



# NEW Clarion

## SAM 1066 Newsletter

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## Editorial:

October already, where has the outdoor flying season, as I write I'm thinking about what models to take to the first Brownhills indoor meeting.

I am pleased to report that the wreckage of my BMFA rubber model, that my wife was gleefully holding in last months issue, has been repaired.

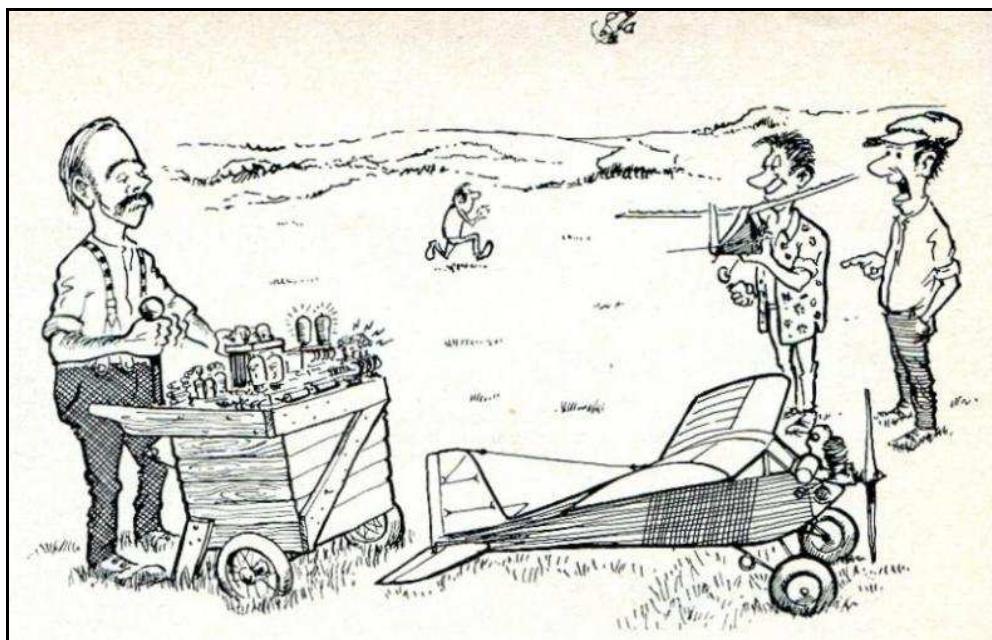
The **SAM1066 AGM** takes place in the Museum at Wallop after the flying meeting on Sunday 23<sup>rd</sup> October 2011 and I add my voice to that of Geoff Smith in the last issue and ask you all to attend as there are one or two items that require the opinion of a good cross section of the membership to ensure we get our direction right for the future. In addition we need to give a big 'Thank you' to secretary Mike Parker for his efforts on our behalf by being there in numbers. The subject of R/C Assist is still under debate, in 'letters to the editor', amongst others, we have a strong opinion from Bill Longley and also an article on his activities.

There is no doubt that the vast bulk of model aircraft flying is under radio control. However, we are a group of modellers dedicated, originally and by constitution, to the preservation of 'vintage designs' and subsequently 'classic designs'.

We 1066 vintagents are free-fighters at heart and, as I see it, R/C, for us, is the means to extend our active participation in the preservation of these old designs using the minimum of R/C intervention, it may well be that all we need is R/C D/T.

Elsewhere in this issue Dick Twomey touches on some of the reasons we still fly the old free-flight designs.

With the advent of Radio D/T in FAI models, (tongue in cheek) could it be the thin end of the wedge that will, in years to come, see all World Championship models under full radio control? Or is that Radio Soaring?



Now that's what I call Vintage Radio Assist

## August Championships Results

Peter Michel

### Middle Wallop. August 27-30, 2011

Windy but flyable throughout the weekend. 90 second maxes with DT fly-offs.

### SATURDAY

#### Up to 50in. Vintage Glider

1.- K.Taylor, Lulu, 4.30. 2.- V.Driscoll, Nord, (lost model), 4.30. 3.- P.Tomlinson, Gilly Hatchet, 4.17. 4.- C.Foster, Nord, 4.09. 5.- R.Marking, Lulu , 3.52. 6.- K.Bates, Lulu, 3.22. 7.- I.Wilkinson, Nord, 1.30. 8.- D.Cox, Lulu, 0.40.

#### Over 50in. Classic Glider

1.- G.Manion, Caprice, 4.30 + 1.01. 2.- C.Strachan, Caprice, 4.30. 3.- C.Foster, Inch Worm, 3.54. 4.- D.Cox, Inch Worm, 3.34. 5.- T.King, (model?), 2.36. 6.- J.Taylor, Vakushna, 2.21. 7.- J.Wright, Shorty, 1.25. 8.- John Oulds, Sans Egal, 1.12.

#### Earl Stahl High Wing

1.- C.Strachan, Howard DGA. 2.- R.Tiller, Gras Hopper. 3.- G.Hannah, Howard DGA.

#### Earl Stahl Low Wing

1.- C.Chapman, Hurricane. 2.- R.Tiller, Magister. 3.- B.Stichbury (Cornell). 4.- J.Knight, Magister.

#### Pre-4oz. Wakefield

1.- P.McMahon, Gordon Light, 4.30. 2.- P.Jackson, Finberg.

#### Flight Cup, over 36in.

1.- M.Turner, Double Feature, 4.30+1.28. 2.- A.Longhurst, 4.30+1.23. 3.- P.Jackson, Northern Star, 4.30+1.00. 4.- J.Northrop, (model?), 4.30. 5.- J.Lancaster, Mentor, 1.33.

#### Laurie Barr Commemorative (Pinocchio/Scram)

1.- C.Redrup, Scram, 4.30 + 1.14. 2.- K.Taylor, Scram, 4.30 + 1.05. 3.- A.Longhurst, Scram, 4.30 + 1.04. 4.- B.Cleasbey, Scram, 4.28. 5.- M.Sanderson, Scram, 4.01. 6.- J.Watson, Scram, 1.26. 7.- R.Dennis, Scram, 0.57.

#### Maxwell Bassett Trophy

1.- R.Marking, Alert, 2.42. 2.- John Down, Alert, 1.28. 3.- R.Woodruffe, Alert, 1.20

#### Small Vintage Rubber

1.- A.Price, Senator, 4.30+2.45. 2.- M. Anderson, Senator, 4.30+1.38. 3.- J.Foster, Hepcat, 4.30+1.31. 4.- D.Powis, Hepcat, 4.30+1.17. 5.- P.Hall, Buckeridge, 4.30+1.07. 6.- P.Michel, RAFF IV, 4.30. E.Tyson, Buckeridge, 4.30. C.Redrup, RAFF V, 4.30. M.Howick, 4.30. 7.- A.Rushby, Ace, 4.20. 8.- S.Fielding, Senator, 4.18. 9.- J.Knight, Senator, 4.05. 10.- A.Arnold, Golly Wock, 4.05. 11.- J.Lancaster, RAFF V, 4.04...12.- R.Green, Condor Clipper, 3.52. 13.- R.Hope, Hepcat, 3.09. 14.- R.Kimber, Dinah Mite, 3.00. 15.- J.Paton, Senator, 2.44. 16.- J.Andrews, Hepcat, 2.41. 17.- J.Watson, Senator, 1.52. 18.- A.Hall, Hepcat, 1.30 19.- B.Stout, (model?), 1.30. 20.- J.White, Scram, 1.30. 21.- J.Oulds, Hepcat, 1.15. 22.- M.Pressnell, RAFF V, 1.07. 23.- J.Mayers, Condor Clipper, 0.59.

