

	<h1 style="color: red; text-align: center;">NEW Clarion</h1> <h2 style="color: red; text-align: center;">SAM 1066 newsletter</h2>	Issue 09.06
		June 2009

Affiliated to the  - Club No. 2548
SAM 1066 WEBSITE — WWW.SAM1066.ORG

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EDITORIAL

The season so far has been pretty kind weatherwise; I've just spent a very enjoyable day at Portmeadow, where despite the dire forecast of steady rain it turned out to be a good flying day. Picking lift, even for the experts, proved to be a tricky business. Several very experienced flyers launched into what appeared to be strong downdraughts which led to some head scratching.

A couple of weeks beforehand I went to Barkston Heath for the BMFA Nationals and for once the whole weekend was blessed with good flying weather, especially on Sunday.

I had my usual mixed fortunes, managing two max's in each of the three events that I entered (tailless, vintage and combined classic). Even so I managed to scrape a third place in tailless, with the Vortic V, after various adventures.

In vintage I launched the Lanzo Stick for its first flight and it lazily climbed to about 200 feet and cruised around for 1:40. On examination I discovered that two loops of rubber had slipped off the prop hook, so it was flying on 12 strands instead of 16!

In classic I managed two max's with the Urchin and then on the third flight, after a good climb out, the prop folded a bit early and the model spiralled down with no glide.

This proved to be my old Achilles heal; the motor peg had worked its way across the fuselage and come out one end, letting the motor bunch up at the nose. All this despite a very tight band round the motor peg.

Mike Parker relates how 'You're never too old to make new mistakes', well I would add that 'You're never too old to repeat old mistakes'!

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

SALISBURY PLAIN

NOTE: Area 8 on Salisbury Plain will NOT be available on July 18/19th, due to a major military exercise.

DIXIELANDER 50 YEAR CELEBRATION COMPETITION - Sunday 30th August 2009

Through the generosity of George Fuller there will be cash prizes on the following basis:

1st £50, 2nd £30, 3rd £20, 4th £10, 5th £5.

All this in addition to a special trophy for the winner!

NEVER TOO OLD TO MAKE NEW MISTAKES!! - By Mike Parker

At the Free Flight NATS last weekend I went through my usual rigorous preparations (oh if you only knew!!) before embarking in BMFA rubber.

Whilst assembling my model I noticed that a trim tab appeared to be missing from the fin, there were definite signs where I remembered one being glued. So with extreme accuracy I select a piece of scrap balsa of the correct size and super glued it in place, at the angle that I thought to be correct.

Everything else checked, motor, warps, tracker etc, I wind it up to 1000 turns and wait for that elusive thermal. I launch, but in the time it took to shout bl*#y hell the model had ploughed straight into the ground. Ah I thinks, perhaps it was my other (identical) model that had a trim tab!! At least it was only an attempt.

I spent the next hour or so repairing the noseblock, straightening the propshaft and yes, removing the trim tab, what did we ever do before superglue??

I wound up again and choosing my moment, launched into good air, phew, considering the thrustline was complete guesswork it wasn't that bad. It maxed and DT'd at the end of Barkston's runway, I had a good line and had no trouble finding it.

Back for the 2nd flight, a new motor (well second hand anyway), another wind up and away with a little more downthrust. Excellent, a good max, just outside the airfield perimeter. I couldn't see it as I approached where I thought it was so got out my trusty "Biotrack" and swept the area. I got a signal, not as good as I usually get, but sometimes the models location affects the signal strength, anyway in minutes I saw the model and was soon on my way back to the launch site.

Now the pressure is really on, that 3rd max was essential. Another new (well almost) motor, max turns and just a little more DT fuse to make sure I don't have an early end to the flight. Great, a brilliant bit of air, but that DT was a bit long (1 $\frac{1}{2}$ minutes too long actually) and it was at a good height when it DT'd, so a long decent followed. No problem, I have compass binoculars and "Biotrack", what on earth can go wrong!? (Didn't Douglas Bader say something like that just before he was shot down?)

I had a good line on it as it disappeared behind the trees on the other side of the Ancaster road, so I made my way there as quickly as possible. Soon on the line I got out my trusty "Biotrack" and listened for a signal. Great I thinks, a really strong signal, but hang on, its coming from the wrong direction!! Well I follow it anyway but eventually it stops.

Back to the line and I get a signal again, so I follow it again, this time to the middle of the airfield. Now the signal gets really strong. The meter needle is "banging" like a blacksmith's hammer so I try to get a direction on it, but it appears to be the same in every direction. I switch on the attenuator, but still can't determine where the signal is emanating from. I must admit that now I am considering my own sanity (no comments please), but slowly the signal fades to a very distant whisper.

At this point I am convinced that someone has picked up the model and either taken it back to control or worse home!

With that I put my magmount "Biotrack" aerial on the car roof and followed the weak signal. Back to the airfield, ah I thinks, it must be back at control! But as I pass control the signal is still leading me to the opposite end of the airfield. I continue, to find myself at George Fuller's car boot, a brief look confirms that my model aint in it!!

Now comes that "eureka" moment. YOU WALLY PARKER, who were you parked next to when you tuned your "Biotrack" in this morning? That's right George Fuller, I had tuned my "Biotrack" to GEORGE'S BUG not mine!! You see the 360 degree signal I was getting earlier was George's power model gliding ABOVE ME!!

Well to cut a very long story short, after returning to the "LINE" and re-tuning to MY BUG I found my model UP A TREE in the exact place that I saw it land!! After finding someone else's model and its owner, I retrieved mine, by which time it was way passed fly-off time, this had only taken $3\frac{1}{2}$ hours! Crikey, this is only day 1 off 3. Ah well alls well that ends well, but remember,

THERE'S ALWAYS A NEW MISTAKE TO MAKE!!

David Baker Heritage Library - *By Roger Newman*

Quite a few paper Clarions have now gone - despatched amongst other places to Canada & New Zealand. Good to see that our NEW Clarion reaches the parts that other mags don't! I'll keep the table of available issues updated for the next couple of months.

	1998	1999	2000	2001	2002	2003	2004
Jan	-	6	38	28	35	31	45
Feb	-	22	39	39	1	28	46
Mar	-	21	33	5	10	14	30
Apr	-	34	27	30	36	18	78
May	-	8	40	17	11	13	64
June	-	47	34	10	21	18	74
July	10	33	30	13	50	20	54
Aug	6	14	32	25	13	30	107
Sept	21	-	-	-	28	29	-
Oct	39	9	-	-	12	37	-
Nov	19	5	5	11	16	70	-
Dec	29	13	13	19	61	67	-

Cataloguing the plans is proving to be both time consuming and interesting. There are quite a few Italian & Czech models amongst them, together with a few French, German and Argentinean ones plus many from the USA and - naturally, many from the Aeromodeller & Model Aircraft. So far, about 680 power models have been listed, some 230 gliders and about 150 rubber models. All are of various shapes, sizes and disciplines - even a (very) few radio models! My guess is that there is a similar amount left to do - most of them look like rubber models but these haven't been sorted out yet. I shall need to call in a bit of expertise at some time to expand on some of the data but that can come later.

A few more models have found new homes, namely the Large Rubber Ercoupe, Trump Card, Linnet and Southern Dragon. Keith (Simmons) has been in touch - having worked out how to get a 108" one piece wing of the Gool into his car, so that model is being collected later this month as well. Our John (Thompson) has the Valkrie and is no doubt sorting out a suitable power source and how to get it airborne! The rest are still there and available if anyone wants one or more.

Through the good offices of John & Pauline Hook at Flitehook, some £400 has been raised for charity by them selling remaining volumes of Flying Aces - a tremendous effort. So much so that I need to replenish their stock this month!

In the meantime, a couple of weeks holiday beckons hence June will be a short month!

