

	<h1 style="color: red; text-align: center;">NEW Clarion</h1> <h2 style="color: red; text-align: center;">SAM 1066 newsletter</h2>	Issue 09.04
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EDITORIAL

The weather for the opening of the contest season has been kinder than for the last few seasons. Sunday 15th March, for the Crookham Gala at Middle Wallop, turned out to be one those memorable, sunny, calm days that we all dream about and the following weekend (at Beaulieu) for the BMFA 2nd Area meetings wasn't bad either, although there was a brisk wind all day; resulting in a few fly-aways and lot of long retrieves.

Crookham member Peter Hall recorded the best flight in the Mini-Vintage fly-off, but ended up in a very tall tree, from which only parts of the model were eventually recovered.

Having also reached the fly-off, I fear I may not be able to show my face in public again after launching straight into Peter's Mylar streamer!

As I write this I have just returned from the BMFA 3rd Area comps at Beaulieu and another good flying day. A bit breezy at times perhaps, but warm and dry.

Don't forget to support the Wakefield and Tailless leagues this season and spread the word to others who don't see the newsletter.

SWEDISH OPEN F/F CHAMPIONSHIPS

I have received notification of the Swedish Open Championships for F/F models - August 21-23 2009 - to be held at RINKABY military training grounds in Southern Sweden, about 100 km from Malmö/Copenhagen.

They are organised by SMOS - the ASSOCIATION of SWEDISH OLTIMER FLYERS - SAM CHAPTER 67.

There are events for rubber, glider and power models to be flown to Swedish SAM rules. If anyone needs further information, email me and I will send the details on.

GOODIES FOR SALE

Tony Quigley has the the following items for disposal:

Ready to fly: Matador with ME Heron; vintage duration rubber model (Mimico Maid); KK Ajax; KK Robin; Sopwith Camel peanut scale model; CO2 model;

Kits: Veron Sentinel; Prairie Bird

Plus: 2 engine timers; field flying box (5ft x 1ft x 10 inches); collection of props, wheels, tanks, Jap tissue, reel of rubber, winders, self-winding gear, balsa and other goodies.

They will be available for sale at Middle Wallop over the Easter weekend. Keith Miller will be in charge and his car will be parked adjacent to main control.

David Baker Heritage Library - *By Roger Newman*

I promised to give a regular update - so here is the first one.

The plans have now been moved to a new temporary home, a small office within my son's factory in Fareham, Hampshire which is about 3 by 4 metres. This space accommodates (so far) 5 filing cabinets full of plans, 2 plan chests - one of which has plans and the other assorted bits - one of these will probably go and a working surface for my laptop. The literature comprises model magazines, modelling books and full size aviation books. Racks have to be built to house these - there are a lot! The roof of the office temporarily holds lots of packages of Flying Aces plus models - see below. The Flying Aces are being sold through Flitehook at bargain prices, with all proceeds going to a charity nominated by Pauline Hook.

Initially the main task will be to catalogue plans - approx 1500 to 2000. These will be documented in an Excel format and with the help of our esteemed Secretary eventually placed on the SAM 1066 web site. So far I have listed about 590 power models, of which some 120 have been fully catalogued, so it's going to take some time.

An exception to documenting the literature is that there are several hundred printed Clarions of various dates. These will be sorted over the next few weeks and a note put in the New Clarion (with Vic's permission) such that if anyone wants copies, they can get in touch with me and I'll bring them to the next convenient MW meeting.

Quite separately, but still related. Following the "Open House" at 24 Pinetrees yesterday, organised by Brian Yearley, a fair few models found new homes accompanied by welcome donations to Cancer Research. However, some were left and these returned to the South Coast with me. Included are:

Pollywog - 87" span - 1939 design
 Hammerhead - about 72" span - no other details
 Gool - 108" span - 1941 design
 Inspirer - 78" span - 1937 design
 Toughie - 76" span 1938 design (we have a possible home for this one)
 Coot (no tailplane) - about 72" span - no other details
 Stickler - stick rubber - approx 24" span
 Korda Cabin rubber - approx 24" span
 Zaic Floater glider - no tail - 70" span
 Linnet - Geoge Woolls - 42" low wing power sport
 Southern Dragon - builder unknown
 Large Lanzo rubber - no prop
 Large rubber scale - Ercoupe?

All are complete unless otherwise stated. However, most have some tissue damage and the Coot needs fairly extensive repair. If anyone would like one (or more) of these models, please get in touch with me by email or phone (02392550809) and I can bring it (or them!) to MW for the Easter meeting or subsequent meetings as convenient.

There are other small/medium rubber models, but I need the experience of my Bournemouth Clubmates to sort them out, so details of these will appear in the future.

Southern Coupe League Round 1 - Crookham Gala - Roy Vaughn

As you know, the first attempt at running the Crookham Gala had to be called off because of the appalling weather. What a contrast this time around, with a gentle breeze and sunshine all day. In the circumstances it was surprising that there were only 19 entrants for this first Southern Coupe League event of the season, when there were more in the foul weather at Coupe Europa last November.

The conditions were reflected in the results, with good times throughout the field, and a dozen of 8:45 or better. Early on there was big, well-marked lift about, but conditions deteriorated a little towards lunchtime when a slight increase in wind speed seemed to break up the thermals and make lift spotting more difficult. Thus the field was whittled away leaving only three in the flyoff. The quandary of whether or not to set a DT was resolved as the wind and thermal activity dropped over the hour before the flyoff. Roy Vaughn and Mike Richardson flew soon after the hooter. Roy's model got good height and looked to be away until it fell out of the gentle lift to score 3:59 while Mike's took the low road, achieving less height on the climb but hanging on better to land at 3:43. Coupe League 2008 winner Peter Hall went a little later but with a less good launch and into poorer air to make 2:30.

Mike Richardson demonstrated that hi-tech construction is not essential to be competitive in Coupe nowadays. His model is made of wood to a conventional layout which he flies right-left with no functions. Maybe this performance will encourage more fliers who prefer the old ways to make a serious attempt on the League this year and try to dent the Crookham stranglehold at the top? For those who can fly the majority of the events the chances of doing well over the season are better than ever with just the five best scores to count from eight rounds. The list of qualifying events has been expanded this year to include Andy Crisp's excellent "do" so the seven remaining qualifying events this year are:

London Gala	Salisbury Plain	19 April
Oxford Gala	Port Meadow	7 June
Spring Gala	RAF Odiham	21 June
Southern Gala	Little Rissington	4 September
Crookham Coupe Day	Middle Wallop	11 October
6 th Area	Merryfield/ Beaulieu/ Ashdown Forest	18 October
Coupe Europa	Middle Wallop	6 December

The scoring this year has also been modified to award points further down the field and the point-per-max remains. See the SAM1066/Crookham web site for current League positions and full results.

Position	Name	Score	Flyoff
1	R Vaughn	10:00	3:59
2	M Richardson	10:00	3:43
3	P Hall	10:00	2:30
4	J Paton	9:54	
5	P King	9:48	
6	P Brown	9:47	
7	D Thomson	9:32	
8	A Longhurst	9:25	
9	J Knight	9:19	
10	M Wright	9:10	

CROOKHAM GALA 2009

Middle Wallop 15th March

Having wisely decided to postpone the Gala from its original February date (due to snow) March 15th turned out to be an almost ideal flying day. Good entries were received for all the events. Jack Allen won the Combined Power event, showing that he's lost none of his competitive spirit or his expertise - an object lesson to all of us.



