



NEW Clarion

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Editorial:

Harking back to the Easter 3 day Meeting, we had basically good weather, the calm Saturday had perfect flying conditions but not I suspect for the more aging glider flyers.

Sunday had good flying conditions again with a little more wind but eminently flyable, although the direction could have been better.

On Monday there was a further increase in wind speed and an even less favourable wind direction which put many flyers off including your editor.

All in all a very good weekend with the exception of your editors dismal efforts on the Sunday which will be recorded elsewhere.



The ever present 'Flitehook' - where would we be without Pauline and John.

On a more serious note, there have been reports of displays of bad temper by members at the entry gate and out in the recovery areas, the conditions of entry to the airfield are mandatory and must be met. There is no reason for verbal abuse of service staff or our own gate volunteers and this cannot be tolerated. There are also other incidents being observed:

One member entering without paying and seemingly proud of the fact;

One entering as a spectator and being observed with an aircraft on the field, I cannot believe that this was to save £1 more likely that he had no BMFA membership and hence no insurance;

One with a dog, it is well published that we are not allowed dogs on the field.

It is depressing to think that fellow modellers will go to such lengths and if these transgressions continue we will have to take serious disciplinary actions. I would like to remind you that we are all supposed to be enjoying our hobby and are privileged to have the use of such a wonderful flying field. We must preserve the good will that has been fostered over the years and not jeopardise our future by thoughtless acts of petty annoyance.

To lose the use of Middle Wallop would undoubtedly be the end of SAM 1066.

Bruce Hannah's Class B Gas Raven: - Martyn Cowley (USA)

Also seen at the Vintage FAI event, Bruce Hannah flew a beautiful Class B Gas (5cc) copy of his father's (Bruce Hannah Senior) Raven power model, winner of many contests in the 1950's. The 74.5 inch span wing has 500 sq. in. wing area, and was one of the first to use a D-Box LE construction, using vertical grain webbing the full thickness of the wing attached to the back of the spars between the ribs. This structure provides a torsionally stiff wing, even with light Jap tissue covering material (as on the original).



Two Bruce Hannah's

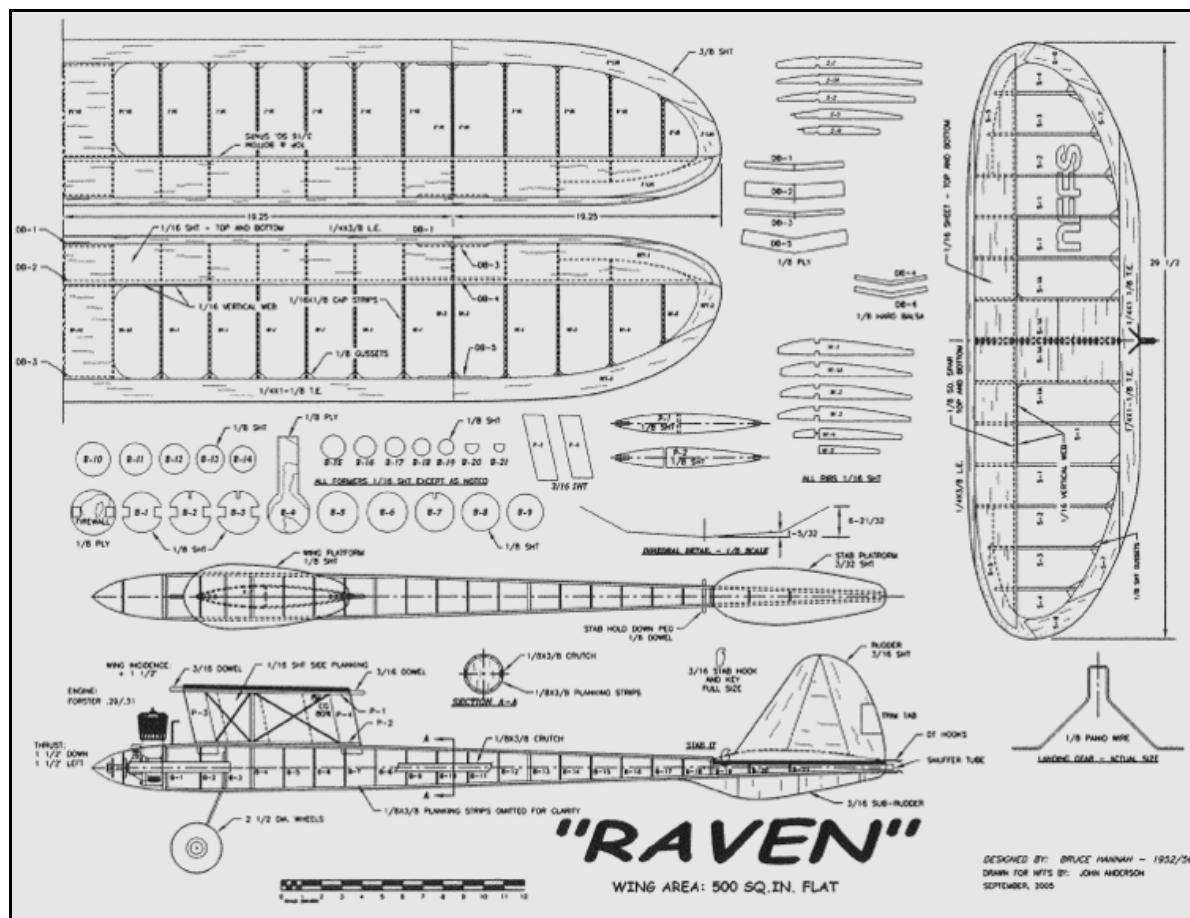
The design pays considerable attention to streamlining, with a large spinner faired into a round fuselage with a cowled engine, originally a Forster 29, leaving only the cylinder head and needle valve protruding and flown with a single wheel gear. The plan shows a flat-bottom airfoil, but in the day, Bruce (Senior) also used a NACA 6409-type under-cambered airfoil.

Bruce's (Junior) Vintage recreation uses a K & B .23 Greenhead Torpedo, on an APC 9 x 4 propeller, running on 25% nitro in a bladder tank inside the fuselage. Weight is 23.5 oz, including 20g of tail ballast necessary to get the CG back to 80% chord. Flight trim for Raven is Right / Right, using

stab tilt and rudder tab for glide circle and 3° to 4° left-thrust and 2° down-thrust for power trim, with minimal warps: 3/32 wash-out at the tips; and only 3/32 wash-in on right main panel. In February Bruce (Junior) had a perfect day in the flat calm sunny conditions, and won the event with 15 consecutive 3 minute maxes (just 2 maxes clear of second place). It really was a very special flying day !



Bruce Hannah with the K&B Torpedo 23 powered 'Raven'
Bruce was really on song and achieved 15 straight maxes at the meeting

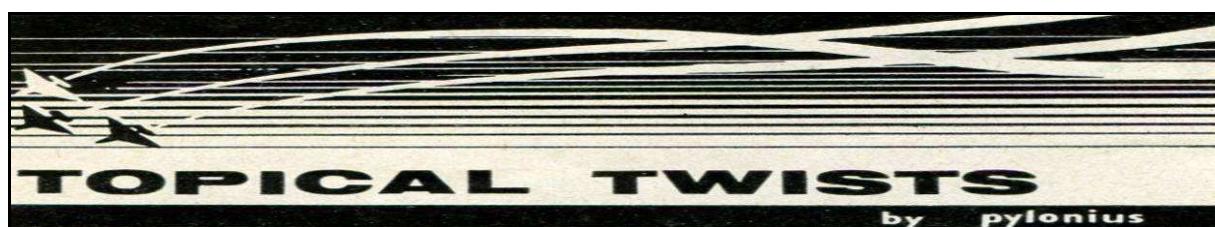


The Raven plan was approved by NFFS and published in the April 2006 Digest, and is available from NFFS Plan Service: <http://freeflight.org/Store/index.htm> / download plans catalogue.

In 1957, Bruce Senior also made a scaled-down FAI version, with only a 355 sq in wing powered by a K&B Torpedo glow engine, and using a slightly longer square fuselage and taller fin, weighing the required 17.6 oz. But it was little flown, after the FAI wing-loading rules were increased significantly in 1958, requiring a completely new heavier model design. Bruce Junior is still pondering whether to also draw up this 1957 FAI version and submit it for consideration to the NFFS Rules Committee.

(Pictures by Brian Furutani)

Martyn Cowley(USA)

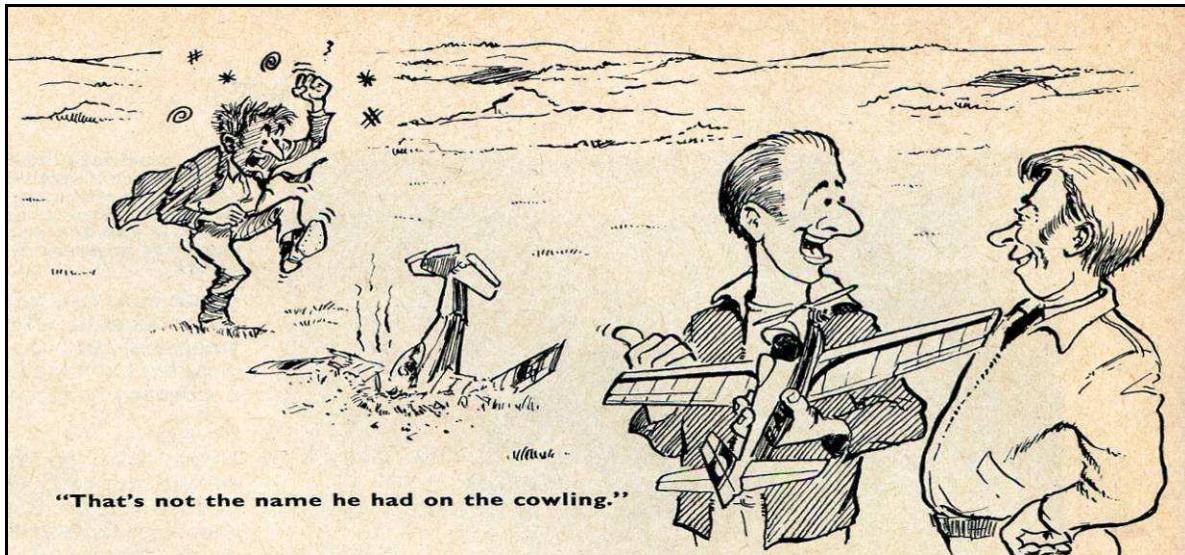


The name's the game

They say a rose by any other name etc., but it does add something to your model if what you dub it is aptly descriptive. For instance, it can be a bit of a let down if, say, you call your model *Nimbus Nudger* when the only thing it nudges is the airfield fence. Or you could be lucky in choosing the name *Icarus* if, on your model's maiden flight, the wings fall off. But, generally, it is better to be like the Americans who, having emotively exhausted the terminology of fauna and flora, the stars above and the universe in general, became coldly scientific, and now identify all machines with code letters. Then, again, it is somewhat cynical to evoke the names of tigers, jaguars and other creatures brought to the verge of extinction, for our polluting gadgets.

Most model flyers, though, no longer trouble to give their models names at all, probably because the models now all look so much alike, so that the term Wakefield, A/2, Team Racer etc, is title enough. However, there are times when a name becomes obligatory, such as the model plan being published or put into a kit. It is on such occasions that you need a bit of inspiration like the chap who called his Wake *Hereward*, or the one who entitled his team racer *Penelope* (Pitstop).

These thoughts occurred to me on seeing a model, if model it be, of curious and lopsided configuration – a wing and a bit – claiming the most inapt appellation of a symmetrically perfect, multi-hued bird. Surely, 'XY Plus' would have been more befitting.



