

	<h1 style="color: red; text-align: center;">NEW Clarion</h1> <h2 style="color: red; text-align: center;">SAM 1066 newsletter</h2>	<p style="text-align: center;">Issue 09.07</p> <hr/> <p style="text-align: center;">July 2009</p>
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EDITORIAL

I've attended a few meetings recently that set me remembering earlier seasons and how they both seemed to be much better supported.

These meetings, at Portmeadow and Old Warden (SAM35 Gala), had contrasting weather and themes, but in the case of Old Warden the whole event seemed to be very low-key compared to Vintage days of 20 or so years ago. The car park never got to overflowing and I can remember when the overflow parking areas had to be used, the bring and buy was a shadow of what it once was; I was hoping to pick up some magazines, but there were virtually none on offer! Even the trade support seems to have dwindled.

The FF flying seemed to be very desultory, although this was perhaps in deference to the hot and humid weather?

Remember the Wakefield mass launches of years gone by?!

Portmeadow is a different prospect. Both Andy Crisp's Dreaming Spires Gala and Charlie Newman's event in July being primarily competition events, with a broad range of classes.

These events have a unique atmosphere; as cars cannot be brought onto the meadow, everyone 'camps' in a close group which encourages much more social contact than the usual long, straggling line of cars, which can mean that people are so far apart that they never come into contact with each other!

The weather for Andy's event in June provided some ideal flying conditions and at Charlie's event in July there was some fine flying weather in the morning, although it became a bit breezy after lunch.

Both these events were noticeably poorly supported, especially in comparison to the attendance only 3 or 4 years ago.

If we don't support these events they will eventually drop off the calendar and never be reinstated.

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!

SAM 1066 Euro Champs 29-31st August 2009 - By Mike Parker

Membership Secretary and Treasurer

Free Lunch!



This year we will be repeating the FREE hog roast lunch and drink on the Sunday of the SAM Champs. We have enlarged it a little to provide about 200 baps.

As we did last year we will issue free tickets to the first 100 paying entrants through the gate and will ensure that our friends at the Museum and Fire Station are catered for. Those with a ticket will get priority, but there should

be plenty, it's a case of getting there as soon as it starts, if you have a ticket and turn up when it's gone then there's nothing we can do!!

Volunteers one foot forward please

With the Champs coming ever nearer can I please ask for some volunteers. The event can't run unless some people put their hand up for a few duties. Many hands make light work, that's what was said when I was brought up, so just a little from a number of people would be appreciated.

Firstly the Score desk needs staffing, my family will be in attendance but I am sure that they would appreciate some free time. It's not difficult, in fact It's quite enjoyable and the time on duty can be shared between a group of willing members and their friends or partners..

Secondly someone to act as campsite warden, just checking that campers have paid and monitoring the cleanliness of the site. Incentives are available for all volunteers, free day entry for control staff or free camping for the campsite warden and priority in the hog roast queue for all who give their time.

If you can help, please contact me.

The Grantham Picnic - by John Andrews

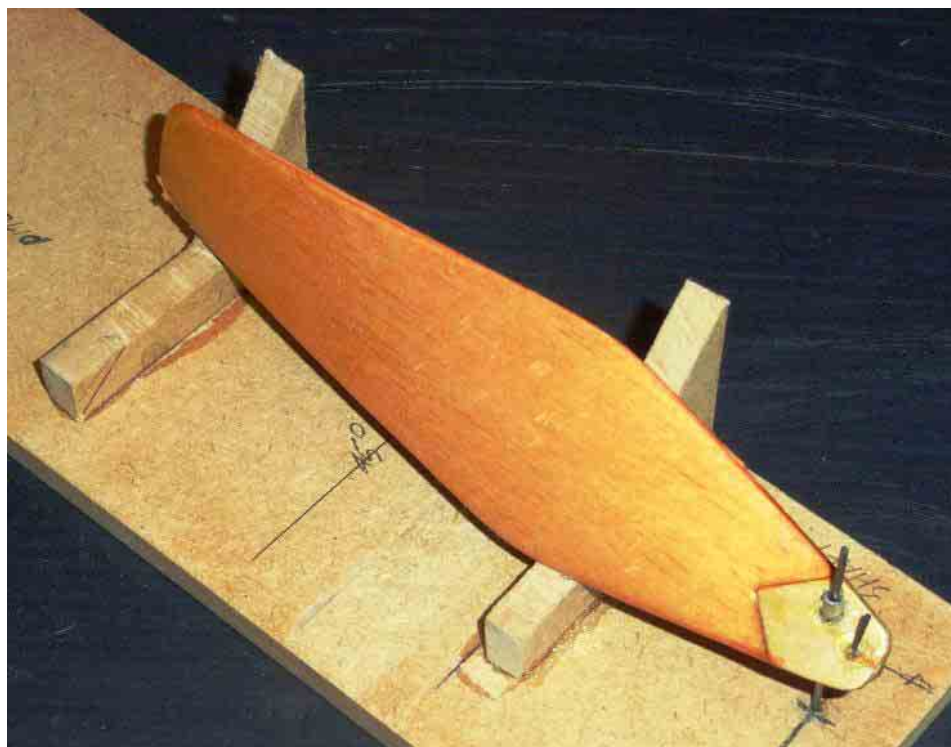
Saturday June 27th saw a good crowd of modellers on the Barkston Heath airfield for the local clubs 'Grantham Grand Prix' an old fashioned rally type event reminiscent of yesteryear. I entered Combined Rubber and received a sticky bun as did all competitors, a really good start to a poor day for me.

During the week before, I had decided that I needed a bigger prop on my BMFA Rubber model O-4 and had made a 20 inch diameter one to match my other model O-3. This meant that I could use the same motors for both. I also knocked up a simple jig to drill out the holes for the pivot tubes, reasoning that I might be able to make two props the same in future, this achievement seems to have eluded me up to now.

As you might suspect, I got the angles wrong and finished up with a 50deg blade angle at 3inch rad. Instead of the 40deg I was intending. My finished prop was quite a coarse pitch but I test flew the model at Warwick and it climbed reasonably on 500 turns and the run was about 1 minute so I stuck with it.

First comp flight, 650 turns, sluggish getaway and not over high but the model hung on for a max. The second flight in indifferent air really showed the lack a full turns power burst as the model flew away from the launch quite flat and the altitude reached was

insufficient to max without lift. I completed my flights with 0-3 which maxed OK. I have now re-jigged my jig and re-drilled my prop blades, the prop is now of a similar pitch to 0-3 so we will see how we go at the Brum-Fly.



Pictured left is the modified jig, made from bits of MDF, with one of the old blades in it. I laminate my props from two pieces of 1/16th using PVA on a large paint tin at an angle of 10deg. I drill oversize holes for the pivot tubes and fit and set with super-glue. The fixed 16swg guide pin ensures a consistent angle and I should be able to reproduce reasonably identical props in future. That does not necessarily mean I've got the pitch right yet but it's one place to start.

Having missed out in rubber and the

negligible drift having made recoveries easy on my poor old legs, I thought I would give my Stomper an airing in power to fill in the rest of the day. I went to control and Phil Ball took my entry then promptly announced that he had just received a severe weather warning by messenger from Cranfield stating that a thunder storm with lightning was due in 40 minutes. "Thanks Phil" thinks I, but having paid up I shot back to the car, assembled the Stomper and cast it skyward for my first flight, no lift and my Stomper needs it with the weight of all its patching and recovering. I was down in one and a half or so.

The storm arrived on schedule but there was no severity and we all spent a while in our cars till it blew over. I eventually emerged and put up two more uneventful flights to finish the day as far as flying was concerned.

