



NEW Clarion

SAM 1066 Newsletter

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Editorial:

A meeting of the SAM1066 Committee took place at Middle Wallop on Sunday March 20th. The purpose was to discuss the effects of Mike Parkers retirement from administrative duties as secretary at the end of this year and to plan for his replacement.

To date no one has come forward as a possible direct replacement for Mike.

A full list of the secretarial duties currently performed by Mike was tabled and discussion centred around a possible division of the tasks among a number of people. The broad categories are:

- a. Secretarial duties, day to day correspondence etc.
- b. Middle Wallop liaison functions
- c. Middle Wallop event day director/s
- d. Farmers liaison
- e. Website administrator

No decisions were taken but various options were explored.

For the record Mike has no intention of completely deserting us and will mentor any volunteers until they are happy with any work they may take on.

I am sure that we all appreciate the effort and dedication that Mike has shown in carrying forward our founder David Baker's ideals and forging our SAM 1066 into the successful organisation that we enjoy today.

Mike you deserve a well earned rest and maybe you will be able to do a little more flying with all the spare time you will have. (Editor)

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Last month saw a lot of new input and I held over quite a bit for this issue, I hope and trust that this healthy state of affairs will continue and I thank our new scribes. It has been one of my ambitions to actually put out an issue of the New Clarion without any of my own tales of woe, this issue may turn out to be the one if I don't soon get an outdoor event under my belt.

Stop press, I performed in the 4th area at Barkston Heath. Mini Vintage was my event and things did not go too well, I had forgotten the undercarriage leg for my nice new 'Pinocchio' so I had to use my old 'Hep-Cat'. Test flight looked OK on half turns but a broken strand meant a change of motor for the first comp flight and on full turns with the replacement motor it performed worse than the 400 turn test flight. It appears that my normal consistency has not yet deserted me.

I did restrung the test flight motor and had a second flight using that and maxed OK.

I'm going to have to check my rubber, I've never done any destruction testing so perhaps now is the time to start.

Back in 1971, Reg Parham, John Blount & I, decided to go and take a look at the legendary Salt Mine, at Slanic in Romania, and to fly our flimsy 65 c.m class F1D Microfilm covered indoor models. We had read, that a couple of World & European Championships had taken place there, and apart from the intriguing nature of vast underground man made caverns, hewn from solid rock salt, we also thought it would be a good idea, to go a get some practical experience in the mine, prior to any participation in any future championships to be held there.

It was to be a long drive over several days, and at that time I was driving a 6 litre V12 cylinder Jaguar Saloon. It was fast and roomy, and it could consume all our model boxes and baggage with ease & comfort. John & I were to share the driving. The A.A had provided some road by road maps and instructions, to and from our destination (Before Sat Nav was invented) and we set off in high spirits, toward Dover for the car ferry, and then the long haul through Belgium, Germany, Austria, Hungary, and finally into Romania, and on to our destination some 1800 miles away. Our excitement soon turned into boredom, as the miles endlessly slipped away, but we were awoken by a puncture, while traversing busy road works, that had only 2 opposing lanes, sharing one carriageway on the Autobahn, and there was very little safe room, for us to unload the boot, to gain access to the spare wheel and jack. We had lost a lot of time, so we increased our speed well beyond the legal limit, and promptly got caught by a German motorcycle policeman, who fined us £40 on the spot!

On the second day, we had reached the Hungarian border, and the officials of this radical communist state, were decidedly hostile to anyone from the "West". We were waiting in a queue, and the car in front of us was being given "The treatment" by 3 border guards, as they emptied out the entire contents of a toy salesman's car. They found a "laughing" lavatory, which gave them great amusement to play continually, while they harassed this poor bloke. Eventually it was our turn, and we feared they would insist that we must open all our model boxes, and wreck them, but the clear Perspex covers saved the day.

When they looked at John Blount's papers, they discovered he was an international Airline Pilot, and assumed that because he flew to all parts of the world, he might be exposed to un-mentionable tropical diseases, and they took him inside the office building, and wanted to give him an injection!!! It was all part of their policy of harassing "Westerners", but John persuaded them otherwise, and we got underway again, into Hungary. We did an overnight stop at a "Spar" town Hotel, which had most of the inhabitants, strolling around in large fluffy white dressing gowns, with the men trying to pose like Clark Gable. For our evening meal, we had steaks which could have graced the bottom of our shoes! The next day, we finally

crossed the border into Romania, and this part of the journey, turned into a real ordeal.

Of all the communist countries, Romania was by far the most under developed. We could not believe the bad state of the roads: many were just muddy tracks, and in some places just miles of unfinished re-surfacing, with rocks up to 2ft in diameter, causing the Jag's suspension to "Bottom Out". As we travelled along, we saw many "houses" that were haphazardly cemented together from Terracotta Pots. Often, the roof would just be a Tarpaulin. To get the inside illuminated, they had a 6ft square, solid wood panel, hinged at the top, and this panel would be hoisted up on a rope. In winter, the board would be let down, and if really cold, the Cow would be brought inside, as central heating. :

By now we were really hungry, and stopped off at a *Café* and bar. It was still early morning, but there were a few locals drinking Romania Brandy, which is like rocket fuel! and the only food in sight, were some mouldering cakes sitting in a dirty glass display cabinet. Not being able to speak or understand the language was a real handicap, so we just had coffee and moved on. We followed the route given to us by the A.A, and it took us along a twisting road which kept bisecting a railway line and level crossings. We must have been halted by the same train 6 times. At some point, we were following a man on the bicycle, who had a large loaf strapped to the carrier, above the rear wheel. We tried to make him understand that we would pay him a Kings Ransom for the bread, but he did not or would not understand the motives of these flashy Westerners and their bribery.

Time seemed to pass slowly, as we could not make much speed on those unsuitable roads. We arrived at the foot of the Carpathian Mountains, and by now it was dark and raining buckets. As we climbed the steep mountain road, we always seemed to get stranded behind, an ancient lorry, struggling to climb, and belching masses of un-burnt hydrocarbons, and creating a choking smell. The rain became accompanied with dense fog, and we half expected Count Dracula to leap out in front of us!

This situation seemed to last forever, as on those difficult twisting roads, overtaking on the blind side, was most inadvisable. Eventually we broke free, descending down, and arriving at the hotel, to be enthusiastically greeted by our Romanian hosts. It was as though Captain Kirk had just landed in the Star ship Enterprise.

The following morning we awoke, and looking forward to breakfast, and our first experience of the salt mine. The food at breakfast was something of a surprise, as on the table was Ham, Cheese, and a highly spiced sausage. There was also bowls full of some quite "violent" mustard", which all the Eastern Europeans applied in heaps on their meat. My metabolism had not yet recovered from the privations during the journey, and I craved a nice cup of tea, and some cereals and toast, however all that was available was already on the table, and they only had Green Tea.

Sitting opposite to me, was Jiri Kalina, an indoor World Champion, and as he was a regular visitor to the mine, he urged me to eat up, as food was scarce in rural Romania at that time. I picked my way through the bread and the "tea", and we departed for the descent into the mine. The pit head was situated a short distance from town, and in control of the descent, was a very large Romanian Miner, who's control equipment, seemed to consisted of a large bell, which was apparently "twinned" with other bells, at each level of the caverns below ground. The cage was about the size of a telephone box. It had a floor and a roof, but only 2 sides! It did not have any lighting either! We grouped our model boxes together in the centre of the floor, and we embraced each other. Suddenly the bell rang twice, and this contraption started to go into free fall! banging into the sides of the roughly hewn salt (There were no rails), and we arrives with a jolt, at the cave we were to fly in.



One view of the huge Romanian salt mine cavern

There are apparently several of these huge caves, but this one is used for World Championships etc. It is said to be 220 ft high, cut into the salt, and is dark grey with streaks of white, and has a rough surface. The sides taper outwards, so that you cannot reach your model to steer it, if it gets caught on the salt wall. The roof has a wooden platform running around the edges, and there are some low wattage lights, attached to these boards.

We were told that when just a few modellers are in this cavern, there is very little drift. Too many bodies create thermal currents! When the flying day was over, the Romanian flyers set fire to a few newspapers at the foot of the walls, to rescue any models trapped on the salt and beyond the reach of our balloon and line, and lo and behold, the rising air, lifted the trapped model clear, and it would gently flutter down!

