	<h1>NEW Clarion</h1> <h2>SAM 1066 newsletter</h2>	Issue 08.10
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Don't forget Middle Wallop 12th Oct, FUN_FLY and TRIMMING DAY with F1G competition (counting towards Coupe league) followed by SAM1066 AGM:

Annual General Meeting

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

October 12th 2008

16:00 hrs

1. Welcome to members old and new for the season 2008/9
2. Apologies for absences
3. Chairman & secretary's report
4. Treasurer & membership secretary's report and accounts
5. Report on Middle Wallop liaison, Lindsey Smith
6. Election of Officers
 - a) Chairman
 - b) Secretary
 - c) Treasurer
 - d) Membership Secretary
 - e) Committee Members
7. Annual subscriptions for 2009
8. Events for 2009
9. Any other business

All nominations and details of any other business to be received by the chairman at least 14 days prior to the meeting

NOTES

When nominating committee members the following should be taken into consideration:
SAM 1066 is an internet based club and therefore it is essential that all of the committee members have:

- Access to internet via a broadband connection.
- The use of the necessary hardware and software to enable the club to function efficiently.

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

The following members of the present committee will be seeking re-election for 2009:

- John Thompson
- Michael Parker
- Lindsey Smith

WANTED - A volunteer to take the minutes of the meeting would most welcome

GOOD NEWS

At the time of year when the club is negotiating for the use of Middle Wallop airfield in 2009, it was a pleasant surprise for Mike Parker to receive the following letter; it would seem that we are regarded as a welcome group - let's keep it that way.



THE HILDA BAKER MEMORIAL COMPETITION 2008 - By Nick Farley

This was the eighth year of this competition which is held in memory of David's wife Hilda and is exclusively for Vic Smeed's famous 'Tomboy' design.

Sadly, once again we have to report that the entries this year were low - 21 against 22 last year, and a long way short of the heady days of the 120 entries we had in the first year. Shall we ever see 120 Tomboys in the air again? I really hope so.

In addition to the low number of entries we did notch up another low, and it was a new record low - we had our *lowest ever entrant!* We had Jack Chilton who was about 3 years old and only knee high to a grasshopper and you don't find too many entrants lower than that in flying comps these days.

Fortunately, we were able to pluck a small solid silver cup from within the Tomboy competition box, where it has been lurking for some years, and present it to him to mark his status as the youngest and smallest entrant so far. He put in four flights the best of which was 32 secs with an electric Tomboy. Watch this space John Thompson!

Often, in the past, this comp has been won by one or two almost 'freak' flights that have left the rest of the field for dead, but the top three times this year were very close and, because of the generally poor conditions this year, they were a good deal lower than some of those staggering times we have seen winning this competition in past years. The quality of the flying though, was outstanding this year.

The outright winner was Tony Radford who has always been a huge supporter of this competition and it was great to see him win it. Unfortunately, poor chap, he was unable to be there on the last day and so has not yet got the magnificent Waterford crystal vase to put on his mantelpiece to prove his championship status to the neighbours. We hope he'll have it before too long. His winning time from nine flights was an excellent 4mins 45secs made with his diesel powered 36" Tomboy and this pushed Paul Barford's electric 44" model back in to second place with a time of 4min 28secs. Junior, Christopher Barford, grandson of Paul, came a very close third with a time of 4:21, but he also walked off with the Tomboy Tankard for making most flights over 200 minutes. He actually recorded nine flights over this time, which, in this year's conditions, was very good flying indeed, and he also won the Reg Roles trophy for the Best Junior.

There are always so many Tomboys hurtling about the sky at Middle Wallop so what can we do to persuade some of them - well, actually, ALL of them to enter this simple competition? This competition isn't like all those posh Wakefield comps or those terribly clever power things with all their gadgets and complicated rules; this is for real aeromod bods and although it is simple it isn't easy. It is, however, great fun.

Try it next year. You don't even have to build a model. You can borrow one from someone who has built one.

If you entered this year, thank you, and if you didn't, we hope that you will try it next year.

MODEL OF THE MONTH - By Vic Willson

This month's effort is another tailless model - Vortic II. My earlier effort (Vortic I) has been flown extensively throughout the season and, at times, performed well enough to record some max's, but has proved to be inconsistent. This may still be a question of achieving the optimum trim, but has resulted in a couple of 'crashes' resulting from a

violent stall developing (why is it that whenever a model stalls down to the ground contact always coincides with the dive and never the pull-out!).



I decided to try a larger prop, a lighter structure and a more refined wing for the new model, so I increased the prop diameter to 18 $\frac{1}{2}$ " diameter (2 blader) and redesigned the wing so that the ribs are aligned with Vortic I

the fuselage and not at right-angles to the leading and trailing edges. The fin structure was also slightly changed in an attempt to avoid the warping which occurred with the previous design.



I opted for a warren girder style fuselage structure and fitted a TOMY timer, at the rear, instead of the previously favoured fuse.

I built-in what I considered about the right amount of side and down thrust, adjusted the elevons to 30 deg. and hurried off to the Common on the first calm day, where I met John 'Paddy' Thompson trimming some power models.

After a protracted trimming session, which involved moving the wing backwards and forwards, adjusting the elevons and altering the thrust line I eventually achieved a 'promising' trim. By this time it was getting a bit breezy (and chilly) so I packed up.

During the flying session John commented on the sensitivity to CG position that the model displayed; 1/8" either way making the model almost unflyable. He suggested trying a flat bottomed wing section.

Back in the workshop I quickly knocked-up a second pair of wings using a Clark Y section, but in every other respect identical to the originals.

Back to the Common and a couple of check flights to confirm the performance with the undercambered wings, then strap on the Clark Y versions. Firstly I had to move the wings much further back on the fuselage to get a reasonable hand glide, then, under power it was immediately noticeable how much slower (too slow?) the model flew.

This was the opposite of what I had expected. The model appeared to be underelevated and just didn't climb in the way that it did with the undercambered wings.

No amount of fiddling seemed to improve the situation and I eventually ran out of time for further tests.

This is 'unfinished business' and will have to await further sessions on the field.



