attended many of the Streatham club's indoor meetings. Out of this friendly rivalry was born the present type of model.

Having reached what appeared to be the ultimate in tissue covered models considerable thought was given towards improving the design. Naturally the wing was the first thing to be considered and it was thought that if a smoother covering could be obtained the duration would be improved. Different methods of wing construction were tried to stop the wing from, warping when the tissue was sprayed or doped with light dope, but none of these proved really satisfactory.

Up to this time microfilm covering had not been used because it was considered too weak to be of any practical use. However, a heavy covering of microfilm on a standard model was tried to see what the result would be. This proved to be far better than anyone had foreseen and the record was immediately raised to nearly four minutes. From here on it became due long friendly battle between the Northern Heights M.F.C. and Streatham M.A.C. to hold the record. As a result of this combined effort the record changed hands with amazing frequency and at present is held by Ron Rock, Streatham M.A.C., with nearly six minutes to his credit.

With this brief history of R.T.P. flying let us turn to the general design requirements.

There are two main types of r.t.p. model. (1). Class "A"— Models up to 1 oz. total weight. (2). Class "B"— Models over 1 oz. in total weight.

With the first type the S.M.A.E. general indoor rules call for a line length of six feet with a maximum pole height of three feet. With the class "B"" the rules call for a line length of 12 feet with a pole height of six feet. These line

lengths and pole heights were formulated to ensure that the model would not merely hang down on the end of the line but must fly during its entire flight.
Class "A" models have been the most popular up to date and it is with this type that the absolute record is held. However, the following notes apply equally to either class with the exception that on the average, class "B" models will be more strongly constructed and probably somewhat larger. Microfilm covering can still-be used with beneficial results.
Broadly speaking the type of model which has performed well up to present is as follows: High wing fuselage type with the wing mounted directly on top of the fuselage. Wing and tail surface - microfilm covered; fuselage tissue covered.
The main factors governing the duration can be summarised as follows: — (1) Propeller and power combination. (2) Smooth and "air-proof" covering. (3) Light weight. (4) Streamlining. It will be noted that *streamlining* has been placed last on the list. It is felt that unless some extremely careful and cunning construction is used any advantage gained by the use of a circular or oval section fuselage as far as drag is concerned will be more than offset by the added weight. Therefore it is better to stick to the slabsided" type with its resultant simplicity in wing mounting.

Propeller and Power Combination."

Since the ultimate duration will be governed entirely by the length of time the propeller can be made to produce enough thrust to fly the model, it follows that much experimenting must be carried out to achieve the best compromise. As a general rule the propeller diameter will be found to be approximately half the wing span of the model. The pitch should be approximately twice the diameter but this will vary with the wing loading and drag. Since however a "fixed" pitch propeller will only operate efficiently ,at one particular speed of rotation it follows that in order to absorb the power of a rubber motor some sort of variable pitch is desirable.
This can be automatically achieved on an indoor model by the shape of the blades and by carving the blades thin enough so that the blades fan out under full power and gradually reduce in pitch as the power decreases. A "swept-forward" blade shape will tend to fan out more than a symmetrical or "swept back" shape, but the final amount can only be achieved by gradually sanding the blades and hub until the best results are obtained.
The hub of the propeller must be made as small as possible to assist the fanning out process. This of course greatly reduces the strength of the propeller and as an alternative it is possible to obtain good results by a chordwise cut in the leading edge of each blade. The length of this cut should be about a third of the chord and should be positioned at about halfway along each blade. This will enable the tip to "fan" and yet the hub can

be made more robust. Indoor propellers should be carved from solid in order to obtain the best results as a "bent"" wood type tends to lose its correct pitch setting after a time. It is not advisable to dope or polish ultra light indoor propellers which have been designed to fan out as any changes in temperature will result in a change in pitch through warping of the blades.
The correct amount of power can only be found by experiment but as a rule the weight of the motor should be approximately half the total weight of the model. The length of motor used depends on the amount of room available inside the fuselage but should be approximately twice the length of the distance between the propeller hook and rear rubber mounting point. It is absolutely essential to obtain a *smooth* power output as a "fluctuating" propeller run will result in a considerable decrease in total duration due to wing and tail vibration and varying thrust. To achieve this it is better to use a motor made up of a number of small cross section strands. Motors made up of 1/4in. x 1/30in. or 3/16 in. x 1/24in. rubber definitely tend to "jerk" whilst unwinding thus causing fluctuation. In order to further assist in damping vibration it will be found to be beneficial to fit a miniature bobbin. This should be about 1/4in. diameter by approximately 3 16in. or 1/4in. wide, and can be made from either a plastic or a piece of dural.

Smooth and Air-proof Covering.

The use of microfilm as a covering medium automatically fulfils the requirements as far as the wing and tail surfaces are concerned, but it should be noted that the covering must not be slack or wrinkled. A few notes on microfilm are given later on. Tissue covering of wings besides being heavier than microfilm does not achieve any degree of being "air-proof" unless several coats of dope are applied. Thus, unless the structure of the wing is strong enough to withstand the shrinking effects it is better to keep to microfilm at least for models weighing less than 1 oz.
In order to assist the handling of the wing it is desirable to cover the centre section with tissue. This may be done either before or after covering with microfilm. The fuselage may be microfilm covered if desired, but experience has proved that consistent results are only obtained after much testing of the model and handling a microfilm covered model is a tricky business at the best of times. Therefore it would seem to be better to tissue cover the fuselage and apply one coat of very thin dope. No beneficial results have so far been obtained by *double* surface covering with microfilm but experiment in this line may lead to better results. Up to the present all high times have been achieved using *single* surfaces.

Light Weight.

It is important to build right down to the minimum weight but this must not be achieved at the expense of weakness. A " floppy" wing will cause more trouble

and a decrease in performance. Wings should be stiff in themselves and should not have a tendency to sag. It is better to double the weight of the wing and have a strong structure rather than have a light wing which will flex. Similarly it is better to use small cross section *hard* balsa for the fuselage rather than a *soft* balsa with a larger section. Soft balsa is too easily crushed and soon loses its shape.

General Design.

As has already been stated the simple slabsided model appears to have everything in its favour particularly at the very slow speeds at which these models fly. As a general rule the high wing type offers the most advantages but there is a case for a *low* wing model. During the later part of its flight the r.t.p. model flies very near to the floor and it is here that a low-wing model may score due to the greater "air cushion" effect because the low-wing will be so much nearer to the floor. Fuselage shape should be as smooth in contour as possible with as little abrupt contour change as can be obtained. Cross sectional area should be kept down to the minimum permissible to cut down the "wetted area" as it is felt that this is more important than creating an elliptical cross section.

Wing and tail plan form does not seem to be very important but an elliptical plan form is pleasing to the eye and is stronger torsionally than a parallel chord. Dihedral is *important* but must not be overdone, 3/4in. under each tip for every 12in. span is sufficient. Lack of dihedral will cause side-slipping when flying above the level of the pole. For this reason also it is advisable to mount the fin above the tailplane rather than under it.

Wing and Tail Section.

The upper curve of any of the standard sections used on outdoor models will work reasonably well indoors on a single surface wing but there is a section developed by an American especially for indoor models. This is the McBride B.7. and gives excellent results. Rigging incidence should be between 3°-5° positive for the mainplane, *i.e.* relative to thrust line. The best C.G position up to date has been found to be approximately 40% of the chord from the leading edge of the wing. The line attachment should be in line with this position and on the extreme wing tip.

On all models flown, no side or downthrust was used, and the tailplane was placed in line with the thrust line.

General Construction.

The accompanying plan [Thistledown] shows the typical method of construction together with the sizes used. For larger models the sizes should be scaled up accordingly.

Wings.

The best method of building up the outline is by laminating from thin section wood. The first step is to cut a cardboard template to the inside shape of the wing and wrap the strip around it. The second and third layer if used is then cemented on top. This method •produces an extremely stiff structure. The leading and trailing edges should then be sanded down to shape.

Ribs.

