



NEW Clarion

SAM 1066 Newsletter

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Editorial:

Ah! Well the 2011 Championships at Wallop are behind us. The event does not happen by magic, I think we all owe a debt of gratitude to all the societies officers and to the C/D's who gave up their time to run the numerous events.

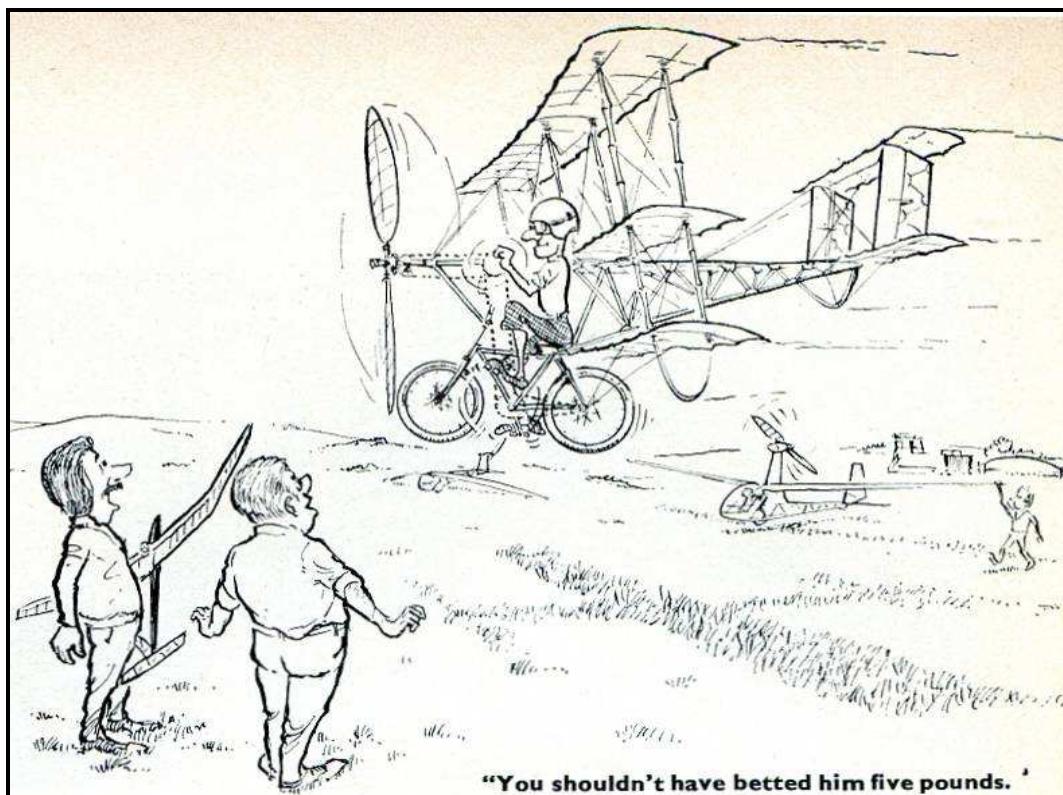
Now comes the appeal, I hope some of you will write a few words for the next 'New Clarion', anything will do, your own efforts, efforts of others, observations, interesting recoveries, even constructive criticism and if you can supplement your epistles with a picture or two so much the better. Of particular interest would be something on the August Championships. Any form of submission will do, from hand written to formated word documents, I can knock anything into shape even if your essay writing is a little on the shaky side. Please give it a whirl, you may not think what you do is interesting but others like to read about it.

Even a simple 'letter to the editor' as Jim Paton's on page 26 is of interest.

Radio Assist:

Having read Andy Brough/BMFA's rules I have given the matter a little more thought and have decided that I personally do not agree that elevator control should be allowed.

In my opinion any model with elevator and rudder control is a **Radio Controlled** model, not a **Radio Assisted** free-flight model. In discussion it has been put to me that elevator control is desireable in order that a model can be brought back to base against the wind. My answer to this is, as many of us old radio flyers well know from our early single channel days, continually applying left and right rudder will depress the nose of the model and headway against all but the strongest winds can be made.



The weather forecast for Sunday August 7th. was bad, high winds and possibility of showers. We did not get much in the way of showers, just one sprinkle late afternoon, but boy did we get the wind. Measured well above the 20mph mark on several occasions. Attendees were few on the ground, I doubt that there were a dozen cars. I would have normally given it a miss myself but as the main event was Team Combined Rubber, I was there to fly for Timperley if required. The Timperly 'A' team of John O'Donnell, Gerry Ferer and Richard Wykes were in attendance. My luck had held good as the only other club members present were Walt Hodkinson and myself so we had no 'B' team and I did not have to fly.



Above we have the 'A' team:

Left, John O'Donnell with Walter holding John's 'New Look' vintage Wakefield.

Centre, Gerry Ferer with his large BMFA 50gm model.

Right, Richard Wykes with his mainly black BMFA 50gm model, the fuselage is black tissue over mylar and can be easily mistaken for a sheet fuselage.



My only involvement in the days proceedings was to help J.O'D with a bit of rubber knitting to prepare the pretensioned motor for his 'New Look' Wakefield. Being a vintage model the rubber allowance is 100 gms and although the model is a folder, pretensioning helps keep it all in the model when the prop folds.

Lift picking in the high wind was not easy, the lulls were few and far between and very short. If you missed the good air you had difficulty in climbing through the turbulence which seemed to be about 100 feet up and all across the airfield



John and Richard launching, not easy in the wind

John had been trying to persuade Richard to hold his propeller from the rear for launching as it is much easier to let go, particularly if you have a large diameter prop. It makes sense to me and I am going to try and change myself.

J O'D managed to get his 3 maxes but not without incident, his second flight was a flyaway which he recovered after a long road trip and a couple of farm tracks. Gerry dropped his second flight, held down by the turbulence and the model must have flown into a lighting pole when it came down as the wing had a piece of leading edge knocked out requiring a lengthy repair before his last max.

Richard suffered the same fate with turbulence on his second flight, failing to climb above the bad air and recording 2min-09secs an identical time to Gerry.

The team managed a creditable combined time of 21min-48secs, not a bad effort considering the conditions on the day.

John Andrews

The DBH Library (Magazines)

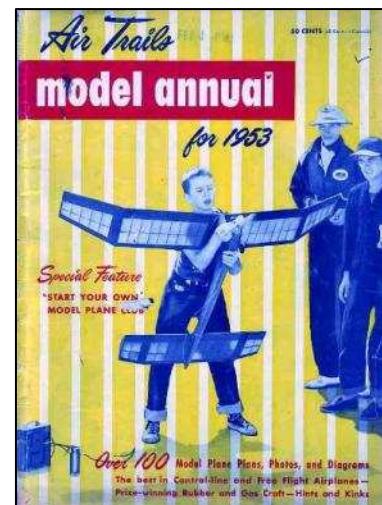
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Roy Tiller

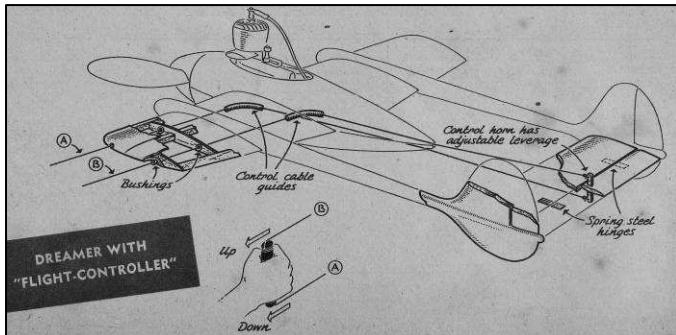
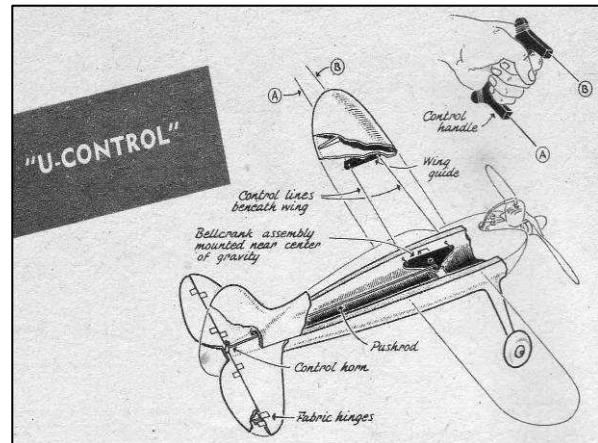
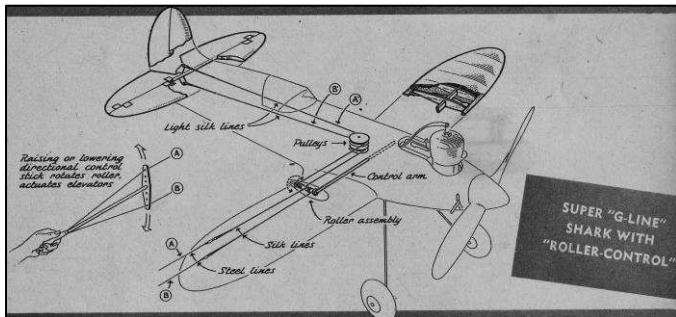
Report No 12 U.S.A. (Air Trails continued)

We covered Air Trails in its various titles in reports No 10 and 11. Air Trails started in October 1928 and ran through to 1975; our earliest copy is October 1935 and our last October 1956.

Air Trails also published "Annuals", not in book form as our much loved Aeromodeller Annuals but to the same size and style as the monthly magazine. I am not sure when they started but our earliest is 1946, I cannot show you the cover as it is missing. The content is fairly evenly split between; Control-line, Design, Engines, Rubber



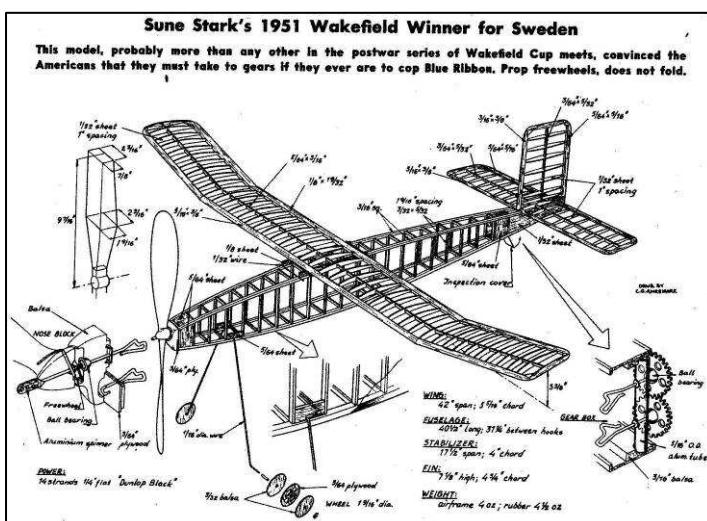
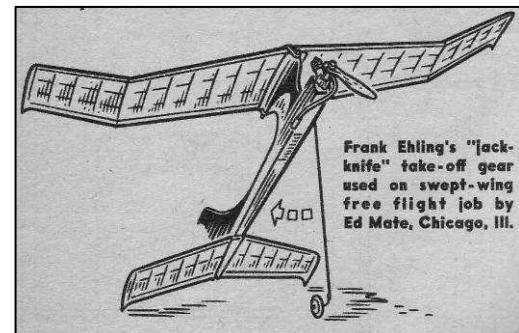
Models, Free Flight Gas, Solids and a smaller section on gliders.