A 'Happy Jack' with his winning Dixielander

RESULTS

Combined Power							
POS.	NAME	CLUB	FLT 1	FLT 2	FLT 3	TOTAL	FLY-OFF
1	J Allen	Crookham	2.30	2.30	2.30	7.30	6.02
2	P Lane	Maidstone	2.30	2.30	2.30	7.30	5.49
3	T Shepherd	Crookham	2.30	2.30	2.30	7.30	5.42
4	T Grey	MFFG	2.30	2.30	2.30	7.30	5.28
5	J Thompson	Crookham	2.30	2.30	2.30	7.30	3.00
6	T Hopgood	Crookham	2.30	2.30	1.42	6.42	
7	J Downs	B & S	1.52	2.00	2.30	6.22	
8	K Conroy	Crookham	1.30	1.33	2.30	5.33	
9	F Chilton	Crookham	2.30	0.47		3.17	
10	J Andrews	Timperley	2.30			2.30	
10	A Chilton	Crookham	2.30			2.30	
12	J Leitch	SAM 35	1.57			1.57	
13	G Fuller	B & S	1.40			1.40	

Mini Vintage							
POS.	NAME	CLUB	FLT 1	FLT 2	FLT 3	TOTAL	FLY-OFF
1	A Longhurst	SAM 35	2.00	2.00	2.00	6.00	5.15
2	J Minshull	Brighton	2.00	2.00	2.00	6.00	3.59
3	M Howick	Viking	2.00	2.00	2.00	6.00	3.29
4	R Audley	SAM 1066	2.00	2.00	2.00	6.00	3.17
5	P Michel	SAM 35	2.00	2.00	2.00	6.00	1.57
6	J Lancaster	Aldershot	2.00	2.00	2.00	6.00	1.53
7	J Andrews	Timperley	2.00	2.00	2.00	6.00	1.14
8	V Willson	Crookham	2.00	1.58	2.00	5.58	
8	D Chilton	Crookham	2.00	1.58	2.00	5.58	
10	T Thorn	SAM 1066	2.00	2.00	1.55	5.55	
11	R Tiller	Bournemouth	2.00	1.48	2.00	5.48	
12	B Hope	S Bristol	2.00	1.47	1.51	5.38	
13	B Taylor	E Grinstead	2.00	1.42	1.52	5.34	
14	M Hooper	Bournemouth	1.29	2.00	2.00	5.29	
15	T Sheppard	CROOKHAM	2.00	2.00	1.26	5.26	
16	P Jackson	Croydon	1.37	2.00	1.31	5.08	

17	M Stagg	MFFG	2.00	1.07		3.07	
18	T Tyson	Crookham	2.00	1.00		3.00	
19	K Miller	Croydon	2.00			2.00	

Combined Glider

No	NAME	CLUB	FLT 1	FLT 2	FLT 3	TOTAL	FLY-OFF
1	P Seeley	B & W	2.30	2.30	2.30	7.30	4.36
2	K Taylor	E Grinstead	2.30	2.30	2.30	7.30	3.32
3	D Cox	Crookham	2.30	2.30	2.30	7.30	1.25
4	R Audley	SAM 1066	2.21	2.30	2.30	7.21	
5	M Cook	Crawley	2.30	2.09	2.30	7.09	
6	M Richardson	E Grinstead	1.52	2.30	2.24	6.46	
7	V Driscoll	SAM 1066	2.30	1.38	2.30	6.38	
8	G Smith	C M	2.17	1.54	2.08	6.19	
9	J Howick	Viking	1.17	2.30	2.30	6.17	
10	P Michel	SAM 35	0.52	2.30	1.32	4.54	
11	G Springer	E Grinstead	2.30	0.45	1.57	4.12	
12	D Woods	Hornets	1.38	0.49		2.27	
13	B Taylor	E Grinstead	0.58			0.58	

Coupe									
POS	NAME	CLUB	FLT 1	FLT 2	FLT 3	FLT 4	FLT 5	TOTAL	FLY- OFF
1	R Vaughan	Crookham	2.00	2.00	2.00	2.00	2.00	10.00	3.59
2	M Richardson	E Grinstead	2.00	2.00	2.00	2.00	2.00	10.00	3.43
3	P Hall	Crookham	2.00	2.00	2.00	2.00	2.00	10.00	2.30
4	Jim Paton	Oxford	2.00	1.54	2.00	2.00	2.00	9.54	
5	P King	Croydon	2.00	2.00	2.00	1.50	1.58	9.48	
6	P Brown	C M	2.00	1.55	2.00	1.52	2.00	9.47	
7	D Thomson	Croydon	2.00	1.32	2.00	2.00	2.00	9.32	
8	A Longhurst	SAM 35	2.00	1.25	2.00	2.00	2.00	9.25	
9	J Knight	B & W	2.00	2.00	2.00	2.00	1.19	9.19	
10	M Wright	C M	2.00	2.00	2.00	1.10	2.00	9.10	
11	T Challis	SAM 1066	1.51	2.00	2.00	2.00	1.05	8.56	
12	K Taylor	E Grinstead	2.00	2.00	1.28	2.00	1.17	8.45	
13	P Tolhurst	Hayes	2.00	1.39	2.00	0.56	0.58	6.33	
14	J Minshull	Brighton	2.00	0.41	1.40	1.17		5.38	
15	J White	Croydon	1.22	0.58	1.22	0.58	0.47	5.27	
16	M Stagg	MFFG	2.00	1.48				3.48	

17	B Stitchbury	Chichester	0.38					0.38	
18	B Taylor	E Grinstead	0.36					0.36	

MIDDLE WALLOP 2009 - *BY Mike Parker*

SAM 1066 Gala

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

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

Saturday

Classic Glider
Lightweight Rubber
Vintage Coupe d'Hiver
Classic Power

Sunday

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

MIDDLE WALLOP CAMPING

Camping is available on the weekend of the SAM 1066 Gala, 9-10th June. NO portaloo or rubbish skip will be provided, payment £7 per night directly to the museum on the weekend.

Dogs

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

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

Organiser Found!

Rod Audley has very kindly volunteered to act as event organiser for the Fun Flying & Trimming day on Sunday September 20th. Thanks Rod.

RC Assist Events - By James Parry

There is a bit of confusion regarding the power duration class of RC assist as set out in SAM Speaks for January page 54 and its being held at Middle Wallop. If OK with yourself and 1066 I'd like to run the event at the meetings on May 10 and April 12 to the rules as set out in the article. John Wingate and therefore SAM35 are agreeable to me running as already advertised in SAM speaks February on back page. If agreeable please will you include on website. Also the Junior combi went down well on Sunday with the main complaint of it not being advertised very well. That of course is my fault. Again I should like to run the comp at September, October and November (December?) meets again if OK with 1066. If agreeable please will you include on website.

As a side issue there are some murmurings regarding the power duration rules and subject to discussion at April meeting and depending on outcome I'd like to run a power duration RC assist comp in August but would not be utilising the SAM35 rules. Whilst similar a few things would be tidied up so that a comp as wanted by the competitors can be held. However if acceptable in principle I would submit those rules to 1066 for approval beforehand and only proceed of course if given the OK. It is certain that this comp will also be flown extensively in 2010 in the Wessex League which you may have heard of? My basis being we might as well hold comps where there is a demand and to rules that those who want to compete are happy with and are vintage. Contentious I know..... As I see it with Middle Wallop "bums on seats".

In response Mike Parker replied for SAM1066 as follows:

I have added the Veron Junior combi events to the calendar. Note, we do not have a meeting in November, I presume you meant December and thus have added this one?

As far as Vintage Radio contest rules go, SAM 1066 doesn't need an input, well not for now anyway. As long as we stick to "Vintage radio assist" events and all pilots are BMFA members with an 'A' Certificate, I don't personally mind what the rules are. I am sure that things may have to change as the years pass but we will cross those bridges when we come to them. If you want to talk anything through don't hesitate to ring or catch me at Wallop. I have added the rules from SAM Speaks.

Regards,

*Mike Parker
Treasurer & Membership Secretary*

Lost & Found

Model handed into Wallop Museum.

Power model, 30 inch span, cream with chequered brown wing tips and a "little engine" in the front!!

Another, unidentified, to be returned by farmer Pond at Easter.

WAKEFIELD MATTERS - Vic Willson

The 4oz and 8oz Wakefield League competitions will be running as usual this season, with the final event at the August Middle Wallop Championships.

The scoring system will be the same as in previous season (refer to NEW Clarion - May 2008 for full details).

The first qualifying event will be at the Croydon MAC Wakefield Day, Middle Wallop on Easter Monday 13th April.

