

	<h1 style="color: red; text-align: center;">NEW Clarion</h1> <h2 style="color: red; text-align: center;">SAM 1066 Newsletter</h2>	<b>Issue 1010</b>
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Affiliated to the  Club No. 2548

SAM 1066 Website - [www.sam1066.org](http://www.sam1066.org)

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## **Editorial:**

First off an apology to Ian Hibbert, for failing to acknowledge his authorship of the article on 'Bowden at the Grantham GP' in the September issue. I somehow missed or lost the plot but, thanks to a kick in the pants by his good lady Diane, I was made aware of my omission.

Also in the last issue was the provocative article by David Lovegrove concerning the future of SAM1066 and I will throw my hat into the ring and state that I am in favour of a modicum of radio control. I would support vintage free-flight designs with rudder only control, to save our ageing legs. I would not advocate any more control surfaces, as then the models are no longer akin to free-flight but are radio controlled models, which is not us.

I hope a few of you will write in with your own thoughts so that we can get a debate going, this after all was the intention of David's article.

Finally I must thank, I assume, the Officers of the society for awarding me the 'Nuts and Bolts Trophy' for my humble efforts in producing the 'New Clarion', a task that I find most rewarding. I must also thank those of you who have taken time out to thank me personally.



## **2010 Euro Champs Winners**

### **Saturday August 28<sup>th</sup>.**

#### **Classic Glider over 50"**

- 1<sup>st</sup> Colin Foster
- 2<sup>nd</sup> Jim Arnott
- 3<sup>rd</sup> Jane Howick & Tony Hall

#### **Maxwell Bassett**

- 1<sup>st</sup> Brian Martin
- 2<sup>nd</sup> John Down

#### **Vintage Glider up to 50"**

- 1<sup>st</sup> Rex Woodruff
- 2<sup>nd</sup> Peter Dixon
- 3<sup>rd</sup> Dick Twomey

#### **Pre 4oz Vintage Wakefield**

- 1<sup>st</sup> Peter Jackson
- 2<sup>nd</sup> Joe Northrop
- 3<sup>rd</sup> Gordon Beale

#### **Flight Cup**

- 1<sup>st</sup> Joe Northrop
- 2<sup>nd</sup> Mike Hollamby
- 3<sup>rd</sup> Peter Jackson

#### **Small Vintage Rubber**

- 1<sup>st</sup> Ted Tyson
- 2<sup>nd</sup> Jack Foster
- 3<sup>rd</sup> Bob Taylor

**Laurie Barr Scram/Pinnocchio Comp**

1<sup>st</sup> Bob Taylor Scram  
 2<sup>nd</sup> Mike Sanderson Scram  
 3<sup>rd</sup> Rex Aldridge Pinocchio

**Earl Stahl Hi-Wing**

1<sup>st</sup> Chris Strachan  
 2<sup>nd</sup> Malcolm Rayner  
 3<sup>rd</sup> Mike Peppiat

**Earl Stahl Lo-Wing**

1<sup>st</sup> Roy Tiller  
 2<sup>nd</sup> John Knight  
 3<sup>rd</sup> Chris Chapman

**Sunday August 29<sup>th</sup>****Bournemouth Club Classic**

1<sup>st</sup> Chris Strachan  
 2<sup>nd</sup> John Minshull  
 3<sup>rd</sup> Jack Foster

**Classic Power - Rod Kenwood Trophy**

1<sup>st</sup> Alan Brown  
 2<sup>nd</sup> Colin Foster  
 3<sup>rd</sup> John Elland

**Classic Glider under 50"**

1<sup>st</sup> Rod Audley  
 2<sup>nd</sup> Peter Tomlinson

**Vintage Glider over 50"**

1<sup>st</sup> Dave Cox  
 2<sup>nd</sup> Ken Taylor  
 3<sup>rd</sup> Dick Twomey

**Large Vintage Rubber**

1<sup>st</sup> Ray Elliott  
 2<sup>nd</sup> Gerry Ferrer  
 3<sup>rd</sup> Keith Palmer

**8oz Wakefield**

1<sup>st</sup> Mike Turner  
 2<sup>nd</sup> Chris Chapman  
 3<sup>rd</sup> Mike Marshall

**Electric Precision**

1<sup>st</sup> James Osbourne  
 2<sup>nd</sup> David Powis

**Monday August 30<sup>th</sup>****Open Vintage Power**

1<sup>st</sup> Kevin Conroy  
 2<sup>nd</sup> Colin Foster  
 3<sup>rd</sup> Brian Martin

**Floatplane**

1<sup>st</sup> Brian Stout  
 2<sup>nd</sup> Terry Ellison

**Under 25" Rubber**

1<sup>st</sup> Jack Foster  
 2<sup>nd</sup> Ken Bates  
 3<sup>rd</sup> Gordon Beale

**Ryback A2 Glider**

1<sup>st</sup> Ron Sabey  
 2<sup>nd</sup> Peter Tomlinson  
 3<sup>rd</sup> Terry King

**Jimmy Allen Mass Launch**

1<sup>st</sup> Barbara Tiller  
 2<sup>nd</sup> Chris Strachan  
 3<sup>rd</sup> Alan Arnold

**A Frame/Spar Tractor**

1<sup>st</sup> Tony Thorn  
 2<sup>nd</sup> Andrew Longhurst  
 3<sup>rd</sup> Roy Tiller

**4 oz Wakefield**

1<sup>st</sup> Mike Turner  
 2<sup>nd</sup> Chris Chapman  
 3<sup>rd</sup> John Minshull

**Vintage Coupe**

1<sup>st</sup> Ray Elliott  
 2<sup>nd</sup> Rex Aldridge  
 3<sup>rd</sup> John Olds

**Middle Wallop Bowl Scale Contest**

1<sup>st</sup> Mike Stewart  
 2<sup>nd</sup> Chris Strachan  
 3<sup>rd</sup> Pete Smart

**YMM Cabin Precision**

1<sup>st</sup> Ian Close  
 2<sup>nd</sup> Ron Marking  
 3<sup>rd</sup> John Jones

**Grand Champion - Chris Strachan****Tomboy Comp**

1<sup>st</sup> Mike Parker  
 2<sup>nd</sup> Paul Barford  
 3<sup>rd</sup> Martin Ambrose

**Junior Tomboy Trophy**

Luke Chilton

**Radford Trophy**

John Watson

**Lady Glider Fliers**

Jane Howick

**Ladies Cup**

Barbara Tiller

**Best Junior**

James Osbourne

**Nuts & Bolts Award**

John Andrews

**Longest Flight Trophy**

Jack Foster

A full list of all competitions, competitors and flight times may be found on  
[www.sam1066.com](http://www.sam1066.com)

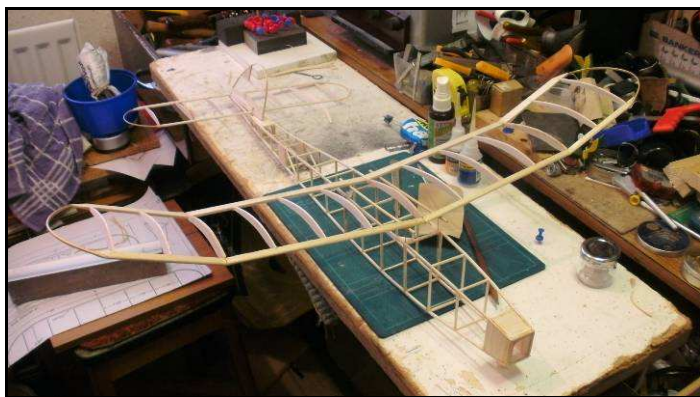
**My Euro Champs**

by

John Andrews

Another Windy Wallop, the weather was great for sitting about chatting etc. but flying was almost a bridge too far for me.

I had just managed to finish a 'Pinocchio' for Laurie Barr's event during the week before and had got a couple of low turn test flights on a piece of ground next to a local park at home. I made the alterations to the tail that seemed to be required, but effectively the model was untrimmed. Having declared my intention to compete last month I was honour bound to fly it come what may.



The model, somewhat fatter at the nose for the winding tube, and bamboo tips cos I can't bend balsa

Saturday at Wallop, a quick test flight with a few turns told me next to nothing, as the wind quickly depressed the model into the ground. The initial climb had looked OK so, for a second test, I stuck on 300 or so turns to try to get high enough to see if there was a glide. I waited for a bit of a calmer spell then launched. The model went up quite sharply but unfortunately I had let the d/t timer run down and up went the tailplane before the prop folded. I still did not know if the 'Pinocchio' had a glide. Knickers!

The likelihood of damage from any more test flights gave me touch of the 'sod its' so I now threw caution to the winds and entered the event without further ado.

I wound on 700 turns and with wife Rachel on the watch and bins I waited for a lull (*that's a joke*) and put the 'Pinocchio' up into the air. The model shot up vertically like a rocket (*8 strands of  $\frac{1}{4}$  will do that*) until weight exceeded thrust, there then followed what is best described as a nerve



wracking aerobatic display. There was prop hanging, there were rolls and even a little bit of inverted, but terra firma did not intervene and finally Tinkenoke (*my daughters childhood pronunciation*) climbed away and recorded a max dropping down over the dip. What about the glide you might ask, so did I, but I don't think Rachel would recognise one and she muttered something about did it d/t. I had had no binoculars so the upshot was me being none the wiser. A bit of side thrust and a bit of down thrust and up she went again. This time the climb was in order so, with the model well up in the air, I went back to the car for my bins. On my return, on asking where is it, I was informed it was already down in just over the minute. I gave up and I still don't know if the damn thing is gliding.





