	NEW Clarion SAM 1066 newsletter	Issue 09.08
		August 2009

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

EDITOR: Vic Willson, 14, Regent Close, Lower Earley, Reading, Berks., RG6 4EZ	Tel: 0118 9756726 Email: vw756726@aol.com
--	---

CONTENTS

	Page
SAM 1066 Euro Champs - 29/30/31 st August	3
Brumfly 2009, Barkston Heath - <i>John Andrews</i>	4
Wakefield Matters - <i>By Vic Willson</i>	6
The Stratosfera - <i>By Daniele Vesconi</i>	7
Wakefield History, 1931	12
BMFA East Anglian Summer Gala - Results	15
Tailless Matters - <i>By Vic Willson</i>	19
International Postal Tailless Competition - <i>By John Close</i>	20
Name That Plane- No. 1-12 - <i>Review By Roy Tiller</i>	21
Indoor Flying at Cardington - <i>By Laurie Barr</i>	24
Cardington Indoor Model Flying Club - <i>By John Andrews</i>	25
International Tomboy Postal Contest	26
KK Senator Global Postal Challenge - <i>Jim Moseley</i>	28
KK Senator Global Postal Challenge - Results 2008/9	29
New Indoor Venue	31
Appeals for Information	31
BMFA South Eastern Indoor Events	32
Thorns Leisure Centre Indoor Events	32
Impington Indoor Flying - 25 th October 2009	33
Cranfield Classic 50 th Anniversary - <i>By Allan Brown</i>	36
Useful Websites	37
Bournemouth MAS Library Offer	37
Forthcoming Events	38

EDITORIAL

It isn't often that we feature FAI models or events in this newsletter, after all SAM1066 is a Vintage organization, but as an exception I think that a recent event should be featured.



We now have a World Champion in the F1C (power FF) class, namely Pete Watson and many congratulations to him on a fine achievement. Not only that, but he intends to fly a Dixielander in the celebration competition at Middle Wallop on Sunday 30th August.

The event was held at Bjelopolje in Croatia. There were 70 competitors, from 31 different countries.

To achieve this result Pete had to fly one 240 sec. max, then six 189 sec. max's. This got him into the 1st fly-off where the remaining 19 competitors had to fly to a 300 sec. max.

This left 9 competitors in the 2nd fly-off to a 420 sec. max.

Pete then flew-off against the only other qualifying competitor Leonid Fuzeev. Their flight times were 418 secs. and 408 secs. respectively.

This is the first time we've won this event since Ron Draper triumphed at Cranfield in 1956, following in the footsteps of Mike Gaster's win at Mainz-Finthen, Germany in 1955.

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!

DON'T FORGET.....

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

*BNFA Members only

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.

Brumfly 2009 - Barkston Heath - by John Andrews

Hot on the heels of the 'Grantham GP' I was back at Barkston the following week for the Birmingham club's 'Brumfly', a similar rally type event also with nosh for afters.

Timperley club members were out in force and the rubber gang decided to set up camp down the far left hand corner by the back road to try and keep away from the turbulence of the trees behind the control tower. This meant that we were flying out over the compound, in my case in it, but the recovery area is not too bad. The power boys stayed by control near the control tower, their models climbing quickly are less affected by the turbulence I assume.



Ralph Sparrow with one of his elegant Coupes and John Wingate & Hybrid BMFA Rubber

I had reduced the propeller pitch on my latest BMFA rubber model 0-4 as a result of my previous weekend's experience, so I had a quick test flight to check trim and then wound for my first flight. The model went away with a nice initial power burst, justifying my correction to the prop pitch, and the first max was comfortably in the bag. Recovery was not as easy as I thought it was going to be as the model was hiding behind a tyre wall in the compound and it took me a full lap round the outside before I espied the model. At one stage, round the back side, I had stopped and scanned the inside of the compound with my binoculars and I could not have been more than 10 yards from the model but the tyre wall hid it well. I was nearly back round the front before I happened to look back and locate the damn thing.

The wind was rising as I readied 0-4 for the second flight but my confidence was high as I piled on the turns. However, in standard John Boy mistake mode, I did not pay sufficient attention to wind direction and launch angle resulting in 0-4 ballooning up and over, then rolling out and into helicopter mode. I thought I was in for a rebuild but somehow 0-4 managed to miss terra firma and eventually climbed away. Lucky me, but there was no lift and no max, perhaps it would have been better if I had crashed for a no-flight but on the plus side I still have the model. I recovered the model from the middle of the compound and at the same time picked up the pieces of Chris Hawke's Vintage Wakefield and left them safe from the wind in the lee of a tyre wall.

Back at base I settled down for a spot of sustenance, having called it a day as maxes were now out of the field over a crop area. I did not rest for long as Chris returned not having seen his model so it was off in his car with him to show him where I had lodged it. The model had a broken propeller and shattered wing tip, but this did not deter Chris who set about renovating the model and subsequently completed his three flights. I settled down again preparing to watch the world go by when someone returned from control and informed me that if I could get another max I could take second place as only Gerry Ferrer had maxed out.

Galvanised into activity I re-assembled the model for a third flight and wound on the turns. I made a good job of the launch this time but the rise of the streamer I thought was lift was certainly not. The height reached was poor and the glide looked like an under-elevated model, a poor flight well up to my normal standard. I did not feature in the prize presentation.

Timperley however had a field day: Gerry Ferrer, John Wingate, Chris Hawke and myself taking the first 4 places in BMFA Rubber; Ralf Sparrow winning F1G; with Terry Dobson picking up Slow Open Power.



Some of the Timperely gang partake of the buffet, myself with customary drink in hand as Ralph Sparrow points out where I went wrong. Chris Hawk and John Wingate congratulate each other on their 3rd and 2nd places whilst the ever cheerful Walt Hogkinson clutches his rewards for the sterling service he does on the Barkston Gate. He must have been late for the buffet by the look of it.

WAKEFIELD MATTERS - by Vic Willson

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:

SAM 1066 Champs, Middle Wallop:

4 oz Monday 31st August
8 oz Sunday 30th August

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

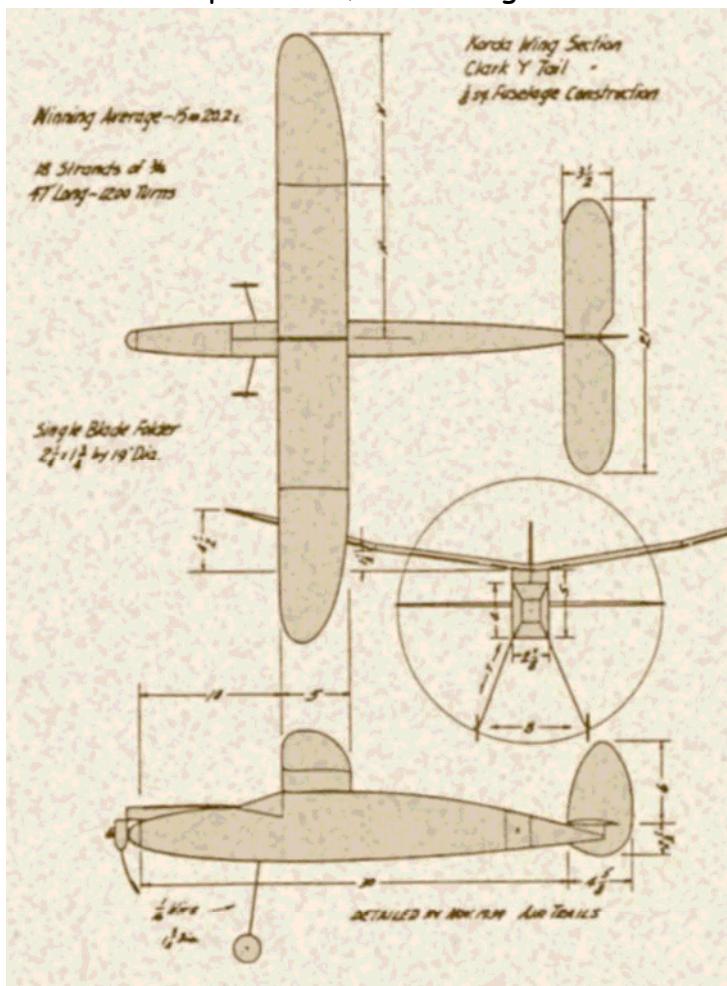
Don't forget - There will be a bottle of 'bubbly' for the highest placed Korda '39 Wakefield in the 8 oz event at the SAM Champs

The Stratosfera, designed by Adreano Castellani - By Daniele Vescovi

The following article appeared in the Italian SAM 2001 newsletter L'Aquilone No.43 and has been translated by John Thompson.

The Korda 8 oz Wakefield is probably the most famous in the world. Winner of the Wakefield Cup in 1939, with a flight of 45 minutes, it is without doubt an excellent flier.

Reproduced by many people in our times, especially in the Anglo Saxon countries, for Vintage competitions.



The construction is simple enough, the structure rational, with the application of the wing and tail of the multi-spar set up of Guido Cesare 'Chet' Lanzo ('Cesare' in Italian is pronounced 'Chesare', hence 'Chet'), it flies well and is pleasing to the eye - Fig.1.

