



NEW Clarion

SAM 1066 Newsletter

Issue
0710
July
2010



Affiliated to the Club No. 2548
SAM 1066 Website - www.sam1066.org

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Editorial:

Here we are again, the Nationals are past, my meagre efforts will be reported elsewhere and I am hoping for a few more reports.

I realise that our roots are in Free-flight and the June issue seemed to have a lot of R/C and C/L content, I hope this will spur on some of you free-fighters to put some of your exploits on paper for me and send me a few photos before we get overwhelmed.

As the majority of us get older I feel radio assisted free-flight may well become more widespread and I am surprised that Radio Duration has not yet really caught on, maybe I'm wrong, any opinions?

Change of subject, our society has financial obligations and the leading article this month is from Mike Parker outlining the options and actions regarding the acquisition of revenue for the society. It is my belief that it is incumbent on our elected officials to implement what ever steps they see fit to ensure the financial viability of the society. They are of course ultimately answerable to the AGM but this should not deter them from implementation of measures that they consider necessary.

SAM 1066 Financial Issues

- Mike Parker, secretary.

Free Lunch?

This year we will be repeating the HOG ROAST lunch on the Sunday of the SAM Champs. As last year it should cater for about 200 hungry people.

In past years we issued free tickets to the first 100 paying entrants through the gate, however some people of our regular attendees missed out due to them arriving a little later than the madding crowd. In an attempt to remedy the situation people will be served on a first come first served basis but note, only one per person (no taking more for others not in the queue!!).

Free Lunch? Yes, but we will be inviting a voluntary contribution this year to offset the cost a little.

Club finance

You may be aware that extra expenditure has been needed this year for the David Baker Heritage Vintage Library. Whilst maintaining free membership of the club, we need to ensure that we have enough reserve in the club's bank account in case of unforeseen expense. Poor weather can result in a loss at events, and we never know how much we will be asked for when the Middle

Wallop licence needs renewal. At present club revenue is raised by the Middle Wallop gate levy and any profits from events.

The committee doesn't want to see large amounts of revenue sitting in the bank, but it needs to show some prudence to protect the continuation of the club's activities.

There are a few solutions:

1. Free membership could stop and annual subscriptions collected.

Although this would result in increased income, the logistics and administration needed would result in many hours of work, expensive postage and the possibility of reduced membership.

2. Voluntary contributions at events could be invited.

For most of us a day at Middle Wallop is still more than affordable. Compared to other days out, £6 is very cheap and I am sure that many could afford to put an extra 1 or 2 pounds in a bucket at control. Over the 12 days at Wallop this alone could raise enough revenue without all of the work involved with option 1.

3. An increase in the Middle Wallop gate levy.

The Middle Wallop SAM 1066 gate levy has remained unchanged at £1 for the last 5 years (the Museums £5 unchanged for the last 3 years), so there is room to increase it, perhaps to £2. This would certainly be the easy option and be fair to all those who use the facility.

4. An appeal for "Donations".

We do receive voluntary donations from time to time, not usually large sums of money but all are gratefully received. We could ask those members who feel they can afford it to support us a little and consider a donation. Let's be clear, we are not looking for thousands of pounds, as I said earlier the committee has no wish to see large amounts of cash sitting unused in the bank.

Having considered all of the options the committee is recommending an increase of the Middle Wallop gate levy from £1 to £2 with immediate effect. This will allow us to collect a reasonable amount at our largest event, the SAM Champs in August. I trust you will support this decision; your committee is working to preserve our continued use of Middle Wallop and your future enjoyment.

Mike Parker - Secretary

Oxford MFC Rally 5/6th June - Andrew Crisp

Here are the results of this years Rally, a few results may be of interest to Clarion readers.

Note that Andrew Longhurst won the Gala Champion award by, not only flying in 4 events, but maxing out in them all. That was 16 maxes, and they say aeromodelling is not athletic!

Tony Thorn (complete with walking stick) had a good day, first winning the 'Ian MacDonald Trophy' for vintage rubber with his potent 'Scram', then taking second place in vintage glider with his 'Lulu'

Results Saturday 5th June

A1 (F1H) 1+1.30+2 + F/O (6 flew)		C'dH (F1G) 1+1.30+2 + F/O (3 flew)	
1 st	G Madelin	4.30 + 3.07	1 st P Brown
2 nd	P Tribe	4.30 + 3.03	2 nd D Greaves
3 rd	D Brawn	4.27	3 rd J White

HLG/Cata 5 x 1 (7 flew)

1 st	T Oxager	3.45
2 nd	P Tolhurst	3.34
3 rd	S Brewer	3.00

Results Sunday 6th June

A1 (F1H) 5 x 1.30 + F/O (11 flew)		Vintage Rubber 3 x 1.30 + F/O (7 flew)	
1 st	R Heap	7.30 + 3.46	1 st T Thorn
2 nd	K Best	7.30 + 2.22	2 nd D Taylor
3 rd	J Cooper	7.30 + 2.08	3 rd S Willis
C'dH (F1G) 5 x 1.30 + F/O (14 flew)		Vintage Glider 3 x 1.30 (11 flew)	
1 st	P Brown	7.30 + 3.09	1 st R Kimber
2 nd	A Longhurst	7.30 + 2.17	2 nd T Thorn
3 rd	M Marshall	7.30 + 1.35	3 rd D Brawn
E/P30/CO2 5 x 1.30 + F/O (11 flew)		Classic Glider 3 x 1.30 (8 flew)	
1 st	T Grey	7.30 + 8.06 (E30)	1 st B Taylor
2 nd	C Strachan	7.30 + 4.43 (CO2)	2 nd E Ashcroft
3 ^{rdT}	A Longhurst	7.30 + 0	3 rd C Strachan
3 ^{rdT}	B Whitehead	7.30 + 0	
Tailless 3 x 1.30 + F/O (5 flew)		HLG/Cata 7 x 1 (13 flew)	
1 st	S Willis	4.30 + 2.21	1 st S Brewer
2 nd	A Longhurst	4.30 + 1.23	2 nd P Tolhurst
3 rd	C Strachan	4.30 + 1.22	3 rd T Oxager

Gala Champion 1st A Longhurst - 24.00 2nd C Strachan - 21.35

Top Lady K Best (F1H) **Top Junior** Luke Chilton (P30)

Andrew Crisp

My BMFA Nationals

John Andrews

Saturday, wake up in the Travel Lodge not too early, breakfast in Little Chef and off to Barkston. Conditions were reasonable when the wife Rachel and I arrived, but by the time we had found SAM35 Wakefield control and had said our good mornings it had started to rain. I don't fly in the rain. There was a lull around lunch time which conned me into assembling my BMFA rubber model but by the time I was ready it was raining again. The weather brightened up later in the afternoon but the wind strength increased and I could not visualise making three flights before close of play. That was no contest for me. I did make one flight before I put the model away just for the sake of it.

Things brightened up considerably in the evening as the Timperley gang decided on an evening out at the Plough Inn in Wilsford.



Left to right, John & Kath Wingate, Rachel & John Andrews, Jean & Reg Biddlecombe

Reg Biddlecombe was reasonably pleased with his efforts of the day having braved the elements to take Second place in SAM35 8oz Wakefield, flying his trusty Keil Kraft Contestor.

Sunday was a real write off for me as the wind strength was way above my limits for flyability. I spent sometime sitting and chatting and had a good session in the hanger in the afternoon trimming/flying Martin Pike's indoor models with his little son Rory chasing the radio models about.

Monday it was completely different, good flying weather though the wind direction was a little fickle. I set up camp by SAM35 Wakefield control as Rachel was helping with stats. I had entered 'Classic' and assembled my 'Last Resort' with an old motor. I had made up two new motors using Super Sport rubber but neither had been run in let alone used. Sod's law prevailed when my winding tube would not pass the slight inset of my D/t timer mounting, so I decided to press on without. Starting to wind, a strand broke, 'knickers'.

I replaced the motor with one of the new ones, still not run in, and borrowed a short winding tube from John Wingate. Now my front bobbin would not pass down the tube, more frustration as I searched for a smaller bobbin and by the time I'd fitted it I'd forgotten that the motor was unused. I start to wind again, then it hits me, new motor 'knickers' again. I throw caution to the winds and, ignoring my safe turns table, I wind until the motor goes too hard for my nerves. It only took about 700 turns and shot away on launch into a high helicopter mode but after a few aerobatics without touching terra firma the 'Last Resort' climbed away in good air to record a comfortable max. I popped in a bit of side-thrust and followed up with two more maxes, I was in the fly-off. Had a good afternoon waiting for the fly-off chatting here and there and I managed to get a couple of pounds of rubber off John Hook at the second attempt. He had weighed me out one lot then when I went to collect he'd sold it to someone else. I had to go back again before he sold the next lot.