Are cut from standard 1/32 sheet, speckle grained type if possible. Wing taper is obtained by cutting approximately 1/3 off the leading edge of each rib and 2/3 off the trailing edge to obtain the correct size. The wing outline should be pinned down to the building board whilst assembling ribs.

Fuselage construction follows standard practice except that very much smaller section wood is used.

Undercarriage.

A single bamboo strut is generally used and this should be only just long enough to keep the prop clear of the floor in the take off position so that when the model *is* flying the prop will touch before the undercart.

Notes on Microfilm.

Almost any standard dopes or lacquer will act as a base for microfilm. For most of these it is only necessary to add castor oil to act as a plasticiser to make the film flexible. The bath or tray used for making the film must be absolutely free from dirt, grease or soap as these will stop the film from spreading. The tray or bath should be approximately 12 in., x 30 in. for best results. Lifting hoops should be large enough to allow the wing or tail to be covered to have at least two to three inches of spare film all round. These hoops may be made from any soft wire but must have a handle formed at one end and must be reasonably stiff when shaped.

Making the Film.

The temperature of the water should be 60^0-70^0F. Commence by pouring a little of the dope or lacquer straight into the surface of the water. This will immediately crinkle and gather up. Add a little castor oil to the solution and try again. Continue to add castor oil until a film forms which after about one minute begins to wrinkle slightly at the edges. The solution is then satisfactory.

To Make the Films for Covering.The best method is to use a teaspoon and keeping it about one inch above the surface, pour the solution along; the water in a steady unbroken stream.

To Lift the Film.

Select a hoop slightly less in size than the film on the water, press the hoop on top of the film and with a moistened finger gather the film up round the sides of the hoop. Slowly lift one corner of the hoop off the surface and then with a sliding movement lift the hoop and film. Then hang the film up to dry. The thickness of the film depends on the amount of solution poured on the surface. For general r.t.p. models a film having a red-green composition is desirable.

Covering with Microfilm.

The framework to be covered is moistened with saliva and then placed on the film and pressed gently on to it. The film must not be allowed to touch anything. The film is then trimmed by using a hot needle or wire. This must not be hotter than a very dark cherry at maximum and is much safer when allowed to just cool to black heat.

The hot wire is run round the framework with a gap of approximately 3/8 inch.

General Notes on Trimming and Flying.

The room used must be as free from draughts as possible. The line used should be as light as possible. On all record breaking flights a tungsten line was used to minimise drag. For most consistent results it is advisable to fly the model in an anti-torque direction. *Stalling* is best corrected by moving the wing back. *Diving in* is the most frequent trouble and nearly all r.t.p. models dive after their first circuit. This is due to an excess of power and line restraint. To stop the model from touching down at the end of the dive is a question of sufficient longitudinal dihedral angle. When a model goes "over the top" a further addition of negative incidence will nearly always cure it.

The fin should be set along the centre line of the model or set so that it tends to nose the model slightly outwards.

To obtain best results the model should fly above the top of the pole under the initial burst of power and should then settle down about level with the top of the pole. At this period the model should definitely be flying with the fuselage parallel to the floor and without any bank. Towards the end of the flight the tail will drop slightly so that the angle of attack is increased, this will give maximum duration and achieving this is a question of *patient trimming.*

Plans of Thistledown shown on previous page are to 1/3J scale and full size drawings may be obtained at usual price 2/- from the Aeromodeller Plans Service, Allen House, Newarke Street, Leicester.

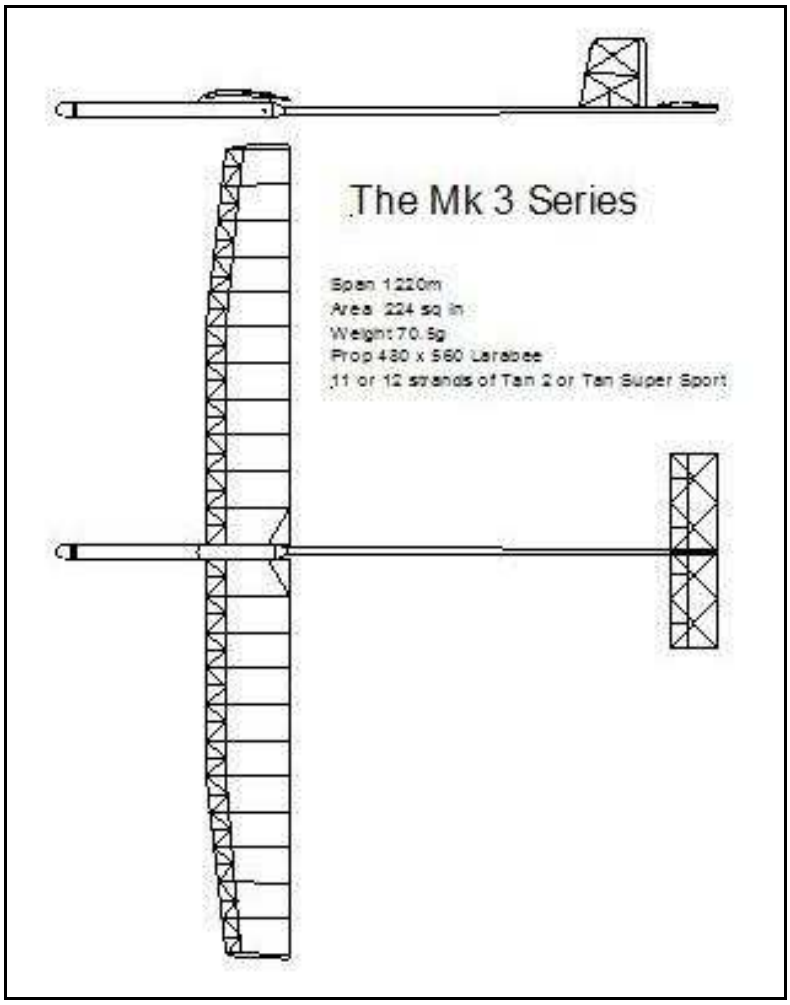
Peter Michel

The Slippery Road to Coupe - **by Roy Vaughn**

I started Coupe flying in the mid-90's after reading Dave Hipperson's series of articles on hi-tech Wakefield building in Aeromodeller. Although I was a long-time control line racer, this new technology grabbed my curiosity. My knowledge of free flight was limited to some glider flying in my teenage years so diving straight in to carbon and kevlar F1Bs seemed unwise. I had a look through my collection of Aeromodellers for a suitable beginners' competition rubber model and eventually came upon something I liked the look of, Dave Hipperson's R2D2. It had a rolled balsa motor tube and boom and I thought it looked more the business than the alternatives with square fuselages! I built it according to the plan and it flew well. The first lesson came at the Aeromodeller Coupe event at North Luffenham, where it was exceedingly damp and foggy. The check flight went OK so I was full of optimism, but the first competition flight was most peculiar - the model started by going up well, then it smoothly descended again, still under power. A strong hand launch demonstrated the cause: the slackened tissue allowed the aerodynamic pitching moment to wash out the floppy wing structure to an exceptional degree, resulting in major loss of lift. Rather than the heavy solution to apply more dope, I decided that now was the time to investigate hi-tech.

I built another R2, this time heavily modified. The wing now had a Kevlar D-box and carbon-reinforced spar, a Mike Woodhouse Wakefield ali-carbon boom to replace the fragile balsa tube, and VIT to allow it to be thrown for extra altitude. This model served well for a couple of years and solved the

problem of vulnerability to damp but it was well overweight and flew no better than the wooden version. Nevertheless, the model would max quite often but only in good air. The main problem was that the only significant height gain in neutral air came during the burst, the climb for rest of the run being more or less non-existent. I was hooked on competition by then so this mediocre level of performance would not do. I wanted to place higher in the results more consistently with a model having enough intrinsic performance to max in neutral air and achieve a decent fly-off time in low thermal conditions. The result was the Mark 3 design, which embodied a number of design principles that I thought significant.