I managed to snap a few of my fellow competitors, seemed to be more Scrams than Pinoccios  
 Yours truly      John Worsley      Mike Sanderson      Robin Kimber      John Wingate

There was a pretty good take up for Laurie Barr's new Trophy event so roll on next year, I might even get mine trimmed by then, I hope it glides.

Sunday, I wanted to defend my '*Jaguar*' trophy so I assembled the model for a quick check flight but I did not put enough turns on to get away properly through the ground turbulence and on landing the prop broke so that was that. I contented myself watching Reg Biddlecombe flying his Keil Kraft '*Contestors*' in 8oz. Reg travels a long way from Anglesey and competes whatever the weather.



It took both of Reg's models to complete his three flights, the first one's tail got damaged somehow and his second one, before he put it away, was blown across the interior of his camper van when he opened the rear doors into wind. Sods Law prevails but he had got his three flights in.

Monday, had a bit of a lie-in in the pub and arrived late, nothing to compete with save my '*Tomboy*'. I've flown the same model in every event for the past 10 years and I was not missing this year. It's the only time the aircraft takes to the air, I just put it together, fire it up and chuck it. The wind direction was such on the Monday that my 1-50 or so d/t'd and finished between the peri track and the hedge so I knew there was not much more to be got, so it was just the one flight for me. If I had really been with it I could have had a flight later

on in the relatively quiet air at the end of the day and pressed the winner but John-boy was too thick for that.

Photograph shows the model in my mess of a workshop with all the stickers that have been issued stuck on both sides.

On the bench is the framed first certificate from the inaugural event in 2000.

I'll finish up with a few random pictures taken on a walk about or when someone passed by looking serious and I followed them.



John Wingate with his '*Northern Arrow*'  
How many people does it take to fly a 4oz?



Mike Turner launches his '*Lanzo Duplex*' to win the 4oz fly-off





Dr Martin Pike departs for Andover, bicycle fully loaded  
From there by train to home in Wales.



Martin's assorted debris waiting for loading, it took three of us to get it all together and keep the cycle upright. How he managed to ride that lot all the way to Andover into the head wind beats me, he must be fit.

part of that load is his medical emergency kit.

We all owe Doc Martin a vote of thanks for acting as 'doctor on site'



Left, Mike Sanderson gives his 'Scram' the old Heave Ho in the mini fly-off  
and Right, Robin Kimber sniffs the air as he waits to make his 4oz flight





Keith Palmer centre, with his flock of 'Golden Eagle III's'  
I understand there were four, but one got damaged the previous day.



A simultaneous display launch, looks good here but moments later  
a near mid-air caused a few sharp intakes of breath.  
They all survived, but one sustained some minor damage.

*That's all Folks! John Andrews*

### **Jimmie Allen Mass Launch Competition** - Roy Tiller

The Jimmie Allen Mass Launch Competition was scheduled for Sunday but as the wind was too strong for these mainly small models, it was decided to delay the competition until Monday.

Seven competitors entered the competition.



The Skokie was the most popular model with three entries followed by the BA Parasol / JA Racer with two entries. Six flyers with their models, assembled for the group photo at 2 p.m. Chris Strachan arrived in time for the launch and five competitor's models got away in the dry and breezy conditions. Barbara Tiller's Jimmie Allen Special took first place followed by Chris Strachan's Skokie and Allan Arnold's 40" wingspan Sky Chief. Allan is a Bournemouth MAS Country Member, in this case the country being U.S.A. Allan tells us that at his flying site in California it is always sunny, the wind does not blow and there are miles and miles of open flat ground. When I asked why there are no trees he said "because it is all desert".

We need a really big effort next year from all you chaps to build, trim and enter Jimmie Allen. Why? Barbara has now won for two years running, flying the smallest model in the competition. Are you going to let her make it a hat trick?

Winning the Jimmie Allen

Competition gave Barbara also the Ladies Cup, presented by Carol Farley and Mike Parker



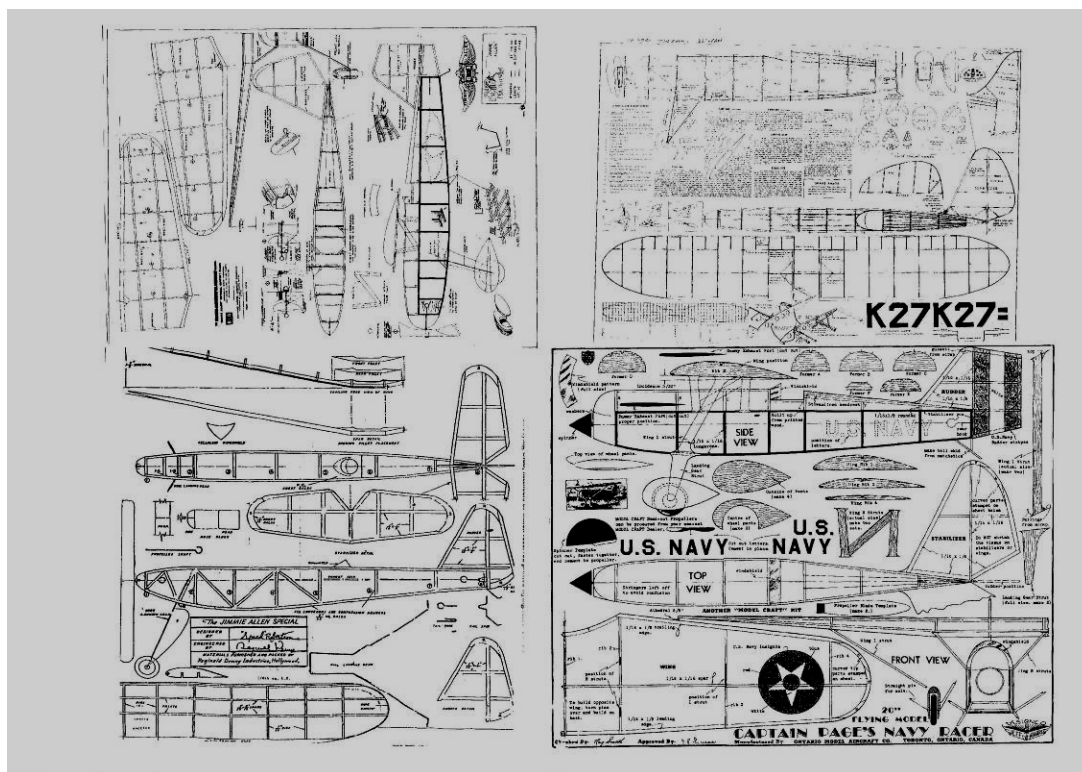
Jimmie Allen plans are available from the David Baker Heritage Library,

See website [www.sam1066.com](http://www.sam1066.com)

or from Bournemouth MAS library

e-mail [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com) or Tel. 01202 511309.





*Roy Tiller*

### Bournemouth Club Classic Rubber

- Martyn Pressnell

Great expectations prevailed judging by the numbers assembling for the event. Sunday proved the most unkind day weather-wise, with a strong and strengthening west wind cutting across the field, with damp overcast conditions. Turbulence from upwind trees and obstructions was more or less unavoidable and persisted across the airfield and to significant heights. Equally very strong thermals could snatch up the models and carry them high into the cloud and well outside the field. The maximum was set at two minutes for all events, just achievable within the boundary of this large aerodrome.

There were eight entrants willing to pit their models against the elements comprising 3 Urchins, 2 Mentors, and one each: Last Resort, Boxall and Strato Hawk. The latter model was the first appearance of this newly approved model from the USA and significantly it won the event in the capable hands of Chris Strachan. Very worthy runners up were previous winners: John Minshull and Jack Forster.

My function as CD was made very easy by the good humour of all entrants, not being brave enough to fly I was very content to take photographs. Many thanks for your participation; we must look forward to the events of next year and the super weather we all deserve.



## Results



**Winner Chris Strachan, Strato Hawk**

1st	Chris Strachan	Impington	Strato Hawk	6.00
2nd	John Minshull	Brighton	Boxall	5.55
3rd	Jack Forster	Morley	Urchin	5.53
4th	James Osbourne	CVA	Mentor	3.48
5th	Tim McLaughlin	Paisley	Urchin	2.14
6th	Jim Arnott	Scotia	Urchin	1.31
7th	John White	Croydon	Last Resort	0.46
8th	P Norman	Crawley	Mentor	



**2nd. John Minshull, Boxall**



**3rd Jack Forster, here with wife & Bins**

*Martyn Pressnell*

## The David Baker Heritage Library (Magazines) - Roy Tiller

Report No. 3 British Magazines continued.

The last report on the S.M.A.E. Journal contained a chart of magazines held showing that we have very few of these journals prior to 1944. Tom Andrews e-mailed to provide an explanation for the sparcity of early 1940's journals. Due to paper shortages only one copy of the S.M.A.E. Journal was issued to each club and by the time it had done the round of the club members there was just a slim chance that it came back to the club secretary for filing. Then Hitler did his worst and tried to destroy them. Keith Garbett responded to the last report with copies of S.M.A.E. Model Flying Newsletter (yet another title) and S.M.A.E. News, see the revised chart. Still an awful lot missing.

The Eton Bray Gazette was published about 1948, Vol 3 No. 2 being the



only one in our posession. The editor, D.A.Russell, stated "...it seemed that the issue of a copy of this catalogue as widely as possible would bring everyone up to date with what is going on at Eaton Bray". So perhaps this is the only issue widely distributed. Does anyone have any others?

