	NEW Clarion SAM 1066 newsletter	**Issue 08.05** **May 2008**

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SAM 1066 WEBSITE – WWW.SAM1066.ORG

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CONTENTS

EDITORIAL

This edition contains the first part of a survey of tailless power models supplied by John Close and also the first part of a comprehensive history of the Wakefield Cup. This latter feature is the work of Charles Dennis Rushing and appears due to the diligent work of our regular contributor, John Andrews who, together with Ian Keynes, clarified the copyright position through the FAI in Paris.

The Middle Wallop trimming day on April 27th was very well supported (90+ cars), despite early rain showers, However, it soon cleared and the rest of the day provided an opportunity for serious trimming and a lot of 'sport' flying.

Don't forget the next trimming day on June 22nd, which will include the BMAS events for A-frame mass launch, under 25" rubber and VERON Junior combi.

SAM 1066 Euro Champs 23rd-25th August 2008 - *By Mike Parker*

The calendar of events for the SAM 1066 Champs 2008 is now complete and ready to view on the club website (www.sam1066.org). Some changes to the usual program have taken place, and the following is an explanation of the reasons behind these changes.

The bad news!!

In the last 3 or 4 years, maybe longer, the "Texaco" power event has attracted fewer and fewer entries. The entrants of bygone years have moved on to other classes (I at one time entered the class but never got over the phenomenon of an engine that would start and run great, but not on the flying field!!).
The "Jack Humphries" power event has a similar story to "Texaco", only attracting around 3 entrants in the previous few years.
Both of these power classes take a break this year. If there is enough real interest then make the case for trying again next year.

The good news!!

With the Texaco and Jack Humphries out for this year the well supported "Classic" power event introduced a few years ago moves to Sunday. This gives those wishing to have a go time to trim on Saturday. This year we will be flying for the Rod Kenward Trophy kindly put up by the Croydon Club. This will be a great way to remember Rod, who flew many classes including power, but was taken from us at a tragically early age.
The continuing success of the Bournemouth Club Classic rubber event has brought the request to move it to Sunday this year, thus allowing more time for flying than on the shorter day of Monday.
The waterplane contest returns this year with John White at the helm. Two classes, one for models with floats and one for those with hulls. A "pool" will be onsite so ROW will be the name of the game I presume!!
It has been noted that there are plenty of models that make the journey to SAM Champs but are either not entered in contests or flown. For these reasons George Fuller is to hold a "Concours d'Elegance" on Monday. Two classes, one for scale and one for non scale aircraft. No entry fee but prizes for both classes.

Rules
You may be aware that the subject of rules roles on with no agreement on what rules should be adopted for all SAM 1066 events. This hopefully will be resolved by the end of next year but for this year we are continuing with the system used in the last 3 years. A CD has been appointed for each event and they alone will be responsible for setting the rules of their event. Therefore please contact them before the event and check what rules they are using.

Help needed

As usual the committee will be looking for help over the weekend, on the desk to relieve the girls, as parking attendants and in the campsite etc. If you are willing to help please let me know.

Camping

Camping on the museum picnic site is available as per normal; pre-booking ensures your pitch. Details are on the club web site.

9th National Vintage Glider Day – Middle Wallop 27th April

Many thanks to Rod Audley for running these postponed events in not ideal conditions, but far better than those at Easter which precluded any flying whatsoever.
Although entries were down on last year all those taking part seemed to enjoy themselves and the few models which came down in the security compound were all eventually reunited with their owners (I think?).

There's still snow on Kiliminjaro – *By Dick Twomey (Mauritius Branch of SAM 1066)*

Two days before Glider Day (the deferred one which Rod Audley had arranged to replace the sleeted out Easter venue) the flight from Mauritius to Heathrow dragged out its customary eleven-and-a-half hours. But there was a highspot, the sight of Kilimanjaro (the highest mountain in Africa at over 19,000 ft) still having snow on its upper slopes. Global warming, thankfully, hasn't won yet!

The 747 landed at 6.30 pm, baggage at 7 *(not terminal 5 then! – Ed.)*, then a bus to Gatwick, near where…..thanks to good friends……I have kept my ancient 200D Merc (the standard German taxi when I lived in Berlin in the 'eighties): I love that car, no acceleration, but it moves on rails: on to Portsmouth and so to bed among my model boxes. If you take into consideration an hour's drive to Ramgoolam International at Mauritius and the 2 hours mandatory check-in, journey time is always 20 hours plus, and the day considerably longer.

But it's always worth it to get to Middle Wallop: OK, Easter was terrible, so I had to come back for the Glider Day repeat on April 27th. Rod Audley gave us good towing weather this time, and with only five layers of clothing on my fragile tropicalized body, I wasn't even cold.
I entered two of the four comps, flying the small Leprechaun in " Vintage up to 50 inch", and Lep Two in "over 50 inch". Six flights, plus a few test flights, is all I can manage. Has anyone ever flown in all four events?
The wind alternated between flat calm and ideally towable (i.e. without needing to run much): Impatient to start after the only shower of the day, I made No.1 flight in flat calm, saving my legs, but sacrificing a lot of line height. Result a predictable pulley launch 1:26, when I wanted 2 minutes. Second flight was a max, but the third was not: I came 7th out of 9.
The big glider event started better with the Lep Two maxing. However Murphy was there, and after the D/T arrival I found the fuselage badly broken ahead of the wing. Large gliders were never designed to land vertically, were they? So, should I try cyano, or bring out the permitted reserve model? I decided to air my Snoek, although not retrimmed since extensive tailplane repairs, and was rewarded with a poor flight…….and then a final max. Came 4th out of 4, but still enjoyed myself immensely.

Then against all odds, kindly Rod (and you all) gave me a trophy to take home, just for coming a long way! I was overcome! The best way to say "thanks" seemed to be to write this piece, which I am penning in bed at 4 am, having woken with cramp in my Wallop-walking legs. Can't blame this on Murphy, as it always happens when I've taken more exercise in a day than I do in a non-aeromodelling month.
There's a postscript, found in a nocturnal read (same night) in a Free Flight News of 1975: Shortening the article a bit, I quote:

"Murphy's Law was the discovery of a Dr Michael Murphy, lecturing on probability in an American university, who researched as follows: He threw in the air 30 slices of bread spread with peanut butter, 29 landed peanut butter side down, the remaining one sticking to the ceiling". FFN added that the careful doctor always walked on the left side of the road, facing traffic, but one sad day was struck from behind by an Englishman who had arrived only three days earlier.
American provenance obviously! And I still don't believe it. The story, that is. But the Law, I do believe!

Kiliminjaro may still have snow on it, and that is good. But if your fuselage is going to crack on landing, you can't do a whole lot to prevent it!

Results

Vintage "up to 50in" - 9 entries

1st	Rex Woodruff	Gilli Hatchet	6.00 + 0.58
2nd	Dave Cox	Lulu	6.00
3rd	Vic Driscoll	Nord	5.55
4th	Ken Taylor	Lulu	5.31
5th	Rob Taylor	Halifax Roma	5.22
6th	Keith Burt	Nord	5.21
7th	Dick Twomey	Mini Leprechaun	4.59
8th	Peter Tomlinson	Myggan	4.53
9th	Robin Wills	Warring	4.52

Vintage "over 50in" - 4 entries

1st	Terry King	Bernfest	6.00
2nd	Peter Michel	Lunak	5.53
3rd	Geoff Smith	Hyperion	5.41
4th	Dick Twomey	Leprechaun 2	5.19

Combined Glider - 7 entries (5 flew)

1st	Geoff Smith	Meanderer	5.49
2nd	Robin Wills	Aiglet	5.20
3rd	Vic Driscoll	Flamingo	5.18
4th	Tony Thorn	Caprice	4.44
5th	Rob Taylor	Kol	0.00

Radislav Rybak A2 - 6 entries

1st	Vic Driscoll	Flamingo	6.00 + 6.40
2nd	Keith Burt	Satu/Nord	6.00 + 1.39
3rd	Dave Etherton	Corsair	6.00 + 1.26
4th	Peter Tomlinson	AH 24	5.52
5th	Terry King	Revenge	5.45
6th	Peter Michel	Helios	3.20

Model of the Month – Gee Bee – *By Vic Willson*

This model, designed by Roy Yeabsley, appeared in the July 1951 Model Aircraft magazine and, to my eyes at least, looks very like a contemporary glider with a prop on the front!
The dihedral tipped wing, large undrfin and general layout are reminiscent of many gliders of the 50's.

Roy was a member of the renowned Croydon Club and a leading figure in contest glider flying at this time, so a rubber model was a distinct departure. He was apparently notorious for arguing on the field (and off it probably) with his brother Des.