### SUNDAY

#### Bournemouth Club Classic

1.- P.Jackson, Urchin, 4.30+1.46. 2.- C.Strachan, Urchin, 4.30+1.43. 3.- T.McLaughlin, Urchin, 4.30+1.31. 4.- J.Arnott, Urchin, 4.30. J.Lancaster, 4.30. A.Rushby, 4.30. J.Oulds, 4.30. 8.- R.Taylor, Mentor, 4.27. 9.- J.Andrews, Last Resort, 3.59. 10.- J.Huntley, Last Resort, 3.54. 11.- R.Elliott, Mentor, 3.49. 12.- J.White, Last Resort, 3.47. 13.- C.Chapman, Last Resort, 3.26. 14.- M.Pressnell, Last Resort, 1.30.

#### Over 50in. Vintage Glider

1.- Jane Howick, KK Chief, 4.30+1.42. 2.- K.Taylor, Hyperion, 4.30+1.36. 3.- D.Cox, Archangel, 4.30+1.35. 4.- T.King, AV-46, 4.30+1.14. 5.- J.Taylor, Orion, 4.30+1.06. 6.- R.Sabey, Oreon, 4.30. 7.- J.Northrop, Guillotine, 4.19. 8.- P.Tomlinson, AH-24, 3.31. 9.- C.Foster, Jinx, 2.16. 10.- K.Bates, Josh Marshall, 1.30; R.Marking, Thor, 1.30. 12.- J.Foster, Hyperion, 1.24. 13.- T.Clark, Josh Marshall, 0.39.

#### Up to 50in. Classic Glider.

1.- D.Etherton, Aiglet, 3.44. 2.- G.Smith, La Mouette, 2.02. 3.- R.Taylor, La Mouette, 0.38.

**8oz. Wakefield**

1.- D.Wright, Jaguar, 4.30+1.37. 2.- M.Sanderson, Voodoo.- 4.30+1.28. 3.- M.Turner, Horry, 4.30+1.22.  
 4.- P.McMahon, Korda, 4.30+1.17. 5.- M.Marshall, Korda, 4.30+1.07. 6.- R.Oldridge, Jaguar, 4.27.  
 7.- P.Jackson, Lim Joon, 4.25; B.Cleasbey, Korda, 4.25. 9.- K.Palmer, Ellila, 4.19.10.-R.Owston, Lim Joon,  
 4.18. 11.-D.Beales, Simon, 4.07. 12.- R.Marking, 49'er, 3.29. 13.-J.Jones, Gypsy, 3.19.

**Jaguar Trophy.** David Wright.**Large Vintage Rubber**

1.- G.Ferrer, Challenger, 4.30. 2.- K.Palker, Golden Eagle, 4.24.

**Rod Kenward Classic Power**

1.- S.Fielding, Dixielander, 4.30. 2.- C.Shepherd, Y Bar, 3.58. 3.- E.Hopgood, Dixielander, 3.18. 4.- A.Hall,  
 Jay's Bird, 3.12. 5.- C.Redrup, Dixielander, 1.57. J.R.Eland, Gloworm, 1.29.

**Jimmie Allen mass launch**

1.- Annie Stevens, J.A.Special, 2.04. 2.- R.Tiller, Skokie, 1.55. 3.- Barbara Tiller, J.A.Special, 1.54. 4.-  
 E.Stevens, J.A.Special, 1.45. 4.- G.Hannah, Skokie, 0.24.

**MONDAY****Under 25in. Vintage Rubber**

1.- A.Price, Prince Hal, 4.30. 2.- P.Jackson, Fledgling, 4.27. 3.- C.Strachan, Fledgling, 4.14. 4.- A.Arnold,  
 Moth, 4.01. 5.- M.Sanderson, Eaglet, 3.55. 6.- J.Northrop, Moth, 3.47. 7.- J.Foster, Fledgling, 3.38. 8.-  
 A.Train, Petrel, 3.37. 9.- K.Bates, Achilles, 3.21. 10.- A.Thorn, Fledgling, 3.15. 11.- S.Vernon-Church, Ajax,  
 2.02. 12.- N.Peppiatt, Fledgling, 1.30. 13.- A.Longhurst, Hump, 1.30. 14.- J.Paton, Achilles, 1.08. 15.-  
 A.Duncan, Skylark, 0.46.

**Jarislav Rybak A2 Glider**

1.- T.King, Kavka, 4.30+1.32. 2.- J.Arnott, Marauder, 4.30+1.28, 3.- C.Foster, Tadpole, 4.30+1.20. 4.-  
 T.McLaughlin, Seraph, 4.30+1.18. 5.- Howick, Quickie, 4.30+1.14. 6.- D.Etherton, Seraph, 4.30+0.59. 7.-  
 R.Kimber, Straka, 4.29. 8.- V.Driscoll, Avenger, 4.19. 9.- R.Sabey, Straka, 4.16. 10.- K.Bates, Seraph,  
 4.05. 11.- P.Tomlinson, Seraph, 2.43. 12.- K.Taylor, Linesman, 2.16. 13.- P.Michel.- Expe, 1.58.

**4oz. Wakefield**

1.- D.Wright.- Copland '36, 4.30+1.33. 2.- P.McMahon, Ying, 4.30+1.30. 3.- A.Longhurst, Copland '36,  
 4.30+1.22. 4.- D.Powis, Lanzo Duplex ; J.Foster, Lanzo Duplex, 4.30+1.21. 6.- M.Turner, Lanzo Duplex,  
 4.30+1.14. 7.- M.Marshall, Lanzo Duplex, 4.30+1.06; J.Knight, Lanzo Duplex. 9.- B.Stout, Gordon Light,  
 4.30+1.02. 10.- C.Chapman, Lanzo Duplex, 4.30+0.58. 11.-R.Taylor, Copland '36, 4.29. 12.- J.White,  
 Copland '36, 1.30.

**Vintage Coupe d'Hiver**

1.- G.Ferer, Bagatelle, 4.30+1.33. 2.- A.Longhurst, Bagatelle, 4.30+1.31. 3.- P.Tolhurst, Etienvre,  
 4.30+1.06. 4.- G.Manion, Etienvre/Bagatelle, 4.30+0.55. A.Hall, Bagatelle, 4.30+0.48. 6.- J.Oulds, Fuit,  
 4.28. 7.- C.Redrup, Etienvre, 4.26. 8.- C.Chapman, Fuit, 4.17; J.White, Etienvre. 10.- R.Elliott, Etienvre,  
 4.16. 11.- J.Minshull, Fuit, 4.11. 12.- R.Taylor, Fuit, 3.58. 13.- K.Taylor, Fuit, 3.46.

**Open Vintage Power**

1.- A.Shepherd, Top Banana, 4.30+1.08. S.Fielding, Jimp, 4.30+1.06. 3.- C.Foster, Le Timide, 4.19. 4.-  
 J.Mayes, Fly's Eye, 3.11. 5.- R.Marking, Alert (spark ignition), 2.30. 6.- J.Leitch, Civy Boy, 1.30. Bottle of  
 wine for Ron Marking, top spark ignition.

**Wallop Bowl, rubber Scale**

1.- C.Strachan, Chamber Maid, 138 points. 2.- P.Smart, Beriev flying boat, 127 points. 3.-N.Peppiatt,  
 Rearwing Speedster, 110.5 points.

**A-frame and Spar Tractor**

1.- A.Longhurst, Sticklemeyer, 2.33. 2.- A.Thorn, 2.20. 3.- AHall, Manulkin, 1.57. 4.- A.Rushby, Bitzastyk,  
 1.38. 5.-A.Train, Cloud Tramp, 1.28.

**Float plane**

1.- B.Stout, Parastar, 3.51. 2.- J.Northrop, Copland, 0.09.

**Tomboy** - 1.- J.Harris. 2.- M.Ambrose. Joint 3<sup>rd</sup>.- P.Barford, J.Andrews. Tomboy Tankard.- Paul Barford.

**Dick Twomey prize for longest duration of meeting.** C.Shepherd, 6.58 (Sunday)

**Derek Knowlton Cup, best junior.** Frazer Bore, age 12. (Tomboy, 2.18).

The best thing to be said of my participation in the events is 'I was there'. Having said that, the weather was acceptable if somewhat windy and the wife and I had a good time together with Doc Martin (Pike) and little daughter Catlin also South Birmingham's Colin Shepherd.