Pylonius

Get Knotted

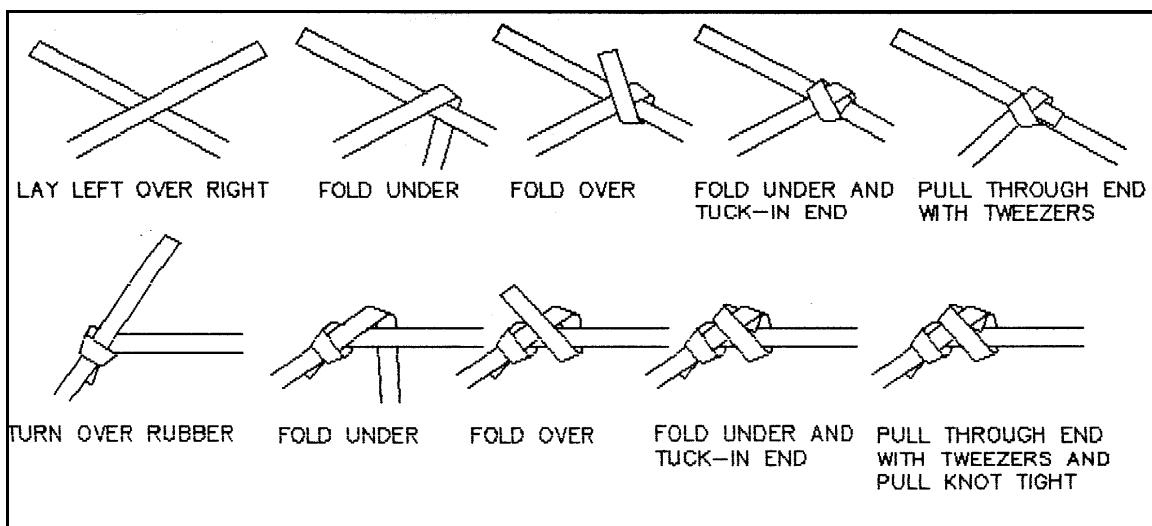
- John Worsley

A nonslip knot for tying rubber

Try this knot. It is very easy to tie and has never let me down. I found it on a chart of Fishermans knots in a pub in Manningtree, Essex, while having a meal with one of our daughters.

I always check to see if it was a knot that has come adrift but it has always been a broken strand

If you Google <http://www.2020site.org/knots/fishermansknot.html> it should come up. The last time I checked it was called the strongest knot!



ANOTHER KNOT FOR TYING LUBRICATED RUBBER

I missed the best flying conditions because I don't fly gliders and I just travelled down with Rachel, the wife, on the Saturday and booked into our hotel in Wherewell. We settled into our room in the White Lion, a 17th century pub, and after a meal we decided to go on to Wallop to see who was on the camp site.



The White Lion at Wherewell

You may have guessed by now that I don't have too much to write about but we'll see how it goes.

I knew there was a caravan club using the Museum Camping Site but I was not prepared for the sight that met our eyes when we got to Wallop. The site was absolutely choc-a-bloc, there were three rows of caravans parked cheek to jowl, there must have been over 50 vans in all. I am sure that the site would not be licensed for so many. I believe when we book the site we have something like a 20 limit, food for thought

Rachel and I wandered into the site, there was a small area at the entrance with one modellers caravan and a couple of tents.

We had come for an evenings chatting but things looked a little bleak from that point of view. However all was not lost, there were two guys stretched out on the grass in front of the two tents, in desperation we approached and enquired if they were modellers. In an easily recognisable South African accent they confirmed that they were. Thus we met Donald Flint and his companion Garth and there our evenings chat began. The two had journeyed from South Africa for a few days in England to take in the SAM1066 Easter meeting and a small tour around some aircraft museums. During the course of conversation it transpired that their trip had been quite a spur of the moment

decision on their part, resulting from a casual idea suggested by Donald in an email to Garth.



Donald Flint, Yours truly with Pinochio, and Garth

We all had a good old chinwag and I gathered that vintage free-flight, and possibly free-flight in general, does not have a large following in South Africa. Our evening was well filled with interesting exchanges including email addresses. I hope, nay, expect to get an article from them on their trip and their thoughts on modelling in the UK. They were certainly impressed by the length of the flight line of cars and I hope we will meet again.

Sunday saw us early on the field and raring to go. It was small rubber first with my 'Pinochio' sporting a new propeller as the one I threw together for last years event left more than a little to be desired. I had a quick check flight on half turns and, as the trim did not seem to have changed, off to control to enter.

The max on the day had been set at 1min 40secs due to the unfavourable wind direction and the need to try and keep models on the field. Easy thinks I and I wound on a conservative 600 turns. I had to walk out across the field to get a better flight line and then launched without much regard to conditions, just waited for a bit of a lull. John Thompson was alongside when I let go and he passed comment that the recently departed designer of the model Laurie Barr would be pleased to see me flying it. John also observed that the single bladed prop assembly was rattling well, I really must try to balance it better.

The model climbed away to a reasonable height, settled into a nice glide and all looked well set. Then the fun started, a slight stall and next thing it got bigger and bigger. I trim right right with too much wash-in on the right wing and once the model stalls there is no recovery. The flight was OK, it was still 2-10 to the ground, well in the field and handy for the peri-track and car recovery. One in the bag for John boy.

I increased the tailplane incidence slightly by cutting a little off the trailing edge support pad and wound 600 again for the second flight. Got it wrong this time, poor climb, sinking glide and I was down a few seconds short of requirements. I don't know whether it was the trim change or sink, I did not have another flight to check as I moved on to compete ? in the Bournemouth Classic with my 'Last Resort'.



Bournemouth Control with Roger Newman offering to fight me for the £2 entry fee

I put the 'Last Resort' together with an old well knotted TanII motor and had a quick check flight with 400 turns, got reasonably high and D/T'd well up after a minute or so. All appeared well so off to control to enter

I found I had a broken strand so I replaced the motor and started to wind for my first comp flight. Must have been a new motor because it tightened up at 500turns but with only 1-40 to get I was not worried and quit at that. Wrong, launched in indifferent air, poor climb and glide, down under requirements. To prove a point I had a second flight just before close of play, the motor took

600 turns before going tight and the model maxed OK. Looks like I'm going to have to make sure I break in my motors a bit before I put them in the flight box.



Monday was a lovely day for sitting about but not so good for flying. The wind was in a poor direction again and too strong for me to contemplate risking my Wakefields. I dropped easily into photographic spectator mode.



Several other groups were similarly occupied but I'm sure David Beales would have been flying at some stage.

I followed the exploits of Mike Turner flying his colourfully tissued '39 Korda' in 8oz Wakefield, the event in which he triumphed (sounds better than won). The wife and I took time out to visit the cafe for lunch and had a birds eye view of a full size 'Moth' being readied for flight.



The Tiger Moth viewed from the Cafe balcony

My wife Rachel was convinced that the girl in the front cockpit was going to pilot the machine, I did explain that there were usually two control columns.



Mike Turner prepares his 'Korda' and launches for his nominal D/T fly-off

Taken all round it was a pleasant weekend for me, I just wish I was fit enough to chase models for recovery in windy weather. I'll be buying some 2.4G radio soon I expect for assisted free-flight.

John Andrews

A Retrieval Story

- Malcolm Campbell (Australia)

And lessons learned.

My F1A drama started when I detected light lift after the first circle of R4 and was preparing to go around again, and then I changed my mind - I decided to unlatch when the model was way too far over my head. I thought it unlatched, but my pull was at the back of the hook, on an angle backwards and not straight down, so no unlatch. I nearly caught it a couple of times and then it was too late.

With my Skin Cancer Council headgear and 50+ shirt, I grabbed my yaghi, bino's, mobile phone (invaluable later) and 2-way, and headed off after a very high model.

I followed the beep of the tracker for 8kms across paddocks, and then along a road for another 3 klms. In the later klms, it was well ahead of me and low to the horizon, and I thought I'd soon lose it. During my trek through many paddocks, I lost 2-way contact and rang the flight line to report my progress. When I found a road, I rang a to supply co-ordinates and learnt that club member was on his way by car to meet me. He was to get lost a few times before he located me. Mobiles are great! By that stage I'd walked 11+ klms and had been in 32 deg C mid-day sun without water for 3 hours. But I was feeling happy because I still had the line, although the signal was weak and disturbed by overhead power lines.

So I jumped in the car and we drove in the direction. At one stage we got a much stronger signal, after 5 - 6 klms of driving. The model had been flying for nearly 3.5 hrs. It was heading in the general direction of Gatton. Jubilantly, we drove on a couple of klms, only to lose it. Tracking back and stopping where we last had the signal, we had sadly lost it (actually, it had landed). It was now 3.45pm.

Then I rang my home phone to retrieve a message that had been left there at 3.58pm. My model had been found, by a student boarder at the Gatton University of Agriculture! He had heard it when it hit a tree right outside his room and fallen to the ground. As we approached the Uni, the tracking signal led us straight to him! Just a minor amount of wingtip damage is all that it had suffered.

According to the map, it had travelled a direct distance of 15 klms. At home I checked my emails and this "good samaritan" had also posted a message for me. See, I had my email address on the model as well. It's a good idea, don't you think?

I now have home phone, mobile phone and email address on all my models.

Malcolm Campbell (Australia)

Gliders at Easter Wallop

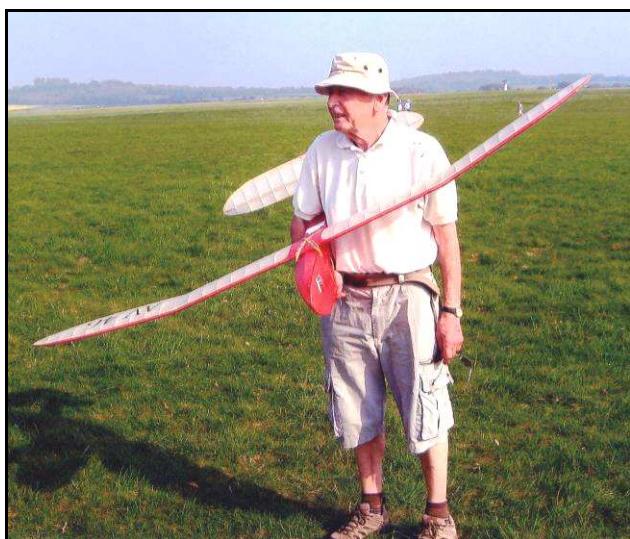
- Dick Twomey (Mauritius)

Wasn't the weather fantastic, though I did notice that no one thanked me for bringing the sun from Mauritius!

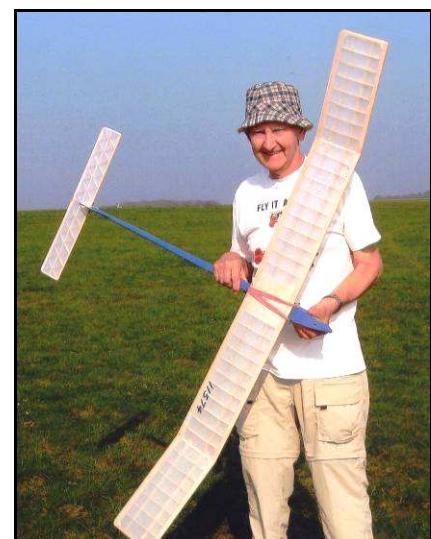
As usual, I flew in the good company of my friends Peter Tomlinson and Terry King, each of whom figured in the glider prize lists, which I did not! The best I could manage, with no way the required full quiver of maxes, was to miss a 3rd place by just 5 seconds...but that to an expert like Rod Audley!