Around 5 o'clock the day took a turn for the better for me as the Grantham Picnic got underway before the fly-offs took place. This is where I figured best, I had two slurps of white wine then cleared up some red together with sausage rolls, pork pie, several flavours of cheese, crisps and what have you.





Phil Ball hosts the picnic table explaining to the pooch that the food is for the other dumb animals. Extreme right Jane Howick is caught mid-munch
 Phil apologised for the lack of sticky buns, he said he had had another box full but as they were nowhere to be found he could only think that he had put them top of the car at home and then driven off. Someone in the street must have thought it was their birthday.



Left, the ever present Frank Rushby releases one of his many brightly coloured power models and right, in the hands of my adjacent fellow modeller of the day a ubiquitous Senator. I was with the guy all day and I still don't know his name.

All our Yesterdays - by John Andrews

Sunday 28th June, I was at Old Warden helping John Wingate with the SAM35 radio control flight line and late in the day I made a run for the toilets. Filling his camper van ready for his trip home was one Brian Cox who engaged me in conversation referring to a picture I put in an article recently depicting me riding a bicycle in a time trial in the seventies. Brian informed me that he was also riding at that time and his claim to fame was a creditable 3rd place in the National 12 hour time trial. I was not able to chat for long as Brian had to be away to catch his ferry to cross back home to France, and I still had my legs crossed.

The point behind all this waffle is the possibility of a future article with pictures and descriptions of past achievements in other fields of endeavour by any of our members. It might be a picture of you with the 1950 domino league cup or your Olympic gold medal or what ever, no need to be a winner even, just doing something different.

Just to set the ball rolling, I hope, this is yours truly riding in a motorcycle trial in the late sixties, I never was any good but I really had some fun and was often hosed down by the wife at the end of the day.

If you're not too shy e-mail pictures and a little description to me at johnhandrews@tiscali.co.uk



The Models of Vladimir Hajek - By John Thompson

As a follow up to my previous article on Variable Incidence Tailplanes for power models. I can recount some of the story of the man who was the first to use VIT at a World Championships at Weisbaden in 1955 - Vladimir Hajek.



Initially I made contact with Jan Sabo of Slovakia, a David Baker SAM 1066 contact, who found Vladimir. We have corresponded via email, marvellous invention, making this sort of thing possible.

Vladimir started modelling in 1949 and designed his own models from the start. He carried out many experiments to try to improve model performance within the FAI rules.

One of the incentives in the 1950's was the possibility of foreign travel, if one could make the Czech team. Remember these were the days of a very closed world in Eastern Europe.

*Vladimir with RAKETA at Cranfield '58
World Champs where he finished 2nd*

Vladimir, through his experiments, realized that VIT would permit a larger wing with a smaller tailplane, within the FAI fixed overall weight loading rules (500 grms up to 1958/750 grams 1958 on).

Effectively a small VIT tail performed the same function as a larger fixed tailplane. The bigger wing of course provided a better glide.

The models were designed to be compact, robust and capable of easy transport on bikes, scooters and finally, in 1970, a Trabant! The models and gadgetry were all built with only basic hand tools; razor blades, hacksaw and files etc. I understand that his friends called the models 'The Factory' because he was always experimenting, altering dihedral (easy with 2-piece strut braced wings), size and disposition of the fin area etc.

Vladimir had a practical line of models for contests, but developed a second line of experimental designs to test such items as variable incidence wings, flapped wings (actually built and flown in 1955 - see photo). Designs for 'folders' were also evolved at this time, but never built as the technological problems with basic tools and materials were too great to ensure reliability.



The VIT and auto-rudder were successful, but his clubmate Marcel Vondruska preferred experiments with variable incidence wings, rather than VIT.

These fellows were really pushing out the boat with these experiments, some of which were also being pursued by the Henley Boys, Painter and Waldron, which have been written about previously (NEW Clarion - March 2009).

Vladimir was very successful during the 1950's and 60's with his WC entries; for example he was 4th at Weisbaden in 1955 and 2nd at Cranfield in 1958. It is interesting to note that Bond Baker from Australia, who finished 3rd, also used a lesser form of VIT (more a mechanical tail-tilt device) at Cranfield.

Why VIT never caught on until the early 1960's is a mystery to me, because it brings so many advantages. I suspect that if the engine run had been reduced to 10 secs. in 1958, rather than 1961, we would have seen more use of VIT in the 1950's.

I have built and flown the RAKETA and KASPAREK and they both go very well, getting higher with the same power, than fixed surface models of the same era. Typically with 15 sec. engine runs and models weighing around 750 grams, reaching about 500 feet, with the VIT models going 50-100 feet higher.

The glide with the larger wing (which can utilise a more undercambered section) and smaller tail is visibly superior.

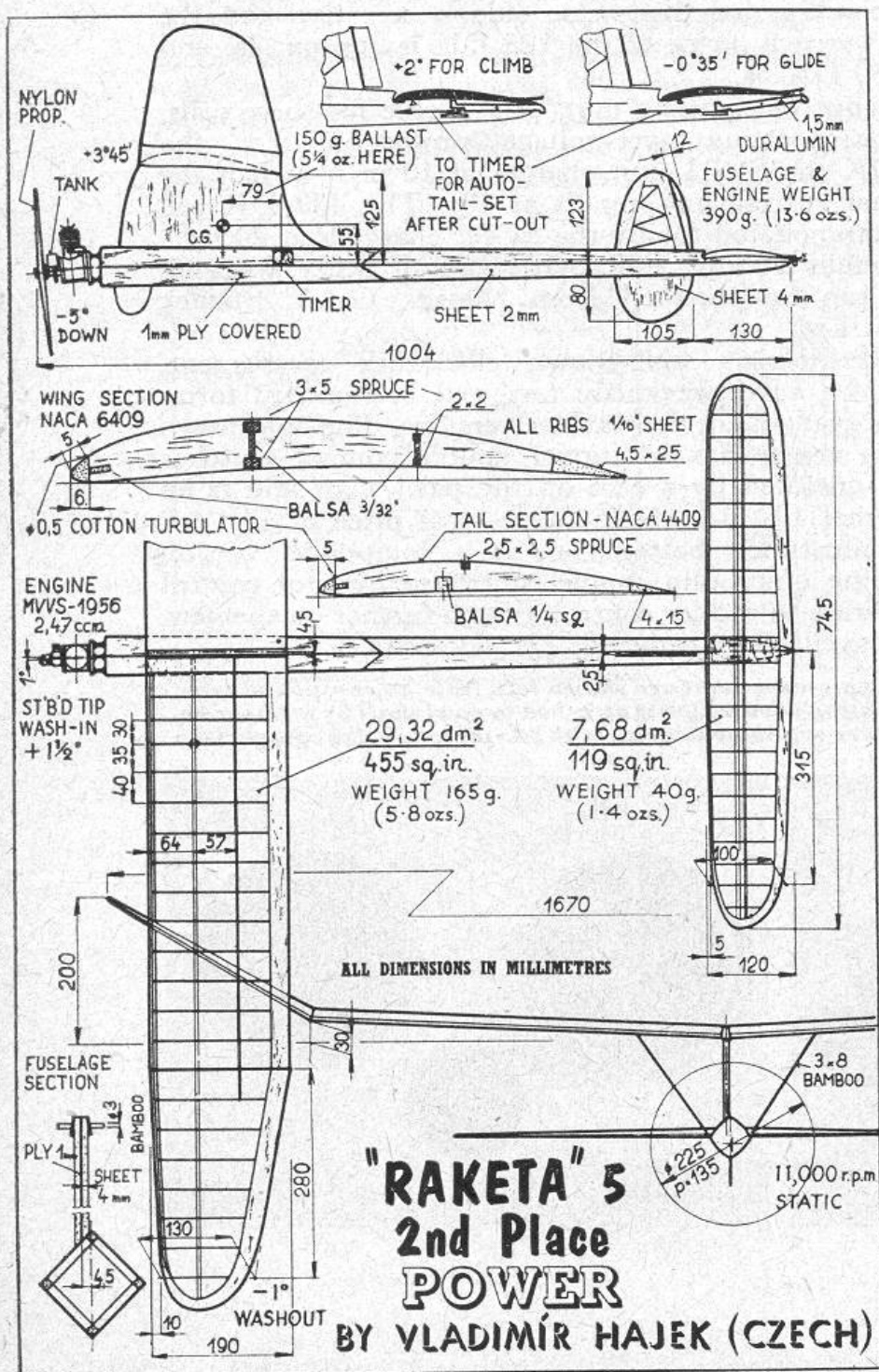
It is good to be able to write and acknowledge for history, that Vladimir was the first!