The construction is simplicity itself and a few evenings work will see the structure complete. As usual I covered my wings in Jap tissue, the tailplane and fin in lightweight Polyspan and the fuselage first in Polyspan and then Jap tissue.

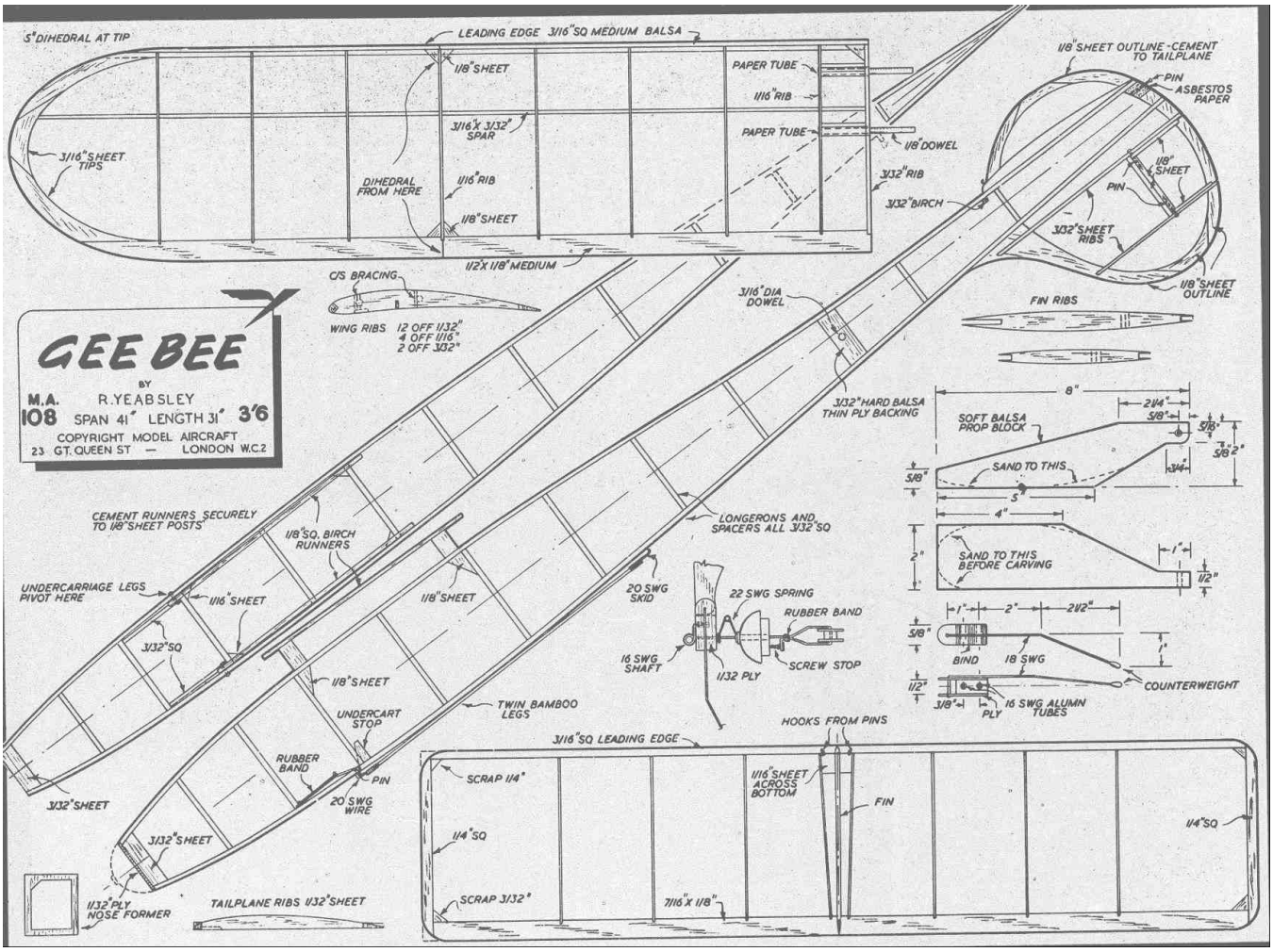
It has a short nose and a large tailplane, so careful wood selection is essential to keep the CG in a suitable position (not marked on plan, but suggested as 60% wing chord).

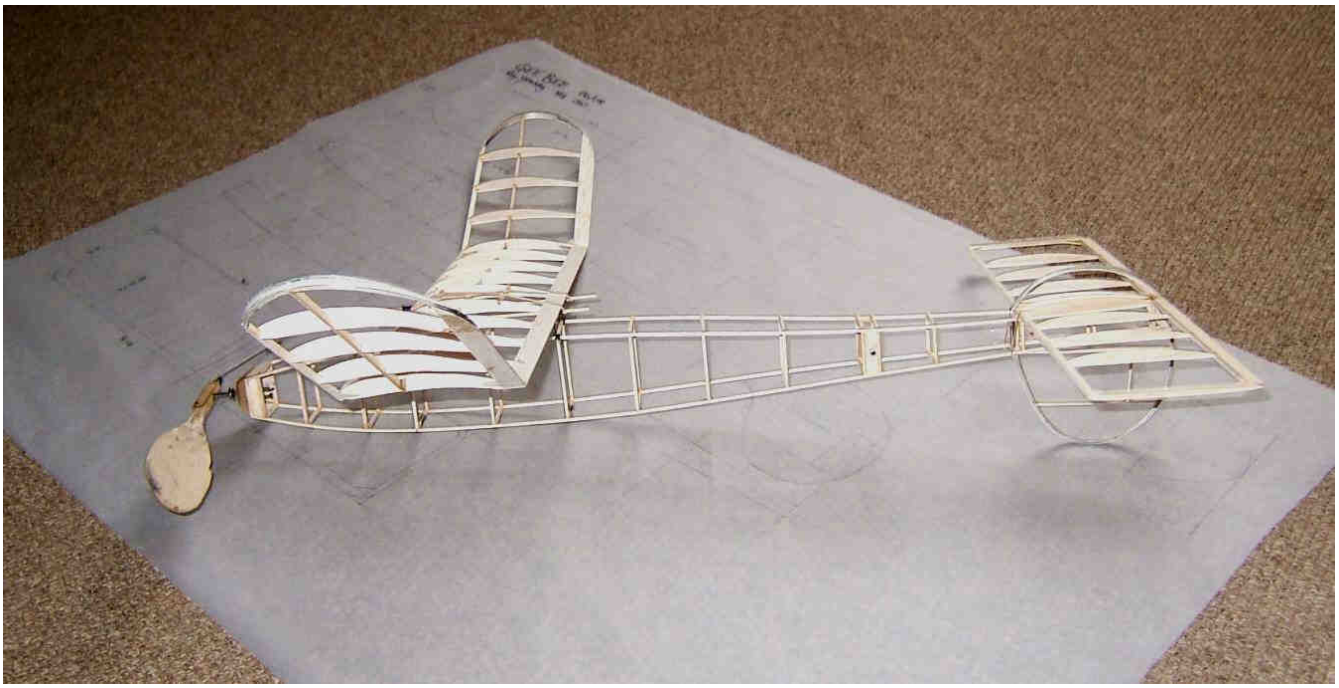
At the time of writing I haven't had time to fly mine, but will report on its performance in due course. It is in the list of approved designs for Bournemouth Club Classic events and is eligible for BMFA Classic events as well. I haven't seen another one recently so it may be that it has been tried in the past and dismissed as a 'clunker' – we shall see.