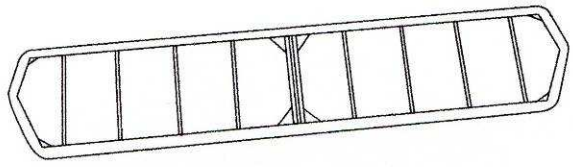
My experience with the R2, and a successor based on Wakefield design principles, showed that the glide was much less of a problem that the climb. The basic strategy was therefore to do everything possible to make the model go up throughout the run. The second decision was to do away with VIT because it was a major source of unreliability. This meant that with the forward CG necessary to ensure a nose-up attitude during the cruise some other method would have to be used to stop the model wing-overing during the burst - the dreaded "Coupe swoop". The method I chose was

wing wiggler. Other design parameters included large size for good glide, a high efficiency Larabee propeller and home built hub providing IPR. It would also be built to the minimum legal weight. The model flew off the board even to the extent that the decalage was right from the first flight (luck I know). Its performance surprised me. The VIW worked well and provided a much smoother, safer and consistent transition to cruise than VIT ever did and the cruise climb was more than satisfactory.

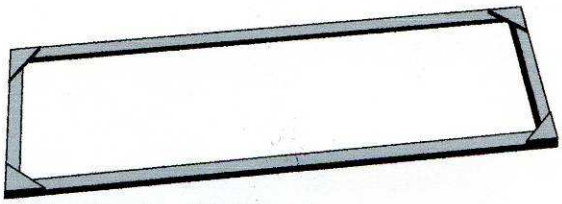
To date I have built four Mk3s with various tweaks. All have flown well, though not always off the board. Latterly the competition in the Southern Coupe League has been hotting up so I now have a Mark 4 under development, incorporating higher AR and other ideas in the hope of staying abreast of the game. But of course, as you correctly say, this hi-tech approach to construction is all very well, but what really matters is the air you launch in. I've been working on that too. And what about the Wakefield? Well, it became a sideline but I did build one in the end. It's still waiting to be properly trimmed.

Roy Vaughn

<u>Covering a Lulu Tail-Plane</u> - **from Peter Michel**

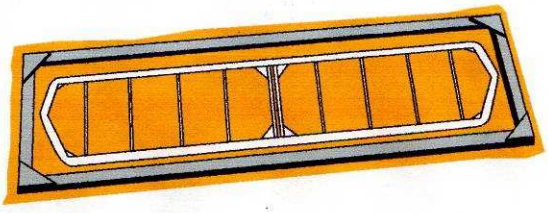


LuLu Stab-prepare with clear non-shrink dope and let dry.....

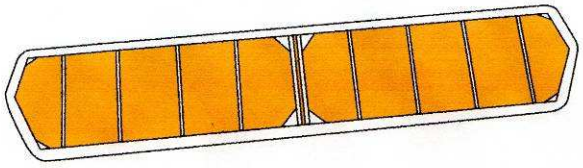


Build frame from 1/2 x 1/8 inch Spruce*

Step 1 through Step 2



Step 3 through Step 4



Step 5

Construction thoughts and Illustrations
by Robert McKeon- Phoenix Model Airplane Club

LuLu Stab - prepare with clear non-shrink dope and let dry.....

Build frame from 1/2 x 1/8 inch Spruce*

Step 1 through Step 2 - Step 3 through Step 4 - Step 5

There was always a question in the back of my mind as to how, after coming back into modeling, and dedicating a few hours to building a LuLu how one might conquer the cautions of the fragile stab and covering it warp free.
My thoughts turned to making a wooden frame slightly larger than the LuLu stab itself with some left over 1/2 x 1/8 inch Spruce I had as my working frame. And, bracing the corners as shown seemingly add strength and rigidness to the structure. *Make a frame and start as shown.**

Step-1) Cover one side of the frame with tissue- shiny side out as one would do if to cover any other part of a model using Jap tissue. With the frame side covered, I sprayed the tissue with water/alcohol mixture, let it dry taught on the frame.
Step-2) Give the tissued frame 2 coats of clear dope (50/50 thinned out), using non-shrink dope on frail structures such as this, on the shinny side.
Remember at this point you've got the tissue shrunk and doped before adding the LuLu stab to the tissue.

Step-3) Take the LuLu stab... i.e. bottom stab side first using white glue brushed on the stab where you want it for the construction.

Step-4) Utilizing a flat surface at your bench place stab bottom down on the tissued frame, inside frame as shown, press and perhaps weight the stab making sure the stab is setting evenly on the tissue, and let dry. Remember the stab is placed on the tissue, you'll have the shinny side on the bottom, outside, per any other time one would use Jap tissue for covering.

Step-5) After stab/glue dries, cut around stab the tissue is now taught on the stab, and, you have the bottom part of the stab covered, and doped. With some additional white glue tack some at the edges to pull over access tissue where needed on leading edges and trailing edges finishing off stab neatly. At this point you might notice the LuLu stab with a slight bow to the structure- *not to worry.*
Take off excess old tissue from frame....Now repeat same steps 2 through 5, with the frame, etc., for the top part of your LuLu stab and make sure you weight stab down making sure it's flat. This is where the stab, if bowed any, will end up flat during the drying part of the *stab-to-tissue* step. Again once when glue is dry, trim stab away from frame and finish off the edges.

You now have a flat stab that has 2 coats of dope, both sides, and ready to move on to any next stage you have in building and covering the rest of your LuLu for flying. This same technique with framed tissue may be applied to the rudder sections as well (before hinging rudder) if desired.
As usual take precautions in keeping the LuLu stab flat when not flying. It's fragile and light. I'm sure the above covering technique will add to the life of the stab itself for many seasons.

Robert McKeon - rmckeon2@cox.net

(Editor: Peter added this postscript)
** Alternative suggestion for the spruce frame: Cut an oblong outline in a spare hunk of thick ply or composite board such as MDF (medium density fibre) board to form LuLu frame, avoiding any possible warping of the spruce frame work.*

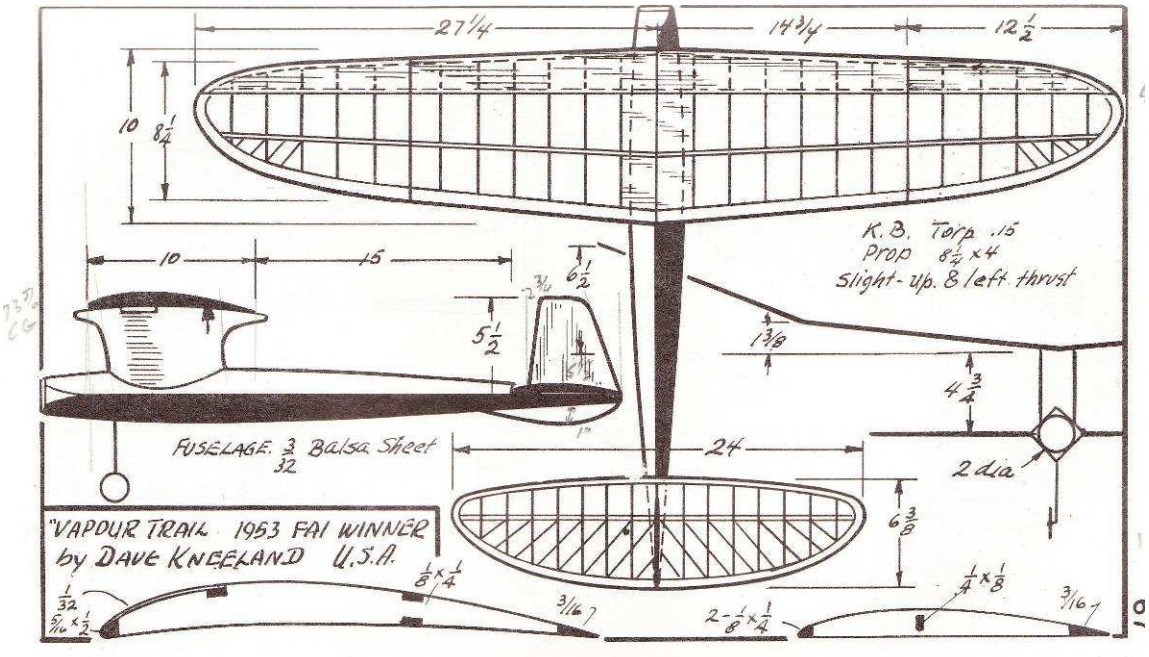
Dave Kneeland's '*Vapour Trail*' : - by John Thompson

In 1953, the year that I made my first team place in Ireland, the Trials were held at the Curragh, a vast empty plain (except for the Race Course) in early July '53. The weather was terrible with rain and strong winds. I just failed to make the Wakefield team so went home disappointed on the Saturday night.
On the Sunday however, joy, after winning the power trials, although, after a recovery, I do recall falling off a motor cycle in the heavy rain. I was the pillion passenger. I also recall the warm glow of satisfaction going home with the others in the car. I used an ED Racer in an own-design high thrust line model.