Three nice sketches show the then current control-line systems; Jim Walker's "U-Control", Stanzel's improved "Super G-Line" with Roller-Control, and "Flight Controller". The reporter favoured the Flight Controller system concluding that its simplicity "should be a boon to the beginner and an assurance of reliability to the expert." Air Trails Annual 1951 has on the cover a control-line Twin Mustang and a free flight Super Phoenix. The plan for the Twin Mustang by S.Calhoun Smith is presented in reduced size as is the plan of the Super Phoenix by Frank V. Ehling. No sending for a plan and a pack of laser cut parts, first prepare your full size plan.

Air Trails Annual 1952 pays tribute to

"Those ingenious free fighters" with sketches of cunning ideas including Ehling's "Jack-knife" take off gear.

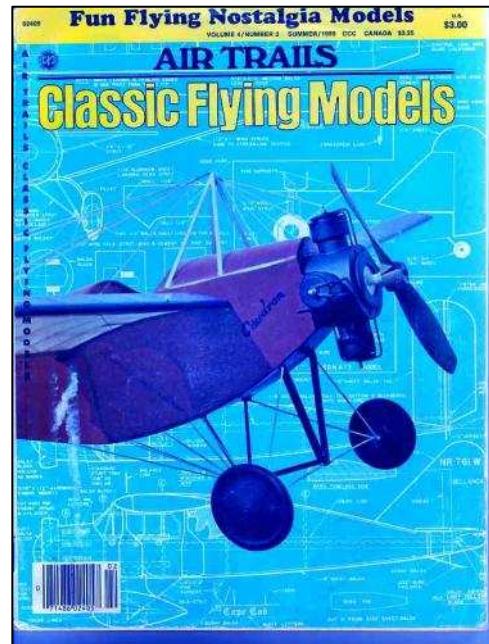


Air Trails Annual 1953 cover shows a young lad tuning up for the big launch, all we are told is "Photo courtesy of Plymouth Motor Corporation". The content includes a review of Wakefield Cup Models with 47 photos of exclusively U.S.A. models, balanced by 25 sketches covering models from Sweden, Finland, France, Italy, U.S.A., England, New Zealand, Switzerland, Germany, Belgium, Canada, Trinidad,

Holland and Australia, also a detailed sketch of Sune Stark's 1951 Wakefield winner.

Our last Air Trails Annual is 1958 with a 1960 issue on its way via kind people transporting it from model meet to model meet etc...

About the year 1977 Air Trails Classic Flying Models appeared, being a quarterly production comprised entirely of articles and plans from early Air Trails. Shown here is the cover of Volume 4 No. 2 Summer 1980. The Coudron on the front cover is simply identified as "Vintage model courtesy of Art Reiners". Even the adverts would seem to be from early Air Trails according to the statement by the advertising director and the advertising co-ordinator "It should be noted that all advertisement in Air Trails Classic Flying Models are vintage ads and not current advertisements for goods or services."

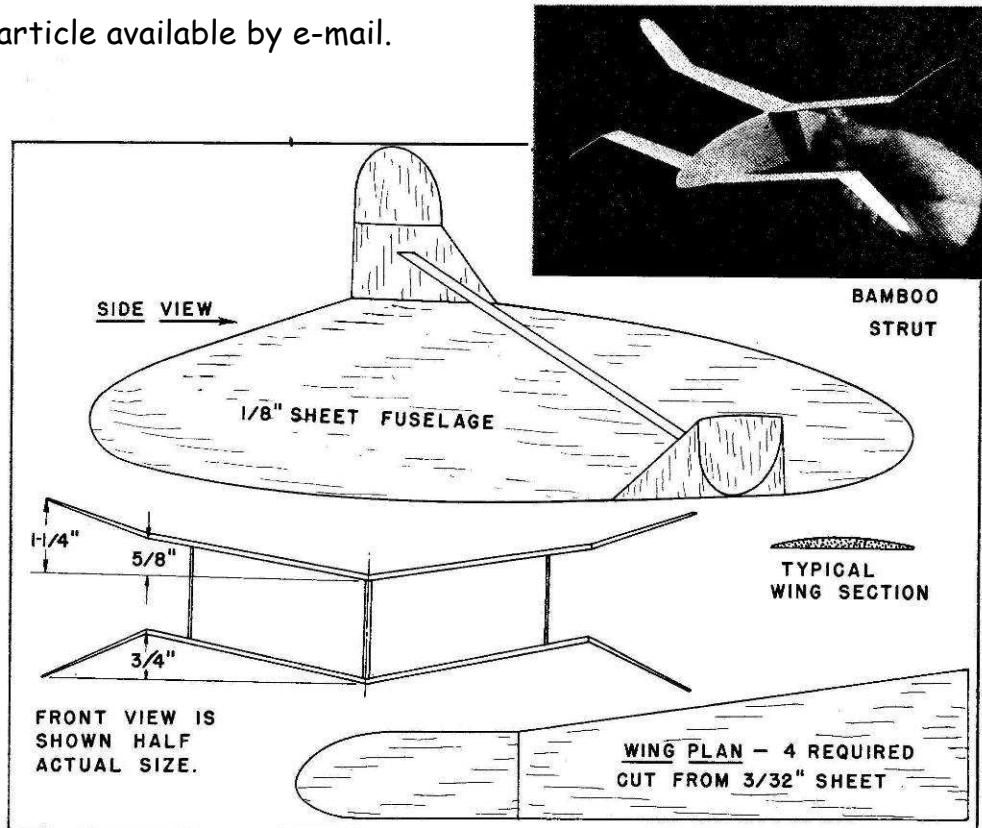


See the SAM1066 website for the LATEST, NEW, IMPROVED, list of magazines held.

WANTED: Air Trails Annuals; Air Trails Classic Flying Models and any magazines to fill the gaps in the collection.

Shown here is a "Twin Wing", originally from Air Trails March 1951. Add nose weight to which ever end you like and it will follow its nose.

Plan and article available by e-mail.



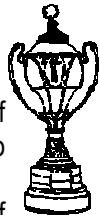
INFORMATION REQUIRED. Aeromodeller Plans Handbooks. We are holding about 20 Aeromodeller Plans Handbooks from about 1955 to 1998, but it is not always easy to identify the date of issue. Has anyone done any work on this, possibly to prepare a chronological list of those published? The same question applies in respect of KeilKraft Handbooks. If you can help with any information please get in touch.

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

Wakefield Cup Winner 1961

Charles Dennis Rushing

1961, George Reich, 54, USA



This year's gathering for the Wakefield Cup event was held at the Allgau area of Bavaria, near the village of Leutkirch, in Southern Germany. Twenty-one nations, represented by 61 contestants, were on hand to compete for the Cup.

Team USA, led by Pete Sotich, the President of the AMA, included the Team Manager Herb Kothe, himself a Team Member in 1958 and 59; George Reich, on The Team in 1953, he missed tying for first place by one second, a Team Member in 1958, George is the fabled Dick Korda's brother in law; Carl Perkins, and Jim Patterson who was on the 1958 Team, rounded out an experienced, capable Team. **Team Russia** was represented by W Zapaschny, fifth last year, I Ivannikov, thirty-seventh last year, and J Sokolov.

Team Canada was ready with D MacKenzie, who was sixth last year, K Boufield, and M Seagrave. **Team Poland** included J Kosinski, who was on the Team last year, S Zurad who was second in 1958, and W Niestoj.

Team Yugoslavia, was back this year, after having missed the 1959 contest at Brienne Le Chateau, represented by E Fresl, a 1958 Team Member, W Kmoch, and J Merori. Team Czechoslovakia came with M Rohlena, J Cunderlik, and L Muzny a member of the Team in 1955 and 1959. Absent this year was Frantisek Dvorak, the 1959 Wakefield International Cup Champion, or any previous Wakefield Champion for that matter. This is very strange because the reigning WC is automatically invited back the following year to defend their title, but even the 1959 Nordic Glider Champion Gerald Ritz, was absent from this year's WC (IK: the invitation to champions to defend their titles in FAI championships was introduced by CIAM two decades after this).

Team UK was again led by John O' Donnell, who made the Team in 1953, 54, 55, 56 and 58, with him were G Roberts, who was on the Team last year, and N Elliott.

The stage was set with veteran players, and again it was anyone's contest to win.

Monday, August 31, dawned clear, with minimal winds in Bavaria. The flying field was the private airfield of a Bavarian Nobleman, and this year's co-sponsors for the World Championships were the AMA and the German Aero Club.

ROUND 1 to 5: In round 1 there was 29, 180 second maximum flights; round 2, 31 maxes; 25 in round 3; 31 in round 4; and 25 in round 5! But, only three contestants had five perfect rounds, they were:

A Alinari (I), J Kosinsid (SP), and G Reich (N).

Only these three began to prepare for the 7:00pm fly-off round. While holding back the surrounding crowd, a German official inadvertently smashed the left wingtip on George Reich's Wakefield! George, as calm and cool a competitor as any involved in the Wakefield event, soothed the now despondent man, and calmly repaired the damaged wing. Remember Ambroid was the only glue used at that time, and it was slow setting, cyanoacrylate (CA) did not even exist then, at least not as we use it today. While waiting for the glue to set, George checked the wingtip on his model box. Then he got up to prepare a 50 gram rubber motor for the task ahead.

