

	<h1 style="color: red; text-align: center;">NEW Clarion</h1> <h2 style="color: red; text-align: center;">SAM 1066 Newsletter</h2>	Issue 0912
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Editorial

The cancellation of the August Middle Wallop Championships at short notice by the military, serves as a sharp reminder that our hobby is vulnerable to the whims of third parties. All event advertising normally carries the warning:

Please check before travelling to any of these events. Access to MOD property can be withdrawn at very short notice!

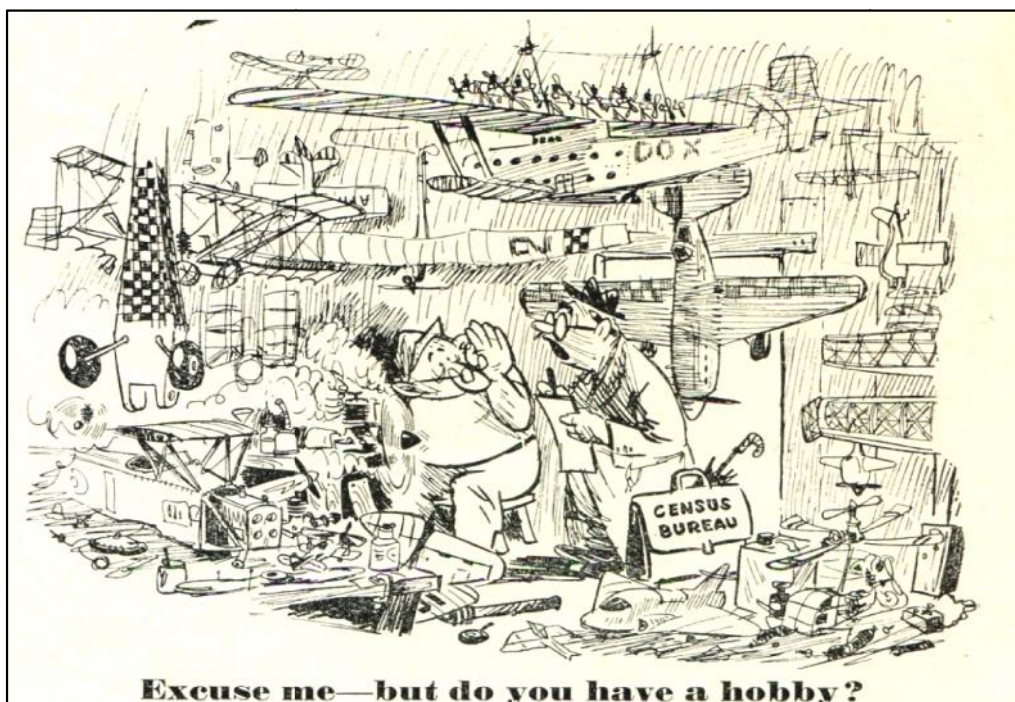
Having said that I would venture to suggest that few of us, and this includes me, take any action to ensure that an event is actually on. For my part, in the past, I travelled to North Luffenham on a Sunday two years on the trot, each time finding no event, then I eventually tumbled to the fact that the meetings were on the Saturdays. But that's just me.

Cancellations of major meetings leads to all sorts of problems, pre-booked accommodation and associated cancellation fees. This is particularly serious with our visitors from overseas who have booked airline flights etc. These problems could impact on future attendances.

I do not know what is involved in coordinating airfield bookings and associated licenses but it seems to me that some thought should be given to having standby venues for major events.

SAM1066 was founded on Middle Wallop meetings but perhaps the time has come to look elsewhere if future tenure is in doubt. It's just a thought.

I had a comedy moment at Barkston during the 6th Area meeting. I was flying my old 'Hep-Cat' in mini vintage to try and collect a few Plugge Cup points for Timperley when, after seeing Brian Cleasby's streamer rise, I launched and the model cut the streamer in half and my flight continued wallowing on with said streamer trailing behind. To add insult to injury my re-flight was considerably shorter than the aborted no-flight.



Round 4, Flamstone Farm on Sunday 16 July 2012

After days, weeks, or what seems like months, of strong winds and heavy rain we were very fortunate to have a near perfect flying day on Sunday at Flamstone Farm, the flying site of the Salisbury MFC. With a freshly-mown patch that very morning and a steady westerly breeze, contestants were eager to fly their four-minute qualifying flight straight after the pilots' briefing. Tomboy pilots and SMFC members alternated half hour flying slots throughout the morning.

Both the Tomboy fly-offs were scheduled in the 12.30 - 13.00 half hour slot. SMFC club member Spike Spencer volunteered to act as our starter for the day. First away was the Tomboy 36 class, and after a 20 second hold period everyone climbed away towards the clouds, some far higher than others. After a good qualifying flight a flooded engine prevented James Collis from getting airborne at the start. His ground crew, dad Barrie Collis, accepting responsibility for this unusual phenomenon as the MP Jet 040's are usually so easy to start. First back to the patch was James Parry (suggesting that he might therefore be the winner!) but others thought differently! Chris Hague was next down in 5 minutes 29 seconds followed only 10 seconds later by Paul Netton. This left a high-flying Tom Airey diving his Tomboy back to the patch for a comfortable win.

Results

1st Tom Airey 6min 20sec; 2nd Paul Netton 5min 39sec; 3rd Chris Hague 5min 29sec;
4th James Parry 2min36 sec. 5th James Collis DNF.

Wessex Tomboy 36" span league table

		R1	R2	R3	R4	R5	Total
1	Tom Airey	8	9	10	10		37
2	Chris Hague	7	8	7	8		30
3	Paul Netton	9	-	9	9		27
4	James Parry	6	7	6	7		26
5	James Collis	4	6	8	6		24
6	Jeff Fellows	10	10	-	-		20
7	Rick Farrer	2	5	-	-		7
8	Peter Rose	5	-	-	-		5
9	Dave Ashenden	3	-	-	-		3
10	John Myers	2	-	-	-		2
11	Derek Collin	-	1	-	-		1

The Tomboy 48 class fly-off followed and everyone got away cleanly with planes exhibiting vastly differing rates of climb. First down was Barrie Collis in 45 seconds, although as events were later to prove this was not for last place. Although flying his "Jackson Pollock" decorated Tomboy 48 in competition for the first time James Parry flew for over six minutes before losing control and landing (luckily safely) in an adjoining field. The problem was later diagnosed as a flat receiver battery. Chris Hague failed to achieve a decent height with his slow flying model and landed after

eight minutes and 26 seconds. A minute later Peter Rose, the winner last time, landed followed by Tom Airey who had achieved an enviable height with his long powerful motor run. Peter then discovered that his fuel tank had come unscrewed which had resulted in a short motor run time.

Results

1st Tom Airey 9min-54sec; 2nd Peter Rose 9min-22sec; 3rd Chris Hague 8min-26sec;
4th Barrie Collis 0min-45sec; 5th James Parry DNF.



48's Chris Hague (3rd)

Tom Airey (1st)

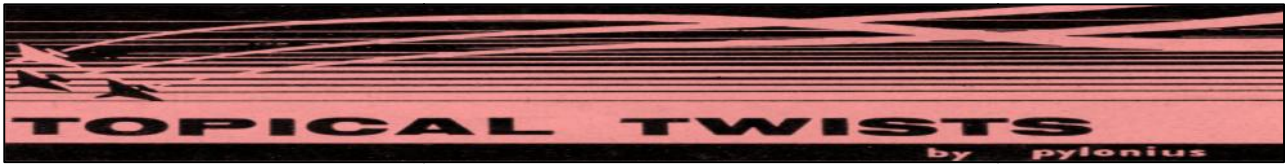
Peter Rose (2nd).

Wessex Tomboy Senior 48" span league table

		R1	R2	R3	R4	R5	Total
1	Tom Airey	10	9	9	10		38
2	Peter Rose	8	8	10	9		35
3	Chris Hague	7	6	8	8		29
4	Barrie Collis	6	5	7	7		25
5	Andrew Fellows	9	7	-	-		16
6	Rick Farrer	-	10	-	-		10
7	James Parry	-	-	-	6		6
8	Bill Longley	5	-	-	-		5
9	Derek Collin	-	1	-	-		1

What luck that Sunday was the only good flying day for ages! Our thanks go to Tony Warrilow and members of the Salisbury MFC who enabled us to share their excellent flying site. Remember it is the best four scores, shown in **bold** type, to count. The next round will be on Sunday 29 July at the Collingbourne Kingston flying site of the Marlborough MFC. Full details available on our website: www.wessexaml.co.uk

Chris Hague



Dear Twister,

A gang of us club blokes had a bit of a get together at the local skiffle centre to have a gripe about this model plane lark. One of the blokes brought along a model mag what had been delivered to his house by mistake, and we all had a duffy at it. Now, we blokes don't go in for this reading lark much, but one of the gang—a bit of a square, what has read Shakespeare and that—reckons the nana what writes a lot of guff in the model mags is too ignorant to spell Polyonus. This made us think quite a bit. If the blokes what write in the model mags can't even spell proper it's a dead loss buying the things.

Anyway, we put the whole thing to the vote, democratic like, and it was carried anonymously that Washing Board Willy ought to flog the model engine what he'd swapped his guitar for, and flog his washing board, come to that, as he couldn't play the thing with a wonky finger, anyway. And we also decided to flog our plastic kit, as it wasn't much good if we had to rely on blokes what couldn't spell to tell us how to stick it together.

Yours truly,

The Secretary, En Bee Gee Model Club.



Getting Ahead



The usual telly approach to modelling is the kiddy get together, there's a clever boy, type of programme.

The little cement caked horrors are lined up, resplendent in best school blazers and water-slicked quiffs, asked a few kiddy questions, as if to suggest that modelling makes a nice change from tiddler catching, given an encouraging pat on the head by the avuncular interviewer, and then, no doubt, whisked away to the studio canteen for some well deserved tuck.

Surprise then, to see a fully grown modeller unblushingly declare himself as such on an adult programme. Admirer though I am of such feats of heroism, I hardly had the stomach to witness the ordeal by interview and would have switched off had not someone mentioned 5,000 quid.

However, the interview wasn't the "fancy a grown man playing with toy planes" that I had fearfully anticipated; it turned out to be a mild sort of quiz on industrial

relations and what he'd do if he had 5,000 quid.

He answered the latter question by saying that he'd go on building model planes on an even bigger scale. This went down quite well, as most of us would be off to Honolulu or somewhere on the next plane.

Being an adult programme I didn't quite grasp what it was all about, but the general idea seemed to be to give the 5,000 quid to the claimant with the most eccentric pastime. Of course, it hurt me to see modelling bracketed with such odd interests as making donkey bonnets out of plastic straw and building fibre glass cesspools, but, if it's all good publicity for the movement, we can't be too choosy.

Friends are now urging me to go in for the contest myself. They say it's about time I got a head.

Ergsome Details

The inventiveness of club founders in dreaming up out-of-the-rut titles for their fledgling broods never fails to astound me. Having long since exhausted all the comic stuff and witty alliteration, they are now exploring the poetic pages of Physics Encyclopaedias for new and captivating titles. Already they have enriched our modelling vocabulary with the euphonic term, Erg, and, who knows what other inspiring names might not spring from this lyrical source?

For information of the less literary among you I might point out that Erg is not some dim spelling variant of Urge (the g is pronounced hard, as in prang), but means the energy used in lifting one whasit through one thingumabob, which, for some reason which escapes my non-technical mind, has something to do with model flying.

Other similar terms should not be difficult to ferret out, and I have compiled the following selection, which should make any club founder flounder:

Mug: The energy used in lifting x fluid ounces through the gravitational pull of a 30 degree elbow. Alternatively, it can refer to the biped unit appearing at the chronological rate of one per minute.

Sag: The declivity factor which occurs when a viscous fluid is ejected from a metal vibrator onto a porous surface.

Gor: The antithetical unit of rog, used to measure the surface adhesion of electronically controlled flying machines. & **Bog:** The rate per sink per foot per foot (see also Chobham Common).

Pylonius

When I received the email with the add for the East Anglian Gala, I was also invited to attend. My Timperley comp flying buddy John Wingate had also expressed an interest so the die was cast and John booked us and our better halves a couple of double rooms for four nights at a hotel near the airfield.

The weather on the Saturday was the best we had seen all year and we set off from the hotel in good spirits. We flashed our BMFA cards at the gate and then moved out onto the biggest airfield I have ever seen. There was no one in sight when we hit the peri track and we seemed to drive for miles before we sighted the group of fellow flyers.

The airfield is non operational but Mike Woodhouse tells me that the main runway, which is still sound, is 2 miles long and was once designated as an emergency landing site for the space shuttles. There are two other neglected runways forming a triangle, the centre of which is farmed for mowing grass which was being baled throughout the meeting. The surrounding areas were electric fenced with cattle and somewhat alarmingly a Bull in each area. If your model dropped into one of these enclosures one had to be quick on ones feet for recovery without catching ones 'testimonials' on the wire or being spotted by the bull. Not hazards I'm used to.



The electric fenced cattle which surrounded the site

I entered combined rubber and having decided to use O-4, my newest model, I assembled all the correct bits and fitted a nice new 50gm motor from a fresh box of 1/8th strip. I have never been so ready.

Well that's not really true as the wing on O-4 was the one that had been out in the rain for two nights at the Nationals so test flights were needed to re-trim, good thing really as it gave the new motor a bit of running in. With the wind being so light it was only a short stroll to recover each test flight so the day was a real delight with the exception of the blazing sun which necessitated my factor 60 suntan lotion. I really don't do sun, I melt. Trimming completed I stuck 600 turns on the 24 strand motor and, when the nearby streamer flicked up, I put O-4 into a nice piece of lift for my first max which had been



John'boy fiddles with O-4

set at three minutes. Recovery, although not far away, was a little difficult due to the ridges of mown grass awaiting baling, I really need a tracker. However all was well, one in the bag.

Second flight, this is where the wheels came off, I put the model up in indifferent air and to make matters worse D/T'd too early finishing up 8 secs short of requirements. That was me finished in Combined rubber.

John Wingate suffered a similar fate with his second flight dropping down in bad air for a 2-41. However he did not quit and made a max on



John Wingate with his small 50gm freewheeler

his third flight. I was into Classic by then flying my 'Last Resort'.