Here Martin feeds Catlin whilst I contemplate my onslaught on Vintage Small Rubber

On the Saturday my so called onslaught on Small Rubber was short lived, I put the model up in a lump of classic sink for my first flight and failed to achieve the modest 90sec max. I had a second flight to ease my frustration and maxed OK but minor recovery damage finished my onslaught. Nice weather though.

In the evening we dined at the 5 Bells in Nether Wallop where we discovered a piece of aviation history which I will relate later in a separate article.

Sunday, I flew my 'Last Resort' in the Bournemouth Classic and dipped out again. The wing on the model was one of the worst that I have ever made and, with the cracked spars giving way in the wind, I had to reinforce with cyno on the outside to make my last flight. The trim was off and recovery found the wing wrecked, the only plus being that I now have a new one on the board in the workshop.

The long recoveries left me with no time to compete in 8oz Wakefield, which was just as well as I'm not sure that my 'Jaguar' has been flown since the repair from 2 years ago.

We ended the day driving around out in the sticks looking for Doc Martin's 'Cardinal' which had hooked lift and flown away. Also Colin Shepherd's 'Y-Bar' was out in the same direction having had a partial D/T failure and, although stalling away, the lift he was in took the model up and away for 6min +, but it did win him Dick Twomey's Longest Flight Trophy.

We did not find either model but we did find Jim Arnott's 'Urchin'.

In the evening we repaired to the George Pub up the road, with Doc and the Shepherds, for dinner; the steak and kidney pie melts in your mouth.

Monday it was just 'Tomboy' day for me. I still have the original model that I flew in the inaugural memorial event in 2000, its fuselage has more participation stickers than tissue but I have flown it in every event, that's 12 years in all.



**My Tomboy on the rubbish tip that passes for my workbench  
Together with my framed certificate from the 2000 event**

The engine fired up OK after the 12 month sojourn in the garage and I had an exploratory flight of 2min to see how far she was going to travel. The model finished just short of the peri-track on the far side. On return I set about 2min on the D/T and, with wife Rachel on the watch, I launched from just inside the hedgerow with a full tank. A text book flight ensued, the model glided for a short while in good air after the engine stopped, then D/T'd down for a flight of about  $2\frac{3}{4}$  minutes landing between the peri-track on the hedge. I knew someone had done over 3mins on the Saturday and I could not see myself achieving that, unless the wind dropped, so, after buying a couple of boxes of rubber from John Hooks ever present Aladdin's cave, I slipped into a relaxed picnic mode.

We had set up camp next to the copse of trees by the Bungalow and were performing in spectator mode watching proceedings when a rubber model, defying all attempts by the wind to deviate its progress upwind, wafted across to perch neatly in the uppermost branches of the tree next to us.

The recovery process must have looked like a scene from a Laurel & Hardy film, there were at least a dozen helpers/onlookers and three roach poles but all to no avail until a somewhat younger more agile modeller appeared and proceeded to disappear up the offending tree. I handed up my pole which promptly disappeared also but eventually the model was dislodged and my pole, the tree climber and the model duly returned to terra firma.



### The saga in pictures

I perform in an advisory capacity, the climber sets out, disappears, but eventually all is well

Later on I noticed that the wind had eased a little and with still 30 minutes of the contest day left I thought I could give the 'Tomboy' another shot. I set the D/T for just over 3mins, went over to the hedgerow and cast the model skyward. The motor stopped and the 'Tomboy' was gliding in good air. The D/T popped on time with the model still high in the air, the descent was slow in the lift and well over 4mins was the time down. Rachel and I drove round for recovery and to my chagrin we find the model was just over the hedge, no flight.

There was no time for another attempt, I reckon I lost the Tomboy Trophy by about 10yds. I did get third spot though so I still got my kiss from the delectable Carol at the prize presentation. Roll on next year.

John Andrews

### Jimmie Allen Mass Launch

-

Roy Tiller

### MIDDLE WALLOP SUNDAY 28<sup>TH</sup> AUGUST 2011

The Jimmie Allen Mass Launch Competition was scheduled for 12 Noon on Sunday and the five competitors with their models and timekeepers assembled for the group photo. We then dispersed to wind the models and upon reassembly at the launch point there was much cajoling, leg pulling, and complaining even, directed at Roy Tiller who took twice as long as anybody else to wind his model. Perhaps the

delay was just as well, the whole morning had been very windy but at the time of launch the wind dropped.



All the models got away and there was some lift. The Jimmie Allen Special of Annie Stevens was seen to be flying well and then caught lift to give a superb flight of 2.04, pretty good for a little 20" sport rubber model. Congratulations to Annie shown in the photo receiving the plaque from Carol Farley, be careful of those two guys behind you, girls!



CLASS: <i>JIMMIE ALLEN CLASS LAUNCH</i>				
No	NAME	CLUB/ BMFA No.	MODEL	FLT1
1	ROY TILLER	BOURNEMOUTH 050390	SKOKIE	1.55
2	BARBARA TILLER	B' MOUTH 101458	J.A. SPECIAL	1.54
3	E. STEVENS	B&W 132760	T.A. SPECIAL	1.45
4	Annie STEVENS	B & W. 150788	J.A. SPECIAL	2.04
5	G. HANNAH.	IMP. 81157	SKOKIE	6.24

Last year I wrote "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?" Well she did not make it a hat-trick but it was not down to you lads, it was yet another lady winner, that's three in a row!

Jimmie Allen plans available from David Baker Heritage Library,  
see SAM 1066 website.

[roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com) Tel. 01202 511309.

Roy Tiller

A very good turnout resulted in fifteen entrants for this annual Club Classic event, flown in very strong westerly wind, sometimes overcast with sun and booming thermals. These were not conditions for the faint hearted, models could easily exit the field and end up in crops and fledgling birds, so that retrieval was banned. In consequence flights were made to a 90 seconds maximum and a limited fly-off took place with D/T's set for 60 seconds.

The worthy winner was Peter Jackson closely contested by Chris Strachan and Tom McLaughlin, from Scotland. All three placing models were Urchins. Indeed five Urchins were entered alongside five Last Resorts with four Mentors and one Boxall. Four models were lost preventing their owners from returning in time for the fly-off and my model was lost on flight 1 with a 4 min 37 sec flight after a 90 second D/T. This gives some idea of the conditions for flying, indeed a great tribute to all who took part.



First Peter Jackson



Tom McLaughlin and Chris Strachan

The next Club Classic Rubber event will be at the Bournemouth Gala at Easter time 2012, Middle Wallop, just before the Olympics.

### Results

1st	Peter Jackson	Urchin	4.30 + 1.46
2nd	Chris Strachan	Urchin	4.30 + 1.43
3rd	Tom McLaughlin	Urchin	4.30 + 1.31
4th	Jim Arnott	Urchin	4.30
4th	J Lancaster	Urchin	4.30
4th	John Oulds	Boxall	4.30
4th	Tony Rushby	Mentor	4.30
8th	Bob Taylor	Mentor	4.27
9th	John Andrews	Last Resort	3.59
10th	John Huntley	Last Resort	3.54
11th	Ray Elliott	Mentor	3.49
12th	John White	Last Resort	3.41
13th	Chris Chapman	Last Resort	3.26
14th	Martyn Pressnell	Last Resort	1.30
15th	Peter Norman	Mentor	?

Martyn Pressnell

## The Flying Finns

- Martyn Cowley

Following on from last month's story of the historic model collection at the Finnish Aviation Museum in Helsinki, amongst the many models on display, Walt Ghio and Tapio Linkosalo also discovered there, a particular glider, which Walt had never actually seen before, but which to him was of great significance. The model was Markku Tahkappa's original A/2 glider which he had flown to fifth place at the 1959 World Championships, helping win Team Gold for Finland.



