

	<h1 style="text-align: center; color: red;">NEW Clarion</h1> <h2 style="text-align: center; color: red;">SAM 1066 newsletter</h2>	<b>Issue 08.06</b>
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**SAM 1066 WEBSITE — WWW.SAM1066.ORG**

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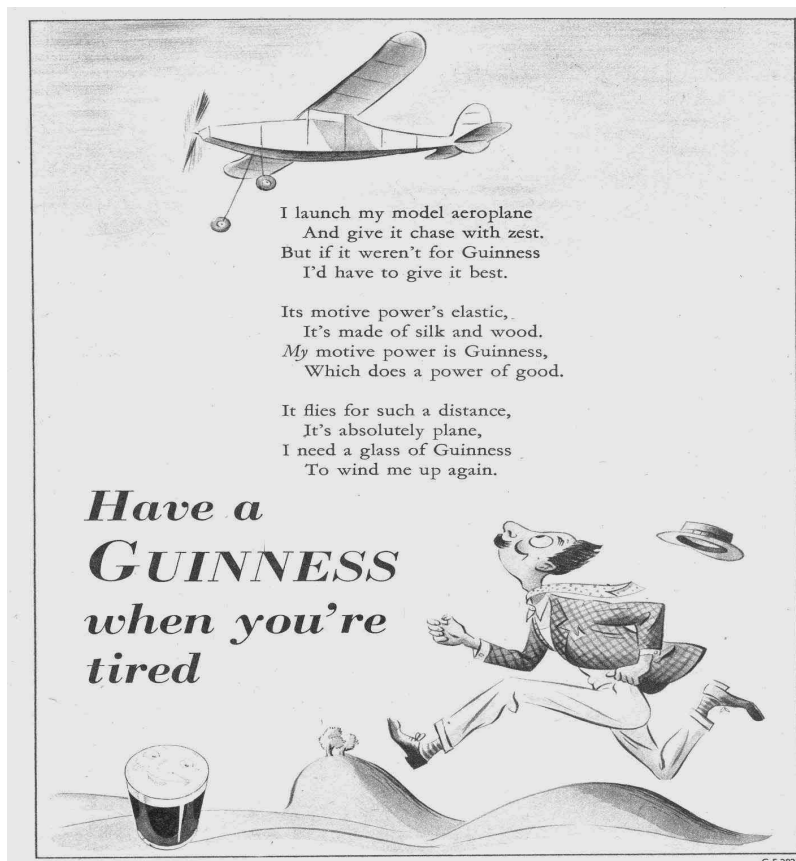
## EDITORIAL

Following on from John Close's survey of tailless power models, in last month's edition, we have a listing of power tailless designs with notes on each. The story of the Wakefield

Cup continues. 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.

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

If your energy levels for retrieving models are difficult to sustain, perhaps this is the answer!



## **SAM 1066 Euro Champs 23<sup>rd</sup>-25<sup>th</sup> 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](http://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.

## Floatplane and flying boat event - Middle Wallop - Sun 24<sup>th</sup> August



This event is being resurrected by John White and is open to rubber powered Vintage models with either two or more floats (Floatplanes) or supported unaided by its fuselage or hull (Flying boats).

*NOTE: The builder of the model rule applies to this event.*

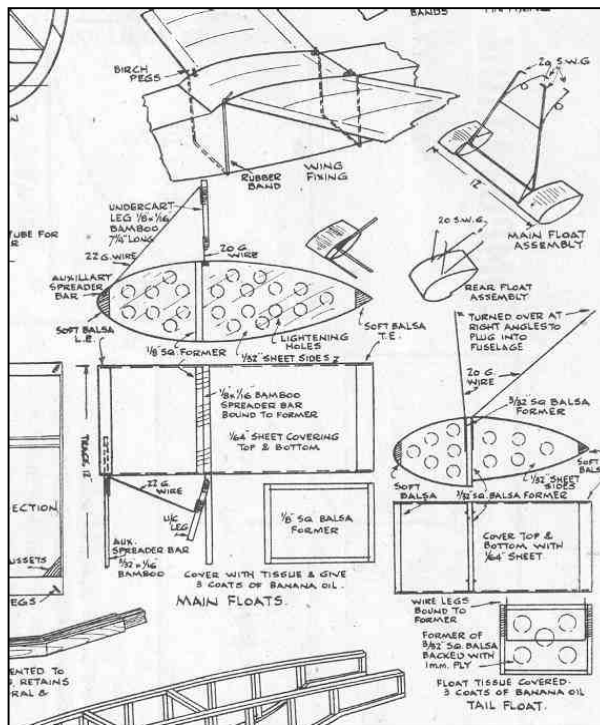
It would be nice to see a strong entry in these classes and there is plenty of time to convert that redundant ROG model or to knock-up a new model before August.

Refer to website [www.sam1066.org](http://www.sam1066.org) for full details.

I intend to have a go and to this end I have made a set of floats based on those designed by Ron Warring for Percy III (*Aeromodeller* Aug 1942). Percy has approximately the same dimensions as Vic Smeed's Aprilia and so I have fitted them in place of the wheeled undercarriage.

These floats would appear to be ideal for converting any fixed undercarriage Wakefield into a floatplane.

As my Aprila has a plug-in wheeled undercarriage I have arranged the float assembly to use the same mounting points.



All I need now is a big 'puddle' for test flying!

## SE AREA BMFA Spring Gala - RAF Odiham - 18<sup>th</sup> May

All events 3 flights x 1:30 max. except HLG/Catapult 7 flights x 1:00

Thanks to the efforts of Peter Carter and the newly appointed RAF liaison officer, Al Sparks, the traditional Spring Gala at Odiham took place as usual, with John Thompson taking on the role of CD.

Due to some recent personnel changes at the base, it took considerable effort and determination to conclude all the arrangements in time, but I think that all the competitors would agree that it was worth the effort.

The wind direction wasn't very co-operative, but by setting a realistic max. everyone seemed to be satisfied.

CD John Thompson decided on a DT fly-offs to avoid the necessity of retrieving from the surrounding fields of rape etc.

In recognition of the many years that Mike Kemp organized and ran this event, a new trophy - The Mike Kemp Memorial Plaque - was presented to the Gala Champion, by Mike's widow Ginny.

#### 4 oz/8 oz Wakefield results - see Wakefield League

#### F1G (Coupe d'Hiver)

1	Peter Hall	5:56
2	Andrew Longhurst	5:24
3	Peter Tolhurst	4:54

#### Lightweight Rubber

1	Ted Tyson	4:30 + 2:02
2	Neil Allen	4:30 + 1:55
3	Peter Jackson	4:30 + 1:30

#### Vintage/Classic Glider

1	D. Brawn	4:30 + 2:03
2	D. Etherton	4:30 + 1:21
3	Vic Driscoll	4:30

#### Vintage HLG/Catapult Glider

1	Ted Horsey	5:09
2	Peter Tolhurst	4:57
3	Ted Hopgood	4:08

#### Tailless

1	Roy Tiller	2:58
2	Vic Willson	1:55

### Gala Champion (Mike Kemp Memorial Plaque)



*2007 Roy Tiller and the late Mike Kemp at Odiham*

*2008 Roy receiving the plaque from Ginny Kemp and John Thompson*



## OXFORD MFC RALLY - PORTMEADOW - 31<sup>ST</sup> June/1<sup>ST</sup> July

This popular event, organized by Andy Crisp and the Oxford MFC was blessed with good flying conditions - a light breeze all day, albeit in a slightly awkward direction (towards the river).

