



NEW Clarion

SAM 1066 Newsletter

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STOP PRESS
August Bank Holiday SAM Championships CANCELLED
Due to Military Manouvers

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Editorial

Bad news: The MOD have withdrawn permission to use Wallop for SAM Champs on August 25th to 27th due to widespread military parachuting exercises.
The meeting is therefore **CANCELLED**.

I seem to have run out of hobby horses to pursue so it's an odds and ends editorial this issue.

First up we have the invitation from Julio Isidro, President of SAM74 Portugal, to participate in the 'Tournament Wings of Portugal' on 5th/6th/7th October. Details of the event appear later in this issue.

Next, after an enquiry from Martyn Cowley (USA) as to my opinion on the rebirth of the 'Aeromodeller' I decided to attempt a small survey of aeromodellers opinions. I was attending the 'East Anglian Gala' at Sculthorpe so, I commissioned the wife Rachel to canvas opinions of those present, posing the questions:

- a: Do you think the new Aeromodeller will succeed?
- b: Are you likely to order a copy?
- c: Are you likely to take out a subscription?

Rachel manage to savage 30+ modellers on the Saturday of the event at Sculthorpe.

- a: 72% thought it would succeed; 25% thought it would fail; 3% did not know.
- b: 19% said they would buy one copy. 18% said they would not
- c: 60% said they would subscribe. 30% said they would not. 10% did not know.

The survey is only a small sample but is probably representative of free-flight modellers across the board. It seems to me that the majority of modellers will support the MDH initiative, the big question is:

Are there enough of us left to keep the publication afloat?

There were a few comments concerning content and the hope is that the magazine will stick to traditional free-flight modelling and not drift into RC or be overwhelmed by any specialist group. There is a feeling that free-flight beginners articles should be promoted for junior development.

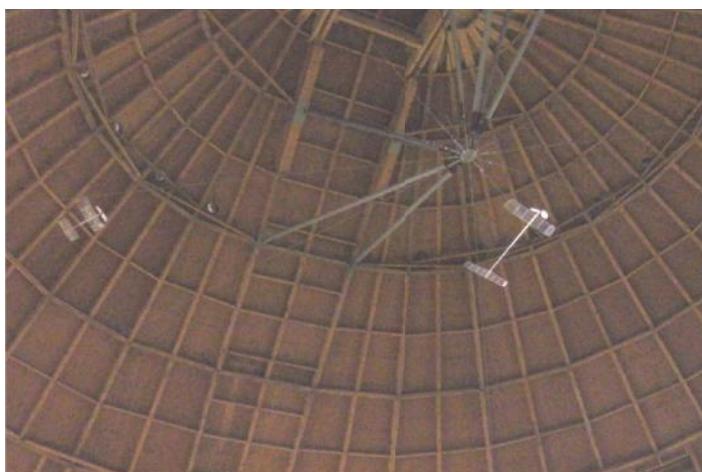
However, I think that a little so called Radio Assist will be mandatory if a significant readership is to be achieved.

Having mentioned Sculthorpe, I must report that on the Saturday I had the best days flying, I'll rephrase that, the best flying day of the year, on the biggest airfield I have ever come across. On the very windy Sunday flights in excess of 4 minutes were still comfortably landing in the field. The field is as flat as a pancake and the main runway is 2 miles long. Mike Woodhouse informed me that it had been designated as an emergency landing ground for the Shuttles.

I got in one fly-off on Saturday by the way but dipped out as usual.

Sculthorpe and the East Anglian Gala is well worth a visit

A week or so after the Outdoor Nationals at Barkston the wife and I were up in Yorkshire at the three day Indoor National Championships held in the converted salt store at the Boulby Potash Mine near Whitby. The venue has an indoor football pitch in the centre with various pieces of gymnastic equipment spread about each side. The unrestricted height to the first obstruction is about 50 feet then a further 15 feet or so up to the peak. Problem with this extra bit is that you have to pass through a dozen or so roof support cables and most of the time, if you finish up there, you only have a fifty fifty chance of coming down and that includes balloon recovery which can be in pieces. Flyers try to stay below the wires although 'Living Room Stick' models seem to survive an excursion better than most.



Models circle under the wires.



A helium filled balloon attempts to free a trapped model

On the first day, Friday, I was competing in 'Limited Penny Plane' with my nice new model. The weather outside was awfull, wind and rain, which made the air inside the dome unusually cool and lifeless. There was much muttering amongst the competitors as we all found that our usuall rubber motor cross-sections would not perform. I had two poor flights of less than 3 minutes before the penny dropped and with a 10 thou increase in motor x-section I finally managed to record 6'-24" for my third flight. Early after lunch conditions improved and we were soon thinning down our motors. I did not get it quite right and my fourth flight went above the wires and slid down into the centre support where all the cables terminated and it is still up there keeping company with the remains of my last years model which suffered the same fate.

Other competitors were now getting to grips with the conditions and flights over 7 minutes were being recorded and two flights just over 8 minutes were made. The contest was for the best two flights from six and results were close.



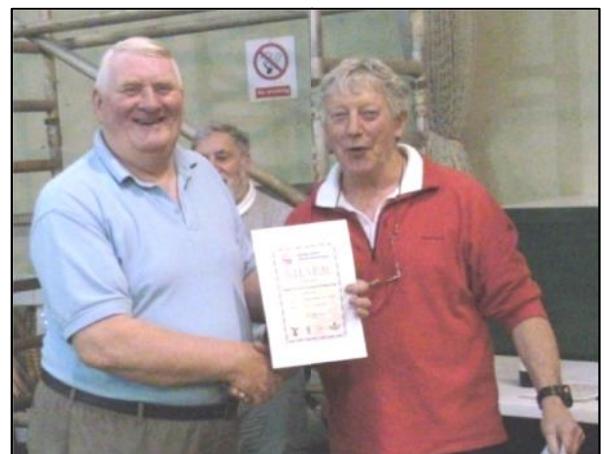
The 'Limited Penny Plane' Triumphant Trio.

3rd - Neil Stewart 14' 55"; Winner - Peter Watt 16'-02"; 2nd - Geoff Chappel 15'-58".



General view with Ken Bates in the foreground tweaking his 2nd place 'No-Cal', a 'Ford Stout'

My event on the Saturday morning was 'Gyminnie Cricket', I still had last years model but I had made a new one which I decided to use as it looked better and I am all for image. Being a morning event I only had until 12 o'clock to trim and get six flights recorded. My times slowly improved and I managed a 5'-12" on my third flight. I then wound for my fourth flight which I expected to be the best the model was capable of. As I launched for that 4th flight it was announced that only 10 minutes remained to the end of the contest. This instilled a little panic in yours truly but resourceful as ever, I assembled last years model, fitted another



John Boy takes 2nd in 'Gyminnie Cricket'

motor and wound whilst my 4th flight was still in process. I waited until my 4th flight was completed as I was not sure whether you could have two flights in progress at the same time (that's one for the rules boys). As soon as my No.1 model landed I was out there launching last years model. This is where things got interesting, my new model did 5'-24" whereas my last years model, with no checking what-so-ever, did 6'-01". Had I been using the wrong model all morning?, still I got second place but I wonder what might have been if I had not bowed to image. My two flight total was 11'-25", the winner Bob Bailey did 12'-24", I could possibly have been closer but I must confess that Bob's score was from only two flights, he had four more attempts in hand should he have been challenged.

On the Saturday afternoon I competed in 35cm using a model based on the one by Tony Hebb, published in the March NC. The model cannot compete with the real lightweights but it gave me something to fly. My flight times improved throughout the afternoon culminating in a 7'-15". Satisfying but I finished up in the penultimate position (last but one) of those who flew.

This year the ITC had organised a Saturday evening dinner and get together at a local golf club. After the days flying the wife and I showered changed and repaired to said golf club for a pleasant evening with fellow competitors and companions. Notables present were Sue and Dave Hipperson, could Dave be thinking of taking a crack at indoor? During the meeting he was taking numerous photographs, so you never know.



The dinner in full swing



yours truly about to demolish a bannana split

Sunday was 'Legal Eagle' day and I had my new model 'Spread Eagle' which was only about 80% of the size that was allowed. I had been looking on the internet for ideas and the pdf files of the various models only printed at about 80%. I had built my model cribbing bits from these designs and it was not until I was preparing the new drawing for possible processing that I discovered my error. I'll use Photoshop next time, that does it full size.



'Spread Eagle'

I managed to record a couple of flights of about 1'-40"+ then going for the big one saw my 'Legal Eagle' join my 'Penny Plane' trapped in the wires. This ended my flying for the weekend. I did manage to pick up 3rd place in 'Legal Eagle' though.



After the contest the balloon in the hands of Mark Benns managed to recover my 'Legal Eagle' and Derek Richards returned it to me undamaged.

I also came away with a selection of indoor balsa cut by Derek, you would find it difficult to believe how thin balsa can be cut if you've not handled some 10 and 12 thou sheet. All sizes are available and clearly marked, it's not cheap but well worth the money if you want the best.

All in all a good weekend flying, roll on next year.

John Andrews

Vintage Coupe Rules

Tony Shepherd

There was an error, the decision was made by Andrew and Ed Bennett that the cut off date should be 1 Jan 1957

(*"The decision is that we go with the PAM date for consistency, that is 1/1/57."*)

So, rules should read:

Vintage Coupe d'Hiver:

1. Any model designed for rubber power and built in accordance with a design that was first flown, published or kitted prior to 1st January 1957, (January 1957 issues of magazines are accepted as published in 1956). With the exception of the date, the rules on Eligibility of Models and Construction described above will apply.
2. The maximum permissible weight of the lubricated rubber motor is 10g.
3. The minimum permissible weight of the model and motor is 80g.
4. The duration of flights will be used for scoring purposes but the maximum will not exceed 2' being recorded for each of 3 flights.

Tony Shepherd

Cocklebarrow Farm Fliers Beat The Weather

Sunday, 17 June, was the first of the 3 R/C Vintage events planned for 2012 at this excellent Cotswold venue. As before, [in fact for over 20years], this was organised by Paul and Val Howkins with sterling help from Mervyn Tilbury and friends.

For many days before the event, there had been strong winds and rain and on the preceding Saturday, when a good deal of vintage flying takes place, the rain was horizontal with the handful of fliers present firmly grounded. Luckily, when Sunday dawned, spirits were raised as the wind had dropped to 7-12 mph with occasional nasty gusts, but no rain and the sun had started to shine!

Soon fliers for this event, which over the years has become a great social occasion, were gathering. Some faces *were* missing, which was understandable given the weather conditions of the preceding days. It has been said if there was as much flying as there was chatting, the sky would be black with aeroplanes!

By the end of the day over 50 parked cars had been counted with approaching 40 fliers signed on. There were also many interested watchers including quite a few supporters from the local village of Aldsworth.

Many different models were there including two Allen Rowe (NZ) designed R6-B's



Tony Tomlin, used an OS15 and the larger winged version by Mervyn Tilbury was electric

A pair of PB2s were often airborne as were a couple of Majestic Majors, the version flown by Nick Skyrme having a rare Laser diesel. Various Vick Smeed

designs were seen with John Lairds 3X Mamselle looking very imposing in the air. There was the normal handful of Tomboys in both 36" and 48" span, mostly to be flown in the Tomboy competitions. Ian Ralph was flying a Super Tinker, an enlarged and updated version of the David Boddington evergreen design, with lettering and trim hand cut from Solartex which looked superb. A model not seen often was the Orbit Gas Buggy of Mike Gilham that flew well, as did the Frog Jackdaw of Mike Soper. The smallest models flown were a Sharkface and a Wee Snifter, often flying with what appeared indecent pace due to their small size.



K's Vulture Mk2 in Buzzard Bombshell



Ian Ralphs Super Tinker with hand cut decals.

Tomboy 3 Competition

Entries were a little down for this competition with 8 fliers competing. Conditions during the morning were difficult due to turbulence, thus requiring only one 4 minute + flight to qualify for the mass launch fly off.

Sadly Derek Collin fell foul of the conditions losing his model in the crops downwind, whilst attempting to qualify.

Last years League winner, Jeff Fellows, was flying alongside of a strong field of James Collis, Derek Etheridge, Steve Roberts, Tony Tomlin, Stephen Powell and Brian Brundell.

As Nick Skyrme gave the start signal all models got away well. Derek Etheridge and Steve Roberts were out of luck and were down in around 2 minutes. Brian Brundell and Jeff Fellows, who were both having an off day, landing at just short of 4 minutes, whilst the others were all high apart from Stephen Powell who having lost the lift was next down at 4mins 27 secs to claim 3rd place. James Collis was flying well, circling tightly to the right at around 200 ft. but not losing a great deal of height.

Tony Tomlin who had been parked in lift for most of the flight was now out of the lift and swiftly descending. Luckily managing a very low final circuit, he avoided the drystone walls that ring the field and are like a magnet to many fliers, to win by a margin of 14 seconds.

Tomboy 3 Results

1st - Tony Tomlin 6-15
4th - Brian Brundell 3-47
7th - Derek Etheridge 1-57

2nd - James Collis 6-01
5th - Jeff Fellows 3-42

3rd - Stephen Powell 4-27
6th - Steve Roberts 2-08

Tomboy Senior Competition

Again the number of entries was down, with six fliers qualifying, all seasoned Tomboyists.

Peter Rose, winner of two events this year, was hoping to continue his winning ways. He was joined by Barrie Collis, Derek Collin, Tony Tomlin, Stephen Powell and the league winner last year, Andrew Fellows.

Since the Tomboy 3 competition 30 minutes earlier, weather conditions had improved rapidly with very little cloud and only a light breeze.

Nick Skyrme was the starter and as he rapidly lowered the start board at 14.30hrs, all the models climbed quickly away. Peter Rose, Barrie Collis and Stephen Powell were soon very high and in lift as their 6cc of fuel was used up. The other three were high but comfortably in view.

Derek Collin was first to land at a little over eight minutes followed by Tony Tomlin a minute later. Andrew Fellows was next down in a few seconds under 14 minutes, this would be generally considered a winning time for the Tomboy Senior class.

However, all eyes were still looking skywards at the other three. They were only just in view, with heights estimated by various watchers to be of a minimum of 1500 feet, but possibly a good deal more! All were close and for the next 15 minutes seemed to be parked in the sky with only very little changes in altitude.

Barrie Collis was the first to break away and was slowly descending, being shadowed by Stephen Powell only a little higher. Peter Rose still very high, was also on his way down and a cat and mouse situation developed as all looked for any available lift.

Positions were swopped a number of times until Barrie Collis landed at 37 minutes dead. Stephen Powell claimed second spot, at 38 minutes 46 seconds and Peter Rose literally holding on, to land in first place 41 seconds later.

Praise must go to all 3 fliers for their exceptional performances.

Tomboy Senior Results

1 st - Peter Rose	39-27	2 nd - Stephen Powell	38-46	3 rd - Barrie Collis	37-00
4 th - Andrew Fellows	13-56	5 th - Tony Tomlin	9-22	6 th - Derek Collin	8-18

At the end of what can only be considered a good days flying after the awful weather of the previous few days [weeks], Val Howkins presented the winners with their certificates and awards.