On the first day, we found our models did not cope very well, in this damp cold air, and we could not match the performance of the Romanians, and others like Jiri Kalina. Their models were specifically designed and built, with stiffer motor sticks, to stop them bending downward, when a fully wound motor was attached between the hooks, as this will cause the motor stick to bend, and then too much downthrust would kill the climb. The local experts also had much finer pitched props, to aid the climb, for if your model did not reach the upper air near the roof, you would not get a long flight.

At the end of the day, we took the "Cresta Run" back up to the surface, and planned to modify our models as best we could, to better suit the conditions. Although the air was moist, to our astonishment, the Romanians left their assembled models, out all night on stands!

What may not be widely known is that the mine runs with water during the summer months, and the air is only suitable, shortly before the ice and snows have melted. However, this means that it is still pretty cold, and when I later went back, as a U.K Indoor Team member in 1982, I wore Ski Gear!

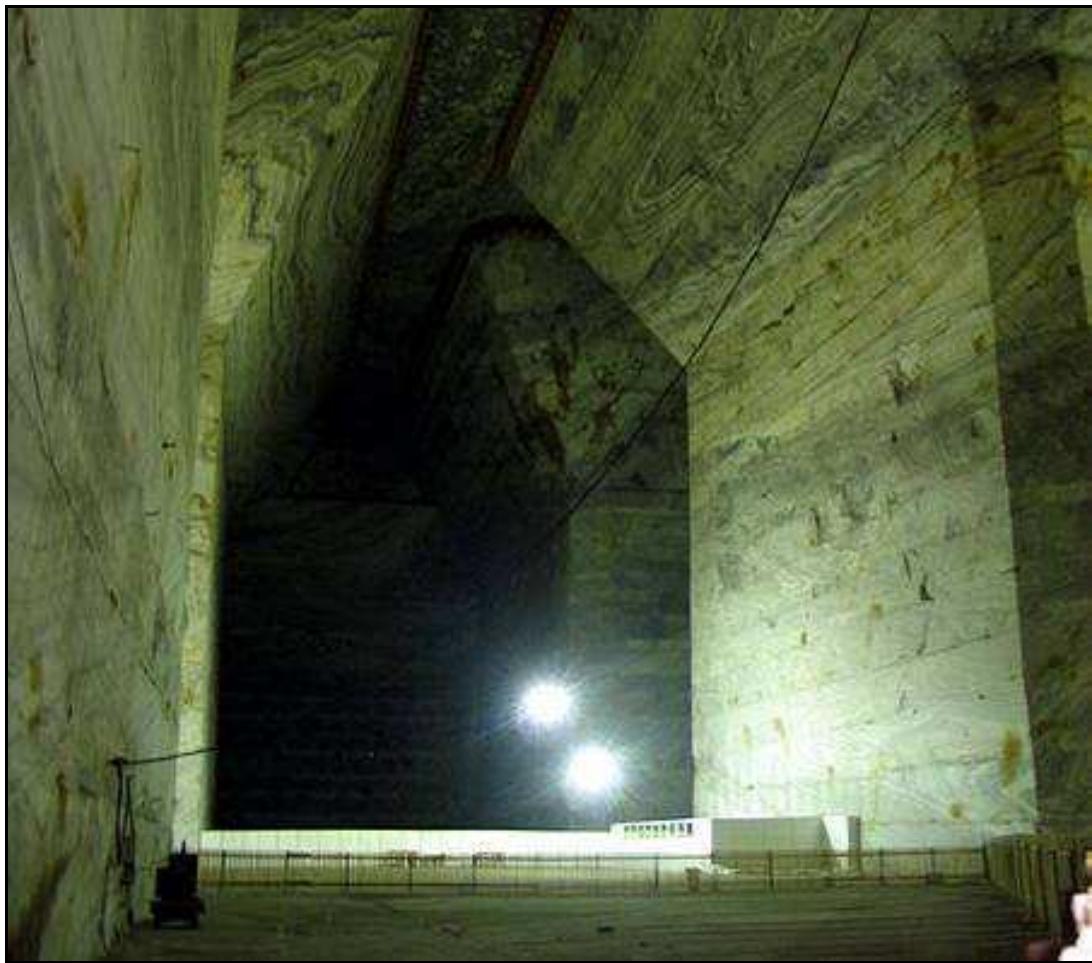
The meal that night was very enjoyable, and consisted of a Wiener Snitzel, which is a thin slice of Veal, covered in egg and bread crumbs, and pan fried, and served with vegetables. This menu was repeated every night, and it became rather boring.

When the contest proper started, we looked forward to a change in the packed lunches, but to our dismay, they turned out to be cold Wiener Snitzel's! We were later informed that food was very scarce, and that our hosts had made sacrifices, in order to feed their guests from the West.

On Saturday morning, we were awoken by "patriotic" music being played from loudspeakers, clamped on lampposts in the streets, occasionally interrupted by the local communist commissar, exhorting the locals to be proud of their socialist country.

I am not sure how well that went down, with some of the country folk; a few of which were walking a single Cow, on a long rope, to graze tufts of grass, sprouting from cracks in the pavement, while others had dustpans and brushes, sweeping the pavements, which were something of a rarity, in rural towns. In some towns, tarmac roads were also few, and much of the local transport, was a Donkey pulling a cart, along muddy roads.

In all, it was an eye opening experience at every level, and we made some friendships which have lasted with time.



A second view of the cavern

Our journey back was less eventful, and with the local advice on road conditions etc, we eventually arrived at the Hungarian/Austrian border. It was heavily patrolled with soldiers in uniform, most of which were carrying A-K 47 rifles! An officer appeared, with a mirror on a long stick, and he motioned for me to release the bonnet catch. I lifted the bonnet, which was entirely filled with the Jag's 12 cylinder fuel injected engine! He thrust the mirror under the engine bay as usual, but of course he could see nothing, because of the size of the engine. There was some conversation between the officer and his superior, but I did not understand what was said. They shrugged their shoulders, as though to give up their search, so I floored the accelerator pedal, and tore across the $\frac{1}{2}$ mile stretch of no-mans-land as fast as the Jag would go! On the right halfway across, there was an elevated lookout tower manned by soldiers who also had rifles. John Blount who knew a bit of German said he thought the two soldiers with the mirrors had asked me to wait!

Having safely reached the Austrian border, we heaved a collective sigh of relief as we drove into Salzburg, the birthplace of Mozart, and home of great hotels and terrific food. Having rested in sumptuous

bedrooms, we showered and dressed, and we demolished the biggest platter of a full Mixed Grill with French Fries I have ever seen, along with a lot of Lager!

The drive home was without any more drama's, but I did make full use of the knowledge gained, when I returned in 1982 for the Indoor World Championships, with specially adapted 65 c.m F1D Microfilm models, and our team (Dave Pymm, Bernard Hunt, and myself), won Team Silver. The Romanians came first, so we did pretty well. It was an experience I will never forget!

Laurie Barr

Vintage FAI Power in the USA part 1 - Martyn Cowley

Responding to John Thompson's excellent and prolific reports on Vintage FAI Power models, here's some news of similar activities in the USA. At the recent Bob Isaacson Memorial, "Ike" Winter Classic event, held in February over President's Day weekend in California, the attraction of Vintage FAI Power model's relative simplicity and reliable performance continues to grow in popularity, and newly built models continue to appear with regularity.

Current US Rules allows virtually any FAI Power design to be flown together in a combined "handicapped" event, essentially using the prevailing International Rules of the time to permit different model specifications and engine run to compete side-by-side. The different FAI Rules are defined under seven time period categories. Hence the V1 period models (up to 1955) are permitted a 20 sec engine run, with appropriate era engine and weight, versus say the V4 period designs (1961 to 1965) which are limited to 10 sec run and heavier wing-loading. Technology, gadgets and even fuel are similarly limited by what was permitted in each period. Reference the NFFS Vintage FAI Power rules at: <http://freeflight.org/> Competition Flying / Free Flight Rules / NFFS Rulebook 2011, page 11. Also check out Joe Mekina's excellent historic FAI Power website at <http://www.faipower.com/>

This year's Winter Classic event attracted 8 flyers, with several others present on the day with models, who did not make competition flights. The winner was Bruce Hannah with all maxes, flying two of Ray Monks' early designs (Zaic '57 - '58, page 49) with built-up wing structures, preceding his similar but later all-sheet Veterano design. Another popular design was Stan Hill's 1955 Amazoom (plans from Model Airplane News) flown by both Glen Schneider in 2nd place, and Don McNamee, while Doug King flew an Al Vela designed Lipstick.