Dr Martin Pike created more than a little attention during the afternoon flying his Keil Kraft 'Ajax'. It was not so much the aircraft but the fact that he was doing it all with his young son Rory perched in a backpack and who was thoroughly enjoying himself.



A young modeller in the making, Doc Martin winds his 'Ajax' with son Rory in close attendance
 Dad Martin was without his wife and nappy changing on the field was quite a performance with all and sundry trying to keep Rory quiet, he was not as keen on new nappies as he was on model watching.

Aeromodelling legend Ron Moulton was on hand and spent quite a while with us and also chatted to many passers by, he had a story for all occasions.



The old charmer Ron Moulton chats to Kath and Rachel, note their rapt attention



Here Ron chats with real vintage modellers discussing the merits of 'Arden' engines

My fly-off in Classic was a bit of an anti climax, the model climbed away nicely to a respectable height but just glided down for a 2.47. I would like to think it was in bad air but I suspect it was the models still air performance as the 2nd and 3rd comp flights had both been short of three minutes d/ting low down. The meeting had finished on a reasonably good note so roll on next year.

John Andrews

Retrievals Made Easier part 2 continued from June issue - Dave Hipperson

This article appears by courtesy of the 'Cornwall Vintage Modellers' magazine

Before you rush off searching...

Now to the tracking business and before we get to look at how we can increase range it is important to remember that range is not always everything. In fact sometimes too sensitive a receiver can be a positive disadvantage. When the signal from the disappearing model dies *make sure it really has*. Clock off, note the time it has been airborne and the precise line or the best guess if the angle you lost it at is still far from horizontal. The wind speed on the ground can then give you an estimated distance. If it was high (power model particularly) then increase the wind speed component a bit - as its faster at altitude. Also add a bit of time as your signal would have gone off before the model was actually down. We are looking at long flights here not flights just off the drome as if those are in a tree then the signal will never stop! Calculations like this are easiest in conditions of a positive drift - right up to a gale. (Windier the better actually). Those days when everything is drifting around your head in all directions are more difficult. In dead calm the route of a lost model even with a tracker can be very difficult to follow. Time in the air is still terribly important as it flies out of sight upwards it is all you have got. If it stays on the radio for three hours (yes we have had these) then it is probably quite close. You will have done all your flights with another model and can now saunter off after this tricky one. I have had them like this that were actually only a few hundred yards away on the drome so remember to have the radio on from the first step you take. Most embarrassing before we had tracker bugs to actually loose a model on the drome but straight up a straight down will do it! I had an F I B flight at North Luffenham that simply disappeared to everyone way up in heat haze at 45 degrees soon after the max. It probably went because it DT'd and moved in the sky away from where everyone was looking and no one could pick it up again. We listened to it land about ten minutes later. Very light wind so I walked across the drome and half way across started getting a signal. Presumed the worst - model still way off but up a high tree. Wrong. Model on the ground twenty yards in front of me but in long enough grass for it never to have been found without the bug. Would have been lost on the drome that one! So you have calculated the probable distance, allowed for it to be a bit left of where it was last seen if it wasn't seen down to the horizon and proper flyaways aren't! Then a map comes in handy. I know a lot of people swear by G P S . In my opinion they are ideal for finding your way across an un-mapped terrain or walking out of a desert. For finding models use a map. The ideal size is now the Landranger 1.25ins to the mile. Any bigger scale and you have too many maps and all sorts of information you don't need. Mark exactly where you launched from (maps with aerodrome runways drawn on are useful here). Then find a landmark as far downwind as possible and draw the flight line accordingly. This also eliminates the need for a compass bearing and all the necessary corrections due to variation and deviation! There is one other very important advantage of a map. It is pivotal and the G P S doesn't do it for you. Every time you stop and listen on the Yagi you can make a mark on the map. Then when you have done twenty of thirty points (!) and heard nothing you can see clearly if there are any blank spots that you might have missed and you can back track and try listening there.

T h e chase.

So you are off in the car with the map, the line drawn on it and all necessary aerials at the ready. A simple di-pole roof mounted aerial is very useful for driving along a listening generally. We have often found models without recourse to the Yagi. You drive along and suddenly hear a blip then nothing then something stronger. With a bit of manoeuvring -again a great argument for

having a map as you know where the next turning is - you can sometimes drive up to the model. A long one from Merryfield once, we actually got so close this way that I was able to reach out and pluck it from the roadside bush without actually getting out of the vehicle. This doesn't happen often! The important thing to remember when retrieving by car is not to leave the car too soon. Perfect example of how not to do it can be found in the June issue of Free Flight News by Mike Woodhouse who started walking far too soon and didn't get to his Wakefield that night and only with help the next day. We have often joked that no signal is sometimes better than a strong signal! I know that sounds daft but it is easy to get a mile outside the drome hear a nice signal jump out and start walking. Trouble is it could be giving you this strong signal because its 100 feet up a tree on a hill 5 miles away! It's a long walk to find this out. Keep driving even when you have a signal. With a directional Yagi this is easier but even the roof aerial can be great fun. The signal comes and goes and the strong bits are getting stronger then they aren't so go back and get out and have a proper listen. Then get back in and drive nearer. When you are absolutely sure you are as near as the vehicle will take you then start walking. I did one like this off Church Fenton very early season. Cold and breezy when we flew – nice thermal that won me the Pannett Trophy but the model although never getting much higher than the climb came down very slowly and in the breeze went a colossal distance. We were 10 miles out - thankfully in the direction of home – when we got the first blip. After more driving we were nearly 12 miles out and obviously close. I set off walking across an unknown field, in the pitch dark with a head torch, a hand torch and the radio/Yagi. At that moment it started snowing. I even remember laughing! Finding them in the total darkness is not easy. You can be very near and walk past. Even a powerful torch is only so helpful. I was lucky with the hedges and stuff and didn't come across any dangerous animals. I walked about two medium fields and saw the aeroplane quite safe on the ground with a fine layer of snow on it! So you don't get a signal. You probably haven't gone far enough. There is also another nasty trap even after you have heard it. You keep walking and it goes off. So you go back because you think you have gone past it. The signal comes on again so you go right and left but the signal doesn't get any better. Confusion. (Mike Woodhouse fell into that one too). You walk on again and like before the signal goes off. It will probably be the terrain fooling you. Could be there is a hill even only a slight rise ahead of you. From far back you get a signal but as you get closer the hill blocks it. You have to keep walking. In the quite early days of radio retrieval George and I got caught out by this on Salisbury Plain. It is one we still talk about. We were looking for both of our Open Rubber models. We were a couple of miles downwind with good lines, nothing difficult we both got signals and then they died. We went back, they came on again we wandered around in the middle of this sloping field for ages scratching our heads until a voice came over the radio! It was Gerry Ferrer who had only that day got his tracking system up and running (Ruyter stuff same as ours) and was scanning frequencies and heard us talking. He was another mile downwind just over a slight crest and had both our models and his! They had all landed very close together. George and I had made the mistake of stopping once the model. It is amazing how many models we have recovered from people's houses after they have said "We were just about to phone you!" The other reason you should avoid the vertical aerial is that in flight it gives a steady signal - exactly the same signal as it will when it is down or up a high tree. The horizontal aerial will wax and wane its signal as it gets distant telling you that it is still flying. If then the signal suddenly stops varying you know the model has stopped flying and is (safely) up a tree.

Dave Hipperson

Picture gallery

Editor: I thought I would give this a try, please send any pictures you like, old or new, with or without explanation, let's see how it goes.



I don't know where these pictures came from, they were in my 'to be used file' but I never recorded the source. Still they are a good blast from the past.

