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Editorial

Articles from abroad seem to be still turning up, we are getting very international, it's good to know our epistle is getting around the world, keep them coming please.

As I write I am looking forward to the Easter three day meeting, I shall not be performing on the Saturday as gliders are not my thing but I'm dusting off my 'Korda' and 'Jaguar' for 8oz wake. I've got the undercart leg on my 'Pinocchio' fitted and still have the much battered 'Hep-Cat' for mini-vintage. For Nostalgia or Classic or whatever I have a 'Last Resort'.

Message from the Chairman

- John Thompson

We all had a grand time over the Easter weekend, even the weather co-operated. I should like to thank the folks who went on the gate, especially Chris Redrup, who did the first stint each day, and also produced the sign for us.

We have had an offer from the Cornwall club to do a day over the August do, this is great a big step forward to making the arrangements easier.

One final comment, one of the Lady's with her husband on the gate was somewhat startled with the aggro and hostility of a certain minority of flyers to the request to see BMFA cards, she told me she thought people came to these events to have relaxed enjoyable days !

John Thompson, Chairman

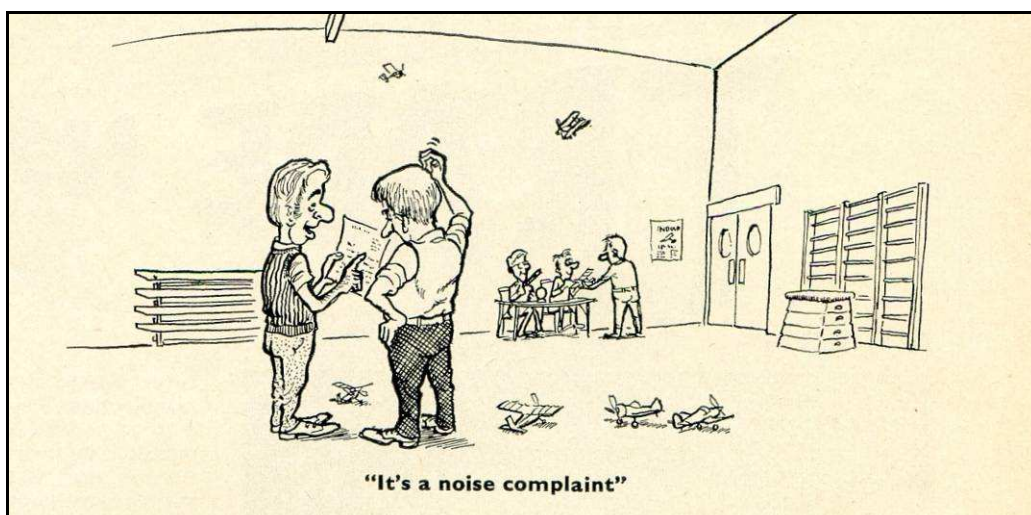
Stop Press, Easter R/C at Wallop

- James Parry

The R/C activities at Wallop on the Easter Sunday were videoed and are already on the internet on youtube for you all to see.

Just click on the link - <http://www.youtube.com/watch?v=vP9-A6T6p8E>

James Parry



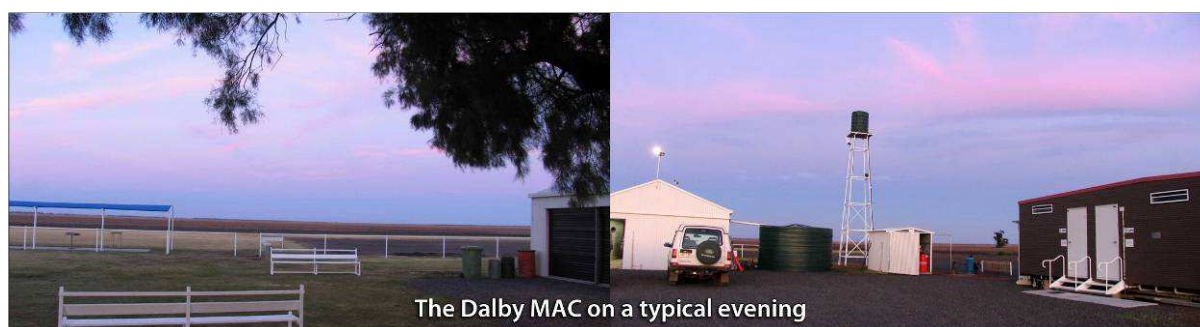
64TH AUSTRALIAN NATIONALS HELD AT DALBY QUEENSLAND

31 December to 7 January 2011

Model flying with a difference

I was asked to write about free flight "Down Under" so I thought running a major event in the recent floods in Queensland would be something unusual for UK readers. Although the freezing rain and snow you've been having since Christmas is something we wouldn't want to contend with. This is a report with very little about flying. So I hope I hold your interest.

The Australian Nationals is a combined R/C, C/L and F/F week long event held by various States of Australia on a rotational basis. 2010/2011 was Queensland's turn, and the country town of Dalby, 3 hours west of Brisbane was chosen because of their excellent radio club and nearby facilities that suited the other disciplines well. Our club, the Brisbane Free Flight Society, fly our FAI events on paddocks adjoining the radio club and these have been ideal for free flight.



The Dalby MAC on a typical evening

Planning a Nationals event takes a year and everything was falling into place. Now Brisbane is in the sub tropics, and our state of Queensland is affected by monsoonal rains, but the months of December and January aren't always super wet, but we were about to get caught out. A few years ago, our dams were down to 17% combined capacity and many Brisbane people installed tanks to catch roof water for gardens and clothes washing. Things looked grim in a drought stricken State and a desalination plant was hastily built off the Gold Coast. Recycled water became a political topic and in true Queensland fashion was installed regardless. But the weather pattern changed. In late 2010, La Nina came back, and we started to get realistic rainfalls again, and the dams started to fill. In fact the main dam would fill to 190% capacity by the second week of January 2011. It would overflow at 225% if it wasn't drained.

Extraordinarily heavy rains lashed north Queensland, causing major flooding and this was repeated on the central coast at Rockhampton and further south in Bundaberg. These were called "once in a 100 year" floods, but these were soon renamed "the worst floods in recorded history". Inland

falls were also breaking records and the State was becoming waterlogged. 75% of Queensland became flooded.

So what does all this have to do with a model plane competition in Dalby? The rain depression moved south and many southern towns started to flood. Dalby is dissected by the Myall Creek, a passive little thing that soon filled to overflowing and spilt out into the town. Dalby is built on a flat plain, so the waters spread far and wide, flooding the flying fields. The Nationals looked like they would be cancelled. And then there was a break in the weather. And the flat land drained slowly. Flyers made it from Rockhampton, Mundubbera, the Gold Coast and Brisbane. But only a few made it across the border from New South Wales or Victoria, which drastically cut numbers. The way into Dalby was from Toowoomba on the Thursday, but the media frightened everyone away. Locals knew the ways. The MAAQ website data and photos, and text messages they sent to competitors gave them the latest Dalby News.

We only had to wait 24 hours to get into our accommodation, and our unit had a foot of water in it the day before! In 24 hours, the flood height had receded by about 2 - 3 metres, with no further rain expected for the week. The afternoon we arrived, we even went out to the substitute field to examine it and some flew on it. We were pleasantly surprised. It's not often that a fall back field is so good.



The substitute field at the Dalby Cotton Gin exceeded our expectations - high and dry!

Our prime field was covered in water and the road in was impassable. And it was all soft, gooey black soil. Luckily the planning committee had identified a backup field!



The massive portable lighting system turned night into day

So we started a day late, using the alternate field that was high and dry. The bonus was it allowed very easy motorised retrieves for those who chose to. Downwind paddocks weren't hard to negotiate but there were wet patches best avoided without gumboots or old shoes. And there were a couple of large dams.

On New Year's Eve, the Dalby MAC put on some great entertainment at their field, all made possible by a lighting system second only to the Melbourne Cricket Ground, or so it seemed. There were giant 3D models performing their impossible aerobatics, little ducted fans and fast

high wing aircraft chasing each other around the sky, and colourfully lit helicopters doing what helicopters aren't supposed to do. An awesome display of combat skills was given by Australian Junior Champion Tom Linwood as he hurled his wing around at incredible speed performing the tightest aerobatics I've ever seen. It was humbling to see he wasn't even looking at his model a lot of the time. The ladies of the club put on one of their delightfully nourishing two course meals which we ate out on tables under the stars. A fantastic night that would have made their club proud.