Ode to the Dixielander - *By Allan Brown*

FIFTY YEARS OF DIXI FUN
THE ANNIVERSARY JUST BEGUN
ENTHUSIASTS WITH JOY WE GALLOP
TO FLY WITH GEORGE AT MIDDLE WALLOP.

SEVEN BY FIFTY, WITH EIGHTH SQUARE BRACING,
SIX FOUR O NINE, TWO INCH SPACING,
THREE CHORD MOMENT, TWO INCH DEEP
I COULD BUILD A DIXI IN MY SLEEP.

I REMEMBER WHEN THE DIXI TREE
WOULD BE PLANTED ALL AROUND TO SEE
AS MODELLERS LESS WISE THAN BRAVE
DISCOVERED GRAVITY CAN BE GRAVE.

TO THE PLAN ONE MUST PAY CLOSE REGARD
BUT TRIMMING DIXI IS NOT HARD
A ROCKET CLIMB A GLIDE WITH GRACE
THE CG SOMEWHERE OUT IN SPACE

My Nationals and a few photos - by John Andrews

I've always written a piece on my efforts at the Nationals, so here goes.

Day 1 - Open rubber, dropped the first flight, maxed with second string model and spent time trolling around a rape field on recovery, no third flight.

Day 2 - Vintage, two duff flights with Gipsy, aerobatics from the launch on the third, flew into the ground and blew up, finished with Hep-Cat still no max.

Day 3 - Mini-vintage, three text book flights with the Hep-Cat but I had left my lift spotting glasses at home and all flights were short of requirements.

Short report, failed big time, managed to get John Wingate casting his normally reliable Cherokee into the air in mini, but he too failed to reach the fly-off. Never mind, we all had a jolly good chin wag, got well sunburned and can now only look forward to next year.

I have a few photos from Wallop earlier in May that might be of interest.



John Hemmings had many flights with his BOWDEN METEORITE



Peter Martin operating with his peculiar Keil Kraft ORION

I also had the good fortune to park alongside a competent scale model builder Brian Conroy and see a couple of his delightful models he had with him.



The ABC ROBIN, these pictures don't do justice to the colours



A beautiful FIESELER STORCH, cabin occupants superb

Brian confided that the STORCH had won him first place in the New Zealand Scale Nationals in 2006, a very worthy achievement by my reckoning. Unfortunately he had dinged it a bit flying during the day but managed to reassemble the model and hide the damage for the pictures.

Middle Wallop Vintage Radio Assist and Control line - by Tony Tomlin

The second of the 3 R/C and Control line meetings for 2009 took place at Middle Wallop on 10 May, [courtesy of the Army Air Corps MAC]. After the cloudy and chilly conditions of the last meeting in April, we were blessed with a very pleasant day with only the merest hint of a breeze and sun all day. The R/C control tent was again managed by Pam Tomlin with Jane Robinson whilst James Parry and Tony Tomlin organised flight line safety etc and James also set up the control line circles.

Radio Assist

35 fliers signed on for radio assist with around 56 models. Apart from the sport flying that was planned there were competitions for Power Duration, run by James Parry to SAM35 rules, and round 2 of the strongly contested Tomboy3 and Senior League. The turnout was thought to be good considering that a number of regular fliers were at the Old Warden Mayfly meeting.

As always there was an interesting collection of models to be seen with a number of models originally designed for IC power and now using the high tec. electric motors and batteries available to modellers. Brian Targett, with his Crown Imperial and Falcon, both electric powered, was joined by other electric fliers including John Perry flying a smart Black Magic and a Queen Bee. Alan Holmes was also flying electric with a Junior 60 with an onboard camera that has produced an excellent video. This can be seen by following the link; <http://www.vimeo.com/4588175>. Nick Skyrme flew his Laser diesel Majestic Major and Privateer. A model not seen too often was the Whiplash of Tim Mountain that flew well [fitted with 3 channel gear not single as the original!]. Another very well finished model was the Martin Presnell designed Cresta, scaled up 2:1 by Peter Rose. We were all pleased to have the company of Phil Smith the Veron Designer and, by chance, Tony Tomlin had his Veron Mini Concord



that brought a few memories back for Phil. The model is around 35 years old and showing signs of its age but, like the original, flew as on rails.

Tomboy3s

Eleven fliers lined up for the 36" Tomboy3 mass launch fly off all having achieved the required two four minute maxes required in preliminary flights. Having their first attempt at the competition were Chris Shipway, John Taylor and Derek Colin. Stephen Powell was hoping to repeat his first place of the last event and Paul Netton and Chris Hague were in close contention.

Tom Airey, last years league winner was also a strong contender.

Nick Skyrme was the starter and as the 10 second warning board fell all models, with the exception of John Wingate, who had an engine problem, climbed away simultaneously. As is often the case, the models stayed close until 2 -300 ft. had been attained when the models then separated, each flier searching out the strongest lift [if any]. Chris Shipway was unlucky and descended quickly to be first down at 1min. 20secs after some excellent times in the earlier rounds. He was followed by Derek Colin at 2minutes just making it over the peri track, to the spectators obvious relief judging by the cheer that was heard! [This formed one side of the landing area and models that crossed it would be disqualified.] John Taylor was next to gently land 36 seconds later whilst Chris Hague and Tom Airey were highest as the engines cut at around 2+ minutes with Stephen Powell and David Stock slightly lower. It was soon to become obvious that Chris Hague had 'got away' and was in strong lift. Geoff Goldsmith was down at 4mins. 15secs. Then there was a short gap before Paul Netton landed at 5mins 28secs followed by Tony Tomlin 16 seconds later both having got into sink, descending rapidly. The remaining four continued to circle with Chris Hague still climbing in lift. David Stock was next to land at 7mins 4seconds, Stephen Powell hanging on for a landing 3 seconds later. Tom Airey claimed a good second place at 8mins 14 secs but a delighted Chris Hague was in a different class landing at 10minutes 25secs.

Tomboy Senior

This larger Tomboy class [48"] for the Mills 1.3cc seems to becoming more popular at every meeting. The larger size of the model does make it easier to see at height which is a distinct advantage over its smaller brother! Again all the models entered made the fly off with eight fliers lined up for the count down and with the exception of Chris Shipman, all the others were seasoned Tomboyists. Tony Tomlin, winner of the last round, was hoping to make it two in a row with Colin Shepherd, Tom Airey, Stephen Powell, Paul Netton, Geoff Goldsmith and the second place man at the last event, Chris Hague all who returned good times in the earlier rounds looking very competitive.

When the 10second warning board was lowered by Nick Skyrme there was a perfect launch with literally fractions of a second separating the models. As the engines used up their 6cc of fuel and stopped, a pattern developed as the fliers all searched for lift. Colin Shepherd was in lift and was already becoming a dot. Tom Airey, Stephen Powell and Chris Shipman were climbing steadily but Paul Netton, Tony Tomlin and Geoff Goldsmith were out of luck and seemed to be circling and descending. Chris Hague winner of the Tomboy3s earlier in the afternoon was in all sorts of trouble, a short engine run, then a poor glide had him landing 2mins. after launch. Geoff Goldsmith and Tony Tomlin were also out of the running, Geoff landing 6 seconds short of 5 minutes followed 3 seconds later by Tony Tomlin. Paul Netton had found bad air and landed at 5mins 14 seconds. All eyes then looked for the remaining four competitors. Chris Shipway flew well, achieving a solid fourth place, six seconds under 7 minutes. Stephen Powell and Tom Airey were close with Tom having a slight advantage, Stephen landing at 7mins.18secs followed by Tom a few seconds short of a minute later. Colin Shepherd was still a tiny dot, his model seeming to have a secret supply of skyhooks! Suggestions were made that if he stayed up very much longer he would miss the prizegiving! Eventually to a well earned ripple of

applause the model landed at 25mins 7secs! Certainly a record for the Tomboy Senior and congratulations go to Colin for this exceptional performance.

A short prize giving followed the event with the bubbly and certificates handed out by Sarah Andrews.

