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|  | <h1 style="text-align: center; color: red;">NEW Clarion</h1> <p style="text-align: center; color: red;"><i>SAM 1066 newsletter</i></p> | <i>Issue</i> 09.09 |
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SAM 1066 WEBSITE — WWW.SAM1066.ORG

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THE CONTINUED USE of MIDDLE WALLOP

"it's your club and without your input it can't function."

All of those who have attended meetings at Middle Wallop over the last few years will be aware that, since taking on some of the duties of running SAM 1066, John Thompson and I have had little or no time to fly our own models in contests.

The reasons that we got involved in SAM 1066 are really quite simple. Middle Wallop is the best Free Flight venue in the UK, possibly the best in Europe and it's about an hour from home. Having enjoyed some great times there we decided to give a little time back, firstly improving relationships with the local farmers (who had been rightly upset by the activities of a minority in the past), and later when David Baker's health let him down we were instrumental in setting up a new club structure, allowing it and the events we all love to continue.

What we didn't envisage at that time was us doing the lion's share of the work for ever. That's not to say that others do nothing. On the contrary, Lindsey Smith spends an awful lot of time and effort as a committee member, giving up his flying time for the benefit of others. Vic Willson spends considerable time producing the NEW Clarion and some other members have also given their time (you know who you are, thanks to all of you), but it is only the same old faces volunteering to get involved.

Whilst we desperately want SAM 1066 to continue, we can no longer give the amount of time and energy that we have in the last 4 or 5 years, believe it or not I still work full time and have a young family and John isn't getting any younger. So this is the time for all of you to consider what belonging to a club means.

We are aware that not all have the computer skills needed for the up-keep of the website and production of the news letter etc, but many of you do have the skills needed to be an event organiser or be part of a small team sharing the duties. For years now we have seen the same people enjoying the facilities at Middle Wallop but never getting involved. Sorry chaps, but it can't go on that way forever, if you want to continue enjoying the airfield then now is the time to put your hand up and share the burden.

Helping isn't difficult, the only qualification needed is common sense, let me clarify what being the "event organiser" (or team) involves:

1. Turn up at Middle Wallop at 08:30 hrs and check the "green sheet".

The green sheet is simply that, a green piece of A4 paper listing all of the airfield activities that day. In reality it usually lists SAM 1066 & the Army Flying Association (AFA).

2. Decide where to locate event control, and ensure that people park appropriately.

We have to leave a runway clear at all times and not park at the end of the runways.

3. Liaise with the AFA if required to ensure the safety of ALL airfield users.

This is only talking to AFA Pilots using a mobile phone and radio, you don't need to be a qualified air traffic controller.

4. Liase with the "contest director (CD)" if a contest is taking place.

This includes you advising him or her of where they can & can't fly, and when to stop activities if the need arises (remember, you're in charge).

5. Ensure that the airfield is cleared by 18:00 hrs.

This includes ensuring that FOD (foreign object damage) material is cleared.

That's it really, not that difficult, but you must be on site and available all day (not downwind retrieving a model or out to lunch!!!). However, if 2 or more people do it together then things are much easier. You will be aware that usually John Thompson, myself and a few others share the load.

Note: Those who are running contests at the event, the "contest director (CD)", will be responsible for the running of the contest, a separate job, and it is not the responsibility of the "event organiser".

THE BOTTOM LINE

John Thompson and I are prepared to continue on the committee in 2010 and carry out all of the other work that needs doing on a regular basis including most of the administration and the up-keep of the club web site.

**BUT ONLY IF PEOPLE VOLUNTEER TO TAKE ON THE
EVENTS FOR 2010, THERE WILL BE PLENTY OF HELP
FROM BOTH JOHN & MYSELF.**

**IF PEOPLE DON'T VOLUNTEER TO TAKE ON THE
EVENTS, THEN THE 2010 MIDDLE WALLOP CALENDAR
CAN'T TAKE PLACE, WHAT A TRAGEDY THAT WOULD
BE AFTER ALL OF THE YEARS OF THIS GREAT
ORGANISATION.**

If you can help, please contact John or myself, I am sure that we can dispel any reservations that you may have.

**Remember it's your club and without your input it can't
function**

Mike Parker - Membership Secretary & Treasurer

AGM Appeal (October 11th) - By Geoff Smith

What is it about vintage aeromodellers and AGMs? For years I was the travelling companion of the late Mike Kemp to the SAM 35 AGM. This was held at the village hall in Shefford, Beds. - usually on a wet windswept Sunday in November - no flying there! Out of a membership of 800-900 it usually attracted 25-30 regulars, rarely exceeding 40.

Now what do we have with SAM 1066? The AGM is arranged at a flying meeting, albeit a trimming one and neither the 2007 nor 2008 AGM attracted more than about 20 members, yet on the airfield last October (superb weather incidentally) I estimate there were about 100 cars - probably amounting to 120 +members.

As stated in the newsletter prior to the AGM, the committee did not expect those with long journeys to attend, even though flying ended early (4 pm). So come on chaps where were you? At a normal Wallop meeting you would not have left until 6 pm and the AGM was over by 5.30! Without our attendance the officers would look rather silly sitting there on their own - let's face it - WE ARE THE AGM and we owe it to our hard working committee to at least make the effort for an hour and a bit once a year.

No it is not boring and no, you will not be given a job. So can we all make a special effort this year and double or even treble the numbers from previous years and show our committee that we really do appreciate what they do for us - our attendance in a much increased number will be their just reward.

Oh yes, you even get a free cuppa and a biscuit!

SAM 1066 Annual General Meeting

***"APACHE" Restaurant & Cafe
Museum of Army Flying
Middle Wallop***

October 11th 2009

16:00 hrs

Agenda

- 1. Welcome to members old and new for the season 2009/10***
- 2. Chairman & secretary's report***
- 3. Treasurer & membership secretary's report and accounts***
- 4. Annual subscriptions for 2010***
- 5. Events for 2010***
- 6. Report on Middle Wallop liaison, Lindsey Smith***

7. Election of Officers:

Chairman

Secretary

Treasurer

Membership Secretary

Committee Member

8. Any other business

Light refreshments will be provided.

***All nominations and details of any other business to be received in writing
by the chairman by 1st October 2009***

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NOTES

When nominating committee members the following should be taken into consideration:

- *SAM 1066 is an Internet based club and therefore it is essential that all of the committee members have:*

Access to internet via a broadband connection.

The use of the necessary hardware and software to enable the club to function efficiently.

- *Currently the club does not own or provide such facilities necessitating that committee members provide their own. However expenses for consumables such as paper and inkjet cartridges etc. are refunded.*

- *The following members of the present committee will be seeking re-election for 2010:*

John Thompson

Michael Parker

Lindsey Smith

Note: *All who attend events at Middle Wallop will be aware that John & Mike have not been able to fly their models in contests in the past years due to the commitment of running all of the events.*

John & Mike are happy to continue with their positions on the committee, but will only accept re-election if other members commit to running events in 2010.

EDITORIAL

Sincere thanks go to all those people who have contributed reports and photographs for this edition. Unfortunately there are a number of gaps, but as I know from personal experience it is very difficult to participate and also manage to keep track of the event as a whole (we need a roving reporter - any volunteers?).

Special thanks to Peter Michel who, as usual, keyed-in the results in double quick time.

Windy weather predominated the weeks leading up to the Bank Holiday weekend at Middle Wallop and precluded a number of people from trimming out new models, especially for the Dixielander celebration event.

The weekend lived up to the forecasts - windy!; Saturday was the best day, but pretty breezy and Monday started off misty, but gradually cleared; the rest of the day being bright and increasingly windy.

My involvement was the usual mixed bag. I entered two events on each day and thoroughly enjoyed three days of flying activity.

Personally my weekend didn't go quite as planned (nothing new there then!). I flew unsuccessfully in the Flight Cup on Saturday morning and was in two minds whether to have a go in lightweight rubber in the afternoon. I

eventually decided to give it a go and prepared my Gollywock for its first flight for 18 months or so.

I gave it a quick trimming flight on $\frac{3}{4}$ turns and as it seemed to be 'in trim' I changed the motor and piled on the turns.