The remainder of the qualifying events will be as follows:

BMFA Nationals, Barkston Heath, Saturday 23rd May

Spring Gala, RAF Odiham, Sunday 21st June

East Anglian Gala, RAF Sculthorpe, Sunday 21st June

Timperley Free Flight Weekend, RAF Barkston Heath, Saturday 15th August

SAM 1066 Champs, Middle Wallop, 4 oz Monday 31st August/8 oz Sunday 30th August

Winding Wisdom - From Peter Michel

After Peter's views about 'max turns', I received the following email, which I think sums up the Vintage situation admirably:

I'd heard that John Hook was "scouring Europe" to find rubber supplies, but obviously that was an exaggeration. However, since there is only one source now (and has been for decades, come to think of it) you do wonder what would happen if Tan were no longer to be produced in the States.

Regarding our respective underwinding, this was first brought to my attention by Dave Hipperson who once casually remarked that we vintage types never wound hard enough.

Faced with that, I did an experiment some years back with a specimen Wakefield test motor of 14 strands of 1/4in. Tan II, but only 6in. long. This I wound to destruction and it was really scary towards the end as enormous torque built up. It eventually blew like a tiny bomb, scattering hooks and debris all over the bench.

The equivalent winding on a standard 100gm motor of, what, 42in. length, worked out at around 1,350 turns, pro rata, compared with my normal 950-1,000 for such a motor. I forget what the torque reading was. But it was something nightmare-ish.

I still think we are right to keep to the more modest turns. Vintage Wakes were never designed for a massive power output such as this. What's more, it's too expensive to go winding the guts out of 8oz. Wakefield motors every flight. They aren't 10gm coupe motors, after all!

Flying on Wimbledon Common

A glimpse into the past on Wimbledon Common. All high wing rubber models with two wheeled undercarriages. Flying 'gear' was a lounge suit (and tie of course). If you were daring then the jacket could be discarded, providing a waistcoat was worn. Trilby or flat cap seems acceptable.

Courtesy of Roy Tiller, from Boy's Own Annual No.55 1932/33

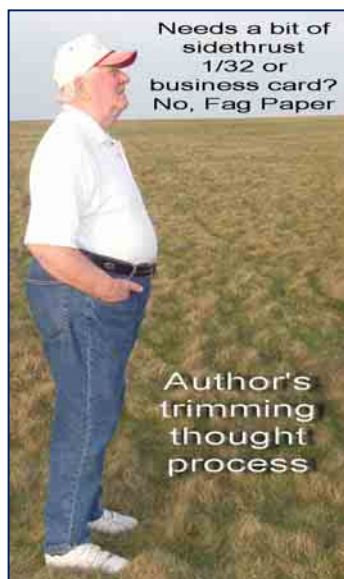


Outdoors at Last - by John Andrews

Sunday 15th March, Met Check had been forecasting good weather for at least a week beforehand and it was improving day by day as the weekend neared.

The wife and I arrived at Wallop about 10 o'clock and that's early for us after the 110 mile trip. We drove down the flight-line and soon realised that if we wanted a front row seat it was going to be way down past the bungalow as everybody and his dog had arrived before ourselves.

We set up shop at the end of the line, amongst the sport flyers, far from the maddening crowd of competition flyers clustered several deep at the top of the rise. As usual I had made no preparation for the event, apart from a quick look in the boxes to ensure the models were still there from last season. I assembled the old 'Hep-Cat' and looked in the rubber box for a motor. I keep my motors rolled up in plastic bags and, as the caster lube from last year was still in evidence and I installed a motor without further ado.



I had a quick check flight and after sticking a bit of business card in the nose to open out the climb turn, I wound 700 turns on for my first flight.

The air was quite still, with an occasional very light breeze. I reasoned that the light breeze was cooler air filling in after a thermal bubble had broken loose. Having established this theory, I determine to launch when the breeze ceased and hitch a ride on my theoretical thermal bubble. I know it all sounds very technical for me, but you've got to have a plan.

The breeze dropped and off went the 'Hep-Cat' with Rachel's new eyes, after her cataract operations, following intently. The model climbed well to a good height and remained there until the d/t popped at 2-30. First max in the bag, I do like it when a plan comes together.

I readied for the second flight after having knotted a broken strand. 700 turns again and, applying my launch theory, away went the 'Hep-Cat'. Not quite so incident free this time, Rachel was carrying a second pair of binoculars for me and after she handed them over we both looked up into the overhead sun and

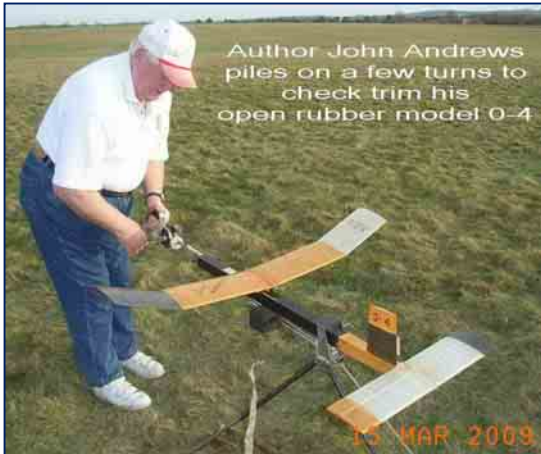
low and behold no model. We stared at the sun for a while then picked out a model a little way off, we focused on that and realised that it was not ours. We had just set about panicking when I spied a model way up over our heads just to the left of the sun, it was ours. The old 'Hep-Cat' was having a real ride and was so high that it took two minutes to come down after the d/t, second max in the bag.

After fitting another motor, as a strand had gone again, the third flight passed without incident and the third max was in the bag. The lift was not so emphatic but the model hung on well to d/t still well up. Fly-off here we come.

After a quick visit to the cafe for lunch, (*I do wish they would make provision for a better menu, it would build up their trade. Perhaps they don't know we are coming.*), back to the fray and out with the 'Stomper'.

Motor fired up OK and, after a minor turn adjustment as a result of a test flight, all seemed set fair for the first comp flight. This is where things started to fall apart. The model climbed OK but the engine was a little off and the altitude reached was not really satisfactory but lift picking was still OK and the old 'Stomper' just held on for a max before gliding down. Picking up the model I noticed that the d/t had not functioned and investigation revealed the timer had failed. Repair was not possible so that was that in power.

Fly-off time in mini vintage saw me with another broken strand so it was another motor change. It was a choice between an old much knotted TanII or a new Tan Sport, I opted for the Sport, wrong. I had used the Sport before but only in an open job when 90 gms was still legal so I was not really aware of its performance potential. I wound on the



usual 700 turns and remarked to Rachel that it seemed it would take more. I stuck another 50 on and it was still not feeling tight. If I had a torque meter I would know would I not. I gave up then and launched for the fly-off. No power, a couple of indifferent circles then the model turned into the breeze and looked about ready to power stall but just hung there like a ruptured duck for ages until it finally turned away and staggered off to no altitude worth mentioning. The flight terminated shortly after the prop folded and, needless to say, was not much more than a minute or so. Still I did make the fly-off.

I had my open rubber models with me so I consoled myself with a few test flights as conditions were so good and my poor old legs had not suffered too much on the relatively short recovery marches. By the time I had finished we were all on our own down by the bungalow and John Thompson made the journey down to see us in case we were newcomers unaware of the 6pm deadline, however we were already packing up. A wonderful day out in glorious conditions, I'm sure David was watching over us.

How Not to Build a No-Cal Scale model - by John Andrews

I must confess to having little or no interest in building scale model aircraft but having beaten the drum on the BMFA Indoor Committee's No-Cal scale initiative last issue, I thought I'd better give it a go myself and build one.

I picked the 'Lacy M10' and found a good three view in the *Aeromodeller* from June 1999. It was also fortunate that the scale was exactly one third of the required 16 inches wingspan so I was able to quickly knock up a plan to build from.