In Italy, during the war years and immediate postwar years, probably the Korda design plans were not generally available, but in the publications of the energetic Adriano Castellani (Popular Aviation, Aviation for All, Rubber Models) all of 1945/46 it was said that for 30 Lire it was possible to obtain plans of the 'Stratosfera', promisingly accompanied by the words "The most famous Wakefield rubber model, winner of the last competition with a flight of 43 minutes. From this simple and at the same time interesting model one can learn from this experience for your own future constructions".

Fig. 1

Initially Dick Korda was not expressly named, but in the magazine the outline shape in flight was shown with USA in large letters on the side.

From this the name Korda jumped out when, with serene grammatical distain, the name of the model is Il (should be Lo) Stratosfera.

This doesn't play well with the pink plan of Stratosfera that we have - Fig.3. This is dated March 1st 1943, but it doesn't correspond in any way to the American design, except that it has a cabin type fuselage.

It has tip dihedral not poly, smaller wingspan, broader chord, double bladed folding prop, instead of single bladed, much smaller fuselage cross-section 36 sq. cm. Instead of 93). In other words it is NOT a Wakefield.

However many have made this model, which also flies well.

One of many, that of Walter Ricco, was brought to Middle Wallop at the famous 1998 gathering - Fig.2. Many remarked on the scarce resemblance to the original design, however we suspect that Castellani may have done it 'tongue in cheek'.

Certainly that II added to the name of the model, gives the impression that it is the second edition of a previous project, but of an unknown prototype. Finally, with a stroke of luck we got in our hands a copy of the Castellani plan, without a date, that shows a rubber model called 'Stratosfera' that is very similar to the Korda model - Fig.4.

The design is probably from 1941/42 with the construction being from local Italian materials (spruce, poplar etc.), of small section.

The wing and tail ribs are of thin plywood, but with lightening holes. This design has polyhedral, wing span and chord very near that of Korda's original. The fuselage section is very similar to the original and a single blade folding prop is specified. Also a sketch on the plan of the model in flight, recalls the US Wakefield model.

Domani, anche voi,
potrete rappresentare i colori italiani - Costruitevi il
"STRATOSFERA"
di Dik Korda vincitore dell'ultima Coppa Wakefield

Da questo semplice e nello stesso tempo interessante modello potrete ricavare le esperienze per le vostre future costruzioni.

L'Aviazione per tutti inizia la serie delle sue tavole costruttive concepite con un sistema completamente moderno vendendovi

per sole L. 30

il disegno completo di una elegante busta corredato dalla descrizione elenco

dei materiali con il regolamento della Coppa Wakefield ed una cartolina per l'eventuale vostro richiesto. Tutte le tavole sono contrassegnate da un numero progressivo: nel mese di dicembre sarà estratto un numero alla cui tavola corrispondente sarà consegnata completa una scatola costruttiva interamente in balsa. Acquistando le nostre tavole, potrete fare la raccolta dei più celebri modelli del mondo.

Inviate vaglio da L. 30 a: "L'Aviazione per tutti", Via Verasa, 1 - Cremona




Fig. 2

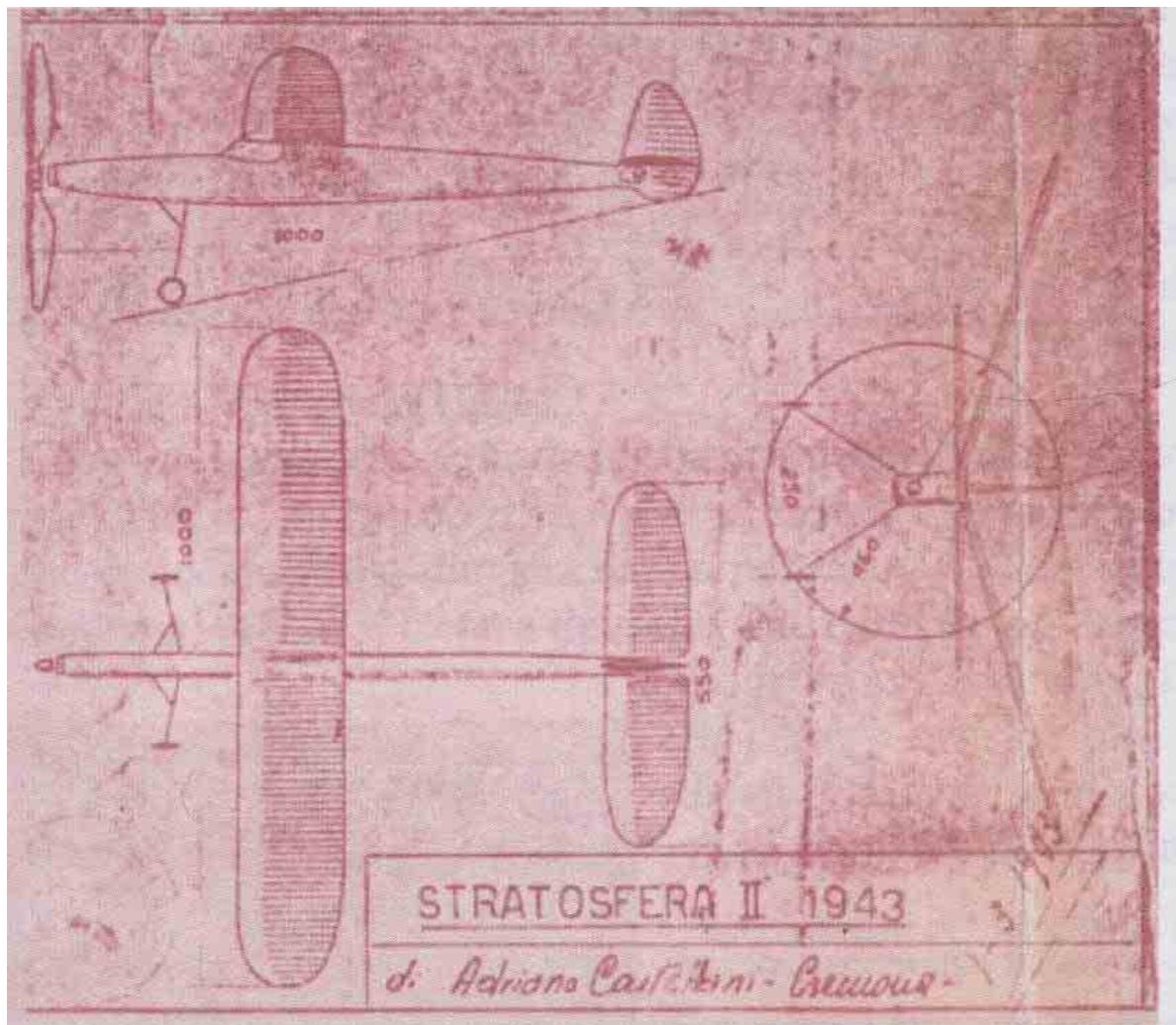


Fig.3

The impression is that this design was drawn up from written summaries and possibly some photographs (American magazines arrived in Italy also during the war, possibly better than now!).

We must not forget that Castellani, for some years, was an airman based at Guidonia, close to the 'State Aeronautical Experimental Centre' (the equivalent of our Farnborough establishment), together with a number of other aeromodellers (Ciampolini, Garofali, Sinopoli, Mozzarini, Begalini, Calza and other fortunates) who became famous, with the advantage of information garnered from that privileged system.

(Photos of the time often show these modellers flying on airfields, which in time of war is a little surprising; this may explain it - John Thompson).

The photos show Vince Canestraro's replica, constructed with saintly patience (certainly not a project to be started lightly) but which will result in a beautiful model - Fig.5.

But the story isn't finished! There is also a Stratosfera III - Fig.6. This is in the Castellani book - Rubber Models 1945.

It remains a cabin model, but this model is completely different; with a wing span of over one metre, the chord is an incredible 20 cm. The wing section, which on the previous designs was the RAF 32 or Eiffel 400 (the same as the 39' Korda) has now changed to an 8/9% Gottingen 565.