Vortic II

The weights (grams) worked out as follows:

	Uncovered	Covered	Covered & doped
Wings	27.2	33.8(1)	39.5
Fuselage	17.7	21.5(2)	25.2(3)
Fin	1.2	1.8(2)	1.9(4)
TOTAL	46.1	57.1	66.6
Prop assembly	22.1	-	25.2
Motor	12 st x 36" X 1/4"	-	75.0
Ready to Fly	-	-	166.8

- (1) - 'Dilly' Jap tissue
- (2) - Lightweight polyester tissue
- (3) - Esaki Lite Flite over Polyester
- (4) - Undoped

The Wakefield Cup - cribbed by John Andrews

1928 Wakefield Cup Winner -T H Newell, Great Britain - by Charles Dennis Rushing

Saturday, September 29, 1928 was the rescheduled date for the first Wakefield Cup contest held since 1914. The original date had been set for Sunday, September 2, 1928. The rules for the Wakefield Cup were adopted and published by the Society of Model Aeronautical Engineers (SMAE) who were named as the sanctioning body by Viscount Lord Wakefield of Hythe. Credit for development of the first Wakefield Cup Rules goes to A F Houlberg and Dr A P Thurston of SMAE who produced the first Wakefield formula. These rules had been sent to the sanctioning aeromodelling bodies of all countries interested in entering the Wakefield Cup event. Unfortunately, two American National Champions, travelling in Europe on Nationals Winners prizes, visited Great Britain in July 1928. They were Tom Hill 16, of Winston-Salem, NC, the USA Nationals Outdoor Champion, and the Indoor Champion Aram Abgarian of Detroit, Michigan. Travelling with them were the 1927 Outdoor Champion Jack Loughner, and Ford Grant of Detroit, Michigan, and Merrill Hamburg, Secretary of AMLA. The Americans could not stay to attend the September Wakefield Contest, but they did convey the Wakefield rules, and contest information with them, so that next year's American Nationals Champions could attend. In 1929, two Americans, travelling on the Grand Prize awarded to them for winning the Nationals Indoor and Outdoor Championships participated in the Wakefield Contest. They were Joe Culver of Oakland, California, and David Burnham of West Lafayette, Indiana. The beginning for many future Anglo-American Wakefield competitions was set at this second of a new series of contests extending to the present day.

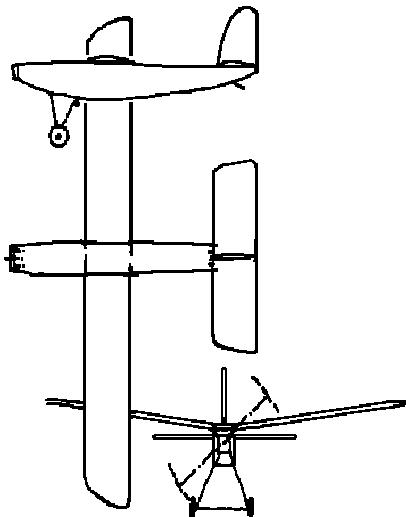
In addition to the members of Team Great Britain, Mr Just van Hattum a prominent aeromodeller from Holland, having received the new rules from the SMAE in time to build and send his Wakefield to be proxy flown at this contest. Unfortunately, his aeromodel did not arrive in time for the original September 2, date so SMAE rescheduled the competition for September 29.

The six members of team Great Britain were: H T Jackson, J E Pelly-Fry, T H Newell, S R Bradley, S C Herson, and R N Bullock, who won their places on the team at the preliminary trials held on Saturday, September 1, 1928, at the RAF Aerodrome at Hendon. The weather at the trials did not cooperate, as it was very windy, blowing from the "Auxiliary Squadron" side of the Aerodrome, to the "Colindale" side with the result that when R M Bullock flew his aeromodel, he smashed it against the hangar doors on all three of his flights! Bullock's total time was 58 seconds. Tommy Newell ended up with high time of the day with 258.5 seconds, but he also had the greatest number of flights, a total of seven. The other contestants managed fewer flights, but more impacts.

Saturday, September 29, 1928 was slightly better for the weather than the trials, with less wind gusts. The only foreign entry, Mr van Hattum of Holland, was flown proxy by B K Johnson, but he experienced a great deal of trouble getting the aeromodel to ROG properly. The Leader Board at the end of the contest shows Tommy Newell to be the 1928 Wakefield International Cup Champion:

Place	Name	Country	Round 1	Round 2	Round 3	Total (sec)
1	T H Newell	GB	5.6	30.2	52.6	88.4
2	D A Pavely	GB	13.0	40.0	DNF	53.0
3	G C Hersom	GB	23.2	28.0	DNF	51.2
4	R N Bullock	GB	5.0	0.4	38.2	48.6
5	S R Bradley	GB	24.0	14.0	DNF	38.0
6	J Pelly-Fry	GB	25.0	16.4	DNF	33.0
7	J Van Hattum	Holland	9.5	DNF	DNF	9.5

1928 WINNING WAKEFIELD THE FALCON		
component	inches	mm
wing	41	1041
fuselage	27	686
propeller	12 dia, gears	305 dia
motor	10ft 3/16x36	3 metres 4.8x914



References:

Aeromodeller, The first Wakefield Cup, Alwyn Greenhalgh
 American Boy, They're back from Europe, M Hamburg

1929 Wakefield Cup Winner -R N Bullock, Great Britain - by Charles Dennis Rushing

Attending the July 14, 1929 Wakefield International Cup Contest at Halton Aerodrome were two Americans who won as a Grand Prize all expenses paid trips to Europe by becoming the "USA Nationals" Indoor and Outdoor Champions in 1928. They were Joe Culver, of Oakland, California who won the Indoor Championships, and Don Burnham, of West Laffayette, Indiana who won the Outdoor Championships. They brought with them Wakefields, which were unique, in that these aeromodels were made entirely of "balsa wood". Actually these were Cabin models which conformed to the USA Rules, but had been converted to the Wakefield Rules. These Wakefield's were very light, weighing less than three ounces, including the rubber motor. The airframes of these American Wakefields were covered with Japanese tissue, which was lightly doped with nitrate lacquer. The uniqueness of these American Wakefield's was in contrasting them to the typical Wakefield flown by Team GB, which were made of hardwood, steel wire, and were covered with silk cloth. The overall weight of these English Wakefields was over nine ounces!

That the Americans failed to place in the 1929 Wakefield International Cup Contest is less important to history, than the knowledge they brought back with them to America: First: They learned of the importance of the Wakefield International Cup event as a truly prestigious international aeromodelling event.