It was sunny every day and we experienced a few light showers on F1G day and heavier rain on the last night. We managed to fly all bar the last day's competition. We had blue skies for 90% of the Nats, and manageable and mostly light winds. Some days were glorious. F1B had shortened maxes for the first 5 rounds, although the fly off was in perfect conditions. F1G had the worst of the wind to contend with. We wisely choose to cancel the final day, after the 5.30 am drizzle affected LSq/100 fly off, and head for home, as a broad band of light rain returned. We quickly left the field and repacked the car as the rain intensified.



The trip home was quite dramatic by contrast to our easy arrival, as the rain seemed heavier the closer we got to Toowoomba. We received an in car phone call to tell us that Dalby was again bathed in sunshine by 10 am. Short lived optimism. The next day, our accommodation was once again flooded, and this happened a further 3 times in January. Country people are so resilient.

Of course, it didn't end there for south east Queensland. It hadn't even started. We couldn't descend the Toowoomba range on the way home as the full 4 lanes of the highway were blocked by a mud slide. We choose to detour through Murphy's Creek, where floodwaters raged and we only just got through before driving back along the Brisbane Valley, near Grantham and country town names that would soon be in all the newspapers.



This was our view of Murphy's Creek when we forded it

Four days later, Toowoomba had a massive rainfall; pushing cars like ping pong balls. Murphy's Creek and Grantham were literally washed away with many fatalities, and then an extraordinary rainfall event combined with massive releases from Wivenhoe Dam pushed a wall of water into Brisbane, for a flood of immense proportions.

But back to Dalby and the organisers. Congratulations must go to the committee on a running a successful Nationals under exceptionally gruelling conditions. Certainly, it was down on numbers, but the obvious planning, facilities and services offered to flyers at each field were extraordinary. I am sure that all those who attended left Dalby with fond memories. Our substitute field was great, the New Year's Eve flying spectacular and the hot food was sensational. The Nats dinner, hastily rearranged from the Dalby RSL to the Dalby Leagues Club due to flood damage, was excellent and I was amazed to see how the small band of caterers could keep up with the indulgent appetites of most modellers. The Mayor gave a wonderful speech and thanked us for supporting his town. The icing on the cake for us were the daily food drops, the shade tent, ample chairs and the cool water. A water taxi (Hobie kayak) for the drowning models was also over and above our expectations, as was the ladder retrieval of treed models. Both were provided and manned by Dalby MAC members.



Retrievals of note. From two metre high sorghum crop (left)
and the kayak rescue of UK flyer David Brawn's F1A

This was a Nationals we would never forget. Oh, and Cyclone Yasi, a category 5 cyclone bigger in area than Hurricane Katrina that hit New Orleans, was still to form in the north!

Malcolm Campbell, Australia

The Queens cup

-

Laurie Barr

It was 1954, the year after I had won the Queens Elizabeth's Gold Cup at the Northern Heights Gala day, held every year, at Hawker Aircraft's airfield, at Langley, near Slough. (Just North of junction 5 on the M4. now!)

About 4 weeks prior, being last years winner, I received in the mail, an elegant Gold embossed, Ivory white card, inviting me and a guest, to attend a Garden Party to be held in a large Marquee, on edge of the airfield

Betty and I, had been flying a diesel powered model that morning, and as a consequence, our T-Shirts were spattered with fuel.

Just after midday, we arrived at the entrance of the big tent, to be barred from entering by a "door minder". I explained that as last years winner of the Queens Gold Cup, I had been sent this invitation which I then produced. He gave us a quizzical look, and we walked in.

What we saw was a complete surprise. All the men wore Morning Suits, and the Women in picture perfect cocktail dresses, many with large hats, and also wearing elbow length white gloves.

All the staff were dressed in Black & White uniforms, and were offered a tray full of exotic looking canapés, and endless Champagne, but we felt so out of place, we made our excuses and fled!

Later that day, we were all entertained by a Hawker Tomtit Biplane performing a full aerobatic display, flown by Neville Duke, Hawkers test pilot. In the front cockpit was Ron Warring, who had just won the Queens Cup, and as first prize had had a flight in the Hawker Tomtit Biplane as one of the prizes.

The original model was powered by a Webra Mach I diesel engine using an 8 x 5 propeller. Bruce's model is powered by an appropriate vintage era OS Max .15 Mk III glow engine installed upright, despite the very short nose, to keep it clean. The engine is very neatly mounted to an aluminium plate behind the engine, with a balsa & glass cowl, which wraps under the crankcase and fairs into the spinner. During previous flight testing, the thrust-line had to be adjusted with a Plexi-glass wedge-shim behind the engine mount assembly, to give some extra left side-thrust needed to achieve the desired power pattern. Now fully trimmed, the model flew "on rails" throughout the contest to a clean victory.



Bruce Hannah flying his replica of the Ray Monks model
Beautiful workmanship revealed with OS Max 15 Max III neatly installed on very short nose



Ray Monks, the original designer of the model
He has the distinction of flying for GB teams at World Championships
in Power, Glider, Rubber and Indoor

Martyn Cowley

Mob-handed Mobile Retrieval

-

Peter Michel

HOW many husbands and wives does it take to retrieve a lost model?
 Answer: Six. and, vitally, one adult son.

Scene: The Coupe Europa contest at Middle Wallop on March 20.

Dramatis Personae:

Wives at home - Sue Kimber, Maureen Beales and Rose Michel.

Husbands on the field - Robin Kimber, David Beales and Peter Michel.

Plus the Beales's son Adam.

action: Robin Kimber loses his best F1G in big lift because of a DT failure. He continues with a reserve.

One hour later: A farmer a mile or so away finds Robin's model. He sees its address label and phones Robin's wife at home. But she can't contact Robin because he would sooner drink hemlock than carry a mobile phone.

So she phones Rose Michel, also at home, and gives her the farmer's number. Sue had been thinking that Peter might have a mobile. Well, yes, Peter *does* have one, but it is never switched on; he declaiming that nobody these days is ever likely to contact him, etc., etc.

What to do? Rose goes for the only option known to her. She phones Maureen Beales, also at home, and is given Adam's mobile number; husband David not having a mobile. Rose phones Adam but he takes the call while out on a retrieve and does not have pencil or paper to jot down the farmer's number. So he tells Rose that he will get Peter to phone her for it.

Half-an-hour or so later Peter returns from a retrieve to be confronted by Adam who says: Phone home! Peter unearths his phone from the Ford Focus glove box and does so. Gets farmer's number and phones him...

"Allo?..."

It's the farmer. Peter hands the phone to Robin who, compelled at last to put a mobile to his ear, learns of the farm's whereabouts. Within half-an-hour he retrieves the model.

Moral of this tale: PUT YOUR MOBILE PHONE NUMBER ON YOUR MODEL, CARRY A MOBILE PHONE AT ALL TIMES DURING A CONTEST, AND KEEP IT SWITCHED ON!

Peter Michel

Heron Gas Buggy

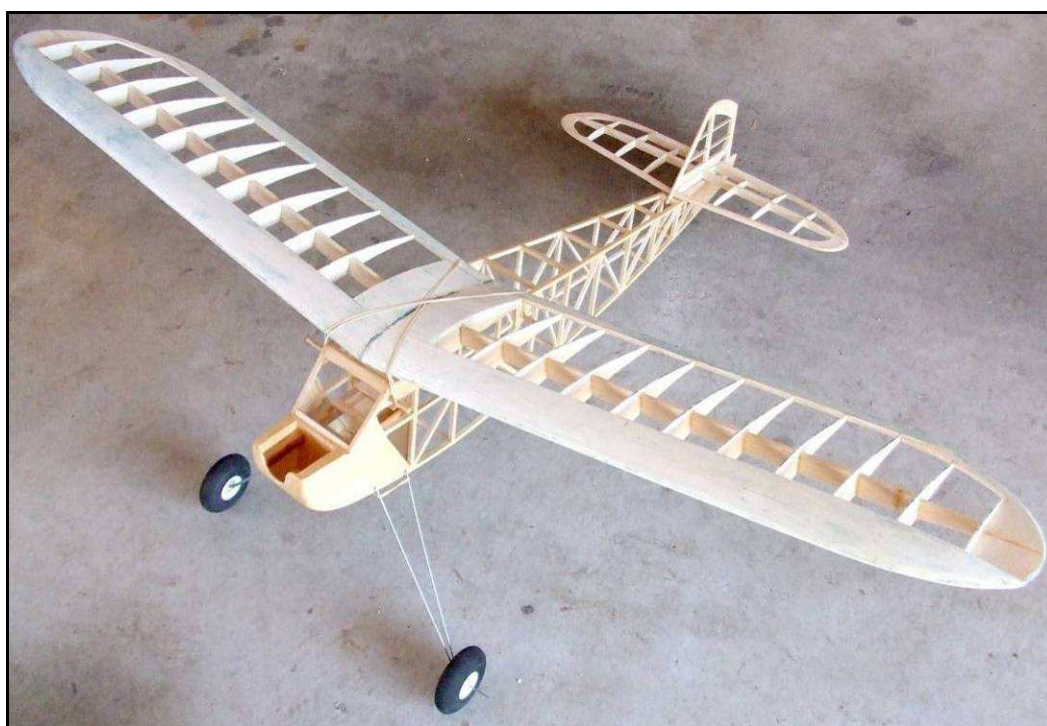
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Allen Teal

This 1939 vintage model was originally designed by Frank Gagne and, with a wing span of 48 inches, has an area of 345sq in. It was available in kit form from Airsail NZ but sadly is no longer in production.