I managed to max out in 'Classic' with three text book flights, will wonders never cease? John W's bad luck however held good and his first flight in 'Classic' with his 'Late Night Final' was in bad air again. I tried to stop him launching as I had become good at reading the streamer by then, but my shout was too late.

My flyoff in 'Classic' was more in keeping with my usual trends, I launched in seemingly good air and was well up when the model flew into the sun but on re-appearing it was halfway down to the ground having dropped out of the lift into sink I suppose. I did beat one other flyer but 2-20 was never going to win.

Sunday was a different kettle of fish, although still fine the wind was quite strong. I had one poor flight with my 'Hep-Cat' and rested and watched John Wingate perform with his 'Perseus IIIa', a 1947 design well suited to mini.



John Wingate winds 'Perseus IIIa' then sends it away for another max in mini vintage.

John W maxed out comfortably in mini but my duff flyoff performance the previous day seemed to have rubbed off on him and he was down in fourth place at the end of his flyoff.

All in all a good weekend, The East Anglian Gala is well worth a visit.

John Andrews

BMFA East Anglian Gala 2012 Results.

Sculthorpe Saturday 21 July

Name	Number	Club	1	2	3	Total	F/O	Place
Combined Glider								
David Cox	73114	Crookham	3.00	3.00	3.00	9.00	8.11	1
Gary Peck	53756	Cleemac	3.00	3.00	3.00	9.00	6.09	2
Phil Ball	57180	Grantham	3.00	3.00	3.00	9.00	3.52	3
Colin Foster	17203	Morley	3.00	3.00	3.00	9.00	3.49	4
John Williams	63375	Birmingham	3.00	3.00	3.00	9.00	3.11	5
Gil Hart	54609	Vikings	3.00	3.00	3.00	9.00	2.54	6
Roger Heap	73338	Biggles	3.00	2.24	3.00	8.24		7
Barry Halford	31735	Vikings	3.00	3.00	0.54	6.54		8
David Truluck	51147	Vikings	3.00			3.00		9
Bob Taylor	19368	E. Grinstead	1.12	1.39		2.51		10
Rodney Mosley	100178	Morley						
Combined Rubber								
Adam Beales	81598	Croydon	3.00	3.00	3.00	9.00	5.40	1
Chris Strachan	33623	Biggles	3.00	3.00	3.00	9.00	4.29	2
Andrew Moorhouse	62373	Vikings	3.00	3.00	3.00	9.00	4.27	3
David Beales	81597	Croydon	3.00	3.00	3.00	9.00		4
John Wingate	41448	Timperley	3.00	2.41	3.00	8.41		5
Derek May	56714	Delyn	3.00	2.37	3.00	8.37		6
Mick Howick	65422	Vikings	3.00	2.05	3.00	8.05		7
Richard Wykes	35771	Timperley	3.00	3.00	1.24	7.24		8
John Andrews	31216	Timperley	3.00	2.52		5.52		9
Spencer Willis	34982	Croydon	3.00			3.00		10
Neil Cliff	7067	Biggles	3.00			3.00		10
Walt Hodkinson	8681	Timperley	3.00			3.00		10
Classic Rub/Pwr.								
Frank Rushby	52258	Cleemac	3.00	3.00	3.00	9.00	11.11	1
Jack Foster	139190	Morley	3.00	3.00	3.00	9.00	4.46	2
David Cox	73114	Crookham	3.00	3.00	3.00	9.00	3.40	3
John Andrews	31216	Timperley	3.00	3.00	3.00	9.00	2.20	4
Colin Foster	17203	Morley	3.00	3.00	3.00	9.00	2.04	5
Adam Beales	81598	Croydon	3.00	3.00	2.53	8.53		6
Derek May	56714	Delyn	1.27	3.00	2.00	6.27		7
Bob Taylor	19368	E. Grinstead	2.46	2.15		5.01		8
Simon Dixon	75247	Birmingham	2.31			2.31		9
John Wingate	41448	Timperley	2.14			2.14		10
Dave Clarkson								
Peter Watson								
Tailless								
Colin Foster	17203	Morley	3.00	3.00	3.00	9.00	3.29	1
Chris Strachan	33623	Biggles	3.00	3.00	3.00	9.00	2.37	2
Peter Woodhouse	00679	Morley	3.00	3.00	2.39	8.39		3
Spencer Willis	34982	Croydon	1.44	3.00	3.00	7.44		4
David Taylor	4788	Grantham	1.20	3.00	2.57	7.17		5
Rodney Mosley	100178	Morley	2.07	2.40	2.11	6.58		6
Bob Taylor	19368	E. Grinstead	0.31			0.31		7
Simon Firth	76639	IVCMAC.						
SLOP								
Richard Wykes	35771	Timperley	3.00	3.00	3.00	9.00		1
Frank Rushby	52258	Cleemac	3.00	2.45	2.55	8.40		2
David Cox	73114	Crookham	2.33	2.59	3.00	8.32		3
Jack Foster	139190	Morley	1.52	3.00	3.00	7.52		4
Terry Dobson	6229	Timperley	3.00	1.36	3.00	7.36		5
Colin Foster	17203	Morley	2.32	1.51	3.00	7.23		6
Peter Watson	62397	Birmingham	1.31			1.31		7
David Bell								
E30								
Trevor Grey	33877	Crookham	1.44	1.55	2.00	5.39		1
Chris Strachan	33623	Biggles	2.0	1.26	2.00	5.26		2
Albert Duncan	30010	Grantham	1.41	1.20		3.01		3

HLG/CLG										Total
Phil Ball	57180	Grantham	0.49	1.0	0.52	0.45	0.56	1.0	0.54	6.16
Simon Dixon	75247	Birmingham	0.53	0.58	0.39	1.00	0.39	1.00	0.37	5.46
David Truluck	51147	Vikings	0.27	0.38	0.45	0.40	0.38	0.39	0.26	4.13
Roger Heap	73338	Biggles	0.18	0.29	0.37	1.00	0.22	0.27	1.00	4.13
Graham Percival	31494	Grantham	0.41	0.31	0.24	0.35	0.26	0.31	0.24	3.32
Simon Firth	16639	IVCMAC.								

Roger Heap and David Truluck flew off for 3rd place. First attempt equal score again, second attempt Truluck oos 11.08 and Roger 7.55. (minutes that is)

Sculthorpe Sunday 22 July

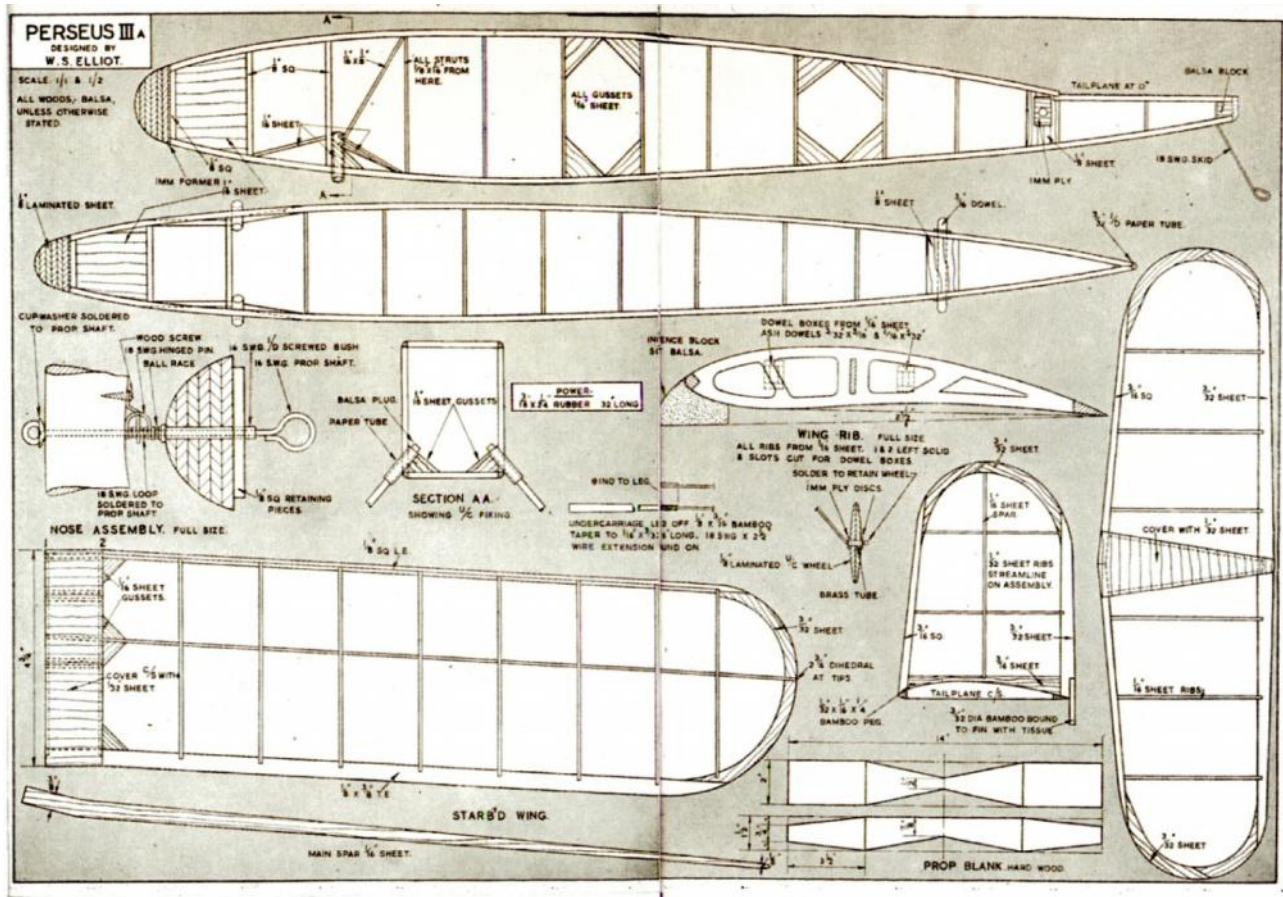
Name	Number	Club	Flight 1	2	3	Total	Fly Off	Position
Combined Power								
Peter Woodhouse	00679	Morley	2.30	2.30	2.30	7.30	4.08	1
Trevor Grey	33877	Crookham	2.30	2.30	2.30	7.30	2.35	2
Chris Strachan	33628	Biggles	2.30	2.30	2.00	7.00		3
Rodney Mosley	100178	Morley	2.21	2.30		4.51		4
Frank Rushby	52258	Cleemac	2.30			2.30		5
Richard Wykes	35771	Timperley						
Classic Glider								
Colin Foster	17203	Morley	2.30	2.30	1.58	6.58		1
Graham Percival	31494	Grantham	1.58	2.21	2.30	6.49		2
David Truluck	51147	Vikings	1.30	2.30	2.30	6.30		3
Roger Heap	73338	Biggles	2.30	2.30	1.25	6.25		4
Chris Strachan	33623	Biggles	1.22	1.56	1.33	5.01		5
Derek May	5671	Delyn	2.17	1.00	1.28	4.45		6
Gill Hart	54609	Vikings	1.55			1.55		7
Mini Vintage								
Frank Rushby	52258	Cleemac	2.00	2.00	2.00	6.00	5.06	1
Phil Ball	57180	Grantham	2.00	2.00	2.00	6.00	3.30	2
Jack Foster	13190	Morley	2.00	2.00	2.00	6.00	3.19	3
John Wingate	41448	Timperley	2.00	2.00	2.00	6.00	2.07	4
David Taylor	47488	Grantham	2.00	2.00	2.00	6.00		5
Tony Rushby	52257	Cleemac	2.00	2.00	2.00	6.00		5
Roger Heap	73338	Biggles	2.00	1.48		3.48		7
Bob Taylor	19368	E.Grinstead	1.47	2.00		3.47		8
Jamie Mosley (J)	177198	Morley	1.32	0.03	1.42	3.17		9
Colin Foster	17203	Morley	2.00			2.00		10
Gil Hart	54609	Vikings	1.29			1.29		11
John Andrews	31216	Timperley	1.24			1.24		12
Neil Cliff	7067	Biggles						
Spencer Willis	139190	Croydon						
David Parker	179853	SAM 35						
P30								
Jack Foster	13190	Morley	2.00	2.00	2.00	6.00	2.26	1
Phil Ball	57180	Grantham	2.00	2.00	2.00	6.00	1.40	2
Peter Gibbons	76597	Peterborough	2.00	2.00	2.00	6.00	1.10	3
Spencer Willis	34982	Croydon	1.57	2.00	2.00	5.57		4
Andrew Moorhouse	632373	Vikings	2.00	1.44	1.37	5.21		5
Martin McHugh	162056	Peterborough	1.20	2.00	2.00	5.20		6
Mike Woodhouse	34262	Vikings	1.14	2.00		3.14		7
Dave Bent	113861	Peterborough	1.12	0.38	1.03	2.53		8
Peter Ingham	81467	SAM35	1.09	1.18		2.27		9
Peter Adams	107885	Peterborough	0.55			0.55		10
CO2								
Chris Strachan	33623	Biggles	0.38	2.00	2.00	4.38		1
Peter Ingham	81467	SAM35	1.57	0.53	1.03	3.53		2
Peter Gibbons	76597	Peterborough	0.56	0.56	0.54	2.46		3

Bowden Competition Results

1st - Bernie Nichols 'Trenton' **2nd** - John Ashmole 'Bandalero'
3rd - Mick Staples 'Diamond Demon' **4th** - Peter Adams 'Sky Gypsy'.
5th - Dave Rumball 'Tomboy'

From the *Aeromodeller* September 1947

There is nothing elaborate about the model, but its performance leaves nothing to be desired. It may be noted that it holds the present Ripon M.F.C. club record for its class with a time of 7 : 53 and it has put up other excellent flights, including a flyaway of six minutes out of sight.



Construction "Fuselage,

This is just a plain slab sided affair and should present no difficulties. It has been made as light as possible, consistent with strength. Few diagonal braces have been used as it has been found that their weight is not compensated for by the very little useful strength gained. Angle braces are however used at the corners of every third bay from the nose as they greatly increase resistance to handling and their weight is negligible.

The U.C. fixing consists of short paper tubes cemented behind two large gussets in the bottom of the fuselage at the third bay from the nose, these are braced by 1/16th in. sheet struts and also 1/16th in. sheet gussets cut to fit over the tubes where they emerge from the fuselage. Plenty of cement should be used in the joints and the whole will be found to be very light and strong.