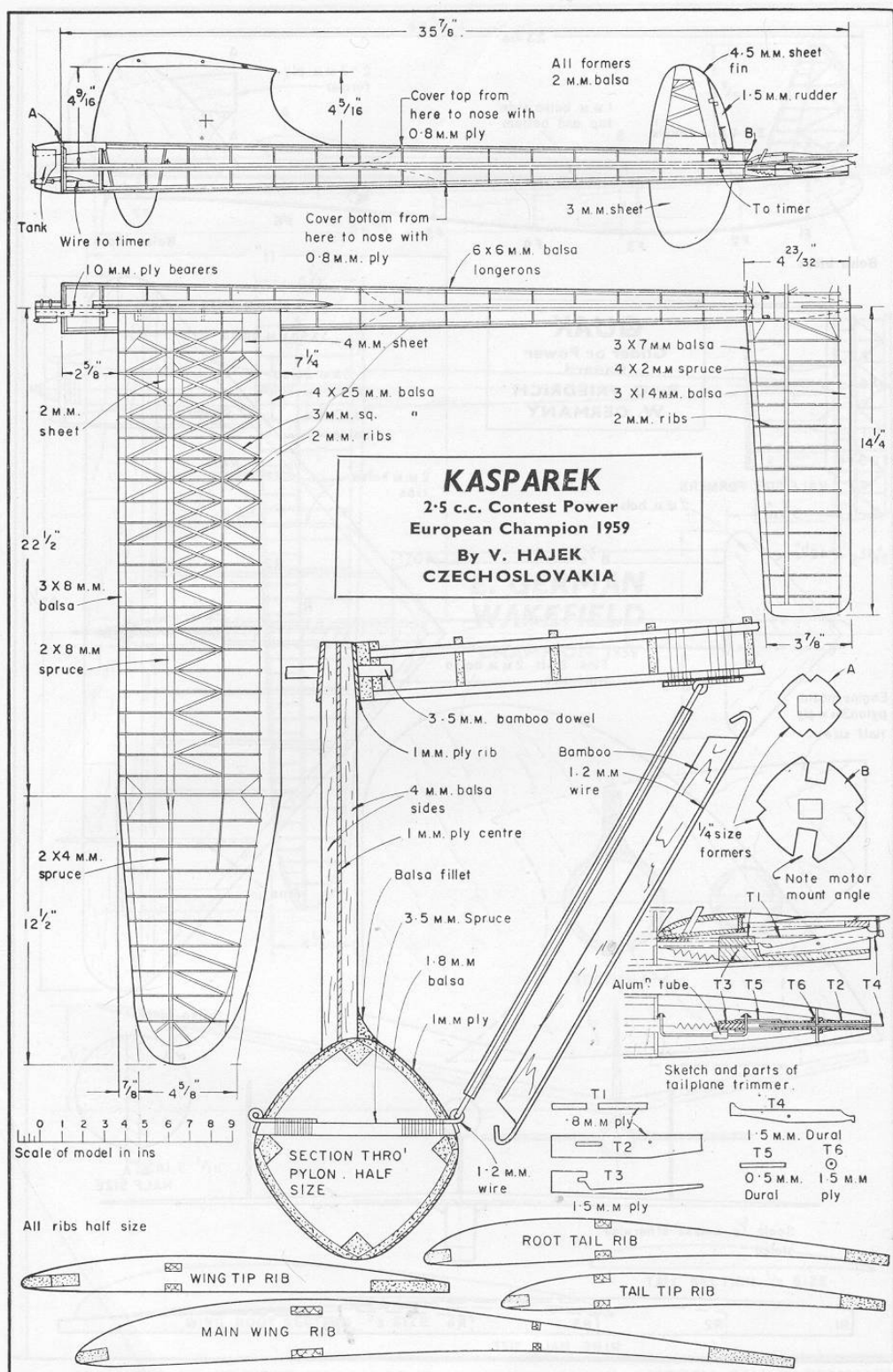


Preparing KASPAREK for flight



Away she goes for another max.