Second: They now had the knowledge of the type of aeromodel it would take to win the Wakefield International Cup Contest within the SMAE Wakefield Rules, and they could impart this knowledge to others.

Third: They had made lifelong friends with other aeromodellers in Europe, and now shared a common interest with them in the Wakefield International Cup event.

Fourth: They paved the path, followed to this day, by all of the American Wakefield aeromodellers that came after them.

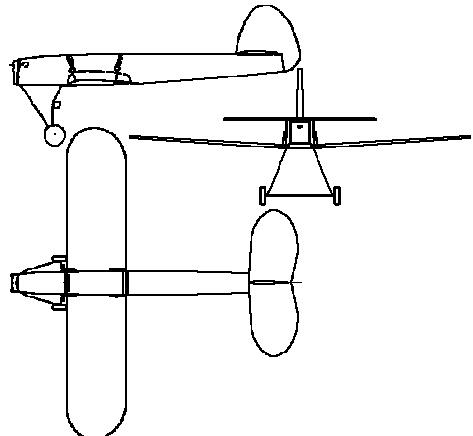
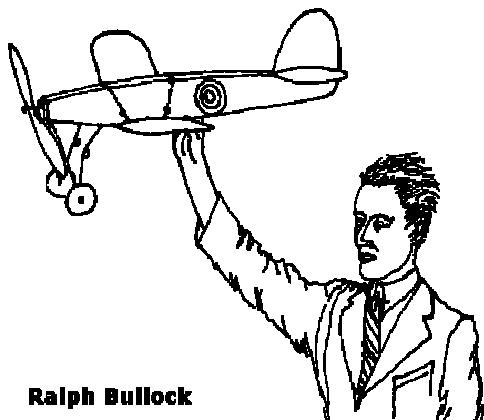
In 1930 two more American Indoor and Outdoor Champions took the path paved by Joe and Don. These Americans would return home for the first time in History with "The Cup"!

In 1929 flying a low winged hardwood and steel wire Wakefield made and flown by R N Bullock who had been on the 1928 team GB, and had placed second, won the Wakefield International Cup. This was the first, and the last time a low winged, geared Wakefield would win "The Cup". R N Bullock's winning time, for the longest flight in the contest was 70.4 seconds.



WINNING WAKEFIELD

component	inches	mm
wing	48x7.5	1219x190
stabilizer	20x6	508x152
fuselage	34	864
propellers	16 dia	406 dia
2 geared 14 strand motors, 400 turns		



References:

*Aeromodeller, August 1982, Vintage Corner, Alex Imrie
 M.A.N. Sept 1948, Wakefield in '48, John Mackenzie
 1953 International Competition Handbook, Gerold Ritz*

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Tailless Matters - By Vic Willson

Tailless League for the Halcyon Trophy



The final event counting towards the Halcyon Trophy was flown at Portmeadow on September 28th. Unlike the cancelled event in July the day turned out fine and calm, after a misty start.

Unfortunately there were only three entries; Spencer Willis (*left*), Andrew Longhurst and your truly. In the event none of us managed three max's. Spencer made one flight of nearly eight minutes, but still managed to land back on the meadow!

Andrew dropped a flight through using a larger prop and forgetting to upgrade the motor and I did a dismal first flight (with Vortic I), which landed with turns on. Why this should

be is still a mystery as the model had performed consistently well on its previous outing (at Portmeadow in June) and had been stored in its box, untouched ever since.

Removing some downthrust packing restored it to full health and it maxed comfortably on the next two flights.

A careful examination of the model revealed no logical explanation for the change of trim.



Andrew Longhurst with 2nd place model

The result was:

1st - Spencer Willis (5 points), 2nd - Andrew Longhurst (3 points), 3rd - Vic Willson (1 point)

As things turned out this result didn't affect the league positions and the final placings were as follows:

1. Chris Strachan	23 points
2. Spencer Willis	19 points
3. Vic Willson	15 points
4. Andrew Longhurst	13 points
5. Peter Woodhouse	9 points
6= John White	8 points
6= Colin Foster	8 points
8. Ken Bates	6 points
9= Roy Tiller	3 points
9= Andy Crisp	3 points
11 Tony Thorn	1 point

So, congratulations to Chris as the first winner of the trophy. Hopefully support for tailless events will grow in future.

Things are Getting Better - by John Andrews

The title possibly refers more to the weather rather than my flying but things are definitely looking up in both areas.

After my Wallop Woes I travelled to Little Rissington on August 29th for Dave Greaves' *Free Flight Southern Gala*, with my confidence level seriously depleted but the superb weather forecast was keeping my spirits up. Sods law however prevailed and the ultra calm conditions we had been waiting for all year brought its own problems. I parked my car in six different places and made flights from three different locations. I pulled up at my first port of call, to be hailed by Pauline Hook who said "Don't bother unpacking John we all moving". I soldiered on and found Dave Greaves and Flight Control, this will be it thinks I and I whipped out my gear and set up the stooge.

There was full size flying activity all day by a number of autogyros practicing take-offs and landings and Dave had been equipped with a transceiver for communication with their control. One minor occurrence at this location made me chuckle as I overheard this statement of the obvious from full size control, "*OK you are now in the air*". If the guy in the gyro needed informing he'd just left terra firma, he must have been a real dipstick or maybe it was the guy on the radio.

BMFA Rubber was my comp of the day so I assembled O-4 my newest model. A couple of weeks previously, at the Timperley weekend, one of the wing mounting rails had been dislodged so I thought I'd better have a check flight. I put half turns on and up and away everything looking OK.

I seconded Mick Chiltern's timekeeper John and wound for my first comp flight. The drift had started to turn so we walked away for a better angle and up goes O-4, text book launch and a good climb to a respectable altitude in reasonable air. One in the bag thinks I, but no, a slight rocking starts and soon developed into a full blown stall which terminated the flight at my normal three seconds short of a max.



Mick's den (pictured left) with Mick winding and timekeeper John relaxing with a crossword. The blue box is a well known feature at meetings but it does take a bit of time to move it lock stock and barrel. Back to the comp, the drift had swung round through 180deg by now and after a couple more aborted relocations I finished up on the

opposite side of the airfield still alongside the relocated blue box. I buttonholed John again and put up my next comp flight, easy max in strong lift that a wrongly folded prop and opposite glide turn could not shake. It was only a two flight contest so that was me finished. I spent the rest of the day with Mick who filled in his three flight comp for Coupe's with consummate ease. I also manage to get a shot of our esteemed secretary Mike Parker.