The U.C. legs consist of a length of bamboo with a wire extension and axle at its lower end. This provides extra spring in heavy landing.

The wheels are streamlined and are made from laminated 1/8th in. sheet balsa with small 1 m.m. ply circles at either side to support the bush of brass tubing, they are retained on the axles by soldered washers.

The nose assembly is fully described on the plan. This is one of the most important parts of the model and should be carefully made. A really quiet, smooth running prop assembly will work wonders with a model, a point which many people tend to overlook.

Run-True bobbins are used at both ends of the motor.

The prop boss may be carved down fairly thin, as the ply inserts supply the necessary strength and hold the bush in position.

Wing.

This also is of very simple construction but the ribs will need plenty of patience in the hollowing stage, but the weight saved is well worth while, they should of course have their outer surfaces carved when they are all held as a block in the approved manner.

The detachable dowels in the centre section are straight and should be made from ash of the white or cream coloured variety which has been found to stand a great deal of knocking about.

Fin and Tail.

These too are very simple to build. The rear and leading edges at the bottom of the fin carry bamboo pins. The first being vertical plugs into a paper tube cemented to the tail block of the fuselage. The second is horizontal and has an elastic band passed over it to hold the leading edge down, the band securing the tail plane also.

Covering.

The original model was covered with light blue jap tissue all over. Two coats of dope were applied to the fuselage and wing but only one to the tail and fin.



John Wingate's version used to good effect at Sculthorpe

Flying.

After checking that no warps are present in the flying surfaces, the wing position must first be roughly estimated by balancing and hand gliding and then adjusted for the best glide by power flights. The model will need down thrust with slight right hand side thrust and rudder to obtain a steady fairly fast climb in a wide right hand circle followed by a sharper circle on the glide.

The latter is fairly flat when the wing is set as far forward as possible without actually stalling the model, in spite of the fact that no folding prop is fitted. It will be found that the large tail plane and swept-back wing pull the plane out of all but the very worst air disturbances which it may encounter.

With a motor of 31 strands of $1/16^{\text{th}}$ in, sq, rubber and a slow climb the model will average $2 \frac{1}{2}$ minutes constantly. Lately however, some good quality $3/16^{\text{th}}$ x $1/40^{\text{th}}$ rubber has been obtained and 10 strands of this 32 in. long gives the plane a pretty steep climb which takes it up higher with but a few seconds shorter run.

Consequently the model has become a real thermal hunter and so far the writer has never dared to risk a flight on anything like full power.

Above all, the model can be relied on to give a good account of itself in most weathers, and as it packs into a fairly small box it is very handy to transport.

W Smith Elliot

2012 Wessex C/L Mini Speed Lg.

-

Chris Hague

July Results

	Name	Model	Line length (feet)	Best 5 lap time	Speed in MPH	Points
1	Ken Taylor	Wessex Weasel Frog 150R	42	11.11	81.00	10
2	Dick James	Hallam Speed Frog 150R	42	11.25	80.00	9
3	David Hulme	Hallam Speed Frog 150R	42	12.75	70.86	8

A summer of indifferent weather has limited the number of opportunities to fly and is probably the reason for a reduced entry this month. We do, however, welcome a new entry from David Hulme, flying the readily and inexpensively available Hallam speed model. David picks up a useful eight points straight away. Attempting to fly in gusty conditions Chris Hague failed to get either model to complete a lap and so was not able to post a score this month. With the cancellation of the August Bank Holiday SAM 1066 meeting at Middle Wallop August becomes a month to fly on your own patch.

**Three experts, one mini speed plane!****Why not try Spitfire Scramble?****Current League Positions**

Place	Competitor	April	May	June	July	Aug.	Sept.	Cash	Total
1	Ken Taylor	9	10	10	10				39
2	Dick James	10	9	9	9				37
3	Gus Hague	8	8	-	-				16
4	Chris Hague	-	6	8	-				14
5	James Parry	-	7	7	-				14
6	David Hulme	-	-	-	8				8

The next event is at Middle Wallop on Sunday 23 September. Full details of this event and other Wessex League competitions are available on our very own website: www.wessexaml.co.uk

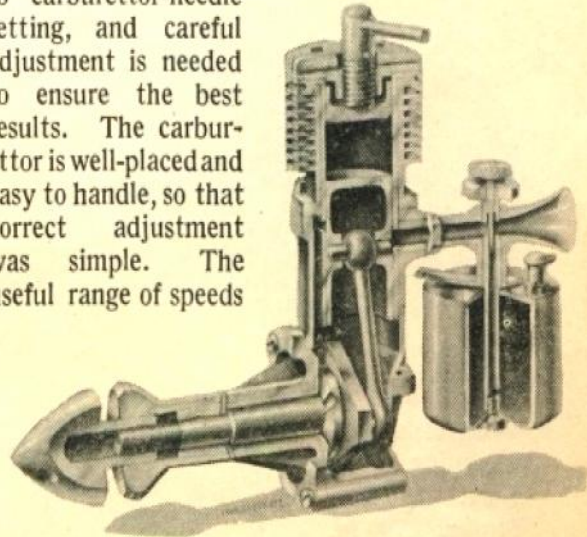
Chris Hague

"WILDCAT" Mk. III 5 c.c. DIESEL.**Manufacturers.** Davies Charlton & Co.

13, Rainhall Road, Barnoldswick.

Retail Price. £3 17s. 6d.***Delivery.** Ex stock.**Spares.** All spares by return of post.**Type.** Diesel.**Specified Fuel.** 10% Castor Oil, 40% Diesel Oil, 50% Ether.**Capacity.** 5.24 c.c., .32 cu. ins.**Weight (bare).** 7½ ozs. (excluding ext. hub and Spinner).**Compression Ratio.** 18 : 1.**Mounting.** Beam, upright and inverted.**Recommended Airscrew.** 13 ins. x 6 ins.**Flywheel.** 2½ ins. dia. x ½ in. width. Brass or cast iron.**Bore.** .6875 in.**Stroke.** .875.**Cylinder.** Aluminium with Meehanite liner. Attached to crankcase by 4 screws.**Cylinder Head.** Finned aluminium. Attached to cylinder by 4 screws.**Crankcase.** Die-cast. D.T.D. 424.**Piston.** Flat top. No rings.**Connecting Rod.** Duralumin.**Crankpin Bearing.** Plain.**Crankshaft.** One piece, hardened ground and lapped in high tensile steel.**Main Bearing.** Meehanite bush.**Little End Bearing.** Plain.**Cylinder Liner.** Meehanite.**Special Features.** Designed to give easy starting and easy handling characteristics, under all conditions.**TEST****Engine.** Wildcat Mk. III 5 c.c. Diesel.**Fuel.** As recommended by the manufacturers.**Starting.** Exceptionally good at all times. Pulley and cord used for convenience of tests, but experimental hand-starting used from time to time.**Running.** Consistent at all speeds within the test range. The engine is rather sensitive

to carburettor-needle setting, and careful adjustment is needed to ensure the best results. The carburettor is well-placed and easy to handle, so that correct adjustment was simple. The useful range of speeds

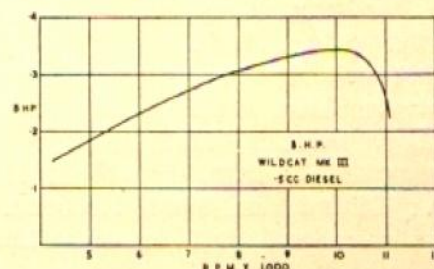


seemed to lie between about 4,000 and 10,000 r.p.m.

B.H.P. The power curve flattens considerably at the peak, so that maximum b.h.p. output of approx. .340 was found to lie at about 10,000 to 10,300 r.p.m. Actual maximum figure was .341 b.h.p. at 10,050 r.p.m., but an increase of only 400 r.p.m. reduced the output figure to .330 b.h.p. Further speed increase lowered the figures rapidly, until, at 11,100 r.p.m., output was down by about .120 b.h.p. Peak output was obtained without fuss or bother, and may be considered to be excellent.

Checked Weight. 9.2 ozs. including tank.**Power/Weight Ratio.** .592 b.h.p./lb.

Remarks. This engine was run-in for 1½ hours at 4,000 r.p.m. and no trouble was encountered throughout the tests. The engine is well made and well finished, and should provide a reliable general purpose unit.



2012 East Anglia Gala - Sculthorpe**21st - 22nd July**

This weekend was the best of the year so far, the Saturday was blessed with the best of weather, very light wind with much thermal activity.

The Sunday was overcast and blustery in the morning, but cleared later in the day.

The entrants enjoyed the terrific conditions, the top 4 all achieving 2 max's each from the 3 classified flights.

With possibility of being able to enter in 6 different classes (Contest/Sport, each with 3 engine size categories), multiple entries were acceptable from each competitor.

A total of 11 entries were received from 5 individual contestants.

In the contest classes :-

Bill Longley	flew Starduster 600 / Torp 19 (Old Faithful)
Wes Denton	flew his TD .09 powered Jumpin' Bean .
Leon Cole	flew 96" Lanzo Bomber, OS 65 4-str. (built from Belair kit)
Roger Hollett	flew a Bomber, as above
David Bell	from Hull entered an Alert, but did not record a score.
Bill Longley also	flew his Payee Max, but having completed an easy 2 max's had problems bringing the model down from the abundant lift, and the model unfortunately spiralled into the concrete due to what was later ascertained as a flat battery.

In the Sport Class:

Wesley Denton	flying his Belair Kits Buzzard Bombshell, powered by a Saito 62 4 stroke, had an incident just before the start of the comp. being hit and damaged by another competitors model, damage was sustained to the cabin area, but not to the flying surfaces, and did complete 3 flights in the Sport class.
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Mid morning a wind gust did pick up the Gazebo control tent, this rolled over onto Bill Longley's Super Creep, damaging the tailplane mount , rendering it un-flyable..

Prizeware was given out by Mrs Cole, wife of Leon.

Results

Contest Class:		Engine run allowed	Total time secs (3 flights)
1 st	Bill Longley	20 secs	889 secs
2 nd	Wes Denton	20 secs	825 secs
3 rd	Leon Cole	15 secs	814 secs
Class win Roger Hollett		15 secs	741 secs
Sport Class:			
1 st	Wes Denton	22 secs	713 secs



All the Winners

Leon Cole with his large 96" Belair Kits LANZO BOMBER gave some very impressive flights, 15 second engine run allowance on the OS 65 4-stroke gave climb height of 500 - 600 feet. This model then showed that it could detect lift with the greatest of ease, of particular note, the ability to perform flat turns on a sixpence without loss of any height, wings rocking at the slightest of detected air movement.



David Bell's collection



Leon Cole's 'Taibi Powerhouse'



Leon Cole & 'Lanzo Bomber'



Wes Denton & 'Buzzard Bombshell'

Bill Longley

SAM1066 Champs Event Re-allocation

- Roger Newman

The events that were to be run at the cancelled August meeting have now been re-allocated to two two day meetings:

Saturday 22nd September/Sunday 23rd September

&

Saturday 27th October/Sunday 28th October

Events Saturday 22nd September

Class	CD
Float planes up to Jan 1951 Flying Boats where the buoyancy is supplied by the fuselage or hull NOTE: This event is being held over 2 successive days, 3 flights on same day	John White 01963 75 5186 john@albis.freemove.co.uk
Up to 50" Vintage Glider - Designs up to 31/12/1950 100 meter towline Over 50" Classic Glider - Designs 1/1/1951 to 31/12/1960 75 meter towline	Ron Marking 01209 213254 ron.marking@tinyworld.co.uk
Flight Cup: Vintage rubber models over 34" span but less than 190 sq in area	Not yet confirmed
Maxwell Bassett Trophy (Pre-Dec 1942 spark ignition). 20 second engine run.	John Thompson 01252 842471 john.d.thompson@btinternet.com
Earl Stahl - High wing & Low wing Comp Start time 14.00 hrs	Lindsey Smith 01264 773487 Lindsey.smith5@tiscali.co.uk

Competition flying ceases at 4.00pm with any fly-offs timed for 4.15pm onwards.

Prize giving for this day at 5.00pm.

Events Sunday 23rd September

Class	CD
Float planes up to Jan 1951 Flying Boats where the buoyancy is supplied by the fuselage or hull NOTE: This event is being held over 2 successive days, 3 flights on same day	John White 01963 75 5186 john@albis.freemove.co.uk
Pre-4oz Wakefield for models published, kitted or designed prior to 1 st January 1934	Not yet confirmed
Over 50" Vintage Glider - Designs up to 31/12/1950 100 meter towline Up to 50" Classic Glider - Designs 1/1/1951 to 31/12/1960 75 meter towline	Ron Marking 01209 213254 ron.marking@tinyworld.co.uk
Tailless (Spencer Willis Tailless League) Models to Tailless League rules	Not yet confirmed
Phineas Pinkham Open Vintage Power 3 flights, 15 second engine run. SAM & NFFS (USA) listed designs up to 31/12/1950 NO Builder of the model rule	John Thompson 01252 842471 john.d.thompson@btinternet.com
Rubber powered Scale - Flown to Flying Aces rules	Lindsey Smith - 01264 773487 Lindsey.smith5@tiscali.co.uk
Combined Event A - Frame & Spar Tractor 1 flight - mass launch. Longest flight wins. Assemble up wind at 12.00 noon with motors ready wound	Not yet confirmed
RC Assist Vintage Duration BMFA Insurance Mandatory	Tony Tomlin - 0208 641 3506 Bill Longley - 01258 488833 pit2.alt@btinternet.com & tasuma@btconnect.com
Vintage Control Line	James Parry - 01202 625825 - JamesIParry@talktalk.net

Crookham Coupe Programme	
Vintage Coupe	John Thompson - 01252 842471
F1G	john.d.thompson@btinternet.com

Competition flying ceases at 4.00pm with any fly-offs timed for 4.15pm onwards.

Prize giving for this day at 5.00pm.