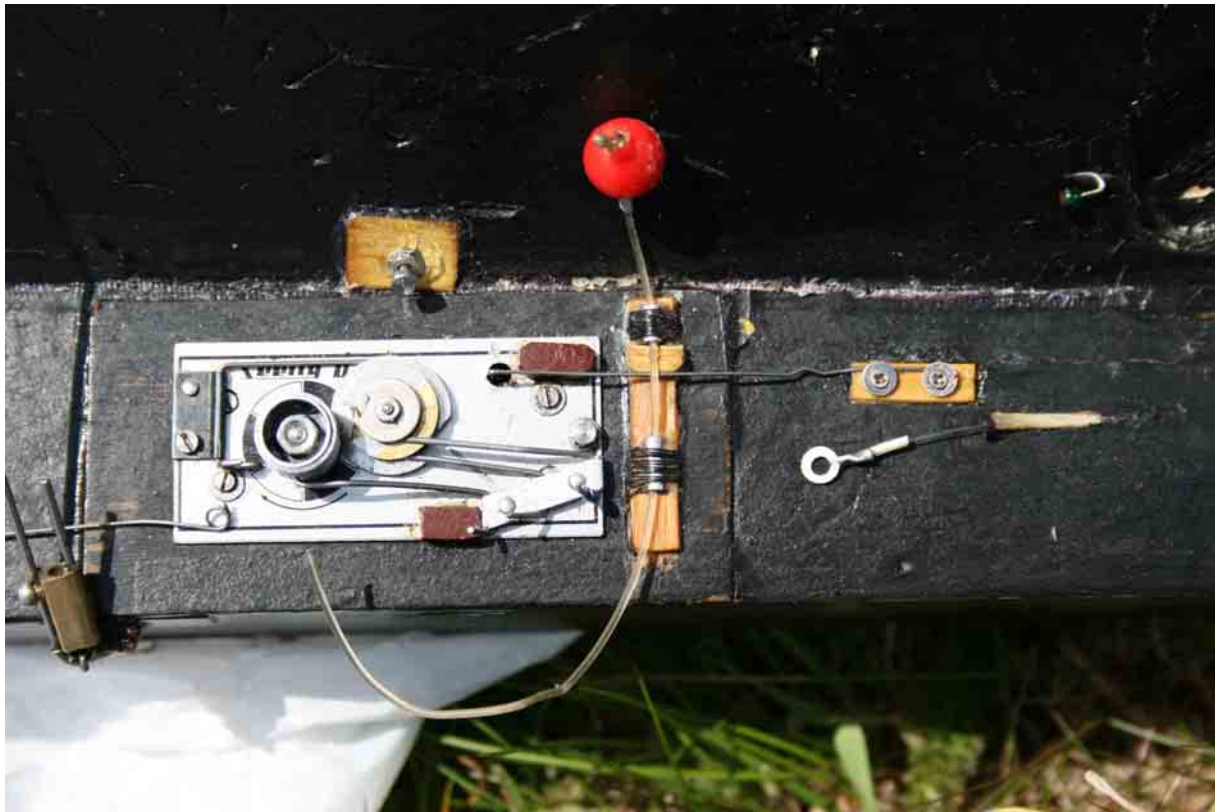




VIT cam in DOWN (power climb) position



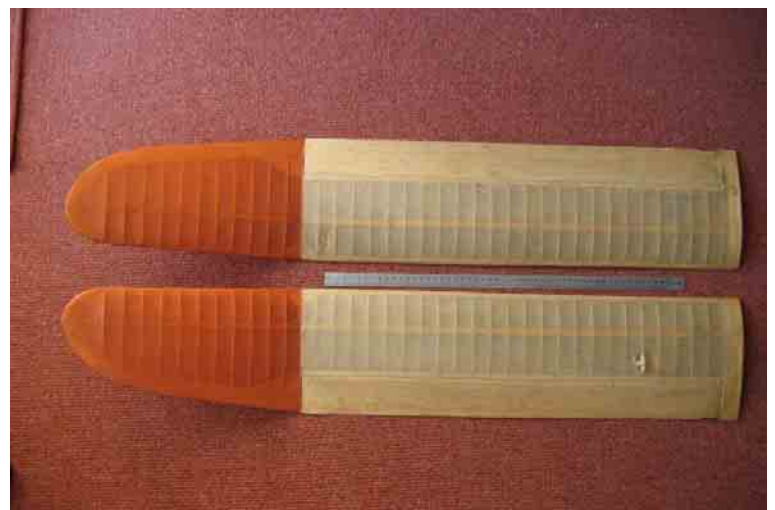
VIT cam in UP (glide) position



KASPAREK timer installation



Vladimir with RC assist RAKETA



Original 1955 experimental flapped RAKETA wings

WAKEFIELD MATTERS - Vic Willson

Unfortunately a error crept into the Wakefield results for the Middle Wallop event on May 10th.

John Knight, flying a Lanzo Duplex 4oz was included in the 8oz results. The corrected results are given below.

No correction to the league points is necessary as the competition was not a qualifying event.

CORRECTED 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	
5	J Knight	Bristol & West	Lanzo Duplex	2.00	2.00	1.30	5.30	
	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	John Andrews	Timperley	Gismy	1.35	1.45	1.32	4.52	
8	Mike Turner	Walsall	Korda	2.00	2.00	0.00	4.00	
9	Tony Thorne	SAM 35	Voodoo	2.00	0.00	0.00	2.00	

10	C Hawke	Timperley	Aries	2.00	0.00	0.00	2.00	
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The 4oz and 8oz Wakefield League competitions are running as usual this season, with the final event at the August Middle Wallop Championships.

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

The remainder of the qualifying events are as follows:

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 third qualifying events, at Odiham and Sculthorpe on 21st June have now been flown and the event results and updated league tables are as follows:

BMFA Southern Area Spring Gala, RAF Odiham

4oz Wakefield						
NAME		TOTAL		FLY-OFF		POS
Roy	Tiller	4	30			1
Bob	Taylor	4	25			2

8oz Wakefield						
NAME		TOTAL		FLY-OFF		POS
Ray	Elliot	4	30	1	11	1
Peter	Michel	4	30			2
J	Lancaster	4	30			3
Rex	Oldridge	4	30			4
Andrew	Longhurst	1	30			5
John	Knight	1	30			6

BMFA East Anglian Summer Gala, RAF Sculthorpe

NOTE: No entries for 4oz

8 oz

Pos	Competitor	TOTAL	FLY-OFF	MODEL
1	Mick Howick	7.53		Korda '39

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	11	9	20
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
9	R. Taylor	4	1	5
11	M. Marshall	2	1	3
12	W. Cox	1	0	1

8 oz

POSITION	COMPETITOR	SCORE	'BONUS'	TOTAL
1	M. Howick	26	23	49
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	12	10	22
8=	R. Oldridge	12	10	22
10	V. Willson	10	9	19
11	J. Lancaster	10	8	18
12	M. Marshall	8	7	15
13	J. Cole	7	6	13
14	R. Elliott	7	5	12
15	R. Biddlecombe	6	5	11
16=	D. Beales	5	4	9
16=	J. Sanderson	5	4	9
16=	P. Michel	5	4	9
19=	L. Barr	4	3	7
19=	R. Kimber	4	3	7
19=	P. Tomlinson	4	3	7

19=	A. Rushby	4	3	7
23	B. Cleasby	3	2	5
24	A. Longhurst	2	1	3
25	C. Chapman	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.

KORDA '39

Don't forget - There will be a bottle of 'bubbly' for the highest placed Korda '39 Wakefield in the 8 oz event at the SAM Champs



Korda '39

TAILLESS MATTERS - *By Vic Willson*

The Tailless League for the HALCYON TROPHY is once again running this season. The qualifying events have been much the same as last season.

All of the qualifying events have now been flown, with a possible extra event at Middle Wallop, probably on 11th October.

The Spring Gala, RAF Odiham, East Anglian Gala, RAF Sculthorpe on 21st June and Charlie Newman's Portmeadow events have now been flown.

RESULTS:

BMFA Southern Area Spring Gala, RAF Odiham - Max: 1:30

Tailless						
NAME		TOTAL		FLY-OFF		POS
Andrew	Longhurst	4	30			1
Vic	Willson	4	20			2
Roy	Tiller	3	02			3
Tony	Thorn	2	49			4
John	White	0	23			5

BMFA East Anglian Summer Gala, RAF Sculthorpe - Max: 2:30

Tailless						
NAME		TOTAL		FLY-OFF		POS
Mike	Richardson	7	30			1
Colin	Foster	7	16			2
Chis	Strachan	6	11			3
Spencer	Willis	4	58			4

PORTMEADOW, Sunday 5th July - Max: 1:30

Position	Name	Model
1	Chris Strachan	
2	Vic Willson	Vortic V
3	Andrew Longhurst	Pipistrelle GTi

22 competitors have recorded scores, so far this season. We are hoping that it will be possible to organise a tailless event at one of the remaining trimming dates at Middle Wallop - Watch this space.