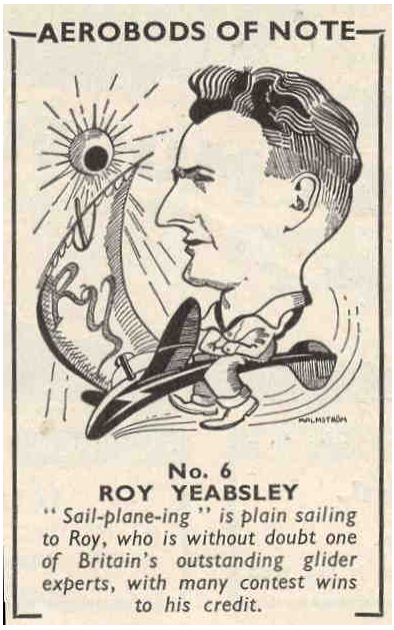
The weights worked out as follows:

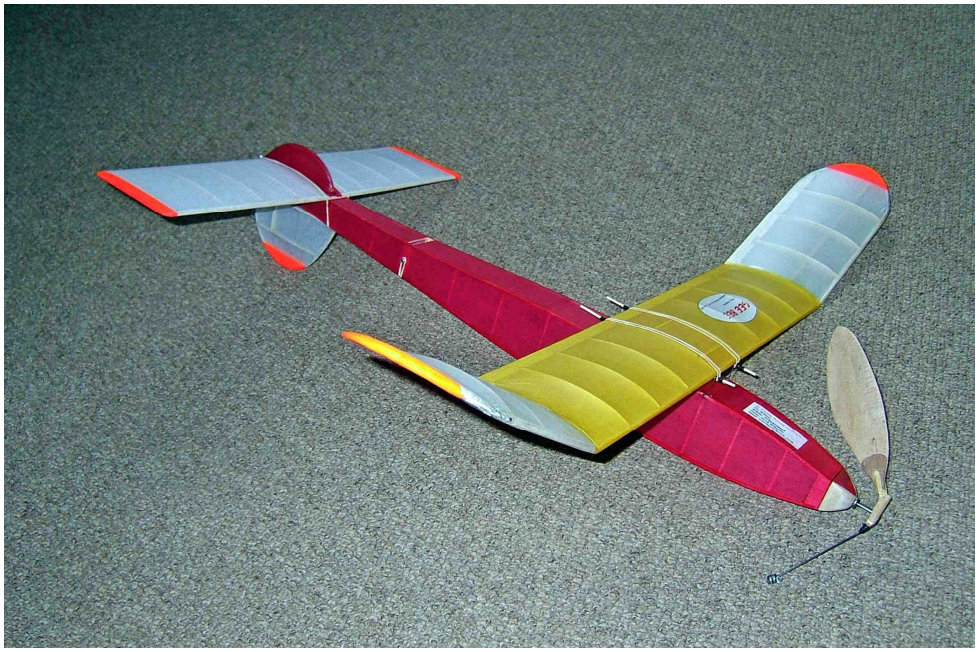
Note: I don't bother doping tailplanes and fins – extra weight + more chance of warping.

	Uncovered	Covered	Covered & doped
Wings	19.1	24.3	24.5
Fuselage	15.9	19.1	25.9
Tailplane	6.7	9.1	(9.1)
Fin	1.0	1.8	(1.8)
TOTAL	42.7	54.3	61.3
Prop assembly	15.0		(15.0)
Motor	10 st x 30" X ¼"		50
Ready to Fly			126.3


GEE BEE
BY
M.A. R.YEABSLEY
108 SPAN 41" LENGTH 31" 3'6
COPYRIGHT MODEL AIRCRAFT
23 GT. QUEEN ST — LONDON W.C.2
3° DIHEDRAL AT TIP
LEADING EDGE 3/16"SQ MEDIUM BALSA
1/8"SHEET
3/16"SHEET TIPS
DIHEDRAL FROM HERE
3/16"X 3/32" SPAR
1/16"RIB
1/8"SHEET
PAPER TUBE
1/16"RIB
PAPER TUBE
1/8"DOWEL
3/32"RIB
3/32"BIRCH
1/2"X 1/8" MEDIUM
C/S BRACING
WING RIBS 12 OFF 1/32" 4 OFF 1/16" 2 OFF 3/32"
1/8"SHEET OUTLINE-CEMENT TO TAILPLANE
PIN
ASBESTOS PAPER
1/8" SHEET
PIN
3/32"SHEET RIBS
1/8"SHEET OUTLINE
3/16"DIA DOWEL
FIN RIBS
3/32"HARD BALSA THIN PLY BACKING
8"
2 1/4"
5/8"
SOFT BALSA PROP BLOCK
5/8"
5/8"
3/4"
SAND TO THIS
5/8"
5"
4"
2"
SAND TO THIS BEFORE CARVING
1"
1/2"
CEMENT RUNNERS SECURELY TO 1/8"SHEET POSTS
1/8"SQ. BIRCH RUNNERS
LONGERONS AND SPACERS ALL 3/32"SQ
UNDERCARRIAGE LEGS PIVOT HERE
1/16"SHEET
1/8"SHEET
20 SWG SKID
22 SWG SPRING
RUBBER BAND
16 SWG SHAFT
SCREW STOP
1/32 PLY
1"
2"
2 1/2"
5/8"
BIND
18 SWG
1"
1/2"
3/8"
PLY
16 SWG ALUMN TUBES
COUNTERWEIGHT
3/32"SQ
1/8"SHEET
UNDERCART STOP
TWIN BAMBOO LEGS
HOOKS FROM PINS
3/16"SQ LEADING EDGE
RUBBER BAND
PIN
20 SWG WIRE
3/32"SHEET
SCRAP 1/4"
1/16"SHEET ACROSS BOTTOM
FIN
1/4"SQ
3/32"SHEET
1/4"SQ
SCRAP 3/32"
7/16"X 1/8"
1/32"PLY NOSE FORMER
TAILPLANE RIBS 1/32"SHEET



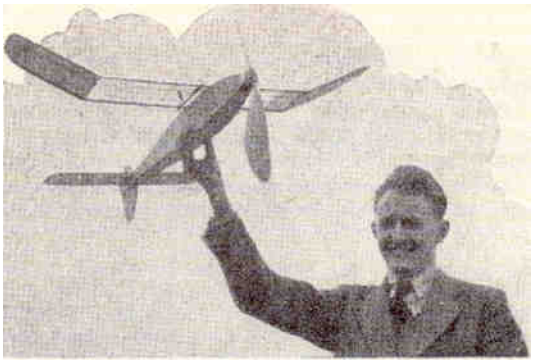




The following article appeared in Model Aircraft April 1951 and as a result of requests for the plans they were published in the July 1951 edition. Most of the conclusions arrived at in this article still seem sound today, despite the passage of 50+ years.

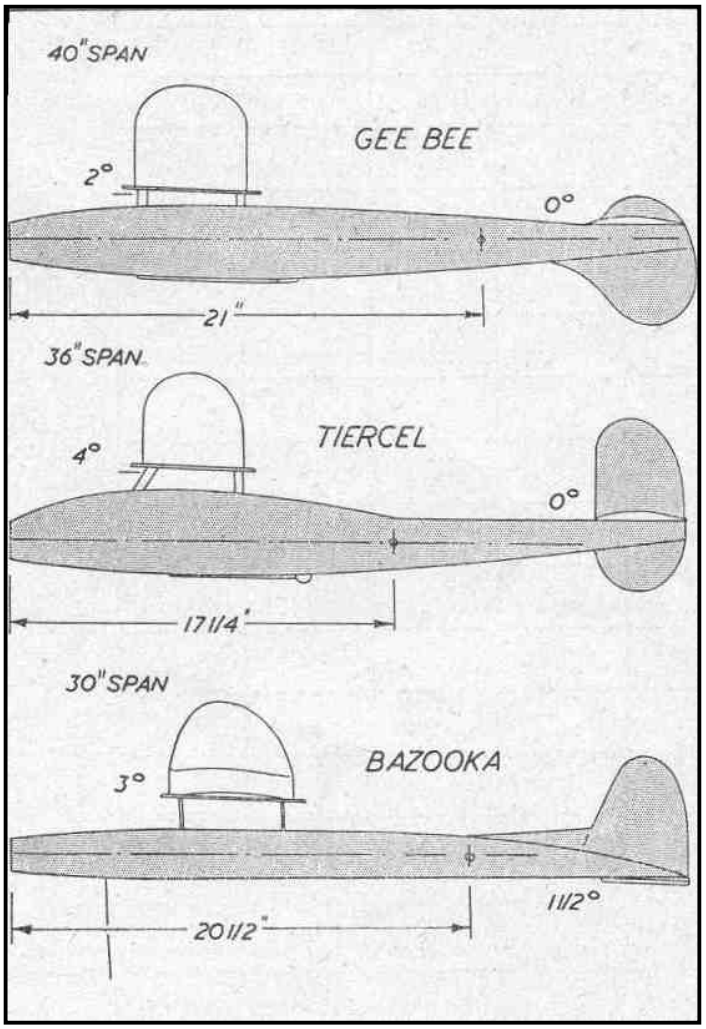
Roy Yeabsley's GEE BEE

ROY YEABSLEY is widely recognised as a glider expert. He is, in fact, probably the leading contest glider exponent in this country today, placing high in major contests with a surprising consistency. It was Yeabsley, too, who originated the type of "giant" glider for contest work, which has now proved so popular, both to lightweight and F.A.I. loading. It is a point of interest that the original Yeabsley Sunspot has lived through at least three contest seasons and has probably aggregated more flying hours than any other single contest model. It was only recently that it was finally regarded as no longer airworthy and destroyed - actually burnt on the flying field!