However, the drift was generally quite gentle and so a 2 min. max was comfortably acceptable.

This meeting (and the others on this site) have a special atmosphere which tends to be lost on a large aerodrome. My theory is this; because cars cannot be brought to the flight line everyone is concentrated in a small area and so 'social' contact is much more prevalent. Everyone has to carry all they need to the flight line and therefore there is more chance of people borrowing equipment from each other etc. and the whole scene is reminiscent of the 1950's.

Despite the obvious hazards of the London to Birmingham railway, Oxford canal, river Thames and a housing estate (noted for its ability to swallow up models), this is one of my favorite flying sites!

### SATURDAY - Champagne fly-offs

#### A1 (F1H) Glider

1 <sup>st</sup>	R. Heap	Biggles	4:15
2 <sup>nd</sup>	K. Best	Birmingham	3:14
3 <sup>rd</sup>	S. Darmon	Birmingham	2:58

#### Coupe d'Hiver (F1G)

1 <sup>st</sup>	D. Greaves	B + W	Max. + 3:40
2 <sup>nd</sup>	G. Beal	Morley	Max. + 3:00
3 <sup>rd</sup>	J. Paton	Oxford	Max. + 2:59

#### HLG/Catapult

1 <sup>st</sup>	S. Brewer	Biggles	4:01
2 <sup>nd</sup>	P. Tolhurst	Hayes	3:17
3 <sup>rd</sup>	L.Marks	Oxford	2:48

### SUNDAY

#### A1 (F1H)

1 <sup>st</sup>	J. Cooper	Biggles	Max. + 2:14
2 <sup>nd</sup>	M. Cook	Crawley	Max. + 1:48
3 <sup>rd</sup>	K. Best	Birmingham	Max. + 1:09

## Coupe d'Hiver (F1G)

1 <sup>st</sup>	D. Greaves	B + W	Max. + 4:30
2 <sup>nd</sup>	T. Grey	Maidstone	Max. + 3:59
3 <sup>rd</sup>	P. Brown	CM	Max. + 2:23

## E30/P30/CO2

1 <sup>st</sup>	A. Longhurst	SAM 35	Max. + 5:25
2 <sup>nd</sup>	C. Strachan	Biggles	Max. + 4:32
3 <sup>rd</sup>	P. Lang	Maidstone	Max. + 3:47

## Vintage Rubber

1 <sup>st</sup>	D. Taylor	Grantham	Senator	Max. + 5:07
2 <sup>nd</sup>	M. Turner	Walsall	Blackpool Rock	Max. + 4:42
3 <sup>rd</sup>	V. Willson	Crookham	Buckeridge	Max. + 3:19

## Vintage Glider

1 <sup>st</sup>	R. Kimber	SAM 35	Sfinx	5:24
2 <sup>nd</sup>	G Beal	Morley	Dovorian	5:12
3 <sup>rd</sup>	E. Ashcroft	SAM 35	Nord	5:00

## Classic Glider

1 <sup>st</sup>	S. Darmon	Birmingham	Tideswell	6:00
2 <sup>nd</sup>	D. Brawn	Biggles	Shorty	5:33
3 <sup>rd</sup>	E. Ashcroft	Sam 35	Shorty	5:04

## Tailless

1 <sup>st</sup>	A. Longhurst	CM	Pipistrelle GTi	5:54
2 <sup>nd</sup>	V. Willson	Crookham	Vortic I	5:46
3 <sup>rd</sup>	J. White	Croydon	OD	3:41

## HLG/Catapult

1 <sup>st</sup>	M. Page	Peterborough	5:35
2 <sup>nd</sup>	S. Brewer	Biggles	4:53
3 <sup>rd</sup>	M. Cook	Crawley	4:45

## WAKEFIELD LEAGUE

The qualifying events for the league are disappearing fast! We have now reached the halfway stage and the remainder of the calendar is as follows:

East Anglian Gala - RAF Sculthorpe

Sun 20<sup>th</sup> July

Timperley Gala - RAF Barkston Heath

Sat 16<sup>th</sup> August

SAM Euro Champs - Middle Wallop

8 oz - Sun 24<sup>th</sup> August/4 oz - Mon 25<sup>th</sup> August

The second qualifying event of the season at RAF Odiham was held in quite good flying conditions, but the wind direction and the limitations of the site meant that the max. was set at 1:30 and most fliers opted to DT early, rather than risk their model going out of the field; retrieval in this case being a protracted business.

### RAF ODIHAM - 18<sup>th</sup> May

#### 4 oz (3 Recorded scores)

POSITION	COMPETITOR	SCORE	'BONUS'	TOTAL
1	Roy Tiller	3	2	5
2	Bob Taylor	2	1	3
3	John Minshull	1	0	1

#### 8 oz (4 Recorded scores)

POSITION	COMPETITOR	SCORE	'BONUS'	TOTAL
1	L. Lancaster	4	3	7
2	Vic Willson	3	2	5
3	David Beales	2	1	3
4	Peter Jackson	1	0	1

If the Croydon Wakefield day at Middle Wallop was cursed with very poor weather conditions then the third event of the season at the Nationals was scourged with even windier conditions. However, John and Kath Wingate with the assistance of John Andrews managed to run the competition successfully - many thanks. The scores were as follows:

### BMFA Nationals, RAF Barkston Heath 24<sup>th</sup> May

#### 4 oz (3 Recorded scores)

POSITION	COMPETITOR	SCORE	'BONUS'	TOTAL
1	J. Knight	3	2	5
2	Terry Ellison	2	1	3
3	R. Brownson	1	0	1

**8 oz (5 Recorded scores)**

POSITION	COMPETITOR	SCORE	'BONUS'	TOTAL
1	Reg Biddlecombe	5	4	9
2	Terry Rushby	4	3	7
3	Peter Jackson	3	2	5
4	Ray Elliott	2	1	3
5	J. Knight	1	0	1

**At this half way stage the league positions are as follows:**

**4 oz**

1	Chris Strachan	11
2=	John Minshull	10
2=	Bob Taylor	10
4	John Knight	6
5=	Peter Jackson	5
5=	Roy Tiller	5
7=	Mike Marshall	3
7=	Terry Ellison	3
9	R. Brownson	1