After the first six events, the league positions are:

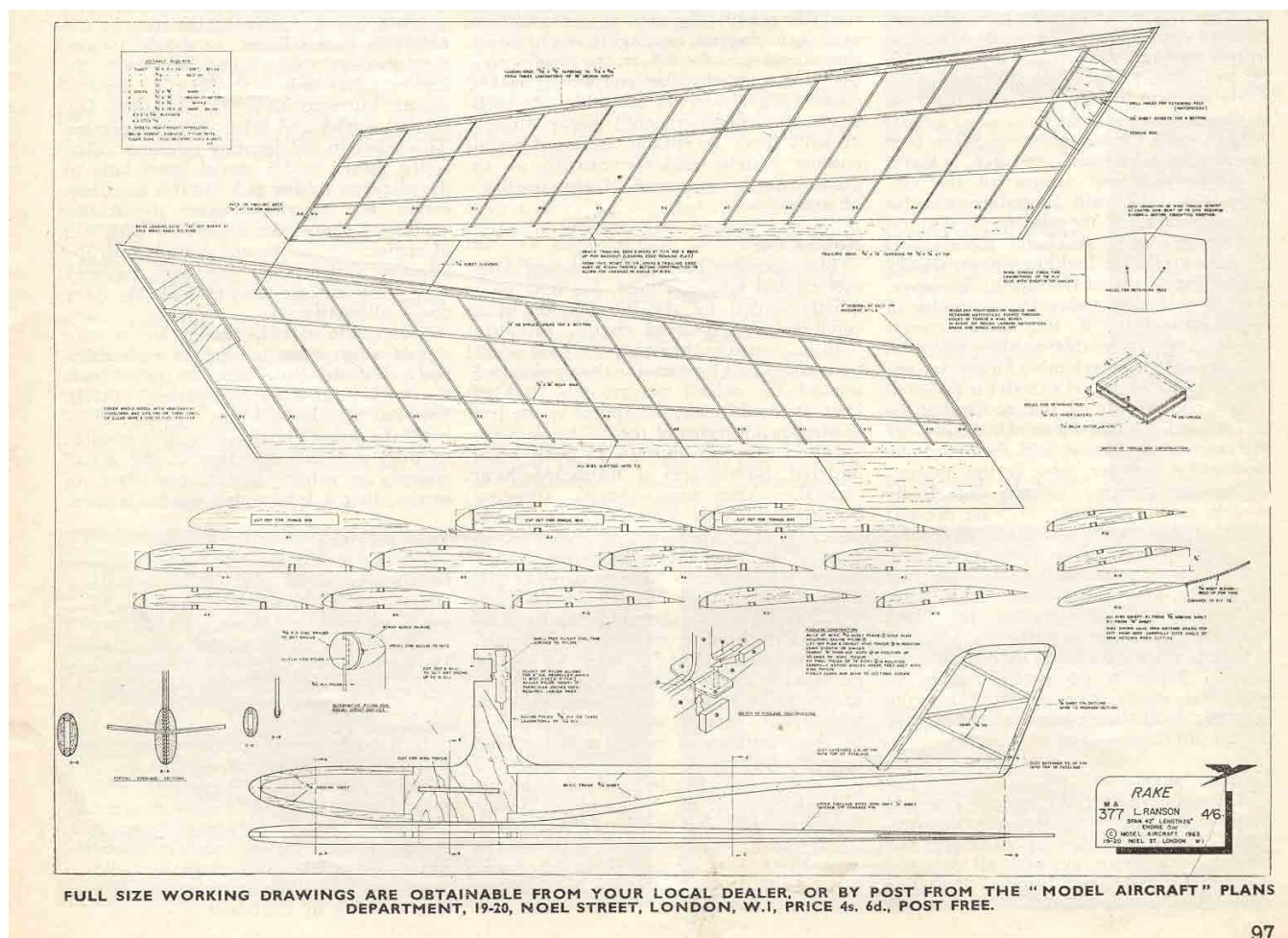
Position	Competitor	Score	'Bonus'	Total
1	P. Woodhouse	25	23	48
2	C. Strachan	24	19	43
3=	C. Foster	22	19	41
3=	V. Willson	23	18	41
5	C Chapman	17	15	32
6	S. Willis	17	14	31
7	M. Richardson	14	12	26
8	R. Peers	10	9	19
9	R. Tiller	10	8	18
10	D. Neil	8	7	15
11	R. Moseley	7	6	13
12	J. Kay	6	5	11
13	A. Longhurst	6	4	10
14	J. Godden	5	4	9
15	W. Harrison	4	3	7
16	T. Thorne	4	2	6
17	R. Willes	3	2	5
18=	E. Stevens	2	1	3
18=	J. Close	2	1	3
20	J. White	2	0	2
21=	R. Wilkes	1	0	1
21=	B. Lever	1	0	1

Tailless Power Models Update - *by John Close*

John Pool's comments on tailless power performance are as always very pertinent. He postulates that with a 30 secs engine run (the longest run allowed in any BMFA contest) the performance should be much better than is normally attained. The problem of the horizontal looping which occurs as speed builds up in a tailless power model limits the climb.

Either one uses modest power or loses the advantage of higher power by this phenomenon. Donald Broggini's Sabre Wing used a high thrust line and a lot of dihedral but I have not built one as it is very light and fragile, something which I found with his Thunderwing. Mick Page built on the Sabrewing layout to produce a wing of high performance but the hand launch had to be perfect for the model to give its best. Pee Wee 30 by Barnaby Wainfan is a good performer for a low aspect ratio plank but again I have had problems with the launch.

It is relevant that both Dave Dent and John Kay have adopted the plank for gliders and I should have followed up the performance of Pete Wyat's Lil Plank which I did not appreciate when I first flew one ten years ago. The fact that my first one was lost at Old Warden OOS should have pointed me in the direction of a plank. Andrew Crisp and Les Ransom went some way towards the solution with the Answer and the Rake but did not take the concept to its conclusion.



Stan Buddenbohm combined the high thrust line with the tractor engine on a pylon with a quite large fin on the other end of a long fuselage. With right thrust and a left rudder setting the forces can be balanced out to give a gentle turn in either direction and as both these forces increase with speed the tendency to horizontal looping is greatly minimised. The Hollowing flew almost straight off the board and has shown little tendency for horizontal looping. This layout also avoids the difficulty of adjusting the turn using elevons. These have extreme sensitivity and the best way to adjust them is by a screw, often a third of a turn is all that lies in wait before a disaster. In the case of the Hollowing layout an elevon can then be used to hold down the wing on the outside of the turn.

Stan's Hollowing can be used as a glider, rubber or power model, same wing different fuselages. My performance at the FF Nationals with the Hollowing was not good, showing the results of trying to trim in a contest but had much better flights on the Monday and this layout is the most promising of any I have tried.

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.

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:

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

BMFA Southern Area Spring Gala, RAF Odiham - *By John Thompson*

Gents,

We had again been granted permission for the Southern Area BMFA to use this historic site. It is a real privilege to be allowed access to this very active airfield.

The weather was good: a sunny day with a 5/10 mph wind from the north, across the shortest section of the field. With crops and the surrounding high fences the max was set at 90 secs.

Only two models escaped the confines and were lost. A DT fly off was used. The formula for this was a 90 secs. DT time, any excess over the 90 secs. was multiplied by two (as a penalty) and deducted from the total score to the ground. It seemed to work well and ensured models were kept in the field and also were not too far for tired legs to recover them.

Although this was the longest day of the year it really was the Longhurst day with Andrew winning three comps. It was suggested that he only comes to Odiham to restock his cellar with the wine given as prizes. Andrew was also Gala champion winning the Mike Kemp memorial trophy. Another notable achiever was Pete Cameron, now halfway through his 9th decade, scampering around like a two year old towing his gliders!
A grand day in all.

The finances worked out OK in the end, which enabled a donation of £75 to be sent to the RAF benevolent fund, as a small token of our thanks for use of the site.

These one off events at MOD sites are more expensive to run as the Licence administration costs are all borne for just the one day, if more events are possible the administration costs, which are fixed, are spread over more events. Notwithstanding this, the costs involved are really a bargain when one considers that for less than £10 one has the use of super sites for all day; just see what you get for that down at the local leisure centre or cinema !!