For me this build came about through the purchase of a second hand Mills 1.3cc Mk I diesel engine. When I went to collect it, the model was thrown in along with 2 mini servos.

Although the basic skeleton framework was there, there has been some work in getting it to the covering stage. The fuselage had been tissue covered but was full of holes and the wings had been covered in blue solar film. All this had to be stripped off, as well as some further structural work done. The covering is a mix of Litespan and Airspan which looks very similar. This model was originally designed as a free flight model. The plan has since been redrawn by Airsail showing RC changes. The wing section is a Grant X9 being an aerofoil with undercamber and high lift. This will produce a slow flying model.



The Airsail plan recommends an engine of between 1 - 1.5cc so the Mills should be the ideal match and keep everything within the vintage theme.

With the dihedral one definitely does not want to overpower the model. It has been specifically designed as a nice slow vintage model and needs to be kept within the spirit of old timers.

Balance looks like it has come out spot on by static testing but an actual flight test may suggest a little one way or the other, we shall see. However flights tests won't be until May as I have work commitments in April.

So there we have it. Pleased with the outcome and although I haven't weighed it yet with radio gear, it is light which bodes well.

Allen Teal, New Zealand

Wakefield Cup Winner 1958 - Charles Dennis Rushing



1958 R S Bond Baker, 32, Australia

Now that the Wakefield Cup Rules had been completely "modernized" in 1957(the ROG and the cross section requirements having been deleted) there appeared a new species of Wakefield on the Continent. This new typology was especially originated by the innovative aeromodel designs of George Benedek, of Hungary. Even the most disinterested Wakefield observer will agree that Benedek's 1958 design was the 'leit motif' of the very same designs still prevalent today. The question is, why did it take so long for this typology to be recognized? The answer is of course conservatism, and tradition, especially in the USA, where nothing even remotely resembling the new typology appeared until the late 1970's. I don't mind an argument on this subject, because even casual research failed to produce a single example of the new typology in American design, and as a result the Americans fell into a period of moribund Wakefield design. Yes I know that the USA won another Wakefield Cup in 1961, but be objective, and compare Reich's Wakefield to Benedek's. Beyond the emotional attachment to the Traditional Era, or even the attachment to the Vintage Era, that still lingered in 1986 with Martyn Pressnell, Benedek had simply broken the mold, and had leapt into the future, and very few Wakefield innovators picked up on the change until it was way too late. From 1961 until 1987 is 26 years of groping without positive results. By then we would see another American Wakefield Champion, but also a rules change, that impacted like a bomb on the aged society of American Wakefield flyers, and made everything they were flying, totally obsolete.

"Future Shock" set in, and it is a painful admission for me to confess that the deletion of the "Builder of the Model Rule", caused the obsolescence, and forced new innovators to buy into the East European technological revolution. By 1995 the Eastern European production of Wakefield parts, and even whole aeromodels ready to fly, was an in-place cottage industry that cranked out enough products to supply the entire Wakefield community, world wide, numbering less than one thousand., with a totally new kind of Wakefield. Grandfathers were now being extolled in Model Aviation in January 1995 for "giving away their obsolete Wakefields to their grandchildren, or to their aged friends' grandchildren, so that they could fly them in the junior class"! The purchase of a new Wakefield, was no different a change for them than it was to switch their "1947 RCA Victrola" for a "Sony Surround Sound Digital TV", and almost the same price. Unfortunately the mere purchase of technology doesn't mean that the buyer is up to date with technological innovation, because they may have only purchased an already obsolete anomaly. Wakefields now were being viewed by their purchasers, with the same apprehension as they had with the "black box' technology that surrounds them, "... what makes it fly like that?" The spectre of an anomaly haunted some of the young American Wakefield innovators in Sacramento, California,

and they quietly set themselves to the task of designing a better solution than they could purchase; I will pick up this subject again in later chapters.

Back to Cranfield Aerodrome, north of London, again, after a one year, void in the previous WC format of Glider, Power, and Wakefield, came only Power and Wakefield. Nordic Glider held its own event in 1957, without the rest, and stayed away here. Wakefield Day was scheduled for Monday August 4, 1958. This year there were 73 contestants, from 22 nations to compete for the Wakefield International Cup.

ROUND 1 TO 4: The Team from Hungary, were being watched with trepidation, George Benedek, famed for his airfoil development, was in the lead with three 180 second maximums. Benedek flew a Wakefield like no other seen before, it was "minimalist" to use a term to describe modern art. It had a high aspect ratio wing configuration, with tip dihedral. A round tubular fuselage of a little more than one inch diameter, and a tapered tubular boom with a combined length of about fifty inches, with a moment arm of about thirty-one and one half inches. The nose moment was only eleven inches, barely enough to receive the propeller blades when they folded. The stabilizer was small, about seventeen percent of the wing area, and the rudder was smaller than usual too. At the launch, Benedek ran forward and javelined his Wakefield into the air with a throw that would have folded the wings of a conventional configuration. The Hungarian Team Manager was unconventional also, not there just to light dethermalizer fuses, his command was the law! He ordered the next Team Member he selected to wind up their Wakefield, and to prepare to launch on his command! It was a display of military discipline!

Team Italy was scoring maximums also, and by round two they had closed to within 9 seconds of the Hungarian Team. This give and take ended in round 4 when Benedek was down in 173 seconds, but the weather changed, and it began to rain at the end of round 4. The leader board does not lie:

1 Benedek	Hungary	713
2 Scardicchio	Italy	681
3 Heimuller	Germany	680
4 Baker	Australia	680
5 Zurad	Poland	656

Only 56 seconds separated first and fifth places, and it was still raining. A great deal was being made of the Hungarian Team, and of Benedek in particular, he could win the Cup! Now the Hungarian Team Manager, with the bearing of a military commander, ordered Benedek to wind up, and then ordered him to launch! Obviously this damnable English weather would never improve! Launch, damn it, Launch! It was away! Climbing well, but of course, into cooling air. Benedek's Wakefield was down in 100 seconds, well now...! Across the line, and down field, was the 1954 Wakefield Champion, working with Bond Baker, they were alone, Alan was Team Australia's Manager, and what he did counted. He reached over and snuffed out Bonds DT fuse, and said "...we'll wait awhile Mate..." Overhead there came a break in the cloud cover, all across the Bedfordshire country side. As a line of sunshine began to dart toward the flight line, Alan told Bond to start winding. Bond Baker packed the turns into the rubber motor, fitted the noseblock into place, and Alan King lit the DT fuse, set to burn for three minutes "... all it would take to win this show, Mate." Now Bond was ready, holding his Wakefield at a steep angle, he threw it into the building air. As Bond's Wakefield climbed the sun burst through the cloud cover, and lit up the scene below, passing sun glow on the apprehensive face of the Hungarian Team Manager, whose thoughts were, we shall never know. Bond's Wakefield continued to climb for one minute, transitioning into a left glide at about 300 feet of altitude, and climbed up for a perfect 180, before dethermalizing. The final leader board looked like this:

Place	Name	Country	Total
1	R S B Baker	AUS	860
2	S Zurad	POL	824
3	R Johansson	SWE	819
4	V Scardicchio	ITA	817
5	G Benedek	HUN	813
6	D R Kennedy	NZL	809
7	G Fea	ITA	793
8	G Lefever	GBR	764
9	L Azor	HUN	763
10	A Gordon	IRL	757

Bond Baker, of Australia was the 1958 Wakefield World Champion. Team Hungary won the Alphonse Penaud Cup as the winning Team. Team USA despite having such veterans as: Herb Kothe, a Team Member in 1955, and 1956, George Reich, who was fourth on the 1953 Team, Sal Cannizzo, and F A Newquist, did no better this time than: 15, 28, 46, and 60th places. Picking air in the rounds, was the problem, luck may have been absent also. For John O'Donnell of Team UK, luck slammed the door in his face when, under full winds, he watched helplessly, as his Wakefield, climbed up, and his feathering propeller disintegrated, clocking in at 8 seconds in round two.