**8 oz**

1	Vic Willson	26
2=	Peter Michel	25
2=	Ron Marking	25
2=	Peter Jackson	25
5	Mike Marshall	17
6	David Beales	16
7	Ted Tyson	15
8	Ray Elliott	14
9=	Chris Chapman	9
9=	Reg Biddlecombe	9
11=	Ed Bennett	7
11=	J. Lancaster	7
11=	Tony Rushby	7
14	John White	5
15=	Chris Strachan	3
15=	Tony Thorn	3
17	J. Knight	1

## The Wakefield Cup - cribbed by John Andrews

### 1911 Wakefield Cup Winner - E W Twining, Great Britain - by Charles Dennis Rushing

From a letter written by E W Twining appearing in articles printed in Newnes Practical Mechanics in March, 1949, and 1950, and in July 1950:

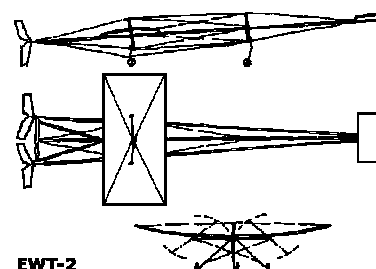
"... July 5, 1911 ... There came another competition at the Palace. Again a challenge cup, but this time a large magnificent object in silver gilt. It looked as though it were made of solid gold! It became known as the WAKEFIELD CUP, and was put up by Sir Charles Wakefield, afterwards known as Lord Wakefield (of Hythe). The competition was for endurance of flight, but with a very important difference: the machines were not launched by hand, but must rise from the ground under their own power, and points were awarded for shortness of run before take-off, for stability, and for time of flight ... I was given number 13 ... My duration (for the first flight) ... was 63 seconds ... I won the Cup ... and Charles Wakefield presented it. Just what happened to the original Wakefield Cup, I do not know. The Wakefield Cup was won by another member in 1912, and, I believe, in 1913 and in 1914 it went to a Dutch or Belgian competitor." E W Twining also was the first winner of the Gamage Cup!

Actually the original Wakefield Gold Cup was last won by Leonard Slatter in 1913. This is the same person who in 1914 became Air Marshall RAF: Sir L H Slatter, KBE, CB, DSD, DFC (Author: one wonders where this original Wakefield Cup is today, can it still be hidden somewhere in England, in a corner of the Slatter residence? A search for this Cup should be made immediately. If it is found, why can't it be used for vintage Wakefield events today? By the way this Wakefield Cup has great monetary, as well as intrinsic value! Mention must also be made of the many trophies that were given by Lord Wakefield to Commonwealth Nations to inspire aeromodelling interest in Canada, where he placed three trophies, and in Australia where he placed two. These trophies were provided during the 1930's, of course as incentives to fly in the Wakefield International Trophy Contest. The Wakefield "Gold" Cup is the Historical linkage which places Lord Wakefield's vision of the importance of aeromodelling beginning at the dawn of aviation.)



**E W Twining**

WINNING WAKEFIELD EWT-2		
component	inches	mm
wing	25x8	635x203
stabilizer	9+ x 3+	229+ x 76+
fuselage	45	1143
propellers	8+ dia	203+ dia



**EWT-2**

#### References:

SAM35 Year Book No.4 E.W.Twining  
 Model Aircraft, News Review: The Wakefield Cup  
 Model Aircraft, April 1946 News Review, The Wakefield (gold) Cup  
 Model Aircraft Jan 1959, The first fifty years, K Brooks  
 The Model Aeroplane Book, F J Camm  
 The history and technical development of model aircraft, C E Bowden

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## 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 in last month's issue.

Dreaming Spires FF rally - Portmeadow – 6<sup>th</sup> July  
 East Anglian Gala - Sculthorpe – 20<sup>th</sup> July  
 Septemberfest FF rally - Portmeadow - ??September

Since the last newsletter three tailless events have been flown. Firstly at Odiham, where conditions were good, but the entry was very poor (results in separate report). Following that we had the Nats. with 5 flyers taking the plunge in atrocious conditions. A week later a good entry (6) enjoyed ideal weather at Portmeadow (results in separate report).

### BMFA Nationals, RAF Barkston Heath - 24<sup>th</sup> May

Position	Competitor	League Points
1	P. Woodhouse	9
2	Chris Strachan	7
3	Spencer Willis	5
4	Andy Crisp	3
5	Vic Willson	1

After the fourth event (Oxford Rally), the league positions are:

Position	Competitor	Total
1	C. Strachan	23
2	V. Willson	16
3	S. Willis	14
4	A. Longhurst	11
5	P. Woodhouse	9
6	J. White	8
7	C. Foster	7
8	K. Bates	6
9=	R. Tiller	3
9=	A. Crisp	3
11	T. Thorn	1

## Tailless Power Models - *John R Close*

### Plans

This list is not comprehensive, it is just the ones I know of, in roughly chronological order.

*Plans can be obtained from Academy of Model Aeronautics, The Aeromodeller X-list and Keith Harris UK 044 1623 842167 or the respective publication.*

*Those marked # are ones I have built and flown, more or less successfully. P = plan available. FP = full size plan available.*

*The most successful of those marked # are , in chronological order: Gull and twice size Gull, Lil Plank, Byrdie, Pete's Plank, Zanonina and 1/2A Sportwing. The Thunderwing and the Ghoul were good flyers but a bit fragile. Lil Misery is very popular and a good flyer.*

*Early American models nearly all used a swept back wing, a power pod with a pusher prop balancing the motor with the coil and batteries.*

*This developed via slightly higher motor mountings in early British designs into the pylon mounted engines for higher power.*

Paul. W. Lindberg, Sky Car 40 in span, Lindberg Hornet - Popular Aviation Dec 1938. Pusher, sweep back and pod like Lil Misery.

Tex Rickard, Flying Wing Gas Model - Zaic Yearbook 1938 p64 P 60" span Husky motor, uses hinged tips as elevators or tabs as alternative.

Dick Cohen and John Worth, Lil Misery 50 in span Atom 090 - July 1942 Air Trails/Jan 1989 Model Builder. P

Francis P Conant, The Samba - 1943 Air Age Gas Models reprint span 42 in. Atom motor. Very like Lil Misery but with perhaps more dihedral than needed, a very simple model with flat section and no washout, just elevons. P

Frank Wilde, Clwyd Queen - Nov 1938 Aeromodeller and 1938 Zaic Year Book 55-56 p154. Has screw adjusted elevators.

Bernard Schoenfeld, Experimental "Wing" 37 in span, a shallow delta based on Northrop shape. Atom motor as pusher. Has anhedral tips and two tabs per wing half span, one for turn, one for elevator. Looks quite attractive. P

Bernard Gross - Jan 1941 Airtrails Pictorial. This is a large, very elegant model with a fin behind the pusher prop which is driven by an extended shaft from a mid mounted engine.

Various erman models from 1940s built in hardwood -, plans provided by R.A.Close.

1. Walter Fleischmann of Starnberg 1.9m span.
2. Rottenfuhrer Gunther Maibaum of Dessau 2.24m span.
3. Gert Budnowski of Koningsberg 1.75m Kratmo 4 engine.
4. Karl Dannenfeld 2.0 m Kratmo 4.