The "Model Aviation Series" 1949/1950's were co-edited by Dean & Warring and contained working plans with full size parts drawings of models such as "Dervish" by Cyril Smith, "Vagabond" by Bill Winter and "Dinah-Mite" by Norman Marcus. Interesting to see the use of first names at a time when Aeromodeller still had plans

by V.E.Smeed and R.Twomey. A good magazine that kept up to date with developments but only the seven issues listed were published.

The Model Aeroplane Gazette was edited by Ron Firth. We have just a few from 1977 and 1978. An A5 size magazine with competition reports and reduced/working plans. Can anyone advise when they were first published and is anyone holding any or all of these?

Ron Firth also edited Flying Model Designer & Constructor No. 1 October 1991 through to No. 32. An interesting magazine, mainly vintage, with



reduced and full size plans. We have a full set of these as we do of the AVA Echo edited by Keith Harris, 48 issues from 2001 through to 2008, packed with lots of reduced plans.

### **WANTED**

Aeromodeller 1935 to 1937 (We have just photocopies)  
 S.M.A.E. Journals etc. Almost anything.  
 Eaton Bray Gazette. Almost anything.  
 Model Aeroplane Gazette. Almost anything.

If you are having a mags clear-out, send them to the library. They will either add to the collection or, if doubles etc., be sold as best we can for club funds.

### **FOR SALE**

Aeromodeller bound volumes:- 1948, 1949, 1950 all at £15.00 per volume.  
 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959 all @ £10.00 per vol.  
 F.M.D.C. Full set of 32 Issues @ £15.00, other odd issues available, send me your wants list.

HELP! The library is holding only magazines with an aeromodelling content therefore we have for disposal a lot of magazines related to full size aircraft. I have offered these to three dealers without any success. If these are of interest to you, or if you can suggest how they are best disposed of, please e-mail for a copy of the full list or with your advice on disposal. [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)

The chart below shows details of the latest changes, please see the SAM 1066 website for the full listing.

MAGAZINES HELD IN THE LIBRARY												Date	03.09.2010
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	
<b>S.M.A.E. MODEL FLYING NEWSLETTER</b>													
1974					78cp								
1975													
1976						93cp	n/i	n/i	94cp				
<b>S..M.A.E. NEWS</b>													
1977				97cp	incl	98cp	incl	99cp					
1978									104				
1979		106cp	incl	n/i	107	incl	n/i	n/i	108	incl			
<b>EATON BRAY GAZETTE</b>													
1948		V3 No2											
<b>MODEL AVIATION SERIES</b>													
MODEL PLANES ANNUAL 1949													
MODEL PLANES ANNUAL 1950													
MODEL AVIATION PLAN BOOK													
MODEL AERONAUTICS													
MODEL AVIATION SUMMER 1950													
MODEL AVIATION 1950													
MODEL AVIATION POWER MODELS													
<b>MODEL AEROPLANE GAZETTE</b>													
1977					OK56	incl			OK58	incl			
1978	OK59	incl		OK60	incl	OK61	incl	OK62	incl	incl			



## Top Time Trophy

- Jack Foster

Eurochamps Monday 30<sup>th</sup> Aug. Under 25" rubber.

The activities of Team Foster. [Ruth and Jack.]

The model we used was a Veron Fledgling, finished in black, red and yellow jap tissue with one light coat of 50/50 dope. The finished weight, including bug and 10gms of rubber was about 45gms. The propeller was made exactly as shown on Martyn Pressnell's web site and the timer was an Ikara friction type from Flitehook.

Our first flight was a straight forward affair of just over 1  $\frac{1}{2}$  mins. Landing well on the field.

The second flight contacted good lift, D/T'ing again at about 1  $\frac{1}{2}$  mins. But very high. It would not descend until a further 3  $\frac{1}{2}$  mins. had passed, putting it, we thought well off the field. From the edge of the field we picked up a weak signal on the tracker receiver and followed the line, the signal becoming stronger as we progressed.

Quite suddenly, the signal stopped and a very long and random search followed. I had more or less given up the possibility of finding this tiny model, when my mobile phone rang. It was Mike Parker, to say that our model had been handed in to control.

With not much more than 40mins to go to the end of the comp, we had our work cut out to get back with sufficient time to make the 3<sup>rd</sup> flight.

We broke into a trot, well OK, a brisk walk and got back just in time to collect the model and thank Mike for ringing the mobile number shown on the fuselage.

The third flight was made with much haste. Initially the Fledgling wobbled about a bit, but then contacted the proverbial "boomer" and went upwards at an amazing rate.

I lost sight of it at about 13  $\frac{1}{2}$  mins in a completely clear blue sky. Ruth was able to see it until 14mins 15secs. Before clocking it off.

Our colleagues and friends, Kate and Colin Foster [no relation] were watching the flight and Kate with her amazing eyes was able to see it for a further 6 mins. Meanwhile Colin had assembled a Yagi aerial and we were able to listen to the model circling for almost 1  $\frac{1}{2}$  hours before the signal gradually faded, just before prize giving!

As it turned out, this flight won the new "Top Time" trophy, shown above and donated by Dick Twomey and presented by the man himself!



We very much enjoy our annual "pilgrimage" from Yorkshire and this event provided a very exciting finale for us. I fear that this particular Fledgling may now be in the hands of the French---so, more balsa chopping for next year.

Our thanks go to all concerned for once more providing a thoroughly enjoyable weekend.

*Ruth and Jack Foster.*

## Tomboy Trophies

-

Carol/Nick Farley



**The Hilda/David Baker Memorial Trophy:**  
For the longest flight landing within the airfield

**Winner:** [Mike Parker](#) - Time 3.59

**The Tomboy Tankard:** for most flights over 2mins 30 secs:

**Winner:** [Paul Barford](#) - with three flights  
(under the conditions we thought that was pretty good.)

**The Reg Roles Junior Trophy:**

**Winner:** [Luke Chilton](#) aged 10. With a flight of 1min 42secs.

**The Radford Trophy:**

for deeds of derring-do associated with this competition

**Winner:** [John Watson](#) - who **timed himself** with a flight of over 4 minutes.

While we take a pretty relaxed view of the rules and allow timekeepers to walk with the model, we still do like there to be a bloody timekeeper and so this flight didn't qualify for the main trophy.

The awarding of Radford Trophy was a bit of British compromise.

*Best wishes Carol and Nick*

## Vintage R/C Assist and Control Line

- Tony Tomlin

Sunday, 29th. August, 2010 saw the third visit to Middle Wallop where the SAM1066, August Bank Holiday Meeting for Vintage R/C assist and control line fliers was being held. *[Courtesy of the Army Air Corps MAC]*. The two previous visits had had cold winds and, at times, a strong breeze with a little rain. We were hoping for something different this time and it certainly was as we had no rain but strong and increasing winds.

The day started with radio fliers turning up in force with 27 fliers signed on and 49 models. A number of control line fliers also arrived with, at a rough guess, around a dozen models.

As always, within a short space of time, the R/C control Gazebo had been erected [not without difficulty in the wind] and Pam Tomlin and Jane Robinson were busy signing on the R/C fliers. James Parry had laid out the safety tapes and organised the control line flying and at 10.00, after the pilots briefing, flying began.



Sport R/C models ranged from the large Majestic Majors, flown by John Laird, Brian Target, Mick Butler and Dave Ashendon, down to the smallest which were a pair of Wee Snifters flown by Peter Rose and Tony Tomlin.





Unusually for a vintage event only 2 Junior 60s seen. Many other models were kept safely in cars as fliers waited hopefully for the wind to ease a little. The control line fliers were also badly affected by the weather, Den Sax Coburg and friends from the Isle of Wight [The Caulkheads], were flying a 1/2A speed model [Wessex Weasel] that coped with the conditions well but most of the other models remained grounded.



Left: Oliver Tiger C/L model and Dakota Biplane waiting for the wind to drop, [which it didn't!].

Right: Enya 25 diesel in scaled up Tomboy by Angelo Piacentini. Impressive throttling ability.

As well as the sport flying taking place there was also the penultimate round of the national Tomboy competition for Vic Smeed R/C Tomboys. Tomboys were much in evidence with 21 in total, eleven of them entries in the Mills .75 smaller 36" class. There were five fliers making the required two 4 minute max, preliminary flights for the mass launch fly off. These were Tom Airey, Jeff Fellows, Stephen Powell, Tony Tomlin and Chris Hague. Sadly Derek Collin and Richard Farrer crashed out, most of the damage being caused as the models were blown over on landing. The remaining 3 thought better of the conditions and did not fly. The Tomboy Senior class [48" span] for the Mills 1.3 fared no better. Seven fliers entered with only Andrew Fellows, Tom Airey, Chris Hague and Tony Overton qualifying for the fly off. The other fliers recorded no scores. The conditions were becoming worse as, without warning, the steel tube structure of the R/C control gazebo folded up and all hands were called to the pumps to dismantle the collapsed structure. Luckily there were no injuries and all thanks go to Dave Ashendon, Garth Pierce, Paul Netton and friends for their swift action.