I, mistakenly as it turned out, thought that I knew something about indoor model weights and felt that the required minimum weight limit of 6gms would be well within my capability. I built the outline with 1/16th square and a motor stick of 3/16th x 1/4". I made the wing also with 1/16th square and 1/32nd ribs with a 5% curve. I decided to make the wing detachable using flattened alloy tubes. I finished the model by covering with some tissue I had to hand and for adhesive used a Pritt-Stick.

It soon became obvious that the CG was too far back so a plastic propeller was used for increased nose weight. Initial testing proved that the wing mounts needed beefing up down to the motor stick and the original split bamboo u/c and support was also inadequate. More beefing up was required, by using wire and infill support with additional bracing up to the motor stick.

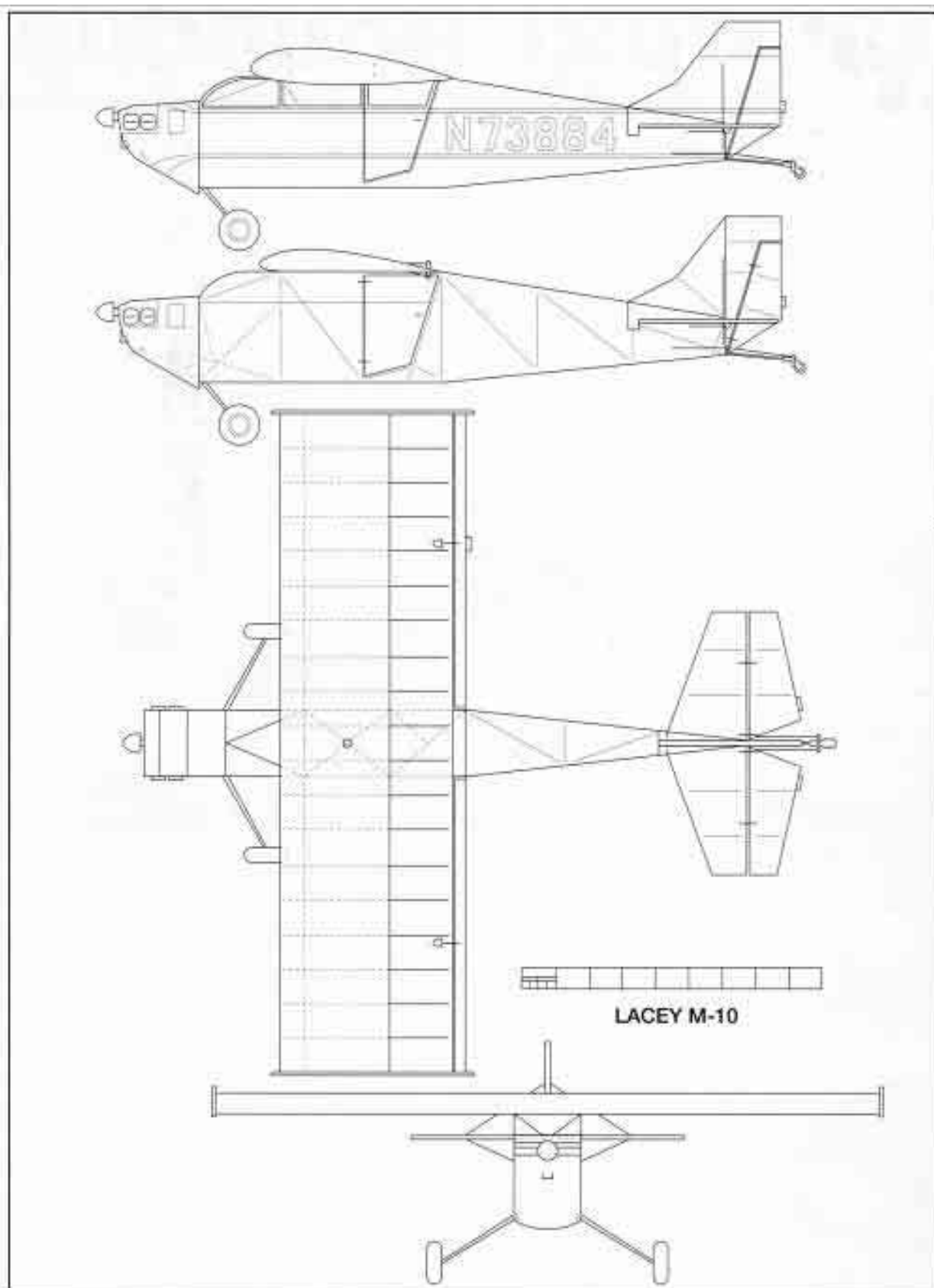
The final result was a 9gm model that was unlikely to win prizes.

The pictures below show the model after its debut at the March meeting in the Manchester Velodrome. There was an emergency cracking of the wing to get dihedral and even more weight on the nose. Lessons learned, you need to pick a prototype with a relatively long nose and build the tail end as light as you know how, I would suggest 1/32nd bare outlines at the rear. The covering adhesive should be thinned Photo Mount ah lah indoor and then 6gm should be achievable using a balsa propeller.



My attempts at trimming the Lacy on the first day at the Velodrome caused much amusement amongst my fellow flyers and not a little embarrassment to me. The model just would not fly, it side-slipped along with the washed in wing taking over and eventually developing a mushy stall as the power declined. I did not get a single recognisable flight that first day. It performed well as a race car doing many laps at quite high speed around everybody's legs. I had to give up and get on with my '*Gyminnie Cricket*' flights and I had plenty of trouble getting motors of the right order for that.

Overnight I took the flat wing and used pliers to crack in some dihedral, that is why the tissue is crinkled in the centre sections on the photos. There was no scale judging so my modification did not affect my competition scores. I resorted to calling the model a 'No-Cal vague scale' version. With dihedral in place and a bit of a rudder trim tab the Lacy started to look like it might fly. It still flew flat until the power ran down and then the mushy stalls but, after much tweaking of the thrust line and wing incidence together with a plasticine nose weight I arrived at a flyable trim. I made four comp flights starting at a lowly 1-05 and culminating in a magnificent 1-23. Then I ran out of time but I don't think there was any more to be had without straying above the lights and getting disqualified.





Left is the finished object, recovering from the fray at the Velodrome. The poor old Lacy's performance may have left something to be desired but I did pick up a certifticut for third place. May be there were only three entries, however I have the Bronze award. On reflection I think it took longer to trim the model than it did to build it.

I also got third in 'Gyminnie Cricket', my times were lower than previously but I suppose the bit of plasticine to bring the weight up to the new 3gms minimum weight limit

had its effect.

I have also built, in one day, a standard *Cricket* to plan and tissue covered with the proper plastic prop supplied by Peter Martin. I gave this an airing in Manchester and it took me quite a while to get flights over one minute. I can't see it doing as much as 1-30 however it's trimmed.

Veron Cardinal Kit - ****Still Available****

I have a friend who has found an ancient but (I understand, complete) kit of a Veron Cardinal while clearing out her now-adult son's bedroom prior to moving house. It's in Essex at no cost (not even 14/6!) to whoever collects it. Is this likely to be of interest to any SAM members?

Simon

All enquiries to:

Simon Milan
Director
Oxford Hotel Projects Ltd
Grosvenor House
4-7 Station Road
Sunbury on Thames
Surrey
TW16 6SB

Tel: +44 (0)1932 733920
Fax: +44 (0)1932 733949
Mobile: +44 (0)7876 350595



TAILLESS MATTERS - *By Vic Willson*

The Tailless League for the HALCYON TROPHY will once again be running this season. The qualifying events look as though they will much the same as last season, with the BMFA 3rd Area meetings on April 5th being the first.

The remainder of the qualifying events are as follows, with a possible extra event in September:

BMFA Nationals, Saturday 23rd May

Oxford MFC Rally, Portmeadow, Sunday 7th June

Spring Gala, RAF Odiham, Sunday 21st June

East Anglian Gala, RAF Sculthorpe, Saturday 21st June

Dreaming Spires FF Gala, Portmeadow, Sunday, 5th July

Model of the Month - Vortic 5 (tailless Urchin) - *By Vic Willson*

Having built a copy of Spencer Willis's large tailless design and John Pool's Never Forget 14, I came to the conclusion that a smaller model would be ideal for rough weather and smaller flying sites (Chobham, Portmeadow, Odiham etc.) so I designed and flew several (Vortic's I/II/III).

