



# NEW Clarion

## SAM 1066 Newsletter

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SAM 1066 Website - [www.sam1066.org](http://www.sam1066.org)



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## Editorial:

This issue looks like getting heavily weighted with indoor flying articles. Although the outdoor season is underway, I myself have yet to venture out, I have not even replaced the three 50gm motors I bust at the end of last season. I am writing this editorial with only the first half a dozen or so pages assembled and I wait hopefully for some outdoor stuff to turn up before the end of the month. This is really a dig in the hope that some of you outdoor flyers will pen a few words on your own exploits during the coming season. You don't need to write a book, just a snippet or two with a picture.

As I write, the forecast for the first Wallop event on February 13<sup>th</sup> is diabolical with wind and rain so there will be no report from me on that. I also have a dicky knee that is only recovering slowly, I need a nice calm day for my first event. My misfortune is still working well, my camera battery went flat for the Brownhills event so there will be few pictures in my report from there.

Good news is that a branch of Maplins has opened here in Rugby and I have acquired a delightful little set of digital scales measuring to .01 gms. They were on offer at the store opening for £19.99 reduced from £44.99. I will now know the truth about all my indoor models and rubber. I shall have to try and get my head round John O'Donnell's rubber by weight article from last month and re-identify my current stock of cut strip.



The Maplin scales with Living Room Stick size rubber I was playing with.

**Time for a Change**

-

Mike Parker, Secretary SAM1066

I have now been involved with the organisation of SAM 1066 for some 10 years. Firstly in supporting David Baker and establishing good relationships with the local land owners with setting up of the "Farmers Fund", and then establishing a web site for the club. Later when David's health forced his absence I "held the baton" until being involved in the restructuring of the organisation.

I feel now that it is time for me to take a rest and allow a new member to take up the challenge. Therefore I will not be standing for re-election in October this year. I am giving notice at this time to allow debate as to how the club continues and for people to consider taking up the challenge. For those who wish to see SAM 1066 continue as a free flight club perhaps now is the time to stand up and be counted.

I have never looked on my position as a vocation, and given that I am still in full time employment and have young school age children, my spare time is becoming ever more precious. My health problems over the past 18 months have not helped, some of you may have noted that my lack of mobility led to a reduced amount of flying. Having now had a further operation this week I am rather hoping to return to a more normal life later this year, perhaps even some flying!

I wish to see SAM 1066 continue and flourish, and to that end I am here to help in the transition, if someone thinks they are the person for the job then I am more than prepared to mentor them through this year, perhaps the tasks could be shared by 2 or even 3 people. With procedures for the new year starting in October with the Middle Wallop licence application it makes sense to hand over the baton after the AGM, this will ensure continuity for the incoming secretary.

I would like to take this opportunity to thank the rest of the committee for their help and hard work. Special thanks go to John Thompson who with myself has been involved from the start of the new SAM 1066, and without who getting this far would have been impossible.

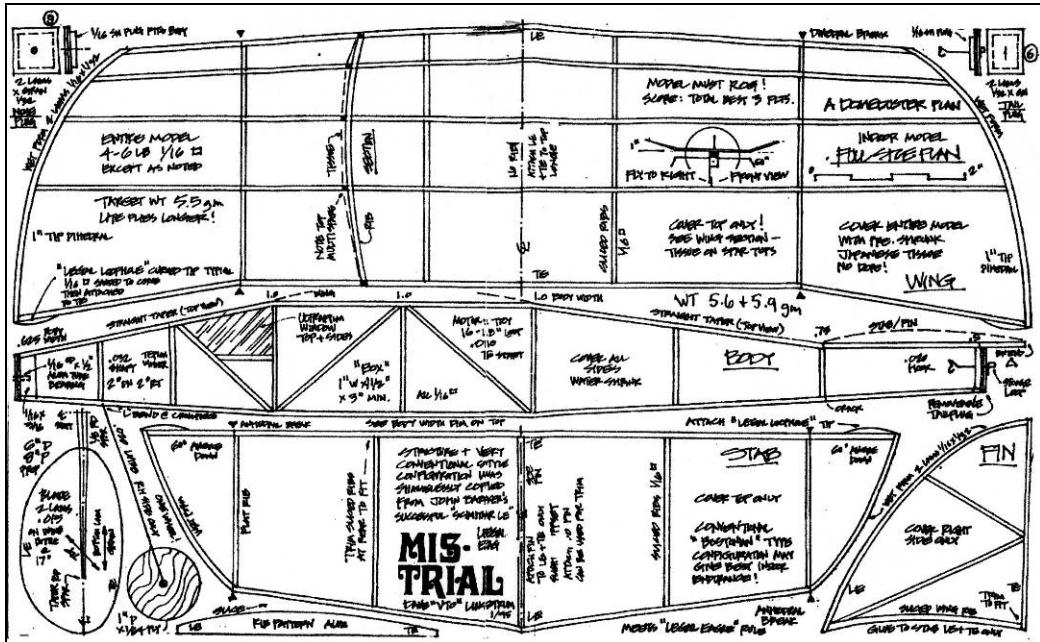
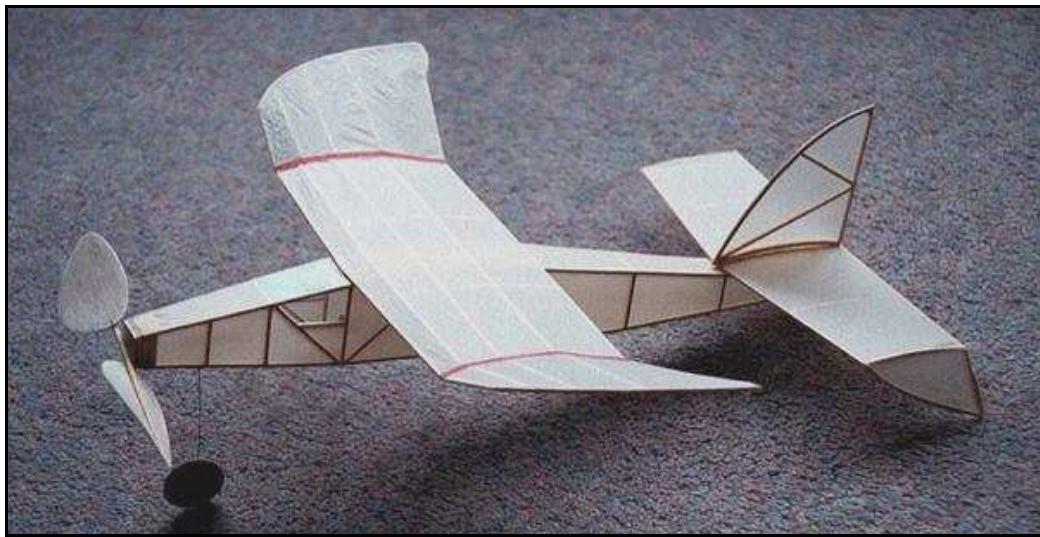
**SAM CHAMPS**

This year for first time in years I and my family will not be available for the SAM champs in August. The dates for the family holiday in France unfortunately run into the bank holiday, so volunteers will be needed if the event is to take place, time for some to give a little back to the club. None of the jobs are difficult but do require some commitment, a small team of people sharing the duties has worked well in the past. If you are prepared to help please let me know as soon as possible.

*Mike Parker Secretary*

The BMFA Indoor Technical Committee have introduce a new challenge for 2011 in the shape of the American formula called 'Legal Eagle'

The Rules are set out below, but essentially the model, which can be any design, must fit on an American Legal sheet of paper  $8\frac{1}{2}'' \times 14''$  which is halfway between A4 and A3. The rules are kept simple in that the smallest piece of wood that can be use is  $1/16$  square; this effectively regulates the weight of the model. As an indoor model there is no need to add weight with dope, just cover with good quality lightweight tissue which is as non-porous as possible. This will help improve the flight times. Target weight 4 to 6 grams. Here is a design that can be downloaded from a link on the 'Clayton Green' website. The plans of these models are normally on two A4 sheets as the American legal paper is 14 inches long. You just need to stick the two bits together and bingo, a plan.



The alternative is to get a piece of paper the correct size and start drawing.

The propeller may be wood or plastic, if you are not too hot on indoor props the 'Ikara Butterfly' props have been found to work well.

The competition is for duration and will be a postal event, with the entrants e-mailing their times along with a picture of themselves with their model at the venue where the flight took place to [Whitehousedj@googlemail.com](mailto:Whitehousedj@googlemail.com). The I.T.C. will then update and circulate the current lists of times, as well as publishing them on the BMFA website.

## Legal Eagle Rules

### Drawing Requirements

The drawing must fit on one side of one sheet of legal size (8-1/2" x 14") paper.

No component parts drawing may be superimposed or overlap another and must clear one another and the edge of the paper by at least 1/8".

The wing(s) and stabiliser must be drawn full span, tip to tip and the fuselage drawn in its full length from nose through tail in one piece.

Fin(s) may be drawn where space allows and not necessarily attached to the side view.

Landing gear must be drawn in its place on the side view showing its full length.

No top or front view is required.

The drawing must be presented to the CD on demand.

### Design Requirements

The smallest wood size is to be 1/16" square except for the propeller.

The fuselage measured to its outside surface must contain a space 1" x 1.5" x 3".

The fuselage must have a cabin or open cockpit with a raised windshield of at least 30 degrees of clear or translucent material.