ROUND 6: The all or nothing at all, DT locked down, fly-off round. The wind had shifted 180 degrees, and a layer had moved in to cool any real thermal activity. Kosinski of Poland had wound up and launched, flying a Wakefield similar to his Teammate Zurad (see page 80, 1964-65 MAYB, Frank Zaic). Reich, and Alinari had only three minutes to get airborne now! George quickly began winding his 50 gram, 16 strand, 1/4 inch Pirelli rubber motor now. Herb Kothe the USA Team Manager held the anchor pin, while George cranked on his converted hand-drill. At the nose block now, George cranked in the last of the 480 turns, and quickly, inserted the propeller front end. Wasting no more of the precious seconds remaining George quickly checked his Wakefield and launched! He watched his aeromodel climb above the now descending Kosinski. Finally Alinari was away, just ahead of the sound of the round closing horn, but his Wakefield lacked energy, and was climbing poorly. Even the cheering crowd was quiet as all three transitioned

into the glide pattern, Reich was highest. Alinari was down first, with only 169 seconds. Kosinski still had a chance, but Reich's Wakefield was climbing higher. Both Wakefields were down now, but who had won? Finally after a quick confirmation by the officials the names went up on the Leader board:

Place	Name	Country	Round 1-5	Round 6	Total
1	G Reich	USA	900	210	1110
2	J Kosinski	POL	900	207	1107
3	A Alinari	ITA	900	169	1069
4	L Azor	HUN	887		
5	W Niestoj	POL	882		
6	L Rifaud	FRA	880		
7	W Zapascbny	CCCP	875		
8	E Fresi	YUG	874		
9	S Sjogren	SWE	870		
10	J Petiot	FRA	865		

1961 Team results						
1	Poland	POL	2600	2	5	23
2	USSR	USR	2553	7	14	20
3	USA	USA	2529	1	22	26
4	Yugoslavia	YUG	2510	8	17	27
5	Italy	ITA	2481	3	27	30
6	Sweden	SWE	2459	9	18	38

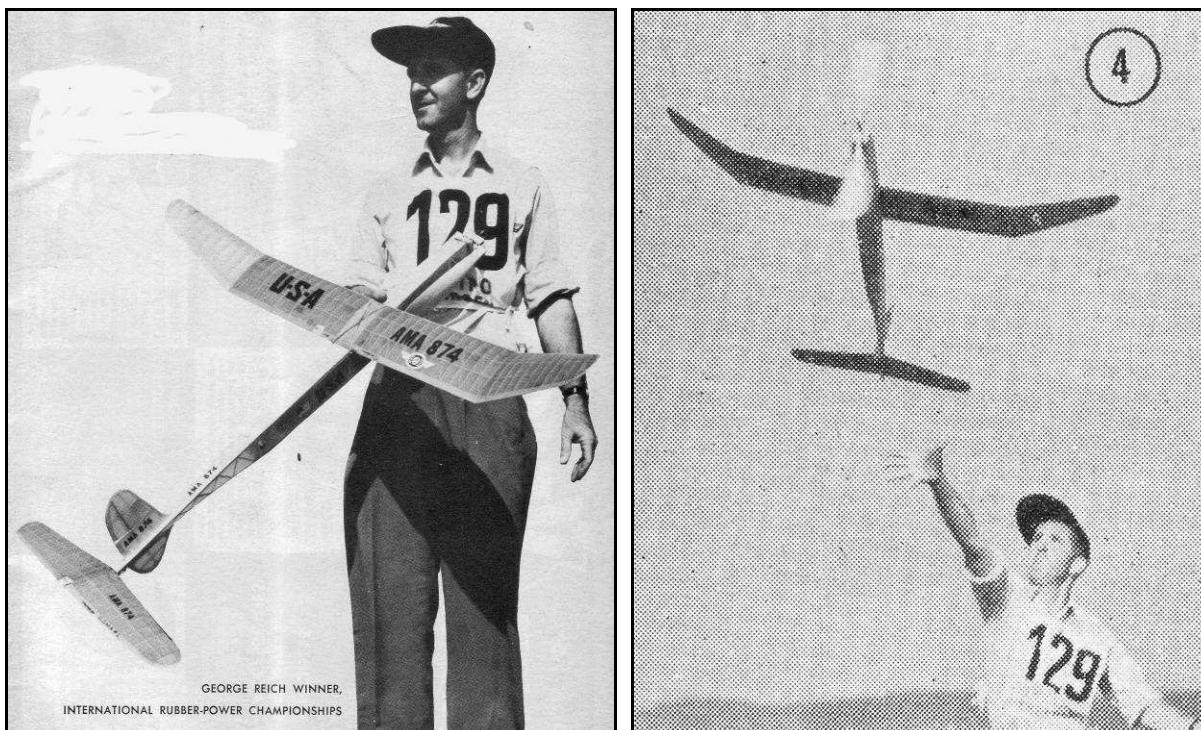
George Reich was carried back to the waiting, cheering throng on top of the station wagon chase vehicle, as no other Champion before him ever was. After missing the 1953 fly-off round by a mere one second, George Reich deserved to be the 1961 Wakefield International Cup World Champion on this historic day.

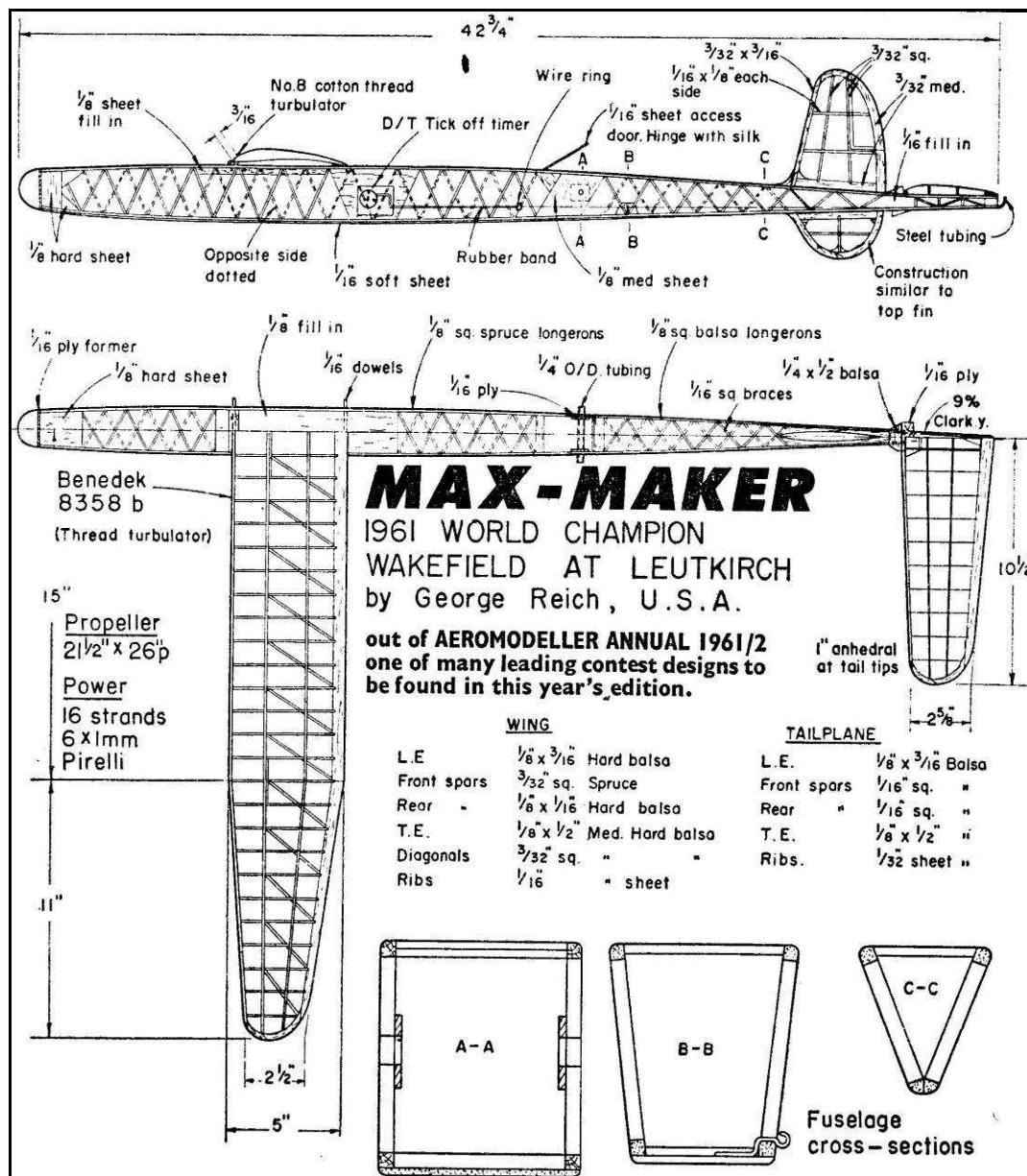
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Charles Dennis Rushing

The following images are by courtesy of Roy Tiller and the DBHLibrary





"Happy winner George Reich,
chaired by Team Manager Herb Kothe and Power Man Dub McCormick"

My 96a's

-

Vic Driscoll

(A follow up on the St Albans Open Glider No.96a from last month)

Back in 1968-70ish I built at least three 96a gliders, two of which had single channel home made radio gear in them with conquest escapements and superhet Rx's.

The third was expanded to a 100s span to include some home built RCM&E super latest proportional gear.

These models used to be flown on Nomansland Common on Thursday evenings, which was our club night, visitors from other areas used to join us occasionally, including the likes of Geoff Dallimer and Dave Dyer.

Perusing our club history book brought all this back to me, and with the change of ruling on Classic cut-off dates in SAM, I realised I could now fly a 96a in this comp!

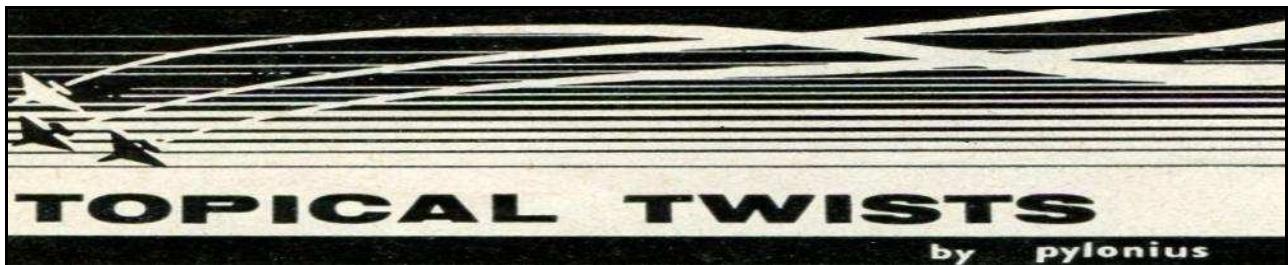
So, up the loft to find the plans and build one, free-flight this time of course.



Initial test glides proved that it was in trim, straight off the building board.