Events Saturday 27th October

Class	CD
Top Time Trophy (Dick Twomey) - Longest flight time Record the FULL duration of long flights on score card This event is being held over 2 successive days.	Not yet confirmed
Tomboy Duration for - David & Hilda Baker Trophy This event is being held over 2 successive days.	Nick Farley - 01797 252775 nick.farley@farleypart.com
8 oz Vintage Wakefield	Not yet confirmed
Jarislav Rybak A2 Glider - Designs up to 31/12/1953	Ron Marking – 01209 213254 Ron.marking@tinyworld.co.uk
100 meter towline - Minimum weight: 410 grams	Not yet confirmed
Vintage Coupe - 3 flights, 2 min max	Not yet confirmed
Large Vintage Rubber - Models larger than Wakefield	Not yet confirmed
The Rod Kenward trophy - Classic Power Jan 1 st 1951 – Dec 31 st 1960 - 3 Flights, 12sec engine run	John Thompson - 01252 842471 john.d.thompson@btinternet.com
HLG/CLG to SAM 1066 rules	Not yet confirmed

Competition flying ceases at 4.00pm with any fly-offs timed for 4.15pm onwards.
Prize giving for this day at 5.00pm.

Events Sunday 28th October

Class	CD
Top Time Trophy (Dick Twomey) - Longest flight time Record the FULL duration of long flights on score card This event is being held over 2 successive days.	Not yet confirmed
Tomboy Duration for - David & Hilda Baker Trophy This event is being held over 2 successive days.	Nick Farley - 01797 252775 nick.farley@farleypart.com
Jimmy Allen Mass Launch contest - Longest flight wins	Not yet confirmed
Under 25" Vintage Rubber	Not yet confirmed
Small Vintage Rubber (Vintage Lightweights) Includes Pinocchio & Scram	Not yet confirmed
4oz Wakefield	Not yet confirmed
RC Assist Vintage Duration BMFA Insurance Mandatory	Tony Tomlin - 0208 641 3506 Bill Longley - 01258 488833 pit2.alt@btinternet.com & tasma@btconnect.com
Vintage Control Line	James Parry - 01202 625825 - JamesIParry@talktalk.net

Competition flying ceases at 3.30pm with any fly-offs timed for 3.45pm & 4.00pm.
Prize giving for this day at 4.15pm.

Note: AGM commences at 4.45pm.

SAM 1066 AGM for 2012 will be held in Museum after end of flying & prize giving.



We have a lot to distribute – this was just one day last year

Roger Newman



Hotting up a FROG 150

THIS is a special article prepared by Ron Warring in conjunction with George Fletcher, Frog engine designer, on the possibilities of "hotting up" a standard Frog 150 to give maximum performance for 1/4A team racing. The Frog 150 was chosen for the subject since it is one of the few British production engines employing a relatively soft cylinder liner, which means that modification to porting can be carried out with a file. Thus the reworking found to give best results can, virtually, be carried out by anyone, without special tools, or any particular engineering skill.

Four Possible modifications to a standard frog 150 were undertaken in separate stages, and the gain in performance (if any) assessed at the end of each stage. Thus the effect of each individual modifications was established. To avoid prolonged tests, performance was evaluated on the r.p.m. figure achieved with a standard Frog nylon 7 x 4* propeller, this being a selected size for team race application. The modifications undertaken were:—

- 1: "Waisting" the spraybar by filing flats each side (parallel with the choke tube when assembled) so that less restriction was offered to intake flow.
- 2: Enlarging and squaring the intake port on the crankshaft but leaving the timing (opening and closing) unaltered.
- 3: Enlarging the transfer passage areas.
- 4: Opening up the transfer ports and squaring them in shape.

Of these modifications,

- (1) produced no measurable increase in performance. A very slight gain—a matter of around 100 r.p.m. was achieved with modification,
- (2). Modification produced a marked improvement
- (3) Modification produced a marked improvement and modification (3) and (4) together a substantial improvement—equivalent to almost a 10 per cent, increase in r.p.m. with the 7 x 4 propeller. At the same time the handling characteristics of the engine were affected, being definitely more vicious for starting and appreciably "fiercer" in note. From a "busy" little engine in fact, the Frog 150 has been turned into an angry-sounding power unit.

Modifying the spray bar seems largely to be a waste of time. Similarly, in view of the time and painstaking work involved in filing out the shaft port square and the almost negligible gain resulting, this also is hardly worthwhile attempting. That leaves attention to the transfer ports and passages, which is certainly worth doing for 'top' performance.

The cylinder liner on all the latest production ISO's is relatively soft. Older 150's had a hard liner, identified by its silver colour (the soft liner is "blued" in colour). The price of a replacement liner set—liner, piston and contra piston—relatively low (21s.) that even if the job of reworking is spoilt, the engine can be restored to its original form at little cost—or alternatively the liner set may be bought specifically for reworking, leaving the original engine as it was until satisfied with the job.

A point to bear in mind is that the Frog 150 employs a mild steel piston which over an initial running period, is quite stiff and prone to seize. The engine must not be run fast when absolutely new, but the piston should be quite free and remain free after some 10-15 minutes running time on an 8 x 6 propeller. A brand new liner set, or a brand new engine, should be run in to this stage before attempting to rework the liner.

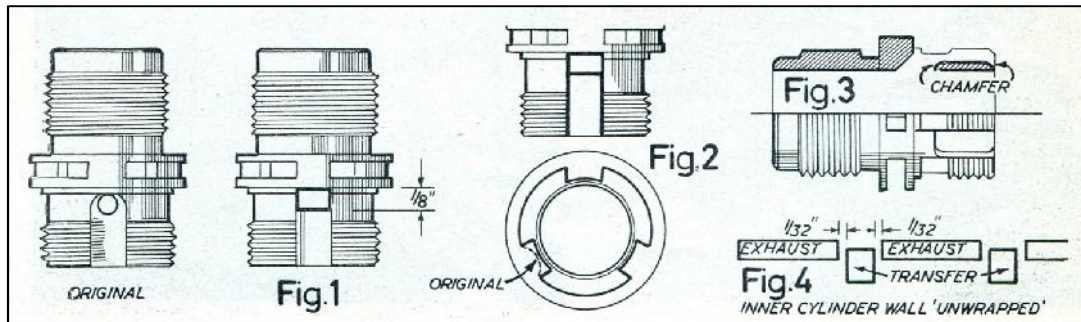
Reworking can be done entirely with Swiss files. Unscrew the cylinder and cylinder jacket from the engine, carefully knock out the contra piston and replace the cylinder jacket, screwing up tight. The cylinder unit can then be held in a vice by the jacket (use soft jaws or pieces of wood each side to protect the jacket fins from damage). Alternatively, the whole of the reworking can be done holding the liner in the hand, although this is not so convenient. The liner should not, under any circumstances, be gripped in a vice by the bottom end.

It is helpful if the file is first used through the exhaust ports to remove any traces of feather edge and clearly define the outlines of the exhaust ports, but do not enlarge the ports beyond this. The transfer ports are then filed out completely square as defined in Figs. 1 and 2 and the photographs, right up to the level of the bottom of the cylinder flange.

The rounded transfer passages of the original liner are then filed out completely square in section over their whole length, running into the squared-off transfer ports.

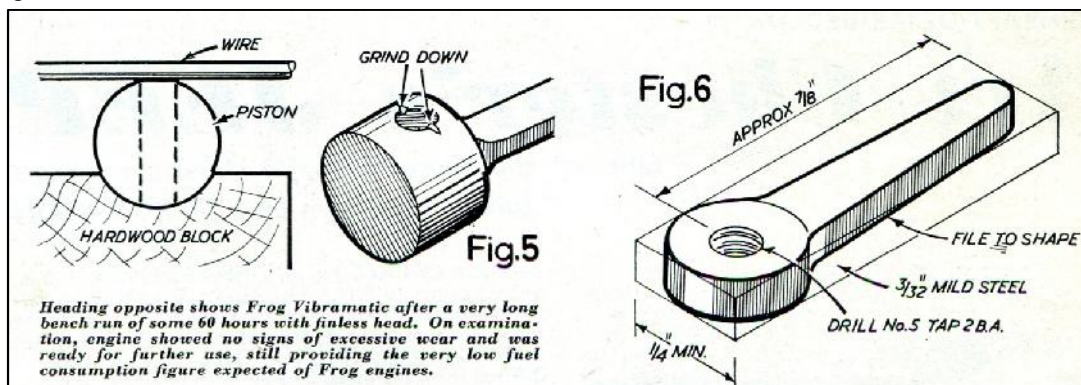
Each *end* of each transfer passage should then be rounded off, as shown in Fig. 3, taking down almost to a knife edge at each end. The *tops* of the transfer ports can then be squared off by filing to end by overlapping half the exhaust port opening, as on the original liner, but now square.

The limit to this reworking is the extent to which you feel you can weaken the liner and get away with it. Squaring the top of the ports to start with, removes a certain amount of cylinder wall below the exhaust "pillars". Squaring the tops of the ports still further reduces the amount of metal actually holding the top of the cylinder on. This modification *must*, in fact, weaken the cylinder, but one can go down to a bare $1/32^{\text{nd}}$ in. of metal between the transfer port and exhaust port, where they overlap on the inside, with the liner still strong enough for "racing" use.



Because of the enlarged ports the gudgeon pin must now be fixed in the piston. If left floating, as originally assembled, it could work sideways and get trapped in one of the ports, it is a relatively simple matter to lay the piston assembly on a block of hard wood, as in Fig. 5, lay a length of 14 gauge wire over the end of the gudgeon pin hole and tap smartly to "burr" enough piston wall over to lock the end of the gudgeon pin in place. Then repeat for the other side of the gudgeon pin hole.

The piston wall on each side should then be rubbed down with an oilstone to smooth the surface and make sure that the two burr marks raised do not project enough to score the liner when the piston is assembled. It does not matter how much the piston wall is relieved in this area within reason, provided the skirt is not touched in stoning.



Any burrs on the inside of the transfer ports should also be removed very carefully before reassembling the cylinder unit, e.g., using an emery stick, fine emery paper wrapped around a dowel or fine or medium grinding paste on the end of a dowel. Be careful not to touch the liner bore *above the exhaust ports* with abrasive and if an abrasive paste is used, wash the liner absolutely clean with petrol or paraffin before reassembly. The engine is then simply assembled in the normal way and is ready for running.

It was found on bench test that the modified Frog 150 ran best on 2 per cent, nitrated fuel with 30-33 per cent, ether. More nitrate and less ether required as much as a quarter of a turn more compression with a slight reduction in r.p.m. achieved. It is possible, however, that the more heavily nitrated fuel with lower ether content might show up best under actual flight conditions where the propeller is unloaded and the r.p.m. figure increased accordingly.

For team racer applications, it was also felt desirable to fit a locking compression screw and the "nut" fitted with a tommy bar extension for easy manipulation. A suitable design is sketched in Fig. 6. One-handed simultaneous operation of the compression screw and locking device is quite straightforward, it merely being necessary to press the locking nut tommy bar back (anti-clockwise) to release the compression screw for adjustment and forward (clockwise) to lock any desired compression setting. This simple attachment was considered a thoroughly worthwhile addition, especially as the contra piston fit on the original engine was a trifle on the slack side.

* A 4-inch pitch propeller may seem an odd choice for team race work, but in practice this particular propeller gives excellent results with the Frog "150" and other 1.5 c.c. motors. This is probably because the nylon blades flex readily and assume an appreciably higher pitch in flight. The new Frog 7x6 still improves performance with greater economy.

Might I shed some light on a couple of items in the August Clarion? First, in the Charles Rushing report on the F1B Wakefield event at Burgos his section on Round 7 appears to make Lothar Doring part of the German Democratic Republic team (DDR); in fact Lothar was a German team member (D - West Germany). I first met Lothar in the 1970s when he came to study English near me at Beckenham and he came to lunch from time to time; professionally he became a neurologist, working in a large hospital in Kiel.

Burgos was the last time proxy flying was allowed and I was flying New Zealander Peter Wheeler's F1A gliders. It was only six years since the fascist regime of Franco had ended and earlier that year there had been an attempted coup by right-wing gunmen who held parliament hostage for a while. There was constant officious interference from the Guardia Civile who insisted that only those with the correct dog tags round their necks could enter the flying area. The team managers' meeting showed that the organisers had little idea of running a major free-flight event or indeed the purpose of the FAI Sporting Code. Along with some other team managers, I asked questions designed to confront several potential problems before they arose. The meeting started late and went on till about 2 a.m. It ended with all of us being presented with 'goody bags' which contained, among other things, a three foot long Toledo steel sword, just what you need....

The flying field was windy and had various industrial premises downwind. Our packed lunch each day consisted of a litre of red wine, plus some peppers, a bit of chicken and a rock hard bread roll; these became known as turtles and Bill Hartill cyanoed one on the front of his rental car.

Over the years the New Zealand team, with no F1C flyers, and the Hungarians with no gliders, collaborated. After some damage to the Wheeler glider Andras Meczner provided some glass cloth and I produced some cyano, then still a bit of a novelty. I showed him the technique of dripping the cyano onto the glass and then using a piece of polythene to rub it into place.

After the repairs there was little time left for me to fly, so I towed and as the glider reached the top of the towline the rocket signalling the end of the round was fired; I somehow managed to release between it being fired and actually bursting in the air, so the flight counted.

Paul Lagan did well, placing third overall, but Martin Gregorie and I, proxying for Peter Wheeler, placed embarrassingly low. Nonetheless, and indicative of the weather conditions, New Zealand still placed seventh out of 30 nations.

I had brought an automatic soap bubble generator for thermal detection which we stationed upwind of where we were flying. Also upwind was a highly noxious and smelly garbage dump that had a slightly bubbling surface, emitting goodness knows what sort of nasty stuff.

To add to the mix another team alongside us was using fluffies, - bulrush fluff, - to spot rising air; the result was that before long we were covered in the soap of burst bubbles and the fluff, so we looked like demented yetis.

Regarding the Caton Trophy, it was presented to the SMAE in 1939 by Catons Ltd, who then manufactured rubber strip. It is still very much part of the BMFA's contest calendar, being awarded each year for Combined Rubber at the Northern Gala. I'm sure an e-mail to the FFTC contact at: b.spooner@vengi.demon.co.uk might persuade Phil Ball, the current holder, to read off the names of the past 70 years of winners. I wonder what happened to Catons; did they have any other products?