Thanks as always go to Val and Paul Howkins for their efforts in making this probably the most popular event of the Vintage Flying year.

Tony Tomlin

Tomboy League Tables**Tony Tomlin****Tomboy 3 League Table to date**
(best 5 scores to count)

	Event	MW 8.4.12	MW 6.5.12	WM 13.5.12	StA 2.6.12	C/F 17.6.12	NB 8.7.12	C/F 12.8.12	MW 28.8.12	MW 23.9.12	C/F 7.10.12	
	NAME											Tot
1	Tony Tomlin	5	6	2	3	7						23
2	Tom Airey	1	8	7	6	-						22
3	Paul Netton	9	7	5	-	-						21
4	Bob Young	8	4	3	-	-						15
5	Chris Hague	-	9	6	-	-						15
6	James Collis	3	1	4	-	6						14
7	John Strutt	6	-	-	5	-						11
8	John Taylor	7	3	-	-	-						10
9	Jeff Fellows	-	5	-	-	3						8
10	Steve Roberts	4	1	-	1	2						8
11	Stephen Powell	-	-	-	-	5						5
12	Brian Ball	-	-	-	4	-						4
13	Brian Brundell	-	-	-	-	4						4
14	Derek Etheridge	-	-	-	2	1						3
15	Derek Collin	2	-	-	-	-						2
16	Richard Farrar	-	-	1	-	-						1
17	Tony Overton	-	-	-	-	-						0

Tomboy Senor League Table to date
(Best 5 scores to count)

	Event	MW 8.4.12	MW 6.5.12	WM 13.5.12	StA 2.6.12	C/F 17.6.12	NB 8.7.12	C/F 12.8.12	MW 26.8.12	MW 23.9.12	C/F 7.10.12	
	Name											Tot
1	Peter Rose	4	7	7	-	6						24
2	Tom Airey	8	6	5	4	-						23
3	Barrie Collis	5	2	4	-	4						15
4	Tony Tomlin	3	4	3	1	2						13
5	John Strutt	9	-	-	3	-						12
6	Chris Hague	-	3	6	-	-						9
7	Andrew Fellows	-	5	-	-	3						8
8	Wesley Denton	7	-	-	-	-						7
9	Stephen Powell	-	-	-	-	5						5
10	Derek Collin	2	-	1	-	1						4
11	Tony Overton	2	1	-	-	-						3
12	Richard Farrar	-	-	2	-	-						2
13	Brian Ball				2							2
14	Bill Longley	1	-	-	-	-						1

Tony Tomlin

120

AEROMODELLER ANNUAL

ENGINE ANALYSIS

FROG "100" MARK II.

Manufacturers. International Model Aircraft Ltd., Morden Road, Merton, London, S.W.19.

Retail Price. 48s. including Purchase Tax.

Delivery. Immediate.

Spares. Immediate.

Type. Compression Ignition.

Specified Fuel. Frog "Powa-Mix."

Bore. .375 inch.

Stroke. .55 inch.

Capacity. .99 c.c., .06 cu. in.

Weight (Bare). 3.75 ozs.

Compression Ratio. 8:1 to 16:1.

Mounting. Radial, upright, inverted, or sidewinder.

Recommended Airscrews. Free Flight, 8×5 inches; Control Line, 8×5 inches, or 8×6 inches.

Recommended Flywheel. 2½ oz.

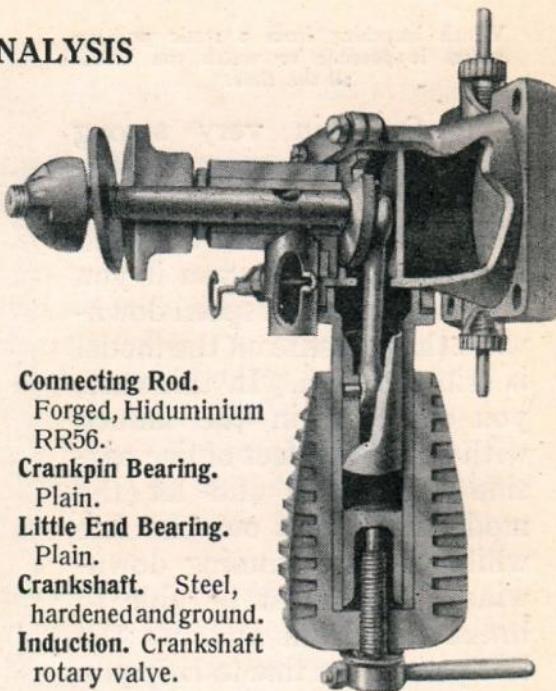
Cylinder. Steel, hardened, ground and honed

Cylinder Head and Fins. Aluminium alloy Die-cast, attached by 2 8BA holding-down bolts to Crankcase.

Piston and Contra Piston. Meehanite ground and lapped.

Crankcase. Aluminium alloy. Die-cast. Integral Fuel Tank.

Front End. Aluminium alloy. Die-cast attached to crankcase by four 10BA screws.

**Connecting Rod.**

Forged, Hiduminium RR56.

Crankpin Bearing.

Plain.

Little End Bearing.

Plain.

Crankshaft. Steel, hardened and ground.**Induction.** Crankshaft rotary valve.

TEST

Engine. Frog "100" Mk. II Diesel.

Fuel. Frog "Powa-Mix."

Starting. Extremely good under all conditions.

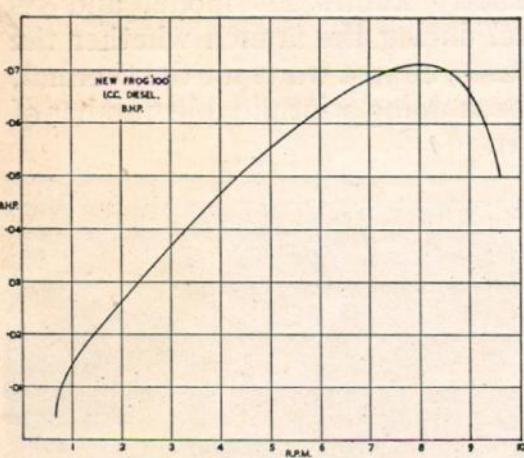
Running. Shows great flexibility, and ran well at all speeds between about 1,000 and 9,000 r.p.m. It was not found possible to exceed 9,600 r.p.m.

B.H.P. The curve shows a flat characteristic between 7,000 and 8,800 r.p.m., with a maximum output of .071 b.h.p. at around the 8,000 mark. (The Frog "100" engine tested in 1948 gave .0575 b.h.p. at 8,100 r.p.m.) Output declines fairly steadily down to about 1,000 r.p.m., below which a steep drop is indicated, so that at 700 r.p.m. the output is only .0094 b.h.p. At 9,600 r.p.m. the output is down to .05 b.h.p.

Checked Weight. 3.75 ozs. (with tank)—
Maker's weight, 4 ozs.

Power/Weight Ratio. .304 b.h.p./lb.

Remarks. This new Frog engine displays all the characteristics of easy starting, flexibility, and reliability, associated with the range.



Letters to the Editor

David Parker - Pelly-Fry:

May I via your pages thank everyone for their input on Group Captain Pelly - Fry, and hasten to explain that initially (due to a senior moment) I became confused between he and Murray Pedon (another character from Oulton who so far as I know is in Canada). And yes, I have bought Pelly's auto biog and a jolly good read it is too. A few revelations - I did not know he was instrumental in the evolution of the "jerry can"!!

My interest in Pelly - Fry incidentally stems from the proximity of Oulton and the consequent interest of activity there. Plus of course his undoubted contribution to aeromodelling.

Yes Pelly - Fry was perhaps a bit of a name dropper - but did collect a few worthwhile names to drop - Bert Harris with whom he worked and HM King George VI to name but two. Although I am only part way through his auto. biog. the picture he paints certainly is one of Heavenly Days - a pretty cushy time one might think??

David Parker

Dick Twomey - RDT & Stephen Lacy:

John,

Couldn't help noticing another supporter for "personally I would ban RDT in the event of a DT flyoff unless everyone was so equipped", says Jerry Litschi from the USA. He is not alone...

Re Jim Paton's enquiry about Stephen Lacy, best to refer him to Peter Tomlinson, who has inherited all Stephen's models.

It's cloudy again today: What, in Mauritius !

Best regards, Dick.

Bryan Lea - Stephen Lacy:

Hi John,

Re. the request for Stephen Lacy's contact details in New Clarion. I was at Old Warden where a vendor was selling the LATE Stephen Lacy's effects.

Regards Bryan Lea

Ian Russell - Bowden 'Type' Event:

I see I have shot myself in the foot in the July 1066. I have said I'll CD a Bowden 'type' contest at MW in October.

I realise what I intended to say was I'll donate an engine as a prize if anyone will run a Bowden'ish event at one of the major rallies this year!

However, what's done is done, so D.V. I'll be there. Be aware the rules will be slightly different from the current SAM/SMAE rules, although any model which qualifies for those will qualify for our October event.

I'm in discussion with various parties as to any rule changes, and will announce the outcome in due course.

I envisage CD'ing as being there and noting flight times, and scores if relevant.

I shall not be making subjective judgements as to whether someone dropped a wing on takeoff, and such. If that's to be done it will be done by someone else. I'd hope to take part myself, but in the unlikely event of me winning, the prize would go to the next person down!

Ian Russell

Quite a lot of sports indoor flyers have taken to the 'Legal Eagle' class so I think the time is ripe to reiterate the rules for those who are not yet with it and provide a couple of designs and a bit of advice from experienced exponents of the class. (don't panic I'm not one of them). **The rules are as follows:**

DRAWING REQUIREMENTS

1. Drawing must fit on one side of one sheet of legal size (8-1/2" x 14") paper.
2. No component parts drawing may be superimposed or overlap another and must clear one another and the edge of the paper by at least 1/8 inch.
3. Wing(s) and stabilizer must be drawn full span, tip to tip and fuselage drawn in its full length from nose to tail in one piece.
4. Fin(s) may be drawn where space allows and not necessarily attached to the side view.
5. Landing gear must be drawn in its place on the side view showing its full length.
6. No top or front view is required.
7. Drawing must be presented to C.D. on demand.

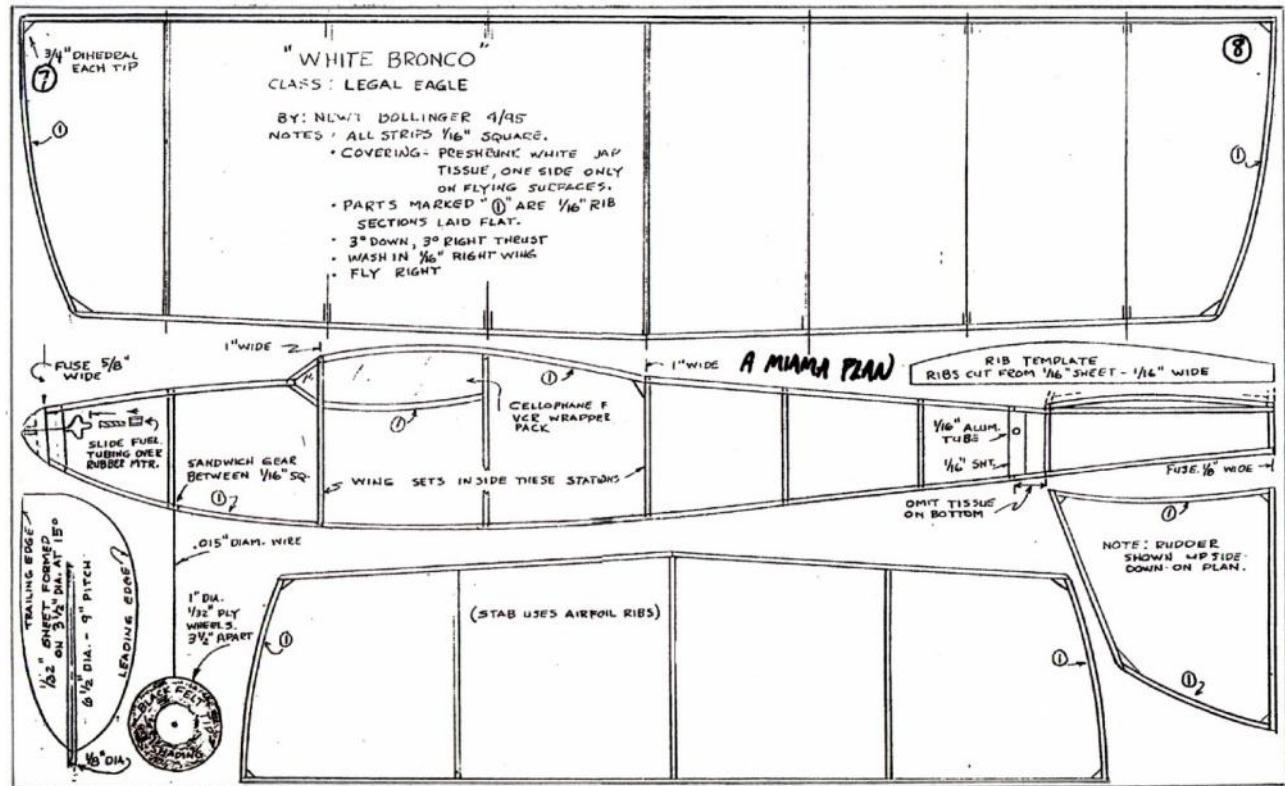
DESIGN REQUIREMENTS

DESIGN REQUIREMENTS

1. Smallest wood size to be 1/16 inch square except for propeller.
2. Fuselage measured to its outside surface must contain a space 1" x 1.5" x 3".
3. Fuselage must have a cabin or open cockpit with a raised windshield of at least 30 degrees of clear or translucent material. Cockpit must be actually open, with a headrest or canopy.
4. Flight surfaces; Leading and trailing edges cannot parallel each other.
5. Tip outlines must have no straight lines except for stabilizer where a twin fin is used.
6. If twin fins, or two wings are used in the design, parts may be built in duplicate over the same drawing.
7. Jap tissue required on all non-sheeted, open framework surfaces except for fuselage surfaces covered by a flying surface directly attached to the fuselage and areas involved in an open cockpit or minimum access area to the motor. No ultra light film covering to be used, unless used for windshield or windows. Flight surfaces may be single or double covered.
8. Landing gear must use at least one 1 inch diameter wood wheel.
9. Use of motor stick(s) or tube(s) O.K. and if used, must be shown on the side view in one continuous length in the proper position.

FLYING

1. Models must R.O.G. from floor or any solid place designated by C.D. on contest day.
2. Total of best 3 flights out of 5 wins and delay timing of 20 seconds with two delays in succession as one official, per AMA rules.



The 'White Bronco', a version of this model won the 2012 Indoor Nationals
The model was flown by Ken Bates with a best time of 3-16.