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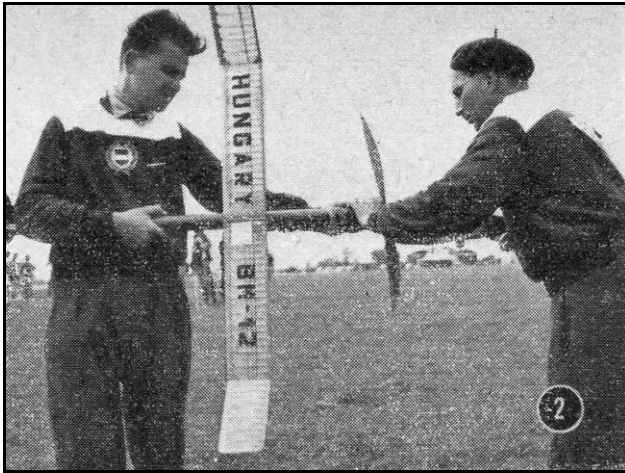
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Charles Dennis Rushing

The following pictures are courtesy Roy tiller and the DBHLibrary



**Alan King, '54 Wake Winner holds for Bond Baker, '58 winner for the last vital flight"
Right, Baker releases for his last and winning flight**



"Gyorgy Benedek adjusts the nose block of his model, assisted by team mate Krizsma, prior to launching for his 4th round flight of 173sec. which appeared to put him in an unassailable position".

Left we have a now clean shaven Bond-Baker happily clutching the spoils of his efforts

(Editors Comment)

Benedek's model was thought to be the forerunner of things to come with it's slender long fuselage made possible by the dropping of the fuselage 'x' section rule.

Looking at the pictures above it appears to my eyes that Bond-Bakers model was not all that dissimilar in proportions to Benedek's.

Letters to the Editor

Dorman Camden

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New Clarion Appreciation

Dear John,

I've received a couple "Dear Johns" in my time on Earth, but never sent one. In all sincerity, I want to thank the good folks of SAM 1066 for the wonderful job done in putting together the best newsletter on the 'net. I've been the fortunate recipient for a year or two and I eagerly await each issue. I've always held the good people of England in high regard for the friendship extended to us colonials through thick and thin. May the Good Lord bless you fine people and be with you always.

Sincerely, Dorman Camden

Laurie Barr - Tracker Spares

I recently lost my charger for my Alinco Transceiver that came from Pym Ruyter some years ago. I emailed him for a spare, but he did not have any.

I surfed the Internet, and got a reply from Alinco Japan, who put me in touch with a newly arrived stockist in the U.K.

For those of you who may need all kinds of Transceiver spares, the new company can be found at.....John Gordon@nevada.co.uk Tel 02392 313090

Laurie Barr



Aeromodeller November 1976

Noises off

A RECENT NEWSPAPER article on Sunday noise nuisance did not give a single mention to the model plane. Just why the model plane should have fallen from grace – or, rather, the reverse – is something of a mystery. It is generally felt that, in spite of silencer development and intense propaganda, it still can compete on more or less level terms with other disturbers of that valued British tradition: the Sunday afternoon nap.

But perhaps a clue comes in the high nuisance value given to mechanical gardening aids. People no longer push the mower or wield the shears, but pop along to the nearest discount house for the latest electrical aids to a speedy coronary. For sheer Sunday suffering they are reputed to have more than the decibel edge on the model plane, particularly as they do the ear massaging at really close quarters, quite different from the usual, *'Go down to the bottom of the garden, and see if you can still hear those model planes . . .'*

Come to think of it, it wouldn't be a bad investment for any group of flyers to distribute such electrical devices to nearby residents *gratis*. Then, when the inevitable maverick gets his unsilenced racing engine going full bore, the noise battered residents will merely mutter, *'It's old McManure, clipping his blasted hedge again . . .'*

On the subject of noise complaints, it often seems ironic to me that people send their minor aggrievements to the very authority which is contemplating siting a motorway bypass through their back gardens. The same authority which, under pressure of complaints, has de-urbanised the radio model, driving it into the wilderness to become the prey of environmentalist, conservationist and ecologist. *'The acoustic effect upon the Greater Spotted Leatherneck is a startling reduction in numbers . . .'* Then everyone gets even more anxious and concerned, even though they have never seen or heard of the Greater Spotted Leatherneck before. You just cannot win.

Small is beautiful

By virtue of sheer excess much of the thrill has gone out of the more spectacular forms of aeromodelling. Everything moves so fast, aerobats so splendidly and looks so authentic that there isn't much you can do to attract attention on the model field. You can try streaking, of course, presenting, as it were, an uncovered version of your own design, but in our climate this would be cold comfort, and you'd be safer doing what is now all the craze – going Jumbo.

I don't know at what spannage a model ceases to be a model and becomes a flying machine, but I do know that an unregistered aircraft must be anchored by a ten foot rope. Looking at some of these Jumbo models I feel it would be safer for all of us if they came into the ten foot rope category. Happily, though, these multi engined monsters exist more in the threat than in the airfield clearing reality. Getting six engines all firing together takes up most of the flying session, whilst the rest of it is devoted to the photographic posing (why are the builders always expected to clutch their hefty craft to their stomachs?), and it's much nicer to hold a smooth, unfledged model than a heap of wreckage.

Just now the C/L and Radio Jumbo-ites are caught up in a competitive inflation spiral, with each faction vying to produce the most enormous model. Just who has the biggest nerve, the chap on the end of the lines, or the one knuckle-whitely clutching his transmitter, it is hard to say, but there is something a bit pathetic about these model colossuses – they should have jet engines but have to make do with craftily concealed piston engines instead. This is because of a condition general throughout the scale model world, known as 'jet-lag'. Though we are now well advanced into the jet age, the model flying is still very much bogged down in the propeller era. Thus, the big model builder is faced with those 'please, it's only a toy' props stuck behind the jet pods, or go vintage with a *Lancaster* or *Dornier Do.X*.

WESSEX TOMBOY LEAGUE 2011

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Chris Hague

Scores after Round 1 held at Cashmoor on Sunday 27 March 2011

The first round of the 2011 Wessex Tomboy League was held by kind invitation of the Wimborne MAC. The weather forecast was good and the flying conditions turned out fine for vintage style models. 13 pilots turned up with Tomboy 36" models and 12 qualified for the fly-off, with flights of over four minutes, during the morning. The early morning haze soon gave way to sunshine and a gentle breeze. The air was buoyant and soon the Tomboys, using only 2cc of fuel, were reaching the limit of clear vision and after a few careful experiments a 30 second delay was decided upon for the fly-off. Models were checked for legality and three models needed some bigger wheels to come up to specification. Nearly all pilots used the increasingly popular MP Jet 040 Classic motor with its standard 2cc ali tank. This motor proved both powerful and easy to start, although one competitor had a very short flight when he launched with the motor running sweetly, but unfortunately, backwards. In the fly-off three pilots, Dave Ashenden, John Myers and Roly Nix failed to get away, James Collis and Paul Netton collided and landed soon after launch, quickly followed by engine guru Derek Collin. John Taylor still using a Mills .75 failed to get his usual decent engine run time and was next to land. Then followed a gap to James Parry and Chris Hague. Third place went to Rick Farrer, who had driven all the up from south Devon, followed by last years winner Tom Airey. Flying with an MP Jet for the first time, congratulations go to Peter Rose who was the convincing winner with his all black model, with a time of 7 min 12 sec.

Wessex Tomboy 36" span league table

		Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Total
1	Peter Rose	10					10
2	Tom Airey	9					9
3	Rick Farrer	8					8
4	Chris Hague	7					7
5	James Parry	6					6
6	John Taylor	5					5
7	Derek Collin	4					4
8	James Collis	3					3
=9	Paul Netton	2					2
=9	Dave Ashenden	2					2
=9	John Myers	2					2
=9	Roly Nix	2					2
13	Bill Longley	1					1

Winner - Peter Rose – time: 7 min 12 sec;



Peter Rose's winning Tomboy 36, MP Jet powered

There were eight entrants in the Tomboy Senior competition with seven qualifying for the fly-off. The event was comprehensively won by Tom Airey, his 48" span Tomboy achieving a massive height with a long but slow climb. The time could have been far longer but when Chris Hague landed after an impressive 10 minute 5 seconds Tom was able to dive for home. Third was Rick Farrer with a new lightweight model, fourth was Derek Collin with his brand new model, flying well on it's first outing. Chips Carpenter, who came fifth, was lucky (or well prepared!) to have a model for the fly-off as he launched earlier in the day without switching on! However, the model had a tracking device fitted, what great foresight! It was then located in no time at all, by all sorts of electrickery, about 2.5 miles away, none the worse for it free flight. Peter Rose and Bill Longley were the remaining two finishers, both suffering from short engine runs.