These are all pushers with various wing shapes.

Howard Boys, Powerwing 75in span Winner of Eaton Bray Pterodactyl Trophy Sept 1948, Amco 0.87 cc or 1.2 cc. FP

A H W MacBean, Thunderbird 84 in span 2.64 cc Delmo or Dyna jet pulse jet. The latter must have been awesome. Aeromodeller and Air Trails.

# W.Duroschenko, Zanonina 2.10m from the Ukraine. Published in Aerosport 1949 in German (Translation by R A Close ). P I have a PAW 0.55 cc motor in mine which is quite adequate to replace the 2.5 cc in the original. This design has a lot of tip wash out and the tip section changes from under cambered to symmetrical. This model is a fine flyer and if I am brave enough I may increase the power to obtain a bit more parity with the rubber powered models. At present I can only get a third of their height with the 30 seconds engine run allowed in BMFA contests.

Josh Marshall, World Record Holder 40 in span Mills 1.3 - Oct 1949 Model Aircraft.

Four Russian designs, three views only - Zaic Year Book 51-52 p170. Looks as though they were built to achieve various world records. The USSR was very keen on world records about that time.

A H Wilson, Manx Queen, winner Eaton Bray 1947. 70 in span 3.5 to 5cc - Jan 1948 Model Aircraft **FP**

C S West, Manx Arrow 66 in span 0.2-0.5 cc - Jan 1951 Aeromodeller.

**#** Pete Wyatt, Pete's Plank 54in span 1.5 cc - Aeromodeller May 1951. **P**  
I found a 0.75 cc adequate. I am currently building a 60 in version for PAW 0.8 cc.

**#** M M Gates, Ghoul 3 48 in span 0.5-1.5 cc - Aeromodeller July 1951 also a number of articles on flying wings in 1951 including a lot of maths. **P**

J N Lancaster, Delta 1 35 in span 0.75-1.0cc. Similar wing plan to the Avro 698 of about 500 sq in area, this is one I must try - Aeromodeller Nov 1952.

L Ranson, Tailless Tantrums - Model Aircraft May 1953. Development of a pusher model and the difficulties thereof.

**#** Pete Wyatt, Lil' Plank 35in span 0.5cc - June 1955 Aeromodeller. **FP** I have a 0.25 cc Schlosser in mine and it has a vertical spiral climb and an excellent glide.

G Bravey, Cutlass 29 in span 0.5cc - Aeromodeller Sept 1954. Semi-scale based on USA carrier fighter. **FP**

**#** G C M Byrd, Byrdie 66 in span 0.5cc - Aeromodeller Sept 1955. **P** An excellent flyer.

F w Biestefeld, Delta 707 semi scale like a Vulcan, 1.5 cc engine. FF or RC - Feb 1957 Aeromodeller. **P**

Roger Poad, Chad 50in span 1.0 cc designed about 1950 free plan - Nov 1992 Aeromodeller by John Russell. There is also an enlarged RC version. I can recommend this one but it needs the modified centre section airfoil and a modification of a small centre section has been described. **FP**

Laurie Ellis, Cherpa 654 sq in for 0.75 to 2.5 cc with a pusher configuration. A semi-scale model resembling the Short Sherpa Quite heavy but would take radio easily. It uses vernier adjustment for the elevons, a good idea for any model with elevons. S/Ldr Ellis designed many unorthodox models.

**#** Jack Headley, Sorcerer 16in diameter, Cox Pee Wee 020 - Aeromodeller Annual and American Aircraft modeller. **P** A similar design in Model Aircraft April 1956, no designer given. A circular sheet model with reflex section.

Jim McCann, 66 in span Cox TD 049 with elevons operated by the engine timer - in No.1 Flying Model Designer & Constructor.

Dr Martin Sultan (Israel), Sultana 82in span 5cc diesel - Aeromodeller Annual 1952. **P**

Donald D Broggin wrote "Try flying wings" - Jan 1951 Model Airplane News and designed the **#** Gull - March 1950 Model Airplane News. **P**, **#** Thunderwing - Aeromodeller Annual 1951. **P**, Cargo Wing - 1952 Flying Models and Sabre Wing - June 1953 Air Trails. **P** This design won FF ROW and PAA load and is the basis of Mick Page's 1992 winner.

Donald describes his practical experiments to obtain lateral stability and eliminate the horizontal looping tendency. He decided tip fins were not a good idea and used a cathedral centre section and quite a lot of dihedral. He had some success in contests against conventional models with these designs.

**#** Swept forward Skywing - May 1952 Model Airplane News. **P**

W Klinger (Germany), 67in span 2.5cc - Aeromodeller Annual 1958.

S Kubit (Poland), Capri 70in span - Aeromodeller Annual 1963.

W Langfeldt, Flying Goose swept forward 2.5cc. Sketch only, no sections. This wing plan was also used by other German flyers. It would seem the inner panels of the wing were washed-in and the tips washed-out slightly to eliminate tip stalling.

# Jim Fullarton, Spectre 40 in span Mills 0.75 - Model Aircraft Dec 1958. Another swept forward model, see text above P

Ray Booth, Pendywing 0.35-0.49 cu.in. - Dec 1952 Flying Models, uses pendulum controlled elevons. I have thought of building this just to see if it works. P

Hank Mackenzie, Delphan - Zaic Year Book 1953 p103. A ducted fan for 0.5 cc motors with pendulum controlled elevons. P

There were also a couple of ducted fan models by Phil Smith's Veron kit company around 1958, a Fairey Delta 2 and the Deltaceptor, both about 40 in span for a good 0.8cc to 1.0 cc and the Veron Impeller( these fans are no longer made). Plans available from Phil Smith. These could be adapted for electric ducted fan. P + P

Colin Read, Washboard 31 in span delta 0.5 cc - July 1958 Model Aircraft and Free Flight Deltas No.12 Flying model Designer and Constructor.

# Paul E Del Gatto, Half A Delta - August 1954 Model Airplane News. This has a early example of the split fin spoiler DT. P

H E Males, Dunne Type Tailless 37in. span biplane 0.5 cc-0.75cc - March 1957 Aeromodeller. This a fine flyer and easy to build with flat plate wings. Also popular with RC. There is a similar CO2 model called Fozzle. Free plan Aeromodeller. P I have flown a slightly enlarged version with a Cox TD010.

O W F Fisher, Ionosphere Mk 9 31in. span 0.5 cc - July 1953 Model Aircraft.

Ion Mk 20 34in span 0.5 to 0.75 cc Record Holder.

Both these are crescent wing shape Peter also designed and built a larger version with push and pull engines.