ODIHAM 21st June 2009

RESULTS:

F1G

- 1 A. Longhurst
- 2 P. Brown
- 3 J. Knight

Vintage Wakefield - 4oz

- | | | |
|----|-----------|-------------|
| 1. | R. Tiller | Copland '36 |
| 2 | R Taylor | Copland '36 |

Vintage Wakefield - 8oz

- | | | |
|-----|--------------|-------------------------|
| 1. | R. Elliot | Blomgren (ex Mike Kemp) |
| 2=. | P. Michel | Korda |
| 2=. | J. Lancaster | Korda |
| 2=. | R. Oldridge | Horry |
| 5. | A. Longhurst | Oberon |
| 6. | J. Knight | Knight 1950 |

Vintage Glider

- | | | |
|----|------------|----------|
| 1. | G. Smith | Hyperion |
| 2. | P. Cameron | Lulu |
| 3. | B. Taylor | Nord |

Lightweight Rubber

- | | | |
|----|------------------|------------|
| 1. | A. Longhurst | Dewfly |
| 2. | T. Tyson | Buckeridge |
| 3. | two shared third | |

A1 Glider

- | | |
|----|------------|
| 1. | A. Cameron |
| 2. | D. Cox |
| 3. | P. Cameron |

Tailless

- | | | |
|----|-------------|-----------------|
| 1. | A. Loghurst | Pipistrelle GTi |
| 2. | V. Willson | Vortic V |
| 3. | R. Tiller | Senator |
| 4. | A. Thorn | Razor glider |
| 5. | J. White | Pipistrelle |

Vintage HLG/Catapult Glider

- | | | |
|----|-------------|----------|
| 1. | P. Tolhurst | Dingbat |
| 2. | T Hopgood | Bipoly |
| 3. | J Lancaster | Vartunum |

Southern Coupe League Rounds 3 and 4 - Oxford Rally and Spring Gala

- By Roy Vaughn

After a long gap since the London Gala in April, the Southern Coupe League sprang into life again with two events on successive weekends. Andy Crisp's do on Port Meadow always generates a frisson of excitement at the prospect of obstacles to be overcome, but unfortunately the horrendous forecast appears to have put many regular attendees off altogether and only four entrants flew in the Coupe event. It transpired that the forecast was wrong and those who did turn up had flyable weather, albeit with a tricky breeze blowing from the east taking models slow to descend across the river and dumping others prematurely on the ground. Those who attended were rewarded with a torrent of league points. The idea of preserving the full points allocation was to reward competitors who brave harsh conditions, which was not the case here. The scoring system will need review for next season.

OXFORD RALLY				
Position	NAME	CLUB	MAXES	SCORE
1	P.Hall	Crookham	5	20
2	J.Paton	Oxford	4	16
3	J.White	Croydon	3	12
4	P.Brown	CM	3	10

SPRING GALA				
Position	NAME	CLUB	MAXES	SCORE
1	A.Longhurst	SAM35	5	20
2	P.Brown	CM	5	17
3	J.Knight	B&W	4	13
4	T.Tyson	Crookham	4	11
5	P.Hall	Crookham	4	10
6	B.Stichbury	Chichester	1	6
7	R.Vaughn	Crookham	2	6
8	R.Willes	Epsom	0	3
9	J.White	Croydon	0	2
10	P.Tolhurst	Hayes	0	c

The Spring Gala held at RAF Odiham is the oldest event on the competition calendar and latterly this site has presented unique retrieval challenges because of the secure perimeter. Again, the max was set at 90 seconds to keep the models on the drome and avoid the crops. The wind was blowing from the west, taking it over the camp and hangars before it reached the flight line. This led to all sorts of problems with several competitors left questioning the behaviour of their models after bizarre flight patterns. Many were the tales of woe! The conditions played into the hands of that master of dicey air, Andrew Longhurst, the only competitor to max out and achieve a decent flyoff time using his largely traditional model.

These two events have brought last year's League winner Peter Hall to the front again, with newcomer Peter Brown close on his tail. The next round of the League is the Southern Gala at Little Rissington on the 4th of September. With five competition results to count and four more events to come, the final result is still wide open. Hope to see you there.

POSITION	NAME	CLUB	CROOKHAM GALA	LONDON GALA	OXFORD RALLY	SPRING GALA	Score to Date (best 5)
1	P. Hall	Crookham	14	11	20	10	55
2	P. Brown	CM	8	13	10	17	48
3	J. Paton	Oxford	11	8	16		35
4	R. Vaughn	Crookham	20	7		6	33
5	T. Tyson	Crookham		19		11	30
6	A. Longhurst	SAM35	7			20	27
7	J. Knight	B&W	6			13	19
8	M. Richardson	E.Grinstead	17				17
9	D. Greaves	B&W		16			16
10	J. White	Croydon			12	2	14
11	P. King	Croydon	9				9
12	D. Thomson	Croydon	8				8
13	M. Marshall	IVMAC		8			8
14	P. Tolhurst	Hayes	2	3		1	6
15	B. Stichbury	Chichester				6	6
16	M. Wright	CM	5				5
17	E. Challis	B&W	3				3
=	K. Taylor	E.Grinstead	3				3
19	M. Evatt			3			3
20	R. Willes	Epsom				3	3
21	J. Minshull	Brighton	1				1
=	M. Stagg	MFFG	1				1
23	B. Taylor	E.Grinstead					0

For the eccentrics - L'Excentric - By Peter Michel

I recently received the following email from Peter Michel. I do own up to suggesting Tony should build it and it does go very well. Since then I bumped into Peter at Odiham and he is very enthusiastic about its performance, to the extent that he is threatening to enter it in some F1G events. The plan was published in the AM Annual 1969-70 - Ed.

Hello Vic,

I think you were instrumental in this! I may have got it wrong, but as I understand it you sent the plan of this nice 1969 French coupe, L'Excentric, to Tony Hansell as a challenge! Whatever, I saw it flying beautifully at Chobham recently and borrowed the plan from him. Hence model pic, attached.