The 'Clayton Green Indoor Flyers' thro' Tom Tomlinson's website www.creativesweb.co.uk has a wealth of information on 'Legal Eagles' and other indoor models.

Tom offers the following advice to would be 'Legal Eagle' builders:

Keep the tails light. Pre shrink the tissue don't dope it, except a 25 dope/75 thinners on the fuselage and work hard to avoid warps. A tiny bit of wash-in on the inboard wing is ok to keep the nose up in the high torque phase and provide a bit of drag to help the turn on lower power (when the rudder is less effective and side-thrust none-existent). If you want max duration in a low ceiling, a prop with a pitch/dia. ratio of 2:1 is optimum, but the models are tricky to trim and need to be light. A lot of our flyers use a butterfly prop from flitehook (www.flitehook.net). This is light, has lower pitch and enables you to use thinner rubber (but the turns spin off more quickly!).

If you haven't built a Legal eagle before, you might like to build the Mist-trial first:

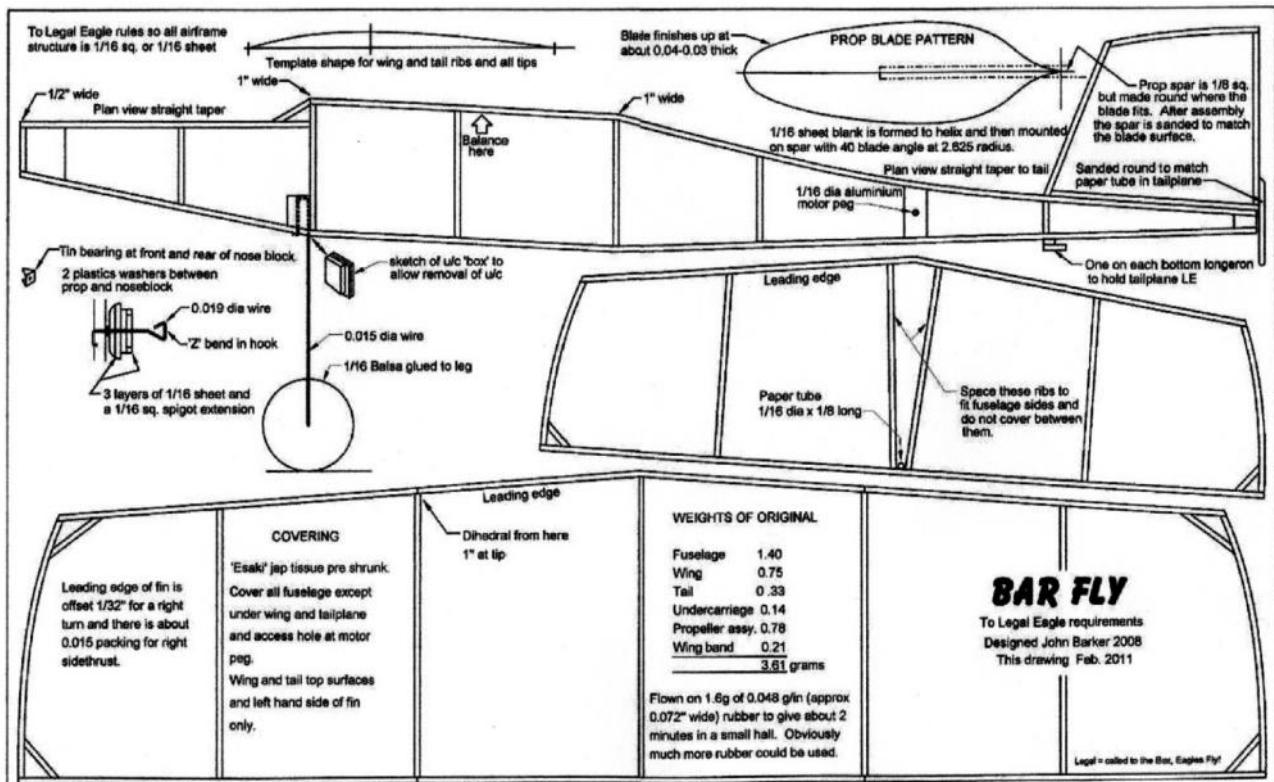
<http://www.thermalthumbers.com/free-plans>

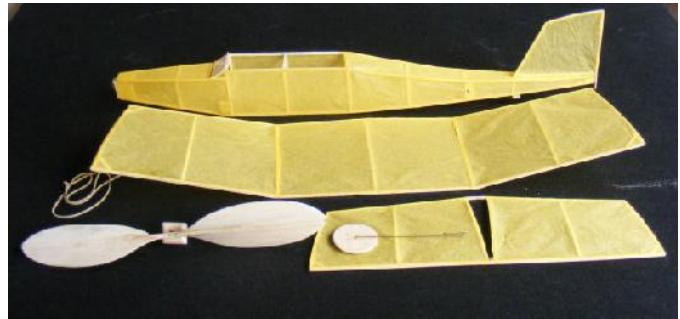
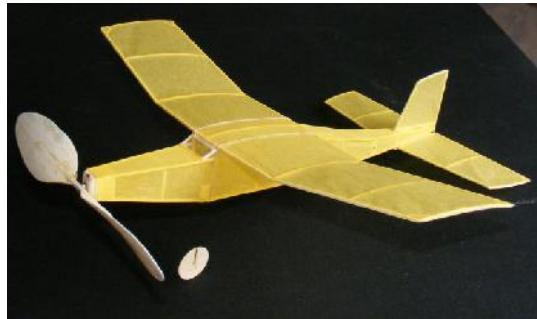
It is a great flyer and easy to trim. Use a normal motor peg and move it forward to just in front of the leading edge of the tailplane. This saves adding weight to the nose to get the CG in the right place.



Three examples of 'Legal Eagles' from the Clayton Green website

John Barker (of Lulu fame) has designed a Legal Eagle by the name of 'Bar Fly', a simple functional design. One aspect is that all its components are detachable which makes for a small model box. Most people seem to build the models all in one piece, at least I do and carriage is a problem.





John Barker's 'Bar Fly' Assembled and Dis-assembled

With all rubber duration models, the propeller is an important item and it is significant to note that John has deviated from the normal 1/32 sheet blades to 1/16 sheet which allows feathering in of the spar and aerofoil shaping of the blades.

The rubber motors for LE's are usually about a 12in loop of 70-80 thou wide strip according to the size of the propeller.

One tip, if you start designing your own, is to only secure the tailplane by its leading edge and design the fuselage such that the incidence of the tailplane can be adjusted by the trailing edge fixing of a post and tube.

The models must take-off (ROG) and must have at least one wheel. It is not necessary for the wheel to turn so just cyano it to the leg, the model will ROG OK.



A model by Eric Hawthorn (Birmingham) and my own 'Spread Eagle'

There is one piece of advice that I will give to anyone who downloads a pdf file of a design from the internet and that is 'watch out for the scale when you print it out'. My 'Spread Eagle' is only about 80% of the size it could have been due to the pdf file I cribbed off the internet for the wing and tail printing out under size. I only realised the error when I was preparing a drawing for the finished design but I had already made the flying surfaces.

I have now found that it is more reliable to open the file in 'Photoshop' and print from there, that is full size.

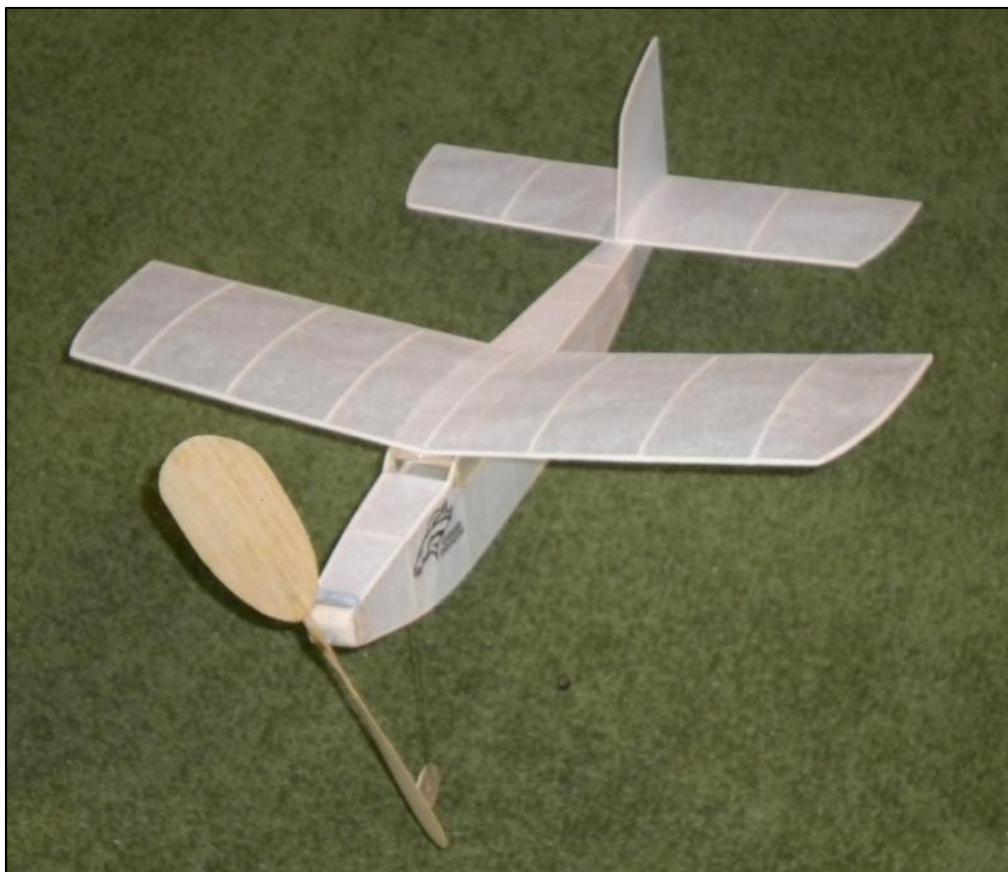
Give Legal Eagles a go, they are fun to fly and relatively easy to build.

John Andrews

This year was the first Indoor Nationals I have attended since it was held in the Dome in London that would have been about 2002. I think the Indoor Nats usually clashed with the Peterborough Flying Aces which has been a must attend for years now. I thought that it might be a good idea to attend so, having convinced the distaff side that it would be akin to three days in the Canaries, I cast about for inspiration.

My old EZB definitely wouldn't cut it against the modern F something or others which left a rickety LRS, my ancient Profile scale and a Gymnie Cricket. Then I read an article in the BMFA magazine about 'Legal Eagle' the new wonder drug from America.

Well I had handled Manhattens and Peanut Duration in the dim distant past of Cardington and Milton Keynes so what could be difficult, I delved into the old tinternet cyberspace finishing up on the Thermal Thumbers web site where I found the 'White Bronco' being the prettiest of the bunch and I do like pretty. So, after chopping a half pack of SAM's 1/16 sq into small pieces and doing a printing job on a piece of tissue that all but wrecked the printer, I gazed admiringly at my new creation, put it in a box and moved North to Runswick Bay.



The 'White Bronco'

It got a bit difficult when we arrived, trying to explain that it probably rained just as hard in the Canaries but anyway we were there.

I was a bit taken aback at first sight of Boulby, but the interior seemed flyable although the complicated 'cats cradle' in the roof looked a bit dangerous, as it proved to be for many.

Friday found me campaigning the ancient Ford Stout profile scale from the Dome days when it placed 3rd, this time we came 2nd behind a beautifully built and flown Sonnerai by Peter Turner.

Saturday I flew the Gyminnie Cricket kit version, plastic prop climb like an 1/2A job, nobody liked it. I heard it described as a flying buzz saw.

Then Sunday the big day. Yes I knew it was still raining but we were flying indoors weren't we. The brand new Bronco was unpacked. A quick 'scrat' around in the rubber box found a piece of 3/32 that seemed about serviceable so it was knotted, lubed and inserted. Turns were applied about 1500 and off for the first flight. It circled nicely to the right with an undulating motion. My years of modelling experience left me in no doubt as to what was required. I bunged a bit of blue tack on the nose gave it some finger winds and off she went. Lovely. I found that my fixed wheel wouldn't go on the false grass so I used a bit of cardboard for a runway. Two reasonable flights later I went to spy on John Andrews, who was out climbing me by miles, finding that he was using something like 0.1 rubber I returned to my box and after much comparing of sizes I got technical and measured a bit of 0.1 with my callipers. Not a lot of difference on the next one so a newer (less used) piece was found. Still no great leap in performance then it dawned on me torque was what I needed bags more torque. I had been putting 3500 turns on would it take 4000 only one way to find out.

3 minutes 16 seconds that's the way to do it. One last reasonable flight and I was done. There is not a shadow of doubt in my mind that had John Andrews and Peter Turner not been so unlucky with wall strikes and the cats cradle I would not have won. But tortoise and hare!

So there it was a gold and a silver and two raffle prizes, I was as happy as a porcine quadruped in excrement.

Thanks to everyone for a great weekend and a reintroduction to indoors. Now next year.....



Ken Bates

1981 Lothar Doring, 27, FR Germany



Monday, August 10, 1981: This would be the Thirty-Fifth Wakefield Cup event since 1928. For the first time the contest would be held in Spain, at the village of Burgos. In the travel and tourist guides Burgos is described as "... a windy place..." Martyn Cowley railed about the meteorology of Burgos from the onset in his tirade for Aeromodeller, forgetting the Cranfield venues of years gone by. Martyn was unkind to the contest organizers also; he tweaked my interest when he mentioned "THE RULES". The aerodrome was itself fairly large, but it was bounded on two sides by industrial buildings and housing. The area was flat. The wind was a problem, and it left an undying impression on everyone in attendance. This wind came on every day at about noon, and aped in the late evening, then blew all night. There must have been shutters slamming through the nights where Cowley slept, because the edge of sleeplessness was lying between his lines.

Not present to contribute to the cursing were the teams from (DDR) and (P). (B) was there, so was (D), (F), (CCCP), (N), (J), (4X), (I), (L), (OY), (ZK), (G), (PH), (SE), (YU), (LV), (C), (SP), and of course (EC). On a note of interest the 1953 Wakefield Champion Joe Foster came back to the WC, his first in ten years! The 1979 Wakefield WC Itzhak Ben Itzhak of Israel was on hand to defend his title. In all there were thirty-one nations present to compete in this environment, and promptly half an hour late at 7:30am could be heard the winder gears of eighty-one very determined contestants.