Tahkappa's 1959 A/2 glider discovered on display at the Finnish Aviation Museum

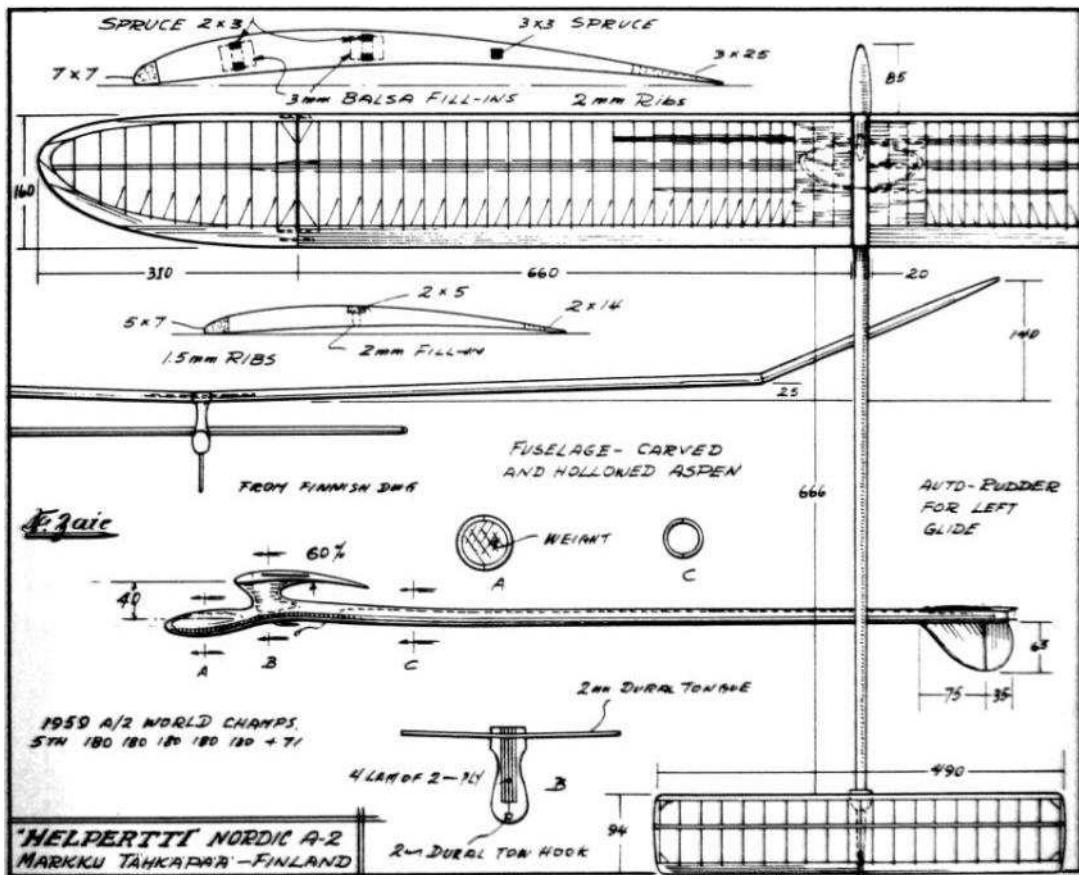
It was in fact this same model which, 50 years ago and 5,000 miles away in California, had inspired Walt to build his own versions of the design from magazine articles and photos published at the time.

Markku donated the original model to the Museum at a commemorative ceremony held in 2009 to honour his achievement 50 years earlier.



50 years later Markku Tahkappa presented his model to the Museum (photo Penti Reinas)

While on display since then, it appeared that the stabilizer bands had perished as it was no longer in place, but Walt spotted the stab laying high up on a storage shelf nearby. The model appears to be in original condition with a few tissue patches evident and original markings visible on the wings, with a few extra graphics added over the years. But the model is still in remarkably good condition after all this time.



Tahkappa's design published in Zaic Year Book inspired copies worldwide

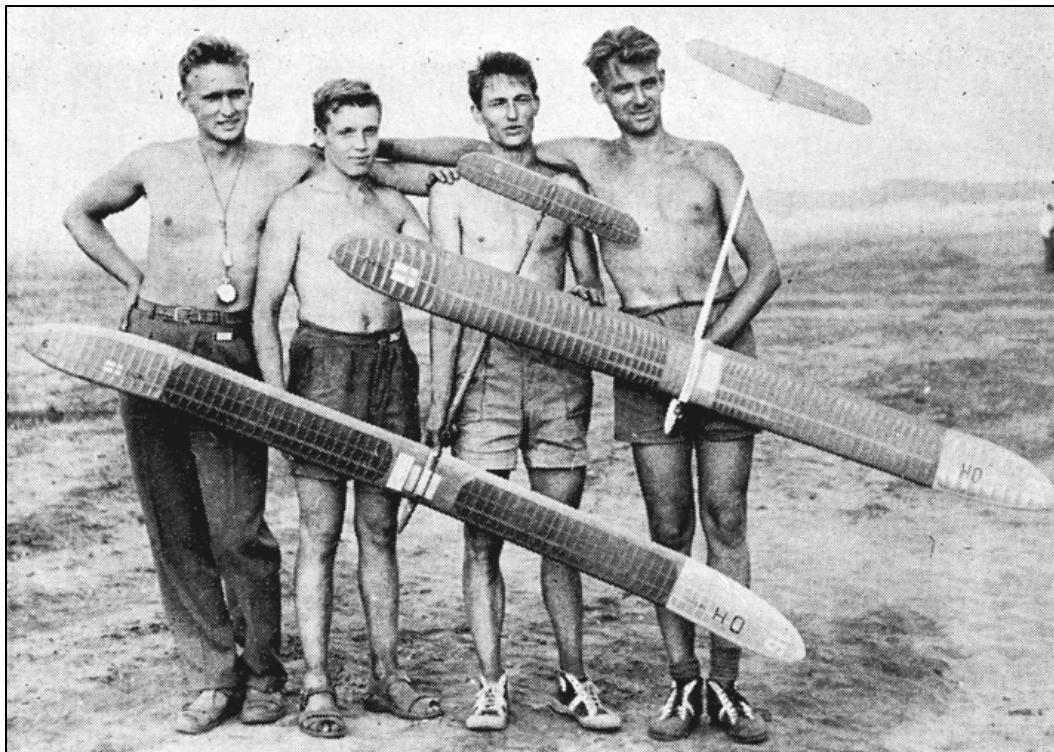
Looking at Tahkappa's plan, published in the 1959-61 Zaic Model Aeronautic Year Book page 164, the wing was lightly built with small cross-section spruce spars, the front two webbed with balsa front and back to create tiny box beams. All of the wing spars were enclosed within the outline of the ribs, so as to leave the tissue-covered surface completely smooth from LE to TE, a popular trend back then. The fuselage has a very short nose, filled with ballast, indicating that the rest of the structure must be quite light.



Elegantly sculpted streamlined nose. Note simple Auto-Rudder hook-up.

But one of the characteristic hallmarks of this model is the elegantly sculpted hardwood fuselage pod and pylon carved from aspen, with a thin walled tubular tail-boom, that must have taken some careful work, perhaps during the long hours of the Finnish Winter. (A present day F1A flying friend who lives in the North of Finland, Kimmo Kulmakkko, tells of days with 22 hours of darkness during the Winter months!).

Reporting at the 1959 World Glider Championships for the Swedish Cup, held at Bourg-Leopold, Belgium August 23rd, Ron Moulton described the Finnish Team as having the uncanny knack of picking rising air. Waiting on the ground for 10 or 15 minutes at a time, for a calm period to transition into the breeze, to signal the thermal fill that would take their models up and away — a flying technique evidently not widely known to other competitors of the day. Of the 5 flyers to reach the Fly-off, two were Finns, Markku Tahkappa and Into Kekkonen. Unfortunately Markku tripped over while towing in the Fly-off and the model fell off the line for just 71 seconds, and Into, who as the photo shows was very young at the time, never got his model back from the last round after a very long chase. But together with their third team member Pentti Ella, close behind in 10th place, helped secure the Team Prize for Finland.