Two competent flyers, Mick Chiltern left and Mike Parker right make the most of the excellent conditions that prevailed at Little Rissington for the "Southern Gala"

My next foray was to Barkston Heath for the 5th area where I was on call for my club Timperley in the team rubber event for the Farrow Shield. I really felt important as John O'Donnell was not available and I was in the team. I nearly had a good day, got my first two maxes OK but after waiting for good air for ages on my third flight I gave up and made a bad launch to record another of my 3sec deficits. It did not matter in the end as Gerry Ferer d/t'd early on his last flight which made my effort look a little more respectable.

Next up was the *Gymnie Cricket* event at the Indoor Nationals. Saturday 20th September saw me at RAF Digby in Lincolnshire in the large sports hall there doing battle with seven other cricketers. The comp was best two from six flights, the standard indoor format and I carried off second spot with 13min-14secs (*I said things were getting better*). I was just 5 seconds ahead of Clive King who recorded 13min-09secs., but we were both soundly beaten by John Taylor who carded a magnificent 19min-53secs for a well earned first place.

I was talking to John during the event, bemoaning the fact that I had no thin balsa to make really light props and he astounded me with his method of prop making. He takes a block of balsa and using a razor plane with a new blade, strips off shavings which he wets and flattens to give bits about .010" thick. These bits he sticks together for his prop blades using overlapping joints. I've had a go with a bit of old $\frac{1}{4}$ balsa and managed to get a few bits together and flushed with success I have now procured a half inch thick sheet of 4.5 lb wood from John Hook at Old Warden. I cut a bit off the end of the sheet about 3 inches long, split off a piece just under the width of my razor plane and with a new razor blade I set about it. I now have a number of little rolls of thin balsa waiting for assembly. I'll report back next time.

On September 21st, immediately after my success at the Indoor Nationals, I motored down to Wallop for the trimming fun-fly day. I had affected repairs to the debris from my Wallop Woes depicted last issue and was ready to get them all back on song.

The old *Hep-Cat* shot up without any rework to the trim, the only difference to its previous trim was a much tighter climb turn but it looked so good I left it alone.

The *Gipsy* was not far out and a bit of packing did the job although there is a tendency to drop the left wing a bit on the climb. I'll wait for a full turns effort before I worry about it.

The *Jaguar* was my real achievement, I was lucky with the repair as the longerons were all intact and the keel is not as complicated to reconstruct as you might think. I put a few turns on to check nothing drastic had changed then stuck 350 turns on and up and away bang on trim as though it had never been bent.



The author's repaired Jaguar takes to the skies ready to attempt to retrieve the 'Roy Chesterton Memorial Trophy' from Peter Tomlinson's mantel piece next year.

Boxing Smart - The '8-Minute' Lightweight - By David Brawn

Transporting two F1A gliders between UK and Oz I had opted for a model box designed to withstand baggage handling, given to me by Javier Abad, inside a Golf hard shell case. Only problem was the model box alone weighed in at six kilos, add in the golf shell plus models and I didn't have any of my 20 kilo Quantas allowance left for clothing. If I was to avoid the 'Bare Brit' image I'd have to get a lighter model box.

Like many of us I suffer some damage from flying but most of my repairs come from 'accidents' in my modelling room; snipping piano wire often resulting in punctured flying surfaces as the spare end flies across the room, dropped

Swann Morton another hole, etc, etc. If I just had a set of lightweight boxes to hold each model I could save a lot of 'accidental' damage as well as making it easier to pack the car for flying days.



Jump a few months to the Moncontor/Poitou International in France and my desire was answered by Gavin Manion; in the form of a lightweight box made from 'estate agent' signboard. Mere grams in weight here was the answer to simple, stylish model boxes constructed in minutes. Teaming up with Gavin again at the Oxford Septemberfest in perfect flying conditions (Where were you all? To miss a day like this after this Summer!) finally made me get into something that would box my Odenman's A2 simply and lightly.

Gavin had bought his 8 by 4 sheet of corrugated plastic sign sheet from a local sign maker for £15 + VAT. A quick web search led me to Sign Wholesale who stock 'corrugated plastic' in 3, 4, 5 and 6mm thicknesses at a reasonable price so long as your order is over £100. 'In for a Penny, In for a Pound' I ordered 36 sheets of 1230 by 1000mm 4mm sheet - with 4mm you can have it in colours - Blue, Red, Yellow, Green, Black (not my choice) as well as White. So add in a roll of 50mm Silver Duck Power Tape (£5.49 from Screwfix, just a 400 metres stroll from my Northampton house) a sharp knife and a metre straight edge and I was ready to start manufacture of model boxes.



Construction is simplicity, PoP, itself compared to making wooden boxes. I work out the size I need for the Odenman's, that fin fixed on the tail making the box bigger than usual, lay out a sheet of corrugated plastic to mark out the base, sides and ends using a fine felt tip marker pen. Quick work with a sharp knife and the straight edge gives me the box cut out - plus a sliced finger!

I had thought to mark along the fold lines with a blunt edge and fold; but this just doesn't work with 'corrugated plastic', so all the pieces are cut to size - trying to remember the 'extra' 4mm widths for overlapping pieces. With my pack of bits on the garden table I start construction with the 50mm Silver Duck tape. The trick here is to put the tape on only one edge, then using three arms and a leg hold the plastic into position and press the tape onto the second edge - practice makes perfect! If you want to make doubly sure then tape the inner joins as well.



Hey Presto, an open box; except that an open box is just that so for the lid I measure out the plastic again allowing 5mm oversize and a 30mm lip; three sides only. Repeat the box process and I have a lid but I would like it hinged. Duck Tape comes in again as the hinge. Tip here is to place

the lid on the box before sticking the duck tape along the outer hinge line. Then open the lid and add a second line of duck tape on the inner side of the hinge, then run a finger nail along the hinge line to stick the two layers of duck tape together at the hinge. End result a stylish box weighing mere grams.



If you want to increase rigidity try duck taping some carbon fibre tent poles into the long edge corners; mine are stuck on the outside corners for my Oz box. Also dividers to stop fuselages vibrating against wings and tails can be simply cut and duck taped into place. Just a word of warning - these boxes are light so when you take them out on the flying field they can easily blow away in the wind! And if it does blow away it would be a good idea if you had labelled your boxes with a wide felt tip marker!