X-AC-5 Asymmetric wing 32 in span flat section with dihedral tips 0.75 cc - July 1967 American Modeller. P

Ron Moulton, Project Parasol Rogallo Flex wing - August 1962 Aeromodeller. P

K J Downton, Concord (note spelling) 12 in span for Cox Pee Wee. All sheet - Aeromodeller free plan Feb 1965. P

# Hermann Kayser, Flying Washboard 9in span 21 in long Cox Babe Bee 0.8cc - July 1965 Aeromodeller Free Plan. FP Novelty with amazing flight performance, just up and down.

H A Johnson, 10-Hi 72in span. A most interesting model, uses a symmetrical section, (not unknown in other designs) tip fins toed in an extreme amount and up thrust on a Cox TD 049. A very good looking model - December 1970 American Aircraft Modeller. Another shallow swept back like a Northrop, the author flew the twin engine Northrop. P

# Ernest Schlachter, Oini 31 in span Cox Pee Wee - June 1973 Aeromodeller. Called "Oini" 'cos this how a Brooklyn waitress pronounced "Ernie. A bit like Lil' Misery and its clones. FP

W Czajor (Poland), Nietoperz 76in span 2.5cc - Aeromodeller Annual 1974. This is described as an F1C. High performance not unlike Mick Page's winner.

# JW Headley, Skyrider - 3 March 1977 Aeromodeller free plan paper dart shape, all sheet for Cox Pee Wee, prop in slot. I've not been very successful with this. P

# Jean Andrews,  $\frac{1}{2}$  A Sportwing Cox TD 049 - July 1995 Flying Models. I had trouble balancing this one but it was quite spectacular when on song. P

Mick Page, Contest Winner 1992 CoxTD 049 .Flat centre section, sweepback and dihedral outer panels, motor on pylon, difficult to trim and launch. There is an easier Dart version. Plans from Tailless News. P + P

## International Postal Competition for F/F Tailless Models -By John Close

### Rules

This postal contest has been proposed by a few die hard tailless flyers (no Manx jokes please) which it is hoped will bring together those who fly tailless models and any comments, favourable or otherwise will be welcome,

John Close +44 (0)161 427 3292 close\_j@sky.com

1. Open to tailless models of all categories, i.e. glider inc. chuck and catapult rubber, I.C.power, electric power, CO2 power, Jetex (Rapier)(scale has been suggested but may not be practical) from any country. There will be no entry fees and no prizes.

2. Models must be true tailless, the only surfaces allowed to be separate from the wing are "park bench" type elevons.

3. Flights must be made at recognised model flying meetings including club meetings and nominated in advance. There is no maximum flight time.

4. Make as many flights between 31<sup>st</sup> December 2007 and 1<sup>st</sup> January 2009 as you can manage, which need not be on the same day, but using the same model. If you lose or break the model you must start again if you use a new model. Select the three best scores to submit. Submit from more than one model if you like.

5. There is no builder of the model rule. Engine run IC 30 secs, glider 100 m towline or 50m bungee to include 12 m rubber, score adjusted accordingly.

6 Results by 14 February 2009 by post or Email. Please include type of model (details and photos always useful), venue, date, weather conditions (optional) and name of timekeeper. The results will be displayed by category, sent to each participant and the usual magazines...

## THE ANSWER TO LIFE, GLIDER-TOWING AND EVERYTHING - By Peter Michel

HERE'S a story which my flying-field chum Robin Kimber thinks I made up, but it's true. Honest.



I was having trouble with the tow on my nice new AH-24 glider, Arne Hansen's 1949 model which he flew at the world champs in 1950, 1951 and 1952 and which some of us regard as the ultimate in vintage A2s. The thing was that, while it towed up nicely in calm, it would veer off badly in anything approaching a strong blow which was, of course, no good for contest flying.

Looking back over Jim Baguley's glider columns in SAM 35 Speaks, I found that others were having this problem while flying the model with a CG at 50 per cent, and that things improved the further the CG was brought forward to a limit of 42 per cent. Not 41 or 43 per cent you will note, but 42. Musing on the surprising precision of this measurement I called to mind the super-computer Deep Thought in Douglas Adams's Hitchhiker's Guide to the Galaxy which, after a million years of calculation, announced in stentorian tones that the answer to Life the Universe and Everything was...FORTY-TWO!

Well, I thought I'd give it a go anyway and duly added a lot of lead to bring the balance point forward from 50 to FORTY-TWO per cent. This, of course, necessitated a quite considerable amount of extra packing under the trailing edge of the tailplane (about 3/16in.) to restore the glide and also moving the hook forward. The result was an arrow-like climb to the top of the line, as David Beales who launched for me on a windy afternoon at Odiham in May will testify. Not only that, but it went up even easier in calm, due, I am convinced, to the "up elevator" of that packing under the stab. [R/C glider flyers will confirm the up-elevator effect on tow.] The glide pattern was more positive and all in all FORTY-TWO did seem to be the magic answer.

A week or so later I am finally repairing my Horry Wakefield which had stashed in badly at Odiham a year earlier. This was intended to replace my first Horry, now ten years old and showing it, but still a splendid contest flyer. So the obvious thing to do is to transfer the trim setting of the old model on to the repaired one which had needed an entire new front half of the fuselage. I fit a motor into Horry No 1 to find the CG (Oh all right, balance point if you must.) It comes out at, yes, FORTY-TWO per cent. This is all getting a tad weird. Weirder is to come when the final piece of this bizarre aeromodelling jigsaw falls into place. I suddenly realise that, spelt backwards, the glider AH-24, becomes...wait for it...42-HA (!)

By now I am at sixes and sevens. Oh no! Six times seven equals FORTY-TWO! That Deep Thought computer has a lot to answer for.

## **WORKSHOP CORNER** - *By Peter Michel*

I'm afraid I must cross swords with my old flying pal John Worsley on the subject of polyhedral dihedral joints. [New Clarion, April.] He advocates very thick ribs on the inner and out panels to be put through the bandsaw at the appropriate angle. The components can then be joined either covered or uncovered.

Sounds good, but you have to be something of an expert with the bandsaw to achieve a 100 per cent matching joint even in the uncovered state. Any wavering from the straight and narrow and you are in trouble. And any error in the covered state would be disastrous.

Here is an alternative which I have never seen described. Bisect the angle as shown on the plan at the dihedral joint. Cut a scrap of 1/16-in plywood to this angle and use it when constructing an inner panel to position and trim the spars at the break. The inner panel should then be secured to the building board at the break and raised with a block to give the desired dihedral. Then build on the outer panel. It works for me... (and me - Ed.)

## **Cardington Cricket Capers** - *by John Andrews*

Now that the No1 shed at Cardington is available to the BMFA, the indoor committee are running a series of indoor meetings, open to all members, for indoor free flight.

The schedule of Cardington indoor meetings is on the BMFA web-site and all members are welcome to attend, there is room for all sports hall flyers to come and let their models loose with no ceiling to worry about. Cardington is not just for the indoor elite, it's for all BMFA members and you will find the experts in attendance more than willing to share their knowledge. It's worth a visit just to see the best flimsies performing, £10 well spent.