In very windy conditions I find it extremely difficult to judge the thermal conditions and so I reverted to my 'wait for a lull when the sun is out and go for it' strategy, which in this case worked OK.

With the help of John Thompson I just managed to get my three flights in by 4 pm.

By the time I had prepared for the fly-off there was precious little time to wait for 'good air' and when I launched I was pretty sure that the model would be down quite quickly, however after doing a couple of wall-of-death laps it settled into a normal flight pattern and climbed moderately well down wind.

Just as it appeared to be running out of steam it suddenly caught a thermal and climbed away to a great height. When the prop folded it glided moderately well until it had lost about half its height when it settled and circled for a while without losing any more altitude.

It eventually DT'd down, after 4 min 32 secs. in the first field adjacent to the airfield boundary.

Fortuitously this time was good enough (by 1 second) for first place in the event, which was most unexpected.

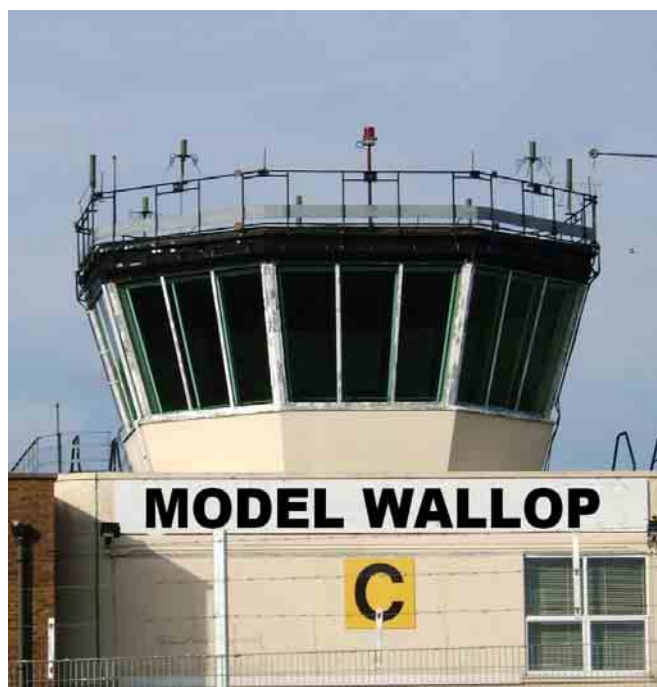
The rest of my weekend's efforts are best forgotten!

Everyone I spoke to seemed to be having a great time as usual and as I walked up and down the long line of cars, I was amazed at the wide selection of designs on display, most of which were being regularly flown.



The innovation of a Sunday hog roast last year seemed to be very well received and was repeated this time around providing a focus for the rather elongated flight line, which stretched a long way either side of the control tents.

I'm sure you will all join me in expressing sincere thanks to Mike Parker and his family, John Thompson and all the many helpers who contributed to a memorable three days. An enormous amount of behind the scenes planning and preparation went on to ensure that we could just turn up and fly.



SAM 1066 CHAMPIONSHIPS ***29-31st AUGUST 2009***

SATURDAY

PRE-4oz WAKEFIELD

NO REPORT AVAILABLE

Results:

1.- G.Beal (Feinberg), 6.00; 2.- A.Longhurst (Gordon Light), 4.00; 3.- P.Jackson (Northern Star), 3.09; 4.- T.King (Feinberg), 2.00; 5.- J.Northrop (Feinberg), 1.29.

FLIGHT CUP - *By Chris Strachan*

Saturday produced some good weather and a select band of Flight Cup flyers took advantage of it. Ten entries and four of them with a full house were lead by John Wingate with a splendid flight of 8.18. John must have been flying the Bell Lightweight for longer than most of us would care to remember and he certainly gets it to go very well. As CD I must wonder how a Raff V made it into this exalted company - they certainly did not have a wing span of over 36in when I was a lad but they do say that dimensions change as you get older! If I am there next year I promise to check up.

Results:

1.- J.Wingate (Bell), 6.00+8.18; 2.- E.Challis (Korda C), 6.00+5.38; 3.- P.Jackson (Northern Star), 6.00+3.56; 4.- A.Longhurst (Engleman), 6.00+0.06; 5.- J.Northrop (Bell), 5.53; 6.- M.Turner (Crosadier), 5.46; 7.- J.Minshull (M.Farthing), 5.31; 8.- V.Willson (Apex), 4.50; 9.- T.McLaughlin (RAFF V), 4.30; 10.- P.Michel (North Star), 2.00.

SMALL VINTAGE RUBBER - By Vic Willson

Unfortunately, due to flying in this event and the Flight Cup, I didn't witness much of this very popular event. However, I did manage to scrape a win this year flying a Gollywock. The entry was down again this year (2007 - 42, 2008 - 34, 2009 - 25).

Due to the wind conditions the max was set at 2 min. and seven competitors maxed-out.

Senators were, as usual, easily the most popular choice; the RAFF V seems to be out of favour and only one Buckeridge this time.

For those of you who like statistics the breakdown of entries was as follows:

Senator - 8, Hep Cat - 4, Buckeridge -1, Gollywock - 1, Parham - 1, Bazooka - 1, Dinah-Mite - 1, Phony Tony - 1, Vargowock - 1, Walthew -1, Condor Clipper - 1, Postis Clax - 1, Ace -1, Rara Avis 4 - 1, Scram - 1,

Results:***Small Vintage Rubber. (Max 2 min.)***

1.- V.Willson (Golliwok), 6.00+4.32; 2.- A.Hall (Senator), 6.00+4.31; 3.- C.Chapman (Senator), 6.00+2.17; 4.- G.Manion, 6.00+1.55; 5.- A.Thorn (Condor Clipper), 6.00+1.49; 6.-J.Foster (Hepcat), 6.00; M.Richardson (Hepcat), 6.00; 8.- A.Price (Senator), 5.59; 9.- J.Andrews (Hepcat), 5.58; 10.- P.Hall (Dinah-Mite), 5.54; 11.- A.Clark (Bazooka), 5.46; 12.- A.Rushby (Senator), 5.35; 13.- J.Langster (Senator), 5.31; 14.- R.Kimber (Vargo Wok), 5.29; 15.- B.Cleasby (Hepcat), 4.49; 16.- A.Gustavsson (Postis Klax), 4.38; 17.- J.Oulds (Senator), 4.32; 18.- K.Bates (Ace), 4.15; 19.- G.Cutting (Walthew), 4.05; 20.- A.Longhurst (Rara Avis 4), 3.56; 21.- D.Wright (Parham), 3.29; 22.- R.Hope (Phony Tony), M.Sanderson (Senator), G.Kent (?), J.White (Scram), 2.00; 26.- E.Tyson (Buckeridge), 1.30; 27.- P.Norman (Senator), 1.27.

OPEN VINTAGE GLIDER - OVER 50in. SPAN - *By Rod Audley*

This year's Euro Champs had a real International feel to it with flyers from Scandinavia, Czech Republic, Australia, Canada, Mauritius, and nearer home Scotland.

The weather was excellent for towing, with very little effort needed to get a glider to the top of the line.

The Vintage Glider events on Saturday were both well supported in 'up to 50in' and 'Over 50in', attracting 15 and 12 entries respectively, and it was in the former event that Scotland's Colin Foster started to stamp his authority on the weekend's events. Flying a Nord 2 he returned a winning fly-off score of 6:40 mins, with Jane Howick close behind with 6:13 mins flying her Lulu.

Another Scot, Ron Sabey won the 'Over 50in' event flying a Seraph after a three man fly-off with a score of 5:47 mins.

Highlight of the whole weekend had to be Colin Foster being named as this year's Euro Champion, the first time a glider flyer had won this title (OK, so he also won George Fuller's Dixelander power contest - but an excellent all round performance anyway!). Hopefully we will see Colin and his compatriots again next year.

And that sentiment applies to all the other overseas visitors who made the long journey to Middle Wallop this year. I hope they enjoyed the experience.