Martin Dilly

Aeromodeller Departed

Obituary by Salvi Angeloni

Ninetto Ridenti:

I'm Salvi Angeloni, one of the Italian friends of Dave Baker. I'm writing to let you know that yesterday evening, one of the dearest friends of Dave, in Italy, left us. Ninetto Ridenti, aged 82, was the friend, in Roma, where Dave during the many trips in Italy, spent much time.

Ninetto Ridenti was probably one of the milestones of Italian aeromodelling since the 40's when he began to design and fly free flight models when he still was a boy.

In 1945 he was one of the first in Italy, to fly a F.F.model converted in U-control and very soon, began to design and fly successful models such as the one called "Nerone" with which reached an incredible speed, for the time, using an OSAM GB18 3c.c. only with which he reached a speed of 178Km/h, really incredible for a diesel engine. He also designed and practised successfully stunt, winning an international stunt contest in Montecarlo, with a model named "Massenzio".

In the 50's he left the aeromodelling and was official pilot of Mondial motorcycles with whom won many contests.

In the 60's He was one of the best Italian R:C: scale modellers and in the later years he was very involved in the Italian old timer movement. Some years ago, he was the founder of SAM2001 and president, until yesterday.

He was a very clever man, friend and master for everyone. Very active, he was at the last European Sam Champs, held in Slovakia the last June. Few days after he returned home, he had an ictus and yesterday left us.

This, just to let you and other friends in England, know.

Salvi Angeloni

R.I.P.

Middle Wallop - Cancellation of August SAM Champs

Following the notification from DEA about SAM Champs cancellation, we have managed to get the license amended to add another day to our September meeting. So we now have a program of competitions carried forward from the original August dates to two two-day weekends (22nd & 23rd September, 27th & 28th October). Full details for each day's events are on our website. The September programme is included in this month's NC & the October programme will be included in next month's NC. Unfortunately it means we now have a "clash" with the revised Southern Gala - to be held on Salisbury Plain on 22nd September, so we have arranged the Saturday events to (hopefully) be of minimum impact to fliers attending the Southern Gala. Also it means that we have to merge SAM Champs competitions with the Crookham Coupe Day on 23rd September. The upside is - weather permitting - we should get a decent amount of flying done over the four days.

Standard gate entry charges apply for both meetings

All competition entries are FREE over both meetings

There will be a daily prize giving. Would all trophy holders who are attending kindly return trophies to Control

Note that the programme on 23rd September includes a Tailless event, which is part of Spencer Willis's Tailless League.

There will not be a John Maddaford Spark Ignition Memorial event. Brian Martin wishes to carry it forward to next years SAM Champs, to get a full three days of entrants.

As always, we can do with volunteers for the gate - contact any Committee member. Camping is available for both meetings. Contact Rebecca Clay on 01264 784 421 direct to make a booking. No toilet or rubbish facilities will be provided.

AGM

Short reminder to say that our AGM will be held on 28th Oct, usual time 4.00pm at usual place MW Museum. It's your chance to make an input to what we do & how we do it for next year - take the opportunity & attend. More details next month.

If you want to raise anything, please submit a request to me at least 14 days before the AGM.

Farewell to Ninetto Ridenti

For those of us who attended the SAM Champs in the late '90s & the earlier part of the 2000's, you will no doubt remember the contingent of modellers who made the pilgrimage from Italy. Always friendly & with some really elegant models, it was always a pleasure to chat to them.

Sadly, one of the most skilled & influential of that contingent has recently passed away, after a short illness. Ninetto Ridenti, President of SAM 2001 died in Rome a couple of weeks ago, aged 82. I shall always remember him for his generosity & kindness, as well as an infinite capacity to win trophies! These were displayed in a vast collection on shelves around his main living room, together with a pretty unique collection of Italian engines. He was a great friend of David Baker. His ashes will be scattered from a light plane above an airfield in Rome on 2nd September, where he use to regularly fly.



Ninetto & his Duchess, together with another great friend, Paulo Montesi

Notice from Peter Tribe (Western Area F/F Comp Sec) about Merryfield

Access To Merryfield Airfield: - New restrictions will apply to access for Model Flying at Merryfield Airfield from 1st September 2012

Only those who are members of CVA, Bristol and West and South Bristol clubs who have paid fees for access will be permitted entry, provided that they are on the 'members list' in the Security Lodge', and that they show their BMFA Membership card upon arrival.

However, they are permitted to invite 'Guest flyers', but have to personally sign them in and host them throughout. No more than 2 guests are allowed, up to a maximum of 4 times per calendar year. Guests are not to proceed onto the airfield without their host. Guests must show BMFA cards. Consequently, any flyers who are not on the approved list and who may wish to occasionally fly at Merryfield must contact a flyer from one of the three clubs listed above, and arrange to meet their 'Host' outside the airfield.

Similar restrictions apply to the other Model flying Classifications.

Roger Newman

Picture Parade

Ken Taylor's 'Wessex Wombat' Frog 150
(picture by Chris Hague)



Clive Metcalfe displays his mini "Eros".
(picture by Keith Miller)



Mike Larlham's scale Hawker
(photographer unknown)



Brian Cleasby's 'Scram' being wound in neat car boot jig
(picture by John Andrews at Barkston 6th Area 2012)

**21st Annual Worldwide Postal Competition 2012/13
Incorporating the KK Senator Annual Postal**

The purpose of this postal contest is to encourage friendly participation between aeromodellers worldwide with the prime emphasis being on low-key, leisurely flying without the pressures of 'regular' competition. A wide variety of events are offered including classes for types and sizes of models which have been overtaken and/or outclassed by modern developments or are perhaps too small to be considered for 'serious' competition work, such as 20" and 25" Rubber and Cloud Tramp, many of which can be flown at any time on smaller local sites without the necessity of travel to more formal contests at larger areas.

Flights may be made outdoors between **July 14th. 2012** and **June 30th. 2013** inclusive; it is not required that all flights in any event be made upon the same day but each is to be pre-nominated as 'official'. The general format (with exceptions as noted) is for three or more flights to the specified maximum; after three (or more) maximums further flights will be made to a score increasing by increments until the model fails to reach the duration target for that flight. The final score will be the total of all flights, recorded in seconds; the purpose of this scoring system is to reduce the possibility of models being lost in an 'unlimited flyoff' and as flights may be made at any time within the contest period it does not entail unduly arduous flying sessions to complete same. In classes where maximum sizes are established, the span shall be measured as per plan, not as 'projected span'.

'Vintage/Oldtimer' classes are for designs authenticated to have been flying outdoors prior to December 31st. 1950, even though plan publication may be of a later date in any kit, commercial magazine, SAM publication, club newsletter, etc. Multiple entries with different models may be made in all events but flights in one event may not be 'doubled up' with any other class for which a given model is eligible – separate flights, please.

The 20" Rubber class is to encourage the flying of all such models designed for outdoor use and not usually considered competitive against larger designs. There is no restriction on publication or production date and all designs 'published' in/on freely available sources i.e. newsletters, websites, etc are acceptable provided such source and/or details are made available to others.

To maximise flying opportunities there is ample scope for rubber models and gliders to be flown in multiple events and you are encouraged to take stopwatch, pencil and notepad with you each time you go to your local field, or to a contest, as an added incentive to your flying enjoyment. Bear in mind, also, that any number of individual models may be flown in any event for which they are eligible.

A full report will be forwarded to each entrant by mail or e-mail as appropriate. To assist in the compilation of same a brief account of weather, site, flying anecdotes, photographs, etc. would be appreciated when scores are submitted. Please ensure that all scores are forwarded to arrive by July 15th 2013 as I have limited time thereafter to collate, print and distribute results; earlier submissions would be most gratefully received! I welcome any comments regarding amendment to any event rules that might make same more attractive, or suggestions for other classes that might be considered of general interest in any future Contest.

Please advise if you have an Email address; transmission of entries/scores/reports/results to me by this means helps to reduce overall costs, eases communications and enables wider distribution of submitted photos. Please return your entries to:-

Jim Moseley, 19 Banner Crescent, Ajax, Ontario L1S 3S8, Canada
jjmoseley@look.ca

Email:

GOOD FLYING - GOOD LUCK - and ... above all ... HAVE FUN!

Jim Moseley

Jim Moseley's Worldwide Postal Competition, list of Events

20" Rubber - For any published/kitted outdoor designs not exceeding 20"/51cm span . Three flights to 60 second maximum followed by 30 second increments thereafter.

25" Rubber. Any published/kitted models up to 25"/63.5cm span. Three flights to 60 second maximum followed by 30 second increments thereafter.

30" Vintage/Oldtimer - For designs pre-1951, not exceeding 30"/76cm. Three flights to a 90 second maximum followed by 30 second increments thereafter.

42" Vintage/Oldtimer - For designs pre-1951, with spans greater than 30"/76cm but not exceeding 42"/107cm. Three flights to a 120 second maximum followed by 30 second increments thereafter.

P30 Rubber - Standard P30 rules. Three flights to 120 second maximum followed by 60 second increments thereafter. No gears or movable surfaces, other than for d/t operation.

Freewheel Rubber - Any published/kitted outdoor design with a freewheeling propeller is eligible, wing span not exceeding 36"/91cm. Three flights to 90 second maximum followed by 30 second increments

Unlimited Rubber -any rubber model with wingspan not exceeding 42"/107cm. No auto surfaces. Three flights to a 120 second maximum, followed by 60 second increments thereafter.

KK 'Senator' A one-design class for this popular design. Three flights to 120 second maximum, followed by 60 second increments thereafter.

Cloud Tramp - Any version of the Cloud Tramp design as published. 8" prop (plastic OK), any type of prop bearing. Five flights, no maximum; longest and shortest will be discarded and balance totaled for score.

Towline Glider Any glider, straight tow only with no moving surfaces other than autorudder. Maximum towline length 164'/50 metres; Equivalent high start launch systems permissible. Three flights to 90 second maximum followed by 60 second increments.

Small Towline Glider Any glider to a maximum span of 40"/101.5cm, straight tow with no moving surfaces other than autorudder. Maximum towline length 164'/50 metres. Equivalent high-start launch systems permissible Three flights to 60 second maximum followed by 60 second increments.

Catapult/Handlaunch Glider (small) For any glider with wingspan no greater than 12"/30.5 cm. Six flights, 60 second maximum (flights under ten seconds need not be reported). If six maximums scored, 30 second increments thereafter. Catapult - a 9" loop of ¼" flat rubber attached to a 6" handle. Multiple entries permissible.

Catapult/Handlaunch Glider (large) For any glider larger than 12"/30.5cms. Rules as above.

Tip-launch Glider. For any size of wingtip-launch glider. Folding wings and R/C are not permissible. Six flights to a 60 second maximum, increasing by 30 second increments thereafter.

Jim Moseley

Sunday August 12th I found myself at a loose end and looking at events I saw the add in the New Clarion for the North Cotswold MAC Fly-In, so I decided to have an afternoon out. The weather forecast was good until late afternoon so the wife and I set off down the Fosse Way to Moreton in Marsh where, in typical John Boy fashion, I turned right instead of left and did about 10 miles or so looking for the sign for the event and to make matters worse, in contradiction to XC weather, it was now chucking it down with rain. Eventually I admitted the possibility of an error and we parked up and referred to the map. I had looked up the site on Google Earth but as I was travelling south, right was left. We turned around and headed back with the intention of returning home due to the rain but by the time we were back at Moreton we were out of the rain so quick change of mind and we pressed on to the event on dry roads and that was the last we saw of the rain.

The site was a typical club field with a mown grass strip and an adjacent field for parking camping and small freeflights and a rough control-line circle.



Pit area and Control Tent



Some models and modellers

We parked the car and took our chairs into the field and dumped them down alongside none other than David Lovegrove who was also paying a first visit to the event. He was flying a nice neat R/C 'Flying Flea' with electric power.



David Lovegrove's collection of models

The aeromodeller plan 'Stuka' is C/L, also electric powered and fully aerobatic

The majority of the models being aired were electric powered with some very fast ducted fan versions, small in size but seemingly very high velocity.

There were a couple of 48 'Tomboys' seen high in the air thermaling and not to be outdone David cut his motor on the 'Flea' and was thermaling right up there with them. For those who wonder, control on the 'Flea' is through wing incidence and rudder.

There was not a great deal of activity in the small adjacent C/L and free-flight field but one model did grab my attention, it was a small electric powered control-line model flown on thread lines and I would have bet my boots that it would hardly fly. Wrong again, not only did it fly but did figure 8's to boot.

Rachel and I had a nice relaxing afternoon, sitting in the sunshine and chatting with Dave.



David explains the 'Flea's control system

One discussion involved control-line flying and the instability of the ageing modeller. Having myself had some issues with giddyness when I ventured back into C/L a few years back I informed Dave that 'Stemetil' tablets used for travel sickness can help to alleviate the problem.

All in all a pleasant afternoon out, even the rain clouds we had been in earlier seemed to evaporate before they reached us and I even managed a little sunburn before we left for home.

John Andrews

1983 Lothar Doring, 28, FR Germany



This year's host for the Free Flight World Championships: The New South Wales Free Flight Society, headed by Peter Lloyd, set the dates of September 28 to October 4, 1983, at Goulburn, Australia. Attendance was down, with only 47 contestants from 17 nations entering F1B. The 1981 Wakefield Cup World Champion Lothar Doring from Germany had his box filled with "Espada" Wakefields, and he was ready to defend his title. Attending with Lothar were the members of the FRG team including G Klemke, B Siltz who was on the team in 1981, and A Busch. The USA team was there including Walt Ghio, who made the team in 1977, '79, and '81 when he was fifth in Spain, Steve Beebe, and G Schroedter. Jack McGillivray was the Team Canada veteran leader having been on the team in 1959, when he placed third, '63, and '65; with him were B Condon and D Andrew. Itzhak Ben Itzhak, the 1979 Wakefield WC was there with Team Israel including Z Bar and G Hertzgerg. From China came J Lu, W Zang, and G Wang. Anders Hakansson, a WC attendee in 1955, '58, '59, and '63 (he came in second in 1955 and 1963) was back with Team Sweden, with him were L Hansson, and B Elmar. From the host nation was Paul Van Leuven and Paul Lagan, both at the 1981 WC, and J Lewis. The seventeen nations in attendance were (D), (PH), (B), (OH), (4X), (C), (G), (I), (VH), (JA), (N), (OE), (LV), (SE), (YU), (ZL), and (CX), a recipe for competition. Sunday, October 2, 1983, was F1B day.