The cockpit must be actually open, with a headrest or canopy.

Flight surfaces; leading and trailing edges cannot parallel each other.

Tip outlines must have no straight lines except for stabiliser where a twin fin is used.

If twin fins, or two wings are used in the design, parts may be built in duplicate over the same drawing.

Jap tissue required on all non- sheeted, open framework surfaces, except for fuselage surfaces covered by a flying surface directly attached to the fuselage and areas involved in an open cockpit or minimum access area to the motor.

No ultra light film covering is to be used, unless used for windshield or windows.

Flight surfaces may be single or double covered.

The landing gear must use at least one 1" diameter wood wheel.

The use of motor stick(s) or tube(s) is acceptable and, if used, must be shown on the side view in one continuous length in the proper position.

### Flying

Models must R.O.G. from floor. The results of the challenge competition shall be the combined best 2 flights over the season.

More information can be found at the Clayton Green website where there is a plan and there are links to other sites which have further plans. [www.creatives.plus.com/clayton](http://www.creatives.plus.com/clayton)

*BMFA Indoor Technical Committee*

### Letters to the Editor

**More members**

-

Laurie Barr

This is in response to your plea, for idea's about replacing our failing "bodies", with fresh? blood.

At present, we fly model aircraft that we loved in the past, up to and including the 1950's period, and if Sam only caters for those of us who lived and loved that period, you will eventually come to a point when there are literally none of us left!

The answer seems "simples", we could raise the cut off date every year or so?, so that those people that loved their models in the "say" 1950's onwards, may be attracted to what Sam has to offer?

We know there is a lot of disaffection within the FAI Free Flight community, with ever mounting costs of "buying Success" from the Ukraine, and we should advertise for new members, in all the current model flying magazines. The other huge attraction, is that Middle Wallop is light years ahead of Salisbury Plain!

The snag is that, in competition, the later designs will crucify the earlier ones, so we would have to have shut off dated classes.

In the unreal world of current FAI contests, it is a case of my Ukrainian purchase, is better than your Ukrainian purchase!

Already there is some diminishing numbers of competitors flying FAI, due I believe to the farcical nature of only flying bought in models, and their high costs.

The inherent pleasure, of building your own stuff, is now sublimated by money. Balsa and tissue, is a lot cheaper than Carbon Fibre.

Eventually, if nothing changes, there will be no free flight at all, other than Sam, if Sam does not keep replenishing itself.

In time, all the FAI devotees will have gone, and only Radio Control will continue to flourish, simply because of BMFA insurance!

*Laurie Barr. SMAE Fellow. Sam 1066 & 35 member.*

Vic Smeed

- Walter Snowdon

In the last few months we have lost the backbone of the golden years of aeromodelling, and now probably the greatest of them all is Vic Smeed. I have been a model maker for 62 years now, aircraft AND boats and Vic has been my hero and mentor for all that time. I never knew him to design a crap model. In the past I have written to the editors of Aeromodeller and Model Boats suggesting that they publish a history of Vic together with facsimile reprints of the plans and articles written by Vic for them. Alas, the suggestions fell on deaf ears.

We have recently had superb biographies of Ray Malstrom and Jack North and I feel that a tribute in print to Vic in book form is long overdue. A book perhaps written/compiled by Sam 35 and 1066 would be a fitting memorial to Vic and would have world-wide sales. PLEASE could you float this idea amongst his friends as I feel that the present model press will only show a passing lip-service to our legends. Remember, if our generation let the death of Ron Moulton, Phill Smith and especially Vic, pass with just the odd mention then they will be lost forever.

Regards, Walter Snowdon

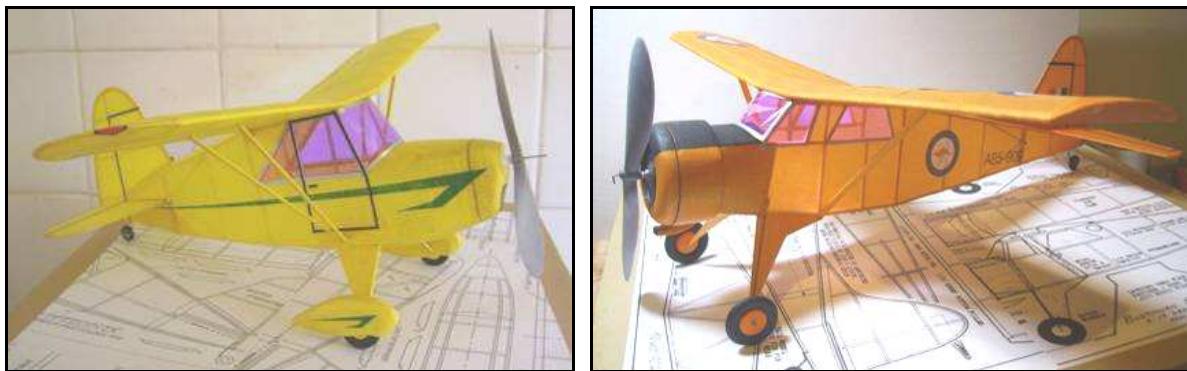
My Bostonians

- Paul Seeley

Just read through the new January Clarion and thought you'd enjoy the current Bostonians I'm flying. Impington being too far to travel I usually take them down to Totton for the Flitehook events.



The 'Fed Ex' (Bostonian Canuck) is the oldest and was my first venture into the class (as well as a first attempt at printed tissue and chalking tissue!) A bit of a battle to get right initially but it now ROG's happily for flights of about a minute (Needs a good old twist on the right wing to control the torque for take off though... variable incidence?)



The other two were built at the end of last year and have only been flown once so far, although both perform nice ROG's and give flights @ 40 seconds. The yellow one is now sans the lovely spats which weighed too much. The Walt Mooney Bostonian Beaver has a few changes to make it look a bit more 'Beaver like'. The roundels are printed onto white then sprayed on the back with white acrylic to stop the orange showing through; attached with a UHU glue-stick.

All use the Peck 6" prop and the neat KP adjustable nose bush and being high wingers I fly 'em in right hand circles. Motors are 110 -115 thou. thick and All Up Weight's (without rubber) are @ 15 grams.

I really like this class of model and have a few more planned for next year. The size makes them easier to get down to weight than, say, a peanut and you can play about with a few scale details to dress 'em up. Look pretty in the air too. (Much simpler than the pistachio's that I also play with!)

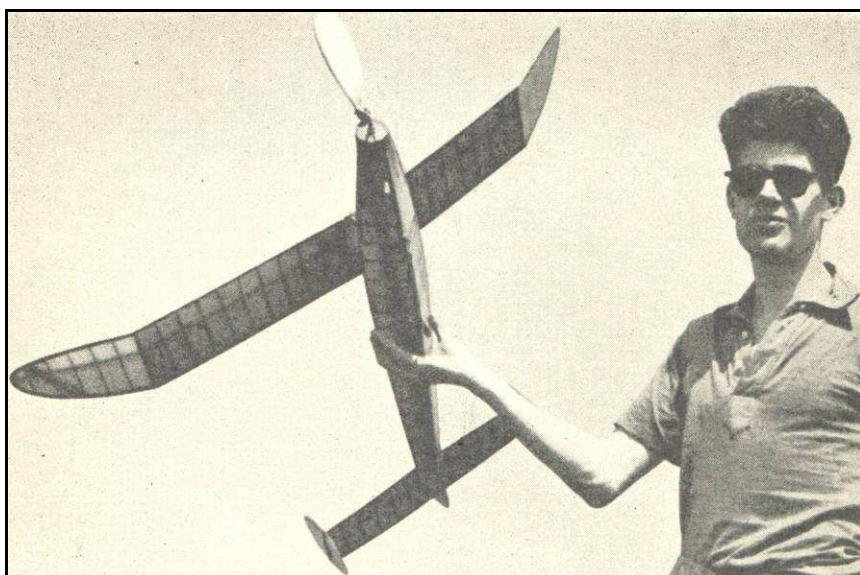
Paul Seeley

**The 'New Look 1' Wakefield**

-

Jacques Morisset

*Editor:* I thought I'd stick this in for a bit of free-flight, I believe a version of this model is flown in vintage by non other than John O'Donnell.