Next a tow up with ten seconds d/t to avoid the trees, no problem, how about a comp flight? I will have to wait for the Euro Champs - if Rod will let me fly.

Vic Driscoll



Extract from Aeromodeller May 1974

Olympian Thoughts

It is something I have been dreading for years, but it had to come. I mean, of course, the *Aerolympics*. This does not, I hope, infer that the model flyer will be expected to launch a chuck glider at the top of a pole vault or to put in the fastest 1,000 metres retrieving time in the Wakefield event, but what it will certainly do will be to put our once humble hobby on the rostrum of International hysteria.

I've never been in favour of terming model flying a sport, for it seems to put the poor old model plane in the same category as hammers, shots and javelins. Part of the fun of modelling is to demonstrate what a gruelling time you have had in the workroom, and the old-time modeller could often be seen with a different type of chip on his shoulder than is carried nowadays. Covered in model dust you hold up your latest creation in your cement-caked fingers and cry '*Look what I've made!*' Admittedly, this is a chancy thing to do unless, of course, you are flaunting an R/C helicopter, as you may be sure that the kid next door has bought something much more impressive from the local model/toy shop, only awaiting dad to put in the radio control.

What I suppose I am resisting is the grisly idea of the sporting aeromodeller going into the model/sports shop to buy his fit-together Olympic contest model, or worse still the dishing out of standard plastic models to competitors on the flying field-cum-area. Thus, in the Radio Control area, the *Marathon Pylon Race* would rest purely on sheer, helldive piloting skill (it probably does already), and in Free Flight the athleticism of putting in 20 flights in a couple of hours, plus points for tactical ingenuity.

The loser in all this superficial display is the poor old home-made model which I, as an old fashioned pre-Olympic model flyer, think is what the hobby is, or should be all about.

Left in the Wake

We read that a model which won the Wakefield back in 1937 is still in existence and this I regard as a marvellous act of preservation on the part of its owner. Model planes are, in the nature of things, fragile fabrications (or they were in the pre-missile days), meant for the fleeting pleasure rather than historic contemplation. Just think of the hazards: the rigours of the flying field, the beckoning of the fly-away skies, and the rough and tumble of family storage:

'I'm sorry dear But you know that old paper model you've got hanging up, or did have hanging up, in the box-room' Well . . .

Since that famous model went into cold storage vast have been the changes that time has wrought in the model world. Model flying today does not conjure up visions of rubber models drifting lazily over London's green and pleasant land (before the row came to the Heath), but is synonymous with the zoom and roar of powered radio models receding further and further into the rural distance.

They were certainly the days if you liked the simple life. You came onto the field in your best Sunday togs not to do 14 proving flights, but to hope that the fattest thermal of the day had your name and number on it. And it was all so unsophisticated, with not a bubble machine in sight, and nothing more tactical than a bit of grease on the tail-skid.

One happy thought, though. If the fuel situation does get worse we may find ourselves back flying models on Heathrow,

Gassed Up

The particular attraction the vintage model has for me is that there ain't much of it; you can almost knock one out during the T.V. adverts. But not all vintage models are so accommodating in this way. Take, for example, those huge pre-War gasses which will be performing elephantine feats at the coming Aerolympics; they call for production on the grand scale, apart from leaving the local model shop, and your pocket, in an extremely depleted state. And just to add to the complication, they are fitting the monsters with very un-vintage radio equipment. The reason for this, I suppose, is that the world has become a bit more crowded since those spacious days when the original monsters started beating up the rubber contests, and you need some means of keeping them from the cars and people that now crowd up every square yard of space.

Pylonius

Aeromodeller Departed - Ray Page

- Geoff Knight

I just knew Ray from visits to Middle Wallop for maybe 4 years or so and found him a very likeable model aeroplane guy who joined Brian Martin, John Maddaford and myself on the field to help one another to get airborne with whatever we were flying that day, and we would sit and talk of modelling and days gone bye.



His models were of first class construction but, as with myself, Ray found difficulty starting "sparkies" and this was where John Maddaford's expertise was so welcome in the group.



Ray really enjoyed his modelling and the days at Middle Wallop as we indeed looked forward to his company there. I also kept in touch with Ray by email, forwarding all sorts of photos and articles about aviation in general and modelling stuff in particular. Always a happy smile from Ray whatever the weather, he will be sadly missed by us all.

R.I.P.

Geoff Knight

Arne Ellila's 1950 Wakefield Cup Winner. - Martyn Cowley (USA)

Continuing the theme in reply to Gary Hinze's request for contributions to celebrate the Wakefield Centennial (NC May 2011 page 30), and following on from last month's story on Ellila's 1949 victory, we have more unpublished pictures, this time from the 1950 Wakefield Cup, with a surprise discovery !

During a recent trip to participate in an F1B Wakefield World Cup, American Walt Ghio together with local F1B flyer Tapio Linkosalo, visited the "Finnish Aviation Museum", located at Helsinki-Vantaa Airport, where a number of model aircraft are on display.

(<http://www.ilmailumuseo.fi/index.php?page=home-eng>).

The museum, which was undergoing renovations, has 2 smallish, fully-packed display halls, and a collection of models (mostly F/F) hanging in the library. So it was by a remarkable coincidence, the two modern F1B flyers discovered amongst these models a familiar looking Wakefield, attributed to Arne Ellila. Upon closer inspection it was revealed to be the actual model with which Arne won the 1950 Wakefield event, held in Jamijarvi, Finland.



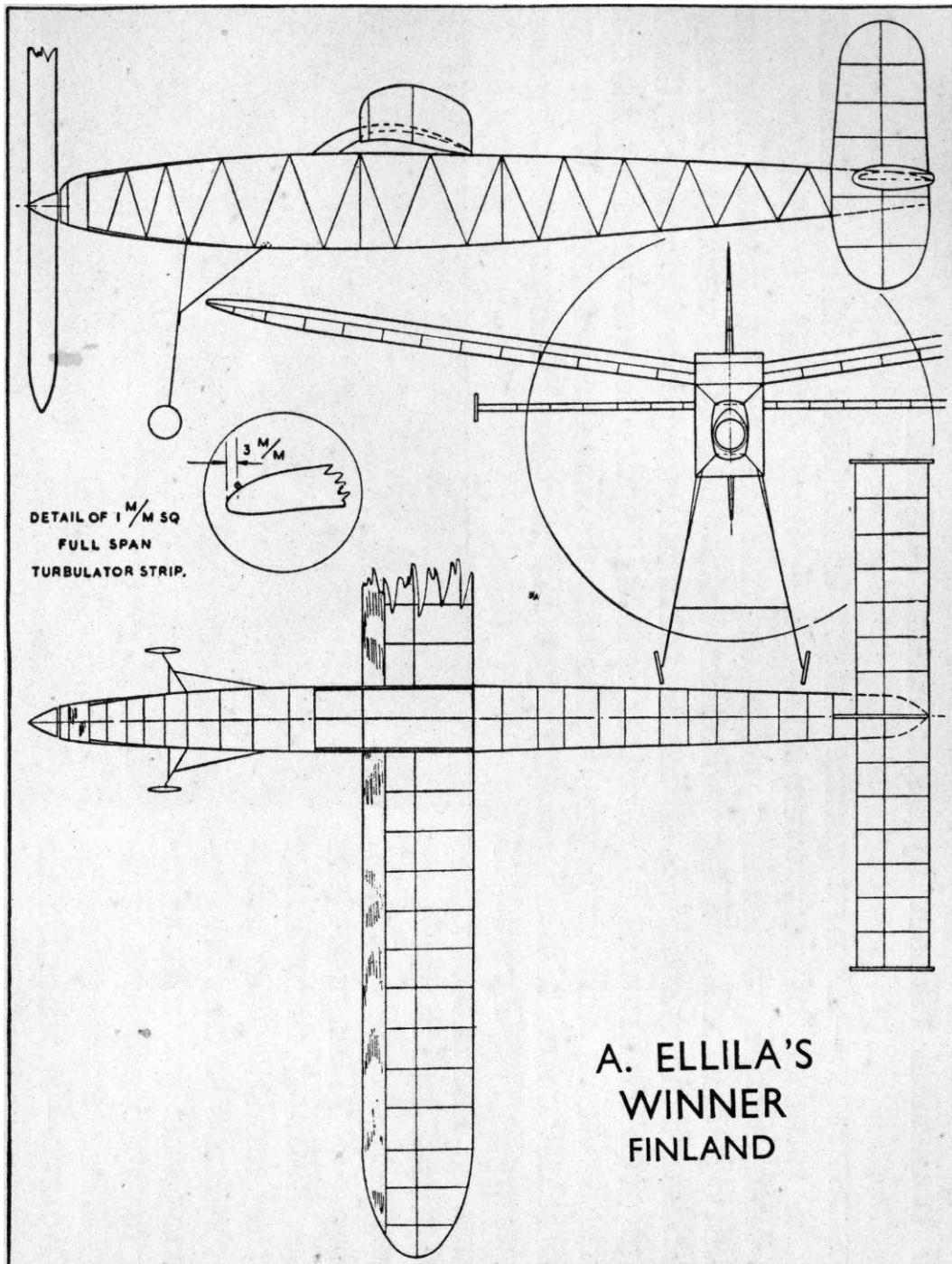
Ellila's 1950 winning model on display at the Finnish Aviation Museum



Mystery model also on display — 1949 reconstruction perhaps ?

Another model of unidentified heritage also bore a strong resemblance to Ellila's earlier model, perhaps a reconstruction of his 1949 model?

The 1950 model as displayed was similar to his 1949 winner, designed a decade earlier, but with a number of significant improvements. As reported in Charles Dennis Rushing's book "The Wakefield International Cup" (see excerpt NC Sept 2010 page 13), in preparing to defend his Wakefield title,

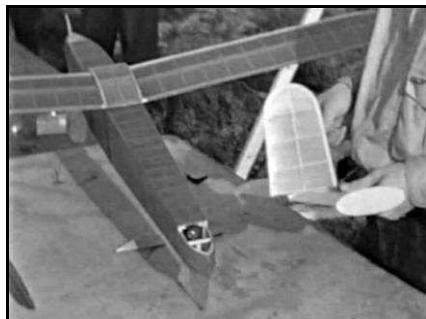
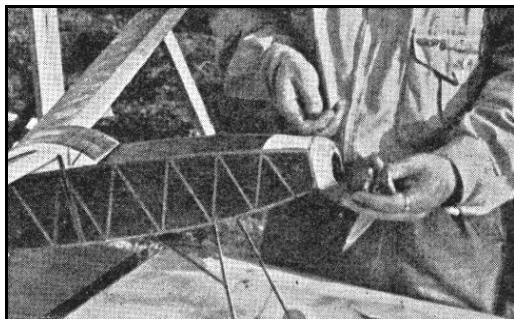


Ellila's 1950 Winner, compare to last months 1949 model 3-view

Arne had built a new model following the growing contemporary fashion for long fuselages, designed for a single skein motor.