Replica of my 1953 ED Racer powered model

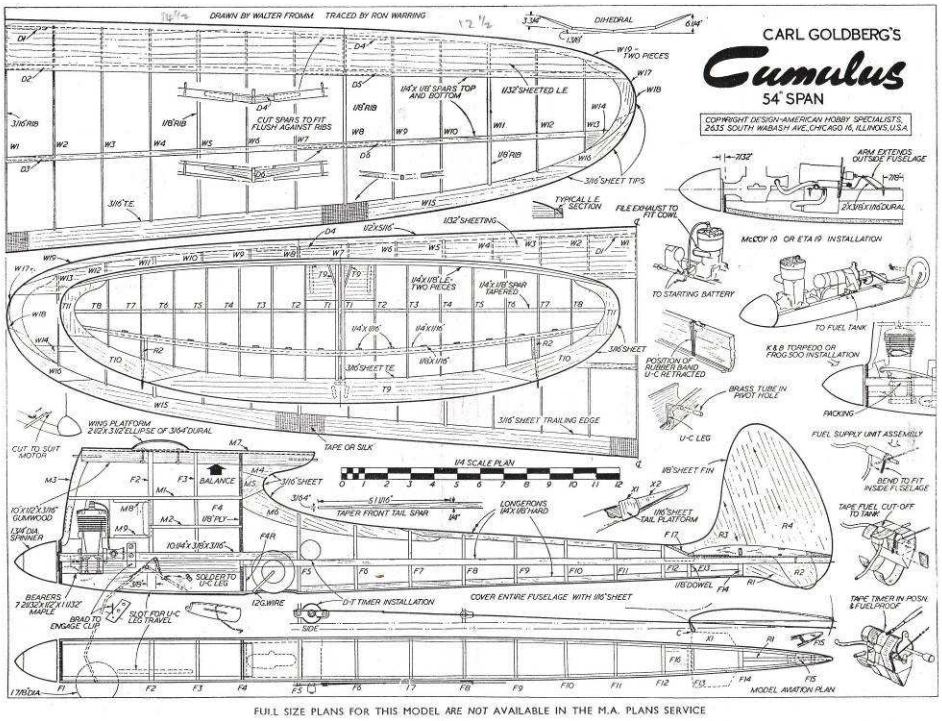
The champs at Cranfield were a real eye-opener, there I saw what really could be done and it took some of my breath away. Not that Geoff

Woodworth was outclassed with 7th place with his Oliver powered model, but he did admit to being lucky! The rest of us were really not in the running. This experience determined me to rethink the models and to do better in the future - nothing like a bit of competition to get you going.
One must recall that that ROG was the order of the day, to do a 5 min max with a 20 second engine run, required a bit of luck to avoid the downers (This was not so with the Wakefield models of the O'Donnell's, which were well capable of this on fantastically long runs and not bad glides. Over in Dublin we had never seen this kind of performance). I would have thought, looking at the performance of my mid 50's replicas, that 4.30 / 5.00 in stillish air (remember ROG) was nearer the mark.
Using an altimeter (I have not used it on the VT), my George Fuller's 2nd place *'Zoot Suit'* with Elfin 1.49 will reach 325 feet in 12 seconds. Extrapolating this to say 18 secs. (2 off for ROG) would give about 490 feet. I used this model for one very calm deadish air fly off at Beaulieu; it did 3.20 off 11.4 secs. run. Extrapolating again, this gives about 5.15 in theory, a max. But in windy or turbulent air the max would be difficult to accomplish.
Not withstanding this, Dave Kneeland managed handsomely to accomplish 3 Max's with his *'Vapour Trail'.* I think I recall that on his last flight it did a gigantic loop before getting away to the normal climb pattern.



Dave used the same model at the 1954 champs in the USA, where he placed 4th. Not a bad pedigree! The model itself really is a simplified Carl Goldberg "Cumulus". Wings and tail are the same and the fuselage, although diamond shaped, retains the same moment arm and pylon height. The fin is of different shape but roughly the same area.

The model used the lightweight Green Head K&B Torpedo 15, which needed a longer nose to get the CG right.



FULL SIZE PLANS FOR THIS MODEL ARE NOT AVAILABLE IN THE M.A. PLANS SERVICE

The original Cumulus short (cowled engine) nose was for heavier and bigger engines - also you can bet with a kit model the tail would turn out a touch heavy in a general builders hands.
Dave's model was beautifully built and covered, mine is not, it just is straight and light.

The American team were specially equipped with this new Torpedo only very shortly before the competition (the extra power creating the big loop?)
I built the model really to celebrate the 50th anniversary.

I was given a brand new Torpedo by Johnny Fox for the task; it was still in its packing! I got Ron Draper to "breathe" on the engine before using it. These engines were an advance for the time but were no match for the OS max 15 which appeared very shortly after. Mine will turn a 7 x 3 at around 16.5K on 40% nitro. This equates to approx 0.25 bhp. Compare this to my modern PAW 1.5, blue head big crankcase model, which turns the same prop at 18.5k +, that's progress (Works)
The model is a fairly straight forward build - except for the diamond fuselage. This shape I always have difficulty building (Do I hear a chorus?), as when one turns the square box on edge it is obvious what one thought was square, is not!
My model is underweight for FAI rules of 500 grams; I have not attempted to ballast the model up. Weights turned out :

Wing:	102 gm	430 sq ins	
tail / fin:	35gm	125 sq ins	30%
fuselage:	280gm		
together:	416gm		
repairs etc.	14gm		
total:	430gm		

This light weight is almost wholly due to the light engine of 95 gms. Compare this with the 160/170 grms for a 2.5 cc diesel of the period.

The wing is rigged at + 2 deg with the tail at minus 0.5 deg. The CG is on the rear spar, which gives a position on the root chord of 55%, which is effectively a 73% position on the average chord placement.
Originally I built the wings with just washout in the tips, together with slight down and 2 deg left thrust . With moderately powered models this is not the way to go (I also found this on other models of the era) , wash in on the right wing is needed, with no left thrust. I solved the problem with a gurney flap on the bottom of the right wing and removed the left thrust.
The model trimmed out to a grand right spiral, good transition and a fine glide . I did find during the trimming process that a small change in the CG, say 3% was the difference between bad looping and proper spiral. I put this down to the very short moment arm (a bit enhanced by the wide centre chord), making it sensitive. Few models have such a short moment arm.
The model needs to be hand launched at 60 deg to the right with the right wing down, into the spiral climb. This would suggest that for ROG it would be necessary to ensure that the model was pointing to the right of wind, with the right wing down a little. Trouble is there are few places I can try this (first I have to choose a windy day?), possibly at Middle Wallop when no cars are about on the tarmac. This of course was the reason that ROG/VTO etc. was abandoned in the mid 50's. Thank Heavens !
Go on build a power model of this era and have fun, we have quite a few competitions at the Wallop.