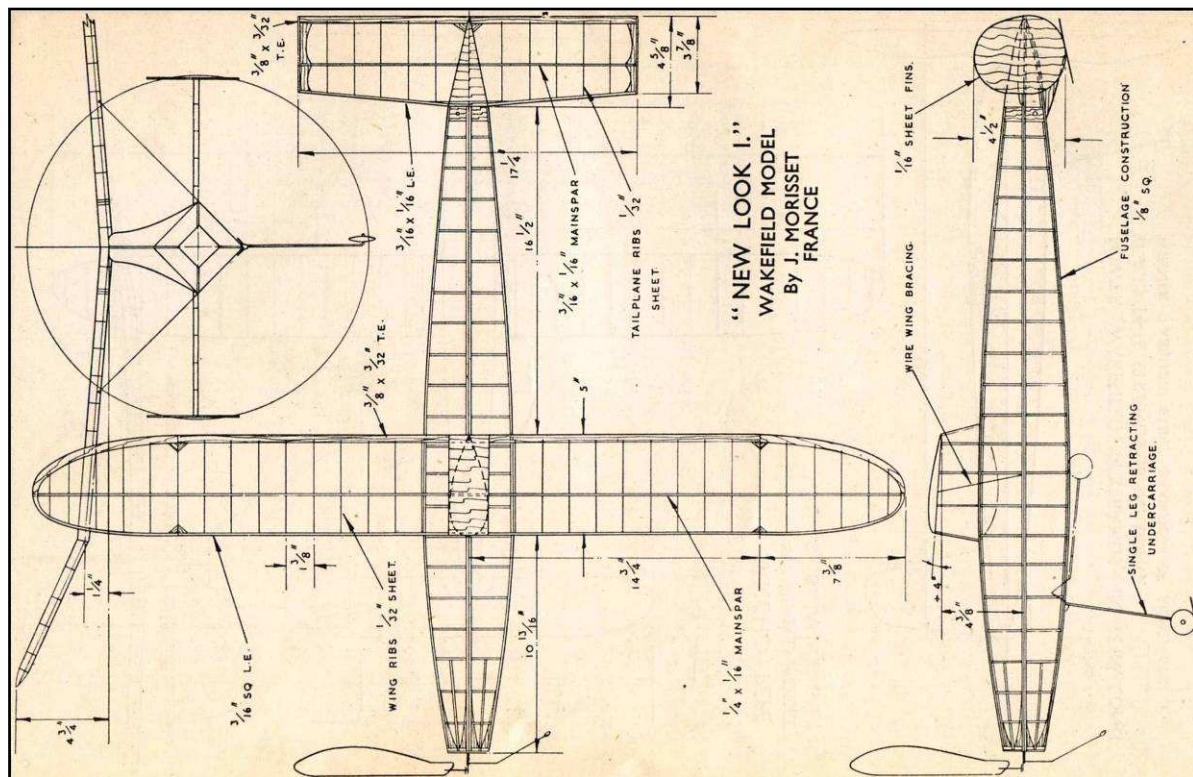
Jacques Morisset with his 'New Look 1' Wakefield

**D**ESCRIPTION.—Prototype New Look O was built in 1948 and lost after second flight. New Look I, built immediately after has made between 2/300 flights and outlasted some dozens of rubber motors! In its two years of life, weight has crept up by reason of repairs. Originally 8½ ozs. including 4½ oz. of rubber, it now weighs 9½ ozs. including 4½ ozs. rubber.

Airfoil is designer's own with thickness 5.6%, and maximum camber 4.7%, tailplane 4% and 4%. Mainplane set at 4° positive incidence and tailplane 2½° positive. Airscrew is a single blade folder of 19 in. diameter pitch 24 in. maximum width 2½ in. Rubber motor comprises 16 strands of Dunlop  $\frac{1}{4} \times 1/24$  49 in. long. Hook is in the form of an anchor (no bobbin). For contests put on 800/850 turns, giving motor run of about 55 secs. Climb and glide is to the right. Note particularly that there is no downthrust. Washout of mainplane 3°.

New Look II is now on test and embodies slight fuselage and pylon modifications and a new propeller scheme in ply and balsa shaped round a carved hardwood block. Weight of Mark II is 8½ ozs. including 4½ ozs. of rubber.

**PERFORMANCE.**—New Look has won contests at Rouen, Rheims, Troyes, Paris (Championship of France, 1950), Eaton Bray and 4th at Brussels, totalling some ten to twelve major successes. Morisset's club, P.A.M. (Paris-Air-Modele) champion club of the year, are building it as the standard machine and have already had second places to the designer at Troyes and Rheims. Other clubs are also building it as a standard design. Still air time on 800 turns is around 200 seconds.



Jacques Morisset

## My 2010 Season

Roger Heap



Oh for those days again! The photo from the '50's shows a young R. Heap holding a Frog Aero-Scout that was the chuck glider of choice at the time! They were only 6 pence (pre-decimal old money) and came in a paper packet. Everything slotted together and there was a pellet of lead for balance that wouldn't be allowed now! They always flew quite well especially with the wings reversed and could be repaired with Sellotape after the dog had helped with the chase! I look a bit different now and the model's bigger.

A few things...

The plywood 'D' box experiments continue! Ready for 2010, I'd designed a parallel chord wing as thin as I could get away with! By adding a second tapering ply layer inside the lower 'D' box, I did without a lower spar. The extra ply tapered from the full 'D' box width at the root, to normal spar size at the dihedral break. The section depth was now down to 7.6mm with my usual 125mm chord. Ply cap-strips were again used and notched into the trailing edge.

In addition, from a suggestion by Alan Gibb, the tailplane was just a large L.E. with 'W' ribs. This proved to be fairly strong, fairly light and very easy to handle, ...but I did break one later! First trimming flights were made at the 4th Area and I used it in the fly-off and throughout the year.

The Caprice and Nord have done quite well this year, but I needed to improve the d/t and autorudder start mechanism. I was fed up with failures where the start pin would stick, or come out too soon. The Caprice could have done much better at the London Gala in the fly-off had the timer not been running while on tow! Taking note of Chris Strachan's Caprice, I made up a small plates with three tubes and two bent wires that I have found to be extremely easy to set up and works well when I leave enough slack for the ring to drop off the hook!

**The BMFA Nats.** The first four F1H maxes were quite a challenge. I then crashed and broke the new A1 fuselage and made the last max. with another wooden model. My fly-off against Gary Madelin and Andy Crisp was disappointing. Andy out-flew me in a short-lived bump and Gary out-flew us both. ...A carbon Stamov, a ping hook balsa/spruce model and my ply/balsa planes. What a mixture!

**Oxford...** A good day for me, winning F1H in a 3-way flyoff. Only a 1:30 max. in rounds, but still tricky! A shower at the start of the last round proved Brian's tent wasn't waterproof but that Dave's sandwich floated well in the puddle on his chair...

**Grantham Gala...** A two minute flight would leave the field and Chris Parry left the field every flight! A bit of a worry when he didn't make it back for the presentations, but the model was hiding in crops. After a few waves of my short aerial, I had the model located and back with its owner.

**Anglian Gala...** I went up on the Sunday and initially wondered why! The wind was very strong, but as it started to drop a little at mid-day and others were flying, I started with the Caprice and later, the Nord. Making the fly-offs with both in one piece was a surprise and winning M/V and coming second to Chris Strachan's Caprice was a good end to the day. Both Chris and I flew out of the field, so radio retrieval still rules, OK!

**6th Area...** I had a straight-up-and-off into a monster of a thermal with the A1. After three minutes, we knew that the d/t had failed. I listened to it for about 25 minutes when the signal suddenly faded away! Had it landed? Armed with GPS, a map, and a car aerial, off I went. As I came out of Oasby, I heard a quiet 'peep' in just one spot. It was a fluke as I was only half way there! I finally tracked it down about four miles off the field in a field of wheat, just short of the A52. In best Biggles tradition I dropped by the Houblon for a pint on the way back! Stuart and Kris had also lost a rubber job in the same direction and on the way home I went through the same back lanes and picked up their signal further along the A52. A quick phone call and they picked it up later. ...And 'my' wheat field had been reduced to stubble during the afternoon!

Sam, my grandson, was with me on Sunday at the Timperley. He spent all day setting records for cycling round the peri-track and we had a long retrieve to pick up the Caprice out in the fields!

Sam was keen enough to come out again to Charlie Newman's delayed Oxford comp. It was breezy and not well attended, but the competitors were keen! 90 seconds in lift got very near to leaving Port Meadow. Turbulence dragged my Nord down to earth, dashing it hard into the bank of the ditch. The wing, tailplane and the fuselage were in bits! But repairs at home would be possible. Sam spent the day charging about with some chuckies.

**8th Area...** The Nord was right on trim and made a reasonable fly-off. The A1 felt good too, but I had trouble with circle tow again. J.C. landed one on a hanger roof, but it was retrieved after a lucky shot with my bow and arrow. Since then, I've had a chat with Martin Dilly about his retrieval technique and found he uses plain weighted shafts, without any flights. His arrows being nose heavy can drag the line back to earth better than light ones. So, I have made up some plain shafts with lead weights for the inevitable 'next time'..!

**Midland Gala...** The end of my flying season and of the Biggles League for 2010. See <http://www.bigglesleague.highsociety.org/results.html> for the complete list. John Cooper had already retained the trophy but won the A1 competition anyway! The F1J-1/2A comp. was very close. Four had a mathematical chance of winning the league, but realistically it was between Simon Dixon and Pete Watson. Both made it to the fly-off, but Pete won over Simon, landing on the golf course on the other side of the valley. This made them both equal on points! Counting back, it was Peter's 6 point second place at the Nationals that settled the F1J-1/A trophy in his favour. He took some of it home, declining to take the whole propeller!

After my long retrieve at the 6th Area, I wondered if my simple 1/4 wave wire roof mounted aerial could be improved. The length in inches for a 1/4 wave aerial is found by dividing 2800 by the frequency in mhz. So, at 173mhz, mine is just over 16" tall. At 143mhz it's 19.5". Assuming that extra height over what I had would be better, I added brass tubes and bits of wire to find that at 33" I had lost all signal! Thankfully, by 49" it was receiving well again. The extra height should be useful. However, ...to pack this monster, I'd need a bigger car and eye protection! My solution was to buy a Maplin 10 element collapsible aerial and join it to the magnetic base with brass tube soldered on. So, now I can have a long one whenever I like! Hopefully, I'll never need it again, ...but it'll be for hire! In a quick test round my village it seems to work well, but a 'proper' test, somewhere in wide-open Lincolnshire maybe(?), will find out more! For those wanting their own aerial without borrowing one, Maplin sell a 'mobile antenna' suitable for taxi drivers that should be about right at 'our' radio frequencies.