After a short period of time and with the Gazebo and side screens safely stowed away and all the paperwork collected up, flying started again. However following a wind speed check when gusts of 25MPH were recorded, CD Tony Tomlin decided to abandon the meeting for obvious safety reasons. As always it was good for the modellers to get together and groups were, as always, seen to be peering into car boots as many discussions took place. It was a shame that the meeting came to an enforced early end, we may be able to control our models but the weather always has the upper hand!! *Tony Tomlin*

**Wakefield Cup Winner 1951**by **Charles Dennis Rushing****1951 Sune Stark, 32, Sweden**

With the changing Wakefield Rules the FAI/CIAM had put an end to the "Vintage Era". All that now remained of the original SMAE rules was the old ROG requirement, and even that would be gone by 1957 along with the influence of the SMAE to the Wakefield International Cup Event itself.

The rules were changed by the FAI/CIAM in an effort they claimed would "modernize the Wakefield event." But the SMAE rules committee was not in favor of these attempts to modernize The Event, and some acted in 1957 to "recall the Cup" from the control of the FAI/CIAM, but this is another story.

Aeromodellers who prepared for the 1951 USA Wakefield Team Trials Selection were greeted by an astonishing variety of Wakefield design variations. From the West Coast, I believe, came some of the most astonishing variations to the 1951 Wakefield Rules changes that have ever occurred in the history of the Event.

These new Wakefield emanated from one aeromodelling club: "The Oakland Cloud Dusters" of Northern California. Founded in 1935 this club numbered among its members : Manny Andrade, Joe Belgri, Hank Cole, Joe Foster, and Carl Rambo, who took the 1951 Wakefield Rules changes very seriously. Hank Cole, an aeronautical engineer by profession, and a most innovative Wakefield designer, up to this day, arrived at a simple conclusion to the 1951 rules "...given the new cross section area rule of a minimum area of 10.015 square inches, the length of the fuselage enclosing the rubber motor could be whatever length four ounces plus of rubber motor had to be, to provide a two minute motor run from an ROG take-off." Try sixty-six inches, the length of Cole's fuselage on the "Oh-so-long." The same Wakefield with which Hank Cole won the Mulvihill Trophy in 1951. The Mulvihill Event is of course for "stick" aeromodels. After the first contest where this Wakefield appeared, the idea spread like wild fires. Hank Cole also won the 1951 Wakefield event at The US Nationals but failed to make it onto the 1951 USA Wakefield Team. But Joe Foster and Manny Andrade made it, using this strange anomaly. The 1951 USA Wakefield Team included: Joe Foster, and Manny Andrade, of San Jose, Cal., Joseph Elgin, of Cleveland, Ohio, a member of the "Cleveland Balsa Butchers", A Hoffmeister, Dave Kneeland, and George Perryman, from Georgia who in November 1951 wrote a letter to the "Correspondence" column of the Aeromodeller pleading that The Wakefield International Cup be changed "...on more of a team basis... On this basis, your team (GB) would have won the last three contests..." The Aeromodeller editor reminded George "This is not so." Perryman, not one to be "visually" outdone this year, had a Wakefield with a fuselage containing two gear driven rubber motors 10 inches behind the gear set, with a polyhedral stabilizer, and a sub rudder, the wing had tip dihedral, viva la difference? Joe Foster and Manny Andrade flew Wakefields with fuselage lengths of 55 inches from nose to peg, for the stretched rubber motor.

There were only 51 contestants, down from last years 63, from ten nations at this years contest, including: Finland, Italy, Sweden, GB, USA, Holland, France, Belgium, Canada, and Australia. Where were Denmark, Germany, Monaco, Ireland, Switzerland, and New Zealand ? Team GB sent H Tubbs, F Holland, I Dowsett, R Woodhouse, Rockell, and F H Boxall. From Sweden came Sune Stark, who was on the Team starting in 1937 (when he was only 13 years old!) and placed twelfth last year, H Eliasson, B Borgesson, Arne Blomgren returning again having placed eleventh last year. Team Italy was back with: A Leardi who was third last year, S Lustrati who came seventh last year, E Sadorin who came ninth in '50, D Faiola whose Wakefield would be flown by L Kannevorff who placed sixth in '50, G Pelegi. Team Holland included J de Jong, de Vries, G Dijkstra, A Dijkstra, H de Kat, and J F Thomas whose Wakefield would be flown proxy by P W Seton who was fourth last year. Team France sent P Gilg, E Gerlaud, and B Pointel only. Team Finland was of course led by the 1949 and 1950 Wakefield International Cup Champion, here to defend his long reign Aame Ellila; with him were: P Huhinen, A Johanson, T Silmunen, M Tahkapaa, and Kivikataja. The venue, for the second time in a row, for the Wakefield

contest was in "The Land of the Midnight Sun", Jamijarvi, Finland, because of Aarne Ellila's consecutive wins. Again to avoid thermals, flying would begin late in the evening, and continue until early the next morning.

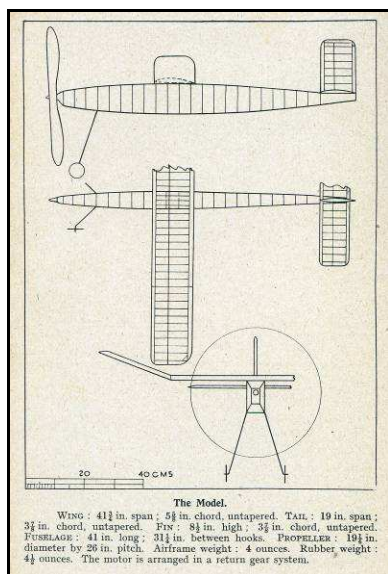
**ROUND 1:** The Contest began again, as last year, at 7:30pm. The wind layer was calm up to 100 feet and turbulent above that, drifting at about 4 to 5 mph, thermal activity was nil-to-light. Aarne Ellila the Wakefield Champion came to Jamijarvi a week early to test fly his new Wakefield, which is detailed in Frank Zaic's MAYB 1950-1951. This was another of his by now familiar variants dating back to 1939, twelve years ago, yet very competitive still. On his first flight Aarne's Wakefield looped off of the take-off board, for attempt number one. Aarne tried again, then again, then again, this time using his "old 1950 Wakefield", for a flight of 130.0 seconds, not an auspicious start for the Champion, who was always so consistent in the past. The first round ended with J de Jong in the lead with 258.1 seconds, H Tubbs 252.7 seconds, Gilq 236, S Stark 226.2, M Andrade 226.0, S Lustrati 226.0, RWoodhouse 224.0, M Ferber 223.5, F Holland 221.2, B Pointel 218.0, I Dowsett 215.9.

**ROUND 2:** Started at 9:00pm with continuing calm winds to about 100 feet, and turbulent humid air above. Aarne Ellila was the first contestant to fly, again using his new Wakefield, he ROG launched for a flight of 6.9 seconds! His machine looped into the ground, bounced, and began climbing! It did 180.0 seconds unofficially! So much for all that consistency talk. Tubbs stayed in the lead with a fine flight of 236.9 seconds, followed by de Jong, Stark, Lustrati, Deschepper, Hoffmeister, Leardi, Holland, Cassola, and Andrade. The last round was set for 5:00am, but a rain front was predicted, so the round was rescheduled to open at 3:00am. A quick nap was possible. Like the Klacken of doom, after what seemed only a brief instance of sleep, the indefatigable Contest Director, Hagelstan, sounded the horn to open the round, to the surprise of all 51 contestants! When did Hagelstan sleep?

**ROUND 3:** It was exactly 3:00am and Deschapper ROG launched first this time. Aarne Ellila chose to retire. He was a great Champion. He came back again in 1952, and almost won the Cup again! Now the predicted weather front arrived, with winds gusting to 20 mph! Those long fuselage Wakefields from the USA didn't have a chance. The long moment arms, so wonderful in calm air, stalled seriously in winds above 5 mph. Despite this Manny Andrade turned in a 208.3 second flight, good for seventh place. Henry Tubbs now ran into some problems, the winder hook disengaged, but Ted Evans caught it! Ted's fingers were damaged, but he saved Henry's fuselage. Tubbs got off well, but was OOS in only 186.6 seconds, he came second today. Stark had a 246.5 second flight, but Lustrati could win it all with a 251 second flight! It was not to be, Lustrati was OOS in 209.1 seconds, to come in third. Team Italy would be close, again. The winner? Sune Stark. Round one, 4th, Round two, 4th, Round three, 2nd, perfectly consistent!