Power Duration

This new competition was having its second event . There were 4 entries, the most competitive model being a PAW powered, 1949 Sandy de Hogen designed by Dennis Davis and flown by local man Bill Longley. Stephen Powell was using a Tomboy with a PAW 100, Chris Hague had a PAW 19 powered Brigadeer and Tony Tomlin a Vic Smeed designed Ballerina with a PAW 80. This class allows non schnuerle engines up to 3.2 cc and has a 30 second engine run.

Sadly the fly off could have been likened to Fred Karno's Army! Stephen Powell and Chris Hague got away well but Tony Tomlin, on the point of launch, managed to let his model slip out of his grasp and fall ignominiously to the ground! Unfortunately Bill Longley was unable to start his engine due to a fuel problem. The winner was Stephen Powell with 4minutes 52secs.

Control Line



The numbers attending the control line were very small, presumably because of the meeting being held at Old Warden. The sound of models circulating seemed to continue most of the day, with the pleasant sound of two strokes changing from four stroking to two stroking as various aerobatic manoeuvres were made. There was a good selection of models flying including a Cougar, a Barnstormer with a sewn cockpit that looked different and a KK Gazelle flown by James Parry. Middle Wallop is an excellent site for control line. Four circles were available with an easy option to expand this to six + which would cater for all. There is to be more sport control line planned for the next meeting on 30th August.

For further details contact:

Tony Tomlin for R/C assist: 020 8 641 3505.

James Parry for control line and power duration: 01202625825

MIDDLE WALLOP RESULTS - SAM1066 Gala, 9th/10th May

4oz Wakefield								
Po s	NAME	CLUB	MODEL	FLT 1	FLT 2	FLT 3	TOTAL	FLY- OFF
1	Mike Turner	Walsall	Lanzo	2.00	2.00	2.00	6.00	12.36
2	John Minshull	Brighton	Copland	2.00	2.00	2.00	6.00	4.00

3	Roy Tiller	Bournemouth	Copland 36	2.00	2.00	2.00	6.00	2.28
4	Pete Jackson	Croydon	Copland 36	2.00	2.00	1.33	5.33	
	Andy Longhurst	SAM 35	Copland 36					

8oz Wakefield								
Pos	NAME	CLUB	MODEL	FLT 1	FLT 2	FLT 3	TOTAL	FLY-OFF
1	Pete Jackson	Croydon	Lim Joon	2.00	2.00	2.00	6.00	2.35
2=	Andy Longhurst	SAM 35	Hereward	2.00	2.00	2.00	6.00	
2=	Peter Michel	SAM 1066	Korda	2.00	2.00	2.00	6.00	
4	J Lancaster	Aldershot	Korda	2.00	2.00	1.47	5.47	
5	Ted Tyson	Crookham	Lim Joon	2.00	2.00	1.40	5.40	
6	Vic Willson	Crookham	Korda	2.00	1.36	2.00	5.36	
7	J Knight	Bristol & West	Lanzo Duplex	2.00	2.00	1.30	5.30	
8	John Andrews	Timperley	Gismy	1.35	1.45	1.32	4.52	
9	Mike Turner	Walsall	Korda	2.00	2.00	0.00	4.00	
10	Tony Thorne	SAM 35	Voodoo	2.00	0.00	0.00	2.00	
11	C Hawke	Timperley	Aries	2.00	0.00	0.00	2.00	

Classic Glider							
Pos	NAME	CLUB	FLT 1	FLT 2	FLT 3	TOTAL	FLY-OFF
1	Rod Audley	SAM 1066	2.00	2.00	2.00	6.00	
2	Jane Howick	Vikings	2.00	1.38	2.00	5.38	
3	Ken Taylor	E Grinstead	2.00	1.23	1.29	4.52	
4	Robin Willes	Crawley	2.00	1.24	1.2	4.44	
5=	Peter Tomlinson	Grantham	1.37	2.00	1.06	4.43	
5=	Peter Michel	SAM 1066	1.32	1.11	2.00	4.43	

7	Terry King	Impington	1.08	1.16	2.00	4.24	
8	John Oulds	Crawley	2.00	1.10	1.08	4.18	
	Robin Kimber	SAM 35					

Classic Power							
Pos	NAME	CLUB	FLT 1	FLT 2	FLT 3	TOTAL	FLY-OFF
1	Richard Wykes	Timperley	2.00	2.00	2.00	6.00	
2	John Andrews	Timperley	2.00	1.49	1.1	4.59	

Lightweight Rubber							
Pos	NAME	CLUB	FLT 1	FLT 2	FLT 3	TOTAL	FLY-OFF
1	Martyn Pressnell	Bournemouth	2.00	2.00	2.00	6.00	5.09
2	Mike Turner	Walsall	2.00	2.00	2.00	6.00	2.10
3	John Wingate	Timperley	2.00	1.54	2.00	5.54	
4	Tony Thorne	SAM 35	1.49	2.00	2.00	5.49	
5	Mick Howick	Viking	2.00	2.00	1.41	5.41	
6	Pete Jellis	Croydon	1.42	1.52	2.00	5.34	
7	Peter Michel	SAM 1066	1.53	1.32	2.00	5.25	
8	Bob Taylor	E. Grinstead	2.00	1.33	1.47	5.20	
9	Bob Hope	Sth. Bristol	2.00	1.44	1.34	5.18	
10	John Lancaster	Aldershot	1.41	2.00	1.24	5.05	
11	Robin Kimber	SAM 35	2.00	1.31	1.32	5.03	
12	Ray Elliott	Croydon	2.00	1.28	1.29	4.57	
13	Robin Willes	Crawley	2.00	1.38	1.05	4.43	
14	John Andrews	Timperley	1.33	1.28	1.04	4.05	
15	Jim Paton	Oxford	0.43	1.55	1.20	3.58	
16	Tony Hall	Walsall					



Andrew Longhurst's PERCY V gets away to a racy start in the middleweight fly-off

Middleweight Rubber								
Pos	NAME	CLUB	MODEL	FLT 1	FLT 2	FLT 3	TOTAL	FLY- OFF
1	Andy Longhurst	SAM 35	Percy V	2.00	2.00	2.00	6.00	8.31
2	John Knight	Bristol & West	Percy	2.00	2.00	2.00	6.00	
3	John Minshull	Brighton	M Farthing	1.57	2.00	1.51	5.48	
4	Tony Thorne	SAM 35	Pegasus	1.37	2.00	2.00	5.37	
5	Jim Paton	Oxford	Lanzo Stick*	1.50	1.51	1.56	5.37	
6	Vic Willson	Crookham	G Reitch stick	1.58	1.22	2.00	5.20	
	Peter Michel	SAM 1066	North Star					
	Robin Kimber	SAM 35	JM34					
	David Beales	Croydon	North Torpedo					

**The Lanzo stick is much too large to be eligible for Middle Weight rubber comps - Ed.*

Vintage Coupe							
Pos	NAME	CLUB	FLT 1	FLT 2	FLT 3	TOTAL	FLY-OFF
1	Vic Willson	Crookham	1.27	2.00	2.00	5.27	
2	Peter Jackson	Croydon	2.00	2.00	1.25	5.25	

3	Tony Hall	Walsall	2.00	2.00	1.19	5.19	
4	John Oulds	Crawley	2.00	1.54	0.58	4.52	
5	John Minshull	Brighton	1.02	1.12	2.00	4.14	
6	Ken Taylor	E. Grinstead	1.09	1.30	1.31	4.10	
7	Robin Willes	Crawley	0.47	1.06	1.19	3.12	
8	Bob Taylor	E. Grinstead	0.45			0.45	

Vintage Power							
Pos	NAME	CLUB	FLT 1	FLT 2	FLT 3	TOTAL	FLY-OFF
	Tony Hall	Walsall				0.00	
	R Woodruffe	Bristol & West				0.00	