Vortic I was the most successful. I use the past tense here as it met its Waterloo at Beaulieu last Sunday. After a very strong climb, to a good height, it began stalling just before the prop folded. The stall became more and more violent and inevitably it dived straight in at great speed. However, at least I discovered what had caused the stalling.

There was a large motor bunch in the tail, caused by the motor peg working its way across the fuselage until it came out on one side. I always put a tight band round the fus from one side of the peg to the other, but in this case, due to insufficient protrusion each side, a slightly loose fit and the fact that my hands were covered in rubber lube when I fitted the band, it still contrived to move (*more lessons learned - hopefully!*).

When I got to it I found, that to compound the damage, it had dived into an area of 'stag's horns' (*only those who have flown at Beaulieu will appreciate what these burnt remains are like. The Forestry Commission periodically burn down excess growth; the foliage and new, thinner, growth is burnt away leaving the charred remains of the main branches pointing skywards, like stags horns, to mangle any descending models!*).

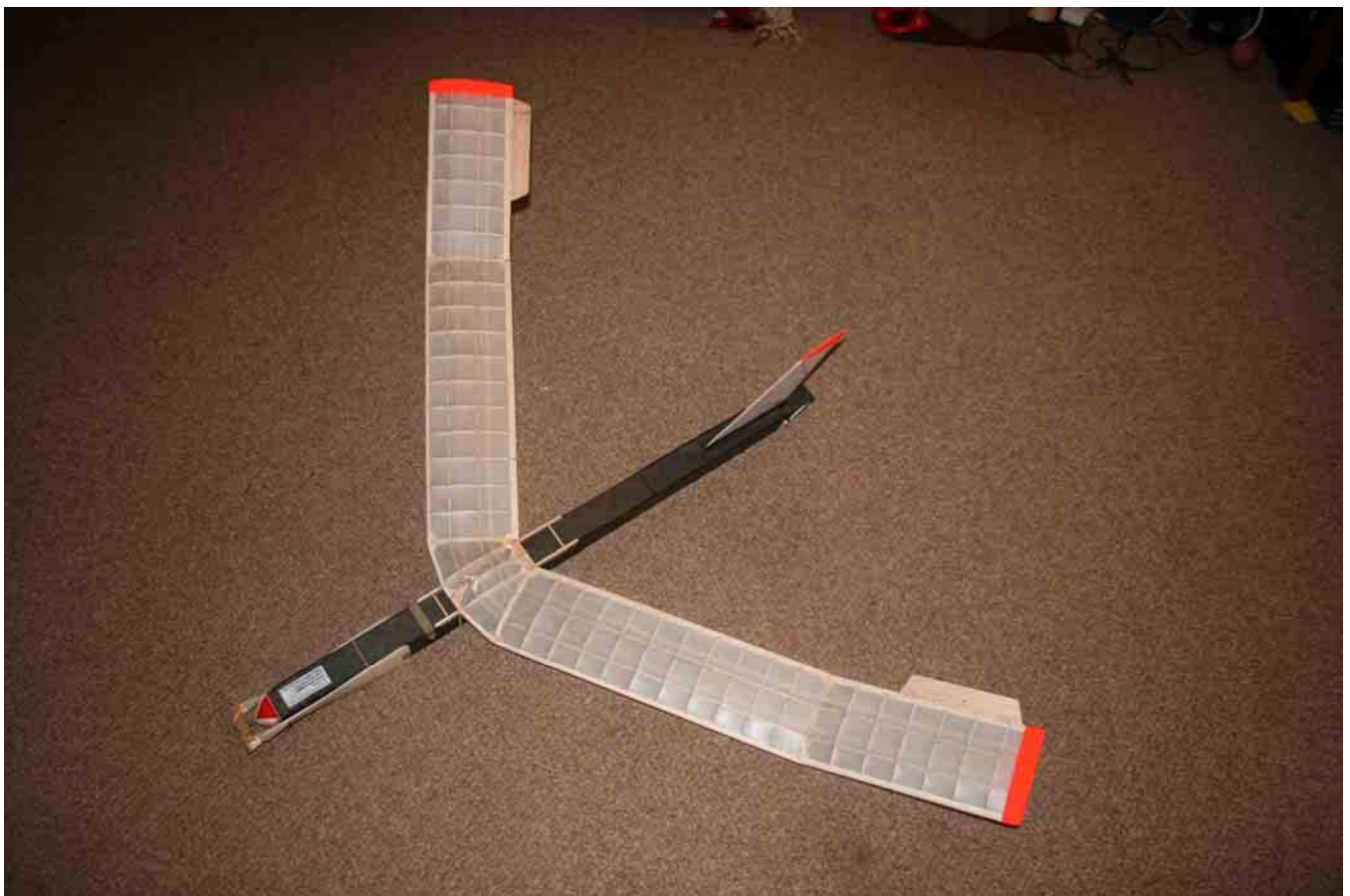
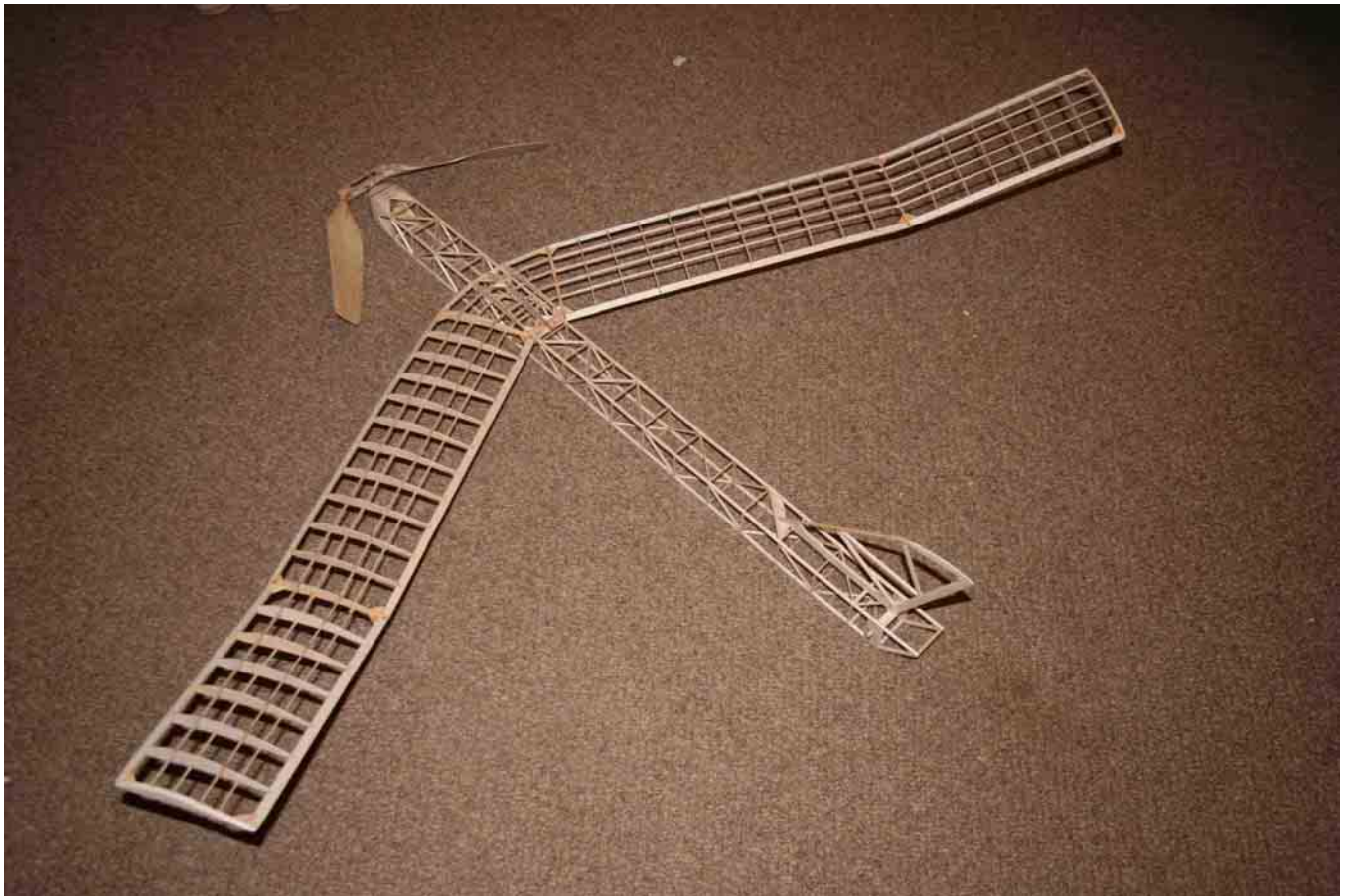
These smaller models, while performing satisfactorily, have a rather fast glide and need some helpful air to do more than 2:10.