I took the opportunity to visit and fly my *Gyminnie Cricket* to see if I could improve my competition time. One or two others had the same idea.



John Andrews

Robin Barfoot

Laurie Barr

Andy Campbell

Dudley Hooper

The **Gyminnie Cricket** initiative, masterminded by the indoor committee, seems to be catching on and many sports hall flyers are taking up the challenge. The natural desire for participants to improve their flight times resulted in the flyers above paying a visit to the ultimate venue for indoor duration flying, the No1 Shed at Cardington in Bedfordshire. The 200ft or so ceiling in the old airship hanger proved quite a challenge for the **Gyminnie Cricket** flyers as they tried to wring out the ultimate performance from their machines. The renewed netting in the roof was never threatened but a number of flights were made with models reaching the 100ft mark at the top of their climb.

On Sunday May 4<sup>th</sup> I paid my first visit and saw the **Gyminnie Crickets** above being put through their paces. Indoor duration is based on weight, if you can add more lightness to your model, your times will benefit, having said that it was notable that my Cricket, which was one of the heaviest, was consistently out performing Dudley's which was half the weight of mine. Dudley and I had a bit of a chat and felt that, in a venue like Cardington, airframe stiffness was also a critical feature. A super light model will perform well under a low ceiling but when it comes to a full out wind up for the big ceiling, problems with the initial launch are likely and certainly in evidence with Dudley's model that day. Just for the record, on my second visit on the 18<sup>th</sup> May, Dudley comfortably outperformed me by a considerable margin.

A survey of model weights revealed a spread from a super light 1 gm to a more readily achievable 3.5 gm. Flight times are being kept under wraps by the indoor committee, so I will not blow the gaff on that score.

Laurie Barr had the lightest model present and his flight time, with his 1 gm model, was considerably more than mine, with his expertise in the indoor field he had spotted a design flaw in the Cricket which becomes more significant as the model gets lighter. The tailplane is really too small and as the model is built lighter and particularly the prop, it is necessary to move the wing back to get the CG right. This compounds the problem and Laurie's cure is a larger tail plane as is seen in the photo. This modification is contrary to the competition rules so I don't advise intending competitors to follow suit. It is recommended however, to build the tail plane with an aerofoil section rather than the flat plate of the original to make it more effective.

Back to me, I tried all sizes of rubber on my Cricket and a motor about .005" wider than the one I used for my best sports hall time, produced my new best time. I was somewhat disappointed, as I only added about one and a half minutes to my sports hall best, I really expected more. I did have a lot of fun however as my heavy strong model enabled me to go berserk with a .010" wide motor in a vain attempt to get near the roof. I did get really high but still with another 50ft or so left and the model ran out of turns whilst still up there. Needless to say, this was not the right approach for maximum duration, but very satisfying to see a **Gyminnie** that far off the ground as a little speck in the air.

To wrap it up, I'll just throw in a few pictures of the venue & contents and some of the indoor experts and samples of their real flimsies that were drifting about in super slow motion.

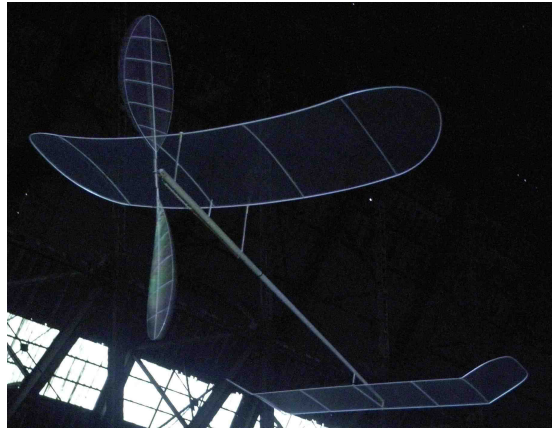
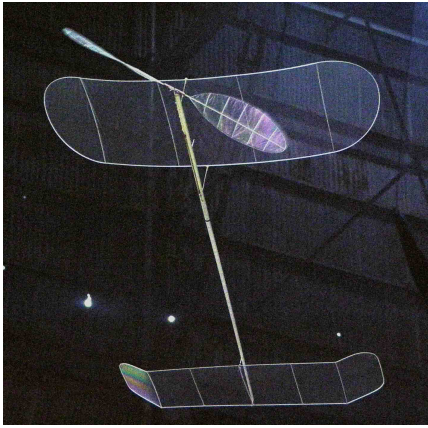


First is a view of the substantially cleared out hangar, with a somewhat less than inconspicuous exception down at the far end. Next is that essential piece of kit for the serious Cardington expert, the gas filled mylar steering balloon being inflated. You will note that we are allowed to bring our cars into the shed, which makes for a comfortable day out.

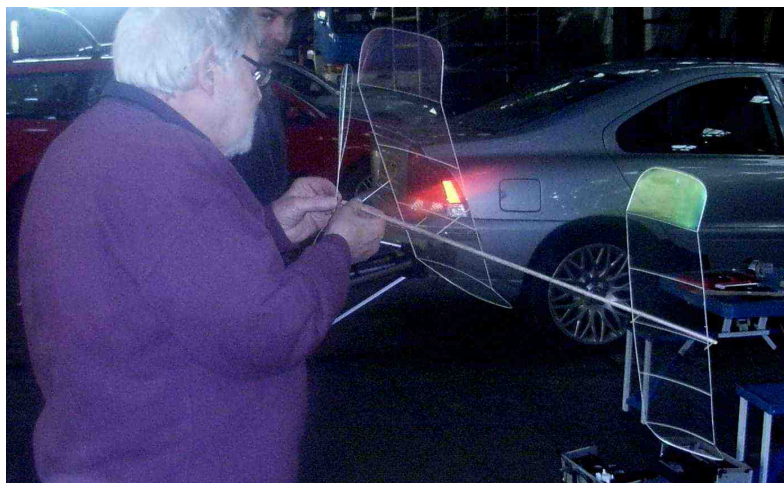


*The 'somewhat less than inconspicuous object'*

It's difficult to get good photo's where there are windows behind the subject, I expect good photographers could do it, but I ain't one of 'em.



*A few miscellaneous odds and ends*



Finally, before my epistle gets too much for our editor, a shot of Geoff Lefever fitting a propeller to one of his F1D FAI international spec competition models. Don't forget these models fly for half an hour on a rubber band that would be hard pushed to shoot a paper clip.

## My BMFA Nationals 2008 - by John Andrews

I nearly did not write this article as my Nationals consisted of one poor flight coupled with two non-appearances, but as I have committed keyboard to computer for the last few years I will still give it a go. Not much to talk about and the photo's are a bit grim to boot.

The forecast was diabolical for the whole weekend but as Saturday was the best of a bad lot and was open rubber day, I was going to be there. Snag was that my golf club annual president's ball was on the Friday night so there was I, on my feet at the ball delivering my speech, with the car out in the hotel car park loaded to the gunnels with model boxes and sundry accoutrements.