Ron Sabey with his winning SERAPH

Results:***Vintage Glider over 50in. (Max, 2 min.)***

1.- R.Sabey (Seraph), 6.00+5.47; 2.- T.King (AV-46), 6.00+4.32; 3.- J.Taylor (Orion), 6.00+3.51; 4.- D.Brawn (Odenman), 5.49; 5.- J.Arnot (Mercury Marauder), 5.23; 6.- R.Twomey (Snook), 5.09; 7.- Z.Slapnicka (Straka), 4.30; 8.- C.Foster (Jinx), 3.03; 9.- K.Bates (Josh Marshall), 2.40.

OPEN VINTAGE GLIDER - UP TO 50in. SPAN

Happy glider fliers Peter Tomlinson, Terry King & Dick Towmey

Results:***Vintage Glider up to 50in. (Max, 2 min.)***

1.- C.Foster (Nord), 6.00+6.40; 2.- J.Howick (Lulu), 6.00+6.13; 3.- K.Taylor (Lulu), 6.00+3.07; 4.- V.Driscoll (Nord), 6.00+1.33; 5.- R.Taylor (Nord), 5.41; 6.- P.Tomlinson (Myggan), 5.29; 7.- K.Sandberg (HW43/44), 5.19; 8.-

R.Woodruffe (Gili Hatchet), G.May (Lulu), 4.00; 10.- A.Thorn (Sunnanvind), 2.04; 11.- D.Etherton (Corsair), 1.20.

MAXWELL BASSETT TROPHY - *By John Down*

Maxwell Bassett Trophy for spark ignition motors Sat August 29th.
Engine run 20 sec and 2 min max

It turned out that all 3 days were fine, and sunny, but windy. Saturday was the windiest, even though the max was set at 2 min this still took models to the far boundary and beyond.

Of the good entry of four only two managed to return any scores, myself and Brian Martin. Brian put in 3 good flights, while I only managed 1 flight, a max, the model not being found until late in the day a long way down wind by another modeller after I had given up looking.

Unfortunately Keith Simmonds pranged his Buzzard Bombshell on a test flight, while Pete Carter could not get his engine to run.

Brian had flown a Baby Sailplane (motor not known), I flew an Alert with OR23, Keith's entry was a Buzzard Bombshell with a McCoy49, while Pete had entered a Long Cabin again motor unknown.

Results:

Maxwell Bassett Trophy

1.- B.Martin (Baby Sailplane), 3.23; J.Down (Alert), 2.00

EARL STAHL SCALE RUBBER - *By Lindsey Smith*

Earl Stahl Low and High Wing

We gathered at 1100 hrs for a photo call before going out to fly. A good turn out of 13 models, 8 Low, and 5 High, from 8 competitors.

I had brought 2 models in case of lack of entries, but did not enter as I was CD. The Low wing comp was a battle between the four Magisters of John Knight, Roy Tiller, Kieth Horry, and John Ralph.

Brian Stichbury's PT19 and Gordon Hannah's Apache could not cope with the stiff breeze, and Malcolm Rainer retired hurt after cutting his finger badly whilst winding his Defiant, which had made one good flight of 42 seconds. After three rounds the final flyoff was between the three Magisters of Knight who came first, Tiller second, and Horry third.

High Wing was a more even fight between four different types, Roy Tiller's Grasshopper won, Chris Strachan's DGA15 was second, and John Knight's Interstate cadet was third. The Cadet of Gordon Hannah crashed on the second round, and John Ralph's Rearwin Speedster just missed the fly-off.

Results:

Earl Stahl, low-wing.

1.- J.Knight (Magister); 2.- R.Tiller (Magister); 3.- K.Horry (Magister)

Earl Stahl, high-wing.

1.- R.Tiller (Grasshopper); 2.- C.Strachan (Howard DGA),); 3.- J.Knight (Interstate Cadet),

SUNDAY

8oz WAKEFIELD - *By Chris Strachan*



John Ralph and the spoils of victory!

Not nearly such a nice day on Sunday but an excellent entry of twenty two 8 ounce Wakes did battle with the wind and cloud. Nobody managed a full house which gives some idea of the conditions. No need for ROG to sort things out this year.

John Ralph did well to top the results with an Evans Clipper. Not the easiest of models to build or fly - so well done indeed. That man Peter Jackson came second with a Korda which was part of a sterling performance throughout the weekend. Every time you looked across the airfield there he was keeping on going like a (rather large) Duracell Bunny - and in the evening he was still hard at it regaling us with stories of the 1948 trials! A good variety of models were flown but the clear leaders were the Horry (6) and the Korda (5). Both sensible models but note how the Horries are grouped near the top of the results and the Kordas near the bottom. Not a single Yankee IV to be seen - how are the mighty fallen!

Results:

8oz Wakefield. (Max, 2-1/2min.)

1.- J.Ralph (Clipper), 7.03; 2.- P.Jackson (Korda), 6.58; 3.- M.Turner (Horry), 6.56; 4.- R.Oldridge (Horry), 6.50; 5.- S.Willis (Horry), 6.46; 6.- P.Michel (Horry), 6.43; 7.- M.Sanderson (VooDoo), 6.40; 8.- B.Stout (Hi Climber), 6.36; 9.- P.Brown (Copland), 6.36; 10.- J.Knight (Knight 1950), 6.30; 11.- R.Biddlecombe (Contester), 6.16; 12.- M.Marshall (Korda), 5.27; 13.- A.Price (Horry), 4.46; 14.- A.Gustavsson (Landegren), 4.32; 15.- W.Cox (Horry), 4.19; 16.- R.Hope (Korda), 4.14; 17.- J.Andrews (Jaguar), 4.13; 18.- C.Chapman (Korda), 4.07; 19.- G.Beal (Surprise), 2.30; 20.- V.Willson (Korda), 1.38; 21.- P.Tomlinson (Jaguar), 1.22; 22.- P.Norman (Gypsy), 0.40.



A happy John Andrews with the Jaguar Trophy

Special 'one-design' events:

JAGUAR prize.- John Andrews.

KORDA prize - Peter Jackson

HORRY prize.- Mike Turner.

LARGE VINTAGE RUBBER - By Chris Strachan

These should be the killer models but we only had 5 competitors and one of those was a Mick Farthing which must have been wearing a very large false moustache unless Mick designed something that I am unaware of! Again nobody returned a full house in that unpleasant weather but Gerry Feather did well to win with a Challenger. Gerry has been flying large rubber for a long time since the days when he was the man who introduced the Lanzo Stick to the UK competition scene. Sticks came second and third but could

not catch the old master. No fly-off needed which was a good thing as models of this performance would probably have vanished into the cloud at about 1.30 at fly-off time (don't ask me how I know!). Here's to next year.

Results:

Large Rubber. (Max, 2-1/2min.)

1.- G.Ferer (Challenger), 7.22; 2.- R.Elliott (Lanzo Stick), 7.00; 3.- J.Foster (Lanzo Stick), 6.36; 4.- R.Kimber (Korda Stickler), 5.00; 5.- J.White (M.Farthing), 1.22.

Dixielander 50th Anniversary Competition - *By George Fuller*



George and the DIXIELANDERS



Winner Colin Foster and George Fuller



1st Colin Foster



2nd Place - Chris Redrup

Dixielanders galore in the most varied array of colour schemes imaginable.

They came from Australia, Canada, USA and all parts of the UK. The Australian had travelled with his model in a suitcase and joined it together on arrival in this country!

Sadly the weather in the run up to this event had been windy and not suitable for trimming, and dozens of Dixielander owners were hoping to trim on the weekend, but alas with the gusty winds resulted in several damaged models.

However, it was encouraging to see many old faces who hadn't built a model for years who had turned up to have a go.

At the end of the contest, three well known modellers with well trimmed models reached the fly-off.

The wind that had persisted all day was still blowing and the three agreed they would like to fly-off with a shorter engine run; 10 secs. instead of 12.

The first to launch was Simon Dixon who had a bad launch and did not get as high as usual, which resulted in his poor time of 1:51. This was followed by the other two who picked up a nice bit of air and did good flights.

The winner being Colin Foster of the Morley Club.

A really interesting contest and still proving the Dixielander will perform to a high standard.