ROUND 1: At dawn as the sun rose the round opened with the usual warning horn. Not waiting, most contestants cranked on their winders: whirr-whirrr-whirrrrr! Team USA had two maximums, but Schroedter did a miserable 50 seconds. In all 33 maxed the round, including the defending Wakefield Champion Lothar Doring.

ROUND 2: The wind became a factor now, gusting up to 15 mph, not exactly thermal conditions. Despite this 26 contestants maxed the round.

ROUND 3: The wind was gusting to 18 mph, picking lift was now entering the realm of artistic decision making, yet, 26 contestants maxed the round.

ROUND 4: The winds were now oscillating between 8 and 10 mph (?). Lothar maxed again. So did 23 other contestants, including Steve Beebe who now had five perfect rounds. At the USA pole position Schroedter launched only to encounter what looked like a black swan! (IK: or magpie). Down he came in a tight spiral, hitting the ground in 112 seconds. Walt Ghio got a bad reading from his recording thermal detector, because he landed with only 125 seconds.

The contest was then abandoned for the day because of high winds! A first in 55 years!

ROUND 5: Tuesday, October 4, 1983. Let's see where were we? Oh yeah! At the Wakefield Cup Contest! It is now 7:20am, the wind is gusting up to 17 mph! With rain! Steve Beebe dropped the round with 125 seconds. Lothar Doring had a 180 second max, as did 26 other contestants.

ROUND 6: The rain and the wind were relentless. Doring (D), Klemke (D), and Zen (PH) had the best chance now, but with this weather anything could happen. Doring and Zeri maxed the round.

ROUND 7: All eyes were on Doring now, and as is usual with him, he studied his instruments, watching for wind speeds, and temperature differences. Now he suddenly began to wind-up his best "Espada"! Done, he set up his back-up F1B onto the stand, and went back to his instruments. Now he picked up his previously wound "Espada", and launched! But... something went wrong! "Espada" looped! And crashed! Official time? 19 seconds! One second less than that allowed for a delayed flight. Lothar began winding up his back-up F1B, now was when all that previous preparation counts. Lothar ready, stepped up and javelin launched the back-up, straight-up! As it climbed everyone could see it was high enough to max the round. So it did! Lothar Doring was the first person to have back to back wins since Aarne Ellila in 1950.

Team Placings (Penaud Cup)

Place	Country	Abbr	Total	Team member places		
1	China	CHN	3659	4	5	6
2	Italy	ITA	3479	12	14	17
3	Great Britain	GBR	3438	9	11	26
4	Australia	AUS	3371	15	21	22
5	Fed.Rep.Germany	BRD	3333	3	13	38
6	Israel	ISR	3280	8	26	33

Individual Placings

Place	Name	Country	total
1	L Doring	BRD	1260
2	A Zeri	NED	1247
3	G Klemke	BRD	1234
4	J Lu	CHN	1231
5	W Zbang	CHN	1225
6	G Wang	CHN	1203
7	A Kilpelainen	FIN	1202
8	Z Bar	ISR	1198
9	J McGillivray	CAN	1175
9	B Spooner	GBR	1175

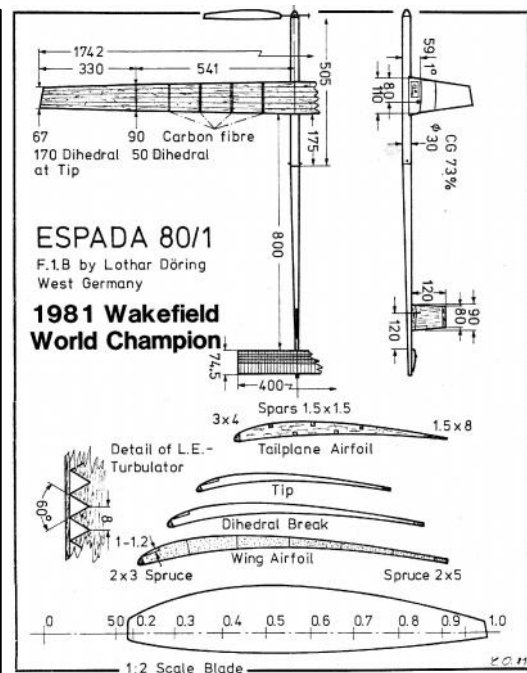
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Charles Dennis Rushing

The following images are courtesy of Roy Tiller and the DBHLibrary

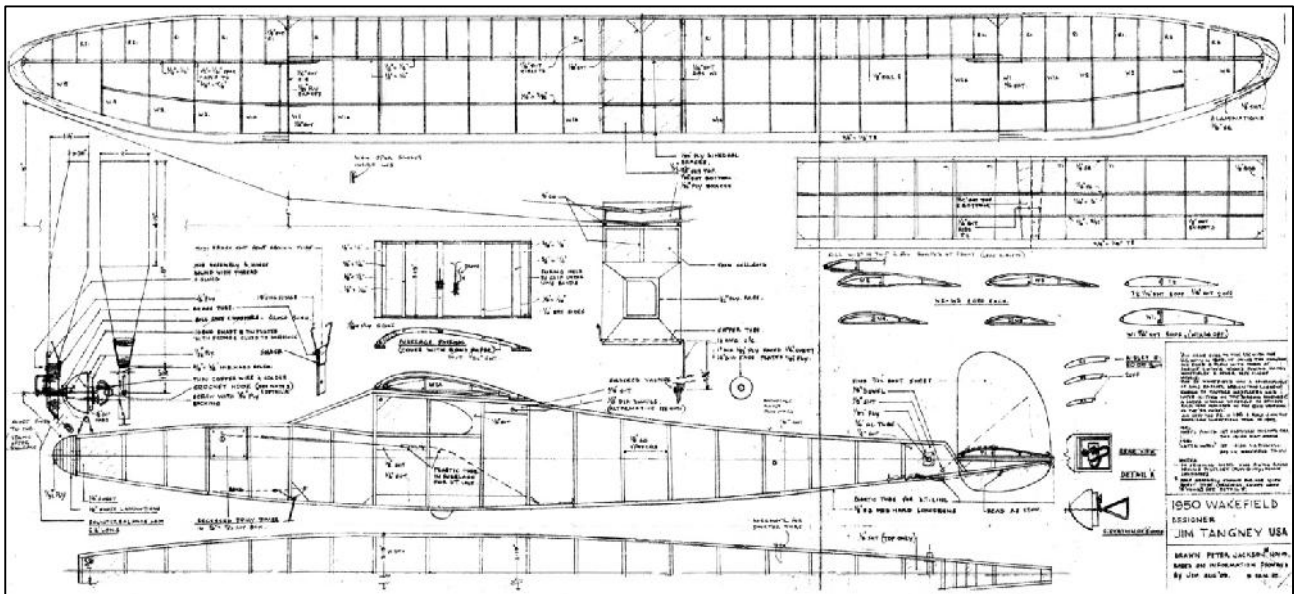
Lothar used the same design as in his previous victory in Spain in 1981, the three view below is the one from the August New Clarion.



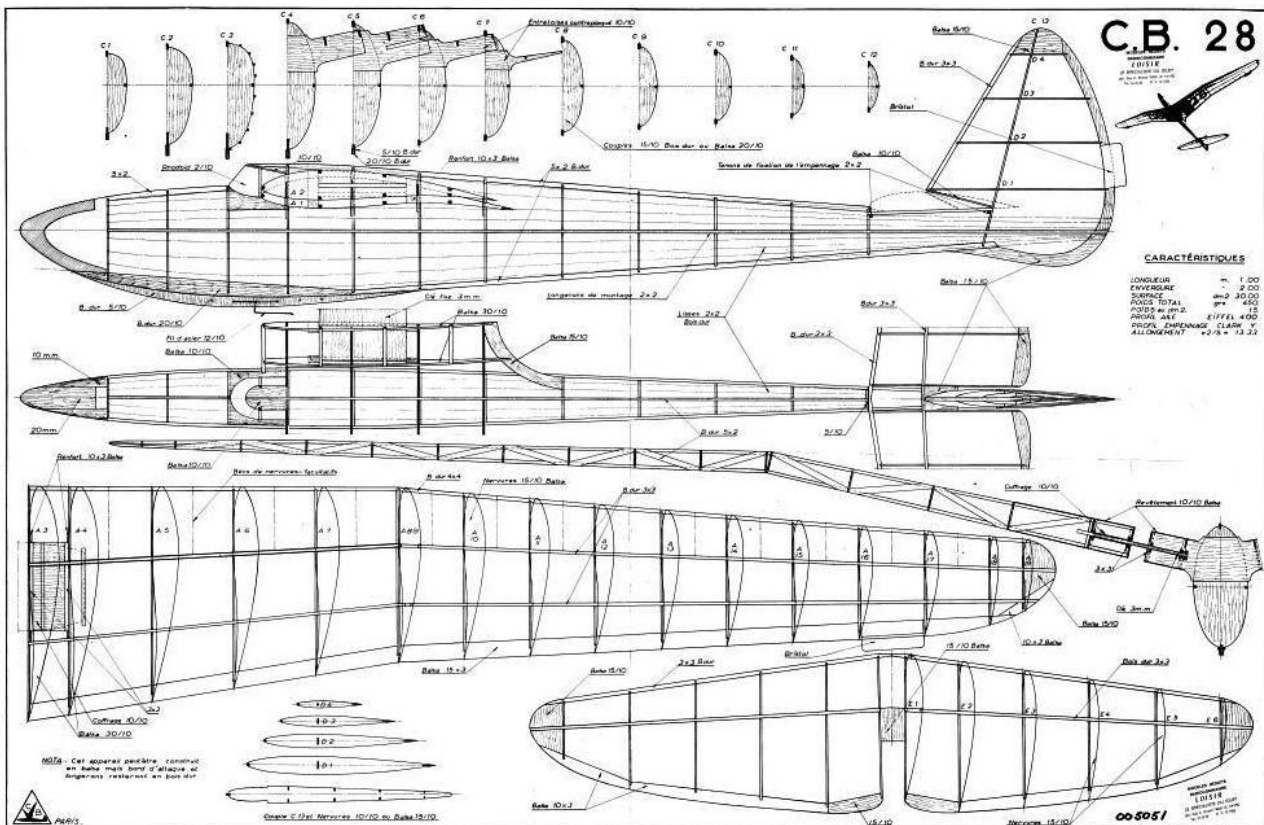
A happy Luther Doring, only the third competitor in the history of the event to ever win two consecutive Free Flight World Championships for the Wakefield Cup. German Lothar showed complete mastery of the event in tricky conditions, again flying a Reiner Hoffsas inspired 'Espada'.

Roy Tiller

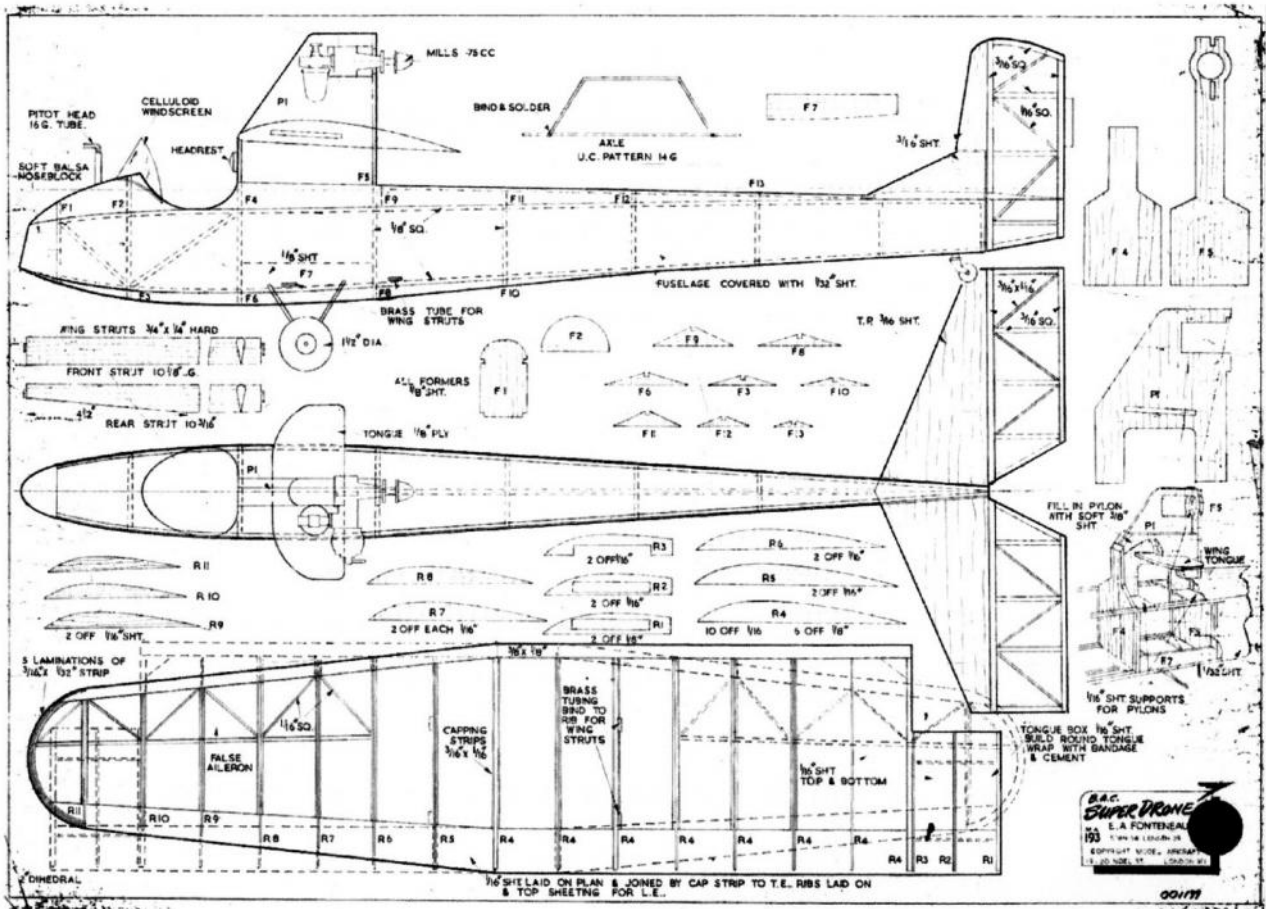
First up is the Tangney Wakefield, as reported in last months NC. Many thanks to Peter Jackson & friends for working hard to make this available.