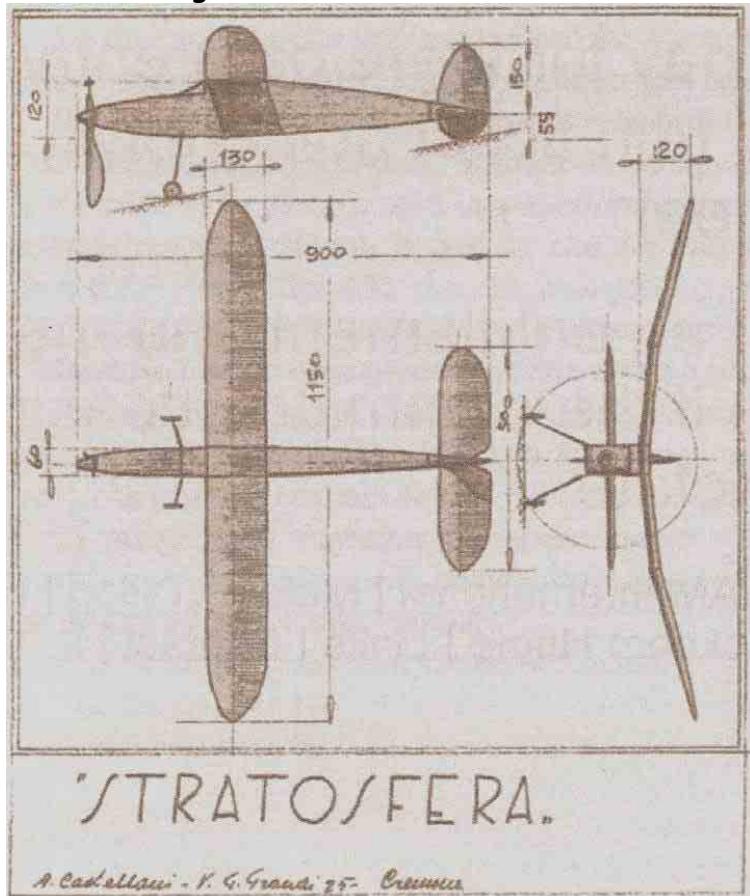


Fig. 4

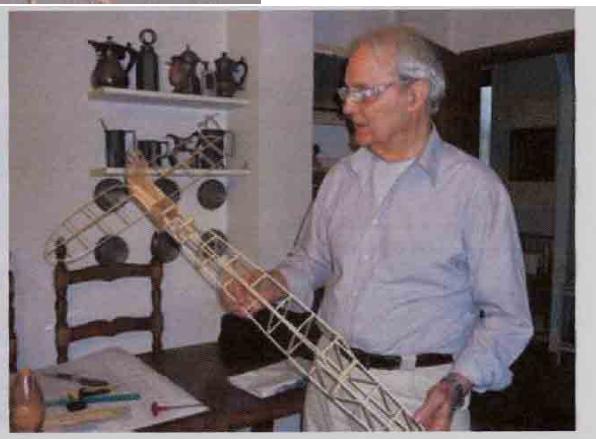
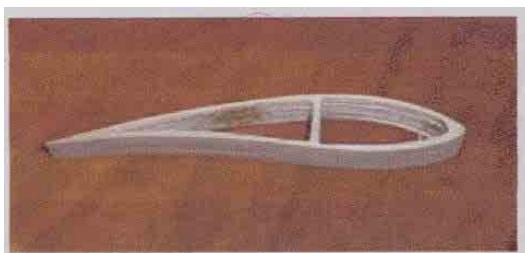


Fig. 5

Castellani confirms that the concept came from information garnered from his model project 'Mercurio' with its low aspect ratio, broad chord, with a thin section.

We do not know if the plan of this Mark III version was published, but we would not be surprised if, sooner or later, a copy materialised from somewhere. However we vaguely hope that this plan will come to light from the suitcases of 30 Lire sent to Aviazione Popolare!

The Stratosfera, is it similar to the Korda?

The Stratosfera II?

The Stratosphera III?

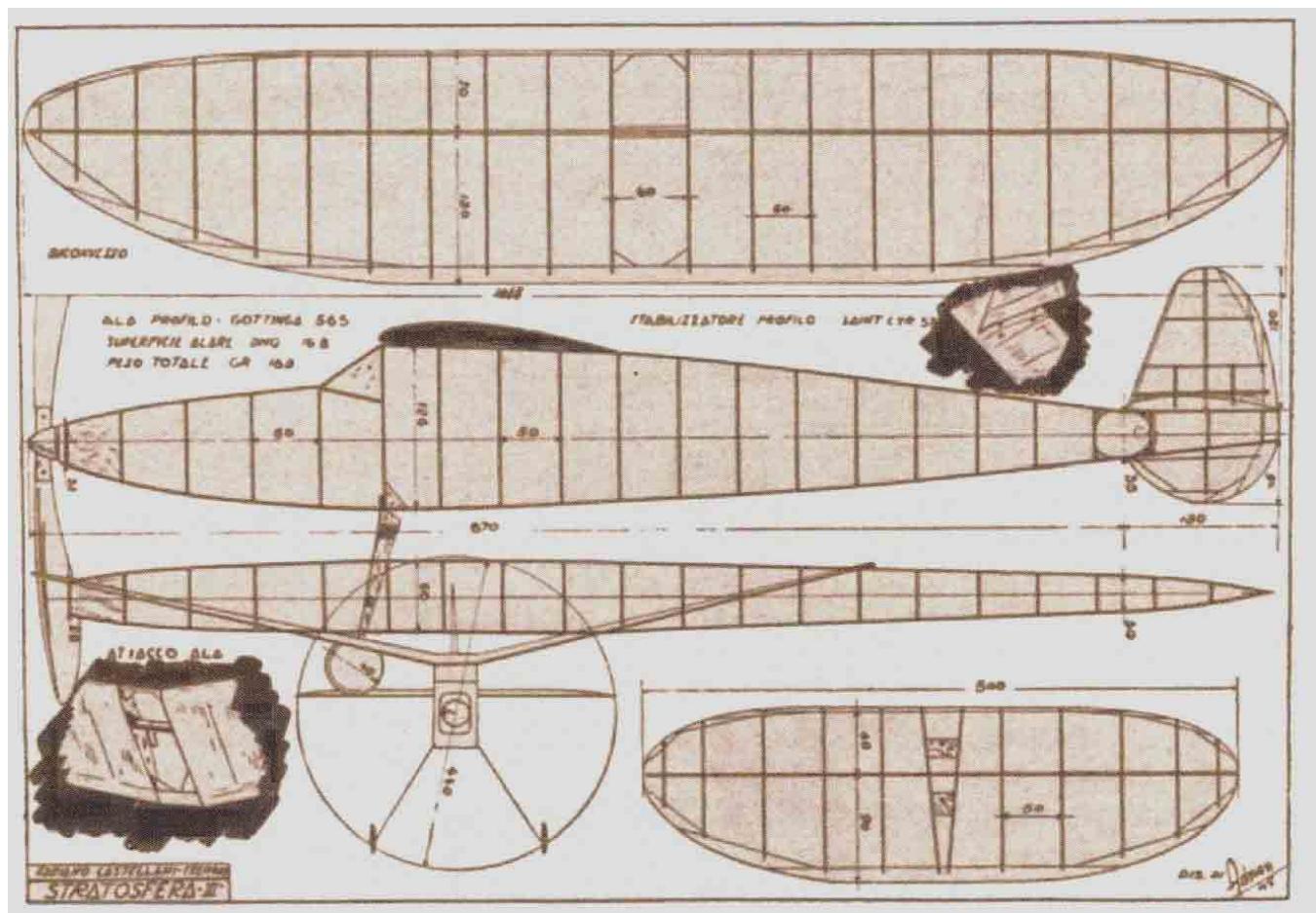
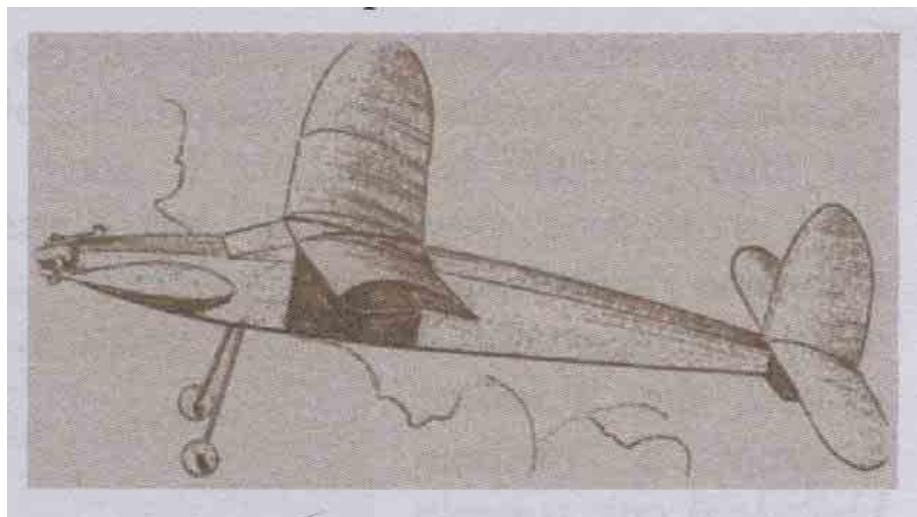


Fig. 6

WAKEFIELD HISTORY

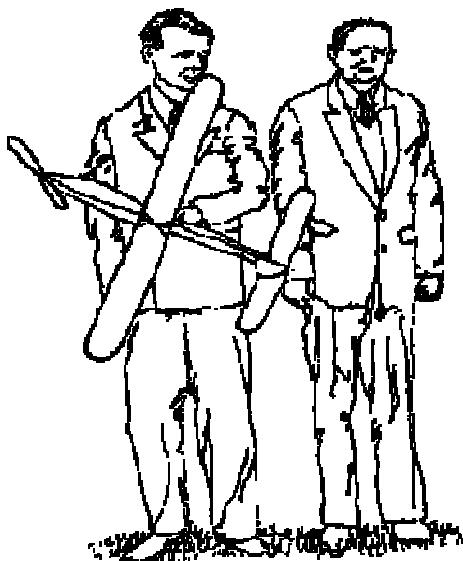
1931 Joseph Ehrhardt, 19, USA

This year for the first time in the short history of the Wakefield International Cup the venue would be located in a foreign country. This necessitated Great Britain to send their Wakefield team aeromodels to the United States of America in boxes, another first. The contest was scheduled for June 10, 1931, at Wright Field Dayton, Ohio. The "Great Depression" had yet to affect the fourth US Nationals, the NAA, and the AMLA were the joint sponsors of the big contest which was held the previous week. The USA Wakefield Team was selected at the "Nationals", beginning the early Team selection tradition, used until the 1950's. This year Carl Carlson entered an 11 foot wing span petrol powered Wakefield weighing 9.5 pounds, allowed by the current SMAE Wakefield Rules. Carlson's petrol model unfortunately crashed just after it took off, ending the threat of petrol power domination, this year.