<p>MEMBERS OF THE WAKEFIELD CUP TEAM</p> <hr/> <p>B. K. JOHNSON, Manager J. C. SMITH, Assistant Manager H. YORK, Press Representative J. B. ALLMAN, Windsor M.A.C. R. COPLAND, Northern Heights M.F.C. D. FAIRLIE, Wembley M.F.C. A. GREENHALGH, Jun., Lancashire M.A.S. H. A. JONES, Jun., North Kent M.A.S. A. A. JUDGE, T.M.A.C.</p> <hr/> <p>THE WELLER-LANGTON ORCHESTRA Under the Direction of ARTHUR LANGTON, M.B.E. will play during the evening</p> <hr/> <p>CHARLES TRUE - Baritone</p>	<p>THE SOCIETY OF MODEL AERONAUTICAL ENGINEERS</p> <p style="text-align: center;">BANQUET</p> <p style="text-align: center;">TO WELCOME THE SUCCESSFUL BRITISH TEAM</p> <p>WINNERS OF THE WAKEFIELD INTERNATIONAL TROPHY, JUNE 1936</p> <p style="text-align: center;">FLOWN AT DETROIT, MICH, U.S.A.</p> <p>THE MONICO, Piccadilly Circus, W.1</p> <p style="text-align: center;">Monday, 13th July, 1936</p>
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It would appear there were a quite a few plaudits going for our Wakefield Cup Team in 1936 at 'The Monico', orchestral background and a singer to boot.



A bit more up to date, here we have John Kay and his large flying plank glider at the North Luffenham BMFA 5th Area do in June 2010.

I had had trouble with my 'Dixie' so I spent the rest of the day with John launching his plank in the Tailless comp. It's a bit of a handful and I had trouble getting the hang of releasing it, in fact I don't think I did.



Just to wet your appetite, the pig roast is on again at the Champs in August



SAM35 Gala on June 27th at Old Warden
The 'Timperley Contingent' in the Cloud Tramp mass launch,
Martin Pike clutching his wining awards flanked by your *Editor*, (also ran)

The David Baker Heritage Library (Magazines) - Roy Tiller

The Bournemouth Model Aircraft Society and SAM 1066 have agreed to merge their respective holdings of magazines. The combined holding will form the magazine section of the David Baker Heritage Library.

The Bournemouth part of the collection is already catalogued and the plans featured in the magazines are listed in a spread sheet, which permits searching by model name, designer, publication date etc..

The purpose of the library is to offer a reference facility for members and a search, and if found, scan and e-mail service covering pages of the magazine showing plans and the related articles. Should you need such a service send me an e-mail with your request giving as much detail as possible. Quoting the name only of the model will probably come up with several options, so do state whether it is power, rubber or glider etc..

The merging of the two collections of British magazines is relatively easy as the Bournemouth collection of Aeromodeller and Model Aircraft was fairly comprehensive, but to deal with the American, French, Italian and other European mags (in some cases I am not even sure of the country of origin) will take probably the next 12 months.

The progress to date that all the Aeromodeller Magazines have been checked and the plans listed. The Bournemouth collection was still seeking early Aeromodellers from November 1935 to May 1938 and nothing in the David Baker collection as delivery to me has filled those gaps. If you can help to complete the collection of Aeromodeller magazines please do get in touch.

In the case of Model Aircraft magazines we have a complete collection but we are still in need of some Model Aircraft Constructor magazines. These were published from May 1936 to October 1938 and then absorbed by the Aeromodeller. We are in need of some issues from March to October 1938. Again, if you can help please get in touch.

See the chart below for more details of the magazines held.

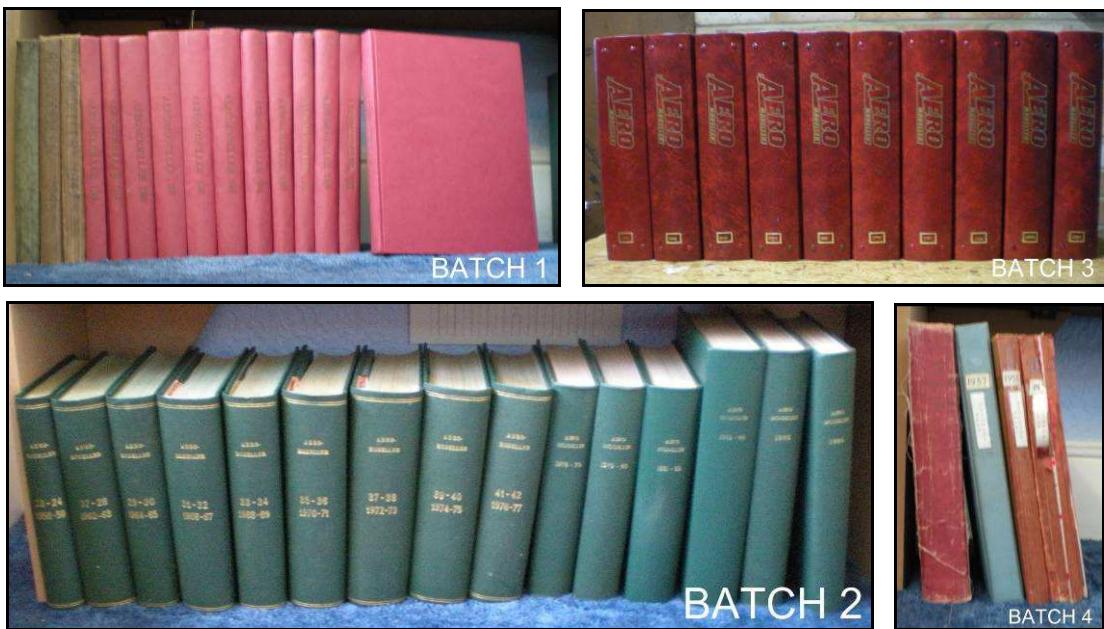
One result of the merger will be the identification of a number of items not required by the library. We have, surplus to the library requirements, bound volumes of the Aeromodeller, see the chart and photographs below. Should any or all of these be of interest to you, please e-mail me with your best offer. All sums raised will go to club funds.

I hope to report with a little further progress next month.

roy.tiller@ntlworld.com Tel. No. 01202 511309

Roy Tiller

David Baker Heritage Library Bound Volumes for Sale



batch	DATE	AEROMODELLER BOUND VOLUMES FOR SALE	OTHER DETAIL	CONDITION
1	1945	plain grey hardback, glued on A/M cover picture	Covers not incl	Spine broken away, binding poor
1	1946	plain grey hardback, glued on A/M cover picture	Covers not incl	Brown spots, spine coming loose
1	1947	plain grey hardback, glued on A/M cover picture	Covers not incl	Brown spots, spine coming loose
1	1948	red hardback, spine embossed "Aeromodeller 1948"	Covers not incl	OK
1	1949	red hardback, spine embossed "Aeromodeller 1949"	Covers not incl	OK
1	1950	red hardback, spine embossed "Aeromodeller 1950"	Covers not incl	OK
1	1951	red hardback, spine embossed "Aeromodeller 1951"	Covers not incl	OK
1	1952	red hardback, spine embossed "Aeromodeller 1952"	Covers not incl	OK
1	1953	red hardback, spine embossed "Aeromodeller 1953"	Covers not incl	OK
1	1954	red hardback, spine embossed "Aeromodeller 1954"	Covers not incl	OK
1	1955	red hardback, spine embossed "Aeromodeller 1955"	Covers not incl	OK
1	1956	red hardback, spine embossed "Aeromodeller 1956"	Covers not incl	OK
1	1957	red hardback, spine embossed "Aeromodeller 1957"	Covers not incl	OK
1	1958	red hardback, spine embossed "Aeromodeller 1958"	Covers not incl	OK
1	1959	red hardback, spine embossed "Aeromodeller 1959"	Covers not incl	OK
2	1958/59	green hardback, spine embossed "Aeromodeller 23-24 1958-59"	Front Covers only	OK
2	1962/63	green hardback, spine embossed "Aeromodeller 27-28 1962-63"	Front Covers only	OK
2	1964/65	green hardback, spine embossed "Aeromodeller 29-30 1964-65"	Front Covers only	OK
2	1966/67	green hardback, spine embossed "Aeromodeller 31-32 1966-67"	Front Covers only	OK, with all free plans for 27 models
2	1968/69	green hardback, spine embossed "Aeromodeller 33-34 1968-69"	Front Covers only	OK, with all free plans for 17 models
2	1970/71	green hardback, spine embossed "Aeromodeller 35-36 1970-71"	Front Covers only	OK, with all free plans for 23 models
2	1972/73	green hardback, spine embossed "Aeromodeller 37-38 1972-73"	Front Covers only	OK, with all free plans for 21 models
2	1974/75	green hardback, spine embossed "Aeromodeller 39-40 1974-75"	Front Covers only	OK, with all free plans for 6 models
2	1976/77	green hardback, spine embossed "Aeromodeller 41-42 1976-77"	Front Covers only	OK, with all free plans for 11 models
2	1978/79	green hardback, spine embossed "Aeromodeller 1978-79"	With Covers	OK, with all free plans for 12 models
2	1979/80	green hardback, spine embossed "Aeromodeller 1979-80"	With Covers	OK, with all free plans for 11 models
2	1981/82	green hardback, spine embossed "Aeromodeller 1981-82"	Front Covers only	OK, with all free plans for 7 models
2	1983 July/84 Dec	green hardback, spine embossed "Aeromodeller 1983-84"	With Covers	OK, with all free plans for 26 models
2	1985/85	green hardback, spine embossed "Aeromodeller 1985"	With Covers	OK, with all free plans for 22 models
2	1986/86	green hardback, spine embossed "Aeromodeller 1986"	With Covers	OK, with all free plans for 26 models
3	1991	Red File, spine marked "Aeromodeller" and dated	With Covers	OK, with all free plans
3	1992	Red File, spine marked "Aeromodeller" and dated	With Covers	OK, with all free plans
3	1993	Red File, spine marked "Aeromodeller" and dated	With Covers	OK, with all free plans
3	1994	Red File, spine marked "Aeromodeller" and dated	With Covers	OK, with all free plans
3	1994	Red File, spine marked "Aeromodeller" and dated	With Covers	OK, with all free plans
3	1995	Red File, spine marked "Aeromodeller" and dated	With Covers	OK, with all free plans
3	1996	Red File, spine marked "Aeromodeller" and dated	With Covers	OK, with all free plans
3	1997	Red File, spine marked "Aeromodeller" and dated	With Covers	OK, with all free plans
3	1998	Red File, spine marked "Aeromodeller" and dated	With Covers	OK, with all free plans
3	1999	Red File, spine marked "Aeromodeller" and dated	With Covers	OK, with all free plans
3	2000 Jan/01 Feb	Red File, spine marked "Aeromodeller" and dated	With Covers	OK, with all free plans
4	1951	red hardback, spine embossed "Vol 16"	With Covers	Fair, spine broken away one page loose
4	1957	plain blue hardback	With Covers	OK
4	1958	plain grey cover	With Covers	OK
4	1960	plain grey cover	With Covers	Split to two parts at spine