Myself, Dick Twomey, flanked by my companions Terry and Peter



Terry King



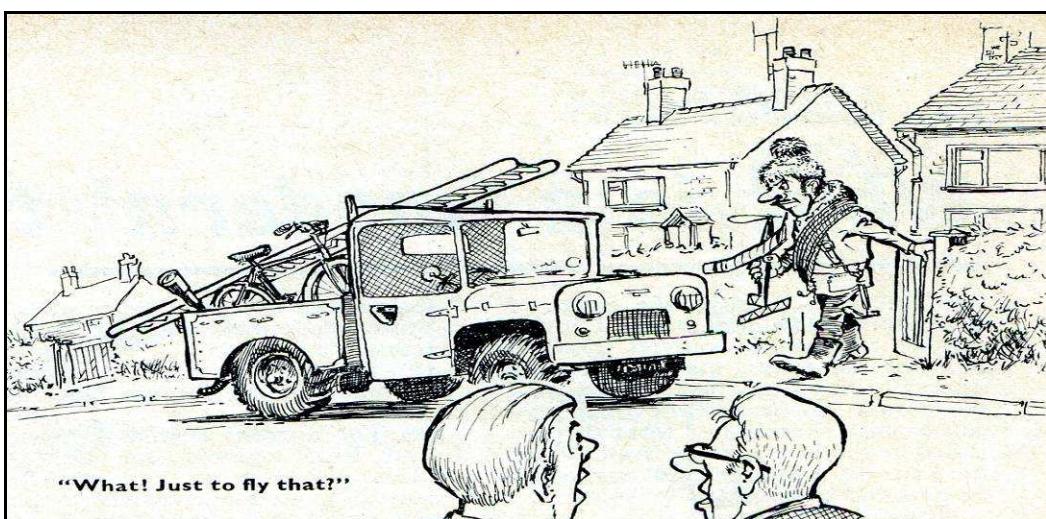
Peter Tomlinson

There was for me one special highlight however: The glider that Vic Driscoll used to win on both the Saturday's "Glider Day" and again on Bournemouth's Sunday was a beautifully constructed (and flown) SNARK, my old A2 from Aeromodeller of April 1952. Many congratulations to him!



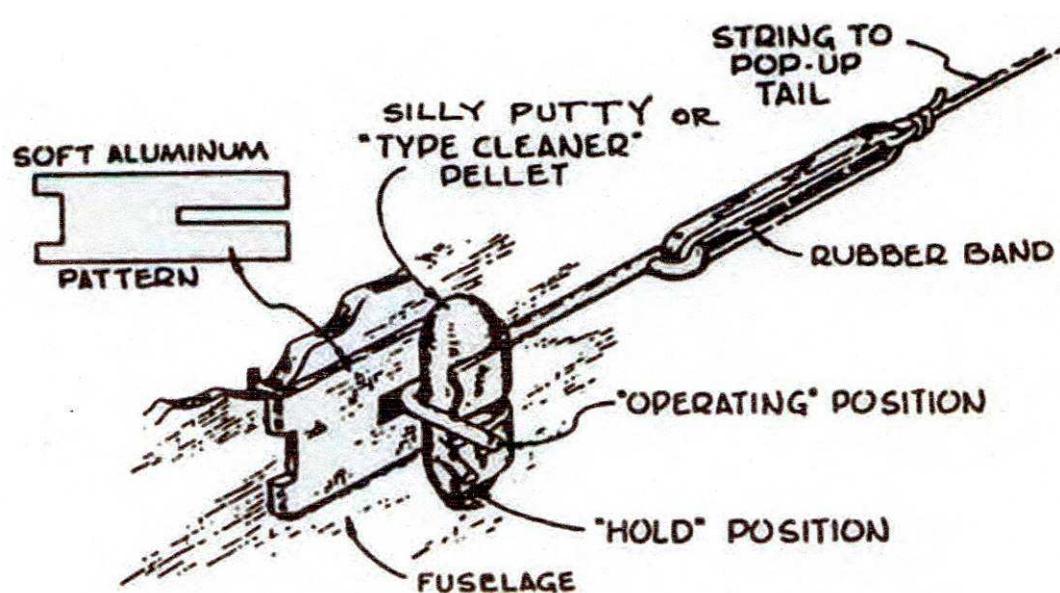
My words to Vic and his lovely wife.
 "This was much more of a pleasure than winning myself."
 Which it certainly was!

Dick Twomey (Mauritius)



Simple Silly Putty Timer

- John Worsley



A DT that won't set the world on fire....Here is how it works: Set the wire hook in the "Hold" position. Roll up a small pellet of Silly Putty and place it in the grooved aluminum holder. When ready to launch, flip the end of the hook into the "Operating" position. The hook will then start its journey through the Silly Putty and pop up the tail at the preset time....hopefully. Ignore reference to the "type cleaner" pellet. It's the sticky stuff they used to use to clean typewriter type - a real dinosaur in this 21st century of word processors.

Got this idea off the internet at some time or other.

Of course there will be a little trial and error testing required to get the turned over tabs on the soft aluminium bracket to the right length for the D/T time required.

John Worsley

BMAS Easter Club Classic

- Roy Tiller

This was the 8th annual Club Classic Rubber event staged at the Bournemouth MAS Gala. Although the wind was fairly strong from the north, it was warm and summer-like. Unfortunately this wind direction was difficult causing models to be flown close to and parallel with the western perimeter. The maximum was set at just 100 seconds to minimise loss of models into the village area. For the same reason a limited fly-off was adopted. My first experience of this was at Odiham last year and it is very effective. The Bournemouth Club have since adopted it for domestic events at Beaulieu. The D/T limit was set at 100 seconds and the actual D/T timed

along with the total flight. Any positive error in D/T was doubled to establish a penalty and subtracted from the overall flight time. I heard no dissent about the arrangements and several comments of approval.



Mike Turner receives the Cup from John Taylor

The very worthy winner with a clear margin was **Mike Turner** and indeed his first win in the event. For the Strato Hawk design it was its second time in first slot. Close behind were **Ron Marking** up from Cornwall and **Ted Tyson** from Bournemouth. Club Classic continues to be popular and we can now regard it as firmly established with two annual events in the south. With 12 entrants this year no model type stood out with seven different types in evidence. Two Last Resorts, Urchins, Mentors, Boxalls and Trip Sticks produced no clear ascendancy.

Two names are sadly missing from the results this year, Vic Wilson and Laurie Barr both previous winners. I recall how pleased Laurie felt when Club Classic was introduced, because it gave him the chance to air his Trip Stick in competition once more. May Trip Sticks and all the other interesting Club Classic designs grace our skies for very many years to come. Thank you all for your support, we hope everyone will revisit Club Classic at Middle Wallop in August.

Results

1st	Mike Turner	Strato Hawk	5.00 + 4.50
2nd	Ron Marking	Urchin	5.00 + 2.10
3rd	Ted Tyson	Last Resort	5.00 + 2.02

4th	Peter Michel	Trip Stick	5.00 + 1.58
5th	Andrew Longhurst	Bim Bam	5.00 + 1.40
5th	John Minshull	Boxall	5.00 + 1.40
7th	John Andrews	Last Resort	3.09
8th	John Oulds	Boxall	2.80
9th	Peter Norman	Mentor	2.50
10th	John Lancaster	Urchin	1.40
10th	Bob Taylor	Mentor	1.40
12th	Robin Kimber	Trip Stick	-



Peter Michel
with Trip Stick



Andrew Longhurst
with Bim Bam and Scram

Roy Tiller

BMAS Easter Rally Results

-

Roy Tiller

Wallop Sunday 24th April: Competition Results

Vintage Open Glider (3 x 100secs Max) 6 entrants returned times

1 st	Dave Cox	5.00 + 1.59	Archangel
2 nd	Terry King	5.00 + 1.52	AV46
3 rd	Peter Tomlinson	5.00 + 1.35	Nord

Combined Classic/Open Glider (3 x 100secs Max) 9 entrants

1 st	Vic Driscoll	5.00 + 1.50	Snark
2 nd	A.Clark	5.00 + 0.35	Josh Marshall
3 rd	Paul Seeley	4.51	Inchworm

Vintage/Classic HLG/CLG (1 Min Max, Best 5 of 7)

1 st	Peter Tolhurst	4.41	Dingbat
2 nd	Ted Horsey	3.11	Dingbat

Club Classic Rubber (3 x 100secs Max) 11 entrants returned times

1 st	Mike Turner	5.00 + 4.50	Strato Hawk
2 nd	Ron Marking	5.00 + 2.10	Urchin
3 rd	Ted Tyson	5.00 + 2.02	Last Resort

Very Small Rubber Under 25" (3 x 1 $\frac{1}{2}$ Minute Max) 3 entrants

1 st	R.Tiller	3.49	Fledgling
2 nd	Barbara Tiller	3.31	Hobbies Simplex
3 rd	P.Jackson	3.03	Fledgling

P.30 (3 x 100secs Max) 12 entrants returned times

1 st	A.Longhurst	5.00 + 1.31	
2 nd	Dave Powes	5.00 + 1.04	
3 rd	C.Redrup	4.53	

Light Weight Rubber (3 x 100secs Max) 15 entrants returned times

1 st	Peter Hall	5.00 + 2.46	Dynamite
2 nd	Andrew Longhurst	5.00 + 2.10	Scram
3 rd	Mick Howick	5.00 + 1.55	Senator

A Frame Mass Launch 3 entrants returned times

1 st	J.Taylor	2.42	Burnham
2 nd	R.Tiller	2.06	Burnham
3 rd	Tony Hall	1.24	Manulkin

Cabin Power Precision (3 flights, 45sec Target Time)

1 st	John Mayes	Warring High Cabin
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Veron Truflite (3flights, 1minute max) 5 entrants returned times

1 st	Roy Tiller	2.48	Auster Mk9
2 nd	Barbara Tiller	2.46	Bebe Jodel
3 rd	Lindsey Smith	1.44	Auster Mk9



Some of the winners (photos M. Pressnell)

Roy Tiller

Wakefield Cup Winner 1959 - Charles Dennis Rushing



1959 Frantek Dvorak, 40, Czechoslovakia

The venue for this year's Wakefield Cup contest was Brienne Le Chateau, France.

This year again the Wakefield Cup event would go it alone, without Power, and Glider.

The World Championships format was just too expensive for any nation to sponsor this year. This would also be the last time the Wakefield Cup event would be held annually. From now on the rubber (F1B) contest would be held in the combined format with Power (F1C), and Glider (F1A), every other year in the "World Championships". The editor of Aeromodeller, Ron Moulton, is quoted in "Scatter" a Southern California Aero Team news letter, No33, in December 1991, as saying in a 1969 paper he gave concerning the FAI/CIAM 1957 rules changes "...as far as we Englishmen were concerned, because when we gave the Wakefield Trophy for World Championship administration by the FAI, one of the original conditions was that the trophy for that particular meeting should be held annually. Clearly this condition was being ignored. The situation became so acute that a proposition was mooted and put through all the states of the SMAE committee sessions; but eventually defeated at SMAE Council level. The proposition being:

"That the Wakefield Cup be withdrawn". This proposal was withdrawn. [See 1957 for details.](#)

Only twenty-two nations showed up this year, so the entries were down from last year's high of 61 contestants. Team USA was there including Joe Bilgri, who was on the 1952 Team, Herb Kothe who was on the 1955, 1956, and 1958 Team, with them was a new kid Bob Hatschek. The Teams were now limited to three members, in an effort by the FAI/CIAM to conserve expenses. Team UK included R Monks, G L Roberts, and R J North, all new members. The Australian Team included Alan King, the 1954 Wakefield Champion, and Bond Baker, the 1958 reigning Wakefield Champion here to defend his Title. They had with them the Wakefield of Jim Fullarton, to be flown by The Proxy Team. Team Czechoslovakia included, L Munzy who was second in 1955, R Cizek, who was on the 1958 team, and F Dvorak, back again this year. Team Hungary was back this year, including G Benedek who for awhile last year threatened to win it all, G Krizma, who was 19th last year, and L Azor who was 9th last year, this is the Team that won the Alphonse Penaud Cup last year.