Saturday saw the wife and I up with the lark, somewhat bleary eyed but packed ready to go. First obstacle, the back road off the A1 that we use to get to Barkston was coned off and being in the wife's car, due to mine having blown up, no sat-nav and no map. We pressed on for a few miles, turned around in the next side road to get back onto the other side of the carriage way and retraced our steps hoping that the back road was accessible when we got there. It was.

On the field we found Kath & John Wingate and set up shop with them, as Kath and my wife Rachel were manning the SAM 35 Wakefield Control. I decided to use my small windy weather model for the 'open' rubber event and stuck it together for my first flight. I had had a check flight with it at Wallop at the last do there, so I knew it would fly. Under the watchful eye of our esteemed editor Vic, I cast the model skyward to see it whip round downwind, just avoiding the ground then climbing away. It was soon apparent that all was not well as the usual fast climb was just not there and 1.05 later it was down on terra-firma, I must have misread my Wallop trim flight as the model was obviously under elevated. Recovery was not too difficult as the model was still on the airfield, albeit now with a two-piece wing. That was me finished, there was no point in risking my other models in the deteriorating conditions.

Editor Vic, having had his fears confirmed as to the lack of ability of one of his Clarion fodder producers, set about establishing his own credentials with a flight with his tailless model.



A duff picture of Vic but the flight looked OK to me (*this must have been the 1<sup>st</sup> flight; the second stalled all over the sky and broke the nose and prop when it hit the ground!* - Ed.), but then I had just had a cock-up.

I spent the rest of the day sat at the Wakefield Control recording the sterling efforts of other individuals who were a little braver than I. One side effect was sunburn, I had not thought about suntan lotion and, being an ex redhead, I was a bit red when I got home.



*A delightful example of a 'Lanzo Duplex' 4oz Wakefield flown to 2<sup>nd</sup> place by Terry Ellison*

I have tremendous respect for flyers who risk such pristine examples of aeromodelling art in atrocious weather conditions such as those that were prevalent on the day.



*Reg Biddlecome winding and launching his 'Contestor' 8oz Wakefield winner*

Reg made two steady flights to max out in the 8oz Wakefield and made a creditable 2-09 in abominable conditions in the delayed fly-off, coming down in the Control Tower compound sustaining more than a little damage. Still, I know he has another one anyway. The fly-off was delayed at the request of the other qualifier Tony Rushby who was helping his brother recover a treed model. The recovery and/or the adverse conditions resulted in his late appearance in the fly-off, piling in for 15secs.

I went home disappointed and did not return, two duff years on the trot.

Here's to next year, surely not a hat-trick *John Andrews*

### **Keil Kraft "SENATOR" Global Postal Challenge - May 1st 2008 -April 30<sup>th</sup> 2009**

First kitted by KeilKraft in 1950, the 'Senator' has become recognised as an excellent design that combines simple robust structure with outstanding performance. Very popular in British 'Vintage' events, it also can do well in North American 'Category III' classes - Nostalgia Rubber, Moffett and Mulvihill, etc. for which 120 second maximums are a formality and it can be taken well past 180 seconds with little extra effort.

There is no entry fee. The lengthy timescale of this Postal is to permit any modeller an opportunity to participate, no matter where in the world they might be located.

Models are to conform to the standard Senator kit plan; the structure may be amended for the purposes of D/T installation - whether tipping stabiliser (LE down), tipping wing or hinged rear fuselage - and the undercarriage leg may be removable for storage/carrying purposes. Glazing of the 'cabin' is optional. Any freewheel propellor up to a maximum of 13" diameter may be used and there are no restrictions on rubber motor size/weight.

Individual Scores:- Three flights shall be made to a 120 second maximum. If three Maximums are achieved, then successive flights may be made with the maximum increasing by 60 seconds on each occasion, until the target time is not realised e.g. 120. 120. 120. 180. 240. 211 = Total Score 991 seconds All flights to be pre-nominated to a timekeeper; the initial three should be made on the same day but successive flyoff flights may be made at the flyer's discretion, similarly timed. More than one model may be flown by an entrant but scores for each must stand alone; i.e. a reserve model may not be used to complete a series of flights commenced with another.

A plan may be viewed at <http://www.theplanpage.com/st.htm> with a download also available (noting that the true span is 32", not 30" as shown on the plan), purchased or obtained from various sources, and 'short kits' are available from at least two vendors; contact me for further information on same or with any questions that you might have..

Team Scores:- If any three flyers wish to have their scores also recorded as part of a team total, please advise a team title when submitting same: I will then collate same as a secondary group score in the name of that team - whether they fly together as a club, or as a group of individuals who wish to link together for this purpose. A person may only fly in one specific team, however.

Entries/scores may be forwarded to me at any time, by email or regular post, and I will distribute a final report and result sheet, which will be further publicised as widely as possible. Accompanying anecdotes and photographs would be very welcome and are encouraged. If desired, scores will also be posted to an appropriate event in the WorldWide Postal Contest, details available on request.

An initial award of C\$100.00 for 1<sup>st</sup> place will be provided; and donations received will be applied to further awards and upgrades. I hope that you will give this event your support and also encourage others to participate.

The 'Senator' is a viceless airplane, easy to build and to fly with very satisfying performance; my only advice is to keep the structure aft of the CG as light as possible to reduce the need for any nose ballast to a minimum.

Happy Flying!

Jim Moseley 19 Banner Crescent, Ajax, Ontario L1S 3S8, Canada

[jjmoseley@look.ca](mailto:jjmoseley@look.ca)

(905) 683-3014

## Keil Kraft "Senator" Postal Results 2007/8 - Jim Moseley

I regret that this report, etc. is being circulated a little later than I expected but a slight medical hitch earlier in the month delayed my preparation of same. However, once again I offer my thanks to all who participated in this Postal, and especially so to those who donated to the prize list, from which I will be mailing out the appropriate amounts during the course of the next few days. I am especially grateful to Bill McConachie who donated a sum for the best Junior performance - as it happens we only had one youngster entered but he has earned his award by effort rather than by default and it's good to see his level of expertise.

A couple less entries this year but some new names so am not unhappy with the outcome of this Postal .. there are a great many Senators out there in the modelling world and I hope you'll encourage anyone who has a model to participate in the next event. Due to the late dispatch of these results and the time required to spread notice of a further event I now feel it more practical to commence the 2008/9 Senator Postal on May 1<sup>st</sup> with closure April 30<sup>th</sup> 2009. Please spread the word! I cannot, of course, guarantee any prize levels other than the minimum \$100 for First place, which will be maintained.

The present format hasn't produced any complaints; the year-long spread allows models to be flown in summer conditions wherever they may be. Same rules - three flights to 120 seconds maximum and 60 second increments thereafter; more than one model may be flown with separate flight scores/totals for each.

Please forward appropriate photos and general information with your scores.

Young Matthew Scharoun, aged 8 years not only shows much prowess in his building but launches his model in fine style - good to see an enthusiastic Junior anywhere, anytime - well done, Matthew!