*David Brawn. Biggles FFT. SAMS 1066. Associate member Brisbane Free Flight Society.
PS My new flash 'Bare-Brit' box will be on show at the Aussie Champs in Albury over Christmas/New Year.*

STOP PRESS! David has quite a few sheets of 1230mm by 1000mm corrugated plastic left after the Biggles requirements.

These are available as single sheets for £5.00 each either collected from me in Northampton or delivered to contests, my only remaining contest before heading to Oz is the Midland Gala 2 November at Luffenham.

If you are interested my phone number is: 01604-244869?

Flying for Fun

After last month's newsletter, dedicated to competition flying, here we have some pictures of people just enjoying the fine weather that has suddenly emerged from the appalling Summer that preceded it.

These shots, courtesy of Geoff Knight, were taken at Middle Wallop on 21st September.





Salisbury Plain Flying and Trimming - By Syd Hylan



These are some of the SAM 1066 Fun flyers having a fantastic day's flying on Sunday the 28th of September.

From the left is Pete Carter, yours truly, Syd Hylan, John Lancaster, Fred Brown and on the end, Colin Hutchinson.

We all had a really great day, just perfect weather for F/F. In most of the model aircraft mags these days it is all about competition, so for a change it is nice to have a photo of some model flyers actually having a very enjoyable stress-free day flying for fun.

*If any one would like to join us, just phone Bernard Aslett on 01793 852427 and I am sure that he will be only to pleased to give you all the details.
You would be made most welcome.*

How Not To Retrieve - By Peter Hall

Retrieving has become almost as complex and challenging as aeromodelling. Some people now do it for pleasure. I see a time when CD's will simply deposit transmitters round the landscape and competitors will be rewarded for speed and elegance of retrieval. There may even be a Vintage Class (The Society of Ancient Trackers) and new schisms between adherents of the Builder of the Tracker Rule and the rest.

These notes are made for retrievers at an elementary stage or more advanced practitioners like me who regularly underestimate the gap between theory and practice and who are temperamentally unsuited to the craft which requires zen-like tranquillity of mind.

Seeing a new, barely trimmed model disappearing in a boomer after a DT failure is unsettling. As small boys we used to run after our models, as mature and experienced fliers and trackers you now calmly note the bearing and likely flight time on the expiry of the tracker signal, calculate the distance from an estimate of windspeed at altitude, carefully plot the bearing on the O.S. map allowing for magnetic variation and Global Warming (or load the GPS device) pack up, in case you can't return, check your spare receiver battery and high energy astronaut quality food and drink supply, don the thornproof fluorescent retriever trousers, sun hat and all-terrain overshoes, apply sun-stop and insect repellent, check the tree retrieval pole, telephone your next of kin and tell all who will listen where you are going, carefully plot the route to the target area, on arrival deploy the receiver and listen with quiet satisfaction to the beep-beep, ask the farmer who is conveniently leaning over the gate for permission, retrieve the model, thank farmer and phone base.

10:30 a.m. hot sun, blue sky, a light easterly at Middle Wallop Fun-Fly (21st Sept.) , trimming a new Coupe. Heaven. The mylar streamer and temperature clearly indicated a quiet, neutral patch of air suitable for a short trimming flight. Launch. It whistled up in a huge boomer. The DT failed. Don't panic. The receiver stopped bleeping after 35 minutes. Bearing 250 degrees. Wind speed estimate 8 m.p.h, distance 4.6666.... miles. Don't panic. I borrow Mike Parker's map and compass. Hurry, hurry. I carefully plot the wrong bearing (the compass is clearly faulty) tell no-one where I'm going and charge off down the A343 for four or five miles. It's 11:30, I sit on a hilltop, no signal but a lovely view. Check the bearing, I'm way off line, the A343 runs at 250 degrees, 280 degrees goes through Over Wallop and slap into the middle of a large area inaccessible by road and containing an M.O.D. danger zone into which you cannot go.

I leave the car on a farm track beyond Over Wallop, grab my high energy food and drink supply (a Coke and a banana) leave my mobile in the car, and set off up the vast stubble field to the distant hills. Note: light slip-on shoes are not suitable for four inch wheat stubble. At the top of the field is a pig farm, and a farmer feeding his pigs. Since I was about to leave his land I felt a bit silly asking for permission to enter it. Farmers where I come from are noted for their haphazard and economical approach to fencing, sheep and people can easily slip through. Not so the Wallopians. Their fencing is exemplary and prolific, fences everywhere, five or more taut wire strands with a base of chicken wire, Fifty years ago I would have taken a running jump or slipped through the inflexible space between the strands, now I have to take long detours to find the rare slack strand or gate.