ROUND 1: The rocket announced the beginning of the round, and now the whirring sound from the winders became an epidemic. Victor Roshnok (CCCP) was the first one up, giving the world its first look at a DPR launch at the WC. All of Team CCCP were equipped with these new machined aluminum front end devices. First the propeller blades were locked into a full feathered position, then after winding the rubber motor the front end is hooked on, after wind-up, while waiting for the signal to launch from the Team Manager, winds can be added through a ratchet stop device. At the order to launch, a thumb stop release triggers the timer, which releases the propeller hub at 0.7 seconds. The propeller now rotates either to a pre-set pitch. If it has variable pitch it rotates through a series of pitch positions. The F1B is simply launched like a javelin, achieving a bonus height of from 10 to 30 feet, depending on how athletic the person doing the launching is. Other bonus from this method is that when the aeromodel is launched it assumes a more consistent flight position, and no winds are lost on the launch. The WC contest for the best javelin launch was between Eugene Gorban, and his Teammate Aleksanar Andrjukov. As the round ended only two teams had maximum scores (N), and (LV).

ROUND 2: The wind increased, and a layer moved in lessening the lift. This round closed with twenty-one having two maximum scores.

ROUND 3: Thermal detection used to be simple, one simply felt the rise in temperature on their skin. Not so any more, thermal detection devices were now assuming scientific instrument levels. When first introduced there was a great deal of consternation about the legality of use of such instruments, these devices were banned from the launch zone at the 1977 WC, by official proclamation. Now it was truly difficult to compete without one.

ROUND 4: The Israeli Team misread their twin recording thermal detectors, which had been unfailing at Taft, here Ben Itzhak dropped the round.

ROUND 5: Upwind the Japanese placed 400 small kites next to the twelve thirty foot high poles topped with long colorful silk ribbons placed by the Team China. This maze did not go unnoticed by Joe Foster, who also had his own recording thermal detector, because he maxed the round again. The contest organization broke down in this round when no signal was given to close the round.

ROUND 6: Now the organizers failed to provide a signal to open this round! The French Team was especially shaken by this screw-up, because they had two team members with perfect scores up until now. Joe Foster was down in only 142 seconds. Only Doring (D), Landau (F), and Pierre-Bes (F) had perfect scores now.

ROUND 7: The German Democratic Republic Team was refreshing in that they shunned wearing Nationalistic clothing, had no dictatorial Team Manager issuing orders to launch, you were "...on your own like a rolling stone. In the great unknown". This was Lothar Doring, using his twin recording devices to measure wind speed and temperature differences on a paper print out. The sensing devices were located 500 yards up wind and Lothar determined his own destiny. Holding now for 10 minutes with a fully wound motor, he decided to switch to a preloaded aluminum motor tube. Now he quickly set up the fresh fuselage on his winding stand and cranked in 360 turns into a 16 strand Pirelli motor, all the while watching his meteorology instruments. Slowly there came a lull in the wind speed, and a rise in the temperature, as a thermal of some consequence moved towards him, upwind. Lothar was ready having practiced this condition hundreds of times. He launched at the in-filling wind, and maxed the round. Let the Contest begin! The Frenchmen using similar techniques both maxed the round. There will be a fly-off today.

ROUND 8: This would be the 240 second round, beginning at 7:03pm. Lothar began winding his number one "Espada" just after the horn sounded to start the round. After he had put in 360 turns, he set this one aside, and set up his spare aeromodel on the stand, but did not wind it up. Now Lothar set himself to the task of reading his meteorological instruments with intensity. The launch window clock was ticking, five minutes had already passed in the fifteen minutes allowed. Lothar convinced of the lift indicators from his instruments, picked up his already wound "Espada", and javelin launched it straight up. His Wakefield trembled in the climb, going straight until the initial torque came out of the rubber, than right, and continued that way throughout the glide. Gerard had followed Lothar and Alain followed him. Lothar maxed, then Gerard, then Alain. There would be another fly-off round.

ROUND 9: This would be a 300 second round, and it began with an impound for processing, after all three F1B had been retrieved from the industrial area. There was a problem! LOTHARS RUBBER WAS OVER THE 40 GRAM LIMIT! French for "bitching" is "bitching", and it was loud, and it was clear that they were very unhappy. A comparison of the weight scales indicated the scales were not coordinated. A line was finely drawn in the sand, the start of the next fly-off round was set for 7:45pm. Lothar again set up his "Espada", but this time as he stretched the motor it lurched in the stand, and broke the tail boom! Alain had meanwhile tripped over his winding stand, but he got up smiling. Yes, tension was building. Gerard launched first. Lothar watched Gerard's F1B, and his instruments, and than he launched. At three minutes before the round ended Alain went off. Gerard was down first, 126 seconds, than down came Alain, 190 seconds. Lothar Doring's Wakefield was still very high over the industrial area when it DTed at 300 seconds, today he would be the 1981 Wakefield World Champion!

A final, painful incident occurred after the contest when Lothar Doring was at a hotel party, the celebration prompted one of the Spaniards to call the Carbenari to curb the jubilance. One of the police officers struck Lothar in the left knee, with a rifle butt, causing cartilage damage, from which he never recovered. So much for "...friendly International competition"!

Individual Winners

Place	Name	Country	Round 1-7	Round 8	Round 9
1	L Doring	BRD	1260	240	300
2	A Landeau	FRA	1260	240	190
3	G Pierre-Bes	FRA	1260	240	126
4	E Gorban	CCCP	1257		
5	W Ghio	USA	1242		
6	M Kobori	JPN	1240		
7	I Ben Itzhak (1979 WC)	ISR	1226		
8	J Foster (1953 WC)	USA	1222		
9	L Balzarini	ITA	1221		
10	L Dupuis	FRA	1204		

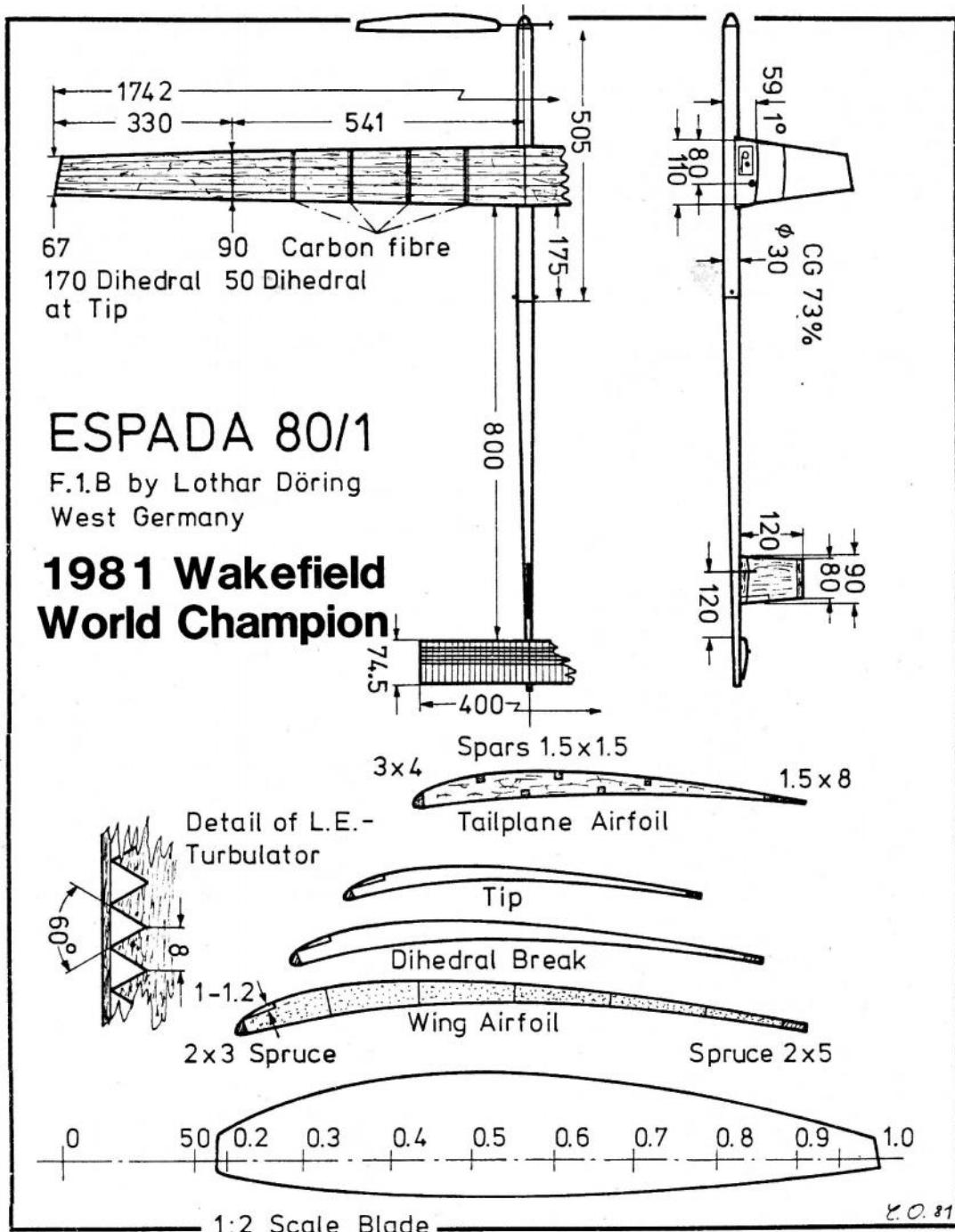
1981 Team Results for Penaud Cup						
Place	Country	Abbreviation	Total	Team member places		
1	France	FRA	3724	2	3	10
2	China	CHN	3532	14	16	25
3	Netherlands	NED	3512	18	19	25
4	Fed.Rep.Germany	BRD	3502	1	23	41
5	Japan	JPN	3444	6	31	39
6	USA	USA	3442	5	8	62

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Charles Dennis Rushing

The following images are courtesy Roy Tiller and the DBHLibrary





top three fly-off participants Lothar Doring right Alain Landreau middle and Gerard Pieere-Bes left.

Roy Tiller

Picture Parade



Members of the Royal Air force Model Aeroplane Club 1928
At that time, the real planes with which the RAF was equipped were little better.
The race to rearm had not yet begun.

John Thompson came across this picture by chance in a book of the 20's
Attributed to 'The Hulton Getty Picture Collection Ltd.'



John Lairds 3 x 'Mamselle' together with an ever popular 'Majestic Major'
(Picture by Tony Tomlin at Cocklebarrow)



**John Taylor at Clayton Green seems highly delighted with his lot,
his own designed 'Legal Tender' in one hand and a 'Penny Plane' in the other.**
(picture from Tom Tomlinsons website)



Peter Michel at Wallop with his pristine "Stothers" glider.
(picture by Keith Miller)



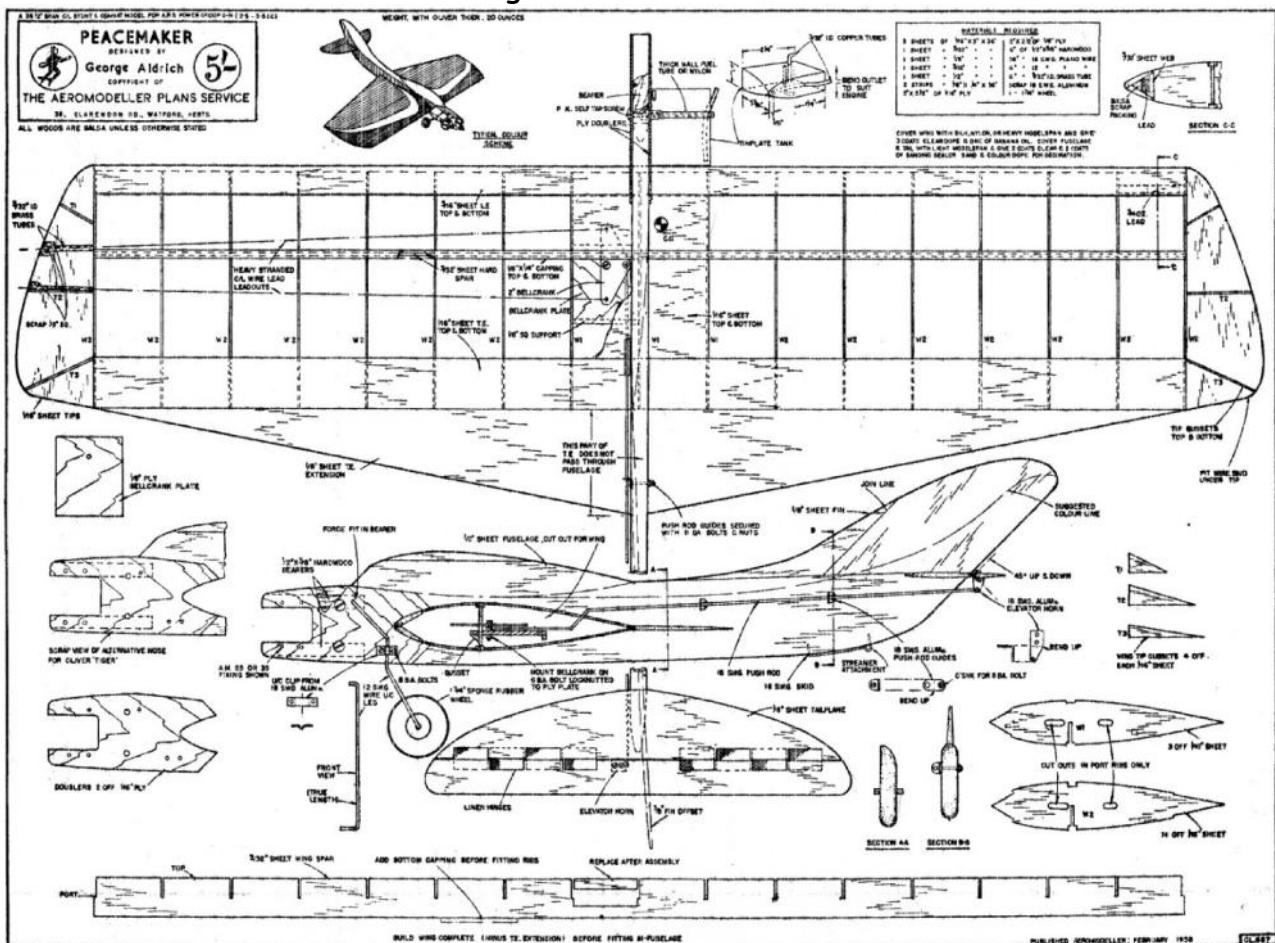
Mark Benns's winning F1-D and winding jig at the 2012 Boulby Indoor Nationals
His winning time was a 21minutes 46seconds, a two flight total.
He made 4 flights with only 28 seconds between the highest and lowest.
(picture by John Andrews)

This months plans

Peacemaker: Classic stunt design from Bob Palmer. I never really got into control line - had a few tries with the Keil Kraft Champ & an ED Bee but found that the propensity to rapidly get dizzy & fall over happened too frequently! Didn't have that problem with free flight.

Penumbra: this is to promote tailless gliders. We had a photo of John Taylor & Bob Taylor with their models at Middle Wallop in a recent NC. The Penumbra does fly very well. Don't forget there is a tailless comp included in the August meeting program.

Simmonds 1937 Wakefield: Streamliner - looks complicated build. Has anyone built this model? Don't recall ever seeing it at MW.



My little *Peacemaker*: George Aldrich.