Results:***Dixielander Celebration***

1.- C.Foster, 730+5.25; 2.- C.Redrup, 7.30+5.02; 3.- S.Dixon, 7.30+1.51; 4.- C.Shepherd, 7.01; 5.- A.Chilton, 6.51; 6.- W.Britcher, 6.37; 7.- B.Silcox, 6.20; 8.- A.Brown, 5.45; 9.- F.Chilton, 4.10; 10.- P.Thorpe, 4.05; 11.- J.Close, 2.49; 12.- A.Hall, 2.30; 13.- D.Cox, 2.18; 14.- D.Wright, 2.1; 15.- R.Wells, 2.09; 16.- J.Arnett, 1.59.

CLASSIC POWER - *By George Fuller*

This annual event was overshadowed by the Dixielander celebration and had only one entry.

Results:***Classic Power. Ron Kenward Trophy. (Max 2-1/2min.)***

1.- J.Eland (Gloworm), 6.45.

BOURNEMOUTH CLUB CLASSIC RUBBER - *By John Taylor*

Jim Arnett with his winning URCHIN



John Minshall launching his Boxall



Chris Strachan with URCHIN

The day dawned dull with drizzle and a fairly strong wind around 12-15mph blowing towards the hangers.

The max was set at 2 $\frac{1}{2}$ mins and 14 flyers were soon signed in. The most popular models were the 'Mentor' and 'Urchin' each with 4 samples. The other designs were 'Tripstick' (2) and one each 'Marcus', 'Late Night Final' and a 'Boxall'.

Nine flyers entered scores with a four way fly-off needed to decide the winner. The weather at the fly off was blustery, overcast and damp. The 'Urchin' of John Arnott achieved 3.10 to win while Jack Foster's brightly coloured 'Tripstick' achieved 2.21.

Third place went to John Minshull's 'Boxall' with 2.15 while Chris Strachan's 'Urchin' disappeared into the low cloud for 2.01, only to reappear and clock around 6 mins to land outside the field to claim 4th place.

Thank you to those hardy souls who entered and we hope to see you again next year.

Results:

Bournemouth Club Classic. (Max, 2-1/2min.)

1.- J.Arnott (Urchin), 7.30+3.10; 2.- J.Foster (Tripstick), 7.30+2.21; 3.- J.Minshull (Boxall), 7.30+2.15; 4.- C.Strachan (Urchin), 7.30+2.01; 5.- A.Rushby (Mentor), 6.56; 6.- S.Willis (Marcus), 6.33; 7.- C.Chapman (Last Resort), 4.31; 8.- J.Wingate (Late Night Final), 2.30; 9.- G.Cutting, 1.41.

CLASSIC GLIDERS - UP TO & OVER 50in - By Rod Audley

This year's Euro Champs had a real International feel to it with flyers from Scandinavia, Czech Republic, Australia, Canada, Mauritius, and nearer home Scotland.

The weather was excellent for towing, with very little effort needed to get a glider to the top of the line.

Sunday's max was set at 2:30 which caused quite a few models to end up in the restricted areas, preventing some to complete their three Classic Glider flights. Graham Percival flying a tiny Contest Kits Dab was the winner of the 'Up to 50in' classic glider with 6:01 (I think this was his first contest with this model, so well done).

'Over 50in' Classic glider had 12 entries and it was that man Colin Foster again who won with his Sans Egal returning the only full score of 7:30 mins. Vic Driscoll, with another Sans Egal, was 15 seconds behind to take 2nd place.

Highlight of the whole weekend had to be Colin Foster being named as this year's Euro Champion, the first time a glider flyer had won this title (OK, so he also won George Fuller's Dixelander power contest - but an excellent all round performance anyway!). Hopefully we will see Colin and his compatriots again next year.

And that sentiment applies to all the other overseas visitors who made the long journey to Middle Wallop this year. I hope they enjoyed the experience.

Results:

Open Vintage Glider, over 50in.

1.- C.Foster (Sans Egal), 7.30; 2.- V.Driscoll (Sans Egal), 7.15; 3.- G.Smith (Meanderer), 6.56; 4.- D.Cox (Inchworm), 5.38; 5.- T.King (Caprice), 5.00; 6.- J.Oulds (Sans Egal), 4.50; 7.- R.Taylor (Shorty), 4.01; 8.- G.Beal (Optimist), 3.41; 9.- K.Bates (Caprice), 3.35; 10.- P.Seeley (Inch Worm), 2.08; 11.- K.Taylor (Caprice), 1.20

CLASSIC GLIDER - UP TO 50in

Results:

Open Vintage Glider, up to 50in.

1.- Graham Percival (Dab), 6.01; 2.- P.Tomlinson (La Mouette), 5.42; 3.- R.Audley (Hatchetman), 2.21.

JIMMIE ALLEN MASS LAUNCH COMPETITION - *by Roy Tiller*



Six competitors entered the Jimmie Allen Mass Launch Competition. The Skokie was the most popular model with three entries followed by the JA Special with two entries.

Six flyers, with their models, assembled for the group photo at 12 noon. Launch was at about 12.15 and all the models got away in the dry but windy conditions. Barbara Tiller's JA Special took first place with a time of 1min 27, followed by two Skokies, both with a time of 1 min 16. Chris Strachen claimed 2nd place on the basis that "I'm bigger than him" and Roy Tiller claimed 2nd place due to launching from a lower altitude. Gordon Hannah flew a BA Parasol to a time of 44 seconds and Ted Horsey was pleased to have improved his last year's time by 10 seconds. Watch out for Ted next year!

Thank you to all who entered, do join us next year for the 10th anniversary of Jimmie Allen competitions in the UK. Plans available from Bournemouth MAS library roy.tiller@ntlworld.com

Results

| | | | |
|-------------------|----------------|------------|------|
| 1 st | Barbara Tiller | JA Special | 1.27 |
| 2 nd = | Chris Strachan | Skokie | 1.16 |
| 2 nd = | Roy Tiller | Skokie | 1.16 |
| 4 th | Gordon Hannah | BA Parasol | 0.44 |
| 5 th | Ted Horsey | JASpecial | 0.38 |
| 6 th | Lindsey Smith | Skokie | |



WIRELESS ASSIST - *By Tony Tomlin*

The 3 day SAM1066 Eurochamps was held at Middle Wallop from Saturday 29th - Monday 31st August. On the Sunday, during the meeting, keen Radio Assist fliers made their way to this superb mown grass site, [courtesy of the Army Air Corp MAC]. This was the third visit for the vintage fliers this year and sadly we did not have the pleasant, warm, windless conditions of the last gathering in May. The day started dry, as the safety tapes were laid out by James Parry and friends, and the control gazebo was swiftly assembled. The very efficient team of Jane Robinson and Pam Tomlin were soon booking in fliers and, over the day, 31 fliers booked in with 56 models.

Models ranged from the largest, Peter Rose's Junior 90 and the Lanzo Record Breaker of M Butler, down to the smallest, probably the many evergreen Vic Smeed 36" Tomboys of which 17 were counted! Colin Hutchinson had his smart, blue, scaled up Schiffermuller and Nick Skyrme flew his ever reliable Privateer.

Apart from the Tomboys, both 36" and 48", which were competing in round nine of the Tomboy 3 and Senior League, there were also a good number of electric models, including the Junior 60 of Alan Holmes, which flew well, and the Queen Bee and Black Magic of John Perry. During the day the control tent was visited

by Don Howie of SAM600 [Australia] and the Tomboy fliers were pleased to hear that the Tomboy following is also very popular in the Antipodes.

Tomboy3s

As the time neared 14.00, eleven fliers lined up for the Tomboy3 fly off all of whom had made the required preliminary, 4 minute max flight. There was a small change to the launch procedure with competitors having 90 seconds to start their engines and continue topping up their fuel tanks, as before. Fueling then ceased and there was now a 15 second delay before the models were launched in the customary mass launch.