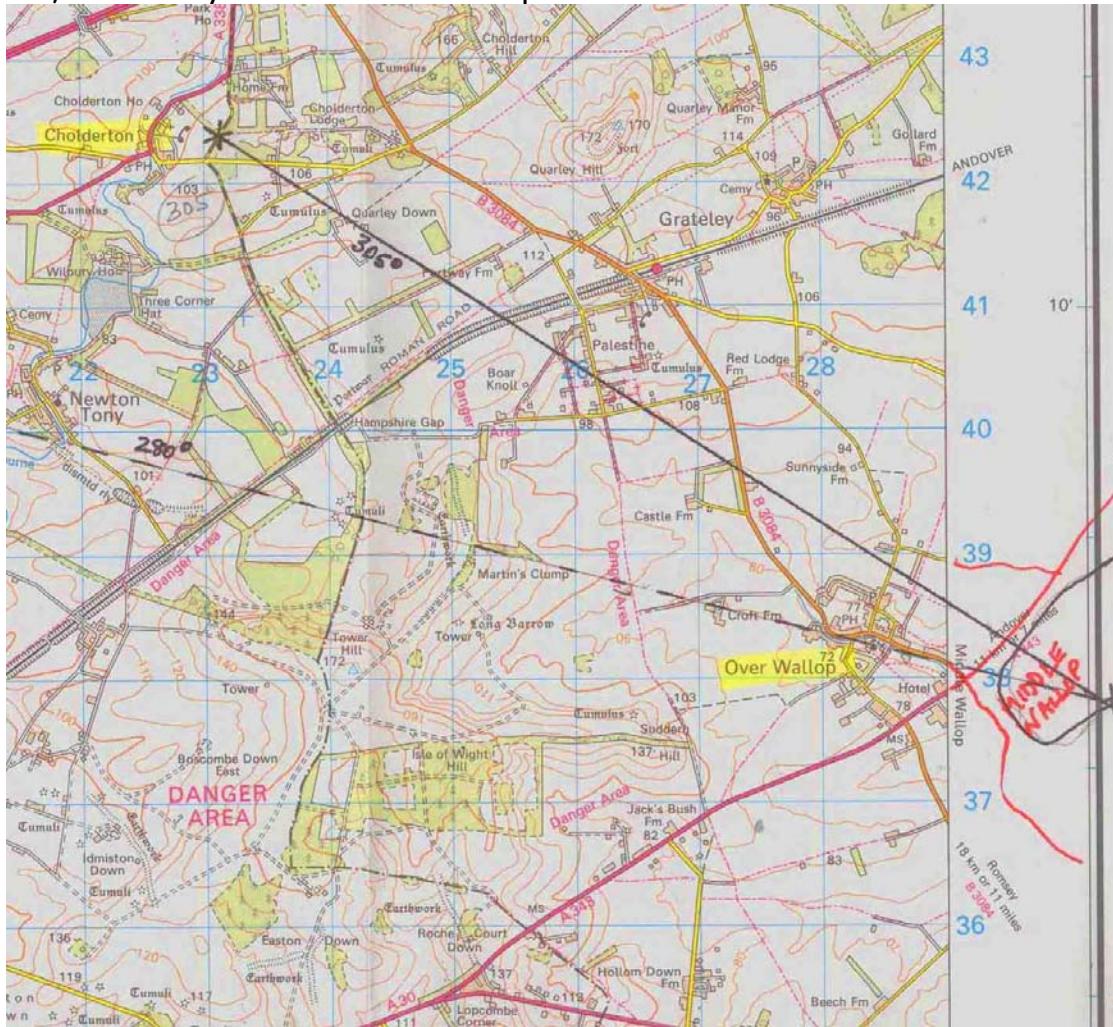
The sun beats down mercilessly. I have forgotten my hat. By now I would have no idea where the line was but the rising land gave me occasional glimpses of the airfield windsock in the far distance so I am able to get a back bearing. I get the faintest ghost of a signal! Oh joy! I fantasize a triumphant return, a late lunch and even a few more flights and hurry towards a big hill crowned with trees.

The steep approach is armpit high with nettles, thorn and brambles and through the by now impenetrable jungle I see yet another fence. I detour round the flank of the hill. I am now dehydrated, exhausted, sunburned, stung and abraided but the beep-beep fading and returning like a demented Pied Piper keeps me going. Beyond the hill the land rolls down towards Cholderton. The signal seems to indicate that direction, but it is surely north of the line? After a half hour dithering about I set off north-west. The beeps are now stronger. I struggle on. They gradually fade out entirely. I return to the hill. Nothing. This is too much. I thought I'd got the hang of tracking, If you get a signal you must find the model, lost models are for the trackerless. Here I am, knackered, demoralized, miles from the car and now unlikely to get back before dark, if at all. The bloody model is probably still flying, the bloody transmitter batteries are probably flat, a bloody cow is just finishing eating it, it's probably up those bloody trees on top of the hill.

I did get back to the field, about 5:30 re-established the line, drove down the B3084 towards Cholderton. At 7:30 I abandoned, there being no signal. Next day I got the model back. Mr Phillips, the farmer of Cholderton (who God preserve) had phoned (I know, I should have my mobile number on the model). A flash of silver mylar had made him stay the jaws of his mammoth bailer just in time. The pronounced then fading signal must have tracked his journey home.

A small change of wind direction had taken the model north of my line (305 deg? - Ed), but the range wasn't far out. Even so if I had calmly carried out the correct procedure I could have probably retrieved in about an hour and a half, enjoyed the rest of the day and saved a second 140 mile round trip.

But then, who calmly carries out correct procedures?



Request for plans from OZ

From:

Dale Jones "Weldwell Engineering" <weldwell@ezinternet.net.au>

Treasurer

Brisbane Free Flight Society

Australia

Via:

David Brawn <david.brawn@ntlworld.com>

Biggles Free Flight Team

I'm forwarding a request from Bill & Dales Jones in Queensland for vintage plans.
Might it be possible to put this in the next Clarion?

Hi David

William is trying to find some old Veron Plans.

Fledging a small rubber

Magpie a small glider

Also a Keil Kraft Ladybird small power.

Would you know where we might be able to buy these plans?

CARDINGTON - *From Laurie Barr*

Please (Please) would you print that Laurie Barr, is the primary source of information about the use of Cardington, for model flying, and dates for flying etc.

Ideally, you need to be on my address book laurie.barr@emailcentre.co.uk, to get via email, the latest information, as to any meeting is on or off, just prior to any date. So email me with your name & email address etc.

The hanger is weather dependent, and there are security issues involved,
If you do not have a computer, or a friend who has one, to apply to be on my list, then contact me at 01628 487544 with your details & phone number..

This will avoid any conflicting information.