Our thanks go to our starter for the day, Phil Coupe and his timekeeper Roger. Also to the host club the Wimborne MAC for allowing the use of their flying field.

Wessex Tomboy Senior 48" span league table

		Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Total
1	Tom Airey	10					10
2	Chris Hague	9					9
3	Rick Farrer	8					8
4	Derek Collin	7					7
5	Clive Carpenter	6					6
6	Peter Rose	5					5
7	Bill Longley	4					4
8	Roly Nix	1					1

Winner - Tom Airey – time: 10 min 46 sec;

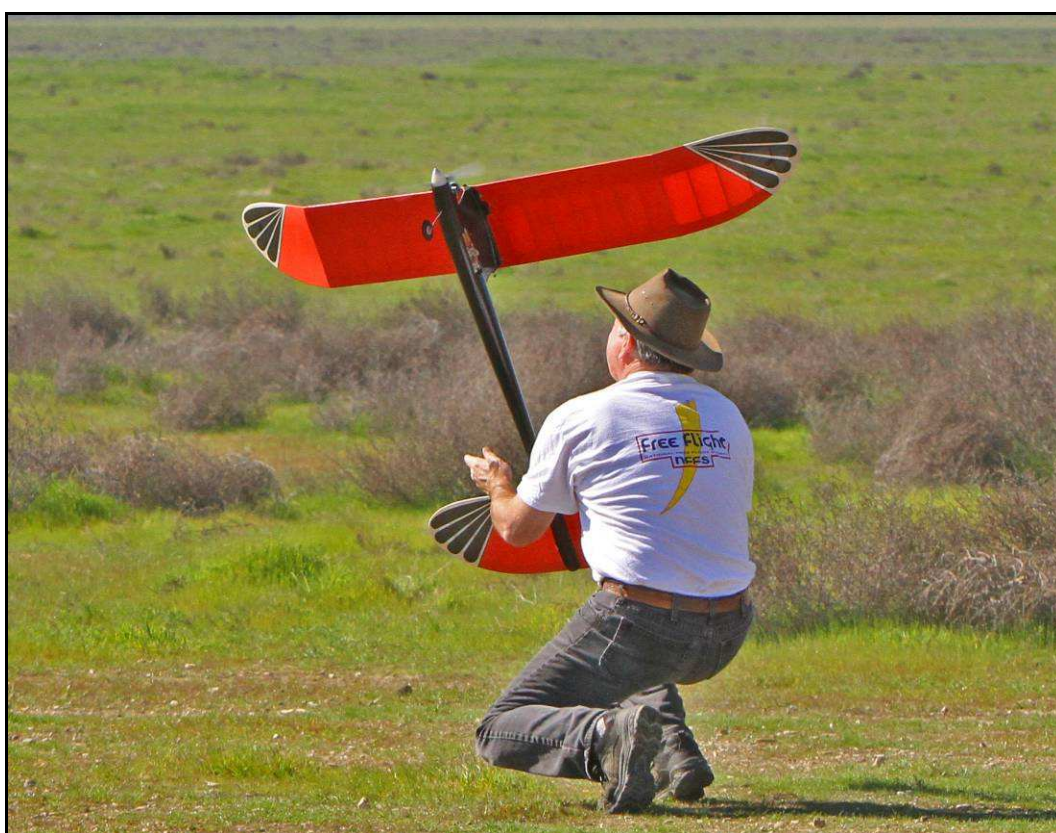


'Chips' Carpenter with his Tomboy Senior

Remember it is the best four scores to count. The next round will be on Sunday 1 May at Templecombe, the site of the Wincanton Falcons. Full details available on our website: www.wessexaml.co.uk

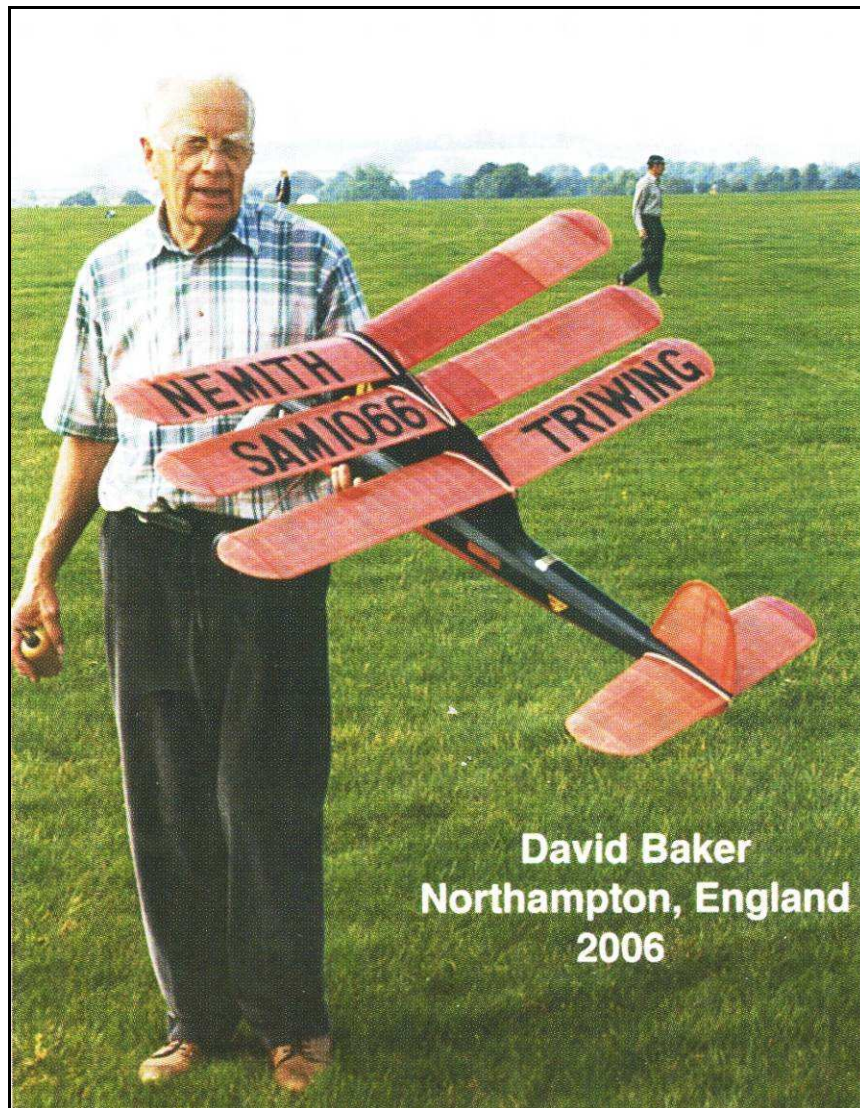
Chris Hague

Picture Gallery



Bruce Hannah, USA, launches his 'Raven'
(picture by Malcolm Cambell Australia)

This model will be the subject of the feature article by Martyn Cowley in the June issue



David Baker
Northampton, England
2006

Lets not forget our Founder David



A 'Korda Gull', another model of Spencer Willis's



**Bob Bailey carefully attaches the wound motor to his EZB
Cardington No1 shed, August 2009**



**Gerard Moore gingerly fits the tailplane to his F1D tail boom
Cardington No 1 shed, August 2009**



Another fuzzy picture, from my archive, after a Sunday morning Combat session in late 50's
Editor left, John Bickerstaffe centre and Ian Lomas right



David Painter with 'Pylos I' - circa 1953/54
On Chalgrove Airfield, once used by Martin Baker for Ejector Seat Testing

Anyone else got any old photos to share?

Aeromodellers Departed



Keith Horry - respected Walsall Club Member

It is with great sadness that I have to report the death of my close friend Keith Horry.

He died at 06:30 on Tuesday 05/04/2011, quite suddenly after an emergency operation on his cardiovascular system.

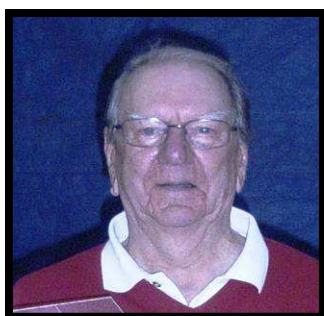
Two weeks prior he had discovered a swelling just below his heart, and it appears that it was his aorta wall weakened by a massive aneurism. He was booked in for an operation on 12/04 2011, but it was obviously too late, and he collapsed going upstairs on Monday night. He was rushed into hospital where surgeons tried all night to save his life, but they lost him.