MAGAZINES HELD IN LIBRARY

DATE 21.06.2010

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
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AEROMODELLER

1935													
1936												cp	1
1937	cp	cp	cp	cp	cp	cp	OK	OK	cp	OK	cp	cp	12
1938	OK	cp	OK	OK	cp	OK	12						
1939	OK	NP	OK	12									
1940	OK	12											

THEN COMPLETE TO

2000	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	12
2001	-OK	OK											2

total published 786, total held 773

MODEL AIRCRAFT

1946	OK	12											
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THEN COMPLETE TO

1965	OK	12											
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total published 238, total held 238

MODEL AEROPLANE CONSTRUCTOR

1936					OK	OK	OK	OK	OK	OK	OK	OK	7c'plete
1937	incl	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	11c'plete
1938	OK	incl			NC,PM	OK	NC						4

total published 27, total held 22

NOTES

NC = no cover

NP = no plan(s)

PM = pages missing

cp = photocopy

incl = included in previous issue

start/end of publication

Roy Tiller

Archive Comment

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John O'Donnell

The June issue of the 'New Clarion' contains an update on the project to compile an electronic archive of aeromodelling plans. This involves posting plans prior to scanning, etc.

Whist the concept itself is worthy, it is labour-intensive and expensive. Moreover it overlaps and duplicates a very similar undertaking that is well advanced in this country. Derick Scott has his venture well advanced - to the point where it can be viewed on his web site :-

www.model-plans.co.uk or contact :- modelplans@talktalk.net

As I understand it, Derick is not trying to set up in the business of selling plans, but will be happy to exchange for plans he lacks.

It would seem to me that here is a golden opportunity for some co-operation between those involved. The result could be a more extensive archive at far less effort and expense.

Some two months ago I spoke to both Derick Scott and Roger Newman to tell each about the other (with contact details). There does not appear to have been the interest and action that I would have expected. I wonder why!

Perhaps the publication, and hence wider knowledge, of the situation might cause something to happen.

This all raises the larger question of whether there is any REAL interest in having an aeromodelling archive/library/museum in this country.

The Americans have theirs well established at Muncie, but there also seems to be more potential interest in Canada, Australia and New Zealand than here at home.

I, for one, have a considerable amount of 'historical' material that I would be happy to GIVE to anyone (anywhere) running such a project AND who can convince me of its viability.

Contact me by email at:- june@odonnell3737.co.uk or phone 01942 211742

Regards, John O'Donnell

Archive Comment

- Derick Scott

Derick Scott's comment to J O'd letter

Hi John (O'd)

For my part, it's simple. I simply have not had the time due to doing major updates to my own list and site. I am also dyslexic which has bestowed me with a very poor short term memory. I have to do things whilst they are fresh in my mind or they tend to get forgotten. The amount of notepads and sticky notes around here is vast!

I am more than happy to work with anyone regarding plans. I have spent over 40 years collecting what I have, which although extensive, is far from complete. This is my life's work as I used to fly all types of models from free flight through control line to r/c in all disciplines.

I am now a full time carer for my father who is wheelchair bound. This means I do things as and when I get time. I can be working trying to catch up with orders until midnight to 1 am almost every day.

Any modeller can access my site and swap plans with me. I can deal with printed plans and plans on file in most formats either e-mailed or sent on disc. Some people buy files over the net and then have no means to get them printed. I can do this for them.

I specialise in collecting kit plans, but any and all plans are of interest to me. My collection is worldwide and I swap plans on a regular basis with like minded modellers all over the world through my website.

I have my own 42" wide scanner and 42" wide photo quality printer so I can scan, clean and print any plan to any size.

From what I have been told, the intention was to send your material to the USA to be scanned and put on file. This seems a bad waste of money to me. I am quite happy to work with people and scan it for you in batches of say a few hundred at a time until they are done. I would not charge at all for this as long as I can add the files to my collection, in turn, you can add plans from my collection to your if you wish. If it could be arranged for someone to collect and return the plans say once a month until they are done, I can work with that.

Best regards, Derick Scott

Archive Comment

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Roger Newman

Roger Newman's comment to editor re J O'd letter

Hello John (editor),

I spoke on the phone with John O'Donnell several weeks ago & explained fully what we were trying to achieve, including where funds came from. He seems to have misunderstood or ignored part of the conversation. I also checked with the guys in NZ & USA at the time & we agreed that we had a lot going on at present & would review the situation downstream.

In any event, we would need to check that the quality of scanned plans from Derick is comparable to that from Roland Friestad. If so, it is quite conceivable that - with the agreement of Derick, we could come to some form of swap arrangement for digital files. I have put this to Derick but the issue of transport costs from Lee on the Solent to Lancs. would have to be resolved as SAM1066 doesn't have sufficient funds.

Lets see where things go from here.

In terms of John O'Donnells comments on archiving - several appeals for help / funding in the New Clarion have produced very little. But here is one suggestion - the Aeromodeller spanned about 70 or so years. If we could persuade 35 members who have an A4 page scanner to each scan two complete volumes, we could digitise the whole lot in a very short time. To do so would take each member about 25 hours per volume. All we need is a project co-ordinator to organise it & to set out the parameters of how it should be done. Not too difficult & if successful could be extended to other printed materials.

Best regards, Roger Newman

Cranfield Classic 50th Anniversary

- Allan Brown

I must thank the New Clarion and SAM 1066 for the help you gave with publicity for the Cranfield Classic comp I held at the BMFA Nationals. The event was a success only, as ever, spoiled by the weather. It rained most of the early part of the day and so models that were not trimmed stayed in the cars. A friend counted 21 Cranfield models on the field.

We had eleven competition flights made and just like in 1960 five made the fly off.

Feed back has been good and I intend to run a Cranfield Classic at next years BMFA Nationals.

Results herewith, the BMFA did not publish the results in their sheets, lost them.