The contest began at 9:00am, with the reigning Champion Joe Ehrhardt ready to fly with a new Wakefield. Again it was an all balsa wood Wakefield, but this time the entire plane weighed 1.25 ounces, including the 0.49 ounce rubber motor of 8 strands of 1/8". Joe Ehrhardt was also a "US Nationals Outdoor Champion!" As light as it was Ehrhardt's Wakefield had a 37 inch wingspan, with a fuselage length of 32 inches, and it was well adjusted for flight, using a right turn under power, and a left turn in the glide pattern. Ehrhardt, not one to hesitate, wound his "T-56" brown rubber motor to 1000 turns, outside of the fuselage on a steel wire device which was inserted into the fuselage to transfer the motor.

Ready at the board Joe set the ship for ROG and it was off! Needless to write his Wakefield climbed straight, fast and very high, for a perfect flight of 4 minutes and 24.8 seconds. Ehrhardt used the same propeller he had used on his 1930 Wakefield, but this time he equipped it with a freewheeling device, to improve the glide (a first). Joseph Ehrhardt was the 1931 Wakefield International Cup Champion, the first aeromodeller to win The Wakefield International Cup Event consecutively.

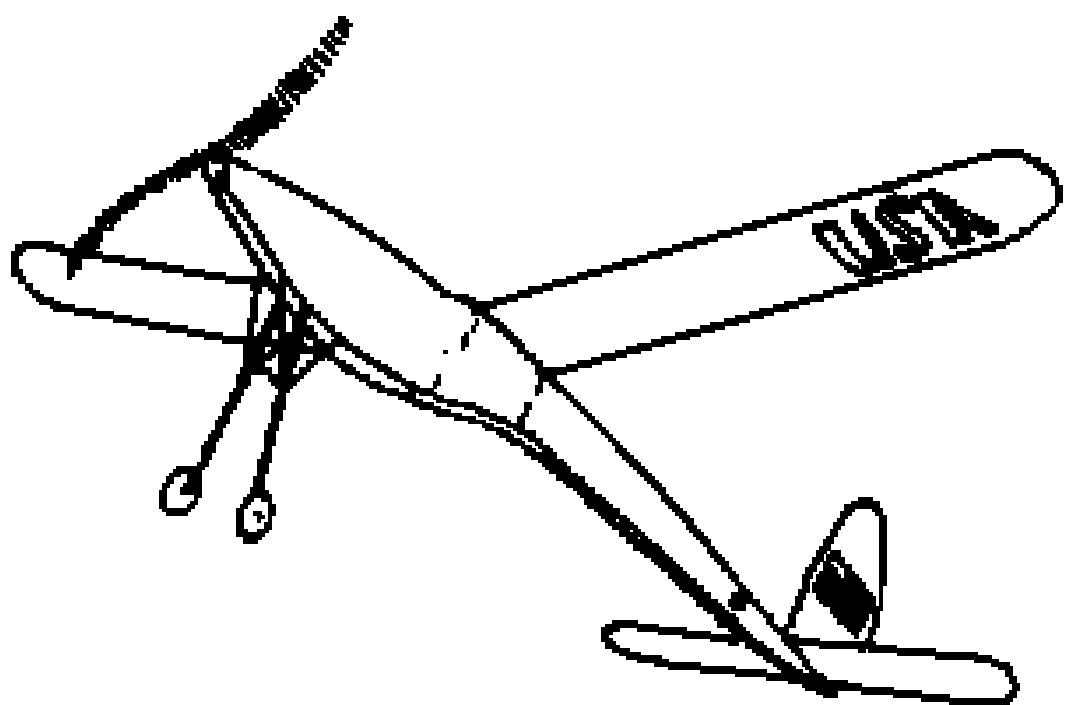


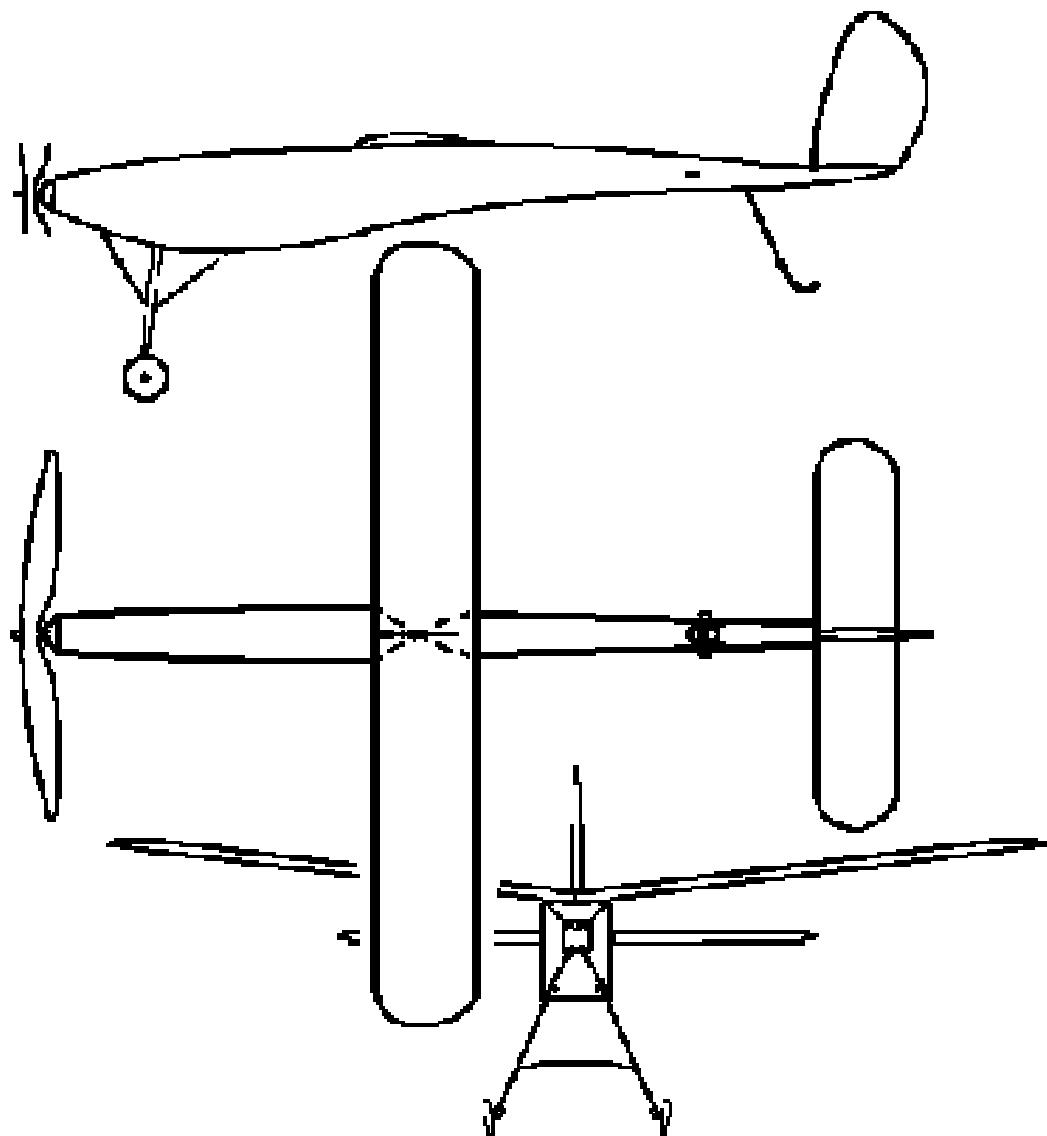
References:

American Boy, Sept 1931, Merrill Hamberg
1953 International Competition Handbook,
Gerold Ritz

Music: "Mood Indigo"; Literature: "Good Earth", Cine: "City Lights"

<i>Component</i>	<i>inches</i>	<i>mm</i>
Wing	37 x 3+	940 x 76+
Stabilizer	18 x 2+	457 x 51+
Fuselage	32	813
Propellers	17 dia	432 dia
Rubber 18 strands	1/8" 1.25oz	3mm 35g