Glen Schneider left and Don McNamee right with their 'Amazoom's'

Tom Laird had a very cleanly built JaysBird (Zaic '57 - '58, page 43), designed by Britain's Vic Jays, and popularized over the years in various scaled up and down sizes in the USA by Frank Parmenter.

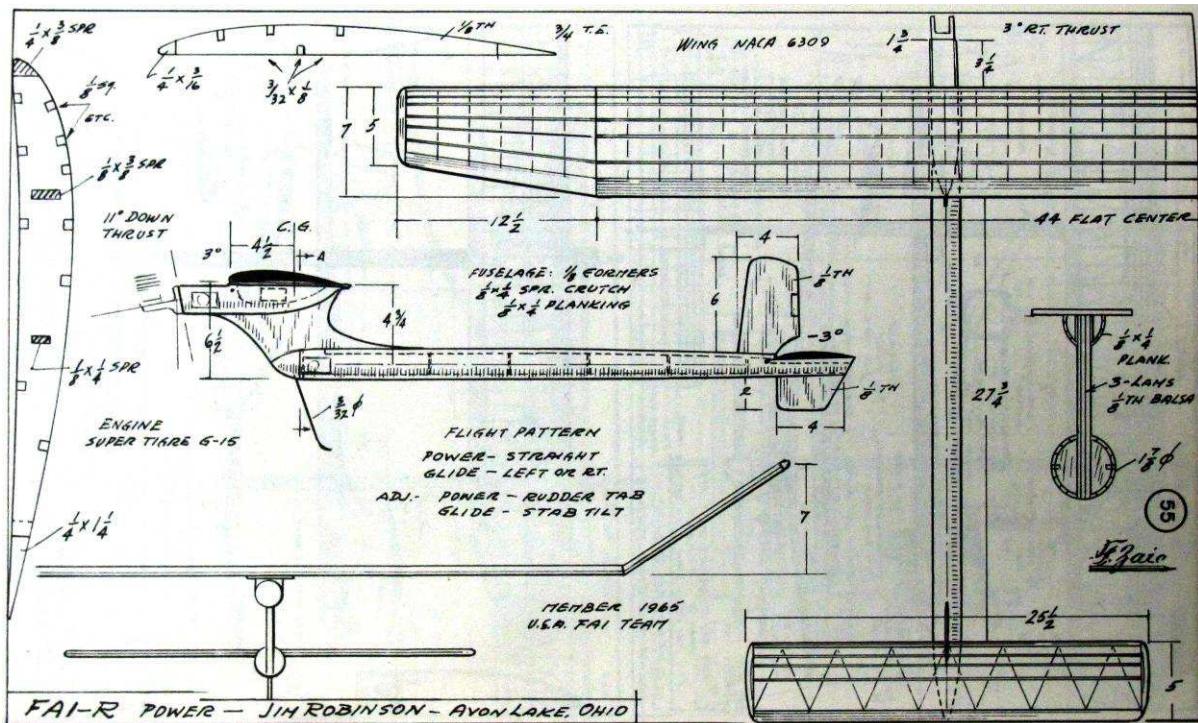
Of most interest was Jim Robinson, flying his original FAI-R model (published in Zaic Yearbook 1964-65, page 55). Yes — the actual model he flew in July 1965 at Kauhava, Finland when he was on the US Team, complete with blue model processing sticker from that event, still on the fuselage.



Jim Robinson and his original FAI-R complete with processing sticker
Super Tigre G-15 with wooden Zinger 8 x 4 prop

Jim made all 5 maxes at the World Championships that year to reach the fly-off, but admitted launching the model badly to the left, which ruined his final score. However, he was awarded a Team Silver Medal, with US Team-mates Hank Spence and Bob Cherney, second to the Italian Team. Alberto DalOglio (later manufacturer of the AD 15 and AD 06 engines) won the

Championships for Italy, with Eugene Verbitsky of USSR in 3rd place (becoming both World and European Champion in later years) and England's George French placing 6th with his Night Train.



At the Winter Classic, it was clear that Jim has lost none of his engine handling skills as the Super Tigre G15 started and ran flawlessly (now using an electric starter of course) on the same 50% Nitro blend he had used in '65 ! A test flight on Saturday DT'd awkwardly and broke the fuselage at the pylon, but overnight repairs had it back in the air, although he was still chasing the trim during the power run on Sunday. What really impressed however, was the incredible glide that this model possessed (even after all these years) attributed no doubt to the chosen airfoil section and 65 inch span. A relatively high aspect ratio wing for the time. The warps Jim uses seem somewhat unconventional these days, with a flat center section, slight wash-out on the Left tip panel and considerably more wash-in on the outboard Right tip ! Flying Right / Left the model was very safe on the climb and consistently transitioned quickly and smoothly to a really floating left-hand glide in the calm, virtually lift-less conditions in February.

To further illustrate the variety of designs flown, Phil Ronney campaigned the 1949 Champion, designed by Ray Accord (plans still available from AMA HQ), using an original K & B Greenhead .09 running on 35% Nitro. He fondly remembers his own father, Milt Ronney, flying this design at the time with Ray and his highly decorated model included a pictorial decal of the two flyers celebrating a long-ago victory after the contest.

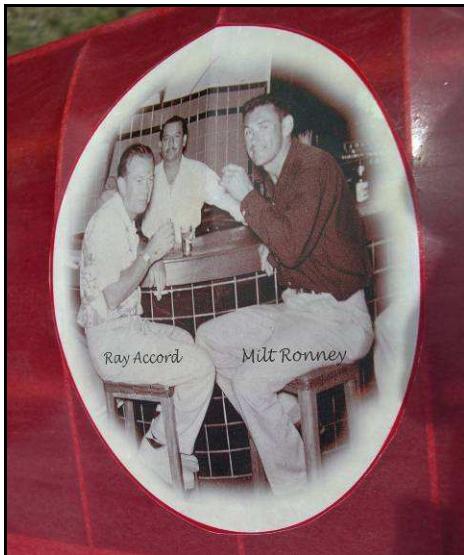


Phil Ronney with his Champion An 09-size FAI model, by Ray Accord.



Front end of Phil's Champion with original K&B Greenhead .09 and Master 7 x 4 Prop which is allowed 20 second engine run.

Phil's models are quite distinctive, thanks to his use of computer-generated artwork (using Photoshop or equivalent software) printed with an Epson Inkjet printer using the "Ultra Glossy" setting, on water-slide decal paper. He recommends using decal film made by Bare-Metal Film: <http://www.bare-metal.com/model-decals.html> (although similar UK sources must also exist) and choosing clear or white background paper, depending upon the design and color of the tissue covering underneath. Searching online reveals many links to modelers using the same process for making their own custom scale model aircraft markings and other detailed model making projects.



Examples of Phil's Waterslide Transfers,

Left: photo of his father Milt together with Champion designer Ray Accord, printed on white background.

Right: Phil's Model shows neat identification label, printed on clear background to reveal background wood grain of fin.

Phil described his fuel proofing process as making several extremely light coats (5 or 6) of spray-can acrylic lacquer, allowed to dry in-between coats, otherwise the solvent will melt the transfer if applied too thickly! But with care, this technique obviously works well, and a final light coat of 2:1 KlassKote epoxy and thinner, applied briskly in single strokes with a foam "brush", seals everything from that hot Nitro.

Martyn Cowley

Totton Indoors

-

Paul Seeley

Just got back from Totton, which was far more welcoming a prospect than Middle Wallop on the 13th. which must have been awash after the night of rain that showed no sign of abating ..



Pauline from Flitehook was in attendance with the usual tables full of goodies (Flitehook organise these events), John tuned up after lunch looking slightly soggy after a visit to MW (The Crookham Gala was, I believe, abandoned because of the weather conditions)

As usual there was lots of activity going on in the hall which ranged from Easy B's through Gymminie Crickets and Hanger Rats. There were also a number of electric foam jobs that buzzed around on their tiny (pager?) motors. I counted 25 fliers at one stage lined around the hall (tables and chairs were all put out at the start). Most seemed to be having fun and I didn't see any mid-air. One flyer whose day got off to a bad start was my club-mate Gerald Pink (yes the famous F1B flier). A gust of wind caught his model box on the way in and a newly constructed Easy B took to the outside air. . . I saw the remains and sympathised, but Gerry was in his usual high spirits and took it all very lightly.