The purpose of this change is to limit the height these models reach under power and make the competition a little less visually demanding. Generally this has been appreciated by the competitors. David Boddington, who first started this class [and also the larger 48" senior class], was flying as was Tom Airey, Tony Tomlin, Chris Hague, Paul Netton and Stephen Powell, all winners this year. James Parry was flying the ex. Tony Tomlin Tomboy which had spent 22 weeks 'resting' in a field and now flies better than before [called Lucky Boy]! Tony Overton, successful competitor with the larger class of Tomboy, was flying as was Dave Stock, Geoff Goldsmith and Roy Woolston, making up a strong field.

The weather, which had been slowly closing in over the morning, was now becoming very windy, with some nasty gusts around 18 mph and a hint of drizzle in the air. Nick Skyrme was the starter and as the start board was rapidly lowered, all models got away as one. A strong gust arrived at that moment, most models zoomed upwards and the fliers had to hold full down elevator to make some form of forward penetration. The climb out from the spectators view was very exciting, the fliers used various other expressions!

The models were all in close proximity until they had used up their 3cc of fuel. Chris Hague and David Boddington had planned it right and were now upwind. Geoff Goldsmith and Roy Woolston were soon down with short engine runs, Roy at 1 min 30 secs followed by Geoff, 5 secs later. Dave Stock followed them in, after a little over 30 secs with James Parry's Lucky Boy letting him down and landing at 2 mins 30 secs! Paul Netton, after a steady flight, was losing height and was down in 3 minutes dead. Tony Overton had drifted downwind but landed safely and within the prescribed landing zone at 3 mins 22 secs. Tom Airey, in company with Tony Tomlin and Stephen Powell, was slowly drifting downwind, still high, but diving to penetrate forward. Stephen was first down at 4 mins 22 secs followed by Tony, 3 secs short of 5 minutes. David Boddington was next down, pipping Tony by 5 secs to claim 3rd place. Tom Airey had managed to find that little extra and landed downwind at 5 mins 6 secs. Chris Hague was able to keep upwind, and was the winner at 5 mins 10 secs, landing smoothly. Only 13 seconds covered the four highest finishers which was the closest finish to date.

Tomboy Senior

With the exception of Dave Stock, Paul Netton and Roy Woolston all the remaining fliers from the earlier Tomboy 3 event lined up for what was hoped would be an easier event with the larger 48" Tomboys all powered by the Mills 1.3cc. Roy Woolston was hoping to fly but had lost his model earlier in the day with a possible radio problem.

Again Nick Skyrme was the starter and this time the gusts had eased but even so the wind was estimated at a steady 15mph. As the start board fell all eight models got away well and were all flying in a bunch, literally a foot or so apart! It was later said that the shouts of the excited spectators drowned out the sound of the slower revving Mills engines!

Steadily the models climbed away, still close [no touches were recorded which was surprising] and slowly penetrating into the wind. Chris Hague and David

Boddington were highest at an estimated 700ft. with Tony Tomlin and Tom Airey close. James Parry had continued his bad day and was down with a short engine run, at 1 min 53 secs followed shortly by Geoff Goldsmith 20 secs later.

All engines were now stopped, the new starting system keeping the models noticeably lower. Tony Tomlin's model suddenly descended like a lift and was down at 3 mins 7secs to Tony's surprise! The other Tony [Overton] was equally out of luck and landed at 2 secs over 4 mins. The remaining 3 models had now separated with Tom Airey lowest, landing gently at 5 mins 14 secs followed by David Boddington 8 secs later. Chris Hague completed his double for the meeting with a time of 5mins 50 secs which considering the conditions [there was now heavy drizzle] was very good.

Shortly afterwards all the fliers gathered at the control gazebo where with the normal good natured banter, liquid prizes and certificates were presented by Jane Robinson. This ended not the best day for weather but a good day for some excellent flying.

CONTROL LINE (A short report from the Caulkheads)

- By Den Saxcoburg



Half A Nobler

So who are the Caulkheads and what's that name all about? Well taking the name first it's a derogatory name for residents of the Isle of Wight, believed to have originated in Portsmouth. Presumably the dockyard matey's were referring to caulking - that process of hammering oakum (a mixture of tarred fibre) into the seams of boat hulls, so you get the joke.

The Caulkheads are, Andy Gilliam, Mick Stretch and Den Saxcoburg, old time flying buddies that have been active on

the Island for about half a century. In the past they have covered most aero modelling disciplines including competitive free flight in the late 70's but their main interest is Control Line.

Mick and Den attended Middle Wallop on the Bank Holiday Sunday taking a few new models with them. Mick brought an ARF Nobler, and Den a Musciano Giant King Pin plus a couple of half A models. The weather was typical English Bank Holiday, wind and rain, so the most sheltered spot was sought and prudence ruled the day! Suffice to say all the models were flown, new engines run in and apart from a few dings and dents, no major damage was done.

Mick was especially pleased with his Nobler, assembled from one of those ARF 'kits' it was bit of an unknown and he had a brand new OS LA 40 in it. Both the aircraft and engine performed faultlessly and Mick even managed the odd loop. 'Pulls like a train' was the verdict and longer lines and a 3 blade prop were purchased at Flighthook.

Den's classic Giant King Pin also shows promise and the new Enya 30SS settled down nicely after a couple of rich runs. Like Mick's Nobler it was steady on the lines and handled the turbulent conditions well. The problem was getting it down after the motor cut, the glide is very floaty and some serious antics were necessary to maintain line tension during landing.



Giant King Pin

Den's other two models were built to compare a radically different approach to half A designs. Dick Sarpolus is well known in the States as an advocate of flat plate wings and hot engines and Den has built one of his Half A Nobler designs. To compare it with something a little more traditional Den has also built a Walt Musciano, conventional wing 'Hurricane'. Both aircraft are powered by 'dieselised' 1cc Norvels. These awesome little engines are 20gms lighter than a comparable PAW and will often show a 1000rpm more on the same prop.

Both models were flown but the weather made any judgement impossible, however some impressions could be made. The Half A Nobler inspired confidence and was pulling very nice loops with no signs of stalling, a surprise considering its flat plate wing. The 'Hurri' proved a bit of handful, only because it was too fast. The engine had been built by Canadian 'Mr diesel Norvel', Andy Woitowicz. In his laconic way, Andy W had said that it was a good one, he was not joking, a spectator was heard to remark that the scale speed must be about Mach 2! Den intends to re - engine the 'Hurri' with a more sensible Norvel and have another try with both models under better conditions.

So all in all a great day out for the Caulkheads and thanks must be given to all those that have made Control Line flying possible at Middle Wallop. This is a great venue with a superb atmosphere and the organisation allows SPORT control line flying, just like the 'old days'. Hopefully those that have enjoyed the Control Line facility this year will pass on the news and encourage others to attend next year - remember the old adage 'use it or lose it'.



Mach 2 Hurricane

ELECTRIC POWER PRECISION

NO REPORT AVAILABLE

Results:

Electric Power Precision

1.- J.Osborne (Cherub), 0.5s; 2.- E.Horsey (Bitsa), 2s; 3.- R.Tiller (One Night), 20s; 4.- J.Codling (Cardinal), 67.5s.

FLOAT PLANES AND FLYING BOATS

NO REPORT AVAILABLE

Results:

Float Planes. (Max, 2min.)

1.- J.Ellison (Hepcat), 1.24; 2.- R.Oldridge (Percy), 1.07. 3.- A.Thorn (Diasphere), 0.00.

Flying Boats



Tony Thorn's Water Sprite on the stooge



Away she goes

Results:

Flying Boats. (Max, 2min.)

1.-M.Rainer (GB2), 2.19; 2.- A.Thorn (Water Sprite), 0.07; 3.- R.Oldridge (GB2), 0.00.

MONDAY

4oz WAKEFIELD

NO REPORT AVAILABLE



Copland '36 gets away in 4 oz Wakefield

Results:

4oz. Wakefield. (Max, 2min.)