Thanks

Laurie Barr

NAME THAT PLANE No. 3

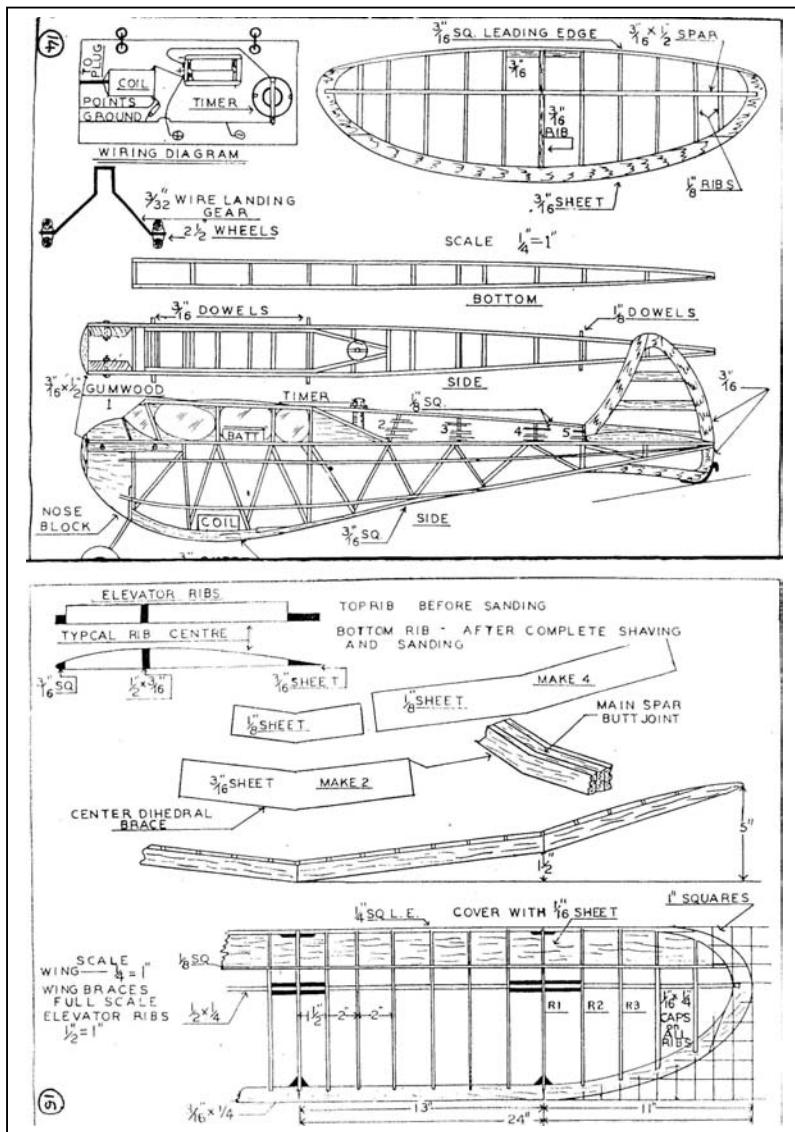
THE COMPETITION WITH A DIFFERENCE, WE DO NOT KNOW THE ANSWERS.

Some reduced plans in magazines held in the BMAS Library were published without the name of the model. Can you name the model & designer of this plane from Clarion January 1992.

Clues:- Very few, a 48" span petrol engined model, and that is about it.

Points will be awarded to all giving the correct answer. Results and Plane No. 4 next issue. Answers to roy.tiller@ntlworld.com

Plane No.2 is believed by Keith Murray, from down under, to be the CHECKER STUNTER designed by Tommy Farnan. Tommy is said to be the proprietor of Model Engines an Australian wholesaler but they seem to be a bit snooty and wont talk to me, so it is two points to Keith, unless you know better.



Lost Models

Senator - Steve Rake

I was fun flying at Middle Wallop on Sunday and watched my orange Senator fly off into the sunset.

I have just heard from the Primary School at Nether Wallop (I went into the school on Monday to ask if they could keep an eye open for it). They say it was seen sitting in a hay field and they said it was picked up by a mini-whirlwind to a great height and then disappear off in the direction of Salisbury Plain.

Foolishly, I did not have a contact number on the plane so perhaps it is gone forever.

However, if you do hear of a found orange Senator with a white noseblock, white stabalisers on the tailplane and no timer, would you let me know?

It was a great day on Sunday - thanks for organising the event.

Steve Rake

The.Rakes@zen.co.uk

Dunne Tailless - Duncan Pepper

I enjoyed some fabulous flying at the MW weekend and my beloved old Dunne Tailless got into a thermal of immense strength (it's never done this before) and I finally lost it on the bug but managed to get a bearing of 280 degrees as it went down almost out of binocular range.

Unfortunately I moved house between last season and this, so the address sticker and land line phone number (Edinburgh EH9 1AS) are out of date, though my mobile number is still correct, 07771656047.

It was covered in white tissue with two RAF roundels, a pilot (hiding the bug) and a Cox Black Widow with a 3-blade prop. The track would have taken it across the main road towards Over Wallop. If any one finds it I'm offering a reward for its safe return. I now live in Bristol so can easily come and get it. Maybe you can post this plea somewhere?

Many Thanks,

DIXIELANDER CELEBRATION EVENT

50 YEARS

(1959 - 2009)

Join SAM 1066 at Middle Wallop Army Airfield on Sunday 30th August 2009* to celebrate 50 years of the Dixielander.



Special prizes for the top 3 Dixielanders to be presented by the designer Mr. George Fuller.

Designed in 1956 George Fuller's Dixielander was published in Aeromodeller and kitted by Yeoman model kits (A. A. Hales) in 1959. Since then it has been built and flown by amateurs and experts from all over the world both in contests and for pure enjoyment. Unlike many designs that have come and gone the Dixielander has proved to be all things to all people, shrugging off changes in fashion and the introduction of modern materials. Some 6,000 kits were originally sold and many more plans have been sold since. If you have never made one now is the time, plans are readily available and if you can afford it there are still some kits being produced.

The "Maestro" George Fuller with his famous design

A SOCIAL TOO!

It is hoped to hold an on-field social possibly with a Hog Roast and Barbeque lunch accompanied by Jazz music. There will be an opportunity to ask George all of those unanswered questions about the model and its pedigree and time to mingle and reminisce with old friends over a bite to eat and a drink.

Why not come for the whole 3 day bank holiday weekend and also enjoy the rest of the SAM 1066 champs "The largest Vintage Free Flight event in Europe". With its "English Garden Party" atmosphere and a chance to meet friends old & new, for our overseas friends perhaps an excuse to visit or revisit England, or is that the "old country". Camping will be available onsite and there are plenty of good local hotels, guest houses and of course good English pubs (apologies to our American friends, the real beer is still warm!!). The airfield, the largest grass airfield in Europe, is also home to the Museum of Army Flying, packed with interesting examples of aircraft and associated displays including the WWII troop carrying gliders, General Aircraft Hotspur Mk. III, Airspeed Horsa Mk. II and the American WACO CG-4A Hadrian Glider.

If you are living overseas and can't come, why not organise your own celebration event locally.

If you do want to join in, how about a celebration T-Shirt. £7.50 + £1 P&P (available in S, M, L, XL & XXL)

UK ONLY: Buy 2 shirts and only pay postage for 1
Overseas orders please enquire for postage costs

Please send a cheque for £8.50 made payable G. Fuller with the size required to:

George Fuller
Homelea
Payhembury
Honiton
Devon
EX14 3EA

* Please note this date is provisional. Do not make travel or accommodation reservations until it is confirmed.