Place	Name	Country	Round 1	Round 2	Round 3	total time
1	S Stark	SWE	226.2	232.5	246.5	705.2
2	H Tubbs	GB	252.7	236.9	186.6	676.2
3	S Lustrati	ITA	226.0	229.1	209.1	664.2
4	J de Jong	NED	258.1	206.0	189.8	653.9
5	A Hofmeister	USA	201.0	223.6	204.8	629.4
6	C De Vries	NED	194.8	170.3	256.5	621.6
7	M Andrade	USA	226.0	180.5	208.3	614.8
8	P Deschepper	BEL	202.2	243.4	164.0	609.6
9	F Holland	GB	221.2	190.0	187.4	598.6
10	F Cassola	ITA	172.0	236.0	190.2	598.2





Sune Stark and SS1 the 1951 Wakefield Trophy Winner

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## Picture Gallery



Dick Twomey at Wallop with the inevitable 'Leprechaun'





Ted Evans at the 1950 Wakefield Trophy

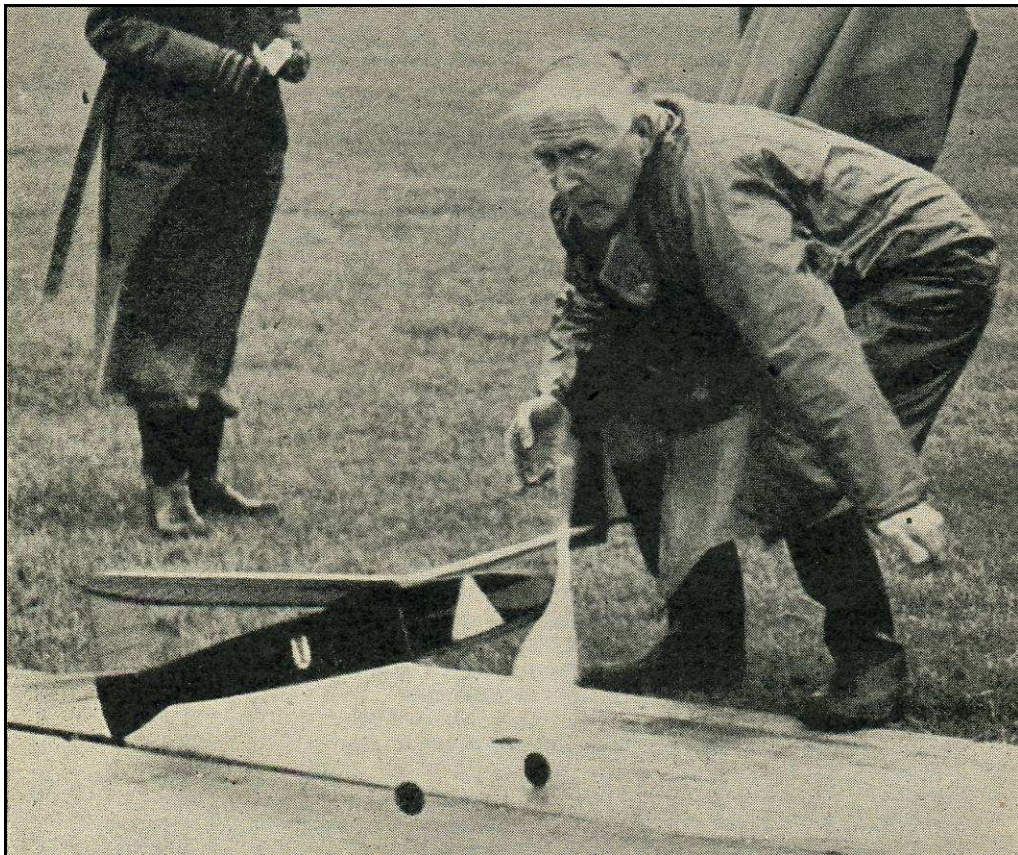


Carol Farley and the junior Parkers manning Wallop Control  
with Mike holding a watching brief





2010 Wallop Grand Champion Chris Strachan

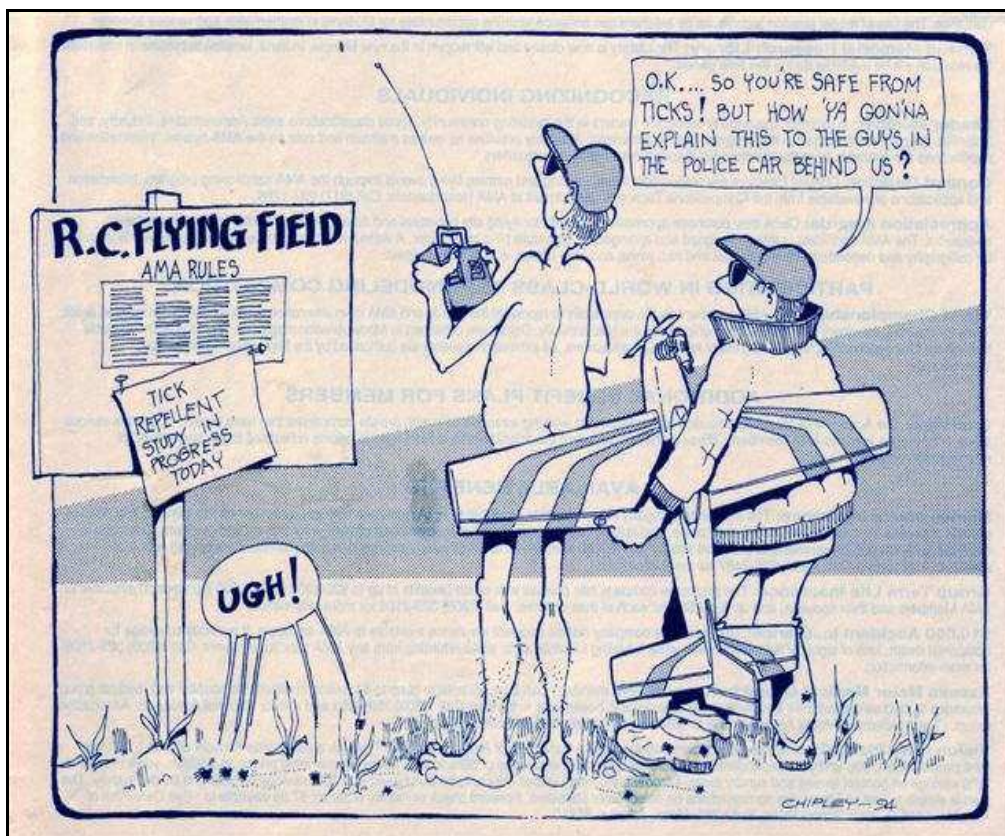


1950 SMAE Chairman Alex Houlberg A.F.R.Ae.S.  
Launching his veteran Wakefield 'Isis' at the South Midland Rally





Betty Barr, Laurie's No.1 Helper, restrains the rubber on his 'Lanzo'





**Topical Twists**

Pylonious

An extract from Model Aircraft October issue 1960

**Chobham Revisited**

I know I've been a bit of a coward, but its some years since I visited the limbo of model flying, humorously called Chobham Common. What drove me to this act of desperation was the nagging thought that it was about time I took in a model rally. And, as this sort of anti-social gathering has been driven into the wilderness, there was nothing for it but to face the rigours of the Clump and the perils of the bog.

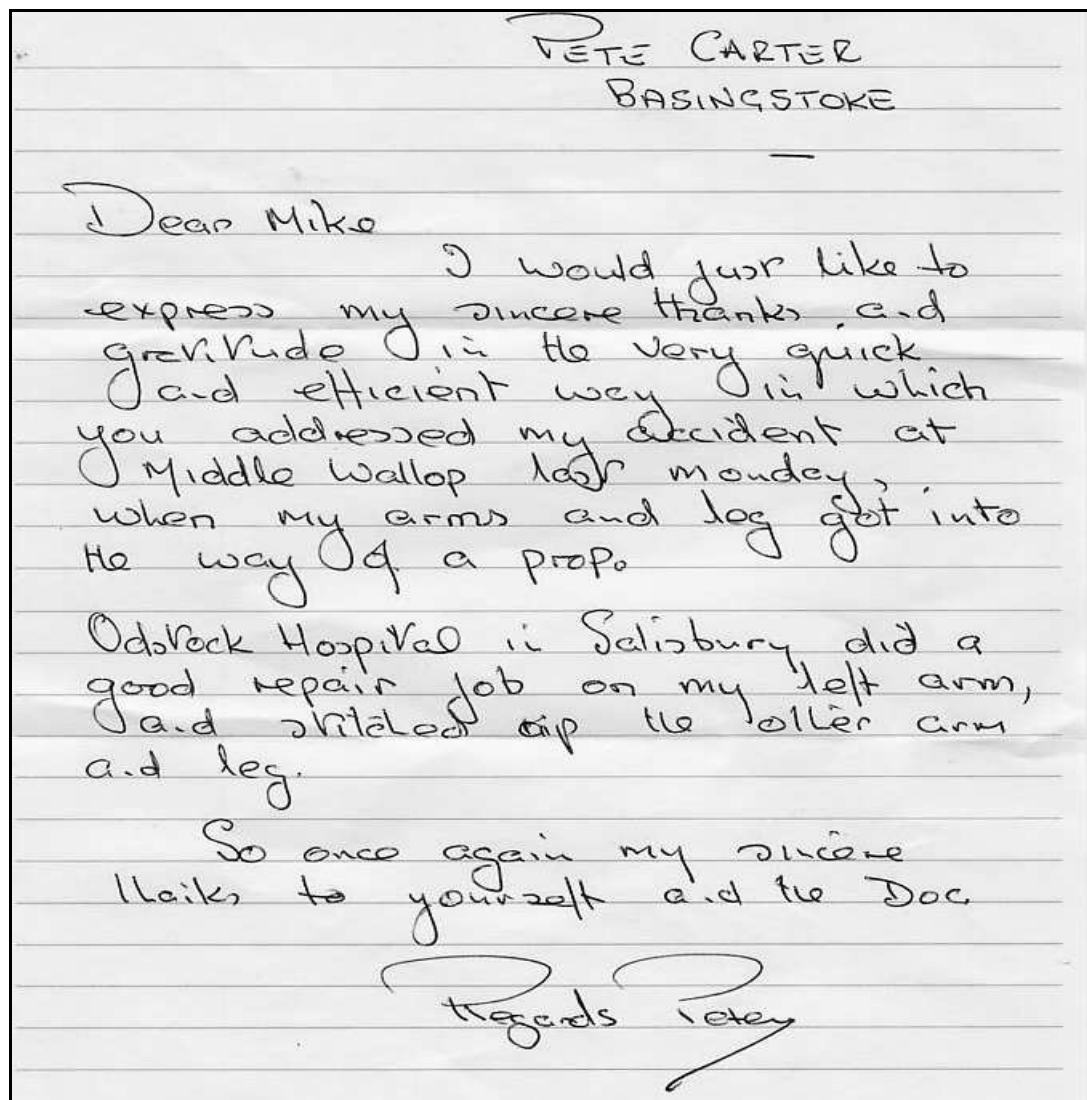
Now, those with memories of the old time rallies may still have visions of the Eastern splendour of the crowded marquees, the impressive dignity of the huge forces of arm-banded officials, and the intricate maze of engirdled flying areas. With Chobham we come down to earth with a bump, in more ways than one. By some miracle of compressibility the whole shooting match is conducted from the back seat of a small car. Not a tent in sight, apart from the Boxall bivouac, and the only person wearing an armband is a small boy who had been vaccinated.