If you have forwarded scores for other flyers for whom I do not have an email address, please print off a copy of this report for them or otherwise advise - thank you.

Thank you all once again for your support and enthusiasm, and now ... flying starts again in little more than a month - be ready!

PS All flight times have been seconded into the appropriate Vintage class in the WorldWide Postal Contest, which closes March 31<sup>st</sup>, suitably amended for the rules of said event where required. Results/report for that will come your way in due course

1.	Tony Taylor	NZ	120	120	120	180	240	261	1041	\$125.00
2.	David Truluck	UK	120	120	120	180	240	91	871	\$100.00
3.	Richard Barlow	C	120	120	120	180	240		780	\$ 75.00
4.	Bill McConachie	USA	120	120	120	180	226		766	
5.	Bob Morris	USA	120	120	120	180	150		690	
6.	Mike Howick	UK	120	120	120	180	148		688	
7.	Ole Torgersen	N	120	120	120	180	138		678	
8.	Ken Taylor	UK	120	120	120	148			508	
9.	Ron Hummel	USA	120	120	120	121			481	
10.	Bob Taylor	UK	120	120	120	111			471	
11=	Jim Moseley	C	120	120	120				360	
11=	Paul Squires	NZ	120	120	120				360	
12.	Les Sayer	C	119	120	109				348	
13.	Neil McDougall	NZ	120	120	87				327	
14.	Joshua Finn	USA	108	120	97				325	
15.	Ding Zarate	USA	66	120	120				306	
16.	Mat Scharoun	USA	88	85	100				273	\$ 50.00 .
17.	Ray Millard	UK	44	42	120				206	

Supporter - Gene Smith

Donors: Jim Bethea, Gil Hart, Bill McConachie, Mario Perrone, JM

## SUPPLIERS

**John & Pauline Hook**  
FLITEHOOK—[www.flitehook.net](http://www.flitehook.net)

**MIKE WOODHOUSE**—[www.freeflightsupplies.co.uk](http://www.freeflightsupplies.co.uk)

**KEITH HARRIS**—Plans service  
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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](http://www.sam1066.org)  
**BMFA** — [www.bmfa.org](http://www.bmfa.org)  
**SAM 35** — [www.sam35.org](http://www.sam35.org)  
**Martyn Pressnell** — [www.martyn.pressnell.btinternet.co.uk](http://www.martyn.pressnell.btinternet.co.uk)  
**Loc8tor** — [www.loc8tor.com](http://www.loc8tor.com)  
**X-List Plans** — [www.xlistplans.demon.co.uk](http://www.xlistplans.demon.co.uk)  
**BMFA Free Flight Technical Committee** — [www.vengi.demon.co.uk](http://www.vengi.demon.co.uk)  
**National Free Flight Society (USA)** — [www.freeflight.org](http://www.freeflight.org)  
**Ray Alban** — [www.vintagemodelairplane.com](http://www.vintagemodelairplane.com)  
**David Lloyd-Jones** - [www.magazinesandbooks.co.uk](http://www.magazinesandbooks.co.uk)  
**Belair Kits**—[www.belairkits.com](http://www.belairkits.com)

**SUNDAY 22<sup>nd</sup> JUNE 2008 SAM 1066 TRIMMING & FUN-FLY  
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](mailto: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, Felbrigg, 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.

<b>Saturday 19 July</b>
Classic Glider
Classic Power
Classic Rubber
Tailless
Mini Vintage G P R
Kit Scale Duration
<b>Sunday 20 July</b>
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

## BARKSTON HEATH WEEKEND, 16/17 AUGUST 2008

### Timperley Weekend 16<sup>th</sup>/17<sup>th</sup> August    Barkston Heath

BMFA membership is required on both days. 10am start both days.

#### Wingies Saturday Special, 16<sup>th</sup> Aug.

All comps. to BMFA 2008 or SAM35 rules unless otherwise stated.

All contests to have 3 flights + fly-off if required.

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

- (a) Mini-vintage rubber
- (b) Mini-vintage power
- (c) Midi-vintage rubber, ie wing area less than 190 sq ins.  
Does not include any accepted type of Wakefield.

**Combined Small Glider.** to include

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

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

**Very Small Vintage Rubber** 25" Span and below, 8" Freewheel prop, 2 leg u/c. Design pre 51. Max. for first two flights decided on day, 3<sup>rd</sup> unlimited.

**British Power** (Usual rules)

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

Contact **John Wingate & Co** tel 01407 831383 or email [wingate@globalnet.co.uk](mailto:wingate@globalnet.co.uk)

### Timperley Gala. Sunday 17th August

All to BMFA rules 2008 except where stated.

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

**Vintage. Coupe d'Hiver** (3 flights).

Contact Gerry Ferer 0161 928 4955 or email [gferer@hotmail.com](mailto:gferer@hotmail.com)

# Forthcoming Events 2008

with competitions for Vintage and/or Classic models

<u>Date</u>	<u>Venue</u>	<u>Event</u>
<b>15<sup>th</sup> June</b>	<b>Area Venues</b>	<b>BMFA 4<sup>th</sup> Area Competitions</b>
<i>Mini-Vintage &amp; Classic Glider</i>		
<b>22<sup>nd</sup> June</b>	<b>Middle Wallop</b>	<b>Trimming Day</b>
<i>BMAS very small rubber/VERON Junior Combi-kit &amp; A frame</i>		
<b>22<sup>nd</sup> June</b>	<b>RAF Barkston Heath</b>	<b>Mid-Summer Grand Prix</b>
<b>6<sup>th</sup> July</b>	<b>Portmeadow</b>	<b>Dreaming Spires FF Gala</b>
<b>19<sup>th</sup>/20<sup>th</sup> July (NOT 9<sup>th</sup>/10<sup>th</sup> August)</b>	<b>Sculthorpe</b>	<b>BMFA East Anglian Summer Gala</b>
<i>See separate announcement in this newsletter for details</i>		
<b>16<sup>th</sup>/17<sup>th</sup> August</b>	<b>RAF Barkston Heath</b>	<b>Timperley Gala</b>
<i>See separate announcement in this newsletter for details</i>		
<b>23<sup>rd</sup>/24<sup>th</sup>/25<sup>th</sup> August</b>	<b>Middle Wallop</b>	<b>SAM 1066 Euro Champs</b>
<i>Refer to website <a href="http://www.sam1066.org">www.sam1066.org</a> for all details</i>		
<b>29<sup>th</sup> August (FRIDAY)</b>	<b>Little Rissington</b>	<b>BMFA Southern Gala</b>

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

**For up-to-date details of SAM 1066 events at Middle Wallop check the website — [WWW.SAM1066.ORG](http://WWW.SAM1066.ORG)**

**For up-to-date details of all BMFA Free Flight events check the website — [WWW.VENGI.DEMON.CO.UK](http://WWW.VENGI.DEMON.CO.UK) or [WWW.BMFA.ORG](http://WWW.BMFA.ORG)**

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