Vintage Glider								
Pos	NAME	CLUB	MODEL	FLT 1	FLT 2	FLT 3	TOTAL	FLY-OFF
1	Bob Taylor	E. Grinstead	Roma	2.00	2.00	2.00	6.00	11.23
2	Rod Audley	SAM 1066	Suomi	2.00	2.00	2.00	6.00	7.10
3	Dave Cox	Crookham	Archangel	2.00	2.00	1.45	5.45	
4	D Etherton	Chichester	Corsair	1.42	2.00	2.00	5.42	
5	Terry King	Impington	Lunar	2.00	1.54	1.44	5.38	
6	Mick Howick	Viking	SA2	1.35	2.00	1.57	5.32	
7	Jane Howick	Viking	Chief	2.00	2.00	1.03	5.03	
8	Geoff Smith	CM	Hyperion	1.26	1.36	2.00	5.02	
9	Pete Tomlinson	Grantham	Hyperion	2.00	1.58	0.44	4.42	
10	Tony Thorne	SAM	Lulu	1.00	0.50	1.30	3.20	
11	Ken Taylor	E. Grinstead	Hyperion	0.59	2.00	0.00	2.59	
12	G. May		Lulu	0.36	1.05	0.52	2.33	

WAKEFIELD MATTERS - Vic Willson

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

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

The second qualifying event was at the BMFA National Championships, Barkston Heath on Saturday 23rd May.

The remainder of the qualifying events will be as follows:

Spring Gala, RAF Odiham, Sunday 21st June

East Anglian Gala, RAF Sculthorpe, Sunday 21st June

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

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

The 4 oz & 8 oz Wakefield events were held at Barkston Heath on 23rd May, at the BMFA National Championships. The organizers decided to have ROG rather than hand-launch and I believe that this deterred one or two people from entering (including me) - I think it was the late Mike Kemp who said "*No one practices Wakefield ROG's!*"

Conditions were pretty good, with a steady breeze, well below the usual Nationals gale!.

RESULTS:

BMFA Nationals, Saturday 23rd May - Max: 2:30

4oz Wakefield						
NAME		TOTAL		FLY-OFF		POS
Mike	Turner	7	30			1
Bob	Taylor	5	29			2
Bill	Cox	4	23			3

8oz Wakefield						
NAME		TOTAL		FLY-OFF		POS
Peter	Brown	7	30	2	47	1
Mike	Howick	7	30	2	29	2
Josun	Cole (J)	7	14			3
Reg	Biddlecombe	7	08			4
J	Sanderson	6	49			5
Tony	Rushby	6	41			6
Brian	Cleasby	3	31			7
Peter	Jackson	4	00			8
Ray	Elliott	1	17			9

The scores have translated into the following updated league positions:

4 oz

POSITION	COMPETITOR	SCORE	'BONUS'	TOTAL
1	M. Turner	13	11	24
2	R. Kimber	11	10	21
3	R. Tiller	9	8	17
4	J. Taylor	8	7	15
5	J. Minshull	7	6	13
6	C. Strachan	6	5	11
7	B. Stout	5	4	9
8	P. Jackson	4	3	7
9	J. White	3	2	5
10	R. Taylor	3	1	4
11	M. Marshall	2	1	3
12	W. Cox	1	0	1

8 oz

POSITION	COMPETITOR	SCORE	'BONUS'	TOTAL
1	M. Howick	25	23	48
2	P. Jackson	18	16	34
3	P. Brown	16	14	30
4	C. Strachan	15	14	29
5	J. Andrews	14	13	27
6	J. Down	13	12	25
7	M. Turner	12	11	23
8	J. Knight	11	10	21
9	V. Willson	10	9	19
10	R. Oldridge	9	8	17
11	M. Marshall	8	7	15
12	J. Cole	7	6	13
13=	J. Lancaster	6	5	11
13=	R. Biddlecombe	6	5	11
15=	D. Beales	5	4	9
15=	J. Sanderson	5	4	9
17=	L. Barr	4	3	7
17=	R. Kimber	4	3	7
17=	P. Tomlinson	4	3	7
17=	A. Rushby	4	3	7
21	B. Cleasby	3	2	5
22=	C. Chapman	1	0	1
22=	R. Elliott	1	0	1

HORRY WAKEFIELD

Keith Horry has kindly offered to present a trophy for the highest placed Horry Wakefield in the August Middle Wallop 8oz Wakefield competition, to mark the 60th anniversary of this very successful design.

TAILLESS MATTERS - *By Vic Willson*

The Tailless League for the HALCYON TROPHY will once again be running this season. The qualifying events look as though they will be much the same as last season.

The remainder of the qualifying events are as follows, with a possible extra event at Portmeadow (Oxford) in September:

Spring Gala, RAF Odiham, Sunday 21st June

East Anglian Gala, RAF Sculthorpe, Saturday 21st June

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

The BMFA Nationals and Andy Crisp's Portmeadow events have now been flown. In both cases the weather conditions were kind, with light winds at both events.

RESULTS:

BMFA Nationals, Saturday 23rd May - Max = 2:30

Tailless						
NAME		TOTAL		FLY-OFF		POS
Pete	Woodhouse	7	30	5	23	1
Mike	Richardson	7	30			2
Vic	Willson	7	15			3
Chris	Chapman	7	11			4
Rodney	Moseley	7	10			5
Colin	Foster	7	09			6
Spencer	Willis	5	24			7
William	Harrison	4	19			8
Chris	Strachan	2	30			9
John	Close	2	16			10
Brian	Lever	1	26			11

PORTMEADOW, Sunday 7th June - Max: 1:30

Position	Name	Model
1	Chris Strachan	?
2	Vic Willson	Vortic V
3	Tony Thorne	Razor HB2
4	John White	Pipistrelle

21 competitors have recorded scores, which shows a healthy interest. Let's hope this is the beginning of a renaissance of interest in tailless.

After the first three events (BMFA 3rd Area, Nationals and Portmeadow), the league positions are:

Position	Competitor	Score	'Bonus'	Total
1	P. Woodhouse	25	23	48
2	C. Foster	19	17	36
3	C. Strachan	19	16	35
4	C Chapman	17	15	32
5	V. Willson	17	14	31
6	S. Willis	16	14	30
7=	M. Richardson	10	9	19
7=	R. Peers	10	9	19
9	D. Neil	8	7	15
10=	R. Tiller	7	6	13
10=	R. Moseley	7	6	13
12	J. Kay	6	5	11
13	J. Godden	5	4	9
14	W. Harrison	4	3	7
15	R. Willes	3	2	5
16=	E. Stevens	2	1	3
16=	J. Close	2	1	3
16=	T. Thorne	2	1	3
19=	R. Wilkes	1	0	1
19=	B. Lever	1	0	1
19=	J. White	1	0	1



Tony Thorne at Portmeadow with Dutch tailless glider RAZOR HB2, from 1948



International Postal Competition To promote Free Flight Tailless Models 2009 - By John Close

Rules

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 is no entry fee 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. No entry fee, no prizes, (at the moment).
4. Make as many flights between 31st December 2009 and 1st January 2010 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 I C 30 secs, glider 100 m towline or 50m bungee to include 12 m rubber, score adjusted accordingly.
6. Results by 14 February 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...

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

32 Hollins Lane

Marple Bridge

Stockport

Cheshire

SK6 5BB

Great Britain

Email: close_j@sky.com Note _ between e and j

Jack Allen - Presentation

At the recent AGM of the Brighton & District MAC it was unanimously decided to Award the Charles Cup for competition power flying to Jack Allen in perpetuity for his long record in competition free flight. In recent years he has concentrated on the power classes with a recent high point being a fine win in the Combined Power at the 2009 Crookham Gala. He was ably supported for the event by the Chilton family fetcher mites who contributed to a great win. We congratulate him as a Grand Master of the Dixieland flyers.