Much of Roy Yeabsley's success is undoubtedly due to the fact that he is out flying whenever possible, underlining the fact that however good the model, consistent high performance is still a matter of flying technique. He is also a member of the strongest "competition" club in the country - Croydon. This again is an undoubted advantage for it is a very rare occasion that one can visit Epsom Downs of an evening or weekend and not find some of the Croydon members test flying. Usually Yeabsley is amongst them. Those glider enthusiasts who aim to emulate his successes should bear this well in mind.
However, the subject of our report is a Yeabsley rubber model; not a glider - the first rubber model, incidentally, we have seen him flying in contests. Whilst employing many of the familiar design features of "lightweights" the detail design is of sufficient interest to warrant a more thorough investigation.

The model itself is large, as lightweights go, with a wing area of nearly 190 sq. in. Total weight is only just over 4 oz (114 grm). and so the wing loading is very low - lighter, in fact, than most present-day "lightweights " But the most striking feature is undoubtedly the underslung fin - a feature which Yeabsley has retained on his very successful Nordic glider.



Fin area is definitely on the small side, but ample enough with the very long fuselage length employed. Locating the rear rubber anchorage well forward of the end of the fuselage has enabled the wing position to be kept well forward 5.75 in. from the front of the fuselage- with a resultant centre of gravity position of roughly 60 per cent. of the chord. The layout is fully dimensioned on the general arrangement.

The flying capabilities of this model were first brought to light at the Bill White Memorial Cup contest held on Blackheath in January 1950. Using moderate power (10 strands of 1/4 in. strip) on a 16 in. single-bladed folding propeller, climb was a fast, tight spiral to the right, reaching some 350 ft. in height in a matter of 40 sec. At the end of the power run the model circled to the left on the glide. To achieve this the rudder was set to the left and sidethrust was then used to give a right spiral under power - a "safe" trim since the rudder is always trying to hold the nose up under power .

This trim is worth discussing in some detail for it possesses certain advantages for folding propeller designs - and also one or two disadvantages.

It is undoubtedly a fact that greater height can be obtained with a two-bladed freewheeling propeller than with a single, or even a twin-blade folder. There may not appear to be any difference between a twin-bladed freewheeler and a twin-folder. There is not as regards thrust output, if both propellers are identical. But it is impossible to obtain the same trim with the folder and obtain maximum effect from the motor without having the model stall on the glide.

Towards the end of the power run, most folding propeller models are flying under-elevated. On some models this effect is very noticeable. Whilst the propeller is still spinning, but nearing the end of its run, the model may actually be diving, only slowing up and retaining trim once the propeller has folded. And this effect is not solely due to the effect of CG shift when the propeller is folded.

The right-hand power circle, left-hand glide does offer a compromise trim to offset this effect. It is a well-known fact that a stall can be ironed out by tightening the circle on a model. That is, suppose the model was gliding fairly straight, but stalling. Giving it a turn on the glide will overcome the stall. Provided that the amount of turn required is not such as to put the model into a spiral dive or an excessively banked turn, a very good trim will result. Also. as a corollary to this, giving rudder offset to obtain a circling flight on a model initially trimmed for smooth, straight flight will under-elevate it. With that rudder must be applied a small amount of negative tailplane incidence or similar compensating factor.

Now on the power trim, a right-hand circle has been found best for rubber models, giving the safest method of balancing out torque and gyroscopic reaction of the propeller with

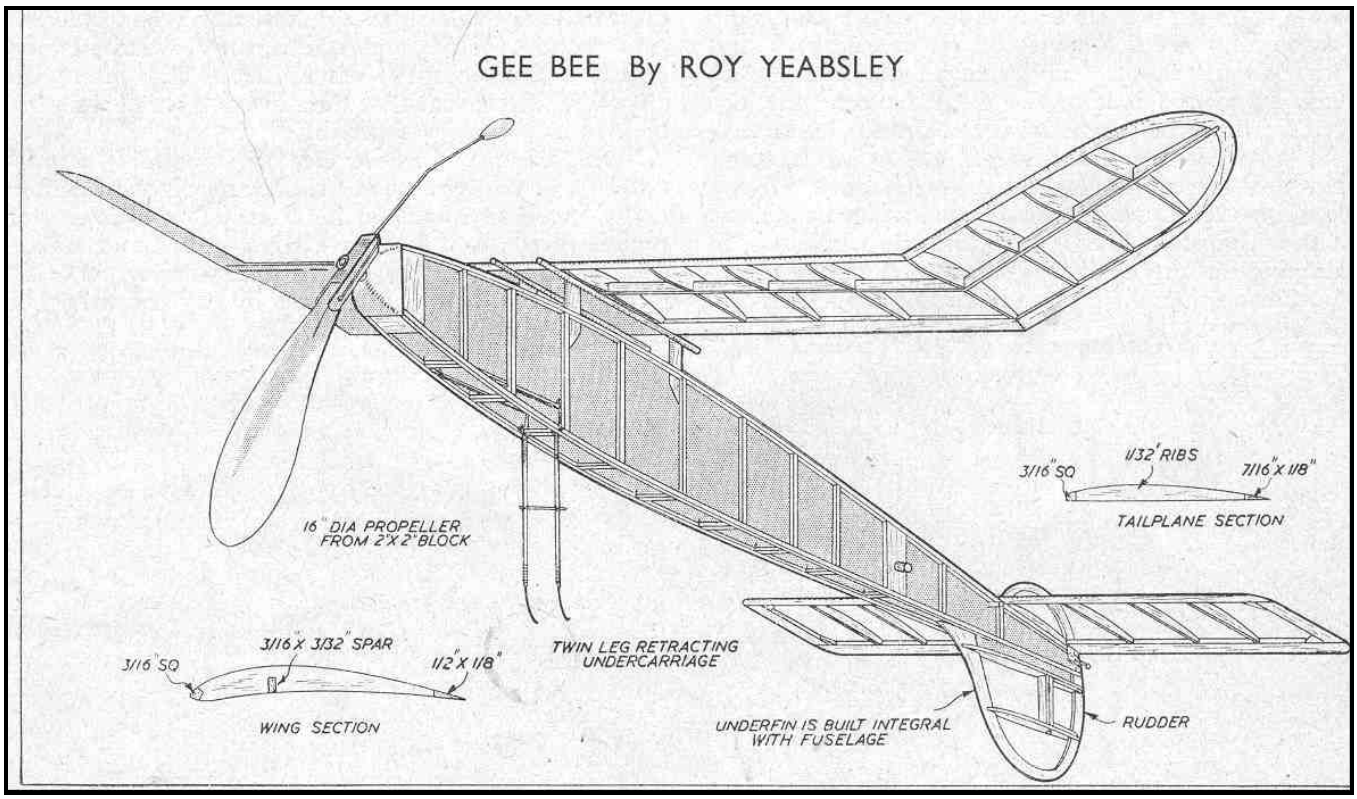
the minimum loss of power. In actual practice this means, simply adding enough sidethrust to overcome torque and turn the model to the right under power, and downthrust as required to prevent a stall occurring under the initial burst. Since the model is circling under power, however it can be trimmed out to be slightly over-elevated for straight flight - i.e. side-thrust takes out the stall which would occur if the model were flying straight under power.

If, now, we utilise this fact towards the end of the power run we can overcome the inherent disadvantage of the folding propeller model. By making the model fly straight towards the end of the power run we bring it into an over-elevated condition to offset the under-elevated condition inherent at this time on the circling "folder" .

This can best be achieved by using left rudder. As sidethrust effect dies off, rudder action becomes progressively more powerful until the condition is reached when the two balance one another out and the model is flying straight. When the propeller does fold, of course, the model is again over-elevated for straight flight, but here the rudder gives a turn again - to the left - to compensate for this and maintain most efficient trim.

This type of trim Yeabsley achieved to perfection in the Bill White Cup. His Gee Bee definitely out-climbed all other models of similar type and the only models which did succeed in getting higher were Wakefields. All these had a higher sinking speed on the glide. However, this type of trim can show up at a disadvantage in other conditions.

A feature of this trim, as we have seen, is that the model flies straight towards the end of the power run. In windy weather this straight flight is almost



invariably directed downwind. When it is a case of limited visibility - or so much wind drift that models are passing out of sight well inside five minutes - this can result in loss of recorded flight time, although the model itself may actually be airborne for a full five minutes or more.

The right-climb, left-glide trim which can give a folding propeller job just that little edge over its contemporaries is, therefore, essentially a tine weather trim. In fact, lightweights themselves are really only at their best in relatively calm air. The more powerful Waketield with its somewhat longer power run, invariably works out better in a wind.