<u>Indoor Pictures from Brownhills</u> - **by John Andrews**

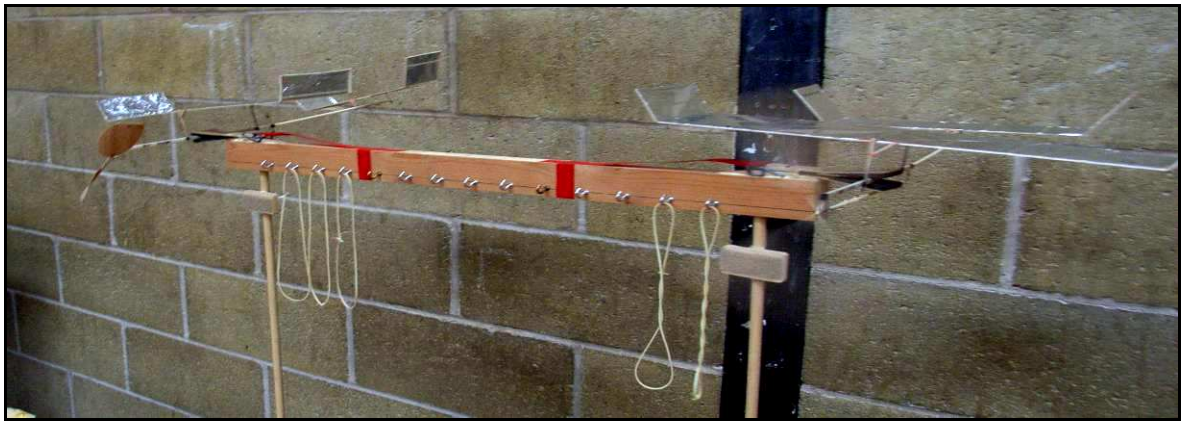
Saturday February 13th saw me alongside the A5 at the Brownhills Indoor meeting. Attendance seems to have reached viable numbers and it looks like we have another regular indoor meeting added to our calendar, thanks to Tony Eadon-Mills and his gang.

Here's Tony behind his pseudo cinema organ come workbench.
If you are going to bring your own table then it might as well be a big-un

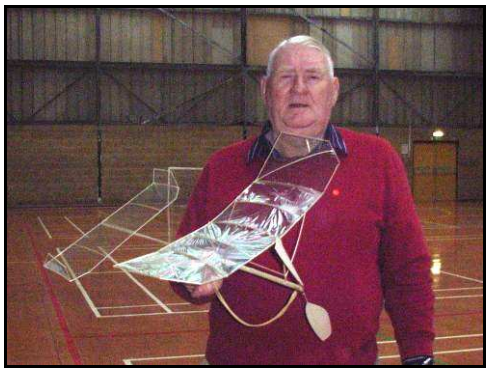

Above, Mike Brown with two of his half-scale Wakefields.
Left, he holds his 'GH20' and right he assembles his '1936 Copland'


Left above, your current editor releases one of his Penny Planes and
Right, Tom Brook with his 'Bulldog', a ready built with excellent performance


Just to show that these half-size Wakefields do fly we have Mike Brown, again, sending his 'Jaguar' and his '36 Copland' on their way.
Just for the record these models are powered by a 15" loop of rubber with about 1000 turns driving an 8" diameter propeller.



Don't you just hate people who get organised,
above is the father and son 'Team Thompson's' model stand.



Left above, Alan Price poses with his Keilkraft 'Newport' biplane
And finally your editor with his very old, much battered and many times modified 'Big-un' which still manages to do five minute flights on occasion although needing rubber in excess of 1/8th these days.

John Andrews

<u>You Think You Had It Bad</u> - **by Karl Larsson, Sweden**

Our President John Thompson is in e-mail communication with his continental friend Karl Larsson from Gamleby, southern Sweden. Karl sent the pics to John and he forwarded them to me. Karl is convinced that John passed on our recent snow as a virus in his last e-mail, seems to have deepened a bit. *(Editor: who would build a white aircraft to fly over snow?)*
Karl had this to say to John:
Thanks for all the snow you sent back!! You must have better contacts than I have. We have been below zero since Christmas, but yesterday the spring arrived with + 3°C. To retrieve my winter project Senator from its maiden flight, I had to use skies. The snow depth varies between 50 and 75 cm, so it was impossible for walking. I have not experienced so much snow in my entire life. The picture with the skies, shows the path to my workshop. The cold ones are from the maiden flight. Hope to see you at Middle Wallop.

Karl Larsson

Wakefield Cup Winner 1936 – ***cribbed by John Andrews***

The Wakefield International Cup
by Charles Dennis Rushing

1936 Albert A Judge, 19, GB

The venue for the 1936 Wakefield Cup Contest was Detroit, Michigan, to be held following the "USA Nationals", which was scheduled from June 30, to July 2. Among the 400 Contestants competing at the "Nationals" were six members of Team Great Britain who promised in a letter to Frank Zaic "...to take home not only the Wakefield Cup, but the Moffett Trophy, as well". These audacious braggarts were; Alwyn

Greenhalgh, age 13, H A Jones age 13, D Fairlie aged 18, Robert Copland, age 18, Albert Judge, age 19, and the oldest at age 33, the wisest, and the 1934 Wakefield Cup Champion J B Allman. Upstarts all, if you ask me! Really, this was a most impressive Wakefield Team, as history will show. They did not get away with the Moffett Trophy, that was lost by proxy flyer Bert Pond, who recorded a 44 minute, 14 second three flight total with Vernon B Gray's cabin model giving New Zealand the Moffett Trophy for the first time. Pond later described himself as " ...the snake in the grass!"

June 30, 1936, was the day of the USA Team eliminations, traditionally held on the last day of the "Nationals". The Team USA members were: The 1932, and 1935 Wakefield International Cup Champion Gordon S Light, Lebanon Penn; Roy Wriston, Tulsa, Oklahoma; Dick Everett, Elm Grove, W V; Bill Atwood, Glendale, California; John Ginnetti, Atlantic City, NJ. The alternates were Charles Tracy, and James Cahill, flying a Wakefield with a folding propeller, this was a first to be shared with Wally Simmers, who independently was also using a folding propeller on his rubber cabin model. Roy Wriston in winning his place on the Team set a new U.S. Record, with one flight of 41 minutes, 10 seconds, which was bettered by Chester Lanzo, the next day with a Class D Cabin flight of 48 minutes, 45 seconds! A record that still stands today. Lanzo's D Cabin was in fact a Wakefield. Controversy still rages over the fact that the stabilizer was larger then 33% of the wing area, which was 210 sq.ins. In July 1986 AeroModeller stated that the SMAE still was unable to confirm an accurate interpretation of their own 1933 - 1936 Rules!

Meanwhile at the Canadian Wakefield Team Eliminations the following persons were selected to represent their nation at the 1936 Wakefield International Cup Contest: Thomas G Harris, Fred Hollingsworth, Melvin Bardsley, Henry Yerdier, Paul Verdier, Raymond T Smith, and John Lemick. From Paris, France was Andre Vincre whose Wakefield next year would be published in AeroModeller as: "THE 1937 WAKEFIELD CUP WINNER". Andre brought with him Team France Wakefields to be flown by the Proxy Team. These included G Dubois, whose proxy was Brown, and Henri Varache, whose proxy was none other than Chester Lanzo. There were Wakefields from, New Zealand, including W G Alexander (p. Marchi), A Pearce (p. Bert Pond), H J Robinson (p. Lanzo), W B Mackley (p. Jim Cahill), J Finlayson (p. Chadwick), R MacGregor (p. Hoyse). And Team Canada. Frank Zaic wrote about the "1936 Nationals" in the Junior Aeronautics Year Book of 1934 (!) ,but although he was there, he did not write one word about the 1936 Wakefield International Cup Contest! Only the results!

Wednesday, July 2, 1936 dawned hot, humid, and calm, near Detroit, Michigan at the Wayne County Airport, the venue for the 1936 Wakefield International Cup contest. Assistance was provided by the US Army Air Corps, using Pilot Training Air Cadets as Official Timers, two for each contestant. The SMAE Wakefield International Cup Rules were presented by Team Great Britain and using their advise the Air Cadets scrutinized all of the Wakefields which had been entered for conformance with the Wakefield Rules. A point was made about pushing as was observed "numerous times" at the USA Team eliminations, the previous day. Though how one could push by holding the extreme tip of the wing, and the tip of the propeller is something of a mystery, with a rubber powered aeromodel fully wound to maximum turns, held in the required position, pushing would be a neat trick even for the Great Harry Houdini! There was a draw, and, Albert Judge was selected to have the first flight of the day.