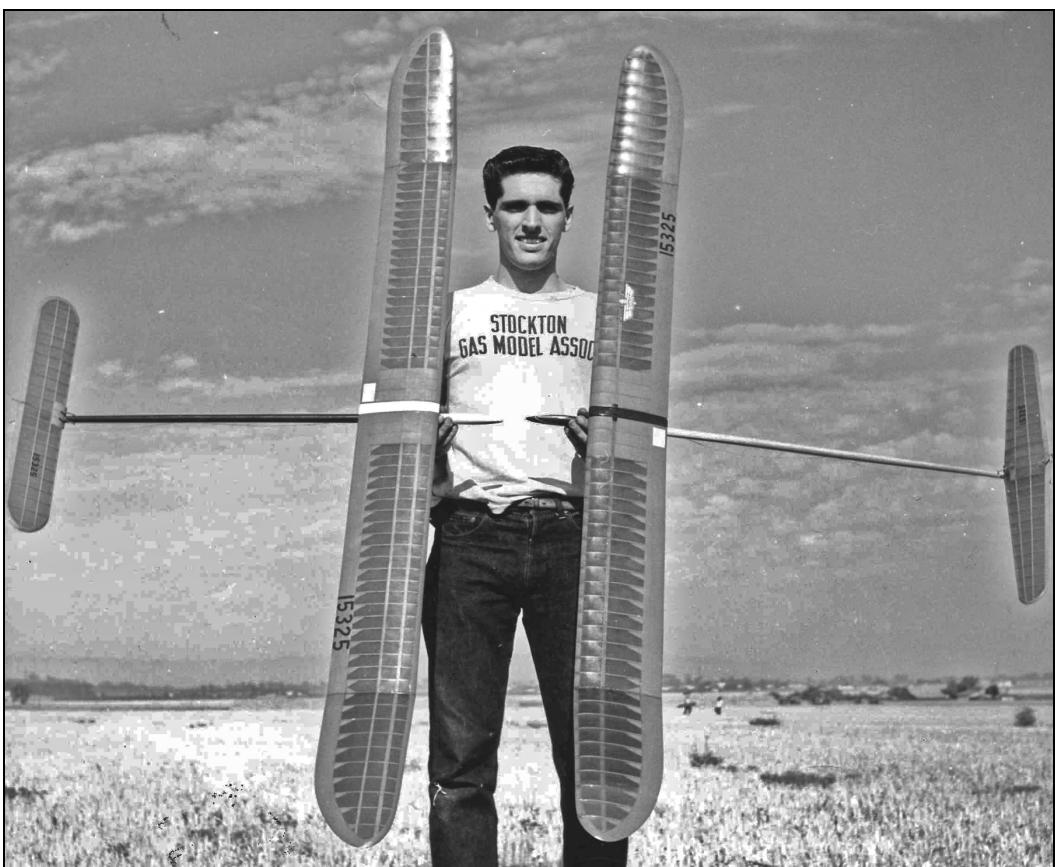


The Flying Finns: Manager Reino Hyvarinen, Into Kekkonen, Pentti Ella and Markku Tahkappa

1959 was the year that Jerry Ritz, USA, beat Juri Sokolov, Soviet Union, in the decisive Fly-off, due partly to his tactic of running as far upwind as possible, to give the timekeepers more distance to time his winning flight of almost 7 minutes. Also notable at these Championships, was the other flyer to reach the Fly-off: 3rd place Habib M. Habib from Pakistan, who made an adventurous journey overland with his model, through many countries including Iran, where he had to pay Customs Officials to let his model through. He then had to convince

the FAI to let him compete, as Pakistan was not a member country of the FAI at that time. The model he flew was John Hannay's APS TopScore, published in AeroModeller January 1959, page 32, plan G684 and listed in the David Baker Heritage Library.

Walt, who is well known as an all-rounder, recently flew F1A Glider again at a 2010 World Cup event at Lost Hills, California, where he reached the Fly-off. While flying F1B at the World Cup contest in Norway, Sergey Makarov, 2009 World Champion winner of the Swedish Glider Cup, referred to this performance and asked Walt about the last time he flew Glider, "No" he said ... "the LAST time". Walt had to think carefully before replying "Could be 15 years, but more like 20 years !". Sergey had a smile on his face and said "Good flying. Like riding a bike, you do not forget".

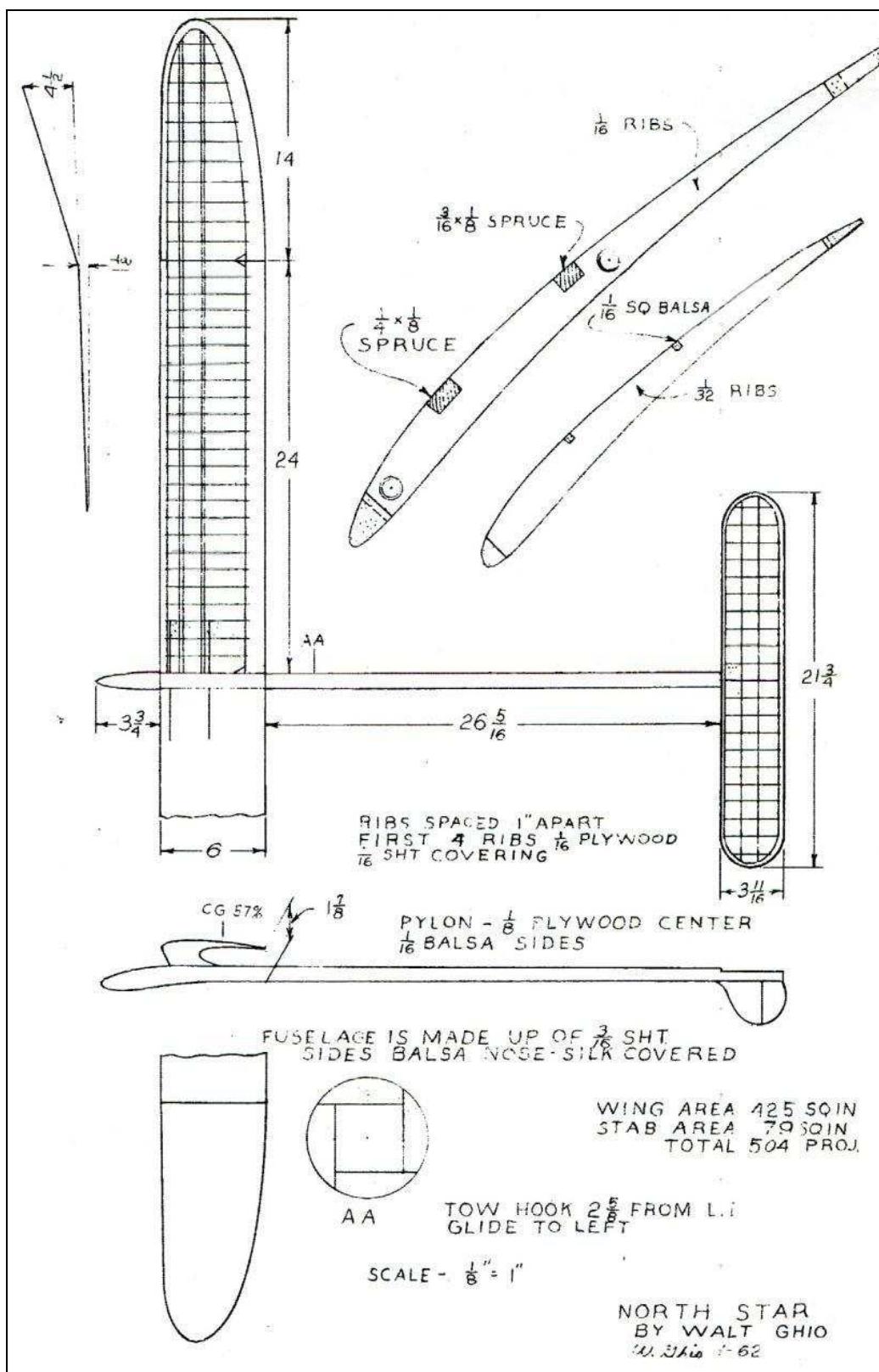


50 years earlier, Walt's West Coast version inspired by Tahkappa's model.