The Charles Cup had been re-plated and reconditioned by a local silversmith and was in fine condition. John West the BDMAC Secretary presented the trophy to Jack and recalled some of the times they had shared on the flying field.

Jack joined the Brighton Club having been a member of the Chichester Club which had limited interest in free flight at the time. His first recorded involvement with the club was to turn up with Kath at Ashdown for the 1962 Gamage Day (Remembered by John as he won the event with a stretched Mercury Mentor). Jack officially joined in 1963 when the club was enjoying the peak of its success.



Jack placed first in the K&MAA A/2 area event in March 1966 (Chris Foss placed second). The event was flown in a full gale force wind at Ashdown and indeed the whole country had extreme gale force winds on that day as they learnt later. The whole club assisted Jack and Chris to fly in impossible conditions, with most members downwind almost blinded by ash blowing like a sandstorm due to a forest fire the previous week. The gorse and small trees had burnt to the ground leaving a surreal landscape of jagged stalks everywhere.

(Sounds like normal conditions at Beaulieu! - ED.)

In all John's life as a contest flyer it was the most exceptional conditions he can remember. Both models were constantly being rebuilt and for Jack's last flight he had to strap his tail plane together with Sellotape mounted on balsa sheet.

On another occasion, another windy, day when he was flying F1C he remembers leaving the scene to run to his car for some fuel tube. Ken

Winstanley found that Jack, in his haste to make a flight, had left his car door open and kindly bumped it shut with his posterior but to his horror he had dented the aluminium door quite badly. Jack took all this kindly and by the next meeting the door was perfect again as he had pulled out the dents with a suction pad.

At the 1968 Trials Dave Welch was trimming upwind of the car park (not a good idea) and his F1C screamed down in a terminal dive straight through the roof of Jack's VW Camper. Jack's daughter Rosemary was inside quietly doing her homework at the time and needless to say she rushed out very frightened at this bolt from the blue.

John said they had many happy times with Jack & Kath and particularly appreciated Kath's teas dispensed from the Camper side window. As he said, Jack's wonderful good humour had stood them in good stead on and off the flying field and he is indeed an Aeromodelling legend.



The Charles Cup winners over the years since 1947 when it was first awarded include some well known names and are:

John West (14), Jack Allen (7), Ian Lucas (5), Fred Boxall (3), Tony Childs (3), Dave Welch (3), Alan Mussell (2), John Fox (2), Pete Brown (1), Ken Perelli (1)
During the meeting some popular scale models for small flying fields were on show.



From background to foreground these were:

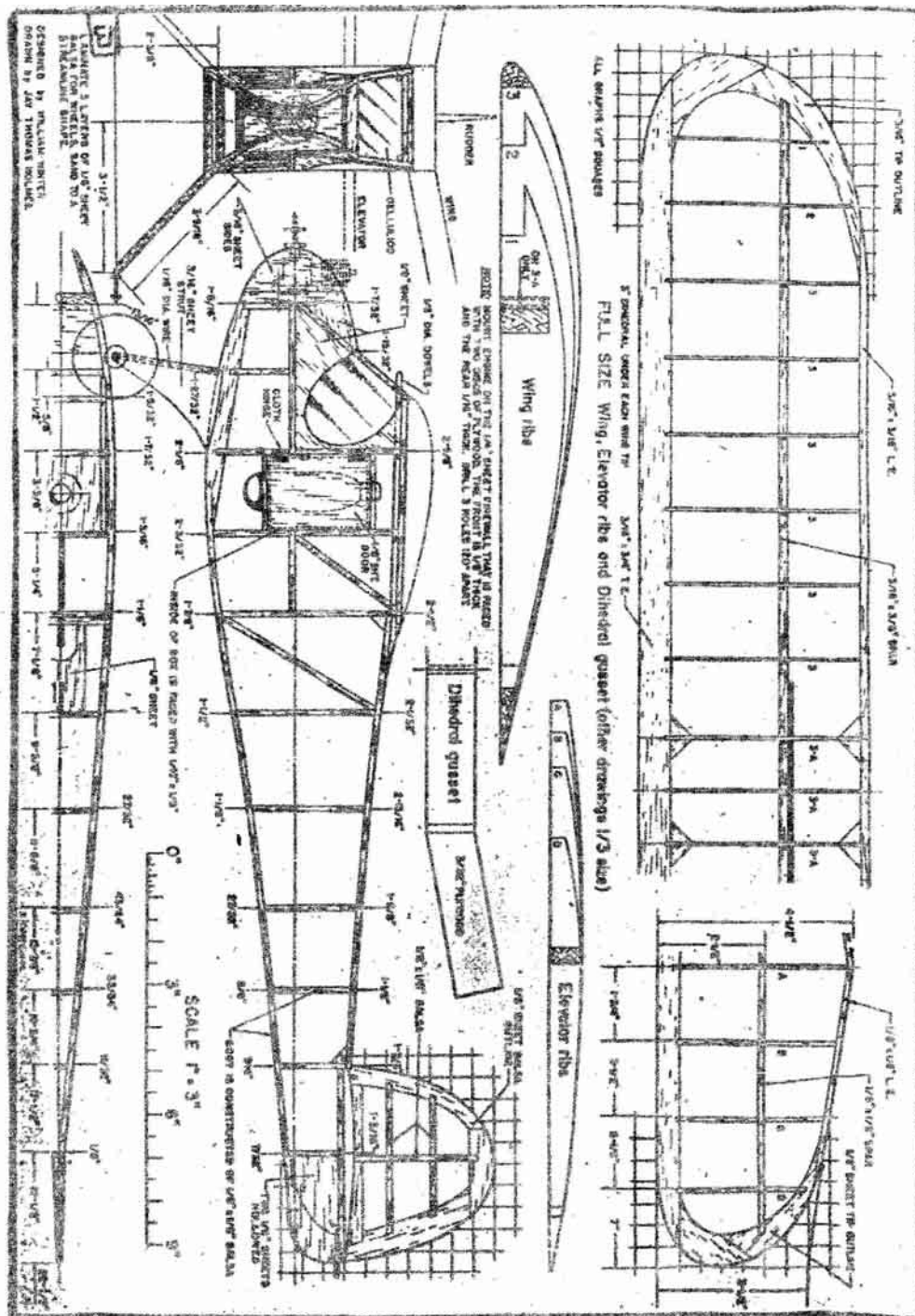
*Westland Widgeon, DH Puss Moth, Comper Swift by Ken Winstanley
Tiger Moth by John West
SE5A by Ken Winstanley*

The Brighton club would like to welcome new members. Devotees in the region who would like to join can contact John West on 01273 423322

Some reduced plans in magazines held in the BMAS Library were published without the name of the model. Can you name this plane from CLARION MARCH 1992.

Points will be awarded to all giving the correct answer. Results and Plane No. 12 next issue. Answers to roy.tiller@ntlworld.com

Two points to Tom.



Cardington - Mecca for Indoor Flyers - *By John Andrews*



Laurie Barr's unbending determination to promote indoor flying at this venue has finally born fruit. Sunday May 31st saw a good turnout of flyers with some 20 cars parked in the hangar and a few more parked outside. The word appears to have finally got out that Cardington is not just for the elite flyers but all and sundry are welcome.

The hangar has been completely cleared out and swept, leaving the entire floor area available for flying.

This surfeit of space means that the novices more weighty machines can be safely flown without endangering the experts more vulnerable designs.

One end of the line were the F1D flyers and down at the heavy end I saw a half scale rubber model in the air and I understand that CO₂ motored models were also present. The newcomers to the No1 hanger were not

overawed by the presence of the expert flyers and there was soon intercommunication with some of the more experienced flyers offering advice and help to anyone who asked and in some cases to those who didn't. I myself, being mistaken for an expert, was soon poking my nose into the affairs of one new Cricket flyer and after some trim advice and fitting of some of my motors, we soon had his model well up in the air. At this point his mobile rang and in answering he commented "I'm standing here watching my aeroplane fly with a silly grin on my face". I found the exercise quite rewarding and after stripping up some rubber for him I set about minding my own business again.