Still on radio stuff, I had a beacon aerial come away at the business end. This was repaired by cutting into the beacon to reach the p.c.b. to solder on a new wire. It transmits at least as well as before and I hope it's durable! I guessed that a guitar 'B' string would be right, but a thinner 'E' would have been OK too!

I have pre-programmed my Maycom receiver memory for all of my club-mates frequencies. ...Unfortunately, the Biotrack range is seven entries at .005mhz intervals, but as it only needed doing once.....! Doing this was much easier at home and almost impossible on the field! This bit of forward planning could be useful in 2011, who knows?

Roger Heap

**Wakefield Cup Winner 1956 - Charles Dennis Rushing**



## 1956 Lennart Petersson, 26, Sweden

The World Championships returned to Sweden, at Hoganas. This would be a combined Contest, with FAI Power, Nordic A2 Glider, and Wakefield. I emphasize this because in 1957 there was a Glider contest, but no Power or Wakefield contests. Maybe what I am about to present next is a clue to what happened to the WC in 1957. Frank Zaic in his 1955-56 MAYB printed the voting results of the December 1955 meeting in Paris, France of the FAI/CIAM at which the following Wakefield issues were raised:

- 8 to 2: Against increasing the maximum flight time by more than the existing 180 seconds.
- 8 to 2: Against increasing the number of flying rounds beyond the existing 5 rounds.
- 9 to 0: Against increasing the weight of the aeromodel more than the weight now set at 190 grams (8.01 ounces) minimum.
- 6 to 1: For revising the rules for the 1957 WC (Author: is this why there was no 1957 WC? Because they could not come to an agreement before 1957?)
- 6 to 4: For reducing the weight of the rubber motor to 50 grams.
- 6 to 2: For abolishing the ROG requirement.

Meanwhile back at Hoganas, Sweden: Boxes filled with Wakefields arrived, along with two members of Team USA Jerry Kolb and George Coughlin, who packed Wakefields to the contest belonging to: Cliff Monplaisir, who was on the 1952 and 1953 Team, and Herb Kothe, who was on the 1955 Team. Kothe's Wakefield would be flown in the WC by Arne Hakansson, who came in second in the Wakefield event last year. Monplaisir's Wakefield would be flown by none other than Arne Blomgren The 1952 Wakefield Champion. Teams, or boxed Wakefields arrived from 16 nations including: Sweden, USA, UK, USSR, Finland, Holland, Norway, Denmark, Italy, German Democratic Republic, Federal Republic of Germany, Czechoslovakia, Canada, New Zealand, France, Guatemala, and Japan, represented by 58 contestants. Sunday, August 19, 1956 was Wakefield Day, and flying would begin at 7:30am.

**ROUND 1 to 4:** The weather stayed consistent through rounds 1 to 4, overcast skies, with little to light lift, with an increasing wind since the 7:30am start. At the end of round 4 only Fea, Kothe or Petersson could win it.

**ROUND 5:** Began with Anders Hakanson proxy flying Herb Kothe's Wakefield. The ugly weather turned uglier, the wind picked up, this cooled down the air to a point where any lift that may have existed vanished, and without lift Kothe's Wakefield hit the deck at 154 seconds. Next John O'Donnell, Hugh's big brother, flew, and he was done in 180 seconds, still in third place. Hugh O'Donnell, the 1953 Co-Wakefield Champion, was too far down to contend, he would be sixth. Erik Knudsen had a max, he would be fourth. Smirnov did a 180, for fifth, his Teammate Kolpakov won ninth. Ahman, of Sweden, seventh. Fea, of Team Italy had four perfect rounds, but he lost his only Wakefield, and was scratched for not flying in round 5, he was twentieth! Lennart Petersson, of Team Sweden was clocked OOS, at 159 seconds, having waited till the last minute to fly, hoping for a break in the weather, he won the prize by eating out Kothe, by 5 seconds!

The winning tradition for Sweden continued: Sune Stark 1951, Arne Blomgren 1952, and now Lennart Petersson was the 1956 Wakefield World Champion. The FNA Team trophy was won by Sweden, Russia was second, the GB third, and the USA was fourth. This contest marked the end of the "Traditional Wakefield Era", long live the "Modern Era"! At last "they" had done away with that (quoting Bill Dean) "...stupid obsolete rule..." This was the last contest that required the "Rise Off Ground" (ROG) launch. Now Comrades: "you may never go home again!" In 1957 there would be no Wakefield contest. Sweden could not afford another World Championship in a row. I suspected that there may have been some opposition to the proposed rules changes in the FAI/CIAM "Sporting Code" for 1957. Anyway: No other nation offered to sponsor the World Championships in 1957, and this left a curious hole in Wakefield History.

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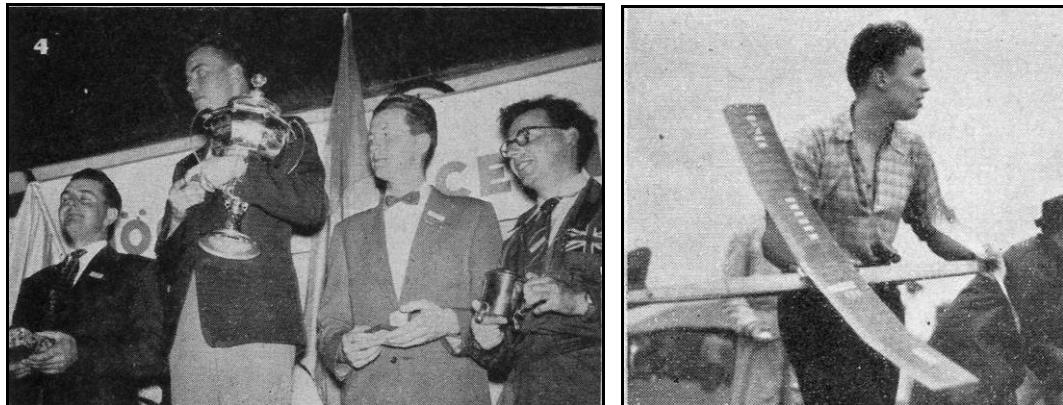
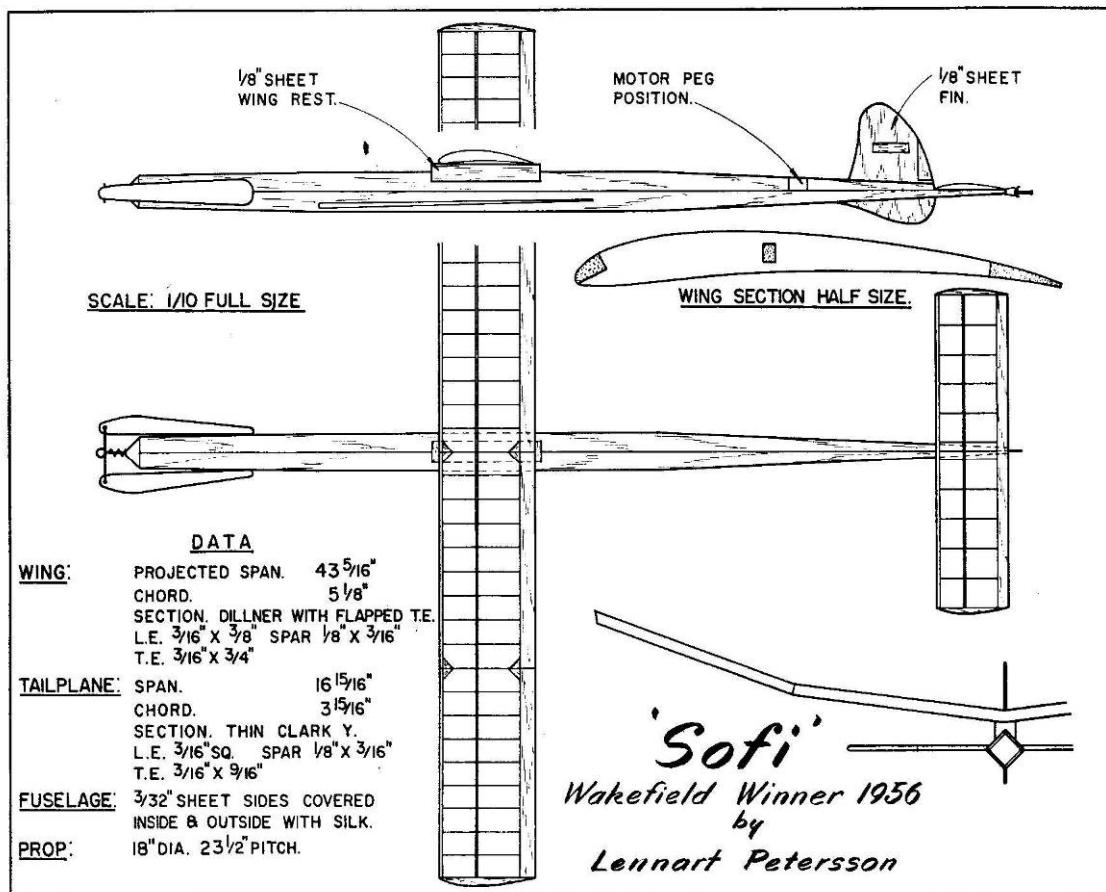
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*Charles Dennis Rushing*

## 1956 Wakefield Trophy continued:

The following images are courtesy Roy Tiller and the DBHLibrary

		WAKEFIELD RESULTS						
		1	2	3	4	5	Total	
1	Petersson, L.	Sweden	180	180	180	180	159	879
2	Koche, H. *	U.S.A.	180	180	180	180	154	874
3	O'Donnell, John	Great Britain	180	180	180	151	180	871
3	Knudsen, Erik	Denmark	180	166	180	165	180	871
5	Smirnov, E.	Russia	180	163	167	160	180	850
6	O'Donnell, H.	Great Britain	178	175	142	180	173	848
7	Ahman, R.	Sweden	135	154	180	180	180	829
8	Ivannikov, I.	Russia	180	180	180	131	140	811
9	Kolpakov, V.	Russia	180	143	126	180	180	809
10	Hyvarinen, R.	Finland	166	180	172	132	158	808

Petersson with the Trophy & J O'D right 3<sup>rd</sup>. Petersson walks out with winning model

### A Successful Year for R/C Tomboys in 2010

with considerable help from my wife Pam and James Parry and other keen Tomboyists. Over the year in 2010 only two were lost to the poor weather conditions, the last at Middle Wallop abandoned when the control Gazebo collapsed in winds gusting 25mph+.