Retrieving over this forbidding land mass is more of a fight for survival than a pleasant cross country jaunt. And, from this, it would appear that the way to contest success is the perfection of never putting a foot wrong. Even so, it's amazing how adroitly some of the skilled Chobhamites navigated over the stricken terrain. I could only marvel at their degree of fitness; regretting the while that I hadn't over-fortified myself with a bottle of that wonder telly tonic.

We end this survey of Chobham on a note of regret. The Clump is dying. Not for the want of water, I can assure you, but simply from exposure. The decaying branches have hardly strength enough left to catch a model, and, soon, this historic landmark will be, with the model gala, just a memory.

## Letters to the Editor

A letter from Pete Carter who manage to get tangled up with a motor prop and our thanks to Dr. Martin Pike who rendered assistance on our behalf.



## **Lost model at Middle Wallop—A cautionary tale Ron Sabey**

In the Rybak fly-off my Straka did 9.05 and was seen down against the background of the distant hill and in front of lot of the trees.

I decided to walk the line and got my first Biotrack signal before leaving the airfield. As I left the airfield at the south end of the line of two story houses I passed two men, one early twenties and one a bit older who appeared genuinely interested in what I was doing. The younger asked if he could come with me to see how I tracked the model. I was quite glad of some local knowledge. We proceeded down to the Nether Wallop road that comes out at the George Inn



and the signals were still coming from down wind. On the west side of the road there is a thick wood, which we fought our way through, coming out in the grounds of the nursing home. By that time the signal was coming from the up wind direction showing that the model was in the back edge of the wood. Eventually I located it about 15 feet up a tree and decided to go back to the airfield, pack up and return by vehicle with poles.

Returning to the tree about an hour and a half later the model was gone and there was no tracker signal. I went back to the houses and there was no signal there either. Found the younger of the two men in the first house who could not understand how the model could have disappeared and even came back to the tree with me to be certain. Suggestions of kids in the woods were offered which were unlikely as the model was very hard to spot and the undergrowth in the woods full of tall nettles. I left it that he would contact me if he heard anything, offering a small reward if he could phone round and get the model back to me before I left for Scotland next day.

I then scanned the houses on the Nether Wallop road with no success.

I noticed that another fly-off model was being searched for just in front of the houses. I hoped it had not suffered the same fate.

The following Sunday I got a phone call from the same young man. He had met a man whose son had picked up a model, recovered it from him and it was mine. No mention of ransom or reward. A few days later the model was collected by a fellow aeromodeller who lives nearby and taken to the team trials to be relayed back to me. Damage to the model is slight, structure ok but tissue is extensively torn. Tracker still there but batteries had been removed.

What would I do different in future. I am more used to flying on open moors where you straight line your retrievals. In an unfamiliar rural area I would spend less time doing an intensive search as I progressed down wind but would keep moving down wind until the signal showed that I had passed the model. A strong signal from a treed model can be misinterpreted for a model that is just over the hedge. Once sure a model was in woods I would not spend time looking for it until I had poles with me to retrieve it.

(We always have poles in the vehicle.)

*Ron Sabey*

## **Model Retrieval And Mobiles**

During the recent enjoyable SAM 1066 Champs I was on a long retrieve for my model and found two other models that had obviously gone a fair distance too. Both models had an address label with a home phone number, OK so far, but what they really needed was a label with the mobile number

for the owner. I could then have contacted them and told them where it was, as they were probably tramping the fields searching like me, and they could have let me know whether to bring it back to control, or leave it where it was, but in an easily seen location.

This would obviously save a great deal of time fruitlessly searching the countryside running out of time to get the remaining comp flights done.

Now practically everyone has a mobile phone, can I suggest that all your models carry a label with your mobile number, and when you are flying, you carry your mobile at all times, and make sure it's switched "on" and preferably with the keyboard "locked" as this prevents accidental button operation when it's in your pocket. The instruction manual that came with the phone will tell you how to lock the keyboard, without preventing incoming calls.

Imagine if you lost your model, it was found the same day by someone, they phone your home, no one answers, they leave a message, which you don't pick up until your return home, and then you have to make a return journey, which could be of considerable distance, cost and inconvenience.

Putting your mobile number on the model, and having your mobile with you will save all this aggro!

## Appeal for Schehak Plan

**Sent:** Monday, September 06,

**Subject:** Schehak plane

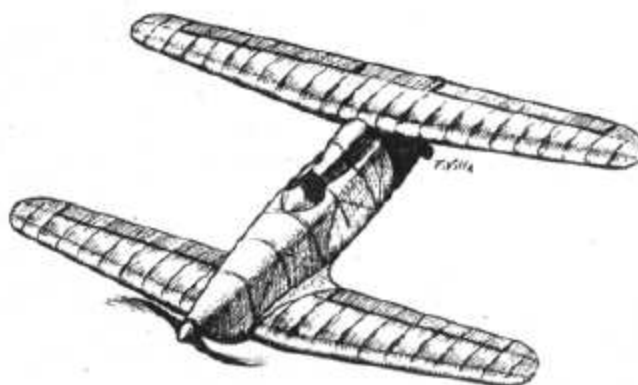
In AQ50, page 3, I inserted a little sketch of a tandem wing model. It was published on nr. 30 of 1938 Aquilone (see the sketch). The model was a

rubber scaled version of a plane named Schehak and I wasn't able to find something about. Someone of you can help me?

Model's plan was made from Fidia Piattelli. It has a span of 149 cm (about 58.6") and I can make copies.

Thank you very much.

Pino Càrbini



## 4oz League review for 2010

-

John Minshull

Top of the 4oz pile in 2010 by a substantial margin was Mike Turner with his Lanzo Duplex, second place John Minshull with the Copland 36. Third place

was John Wingate with the Northern Arrow and it is nice to see that there is an alternative to the Lanzo and Copland 36.

The results are heavily influenced by the larger numbers who flew at the Nationals and particularly the SAM Championships. The scoring system currently being used awards points to all entrants to an event, in reverse order to their position. Thus the total number of points that are awarded is predominantly determined by the number of entries in these popular events. The option of awarding points to help iron out this problem exists, and any suggestions will be considered.

I no longer use the previously utilised bonus system as input to the results table. This is because on inspection it did not have any bearing on the table order but only changes the total number of points awarded.

The use of a bonus method is open to review. As discussed above the table order is heavily weighted towards major events. It may be that bonus points, if used, should be awarded on a sliding scale with events that attract fewer entries attracting a higher bonus rating. This conflicts with the view that success in events with a large entry has the greatest merit. Massaging the results with an unsuitable bonus system will only lead to general dissatisfaction and so opinions on this topic would be very helpful.

The number of events that combine the 4oz class with others (usually 8oz) has increased. This makes it difficult to isolate the 4oz results as it means, for example, that the model flown must be recorded on the results sheet and that spare models must be of the same class. The results must then be subsequently separated for league purposes. I thank the event organisers for sorting out these details and supplying the results which help to make the league more credible.

4oz League 2010						
	Croydon 4oz	Nats	Odiham	Timp. G	SAM Ch.	Total
M Turner		6		No 4oz	13	19
J Minshull	3			Entries	11	14
J Wingate		5			8	13
C Chapman					12	12
J Knight					10	10
P Michel					9	9
D Powis					7	7
P Jackson		2			5	7
R Taylor					6	6
M Marshall	1				4	5
C Strachan	4					4
J Godden		4				4
T Challis					4	4
W Cox		3				3



D Beales	2					2
R Tiller			2			2
R Kimber					2	2
D Davitt		1				1
Bob Taylor			1			1
J White					1	1

*John Minshull*

## Coupe League Round 6

-

Roy Vaughn

The competition was flown at the Southern gala in reasonable conditions, wind 10-15 mph and only a spot of rain later in the day. Upwind trees turbulated the flow and lift was hard to spot all day. Most flights which did max scraped in. A number of people who dropped early quit Coupe to fly the BMFA Rubber event. Four fliers maxed out, with a tie for third place.

The League is still wide open.

With two rounds to go (8th Area and Coupe Europa), five flyers have a realistic chance of taking the cup.

Round 6 - Southern Gala				
Position	Name	Club	Time	Points
1	R.Vaughn	Crookham	10:00 + 4:26	20
2	G.Stringer	E.Grinstead	10.00 + 3:48	17
3	P.Hall	Crookham	10.00 + 2:43	13
3	P.Brown	Grantham	10.00 + 2:43	13
5	C.Chapman	Bristol & West	9:50	10
6	M.Marshall	Impington	9:17	8
7	P.Tolhurst	Hayes	8:13	4
8	J.White	Croydon	5:14	3
9	J.Paton	Oxford	3:05	3
10	P.Jellis	Croydon	1:14	1

### League leaders after 6th Round

Position	Name	Points ( best 5 results)
1	R. Vaughn	72
2	P. Brown	71
3	A. Longhurst	66
4	P. Hall	61
5	C. Chapman	56

The full League table can be found on the SAM 1066 web site.