One of the informal competitions on the day was for the longest single flight for a standard Kit Cricket, and I fancied my chances.

I had had a rush of blood one day, before a visit to Thorns, and built a cricket from the plan and using the standard kit propeller acquired from Peter Martin. The design, in its standard form, is never going to achieve long durations, it has a flat plate wing section and the propeller is far too small, but it is intended for



raw beginners and it serves that purpose well. At Thorns I managed to wring out some 1 minute flights so I thought I was well prepared for

Cardington. I worked my way through 14", 16" & 18" loops of both 0.1" & 0.11" wide rubber to finally record a time of 1min 17secs.

I, quietly confident, trots off to Laurie's car to enter my time in the record book and there, to my total disbelief, was a time of 2min-01secs. Not only a time I was sure I could not match but worst of all, posted by Tracy Sellwood a female of the species.

Here is Tracy, my nemesis, only a lady would dream up that covering material.



After the shock I went away to see if I could get anywhere near her time, I finally finished up with a huge 27" loop of 1/8 rubber and 2,200 turns for a time of only 1min 28secs. Well beaten.

I take solace from Tracy's use of a larger propeller, which I suggested earlier would be advisable, and was most probably the instrument of my defeat. Even Laurie did not believe my fate as he tried to give me the winner's certificate at the prize giving, halted only by the many voices raised in derision.



Laurie Barr winds up the day at the prize presentation

Prize Winners on the Day



Tracy Sellwood



Clive King



Roy Wilson

Tracy receives her cash prize from Laurie for Kit Cricket - 2min-01sec

Clive with his cash prize and certificate for Light Cricket - 13min-07sec

Roy with certificate for the longest flight of the day with EZB - 17min-08sec

I'll wrap up with a few pictures to give you a flavour of the day and invite any would be indoor flyer to come and give it a go, you will enjoy it I'm sure.



A panoramic view of the flight line from the heavyweight end



An F1D model and an EZB cruise gracefully by



The flimsies end of the line with a newcomer in earnest conversation with one of the experts

Indoor Flying at Cardington - By Laurie Barr

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

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

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

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

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

June 14th/28th.

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

August 2nd/9th/23rd.

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

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

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

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

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

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

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

Laurie Barr & Clive King.

Cranfield Classic 50th Anniversary

2010 is the 50th anniversary of the 1960 world FF power championship which produced no outright winner. After a 17 Max marathon, five joint World Champions were declared.

To celebrate this unique event, a contest is to be organised for replicas of the models flown by these five great F/F power flyers, at the 2010 BMFA Nationals.

The models are.

Mr Max - Rolf Hagel Sweden/Gloworm - John Sheppard New Zealand/
No 18 & Ascender - Sandy Pimenoff Finland/
La Bestia - Giovanni Guerra Italy/Lucky Lindy - Larry Conover U.S.A.

***Reduced scale drawings of all five designs are on the following pages - Ed.**

I can supply full size drawings for La Bestia, Gloworm, Lucky Lindy & No18. A good drawing of MrMax is in June 1960 Aero modeller.

All are in the 1959/61 Zaik year book.

Models to conform to a known drawing. No scaling. No weight limit.

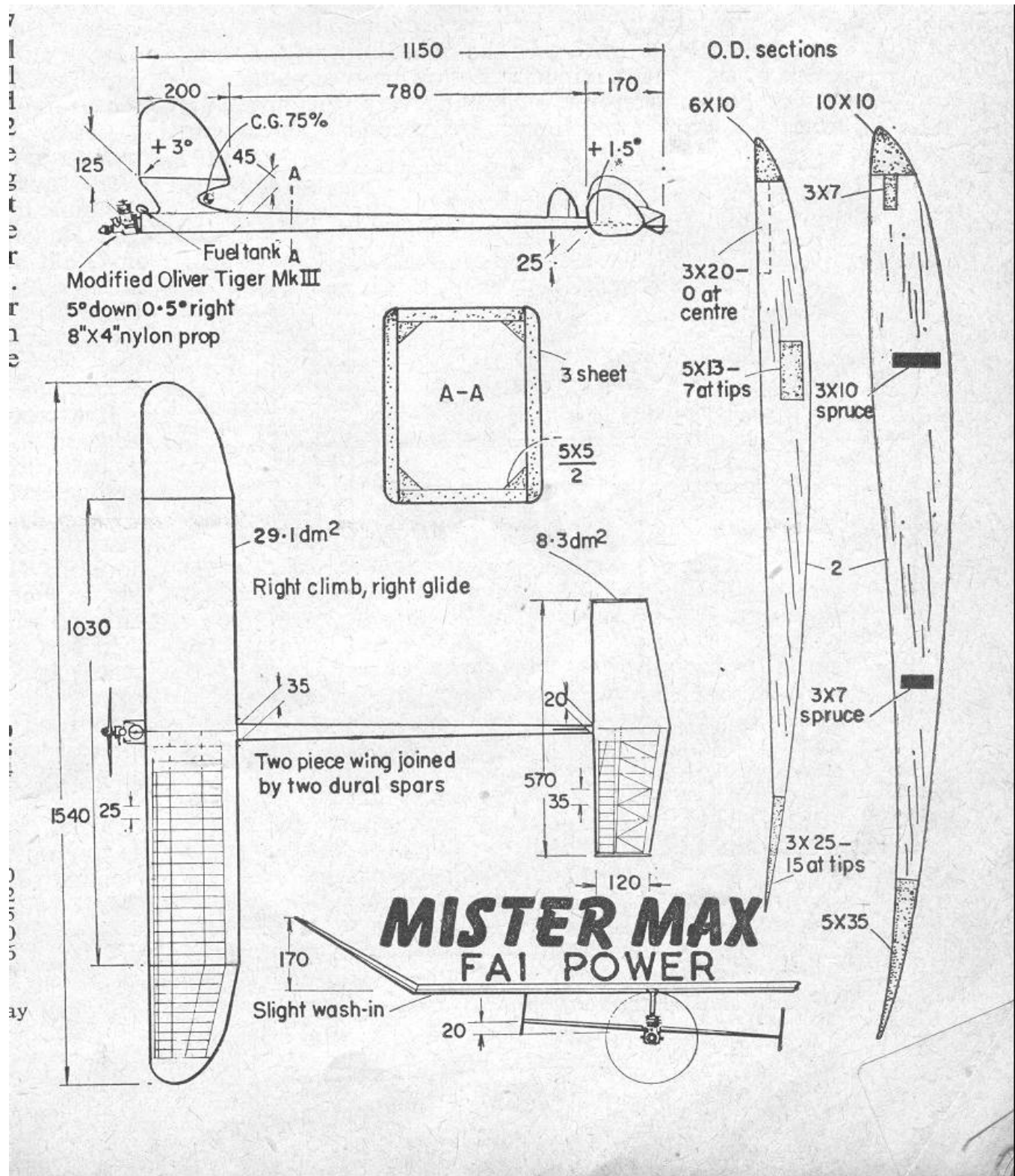
Engine runs to be decided on the day but probably 15* & 12 seconds for a full Max. Three flights.