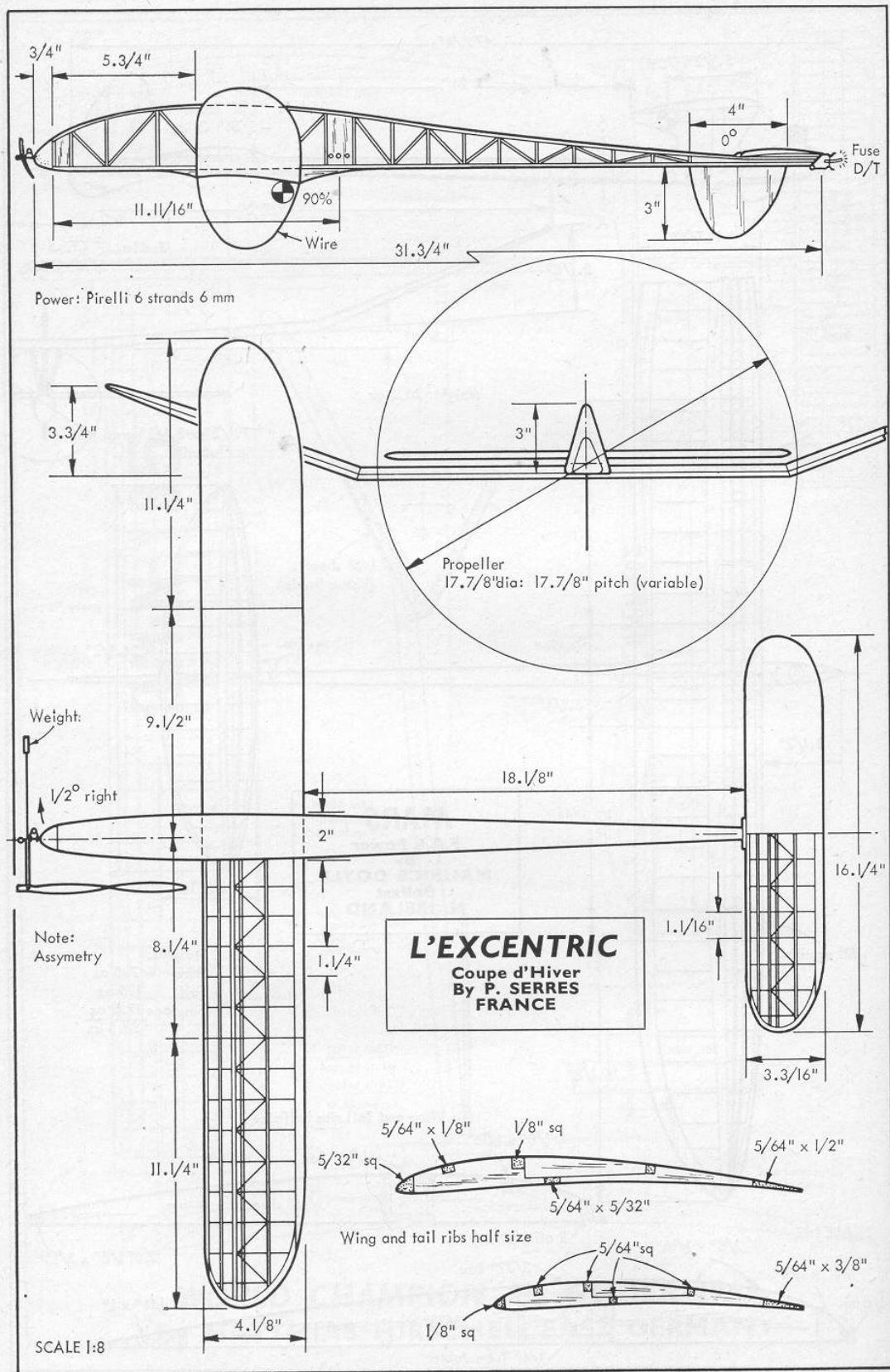
On the face of it, this is a no-hoper. For starters, it's a low-winger. (Bad news). There are needless diagonals everywhere, even behind the motor peg, and the tailplane sits on ONE longeron. However, Tony's goes like a dream, so there's proof of the pudding.

I was surprised to say the least that my version, complete with Tomy and wing joiners, and with motor inserted ready for flight, came out at 79 grammes, just one gramme short of legality. Garden test-gliding shows L'Excentric to be a floater, so I have high hopes of it. With its single-blade prop I don't suppose it would be competitive these days in F1G. You never know, though!

Best regards,
P.



What about a one-model contest?!



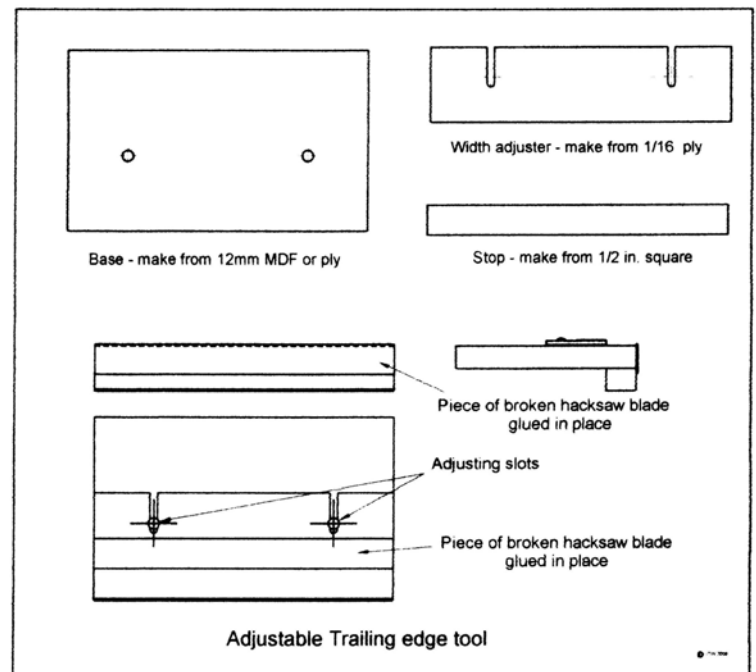
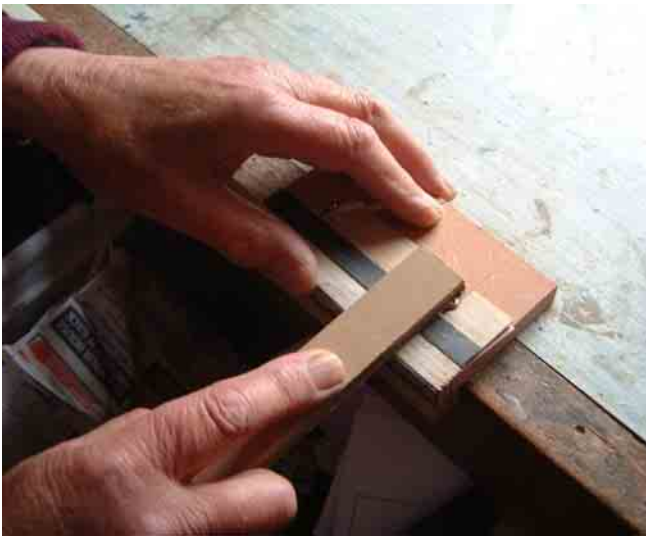
Adjustable Trailing Edge Tool - By John Worsley

I have made two versions of this tool. The first one used a strip of 20 SWG mild steel where the abrasive tool makes contact. I found that it eventually wore down even though I only used glasspaper glued to a piece of wood to shape the balsa.

Recently I saw some old hacksaw blades in the garage and thought they would be longer lasting. The pieces of hacksaw blade can be attached with Araldite or double sided tape.

The general arrangement and the components, in First Angle Projection, are shown below. The front piece of hacksaw blade should protrude above the base the desired thickness of the rear of the trailing edge.

Add packing under the width adjuster for thicker trailing edges.



Any queries please contact me on
01784 433020 or Email jandiworsley@tiscali.co.uk