I only took a few piccies. A general view of the hall (which is 3 badminton courts long and about 25' high). I saw a nifty Dragon but I missed it flying. A typical indoor table packed with a range of models and what looked like a Nowlen Neiuport waiting it's next flight.

There's also one of yours truly winding his pistachio WeeBee for one more flight after the hall had cleared.



Roy and Barbara Tiller from Bournemouth organised an informal comp as usual which this time was a precision contest aiming for a flight of 30 seconds in the first hour then a flight of 40 seconds in the second and finally a 50 second flight in the third. (I think that was right) There also appeared to be a fly-off, although I was at that stage more interested in getting a bacon sarnie from the bar/cafe which was doing a brisk trade amongst the fliers (if not the more dedicated sports folks that were doing things elsewhere in the centre).

This comp. was a change from the regular duration event for the Gyminnie C's (which whenever I've watched seemed to be won by the aforementioned John Hook. John's model is built to plan apart from a single bladed prop (converted from an Ikara Bulldog (?) prop, not for any performance enhancement effect but simply because he didn't want to throw it away when one blade became damaged!) It does fly beautifully though and seems blessed with a charmed life)



Author Paul Seeley winding his diminutive Pistachio Wee Bee

I played with my Pistachios and Bostonians and had fun with them and helping a new chum who has come from RC and is now totally smitten with indoor FF. I managed to crack the top two longerons of the Bostonian Beaver after a slide down the wall, but she'll be back for next year along with some new friends.

One more event to go. . . .

Paul Seeley

Building in Tanzania

- Jim Paton

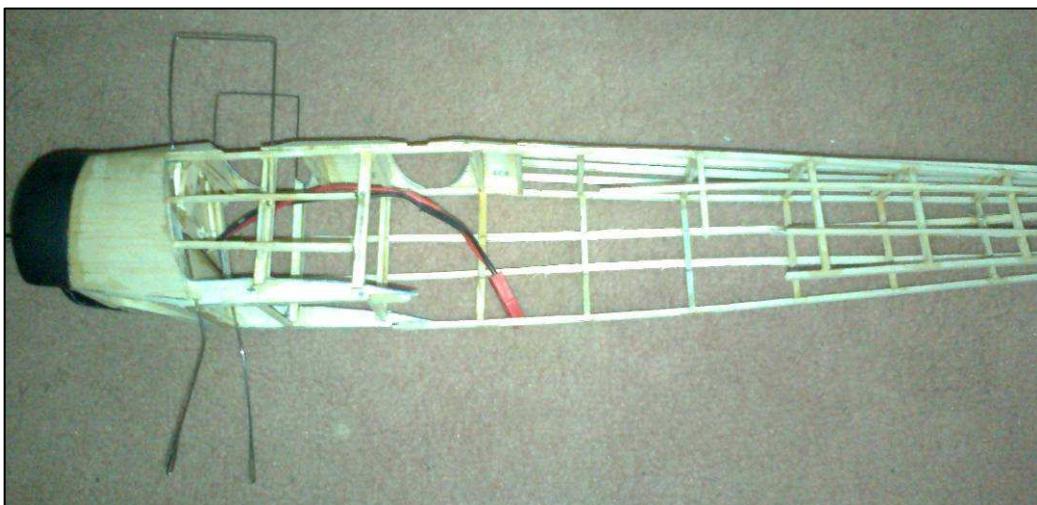
I suggest you print this in mid winter. I have just been into town to buy 4 Mango ice lollies. On the way home I watched a pair of Storks working a thermal up to a great height. They are ugly close up but wonderful in the air. They are certainly big enough to deliver babies. I have just had an email from David Brawn who is off to Oz very soon. I am looking forward to return to the UK in time for Middle Wallop at the beginning of December. It is the building season for me here in Tanzania. I always bring out enough building projects to cover the 2 month stay. There are very few distractions out here and I can dope my tissue outdoors without risk of blushing or annoying the better half. It dries about 1 minute after application, so warps can be held in, or at bay, manually. No need to pin it down while it dries overnight. I bought a job lot of 3 Falcon kits off eBay just before I left. I brought 2 of them with me.

I have near completed the Vic Smeed Debutante and it is now bubble wrapped to survive British Airways and Tanzanian manual security.



Last time around the security lady gave my bubble wraps a good squeeze. However I know a bit more Swahili now. I have my fingers crossed. The kit of the Debutante is really good. I am a bit at the mercy of the manufacturers once out here. Although the local car shop sells excellent thinners and cellulose clear paint. Certain things aren't allowed on flights, including dope and lithium batteries. I am not sure how international electric fliers get around that! The quality of the laser cutting and the way everything fits square is a dream.

Not so dreamy is the lower spar only wing. Apologies to Vic. Having built a couple of Tomboy wings, I decided to avoid the upper tissue sag and the parabolic wings by using 2 turbuluting 3/32" top spars. These seem to have done the trick and the wings have stayed flat after covering with Polyspan and doping. Having no sealing iron, I used a hair dryer to shrink the Polyspan. It was not quite hot enough, but it pulled taught with a coat of dope. When I get home it will have a Mills 0.75 or an MP jet 0.6 up front.



My other project has been an AVRO 504K Aerographics kit. This was a bit more arduous, but hopefully it will be ready and trimmed and still in one piece for Old Warden. It has a GWS motor and is awaiting fitting with a free flight controller or maybe micro radio.

I bought a lovely Russian Mills 0.375 and Bowden Simplex (scaled down) at Middle Wallop 2 years ago. I tried to prepare it for the Bowden Trophy events by putting a timer on the fuel line and by giving it an open cockpit, which awaits a pilot. I managed to twist off the intake which I subsequently realised was only soldered to the cylinder. It really was my favourite engine, I shall have a go at silver soldering and when I have failed try to employ someone else to do the job properly.

I now have lots of projects to complete on my return. At least I haven't broken a model for 2 months now. Next week I start serious packing.

Jim Paton

Letters to the Editor

Tony Roberts re Cloud Tramp

Dear John.

I am a pal of David Lovegrove, who has signed me up to rejoin 1066 after a rather long break.

I am Tony Roberts, and my probable claim to fame is that my wife Julie and I, rode our BMW K100 motor cycle to Gorizia in 1992, towing our trailer with camping gear and models, to come 7th (with the help of Ron Prentice) in small rubber.

My letter of thanks to David Baker, says that we visited eight countries and travelled 3095 miles on that trip. Oh that we could do the same again now! Incidentally, for some reason I have the wish to do the 'Cloud Tramp' event which I believe is still held later in the year. Any gen on this will be gratefully received.

I still have my Gorizia 'Senator', and my 'Lulu' did well at the Reading Club's Concours last Tuesday whilst still in recovery mode from recent hospital trips, hope to join in the fun this season.

Regards, *Tony Roberts.*

Editor: The 'Cloud Tramp' mass launch will take place on:

Saturday, August 6, 2011. At 1700hrs British Summer Time (GMT + 1 hour),

There is also a world wide postal event comprising of the sum of 3 flights from 5 flights with the longest and shortest times removed.

Details of both competitions can be found on the 'Cloud Tramp' website

Dave Greaves re Membership letter from Laurie Barr

Dear John,

Laurie is quite right Salisbury Plain is no place for an 80 year old, then again Middle Wallop is no place for FAI and that includes coupe.

If you run an FAI contest you need a suitable field and Salisbury Plain is the best we've got.

I don't know why Laurie is so complacent about the health of Sam modelling, it could loose half it's members in a single year,(or is that wishful thinking on my part). (steady on Dave.- Editor)

Talking of which I'm making a stone for an ex Cirencester club member and his widow asked for his favourite model to be carved at the top, a Majestic Major, I've done a drawing but it looks just like a Junior 60.

Regards, *Dave Greaves.*

Editor: The 'Majestic Major' is just an enlarged 'Junior 60' Dave.

Jim Paton re Aeromodelling is good for you.

Hi John,

I thought you might need a medical response to the Daily Mail Article in the last issue.