The pre-requisites for any combat model are as follows:

(1) Simplicity; (2) Ruggedness; (3) Manoeuvrability; (4) Speed; (5) Inexpensiveness.

"I have flown my *Peacemaker* with a variety of both diesels and glow plug engines in the 2.5 to 3.5 c.c. class. Speeds ranged from 65 m.p.h. to 80 m.p.h. This is in great contrast to our models over here in the U.S. where we have no noise problem. My own *Flite Streak* design is flown at speeds above the 100 m.p.h. mark with the Fox Combat "35" for power.

"The construction is very easily seen on the plans, however, there are a few hints which may be of aid.

"Any stunt model be it combat or precision is built around its wing. Therefore, if your *Peacemaker* is to be a top performer, you must have a straight wing. After slipping the wing ribs on to the 1/8th sheet spar, add the leading edge and then the trailing edge but *do not* cement the ribs to the spar. In this way the wing can be properly aligned. The 1/8th x 1/4th spar caps are now added. Now cement the three centre ribs into place, and install the 2-in. bellcrank and leadout wires. The tips are now cemented in place and the 1/8th o.d. tubing lead-out guides installed on the bottom face of the in-board wing tip. The centre planking of 1/16th sheet may be installed and now the remaining ribs are cemented on all sides to the "I" beam spar. The wing is now ready for sanding. "After completing the fuselage the wing may be

installed and the 1/8th sheet trailing edge pieces cemented in place. A strip of gauze should be cemented all around the wing where it passes through the fuselage.

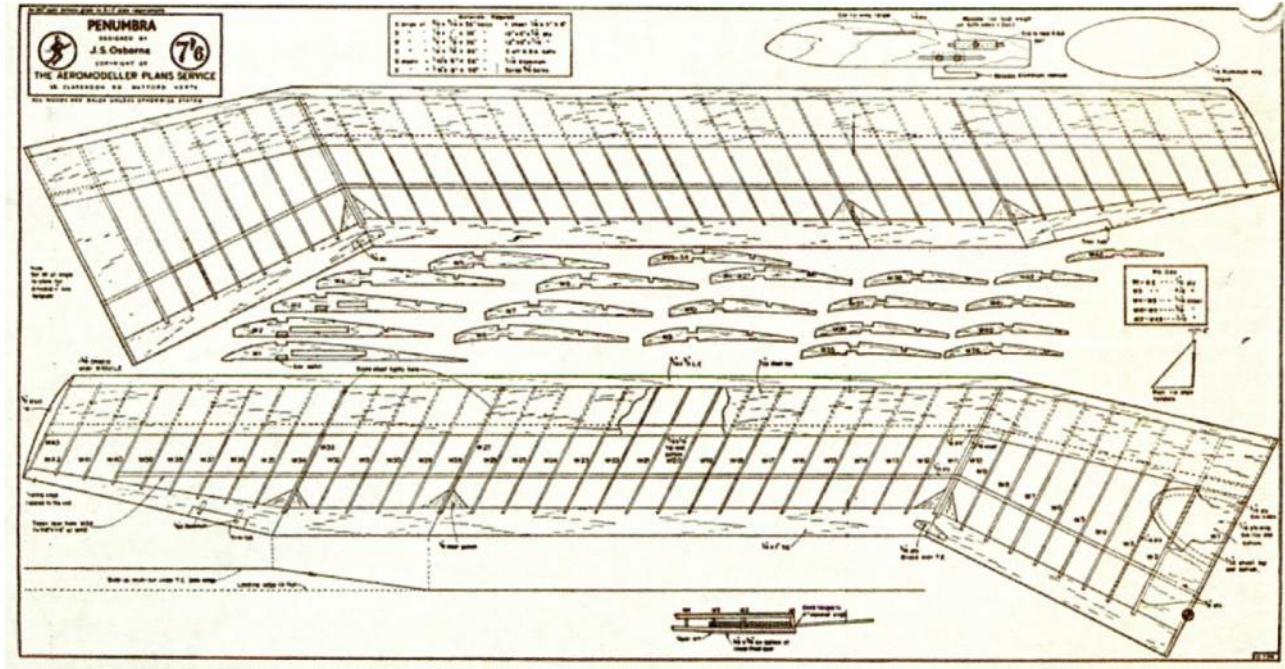
"Now install the tail section, double glueing all joints.

"The pushrod is now bent and a 1-in. square of the 1/16th in. sheet planking is cut out directly over the bellcrank. You must also cut a slot about 1/8th in. by 3/4 in, in the 1/16th planking as shown on the plans. You may now install the pushrod by loosening the bellcrank bolt slightly and then tightening the bellcrank down again. Do not neglect the push rod braces as they are essential to positive reaction. Also replace the 1 in. square of 1/8th sheet planking. "A good procedure for finishing is to apply a heavy coat of clear dope to the entire model and sand well. Next the wing should be covered *wet* being sure to keep all panels damp until the job is complete. A total of approximately four more coats of heavy clear dope are now applied, sanding between each application. You may also add three or four additional coats to the nose section for protection against oil penetration. Coloured dope may be added if desired, but remember extra dope adds weight and weight cuts flying speed.

"The writer sincerely hopes your *Peacemaker* affords you many enjoyable hours. You may care to know that my personal prototypes have performed square four-leaf clovers, square vertical eights, square horizontal eights, triangular vertical eights, octagons, and many others with ease.

"It is my lingering wish that I someday may visit England and attend one of your rallies. From the stories Bob Palmer has related to me I'm sure there is more for me to learn from you than you so modestly say you have learned from us." *George Aldrich*

George Aldrich



Penumbra: *J.S.Osbourne*

For those about to reach for their dictionaries, the name refers to the "partially shaded region of light around the total shadow of the moon or the earth in an eclipse", and such a "glowing" title is particularly apt for this very successful tailless design to international specifications. When the decision was taken to make the international tailless class meet the same regulations as for A/2 gliders, tailless enthusiasts were set a rather hard task of absorbing the higher wing loading in a smaller than usual size model.

The Dutch have always been keen protagonists for the tailless type and J. S. Osborne has in recent years influenced the Netherlands designs to an extent that the models flown by his country's team for this year's international were all based on his conception, typified by *Penumbra*.

He was Dutch champion for 1956/57/58. The winner at Terlet in 1957, third in 1958, second at the Saarbrücken international in 1958 and *Penumbra*'s still-air average time is no less than 2:20, proving its thoroughbred background.

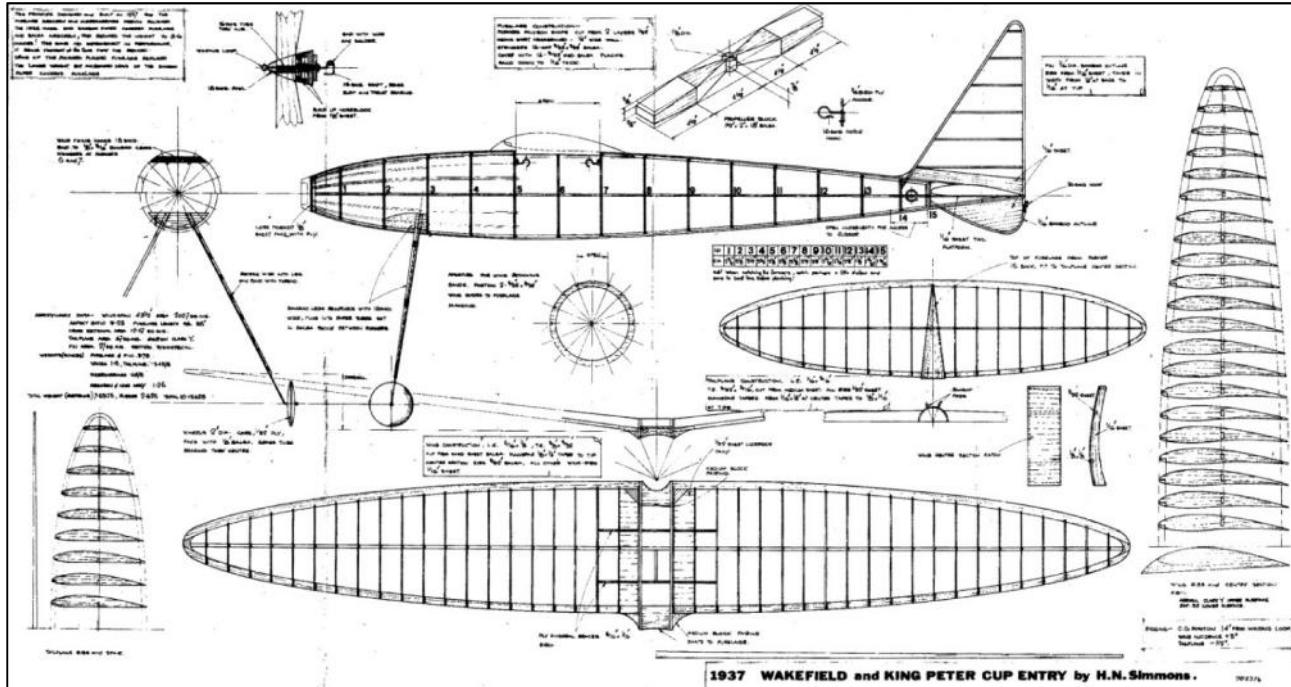
Penumbra is the fifth in this series of designs and was first made in 1956. From the start, the main object was to produce a fairly simple model with washout incorporated in varying stages of wing taper. This "stepped" trailing edge method means that one can build in the washout comparatively easily by packing up the construction over the building board and with a straight line leading edge and sheet covered forward section of the airfoil, the wing is immensely strong (as seen in Germany this year, it takes a concrete block to put the model out of action!)

Construction begins with pinning down the leading edge and the trailing edge to rib W 27 over on the board, with jig or packing blocks to support the trailing edge for the remaining outboard panels of the trailing edge. Assembly follows the normal sequence of fitting upper spars, bracing gussets, wing boxes, etc., and the wing is then lifted from the board

for the lower spar to be fitted prior to adding leading edge sheeting when the trailing edge angles are well and truly set. For experienced modellers, construction will be found very simple and the model is soon made. First flight tests should be made from hand launches with the trim tabs deflected to make *Penumbra* fly straight. It is then an omni-directional

model, able to slip into lift on either side of the line of flight and this gives it considerable advantage in competitions. For final trim, a movable ballast weight is arranged in the "fuselage" and this can be used to compensate for varying wing strength.

With such a high performance tailless model available now for everyone to build, maybe we shall see larger entries for events during next season. Certainly the flying wing is a fascinating subject and who could ask for anything more simple than a couple of wing halves to carry to the flying field for a day's enjoyment?



Roger Newman

Secretary's Notes

Roger Newman

The Tangney Wakefield

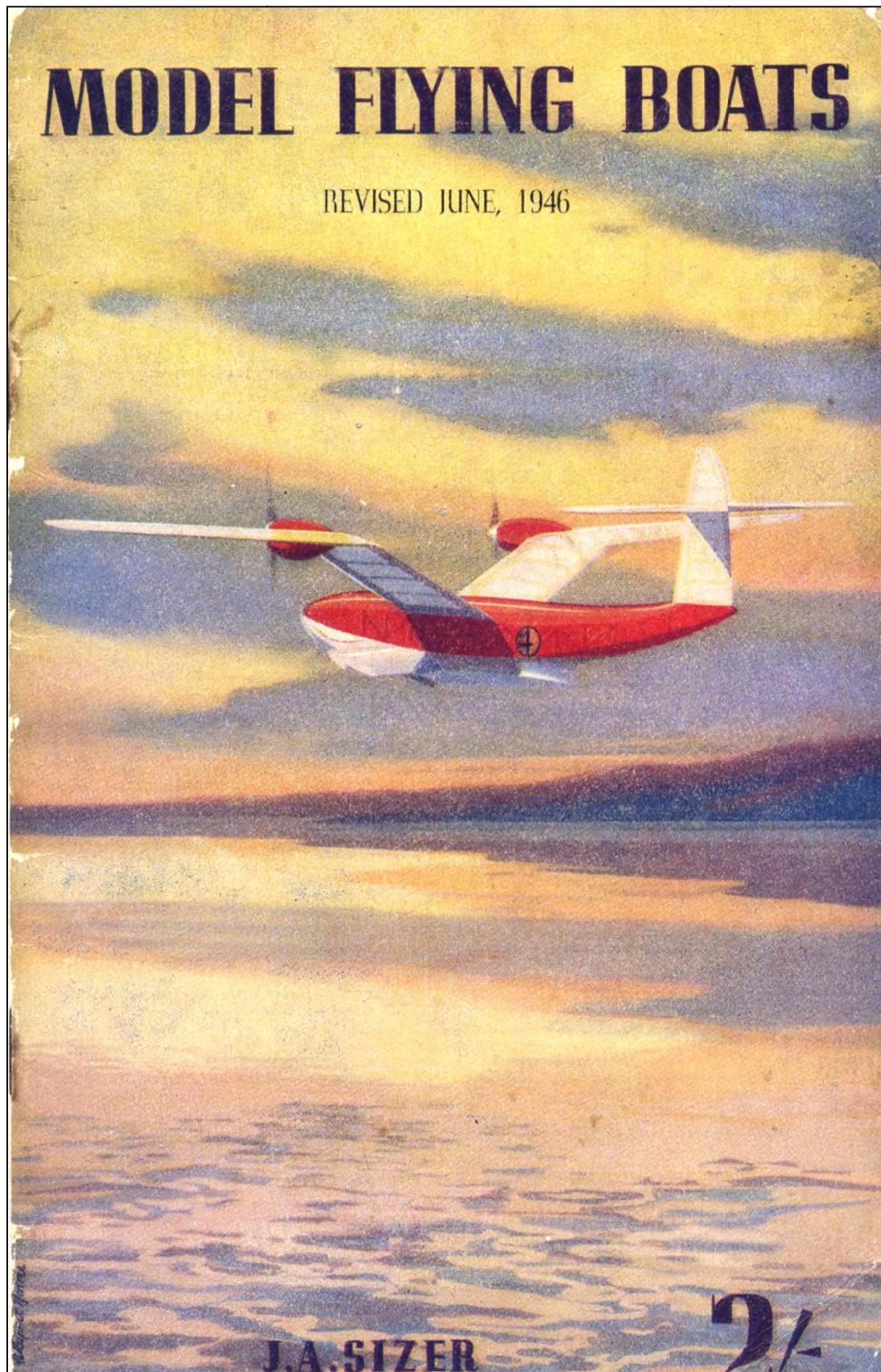
There has been recent interest shown in a post war Wakefield designed by Jimmy Tangney, who flew with the Croydon Club when posted to the UK during his time in the USA Navy. Jimmy was a member of the Chicago Aeronuts when at home.

Peter Jackson, who flew with Jimmy, has maintained contact with him & has managed to complete a redraw of the original model that has been approved by Jimmy. It can therefore be added to the list of authentic vintage Wakefields. I've just received a paper copy - it will be added to the plan library as DBHL 5291 & anyone can then request a digital copy.