Results

NAME	PLANE	1st	2nd	3rd	TOTAL	FLY-OFF	POSITION
Allan Brown	La Bestia	2.30.	2.30.	2.30.	7.30.	3.17.	1 st
Chris Redrup	Lucky Lindy	2.30.	2.30.	2.30.	7.30.	3.06	2 nd
George Blair	Gloworm	2.30.	2.30.	2.30.	7.30.	2.23.	3 rd
Frank Rushby	Gloworm	2.30.	2.30.	2.30.	7.30.	2.16	4 th
Mick Quinn	No 18	2.30.	2.30.	2.30.	7.30.	0.50.	5 th
Simon Dixon	Gloworm	2.30.	1.08.	2.30.	6.08.		6 th
John Sayer	No 18	1.21.	2.00.	2.20.	5.41.		7 th
Bob Taylor	Gloworm	2.16.	1.57.	1.28.	5.38.		8 th
Bob Owston	No 18	0.42.	2.14.		2.56.		9 th
Jim Arnott	La Bestia	2.30.			2.30.		10 th
Keith Harrison	Gloworm	00.21.			0.21		11 th

*Allan Brown.*

The most popular model seemed to be the 'Gloworm', with five versions competing in the event.

Left we see Colin Shepherd (B'ham) with his version at a trimming session on Warwick racecourse the week before the event.

Unfortunately Colin was not able to get the model completely trimmed to his satisfaction before the event and decided, as did many others, not to take the risk of competing in the tough weather conditions on the day.

Ray Archer's Short Sunderland

- John Andrews

I had an e-mail from my long time long ago flying buddy Ray Archer who is now domiciled in Wales. Ray is into electric powered radio models and he does not build small. He sent me the photos below of his latest project together with the reference to his video on u-tube. He was always into big projects, he built a couple of dragsters, with me as a dogs body, many moons ago before money moved into the sport. As you can see, he still builds big.



Must be a bit of a job to get it into the car



The Short Sunderland is 90" span, electric powered, and built in Depron. Ray was never an absolute scale man but his models always look right. He built this one from the 3 view pinned on the wall in the picture above.

Rays comment in his e-mail:

Well I saw this picture, and next thing I was cutting Depron. Problem now is, trying to get more than a couple of the big guys in the car. It's just that I still have quite a lot of Depron left over, so.....



(editor, it's been a while since I've seen him but I'd recognise him anywhere)



The Sunderland taxis out onto the lake ready for take-off

Ray used a key chain camera mounted on the fin to shoot his u-tube video. He apologises for the quality and poor editing but for a first off I think it's a job well done and certainly something to be proud of all round.

Click on:- <http://www.youtube.com/watch?v=u6j06opQtp4>

I bet his knees were knocking when he came in for the first splashdown. He says the camera is small and light enough for use on free-flight models, I think he's trying to get me at it.

Ray intends to get his son Mathew trained up to get some ground based flying shots with his normal video camera for another video. I hope he sends me the reference when it's done. I'll let you know.

Ray Archer/John Andrews

Coupe League Report

- Roy Vaughn

Oxford Gala, Port Meadow, June 6 2010

RESULTS

Position	Name	Total	League Points
1	P.Brown	7.30 + 3.09	20
2	A.Longhurst	7.30 + 2.17	17
3	M.Marshall	7.30 + 1.35	14
4	D.Greaves	7.30 + 1.22	12
5	R.Vaughn	7.28	10
6	M.Chilton	7.27	9
7	P.Hall	7.27	9
8	P.Francis	5.57	6
9	R.Owston	5.33	4
10	D.Thomson	5.31	3
11	J.White	5.04	2
12	R.Chilton	4.25	2
13	P.Tolhurst	4.05	1

A healthy entry of 14 enjoyed an unusually relaxing competition for this venue. The wind was in the northwest, blowing diagonally across the field from The Trout and leaving a decent run to the railways and the canal.

Nevertheless, the wind was significant so Andy Crisp set a 1:30 max for the first round and this remained for the rest of the day. Decent air was plentiful but not always easy to spot, so even with the reduced max only four competitors returned perfect scores and flew off. The winner was Peter Brown, completing a clean sweep of Coupe after winning the Champagne Fly-off the previous evening. Second place went to Andrew Longhurst who had maxed out in four classes!

Odiham Spring Gala, RAF Odiham, 20 June 2010

RESULTS

Position	Name	Total	League Points
1	P.Tolhurst	6.00 + 2.06	19
2	A.Longhurst	6.00 + 1.49	16
3	P.Hall	6.00 + 1.42	13
4	E.Tyson	5.58	10
5	P.Brown	5.45	9
6	R.Owston	4.41	7
7	R.Vaughn	4.30	7
8	B.Stichbury	3.25	3

An entry of eight competitors, seven of whom flew, included most of the league leaders. As ever, the format of the competition was dominated by the weather. The breeze from the north-west blowing in the direction of an out-of-bounds rape field dictated a 1:30 max and four rounds. Despite this precaution, strong lift took several models off the drome under D/T. A D/T fly-off was used to decide the winner, a long overdue win by Peter Tolhurst. Andrew Longhurst is the new league leader after placing second. With five rounds run and only five to count, frequent flyers will be able to drop their lowest scores from now on. Remaining rounds are the Southern Gala, 8th Area and Coupe Europa.

Current league table Positions can be seen elsewhere on the website.

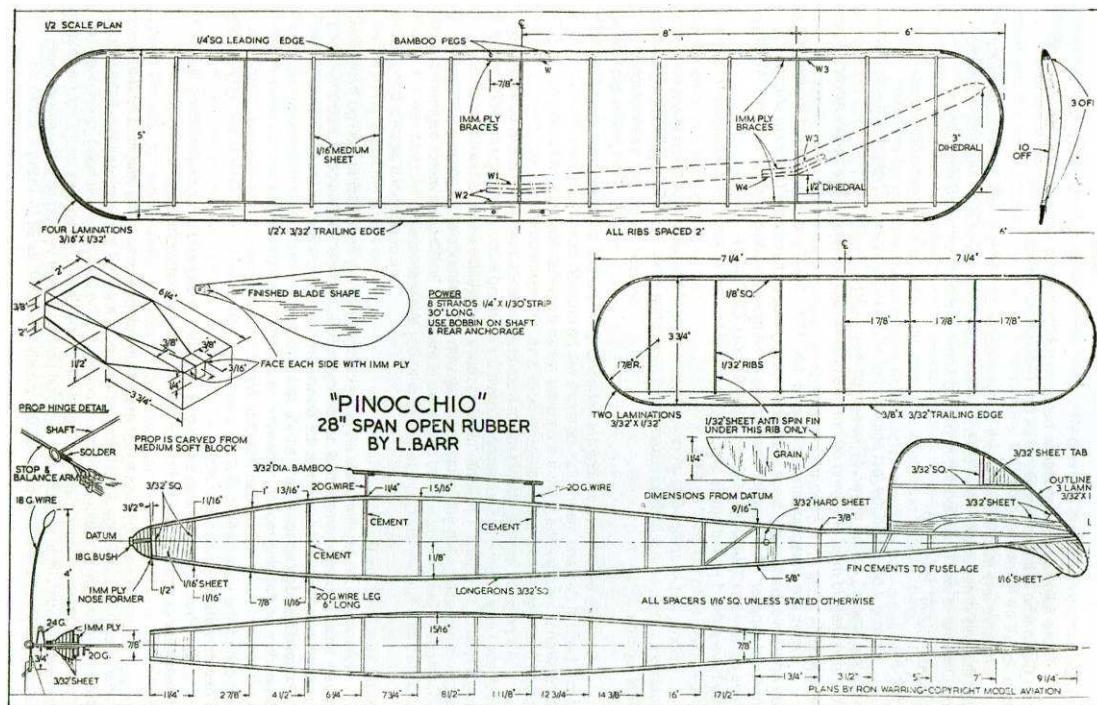


A happy prize winner is congratulated by our Chairman

Roy Vaughn

Pinocchio & Scram Trimming - Laurie Barr

It looks like there will be a good turnout for the 60th year anniversary contest, for Scram & Pinocchio, at the up-coming Sam 1066 Championships, at Middle Wallop in August.



There is doubt which model, Pinocchio or Scram, has the best potential, August should settle the argument

There is some "debate" about the best way to trim any rubber powered model, some advocating a right climb, left glide trim, which in my opinion is dangerous, and wasteful of energy. That is the equivalent of a member of a Tug of War, team, facing and pulling in the opposite direction, from the rest of the team!

Any gliding model, that does not have a modicum of greater incidence on the inside wing during a turn, is flying on the edge of disaster, and could be the reason for a spate of Raff V's, going into a fatal spin! In full scale aviation, a Pilot will induce a turn, by applying the ailerons, but he will also apply up elevator, to maintain height.

In a turning circle, the inside wing is flying slower, and will be producing less lift than the outer wing, and to keep the wing level, more lift (Incidence) will be required on the inner wing. It gives the model, something to "lean" on during a turn.

In all the many years I have been a rubber model flyer, I have always flown outdoor rubber models, with right climb and glide.