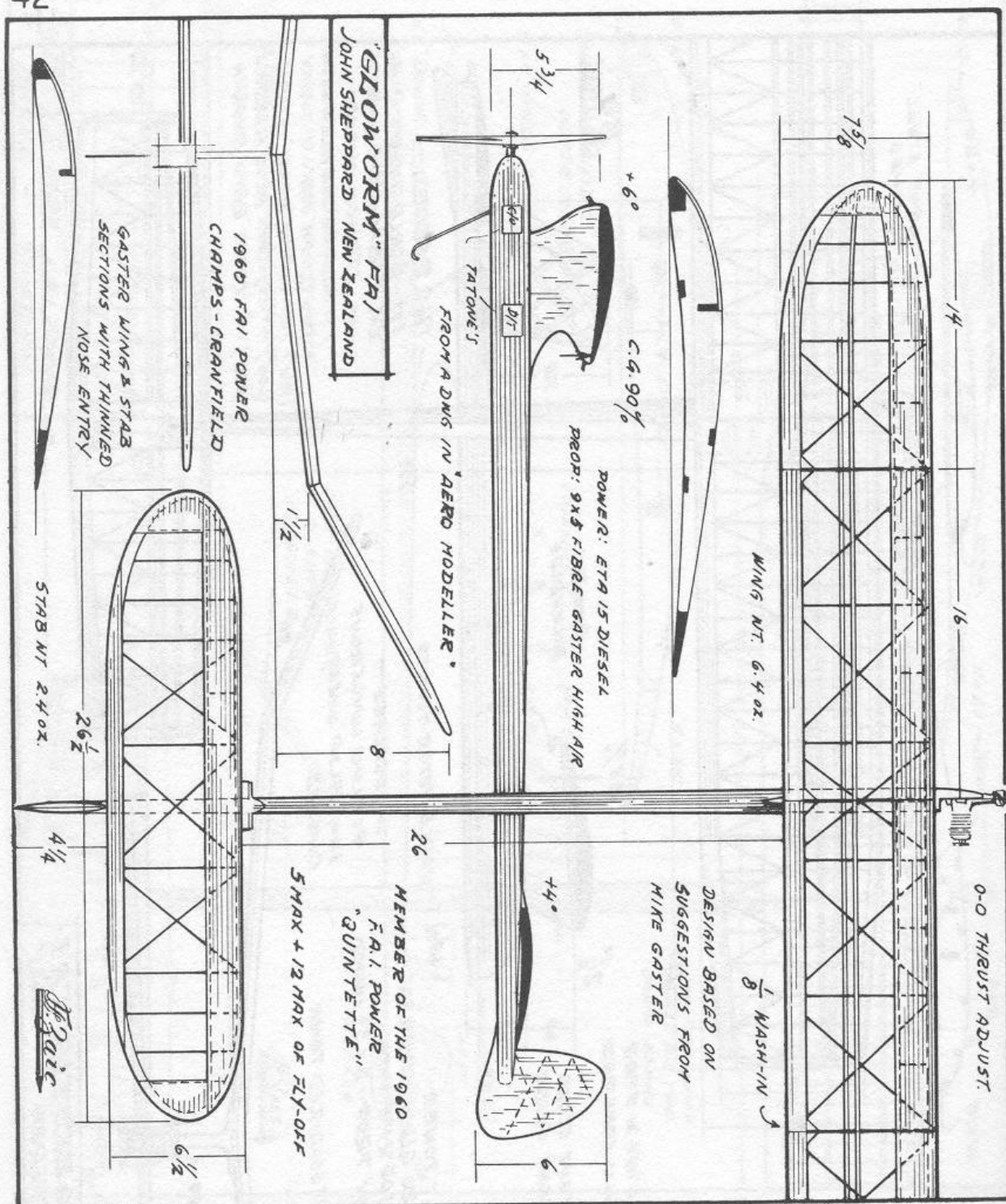
(*To be allowed full engine run) Engines must be 2.5cc(.15) available before Dec 1960, or OS Max 15 III /OS Max 15 IV, PAW 15 non BR

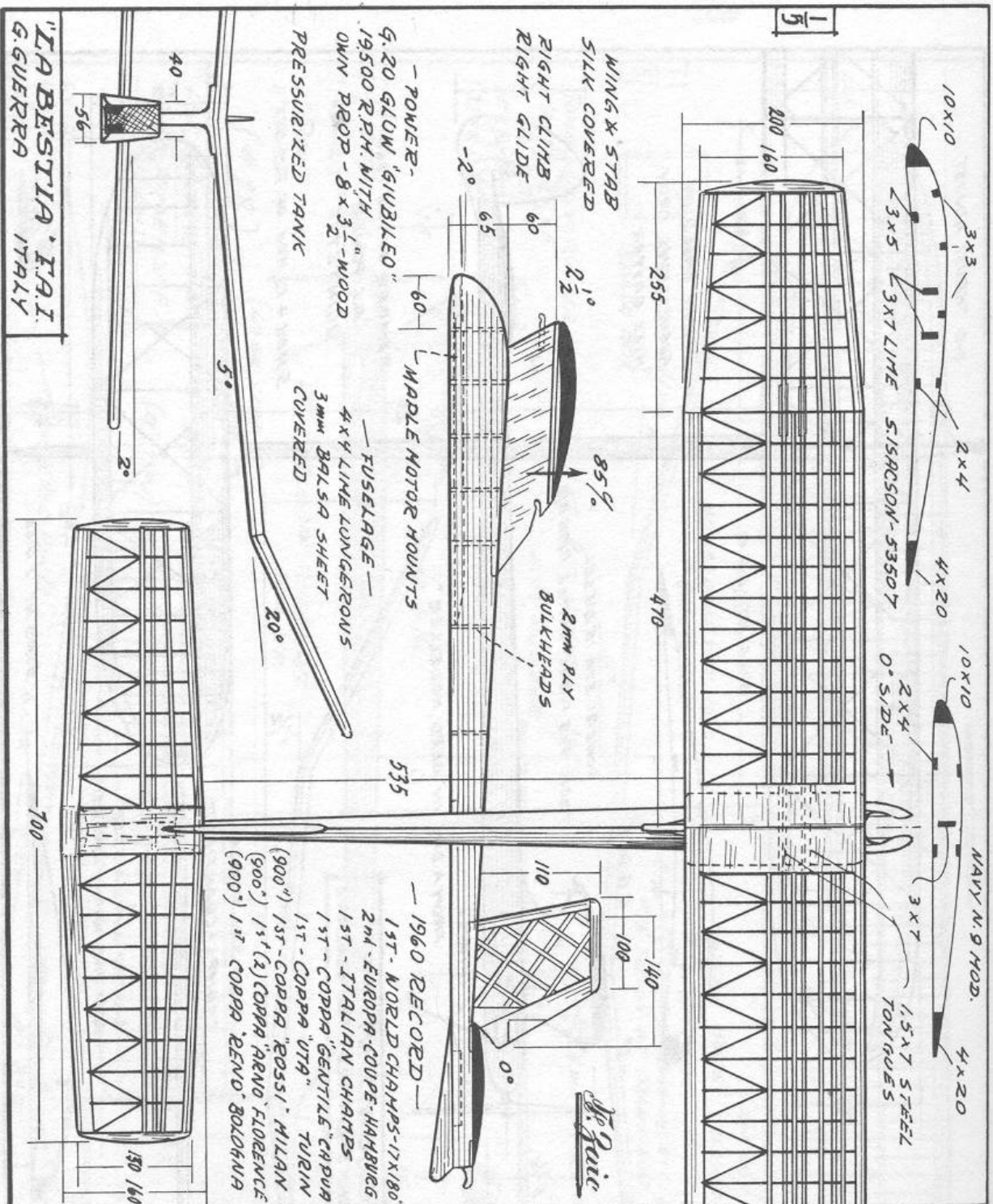
A reduced engine run will be allotted to models with engines other than above.