BMFA East Anglian Summer Gala, Sculthorpe

Results Saturday 20 June 2009

	Name	Number	Club	Score	Fly Off
	BMFA Glider				
1	David Truluck	51147	Vikings	7.23	
2	P Tomlinson	11574	Grantham	6.46	
3	Colin Foster	17203	Morley	6.41	
4	Phil Ball	57180	Grantham	6.40	
5	Mick Howick	65422	Vikings	6.34	
6	Roger Heap	73338	Biggles	6.26	
7	Mike Richardson	33867	E Grinstead	6.07	
8	Paul Fynn	9010	Grantham	5.53	
9	Barry Halford	31735	Vikings	5.36	
10	John Bailey	9010	Biggles	3.32	

	Name	Number	Club	Score	Fly Off
	BMFA Rubber				
1	John Bailey	33055	Biggles	7.30	
2	David Beales	81597	Croydon	6.19	
3	Adam Beales	81598	Croydon	4.57	
4	Josun Cole/ Junior	160797	Vikings	2.30	

	BMFA Power				
1	John Bailey	33055	Biggles	2.30	

	Vintage Rubber/Power				
1	Jack Foster	139190	Morley	7.30	5.17
2	Colin Foster	17203	Morley	7.30	5.06
3	Chris Strachan	33623	Biggles	7.30	3.36
4	Phil Ball	57180	Grantham	7.30	2.36
5	Spencer Willis	34982	Croydon	6.58	
6	Josun Cole/ Junior	160797	Vikings	6.48	
7	David Taylor	04788	Grantham	1.28	

Classic Glider					
1	Gil Hart	54609	Vikings	7.30	
2	Barry Halford	31735	Vikings	7.06	
3	Colin Foster	17203	Morley	6.45	
4	David Truluck	51147	Vikings	6.26	
5	Jack Foster	139190	Morley	6.12	
6	Paul Fynn	09010	Grantham	6.06	

Tailless					
1	Mike Richardson	33867	E Grinstead	7.30	
2	Colin Foster	17203	Morley	7.16	
3	Chris Strachan	33623	Biggles	6.11	
4	Spencer Willis	34982	Croydon	4.58	

P30					
1	Chris Strachan	33623	Biggles	6.00	3.57
2	Josun Cole/Junior	160797	Vikings	6.00	1.45
3	Spencer Willis	34982	Croydon	5.42	
4	David Taylor	04788	Grantham	5.25	
5	Mick Staples	53338	Impington	4.21	
6	David Beales	81597	Croydon	1.30	

RESULTS Sunday 21st June 2009

FIA						
1	Gary Peck	53756	Cleemac	15.00	5.00	4.56
2	John Bailey	33055	Biggles	15.00	5.00	2.41
3	John Carter	50520	Grantham	14.01		
4	Brian Baines	51191	Grantham	13.30		
5	John Cooper	3422	Biggles	13.02		
5	Gil Hart	54609	Vikings	13.02		
7	David Oldfield	31734	Vikings	12.58		
8	Phil Ball	57180	Grantham	12.30		
9	David Brawn	52517	Biggles	6.00		
10	Martin Dilly	7851	Grantham	3.42		
11	Paul Fynn	09010	Grantham	3.34		

F1B					
1	Michael Woodhouse	34262	Vikings	15.00	
2	Russel Peers	27418	Grantham	14.34	
3	Mike Richardson	33867	E Grinstead	14.08	
4	Ivan Taylor	63252	Grantham	13.24	
5	John Whitby	86913	Grantham	11.47	

F1C/Q					
1	Trevor Grey	33877	MFFG	15.00	
2	Stafford Screen	64182	Birmingham	3.00	

Vintage Glider					
1	Terry King	070303	Impington	9.00	
2	Roger Heap	73338	Biggles	8.48	
3	Chris Strachan	33623	Biggles	7.44	
4	Peter Tomlinson	11574	Grantham	7.40	
5	Colin Foster	17203	Morley	7.38	
6	David Brawn	52517	Biggles	6.54	
7	Jane Howick	77673	Vikings	6.03	
8	Barry Halford	31735	Vikings	4.42	
9	Ken Bates	51145	Cleemac	2.35	

Classic Rubber/Power					
1	Chris Strachan	33623	Biggles	9.00	13.50
2	Jack Foster	139190	Morley	9.00	9.46
3	Spencer Willis	34982	Croydon	9.00	8.38
4	Adam Beales	81598	Croydon	9.00	5.01
5	Frank Rushby	52258	Cleemac	9.00	3.43
6	Brian Spooner	53836	Grantham	8.42	
7	Barry Halford	31735	Vikings	7.19	
8	Peter Ingham	81467	Birmingham	5.14	
9	David Beales	81597	Croydon	2.04	

	Mini Vintage				
1	Brian Lavis	72364	Biggles	6.00	3.58
2	Chris Strachan	33623	Biggles	6.00	3.13
3	Frank Rushby	52258	Cleemac	6.00	3.07
4	Jack Foster	139190	Morley	6.00	2.49
5	Gil Hart	54609	Vikings	6.00	2.47
6	Adam Beales	81598	Croydon	6.00	2.21
7	Colin Foster	17203	Morley	6.00	2.03
8	Tony Rushby	52257	Cleemac	6.00	1.35
9	David Truluck	51147	Vikings	5.57	
10	Spencer Willis	34982	Croydon	5.54	
11	Ken Bates	51145	Cleemac	5.45	
12	David Brawn	52517	Biggles	5.30	
13	Roger Heap	73338	Biggles	5.05	
14	William Beales	81599	Croydon	4.00	

	Bowden				
1	Tony Wilson	131837	Peterboro		
2	Brian Waterland	34414	Peterboro		
3	Martin Mc Hugh	162056	Peterboro		

	4/8 oz Wakefield				
	Mick Howick	65422	Vikings	7.53	8oz 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 - watch this space.

22 competitors have recorded scores, so far this season. 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

International Postal Competition To promote Free Flight Tailless Models

2009- By John Close

Rules

1. Open to tailless models of all categories, i.e. glider inc chuck and catapult , rubber, I.C. power, electric power, CO2 power, Jetex (rapier)(scale has been suggested but may not be practical) from any country. There is no entry fee and no prizes.
- 2 . Models must be true tailless, the only surfaces allowed to be separate from the wing are "park bench " type elevons.
3. Flights must be made at recognised model flying meetings including club meetings and nominated in advance. There is no maximum flight time. No entry fee, no prizes, (at the moment).
4. Make as many flights between 31st December 2009 and 1st January 2010 as you can manage, which need not be on the same day, but using the same model. If you lose or break the model you must start again if you use a new model. Select the three best scores to submit. Submit from more than one model if you like.
5. There is no builder of the model rule, engine run I C 30 secs, glider 100 m towline or 50m bungee to include 12 m rubber, score adjusted accordingly.
6. Results by 14 February by post or Email. Please include type of model (details and photos always useful), venue, date, weather conditions (optional) and name of timekeeper.

The results will be displayed by category, sent to each participant and the usual magazines...