Next is a French glider - CB28, which looks to be an elegant build. This was one of several French plans found in David's collection & all now listed in the DBHL. Strange thing is that there were quite a few copies of many of these plans, so I'm guessing that a kind modeller from France donated a whole pile to him at some time. Mostly gliders - dating back to the early 1940s.



Finally a power scale model from Model Aircraft, of an unusual subject - the BAC Super Drone. Some 50+ of the Drone & Super Drone were produced between the 1st & 2nd World Wars. The Super Drone was fitted with a 23hp Douglas Sprite engine & a later version, the Drone de Luxe with a 30 hp water-cooled Carden-Ford converted car engine.



It has been stated that during the Second World War, a camouflaged Drone de Luxe was unofficially flown by pilots of No 609 Squadron on duck-shooting sorties using a 12-bore shot gun and a ring-and-bead sight! Incidentally BAC stood for the British Aircraft Company of Maidstone, Kent - no affinity to the modern day BAC!



BAC Super Drone at Duxford in 1982

Roger Newman

B.M.F.A. 6th Area meeting August 5th '12 at Ashdown Forest, Beaulieu, Merryfield and Salisbury Plain.

20 flew, 4 at Ashdown, 6 at Beaulieu. 5 at Merryfield and 5 at Salisbury Plain.

Overall the weather was fair, Beaulieu probably best with a 10 m.p.h. Southerly, dry and with lots of thermal activity. Merryfield worst with turbulent air and a grey windy midday. Salisbury had a couple of short showers and there was less helpful air at Ashdown. Apart from the weather all the venues have of course their special hazards varying according to weather and season. At Beaulieu a Southerly brings the North woods perilously close, and is one reason why some prefer Salisbury Plain. But here the long grass inclined in the wind direction made returning from long retrievals up the slopes of Death Valley, against the 'nap' as it were, five or more times, an Olympian task. Ashdown has its own Death Valley and Merryfield its encircling trees.

Ted Tyson (Salisbury) scored the maximum 15 points with a 5:18 high D.T. fly off floating way down towards Shrewton in lovely evening air. (This was his second model, his best being lost a few days earlier trimming at Beaulieu. It was tracked as airborne for forty minutes. The signal was picked up again near Beaulieu Road Station and then lost again. Finally a phone call led him to a rendezvous in a Christchurch car park where the remains of his Coupe were produced from a car boot.)



Peter Hall (Beaulieu) took 14 points flying off with a second model after this fifth flight ended in trees just short of the North wood where Roy Vaughn's Coupe nestled sixty feet up after its second flight. Both were poked down next day using the 55' Crookham pole. Paul Seeley (Merryfield) and Don Thomson (Beaulieu) narrowly missed the fly-off scoring 12 and 11. Dave Greaves (Salisbury) got lost in the long grass and searched until dusk and over the next two days, finally recovered his Coupe after accurately retracing the line by G.P.S. He took 10 points.

If I place too much emphasis on retrievals, blame the Olympics and its relentless demonstrations of physical prowess. Free-flight is a demanding sport well beyond the capacities of the average O.A.P. requiring not only physical endurance and nerveless concentration but a wide range of technical skills, theoretical knowledge and the mastery of arcane practices such as air-picking. How many Olympians build their own boats and bicycles? Or lose them? Or find them up trees? Or get them back in pieces? So, where are the cheering crowds? Where the medals?

There are still four events to go in the League. Sixty points to be won and no favourites. The next event is the Southern Gala 22nd September on Salisbury Plain followed by the Crookham Coupe Day on the 23rd at Middle Wallop.

6th Area Coupe League Results

Place	Name	Club	Maxes	Score
1	E.Tyson	Crookham	5	15
2	P.Hall	Crookham	5	14
3	P.Seeley	B&W	4	12
4	D.Thomson	Croydon	4	11
5	D.Greaves	B&W	4	10
6	T.Gray	Crookham	4	9
7	C.Chapman	B&W	4	8
8	D.Neil	B&W	2	5
9	D.Powis	CVA	1	3
10	G.Stringer	E.Grinstead	1	2
11	M.Cook	Crawley	2	2
12	P.Jellis	Croydon	2	2
13	R.Marking	CVA	1	1
14	J.Paton	Crookham	1	1
15	J.Minshull	Brighton	1	1
16	C.Redrup	Crookham	1	1
17	R.Vaughn	Crookham	1	1
18	M.Stagg	MFFG	1	1
19	R.Willes	Crawley	0	0
20	R.Elliott	Croydon	0	0

Peter Hall

SOOTH SAYINGS

- N.B. "Before I refuse to take your questions, I have an opening statement".... (Ronald Reagan)
- Love and compassion are necessities not luxuries, without them humanity cannot survive. (Dalai Lama)
- If you can dream it, you can do it. (Walt Disney)
- The highest revelation is that God is in every man. (Ralph Waldo Emerson)
- Unless you try to do something beyond what you have already mastered, you will never grow. (Ralph Waldo Emerson)
- Don't wait. The time will never be just right. (Napoleon Hill)
- If you tell the truth, you don't have to remember anything. (Mark Twain)
- Begin to see yourself as a soul with a body, rather than as a body with a soul. (Wayne Dyer)
- I hear and I forget. I see and I remember. I do and I understand. (Confucius)
- The only wisdom is in knowing that you know nothing. (Socrates)
- By failing to prepare, you are preparing to fail. (Benjamin Franklin)
- It is neither possible nor necessary to educate people who never question anything. (Joseph Heller)
- Two things are infinite: the universe and human stupidity; and I'm not sure about the universe. (Albert Einstein)
- Old age is like everything else. To make a success of it you have to start young. (Theodore Roosevelt)

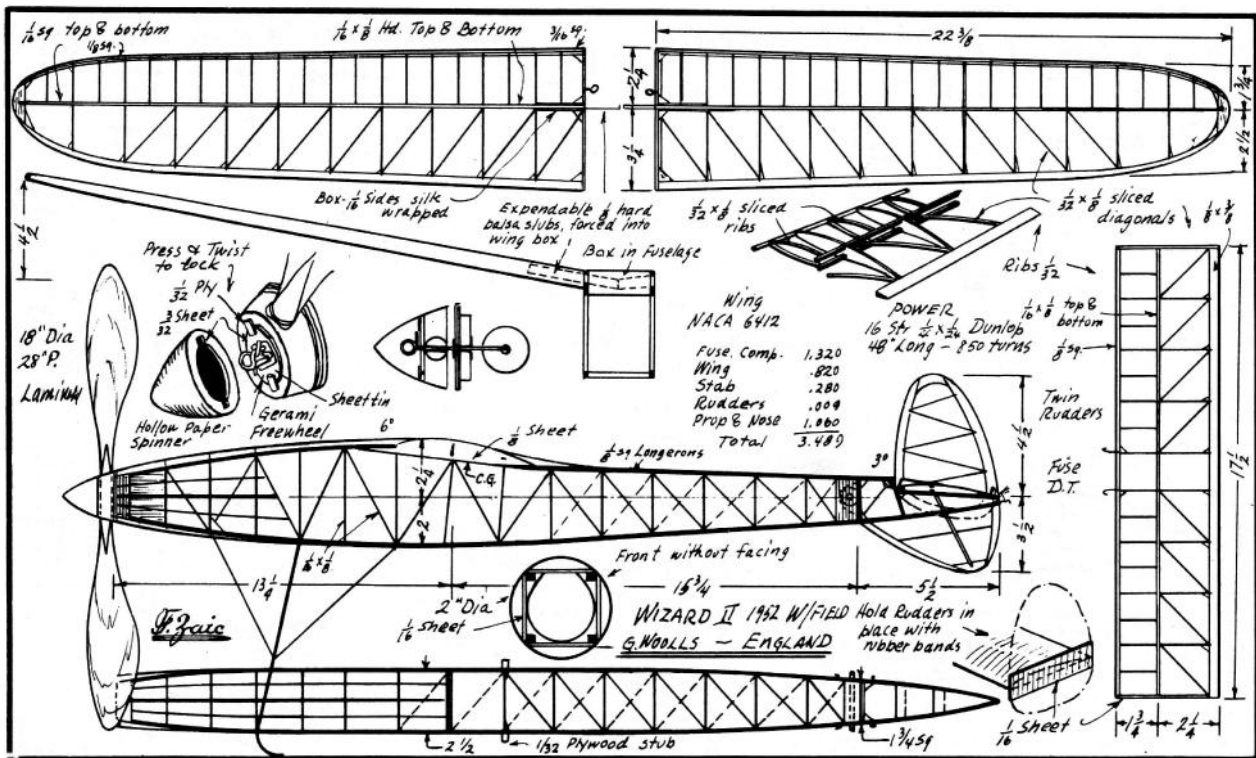
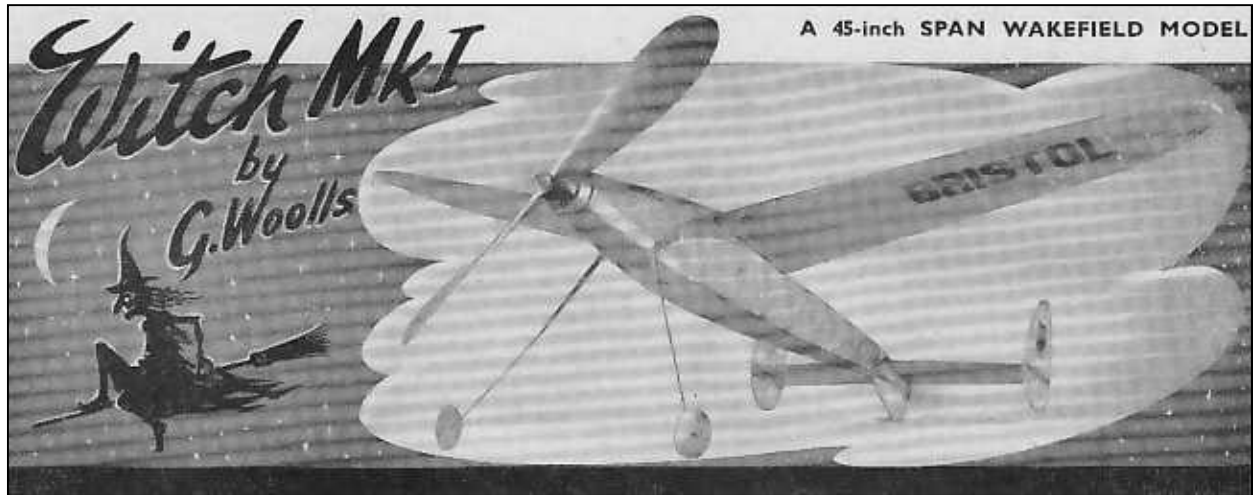
UPLIFT,

by Waldo and others

He is waiting for LIFT, as a good mod'ler should,
 with the clouds scudding past in the sky
 But the air is quite dead, there is nothing to gain,
 so he pockets his hands in dismay
 Thus his hand finds the note that he'd stuffed in before
 setting out for this contest of SAM
 As he reads a strange sense quite UPLIFTING arrives,
 (it's the stuff of Confucius and 'Bert)
 But his dreaming's cut short by a tap on the head
 From his helper who's looking upstairs:
 "It's a boomer," he shouts, "it's an UPLIFT for sure,
 If you're quick then a max is a doddle!"
 So he pockets the note, the sooth-sayers and all,
 raises eyes... hands... and launches THE MODEL!
 (The result was a downdraught, but we won't talk about that)

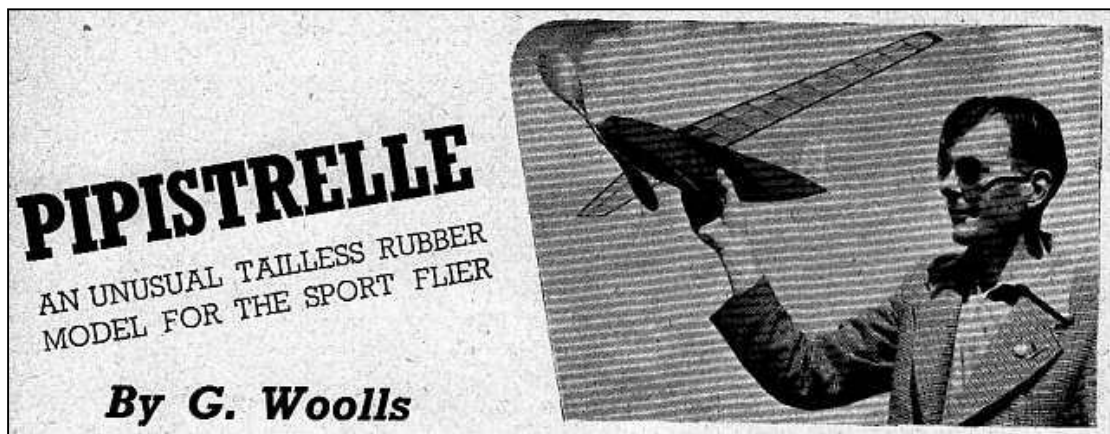
Dick Twomey

Plans by George Woolls appear in magazines in the library from 1950 through to 1960. First was his Witch Mk1 Wakefield in *Aeromodeller* March 1950.