1.- J.Knight (Lanzo Duplex), 6.00+7.39; 2.- C.Chapman (Lanzo Duplex), 6.00+1.44; 3.- J.Minshull (Copland), 5.50; 4.- J.Taylor (Copland), 5.27; 5.- M.Marshall (Lanzo Duplex), 4.59; 6.- J.White (Copland), 4.16; 7.- M.Turner (Lanzo Duplex), A.Powis (Lanzo Duplex), J.Wingate (Northern Arrow), 4.00; 10.- A.Longhurst (Copland), 3.54; 11.- J.Foster (Lanzo Duplex), 2.50; 12.- P.Jackson (Copland), 1.42.

UNDER 25" VINTAGE RUBBER

NO REPORT AVAILABLE



3rd placed Peter Jackson with VERON Fledgling

Results:

Under-25in. Rubber. (Max, 1.5min., 1st and 2nd flts; 3^d unlimited)

1.- J.Northrop (Moth), 10.52; 2.- M.Sanderson (KK Eaglet), 6.24; 3.- P.Jackson (Fledgling), 5.21; 4.- C.Strachan (Fledgling), 5.08; 5.- K.Horry (Micron), 5.01; 6.- G.Cutting (Frog Sprite), 4.08; 7.- T.Rushby (Elite Petrel), 3.52; 8.- A.Train (Achilles), 2.53; 9.- K.Bates (Achilles), 2.25; 10.- M.Sanderson (Elite Petrel), 1.52; 11.- R.Hope (Tubby II), 1.51; 12.- A.Hall (Fledgling), 1.30.

VINTAGE COUPE - By Ed Bennett

Given the weather conditions pertaining on this day, it is unsurprising that none of thirteen gentlemen who decided to "have a go" maxed out. It appeared to me that those models which managed to claw their way up through the turbulence collected either air that was travelling either violently up or equally violently down. Rex Oldridge managed to contact a

super boomer while trimming his Jump Bis bringing his efforts to a premature end. Failure to coax a signal from the model using a yagi indicated that a car was probably the most appropriate retrieval method.



2nd placed Andrew Longhurst launches his ALTAIR

Results:

Vintage Coupe d'Hiver (Max, 2min.)

1.- C.Chapman (Fuit), 5.15; 2.- A.Longhurst (Altair), 5.09; 3.- G.Ferer (Bagatelle), 4.52; 4.- P.Tolhurst (M.Etienvre), 4.51; 5.- V.Willson (Altair), 4.32; 6.- R.Taylor (M.Etienvre), 4.30; 7.- A.Hall (M.Etienvre), 3.58; 8.- M.Marshall (Lo Zigollo), 3.48; 9.- J.Oulds (Fuit), 3.40 10.- R.Oldridge (Jump Bis), 3.18; 11.- E.Challis (Lo Zigollo), 3.10; 12.- M.Dixon (?), 2.29.

Please note Ed Bennett's change of address details:

17 Barham Mews, Teston, Maidstone Kent ME18 5BL. Phone now 01622 815406. Email remains mayedbennett@ouvip.com.

The following Vintage Coupe plans remain available at £2.50 post free. Ailbas, Eros, Jenisso, Fuit 3, Machaon, Lo Zigolo, Jump Bis, Bagatelle, Michel Etienvre, Altair and Babar.

RADISLAV (JAROSLAV) RYBAK A2 GLIDER - *By Rod Audley*

This year's Euro Champs had a real International feel to it with flyers from Scandinavia, Czech Republic, Australia, Canada, Mauritius, and nearer home Scotland.

The weather was excellent for towing, with very little effort needed to get a glider to the top of the line.

As some of you know I have a great regard for the A2 Rybak Trophy event, so this year was a bit special for me. This was because for the first time in many a year we had someone from the former Czechoslovakia, the country that started this particular SAM 1066 contest many years ago.

Zdenek Slapnicka, from the now Czech Republic, and with the help of his wife Alena flew a previously unseen (well, to me anyway) glider called Straka into a well deserved 1st place. Jim Arnott, yet another Scot, gained 2nd with his Mercury Marauder.

Next year the cup will bear the correct name of the contest's originator 'Jaroslav Rybak', and not Radislav, the name which I had incorrectly had engraved on the trophy - thanks for pointing that to me Zdenek.

Highlight of the whole weekend had to be Colin Foster being named as this year's Euro Champion, the first time a glider flyer had won this title (OK, so he also won George Fuller's Dixelander power contest - but an excellent all round performance anyway!). Hopefully we will see Colin and his compatriots again next year.

And that sentiment applies to all the other overseas visitors who made the long journey to Middle Wallop this year. I hope they enjoyed the experience.



*Alena Slapnicka ready to launch
Zdenek's winning Straka*

Results:

1.- Z. Slapnicka (Straka), 6.00+1.21; 2.- J.Arnett (Marauder), 6.00+0.47; 3.- T.King (Kavka), 4.- C.Foster (Tadpole), 6.00; 5.- R.Sabey (Seraph), 5.56; 6.- T.Clark (Seraph), 5.21; 7.- P.Michel (AV-46), 5.10; 8.- V.Driscoll (Flamingo), 5.05; 9.- Twomey (Snark), 5.01; 10.- P.Tomlinson (Seraph), 4.35; 11.- R.Audley (Wanderlust), 2.00

OPEN VINTAGE POWER (*Phineas Pinkham*)

A happy Tony Shepherd receives the Phineas Pinkham Cup

NO REPORT AVAILABLE

Results: (Max, 2min)

1.- A.Shepherd (Top Banana), 6.00; 2.- A.Brown (Mallard), 5.48; 3.- C.Foster (Fly's Eye), 2.53; 4.- J.Leitch (Civy Boy), 2.00.

COMBINED A-FRAME & SPAR TRACTOR MASS LAUNCH

COUNTDOWN TO CHAOS - By Peter Michel



WHAT can one say of the combined A-frame/Spar Tractor mass launch on the Monday? The intention was that it should be a simple affair, devoid of procedural annoyances which crept in at last year's event. Sadly, it ended up in total confusion.

Last year some participants were understandably less than happy about having to walk the considerable length of the parked cars to Control for briefing, only to have to

trudge all the way back again, with their gear, to a point upwind from which to launch. Some wound at launch point. Others wound up at their cars on the way. Not good.

This year I thought we would fix all that by having everyone meet upwind (and not at Control) at 12 noon with models unwound; winding to begin when all were happy. A notice was taped to one of the tables at Control saying just that. It was there for the three days of the meeting.

What happened? Somehow the word got round that there would be a photo-call at Control at noon. Half the competitors turned up there. However, those who had read the notice assembled, as requested, with their helpers up-wind at the end of the beautifully-mown runway where I was standing, vigorously waving a red-and-yellow flag on a long pole. At 12 noon, on the dot, I asked all concerned to start winding.

Then, after three minutes or so with everyone winding furiously, news came via a breathless runner that there were another half-a-dozen competitors on their way from Control, all with models yet to be wound! Oh dear. Faced with an inevitable delay while the newcomers sorted themselves out, the four with models already wound were in a dilemma because their motors were cooking. Tony Brown, in fact, elected to let his Brazilian PEG 54 A-frame unwind and begin again. (This was his downfall because in his haste he managed to wind one of the skeins the wrong way and the PEG instantly piled in. However, he wound a third time and got away, sadly some time after the rest had flown. He deserved a special medal for forbearance and perseverance.) Finally, a good ten minutes after everyone should



have been up and away, I was able to call Three, Two, One, and blow the whistle. From the start it was obvious that Andrew Longhurst's Sticklemeir spar tractor would be the winner. And so it proved with an effortless 3min. 6sec. Only Roy Tiller's Burnham put up any meaningful opposition with 1min 37sec. This needless sequence of misunderstanding and confusion really mustn't happen again. It was unfair to all concerned and a nightmare for the so-called organizer, yours truly. However, since it is a well-known fact that I can't organize myself out of a paper bag, I can only say that I tried (surely one of the weaker virtues) to run a simple fun event on the lines of the long-gone and greatly-missed mass Wakefield launches at Old Warden. Sadly, failure was my lot.



So it is now open to others to devise a fail-safe procedure which will ensure a clean and easy start to the A-Frame and Spar Tractor mass launch at Middle Wallop next August, 2010. I hope to compete in it myself since my Simmers and Burnham A-frames have been doing nothing in the loft for a number of years now and were begging to be flown last time I looked.