The R/C Tomboy classes for both the 36" [Mills 75] and 48" [Mills 1.3] had a successful year in 2010. Nine competitions were planned with sadly two lost to the weather. With the exception of 3 meetings, all the others were run in conditions that could only be described as trying, with gusty winds and sometimes rain to contend with. This did little to curb the enthusiasm of the Tomboyists with up to 14 in the popular mass launch flyoffs.

The league awards, based on a competitors best 4 results, were strongly contested, with Tom Airey flying consistently to win the 48" Tomboy senior class and only losing out in the 36" class, by one point, to Chris Hague. There were a number of new faces in 2010, with father and son team Jeff and Andrew Fellows featuring strongly.

For 2011, nine rounds have been organised again at various vintage meetings. As Old Warden is not available this year, we have been very lucky to have a new event at the North Berks, Radio Model Aircraft Society, vintage meeting in July. For 2011 there is a small change to the rules in that models must be correct to plan in both side and top views. The only exception is, as before, that the wing incidence on the 36" Tomboy is free. The league results for 2011 will also be based on a competitors 5 best scores over the year.



Tomboy Senior Winner: Tom Airey, 48" span Tomboy, Mills 1.3.



Winner of 36" class [Mills .75] version flown by Chris Hague.

**Meeting Dates 2011:**

24.04.11. Middle Wallop.	08.05.11. Middle Wallop.
22.05.11. Wimborne.	04.06.11. St Albans [note Saturday].
19.06.11. Cocklebarrow Farm.	10.07.11. North Berks
14.08.11. Cocklebarrow Farm.	28.8.11. Middle Wallop.
09.10.11. Cocklebarrow Farm.	

For further information contact Tony Tomlin, 02086413505,  
email: [pjt2.alt2@btinternet.com](mailto:pjt2.alt2@btinternet.com)

*Tony Tomlin.*

**Thorns & Brownhills Indoor**

-

John Andrews

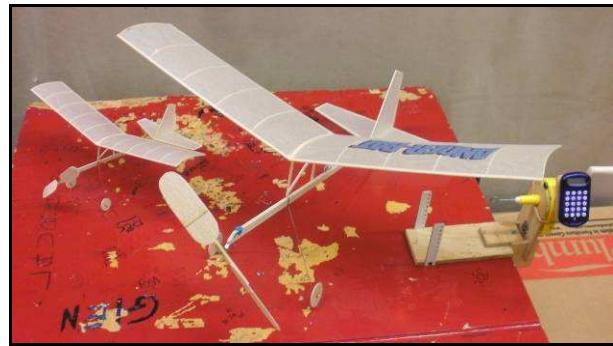
Not too much to report this month and a flat camera battery to boot. **Thorns** on the 5<sup>th</sup> Feb saw the start of the 'Hanger Rat' best flight of the year competition. Colin Shepherd passed out flight cards to be completed and handed in after each event. The results will be on hand at the following meeting to see what we have to go at.

I had taken my old faithful 'Poly Rat' to give it an airing as it had not been in action for some time. It still performs well, achieving over 1.30 flight times without any special effort. It's well worth making one as they are quick and easy to build and take a lot of punishment.

Since the last meeting Colin's 'Rat' seems to have produced a half-size offspring, which in common with a lot of small children was somewhat reluctant to perform to its parent's satisfaction. It's amazing how small half-size models seem to be, you'd think they were 1/4<sup>th</sup> size at first glance.



My Poly-Rat with John Hook as pilot



Colin Shepherd's Rat and offspring

I had my standard '*Hanger Rat*' with me so I thought I'd make a start and record a competition time. First problem was that the model still had the detachable wing which was banned. I cracked off the alloy mounting tubes and cynoed the wing direct to the fuselage stick and I was legal, or so I thought.

I made a few re-trimming flights and eventually achieved a 2.20 flight with no hits on the ceiling. This was now where the intensity of the competition made itself felt. A fellow competitor lodged a protest claiming that my wing was not in the correct location on the fuselage. When I had removed the detachable mounts I stuck the wing back in the same place, forgetting that I had moved the location  $\frac{1}{2}$ " to the rear to eliminate the need for ballast on the nose. The protest was upheld, my flight was disqualified and I retired muttering to my table to, yet again, crack off the wing and reposition.

More re-trimming and now with plasticine on the nose I managed to get a no hits legal flight of 2.10 for the flight card. I need to strip myself some more rubber for longer motors, and then I should start to improve but I think a new lighter model will eventually be required to get significantly past the 2.30 mark.

**Brownhills** on the 12<sup>th</sup> Feb, the meetings seem to be going from strength to strength with a reasonably regular following.



My camera packed up but I did manage to get a snap of a couple of nice examples of the Bostonian 'Sorta Senator' which seemed to fly consistently. Not a good day for me however, my large mylar covered model got well and truly stuck between a ceiling light and the roof trusses and I destroyed it with my pole attempting to free it. Still it was just about due for the scrap heap any way.

John Andrews

### Memories of the Good Old Times

- Laurie Barr

The "Golden Days" of Aeromodelling for me, was that period around 1947 to 1950. I was 19 years old, and had recently been heavily infected by the model aircraft virus.

I had helped to form the Greenford MFC, and I was also a member of the 'Pharos' club. On fine summer evenings, we would congregate in Perivale Park, to fly and trim our various models. At the time, Perivale Park seemed quite large, but now, I do not know how we got away with flying our 12ft Thunderking's there!

At week-ends, there would be about a dozen of us, and we would all meet up at the Central Line Station at Perivale, and we would occupy one end of the carriage, hanging our large gliders, from the straps hanging down above the seats. We would travel the 29 stops right across London, and arrive on the elevated embankment, while passing Hainault Station, to arrive at our destination, at Fairlop. While traversing this last section, we could look down on all the activity going on, and we had a splendid view, every time, of Roy Yeabsley's huge bright red glider, circling away in lift! The copy I built in the last 8 years, never flew anywhere near as good, and neither did my new Thunderking!

Fairlop was our "Mecca", as it was a large flat area, kept maintained as an emergency landing site, for our fighters during the Battle of Britain. It was always "open" and free of cost, and when the Aeromodellers lost its use, after some lunatic Motor Cycle idiots, had killed or badly injured someone, while travelling at high speed, down these populated runways. we all had to transfer to Chobham Common!

We all found it hard going, with all the Gorse and Heather, impeding any running after models to retrieve them. Chobham Common, sits on what is known as the "Bagshot Spit", which consists of a very sandy soil, that is



very acidic, and perfect for growing lime hating plants, such as Rhododendrons & Azaleas, and the famous grower "Waterers" had there nurseries close by, because of this soil.

There were many gardeners who cherished this soil, and you would find many trenches 2ft deep, where a gardener had scooped out some of this precious soil, to take home for his garden. During my first few visits to Chobham, I managed to fall right into a rain-filled trench while I was gazing skyward, at my disappearing model! It was a great culture shock.

There was one day at Fairlop, when I was flying my 12ft Thunderking, that had recently won the Thurston Cup and the National Championship, and as it was in a contest, I had set my D.T fuse to burn through the rubber band, to make the Parachute D.T deploy, which it did at 5 minutes. It was a superb Summer day, with not much wind, and very strong Thermals. As I lay on my back, I could do nothing, but watch the model climb to a great height, and out of sight upwards!

Also at the same time, there was a full size Glider, that had been circling away to my left, looking for lift, and it looked as though he had spotted my model in very good air, because he altered course to position his machine, directly under my flight-path. It was of no help, because I think my Glider was in a detached bubble, and he was below the bubble.

When I became a professional Model Maker in later years, I was having a meeting with a client of Westways Models (My then employer), who was an engineer/salesman, for an aircraft manufacturer (I cannot remember which Company?) He wanted some small desk models, and as the deal looked promising, I took him to lunch, down the pub. We got to talk about our interests in life, and he said he was a keen sailplane pilot, and when I told him that I was a keen Model Aircraft flier, using Fairlop Airfield, he said he recalled the Summer Day, when he tried to "Piggy Back" some lift, from a large model glider!!!

The odds of us meeting must be very high, but a great memory to share with you all.