Copies should be available in three or so weeks. Jim Moseley in Canada has already asked for it through previous correspondence with Keith Miller & our esteemed Editor.



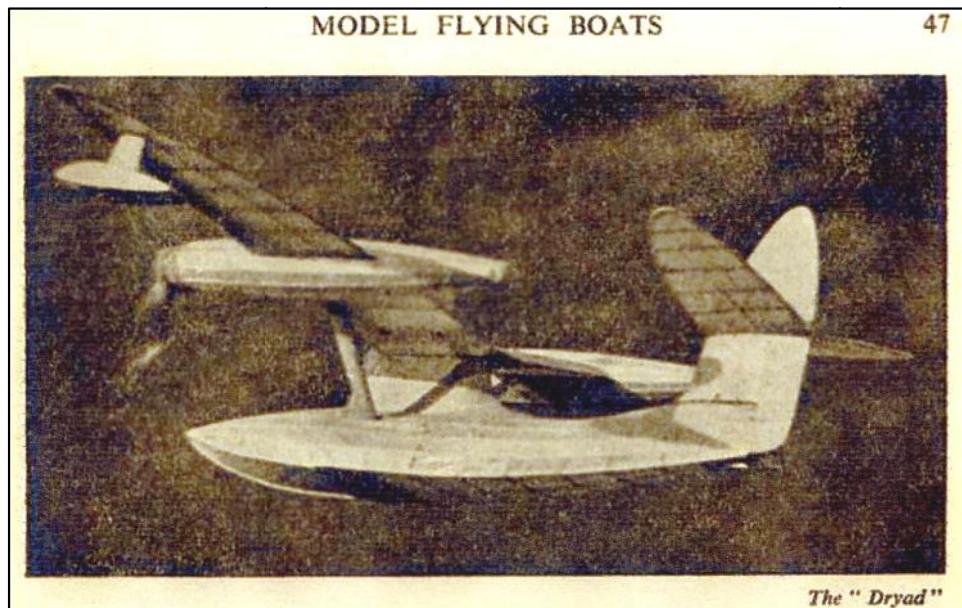
photo, Model Aircraft June 1949.



The photo following, taken from "Model Flying Boats" by J A Sizer & published by Aircraft (Technical) Publications Ltd in 1943, shows the amazing level of interest in aeromodelling at that time. No date on the photo - does anyone recognise or remember the location & date?



The actual publication is an A5 monogram, priced at 2/-. It was superseded by a revised edition dated June 1946 that included short notes on "well known" water planes such as GB2 (which we have seen at MW over the years) & a model called "The Dryad" - an example of which has recently turned up with our Bournemouth Club Chairman (John Taylor), who brought it to a waterlogged Beaulieu recently in the hope of finding a large enough puddle to exercise it. Unfortunately none of us could work out how to hold, wind & launch the model!



Secretary's Post Script: We have a elderly & generous modeller who is willing to donate a collection of plans to the DBHL. He lives between Cambridge & Huntingdon. Do we have a SAM 1066 member who is local to this area & who would be willing to collect the plans for me - preferably someone who is going to attend the SAM Champs in August, as this would be the easiest way to convey them.

If anyone can help, drop me an email (rogerknewman@yahoo.com) & I'll send you the details of the address etc."

Roger Newman

TOURNAMENT WINGS OF PORTUGAL

- Julio Isidro

SANTARÉM – 5/6/7 OCTOBER 2012

The most enjoyable and friendly aeromodelling event is back.

A production of JIP-Julio Isidro Produções with the support of SAM-Society of Antique Modellers Portugal/74.

Sponsorship of Scalabisport and Santarém City Hall.

Sponsors – Pára Clube de Santarém, Continente, Delta Cafés, Max Mat, Hempel and Abreu Viagens.

SITE – Santarém city aerodrome. 60 miles from Lisbon by motorway.

HOW TO PARTICIPATE

All aeromodellers interested in the event can enroll for the Tournament.

However, we'll send personal and not transferable Invitations for some of them, which includes accommodation in a B&B basis, internal transportation and a welcome banquet.

Only the owners of the Invitation can get our offer.

The Invitation has to be confirmed until August 30th. We'll send them by e-mail or mail address.

Unfortunately we cannot be totally open to host all the participants like in previous years because we have enormous economic restrictions not only in Portugal but also in most European countries.

To achieve this event in a so difficult year represents a struggle against all odds and means how much we want to maintain this spirit of aeromodelling as well as the friendship we cemented with a lot of participants all over 15 years. So we hope you understand our decision which is at the same time, a proof of your support to us.

FOR THE PARTICIPANTS WITHOUT PERSONAL INVITATION

We have a site for camping at the aerodrome with very good conditions, including toilets and showers for free.

We can also give a list of hotels in Santarém with affordable prices.

All of the participants will be invited for the banquet.

EVENTS

CONTROL LINE – Handicap and Vintage speed, Weatherman, GIP46/Phantom I and II. Old time and Classic Stunt and F2B.

Vintage Team Racing, Barton B, Quickie Rat, Mini-Goodyear, Goodyear, F2F. RASCAL if enough participants. Combat F2D.

RADIO CONTROL - Old time R/C – all the classes, Baby Costa.

RULES

In control line we'll adopt SAM35/UK rules or BMFA for all Vintage classes, Barton B, Mini-Goodyear, Goodyear and F2F, Old time and Vintage Stunt. - For Quickie Rat we fly under AMA/USA rules.

For Radio Control, we take the National Rules as a basis which will be adapted in consensus among all the participants from different countries. This is the spirit of Wings of Portugal.

LICENCES AND INSURANCE

All competitors should present available club member card and/or sport licence. Mandatory insurance of third party (civil responsibility).

REGISTRATION AND FEES: Closing date is; 30 August for the confirmation of Invitations.
15 September for all the other participants.

You can do it by e-mail : wingsofportugal@gmail.com

Or mail address :
SAM Portugal/74
Rua dos Crisântemos 40
Birre
2750-809 Cascais
Portugal

In a few days we hope to have a website of the event. It depends on the webmaster work.

THIS IS JUST THE FORMAL INFORMATION ABOUT THE EVENT

We will start sending Invitations in a short time from now on.

Meanwhile we accept any questions or comments.

Kindest regards for all

Julio Isidro
CEO of JIP Lda.
President of SAM Portugal/74

John T, our revered Chairman, recently put me in touch with Perth (Oz) -based Ian Dixon of SAM 270 who had built a Leprechaun (the big Aeromodeller 1950-published one), and I have followed his Club's exploits since. They fly mostly big vintage power models, but quite a variety of other types also, both RC and FF. I have asked Ian (whose aka is "Dicko") to write something about SAM 270 for the interest of our NC readers, and I hope you will hear from him in due course.

Then Dicko put me in touch with Harry Pickles, who lives (most of the time) up North in my favourite aeromodelling county of Yorkshire. He has built a big Lep too, and has just sent me the proof of its maiden flight, bravely undertaken on a windy July day off Pendle Hill, Burnley. He was with his friend and clubmate Dave Kay, likewise equipped, and I attach a splendid photo which shows the two of them preparing to take on the wind god.

Harry also emailed me a video and description of his epic flight, where getting the plane down in the strong ridge lift was clearly challenging.

I also attach Harry's comments, and (if you want to share the excitement) you can see his 2 videos (the flight; and the safe arrival afterwards) on:

<http://youtu.be/7avYH9UZPIo> - Click then on ps4737harry for the full deal.



Harry Pickles & Dave Kay with their 'Leprechauns'

Harry's Comments

First flight of my Leprechaun Sailplane. It weighs 6.5lbs for 14 square feet of wing. The Lep flew really well but as you know - we have had really rough weather here this summer and good days are a rarity indeed. Sunday was bright and sunny and although the wind was in a perfect direction on Pendle Hill it was Howling at around 15mph gusting to 20 and not the sort of blow the Lep was designed for. However - enthusiasm got the better of Common Sense and we launched the model. It went up like a rocket and despite full down trim and down elevator I could not get it to come down. That unusual wing section just develops so much lift in a blow and that's why the model is good as a

towline glider. After a couple of minutes only, when the model was a mere speck in the sky, I was in danger of losing it visually so made the decision to fly into the lee behind the slope where, although the air is disturbed and a bit rocky, at least there is a lot of sink. The only problem is that there is a ridge along the top of the slope behind which you land and it's about 200 yards behind where you are flying from so you cannot see the last few feet of the landing. Fortunately and because of the amount of rainfall we have had, the grass is excessively long and the ground is soft and boggy so, after losing site of the model landing, we found it to be totally undamaged. Flying model gliders is supposed to be a relaxing pastime but I was really excited and elated having had such a near thing. The other Lep. is owned by my school chum of the last 60 years, Dave Kay who also lives in Burnley, we were in the same class at school and have been modelling ever since. He bought his Leprechaun at a Swap Meet many years ago and the previous owner said it had last flown in 1984. The seller also gave him a Fillons Champion which was in need of restoration. Dave had the common sense not to fly his this weekend after my debacle but when the conditions are right we are going to fly them both together which should give some launch problems but good video.

Dick Twomey/Harry Pickles

Models for Sale

1

John O'Donnell

JO'D Contest Models.

Due to my retirement from F/F competition most of my models need a new owner.
This includes both current and Vintage designs.

Most are 'high mileage' but they are well maintained, trimmed, and complete with the all the wherewithall (like rubber motors) required for immediate use. I could fly them straight 'out of the box'.

They are NOT suitable for sport or fun flying - but could win contests for you. I am looking for offers in keeping with all this.

This advert may appear elsewhere, so act quickly - even though I will allow time for those who need it !

For further details and/or an emailed list please contact me without undue delay.

John O'Donnell

Editor: a list of John's outdoor models appears below

John O'Donnell's Models

Complete and Ready to Fly Models

FL2 50 gm Rubber. With winding tube and motors. This is the larger of the models drawn in the F/F Forum Report 2010. Big and light, so essentially a Flyoff Model. Tomy timer for VIT and shortish D/T. It was 1st individual in Team Rubber 2010/11. In other events it has done 3 Flyoffs over 10 mins.

FL4 50 gm rubber. With w/t and motors. Bigger and just as light as FL2. New for 2012 it won both the Gamage and the Nationals flyoffs.

CN1 Cd'H With 4 function Tomy timer for DPR, 2 stage VIT, and D/T.

CN2 Cd'H As CN1 but pin-and-string IPR hence 3 Function timer.

CN3 Cd'H New and unfinished fuselage only.

Jump-Bis Vintage/Classic Cd'H. Tissue-over-Mylar wing, rest tissue. Tomy timer.

All the Cd'H share the same motors, w/t, torque meter, and box.

TP5 P30 Development of prototype design published Aeromodeller 1978. With motors, w/t and t/m. Springless Tomy timer. Uses Peck prop, but also has Igra alternative.

Mike Farthing 1943 Diamond. Mini Vintage. Mylar surfaces. Fuse D/T

Eager Beaver. Mini Vintage. Mylar surfaces, Tomy timer.

Raff V Mini Vintage. Tissue-over- Mylar wing and fuselage, tissue tail, Tomy.

The Mini-Vintage models share the same motors and box.

The RV has its own w/t, whilst the others share a different w/t and t/m.

New Look Vintage 8oz. Wakefield . Tissue-over-Mylar wings and fuselage, tail tissue. With w/t and motors. Tomy timer.

Very High Thrust-line CO2 With Gasparin 73 motor. Fuse D/T.

GW Pylon layout CO2 With Telco motor. Fuse D/T.

E30 Electric duration to original rules. (NiCad batteries run till flat). Cheap Hi- Pro motor with gears. Fuse D/T.

LM Small PAAload model to 1960's rules. With TD 020, Tatone timer, fuse D/T. Good head, with spares.

Thinima Open Rubber as was. Built for maxs using over 100g motors. Out-lived the rules, and was unsuitable for 50g. Strong, with Carbon-fibre longerons. Tomy timer. Uses same w/t as New Look.

Non -JO'D Built Models. Most need some work - which I could perhaps do.

Cd'H model built by Frank Monts (USA). Proxy flown many times. Won Aeromodeller Cd'H contest twice. Complete and ready to fly.

Fly's Eye Vintage pylon power model. With Enya 09 and clockwork timer. Probably unflown.

6 Foot Lightweight Glider, built 1954 by brother Hugh. Drawing in 1957/8 Zaic Yearbook.

Would outfly any A/2 of the time. Had fuse D/T, now clockwork.

LD2W3 lightweight rubber. Sept 1943 Aeromodeller article headed 'A six minute motor run', caused much controversy. Needs propeller to find the truth

R/C Glider. 5 ft. Span, rudder and elevator. Built up construction, iron-on film covering. Probably intended for bunge-style tow launch. Model has Futaba RX, two Futaba servos, and presumably batteries in the nose. Futaba TX available.

Kandoo. Vintage C/L profile fuselage Stunt model. Unfinished needs wing covering. Has bellcrank and u/c but not tank.

C/L Combat Wing. 1960's style. Basic framework only.

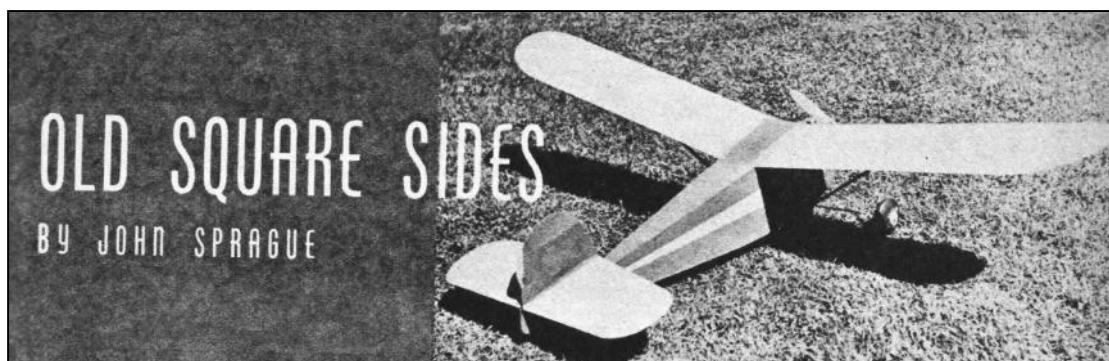
Report No. 21

Eager Beaver

In last months column I sought the name of the designer of the Eager Beaver. The plan just tells us that it is copyright of Precision Aircraft Model Dept. England, printed by Thorntons of Beckenham. John O'Donnell directed me to an advert in Aeromodeller February 1947 which is reproduced here. It looks as though Precision kits, England were marketed by Watkins Stores of Cardiff and that the Eager Beaver won the Caton Trophy in 1945. The advert tells us that the kit contained "materials personally selected by the designer" but it does not give us his name. So we have just a little more information. Does anyone know anything of the Caton Trophy and its winners? Does anyone know any history of Watkins Stores, or have a copy of their catalogue?

Now here is another designer query.