This contest would not have taken place had it not been for the efforts of Mark Cheurlot of France, and the United States Air Force, who jointly agreed to manage the 1959 Wakefield Contest. The standards set last year at Cranfield were not as high at this meeting, but had it not been for the last minute intervention, there would not have been a 1959 Wakefield International Cup contest at all. Team USA came without a Team Manager, but Heinz Denzin, editor of the German magazine "Modell", stepped up and volunteered to manage the team. You may remember that in 1952 Lanfranchi, of Switzerland, volunteered to manage the UK Team, and proxy fly Wheelers FAI Power aeromodel? Lanfranchi won the FAI Power event for Wheeler, and the UK that year. Wakefield Day was Sunday, July 19, 1959.

ROUND 1: Flying was delayed until 9:30am, because no one could locate the official stop watches! The round ended with three National Teams scoring 180 second maximums:

Team Canada: J McGillivray, D MacKinzie, D Sugden

Team Italy: G Fea, Scardicchio, Taberna

Team USA: J Bilgri, R Hatschek, R Kothe

ROUND 2: Began with a notable increase in lift, and consequently many more 180 second maximums. Team USA was now in the lead for the Penaud Cup, and three different Nations made perfect rounds:

Team Finland: Hyvarinen, Hamalainen, Anito

Team Hungary: Azor, Benedek, Krizsma

Team Switzerland: Meyer, Suter, Kaufmann

ROUND 3: Teams USA, Canada, and Australia all had maximums in this round. As the ambient temperature rose so did rubber motor breakage. After shattering his propeller, Joe Bilgri began using a round shield to protect the front end of his Wakefield, this caught on then and is a device still used to the present day. As this round ended the leader board showed thirteen perfect scores.

ROUND 4: Team USA and Canada had perfect scores to lead in team points 2133 to 2057. Team Italy scored a perfect round also, but they still trailed Finland by 53 seconds. The Eastern Block, so formidable in 1958, were now sinking down the Leader board, and no longer were a challenge to take the contest. As the round ended there were nine contestants who had perfect scores for four rounds of flying.

ROUND 5: The weather continued to be good, and the lift was still there for those who were careful and patient enough to wait for it. Only seven of the nine still had perfect scores. Alan King, the 1955 Wakefield Champion, missed the lift, and was down in only 97 seconds. Joe Bilgri was also out of the contest with only 163 seconds. Now there would be fly-off rounds until a Champion wins, there could be no ties, and only seven had a chance.

ROUND 6: The first, and last fly-off round, there would be no time limit, and this would only be a formality for one contestant. Within five minutes of the horn announcing the opening of the round, all of the seven had wound up and launched. Now for some reason the lift held, but it was getting late: 7:00pm, and it was becoming more difficult to track the aeromodels beyond 180 seconds. As each of the seven contestants was clocked down, their final scores went up onto the Leader board Team USA had won the Penaud Cup, with 2656 seconds!

Place	Name	Country	Round I-5	Round 6	Total
1	F Dvorak	CS	900	285	1185
2	R Hatschek	USA	900	256	1156
3	J McGillivray	CAN	900	245	1145
4	S Zurad	POL	900	230	1130
5	V Zapachny	CCCP	900	198	1098
6	D MacKinzie	CAN	900	184	1084
7	L Tysklin	SWE	900	121	1021
8	J Bilgri	USA	883		
9	S Cardoro	POR	875		
10	H Kothe	USA	873		

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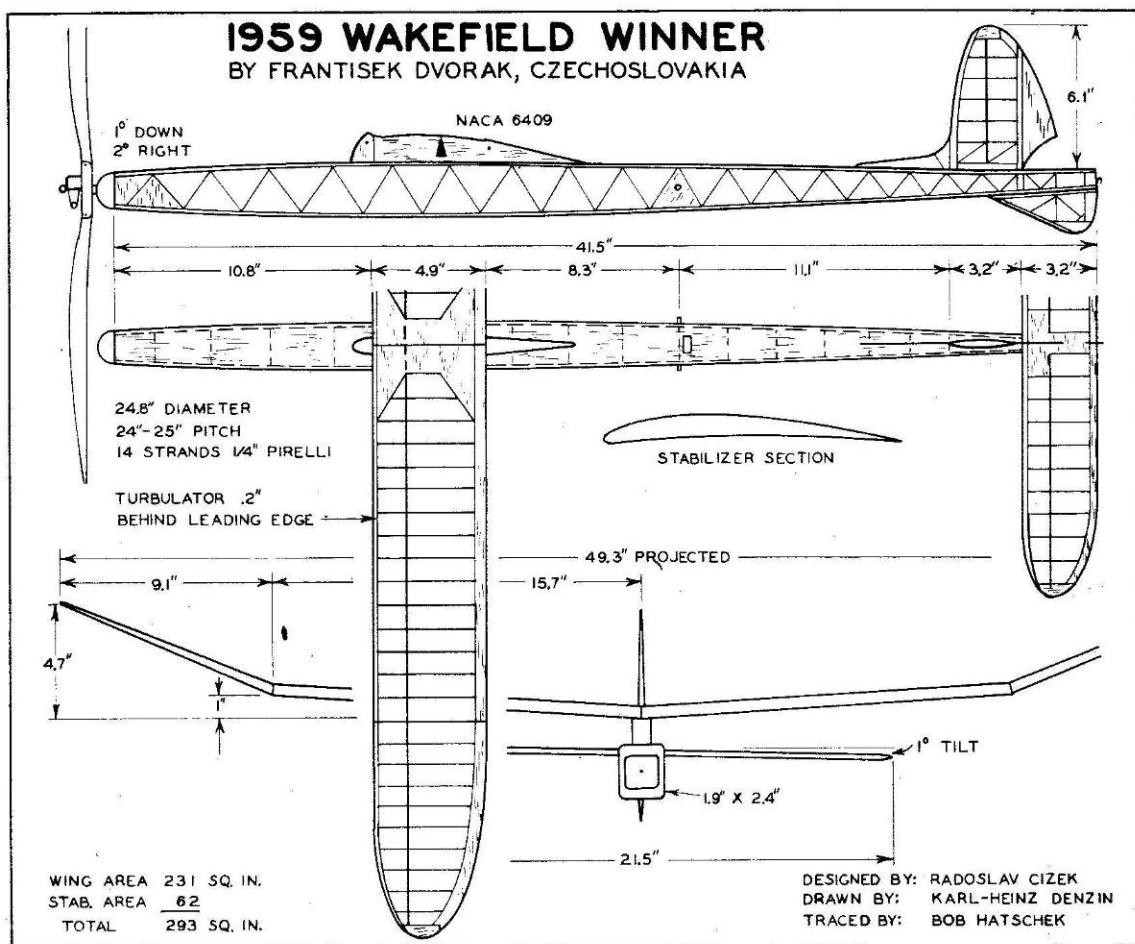
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Charles Dennis Rushing

(The following pictures are courtesy of Roy Tiller and the DBHLibrary)



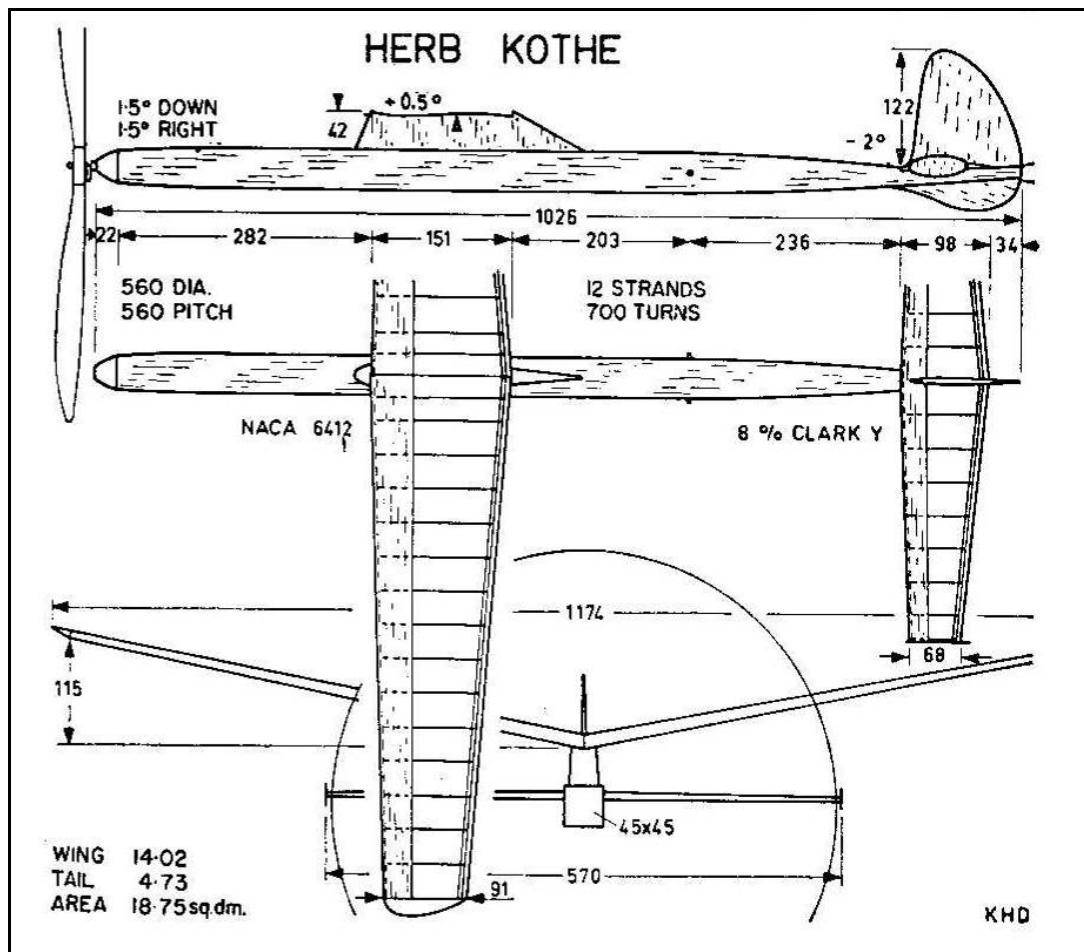
Winner Frantisek Dvorak awaits the Fly-off - He flew Radeslav Cizek's design