I see that Aeromodelling is found to distract one from depression, on account of the ability to produce a positive end result. Obviously the researchers do not build some of the models I do. From personal experience, aeromodellers have to suffer from many delusions such as: It will survive the initial trimming flights, the D/T will never go wrong, retrieving will be a short interlude between flights, the rubber won't break even though I have forgotten the blast tube, it won't take long to repair, just one mere shim on the nose block will sort it, and of course, the weather will always be good at the week end. In addition to this, mental aberrations in childhood and adolescence help. My worst delusion then was, that a ten year old could make KK Flying Scale models flyable, or that the Jetex 50 was powerful enough for some of them. Fortunately, most of us had temporary respite into sanity with girl friends and family making, only to be followed by relapses, commonly around retirement. In summary, it may be good for you, but only if you are prone to obsession, delusions and senility, all masked by nostalgia.

Jim Paton

Spencer Willis and the SV40

The photograph of Spencer's reproduction of the SV40 in last months Picture Gallery promoted an interesting dialogue with Francesco Posa of SAM 2001

Francesco's first e-mail to Editor:

Dear Editor,

Thanks for sending your excellent newsletter to SAM 2001, whose members read with great interest. In particular, the March issue, page 21 top picture, shows a nice work by Spencer Willis: the SV 40 (it should be added Ter). It happens that the Vincenzo Scardicchio, 89, the modeller who designed, built and gained many wins with this Wakefield, lives in my hometown Bari and is still an active modeller. I promptly gave him a colour copy of page 21, Vincenzo has been really happy of the Spencer's nice job. He noticed some slight deviations from the original: the folding propeller, the wing saddle and the wing tips. Actually, Vincenzo still has the original wing, the tail and the propeller; the fuselage probably blew up during the last rubber winding, so usual in the fifties.

Please forward Vincenzo's compliments to Spencer Willis.

Best regards,

Francesco Posa SAM 2001

Spencer's reply to Francesco:

Your e-mail was passed on to me by John Andrews (Editor of the Clarion). It's particularly nice to know that the designer of the SV 40 Ter is still an active modeller and appreciates what I have done. I have two of them built from a small drawing in a Zaic yearbook. It's as accurate as I could make it. The only alterations I made were to lower the main spar in wing and tail so that they could be fitted afterwards. The wing tips were made from laminations rather than sheet. As for the propeller - the only details given were block dimensions. I assumed it was a folding prop and built it that way. Was I wrong. Should it have been a freewheeler? I also made the pylon slightly thicker to accommodate a Tomy timer. I'm extremely pleased with the performance, that's why I built another which hasn't been flown yet. I hope you can answer the prop' question for me.

Nice to hear from you both-

Regards Spencer Willis



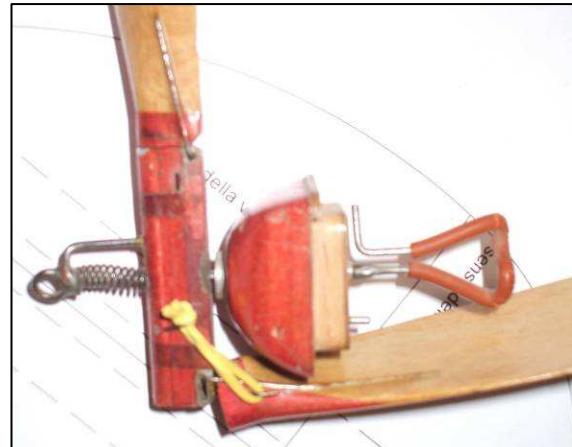
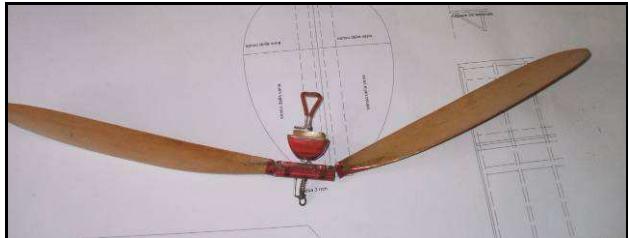
Spencer's two reproductions of the SV40 Ter

Francesco's second e-mail to Spencer:

Hi Spencer,

Surely you did an excellent work starting from such a small drawing. The wing tips evolve maintaining constant the upper curvature of the wing section, as the wing tips of the WWII twin engines P38. About the propeller, congratulations, in the annex you find two pictures of the original one, you have gone really close. It is worth to notice the hinge area: it has a tiny slot on the propeller leading edge side to allow a better

folding on the fuselage side to reduce the drag, the folded position was maintained by two tiny rubber bands cut from the end part of a condom.



Regards, Francesco.

Editor: an interesting exchange published as written.

Spitfires, Merlins and WWII

-

Laurie Barr

I have just been watching, a superb film on T.V, regarding the war time experience of Geoffrey Wellam, who at 18 years and 9 months, became a surviving Spitfire Pilot, in the Battle of Britain, in 1940. It brought back the memories I have, of those same years, in some ways, the best of times, while it was also the worst of times.

I was 13 years old at the time, and still attending school. On the way to school, we would pick up jagged fragments of shrapnel, that rained from the sky, as each night, the German bombers were shot at by our anti-aircraft guns. We did not get a lot of sleep, as we lay awake, waiting for a bomb to drop on you!

There were also mobile anti-aircraft guns, which would park outside your house, fire several shots at German aircraft, that were caught in the cross beams of local searchlights, and then they would up-anchor, and go a rattle the windows of someone else's house! I do not remember that this ever resulted in downing the enemy, but it must have been a bit discouraging!

Pieces of Shrapnel would be about the size of a match box, and when it rained from the sky, it arrived with a loud buzzing sound, hitting the road or the roofs with a thud. No wonder, all the emergency services were issued with steel helmets!, as this stuff was lethal.

German aircraft, had a distinctive sound, rather like a deep growl, quite different from the Merlin engines of the RAF. This accounted for the sigh of relief for those sheltering underneath, and we could always tell the difference, hence the phrase, "it's all right, its one of ours."

It was the sound of the magnificent Merlin engine, while watching this film, that triggered these memories, and we would sit on top of Horsendon Hill, and see the con-trails in the blue sky, as our young pilots fought the Battle

of Britain. It is a sobering thought, that if these magnificent men, had not won that battle, we would all be speaking German by now!

Later in the war, I was working at Hoovers Ltd, on the Western Avenue at Perivale, and on the roof, was a small wooden hut, occupied by members of the Observer Corp. I spent many hours when not working, immersing myself in all the drawings on the walls, of black & white images, of every German aircraft in silhouette. They also had drawings of the RAF aircraft, just in case the observers, might tell the guns to shoot down the wrong aeroplane! I made numerous carved solid wood recognition models for the observers. Very strange, since I later went to work as a professional model maker, at James Walker, architectural restoration specialist, that converted their skills, into making thousands of aircraft recognition models, during the war! Then the Doodle Bugs began to arrive in numbers, and the loud sound of Ram Jet engines, could be heard for miles. As soon as the sound stopped, we all fell to the floor. Imagine if today, everyone suddenly dropped down to the floor!

Later still, when the RAF had the Typhoon & Tempest fighters, equipped with huge Napier engines, we would sit on the top of Horsenden Hill, and watch these fighters try and tip the Doodle Bugs over, to crash in the country, rather than populated towns.

Recently, I was sitting in my model room, at the back of the garage, when I heard the unmistakeable sound of Merlin engines, and ran out into the garden, just in time to see the Battle of Britain memorial flight past overhead. I found out later, that they had been taking part in a memorial flight, but had to divert to White Waltham airfield nearby, because of bad weather elsewhere.

All this experiences, were building blocks of my interest in aviation in general, and model flying in particular, which included joining the Air Training Corps at Wembley, and flying models at Northwick Park (Now occupied by a large hospital!). I remember seeing Annenberg & Walker, of the LSRA (Low Speed Research Association) fly their outlandish creations, drawings of which, used to appear in Aeromodeller. I cannot recall that these models ever flew well!

Thinking of war time memories, my dear Mother told of the time, in WW1, when she was nearly arrested by a Policeman, because she had climbed a lamppost, during a German bombing raid on London. When asked by the "Bobby", why she up the lamppost, she said, "I wanted to get a better view of the Zeppelins bombing London !

Mum was an amazing woman, one of those un-sung heroines of the 2nd World War, who kept the home fires burning while their men were at the front line. Rations were pitifully small, and she would walk 3 times per week, all the way from Perivale, to Greenford & back, carrying two shopping bags, a distance of about 12 miles.

In today's affluent world, it is hard to imagine, life without meat, eggs, oranges, or bananas. None the less, there was a fantastic sense of community spirit, when the whole country was all pulling in the same direction. Something sadly lacking today.