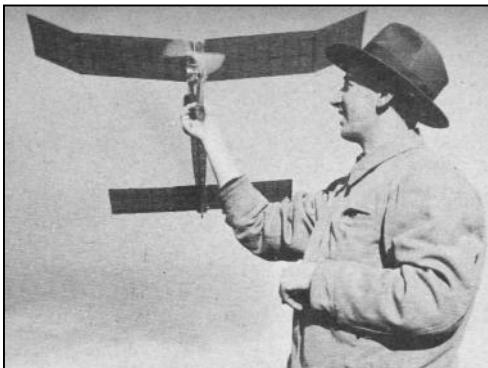
Old Square Sides, a 76" wingspan power model was published in Air Trails (USA) in July 1940 and the design was credited to John Sprague.



In the October 1981 issue of Model Aviation (USA) was a drawing Old Square Sides with the design credited to William (Bill) Winter. A look at the drawings shows that they are of the same model. The accompanying article in Model Aviation explains all. Bill Winter writes "....some character named Sprague had pirated the design, and his name was on the Old Square Sides articles, they wanted to hang him - but Sprague happens to be our middle name; by gosh, we had used a pseudonym! With guys like Charlie Grant, Joe Kovel and Carl Goldberg around, we'd been timid about throwing our hat into the ring. And there was Bassett, Vernon Boehle, Leo Weiss, etc.

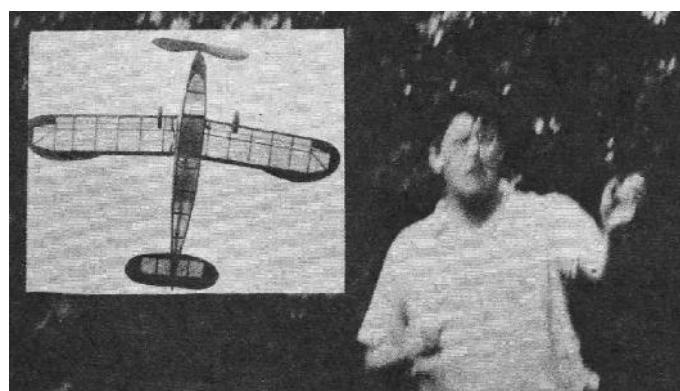
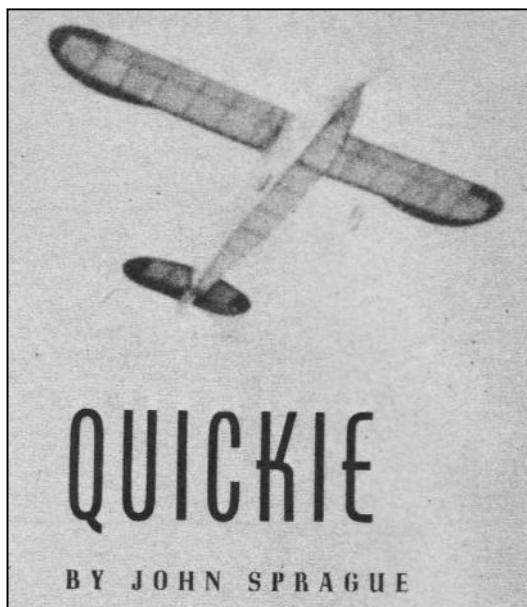
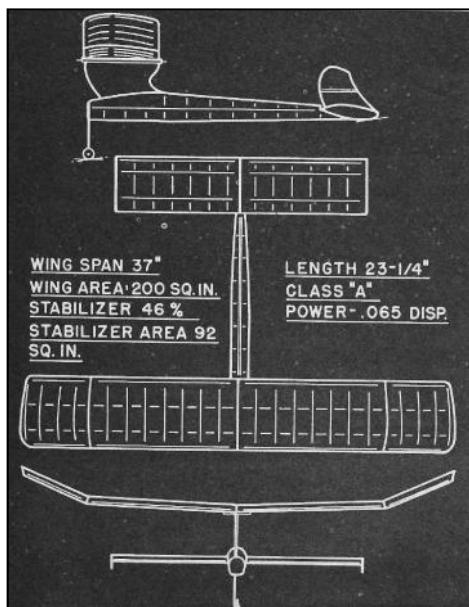
You would have been timid to."

So in respect of Old Square Sides we can safely say that it was designed by Bill Winter even though back in the early forties he used the pseudonym John Sprague. Now look at the two other John Sprague designs, the Double Feature from Model Airplane News Feb 1952 and the Quickie from Air Trails Nov 1941. Each article has a photo but is it the designer? Were these also Bill Winter designs, what do you think? If you have any info or thoughts on the above please get in touch.



DOUBLE FEATURE
by JOHN SPRAGUE

Designed especially for the Anderson .065 this fine gliding pylon doubles in Classes AA, A by interchanging with .049 Cubs, Torps, Wasps, etc.



Many thanks to the modeller who supplied Model Flyer magazines, complete, 2000 to 2012.

Wanted:- Clarion Nov 1996 (our copy has pages missing)

Tailless News, any about 1988/1990

Contact, Roy Tiller 01202 511309, e-mail roy.tiller@ntlworld.com

SAM2001 International Tomboy 2011 Results - Santoni Curzio

I apology for the delay in the delivering of the TOMBOY RALLY 2011 results, but recently I have been busy.

The report on Tomboy rally 2011 is still in progress and I hope to send it to you in the near future.

I am really happy to announce to you the winners of this edition:

2011 Tomboy Rally 36" Event: Results.

1 st .	Ugo Baldari -	Italia -	39'40".
2 nd .	Brian Deason-	Australia-	26'12".
3 rd .	Graham Main-	New Zealand-	14'27".

2011 Tomboy Rally 48" Event: Results

1 st .	Brian Deason-	Australia-	34'43".
2 nd .	Les Davis-	Australia-	25'45".
3 rd .	Curzio Santoni-	Italia-	19'55".

Edition 2012 of SAM 2001Tomboy Rally runs to 01/06/2012 to 31/05/2013 with the same rules. GOOD LUCK.

Santoni Curzio

Aug. SAM Champs. Cancellation Update - Roger Newman

It is with considerable dismay that your Committee has to inform you that our planned SAM Champs meeting over the August Bank Holiday is cancelled.

We were notified of this cancellation on Tues 24th July by the Defence Estates Agency. It has since been confirmed by a separate conversation between Lindsay Smith (our MW Liaison Officer) & Major Skinner (MW Airfield Manager) & a meeting today between myself & Rebecca Clay from the Museum. The reason given is that "planned military exercises" involving parachute drops have been moved to Middle Wallop for the Bank Holiday & two following weekends.

We have requested that SAM 1066 is granted an extra day for Sat 22nd Sept, such that we have two day meetings for the weekends of 22nd/23rd Sept & 27th/28th Oct. This requires a change to our annual licence, for which we have yet to receive confirmation. Our intention is that we reschedule all of the comps planned for August Bank Holiday to take place over those four days, albeit those comps spanning three days will now have to be compressed into one weekend of two days.

Further details will be circulated as soon as is practical. In the meantime, bear with us whilst things are sorted out. Your Committee apologises if this information causes inconveniences and/or problems to Members but we have no control over the situation.

Please pass this information to friends & colleagues who may not have Internet access.

Roger Newman

**The David Baker Heritage Library
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&
MODEL AIRCRAFT**

**e-mail YOUR WANTS LIST
collect at Middle Wallop.**

**Roy Tiller Tel. No. 01202 511309
e-mail:- roy.tiller@ntlworld.com**

DBHL Plan Service: IMPORTANT:
The rules for obtaining plans have changed.

If you want a copy of any plan from our library, please read the following:

As from 31st July 2011 only digital files of plans from the DBHL will be available. It is up to the recipient of such files to get them printed, as my local Copy Shop has closed & at present there is no alternative source for me to get plans printed at an economic rate.

The process for obtaining a digital file of a plan is:

Email request to rogerknewman@yahoo.com,
quoting Plan Name & I.D. number (1st & 2nd Cols respectively in the list).

If the plan has already been digitised, the requester will receive an email with an attachment of the plan in a digital format that can be printed at a local Copy Shop. The easiest ways to do this is either to download the plan from your PC to a memory stick & take the memory stick to your copy shop (but check with them first that they can handle digital files!), or – if your copy shop accepts emails, send them an email with the attachment, asking them to print the attachment. Scaling is automatic.

If the plan has not yet been digitised, a scan of the paper plan has to be done but this could take up to two weeks, sometimes longer if a clean-up is necessary. Once I have received the digitised file back, the requester will receive an email with an attachment of the plan.

This service is provided at no charge.

You are reminded that many more plans are available through our cooperative venture with partners in the USA, New Zealand & Slovakia. The combined list of these plans can be accessed via www.co-op-plans.com. Any plans requested via the Coop incur a small charge – see the web site for details. Exactly the same principle applies in that only digital files of plans are available.

Michael Woodhouse

mike@freeflightsupplies.co.uk & <http://www.freeflightsupplies.co.uk>

Plans of models designed by Geoff Lefever

47.	OTTAIR 80gram Wakefield flown in the 1956 Championships	£5.00
48.	FEVAIR 50gram Wakefield flown in the 1958 Championships	£5.00
49.	1963 Wakefield Team place 1965	£5.00
50.	1967 Wakefield first of the "long" models	£5.00
51.	ALTAIR 1955 A/2 team qualifying glider	£5.00
52.	MANTIS A 9 foot span vintage glider	£5.00
53.	OPEN RUBBER MODEL Mid 1960's model, a simplified Wakefield	£5.00

MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

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

The list below includes Vintage Models generally pre 1951 and Classic Models 1951 to 1961.

Photos of most models can be seen on my website - www.msp-plans.blogspot.com

POPULAR PLANS • £7.00 EACH INCLUDING UK POSTAGE. FOLDED FOR POSTING

MICK FARTHING 1942	The 40 in span Lightweight Contest rubber model with a diamond fuselage.
MICK FARTHING'S THE PAPER BAG'	Mick Farthing's last lightweight rubber model of 1946.
RAFF V 1947	Designed by Norman Marcus who was National Champion in 1946.
ODENUAN'S 1950 NORDIC A2	Swedish Championship glider, placed second in the first World International in 1950.
SENATOR 1950	RUBBER Designed by Albert Hatfull and kitted in 1950. Twin plan with Ace
ACE 1950 RUBBER	Designed by Bill Dean and kitted in 1950. Twin plan with SENATOR .
ENGLISH VIKING 1953 A2 GUDER	Designed by Bill Farrance twice winner of the SAM Radislav Rybach trophy.
CRESTA	A 38 in wingspan low-wing design for small diesel or electric motor installation.
FRED BOXALL'S 1956 OPEN RUBBER MODEL	Twin plan with Boxall's SEAPLANE .
FRED BOXALL'S SEAPLANE (1965)	Twin plan with the 1956 OPEN RUBBER MODEL .
LAST RESORT 1956 CLASSIC RUBBER	Open Rubber Model designed by Jim Baguley, Twin plan with FIRST RESORT .
FIRST RESORT 2006	by Martyn Pressnell for the BMFA Rubber Class. Twin plan with LAST RESORT .
WINDING BOYII 1956	by Urstan Wannop, 38 in span, Twin plan with McGILLIVRAY'S LIGHTWEIGHT .
JACKMcGILIVRAY'S LIGHTWEIGHT 1958	36 in. span lightweight rubber model Twin plan with WINDING BOYII .
CAPRICE 1959 GLIDER	The renowned lightweight glider of 51 in span. Twin plan with GAUCHO .
GAUCHO1960	power duration model for 1.5 cc engines. Designed in 1959 Twin plan with CAPRICE .
VAKUSHNA1959 A2	Designed by Brian Dowling this glider won the 1960 Richer Cup

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

JUDGE 1945 WAKEFIELD	by Bert Judge to the 1945 rules as a direct descendant of his 1936 Wakefield Cup winner,
HERMES MAJOR	A 150% enlargement to 61% in span, of the 1949 HALFAX HERMES
FRANK LOATES' 1949 WAKEFIELD	Canadian Wakefield 5 th in the World Championships at Cranfield, England, in 1949.
BORJE BORJESSON'S 1949 WAKEFIELD	Swedish Wakefield 6 th in the World Championships at Cranfield, in 1949.
GHOST WAKEFIELD 1951	John Gorham's 1951 Wakefield, a successful rubber model from the early 1950's.
RON WARRING'S 1952 WAKEFIELD	The geared geodetic model, developed by Ron Waring for twin motors,
NIGHT TRAIN Mk I 11960	George French's Night Train which pioneered the use of VIT systems in the UK

To order plans for UK delivery please write with cheque (£ sterling) made payable to
Martyn Pressnell, 1 Vitre Gardens, Lymington, Hants, SO41 SNA.

For overseas delivery of Popular Plans send local bank notes equivalent to £10.00.

Enquiries: please write or email martyn.pressnell@btintemetcom

MSP-PLANS ARE PLEASED TO PRESENT A NEW BLOGSPOT

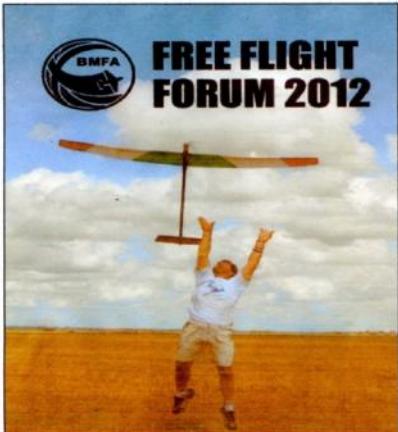
This has just been produced to replace my former website which BT have declined to support and which I am now unable to maintain The new address is; www.msp-plans.blogspot.com

This identifies the collection of plans that I have produced for aeromodellers together with the rules for the Bournemouth Club Classic Rubber class. There is also a sample of the publications produced over the years with 'Rubber Motors - Maximum Turns' as the current offering.

I hope you find this a useful website which will be updated with more information from time to time. Martyn Pressnell

HOT OFF THE PRESS – THE 2012 FREE FLIGHT FORUM REPORT

The new 2012 BMFA Free-Flight Forum Report has just been published, this time with a full colour cover. It's the 28th year that these Reports have been produced and this one is packed with useful information on new developments in a wide range of free-flight activities, as the following contents list shows.



Anodizing - Simon Dixon; Playing with Pistachios - Paul Seeley; Model Aircraft Construction with an Emphasis on F1G - Neil Cliff; Experiences with Electronic Timer Design and Use - Alan Jack; F1D Indoor Topics - Mark Benns; Model Aircraft Technology - A Review of Invigorators as an Aid to Stable Flight - Neil Cliff; Model Construction Using Brown Paper Gumstrip - Ivan Taylor; Printing Tissue for Models - Paul Seeley; Indoor Rookies Abroad - A Flyer's Perspective - Tony Hebb; Indoor Rookies Abroad - A Team Supporter's View - Allan Weighell; Experiences in BMFA Electric in 2011 and the Rule Changes for 2012 - Chris Strachan; Grappling with a Slippery One (Low Drag Airfoils) - Chris Edge; Rice Pudding Skin Pullers - 2011 Rules for E30 - Peter Tolhurst; Some Notable Models from 2011, selected by Phil Ball.