The conclusion I came to was that (a) A model of intermediate size was needed and (b) a lighter wing loading was called for.

Having been very pleased with the performance of the Urchin and had some competition success with it I decided that a tailless version might be just the ticket. My aversion to diamond fuselages led me to turn the fus through 45 deg. thus simplifying the wing mount and making side/downthrust adjustment easier.

Laziness dictated that I dispensed with the riblets, but apart from that the wood sizes and general dimensions were kept unaltered.

I substituted the Hawker Hunter style fin that I've used on all the Vortic designs, added extra bays in the inner and outer wing panels (wing area 256.5 sq. ins.) and built a centre section to give a 30 deg. sweepback to the main panels. I retained the Urchin wing section.



All the previous tailless models that I've built have incorporated considerable wash-out in the tip panels. This time I reasoned that the combination of sweepback, dihedral and wash-out was losing so much lift, and particularly affecting the glide, that a compromise should be possible between stability and efficiency. I therefore dispensed with the wash-out altogether and so far I haven't noticed any lateral instability that could be directly attributed to this omission. The glide certainly seems to be much better.

I rigged up a tip-up wing DT as I've found this arrangement to be most effective. The Tomy timer is mounted in the very tail, behind the motor peg.

Initial trimming at Chobham consisted of the usual careful moving of the wing backwards and forwards to get the CG position correct. I had built in some side and down thrust and this proved to be about right.

After a break of several weeks due to the weather I resumed trimming at Beaulieu. As I increased the turns I found that a power stall was developing, so I progressively moved the wing back until a suitable compromise between power on and glide trim was reached, culminating in what appeared to be the 'perfect trim'. However, all of this was achieved in very calm conditions.

Next time out at the BMFA 3rd area comps it was quite breezy and after climbing away well it developed a power stall which didn't damp out or progressively develop.

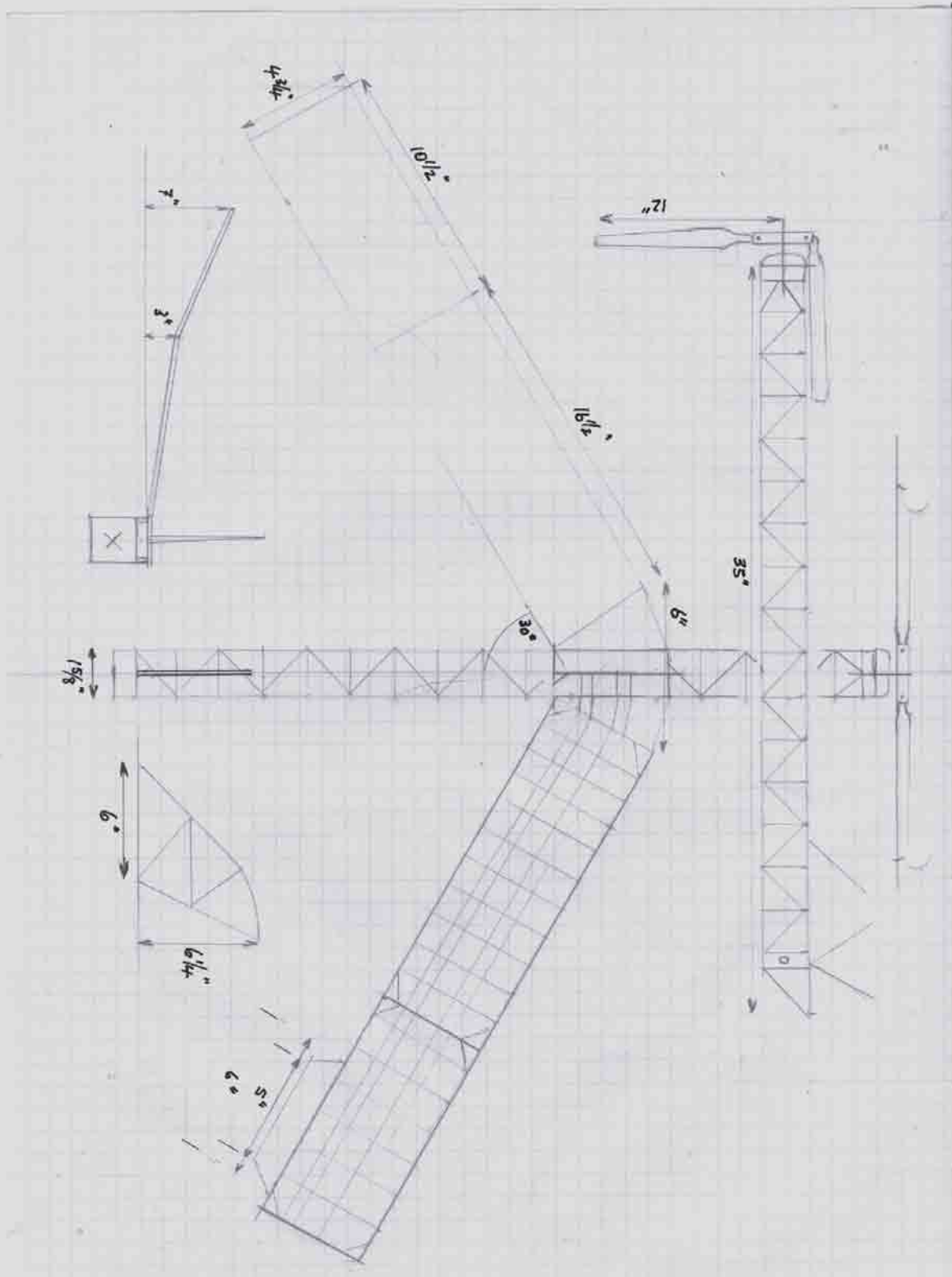
Further testing is obviously called for in breezy conditions, but some downthrust will probably be the answer.

The weights (grams) worked out as follows:

	Uncovered	Covered	Covered & doped
Wing	27.6	35.4(1)	39.3
Fuselage	16.4	23.0(2)	34.2
Fin	2.6	3.5(3)	4.1
TOTAL	46.6	61.9	78.6
Prop assembly	27.3	-	27.3
Motor	-	-	74.0
Ready to Fly	-	-	179.9

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

VORTIC 5 (Tailless URCHIN)