Note:- Results from Salisbury Plain at the 8th Area event will also count towards the Coupe League this year, in addition to those from Ashdown Forest, Beaulieu and Merryfield?



If we could only get a comp day like this in the UK

*Roy Vaughn*

### **Archive Action #4**

-

Roger Newman

Not much has happened on the plans front in the last month, mainly because Roland Friestad has been away from home - at the SAM USA Champs amongst other things, so scanning progress has slowed down. Probably just as well as Mark Venter in New Zealand lives only a few miles from the epicentre of the major earthquake that occurred in Christchurch. Fortunately he says his house has suffered not too much damage but it has certainly put a temporary damper on cleanup of digital plans! At the last count, Mark informed me that 720 shocks have been logged since the initial quake.

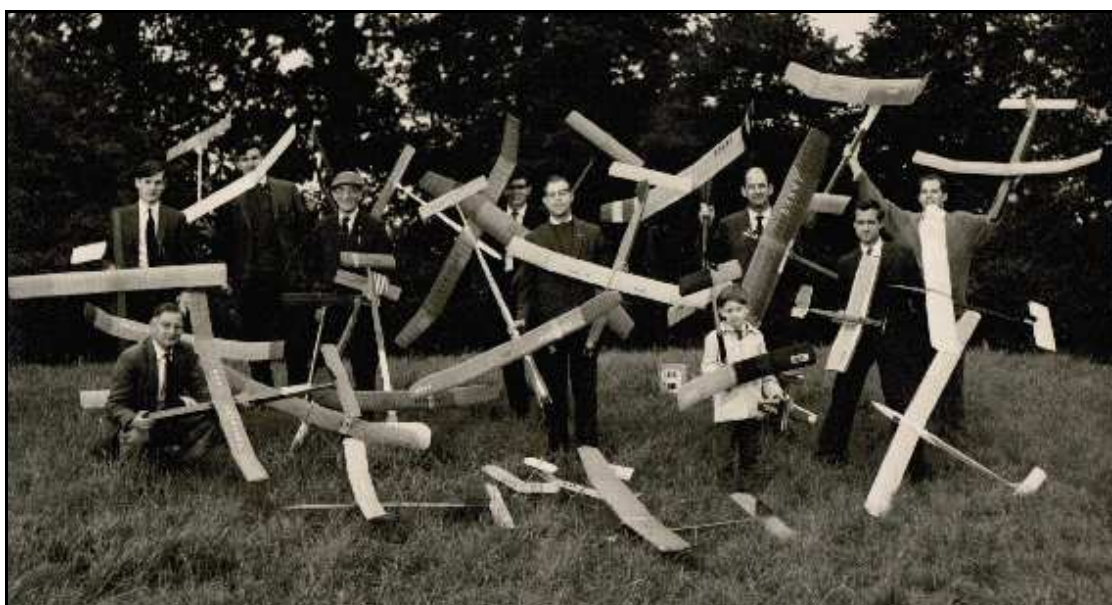
Recent efforts have really been concentrated on cataloguing full size aviation books, as I've been in touch with the National Aerospace Library in Farnborough, who will take the books & add those which are not already in their primary collection to the national collection. Any duplicates can be sold & the proceeds used to buy more books for the collection. This policy was discussed with David's two daughters & agreed by them & then the SAM1066 Committee. Some 800+ non-fiction & a few fiction books, monographs & papers have been listed in Excel format and are ready for delivery to Farnborough within the next few weeks. This leaves about five boxes of model related books that I haven't really thought about yet. Any practical suggestions would be welcome.

A few more magazines have been found & passed to Roy Tiller for his welcome attention.

A case for funding the purchase of a medium speed page scanner for digitisation of magazine material has been put forward to the Southern Area of the BMFA, who reviewed the case at their most recent Committee meeting & unanimously agreed to put it forward as a proposal to BMFA HQ. As the proposal will have to be submitted to a Full Council meeting, this will probably not occur until Q1 2011. This is ok by me as it gives time to get a

proper archiving strategy worked out & documented such that it can be critiqued by SAM1066 members. It should broadly be based on the lines published in the August New Clarion. Even then, of course, the proposal for funding of the scanner could well be rejected, in which case new thoughts will be needed!

Following the brief comment last month about a Canadian request being fulfilled, further dialogue resulted in a photo of the Coventry Club from the 1960s being received from Canada with a request to pass it to Ron Draper if possible. John Thompson kindly provided contact details & a print was posted. A few days later I had a phone call from Ron, who was pleased to receive the print & I had the great pleasure of talking to one of my teenage heroes - as I watched him win the 1956 World Championship at Cranfield! The photo is below.



Coventry Club in the 1960's

*(Editor, I see a young Brian Roberts 2<sup>nd</sup> from the right, but I don't see Ron)  
(The very long fuselage rubber model in the centre is well before it's time)*

*Roger Newman*

## Rules Comment

-

Dick Twomey

I'd be interested to hear that my views on those (still not finalized) Joint Competition Rules are taken into account. Several members of the Committee had been sent my thoughts following the publication in New Clarion April 2010 of comments from J O'D and our President JT. and others have put in their pennyworth since. Important, I consider, that:



(1) It is sufficient to prove that designs existed, not necessarily had competed, within the applicable dates. Proof need not be through publication only. Photos, existence of plans, word of designer etc., should also be acceptable evidence.

(2) Scaling up or down should be allowed. Why exclude half-Wakefields from small rubber comps, for example? A design is form and shape, and we can all recognize it.

(3) It is a nonsense to exclude modern covering materials, or to insist that if used they are again covered with "tissue". Tissue itself is different from that used in "the old days", and..boy!.. doesn't the old stuff deteriorate!

(4) With the certified death of the BoM Rule, competitors should not need to have built their models; and proxy fliers should also be made welcome. Who among the more senior of us would disagree with that?

(5) All the usual aids to finding good air should be allowed, except the more technically and physically demanding like glider circle towing, bunting and electronics on board. But we ought to continue to consider the advantages to our members (that's our legs and arms) of R/C D/T.

(6) All members who have competed in the last 3 years should be given a vote on those controversial Vintage and Classic cut-off dates. Sports fliers among the membership are not concerned with this proposed referendum.

Lastly but by no means least is Finance: Please let's keep 1066 well afloat. We have had an almost free ride since the first days of NC and N1066, and you must be assured of support!

Mike, would you be the Mauritius proxy if any AGM voting is involved?

*D and O Twomey, remote but enthusiastic members!*



**Brownhills Indoor Flying – Free Flight**  
**Brownhills Community Association,**  
**Deakin Ave. Brownhills WS8 7QG**  
*Just off the A5*  
**Saturdays 2-00pm until 5-00pm - £6**  
**2010 dates:**  
**Sep 4<sup>th</sup> - Oct 2<sup>nd</sup> - Nov 6<sup>th</sup> - Dec 4<sup>th</sup>**  
**2011 dates:**  
**Jan 15<sup>th</sup> - Feb 12<sup>th</sup> - March 12<sup>th</sup>**  
**Contact:- Tony Eadon-Mills**  
**Tel: 01952 240451 - e-mail: [tonyeadamills@gmail.com](mailto:tonyeadamills@gmail.com)**

### 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

2010 dates:- Sep 18<sup>th</sup> – Oct 16<sup>th</sup> – Nov 13<sup>th</sup> - Dec 11<sup>th</sup>  
2011 dates:- Jan 8<sup>th</sup> – Feb 5<sup>th</sup> – Mar 5<sup>th</sup>.

Admission - Flyers £5.50 - Spectators £2.00

For further information phone Colin Shepherd 0121 5506132

or e-mail [colin@colinwilliam.wanadoo.co.uk](mailto:colin@colinwilliam.wanadoo.co.uk)

### Wickham Community Centre

Mill Lane, Wickham, Hants, PO17 5AL

#### INDOOR FREE-FLIGHT DATES

2010

Thursdays 6-30pm until 10-00pm

March 25<sup>th</sup>, April 29<sup>th</sup>, May 27<sup>th</sup>, June 24<sup>th</sup>,  
September 30<sup>th</sup>, October 28<sup>th</sup>, November 25<sup>th</sup>.

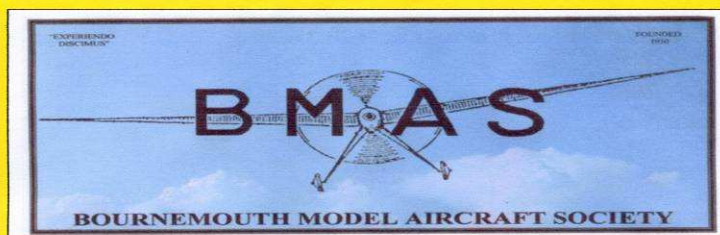
&

Wednesday December 29<sup>th</sup> 10-00am until 4-00pm

New Drinks Machine on Site

&

FLITEHOOK in attendance at most meetings



## INDOOR FLYING

TUESDAY 26<sup>TH</sup> OCTOBER 2010

TUESDAY 30<sup>TH</sup> NOVEMBER 2010

TUESDAY 25<sup>TH</sup> JANUARY 2011

TUESDAY 22<sup>ND</sup> FEBRUARY 2011

TUESDAY 22<sup>ND</sup> MARCH 2011

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](mailto:roy.tiller@ntlworld.com)





## Impington Village College - Cambridge

Indoor flying 9am to 5 pm

31st October 2010

We will be using the large (100 x 50 x 28 ft) sports hall at the College. The only restrictions are no radio models in the main hall and no internal combustion engines, jets or catapults anywhere. Also Round The Pole (4.5 metre lines) and small electric helicopter and fixed wing flying (X twin or Vapour type) in a separate hall (radio or infra-red).