Of his own two original models depicted here, Walt says..."My memory is these two models were built in 1960. The photo was taken 50 years ago at a contest held in 1961, in the San Francisco Bay area near San Jose. I had seen the '59 World Champs write up and liked the looks of Tahkapaa's glider in the photo's shown. I love the way he spaced the ribs in the wing and it is still a great looking model".

Walt recently came across an old sketch plan of his model which the date shows was drawn in January 1962, and adds "The good old days of reading model magazine articles and trying to make good models with stylish lines. Take something from one design and something from another and create a masterpiece of

your own. My memory is that each model shown in the photo had a different airfoil, and of course different tails".



Walt's North Star Nordic A/2, homage to Tahkapaa's design, plan drawn in Jan '62

Walt finished by saying, "I would love to see a web page dedicated to FAI Glider history. It just needs somebody to start one, so that we can all send in our contribution. There is a lot we have to add".

*Martyn Cowley*

## Letters to the Editor

**Peter Michel writes:**

Many thanks for yet another splendid edition. I thoroughly agree with your editorial view that radio assist free-flight should be limited to rudder control. The very last thing we want is continuous sport-power circling and fly-pasts. However, I would widen the scope to include D/T action; this being a last-resort measure to avoid models straying into crops or, worse still, landing on roads which could cause a traffic disaster.

There is a problem, though. Every model we posses would ideally need to be so equipped. Has anyone devised a 2.4 receiver/servo "capsule" which could be easily transferred from one model to another?

*Peter*

**Bill Longley writes:**

Dear John,

With regard to your latest editorial, I strongly disagree. To not have elevator control is just waste of facility.

You have to consider the type of model envisaged, ie. VINTAGE Power Duration, usually pylon models like DIXIELANDER or CREEP etc. This type of model is not amenable to "lose height" or "make penetration" by wagging the rudder. If you are convinced that you could do so, please be my guest and come and demonstrate your technique with one of my competition aircraft.

I fly using 3 available channels, 1) rudder, 2) elevator, 3) 3-position switch, for engine cut. With special regard to elevator, the area is usually only of the order 4 or 5%, so is just a trim function.

The full use of the 3 - position switch is position a) climb, b) glide, c) engine cut + bunt manoeuvre. This effectively emulating the F/F complex timers with VIT etc. I have found that these old pylon models will fly at their best with minimal control, the merest of trim adjustment usually being more than adequate, if you do not touch the stick at all, the best flight time will be achieved.

Consideration must also be given to safety aspect, with the likelihood of the aircraft landing back in a restricted flying field, fully adequate and immediate control must be available in the landing phase.

The Wimborne/Cashmore flying field where I run the TASUMA Power Duration competitions for Wessex League is approx 150 yards long by 50 yards wide, and rules state valid flight has to land within the field. Thus with close proximity to other flyers, safety issue is paramount

*Best regards, Bill Longley*

*Editors reply to Bill Longley:*

Hi Bill,

Thanks for your input, as you may have guessed my editorials are primarily to try and stimulate response and debate to keep the subject moving.

I concede that trimming a 'Classic' power model with a rudder big enough to spiral properly would be difficult. Many years ago I did fly a pylon model with single channel radio from a local recreation ground before multi channel was in common use, although the engine was a Frog 249 and not as powerful as modern engines.

Modern engine power is a problem with 'Vintage' power models, maybe there is a case for only using vintage engines or size limitations in order to fly the models less aggressively and more in keeping of their vintage origins.

I will publish your letter in the N/C and see if we can promote more discussion.

Can I ask that you consider putting an article together on your models and how you fly them, it would prove most interesting to the membership.

Regards, John A.

*Letter from Tony Tomlin:*

Hello John,

I read with interest your comments on Radio Assist in the September Clarion.

As a radio flier who in the early sixties used an REP Unitone for single channel, I can remember pulsing the rudder from left to right in attempting to make our Junior Sixtys and own designs etc. penetrate against the wind, hoping that the rubber driven escapement had sufficient turns! This generally would work in a slight breeze, until the model was allowed to drift out of wind and then, although quickly turned back into wind, would invariably have drifted downwind. The reason we did this was that there was nothing better to use!

I must agree with you that any model with radio is as you say radio controlled. The term radio assist should perhaps only be used when 2.4GHz radio is used to operate a DT but nothing more. I have been running R/C Tomboy events for 6 years now and all models have rudder and elevator control. Bearing in mind the windy conditions that seem common at many events nowadays, I would estimate that 2/3 of the events would not have taken place in 2011, if the models were not fitted with elevators. This would be a disappointment to the competitors who often travel long distances to events.

Regards, Tony Tomlin.

*Editors reply to Tony Tomlin:*

Thanks for the comment.

I was influenced by Howard Boys who worked in the same company as myself. I flew a pulse proportional single channel set up but only used the proportion knob for trimming for straight flight, I had a PO switch for full left and full right which

enabled me to use a fairly large rudder. We also flew slope soarers on a local disused railway embankment with the same set up. I do not remember being blown downwind but do recall violent turns left and right to make headway. Memory dims but I suspect what we thought were windy days back then might just be regarded as breezy today.

I believe what SAM1066 is looking for is something that the dyed in the wool free-fighter is prepared to accept and use to save ageing legs but still retains the essence of free-flight.

Regards, John A.

### Old Legs and Gliders

-

Dick Twomey & Peter Michel

*Editor: this is a discourse between the two authors following on from:*

Dick's Email:

Hi Top Brass!

Could this be a proposal for the AGM? Please table it if you think so, although I'll ...necessarily...be absent far away.

While waiting on the touchline to see whether the "Three Days or Two" debate of Peter Michel and myself in SAM Speaks will go any distance (recognizing that most of us haven't the energy to pick up a pen or to tap out an Email either), Peter has surely shone the light on a topic of considerable concern to our average (i.e.ageing) SAM 1066 flier: The inclusion in the way we do things of some new measures TO SAVE OUR LEGS. (For the sake of argument I am assuming that these are the bits of our maturing bodies that show the most reluctance to keep up with past performance levels, but lets not pursue that supposition too far!)

If you agree that we are not now running F/F competitions for Olympic runners, (and if we HAVE to have a framework of customs or Rules, which I suppose I do), shouldn't we try out or confirm the following:

- \* Continue to set shorter MAXes. On a windy day it is more fun to fly to a 1minute or 1-and-a-half min target than to spend hours running around the rape, missing the next round and exacerbating the arthritis;
- \* Spread same-discipline multi-comps over more than one day: Examples; "Glider Day" should be Glider DAYS. "Wakefield Day" similarly;
- \* More D/T Flyoffs.... OR allow Radio D/T (preference for the latter, even though I haven't tried it yet);
- \* A controversial one for calm glider days: Remove the inbuilt penalty from towing with pulley, where a good quarter of the full line length is lost. Two options (a) increase the allowed line length by 25m for pulley-towers, or(b) give a time bonus of, say, 15 seconds, which might be easier;
- \* Accept proxy towers (my last resort!)

*With best regards, Dick.*

**Peter to Dick:**

You get my vote here! As a matter of fact all three days at Middle Wallop were rather like your scenario. The wind and its more or less constant direction was such that John Thompson imposed 90 second maxes and DT fly-offs. This was indeed a great leg-saver. BUT, we were of course denied the sight of magnificent fly-off flights, all such times being reduced to miserable returns of around the 1.30 mark. You will see what I mean from the results which I have just typed out for the Clarion, etc.