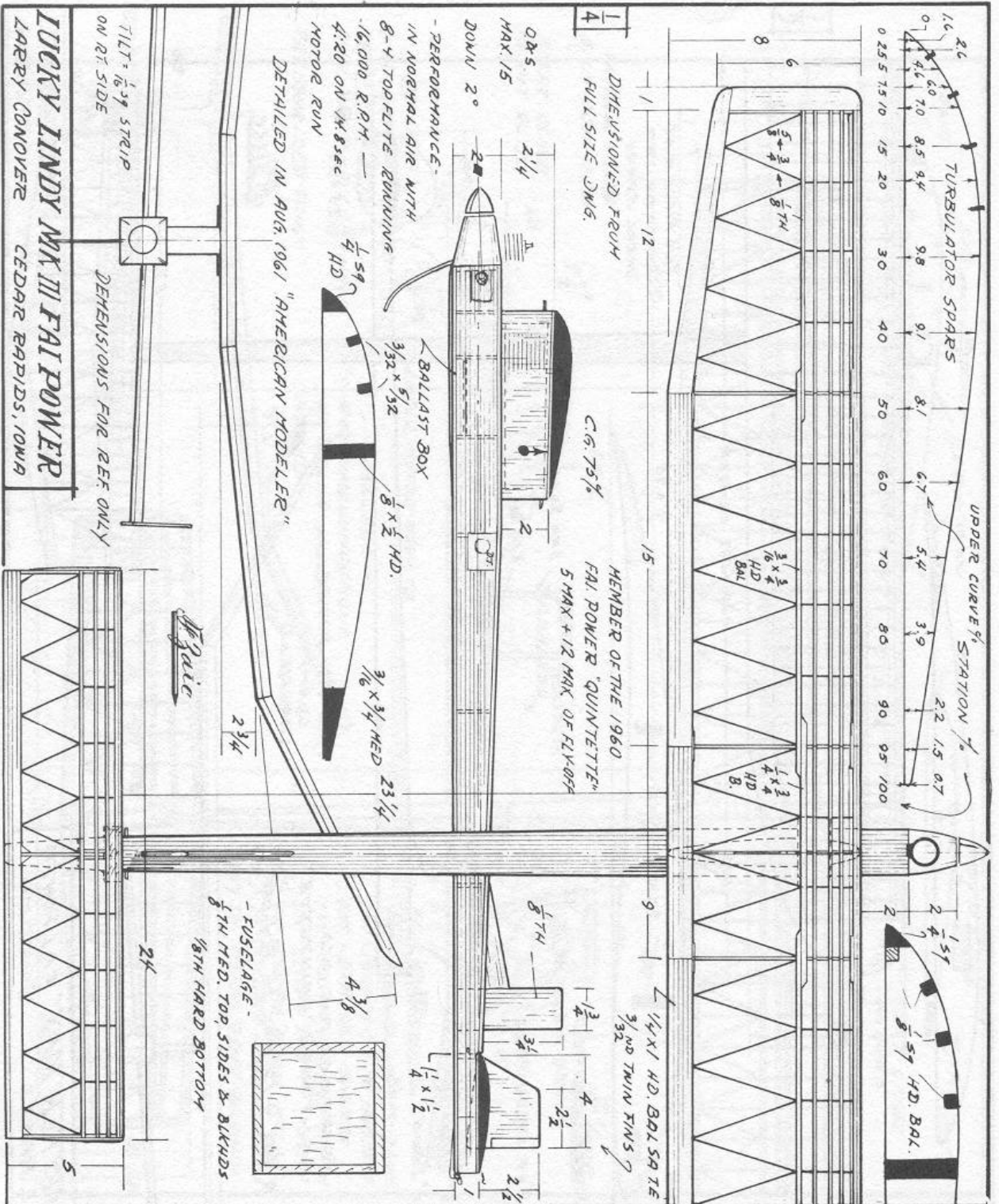
NO ABC or Schnuerle engines.

For more information. Contact. Allan Brown. Mobile 07714103515 Home 01913866709
email allan.030@btinternet.com









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

(BMFA membership is required on both days)

SATURDAY 15th FREE-FLIGHT SPECIAL

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

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

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

(a) Mini-vintage rubber

(b) Mini-vintage power

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

Does not include any accepted type of Wakefield.

Combined Small Glider. to include

(a) Classic A1 glider (to Dec 60, with no weight restriction). Towline 50m

(b) Vintage glider with a max span of 60" and total area less than A2 size,
ie less than 496 sq ins. Towline 75m.

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

Very Small Vintage Rubber

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

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

British Power (Usual rules)

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

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

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

Sunday 16th TIMPERLEY FREE-FLIGHT GALA.

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

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

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

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

INDOOR FREE-FLIGHT

At

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

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

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

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

Worcester Indoor Free Flight

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

Due to actions taken by the school

USEFUL WEBSITES

SAM 1066 - www.sam1066.org

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

MIKE WOODHOUSE—www.freeflightsupplies.co.uk

BMFA Free Flight Technical Committee — www.freeflightUK.org

BMFA — www.bmfa.org

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

SAM 35 — www.sam35.org

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

Loc8tor — www.loc8tor.com

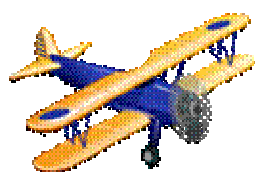
X-List Plans — www.xlistplans.demon.co.uk

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

Ray Alban — www.vintagemodelairplane.com

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

Belair Kits - www.belairkits.com



The Medway Model Flying Club

www.medwaymfc.co.uk

Invites you to a day of **FREE-FLIGHT** fun
at their large site at Harty on
The Isle of Sheppey, Kent.

On the 21st of JUNE 2009

And the 16th of AUGUST 2009

All day flying, informal scale competition, radio assist
competition, (two function only), and a concours.

Max engine size for the day (all models) 2.5cc,
Insurance required.

For more information contact Neville on (01795) 877918
nevillelegg@btconnect.com or mike@freeflightscale.com
or look on the club website under events.

Directions:

From M20 or M2 take the A249 north for Sheppey, when on Sheppey
turn right on the B2231 for Leysdown on Sea, stay on B2231 for
approx. 5 miles, through Eastchurch, then turn right into the Harty
Ferry Road, (very narrow road) after approx. 2.5 miles, look for
"raptor view point" sign, turn left into field.

ALL FLYERS £3.00

**SPECTATORS CAN MAKE A DONATION TO KENT AIR
AMBULANCE**

SAM 1066 EURO CHAMPS 2009

**August 29th -31st
Middle Wallop Army Airfield
Hampshire
England**

**4oz & 8oz Vintage Wakefield
Large and Small Rubber
Dixielander Celebration
Vintage Coupe d'Hiver
Classic Rubber
Vintage Power
Classic Power
Spark Ignition
Vintage Glider
Classic Glider
Rubber Scale
Waterplane
A-Frame
Fun Flying*
Radio Assist Vintage
Vintage Control Line**

**Home of the
Museum of Army Flying**

**Camping on site
Hotels & guest houses nearby
Hog roast
Great atmosphere**

**Overseas visitors and
competitors welcome**

"THE LARGEST VINTAGE & CLASSIC FREE FLIGHT EVENT IN EUROPE"

WWW.SAM1066.ORG

*BMFA Members only

Provisional Events Calendar 2009

with competitions for Vintage and/or Classic models

June 14 th	Sunday	BMFA 4 th Area
June 20/21 st	Sat/Sun	East Anglian Gala, Sculthorpe
June 21 st	Sunday	Odiham
June 27 th	Sunday	Grantham Grand Prix, Barkston Heath
July 5 th	Sunday	Portmeadow (Charlie Newman)
August 15/16 th	Saturday/Sunday	Timperley F/F weekend, Barkston Heath
August 29 th	Saturday	SAM 1066 Champs, Middle Wallop
August 30 th	Sunday	SAM 1066 Champs, Middle Wallop
August 31 st	Monday	SAM 1066 Champs, Middle Wallop
September 4 th	Friday	Southern Gala - Little Rissington
September 20 th	Sunday	BMFA 5 th Area
September 20 th	Sunday	Fun Fly & Trimming, Middle Wallop
October 4 th	Sunday	Midland Gala, North Luffenham
October 11 th	Sunday	Fun Fly & Trimming, Middle Wallop
October 18 th	Sunday	BMFA 6 th Area
December 6 th	Sunday	Coupe Europa, Middle Wallop

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

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

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

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