*Laurie Barr. FSMAE.*

### Aeromodellers Departed

With regret I report the deaths of more of our fellow aeromodellers.

**Terry Dilks:** Falcons member, a keen glider and rubber free flighter.

**Stan Horne:** Well respected member of the Morley Club.

**R.I.P.**

**Picture Gallery**

Roger Heap with a 'Lulu' or two



The Airship in No.1 Shed Cardington just before the big clearout



**Spencer Willis**  
**The SV40 is a classic Italian Wakefield by Vincenzo Scardicchio**  
**which I liked so much I've just built a second one.**



**Your Editor adopts the standard facial contortion for tricky tasks**  
**as he attaches the wound motor to his EZB at the Velodrome in 2009**

A couple of pictures from Martyn Cowley, Stateside, as a prelude to his article next month on Vintage FAI power in the U.S.A.



Jim Robinson's original 1965 'FAI-R' World Championship model climbs away strongly at the Vintage FAI Power event, under typical Californian winter conditions in February.



Phil Ronney with his 'Champion' .09-size FAI model, designed by Ray Accord. Phil is launching the Champion in typical US-style VTO, which is optional in the Vintage FAI event.

**Safer by Tube**

We have come a long way since the days when rubber models were laboriously wound up by finger (about 10 yd.). They are now laboriously wound up by more sophisticated means, the most spectacular of which is the tube method. The general idea behind this ingenious and impressive system is to protect the fuselage from the explosive impact of a motor which has been given maximum turns plus one.

The process begins with the partial dismantling of the model. After which a specially trained assistant carries out some long and involved operation in the region of the rear motor peg. When this is completed the tube itself is surgically inserted into the throat of the hapless model. Now things begin to warm up, with a whole new batch of gadgetry coming into play. And, long before the winding up process even starts, you begin to feel that it might have been quicker to have built a new fuselage after all.

I suspect, however, that the whole operation is nothing more than a piece of showmanship. I base my suspicions upon the fact that the experts who go in for this sort of thing are using unbreakable rubber. The winder upper might begin to feel the strain after the first thousand turns, stopping to wipe the sweat and glycerine from his fevered brow, but the motor is game up to the last turn his knotted up arm can put on the winder.

Goodness knows where they get hold of the stuff, certainly not from my liquorice dealer.

**Worn Out**

At one time the modeller was readily distinguishable from most any normal member of the community by the eccentricity of his dress. Possibly the only exception was a tramp. His modern counterpart, though more approachable from upwind, still clings to one or two of the traditional emblems. Perhaps

the best known of the surviving relics are the O'Donnell braces and the Posner Pimplet. We could mention one or two others, like the Fuller shirt and the Boys' shorts, but generally the modeller of today matches his dress to his peculiar obsession. For instance the glider enthusiast likes to conform to the T shirt and plimsoll rig for his athletic antics, while the power boy will identify himself by



"Are they beatniks dad?"

his bulging sports jacket and "through the hedge" hair do. We could elaborate by indicating the beatnikish ensemble of the Combat type and also the V.I.P.-ish get-up of the multi-radio gentry, but the list is almost endless.

The only new item of apparel causing any puzzlement is the bowler hat, now to be seen touring the rally areas. The wearers, quite unarmed, apart from the odd guitar, roam in packs of three or four. No one seems to know who they are or where they come from, although I have heard one or two suggestions as to a suitable destination.

My own pet theory is that they are retired modellers, following a time-honoured tradition of getting themselves bowler-hatted. This is a departure from the accepted form of farewell equipment, which is either a high powered sports car or a nifty blonde, and, in some enviable cases, both.

## Items for Sale

### NORMAN MARCUS ITEMS FOR SALE

Your chance to own some ex-Norman Marcus items has arrived! Martin Dilly has the following items for sale on behalf of Norman, who no longer flies.

- 2 off - TeeDee .051s, modified with un-timed crankcase pressure take-off epoxied to backplate. £35 each
- 1 off - TeeDee .051 trumpet head, tapped for plug (with plug) - £4
- 3 off - TeeDee .051 GloBee plugs with GloBee clamps and shims - £4 each
- 1 off - TeeDee .09, with head tapped for glow-plug. £35
- 2 off - TeeDee .09 trumpet heads - £3 each
- 1 off - TeeDee .15 hemispherical head - £3
- 1 off - TeeDee .15 trumpet head, tapped for plug (with glow-plug) - £3
- 6 off - new Cox grey 6x3 props.- Bag of six £18 the lot
- 1 off - Fox 35. £25
- 1 off - Tornado-style 10 x 4(estimated) carbon prop, unused - £5
- 2 off - Spitfire fuel cut-off airdraulic timers, one anodised all-blue, one with non-anodised top plate and valve, £15 each
- 2 off - Seelig 1/2A 3-function timers, one with missing start plunger. £25 the pair
- 1 lb box - July 1983 FAI Supplies 1/8" rubber - £20
- 1 Off - Free Flight News 3.75:1 winder, with counter - £40

If you're interested, contact Martin on 020 8777 5533  
or e-mail [martindilly@compuserve.com](mailto:martindilly@compuserve.com).

### Ripmax Pro-Peak Charger

Item surplus to requirements that needs a good home, rather than the tip.

It is mains or 12volt input and for NiCads or NiMH 4.8 to 9.6 volts. I have an old 9.6v nicad that works still with JST connector.

#### Free of charge.

Probably best to monitor it initially, but it just worked OK fast charging the 9.6v NiCad pack



Jim Paton

Yewlands, Crundalls Lane

Bewdley

Worcestershire

DY12 1ND

Tel 07967325447

**It's official:**

Building (and, by implication, flying) model aircraft is good for you.

The following was a news item published in the 'Daily Mail' on 9th February

# Healthy hobbies

## MODEL AIRCRAFT

**BUILDING** model aircraft can combat depression, according to American researchers at Randolph-Macon College in Virginia.

Hobbies that require expertise and have a meaningful outcome, such as model-building, jewellery-making or even photography, produce a level of satisfaction that is so strong it can prevent depressive tendencies.

Meanwhile, a study at Harvard Medical School found that a hobby that requires deep concentration, such as model-building, keeps stress at bay by focusing your attention elsewhere.

A Swedish study found model-builders are less likely to suffer from mental decline, while research published in the New England Journal Of Medicine linked such hobbies with a lowered risk of Alzheimer's and dementia.



**KATE HILPERN**

*Editor: Of course we could have told them had they asked.*



Many-sized Leprechauns

It is well known that the Twomey "Leprechaun" comes in many sizes: Five different ones due to the designer, (the original in 1948, with four others dated 1949); plus another three (to my certain knowledge) contrived by others in later, non-vintage years.

In this way the range of sizes has been extended both below and above the "official" five; by a chuck-glider, by Roy Roles' 106.6 sq. in. version, and by the ambitious owner of the Rogers Leprechaun, which (you can see from the heading photo) makes all the other sizes look minuscule! (a Lep 2 and a Lep 1 also in the picture).

If you had the whole fleet it would account for lot of balsa, and certainly with enough lifting surface area to press the large chord wings into service as bedroom curtains, exactly as our dear friends Hilda and David Baker had done at 24 Pinetrees, Northampton, not so very long ago!

The first Lep (34" span and the one that started it all) took to the Yorkshire air in 1948. My brother Brian and I built several, with the idea of testing and maybe demolishing the prevailing belief that "a high Aspect Ratio wing is the only way to go". We didn't believe it, any more than you and I now believe in "still air". So Leprechaun's Spitfire wing was drawn up with its aspect ratio of 6:1. Early flying experience seemed to show (sorry, Mr LG Temple!) that it wasn't really necessary for a model "sailplane" to feature lifting surfaces long and thin.... But some said: "With a light model as small as that, who can tell?"

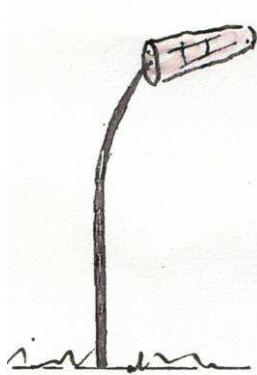
Bigger versions were clearly called for.

Within the next year the versions of this low AR glider design included ( in order of their appearance) a Lep 3 times as big (103 ins span and max chord just short of 20 inches); a Lep at x1.5 ; another one at x2.5, and one at x2 ...all in 1949.

Only two of these sizes (the Lep 3 and the Lep 2) have ever been magazine published, but the David Baker library also has the plans of the original Lep 1, and this is the version that has been most used by 1066 members; we have even won an occasional contest place as bonus, hard though it is to beat those Nords and Lulus!

NOW for an UPDATE:

At the SAM 1066 Eurochamps in 2010 I got a 3<sup>rd</sup> with my Lep 1 in the "under 50"s, and had entered the Lep 2 in the "Over 50 inch Vintage" class. If you were at the Champs, you will recall the almost-unflyable wind in the afternoon of that Sunday? In spite of the help of three great guys (see pic) who came to give my brother a hand to hold the model down before the launch, I managed to prove once more that What Goes Up Must Come Down, and have no excuses for not being able to get the upwards-heaving aeroplane off the line... to end up with Leprechaun's nose and one wing smashed, and me with some nasty finger cuts to take home.