However, following unsatisfactory test flights, and with the contest date fast approaching, Arne decided to discard this design concept at the last moment.

Instead, he quickly built a shorter fuselage and reverted to a geared twin skein motor, which had served him so well in 1949.



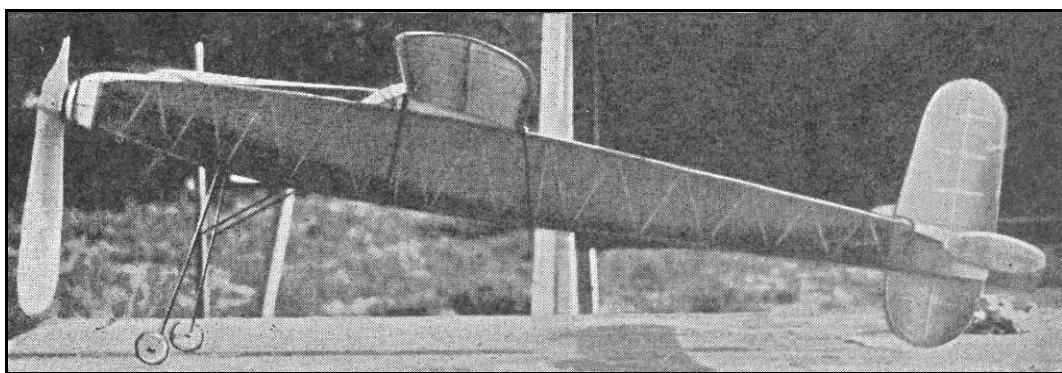
Close-up of fairings for nose block to forward fuselage and wing mount

Wide rear fuselage to accommodate gear set with provision for DT

Detail of twin return-gears, appear larger than on Ellila's 1949 model

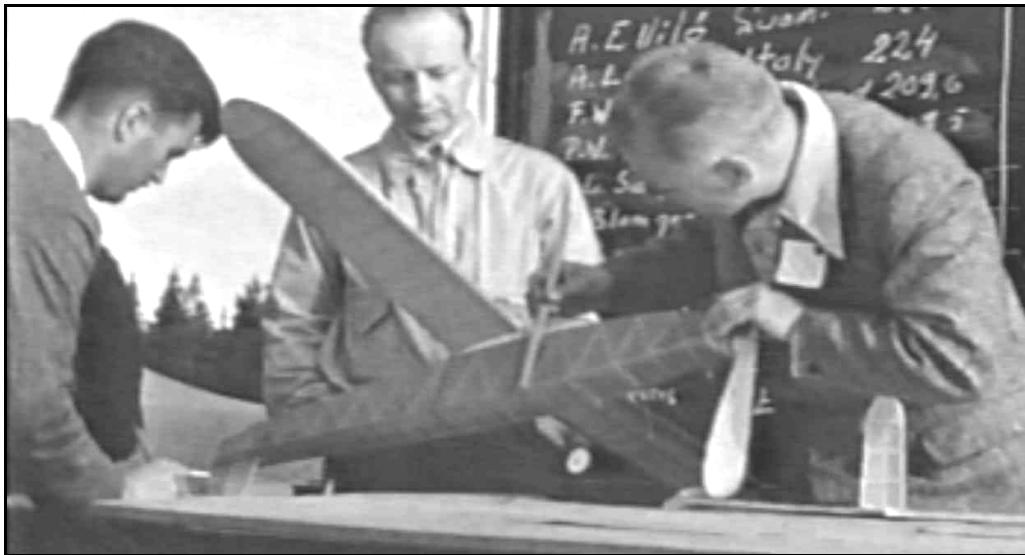
This later model, as shown in the museum photo, used Warren truss construction for the sides, with a wider rear fuselage to accommodate much larger gears. The airfoil was described as being self-drawn, but closely resembling Sigurd Isaacson's series of airfoil of the time. Several other differences between the 1950 and 1949 models are noticeable: a more rearward wing location, higher incidence presumably due to more forward CG and faired-in wing mount. But most importantly, the 1950 model utilized a turbulator, located close to the LE of the wing and being rather large at 1 mm square (ie. slightly over 1/32 inch sq). The tailplane and top fin is mounted above the rear end of the fuselage, perhaps indicating that a DT was now being used.

The twin gears were powered by 1/4 inch flat Dunlop rubber of 14 strands, wound to 1,200 turns, which provided a 2 minute motor run in the benign calm conditions which prevailed throughout the contest. The propeller block assembly mounted in a rather neat looking nose fairing, to the main fuselage structure. The Wakefield history book refers to Arne having broken the propeller during a last minute test flight the night before defending his Wakefield title. The repairs evidently survived the rigors of the day, but only just.



Side-view shows broken propeller blade resting on top of fuselage

It is noticeable that during processing of his winning model at the end of the contest, that one of the blades had again broken (probably the same one) when the final winning flight had landed. One can only wonder how much this defect might have loomed in his thoughts throughout the day of the contest?

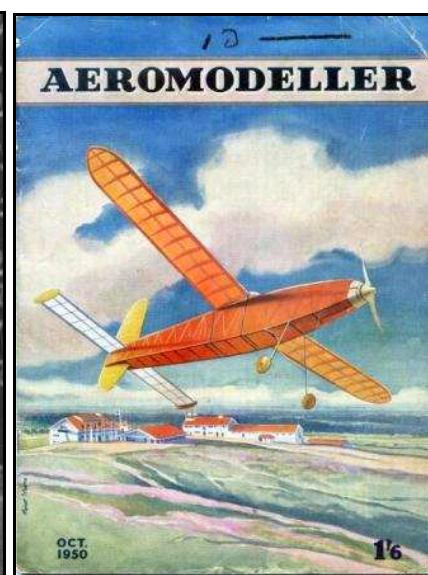


Tense moments during post-event processing, with broken blade on table

However, Arne Ellila led the 1950 contest from start to finish ending over a minute clear at the top, having recorded the highest flight time for both flights one and two. Only Leardi Italy, and Stevens GB, achieved flights just a few seconds longer than Ellila in flight three. Both Italy and GB had 3 competitors in the top 10, but there was no Team prize in those days.

GB achieved the highest cumulative results: Evans 2nd, Stevens 5th, Warring 10th, and Knight 14th = 31, compared to Italy's results of 3rd, 7th, 9th, and 25th = 44.

As has been lamented recently in Editorials in other UK model journals, ..."tis a pity that no such similar museum collection exists in the UK". I wonder if there might be room found to augment collections at existing locations such as Old Warden or Middle Wallop, recognized as "adopted homes" of model flying that could also attract more visitors to these venues as a win-win for both modellers and the museums ? Or can we find a better venue for a National Model Aircraft Museum, at a location also suitable (in size and weather conditions) for regular outdoor flying events throughout the year as a focal point for all things F/F, old and new?



A smiling Arne Ellila savours his consecutive win of the Wakefield Cup and the model featured on one of the renowned Aeromodeller cover paintings

Martyn Cowley (USA)

Wakefield 1911-2011 Centennial Update: - Martyn Cowley

In a recent note from Gary Hinze, Gary has extended the deadline for his commemorative Wakefield world-wide postal flights to December 31, 2011
 (for models of the 1911-1914 period)

Probably due to the very tight initial deadline of July 5th (the original date of the very first Wakefield event in 1911), no entries were received in time. In fact Gary didn't even get his own planes built ready to fly in the event, due no doubt to his comprehensive efforts in researching and promoting the early history. But the new date, and his intention to run subsequent events for at least the next several years, should encourage those with good intentions to get cracking in the months ahead.

For updates on the celebration, check out Gary's website, where he will be adding more content with supplementary information on this early period of model airplane technology:

<http://www.endlesslift.com/2011/04/wakefield-challenge-cup-competition-centennial/>

Martyn Cowley

Cloudtramp 2011 at Epsom Downs - Tony Tomlin

Saturday, August 6th was the date for the Cloud Tramp mass launch on Epsom Downs. The Cloud Tramp plan was first published in the Model Aeroplane News in 1954. This simple all sheet, rubber powered model was designed by the American, Charles Grant to encourage the youth of the day to become aeromodellers. Over the years this has become an international event with a mass launch of these models each year at exactly the same time and date worldwide.

So when the models are launched at 5pm BST at Epsom Downs, in America, for example it will be 8am and 6am in Australia [The models are launched under flood lights in the dark].



This year at Epsom Downs 32 fliers lined up for the launch.

It was a dull day but luckily without the rain that often seems to dog the event. As always there was the normal good natured banter between fliers as the clock ticked towards launch time. Ted Horne was the starter and after the group photos were taken, motors were wound and a ragged line of fliers formed.



Spot on time Ted sounded the starting whistle and all the models soared away, with some appreciative comment [even some clapping] by a few members of the public who had wandered over to see who these bunch of eccentrics were! Some models flew for only a few seconds but others climbed well and were soon drifting downwind followed by the "fetchermites" [or to be more correct "fetchergrandfathers"!]. The photographs tell it all.

Tony Tomlin

Korda Found at Wallop

John Gibbs the chairman of the Bloobirds Radio Flyers and SAM1066 member informs us that Roger Barlow has found three pieces of a model aircraft at Nether Wallop, red and yellow in colour with SMAE badge on the fin, see below



If the owner contacts Roger Barlow - roger@the-ripper.eclipse.co.uk - arrangements can be made for its safe return.

Barkston Heath was the venue for the Timperley Club weekend.

Saturday Aug 13th was under the control of Gerry Ferer,

Sunday Aug 14th saw Ralph Sparrow at the helm.



Gerry Ferer checks the trophies ready for the prize giving
whilst Ralph Sparrow, centre, prays that Gerry doesn't kick over the wine

Saturday was a little on the breezy side so Gerry decided on a 2min max for all categories. I was there again with my old Hep-Cat using old 1/8th TanII which was breaking strands every time you looked at it. It took two motors and a re-tie to get my first flight in. It was worth the effort as my thermal sniffing seemed to be on song and my first max D/T'd well up. After an easy recovery, I repeated the exercise with a retied and re-stranded motor. John boy thought he was on a roll. Then the wheels came off, the motor had survived the second flight so, after a long lunch break, I went for the third flight. Bad launch, power stall and indifferent air, and I had dipped out again. I was not needed at the prize presentation.