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

John Close +44 (0)161 427 3292

32 Hollins Lane

Marple Bridge

Stockport

Cheshire

SK6 5BB

Great Britain

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

NAME THAT PLANE No. 1-12 Review

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

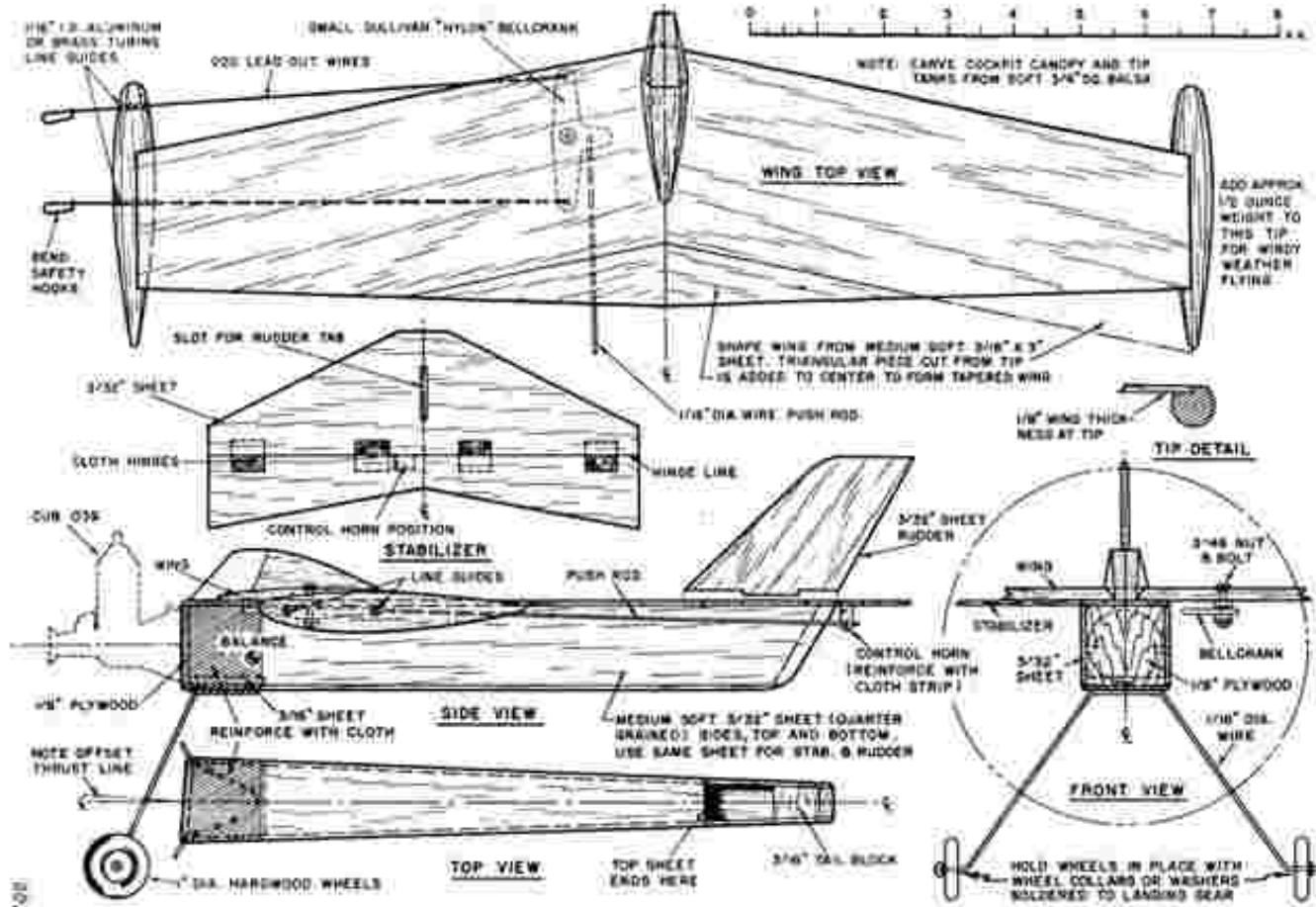
By Roy Tiller

Thank you to all those who have responded to the competition. Nine of the twelve plans were identified. Tom Andrews identified three and has 6 points, Warren Kelly has 4 points and six others have 2 points each. The three unidentified plans are offered again this month at double points, so a total of 12 points on offer!!

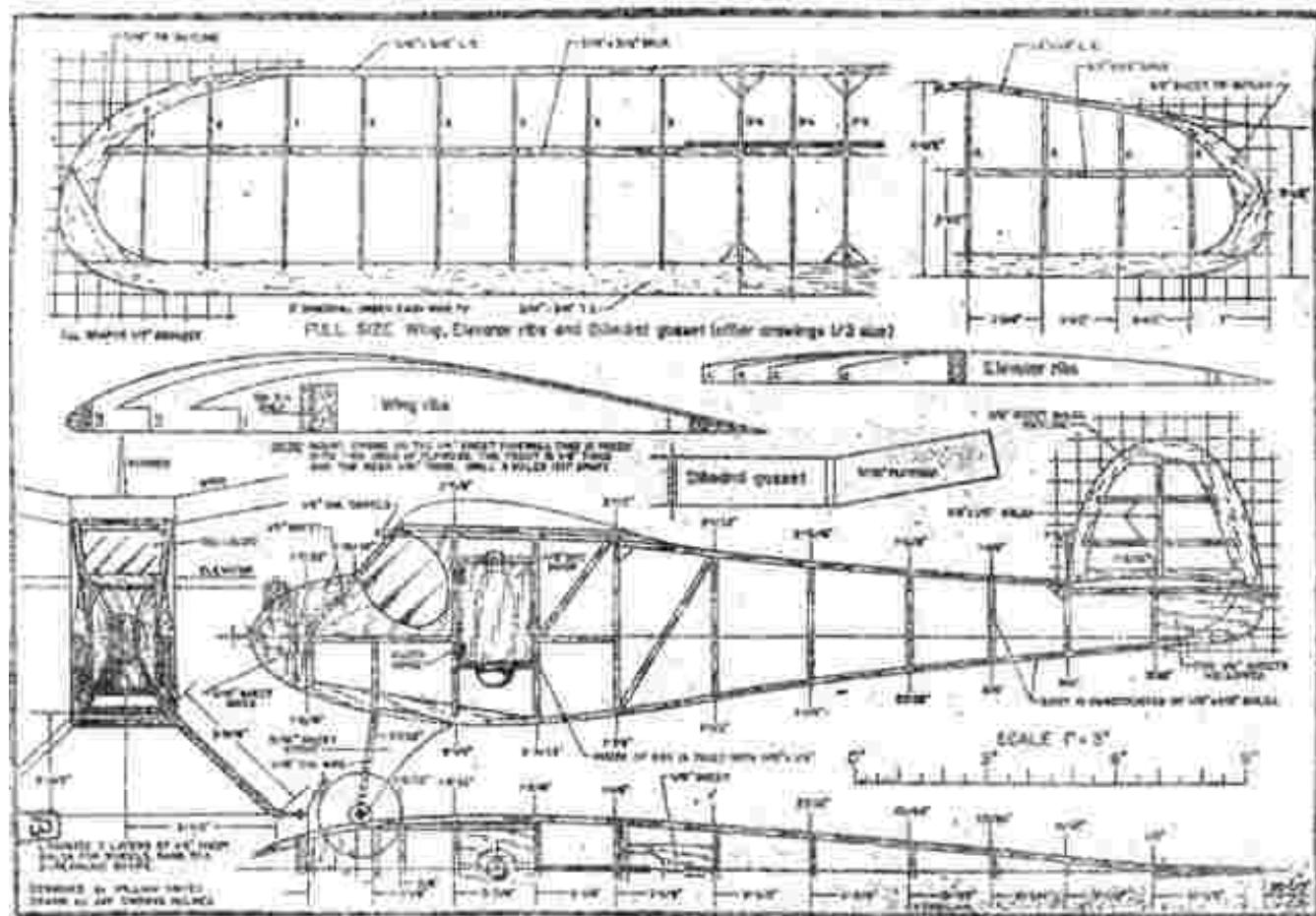
Results and Plane No. 13 next issue. Answers to roy.tiller@ntlworld.com

Plane No. 7. Can you name the model & designer of this plane from AVA ECHO May/June 2004

Clues:- Very few, a 16" wingspan control line model powered by a CUB .039. The initials A.K. can be seen next to the 0" to 8" scale.

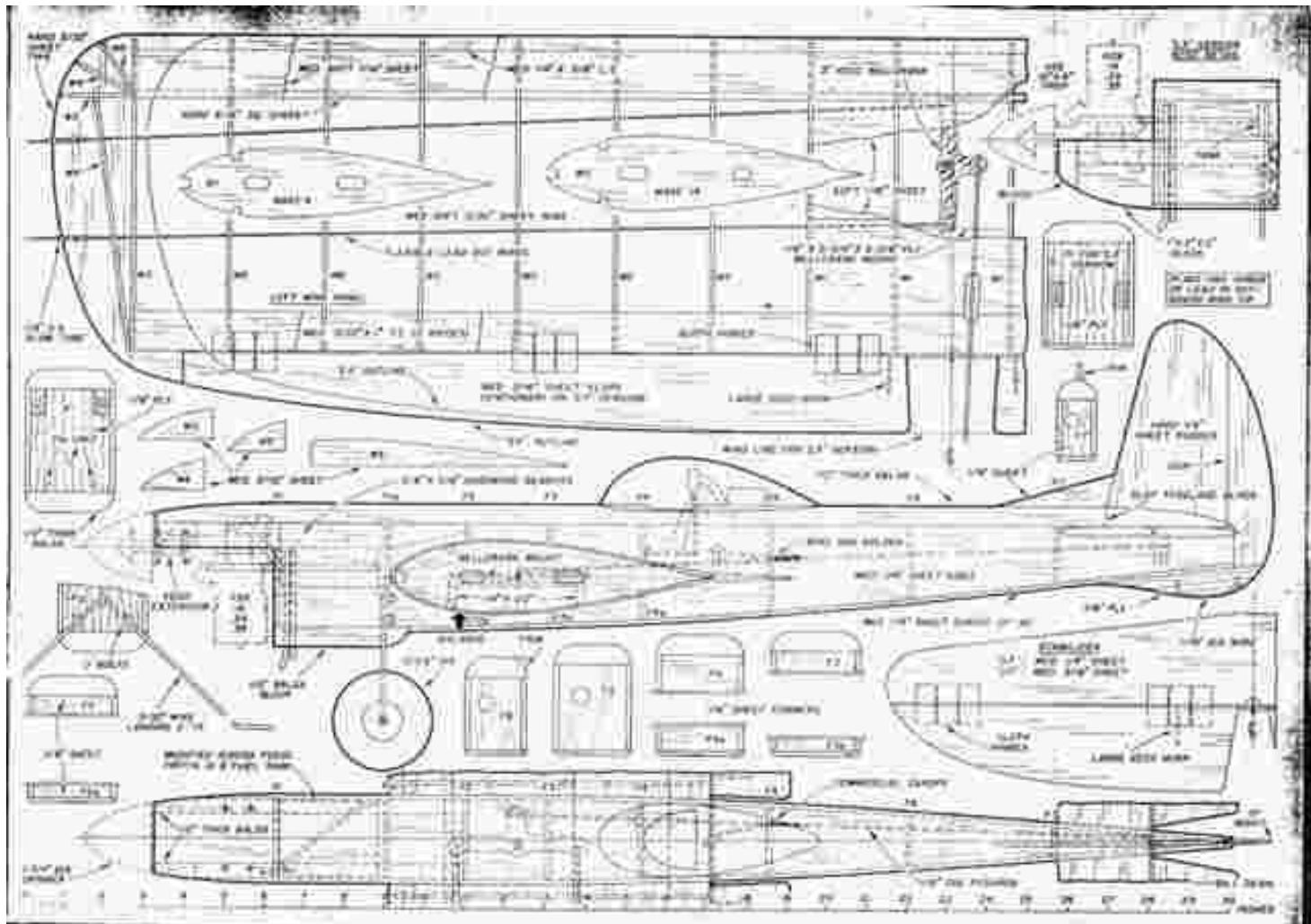


Plane No. 11. Can you name this plane from CLARION MARCH 1992.
Clues:- Cabin power model by William Winter, span about 34". Is it CO2 or is it a glow engine, what is that "bomb" just behind the cabin?