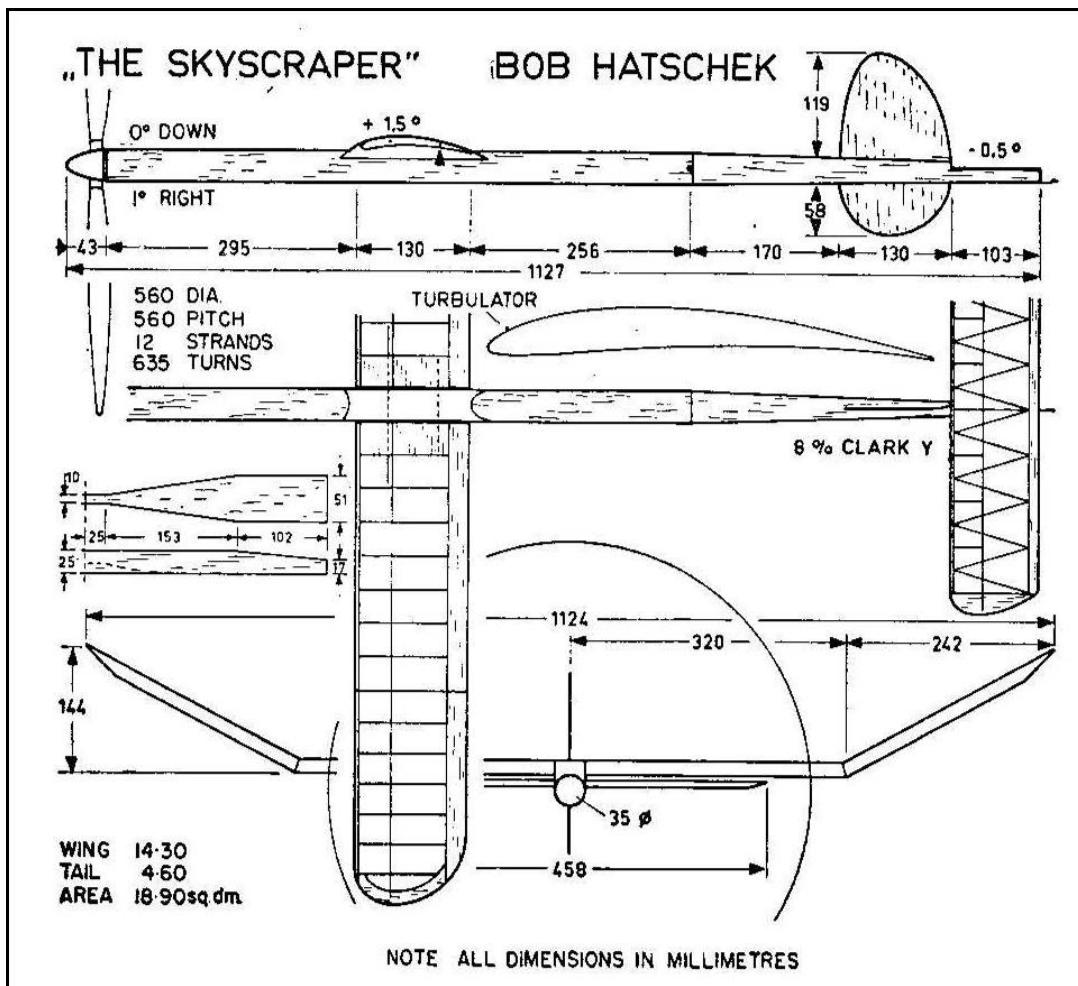
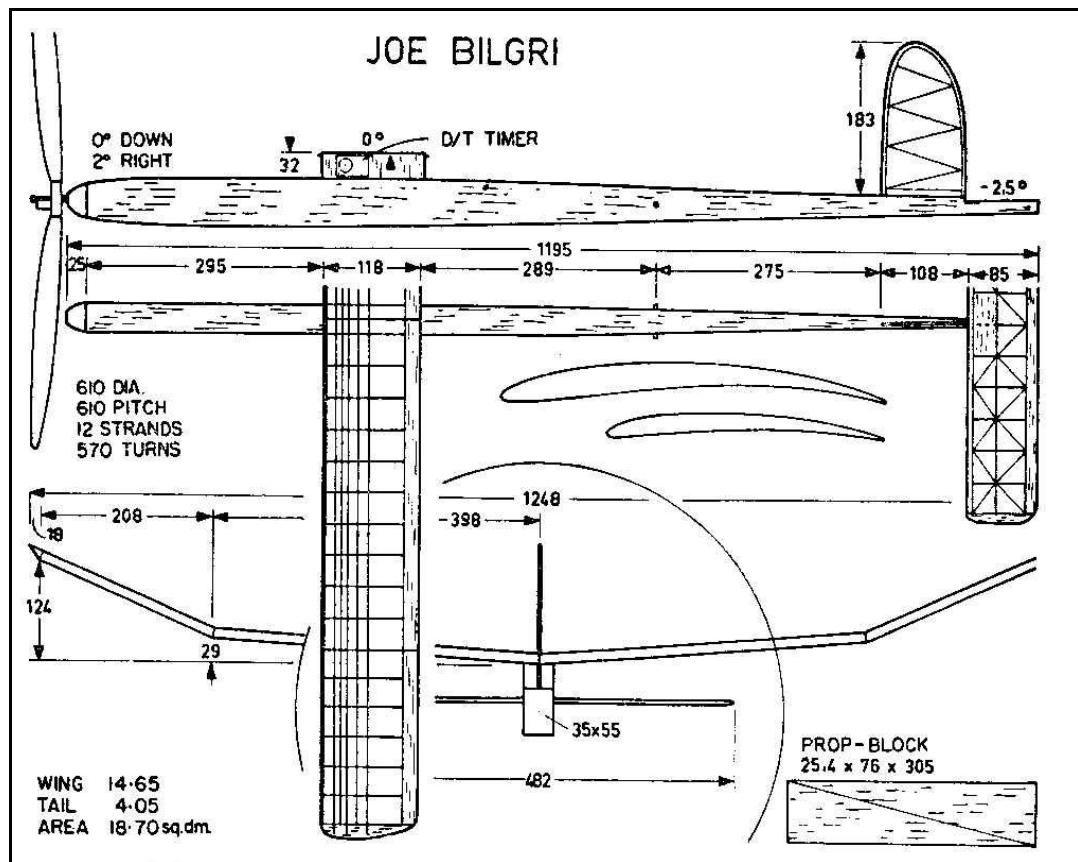




Frantisek Dvorak receives the coveted Trophy and the American team, of Herb Kothe, Joe Bilgri and Bob Hatschek pose with the team trophy - the Alphonse Penaud Cup

(Editor: It is significant to note that all the American teams models reproduced below appear to have sported all sheet fuselages and although they all used 12 strand motors the number of turns used varied from Joe Bilgri's 570 to Herb Kothe's 700, different rubber?)





Picture Gallery

First up, a kick in the pants from New Zealand, in the following e-mail.

John,

Just an appreciation of what you are doing, from New Zealand, so you are read all around the world. Which also means that you gotta be careful when you attribute dates to old photos...I refer to the b&w photo of the 'Orion' attributed to the late '50's. Can't be, of course, as 'Orion' was flown at the 1960 World Champs, and the plan and kit came after that. That besides, the aircraft in the photo is not an Orion, it's a Taurus, and the plans for that were published in MAN Jan. 1963. Further inspection shows what looks to be a standard 4 chan metal case propo set lying on the ground in front of the Taurus. I don't think the photo could have been taken before the mid '60's, but you would probably know that better than I...

That said, it is a great read, and I wait for the next.

With best wishes,

Evan Pimm, Auckland, New Zealand.



Here are the blow-ups from the offending picture in the April issue 0411



Editor: I would like to be able to say that Evan was the winner of my spot the mistakes competition, unfortunately I don't lie all that well.

As can be readily seen from the enlargements above, Evan's observations are absolutely correct. My time line memory is not of the best but I must confess to paying little attention to the picture when I dug it out of my old album. We are talking best part of 50 years ago here but I do have a solid memory of John Bickerstaffe flying a Kraft reed controlled Orion from this small recreation ground. It sticks in the memory due to the surrounding obstacles, allotments, river, canal, railway and water works. I don't remember this particular Taurus, the one John flew in early aerobatic contests was all black and that is the one that sticks in the mind. I do recall the radio gear, it was, if memory serves, an early F & M with open gimbals, the first proportional set we had seen.

On the positive side we now have evidence that our publication is read, with more than a passing interest on the far side of the globe.

[Back to the pictures](#)

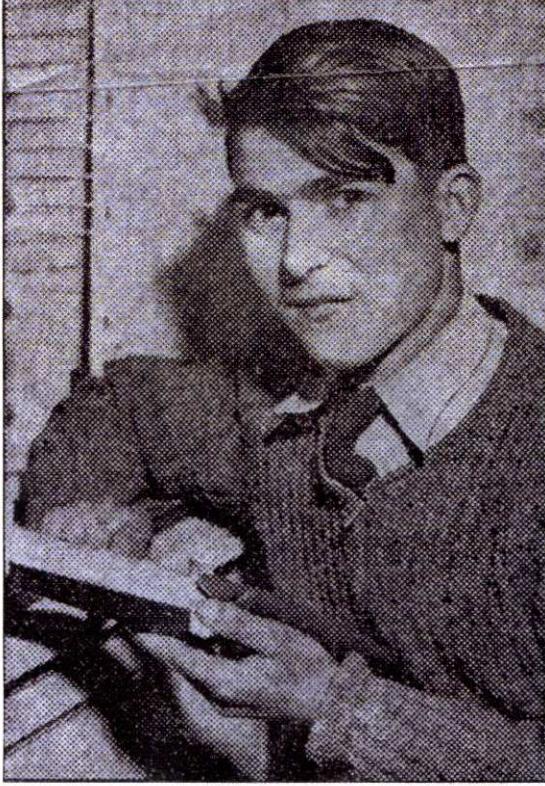


Spencer Willis's version of the Ian Lucas 'Diasphere'



A Brian Furutani photo of Phil Ronney tuning the Green Head K&B 09 in his 'Champion'

CHAMPION



IT was a case of youth triumphing over age, when, on Sunday, 15-year-old David Greaves finished first in the Midland rally of the Society of Model Aircraft Engineers, which was held at Wellesbourne R.A.F. Station, near Stratford-on-Avon.

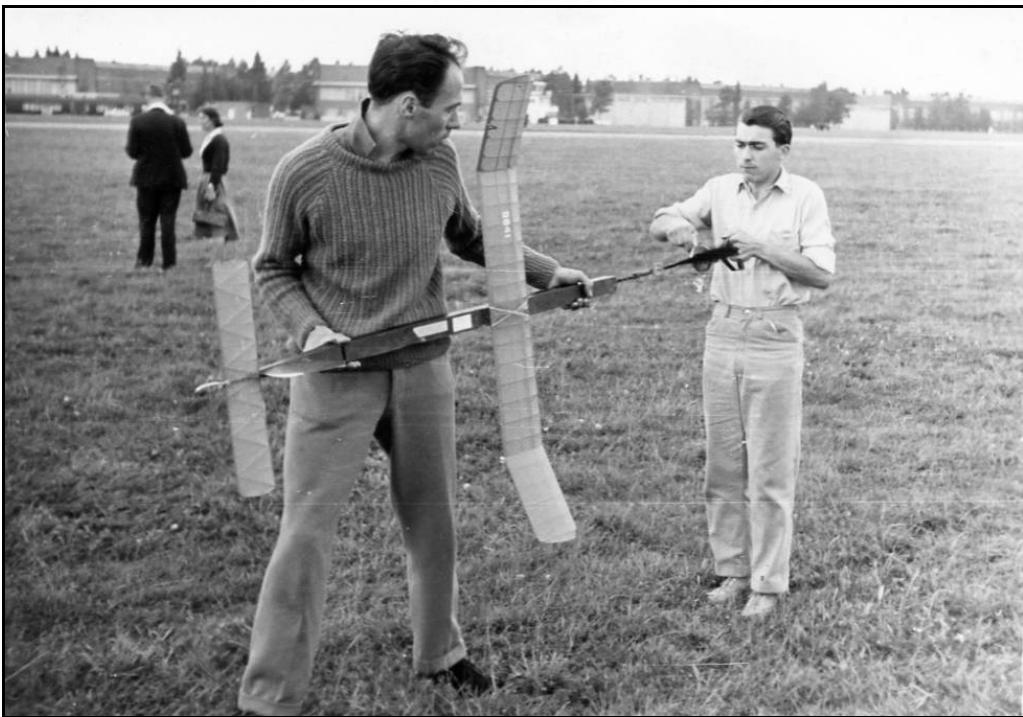
David, a stonemason's apprentice, of 10, Kennar Avenue, Leamington, is at present the Society's national junior champion, and by virtue of Sunday's performance is now in the running for the senior title.