Sunday I fared a little better, and, using my older BMFA 50gm model 0-3, I made three textbook 2-30 maxes with only the one motor. There was a slight problem in so much as I found myself a real snorter of a thermal for the third flight which, although D/Ting on time was reluctant to come down and the 6min + flight was well off the airfield. The recovery area was good with bare fields and, although Rachel and I had a good bearing we were having difficulty in locating the model. We eventually finished up in a farmyard and Rachel approached two foreign farm hands who it transpired had been recovering models and taking them indoors all day. We

got our model back but the fuselage was in two pieces, I suspect it had been picked up and the wind had broken it in the guy's hand. The farmhands English was poor so we were unable to communicate properly.



Back at base, as the picture shows, repair was not an option so it was out with my newest model 0-4 and wait for the fly-off.

Note: Wifey Rachel does not seem particularly perturbed about the state of the 0-3 debris in her hands.

To fill in the time and as the wind had eased considerably I put my *Korda Wakefield* together for a bit of trimming. I had been using 16 strands of an early batch of $\frac{1}{4}$ " Tan 'Sport' which was lacking in power so I had increased the motor x section to 18 strands. This seemed to have done the trick but I suspect it will be

short on turns if I ever try to fly it in anger, assuming I will be able to turn the handle on the winder.

My fly-off in combined rubber was a total disaster, I did not find lift and 0-4 power stalled and failed to climb to even a moderate altitude. The model was down shortly after the prop folded, and I had barely exceed 1min. When Rachel took the flight card back to control my performance caused considerable merriment amongst my club-mates who forecast a long tale of woe in the Clarion.

John Wingate who flew alongside me and launched his fly-off flight shortly after mine won the combined rubber comp with a 6min flight. It is worthy of note that he was using the smallest 50gm model in the field and a freewheel prop.



John with his 50gm model and a happy smile as he takes the Combined Rubber Trophy

The prize table held many trophies for the various events but on the ground beneath were many bottles of wine for the event winners and second and third places, all were snapped up with alacrity.

Chris Hawk dished out the Trophies and prizes and to wrap up the day, Ralph Sparrow thanked all the competitors who made the event the success that it undoubtedly was and in turn was greeted with a spontaneous round of applause from all present in appreciation of Timperley's efforts in promoting the weekend.



Quite a few stalwarts hung on for the prize giving



Combined Power Winner Trevor Payne poses with his monster at the launch angle

John Andrews

Croydon & District M.A.C. 1936 - 2011 - Keith Miller/Don Thomson

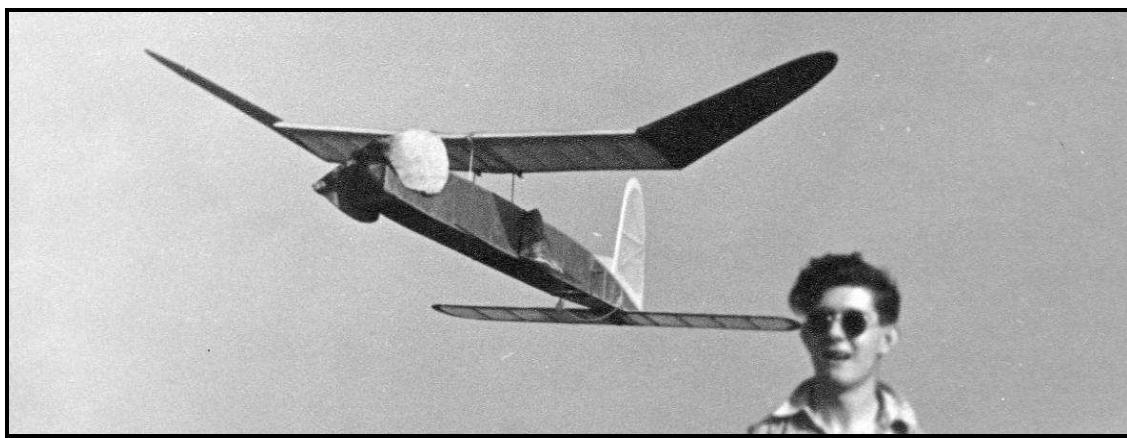
A Brief History

Probably one of the most successful and long-lived UK free flight competition clubs, Croydon & District MAC is celebrating its 75th anniversary in 2011, having been inaugurated on July 26th 1936, as a result of the efforts of the proprietor of the local sports and model shop, A Hunt.

The initial membership was 40, but within a year this had risen to approximately 100 with flying taking place on the Purley Way playing fields opposite Croydon Aerodrome and also at a small field in Sanderstead. Subsequently a connection was established with the Daily Express Air Correspondent, Charles Gardner, and permission was obtained to fly on his private airfield at Hamsey Green.

With World War 2 in progress, membership numbers dropped considerably and in 1941 there were only about 30 members, most of these, not unnaturally, being juniors. Despite this the previous lack lustre attitude to contest flying changed dramatically, with more entries in National competitions than there had been when the membership had been much stronger. In particular, Mick Farthing and Ted Buxton were leading the way.

In 1942 another change in flying site resulted in a transfer to Epsom Downs and in 1943 with the acquisition of new members such as Gil Harris, and a number of enthusiastic juniors including one Norman Marcus, successes in the National competitions were increasing.



Norman Marcus and his well known 'Bazooka'

A landmark in the club's history occurred in 1945, when the Plugge Cup for the annual SMAE Club Championship was won for the first time. This started a run of four consecutive wins of this trophy and although the club lost out in 1949, it was regained in 1950 and won yet again in 1953, 1954 and 1956.

With seasoned contest flyers like Jack North and Derek Piggott joining the club the haul of National competition wins and places increased markedly. Perhaps 1950 was the most successful season in the club's history and a display of all the trophies won in that year went on display in Ted Setterfield's model shop.



Croydon's haul of trophies in the 1950 season

Starting the 1960s and continuing throughout the 70s and 80s, the club focus of interest became increasingly in the main FAI classes F1A/B and, to a small extent, F1C, until Croydon activity was concentrated in these classes for a considerable time. This led to large contingents of the club competing in the Trials and other FAI contests, with considerable mutual support and encouragement possible due to the size of the group.



From the late sixties, there was a general development of free flight to become more analytical. Jack North exemplified the way in Croydon, encouraging members to use powers of observation and deduction to improve performance. In his own case, this led to him concentrating on thermal detection methods and rubber testing techniques, rather than flying, as he felt this was where a difference could be obtained. His bubble machines and chart recorders were in regular use for years. Jack's work has been well documented in the book 'Flying North' produced by club members Martin Dilly, David Beales and Ed Bennett.

Jack was awarded the FAI Antonov Diploma for innovation in aeromodelling (sadly, posthumously).

In earlier years FAI rules permitted proxy flying of entries from countries unable to make the journey to the World Championships. This gave the opportunity for various Croydon members to proxy fly New Zealand and Australian Wakefield and A2 team models. Amongst these, Dave Hipperson,

Peter Jellis, Ray Elliott, Martin Dilly, Ian Keynes, Bryan Spooner and Ken Smith proxied at World Championships. This sometimes proved to be more challenging than expected, when the models as received needed more work to bring them to a reasonable standard. Prior to the creation of FAI World Championships, Jack North and Jimmy Tangney proxy flew Jim Fullarton's and Allan Lim Joon's models respectively in the 1949 Wakefield International Competition.



Dave Hipperson proxy releases Richardson's 'Gordon Light' 4oz Wakefield at Warwick racecourse in 1984 in the 50th anniversary event of the 1934 Wakefield Cup

Modellers of note in the picture above include Ron Moulton (behind model prop), Laurie Barr (steadyng the take-off board), Peter Michel (with 'Isis'), David Baker, Alwyn Greenhalgn, Denis Fairlie, Walter Getzla (1934 US Wakefield team) and Ron Prentice

Increased mobility and ease of travel led to increased visits to overseas open FAI competitions by Croydon members. Initially the main annual event was the popular Pierre Trebod contest in the Champagne region of France. These meetings became internationally popular and often the social aspects at least matched the flying activities. This has been replaced by the Poitou meet each August, to which the regulars make a pilgrimage. These events have helped to internationalise the whole sport, leading to the present day world-wide World Cups.

In the current era, the interest of Croydon members have returned to a wider range of classes, and a whole gamut of classes from Vintage through the open classes, main FAI, mini classes and magnet steered slope soaring are undertaken.

FFn is one of the principal newsletters for the UK and international free flight community. Although it is not a CDMAC publication, it was founded in 1969 by a group including CDMAC members, partly to replace a gap created by the demise of Northern Area News, and the wish to create a wider vision and improved production values.

It is still edited and produced by Ian Keynes, CDMAC Chairman, mostly single-handedly, and is published monthly, a remarkable and long-lived endeavour.

Ian is also the long serving FAI CIAM free-flight sub-committee Chairman.

Major Awards and successes by CDMAC members

Fellowships of the SMAE:

Harry Hills; Norman Butcher; Martin Dilly; Ian Keynes; Keith Miller

SMAE Vice President - Martin Dilly.

World/European Championships team places

The club has produced numerous GB team members at World and European Championships in A2, Wakefield, Power, F1E, F1D

These include (in some cases on multiple occasions), with apologies for any omissions.

A2/F1A:

Bob Gilroy (2nd 1955 World Champs); Des Yeabsley; Jack North; Tony Young (4th 1971 World Champs); Martin Dilly.

Wakefield/F1B:

Archie Allbone (but unable to take part); Jimmy Tangney (unable to compete due to American nationality); J L Pitcher; Jack North; Ian Keynes; Bryan Spooner; John Mabey (European Champion 1972); Dave Hipperson; John Blount; Roy Miller; Newham Beaumont and William Beales.

Power: Pete Cameron; Jack North; **F1D:** John Blount; **F1E:** Ian Keynes; **Control Line Aerobatics:** Gordon Cornell

GB team managers

Martin Dilly has also been GB Team Manager at many World and European championships; Jack North also performed this role in Sweden, in 1971.



A Croydon MAC annual dinner in 1951 at the Cafe Royal, Croydon.

From the front row, left to right are:-

Norman Butcher, Bob Gilroy, ?, Alan Geesing, Don Worby, Jack North, ?, Norman Standing, Ron Smith, Roy Yeabsley, Jimmy Tangney, Olive Tangney, Ron Ward, Vicky Ward, Bob Ladd, JL Pitcher, ?, ?, Cliff Savage, Ted Setterfield, Alice Setterfield, Mrs Carter, Jim Carter, Keith Miller, Mrs Gatland, Denis Gatland, ?, - Raitt, Ernie Holland, Norman Marcus, Martin Dilly, John Hall, Eddie Cosh, Stan Rushbrooke, Mrs Rushbrooke, Stuart Davis, ?, Captain S Taylor

Keith Miller & Don Thomson

October 23rd. AGM

Yes, this one will be different because Mike Parker is taking a well earned rest and the entire 1066 membership owes Mike and the committee an enormous debt of gratitude for all they have done since picking up the baton from our SAM1066 founder, David Baker.