(*Thinks: What am I doing, pontificating in Gliderscope while finishing 13th and last in the Rybak on Monday? In my defence, on both flights before discontinuing, it seemed that my fully-trimmed Expe was on DT, so steady and swift was its descent in appalling sink!*)

We missed you at the weekend, Dick.

*Best regards, Peter.*

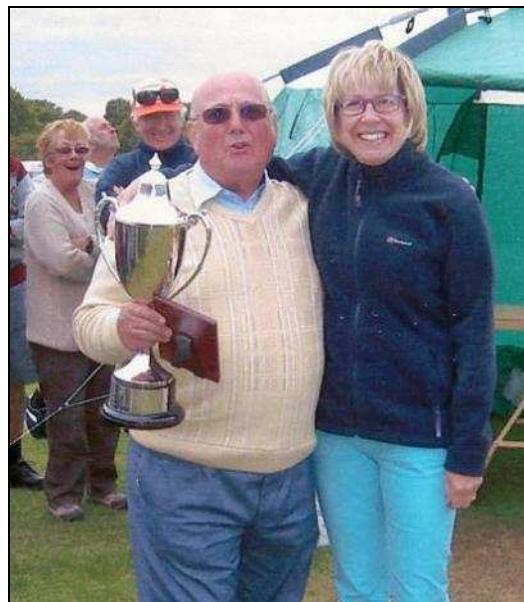
**Dick to Peter:**

We are together on going for an Old Legs Charter! But the one thing to regret, I fully agree with you, is that chance to put up or just watch really high-time flyaways. Those epic flights, long on duration and distance, will remain forever as the best chunk of my good-old-days aeromodelling memories. Remember how we used to fly, long before dethermalizers became standard F/F equipment, with the chasing, finding/or not-finding adventures that so often resulted? If I was lucky enough to be reunited with my escapee, I would assiduously measure and boast about the distance it had flown. If the favourite model remained lost, that too was treated as a reason for schoolboy pride!

*Sighs! and regards, Dick*

**Wallop Wakefield Winner**

- David Wright

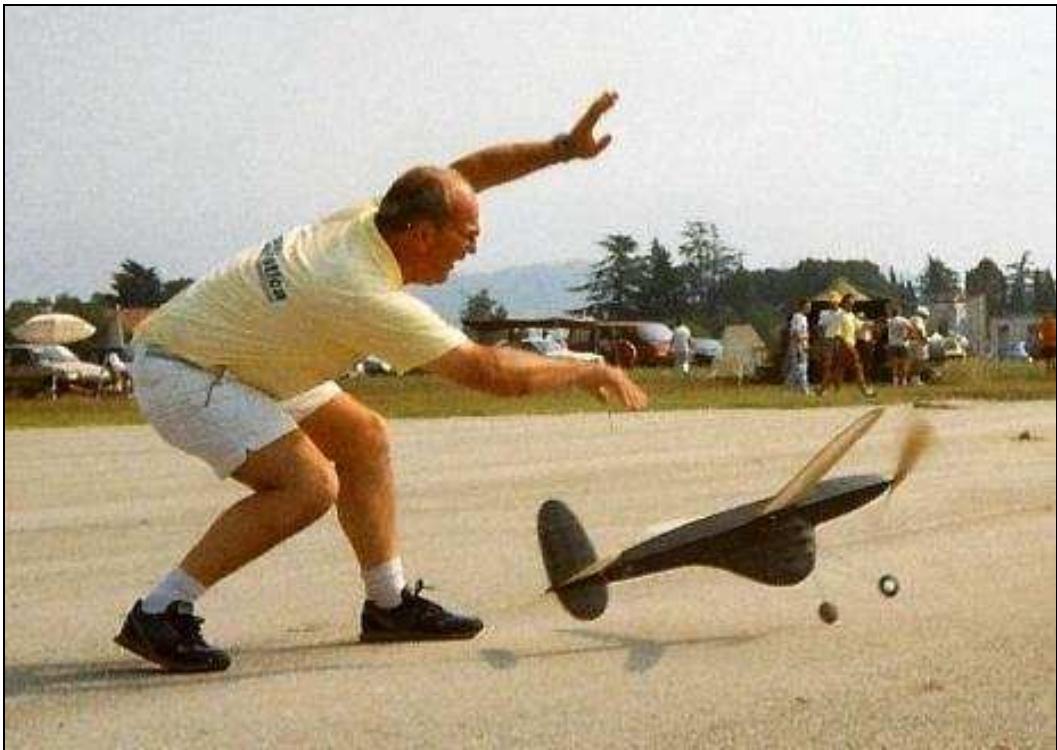


A delighted Dave Wright poses with his three Wakefield Trophies and Carol  
8oz winner - Jaguar winner - 4oz winner

Hi John,

I just thought I would let you know that after 20 years of trying, I was amazed to find that I had come first in the 8oz fly-off with my Jaguar Wakefield. I built the Jaguar in 1989 and flew it first time at Middle Wallop in 1990.

In 1992 I flew in Italy at the Euro champs. David Baker had organized a coach trip there. What a great experience it was, I came 7th, Dennis Davitt won.



**David releases the Jaguar in Italy in 1992**  
(picture by John Ralph who was an old pylon racing friend of David's).

My next and highest place was in 1995 when I came second to Pete Michel.

When I went to the control to ask Carol for the results of the fly off, and she told me I had won, I just couldn't believe it, I had to ask her 3 or 4 times to be sure.

With the '**Chester Lanzo Trophy**' came the added bonus, of the '**Jaguar Trophy**'.

The following day at about midday I decided to have a go at 4oz with my Copland, and to my amazement I was through to the fly-off again with three max's.

In the fly-off the model climbed away superbly and D/T'd high at exactly 60 secs. (the D/T fly-off time), and guess what, 1st place and the '**Copland Trophy**'.

After 20 years of trying three trophies and a kiss from Carol, what more could you want.

*Cheers,  
David Wright*

The first Power duration model that I ever built was a Brian Egglestone 'CREEP' way back in 1956 when I was 15, At that time I was a member of the Rotherham Club and flew at Herringthorpe Valley Playing fields, a most magnificent site imaginable, right in the middle of Rotherham, do they still fly there I wonder ?

A couple of years later, I flew a pair of George Fuller STOMPER's at Waterbeach Nats, Followed by DREAMWEAVER , DIXIELANDER and HEATWAVE plus others.

Interim years saw me competing in Combat, and much later being heavily involved in F3B & F3J Soaring.

However the delight in seeing a fast climbing open power model was still appreciated In mid 70's Pete Russell invented his 7.5 ccs formula. His idea was a 1cc diesel on a 10 foot glider....2 minute engine run, 6 minute glide, So peaceful.

But he seemed to take umbrage at the first competition with what I had.... a 150% scaled up DREAMWEAVER with a Copeman tuned Oliver.

Still air performance...35 second engine run to 1200 feet and a 14 minute glide PROVIDED you left it alone and only applied minimum trim change.

This model has a very thin, highly under-cambered wing section. It will only fly at one speed, attempt to do otherwise and it would sink like a brick.

Absolutely no good when there was a bit of breeze.

So what are we doing today.... ?



The Torpedo 19 Powered 'Starduster 600' and the control surfaces

Here in Wessex I am endeavouring to promote VINTAGE POWER DURATION Utilising minimal radio assist, so that these types of models can be flown from the current smaller club flying fields, instead of requiring full airfield for recovery. If we are fit enough to do so that is.

As an example, at this years Barkston Nationals, weather on the Monday was steady drizzle nearly all day, but it lightened off a bit at 3 o'clock, so out with the STARDUSTER 600, Torp 19, rattled off all 3 flights, 10 second engine run, average flight time 2 mins 40 seconds....ALL IN THE SPACE OF 20 MINUTES.