Plane No. 12. 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?



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.

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.

Cardington Indoor Model Flying Club - by John Andrews

After a few bad weather cancellations we were back in the hallowed hall once again on Sunday August 9th. There were no competitions so it was a free for all with members airing some new models. Laurie Barr and Clive King were trimming their latest No-cal Scale models and Clive also gave his 2008 Nationals winning 'Luton Minor' an airing.



Above left, is Clive's 'Luton' perched on top of one of his neat indoor model boxes, looks like 35cm jobs in the top compartment and a Caesar Banks Penny Plane in the bottom. Above right, Clive releases the 'Luton' for a check flight of about 3 minutes or so.



Above left, is Gerard Moore assembling one of his F1D models and if you look carefully you will see evidence of the way these delicate 3gm models distort as you handle them. Above right is newcomer to Cardington, Peter Jackson and his good lady Rene. First thing in the morning the hanger was a little dark and dismal and Rene was not impressed with the ambiance but things brightened up later on and the pair had a welcome excursion outside when Laurie Barr took his 'Dixielander' out onto the airstrip for some initial trimming. In the hanger, Peter was flying his half-scale 'Jaguar' Wakefield and also what may have been a 'Judge' which managed to shed its prop and land neatly on my table just missing my two lightweights on their stands. Peter also had had a stab at a 'Gyminnie Cricket' which he also flew and hopefully it will have encouraged him to try some more lightweight indoor models for another visit.



Finally pictures of possibly our finest exponent of the delicate art of indoor modelling Robin (Bob) Bailey. Here seen hooking up the wound motor onto his latest EZB and also launching same for an impressive flight which finished up way up in the roof nudging the netting adjacent to the side catwalk for quite a few nervous minutes until skilfully caught by a balloon line and repositioned more centrally to continue its long flight.

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

Internazional postal contest TOMBOY RALLY

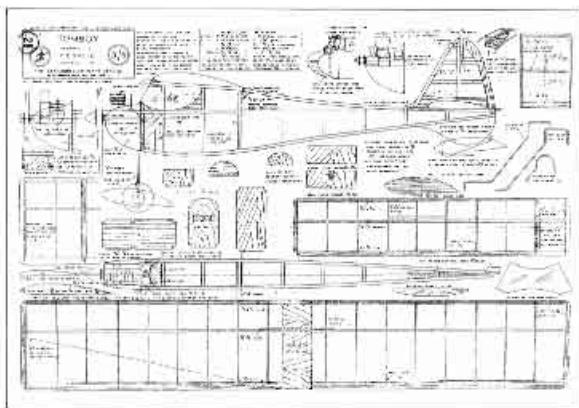
PALMARES

2008/2009

Pieter Moerkerten

Australia

24'12"



SAM 2001
L'AQUILONE

INTERNAZIONAL 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

INTERNAZIONAL 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 starts 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 !!!!

KeilKraft "SENATOR" Global Postal Challenge - June 1st

2009-June 30th 2010 - By Jim Moseley

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

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

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

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

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

Team Scores:- If any three flyers wish to have their scores also recorded as part of a team total, please advise a team title when submitting same: I will then collate same as a

secondary group score in the name of that team - whether they fly together as a club, or as a group of individuals who wish to link together for this purpose. A person may only fly in one specific team, however.

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

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

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

Happy Flying!

Jim Moseley 19 Banner Crescent, Ajax, Ontario L1S 3S8, Canada jimoseley@look.ca
(905) 683-3014

KeilKraft "Senator" Postal Results 2008/9

Once again it's 'that time of year' to send the results of the "Senator" postal contest and as usual I offer my thanks to all who have participated and especially to those who have offered donations to the prize list.

The total of entries was a little disappointing this year - a mere dozen. From past experience 'One Design' contests tend to start off well but entries inevitably dwindle over time and I felt that this was now the case and maybe I was ready to bring this event to closure. However, I had many reports of poor conditions from many parts of the world, of good intentions so thwarted, models being built and even maybe a dozen Senator's being presently being flown in one club and not least a donation already offered towards a 2009/2010 event. In the face of this we'll try it again and see how things go! Please encourage anyone whom you know to have a model to make timed flights for such and/or encourage further building' and it would be especially good to see more younger people taking part with the \$50 award as an incentive. However that comment takes nothing away from young Matthew Scharoun (9) who once again made flights, inclusive of a maximum, to deservedly take his award.

Though entries were fewer the standard of flying was high, with 89% of the initial three flights being maximums, compared to about 78% in the previous year - and high ultimate totals from those who topped the list. Congratulations to Ding Zarate who emerged as the clear inner - warned by Bill McConachie that he's seeking the top position next time!

No photographs received this year. I hope we can improve on this next time as such add much interest to a results list. The present format hasn't produced any complaints; the year-long spread allows models to be flown in summer conditions wherever they may be. Same rules will apply for 2009/10 - three flights to 120 seconds maximum and 60 second increments thereafter; more than one model may be flown with separate flight

scores/totals for each. All present flight times have been seconded into the appropriate Vintage class in the WorldWide Postal Contest, which closes May 31st, suitably amended for the rules of said event where required, and results/report for that will come your way in due course.

The 2009/2010 contest will commence June 1st but will close June 30th 2010 - the 'extra' month will allow for information to reach others in good time to have a full year in which to participate. At this moment we already have over \$200 available as prize monies and I am always open to further donations! Thank you all once again for your support and enthusiasm, and now flying starts again after this weekend - be ready. and good luck!

Results 2008/9

1. Ding Zarate	USA	120	120	120	180	240	255	1035	\$125
2 Bill McConachie	USA	120	120	120	180	240	143	923	\$90
3 Gil Hart	GB	120	120	120	180	240		780	\$60
4. Ken Taylor	GB	120	120	120	180	237		777	
5. Ole Torgesen	N	120	120	120	180	216		756	
6. Michael Howick	GB	120	120	120	180	176		716	
7. Jim Moseley	C	120	120	120	180	171		711	
8. Bob Taylor	GB	120	120	120	118			478	
9. David Truluck	GB	120	120	120	101			461	
10. Joshua Finn	USA	120	120	120	87			447	
11. Neil McDougall	NZ	92	120	117				329	
12. Matthew Scharoun	USA	51	77	120				248	\$50

Donors, in no particular order:- Richard Barlow, Ken Fonnebeck, Segundo Zarate, Al Pardue, Mario Perrone, JM

Ken Taylor:- Here we are at the end of another flying season but my brother and I managed to get our Senator flights in. The first three at Middle Wallop, the fourth flight at Little Rissington - a big one, d/t'd down at 4:32 - and the last at beautiful Ashdown Forest just failing to reach the target time by three seconds. Bob made his first three at Ashdown also but landed at 1:58 on his fourth.

Mike Howick:- . Had a beautiful day to do it at the team trials in September (unlike most of this year) - warm with very light and variable drift. One flight DT'd down at 2 1/2 and was only 20 yards away - can't recall doing that for years and years - not in UK anyhow. Going for 180 - model in good lift but heading straight towards the FIB flight line where some 10 FIBs were wound and waiting - they all arrowed straight up like missiles but the Senator had height in hand and they missed thankfully - modestly we accepted their thanks later. Debated whether to go for 4mins. or leave for another day as getting late - but didn't - but a great fun day anyhow!

David Truluck:- I flew in our 2nd area meet on April 6th this year at Sculthorpe. Flights were 3 x 120 secs plus a magnificent fly off of 101 secs. Weather has not been kind Jim, snow in London yesterday,

New Indoor Venue

Brand new free flight indoor flying event at Brownhills Community Association, Deakin Avenue, Brownhills, WS8 7QG, on September 5th at 2.0pm, until 5.0pm.

Situated close to the A5, and the M6 toll. We would like to make this a monthly meeting, if numbers permit; the more the merrier.