Many members will be tempted to sing Mike's praises through the pages of this newsletter, but I am sure that he would much prefer to accept the plaudits from a record turnout at this year's AGM. I have attended every 1066 AGM and the attendance is usually 20 -30 - rather pathetic out of a UK membership in excess of 400.

The AGM's are short and to the point and are surely the start for all the members who should ask themselves "what can I contribute to 1066 ?" The answer is to start by attending the AGM. On all previous AGM days the weather has been good for flying and 100-120 have been flying up to 4 pm.

Let's make Mike's day and troop over to the restaurant (even a free drink and biscuit) at 4 pm and show our appreciation in the best way possible -ATTEND THE AGM - after all it's usually over by 5 or 5.30.

Geoff Smith.

Letters to the Editor

John,

I managed a total of about 2 minutes in under 25" rubber with my Achilles at Middle Wallop yesterday. I had a great time trimming my Buckridge lightweight yesterday afternoon after it swooped in on its first flight in mini vintage on Saturday. The tail had warped after being in the car overnight.

I now have it spot on till the next comp, when I expect it to warp back to its original state. There is always a new mistake to make.

As always it is flat calm here today (Tuesday). However I beat the wind gods by trimming my Senator in a local field, with less rubber - 32g. 5 loops of 3/16, unbraided. I also got away with removing 5gm of lead from the nose. The C.G is now in front of the trailing edge at last. 350 turns got it to the edge of the field in 50 seconds. It might yet be competitive on full turns.

I intend to build a Fledgling when I go off to Tanzania in 4 weeks.
Regards,

Jim Paton

Dear Mr Andrews,

Just a short note to say what an excellent read New Clarion has become over the last year. The latest issue is terrific. I get a real lift when the little message drops in my work emails to say a new issue is ready.

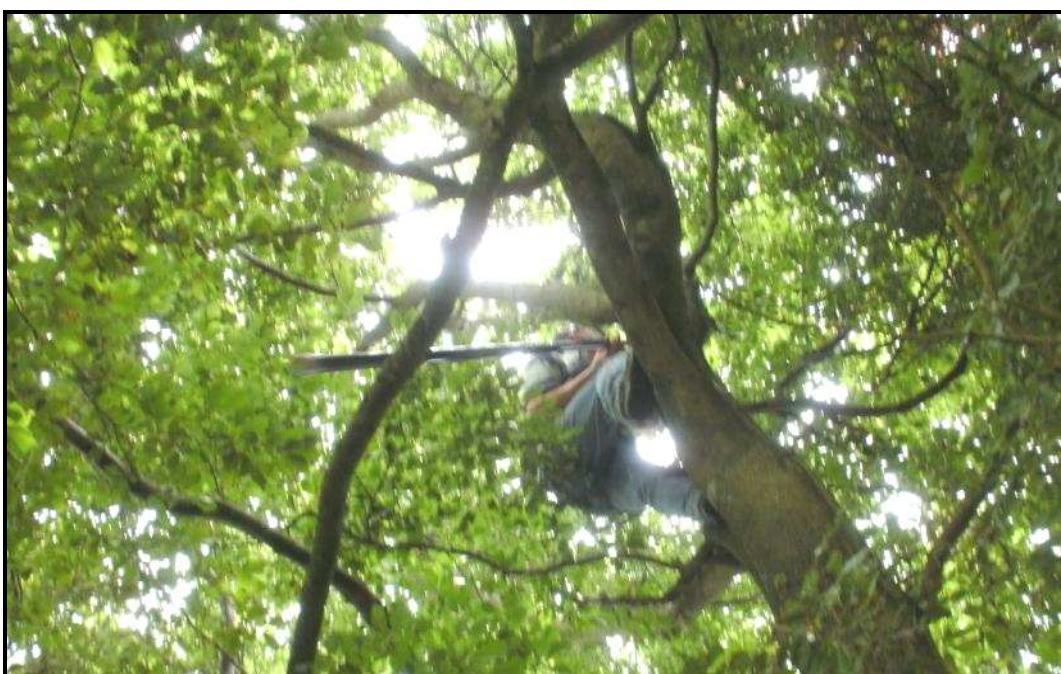
Thanks a lot,

Dick Smith London W4

I thought I would just put a few pictures in this issue to wet your appetites for the October issue, when I hope we will have a full report on all the results and, if members respond, a few personal stories of the various goings on.



First up we have our Chairman John Thompson overseeing the filling of the water-plane take-off pond. The ever help-full Wallop fire service are doing the honours, they are more than help-full in other respects, having retrieved models from trees and even blown one out with the hose pipe.



Man up a tree with a pole, should have more pictures and information next month



I thought you might be interested in the spoils of the event winners. Pictures show the well laden trophy tables for two of the days. There are commemorative plaques for the first three places in each event and a bottle of wine to boot.

Pictures from the new camera of Happy Snapper Keith Miller.



Chris Strachan launches his Howard GH-1 in the Earl Stahl High Wing comp, with Ed Bennett on the watch. In the background, Gordon Hannah launches his similar model.



There were a few big gliders knocking about, the strong winds no doubt saving the legs of these two stalwarts.

Left; we have Ted Horne and his Fillon Champion.

Right; is Peter Michel and his 1944 MA-2 Italian glider.

John Andrews

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.

2011 WESSEX TOMBOY LEAGUE COMPETITION
updated August 2011

March 27 th Sunday	Wessex League	Tomboy Round 1	WMAC	Cashmoor
May 1 st Sunday	Wessex League	Tomboy Round 2	Wincanton Falcons	Templecombe
June 5 th Sunday	Wessex League	Tomboy Round 3	venue to be advised	
August 20 th *Saturday*	Wessex League	Tomboy Round 4	Marlborough MFC	Collingbourne Kingston
October 1 st Saturday	Wessex League	Tomboy Round 5	WMAC	Cashmoor

Best 4 scores to count.

Note: Dates are provisional and subject to change. Please check before travelling.

*If wet Rd4 will be run on Sunday August 21st.

Chris Hague/James Parry

**2011 WESSEX LEAGUE
CONTROL LINE MINI SPEED COMPETITION**

A simple formula using plain bearing 1.5cc diesel engines,
3 warm-up laps and timing over 5 laps.

Click on www.wessexaml.co.uk to find out more.

April Sunday 24	Wessex League	Speed event 1	SAM 1066	Middle Wallop
May Sunday 8	Wessex League	Speed event 2	SAM 1066	Middle Wallop
July Sunday 3	Wessex League	Speed event 3	WMAC	Cashmoor
August Sunday 28	Wessex League	Speed event 4	SAM 1066	Middle Wallop
October Sunday 16	Wessex League	Speed event 5 – The Final	WMAC	Cashmoor

When not attending a listed event then monthly speed scores, April to September, can be registered with James Parry or Chris Hague. See rules page on the website for full details.

Best 4 scores to count.

Note: Dates are provisional and subject to change. Please check before travelling.

Chris Hague/James Parry

Indoor Flying with the South Birmingham MAC

Free Flight Only

Thorns Leisure Centre, Stockwell Ave.

Off Thorns Road - Quarry Bank - West Midlands - DY5 2NU



Saturdays 1pm until 4pm

2011 dates

May 7th

Sep 17th; Oct 15th; Nov 12th; Dec 10th



2012 dates

Jan 7th; Feb 4th; Mar 3rd.

Admission - Flyers £5.50 - Spectators £2.00

For further information phone Colin Shepherd 0121 5506132

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

Brownhills Indoor Flying – Free Flight

Brownhills Community Association,
Deakin Ave. Brownhills WS8 7QG

Just off the A5

Saturdays 2-00pm until 5-00pm - £6

2011 dates:

May 14th; June 11th
Sep 10th; Oct 8th; Nov 5th; Dec 3rd.

2012 dates

Jan 14th; Feb 11th; Mar 10th;
Apr 7th; May 12th; Jun 9th.

Contact:- Tony Eadon-Mills

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

Lulu 2011 International Postal Competition

April 1st. - October 31st. 2011.

Rules - Models must be John Barkers 50" Lulu, Nexus plan G338 or the 30" Lulu baby, or any scaled down version of 50" Lulu. I can supply a plan and suggested modifications help sheet if required. Also the Lulu baby plan.

Permitted alterations :- auto rudder, dethermaliser, towhook repositioned or adjustable, strengthening of main spar, mylar or plastic covering (if you must).

Help sheet of notes on above available.

Towline

Length of 50 metres (164ft) or bungee of 50 metres containing an elastic element of 12 metres. (39.5ft.)

Flights

3x90 seconds. If 3 maxes are scored make a further flight of unlimited duration. The first 3 flights must be made on the same day and may be doubled up from another competition. The flyoff flight may be made at a later date. Two attempts per flight - an attempt is a flight of 20secs. or less or a non-scoring attempt (i.e a tow in - model still attached to line). Flights must be nominated to a timekeeper beforehand. One entry per person only. No builder of the model applies. More than one person can use the same model or indeed a whole family. Lone fliers can self launch and time.

Prizes

A guaranteed 1st. prize of £75 pounds and prizes for 2nd. and 3rd. and a prize for the hardest luck story or an exceptional flight if deemed appropriate. Donations gratefully accepted and acknowledged.

Send scoresheet

To :- Jane Howick, Knoll House, 69 The Street, Hindringham, Fakenham, Norfolk, NR21 0PR. or e-mail to m.howick@btinternet.com Any anecdotes or photos welcome. I hope you will participate - and have fun and many satisfying flights. Please make sure entries received by Nov. 15th. 2011.

Lulu 2011 Scoresheet

Name..... Date flown..... Location.....

Flight (1).....	secs.	Actual.....	secs.	Address
Flight (2).....	secs.	Actual.....	secs.
Flight (3).....	secs.	Actual.....	secs.
Flyoff	secs.		

Total-
.....

N.B. Actual flight time is required as it may win the longest or exceptional flight prize.

FREE-FLIGHT TRIMMING ON SALISBURY PLAIN FOR 2011

For 2011 almost every weekend will be available for free-flight trimming and training by BMFA members on Area 8 on Salisbury Plain. 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.