Comparison with two other well known designs - Geddie's Tiercel and Marcus's Bazooka - is interesting. For roughly the same overall length, Gee Bee has much the greater span

and wing area. The three models illustrated, in fact, represent a typical modern lightweight in the Gee Bee; a modern F.A.I. contest rubber model in the Bazooka; and Tiercel representing the older school of design though with fuselage cross section to S.M.A.E. formula and weighing in at somewhere between the lightweight and F.A.I. loadings. The original Tiercel, in fact, was eventually flying at F.A.I. loading, but it must be remembered that the design is some six years old and undoubtedly ahead of its time when originally introduced. .

Both Tiercel and Gee Bee employ retracting undercarriages, Tiercel an ingenious balanced leg and Gee Bee a twin-leg unit with the usual rubber-band operation. Legs are of light bamboo with a spreader for rigidity and wire skids bound to the extremities in lieu of wheels.

An undercarriage is a very real problem with underslung fin machines. The length of skid wire necessary for a three-point undercarriage with a single main leg is excessive. A single Wire skid is too flexible and a full loop would be necessary, bound either to the fuselage and splayed out at some 45 deg., or to one half of the tailplane near the tip.

Regarding the design layout of Gee Bee itself, with only a moderate parasol height, a long tail moment and very large tailplane area, longitudinal stability should be excellent. Tailplane area is nearly one half of the Wing area and is therefore most effective in damping out any stalling tendency which may tend to occur on the glide. This is a trouble which many modellers experience with folding propeller designs - a tendency to build up into a series of stalls on the glide often being difficult to eliminate. An aft CG position and adequate tailplane power is the best solution.

The effect of the underslung fin is rather more difficult to determine. Theoretically it should be extremely effective, being in a region of airflow very little affected by the rest of the model. Less area, therefore, is required than for the same effect with a high-located fin. Aerodynamically, the upper fin on Gee Bee probably has no effect at all, being simply a "spreader" for the tailplane fixing band. ,

As regards stability; an underslung fin is very satisfactory as long as the nose of the machine is kept pointed upwards. It is not so good, however, in a turn with the nose pointed down, especially if the machine is slipping inwards at the same time. Hence turning against rudder action on the power flight would appear to be a very wise choice of trim. It is usually only on the power flight that such stability troubles show up. Speed is less on the glide and does not build up so rapidly on the glide, even if the nose does drop. It is doubtful, however, that the design would be consistently stable rigged for a right circle throughout using right rudder and right sidethrust.

Both wing and tailplane sections are thin, with small spar sizes. The sparless tailplane has very little resistance to bending and must inevitably warp, if doped. But warps of this nature are not necessarily harmful, provided they are symmetrical and do not change. An "acceptable warp" may be defined as one where the aerofoil curves upwards to a dihedral angle without any wash-in occurring. Mild or moderate washout accompanied by a "dihedral" warp can even be helpful, both on wings and tailplane. Warps are the price one has inevitably to accept with ultra-light structures, and sparless construction, in particular, is generally bad in this respect. But being so distant from the centre of gravity it is essential that the tail component weights be kept as low as ever possible. Summarising, the Gee Bee is something a bit different in the lightweight rubber model field and a really excellent model in its class. proportions are typical of the best modern design trends and could well be used as a basis for other similar models, remembering to increase fin area by 20 per cent. or so if top location is adopted.

SAM Vintage Wakefield League

Contrary to rumours there will be a Wakefield League this season. David Beales has decided to take a well earned rest and I have been nominated to 'run' the league this year. The calendar of qualifying events will be as follows:

SE Area Spring Gala – RAF Odiham	Sun 18th May
BMFA Nationals – RAF Barkston Heath	Sat 24th May
East Anglian Gala – RAF Sculthorpe	Sun 20th July
Timperley Gala - RAF Barkston Heath	Sat 16th August
SAM Euro Champs – Middle Wallop	8 oz - Sun 24th August
	4 oz - Mon 25th August

After discussion with David Beales it has been decided to retain the scoring system as used previously. For those not familiar with the system it works like this:

1. Points are awarded in reverse of the finishing order e.g. if 10 competitors record times, then the winner receives 10 points and the 10th placed receives 1 point etc.
2. In addition a 'bonus' is awarded. This is calculated by taking the points awarded in 1. and subtracting 1, e.g. if the there are 10 recorded scores , then the winner receives 9 'bonus' points and the 10th placed receives 0.
3. The points from 1. are added to the 'bonus' points from 2. to give a total league score.

The following table (for a comp with 10 fliers) should clarify the system:

Finishing position	Points	'Bonus'	TOTAL
1	10	9	19
2	9	8	17
3	8	7	15
4	7	6	13
5	6	5	11
6	5	4	9
7	4	3	7
8	3	2	5
9	2	1	3
10	1	0	1

The Croydon Wakefield at Middle Wallop day has of course been and gone, cursed with very poor weather conditions. However, the scores have translated into the following league positions:

4 oz (6 Recorded scores)

POSITION	COMPETITOR	SCORE	'BONUS'	TOTAL
1	Chris Strachan	6	5	11
2	John Minshull	5	4	9
3	Bob Taylor	4	3	7
4	Peter Jackson	3	2	5
5	Mike Marshall	2	1	3
6	John Knight	1	0	1

8 oz (13 Recorded scores)

POSITION	COMPETITOR	SCORE	'BONUS'	TOTAL
1=	**Peter Michel**	13	12	25
1=	**Ron Marking**	13	12	25
3	**Vic Willson**	11	10	21
4	**Peter Jackson**	10	9	19
5	**Mike Marshall**	9	8	17
6	Ted Tyson	8	7	15
7	David Beales	7	6	13
8	Ray Elliott	6	5	11
9	Chris Chapman	5	4	9
10	Ed Bennett	4	3	7
11	John White	3	2	5
12=	Chris Strachan	2	1	3
12=	Tony Thorn	2	1	3

One piece of good news is that John Wingate has stepped in to the CD's shoes to run the Vintage Wakefield events at the Nationals.

The Wakefield Cup – *cribbed by John Andrews*

I dug up the following book on the internet and found it to be a fascinating history of the cup, so editor permitting I'll furnish extracts in following issues of the Clarion. There are articles on each contest and details of the winners and their models *(Note: Copyright permission has been sought and granted, via the FAI, to reproduce this material – Ed.)*

The Wakefield International Cup

by Charles Dennis Rushing

Lord Wakefield of Hythe, 1880 to 1941

Lord Wakefield of Hythe sincerely believed that the world would benefit from an interest in aviation through the development of aeromodels. In 1911, then Sir Charles Wakefield, held a competition for aeromodels on the grounds of the Crystal Palace. This is a very large arboretum building which had been constructed for the nineteenth century International Exposition near London, England. For this contest managed by the "Kite and Model Aeroplane Association", Sir Charles had made a sterling silver-gilted cup, standing about 18 inches high. In fact this "Gold Cup" was very similar to the present "Wakefield Cup", and was probably made by the same Master Silversmith in London: Sansom & Creswick. The Wakefield Gold Cup contest of 1911 was won by E W Twining, of London, on July 5, and Sir Charles Wakefield was in attendance to watch the competition, and to present the "Wakefield Gold Cup" to Mr Twining. The aeromodel that Twining flew was a canard. Twining patterned his aeromodel after the theories of the Wright Brothers famous "Flyer", and Santos Dumont. Twining mentioned that the original "Wakefield Gold

Cup" was last won by either a Dutch, or Belgium competitor, whose family may still have this trophy. World War I, intervened, and this trophy was lost, but not forgotten.
In 1927, now Lord Wakefield of Hythe, was asked by F de P Green of the SMAE if the 1911 "Gold Cup" could again be used for an aeromodelling event, only to learn that the 1911 "Gold Cup" was lost. At this time Lord Wakefield decided to sponsor a new aeromodelling competition. It was then that F de P Green asked the President of the Society of Model Aeronautical Engineers, Sir Sefton Brancker, if the SMAE would be interested in forming a rules committee that would manage a new International Aeromodelling competition. The Governing Board of the SMAE voted to approve the request, and to appoint Mr A F Houlberg, and Dr A P Thurston to head the Wakefield International Trophy Committee. It was through the efforts of these two gentlemen that the Wakefield International Trophy Rules were first formulated. These "Wakefield Cup Rules" were in two parts, the first being the basis for the competition, the General Rules:

1. The Cup shall be known as "The Wakefield Cup for International Competition".
2. The Cup will be perpetual and remain the property of the SMAE.
3. The Cup shall be competed for annually unless the SMAE gives its consent to suspension owing to exceptional conditions. (reference: 1957, when the SMAE protested.)
4. The Cup shall be awarded to the Society represented by the entrant of the winning model.
5. Any money prizes shall be awarded to the entrant of the winning model.
6. Suitable bond for the proper care and return of the Cup shall be required by the SMAE.
7. All entries shall be made through the Society in each country affiliated to the International Aeronautical Federation (FAI).
8. There shall be a fee for each entry.
9. The entrant must be the owner of the model he enters *(was this the beginning of the end for the BOM rule?! – Ed.).*
10. No entrant shall enter more than one model.
11. At least three models must compete, otherwise no competition can be held.
12. Each Country shall be responsible for the selection of its entrants, six maximum.
13. The competition shall be held in the open air, in a place approved by the FAI.
14. The competition shall always be for model aircraft.
15. The first competition shall be held in Great Britain and successive competitions in the country which last won the Cup.
16. The rules for each competition shall be made by the SMAE in conjunction with the Society holding the Cup until such time as the formation of an International Committee.
17. Models may be flown by a proxy appointed by the entrant.
18. A proxy may be chosen by the Society winning the Cup.