My standard wing, will have slight washout on both wing tips, but the right hand wing, will have at least 3mm of wash in, on the inner wing panel. It works for me !

The new Trophy, left, is in hand and I hope it will become a perpetual one, there is space round the back for winners.

P.S. The wine is ready and waiting

Cheers, Laurie Barr.

P.P.S. re gliders:

My plea for re-homing my Thunderking & Super Sunbug, has been successful

The Super Sunbug went to David Cox, who flies various kinds of Gliders at Sam 1066 meetings, so I will have the pleasure of seeing it fly again, without the sweat, (and at my current age,) the impossibility of towing it up

The Thunderking has been re-homed with Geoff Kent, who plans to fit a retractable pylon, for a powerful electric motor, and Radio Control, and he has promised to let me have control of the first flight!!

I am not sure that is a good idea, unless the model is already at a good height!

Laurie

Wakefield Cup Winner 1948 by Charles Dennis Rushing

1948 Roy Chesterton, 23, GB



World War II was at last over and behind us. It had been nine years since the last Wakefield Cup event, the reigning Wakefield Champion Richard Korda is now 33 years old. Nine years ago Fred Bower of Canada who had placed second on only two flights in the 1939 Wakefield Cup Contest when he was 19 years old, had died at age 24, crashing into the St Lawrence River while ferrying a B-25 bomber. Robert Copland, now 35, who had been fourth in 1939, was now preparing to challenge the World in the quest of honor for "The Ol Mug" again.

The Wakefield Aeromodel Clubs of the United Kingdom had remained intact throughout World War II. Ted Evans, who owned an aeromodel shop which was the epicenter for Wakefield design of the Northampton club, was ready also. Ted, one of the finest Wakefield designers of all time, was ready with his new Wakefield design "Jaguar". The UK Team Trials began with the "Gutteridge Trophy" meet on May 2, 1948. Ted Evans was the eventual winner. Ted won by out flying 25 other Midland Area qualifiers that day. Ten of these entries flew Ted's "Jaguar", and one of those was a clubmate, a new member to Northampton, Roy Chesterton. At the final Team Trials both Ted Evans and Burt Revell crashed their "Jaguars" in the gusting wind, and rain. The "Jaguar" had a tendency to loop under full turns "making pieces on the ground !" as James Taylor wrote in his song.

Nick Evans, Ted's son was quoted in SAM 35, No.4 :"My father was a modest man. I am sure that nobody knows that he carved the propeller for Roy Chesterton's "Jaguar", and also trimmed it in the early morning hours in one of Northampton's parks. Mike Kemp the author of this article, went on to mention "...the rules of the Wakefield Event at the time stated:

"The model, including the propeller(s) must be constructed by the entrant." This was the "Builder of the Model Rule" (BOM) that was rescinded forty-nine years later by the Plenary Committee of the FAI/CIAM in 1988, because

the rule had become unenforceable by that time. (IK: it is hard to believe that there was so much complaint about removal of the rule when it had been completely flouted by historical names so much earlier).

Wakefield aeromodellers the world over now prepared to descend on to Akron, Ohio for this years Wakefield Event. Nine years is a very long time between contests. Think about the spread of time: 1930 to 1939, 1939 to 1948. A new generation of aeromodellers had emerged in the world. In the USA the reigning Wakefield Champion Richard Korda was preparing for the Akron Wakefield contest with a new machine that resembled Chester Lanzo's "Classic Wakefield". The 1938 Wakefield Champion James Cahill, qualified for the 1948 Team USA, with a new Wakefield that had a single wheeled retracting landing gear, the fuselage had a wide airfoil-shaped box fuselage, but Jim stayed with a shoulder mounted wing. The other USA Team members were Tom Coryell, of Indianapolis, Ind, Bob Holland, 33, of Sunland, Cal, Jim Bunton, of Huntington, Vir, and Dick Schumacher, of Reseda, Cal.

The Belgium Wakefield Team arrived with only four members, Georges Lippens, of Brussels, Ludo Van Hemelrijck, of Brussels, Pregldien, Emile Sijsmans, of Antwerp, and they drew Carl Goldberg as their fifth member, to fly proxy for Gaston Joostens, of Brussels, who was unable to make the trip.

Australia sent their Wakefields to be flown proxy. They drew Frank Cummings, the 1947 USA Nationals Outdoor Free flight Champion, flying proxy for Frost, and Donahue proxy for Marden.

New Zealand got "the luck of the draw" (again) their proxy team consisted of some of the best flyers in the Chicago Aeronauts: Otto Curth who flew proxy for B B Marsh, Ed Lidgard for Court, Wally Fromm for Grey, Jim Broderick for Angus McDonald, and Gerald Ritzenthaler, the 1959 Nordic Glider World Champion who changed his name to Ritz, flew for E H Harold.

There was a six person Canadian Team including Bob Milligan, of Toronto, Ontario, who was on the 1938 Team, Levelle Walter, of Windsor, Ontario, John Cotte, of Ottawa, Ontario, Jim Wood, of Windsor, Ontario, Leonard Dickie of Ottawa, Ontario, and Roy Nelder, of Toronto, Ontario, an outstanding aeromodeller.

The Team from Great Britain was led by Bob Copland, 33, a team member in 1936, '38, and '39; Len Stott GBTeam Member in 1938 and 1939; Flight Lt A D Piggott RAF, 26; P C Doughty, 32; M J King RAF,19; and Roy Chesterton. No Wakefields came from France, the Netherlands, South Africa, or Germany this time. The stage was set...!

ROUND 1: The Contest opened at 10 :20am on the morning of August 27, the beginning of a brutally hot, 85 degrees F and humid day, with next to little wind drift. Again there was a draw, to choose who would fly first. Roy Chesterton won the draw. Was this prophetic? The Wakefields were launched ROG from the concrete taxi strip. On his first flight Roy's "Jaguar" performed perfectly, with 1000 turns on the Dunlop rubber motor, it banked left on the initial torque burst, then as Roy remembers "...slowly to starboard and settled down to a steady climb in 100 foot circles. I had decided on a five minute dethermalizer fuse... it continued to glide in rather large circles, sinking slowly. It landed 300 yards from the take-off point after a flight of 4 minutes 46.5 seconds." Next to take-off was Bob Copland flying his classic streamliner to 4 minute 9.3 second total. Otto Curth flying proxy for B B Marsh did 2 minutes 58.2 second total. James Cahill had a less than spectacular flight of 1 minute 4 seconds. Dick Korda had a fast climb, but no glide, and was down faster, within 1 minute 43.6 seconds. Bob Holland's Wakefield , using 20 strands of 1/4 inch T-56 rubber, was down in 2 minutes 3.2 seconds, and Coryell managed only 3 minutes 28 seconds. Roy Chesterton was in the lead, and Bob Copland was second!

ROUND 2: Roy: "There seemed just no time at all between the first and the second flights. This time I packed in 1050 on the nose block right in position for the last 50 turns and, with Bob Copland holding the machine and wincing, as the last turns went on. The take-off was quite good again, but the climb was very slightly to the left - probably the result of a few more turns. Then came a disconcerting moment when the "Jaguar" hung on its propeller and stalled slightly (?) but it pulled out quite nicely and continued to climb quickly." 6 minutes 2.4 seconds for Roy Chesterton. Meanwhile Otto Curth flying proxy for BB Marsh went ahead with a towering flight of 12 minutes, 11.1 seconds. Coryell was second now with a 7 minute 37 second flight. Chesterton was third. Bob Cahill turned in a 7 minute 44.2 second flight for fourth place behind Chesterton. Bob Milligan was fifth now after turning in an 8 minute 48 second flight, Bob Copland was sixth.