Appeals for information

The following appeals for information have been received recently and hopefully someone in the membership will be able to help:

From: *Gerald Edwards* gerald.edwards@ntlworld.com

Hi, I am looking to locate 'shipseries' kits (either for information or to buy) which were made by the Skybirds aircraft makers in the 1930's. Do you have any contacts that could help? Thanks.

From: *Colin Widdison* cawiddison@comcast.net

I apologise that this is only slightly SAM related, but here goes.
Sometime in the mid 50's I built a catapult glider from a centre-fold plan in one of the aeromodelling magazines available during that period.

It was an F-100 fighter, and a wonderful flyer, so much so that a large a part of the student body at Farnborough Grammar school followed suit and with their own versions. Unfortunately my memory retains only one magazine name 'Aeromodellr' and my web searches have been unsuccessful.

I wonder if any of your SAM 1066 members remembers this model and/or has access to the plan?

The South East BMFA All Day Scale Competitions & Fun Fly on Sunday 22nd November 2009 at The Angel Centre, Tonbridge, Kent.

The Angel Centre is located in Tonbridge town centre in Angel Lane at rear of the High Street next to Sainsbury's. There is a large car park adjoining the leisure centre and supermarket.

From 9am until 6pm. Flying will start at 10am and finish at 5.15pm Prize giving between 5.15 - 5.45pm. **Flitehook** will be attending the meeting with their range of kits and modelling supplies.

The kitchen at the Centre will be available for hot drinks throughout the day.

Admission Charges: £8 for flyers, £5 junior flyers, £4 Spectators and £3 Junior Spectators

Contact Stuart on 0795 6066 463 or Eric 01622 737814

Indoor Flying at Community College.

Free Flight Only.

Thorns Leisure Centre. Stockwell Ave.

Off Thorns Road - Quarry Bank - West Midlands

Saturdays 1pm-4pm

Forthcoming Dates 2009/2010

19th Sept. 2009 - 17th Oct. 2009 - 14th Nov. 2009 - 12th Dec. 2009
 9th Jan. 2010 - 6th Feb. 2010 - 6th Mar. 2010 - 3rd April. 2010 - 1st May. 2010

Admission - Flyers £5.00 Spectators £2.00
 For Further Information, phone or e-mail Colin 0121.550.6132 or colin@colinwilliam.wanadoo.co.uk



Impington Village College -Cambridge

Indoor flying on 25th October 2009 9 am to 5 pm

We will be using the large (100 x 50 x 28 ft) sports hall at the College. The only restrictions are no radio models in the main hall and no internal combustion engines, jets or catapults anywhere.

Also Round The Pole (4.5 metre lines) and small electric helicopter and fixed wing flying (X twin type) in a separate hall (radio or infra-red).

SAMS MODELS will be in attendance to supply all your needs on the day.

Competitions:

There will be three low key free flight competitions: We first held competitions at our second meeting back in October 2001. This meeting is the eighteenth so we thought we would go back to the model we started with. Hence :

- A duration event for Ray Malmström's Hanriot design, plan on the back of this sheet. Commercial plastic prop., max diameter 6ins. Tissue covered (no condenser paper or film). True to plan, including pilot figure, wheels, dummy engine. 10sec. bonus for ROG. Awards for top senior and junior (under 18). Entrant must be builder of the model.
- The usual duration event for Bostonian models. Any design to the Bostonian formula (If you are unclear about the Bostonian formula rules please ring or email the contact below). No builder of the model requirement. Build one for your wife, child or grandchild who has to wind and launch.
- A duration event for the Butterfly ready to fly rubber model - available on the day, or before, from SAMS. Tel: 01763 287606

Each competition will be for the total of best three flights. Get your flights timed and reported to control. As many attempts as you like. Awards in each event for overall

winner and best junior (under 18). Bostonians to be flown ROG and they will be weighed (minimum 14grams without rubber motor)! Also for Bostonians the entrant must be the Builder of the Model

Exhibition

All of your models, either for the new season or interesting old faithfus, will be welcome. To go with the seminar we would especially like to see lots of Free Flight Scale of all types and vintages.

Seminar

Andrew Hewitt will be speaking on " The Joys of Free Flight Scale". Many of you will be aware of Andrew and his models from his articles and published designs. He is a regular competitor and winner in Outdoor Free Flight Scale competition. He is also a very entertaining and informative speaker. This seminar is definitely one not to be missed!

Round the Pole and Small Radio Helicopters

David and Will Beavor will be bringing their equipment, using Ballard's 4605 connectors at the model and will share the second hall with small R/C helicopters and fixed wing models.

Refreshments:

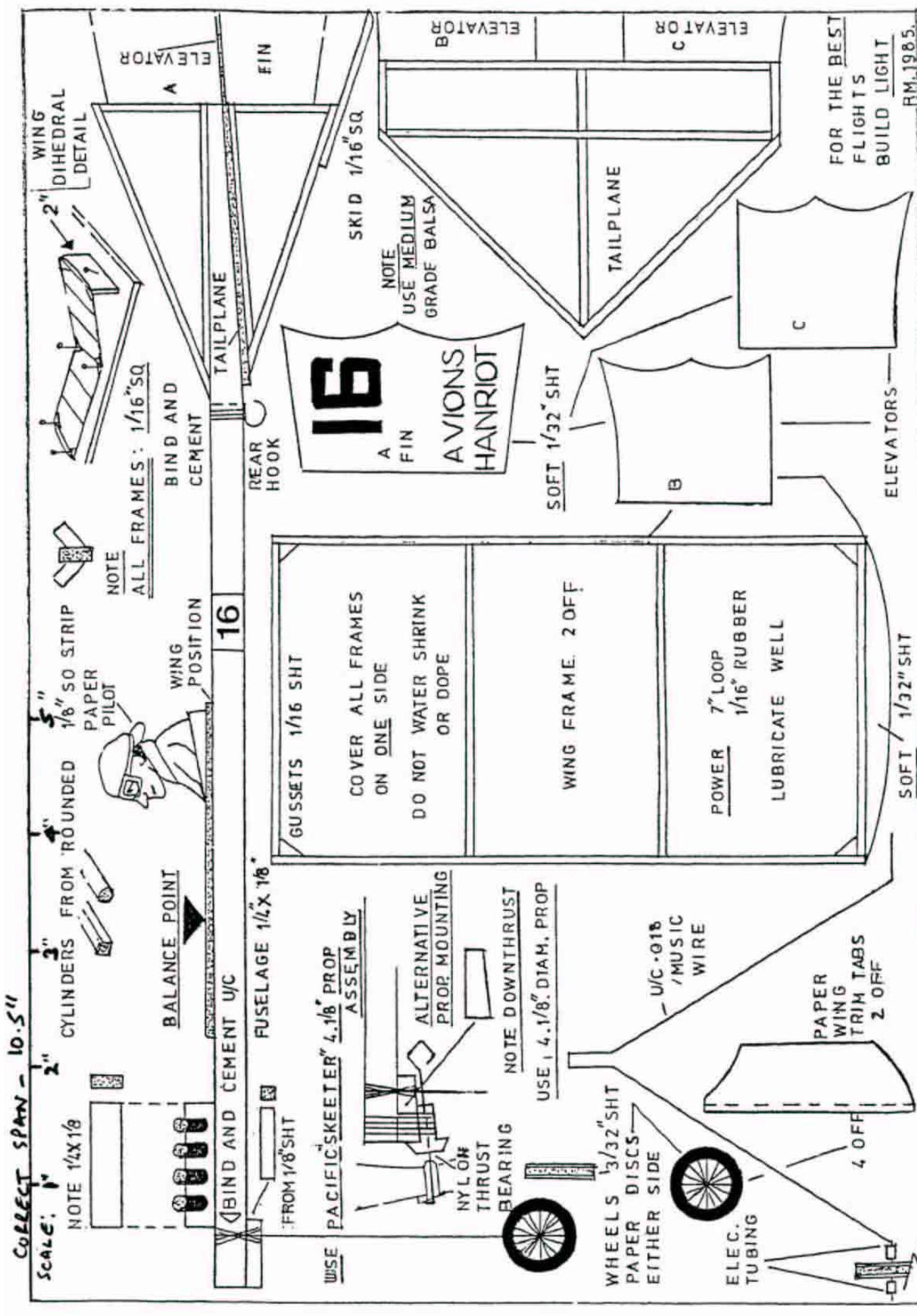
Once again the excellent fare from our trusty team will be available all day. No one need go hungry!

Cost of admission: Indoor Flyers -Adults £5.00, under 18s £1.00, Spectators and Chatters -£1.00

Directions to Impington Village College:

Leave A14 at the first junction East of M11 J14, signed Cambridge B1049. At the roundabout take B1049 to North signed Cottenham, Histon. In $\frac{3}{4}$ km at 2nd lights turn right into New Road. Pass hospital entrance on right. Village College is next on right (two entrances, 1/3 and 2/3 km). Entrance to be used and car park will be signed.

Contact:- Tel no: 01223 860498 Email: chris.strachan@btinternet.com



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 - Llarry Conover U.S.A.

***Reduced scale drawings of all five designs are featured in July's edition of the 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

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.vintagemodelearplane.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

Provisional Events Calendar 2009

with competitions for Vintage and/or Classic models

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