Dicks brother Brian wrestles with the big Leprechaun  
assisted by Gordon Beal, Nick Farley and A.N.Other (research failed to identify)

At the subsequent inquest, the question was: Repair, or build another? Back home I decided to search my timber scrap-box with intention to build another... something. It looked as if I might just have enough wood (in this sadly-Flite-hook-less country) to make a Lep One-point Five.. .which would just qualify for the Vintage-over 50" comp at Easter 2011. ~



This handy-sized model is now complete and ready to fly, I hope at the next Rod Audley Glider Day, just as soon as I can get my hands on a DT timer. Span is around 52 inches, max chord a modest nine and three quarter inches, and all-up weight just under 600g. Some of the grams in that are due to the allowable "local strengthening" of the fuselage (with mini-ply), which was much needed to make up for the flimsy 4mm tropically-debilitated longerons, the only longerons I had in my depleted stock. Covering is Litespan, 'cos I ain't got no tissue no more!

Dick Twomey

**DBH Library (Magazines)**

-

Roy Tiller

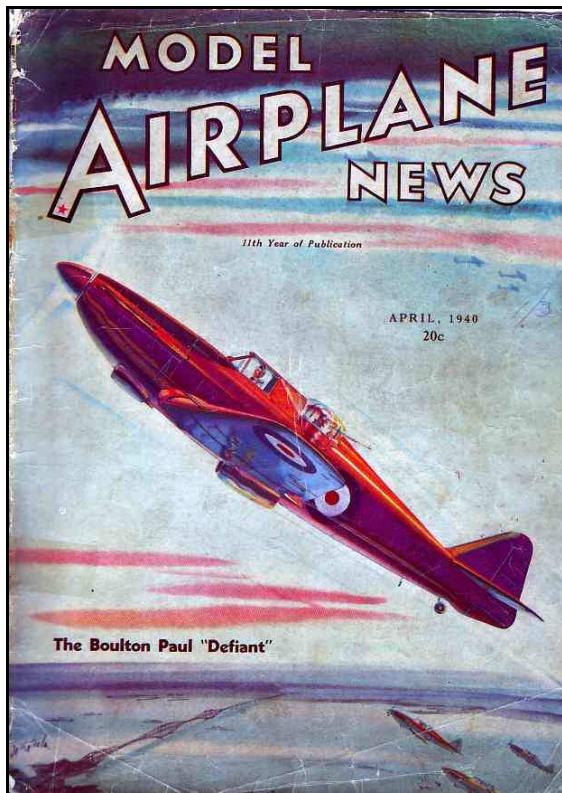
**Report No 8. U.S.A.**

Having put together the American magazines from David Baker's collection with those from BMAS, I find it all a bit confusing. Magazines with only short runs, mergers, name changes, etc. So let us start with something simple.

**Model Airplane News** started in June 1929 and seems to have run uninterrupted under the same name (OK, some minor changes came and went) through to today, and still publishing, although now entirely modern RC in content.



June 1933. Most covers at this time feature full size aircraft.  
Comet Dipper free flight rubber kit at just 50c.

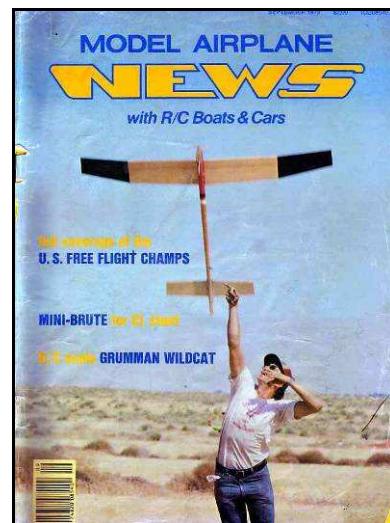


April 1944, covers still show full size planes.  
Hurricane kit 24" span for 25c.



May 1942, US Navy calls for model airplane builders in schools to make half a million 1/72 scale models for recognition and gunnery practice.

Sept 1948, Don McGovern with his "Flea Fright" glider towing gassie.



Oct 1949, no caption for the cover pic, the turns are going on & no blast tube.  
Jan 1959, shows 5 year old Eric Haack with a couple of dad's CL scale models.

Sept 1979, "Ed Carroll slams his SAJE FAI ship into the sky"

You can see the full list of our collection on the SAM1066 website, but to summarise:-

- 1929 -1934 We have very few, just 4 off.
- 1935 -1939 Quite good, we have 53 of 60 published.
- 1940 -1945 Something must have happened to restrict the deliveries, we have only about one third of those published.
- 1946-1972 Quite good, only 9 missing.
- 1973-1984 We have about two thirds of those published
- 1985-2010 There seems to be nothing of vintage interest

WANTED Any Model Airplane News to fill the gaps in the collection.

FOR SALE Model Airplane News, send me your wants list.

Contact. Roy Tiller Tel. No. 01202 511309 e-mail [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)

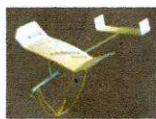
### Indoor Flying with the South Birmingham MAC

### Free Flight Only

**Thorns Leisure Centre. Stockwell Ave.**

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

Saturdays 1pm until 4pm



**2011 dates**

**Jan 8<sup>th</sup> : Feb 5<sup>th</sup> : Mar 5<sup>th</sup>.**

**Apr 2<sup>nd</sup> : May 7<sup>th</sup>**

**Admission - Flyers £5.50 - Spectators £2.00**

**For further information phone Colin Shepherd 0121 5506132**

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

## Brownhills Indoor Flying – Free Flight

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

*Just off the A5*

**Saturdays 2-00pm until 5-00pm - £6**

**2011 dates:**

**Jan 15<sup>th</sup> – Feb 12<sup>th</sup> – March 12<sup>th</sup>**

**Apr 9<sup>th</sup> – May 14th**

Contact:- Tony Eadon-Mills

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

## Coupe Europa, Middle Wallop

**Sunday March 20<sup>th</sup>**

F1G for Aeromodeller Trophy

Vintage Coupe d'Hiver for AAA Cup.

Flitehook Europa Team Trophy for F1G teams.

10 a.m. start. F1G in rounds.

Contact David Beales on +44 (0)20 8858 2714

or e-mail: [addickab@aol.com](mailto:addickab@aol.com)

or phone or fax Martin Dilly on +44 (0)20 8777 5533

or e-mail: [martindilly@compuserve.com](mailto:martindilly@compuserve.com).

This date is provisional and subject to military requirements.



## INDOOR FLYING

**TUESDAY 22<sup>ND</sup> FEBRUARY 2011**

**TUESDAY 22<sup>ND</sup> MARCH 2011**

**7pm to 10pm**

**ALLENDALE CENTRE**

**HANHAM RD. WIMBORNE BH21 1AS**

**FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD**

**FREE FLIGHT ONLY**

**COMPETITIONS incl  
GYMINNIE CRICKET LEAGUE**

**ALL FLYERS MUST HAVE BMFA INSURANCE**

**FLITEHOOK NORMALLY IN ATTENDANCE**

**Adult Flyers £4 Accompanied Juniors & Spectators £1.50**

**CONTACTS: JOHN TAYLOR TEL. No 01202 511502  
ROY TILLER e-mail [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)**

## **VINTAGE RADIO [to Dec. 1969]\* & CONTROL LINE at MIDDLE WALLOP, 2011**

Courtesy of the Army Air Corp Centre, MAC

### **SUNDAY APRIL 24<sup>TH</sup> SAM 1066 Club Invitation Day**

Control Line [no combat wings]+ Mini Speed.

also Tomboy 3 + Tomboy Senior Competitions  
and 3 R/C Vintage Power Duration Competitions.

### **SUNDAY MAY 8<sup>TH</sup> SAM 1066 Fun Fly and Trimming day**

Control Line [no combat wings]+ Mini Speed.

also Tomboy 3 + Tomboy Senior Competitions  
and 3 R/C Vintage Power Duration Competitions

### **SUNDAY AUGUST 28<sup>TH</sup> SAM1066 Eurochamps**

Control Line [no combat wings]+ Mini Speed.

also Tomboy 3 + Tomboy Senior Competitions  
and 3 R/C Vintage Power Duration Competitions.

**Note: 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**

For further information contact:

[C/L] James Parry, 01202625825, email.[JamesParry@talktalk.net](mailto:JamesParry@talktalk.net)  
[R/C] Tony Tomlin, 02086413505, email.[pjt2.alt2@btinternet.com](mailto:pjt2.alt2@btinternet.com)  
[VPD] Bill Longley, 01258488833, email.[tasuma@btconnect.com](mailto:tasuma@btconnect.com)

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

## BMAS MIDDLE WALLOP RALLY

SUNDAY 24<sup>TH</sup> APRIL 2011 courtesy of SAM1066

### **VERON TRUFLITE IN MEMORY OF PHIL SMITH**

ANY OF THE 26 VERON TRUFLITE RUBBER SCALE MODELS  
3 FLIGHTS, 1 MINUTE MAX

### **LIGHTWEIGHT RUBBER**

3 FLIGHTS, MAX SET ON DAY, MAX WING SPAN 34"  
SAM 35 Rulebook Jan 2001 page 7/8

### **BOURNEMOUTH CLUB CLASSIC RUBBER**

3 FLIGHTS, MAX SET ON DAY

Bournemouth Club Classic Rubber, Rules Dec 2007 & List June 2010

### **P.30**

3 FLIGHTS, 2 MINUTE MAX

### **VERY SMALL RUBBER**

3 FLIGHTS, 1 1/2 MINUTE MAX, MAX WING SPAN 25"  
SAM 35 Rulebook Jan 2001 page 7/8

### **A FRAME MASS LAUNCH**

VINTAGE MODELS, LONGEST FLIGHT WINS

### **CABIN POWER (PRECISION)**

F/F POWER MODELS WITH A CLEAR GLAZED CABIN OR AN OPEN COCKPIT AND WINDSCREEN.  
THE TYPE OF POWER MAY BE ANY FORM OF POWER BUT NOT RUBBER POWER.  
3 FLIGHTS, MAY BE HAND LAUNCHED OR R.O.G. TO A TARGET FLIGHT TIME OF 45 SECONDS  
THE LOWEST TOTAL ERROR FROM EACH OF THE 3 FLIGHTS SHALL WIN.