Laurie Barr

Wakefield Cup 1957

- Charles Dennis Rushing



1957 The Forgotten Wakefield Contest

This was the year in which the FAI/CIAM decided not to hold the Wakefield event. Sweden could not afford to sponsor the World Championships in 1957. Some members of the "Rules Committee" of the "Society of Model Aeronautical Engineers" moved to recall the Wakefield International Trophy from the FAI/CIAM. The 1957 FAI/CIAM Sporting Code had "modernized" the Wakefield Event by rescinding the "ROG" rule, the cross section requirement of 10 square inches, and reduced the number of team members from each nation to three for each event. Not stopping there the FAI/CIAM Plenary Committee decided that the Wakefield Contest would be held every two years, bi-annually, instead of annually. The Wakefield International Trophy had been passed on to the FAI/CIAM only after it had assured the SMAE that it would maintain "The Spirit" of the rules of the event, and hold the Wakefield contest annually. The decision to hold the Wakefield contest bi-annually as a part of the "World Championships Free Flight Olympics" further diminished the prominence of this cherished event in the eyes of many Wakefield contestants throughout the world. It was a repudiation of the original SAME - FAI/CIAM agreement, according to the Model Aviation article in April 1957. A resolution was tabled at the SMAE Council Meeting in London, requesting:

"That the Wakefield Cup be withdrawn from the control of the FAI (CIAM) and the contest run annually under the auspices of the SMAE"

After considerable discussion the following modified resolution was submitted to the FAI/ CIAM Plenary Committee:

"That it is regretted that we failed to inform the FAI Model Commission that the conditions imposed by the donor demanded that the Wakefield Cup shall be competed for annually. In the circumstances we must request that the conditions for the running of the Cup with the World Championships be reviewed."

The editor of "Aeromodeller" Ron Moulton wrote a paper entitled "International Competition and the CLAM, 1949 to 1969", in which he illustrated the consternation that generated the SMAE resolution of 1957. When the FAI/CIAM did meet again in 1958 "...it was brought to light that 'decisions' had been reached within the various sporting committees... which were not on the agenda!" He pointed out "As far as the Championships themselves and their organization is concerned, the Free flight 'Olympic' idea has been maintained ever since that first meeting in 1955 in West Germany. We had a situation in 1957, 1958, 1959, and 1960 where no nation would take on the job (of hosting a World Championship) again until thanks largely to the generosity of the rather well breasted Southern German aristocrat with his own castle and airstrip. This was the meeting at Leutkirch..." (1961, where George Reich won the Wakefield contest for the USA). In 1958 there was no Nordic Event at the World Championship Free flight Olympics. Further: the 1959 meet did not include Power, or Nordic, only Wakefield. This was the Wakefield International Trophy Contest held at Brienne Le Chateau, France, on the NATO airfield. Wakefield competitor Marc Cheurlot organized this meet, along with aid of the United States Air Force. The FAI/CIAM Plenary Committee simply ignored the SMAE resolution of 1957 and decided to hold their World Championship Free flight Aeromodel Olympics bi-annually.

My reading of the events that occurred between 1957, and 1961 is that there were many aeromodellers who were dissatisfied with the FIA/CIAM rule changes. The furor of 1957 had not ended by 1996. There was enough animosity left by 1996, for me to receive letters from the last remnants of "Old Wakefield" advocates, who to a person felt that the "spirit" of the event was gone. Who could blame them? The very idea of flying another person's design was an abomination to them, vis-a-vis the 1937 Wakefield Winner, or the attitude about the Ted Evans "Jaguar", in 1948; or purchasing a complete ready to fly Wakefield, and flying it in a Wakefield Contest?

My Heart Goes Soaring

When did I know
That flying free - flight models
Uplifted me so?
When first I soared, when was it,
How long ago?

When did I first succeed?
Which model lit
The spark burning in me still?
I can't recall,
I only know, flying free always will.

What was the challenge?
Was it design
Or the how?
I do know that flying free
Then, is the same now.

Was it the building,
The balsa, the shapes?
My mother said, "...it's the ambroid,
the mess!"
No mother, that is love - hate.

Maybe it was the gatherings,
The contests, the crew.
But flying is so solitary,
So self - contained:
The model, you.

It is the flying.
When I go alone, sometimes
The wind is low, stillness all around.
That is when my heart goes soaring,
It is me, and my model,
You know?

I dedicate this poem to Free Flight Aeromodelling,
and to all of those who have given just a little back, to keep it alive, if only in their heart!

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Charles Dennis Rushing

Ray Archer's Mig

John Andrews

It's not Vintage and it's not Free-flight but it's well worth reporting I think. My long time ago flying buddy Ray, now domiciled in Wales, has been at it again. A few issues back I reported on his large electric Sunderland Flying Boat and now he has had a go at a Mig. As you can see he still does not build miniatures.



Ray sent me this little write up in the e-mail with the pictures

Hi John.

Remember that picture of the big ducted prop Mig ?, well she has now had her maiden flight.

It was cut a little short as there was a 'noise' that I wasn't sure of, so decided to land. Considering this was a fairly new concept to me, ducted prop, and a canard, the CG was a bit of a guess even though there are canard CG calculators on the web.

I have decided to replace the ESC's as they were very cheap ones and there was no way to change the timing, (I think the motor noise was partly because of too low timing). And Oh boy! is she noisy.

Now it's a case of waiting for decent weather and wind direction again, plus sorting out my bungee, the puffing and panting you hear on the video is me struggling to pull the bungee back, and the model, and my Tx. (Poor old sods getting past it).

Here's the video link: <http://www.youtube.com/watch?v=2PCAqsg4Wk4>

The camera is one of those tiny 'keychain' cameras, it's mounted on the side of my glasses. It works surprisingly well, but you have to remember to always look directly at the model, and not lead too far in front.

Here's a link to a forum post that includes some pictures of how. -
<http://www.rcgroups.com/forums/showpost.php?p=15764524&postcount=3>

Regards Ray.



The key-chain camera: A bit of balsa, copper wire, tape and hook & eye tape.
 It just hooks over the nose bridge and sits on the side frame

Here are a few constructional details



Depron is the medium. The first picture shows the electric motor housing under construction. The second shows the electric motors and props in situ and the third indicates the bits and pieces breakdown.



The video link is well worth watching, the model is bungeed up to speed for take-off, I assume the model has the same poor low speed acceleration as orthodox ducted fans. The background on the video indicates the sports field he's flying from is not over large as the model turns back over the buildings. Congratulations Ray.

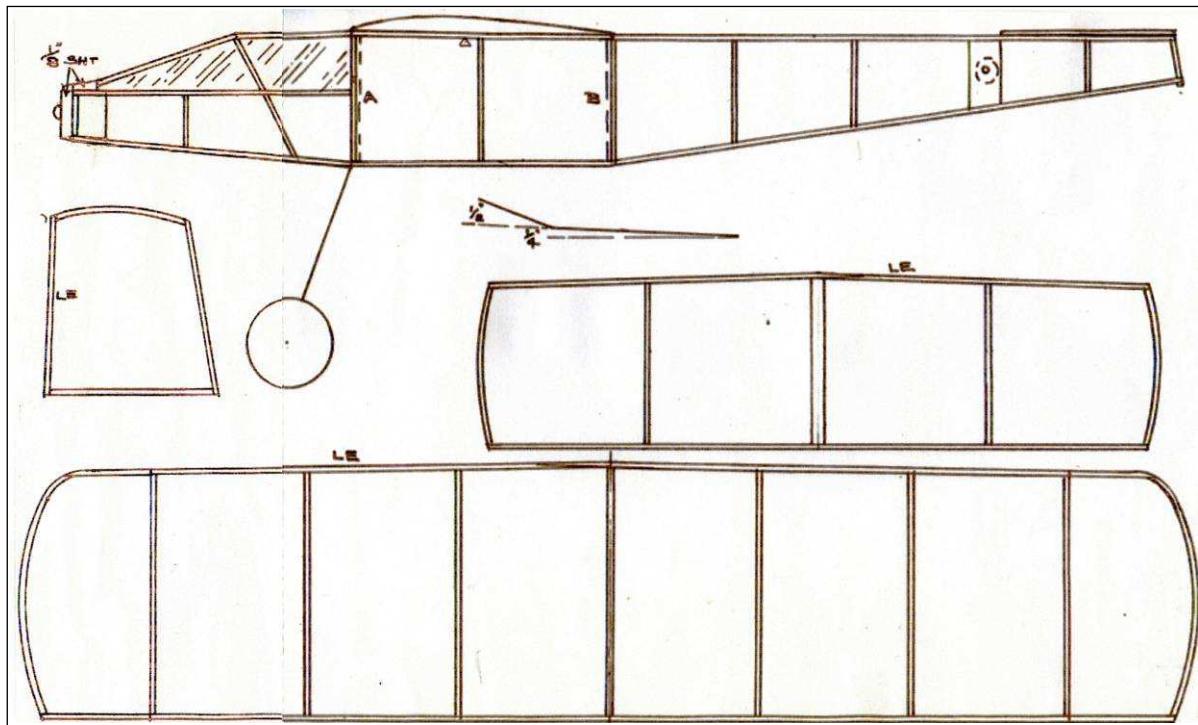
John Andrews

PS. The model has flown again: <http://www.youtube.com/watch?v=kxYUsqyDPZs>

Simple Eagle

Colin Shepherd

My approach to the 'Legal Eagle Class'



All construction 1/16" sq. minimum .