NAME THAT PLANE No. 12 – From Roy Tiller

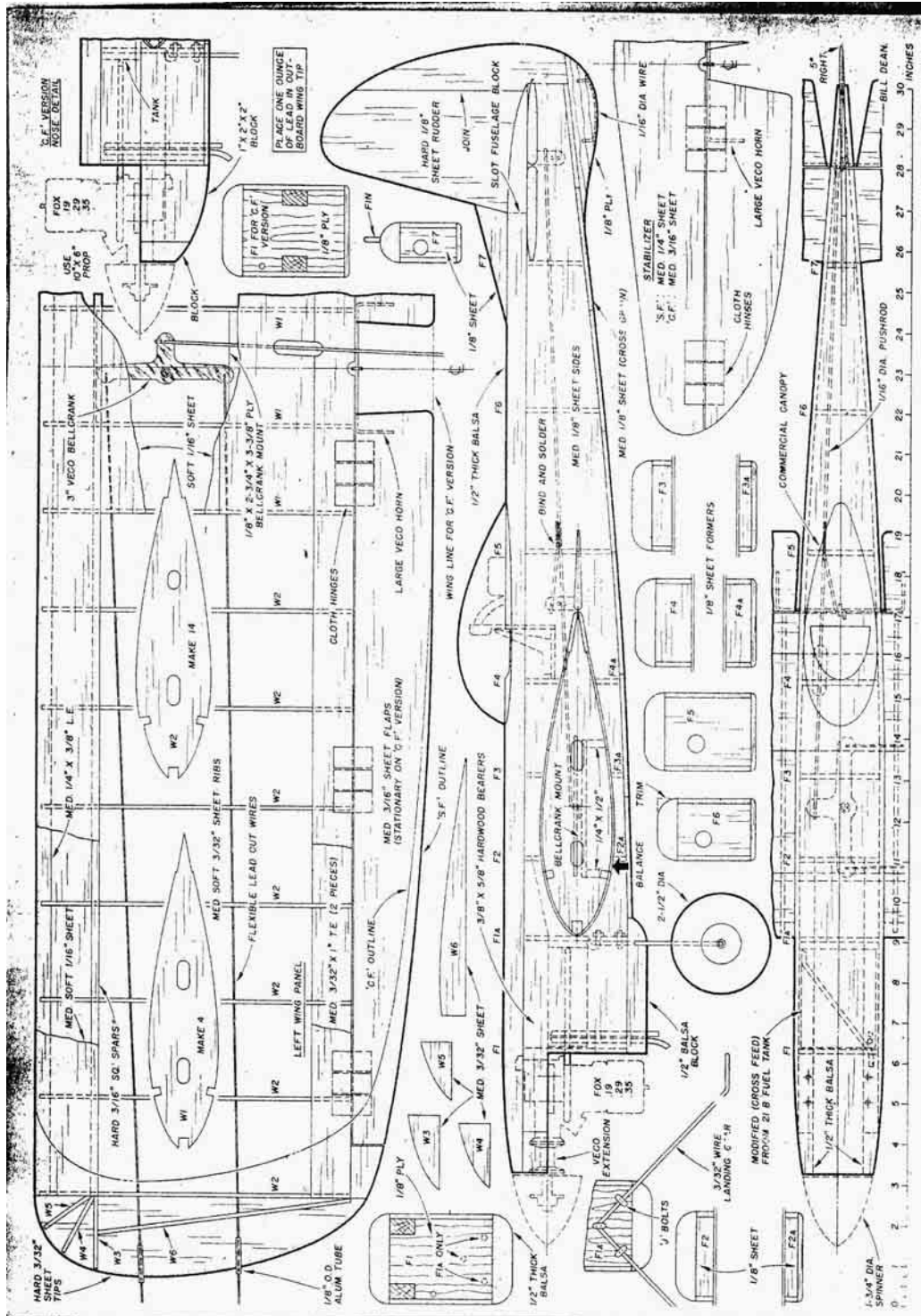
THE COMPETITION WITH A DIFFERENCE, WE DO NOT KNOW THE ANSWERS.

Some reduced plans in magazines held in the BMAS Library were published without the name of the model. Can you name this plane from AVA ECHO Nov 2007.

Clues:- Control Line model of about 45" wingspan, Veco bellcrank and engine/prop shaft extension. Bill Dean, designer or draughtsman or both?

Points will be awarded to all giving the correct answer. Results and Plane No. 13 next issue. Answers to roy.tiller@ntlworld.com

Plane No 11 was not identified, so it is a rollover for double points.



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.

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.

SPECIAL PRIZE

SAM 2001 have scheduled an extra Diploma that will be awarded to the best flight in Tomboy floatplane version taking off from water. The Editor will send to the winner a Diploma signed By SAM 2001 President and a bottle of special Italian Wine to drink to Vic Smeed's health!

Good ROW and flight

Internazionale postal contest TOMBOY RALLY

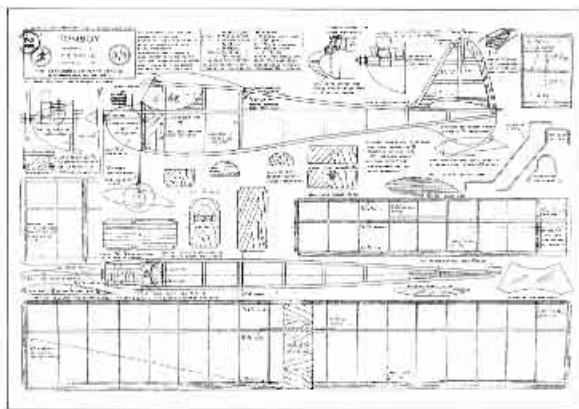
PALMARES

2008/2009

Pieter Moerkerken

Australia

24'12"



SAM 2001
L'AQUILONE

INTERNAZIONALE POSTAL CONTEST

TOMBOY RALLY

01/06/2009 - 31/05/2010

**SPECIAL PRIZE**

SAM 2001 have scheduled an extra Diploma that will be awarded to the best flight in Tomboy floatplane version taking off from water. The Editor will send to the winner a Diploma signed By SAM 2001 President and a bottle of special Italian Wine to drink to Vic Smeed's health!

Good ROW and flights

INTERNAZIONALE POSTAL CONTEST TOMBOY RALLY

01/06/2009 – 31/05/2010

We wish to present this competition to all the lovers of this nice model with the only aim of having fun in a postal contest which is organized to provide some fun flying together or at the same time as are all postal contests.

The Tomboy Rally wants to prove the performance of this model along with the ability of the builder and pilot, without reaching the peak agonism of usual contests and only wishing to fly the model having fun in a relaxed manner.

After having carried out some tests we have decided to admit the use of i.c. engines and electric motors trying to reduce the gap between them.

Model

- The 36" wing span as per plan model is admitted;
- Model may be fitted with floats as per plan
- no minimum weight;
- reinforcement or lightening of the structure with respect of the basic outline of the original model are admitted;
- materials to be used are those found on the plan;
- plastic covering in place of tissue, silk or other is admitted.
- More than one person can use same model;
- Same model can flight in L.G. or float version;
- Lone fliers can self launch an time

Engine/motors

I.c. engines and electric motors are admitted within the following limits:

I.C. Engines:

- Any engine with 1 cc. maximum displacement;
- Fuel tank : 3 cc.
- R/C carburettor is admitted.

Electric Motors:

- Any electric motor is admitted with direct drive
- The engine cannot be stopped and started again: the motor must run continually without interruptions till the end of the battery charge or competitor's decision;
- no folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band;
- freely assembled admitted batteries:
 - 350 Mah 2 cell LiPo
 - 350 Mah 6 cells Nicad or NiMh

Flights and results

- Each competitor may fly as many flights as wished during the admitted period but only the best flight will be considered for the final result.
- Hand launches are admitted.
- The flight time start when the model is released or takes off. The flight time ends when the model lands or hits a fixed obstacle. In case the model flies out of sight the timekeeper will time for 10 seconds after losing sight of the model . Timing will continue if model is seen again or stopped after 10" deducting this time from the total time of the flight.

Awards :

A diploma for all competitors and prizes for the first three. Special prize for best flight in float version.

Results

Results, address, photos and technical specification about model must be forwarded to the Organization within the 15th June 2010 to:

Curzio Santoni (cusanton@tin.it) or to Gianfranco Lusso (gfl@cersus.ch).

Many pleasant flights and happy landings to ALL !!!!

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 featured in last month's NEW Clarion - 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

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

BOURNEMOUTH M A S LIBRARY

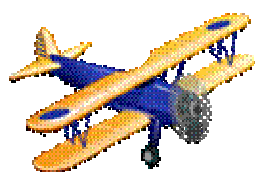
Has for disposal

SAM 35 SPEAKS COMPLETE YEARS

**1985, 1988, 1992, 1993, 1994, 1995,
1996, 1997, 1998, 1999, 2000, 2001, 2002,
2003, 2004, 2005, 2006, 2007**

Order by e-mail to: roy.tiller@ntlworld.com

Price: donation to the library fund



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

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