This was followed by part two of the Wakefield Rules, the Specifications:

1. The (first) competition shall be held in Great Britain subject to rule 13 of the "General Rules".
2. Each model shall rise from the ground (ROG) from a standstill entirely under its own power.
3. The competition shall be for the duration of flight, such duration being taken from the time the model is released until it touches some solid obstacle after flight or until passing out of sight (OOS) of the judges.
4. Each entrant shall be allowed three attempts during the competition. The best of three attempts shall be counted. (High Time)
5. When called by the judges each model must be ready for flight within three minutes or the entrant shall be liable for disqualification from that round.
6. Minor adjustments may be made between competition flights but trial flights may only be made with the permission of the judges.

7. The design of the model is not restricted except that rubber motors, air containers and fuel containers must be concealed and that the fuselage or fuselages be fully covered and conform to the following formula: the minimum value of the maximum cross-sectional area of each fuselage = (length of model from nose to tail) squared divided by 100 = $L^2/100$
8. Any form of power may be used.
9. No model must weigh more than eleven pounds avoirdupois.
10. The decision of the judges shall be final.

The first Wakefield International Cup Contest was held in 1928 at Hendon Aerodrome, near London, England. There is no evidence to indicate that Lord Wakefield of Hythe attended the contest, but knowing how important this contest was to him I would guess that he was there to present the new "Silver Cup". His interest in aeromodelling never waned, and by 1936 when the English team returned from the USA after Albert Judge had won back the Wakefield Cup, Lord Wakefield personally hosted the team at a restaurant in Piccadilly, London. This unflagging, and single minded devotion to aeromodelling by Viscount Lord Wakefield of Hythe must have in some way prepared the many English aeromodellers who flew in the Wakefield Event, to devote their careers to the aviation industry in their country, and in some way added to the survival of their country during World War II, at least that's what I believe. One outstanding example would have to be Robert Copland who died in 1996. Actually Lord Wakefield of Hythe believed fully in friendly international aeromodelling, and the Wakefield International Cup contest has always been that, regardless of those today who admire nationalistic military displays of uniformed marching units waving flags, like at the "Olympics".

Viscount Wakefield of Hythe died in March 1941, at an estimated age of 61 years. While he was living he was referred to as "The Patron Saint of Aviation", a title that he much deserved. He will be loved forever by those who fly in the contests of his namesake. Although today's rules bear little resemblance to the Wakefield Rules that were first written by the SMAE in 1927, the "spirit" of The Event prevails. This spirit, I believe, is present because there are many people still alive today who have been involved in the perpetuation of the Wakefield event from the beginning, Gordon S Light the 1932 and 1935 Wakefield Champion for one. This condition is now in the stage of attrition, and within a few short years it will climax with the fact that there are no longer any survivors left in the world who remember, or even care about history of the Wakefield Cup event. At this stage in time the Wakefield Cup event will be in serious jeopardy.

Tailless Matters - *By Vic Willson*

Tailless League for the Halcyon Trophy

The best 3 scores from the following program of events will count for league positions. The scoring system will be the same as that for the Wakefield League, as described elsewhere in this issue.

RAF Odiham Gala – 18th May
BMFA Nationals – Barkston Heath - 24th May
Oxford MFC FF rally - Portmeadow – 1st June
Dreaming Spires FF rally - Portmeadow – 6th July
East Anglian Gala - Sculthorpe – 20th July
Septemberfest FF rally - Portmeadow - ??September

The first of this year's tailless events has been flown, at the 3rd BMFA Area meetings on 20th April. Tailless models were flown at four of the possible nine venues and weather conditions seem to have been very variable, with winds up to 17 mph, fog, drizzle and thunder storms being encountered around the country.

After the first event (BMFA 3rd Area competitions), the league positions were:

Position	Competitor	Score	'Bonus'	Total
1	C. Strachan	6	5	11
2	S.Willis	5	4	9
3	C.Foster	4	3	7
4	V.Willson	3	2	5
5	K.Bates	2	1	3
6	J.White	1	0	1

Old and new tailless models seen at Beaulieu

John White with 18 year old own design *Roger Wilkes with 2008 tailless Coupe*

Tailless Power Models - *John R Close*

The German title "nurflugel" meaning "only wing" or flying wing better describes this type of design. This type has interested full size designers from early days from the Dunne,

various Westland designs, Russian ones such as the Bok 5, German Horten and Lippisch Stork culminating in the Messerschmitt 163 and of course Northrop of the USA who sponsored a flying wing contest with American Aircraft Modeller. Britain had the Vulcan, the last of the V bombers to see service and, with France, the epitome of elegant deltas, the Concorde. There is still interest evident, for example the space vehicles, the Stealth bombers and a new project for an airliner although there would be considerable difficulty in making a passenger acceptable cabin inside a wing. It is always attractive to try to make all the hardware contribute to the lift; it appears very difficult in practice but seems to have worked in small personal planes such as Waterman Aerobile, the Stabiloplan and the Fauvel planes and micro light planes. In the 50's I remember seeing the Northrop bombers coming in to Burtonwood. This may have started my interest in wings.

Northrop still run a contest but in 2006 it was won by Bill Hannan's Stringless Wonder, a small rubber model which although a fine flyer would not really qualify as a tailless model as it had a tail made by cutting out the middle of the wing. The judges at the 1957 Tailless at Terlet contest were very strict about this and the British contingent had to remove their elevons which were mounted as "park bench" type and put them at the trailing edge of the wing with a consequent loss of trim. One of the German power models was disqualified as the stabilising surface "tail" was mounted well aft of the wing. The judges defined "tailless "as a model having no surfaces separated from the main wing. I think "park bench " elevons should be allowed; they can be regarded as a type of slotted elevon. Slotted elevons were recommended by Henry Cole for improved stability and the mounting of the elevons on Broggini's could be said to be of this type. This aspect of tailless definition was the subject of considerable discussion in John Pool's Tailless News, late lamented *(a recent edition is available on the website at www.SAM1066.org and a further edition is in preparation – Ed.).*

Al Backstrom published "Elements of Tailless Airplane Design" for full size planes in Sport Aviation May 1979. Al also designed many tailless models, mainly small rubber models. There are a number of fascinating articles on the varieties of tailless designs on "The nurflugel suggested reading page" on the net including "Flying Wings" by Henry Cole Air Trails Annual 1944 or Air Trails April 1943.
The early full size designers may have been influenced by the seed of the Zanonia tree which has a crescent shape, which recovers in flight from any attitude and glides for a very long way. This shape was used in the Ettrich Taube before 1914. There is a lot of information on the Zanonia on the Web and in Sam35 Yearbook No.9 page 71. The model which I have found most closely resembles the Zanonia is the Buzz Bat by Frank Ehling, Model Airplane News Oct. 1949. This is for CO2 but I will try one for Cox TD 010 or electric.

The following is based on my experience of tailless power models and I make no claim to be an expert or to present a comprehensive survey.

Models can be of various configurations.
The most common is the swept back wing with washout. There are variations on this as designers tried different ways of achieving stability.
(1).The wing can be tapered or not with continuous washout of five degrees or so. An example is Brogginis Gull. Lil' Misery is not washed out, relying on elevons instead.
(2). the wing is flat with just the dihedral tips washed out.
(3). as (2). but with a change in section at the tip, usually from cambered to symmetrical or even to an inverted section. Many examples, Ghoul, Zanonia, many of Broggini's models.

Any of these can have an unswept centre section and the washout may be effected by angling the dihedral break towards the tip at the trailing edge which automatically gives wash out to the tip. There are examples in many of Broggini's models.

When building a wing with continuous washout it is easier to use John Pool's method. Assemble the ribs, trailing edge and leading edge flat, then pack up the trailing edge at the tip and add the spars.