Keith was the most gentle, humorous and generous man one could possibly come to know, and his expertise in the field of model aircraft, specifically Wakefield types, (Horry) was second to none.

At the Brownhills Indoor Flying meetings, he, and his lovely wife Margaret, were our Treasurers.

We are all missing him already, goodbye old friend, and we send our condolences to Margaret and family.

Tony Eadon-Mills



Laurie Barr - Fellow S.M.A.E.

Another aeromodelling legend has passed on, Laurie died on April 12th. Aged 84

His achievements in modelling both as a hobby and as a business are without parallel.

His successes in aeromodelling are too numerous to list here but for those interested, a more detailed obituary appears in the news section of the BMFA website www.BMFA.com Laurie was always a staunch supporter of SAM 1066 and we will miss him.

R.I.P.

The DBH Library (Magazines)

-

Roy Tiller

Report No 10 U.S.A. Cont.....

Air Trails

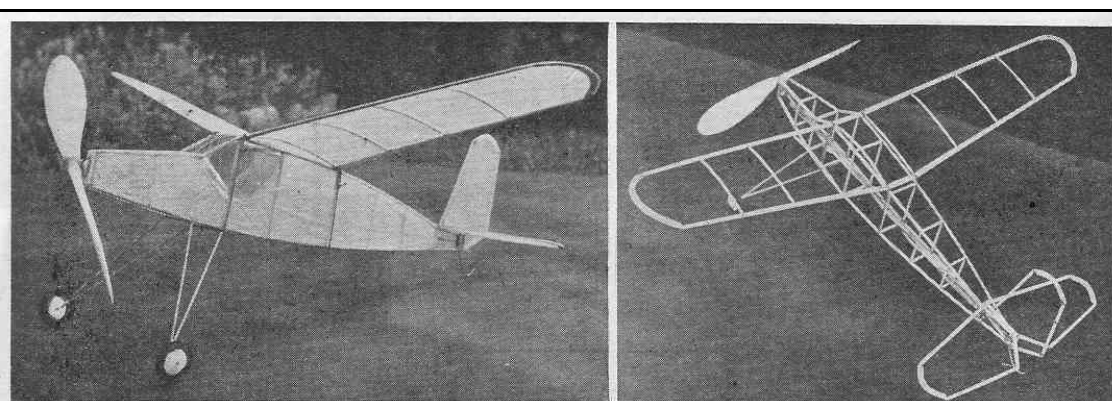
Air Trails started about October 1928. Our first issue is October 1935 and is titled BILL BARNES AIR TRAILS. Bill Barnes being the fictional hero in the main story in each issue. In November 1936 it was titled "Murder over Hollywood". Bill and his mates had some very advanced machinery with which

to deal a deadly blow to the baddies. Also reports of acts of "daring do", landing with no prop and a plane full of screaming women hanging round the pilot's neck.



A MOTOR WENT DEAD. THE PROPELLER FLEW OFF AND CARRIED WITH IT ONE OF THE STEEL WING STRUTS. THE ENTIRE 1919 TRI-MOTOR SHIP VIBRATED. THE WOMEN PASSENGERS BECAME PANIC-STRIKEN. SCREAMING THEY THREW THEIR ARMS ABOUT THE PILOT'S NECK. IN SPITE OF ALL THIS, ACOSTA, THE PILOT MANAGED TO SPIRAL DOWN TO A SAFE LANDING.

On the cover picture is the Hammond Y, a government approved safe light plane for the private owner. Aeromodelling? Yes, a rubber scale Curtiss Hawk by Booton and Pickard, an indoor class B fuselage by Lawrence N. Smithline and the Zephyr lightweight by Gordon Light. Gordon's lightweight's certainly live up to his name and make a Farthing lightweight look like a Warring lightweight. The Zephyr might make a good under 25" for a warm calm day, **article and plans by e-mail if required.**



*One-halfounce of flying fun
for the beginner that will
ride the slightest breeze.*

Lightweight



May 1939, the title is now simply AIR TRAILS, Bill Barnes has outlived his time. We all know what the cover picture depicts, but not a mention can I find inside the magazine. Was it equally obvious to the American readers? Contents 50/50 split between full size and model content. Plans include "The American Zipper" rubber powered by Walter Kahn, supposedly copied for the KeilKraft Orion. November 1942 and the title is AIR TRAILS PICTORIAL, the page size is up to $10 \frac{1}{2} \times 13 \frac{1}{2}$ so I can only show part of the cover. Presumably there was no shortage of paper but one article reads "Exit Balsa - Enter Basswood".



The WPB (war production board?) order M177 freezes all stocks of Balsa. Plans include "Pinch Hitter" a 56in span power job by Plecan and Sherman and the Grumman Wildcat scale rubber by Earl Stahl.

July 1947 another change of title to AIR TRAILS and SCIENCE FRONTIERS, still $10 \frac{1}{2} \times 13 \frac{1}{2}$ so again just part of the cover shown. More pages more adverts but, sorry, not more aeromodelling. The two plans are the Classy speed control-line model by Jack Norris and the Aero Car a "power class C thermal hunter with a touch of realism" by Edmond Hammitt.



Air Trails story to be continued next month.

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

WANTED

Any Air Trails in its various forms to add to the collection.

FOR SALE

Magazines various.

Advise me of your interest and view at Middle Wallop

Contact. Roy Tiller

Tel. No. 01202 511309

e-mail roy.tiller@ntlworld.com

Vintage Clarion

-

John Andrews

I was doing a little house keeping on my computer and archiving files onto disc to unclog the hard drive when I noticed that I had files from the old hard copy Clarion that David Baker used to produce. I thought I had lost all these as I gave my old computer to David many moons ago. The files are from 2003, so I thought that they might be vintage enough to run by you all again and see what may have changed in the interval.

This is the earliest from, I suspect February 2003 Clarion

John Andrews - Goes Indoors - Part 1

I think I have mentioned before that I get writers block, that's fancy talk for "don't know what to write about". However, after a bit of head scratching, it occurred to me that this time of year I start doing the rounds of the Sports Centre Indoor Meetings so I'll inflict some of my thoughts and experiences of this sphere of aeromodelling onto your good selves.

I have tried to get to as many different venues as I can, to date I have visited the following Sports Centres: Coventry, Oadby, Nottingham, Bicester, Oxford, Wallingford, Swindon, Oundle, Cradley Heath, Alumwell, Impington and Moulton. They are all excellent facilities, two of the larger ones are Swindon and Alumwell which I think are 10 badminton court size. I fortunately live in Rugby which is close to the M1 and M6 motorways which enables me to get to most of the venues in an hour or so.

Lets get vintage to start with, I think I mentioned in my first attempt at Clarion fodder that the Rugby Model Engineering Society Aeronautical Section (if you want a club name get a good one) had an indoor club night in the local scouts HQ in about 1950. Apart from the suicidal jetex RTP speed model I did not feature with any distinction in the evenings activities. Around that era the club also had a static display at a local hobbies exhibition and during the day we gave RTP demo's using our outdoor rubber jobs with the motors restranded to half cross section. We managed flights of around two minutes or so if memory serves correctly, can you picture an eight ounce Wakefield fizzing round on 10ft of cotton thread with a safety pin through the wing tip.

Indoor flying did not feature in my modelling activities again until around 1970. I was well into radio control flying by this time and had been working for the Dunlop Aviation Division for a couple of years when a group of us started messing about during the lunch hour flying indoor models, free flight that is, in empty factory buildings.

Counting up there were at least seven of us as I recall, I seem to have the knack of interesting folk in various activities that I follow. Previously I had run an interdepartmental cricket team and a smallbore rifle team at the AEI Rugby Engineering Works.

Back to Dunlop, there must have been an article and plan in the *Aeromodeller* for I built an Easy B with condenser tissue covering and eventually managed a 2min. 40sec. flight. This was achieved by the fluke of launching from floor level, climbing up to the roof truss, banging on it and diving back down, recovery at floor level, then back up to roof truss for the second time to complete the flight with a good let down over a clear floor space.

We built one or two odd ball things, I remember a helicopter built by Mick Blunt (he got me into match fishing but that is another story, I did win my first fishing match though' with the Dunlop Angling Club at goose tree corner over towards Ely. I bagged 14lbs of bream).

Digressed again did I not. Mick's copter was a 12" built up square tube fuze with built up rotors top and bottom. He had, I think, one loop of 1/4 for the motor which was no use at all so we doubled it and wound it up. Mick held the two rotors then released, the copter wobbled for a second or so then up she went quite sedately to the roof.. Now the roof was a typical factory zigzag and the copter squared itself up on the slope and began to walk along the ceiling. We waited for its arrival at the roof truss at the end of the bay. No problem for the chopper, the rotor stopped, the chopper dropped down, walked under the truss, up the other side and walked on through the next bay. One more bay and she ran out of steam and down to the floor, Mick was more than pleased, he'd only built one other model before.