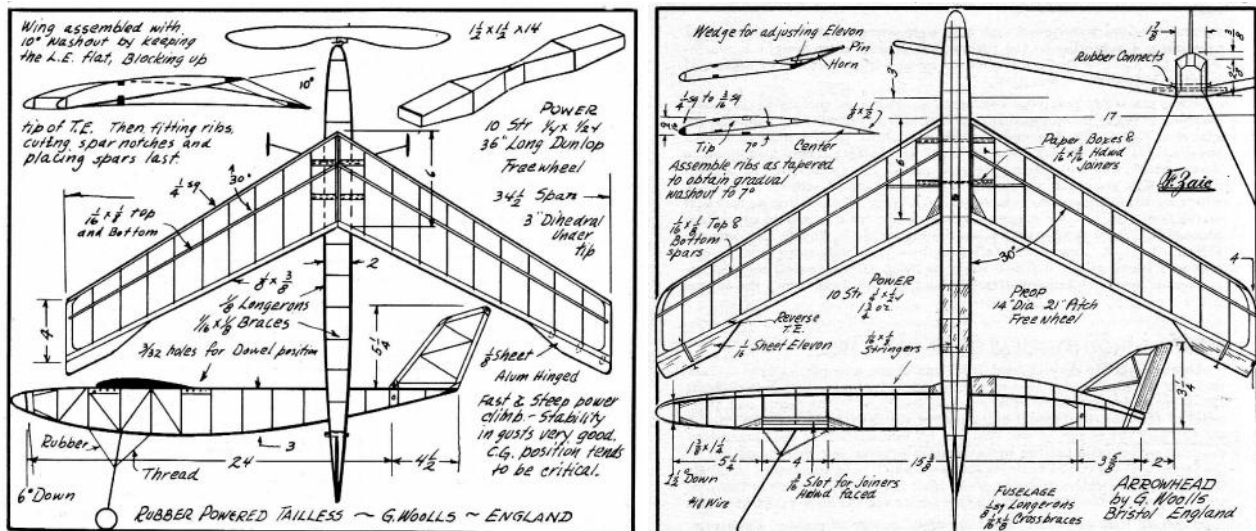
A "Rubber Powered Tailless" of 34" wing span by G.Woolfs, England also featured in Zaic's yearbook 1951/2.

Model Aircraft magazine entered the fray in February 1953 with the Pipistrelle which looks much like the Zaic 51/52 drawing but now given a name.

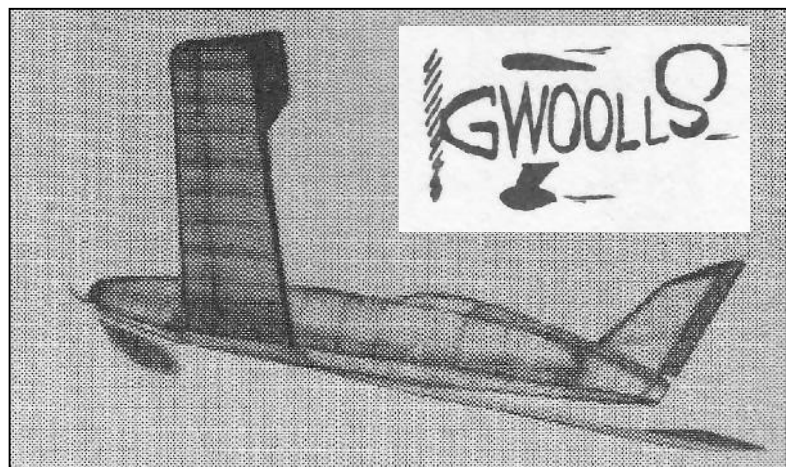


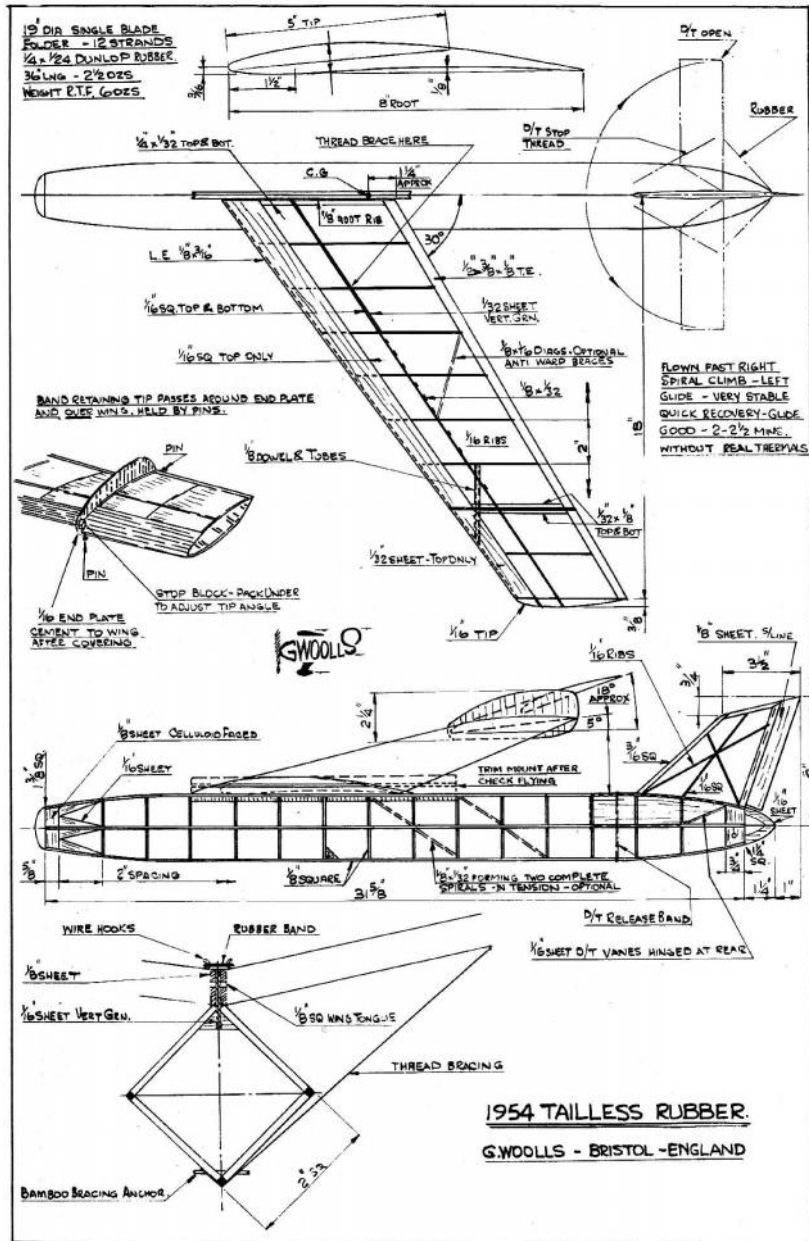
The Arrowhead low wing cabin tailless rubber appears in Zaic 53/4. Nothing like combining all the problems in one model.

Once again Zaic got there first, for in Aeromodeller May 1955 George Woolls gives his "Tale of Tailless" including a plan for the Arrowhead (see photos) and details of his British Record Holder.



In Zaic 1955 is George's 36" wing span 1954 Tailless Rubber with much reduced washout but all flying ailerons. (if that is the right term) and a super logo. Has anyone built one lately?





Besides all that Wakefield and tailless designing George was active on other types of model aircraft but that must wait till next month.

Eager Beaver

In last months column I sought the name of the designer of the Eager Beaver. Many thanks to the two readers who replied advising that it was designed by N Patterson. It seems that the name was readily available from the B.M.F.A. records office!

Clarion Nov 1996, again thanks to those who offered the missing pages, the Clarion collection is now all in order.

Tailless News, thanks to the reader who lent his copies of issues 6 to 22 for copying.

Wanted. Still looking for Tailless News issues 1 through to 5.

Aeromodelling, an A5 newsletter published by the North West Area Committee of the S.M.A.E. from July 1963. We have Vol 1 No 1 through to No 5 plus No 7. Can anybody help with No 6 or any others, or info on how many were published?

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

Roy Tiller

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DBHL Plan Service: IMPORTANT:

The rules for obtaining plans have changed.

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

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

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

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

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

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

This service is provided at no charge.

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

Michael Woodhouse

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

Plans of models designed by Geoff Lefever

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

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

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

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

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

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

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

JUDGE 1945 WAKEFIELD	by Bert Judge to the 1945 rules as a direct descendant of his 1936 Wakefield Cup winner,
HERMES MAJOR	A 150% enlargement to 61% in span, of the 1949 HALFAX HERMES
FRANK LOATES' 1949 WAKEFIELD	Canadian Wakefield 5 th in the World Championships at Cranfield, England, in 1949.
BORJE BORJESSON'S 1949 WAKEFIELD	Swedish Wakefield 6 th in the World Championships at Cranfield, in 1949.
GHOST WAKEFIELD 1951	John Gorham's 1951 Wakefield, a successful rubber model from the early 1950's.
RON WARRING'S 1952 WAKEFIELD	The geared geodetic model, developed by Ron Warring for twin motors,
NIGHT TRAIN Mk I 1960	George French's Night Train which pioneered the use of VIT systems in the UK

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

Martyn Pressnell, 1 Vitre Gardens, Lymington, Hants, S041 SNA.

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

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

MSP-PLANS ARE PLEASED TO PRESENT A NEW BLOGSPOT

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

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

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

HOT OFF THE PRESS – THE 2012 FREE FLIGHT FORUM REPORT

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



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

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

Copies are available from :

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

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

2012 FREE FLIGHT FORUM - CALL FOR PAPERS

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

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

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



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

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

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

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



2012 Dates

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

Admission - Flyers £5.50 - Spectators £2.00

For further information phone Colin Shepherd 0121 5506132

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

Brownhills Indoor Flying – Free Flight

Brownhills Community Association,

Deakin Ave. Brownhills WS8 7QG

Just off the A5

Saturdays 1-15pm until 4-15pm - £6

Oct 3rd – Nov 10th

Jan 5th – Feb 2nd – Mar 2nd – Apl 6th

Contact:- Tony Eadon-Mills

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

BMFA South West Indoor Flying

organised by

Cornwall Vintage Aeromodellers

at

Saints Health and Fitness Centre

St Austell Rugby Club

Tregorrick Park, St Austell

Cornwall, PL26 7AG

Flying from 1200 to 1600 on the following dates,

Sunday 23 September 2012

Sunday 21 October 2012

Sunday 18 November 2012

Sunday 16 December 2012

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

Admission: Flyers £7 Spectators £3

Contact:

Cornwall

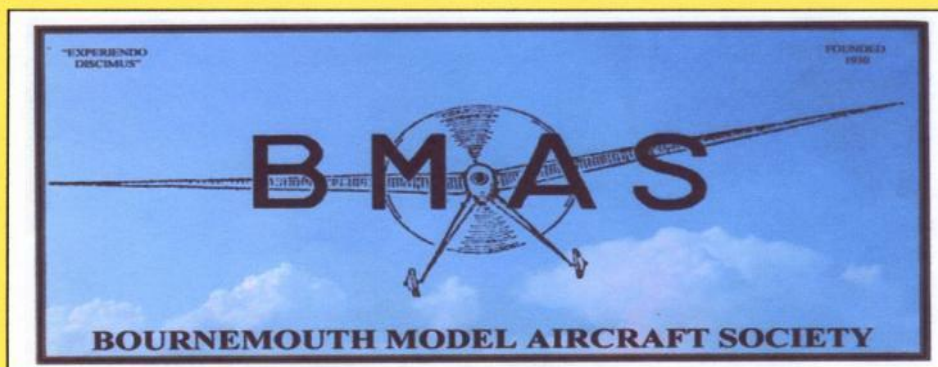
David Powis on 01579 362951

(dave_powis@hotmail.com)

Devon

Roger Bellamy on 01752 311786

(rogerbellamy9@hotmail.co.uk)



INDOOR FLYING

TUESDAY 25TH SEPTEMBER 2012

TUESDAY 23RD OCTOBER 2012

TUESDAY 27TH NOVEMBER 2012

TUESDAY 22ND JANUARY 2013

TUESDAY 26TH FEBRUARY 2013

TUESDAY 26TH MARCH 2013

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE 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

Coupe Europa

Middle Wallop 2nd December

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

F1G for Aeromodeller Trophy

Vintage Coupe d'Hiver for AAA Cup.

Flitehook Europa Team Trophy for F1G teams

10 a.m. start. F1G in rounds

Contact David Beales on +44 (0)20 8858 2714

or e-mail; addickab@aol.com

or phone or fax Martin Dilly on +44 (0)20 8777 5533

or e-mail: martindilly@compuserve.com.

VINTAGE RADIO & CONTROL LINE

at MIDDLE WALLOP, 2012

Courtesy of the Army Air Corp Centre, MAC

SUNDAY APRIL 8TH SAM 35 Gala

Control Line [no combat wings] Mini Speed & Spitfire Scramble.

Tomboy 3 & Tomboy Senior Competitions

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

SUNDAY MAY 6TH SAM 1066 Wakefield Day

Control Line [no combat wings] Mini Speed & Spitfire Scramble.

Tomboy 3 & Tomboy Senior Competitions

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

SUNDAY AUGUST 26TH SAM1066 Eurochamps

Control Line [no combat wings] Mini Speed & Spitfire Scramble.

Tomboy 3 & Tomboy Senior Competitions

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

SUNDAY SEPT 23rd SAM1066 Fun Fly + Trimming Day

Control Line [no combat wings] Mini Speed & Spitfire Scramble.

Tomboy 3 & Tomboy Senior Competitions

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

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

Vintage Radio to December 1969

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

For further information contact:

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

[R/C] Tony Tomlin, 02086413505, email. pjt2.alt2@btinternet.com

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

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

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

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

R/C Tomboys all set for 2012

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

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

Meeting Dates and Venues:

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

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

Email pjt2.alt2@btinternet.com.

Salisbury Plain Trimming 2012

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

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

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

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

Dates

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

BILSTON M.A.C.

SWAPMEET 25th November 2012

Note New Venue

**Daisy Bank Community Centre
Ash Street, Bradley Bilston.
Nr Wolverhampton.
WV14 5UP**

(Junction 10 M6)

Opening Times

Table Holders 9 am. All Others 10 am

Entrance Fee £4 Tables £5

For Information and Booking

Contact:-Keith Garbett 0121 556 0115

Refreshments Available

Model Related Items Only **No Fuels**

Provisional Events Calendar 2012

With competitions for Vintage and/or Classic models

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

Please check before travelling to any of these events. Access to MOD property can be withdrawn at very short notice!

For up-to-date details of SAM 1066 events at Middle Wallop check the Website -

www.SAM1066.org

For up-to-date details of all BMFA Free Flight events check the websites

www.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

SAM 1066	-	www.sam1066.com
Flitehook, John & Pauline	-	www.flitehook.net
Mike Woodhouse	-	www.freeflightsupplies.co.uk
GAD	-	www.greenairdesigns.com
BMFA Free Flight Technical Committee	-	www.freeflightUK.org
BMFA	-	www.BMFA.org
BMFA Southern Area	-	www.southerarea.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
Peterborough MFC	-	www.peterboroughmfc.co.uk/index-old.htm

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