The UK price is £12.00 including postage and sales of the Forum Reports provide funds to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships. Cheques should be payable to 'BMFA F/F Team Support Fund'; you may also order by credit card.

Copies are available from :

Martin Dilly
20, Links Road,
West Wickham,
Kent,
BR4 0QW

or by fax to: (44) + (0)20-8777-5533, or by e-mail to <martindilly@compuserve.com>

2012 FREE FLIGHT FORUM - CALL FOR PAPERS

November 2012 sees the twenty-ninth BMFA Free Flight Forum and your help is needed to make it all happen. As usual, we aim to cover the widest possible range of free flight, with the papers presented at the Forum published later as the Forum Report. Topics can range from how-to-do-it items, theoretical pieces and building and flying techniques to the philosophy of what we do and how we do it in free-flight.

Please contact Martin Dilly (martindilly@compuserve.com), phone 020 8777 5533, or Mike Evatt (mikeevatt@hotmail.com), phone 01327-842746 before Oct. 4th with your offers; better still, do it now, while you think of it.

The continuing success of the Free Flight Forum depends on you.



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

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

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

THE NORTH COTSWOLD MODEL AERO CLUB
BMFA MID-WEST 166

'FLY FOR FUN'

EVENT, 2012

AUGUST 11th & 12th

AT



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(PILOT'S PROOF OF INSURANCE
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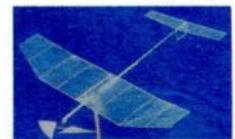


Website: <https://sites.google.com/site/northcotswoldmac/home>

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Saturdays 1pm until 4pm



2012 Dates

1st September 29th September
20th October 17th November
15th December

Admission - Flyers £5.50 - Spectators £2.00

For further information phone Colin Shepherd 0121 5506132
or e-mail colin@colinwilliam.wanadoo.co.uk

BMFA South West Indoor Flying

organised by

Cornwall Vintage Aeromodellers

at

Saints Health and Fitness Centre

St Austell Rugby Club

Tregorrick Park, St Austell

Cornwall, PL26 7AG

Flying from 1200 to 1600 on the following dates,

Sunday 23 September 2012

Sunday 21 October 2012

Sunday 18 November 2012

Sunday 16 December 2012

**Mainly free flight but some micro R/C
 (fixed wing & helicopters)**

Admission: Flyers £7 Spectators £3

Contact:

Cornwall

David Powis on 01579 362951

(dave_powis@hotmail.com)

Devon

Roger Bellamy on 01752 311786

(rogerbellamy9@hotmail.co.uk)

ITC Indoor Events Planned for 2012

15th Jan and 12th Feb at Werrington Sports Centre, Peterborough. Lightweight Indoor Duration day.
Contact mark.benns@ntlworld.com

John Shaw organises monthly Lightweight Indoor Duration days
at Bartholomew Sports Centre, Eynsham near Oxford.

21st Jan is the first date in 2012. Contact johnshaw@alvere.wanadoo.co.uk

18th Feb Manchester Velodrome, NW Area FF Gala, L/wt radio, Scale, FF classes.

25th Feb Manchester Velodrome. Normal Indoor Fly In with 30 min slots for Light and Heavy classes.

11th Mar Impington Village College, Cambridge. Contact chris.strachan@btinternet.com

25th Mar Manchester Velodrome, Normal Indoor Fly In with 30 min slots for Light and Heavy classes.

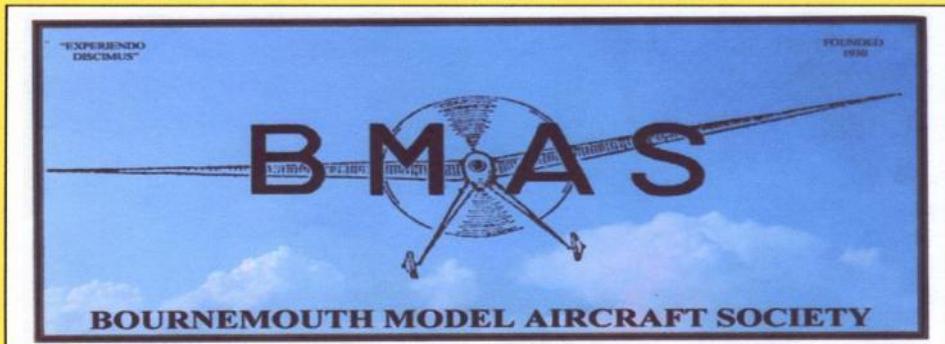
Your Velodrome contact is Dave Whitehouse at dave.whitehouse@aone.uk.com

Mid Jun (Date to be finalised) Boulby, Cleveland, Indoor Nationals Lightweight Duration. Details will be published in the BMFA magazine. Contact Allan Weighell at littleal28@btinternet.com

Early Aug (Date to be announced) Belgrade, Serbia, DORCOL Cup events.

Contact Tony Hebb for further information. Followed by F1D World Championships.

Mid Sep (Date to be finalised) Boulby. Events for Heavier classes of duration models. Details to be published later.



INDOOR FLYING

TUESDAY 25TH SEPTEMBER 2012

TUESDAY 23RD OCTOBER 2012

TUESDAY 27TH NOVEMBER 2012

TUESDAY 22ND JANUARY 2013

TUESDAY 26TH FEBRUARY 2013

TUESDAY 26TH MARCH 2013

7pm to 10pm

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CONTACTS: JOHN TAYLOR TEL. No 01202 511502

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

TIMPERLEY GALA

Saturday 18th August 2012

Barkston Heath, 10am-5.30pm

Contests

Comb-Rubber, Comb-Glider, Comb-Power (no electric)
Comb-HLG/CLG, Comb-Tailless, Mini-Vintage.

All to BMFA rules.

F/F Sport flyers welcome. BMFA membership required.
Airfield charge.

Contact---Gerry Ferer, 0161.928.4955, gferer@hotmail.com

Note: this is only a Saturday event

Coupe Europa

Middle Wallop 2nd December

(SO20 8DY 51° 08' 59.18"N, 1° 34' 25.15"W)

F1G for Aeromodeller Trophy

Vintage Coupe d'Hiver for AAA Cup.

Flitehook Europa Team Trophy for F1G teams

10 a.m. start. F1G in rounds

Contact David Beales on +44 (0)20 8858 2714
or e-mail: addickab@aol.com

or phone or fax Martin Dilly on +44 (0)20 8777 5533
or e-mail: martindilly@compuserve.com.

VINTAGE RADIO & CONTROL LINE

at MIDDLE WALLOP, 2012

Courtesy of the Army Air Corp Centre, MAC

SUNDAY APRIL 8th SAM 35 Gala

Control Line [no combat wings] Mini Speed & Spitfire Scramble.
Tomboy 3 & Tomboy Senior Competitions

R/C Vintage Power Duration Competitions including George Fuller designs RC class

SUNDAY MAY 6th SAM 1066 Wakefield Day

Control Line [no combat wings] Mini Speed & Spitfire Scramble.
Tomboy 3 & Tomboy Senior Competitions

R/C Vintage Power Duration Competitions including George Fuller designs RC class

SUNDAY AUGUST 26th SAM1066 Eurochamps

Control Line [no combat wings] Mini Speed & Spitfire Scramble.
Tomboy 3 & Tomboy Senior Competitions

R/C Vintage Power Duration Competitions including George Fuller designs RC class

SUNDAY SEPT 23rd SAM1066 Fun Fly + Trimming Day

Control Line [no combat wings] Mini Speed & Spitfire Scramble.
Tomboy 3 & Tomboy Senior Competitions

R/C Vintage Power Duration Competitions including George Fuller RC designs RC class

***NB....ALL R/C MODELS, No Ailerons please!!**

Vintage Radio to December 1969

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

For further information contact:

[C/L & George Fuller RC comp] James Parry, 01202625825, email. JamesIParry@talktalk.net

[R/C] Tony Tomlin, 02086413505, email. pit2.alt2@btinternet.com

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

More details of mini speed, Spitfire Scramble and George Fuller RC class see

<http://www.wessexami.co.uk/>

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

Salisbury Plain Trimming 2012

Changes in use for free-flight trimming on Salisbury Plain for 2012

For 2012 almost every weekend will again be available for free-flight trimming and training by BMFA members on Area 8 on Salisbury Plain, subject to the usual call to Peter Tribe on 01225-862748 on the Friday before you plan to fly to check that there is no Army activity.

However, a small number of non-season ticket holders have been using the site without paying the single day fee. Therefore in future Area 8 will be available ONLY to those holding a valid pass for the year. The good news is that a 2012 pass will cost only £15. Send an SAE and your cheque, payable to BMFA, to Bernard Aslett, 25, Honeyhill, Wooton Bassett, Swindon, Wilts, SN4 7DX; in return you will receive a sketch map showing where we fly on Training Area 8, and a 2012 pass to display on your windscreen. If you come as a passenger, bring your pass anyway. Your name will be included on the Army security list (unless you're already on it). Please send Peter Tribe (petertribe46@talktalk.net) your e-mail address in case of any short-notice changes.

Those flying any free-flight classes will be welcome, as well as those practicing for FAI FF contests. This is one of the best free-flight venues in Britain, and the aim is to improve overall free-flight standards in the UK. The following dates have been agreed, but because of the current military situation short-notice changes are more likely, so don't forget to check your e-mail every Friday or call Peter Tribe on 01225-862748.

Dates

January	7th/8th	14th/15th	21st/22nd	28th/29th	
February	4th/5th	11th/12th	18th/19th	25th/26th	
March	3rd/4th	10th/11th	17th/18th	24th/25th	31st
April	1st	7th/8th	14th/15th	21st/22nd	28th/29th
May	5th/6th	12th/13th	19th/20th	26th/27th	
June	2nd/3rd	9th/10th	16th/17th	23rd/24th	30th
July	1st	7th/8th	14th/15th	21st/22nd	28th/29th
August	4th/5th	11th/12th	18th/19th	25th/26th	
September	1st/2nd	8th/9th	15th/16th	22nd/23rd	29th/30th
October	6th/7th	13th/14th	20th/21st	27th/28th	
November	3rd/4th	10th/11th	17th/18th	24th/25th	
December	1st/2nd	8th/9th	15th/16th	22nd/23rd	

R/C Tomboys all set for 2012

The Tomboy events in 2011 were well supported, although three out of the nine planned events were lost to the weather. There was a new venue for the sixth round of the competition at the North Berks Club, Vintage Event in July, that went very well and following this we have been invited back in 2012. In total there are 10 events planned with certificates and small prizes for the winners at each meeting and a league award for both the Tomboy 3 [36"] and the Tomboy Senior [48"] class.

The League will as before be based on a competitors best 5 results.

Meeting Dates and Venues:

08.04.2012	Middle Wallop,	06.05.2012	Middle Wallop,
13.05.2012	Cashmore Dorset,	02.06.2012	St Albans, [a Saturday].
17.06.2012	Cocklebarrow Farm Nr Aldsworth Glos.		
08.07.2012	North Berks Radio MAC A338N of Wantage,		
12.08.2012	Cocklebarrow Farm,	26.08.2012	Middle Wallop,
23.09.2012	Middle Wallop,	07.10.2012	Cocklebarrow Farm.

For Further details: Please contact Tony Tomlin. Tel: 02086413505

Email pjt2.alt2@btinternet.com.

Provisional Events Calendar 2012

With competitions for Vintage and/or Classic models

January 29 th	Sunday	BMFA 1 st Area Competitions
February 12 th	Sunday	Middle Wallop - Crookham Gala
February 19 th	Sunday	BMFA 2 nd Area Competitions
March 4 th	Sunday	BMFA 3 rd Area Competitions
March 18 th	Sunday	Middle Wallop - TBD
March 25 th	Sunday	BMFA 4 th Area Competitions
April 6 th	Good Friday	BMFA Northern Gala - Church Fenton
April 7 th	Easter Saturday	Middle Wallop - Glider Day; Club Classic
April 8 th	Easter Sunday	Middle Wallop - SAM35 Gala
April 9 th	Easter Monday	Middle Wallop - SAM35 Gala
April 28 th /29 th	Sunday/Monday	BMFA London Gala - Salisbury Plain
May 6 th	Sunday	Middle Wallop-Croydon Wakefield day
Jun 2 nd	Saturday	BMFA Free-flight Nationals
Jun 3 rd	Sunday	BMFA Free-flight Nationals
Jun 4 th	Monday	BMFA Free-flight Nationals
Jun 17 th	Sunday	Spring Gala - Odiham - Cancelled
June 24 th	Sunday	BMFA 5 th Area Competitions
July 21 st /22 nd	Saturday/Sunday	BMFA East Anglian Gala - Sculthorpe
August 5 th	Sunday	BMFA 6 th Area Competitions
August 18 th	Saturday	Timperley Gala - Barkston
August 25 th	Saturday	Middle Wallop - SAM1066 Champs Cancelled
August 26 th	Sunday	Middle Wallop - SAM1066 Champs Cancelled
August 27 th	Monday	Middle Wallop - SAM1066 Champs Cancelled
September 16 th	Sunday	BMFA 7 th Area Competitions
September 22 nd	Saturday	BMFA Southern Gala - Salisbury Plain
September 23 rd	Sunday	Middle Wallop - Crookham Coupe Day
October 14 th	Sunday	BMFA 8th Area Competitions
October 21 st	Sunday	BMFA Midland Gala - N Luffenham
October 27 th	Saturday	Middle Wallop - TBD
October 28 th	Sunday	Middle Wallop - Trimming & A.G.M.
November	Sunday	BMFA 28 th Free Flight Forum - Hinckley
December 2 nd	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

SAM 1066	-	www.sam1066.com
Flitehook, John & Pauline	-	www.flitehook.net
Mike Woodhouse	-	www.freeflightsupplies.co.uk
GAD	-	www.greenairdesigns.com
BMFA Free Flight Technical Committee	-	www.freeflightUK.org
BMFA	-	www.BMFA.org
BMFA Southern Area	-	www.southerarea.hampshire.org.uk
SAM 35	-	www.sam35.org
MSP Plans	-	www.msp-plans.blogspot.com
X-List Plans	-	www.xlistplans.demon.co.uk
National Free Flight Society (USA)	-	www.freeflight.org
Ray Alban	-	www.vintagemodelairplane.com
David Lloyd-Jones	-	www.magazinesandbooks.co.uk
Belair Kits	-	www.belairkits.com
John Andrews	-	www.freewebs.com/johnandrewsaeromodeller
Wessex Aeromodellers	-	www.wessexaml.co.uk
US SAM website	-	www.antiquemodeler.org
Peterborough MFC	-	www.peterboroughmfc.co.uk/index-old.htm
Southern Coupe League	-	www.btinternet.com/~pine.ridge/index.html

Are You Getting Yours? - Membership Secretary

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

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

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

That's all folks! John Andrews