His model glider had an aggregate duration of eight minutes 50 seconds for three flights, beating his nearest rival by one minute 15 seconds.

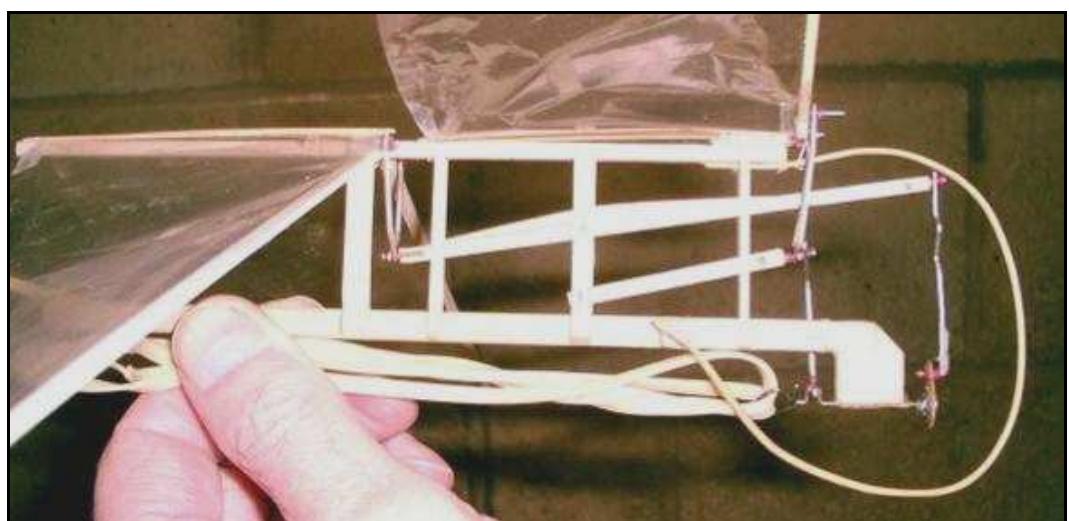
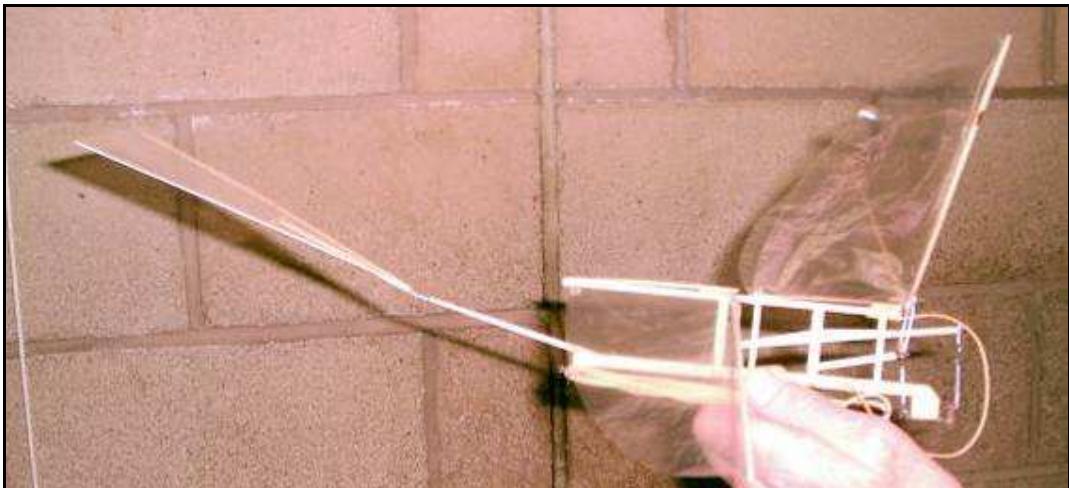
David was most reluctant to talk of his success, but said he had been aero-modelling for five years. He has entered contests in numerous parts of the country and is a member of Leamington and District Aero-Modelling Club.

David did not originally intend to enter the model which won on Sunday, and in fact only took it along as a reserve, but at the last minute decided to try his luck, mainly because the other model was "getting old." The winning glider took three weeks to build. Aero-modelling is David's sole hobby.

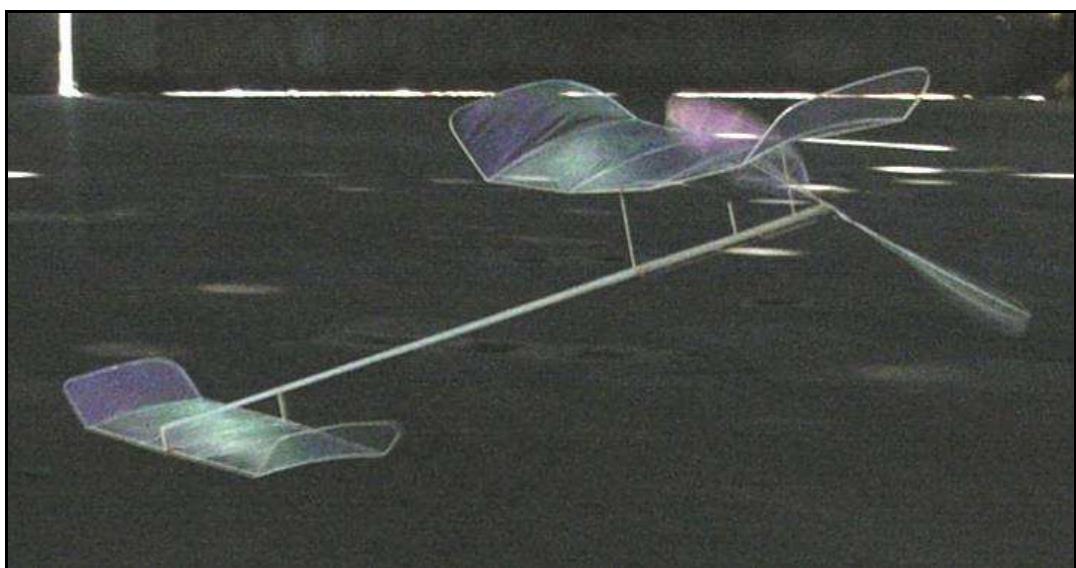
Warwickshire Standard Friday April 11th 1958



A very young Dave Greaves, fame in the local newspaper in 1958 and above winding, assisted by Eric Barnacle (Gamage Cup winner 1957). Both were members of the well known Leamington & District MAC



Another pair of fuzzy photo's from my files, unidentified but fascinating to try to understand
The pictures were taken at an indoor meeting somewhere on January 7th 2006
Would the flyer/designer step forward please.



John Shaw's F1D cruises by at Cardington in May 2009

Middle Wallop Sunday 8th May

After having to abandon the Gala in February due to very bad weather it was a bitter pill to swallow when we awoke to 20+mph winds on Sunday. However over 50 people, including the sport and RC flyers, turned up (thanks to all of them) and some 8 brave men entered the contest.

The sight of a fragile coupe being launched backwards in the conditions was quite breathtaking, and may I say, so was the sight of Andrew Longhurst retrieving his model travelling the length of the airfield with it behind his back flapping in the wind!! The usual "hardened" coupe flyers flew, 3 flights (there was talk of 5!, then common sense prevailed). Andrew Longhurst came close to maxing out only dropping 5 seconds and took the spoils but the two Peters gave him a good run for his trophy and bottle of wine.

Mini Vintage was keenly fought out between Ken Taylor and Chris Redrup, Chris only dropped 4 seconds in the final flight to end up in second place. Somewhat amazing was a "sport" flyer who entertained us all day with a Senator and an Ace, one or the other seemed to be airborne every time you looked up and both maxed on every flight that I saw. He arrived at control and humorously asked "I don't suppose I can enter retrospectively can I", well no but he did receive a bottle of wine at the prize giving and encouraged to put his name down next time!

Glider was another 3 horse race between Dave Cox and the father and son team of the Ould's family. Only 10 seconds separated the trio which considering the conditions was quite amazing, but Dave took the bottle trophy and bottle of wine (that's for the wife!!).

Well the weather next year must be better (how many years I have I said that?), but we will do it all again in 2012.

RESULTS

MINI VINTAGE

Pos	Name	Club	Total
1	K Taylor	East Grinstead	293
2	C Redrup	Crookham	289
	A Longhurst	SAM 35	-

COUPE

Pos	Name	Club	Total
1	A Longhurst	SAM 35	295
2	P Tolhurst	Hayes	242
3	P Hall	Crookham	200

COMBINED GLIDER

Pos	Name	Club	Total
1	D Cox	Crookham	296
2	J Oulds	Crawley	286
3	G Oulds	Crawley	284

Mike Parker

Hamilcar Museum Model

- Keith Miller

I was commissioned to build a model of the Hamilcar Glider for the museum some years ago by the then Director of Army Aviation, but when it was finished it was used as part of a display of models and photos for my old mob, the Glider Pilot Regimental Association.

Due to advancing years and the poor health of the person I used to do the displays with, we no longer put on the displays so the Hamilcar is now in its proper resting place.

The model is hung from the ceiling of the museum above the full size Hamilcar, but unfortunately it is some distance from the public walkway.

They intend to move the model nearer to the walkway in due course so that more detail of the model can be seen

Just a few details of the model.

It is a one fifteenth scale (approx 7 feet span) model of the General Aircraft Hamilcar tank carrying glider used on D Day and subsequent airborne operations in WW2.

The Hamilcar is built up in balsa and spruce, covered in tissue and glasscloth and the various glazed portions were moulded by Lindsey Smith. It is a non-flyer, unlike my one tenth scale Airspeed Horsa (8.8 feet span), which is full house R/C on rudder, elevator, ailerons, flaps and tow release and is now housed in the Wings Museum at Balcombe, West Sussex.



Wallop Museum Model of the General Aircraft 'Hamilcar'

Keith Miller

24 Pinetrees and all That

- Capt. Howell

Over twenty years ago I was flying on a local field with a small group of radio flyers when I noticed coming through the gate a red and black "Beetle". Out of it jumped a very sun-tanned chap wearing shorts and an aircraft related tee-shirt. He was clutching a large red and black glider which he duly gave a quick hand glide from a nearby slight rise in the ground. From where I was flying I could not see if he was holding a transmitter or not, so I wandered over to ask what frequency he was on only to be told the model was not radio controlled but Free Flight!

Having stopped making F/F models for over twenty years I quickly found myself being drawn back in time by this enthusiastic chap who, within a few minutes, was thrusting upon me small plans from the back of his car of long forgotten models that perhaps I may like to build, even inviting me round to his house if I should need any materials to start me off—this was David Baker—always, I later found out, so keen to involve people with vintage aeromodelling and help them in any way.

David and Hilda held open house at 24, Pinetrees, aka "The Hangar" every Friday afternoon when modellers from far and wide would come to talk aeromodelling, delve into vast quantities of plans, drink tea and put the world to rights, sometimes mainly the latter!

In 1989 when David started publishing "The Clarion" to 1066 members it consisted of around a dozen double sided A4 sheets folded to A5 and stapled. Each page, including the cover, had been separately pasted up by David with news, articles, plans and pictures. After being printed by a local Printer there were around 2000 A4 sheets that had to be collated, folded and stapled. To this end, once a month, the Friday crowd of the 9th Pursuit Squadron would gather around Hilda's large dining table upon which the separate piles of printed matter were evenly spaced out in the correct order. There we were then, all slowly walking round and round picking up the sheets from the table and handing the completed set to David for stapling, addressing and stamping. In the late autumn afternoons I'm sure neighbours across the road would peer in and wonder why all these men would gather once a month and perform a strange ceremony for two or three hours!