He later recalled that on boarding the train at Waterloo Station, London, it dawned on him that he had left his airscrew on the mantle at home! No problem. His mother would drive home, retrieve the airscrew from the mantel, and meet the Team at the docks. She arrived just in the nick of time, as Albert and the Team were heading up the ramp to board the ship SS Aquitania.

ROUND 1: Now Albert concentrated upon packing 1200 turns onto his rubber motor. Done. Albert placed his Wakefield in the proper ROG position on the take-off board, and let go! It was away! Climbing steeply, but straight under torque, then right, holding steady to the side thrust. Power off, the propeller free wheeled into the glide pattern, circling left in 200 yard circles. Flying OOS in 497 seconds, but with the Air Cadets in pursuit in their "Jeep". The Air Cadet Chase Team, was efficient because they stayed with Albert's Wakefield until it landed, and returned to the flying field with his plane undamaged. The defending Wakefield Champion Gordon S Light had a flight of 283.5 seconds, he was second. Denis Fairlie with 276.3 was third. Bob Copland was fourth, with 275.2 seconds, and the 1934 Wakefield Champion J B AIlman with 270.8 was fifth. Dick Everett with 270.0 was sixth, and John Ginnetti with 246.2 was seventh. Bill Atwood was eighth with 105.0 seconds, Andre Vincre was ninth, with 92.5 seconds, Roy Wriston was tenth with 100.0 seconds, and G. Dubois (p. Brown) was eleventh with 80.0 seconds. The ambient temperature was now over 90 degrees Fahrenheit.

ROUND 2: Albert Judge kept his fresh rubber motors in a thermos. He quickly exchanged the used motor, and stuffed a new one into his fuselage. Then he proceeded to pack in the turns, for his second flight. At 950 turns this motor crystallized, and shredded the uprights of his fuselage! Meanwhile Roy Wriston had a 555 second flight to take the lead with 655 seconds. Bert Judge was ready again, putting only 900 turns into his motor he did 136.2 seconds for a 633 total time, dropping to second place. Dick Everett jumped into third place with a 221.4 second flight, for a two round total of 571.3 seconds! Bob Copland showing consistency came in with 130.9, for a two round total of 406.1 seconds, for fourth place. Gordon light had a 103 second flight, and was now fifth with 396.5 seconds. J B Allman continued his championship form with a 149.0 second flight, for a total of 299.8 seconds to hold sixth place. Denis Farlie was seventh with a 296.5 total, Bill Atwood eighth 221.0 seconds, John Ginnetti ninth 210.3 seconds, tenth Dubois 190.0 seconds, and eleventh Andre Vincre 179.5 seconds. Now not only the temperature was rising, but so were the frayed tempers of the leaders. Any of the ten could take "The Cup".

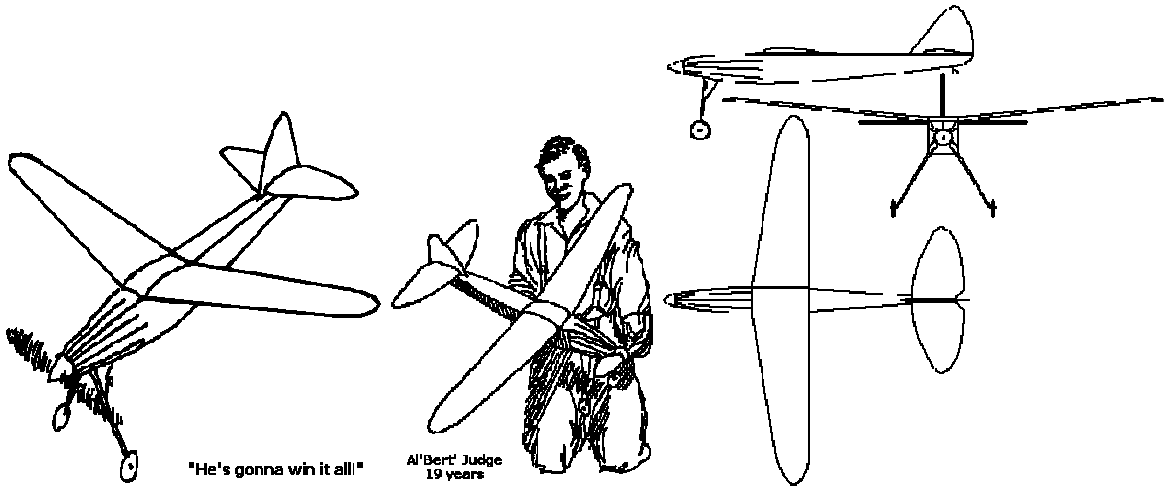
ROUND 3: Roy Wriston had lost his Wakefield. He searched frantically down wind, with some Air Cadets who helped him look for it. Bert Judge decided to use the same rubber motor he had used on his second flight. Al also decided to play it safe by limiting his winds to 850 turns in the by now 100 degree heat. At 845 turns the motor burst again, the pieces shredded the fuselage with the surgical precision of a hatchet! Bert was probably frantic, his hands may have trembled as he rebuilt his Wakefield. Bob Copland scored a 205.2 second flight, with J B Allman behind him with 190.1 seconds! Where was Wriston? Time was running out!
Judge was ready again, and this time using a cool motor from his thermos, he stopped winding at 800 turns, taking no chances. Now he was set, and away! Judge was down in only 116.3 seconds; landing as Roy Wriston climbed out of the "Jeep" with his lost, but now found Wakefield. Quick calculations indicated that Wriston could win it all with a flight of only 158.1 seconds, to beat Judge! The wing of Wriston's Wakefield had to be

repaired, but there wasn't enough time. Electing to forget the repairs, Roy began winding. At 750 turns he was at the nose block! Now without hesitation he grasped what was left of his right wing, held the tip of the propeller, closely watched by the English Team Manager B K Johnson, who was clutching the "Lucky Mascot" given to him by Mrs Thurston aboard the Aquitania. Roy let go of the remains! It climbed off the take-off board, but was shuddering all over! Up it went in this almost fatal condition, and mercifully did something resembling a glide, landing in only 73.0 seconds, Roy would be second today, short by 85.1 seconds. A lifetime...

Place	Name	Country	Round 1	Round 2	Round 3	Average time
1	A Judge	GB	497.0	136.5	116.3	249.9
2	R Wriston	USA	100.0	555.0	73.0	242.7
3	R Copland	GB	275.2	130.9	205.2	203.8
4	D Everett	USA	150.0	221.3	166.3	179.2
5	J B Allman (1934 WC)	GB	150.8	149.0	190.1	163.3
6	G S Light (1932 & 1935 WC)	USA	263.5	113.0	83.5	160.0
7	D Fairlie	GB	156.3	140.0	80.5	125.6
8	A Vincre	France	92.5	87.0	148.0	109.2
9	G Dubois	France	80.0	110.0	133.0	107.7
10	J Ginnetti	USA	126.2	84.1	80.0	96.8
11	C Tracy	USA				
12	W.Alexander	NZ				
13	A Pearce	NZ				
14	A Greenhalgh	GB				
15	W Atwood	USA				
16	H Jones	GB				
17	H Robinson	NZ				
18	F Hollingsworth	Canada				
19	P Verdier	Canada				
20	H Varache	France				
21	H Verdier	Canada				
22	W MacKay	NZ				
23	M Bardsley	Canada				
24	J Finlayson	NZ				
25	R Smith	Canada				
26	R MacGregor	NZ				

WINNING WAKEFIELD AJ-3		
component	*inches*	*mm*
wing	44.25x5.5	1124x140
Tail	17x5	432x127
fuselage	30	762
Propeller	16 dia	406 dia
Rubber	Pirelli 1/20x1/4" 6 strands w/tensioner	

NOTES IN PASSING: Albert Judge quote: "I ought to say that winning the 1936 Wakefield Cup changed my whole life".



David Baker Heritage Library – By Mike Parker

Consisting of books, plans and other related material, this library is the result of many years enthusiastic collecting. It is now in the process of collation by Roger Newman who is also initially administering the library. At this stage it consists plans (part 1) only.