**SAMS MODELS** will be in attendance to supply all your needs on the day.

### Competitions:

There will be two low key free flight competitions:

- A Profile Scale Competition. This is to be flown with a minimum of class rules. You may chose your favourite full size aeroplane, reproduce its profile with a maximum span of 16 inches (405 mm) or build from one of the many plans available on the internet or elsewhere (search for No-Cal). See overleaf for a sample plan which has been built and flown with success by several Impington members. Enlarging from A3 to A4 should give 15.5" span.
- Prizes will be awarded for duration (rubber powered) and for concours/charisma.
- The usual duration event for **Bostonian** models. Any design to the Bostonian formula (If you are unclear about the Bostonian formula rules please ring or email the contact below).
- Each competition (except concours) will be for the total of best three flights. Get your flights timed and reported to control. As many attempts as you like. Awards in each event for overall winner and best junior (under 18). Bostonians to be flown ROG and they will be weighed (minimum 14grams without rubber motor)! No builder of the model requirement in either competition. Build one for your wife (or husband), child or grandchild who has to wind and launch.

### Exhibition

All of your models, new indoor models, profile scale or interesting old faithfuls, will be welcome. To go with the seminar we would especially like to see lots of Profile scale, No-Cals or other indoor scale models.

### Seminar

Clive King will be talking on the building and flying of Profile scale models. Clive has had a lot of success at the "professional" end of Profile Scale where it is apart of the serious indoor scene. We will also ask a selection of those of you who are flying Profile models to come and do a show and tell about your own models

### Round the Pole and Small Radio Helicopters

David and Will Beavor will be bringing their equipment, using Ballard's 4605 connectors at the model and will share the second hall with small R/C helicopters and fixed wing models.

### Refreshments:

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

**Cost of admission:** Indoor Flyers - Adults £5.00, under 18s £1.00, Spectators and Chatters - £1.00

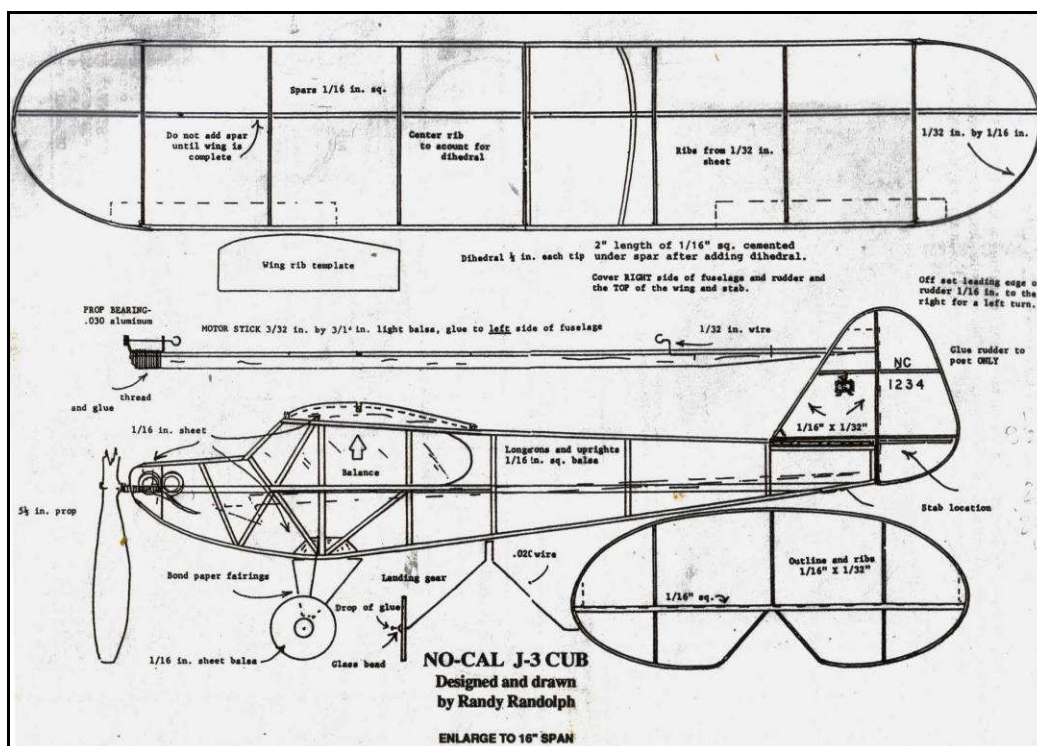
### Directions to Impington Village College:

Leave A14 at the first junction East of M11 J14, signed Cambridge B1049. At the roundabout take B1049 to North signed Cottenham, Histon. In ¾ km at 2<sup>nd</sup> lights turn right into New Road. Pass hospital entrance on right. Village College is next on right (two entrances, 1/3 and 2/3 km). Entrance to be used and car park will be signed.

Contact:-

Tel no: 01223 860498

Email: [chris.strachan@btinternet.com](mailto:chris.strachan@btinternet.com)





# Provisional Events Calendar 2010

with competitions for Vintage and/or Classic models

January 31st	Sunday	BMFA 1st Area Competitions
February 7th	Sunday	Middle Wallop - Crookham Gala
March 7th	Sunday	BMFA 2nd Area Competitions
March 21st	Sunday	BMFA 3rd Area Competitions
March 28th	Sunday	Middle Wallop - Trimming Day
April 2nd	Good Friday	Church Fenton - Northern Gala
April 3rd	Easter Saturday	Middle Wallop - Glider Day
April 4th	Easter Sunday	Middle Wallop - BMAS Day
April 5th	Easter Monday	Middle Wallop - Croydon Wakefield Day
April 18th	Sunday	BMFA 4th Area Competitions
April 24th/25th	Sunday/Monday	Salisbury Plain - BMFA London Gala
May 9th	Sunday	Middle Wallop - Trimming
June 13th	Sunday	BMFA 5th Area Competitions
June 20th	Sunday	Odiham BMFA Southern Area Gala
July 10 <sup>th</sup> /11 <sup>th</sup>	Saturday/Sunday	Sculthorpe - BMFA East Anglian Gala
August 8th	Sunday	BMFA 6th Area Competitions
August 28th	Saturday	Middle Wallop - SAM 1066 Euro Champs
August 29th	Sunday	Middle Wallop - SAM 1066 Euro Champs
August 30 <sup>th</sup>	Monday	Middle Wallop - SAM 1066 Euro Champs
September 4th	Saturday	Salisbury Plain - Southern Gala
September 19th	Sunday	BMFA 7th Area Competitions
September 26th	Sunday	Middle Wallop - Trimming
October 10th	Sunday	Middle Wallop - Trimming
October 17th	Sunday	BMFA 8th Area Competitions
December 5th	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](http://www.SAM1066.org)**

**For up-to-date details of all BMFA Free Flight events check the websites [www.freeflightuk.org](http://www.freeflightuk.org) or [www.BMFA.org](http://www.BMFA.org)**

**For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website – [www.SAM35.org](http://www.SAM35.org)**

## Useful Websites

GAD -	<a href="http://www.greenairdesigns.com">www.greenairdesigns.com</a>
SAM 1066 -	<a href="http://www.sam1066.com">www.sam1066.com</a>
Flitehook, John & Pauline -	<a href="http://www.flithook.net">www.flithook.net</a>
Mike Woodhouse -	<a href="http://www.freeflightsupplies.co.uk">www.freeflightsupplies.co.uk</a>
BMFA Free Flight Technical Committee -	<a href="http://www.freeflightUK.org">www.freeflightUK.org</a>
BMFA -	<a href="http://www.BMFA.org">www.BMFA.org</a>
BMFA Southern Area -	<a href="http://www.southerarea.hamshire.org.uk">www.southerarea.hamshire.org.uk</a>
SAM 35 -	<a href="http://www.sam35.org">www.sam35.org</a>
Martyn Pressnell -	<a href="http://www.martyn.pressnell.btinternet.co.uk">www.martyn.pressnell.btinternet.co.uk</a>
X-List Plans -	<a href="http://www.xlistplans.demon.co.uk">www.xlistplans.demon.co.uk</a>
National Free Flight Society (USA) -	<a href="http://www.freeflight.org">www.freeflight.org</a>
Ray Alban -	<a href="http://www.vintagemodellairplane.com">www.vintagemodellairplane.com</a>
David Lloyd-Jones -	<a href="http://www.magazinesandbooks.co.uk">www.magazinesandbooks.co.uk</a>
Belair Kits -	<a href="http://www.belairkits.com">www.belairkits.com</a>
John Andrews -	<a href="http://www.freewebs.com/johnandrewsaeromodeller">www.freewebs.com/johnandrewsaeromodeller</a>
Wessex Aeromodellers -	<a href="http://www.wessexaml.co.uk">www.wessexaml.co.uk</a>

### 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](mailto:membership@sam1066.org) to let us know your new cyber address (snailmail address too, if that's changed as well).