The width of the fuselage behind cabin to rear of wing is just over the 1" limit. Two soft 1/16" sheet formers a & b were tacked into place to make building easier and then cut away after final assembly. The rear of the fuselage sides were pulled together and glued, and the nose end o/d finished at 3/4".

To make life easier I used thin clear cellotape for the cabin windows after the fuselage covering was complete.

The wing ribs and tips were shaped around a former and the tailplane is built flat shaping the tips as the wing tips.

The entire model is covered with pre-shrunk tissue.

Under the extreme rear end of the fuselage I used a piece of 1/16" square approx $1\frac{1}{4}$ " long to help maintain some kind of stability during take offs and landings.

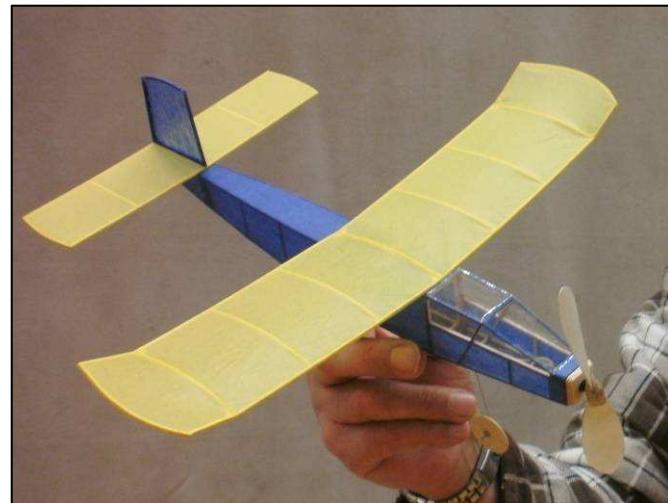
The prop I originally used was a 6" plastic beaded one, which I salvaged from another model. I have now fitted a sheet balsa one of about $6\frac{1}{2}$ " dia. which should be more efficient, the choice is yours. Rubber is .065" or .070".

At the moment mine is not fully trimmed but it is looking promising.

I am finding this a great challenging class to build and fly.

So why don't you give it a go.

Colin Shepherd



Picture Gallery

**A couple of action photos from the States by Brian Furutani
(son of well know SoCal flyer Norm Furutani, co-organizer of the Winter Classic event).**



**A couple of Auto-gyros flown at Old Warden a couple of years back
No details I'm afraid, I think they may be from a member of the Coventry Club**



Seen at one of the Birmingham Indoor Meetings
Pete Illiffe's superb electric powered scale Siemens Shukert
The lozenge covering is computer printed



David Vaughan's version of the BE C2
David is also a regular Birmingham Indoor Meeting attendee



Here is a blast from the past, your editor with an R/C model in about 1953/4
 The radio was a commercial ED set with the XFG1 soft valve Rx in a paxolin tube
 Ground based Tx with mico-switch pushbutton control
 Frog 100 powered with sequential rudder control by rubber powered actuator
 I lost it.



Another fuzzy photo from the late 1950's
 John Bickerstaffe starting his Merco powered 'Orion' with (Big Mig) Ray Archer looking on
 Radio was Kraft reed system

The power model stood on end was Frog 249 powered
 using an Eric Lord fuselage and Ray Monks flying surfaces,
 single channel radio controlled
 using a Howard Boys type pulse proportional rudder
 The Tx had a proportional control knob for trim and a post office lever switch
 giving full signal or no signal for left and right turn.

Those were the days *Editor.*



A couple of pictures of an H.Pridmore 'Ladybird Special'
E.D. Bee powered with silk covering
Made by overseas member Anthony Close from Vancouver Island Canada

He says test glides in the garden look promising and
he expects to be at the Wallop Champs in August with the model and father Bob



Inching Out

That extra inch or two might make the winning difference in a beauty contest, but is not likely to affect the result of a competition involving the other flighty type of model. Such, in effect, is the heretical opinion expressed in our editorial columns. For some reason, known only to any intelligent person over the age of 10, the model plane, with its weird projections and contorting curves, does not lend itself to accurate measurement of its vital statistics. Indeed, all too often the designer is out to get his full moneysworth, and the statistics then become suspiciously over vital. This is where we get the borderline case, in which the offending model is subjected to such a curious mauling by the processor that you begin to wonder which, in fact, is the borderline case.

Perhaps we have been blinded with science for too long, and the time has now come to have the scales removed from our eyes, as it were. Of course, some basic rules will have to apply, to eliminate the entry of toy balloons and guided missiles. With the field wide open we might have to cope with the odd Super Tigre powered chuck glider or the 10 ft. microfilm glider, but this should only add to the fun of the fair.

Just a word of warning, however, by throwing the slide rule wallahs out of work, we might leave an aching gap in the jobs-for-the-boys agenda. Some other sinecure will have to be found for them, and merely to hand them out the armbands and usher them on to the contest field will add seriously to congestion. Already the flyers have to fight their way through the masses of officials, and a few more might cause a complete seize-up.

Hobby Corner

If you are the methodical type of builder who believes in the right tool for the right job, then you will be tickled pink with the latest line in workshop kits now offered for sale. I forget what it contains, but I have a vague idea that it includes all those bits and pieces which we chaotic types could never find even if we knew how to use them. I know for a fact that my own junk room-cum-workshop would make short work of swallowing such fancy ironmongery into its dim corners. Usually the only tool to hand is that good old standby, the razor blade. I know it is a sad admission to be so dependent on this antiquated weapon in a hobby which has become so technical, but I took it up on the understanding that this was the only tool required and I refuse to compromise with any new fangled gadgetry.

Of course, it is not likely that the razor-blade-only-operator will ever get into the expert top 10. You only have to glance at the workmanship and appearance of the leading experts to realise that the razor blade is the least part of their equippage.

But, if my work room is a shocker, it has nothing on my so-called repair kit. All too often I bow my head in shame at the sight of the tidy and well-stocked kit of the methodical modeller. Rubber bands graded according to size and thickness, and laid out in neat bundles of 10; fuel jars arrayed in order of potency; d/t fuse coiled up in easi-feed dispensers; and cutting tools lined up with surgical precision. And all this kit-proud paraphernalia contained in a huge chequered box, wittily inscribed with sundry instructions, "Kick here to open, etc."

By way of comparison I checked over the sticky contents of my own ex-army haversack to compile the following dim inventory: six empty cement tubes; half a jar of congealed dope; 1949 Nationals programme; two dozen assorted rubber bands embedded in cake of cement; dog licence; one pair of broken pliers, and six saw-edged razor blades. The remainder of the rubble defies identification.

Vintage in New Zealand

- Allen Teal

I am a keen vintage modeller in New Zealand although don't get as much time to build and fly as I would like due to work commitments. Recently while down in the South Island I was given a printed copy of the November 2010 NEW CLARION newsletter and found this interesting reading.

In this November issue I received I was interested to read an article about the 'Slicker' which is a nice model that I have thought about making sometime.

Late last year (Nov 2010) I managed to put in a reasonable time with my Tomboy for the postal event. Have registered this with Tony Tomlin.