Yes there is more, the other material will be listed when collation is complete. The present list can be viewed by using the Hyperlinks on the SAM 1066 website.
NOTE: The document is in both Microsoft Word and Microsoft Excel, please follow the appropriate link.

If you want a copy of any of these plans, please read the following:
A fee is charged to cover:

(i) A set copying cost, dependent on the sheet size & number of sheets.

(ii) Cost of packing & postage (1st Class), rounded up to nearest whole £.

Note 1: this is a non-profit making activity for the benefits of SAM 1066 Members (& other like minded aeromodellers).
Note 2: Any accruing balances will be passed to SAM 1066 Treasurer.

The process for obtaining a plan copy is:
Email request to rogerknewman@yahoo.com, quoting Plan Name & I.D. number (1st & 2nd Cols respectively in the list).

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

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

Roger Newman	A cheque or cash is acceptable.
35, Russell Road	On receipt of fee, the plan is
Lee-on-the-Solent	copied & posted to the Requester.
PO13 9HR.	

Derek Gamps Plans Collection - *Via Andrew Longhurst*

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

An appeal from Vic for an 8oz Wakefield League organiser

VOLUNTEER(S) REQUIRED

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

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

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

BMAS

BOURNEMOUTH MODEL AIRCRAFT SOCIETY

INDOOR FLYING

TUESDAY 26th JANUARY 2010

TUESDAY 23rd FEBRUARY 2010

TUESDAY 23rd MARCH 2010

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY

INFORMAL COMPETITIONS

FLIGHTHOOK IN ATTENDANCE

Adult Flyers £4 Accompanied Juniors & Spectators £1.50

CONTACTS:JOHN TAYLOR TEL.No 01202 511502
ROY TILLER e-mail roy.tiller@ntlworld.com

BROWNHILLS INDOOR FLYING - FREE FLIGHT

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

Just off the A5

Saturdays 2.00pm until 5.00pm - £6

2010 dates:- April 10th – May 8th.

Contact - Tony Eadon-Mills

Tel: 01952 240451 - e-mail: tonyeadonmills@gmail.com

Cranfield Classic 50th Anniversary

2010 is the 50th anniversary of the 1960 world FF power championship which produced no outright winner after a 17 Max marathon.

Five joint World Champions were declared.

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

The models are.

Mr Max: - Rolf Hagel, Sweden **Sloworm:** - John Sheppard, New Zealand

Lucky Lindy: - Llarry Conover, U.S.A. **La Bestia:** - Giovanni 6uerra, Italy

No 18 & Ascender: - Sandy Pimenoff, Finland

(Reduced scale drawings of all five designs are featured)

(in July's edition of the NEW Clarion)

I can supply full size drawings for La Bestia, Sloworm, Lucky Lindy & Nol8.

A good drawing of MrMax is in June 1960 Aero modeller.

All are in the 1959/61 Zaic year book.

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

Engine runs to be decided on the day

probably 15* *& 12* seconds for a full Max. Three flights.

(*To be allowed full engine run) Engines must be 2.5cc(.15)

available *before* Dec 1960, or

OS Max 15 III /OS Max 15 IV, PAW 15 non BR

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

NO ABC or Schnurle engines.

For more information. Contact. Allan Brown.

Mobile 07714103515 Home 01913866709

E-mail: allan.030@btinternet.com

SWAPMEET - SWAPMEET - SWAPMEET - SWAPMEET

New date for your diary:

21st March at OLD WARDEN

(Russell Hall Complex in Agricultural College)

This event is intended to fill the gap in the calendar caused by the demise of the Watford Swapmeet

(Flitehook will be in attendance)

Further details will be available in the modelling press in due course

Indoor Flying with the Birmingham Club

Free Flight Only

Thorns Leisure Centre. Stockwell Ave.

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

Saturdays 1pm until 4pm

2010 dates:- 3rd April & 1st May

Admission – Flyers £5.50 – Spectators £2.00

For further information phone or e-mail Colin Shepherd

0121 5506132 or colin@colinwilliam.wanadoo.co.uk

Wickham Community Centre

Mill Lane, Wickham, Hants, PO17 5AL

INDOOR FREE-FLIGHT DATES

2010

Thursdays 6-30pm until 10-00pm

March 25th, April 29th, May 27th, June 24th, September 30th, October 28th, November 25th.

&

Wednesday December 29th 10-00am until 4-00pm

New Drinks Machine on Site

&

FLITEHOOK in attendance at most meetings

Vintage Free Flight Events
for the Nationals at Barkston May 29th - 31st 2010

Saturday 29th May

1) 8oz Wakefield, *(Hand Launch)*
2) Small Glider *(Models of less than A2 area, includes A1)*
(Cut off date end December 1960)
(75 m towline, NO circular towing)

Sunday 30th May

1) Very Small Rubber *(less than 25" span + handicap)*
(for Ajax, Achilles, Cruiser Pup, Condor Clipper, Fledgeling)
(combined event, see separate rules including handicap)
(two flights to a max + an unlimited fly-off for all)

Monday 31st May

1) 4oz Wakefield + Medium Weights *(combined event)*
(medium weights:- models before Jan 1951 more than 34" span)
(having less than Wake area but conforming to $L^2/100$ area)
(rule for fuselage. Hand Launch allowed)
2) R/C Duration: *(class A up to 2cc, class B over 2cc)*
(see detail rules elsewhere)

This list correct as at 10th February 2010 *(John Wingate)*

Very Small Rubber Rules

The standard rules with regard to 8" max prop dia, 2 wheel u/c & span etc will apply, with 2 flights to a "max" and the third and last flight unlimited and not dependant on maxing out. In addition the following models will be allowed with a handicap, as they seldom get a "look-in" in other events: - Ajax, Achilles, Condor Clipper and Cruiser Pup. The Veron Fledgeling will also have a handicap, as this one seems to usually predominate in this event. The handicap will apply by means of factoring the scores as follows: - (maxes quoted are the actual targets to be achieved, before factoring)

Standard models (24" Achilles etc)	factor 1.5	Max. 80 secs
Veron Fledgeling	1.2	100 secs
Cruiser Pup	1.5	80 secs
KK Ajax & Condor Clipper	1.0	120 secs

(Third unlimited flight also factored by same amount)
The total factored score will determine results.

VINTAGE RADIO & CONTROL LINE
at MIDDLE WALLOP, 2010

Courtesy of the Army Air Corp Centre MAC

SUNDAY APRIL 4TH SAM 1066 Club Invitation Day

Control Line [no combat wings] + Mini Speed. All types* of R/C to December 1969
also Tomboy 3s + Senior Competition
and 3 Vintage Power Duration Competitions.

SUNDAY MAY 9TH SAM 1066 Gala

Control Line [no combat wings]+Mini Speed. All types* of R/C to December 1969
also Tomboy 3s + Senior Competition
and 3 Vintage Power Duration Competitions

SUNDAY AUGUST 29TH SAM1066 Eurochamps

Control Line [no combat wings] +Mini Speed. All types* of R/C to December 1969
also Tomboy 3s + Senior Competitions
and 3 Vintage Power Duration Competitions

*** NB....ALL R/C MODELS , No Ailerons please!!**

ALL FLIERS MUST BE COVERED BY BMFA INSURANCE, this is the only acceptable insurance at the venue and must be produced when signing on

The meetings take place at the far side of the airfield, follow peri track to control

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For further information contact

	James Parry [C/L]	Tony Tomlin [R/C]
	01202625825	02086413505
email.	JamesIParry@talktalk.net	pjt2.alt2@btinternet.com

Bill Longley [Vintage Power Duration] email tasuma@btconnect.com
01258488833

Provisional Events Calendar 2010

with competitions for Vintage and/or Classic models

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

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

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

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

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

Useful Websites

GAD - www.greenairdesigns.com
SAM 1066 – www.sam1066.com
Flitehook, John & Pauline – www.flighthook.net
Mike Woodhouse - www.freeflightsupplies.co.uk
BMFA Free Flight Technical Committee - www.freeflightUK.org
BMFA - www.bmfa.org
BMFA Southern Area - www.southerarea.hamshire.org.uk
SAM 35 - www.sam35.org
Martyn Pressnell - www.martyn.pressnell.btinternet.co.uk
X-List Plans - www.xlistplans.demon.co.uk
National Free Flight Society (USA) - www.freeflight.org
Ray Alban - www.vintagemodellairplane.com
David Lloyd-Jones - www.magazinesandbooks.co.uk
Belair Kits - www.belairkits.com
John Andrews - www.freewebs.com/johnandrewsaeromodeller

Using Middle Wallop Airfield

SAM 1066 has been fortunate to have used middle wallop airfield for may year now and for the most part the same people have been attending meetings there. It therefore remains a mystery that so few people appear to now about or adhere to the few restrictions we have. This of course is probably that they have never been written down before, so in an attempt to remedy this please read the following, even if you think you know all about them already.