I built a rather heavy ornithopter and once again the 1/4 motor required doubling. It startled a welder one lunch hour on its one and only successful flight by fluttering by him whilst he was still welding, he was still under his mask and didn't hear it coming. Next flight it just blew apart when we piled on the turns. We had quite a good run until we ran out of buildings to fly in. In the process I had crossed swords with microfilm, scum round the bath, cellulose smell through the house, and an irate first wife. I did manage to cover a model though' and it was very satisfying to have achieved it using only dope and castor oil. When eventually activities petered out, the remaining models were confined to the loft. The EZB in a cardboard box and the microfilm job in a very old suitcase.

Indoor did not raise its head again until late 1996 or early 1997. I had retired, got fed up with radio, started free-flight again, re-met Peter Martin and was into vintage. Peter was promoting informal vintage meets during the winter months on Warwick Race Course at that time and one afternoon he mentioned that he was going to Coventry Sports Centre on the next Saturday evening to fly indoor. "Great" says I, "I think I have got two up in the loft somewhere."

Up into the loft goes I and emerges with the cardboard box and the old suitcase. This was a miracle in itself, since I had last seen them I had been divorced, remarried and moved house. The EZB emerged intact from the cardboard box complete with a packet of Micro-X rubber. The rubber must have come from Laurie Barr in the seventies, I seem to recall that he supplied bits and bobs in those days. The microfilm job however was a different story, the rolled tube fuselage and balsa prop were the only recognisable bits, the wing and tail were little piles of sticks with little or no evidence of microfilm covering. I re-assembled the framework and covered with pink and blue tissue. It must have looked very pretty because it was photographed on my first visit to Cardington later that year and appeared in the *Aeromodeller*. The effect was spoiled though, it was in black and white.

I had a really good time with the Coventry lads and the indoor bug bit me. I built three or four condenser tissue EZB's and a Penny Plane or two. Coventry ran several meetings through the 96/97 winter and I honed my skills to a level of mediocrity such that I contacted Laurie Barr and extracted details of indoor meetings at the hallowed halls of Cardington. I keep an A4 indoor logbook (don't you just hate people who are organised) and it records that on April 13th.1997 I paid my first visit to No.1 hangar. That first visit was a real eye-opener but I'll keep Cardington exploits for next month.

My indoor interest continued to expand and after I procured some Mylar from Mike Woodhouse things began to look better. Eventually I managed a 5 minute flight with a large Mylar covered job using the old rolled tube fuz from the original Dunlop model, incidentally I am still using that fuselage (waste not want not). In the early days the Coventry lads were flying Hanger Rats and having informal competitions so I badgered Brian Roberts for a plan. I built mine and on Brian's advice added a little more down-thrust than the plan. I also put some under camber on the prop I just could not bring myself to make a flat plate prop.



Author with winning Hanger Rat

*I first flew the Rat at Coventry on Dec.5th.98 with conspicuous failure.
My logbook reads as follows*

*Comment 'No proper flights, dived in when motor ran down'.
The next outing however was a different story, logbook details as below*

Coventry 9th. Jan 99			
Motor	Turns	Time	Comment
1/8 x 18"	1000	2-14	More down-thrust, Pinned posts
"	1200	2-18	With time out for hang up
1/8 x 20"	1600	-	Hung up
1/8 x 20"	1600	2-46	Banger

I had increased the down-thrust, I don't remember what the 'pinned posts' means, I assume that as I had made the wing removable with tissue tubes, they may have been a little slack. John boy had made the winning flight and went home a happy bunny.

I don't fly at Coventry any more as around 1999 indoor radio was beginning to become popular and as more and more people were flying it it became unrealistic to mix free flight and radio. My last visit to Coventry resulted in my Polystyrene Hanger Rat being chopped into pieces by a tethered electric helicopter. The radio boys now have sufficient support to run their own meetings so its free flight only meetings for me now.

For anyone who is contemplating indoor free flight for the first time I would strongly recommend starting with the Hanger Rat. It's big enough to make trimming reasonably easy and strong enough to take more than a little abuse. It can be flown on 1/8 rubber strip which makes motors easy to get. John Hook can supply Kits and ready builds and he attends a lot of indoor events so visit one and get going. The best results from a Rat will always come from a scratch built one to plan. The plan was re-published in the Aeromodeller Vol.63 No.757 Nov./Dec. 1998.

Advice I would give on Hanger Rat construction is :-

- a. *Build in at least 5 degrees of downthrust*
- b. *Make wings plug-in using tissue or flattened alloy tubes.*
- c. *Fly in R/H circles with about 20 degrees of rudder.*
- d. *Have obvious wash-in on R/H wing, say 1/4" down at T/E.*
- e. *Don't forget the pilot, I've got John Hook piloting my Poly Rat,
(I fitted him for John's Birthday Bash at Swindon last year)*

If you want maximum performance then build as light as you dare, leave out the wing braces and use single cabane struts in the centre.

I think four pages is as much as you lads can take in one dose, I'll quit now and next month I'll put you to sleep with my exploits in the Cardington Airship Sheds, the Mecca of indoor flying.

Well what do you make of that, it brought back a few old memories from my indoor exploits whilst I was still at work. The most significant thing from my point of view is that my times with that old '*Hanger Rat*' are better than I'm getting in the competition at Thorns at the moment. It must be due to the under camber I built into the prop I suppose, annoying though.

John Andrews

Lost & Found

Found:

A Biotrack transmitter has been found on Salsbury plain. to claim this please contact Bernard Aslett .

Wakefield Centenary

Martyn Cowley

100 year Anniversary of Wakefield Cup event:

Gary Hinze has created an interesting website publicizing the celebration of the 100 year Anniversary of first Wakefield Cup event, held in 1911, with an International Postal Competition for re-created models of that era. At this site, Gary has gathered some considerable new research on the winners and models from the very early years, to build upon the record in Charles Dennis Rushing's excellent book, on the history of the Wakefield Cup (excepts of which have been published in recent past months in the New Clarion):

<http://www.endlesslift.com/2011/04/wakefield-challenge-cup-competition-centennial/>

I understand from Gary that he also intends to make his website a focal point for more broadly gathering the, as yet, unrecorded history of the Wakefield event from participants and attendees from around the World, who were there at past Wakefield events, with reminiscences, photos, plans and other records of events, while such memories of the early days can still be recalled. Please help spread the word, and dig out any original historic material you have to forward to Gary, to help compile the legacy of the Wakefield Cup.

Martyn Cowley

2011 WESSEX TOMBOY LEAGUE COMPETITION updated 1 February 2011

March 27th Sunday	Wessex League	Tomboy Round 1	WMAC	Cashmoor
May 1st Sunday	Wessex League	Tomboy Round 2	Wincanton Falcons	Templecombe
June 5th Sunday	Wessex League	Tomboy Round 3	venue to be	advised
July 17th Sunday	Wessex League	Tomboy Round 4	SMFC	Flamstone Farm
October 1st Saturday	Wessex League	Tomboy Round 5	WMAC	Cashmoor

Best 4 scores to count.

Note: Dates are provisional and subject to change. Please check before travelling.

Chris Hague/James Parry

2011 WESSEX LEAGUE CONTROL LINE MINI SPEED COMPETITION

A simple formula using plain bearing 1.5cc diesel engines,
3 warm-up laps and timing over 5 laps.

Click on www.wessexaml.co.uk to find out more.

April				
Sunday 24	Wessex League	Speed event 1	SAM 1066	Middle Wallop
May				
Sunday 8	Wessex League	Speed event 2	SAM 1066	Middle Wallop
July				
Sunday 3	Wessex League	Speed event 3	WMAC	Cashmoor
August				
Sunday 28	Wessex League	Speed event 4	SAM 1066	Middle Wallop
October				
Sunday 16	Wessex League	Speed event 5 – The Final	WMAC	Cashmoor

When not attending a listed event then monthly speed scores, April to September, can be registered with James Parry or Chris Hague. See rules page on the website for full details.

Best 4 scores to count.

Note: Dates are provisional and subject to change. Please check before travelling.

Chris Hague/James Parry

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

May 7th



Sep 17th; Oct 15th; Nov 12th; Dec 10th

2012 dates

Jan 7th; Feb 4th; Mar 3rd.

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:

May 14th; June 11th
Sep 10th; Oct 8th; Nov 5th; Dec 3rd.