Recently I received 3 old vintage models from the estate of an old modelling mate of mine. These unknown models came to light having been stored in another location. Included in the 'lot' was an Ohlsson 23 which is in very good condition. The model it is mounted in won the NZ Nationals way back sometime in the 1940s and was called the 'Reg Truman Special' being one of his own designs.

You can see a video clip of me flying another of Reg's designs, this model being 2.8 metres wing span - single piece which is difficult to transport, just fits in my station wagon!

<http://www.youtube.com/watch?v=esZX06kntIE>



Just a little more information on the RC-1 model that is in the video clip. The wing is the original built by Reg Truman in 1939. It had been stored in the rafters for many many years and when I got it, was quite warped.

I stripped off the covering, repaired some minor damage and removed the warps, recovering again using silk and dope. I had to make a new fuselage and tail unit so drew up a basic plan from an A5 size plan that was printed in the Australian publication 'Airborne' in November 1997. The engine is a Super Custom .90 four stroke which provides more than enough power. Originally it had an OS .60 two stroke. Radio is JR.



The design was later reduced to Texaco size called Top Hat, see above, and I have the original of this sized model which Reg built as well. It was powered with a Cox 049.

Allen Teal

The DBH Library (Magazines)

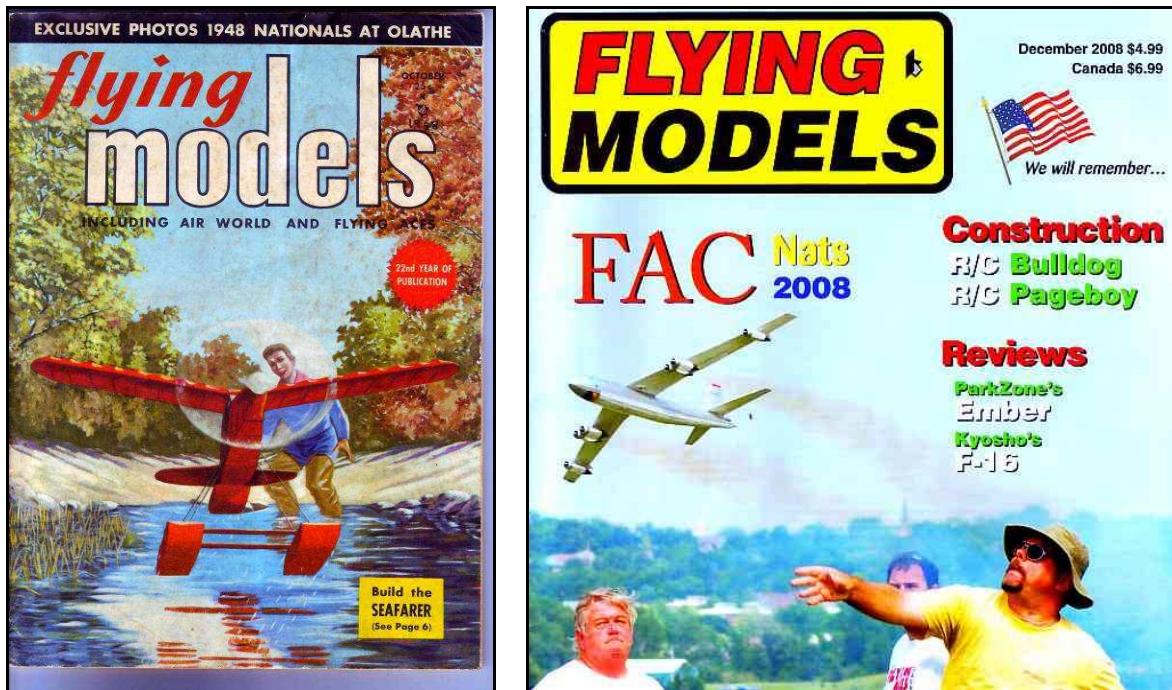
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Roy Tiller

Report No 9. U.S.A. Cont.....

Flying Models. One reference states that publication started in June 1947. Our first issue is April 1948 and we have about one third of those published to 1970, two thirds up to 1990 and nearly all of those since. It is still a good read with a mix of aeromodelling including free flight, control line and indoors, not just pages and pages of adverts. Still published as Flying Models so that all seems nice and simple but what about the early history? Flying Models October 1948 cover shows Bill Winter's Seafarer ROW. The working plan is inside as is the plan for Bill Dean's Contestor "by permission of KK Kits". By the year 2000 most covers feature radio control models but

how about this free flight scale B47 with six Rapiers, built by Chris Starleaf, featured on Flying Models December 2008.



We have the Flying Models issue for October 1948 which claims to be Vol 55 No. 5 (Whole No. 220) 22nd year of publication, that takes us back to 1926 - Wow !!!

The full cover title is "Flying Models including Air World and Flying Aces. Flying Aces seems to have been published from October 1928 to circa 1944. We have just 35 issues from this period. We also have the Flying Aces Reprints Vol 2, 3, & 4 published by David which contain a lot of the articles and plans from the original publications.



Flying Aces December 1935 and July 1947, no comment.

Air World. Our earliest is September 1945 and is Vol III No. 6, published bi-monthly. Perhaps Vol No. 1 was in 1943, does anyone have any more information? We have just 4 copies in total, the last being July 1947 presumably just prior to the merger with Flying Models.



The Flying Models 1945 cover states "combined with Air Age", so here we go again. We have just 4 copies of Air Age/Aircraft Age from 1943 and 1944.

Air World July 1947 cover caption "TAYLORCRAFTS ON FLOATS".

Aircraft Age April 1944. From the cover you might guess that it is all full size, but inside are full size plans for a rubber scale INTERSTATE CADET by Alfred Cleave and working plans for the FLYING ELEVATOR, a rubber powered canard by Louis Bucolo. The final line of the instructions read "glue in your adjustments and wind your model to victory".

It would seem that Flying Models grew out of or absorbed Flying Aces, Air World, Air Age and Aircraft Age.

See the SAM1066 website for the full list of magazines held.

WANTED Any Flying Models, Flying Aces, Air World, Air Age and Aircraft Age to add to the collection.

FOR SALE Model Airplane News Bound Volumes

September to December 1946 Condition Poor

July to December 1947 Condition Fair

December 1949 to November 1950 Condition Fair

June 1961 to May 1962 Condition Good

January to December 1967 Condition Good

Advise me of your interest and view at Middle Wallop

Contact. Roy Tiller Tel. No. 01202 511309 e-mail 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 8th : Feb 5th : Mar 5th.
Apr 2nd : May 7th

Admission - Flyers £5.50 - Spectators £2.00
For further information phone Colin Shepherd 0121 5506132
or e-mail 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 15th – Feb 12th – March 12th
Apr 9th – May 14th

Contact:- Tony Eadon-Mills
Tel: 01952 240451 - e-mail: tonyeadomills@gmail.com

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

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

Courtesy of the Army Air Corp Centre, MAC

SUNDAY APRIL 24TH 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 8TH 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 28TH 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
[R/C] Tony Tomlin, 02086413505, email.pjt2.alt2@btinternet.com
[VPD] Bill Longley, 01258488833, email.tasuma@btconnect.com

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

**Croydon Wakefield Day
Monday April 25th 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.

BMAS MIDDLE WALLOP RALLY

SUNDAY 24TH 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

Queries on the competition day should be directed to the BMAS appointed C.D.



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.

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.

SOUTHERN AREA BMFA SPRING GALA

RAF ODIHAM

Sunday 19th June 2011

- This event is possibly the longest continuous free flight event at the same venue in the UK , this being the 64th year. We do not wish to discontinue this long tradition, and it may 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.
- 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 incurred.

The events:

Sports flying for glider, rubber & small power models.

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

A D/T fly off may be used dependant on conditions

Events A, B D:	SAM35 rules.
Event C, E, F & G:	BMFA rules.
Event A:	SAM Wakefield Leagues.
Event F:	Southern Coupe D' Hiver League .

Please note:

- All those flying model aircraft or operating associated equipment on this site you 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 Sun June 5th.
- 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. To:**

John D Thompson. Beechmede, Meadow Lane, Hartley Wintney, Hants, RG27 8RF.
Tel: 01252 842471 (Please make cheques payable to Southern Area BMFA).

- **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.

Provisional Events Calendar 2011

With competitions for Vintage and/or Classic models

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

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

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

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

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

Useful Websites

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

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 to let us know your new cyber address (snailmail address too, if that's changed as well).

That's All Folks! John Andrews