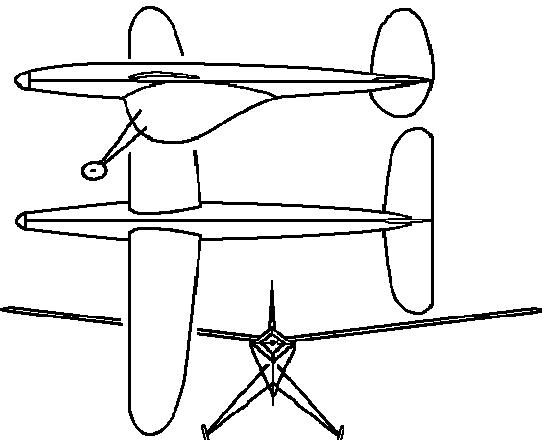
ROUND 3: Roy Chesterton decided to be conservative on his last flight, trying not to make his Teammate Bob Copland wince as he is quoted on his last flight. "Having considered the shaky start of the second flight, it was decided not to experiment with the trim but to put 100 less turns on the last flight and sacrifice some of the initial burst of power and that, it seemed, coupled with the fact that there would be no DT fuse, should prevent a recurrence of a semi-stalled condition. The third round was officially opened at 1:00pm, and the question arose, whether to wait and risk a freshening breeze or fly and sit on a bed of nails until the end of the competition and "sweat it out". I chose the latter course, because there were enough thermals about if one could get high enough to take advantage of them. With no DT to worry about, I concentrated on a good wind of 950 turns. The initial climb was less spectacular, but with a slight turn to the right there was no sign of a stall and the model got up quickly. It was soon obvious that it would be the last and best flight for me. It climbed and drifted steadily across the field, whilst the jeep kept directly underneath. After ten minutes... it was apparent that following it would be useless. It had been aloft for a full 15 minutes when we saw the last turn of the silver propeller as it climbed away faster, and

we turned about to check the official time. Eight minutes thirty two and nine tenths seconds. From 1:30pm until 5:00pm that afternoon was the longest afternoon I have ever had to endure."

Otto Curth had a chance, but only managed 2:28.3 late in the day. Meanwhile Jim Cahill having lost his Wakefield during round two, was still downwind searching for it in the woods. Tom Coryell had a good chance also, but he waited until the last moment to fly, and there was no lift. Tom was down in 1:42.8. It was all over. A frustrated Dick Korda exasperated by his own performance was heard to mutter "heaven help us if they ever go to folders". Roy Chesterton was the last person from Great Britain to win the Wakefield Cup, outright.

31 Contestants						
Place	Name	Country	Round 1	Round 2	Round 3	Average time
1	R Chesterton	GB	286.5	362.4	512.9	387.6
2	B B Marsh (proxy O Curth)	NZ	178.2	731.1	148.3	352.5
3	R Holland	USA	123.2	394.3	291.5	269.7
4	T Coryell	USA	208.0	457.2	102.8	256.0
5	R Milligan	Canada	72.3	528.4	76.6	225.8
6	R Copland	GB	249.3	188.3	151.9	196.5
7	J Cahill (1938 WC)	USA	108.5	486.2	DNF	190.9
8	Lippens	Belgium	107.1	322.1	105.8	181.7
9	van Hemelrijck	Belgium	63.4	420.9	133.4	185.9
10	Bunton	USA	84.9	93.0	314.2	164.0
11	Pregaldien	Belgium				152.0
12	Joostens (proxy Goldberg)	Belgium				128.5
13	R Korda (1939 WC)	USA				126.8

WINNING WAKEFIELD "Jaguar"		
component	inches	mm
wing	44.5x5.75	1130x146
tail	18.88x4.38	480x111
fuselage	37	940
propeller	18 dia 32 pitch	457 dia 813 pitch
rubber	Dunlop 1/4" 12 strands 1050 turns	

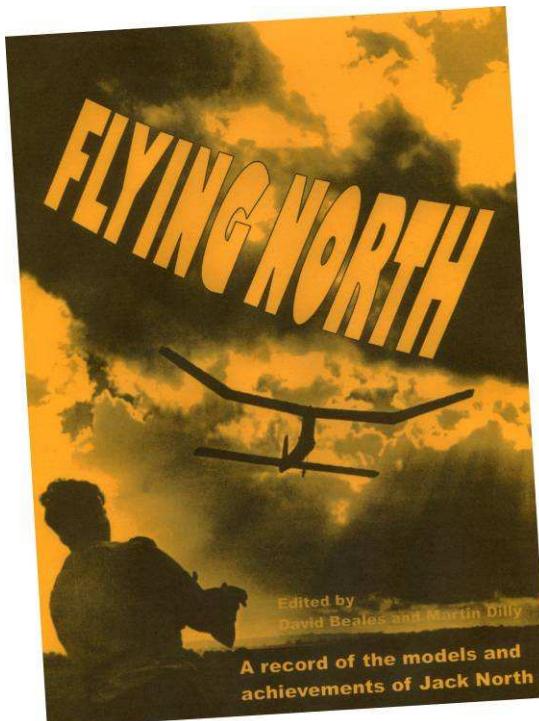


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Flying North - The Reprint

- Martin Dilly



There's been an encouraging response to the idea of a re-print of Flying North, the 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.

As a result, we've produced a spiral-bound version as a short print run, which is available now. If you have already expressed an interest you will have received your copy by now, but to get your own copy of this unique record of a major figure in British free-flight,

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.

Martin Dilly

The Odiham Gala.

- John Thompson

This was a £120 million extravaganza, as we were treated to the very nearby sight of 4 Chinook helicopters taking off in formation, pretty awesome. The Police helicopter also made various sorties during the day. In all the hold ups to our flying were small with the Chinooks providing a 45 minute lunch break "Al Fresco".

Some 75 entrants had registered for the day. The weather was pretty good 5/8 mph northerly wind. I set a 90 second DT to avoid, as far as possible the models going out into the local crops. Did not help the chuck glider that disappeared straight upwards, he forgot to light the fuse! We had excellent cooperation from the local farmer to recover 2/3 errant models.

As usual a DT fly off was utilised, one other advantage of this is, that it allows everyone to get back for the "wine" prize giving.



As usual Andrew Longhurst made his mark as the Mike Kemp Memorial Gala Champion. Certain others though have been practising and moving up the lists pretty effectively, especially one enthusiast more normally involved in electrickery, who showed a clean pair of heels to the normal F1G experts.

The participants ranged from the Juniors (Mike Parker assisting me at control) and the ever young 86 year old Pete Cameron.

A "surplus" was generated that allowed a £100 donation to be made to the RAF Benevolent Fund, as a small token of appreciation for being allowed to use the Airfield.

Results

Vintage Wakefield

A Longhurst	fly off
R Tiller	fly off
B Taylor	fly off

Vintage H LG /catapult glider

P Tolhurst	3.58
T Hopgood	3.48
K Taylor	3.29

F1G

P Tolhurst	fly off
A Longhurst	fly off
P Hall	fly off

Vintage / Classic Glider

B Taylor	fly off
G Smith	fly off
J Oulds	fly off

Lightweight Rubber

M Pressnell	fly off
K Taylor	fly off
J Lancaster	fly off

A1 Glider

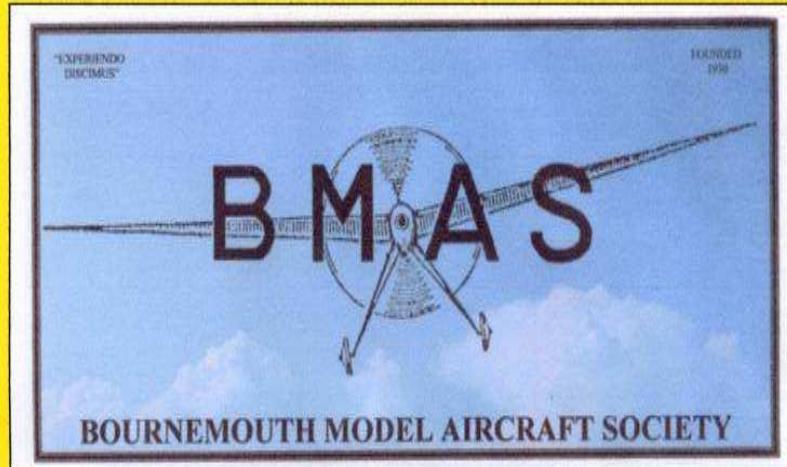
A Cameron	4.30
G Oulds	3.42
J Hook	3.35

Tailless

A Longhurst	4.30
R Tiller	3.35
T Thorn	1.30

John Thompson





INDOOR FLYING

TUESDAY 26TH OCTOBER 2010

TUESDAY 30TH NOVEMBER 2010

TUESDAY 25TH JANUARY 2011

TUESDAY 22ND FEBRUARY 2011

TUESDAY 22ND MARCH 2011

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY

INFORMAL COMPETITIONS

ALL FLYERS MUST HAVE BMFA INSURANCE

FLITEHOOK NORMALLY IN ATTENDANCE

Adult Flyers £4 Accompanied Juniors & Spectators £1.50

CONTACTS: JOHN TAYLOR TEL. No 01202 511502

ROY TILLER e-mail roy.tiller@ntlworld.com

Brownhills Indoor Flying – Free Flight

Brownhills Community Association,
Deakin Ave. Brownhills WS8 7QG

Just off the A5

Saturdays 2-00pm until 5-00pm - £6

2010 dates:

Sep 4th - Oct 2nd - Nov 6th - Dec 4th

2011 dates:

Jan 15th - Feb 12th - May 12th

Contact:- Tony Eadon-Mills

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

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

2010 dates:- Sep 18th – Oct 16th – Dec 11th

2011 dates:- Jan 8th – Feb 5th – Mar 5th.