NAME THAT PLANE No. 9 – From Roy Tiller

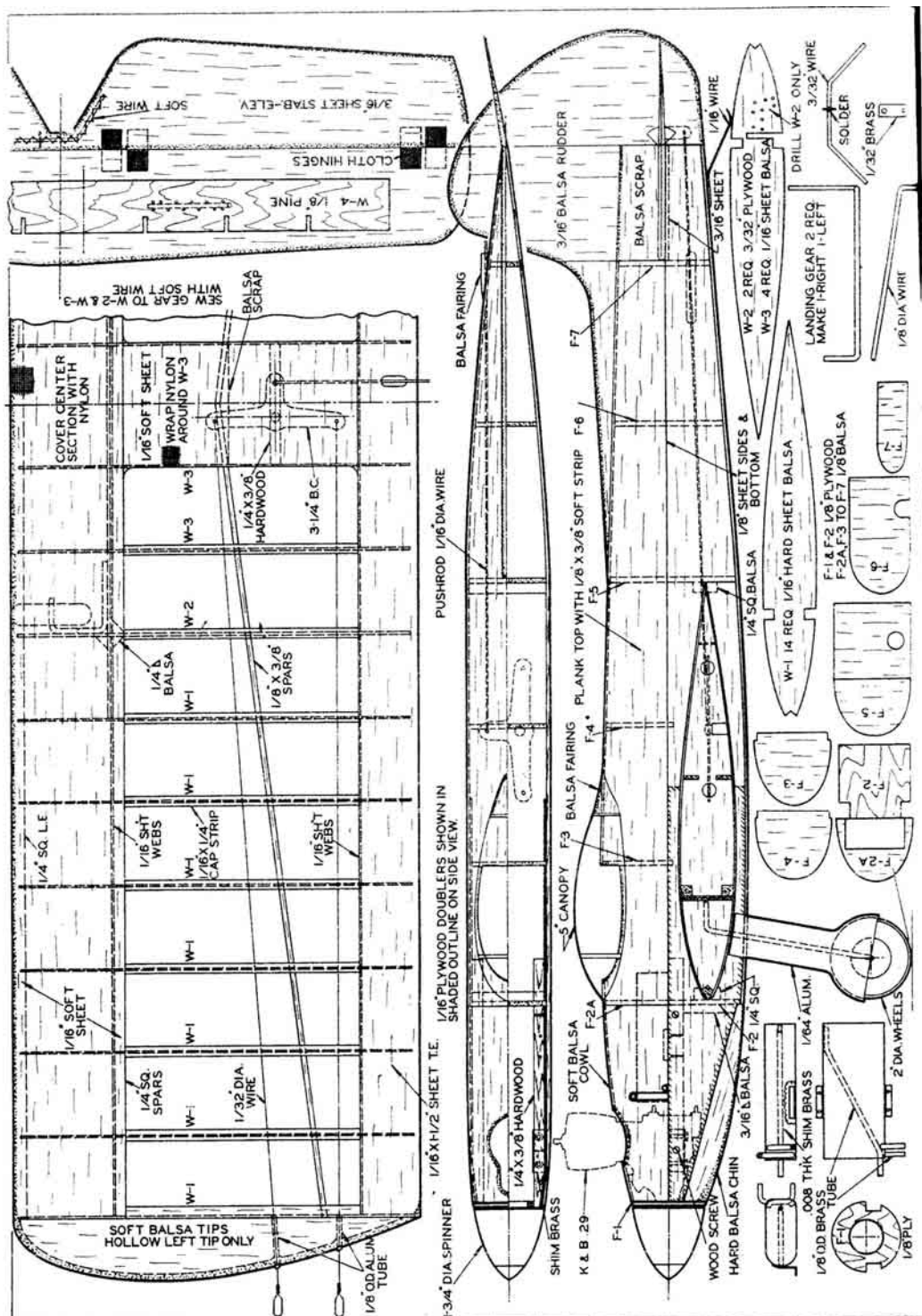
THE COMPETITION WITH A DIFFERENCE, WE DO NOT KNOW THE ANSWERS.

Some reduced plans in magazines held in the BMAS Library were published without the name of the model. Can you name the model & designer of this plane from AVA ECHO MARCH/APRIL 2005

Clues:- Very few, a Control Line model of about 44" wing span.

Points will be awarded to all giving the correct answer. Results and Plane No. 10 next issue. Answers to roy.tiller@ntlworld.com

Plane No 8 was identified by Andrew Longhurst as "An Unusual Duration Model" from Hobbies Weekly 13/08/1952 Vol. 114 No. 2693, no designer's name given. Two points to Andrew.



INDOOR FLYING AT CARDINGTON - *By Laurie Barr*

If you are not already on my list of Cardington Flimsy Fliers, or wish to fly quarter scale Wakefield's, or small rubber, small indoor/outdoor scale etc, please get in touch straightaway.

I am preparing a list of events, and if special interests are to be catered for, your particular info is vital in forming that list.

It is important that anyone wishing to attend, must contact me, as soon as possible on laurie.barr@emailcentre.co.uk

This is the first time, different kinds of model flying, will take place in this wonderful venue.

No obstructions, a fully fine mesh netted ceiling, at 155ft high to prevent hang up's, so the proper full flight potential on full motors can be achieved, in the only venue in the U.K that this is possible, due to its size.

The hanger floor area is entirely clear and machine swept, and we can have any date(s) we want. All structures like this, have always been weather dependant, so I/we will send out confirmation that each date is firm, in the week preceding that listed.

The following dates are chosen to avoid clashes with other events.

We are pleased to announce the following provisional dates for flying in Hanger 1, at Cardington Bedford.

April 19th.

May 3rd.

May 30th /31st /June 1st .*

June 14th/28th.

July 5th/12th/19th/26th.

August 2nd/9th/23rd.

September 6th/13th/20th/27th.

The May dates * are pencilled in for a long week end "Gala"of flying, for all classes.

We will welcome all kinds of models, suitable for indoor flying. These include all the usual F1L, F1D, F1M, 35 c.m, Pennyplane, Mini-Stick, No Cal etc, as well as small rubber &/or, Electric/ C.O.2 /powered scale or semi scale Wakefields etc), and Gyminnie Crickets etc.

On contest days, a mixture of high quality wine, unique "Cardington" certificates, and very worthwhile prizes will be awarded as appropriate.

This huge hanger has 22,654, 800 million cu ft of air space!, and although the roof has holes in it, if it is not raining or very windy, then this can be a sublime flying experience!

It is necessary for your email address to be on my database, so that I can give you up to date information, if any dates are unflyable, usually in the week preceding any flying dates, and for me to give you any changes in the combination to the padlock, on the main Jackson Gate.

BMFA membership is desirable, but not essential. We are a non-profit making club, and a small charge will be made for all those flying models. Helium Gas will be on site, and a cost reflected charge will be made per balloon fill.

I would appreciate receiving your thoughts and comments, as well as all the new recruits, to indoor flying at its ultimate.

Laurie Barr & Clive King.

SOUTHERN AREA BMFA SPRING GALA

RAF ODIHAM

JUNE 21st 2009

The events:

- The MOD licence fees have increased since last year, but I wish this event to continue to be self-sufficient. The Southern Area BMFA have now taken over responsibility for this event from the South Eastern Area BMFA (an historical anomaly as Odiham is in the Southern Area).
- This event is probably the longest continuous free-flight event at the same venue in the UK, this being the 62nd year. We do not wish to discontinue this long tradition, and it would be difficult to get it back if we failed to use it for one year. However, if we can't cover the costs this year, next year may not be a possibility.
- If you cannot make the event this year, any donation (perhaps £5) would be welcome. This would help to ensure the continuity of this event.
- I would be grateful if you would **act now**, and return your registration to allow me to calculate well in advance of how to cover the costs involved.

The Events:

- A) Vintage Wakefield (4 & 8 oz combined).
- B) Vintage lightweight Rubber.
- C) Tailless.
- D) Vintage & Classic Glider Combined.
- E) Vintage HLG (hand & catapult launch combined).
- F) Coupe d'Hiver
- G) A1 Glider

Events A, B D: SAM35 rules.

Event C, E, F & G: BMFA rules.

- Event A: SAM Wakefield Leagues.
- Event C: Tailless League (Halcyon Trophy).
- Event F: Southern Coupe D' Hiver League.

Please note:

- All those flying model aircraft or operating associated equipment on this site must be a current member of the BMFA.
- Model flying may be interrupted during the day by aircraft movements. When the red runway lights are showing no one may cross the runway.
- The only entry and exit is via the airfield main gate. No other airfield boundary is to be crossed either on foot or by motorised transport.

- Pre- registration is necessary for this event and must be received by Sunday the 31st of MAY.
- All registrations are subject to approval by the RAF authorities.
- We will have access to the toilets.