A variation on the washout is to mount the tip on a plate like a small fin so that that the tip is at a constant negative angle of incidence to the main wing, the difference being about ten to fifteen degrees with or without a change in section, usually without dihedral to the tip. Example 1/2 A Sportwing where the tips are symmetrical section and about fifteen degrees negative. Byrdie has this washed out portion mounted above the wing, sometimes called a "park bench" elevon.

Earlier (1940's) tailless models often had the motor mounted at the level of the wing but the examples above have the motor mounted on a pylon or high thrust line on the fuselage. Broggini used a cathedral centre section to lift the thrust line. The motor may be tractor or pusher and most incorporate some down thrust which in some designs can be extreme. This can cause difficulties with a hand launch as the models tend to dive until the speed builds up. Hand launch should be quite fast with the thrust line at or above the horizontal. This feature is most pronounced in high powered models such as the Ghoul, Sportwing and the later Broggini models or that one which Mick Page used to win John Pool's power contest in 1992. One aspect of engines mounted at or about the CG is that sidethrust by canting the engine has no effect, it is necessary to offset the thrust line by moving the engine over to one side to provide the requisite couple about the CG and centre of resistance.

The development of these higher powered models has convinced me of one thing, unless you want to spend a lot of time developing and breaking such models, you must realise that tailless models do not like, and indeed do not need high power and are better regarded as sport models.The wing area is usually at least twice that of a conventional layout of the same power.
It is often said that swept wing models do not need dihedral but I have found that a small amount can be beneficial but this should be small or a Dutch roll develops.

Tip fins are often used for directional stability and this can be improved if the fins are toed in slightly. Another method is to have the fins hinged so that they can swing freely outwards only, against a stop. This produces a correcting drag on the outside of the turn with no drag on the inside.

Elevons if fitted should be adjusted with care in small increments. A screw adjustment is advisable as their effect can be quite considerable and one thing wings do not like is too much turn; they perform what can be described as a horizontal loop very easily, sometimes with disastrous results, especially in a right turn. Broggini thought that tip fins made this tendency more prevalent and all of his designs do not have fins; relying on dihedral for directional stability. Mick Page used a straight climb almost like a lift. Once the longitudinal trim is correct if one elevon is moved, the one on the opposite wing should be moved in the opposite direction to keep the trim the same. A high powered model by Jim McCann had timer operated elevons and the Pendywing used pendulum control although in my opinion this model would be stable without them. Rather than using the elevons for turn it is easier and makes control less sensitive to use a drag strip on top of the wing at the tip just as the Northrop bombers used spoilers for directional control. Many of the American models of the 50's and 60's used Northrop ideas as basis for their designs.
As elevons can be so sensitive a better directional control may be achieved by having a fin mounted well behind the wing. I have not tried this but several examples have been built including the Jim McCann mentioned above.
One wing being heavier than the other can also result in excessive turn but can also be used give a turn on the glide.
If using a motor to push, some engines may need shims on the back of the prop driver to take up play so that the crank pin does not foul the back plate.

Planks can be great fun and have the advantage that there is only a wing to build. They depend for longitudinal stability on a wing section which is self stable with no movement of centre of pressure at different angles of incidence. They all work by having a reflex trailing edge; some will also be under cambered. The CG has to be well forward, about fifteen percent and an amount of down thrust is also usually needed. One disadvantage of a plank is that under power they nearly all loop like mad and from a hand launch will hit you on the back of the neck.
This can be mitigated by using a dodge described by Barnaby Wainfan which consists of eliminating the reflex over the portion of the wing directly in the prop wash. This was described for a plank type Pee Wee 30 in a personal communication to Tailless News. Barnaby Wainfan had considerable success with P30 rubber models. Examples of planks are: Chad, which has many variants including RC, Lil'Plank and Pete's Plank both by Pete Wyatt .The Lil' Plank was designed for a 0.5cc Dart; mine has a 0.25 cc Schlosser and has a vertical spiral climb and an excellent glide. They fly left only. Trim may need side thrust and a drag tab on the top of the wing tip can adjust the glide.

Floc is a plank by Jaques Morriset who is better known for conventional contest models, having a chord of 430mm, only little less than the span 500mm. I have managed to get this to fly after a fashion.

Peter (OWF) Fisher designed a number of crescent shaped tailless models which could be called half way between planks and swept back, mainly the Ion series and the Noctule, the latter only published as a rubber model but which has been also built as larger power models. One of Peter's designs is very unusual in that it is an asymmetrical plank called X-AC-5 with the two wing halves of completely different shape and a flat plate section . I have seen one flying, all Peter's models fly.

Delta shaped models were very popular in the 1950s but have not been so common recently. I am not very familiar with models of this wing plan. I have built one but not managed to trim it yet. Some years ago I had a Jetex Lippisch design which was successful.

Having started with sweepback, gone to straight we now come to sweep forward. Here we need wash in to give stability .I have built two, Skywing by Broggini and the other the Spectre by Jim Fullarton. Both of these were a failure although I did not have the correct details of the Spectre and since Jim sent me the proper wing sections I may have another attempt. As one would expect, they were prone to tip stalling which I found impossible to eliminate. A German swept forward model by Langfeldt, the Flying Goose, won at "Tailless at Terlet" in the fifties. This had a straight centre section, a swept forward and washed in panel and a tip panel swept back with wash out. This was a large model about 2 metre span for a 2.5cc diesel. I have a three view and would like to build one but the wing sections are missing. This format was used by several German designers at this time.

One swept forward model which performs is the Wingding; this is a small all sheet wing by Eric Clutton for a Cox TD 010.
There also many novelty tailless models. These include Rogallo flex wings,(Ron Moulton August 1962 Aeromodeller) Flying Saucers, Flying Carpets (Peter Holland Jan 1959 AM) and one with a remarkable 9" span with slats like a washboard. There are also several models which cannot properly be called tailless such as the Ace of Diamonds and an annular wing such as the Doughnut by Les Vinall Sept 1953 Aeromodeller

A problem with high performance wings is how to get them down. I have lost a Lil Plank OOS. The best method, if it can be arranged, is a spoiler. Mick Page used a flap on an arm which springs up from the centre section. Other ways are to have flaps which open out like elephant ears from the pylon, a split fin or a fin which rotates through 90 degrees. The idea is to apply drag to make the whole wing stall. Falling wing tip weights and parachutes have also been tried. For the Zanonia I have a parachute about 10 in. sq. released by fuse which appears to be satisfactory.

A recent fire caused by a fuse may mean that other release mechanisms must be employed.

(Next month's edition will include a comprehensive list of available designs, with comments, drawings and photos - Ed.)

Maxi Tomboy – *via Vic Smeed*

By chance I stumbled across a newsletter of the North Shore MAC (New Zealand) with the following paragraph, presumably written by Gary Carr who was producing the newsletter at the time (and may still be...)

Browsing through a Pacific Wings magazine in the doctor`s waiting room the other week and (sic) came across a paragraph which described a locally made homebuilt plane.
It was a greatly enlarged TOMBOY and was powered by a Volkswagen engine. He had been flying it locally for quite a while but unfortunately it had not been approved or registered and rumours had been circulating for a while about its existence. Sadly he made the mistake of flying into Omaramara during a glider meet and the authorities seized it and kept the motor.
I wonder if he held the wings on with rubber bands as the original? For those who have never heard of the Tomboy, it was designed in the fifties by Vic Smeed as a free flight model powered by an E.D. Bee diesel motor.

Pity we haven't got a picture of this! - Ed

Weather, Wind and Wallop *- by John Andrews*

Outdoor flying this year has been almost non-existent for me, my only outing was the first Wallop meeting in perfect conditions but since then I have become accustomed to checking the weather forecasts, procrastinating then chickening out. My final non-event was the 3rd Area and the Gamage Cup, open rubber is my major delight but a duff forecast and venue, made me stay at home again.
(I don't like North Luffenham, the wind direction never seems right for me and the grass is like a jungle, although I did win a Brit Power event there once)

Speaking of checking the weather, the two major internet sites that I use are:

http://www.xcweather.co.uk - this is a wind map of all the major airfields in the UK with direction and speed over time periods and is my first port of call.

http://www.metcheck.com/V40/UK - this is a forecast by town or post code and this is my second port of call for confirmation of the wind map forecast.

I set up 'my favourites' on the computer with all my venues and have one mouse click for each airfield.