There are a few simple rules to follow. Send an SAE to Bernard Aslett, 25, Honeyhill, Wootton Bassett, Swindon, Wilts, SN4 7D; in return you will receive a sketchmap showing where we fly on Training Area 8, a request for the one-off fee, now reduced to £20, which will allow you 43 weekends flying, and two copies of the users' guide. Sign one copy, return it to Bernard, and your name will be included on the Army security list (unless you're already on it). Alternatively, if you don't wish to pay the season ticket fee, once you are on the list you can pay £5 on the day. Please note that on some weekends only one day is available.

The following dates have been agreed, but because of the current military situation short-notice changes are more likely, so you must call Peter Tribe on 01225-862748 on the Friday before you plan to fly.

January:	1 st & 2 nd ,	8 th & 9 th ,	15 th & 16 th ,	22 nd & 23 rd ,	29 th & 30 th .
February:	5 th & 6 th ,	12 th & 13 th ,	19 th & 20 th ,	26 th & 27 th .	
March:	5 th & 6 th ,	12 th & 13 th ,	19 th & 20 th ,	26 th & 27 th .	
April:	2 nd & 3 rd ,	16 th & 17 th ,	23 rd & 24 th ,	30 th & May 1 st .	
May:	7 th & 8 th ,	21 st & 22 nd ,	28 th & 29 th ,		
June:	4 th & 5 th ,	11 th & 12 th ,	(Not 25 th & 26 th .)		
July:	2 nd & 3 rd ,	9 th & 10 th ,	16 th & 17 th ,	23 rd & 24 th ,	30 th & 31 st .
August:	6 th & 7 th ,	13 th & 14 th ,	20 th & 21 st ,	27 th & 28 th .	
September:	4 th ,	10 th & 11 th ,	17 th & 18 th ,	24 th & 25 th .	
October:	1 st & 2 nd ,	15 th & 16 th ,	22 nd & 23 rd ,	29 th & 30 th .	
November:	5 th & 6 th ,	12 th & 13 th ,	19 th & 20 th ,	26 th & 27 th .	

16th Peterborough Flying Aces Nationals

Sunday 4th Sept 2011

at Ferry Meadows, Nene Park, Peterborough, PE2 5UU .

Open Rubber Scale: Scale competition flown to Masefield rules

Open CO2/Electric Scale: "Stand off" scale against plan, plus flight profile of launch/flight/landing.

Any CO2 motor/tank permitted.

Kit Scale: ANY kit model, rubber powered, span 30" or less. Model judged against kit plan only.

Jetex/Rapier Authentic Scale Judged against model plan and flight profile

Jetex/Rapier Profile Scale Judged against model plan and flight profile

P-20. 20" span and length. Maximum 8" dia. plastic prop, 6 gram motors (may be external)

"Junior Miss" Rubber Duration comp. for Vic Smeed's classic design. 6 gram motor. Folding prop not essential. Note! If fitted with an 8"dia (max.) plastic prop model can also be flown in P20 event. If you cannot find a copy of the plan contact Brian Waterland on 01778 343722.

Open Rubber Rise Off Water Rubber Duration for floatplanes and flying boats on our 100 sq ft pond

Cloud Tramp 5 flights to Max agreed on day. Precision Fly Off if required

Jetex/Rapier Duration

Frog Senior Rubber Power Duration For plan send A4 sae with 1st class stamp

To: Marc Ashby, Thatched Cottage, Church Road, Leverington, Wisbech PE13 5DE

Catapult Glider

Duration Rubber Ratio Any rubber powered model with wing span 16" to 25" span (wing tip to wing tip). Flight score is total time in seconds (from three flights) divided by wing span (tip to tip) in inches.

Table Top Precision: Precision flight time event. Model must Rise Off Table of 1 metre diameter.

Electric Precision Precision flight time contest for any electric powered model

Silent Ebeneezer Cartoon profile models of semi-scale appearance. Flat plate wing section.

Power to be electric, CO2 or rubber.

Flying Swarm A mass launch for non electric models entered into any event during the day.

Last model down is the winner.

Concours

Young Flying Aces Any flyer who is less than 16 years old on 5th September 2010 will be awarded a 25% handicap advantage in all events.

Awards - Wine for 1st ,scrolls for 1st , 2nd and 3rd Exclusions - No I/C or radio flying of any type.

Proof of Insurance required for all flyers

Parking free before 10.00 am. Grass flying site. Toilets, café and Park Visitors Centre.

Revel in the special atmosphere created at the biggest outdoor small scale F/F meeting in Europe.

For more details of events visit the Peterborough MFC Website at <http://Peterboroughmfc.org>

OR contact Marc Ashby 01945 461392 or Brian Waterland 01778 343722



INDOOR FLYING

TUESDAY 25TH OCTOBER 2011

TUESDAY 22ND NOVEMBER 2011

TUESDAY 13TH DECEMBER 2011

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLEDALE RD

FREE FLIGHT ONLY

COMPETITIONS incl

GYMINNIE CRICKET LEAGUE

ALL FLYERS MUST HAVE BMFA INSURANCE

FLITEHOOK NORMALLY IN ATTENDANCE

Adult Flyers £4 Accompanied Juniors & Spectators £1.50

CONTACTS: JOHN TAYLOR TEL.No 01202 511502

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



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.

MSP PLANS PRESENTS FOR 2011

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 A0 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.martyn.pressnell.btinternet.co.uk

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.

ODENMAN'S 1950 NORDIC A2 Swedish Champion 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 GLIDER Designed by Bill Farrance twice winner of the SAM Radislav Rybach trophy.

CRESTA A 38 in wingspan low-wing design for small diesel power and including electric motor installation.

FRED BOXALL'S 1956 OPEN RUBBER MODEL successful open rubber model. Twin plan with Boxall's *SEAPLANE*.

FRED BOXALL'S SEAPLANE (1965) Completing this duo of contest machines, Twin plan with the **1956 OPEN RUBBER MODEL**.

LAST RESORT 1956 CLASSIC RUBBER small Open Rubber Model designed by Jim Baguley. Twin plan with *FIRST RESORT*.

FIRST RESORT 2006 Designed by Martyn Pressnell for the BMFA Rubber Class. Twin plan with *LAST RESORT*.

WINDING BOY II 1956 design by Ural Wannop, a 38 in. span, V dihedral wing. Twin plan with *MCGILLIVRAY'S LIGHTWEIGHT*.

JACK MCGILLIVRAY'S LIGHTWEIGHT 1958 36 in. span Canadian lightweight rubber model Twin plan with *WINDING BOY II*.

CAPRICE 1959 GLIDER The renowned lightweight glider of 51 in span. Twin plan with *GAUCHO*.

YAKUSHNA 1959 A2 Designed by Brian Dowling this glider won the 1960 Pilcher Cup.

GAUCHO 1960 POWER DURATION A first class model for 1.5 cc engines. Designed in 1959 Twin plan with *CAPRICE*.

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 descendent of his 1936 Wakefield Cup winner,

HERMES MAJOR A 150% enlargement to 61½ in span, of the 1949 *HALFAX HERMES*

FRANK LOATES' 1949 WAKEFIELD Canadian Wakefield 5th in the World Championships at Cranfield, England, in 1949.

BORJE BORJESSON'S 1949 WAKEFIELD Swedish Wakefield 6th in the World Championships at Cranfield, England, in 1949.

HOST WAKEFIELD 1951 John Gorham's 1951 Wakefield, One of the most successful rubber models from the early 1950's.

RON WARRING'S 1952 WAKEFIELD The geared geodetic model, developed by Ron Warring for twin motors.

NIGHT TRAIN Mk II 1960 George French's Night Train which pioneered the use of VIT systems in the UK.

TO ORDER:

To order plans for UK delivery please write with cheque (£ sterling) made payable to

Martyn Pressnell, 1 Vitre Gardens, Lymington, Hants, SO41 3NA.

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

Enquiries: please write or email martyn.pressnell@btinternet.com

Provisional Events Calendar 2011

With competitions for Vintage and/or Classic models

January 23 rd	Sunday	BMFA 1 st Area Competitions
February 13 th	Sunday	Middle Wallop - Crookham Gala
February 20 th	Sunday	BMFA 2 nd Area Competitions
March 6 th	Sunday	BMFA 3 rd Area Competitions
March 20 th	Sunday	Middle Wallop - Coupe Europa (Dec 2010)
March 27 th	Sunday	BMFA 4 th Area Competitions
April 9 th /10 th	Sunday/Monday	Salisbury Plain - BMFA London Gala
April 22 nd	Friday	Church Fenton - Northern Gala
April 23 rd	Easter Saturday	Middle Wallop - Glider Day
April 24 th	Easter Sunday	Middle Wallop - BMAS Day
April 25 th	Easter Monday	Middle Wallop - Croydon Wakefield Day
May 8 th	Sunday	Middle Wallop - Trimming, Crookham Coupe
May 28 th	Saturday	BMFA Free-flight Nationals
May 29 th	Sunday	BMFA Free-flight Nationals
May 30 th	Monday	BMFA Free-flight Nationals
June 12 th	Sunday	BMFA 5th Area Competitions
June 19 th	Sunday	Odiham - BMFA Southern Area Gala
July 10 th	Sunday	BMFA 6th Area Competitions
July 23 rd /24 th	Saturday/Sunday	BMFA East Anglian Gala - Sculthorpe
August 7 th	Sunday	BMFA 7th Area Competitions
August 27 th	Saturday	Middle Wallop - SAM 1066 Euro Champs
August 28 th	Sunday	Middle Wallop - SAM 1066 Euro Champs
August 29 th	Monday	Middle Wallop - SAM 1066 Euro Champs
September 3 rd	Saturday	Salisbury Plain - BMFA Southern Gala
September 25 th	Sunday	Middle Wallop - Trimming
October 16 th	Sunday	BMFA 8th Area Competitions
October 23 rd	Sunday	Middle Wallop - Trimming & <i>A.G.M.</i>
October 30 th	Sunday	N. Luffenham - BMFA Midland Gala
December 4 th	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.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

Useful Websites

GAD -	www.greenairdesigns.com
SAM 1066 -	www.sam1066.com
Flitehook, John & Pauline -	www.flighthook.net
Mike Woodhouse -	www.freeflightsupplies.co.uk
BMFA Free Flight Technical Committee -	www.freeflightUK.org
BMFA -	www.BMFA.org
BMFA Southern Area -	www.southerarea.hamshire.org.uk
SAM 35 -	www.sam35.org
MSP Plans -	www.martyn.pressnell.btinternet.co.uk
X-List Plans -	www.xlistplans.demon.co.uk
National Free Flight Society (USA) -	www.freeflight.org
Ray Alban -	www.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

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