To register please send:

- Your vehicle registration number, the vehicle occupants names and addresses together with their BMFA numbers (if applicable) and the non-returnable registration fee of £8 per flyer (sport or contest) **with a self addressed and stamped envelope**. (Please make cheques payable to Southern Area BMFA).

To:

John. D. Thompson, Beechmede, Meadow Lane, Hartley Wintney, Hants, RG27 8RF. Tel: 01252 842471.

- Could all those who received trophies last year please bring them along on the day (hopefully inscribed with their names), or make alternative arrangements for their return in time for the event. (Please note that we have no administrative mechanism for reimbursement of the costs incurred).
- Full details including the entry registration number will be sent to registrants prior to the event.



A Chinook helping with relief during the Pakistan earthquake

RAF Odiham – always where the action is

BMFA EAST ANGLIAN SUMMER GALA,

Sculthorpe Airfield, 20, 21 June 2009. Sculthorpe airfield offers the largest flying site in the UK and is set in the heart of the Norfolk countryside. Apart from the model flying there are plenty of other things to do in this part of the country. Visit Norwich, the Norfolk Broads, sandy beaches at Wells or Hunstanton and stately homes abound such as Houghton, Blickling, Felbrigge, or Holkham. Accommodation is approximately five miles from the airfield. The Birches Hotel and Conference Centre, at Bircham Newton 01485 577266 will offer a special rate for room only, single £30 / double £40 per night. Camping, tents or vans, at The Garden Caravan Site, Barmer Hall, Syderstone, 01485 578220.

Saturday 20 June
BMFA Glider, Rubber, Power.
Combined Vintage Rubber Power.
Classic Glider
Tailless
P30

Sunday 21 June
F1A(Nordic)
F1B (Mick Duce)
F1C/F1Q (Pete Buskell)
Vintage Glider
Combined Classic, Rubber, Power.
Mini Vintage
Bowden
Vintage Wakefield combined 4oz and 8oz. SAM League

FAI events five rounds from a line, start 9 am.

BMFA Senior Championship points for all events except;

Bowden and Vintage Wakefield.

Start time 9.00 am, finish 6.00 pm. each day. £10.00 all day entry. BMFA rules apply.

The Bowden Competition will start at 11.00 am on Sunday.

Location. Sculthorpe airfield, OS Map reference TF 852300. 100 Metres in a NE direction along the B1454 from its junction with the A148 road from Kings Lynn to Fakenham. No refreshments on field this year.

For further information contact Michael Marshall 01223 246142

TIMPERLEY FREE-FLIGHT WEEKEND
BARKSTON HEATH - 15/16 AUGUST 2009

(BMFA membership is required on both days)

SATURDAY 15th FREE-FLIGHT SPECIAL

All comps. to BMFA or SAM35 rules unless otherwise stated.

All contests to have 3 flights + fly-off if required. 10am to 5pm

Combined Small Vintage. (N.B. no gliders in this contest) to include

- (a) Mini-vintage rubber
- (b) Mini-vintage power
- (c) Midi-vintage rubber, ie wing area less than 190 sq ins.

Does not include any accepted type of Wakefield.

Combined Small Glider. to include

- (a) Classic A1 glider (to Dec 60, with no weight restriction). Towline 50m
- (b) Vintage glider with a max span of 60" and total area less than A2 size, ie less than 496 sq ins. Towline 75m.

4oz & 8oz Vintage Wakefield (combined) to SAM 35 rules.

Very Small Vintage Rubber

25" Span max. 8" Freewheel prop. 2 leg u/c. Designs pre 51.

Max. for first two flights decided on day, 3rd flight unlimited.

British Power (Usual rules)

1.5cc diesel (plain bearing). Engine run determined on the day, usually 10 sec.

Extra prize for highest placed model not in first 3 of design/kit up to Dec 1955.

Contact **John Wingate** tel 01407 831383, mobile 0777.394.3456,
or email wingate@globalnet.co.uk

Sunday 16th TIMPERLEY FREE-FLIGHT GALA.

Combined Rubber. Combined Glider. Combined Power (excluding electric power).

Vintage (power engine run 15sec). **Coupe d'Hiver** (3 flights).

All to BMFA rules except where stated. 10am to 5.30pm.

Contact **Gerry Ferer** 0161 928 4955 or email gferer@tiscali.co.uk

BMAS Indoor Flying at Allendale Centre 7pm-10pm

Tuesday 28th April

Includes mass launch for BMFA Gyminnie Crickets

INDOOR FREE-FLIGHT DATES 2009

At

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

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

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

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

Thursday 28th May 2009

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

Worcester Indoor Free Flight

**It is regretted that all indoor meetings
have had to be CANCELLED**

Due to actions taken by the school

OXFORD M.F.C FREE FLIGHT RALLY 2009

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

SAT: FROM 6.30 p.m.:-

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

SUN: FROM 10 a.m.:-

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

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

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

All gliders 50m. towlines.

SPECIAL AWARDS:-

GALA CHAMP, TOP LADY & Ian Macdonald Trophy

NO THERMISTORS, STREAMER POLES, BUBBLES etc.,

NO MOTOR HEATERS

NO 1/2 C POWER MODELS TO BE FLOWN

INSURANCE REQUIRED FOR ALL FLYERS

LIGHT REFRESHMENTS!

CONTACT:-

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

2009 BMFA Free Flight Nationals

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

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

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

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

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

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

USEFUL WEBSITES

SAM 1066 - www.sam1066.org

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

MIKE WOODHOUSE - www.freeflightsupplies.co.uk

BMFA Free Flight Technical Committee - www.freeflightUK.org

BMFA - www.bmfa.org

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

SAM 35 - www.sam35.org

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

Loc8tor - www.loc8tor.com

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

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

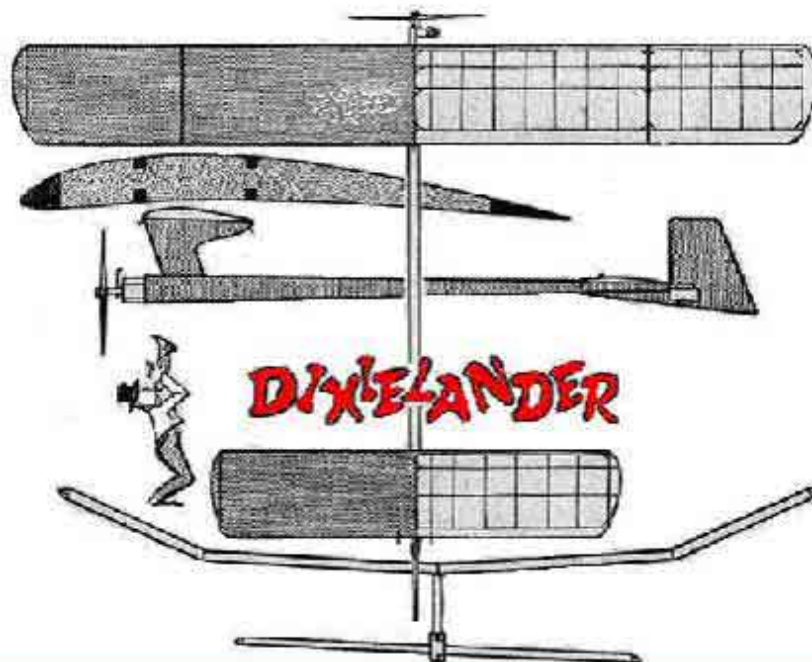
Ray Alban - www.vintagemodelairplane.com

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

Belair Kits - www.belairkits.com

A 50 YEAR CELEBRATION

Sunday 30th August 2009
Middle Wallop Army Airfield
Hampshire
England



Society of Antique Modellers (SAM)1066

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

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

Check out our web site for further details.

www.sam1066.org

Provisional Events Calendar 2009

with competitions for Vintage and/or Classic models

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

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

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

For up-to-date details of all BMFA Free Flight events check the website — WWW.FREEFLIGHTUK.ORG or WWW.BMFA.ORG

For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website — WWW.SAM35.ORG