SUPPLIERS

John & Pauline Hook
FLITEHOOK—www.flitehook.net

MIKE WOODHOUSE—www.freeflightsupplies.co.uk

KEITH HARRIS—Plans service
21, Burns Lane,
Warsop
Mansfield,
Notts.
NG20 0PA
Tel: 01623 842167

TERRY ROSE — Plans service
35 Old Orchard,
Harlow
Essex
CM18 6YG
Tel: 01279 422301

USEFUL WEBSITES

SAM 1066 — www.sam1066.org

BMFA — www.bmfa.org

BMFA Southern Area — www.southerarea.hampshire.org.uk

SAM 35 — www.sam35.org

Martyn Pressnell — www.martyn.pressnell.btinternet.co.uk

Loc8tor — www.loc8tor.com

X-List Plans — www.xlistplans.demon.co.uk

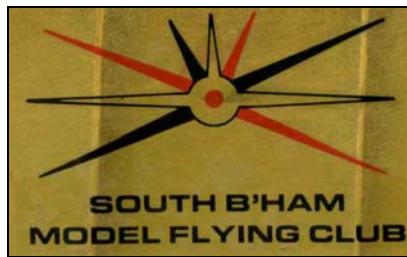
BMFA Free Flight Technical Committee — www.vengi.demon.co.uk

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



Thorn Leisure Centre Indoor meetings 2008

The Leisure Centre is in Stockwell Avenue off Acres Road, off Thorns Road (A4036),
near Merry Hill Birmingham.

Flying Saturday afternoons 1pm to 4pm. Free flight only

Admission - Fliers £5, Spectators £2

25th October, 22nd November, 20th December.

For details contact Colin Shepherd tel. 0121 550 6132 or e-mail
pat.sheperd1@btinternet.com



Impington Village College - Cambridge

Indoor flying on 26th Oct. 2008 9 am to 5 pm

See August NEW Clarion for full details

Contact:- Tel no: 01223 860498

Email: chris.strachan@btinternet.com

FREE FLIGHT ONLY

Chobham Tree Chop

The confirmed dates for the Tree Chop for 2008/2009 are:

Monday 13th October 2008
 Monday 10th November 2008
 Monday 9th February 2009
 Monday 23rd February 2009

Meet in the Staple Hill car park at 10am as usual.

Worcester Indoor Free Flight

Rubber, Electric and CO2 at
 The Sports Hall, Bishops Perowne College
 Merrimans Hill Road
 Worcester WR3 8LE

Sundays 2pm till 5pm
 Bmfa Insurance Mandatory,
 bring your own tables and chairs

12 Oct 2008, - 9th Nov 2008, - 7th Dec 2008
 11th Jan 2009, - 8th Feb 2009,
 8th Mar 2009, - 5th Apr 2009

details Ed Garner 01905 381579 or 07866 923674

SAM 35 Octoberfest 18th & 19th Oct. 2008

This will be held at Lodge Farm (near Ancaster & Barkston Heath, Lincs.). Entry to Field, 1day £3, 2days £5. Wives & under 18's free. Spectators $\frac{1}{2}$ price. All flyers must have BMFA insurance. Only vintage style models may participate. Car boot sales of model goods welcome. For further info. contact John Wingate, 01407 831383

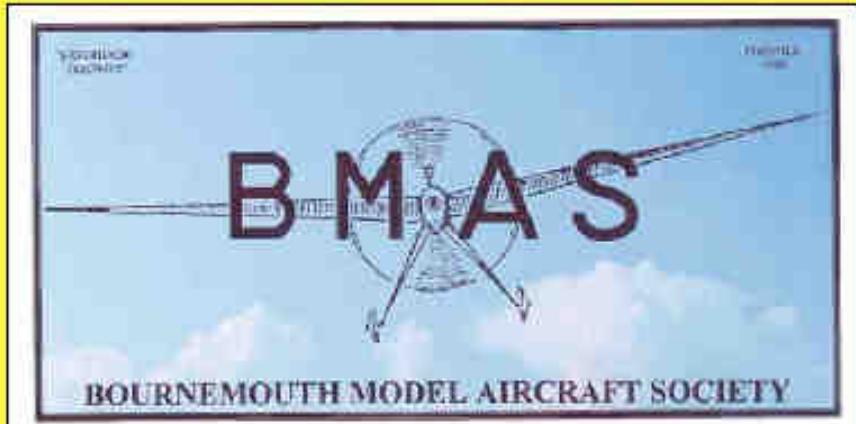
Saturday

This will be given over to fun flying, trimming and practice for Sunday's events. Open from 9 am both days.

Sunday

In order to combine R/C and F/F, it is felt that long R/C flights, say over 3 mins. with engine running, while circling around at relatively low altitude, will not be appreciated by F/F enthusiasts who may be concentrating on their competition. Hopefully R/C sport flyers will bear this in mind.

See last month's NEW Clarion for full details



INDOOR FLYING

TUESDAY 14th OCTOBER 2008

TUESDAY 11th NOVEMBER 2008

TUESDAY 9th DECEMBER 2008

TUESDAY 24th FEBRUARY 2009

TUESDAY 28th APRIL 2009

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY

PRIZES FOR LONGEST FLIGHT AND LONGEST SCALE FLIGHT

FLIGHTHOOK IN ATTENDANCE

Adult Flyers £3 Accompanied Juniors & Spectators £1

**CONTACTS: JOHN TAYLOR TEL. No 01202 511502
ROY TILLER e-mail roy.tiller@ntlworld.com**

Forthcoming Events 2008

with competitions for Vintage and/or Classic models

Date	Venue	Event
12th October	Middle Wallop	Fun-Fly and Trimming
	and F1G Coupe Competition counting towards Coupe League	
	Followed by SAM 1066 AGM	
18th/19th October	Lodge Farm	Various RC and FF events
	<i>See separate announcement in this newsletter, for details</i>	
2nd November <i>(includes Mini-Vintage)</i>	North Luffenham	Midland Gala
9th November <i>(Contact John Carter 01782398816/carterbuild@yahoo.co.uk)</i>	Barkston Heath	Falcon's Gala
30th November <i>F1G and Vintage Coupe competitions</i>	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 website — WWW.FREEFLIGHTUK.ORG or WWW.BMFA.ORG

For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website — WWW.SAM35.ORG