Driving and parking

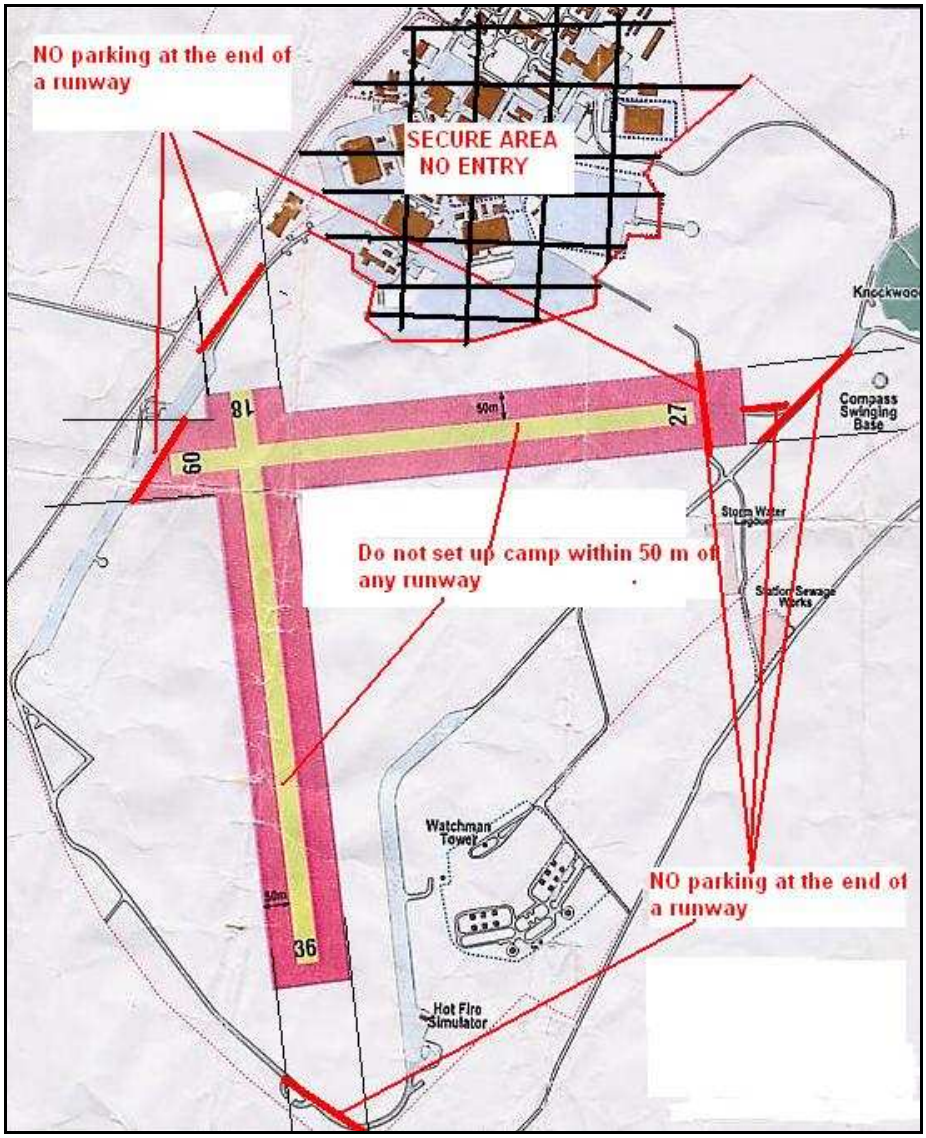
There is an airfield speed limit of 15 mph, although not strictly enforced it has been known for people that have been “speeding” to be warned by the military, take it easy and use your vehicles 4 way flashers. Park as directed by the event control, and note, do not park at the end of any runway, an emergency landing or aborted take-off, however unlikely, could result in an even greater accident. Do not drive in front of the “Secure area” and always access and leave the airfield via the museum car park gate.

Secure areas

Those attending Wallop over the past years will have noticed that the hangers are now surrounded by a security fence with electrically operated gates. This secure area is not to be entered under any circumstances. Even if one of the gates is open do not be tempted to enter, there are Armed Guards patrolling the area 24/7. If your model enters the area, inform the event organiser who will notify the authorities. You may well not get your model back that day, if at all if on a hanger roof, so the area is best avoided.

Runways

To be fair most people arriving on the airfield can't see the runways, the problem being that they are not made of tarmac and don't have lights running along there length. However there are 4 runways, take a look at the map, North-South (36 & 18), East-West (09 & 27), all are grass and marked by large yellow cones.



We are not allowed to "use" any of these, or any area within 50 metres of them. Let me clarify that.

NO:- we can't set-up our equipment (that includes just a fuel bottle and rag!) and operate from within the restricted area.

YES:- we can over fly them (when not being used!), and "cross" them by foot (or pedal cycle) to retrieve our models or go to the loo. When crossing any runway, cross quickly at 90 degrees after looking both ways to ensure that a full size aircraft is not using it. If your model lands on the runway, pick it up and move off the runway before spending 5 minutes inspecting or resetting it.

The reasons for the above are:

The runway(s) can become active with little or no notice, leaving your "stuff" on the runway and going off to retrieve your model could result in an aircraft having to abort a take-off or landing. Worse would be the situation that you are so engrossed with what you are doing that you don't notice an aircraft approaching you!
The chance of leaving something behind when you pack up or not being able to find that "stuff" you left there 2 hours ago is very high. Foreign object damage (FOD) material is taken extremely seriously by the Army, if found it will put our continued use at risk.

Adjacent farmland

We are fortunate to be on good terms with the local farmers, but this was not always the case. Some years ago some of our fraternity entered and damaged (however small) a crop in an adjacent field resulting in a somewhat strained relationship. After many years of liaison we now have access to most of the adjacent land at most times of the year. However there times when access is restricted, for example when certain crops are high and nearing harvest or when "game birds" are nesting. We must respect the farmers property so please check at control before you start to fly for ant restrictions on that day. The result of these good relations is that it is now very common for "lost" models to be returned after each event.

Pass it on

If you see someone who is falling foul of something above please take the time to explain it to them, if they are not complying please inform the event organise on the day.
Remember it is a lot easier to loose this facility than to find a replacement.

Mike Parker :- Secretary

The Sound of (Cyber) Silence

As you all know, SAM 1066 offers free membership. That's great – but it does give us a problem because there's no annual renewal opportunity for members to update us with their new postal and/or email addresses, if they have changed. Also, we don't know when they want to cancel their membership.

Over time, this has brought about a situation where out of 550-odd email addresses, more than ten percent are now undeliverable! You won't be surprised to learn that there is a legal aspect to this but more importantly, if you're one of these lost souls, it could affect *you* . . .

Naturally you'd expect us to tell you if any of our events has to be cancelled but, if we haven't got your current email address, obviously we can't! So we need your help.

If you have not been receiving the monthly email and you'd like to re-instate it, please inform us of your correct email address straightaway.

Write to: membership@sam1066.org

Simply click on the link above and tell us your name and full email address in the text box.
Tell us your new postal address too if you think that may also be wrong.
Should you wish to cancel your membership please let us know.

Note: If we haven't heard by May 31st, all records relating to the non-deliverable email addresses will be deleted and the individual's membership cancelled.

David Lovegrove :- Membership Secretary