Back to outdoor flying, the forecasts for Wallop on Sunday 27th April were bad during the week prior to the event but I was getting withdrawal symptoms.
My only outdoor foray had been one fine day during the week before the Gamage when I took my box of three open rubber models over to Warwick racecourse for check trimming. They were all supposed to be trimmed and I figured the two hours free parking would be OK to chuck each one up to see how they went. You know me, how wrong could I be. I assembled my old reliable 0-3, set up the jig, 300 turns and up she went. Looking good until the prop folded, or rather didn't. The prop stopped with the loose

blade hanging down on the wrong left side causing the model to glide left instead of right, this combined with a stalling glide and would you believe it, it was in low level lift wallowing about like a ruptured duck until the d/t went. It took several more flights to get back in trim and the final flight with 600 turns went high in lift and d/t'd down into the fenced off area of wetland. I paddled my way round to the gate then picked my way from tussock to tussock to retrieve 0-3, I had wellies so I was not too bothered until I realised I had this cold feeling in my left foot. You guessed it, split welly. Two hours gone only one model trimmed and a wet left foot, good day.

Where was I, Oh yes, back to Wallop, I was keen to go, if only to get something to write about. I packed the car on Saturday but when I looked at the forecasts it was promising heavy rain and I did not fancy driving over 100 miles to sit in the car and look at rain, so I was chickening out again. I got up Sunday with no intention of travelling and checked my e-mails but also, out of habit, I looked again at the forecasts. They had changed and the rain had been pushed back to 4 o'clock so I persuaded Rachel, the wife, that a day at Wallop with lunch in the cafe might not be too bad after all.
We set off, passed through a heavy belt of rain below Oxford, and arrived at Wallop around 11 o'clock. There was a good turn out, moderate wind and sunshine with reasonably dry grass. *(I had put a puncture patch on my welly but in all the excitement I had left them at home).*
With the forecast promising rising wind, I got out my Korda and had a few flights before lunch, the last one on 600 turns way up in lift, looking good, then repaired to the Museum Café.

I had turned Rachel, the wife, loose with the camera so I have to feature her artistic efforts. Here are the stages of a flight with the '39 Korda' wakefield.




'Wind it' **'Fit the prop'** **'Set the d/t'** **'Chuck it'**

Then comes the difficult bit, you have to fetch the blasted thing back. It had been a little while since I had set the d/t on the 'Korda' and the model had my old style of marking, (3min – 4turns). I now just mark the time for one turn of the 'Tomy'. Anyhow I had put a couple of turns on, then I thought that might not let me see the glide for long, so I tweaked it again. Upshot was an extended flight in good lift with my failing eyesight loosing the model when it was end on and chewing my nails waiting for the d/t. It popped eventually and the 'Korda' dropped down just short of the new fence much to my relief.
After a nice big breakfast lunch in the café I was back on the field and with the rising wind speed I decided to give my windy weather open rubber model a go. It is my old '36-3' a 3ft wingspan model now sporting a larger prop to handle 14 strands of 3/16th. I only put half turns on and it climbed OK but the glide was a bit brick like. The wind had veered and was now taking models over the big dip in the

field, I have noted before that if you are not high up, models seem to get drawn down as they fly over the dip, 36-3 did. I packed away then and toured the line with the camera.

First port of call was the ever present David Beales, giving what I think is his 'Simon' Wakefield an airing.
On the right is expert David himself demonstrating a text book launch into the rising breeze.
I seem to be getting the hang of capturing launches with the digital camera. I half press the button, the camera chunters as it sets itself and I wait for the off then click.

Next, pictured below, is Alan Rabett with a delightful 24 inch B & W Canard which flew beautifully. I think carving a pusher prop like that would give me the willies.

Last intriguing port of call was Tony Hansell, pictured here with his French Coupe *'L'exentric' (Aeromodeller Annual 69-70 - Ed.)*. Tony professed a liking for triangular fuselage cross sections and the fuselage of the *L'exentric* certainly looked quite elegant in its bright yellow silk. One point that interested me was the lack of a fin, whilst I was contemplating this unique feature, Tony, with the model already wound, was moving out to fly. As he passed by me, the tail of the aircraft brushed against my arm and Tony had a quick look to see if the tailplane had been unseated. "Hello" says Tony "Where's the fin gone?", this remark solved my aerodynamic mystery, the fin was still in his model box. It would have made a good photo if he had tried to fly it, assuming I caught the launch right. Hey Ho.

Tony appeared to have another string to his modelling likes in the shape of low wingers, here is his version of Rene Jossien's *"Basplum"*. The rising breeze is illustrated by models with anorak ground restraint, still did not save the *Bas Plum* which got turned over shortly after this shot, but I don't think it sustained much damage.

That's all folks - John Andrews.

SUPPLIERS

John & Pauline Hook
FLITEHOOK—www.flitehook.net

MIKE WOODHOUSE—www.freeflightsupplies.co.uk

KEITH HARRIS—Plans service
21, Burns Lane,
Warsop
Mansfield,
Notts.
NG20 0PA
Tel: 01623 842167

TERRY ROSE – Plans service
35 Old Orchard,
Harlow
Essex
CM18 6YG
Tel: 01279 422301

USEFUL WEBSITES

SAM 1066 — www.sam1066.org
BMFA — www.bmfa.org
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
BMFA Free Flight Technical Committee — www.vengi.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**

SUNDAY 22rd JUNE 2008 SAM 1066 MEETING at Middle Wallop, will include the following competitions run by BOURNEMOUTH MAS

Very Small Rubber (max wing span 25")
A Frame (Mass Launch)
Veron Junior Combi-Kit
E-mail enquiries to – roy.tiller@ntlworld.com
Telephone enquiries to – John Taylor Tel No. 01202 511502

BMFA EAST ANGLIAN SUMMER GALA
Sculthorpe Airfield, 19, 20 July 2008.

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 19 July
Classic Glider
Classic Power
Classic Rubber
Tailless
Mini Vintage G P R
Kit Scale Duration
Sunday 20 July
Vintage Glider
Vintage Power
Vintage Rubber
P30
F1A(Nordic)
F1B (Mick Duce)
F1C/F1Q (Pete Buskell)
Bowden
Vintage Wakefield 4oz and 8oz combined. SAM League

FAI events five rounds from a line, start 9 am.
BMFA Senior Championship points for all events except;

- Kit Scale Duration
- Bowden
- Vintage Wakefield.

Start time 9.00 am, finish 6.00 pm. each day. First entry £5.00 subsequent entries no charge. BMFA rules apply.
The Bowden Competition to 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.
Breakfasts and refreshments available on the field.

For further information contact Michael Marshall 01223 246142

Oxford M.F.C. 2008
Free Flight Rally

PORT MEADOW, WOLVERCOTE, OXFORD

SAT 31 MAY '08 from 6-30 p.m.

Champagne fly-offs for:—
Cd'H (FIG), A1 glider (FIH), H.L.G./Cata combined.

SUNDAY 1 JUNE '08 from 10 a.m.

Cd'H (FIG)
A1 (FIH)
E30/P30/CO_2 Combined
} 5 x 2 min. max in rounds

Vintage Rubber (34" max span)
Vintage Glider (72" max span, or A2)
Classic Glider 1951-60 (—do.—)
Tailess Rubber & Glider (combined)
} 3 x 2 min max. NO Rounds.

H.L.G/CATAPULT (Combined) 1 minute max

ALL GLIDERS — 50 metre towlines.

YOU MUST OWN, BUT DO NOT HAVE TO HAVE BUILT YOUR MODEL!

NO Thermistors, streamers, poles etc.
NO Motor heaters. NO Power models (i/c)
INSURANCE — required by ALL fliers.

Special Awards:— Ian MacDonald Trophy for Vint. Rubber. Top Lady. Overall GALA CHAMP

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Tel: 01865 553800

Forthcoming Events 2008

with competitions for Vintage and/or Classic models

Date	Venue	Event
24th/25th/26th May	**Barkston Heath**	**BMFA National Championships**
Something for everyone – see BMFA NEWS/Website for details		
1st June	**Portmeadow**	**Oxford MFC Rally**
See separate announcement in this newsletter for details		
15th June	**Area Venues**	**BMFA 4th Area Competitions**
Mini-Vintage & Classic Glider		
22nd June	**Middle Wallop**	**Trimming Day**
BMAS very small rubber/VERON Junior Combi-kit & A frame		
22nd June	**RAF Barkston Heath**	**Mid-Summer Grand Prix**
6th July	**Portmeadow**	**Dreaming Spires FF Gala**
9th/10th August	**Sculthorpe**	**BMFA East Anglian Summer Gala**
See separate announcement in this newsletter for details		
16th/17th August	**RAF Barkston Heath**	**Timperley Gala**
23rd/24th/25th August	**Middle Wallop**	**SAM 1066 Euro Champs**
29th August (FRIDAY)	**Little Rissington**	**BMFA Southern Gala**

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.VENGI.DEMON.CO.UK or WWW.BMFA.ORG

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