Finally, bit of advice a quarter-of-a-century ago (Yes!) from Mark Hinton. In a letter to Mike Kemp, part of which Mike included in a memorable article on twin-pushers [SAM 35 Speaks, June, 1984] Mark wisely observed: "Please keep the mass A-frame launch a fun comp."

Couldn't agree more. Perhaps we should scrap timed flights and return to the simple concept of "last man down's the winner", as of yore.

Results:

1.- A.Longhurst (Sticklemeier), 3.06; 2.- R.Tiller (Burnham), 1.37; 3.- M.Ambrose (1934 Grant), 0.47. Also flew: P.Norman (Sticklemeier), A.Brown (1934 HD 54), A.Train (Cloud Tramp), J.Taylor (Burnham), and Mike Turner (Burnham)

THE MIDDLE WALLOP BOWL - *By Lindsey Smith*

The weather on Monday morning was dire! You could not see the far side of the airfield in fog, but by midday the fog had lifted to low cloud which eventually broke to give some sun, but the wind got up with the clearance. My devoted assistant judges, Pete Smart, and Mike Stuart (Three judges so that two could judge the third's entry), foregathered in the left side tent of the Headquarters, and proceeded to judge the nine entries to Flying Aces rules a very varied and interesting collection, including three twin motor types, one of which was a Flying Boat (gaining no fewer than 35 Bonus points), A standard Stahl Magister which made the best flight of the comp of over two minutes thus getting the highest possible Flight points and two KK 3/8 dime scale types. the comp was won by the Beriev twin engined flying boat of Pete Smart, but second was Roy Tiller's Stahl Magister with a modest scale score, but the max flight score, and third was my Thunderbolt, a "Resurrected " Big KK 1/18 range model which got a moderate scale score but made one glorious flight of just over a minute. The other three twin engined models, Mike Stuart's DHC Dash 8, and Chris Strachan's Tigercat, and Curtiss A18 from the Flying Aces plan by Herb Weiss I think deserved better, but could not cope with the gusty wind.

Results:

1.- P. Smart (Beriev); 2.- R. Tiller (Miles Magister) 3.- Lindsey Smith (Republic P47 Thunderbolt)

David and Hilda Baker Memorial Trophy - *By Nick Farley*

This year saw the 9th running of this event at Middle Wallop and it was extra special because David's name was added to the Waterford glass vase trophy following his death since last year's competition.

We were, as always, hoping that entries would be higher but this was not to be. However, the flying was of an amazingly high standard. Once again Tony Radford walked off with the impressive glassware after capping a series of long flights with a brilliant flight of 6.10. To record a time of 6.10 - and remember the model must land inside the field for the time to be eligible - was a remarkable achievement in the windy conditions which characterised this year's Wallop.

Two stalwart Baker Vase competitors, Martin Ambrose and Paul Barford, were second and third respectively with times of 4.48 and 4.05, while Christopher Barford won the Reg Roles Junior Trophy with 3.46.

The Radford family always make a real effort in this competition and it was Tony who also won the Tomboy Tankard for making most flights of 2½ minutes and over: 6.10, 6.05, 5.14 and 2.30. To make three flights over 5 minutes with a Tomboy at a very windy Middle Wallop is, I think, pretty sharp flying.

The issue of low entries for this competition has to be addressed. In the first year it attracted 120 entrants and in the succeeding years the levels remained high with seventy or so flyers competing, but recently the levels have fallen dramatically. What's to be done?

We are considering widening the list of eligible models: at the moment it is restricted to the Vic Smeed Tomboy but there are so many other similar sport models at Middle Wallop and it would be good to see, perhaps, some Veron Cardinals, Madcaps, KK Bandits, Pirates and maybe a Simplex or two swelling the entry list next year. What are your views? Another innovation which has been suggested is the use of a radio DT. My initial thought was that this is completely against the spirit of the competition but, on reflection, I think it is a very good idea. What does anyone else think? Please let me know nick.farley@farleypart.com.

Results:

1st: Tony Radford with a very good best time, in windy conditions, of 6.10

2nd: Martin Ambrose 4.48

3rd: Paul Barford 4.05

Reg Roles Junior Trophy (for - unsurprisingly - the best junior flyer in the comp)

Christopher Barford: 3.46

Tomboy Tankard (for most flights over $2\frac{1}{2}$ minutes)

Tony Radford with 4 flights over $2\frac{1}{2}$ minutes.

Next year we are contemplating allowing other sport models to enter in order to enlarge the entry - Madcaps, Veron Cardinals, Simplex etc.etc. and also allowing radio DTs. No decision yet.

CONCOURS d'ELEGANCE - *By George Fuller*



The assembled entry for Concours d'Elegance, sheltering from the wind

A varied array of beautifully built models. The winner was unanimously agreed by the three judges.
A pleasant surprise was a model all the way from Canada, which finished third.

Results:

1.- B. Martin (Petrol Driven Clipper) 2.- (Tiger Moth) 3.- (Brooklyn Dodger)



The Trophy Table gets more and more overloaded as the years go by!

My Wallop Championships 2009 - By John Andrews

Here is a good view of the well laden Trophy table with numerous cases of wine below to accompany the awards.



Yours truly shakes hands with our Chairman John Thompson as I received the Jaguar Trophy. Note, the new blue Timperley logo club shirts are well in evidence.

For day one I unlimbered the old 'Hep-Cat' to fly in mini vintage or under 36" or what ever it was. I put in, what seems to have become my standard performance, one max, one 2secs light and a third max. First flight was my 'Cats' usual wind performance of two quick laps at ground level before climbing away, thankfully in good air. Second flight with 1/32 side thrust off was a repeat performance without the good air, 2secs short. Third flight with an extra 1/32 side thrust off, one power stall then away in good air. Job done but no cigar. When I removed the motor there were several broken strands, but when I went to John Hook's to buy some knots he was fresh out.

Day two first up, it was 8oz Wakefield with the 'Jaguar'. As usual I had not even looked in my rubber motor case but there was a 20 strand x 3/16 x 90gm motor in there so in the jag it went. I wound for the first flight with timekeeper Peter Martin steadying the plot. The motor looked a bit dry, so when it tightened up at 750 turns I quit and launched with that. The model shot away like a bullet and was soon well up in the clouds to d/t at 3mins for a perfect max. With one in the bag I was soon winding for the second flight and I stuck to the 750 turns.



This is where the day went 'breasts elevated', to clean up the phrase, as I managed to launch the Jag slightly out of wind in a gust. Round the corner side on, into the Jaguar keel roll and then down to spread itself all over the airfield. That was that, but I did win the Jag Trophy as my single flight was better than Peter Tomlinson's. Next up, but not for long, was my 'Dixelander'. I had managed to finish it a week before and trimmed it at Warwick racecourse so I was reasonably confident but decided on a short test flight before investing £2 for an entry. £2 saved, the Frog 249 started easily and the Dixie climbed quickly away but on the first turn into wind she clapped hands and next thing I'm chasing bits of wing across Wallops grass. That was the end of my comp flying, but I did get my 'Tomboy' flight in. I'll wrap up with a few pictures of the Timperley winners.



The BMFA 50gm rubber rule may have killed off the their large open rubber models but large vintage models still exist. Above Gerry Ferer waits for lift with his 1948 Bob Bienstein 'Challenger' carrying 100gms of rubber and Pearl is ready with the watch and bins. Gerry did not max out as he stalled down out of one thermal but his other two maxes gave him the winning time and the SCAMPS (South California Antique Model Society) Trophy for large rubber.



Above left, John Wingate steps up having won the Flight Cup. His winning model, without d/t due to last flight damage, was lost in the fly-off. The model went o.o.s. high in the clouds after 8 minutes or so, still not found. Above right, a smiling author shares a laugh with the Chairman whilst clutching a bottle of red and the 'Jaguar Trophy', which is now in pride of place back on my mantelpiece.