Admission - Flyers £5.50 - Spectators £2.00

For further information phone Colin Shepherd 0121 5506132

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

Wickham Community Centre

Mill Lane, Wickham, Hants, PO17 5AL

INDOOR FREE-FLIGHT DATES

2010

Thursdays 6-30pm until 10-00pm

**March 25th, April 29th, May 27th, June 24th,
September 30th, October 28th, November 25th.**

&

Wednesday December 29th 10-00am until 4-00pm

New Drinks Machine on Site

&

FLITEHOOK in attendance at most meetings

TIMPERLEY WEEKEND - BARKSTON HEATH
14/15th AUGUST 2010

BMFA membership is required on both days. F/F sport flyers welcome.
 Airfield charge applicable to all.

SATURDAY SPECIAL, 14th Aug. at Barkston Heath

All contests to BMFA or SAM35 rules unless otherwise stated.

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

Combined Small Vintage. (no gliders in this contest)

(a) Mini-vintage rubber.

(b) Mini-vintage power

(c) Midi-vintage rubber, ie wing area less than 190 sq. ins, span more than 34ins, up to Dec. 1950.

Does not include any accepted type of Wakefield.

Combined Small Glider.

Vintage and Classic gliders with a max span of 60" and total area less than A2 size, ie less than 496 sq ins.

To include early A1 gliders (to Dec 60, with no weight restriction).

Towline length 75m. for all. No circle towing.

Combined 4oz & 8oz Vintage Wakefield. To SAM35 rules.

Very Small Vintage Rubber

25ins span and below, 8" Freewheel prop, 2 leg u/c. Designs pre 1951.

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

British Power (To usual rules)

1.5cc plain bearing diesel. Engine run decided on the day, usually 10 sec.

Extra prize for highest placed model not in the first 3, from a design/kit up to Dec 1955

Contact John Wingate tel 01407 831383 or 01244 812686, mobile

0777.394.3456,

or email wingate@globalnet.co.uk

TIMPERLEY GALA. Sunday 15th August at Barkston Heath

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

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

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

Contact Gerry Ferer 0161 928 4955, 0732.773432,

TimperleyMF@hotmail.co.uk

G.Ferer 25 March 2010

VINTAGE RADIO & CONTROL LINE **at MIDDLE WALLOP, 2010**

Courtesy of the Army Air Corp Centre MAC

SUNDAY APRIL 4th SAM 1066 Club Invitation Day

Control Line [no combat wings] + Mini Speed. All types* of R/C to December 1969

also Tomboy 3s + Senior Competition
and 3 Vintage Power Duration Competitions.

SUNDAY MAY 9th SAM 1066 Gala

Control Line [no combat wings]+Mini Speed. All types* of R/C to December 1969

also Tomboy 3s + Senior Competition
and 3 Vintage Power Duration Competitions

SUNDAY AUGUST 29th SAM1066 Eurochamps

Control Line [no combat wings] +Mini Speed. All types* of R/C to December 1969

also Tomboy 3s + Senior Competitions
and 3 Vintage Power Duration Competitions

*** NB....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

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

For further information contact

James Parry [C/L] 01202625825 email. JamesIParry@talktalk.net	Tony Tomlin [R/C] 02086413505 pjt2.alt2@btinternet.com
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Bill Longley [Vintage Power Duration] email tasuma@btconnect.com
01258488833

BMFA EAST ANGLIAN GALA

10th & 11th July 2010. Sculthorpe

Sculthorpe airfield offers the largest flying site in the UK and is set in the heart of the Norfolk countryside.

For the non model flyers

there are many other things to do in this part of the country.

Visit Norwich, the Norfolk Broads, sandy beaches at Wells or Hunstanton, stately homes abound such as Houghton, Blickling, Felbrigg, or Holkham.

Accommodation information is available

from the Fakenham Tourist Information Point, 01328 855851.

Camping nearby at Fakenham Race Course, 01328 862388 and the Garden Caravan Site, Barmer Hall, Syderstone, 01485 578220.

Saturday 10th July

BMFA Combined Glider,
BMFA Combined Rubber
Classic Power
Classic Rubber
Tailless
SLOP
E30
HLG-CLG.

Sunday 11th July

Combined Power
Classic Glider
Mini Vintage
P30
C02
Bowden

BMFA Senior Championship points for all events

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

Entry £12.00 each day. BMFA rules apply.

The Bowden Competition will start at 11.00 am on Sunday.

Location. Sculthorpe airfield, OS Map reference TF 852300.

100 Metres in a NE direction along the B1454 from its junction with the A148 road from Kings Lynn to Fakenham.

No refreshments on the field this year but there is a Cafeteria close to the entrance

For further information contact Michael Marshall 01223 246142



BMFA 2010 Indoor National Championships



At Boulby Potash Mine, North Yorkshire.

Saturday & Sunday 25th & 26th September 2010

This year the Indoor Nationals are to be held at a new venue, a 65ft high domed sports structure situated a few miles North of Whitby at Boulby Potash Mine, Yorkshire.

The flying format will differ slightly from last year but still retaining all of the regular classes including this years ITC Challenge Trophy (awarded to the winner of the No-Cal 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 years BMFA Indoor National Championships

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

L.P.P, F1M, No-Cal, 35cm, Gymminie Cricket – (All full motors) & F1N (HLG)

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

F1D (1/3rd motors), F1E & LRS (full motors)

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 for all wishing to attend including any Foreign Nationals wishing to attend, therefore all must complete the pre registration & entry form by the required date on the form. 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

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

**Cleveland Potash Ltd
Boulby Mine, Loftus, Saltburn by the Sea, Cleveland, TS13 4UZ**

Contact: Mark Benns or Alan Weighell email itc@bmfa.org
The indoor Technical Committee

Provisional Events Calendar 2010

with competitions for Vintage and/or Classic models

January 31st	Sunday	BMFA 1st Area Competitions
February 7th	Sunday	Middle Wallop - Crookham Gala
March 7th	Sunday	BMFA 2nd Area Competitions
March 21st	Sunday	BMFA 3rd Area Competitions
March 28th	Sunday	Middle Wallop - Trimming Day
April 2nd	Good Friday	Church Fenton - Northern Gala
April 3rd	Easter Saturday	Middle Wallop - Glider Day
April 4th	Easter Sunday	Middle Wallop - BMAS Day
April 5th	Easter Monday	Middle Wallop - Croydon Wakefield Day
April 18th	Sunday	BMFA 4th Area Competitions
April 24th/25th	Sunday/Monday	Salisbury Plain - BMFA London Gala
May 9th	Sunday	Middle Wallop - Trimming
June 13th	Sunday	BMFA 5th Area Competitions
June 20th	Sunday	Odiham BMFA Southern Area Gala
July 10 th /11 th	Saturday/Sunday	Sculthorpe - BMFA East Anglian Gala
August 8th	Sunday	BMFA 6th Area Competitions
August 28th	Saturday	Middle Wallop - SAM 1066 Euro Champs
August 29th	Sunday	Middle Wallop - SAM 1066 Euro Champs
August 30 th	Monday	Middle Wallop - SAM 1066 Euro Champs
September 4th	Saturday	Salisbury Plain - Southern Gala
September 19th	Sunday	BMFA 7th Area Competitions
September 26th	Sunday	Middle Wallop - Trimming
October 10th	Sunday	Middle Wallop - Trimming
October 17th	Sunday	BMFA 8th Area Competitions
December 5th	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.freelfightuk.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
Martyn Pressnell -	www.martyn.pressnell.btinternet.co.uk
X-List Plans -	www.xlistplans.demon.co.uk
National Free Flight Society (USA) -	www.freeflight.org
Ray Alban -	www.vintagemodeLLairplane.com
David Lloyd-Jones -	www.magazinesandbooks.co.uk
Belair Kits -	www.belairkits.com
John Andrews -	www.freewebs.com/johnandrewsaeromodeller
Wessex Aeromodellers -	www.wessexaml.co.uk

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).