Around 1994-5 with the circulation of the Clarion increasing, the Printer produced the complete magazine from David's paste-ups and thus the local rumours about this weird cult at 24 Pinetrees died out, they still came every Friday but had ceased their ritual - perhaps it was their age!

Captain Howell, Northampton

Wessex Tomboy League 2011

- Chris Hague

Scores after Round 2 held at Wincanton Falcons on Sunday 1 May 2011

The second round of the 2011 Wessex Tomboy League was held by kind invitation of the Wincanton Falcons at their Templecombe flying site. The weather was windy with strong gusts regularly blowing all day long. But that did not deter either the pilots or their vintage Tomboys. Everyone coped manfully with the wind and produced at least the minimum four minute flight in order to qualify for the fly-off.

The first fly-off was for the Tomboy 36, all being fitted with the MP Jet 040 Classic diesel and using only 2cc of fuel in the standard ali fuel tank. 90 seconds are allowed to start the motor and fuel up after which a hold sign is held to signal that no more fuel is to be added. This is a strict cut-off point that must be observed by all pilots, or else! Models are then readied for the launch, released when the "GO" sign is displayed, they were then soon fighting their way upwind through the low level turbulence. The air must have consisted of more down than up as models were soon back over the patch at low level. Derek Collin, Rick Farrer, Chris Hague, Peter Rose and James Parry all landed within 42 seconds of each other. 30 seconds later Paul Netton landed having narrowly avoided a low level mid-air collision with 11 year old James Collis, who claimed a well deserved second place by just two seconds. This left Tom Airey still flying, but only just, to earn a well deserved victory in one of the most closely contested and shortest fly-offs for a long time.

Tomboy 36 RESULTS:

1 st Tom Airey	2 nd James Collis	3 rd Paul Netton	4 th James Parry
5 th Peter Rose	6 th Chris Hague	7 th Rick Farrer	8 th Derek Collin



Tomboy Competitors

Wessex Tomboy 36" span league table

		R1	R2	R3	R4	R5	Total
1	Tom Airey	9	10				19
2	Peter Rose	10	6				16
3	James Parry	6	7				13
4	James Collis	3	9				12
5	Rick Farrer	8	4				12
6	Chris Hague	7	5				12
7	Paul Netton	2	8				10
8	Derek Collin	4	3				7
9	John Taylor	5	-				5
10	Dave Ashenden	2	-				2
=10	John Myers	2	-				2
=10	Roly Nix	2	-				2
13	Bill Longley	1	-				1



**Chris Hague and Paul Netton retrieving their Wessex Tomboy 36's,
both fitted with MP Jet 040 Classic diesel engine**

There were five entrants in the Tomboy Senior competition with everyone qualifying for the fly-off, but not without drama. Rick Farrer lost the cylinder head in flight from his Boddo CS 1.3 and Derek Collin needed some trim changes to take advantage of his long engine run time. Derek Collin came to the

rescue and lent Rick a motor for the remainder of the day and Rick using it to good effect, finished in second place. The conditions were a little kinder for the Tomboy 48 fly-off. After a good clean launch everyone climbed through the turbulence and into the stiff breeze to a reasonable height. First down was Peter Rose followed by Derek Collin, whose motor refused to repeat the long run time from qualifying. (After the fly-off Derek was able to demonstrate the long motor run once again, on the ground, but by then it was too late!) Tom Airey was next to land with fuel remaining unused in his tank, the result of a small speck of foreign matter causing a partial blockage in the needle valve assembly. Having found a better patch of sky to fly in, hence avoiding the high sink rate everywhere else, Chris Hague emerged as a comfortable winner.

Our thanks go to our starter, time keeper and host for the day, Simon Olyott. Simon is chairman of the Wincanton Falcons and we would all like to thank the host club for allowing the use of their excellent flying field and facilities. (Even if I was barricaded in the afore mentioned facility just before the Tomboy 48 fly-off - It didn't seem to affect my flight time in the final!)

Tomboy 48 RESULTS:

1st Chris Hague 2nd Rick Farrer 3rd Tom Airey 4th Derek Collin 5th Peter Rose

Wessex Tomboy Senior 48" span league table

		R1	R2	R3	R4	R5	Total
1	Chris Hague	9	10				19
2	Tom Airey	10	8				18
3	Rick Farrer	8	9				17
4	Derek Collin	7	7				14
5	Peter Rose	5	6				11
6	Clive Carpenter	6	-				6
7	Bill Longley	4	-				4
8	Roly Nix	1	-				1

Remember it is the best four scores to count. The next round will be on Sunday 5 June at a new venue at Collingbourne Kingston, the site of the Marlborough MFC. This is another superb flying field and we are fortunate to be given the opportunity to fly on their site for round 3 of our Wessex Tomboy League.

Full details will be available on our website: www.wessexaml.co.uk

Chris Hague

Wessex C/L Mini Speed League 2011

- Chris Hague

Round 1 Middle Wallop 24th April - mini SPEED results

	Name	Model	Line length (feet)	Best 5 lap time	Speed in MPH	Points
1	Ken Taylor	Wessex Weasel Frog 150	42	11.73	76.7	10
2	Dick James	Hallam Speed Elfin 1.49	42	12.69	70.9	9
3	Gus Hague	Wessex Weasel Frog 150R	42	13.90	64.7	8
4	Den Saxcoburg	Wessex Wombat PAW 1.49	42	14.10	63.8	7
5	Chris Hague	Wessex Weasel Frog 150R	42	14.12	63.7	6
6	Andy Gilliam	Wessex Wascal PAW 1.5	42	15.5	58.1	5
7	James Parry	Wessex Wombat PAW 1.5	42	19.6	46.0	4

April was the first month of this competition and the sun shone and we had an excellent start to the season with seven scores being recorded at Middle Wallop on Sunday 24 April. There was plenty of space so three circles were in use throughout the day. Ken Taylor's Frog 150R powered Wessex Wombat proved to be the quickest on the day. Dick James switched to his Elfin 1.49 powered model after a crash immediately after launching with the Frog 150R powered Hallam Speed. The models built to the minimum dimensions within the rules are just a little trickier to launch. Newcomer Gus Hague had only managed two control line flights of more than three laps before today, and that was six months ago. So flying only for the second successful day ever, Gus was very pleased to fly the tank out without crashing and after three flights finally just produced a faster time than Chris Hague, both flying the same Frog150R powered Wessex Weasel built by Adrian Sharp. Den Saxcoburg was once again quickest of the Caulkheads, being over 5 MPH faster than Andy Gilliam. (A car load of four Caulkheads arrived from the Isle of Wight for a good days flying.) Engine maladies prevented James Parry, the brains behind this simple but deceptively challenging competition, from breaking the sound barrier on this occasion!



Ken Taylor & Dick James



James Parry

Next event is at Middle Wallop on Sunday 8 May. Full details of this event and other Wessex League competitions are available on our very own website: www.wessexaml.co.uk

Chris Hague

1066 Membership Secretary Resigns

- Mike Parker

It gives me no pleasure to announce the resignation of our membership secretary David Lovegrove on 24th May.

I think it is fair to say that the committee has been aware for some time that he has felt isolated from the committee due to differences of opinion. This centres around David's wish to see the growth of RC usage at SAM 1066 events at Middle Wallop. The committee is not opposed to RC (or control-line or space models) at our events but feel that unless it is agreed by the membership at the AGM and enough people volunteer their time to organise and run the events then it can't move forward with any planning.

This issue came to a head on the 20th May with an email from David containing the following:

"Just to warn you, I'm mulling over a proposal to bring r/c-assist free-flight into and alongside the pure free-flight arena at the Champs. Others are doing this and we could too.

The way I see it, it is one of the changes we have to adopt, or perish! There's no shortage of space on the airfield (vastly more than at other venues) which might otherwise compromise safety and I'm confident that a simple set of rules/guidelines will be adequate. I wouldn't want to saddle us with a huge supervisory responsibility, so commonsense has to play a big part."

My reply follows:

"As I am not there in August the final decision rests with those who are going to run it and be responsible for organisation.

However as one who has done it in the past I would make the following comments:

You say "I wouldn't want to saddle us with a huge supervisory responsibility, so common sense has to play a big part."

Unfortunately the us are few on the ground and my opinions regarding common sense and other issues are stated below.

1. Relying on "common sense" will end in problems. Experience shows that most who have any leave it at the gate. Spend a day with us when we are trying to keep people out of the crops and you will soon get the idea
2. The organiser(s) have more than enough to do with the tasks they have.
3. We are never overburdened with volunteers that would be responsible for it and any aftermath.
4. The safety of both ground and air personnel would be compromised.

Any such event would need a lot of organisation and would include an area being bariered and policed, and a TX control, it just isn't practical given the few people who actually are on the ground every day.

Sorry David but as you know I am pro radio and control line (I am the person who initiated the current involvement), but the RC events at SAM 1066 events are discussed and agreed at the AGM, this I feel is the correct forum for further discussion."

Following further communications with other committee members David tendered his resignation.

As I wrote earlier, this gives me no pleasure.

A committee is there to represent the views of the membership. Personally I would love to see the days of the 1960's Nationals return with all of the disciplines enjoying the same venue, but times and all of the politics, bureaucracy and legislation has changed, I don't like it but either we comply or pack-up. Gone is the time you can rely on common sense, there are too many lawyers waiting in the wings, you only have to see the licence and health & safety risk assessment that I had to sign this year on the clubs behalf.

Finally, debate is good, argument isn't, for those who want to see RC activity grow within SAM 1066, get involved, come to the AGM and volunteer to run some events, it is a democratic club so have your say.

Finally I would like to thank David for his hard work whilst in office, hopefully we can put our differences aside and see each other enjoying Middle Wallop at future events.

Mike Parker Secretary.

2011 WESSEX TOMBOY LEAGUE COMPETITION
updated 1 February 2011

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

Best 4 scores to count.

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

Chris Hague/James Parry

**2011 WESSEX LEAGUE
CONTROL LINE MINI SPEED COMPETITION**

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

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

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

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

Best 4 scores to count.

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

Chris Hague/James Parry

Indoor Flying with the South Birmingham MAC

Free Flight Only

Thorns Leisure Centre. Stockwell Ave.

Off Thorns Road - Quarry Bank - West Midlands - DY5 2NU

Saturdays 1pm until 4pm



2011 dates

May 7th

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

2012 dates

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

Admission - Flyers £5.50 - Spectators £2.00

For further information phone Colin Shepherd 0121 5506132

or e-mail colin@colinwilliam.wanadoo.co.uk

Brownhills Indoor Flying – Free Flight

Brownhills Community Association,
Deakin Ave. Brownhills WS8 7QG

Just off the A5

Saturdays 2-00pm until 5-00pm - £6

2011 dates:

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

2012 dates

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

Contact:- Tony Eadon-Mills

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

Lulu 2011 International Postal Competition

April 1st. - October 31st. 2011.

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

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

Help sheet of notes on above available.

Towline

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

Flights

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

Prizes

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

Send scoresheet

To :- Jane Howick, Knoll House, 69 The Street, Hindringham, Fakenham, Norfolk, NR21 0PR. or e-mail to m.howick@btinternet.com Any anecdotes or photos welcome. I hope you will participate - and have fun and many satisfying flights. Please make sure entries received by Nov. 15th. 2011.

Lulu 2011 Scoresheet

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

Flight (1).....secs. Actual.....secs. Address

Flight (2).....secs. Actual.....secs.

Flight (3).....secs. Actual.....secs.

Flyoffsecs.

Total-

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

FREE-FLIGHT TRIMMING ON SALISBURY PLAIN FOR 2011

For 2011 almost every weekend will be available for free-flight trimming and training by BMFA members on Area 8 on Salisbury Plain. Those flying any free-flight classes will be welcome, as well as those practicing for FAI FF contests. This is one of the best free-flight venues in Britain, and the aim is to improve overall free-flight standards in the UK.