Southern Coupe League 5th Round Report - By Roy Vaughn

The latest round of the League was the F1G event held at the Southern Gala at Little Rissington on 4 September. Although the weather in the week following the August Bank Holiday is often benign, the wind that had persisted for more than a week beforehand failed to abate and blew at up to 30 mph all day. This effectively reduced the event to a lottery, rewarding the persistent or lucky. As at the Coupe Europa last year, relative newcomer Peter Brown managed to come to terms with the conditions better than the rest and completed all five flights, albeit with a total time of less than half of the available 10 minutes. The scoring system this year rewards such bravado with fists full of points and as a result Peter is now top of the League by one point from last year's winner, Peter Hall, who had a less good day, posting but a single flight. These two are the only competitors to have

scored points in all rounds so far and they will now have to drop their lowest scores if they place in the remaining events:

- Crookham Coupe Day to be held at Middle Wallop on 11 October
- 6th Area meetings to be held at Merryfield, Beaulieu and Ashdown Forest on 18 October
- Coupe Europa at Middle Wallop on 6 December.

Hopefully we will see better conditions during the remainder of the season sufficient to tempt competitors to bring out some of the new models which are currently under development in the search for higher performance.

| POSITION | NAME | CLUB | CROOKHAM GALA | LONDON GALA | OXFORD RALLY | SPRING GALA | SOUTHERN GALA | Score to Date (best 5) |
|----------|---------------|-------------|---------------|-------------|--------------|-------------|---------------|------------------------|
| 1 | P. Brown | CM | 8 | 13 | 10 | 17 | 15 | 63 |
| 2 | P. Hall | Crookham | 14 | 11 | 20 | 10 | 7 | 62 |
| 3 | R. Vaughn | Crookham | 20 | 7 | | 6 | 6 | 39 |
| 4 | J. Paton | Oxford | 11 | 8 | 16 | | | 35 |
| 5 | T. Tyson | Crookham | | 19 | | 11 | | 30 |
| 6 | A. Longhurst | SAM35 | 7 | | | 20 | | 27 |
| 7 | J. White | Croydon | | | 12 | 2 | 9 | 23 |
| 8 | M. Marshall | IVMAC | | 8 | | | 13 | 21 |
| 9 | J. Knight | B&W | 6 | | | 13 | | 19 |
| 10 | M. Richardson | E.Grinstead | 17 | | | | | 17 |
| 11 | D. Greaves | B&W | | 16 | | | | 16 |
| 12 | P. King | Croydon | 9 | | | | | 9 |
| 13 | D. Thomson | Croydon | 8 | | | | | 8 |
| 14 | P. Tolhurst | Hayes | 2 | 3 | | 1 | | 6 |
| 15 | B. Stichbury | Chichester | | | | 6 | | 6 |
| 16 | M. Wright | CM | 5 | | | | | 5 |
| 17 | E. Challis | B&W | 3 | | | | | 3 |
| = | K. Taylor | E.Grinstead | 3 | | | | | 3 |
| 19 | M. Evatt | | | 3 | | | | 3 |
| 20 | R. Willes | | | | | 3 | | 3 |
| 21 | J. Minshull | Brighton | 1 | | | | | 1 |
| = | M. Stagg | MFFG | 1 | | | | | 1 |
| 23 | B. Taylor | E.Grinstead | | | | | | 0 |

TAILLESS MATTERS - By Vic Willson

*Unfortunately due to ill health I have been unable to organise an end of season Tailless event at Middle Wallop.
This means that the Final League Table for 2009 is as published in last month's newsletter.*

WAKEFIELD LEAGUE - *By Vic Willson*

The final Wakefield League Tables, after the Middle Wallop Championships, have been held over, due to space considerations, until next month's Newsletter.



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 faithfuls, 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:

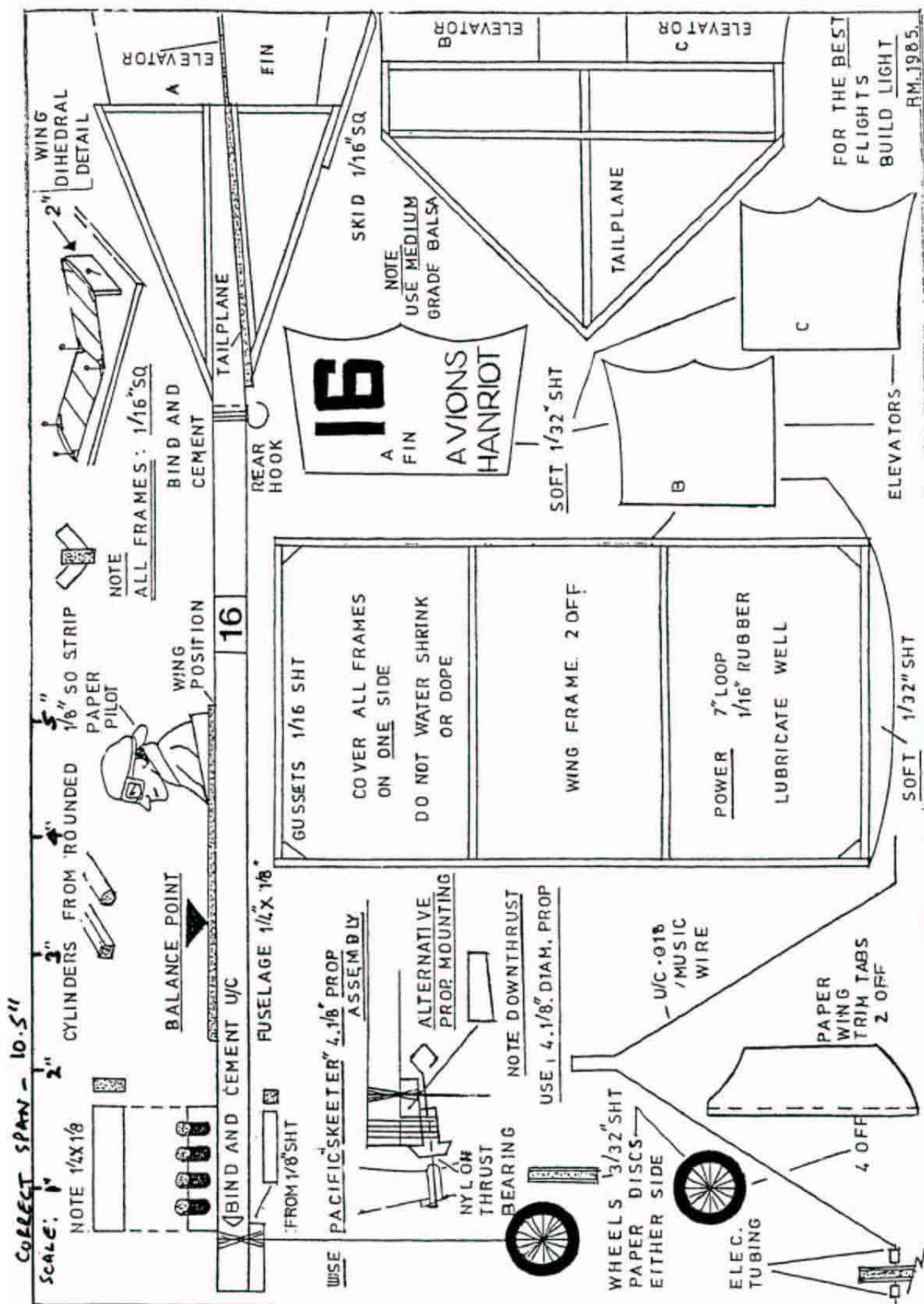
Once again the excellent fare from our trusty team will be available all day. No one need go hungry!

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



**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

Forthcoming Events 2009

with competitions for Vintage andlor Classic models

| <i>Date</i> | <i>Venue</i> | <i>Event</i> |
|---|--------------------------------|--|
| <i>4nd October</i> <i>(includes Mini-Vintage)</i> | <i>North Luffenham</i> | <i>Midland Gala</i> |
| <i>11th October</i> | <i>Middle Wallop</i> | <i>Fun-Fly and Trimming</i> |
| <i>18th October</i> | <i>BMFA Area venues</i> | <i>6th Area Competitions</i> |
| <i>6th December</i> | <i>Middle Wallop</i> | <i>Coupe Europa</i> |

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