2012 dates

Jan 14th; Feb 11th; Mar 10th;
Apl 7th; May 12th; Jun 9th.

Contact:- Tony Eadon-Mills

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

Lulu 2011 International Postal Competition

April 1st. - October 31st. 2011.

Rules - Models must be John Barkers 50" Lulu, Nexus plan G338 or the 30" Lulu baby, or any scaled down version of 50" Lulu. I can supply a plan and suggested modifications help sheet if required. Also the Lulu baby plan.

Permitted alterations :- auto rudder, dethermaliser, towhook repositioned or adjustable, strengthening of main spar, mylar or plastic covering (if you must).

Help sheet of notes on above available.

Towline

Length of 50 metres (164ft) or bungee of 50 metres containing an elastic element of 12 metres. (39.5ft.)

Flights

3x90 seconds. If 3 maxes are scored make a further flight of unlimited duration. The first 3 flights must be made on the same day and may be doubled up from another competition. The flyoff flight may be made at a later date. Two attempts per flight - an attempt is a flight of 20secs. or less or a non-scoring attempt (i.e a tow in - model still attached to line). Flights must be nominated to a timekeeper beforehand. One entry per person only. No builder of the model applies. More than one person can use the same model or indeed a whole family. Lone fliers can self launch and time.

Prizes

A guaranteed 1st. prize of £75 pounds and prizes for 2nd. and 3rd. and a prize for the hardest luck story or an exceptional flight if deemed appropriate. Donations gratefully accepted and acknowledged.

Send scoresheet

To :- Jane Howick, Knoll House, 69 The Street, Hindringham, Fakenham, Norfolk, NR21 OPR. or e-mail to m.howick@btinternet.com. Any anecdotes or photos welcome. I hope you will participate - and have fun and many satisfying flights. Please make sure entries received by Nov. 15th. 2011.

Lulu 2011 Scoresheet

Name.....Date flown.....Location.....

Flight (1).....secs.	Actual.....secs.	<u>Address</u>
Flight (2).....secs.	Actual.....secs.
Flight (3).....secs.	Actual.....secs.
Flyoff.....secs.	
Total-

N.B. Actual flight time is required as it may win the longest or exceptional flight prize.

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, Wootton 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 th & 31 st .
August:	6 th & 7 th ,	13 th & 14 th ,	20 th & 21 st ,	27 th & 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 th & 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**

Because of MOD licence requirements no dogs are allowed .

For further information contact:

[C/L] James Parry, 01202625825, email. JamesIParry@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



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.

BMFA 2011 Indoor National Championships **At Boulby Potash Mine, North Yorkshire.** **Saturday & Sunday 18th & 19th June 2011**

This year the Indoor Nationals are to be held at last years venue, the 65ft high domed sports structure situated a few miles North of Whitby at Boulby Potash Mine. The flying format will be similar to last year but still retaining all of the regular classes including this years ITC Challenge Trophy (awarded to the winner of the Legal Eagle event). The Dome has 50ft of clear flying height with a good floor space. Both days will be carefully organised to accommodate all with rounds set up for the various classes.

The Classes range from the International Class of F1D to the popular Penny Plane through to the ever appealing Gymminie Cricket. Spectators, fun fliers and youngsters are as usual encouraged to join us and enjoy the proceedings. Many thanks to Cleveland Potash Limited who have kindly offered us the use of this wonderful building to hold this year's BMFA Indoor National Championships.

Flying will be flown in rounds – competition flying will be from 10am through to 5pm Saturday & Sunday. Trimming & other fun flying will be permitted on all days but may be restricted by the Contest Director throughout the day.

Pre Registration is essential

All wishing to attend, including spectators please complete the pre registration & entry form by the required date on the form, entry will not be allowed without.

We would kindly ask all those wishing to attend to complete the pre registration & entry form in order that we can minimise logistical complications on the day/s.

Gym shoes or other suitable footwear should be worn and tables and chairs are **not** available. Other helpful information may be found on the BMFA website

<http://www.bmfa.org/tech/indoor/index>

Saturday

(entry from 9am flying through to 5pm (doors close at 6pm after Prize giving)

L.P.P, F1M, No-Cal, F1L, Gymminie Cricket , Legal Eagle
(All full motors) & F1N (HLG).

Sunday

(entry from 9am flying through until 5pm - Prize giving at 5-30pm

F1D (1/3rdmotors) , 35cm & LRS (Full motors)

Cleveland Potash Ltd.

Boulby Mine. Loftus, Saltburn by the Sea. Cleveland. TS13 4UZ

itc@bmfa.org

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.



TIMPERLEY MODEL FLYERS WEEKEND

Barkston Heath 13th/14th August 2011

F/F sport flyers welcome. Airfield charge applies. BMFA membership is required.

Saturday 13th---Timperley Saturday

Free Flight Contests. 10am-5pm. To BMFA or SAM35 rules.

Mini-Vintage. Combined Tailless. Combined Vintage Wakefield.

Straight tow glider (below A2 size 75m tow-line, A2 and above 50m line)

25in-Rubber (max 25in span, 8in freewheel prop, 2 leg u/c)

Cabin-power-ratio (ratio of flight time to motor run)

Sunday 14th---Timperley Gala

Free Flight Contests. 10am-5.30pm. To BMFA rules.

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

Vintage (power engine run 15sec). Combined HLG/CLG.

Contact---Gerry Ferer. 0161.928.4955. timperleyMF@hotmail.com

16th Peterborough Flying Aces Nationals

Sunday 4th Sept 2011

at Ferry Meadows, Nene Park, Peterborough, PE2 5UU .

Open Rubber Scale: Scale competition flown to Masfield rules

Open CO2/Electric Scale: "Stand off" scale against plan, plus flight profile of launch/flight/landing.

Any CO2 motor/tank permitted.

Kit Scale: ANY kit model, rubber powered, span 30" or less. Model judged against kit plan only.

Jetex/Rapier Authentic Scale Judged against model plan and flight profile

Jetex/Rapier Profile Scale Judged against model plan and flight profile

P-20. 20" span and length. Maximum 8" dia. plastic prop, 6 gram motors (may be external)

"Junior Miss" Rubber Duration comp. for Vic Smeed's classic design. 6 gram motor. Folding prop not essential. Note! If fitted with an 8"dia (max.) plastic prop model can also be flown in P20 event. If you cannot find a copy of the plan contact Brian Waterland on 01778 343722.

Open Rubber Rise Off Water Rubber Duration for floatplanes and flying boats on our 100 sq ft pond

Cloud Tramp 5 flights to Max agreed on day. Precision Fly Off if required

Jetex/Rapier Duration

Frog Senior Rubber Power Duration For plan send A4 sae with 1st class stamp

To: Marc Ashby, Thatched Cottage, Church Road, Leverington, Wisbech PE13 5DE

Catapult Glider

Duration Rubber Ratio Any rubber powered model with wing span 16" to 25" span (wing tip to wing tip).

Flight score is total time in seconds (from three flights) divided by wing span (tip to tip) in inches.

Table Top Precision: Precision flight time event. Model must Rise Off Table of 1 metre diameter.

Electric Precision Precision flight time contest for any electric powered model

Silent Ebenezer Cartoon profile models of semi-scale appearance. Flat plate wing section.

Power to be electric, CO2 or rubber.

Flying Swarm A mass launch for non electric models entered into any event during the day.

Last model down is the winner.

Concours

Young Flying Aces Any flyer who is less than 16 years old on 5th September 2010 will be awarded a 25% handicap advantage in all events.

Awards - Wine for 1st, scrolls for 1st, 2nd and 3rd **Exclusions** - No I/C or radio flying of any type.

Proof of Insurance required for all flyers

Parking free before 10.00 am. Grass flying site. Toilets, café and Park Visitors Centre.

Revel in the special atmosphere created at the biggest outdoor small scale F/F meeting in Europe.

For more details of events visit the Peterborough MFC Website at <http://Peterboroughmfc.org>

OR contact Marc Ashby 01945 461392 or Brian Waterland 01778 343722

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 (<i>Dec 2010</i>)
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.hamshire.org.uk
SAM 35 -	www.sam35.org
Martyn Pressnell -	www.martyn.pressnell.btinternet.co.uk
X-List Plans -	www.xlistplans.demon.co.uk
National Free Flight Society (USA) -	www.freeflight.org
Ray Alban -	www.vintagemodellairplane.com
David Lloyd-Jones -	www.magazinesandbooks.co.uk
Belair Kits -	www.belairkits.com
John Andrews -	www.freewebs.com/johnandrewsaeromodeller
Wessex Aeromodellers -	www.wessexaml.co.uk
US SAM website -	www.antiquemodeler.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