There are a few simple rules to follow. Send an SAE to Bernard Aslett, 25, Honeyhill, Wooton Bassett, Swindon, Wilts, SN4 7D; in return you will receive a sketchmap showing where we fly on Training Area 8, a request for the one-off fee, now reduced to £20, which will allow you 43 weekends flying, and two copies of the users' guide. Sign one copy, return it to Bernard, and your name will be included on the Army security list (unless you're already on it). Alternatively, if you don't wish to pay the season ticket fee, once you are on the list you can pay £5 on the day. Please note that on some weekends only one day is available.

The following dates have been agreed, but because of the current military situation short-notice changes are more likely, so you must call Peter Tribe on 01225-862748 on the Friday before you plan to fly.

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

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

Courtesy of the Army Air Corp Centre, MAC

SUNDAY APRIL 24TH SAM 1066 Club Invitation Day

Control Line [no combat wings]+ Mini Speed.
also Tomboy 3 + Tomboy Senior Competitions
and 3 R/C Vintage Power Duration Competitions.

SUNDAY MAY 8TH SAM 1066 Fun Fly and Trimming day

Control Line [no combat wings]+ Mini Speed.
also Tomboy 3 + Tomboy Senior Competitions
and 3 R/C Vintage Power Duration Competitions

SUNDAY AUGUST 28TH SAM1066 Eurochamps

Control Line [no combat wings]+ Mini Speed.
also Tomboy 3 + Tomboy Senior Competitions
and 3 R/C Vintage Power Duration Competitions.

Note: ALL R/C MODELS , No Ailerons please!!

**ALL FLIERS MUST BE COVERED BY BMFA INSURANCE,
this is the only acceptable insurance at the venue
and must be produced when signing on**

Because of MOD licence requirements no dogs are allowed .

For further information contact:

[C/L] James Parry, 01202625825, email.JamesParry@talktalk.net
[R/C] Tony Tomlin, 02086413505, email.pjt2.alt2@btinternet.com

[VPD] Bill Longley, 01258488833, email.tasuma@btconnect.com

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

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

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

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

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

Pre Registration is essential

All wishing to attend, including spectators please complete the pre registration & entry form by the required date on the form, entry will not be allowed without. We would kindly ask all those wishing to attend to complete the pre registration & entry form in order that we can minimise logistical complications on the day/s. Gym shoes or other suitable footwear should be worn and tables and chairs are **not** available. Other helpful information may be found on the BMFA website

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

Saturday

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

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

Sunday

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

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

Cleveland Potash Ltd.

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

itc@bmfa.org

BMFA EAST ANGLIAN GALA,

Sculthorpe Airfield, 23, 24 July 2011.

Sculthorpe airfield offers the largest unobstructed flying site in the UK 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 such as Houghton, Blickling, Felbrigg, or Holkham.

Accommodation information is available from the

Fakenham Tourist Information Point, 075283 00103.

Camping nearby at Fakenham Race Course, 01328 862388

and the Garden Caravan Site, Barmer Hall, Syderstone, 01485 578220.

Saturday 23 July
BMFA Combined Glider,
BMFA Combined Rubber
Classic Rubber /Power
Tailless
SLOP
E30
HLG-CLG.

Sunday 24 July
Combined Power
Classic Glider
Mini Vintage
P30
C02

BMFA Senior Championship points for above events.

Start time 9.00 am, finish 6.00 pm. each day.

Competition entry £10.00 for first class, £2.00 thereafter each day. BMFA rules apply.

For further information on this BMFA event contact Michael Marshall 01223 246142

SAM 35 will hold the following

RC assist, pylon and non pylon competition on Saturday the 23 July start time 10.00am.

A Bowden competition, start time 11.00 am on Sunday.

Further information on these events contact Harry Perkins 01507 479 668.

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. No refreshments on the field this year but there is a cafeteria close to the entrance. BMFA membership essential. Site regulations do not permit dogs or children under 16 years of age.

SOUTHERN AREA BMFA SPRING GALA

RAF ODIHAM

Sunday 19th June 2011

- This event is possibly the longest continuous free flight event at the same venue in the UK , this being the 64th year. We do not wish to discontinue this long tradition, and it may be difficult to get it back if we failed to use it for one year . However if we can't cover the costs this year, next year may not be a possibility.
- I would be grateful if you would **act now**, and return your registration to allow me to calculate well in advance of how to cover the costs incurred.

The events:

Sports flying for glider, rubber & small power models.

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

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

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

Please note:

- All those flying model aircraft or operating associated equipment on this site you must be a current member of the BMFA.
- Model flying may be interrupted during the day by aircraft movements. When the red runway lights are showing no one may cross the runway.
- The only entry and exit is via the airfield main gate. No other airfield boundary is to be crossed either on foot or by motorised transport.
- Pre- registration is necessary for this event and must be received by Sun June 5th.
- All registrations are subject to approval by the RAF authorities.
- We will have access to the toilets.

To register please send:

- Your vehicle registration number, the vehicle occupants names and addresses together with their BMFA numbers (if applicable) and the non-returnable registration fee of £8 per flyer (sport or contest) **with a self addressed and stamped envelope**. To:

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

- **Could all those who received trophies last year please bring them along on the day (hopefully inscribed with their names), or make alternative arrangements for their return in time for the event. (Please note that we have no administrative mechanism for reimbursement of the costs incurred).**
- Full details including the entry registration number will be sent to registrants prior to the event.



TIMPERLEY MODEL FLYERS WEEKEND

Barkston Heath 13th/14th August 2011

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

Saturday 13th---Timperley Saturday

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

Mini-Vintage. Combined Tailless. Combined Vintage Wakefield.

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

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

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

Sunday 14th---Timperley Gala

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

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

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

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

16th Peterborough Flying Aces Nationals

Sunday 4th Sept 2011

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

Open Rubber Scale: Scale competition flown to Masefield rules

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

Any CO2 motor/tank permitted.

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

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

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

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

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

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

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

Jetex/Rapier Duration

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

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

Catapult Glider

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

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

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

Electric Precision Precision flight time contest for any electric powered model

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

Power to be electric, CO2 or rubber.

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

Last model down is the winner.

Concours

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

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

Proof of Insurance required for all flyers

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

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

For more details of events visit the Peterborough MFC Website at <http://Peterboroughmfc.org>
OR contact Marc Ashby 01945 461392 or Brian Waterland 01778 343722

MSP PLANS PRESENTS FOR 2011

Vintage, Classic, Sport and other Duration Designs

MSP PLANS drawn by Martyn Pressnell, offer a collection of model aircraft designs selected for their aesthetic qualities or unique origins. 'Popular Plans' are stocked, the more complex 'Collectors Plans' are printed to order including Historic Notes. All drawings are A0 size, some as twin plans.

The list below includes Vintage Models generally pre 1951 and Classic Models 1951 to 1961.
Photos of most models can be seen on my website - www.martyn.pressnell.btinternet.co.uk

POPULAR PLANS - £7.00 EACH INCLUDING UK POSTAGE, FOLDED FOR POSTING

MICK FARTHING 1942 The 40 in span *Lightweight Contest* rubber model with a diamond fuselage.
MICK FARTHING'S 'THE PAPER BAG' Mick Farthing's last lightweight rubber model of 1946.
RAFF V 1947 Designed by Norman Marcus who was National Champion in 1946.
ODENMAN'S 1950 NORDIC A2 Swedish Championship glider, placed second in the first World International in 1950.
SENATOR 1950 RUBBER Designed by Albert Hatfull and kitted in 1950. Twin plan with **Ace**
ACE 1950 RUBBER Designed by Bill Dean and kitted in 1950. Twin plan with **SENATOR**.
ENGLISH VIKING 1953 A2 GLIDER Designed by Bill Farrance twice winner of the SAM Radislav Rybach trophy.
CRESTA A 38 in wingspan low-wing design for small diesel power and including electric motor installation.
FRED BOXALL'S 1956 OPEN RUBBER MODEL successful open rubber model. Twin plan with Boxall's **SEAPLANE**.
FRED BOXALL'S SEAPLANE (1965) Completing this duo of contest machines, Twin plan with the **1956 OPEN RUBBER MODEL**.
LAST RESORT 1956 CLASSIC RUBBER small Open Rubber Model designed by Jim Baguley, Twin plan with **FIRST RESORT**.
FIRST RESORT 2006 Designed by Martyn Pressnell for the BMFA Rubber Class. Twin plan with **LAST RESORT**.
WINDING BOY II 1956 design by Ural Wannop, a 38 in.span, V dihedral wing. Twin plan with **McGILLIVRAY'S LIGHTWEIGHT**.
JACK MCGILLIVRAY'S LIGHTWEIGHT 1958 36 in. span Canadian lightweight rubber model Twin plan with **WINDING BOY II**.
CAPRICE 1959 GLIDER The renowned lightweight glider of 51 in span, Twin plan with **GAUCHO**.
VAKUSHNA 1959 A2 Designed by Brian Dowling this glider won the 1960 Pilcher Cup
GAUCHO 1960 POWER DURATION A first class model for 1.5 cc engines. Designed in 1959 Twin plan with **CAPRICE**.

COLLECTOR'S PLANS - £10.00 EACH FOLDED OR ROLLED, WITH HISTORICAL NOTES

JUDGE 1945 WAKEFIELD by Bert Judge to the 1945 rules as a direct descendent of his 1936 Wakefield Cup winner,
HERMES MAJOR A 150% enlargement to 61½ in span, of the 1949 **HALFAX HERMES**
FRANK LOATES' 1949 WAKEFIELD Canadian Wakefield 5th in the World Championships at Cranfield, England, in 1949.
BORJE BORJESSON'S 1949 WAKEFIELD Swedish Wakefield 6th in the World Championships at Cranfield, England, in 1949.
HOST WAKEFIELD 1951 John Gorham's 1951 Wakefield, One of the most successful rubber models from the early 1950's.
RON WARRING'S 1952 WAKEFIELD The geared geodetic model, developed by Ron Warring for twin motors,
NIGHT TRAIN MK II 1960 George French's Night Train which pioneered the use of VIT systems in the UK

TO ORDER:

To order plans for UK delivery please write with cheque (£ sterling) made payable to
 Martyn Pressnell, 1 Vitre Gardens, Lymington, Hants, SO41 3NA.
 For overseas delivery of Popular Plans send local bank notes equivalent to £10.00.
 Enquiries: please write or email martyn.pressnell@btinternet.com



Flying North is a 163 page book covering the model flying career of Jack North, and including 23 previously un-published plans of his aircraft. Access to Jack's drawings and notes dating back to 1938 means that there are a number of designs in the book likely to be tempting to the nostalgia-minded.

Contact: Martin Dilly on 020 8777 5533
 or write to 20, Links Road, West Wickham, Kent
 BR4 0QW
 or e-mail: martindilly@compuserve.com.

The price in the UK is £18; airmail to Europe £20 or to anywhere else £22. Cheques should be payable to BMFA F/F Team Support Fund, in pounds sterling only, and drawn on a bank with a branch in the UK; you may also order by credit card. All proceeds help to fund the expenses of those representing Great Britain at World and European FF Championships.

Provisional Events Calendar 2011

With competitions for Vintage and/or Classic models

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

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

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

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

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

Useful Websites

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

Are You Getting Yours? - Membership Secretary

As most of you know, we send out an email each month letting you know about the posting of the latest edition of the *New Clarion* on the website.

Invariably, a few emails get bounced back, so if you're suddenly not hearing from us, could it be you've changed your email address and not told us?

To get back on track, email membership@sam1066.org to let us know your new cyber address (snailmail address too, if that's changed as well).

That's All Folks! John Andrews