### **VINTAGE OPEN GLIDER**

3 FLIGHTS, MAX SET ON DAY

Vintage Open Glider Rules as Published for Rod Audley's Glider Day

### **COMBINED CLASSIC OPEN GLIDER**

3 FLIGHTS, MAX SET ON DAY

Combined Classic Open Glider Rules as Published for Rod Audley's Glider Day

### **COMBINED VINTAGE/CLASSIC HLG & CLG**

7 FLIGHTS, 1 MINUTE MAX, BEST 5 FLIGHTS TO COUNT

BMFA Free Flight Contest Rules 2010 Apply except where stated.  
If you have any questions on the above competitions please contact BMAS Competition Secretary  
John Taylor 01202 511502. or Roy Tiller e-mail [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)  
Queries on the competition day should be directed to the BMAS appointed C.D.

## Croydon Wakefield Day Monday April 25<sup>th</sup> Middle Wallop

F1B, for the Thurston Trophy

4oz Vintage Wakefields for the Fairlop Cup

8oz Vintage Wakefields for the Ted Evans Trophy.  
SAM-eligible models will be allowed.

The start is 10 a.m. and the F1B contest will be flown in rounds.  
The airfield will be available for other free-flight trimming.

&

### **NORMAN MARCUS LIGHTWEIGHT CHALLENGE**

To mark Norman's 66 year association with Croydon & DMAC  
we are holding a special event

It will be for the four Marcus lightweight designs,  
Raff V, Supa Dupa, Dynamite and Bazooka.

Most aeromodellers have one of these models in their box  
so come and fly it and make Norman proud.

### FREE-FLIGHT TRIMMING ON SALISBURY PLAIN FOR 2011

For 2011 almost every weekend will be available for free-flight trimming and training by BMFA members on Area 8 on Salisbury Plain. Those flying any free-flight classes will be welcome, as well as those practicing for FAI FF contests. This is one of the best free-flight venues in Britain, and the aim is to improve overall free-flight standards in the UK.

There are a few simple rules to follow. Send an SAE to Bernard Aslett, 25, Honeyhill, Wooton Bassett, Swindon, Wilts, SN4 7D; in return you will receive a sketchmap showing where we fly on Training Area 8, a request for the one-off fee, now reduced to £20, which will allow you 43 weekends flying, and two copies of the users' guide. Sign one copy, return it to Bernard, and your name will be included on the Army security list (unless you're already on it). Alternatively, if you don't wish to pay the season ticket fee, once you are on the list you can pay £5 on the day. Please note that on some weekends only one day is available.

The following dates have been agreed, but because of the current military situation short-notice changes are more likely, so you must call Peter Tribe on 01225-862748 on the Friday before you plan to fly.

January:	1 <sup>st</sup> & 2 <sup>nd</sup> ,	8 <sup>th</sup> & 9 <sup>th</sup> ,	15 <sup>th</sup> & 16 <sup>th</sup> ,	22 <sup>nd</sup> & 23 <sup>rd</sup> ,	29 <sup>th</sup> & 30 <sup>th</sup> .
February:	5 <sup>th</sup> & 6 <sup>th</sup> ,	12 <sup>th</sup> & 13 <sup>th</sup> ,	19 <sup>th</sup> & 20 <sup>th</sup> ,	26 <sup>th</sup> & 27 <sup>th</sup> .	
March:	5 <sup>th</sup> & 6 <sup>th</sup> ,	12 <sup>th</sup> & 13 <sup>th</sup> ,	19 <sup>th</sup> & 20 <sup>th</sup> ,	26 <sup>th</sup> & 27 <sup>th</sup> .	
April:	2 <sup>nd</sup> & 3 <sup>rd</sup> ,	16 <sup>th</sup> & 17 <sup>th</sup> ,	23 <sup>rd</sup> & 24 <sup>th</sup> ,	30 <sup>th</sup> & May 1 <sup>st</sup> .	
May:	7 <sup>th</sup> & 8 <sup>th</sup> ,	21 <sup>st</sup> & 22 <sup>nd</sup> .	28 <sup>th</sup> & 29 <sup>th</sup> .		
June:	4 <sup>th</sup> & 5 <sup>th</sup> ,	11 <sup>th</sup> & 12 <sup>th</sup> ,	(Not 25 <sup>th</sup> & 26 <sup>th</sup> .)		
July:	2 <sup>nd</sup> & 3 <sup>rd</sup> ,	9 <sup>th</sup> & 10 <sup>th</sup> ,	16 <sup>th</sup> & 17 <sup>th</sup> ,	23 <sup>rd</sup> & 24 <sup>th</sup> ,	30/ & 31 <sup>st</sup> .
August:	6 <sup>th</sup> & 7 <sup>th</sup> ,	13 <sup>th</sup> & 14 <sup>th</sup> ,	20 <sup>th</sup> & 21 <sup>st</sup> ,	27/ & 28 <sup>th</sup> .	
September:	4 <sup>th</sup> ,	10 <sup>th</sup> & 11 <sup>th</sup> ,	17 <sup>th</sup> & 18 <sup>th</sup> ,	24 <sup>th</sup> & 25 <sup>th</sup> .	
October:	1 <sup>st</sup> & 2 <sup>nd</sup> ,	15 <sup>th</sup> & 16 <sup>th</sup> ,	22 <sup>nd</sup> & 23 <sup>rd</sup> ,	29/ & 30 <sup>th</sup> .	
November:	5 <sup>th</sup> & 6 <sup>th</sup> ,	12 <sup>th</sup> & 13 <sup>th</sup> ,	19 <sup>th</sup> & 20 <sup>th</sup> ,	26 <sup>th</sup> & 27 <sup>th</sup> .	



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

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

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

# Provisional Events Calendar 2011

With competitions for Vintage and/or Classic models

January 23 <sup>rd</sup>	Sunday	BMFA 1 <sup>st</sup> Area Competitions
February 13 <sup>th</sup>	Sunday	Middle Wallop – Crookham Gala
February 20 <sup>th</sup>	Sunday	BMFA 2 <sup>nd</sup> Area Competitions
March 6 <sup>th</sup>	Sunday	BMFA 3 <sup>rd</sup> Area Competitions
March 20 <sup>th</sup>	Sunday	Middle Wallop - Coupe Europa (Dec 2010)
March 27 <sup>th</sup>	Sunday	BMFA 4 <sup>th</sup> Area Competitions
April 9 <sup>th</sup> /10 <sup>th</sup>	Sunday/Monday	Salisbury Plain – BMFA London Gala
April 22 <sup>nd</sup>	Friday	Church Fenton – Northern Gala
April 23 <sup>rd</sup>	Easter Saturday	Middle Wallop – Glider Day
April 24 <sup>th</sup>	Easter Sunday	Middle Wallop - BMAS Day
April 25 <sup>th</sup>	Easter Monday	Middle Wallop – Croydon Wakefield Day
May 8 <sup>th</sup>	Sunday	Middle Wallop – Trimming, Crookham Coupe
May 28 <sup>th</sup>	Saturday	BMFA Free-flight Nationals
May 29 <sup>th</sup>	Sunday	BMFA Free-flight Nationals
May 30 <sup>th</sup>	Monday	BMFA Free-flight Nationals
June 12 <sup>th</sup>	Sunday	BMFA 5th Area Competitions
June 19 <sup>th</sup>	Sunday	Odiham - BMFA Southern Area Gala
July 10 <sup>th</sup>	Sunday	BMFA 6th Area Competitions
July 23 <sup>rd</sup> /24 <sup>th</sup>	Saturday/Sunday	Sculthorpe - BMFA East Anglian Gala
August 7 <sup>th</sup>	Sunday	BMFA 7th Area Competitions
August 27 <sup>th</sup>	Saturday	Middle Wallop – SAM 1066 Euro Champs
August 28 <sup>th</sup>	Sunday	Middle Wallop – SAM 1066 Euro Champs
August 29 <sup>th</sup>	Monday	Middle Wallop – SAM 1066 Euro Champs
September 3 <sup>rd</sup>	Saturday	Salisbury Plain – BMFA Southern Gala
September 25 <sup>th</sup>	Sunday	Middle Wallop – Trimming
October 16 <sup>th</sup>	Sunday	BMFA 8th Area Competitions
October 23 <sup>rd</sup>	Sunday	Middle Wallop – Trimming & A.G.M.
October 30 <sup>th</sup>	Sunday	N. Luffenham - BMFA Midland Gala
December 4 <sup>th</sup>	Sunday	Middle Wallop – Coupe Europa

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

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

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

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

### Useful Websites

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

### Are You Getting Yours? - Membership Secretary

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

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

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

*That's All Folks! John Andrews*