**Start to finish !!!** It was good enough to get me the winners trophy.

## TASUMA TROPHY SERIES

### Rules for Vintage/ Nostalgia Power Duration Events

Object : To encourage the flying of nostalgic F/F power duration type models, flown with R/C ASSIST. Whereby the control should only act as basic guidance and to facilitate landing within say 50 metres of the take off point, thus eliminating the chore of retrieving with your old legs, but still allowing thermal hunting

3 classes	A) 1 ccs, COX 049 / 051 , MPJET ED Bee etc B) 3.2 ccs PAW 19, TORP 19, OS 19 etc C) Open TORP 45 or any other , now found mid – 50's Enya 60 !!!
-----------	--

- 1) Models to have been designed & or published by the 1<sup>st</sup> Jan1960.
- 2) Designs may be scaled up or down, with appropriate changes to material sizes. Rib spacing may be changed, but aerofoil section to remain as the original.
- 3) Covering material: Modern adhesive or other film type material, including Solartex, discouraged. Litespan or Airspan is acceptable, along with tissue, silk, nylon
- 4) Motor size according to class. Only plain bearing crankshafts. And no Schnuerle ported motors.
- 5) Motor run: Class A 30 sec. Class B 20 sec Class C 15 secs

(C.D. could make alternative decision on the day, in consideration of prevailing weather)

This may be controlled either by radio or a clockwork timer. Only one "no flight" allowed per round, either as a result of an over-run, or a flight less than 30 sec.

- 6) Weather conditions permitting, competitors to make 3 flights, each with a maximum depending on conditions, but probably at 4 or 5 minutes. Aggregate score to count. If necessary a final fly-off round will be held.

### So What Is My Approach:

I have always believed " a good big 'un will always beat a good little 'un " So I tend to scale up most of the vintage designs, or use the established size with smaller motors, see my +25% CREEP.



Super 'Creep'

But there is inevitably going to be a trade - off, the larger model is going to be heavier, so with the same motor you are going to lose some climb height, then how much better is the glide and thermal hunting capability

When I look for design characteristics, I generally seek the following

- 1) flat or near flat bottom wing section, this improves speed range capability.
- 2) the fin not integral with the tailplane, and preferably at the rear, this gives easy control couplings and also easier transport in the car.
- 3) Polyhedral is almost imperative, as 99% of the designs were thus.  
(exception to the rule is Wes Dentons " Jumping Bean " which he flies exceptionally well.
- 4) Look for acceptable fuselage cross-section, the smaller 1/2A designs are very narrow, sure radio is now small but 1/16 sheet sides on 3/8 longerons will really tax your ingenuity
- 5) Pylon versus non-pylon, as you do have some control, albeit minimal , it is sufficient to overcome the old problems, refer again to Wes, who demonstrates an admirable flight pattern.
- 6) Engine timer. Now hard to find and expensive on ebay, and with the standard Tatone it is increasingly difficult to find tubing soft enough to pinch, fit through the metal curled edge and yet large enough bore size.  
So I have now made myself some servo operated valves, this is operated at the transmitter by a 3-position switch. With suitable mixing to the elevator, I now have:-

Position    1....up trim for climb  
              2....neutral trim for glide  
              3....gives motor cut plus bunt manoeuvre

- 7) For other than the 1/2A size designs, I fix the servos at the back under the tailplane, this gives short control rods, the connecting leads I make up with common power leads, servo power requirement is low so that there will be minimal voltage drop down the line. I only use 1 to 1.5 kg servos even on the big airframes, and prove quite adequate .

A good source of designs is from the States, I am particularly pleased with the SAL TAIBI design STARDUSTER, which is drawn at 350, 600 & 900 sizes

But I do make recommendations for the following:-

#### **Class A**

Slicker Mite, Junior Mallard, Ramrod 360, Spacer, Spacerod, Starduster 350

#### **Class B**

Slicker, Mallard, Zoot Suit, Creep, Dixielander, Y-Bar, Eureka, Jays Bird, Heatwave, Swiss Miss, Dreamweaver, Ramrod 600 / 800, Spacer 600 / 800, Spacerod, Starduster 600, Satellite 650 Etc.

#### **Open Class**

Super Slicker, Ramrod 1000, Starduster 900, Satellite 1000 Or Even 1300

There are many others, pick what you fancy, Hope to see more flyers in 2012

I do expect to be flying some of these models at Cocklebarrow Farm on Oct 9<sup>th</sup>

*Bill Longley*

## Classic Rubber Fly-off

- Jim Arnott

The preparations for the Bournemouth Classic Rubber fly-off at Wallop showed the differing personalities of Tommy McLaughlin and myself, Jim Arnott. While Tommy was quietly content to leave his model as it had been flying well all day, I debated the alternative tactics. Whether to go for a long motor run where the height gained would be less but the d/t descent would be prolonged by the motor still running or to go for a short fast run to max height. I decided that I wanted to punch a hole in the sky with maximum climb. I put in a short 12 strand motor, 2 more than usual. I reduced the tail packing by 1/32 to reduce the drag and make sure the model did not loop and wound the motor very hard. The wind had dropped to 15 mph when Tommy and I lined up with the others. As soon as the hooter sounded, my 'Urchin' was away. It was a spectacular fast vertical climb - like a power model for the first 200ft then continuing on strongly during a 50 sec motor run to around 500 ft - it was all so perfect, that is apart from remembering to start the Tomy timer and so my 'Urchin' flew off into the distance with no d/t. Tommy launched his Urchin several seconds after mine. It was a good steady climb to some 300ft. The prop folded and the d/t went together at 1:08 and Tommy's 'Urchin' floated down for 1:47. The 8 sec over-flying, resulted in a 16 sec deduction for a score of 1:31 which earned Tommy third place on the podium.



Tommy McLaughlin

minute flight. Now I had two Urchin's out in the boondocks, and one without a retrieval bug.

My model flew on for a 5:30 flight. We lost sight of it at high tree level on the far horizon. The 4:30 over-flight time gave a minus 9 minute score to be deducted from the 1min flying time for an overall score of minus 8 minutes!

*(must be some sort of record)*

To achieve absolute top marks in the senility test, I then admitted to having also removed the Biotrack bug from my 'Urchin' to save a few extra grams weight while thinking that I would not need it for a one

Jim Arnott

*Editors note: I retrieved Jim's first 'Urchin' late on Sunday whilst I was out in the sticks searching for others. Jim found his fly-off model next day, Monday.*

## Tailless & 8oz Wakefield Final Placings

- Spencer Willis

### Tailless Results

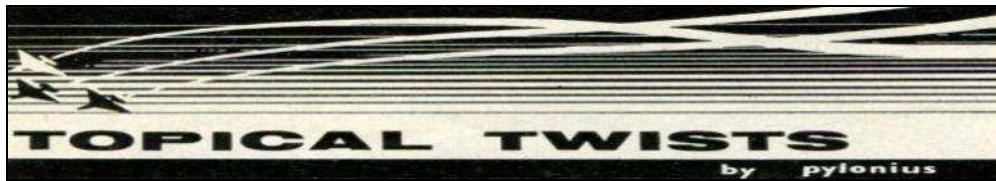
Entrant	Nats		Oxford 1		5 <sup>th</sup> Area		Oxford 2		Odiham		E Anglian		Total
	Place	Bonus	Place	Bonus	Place	Bonus	Place	Bonus	Place	Bonus	Place	Bonus	
P Woodhouse	2	1									4	3	10
M Marshall					1	0	5	4					10
C Strachan					2	1	2	1			2	1	9
J Kay	4	3											7
A Longhurst							4	3					7
R Mosley	3	2											5
C Foster											3	2	5
T Thorn							1	0	1	0			2
K Harrison	1	0											1
D Brawn			1	0									1
S Firth											1	0	1

### 8oz Wakefield League Results

Entrant	Croydon		Nats		Odiham		Timperly		SAM Champs		Total
	Place	Bonus	Place	Bonus	Place	Bonus	Place	Bonus	Place	Bonus	
M Sanderson			6	5			3	2	13	12	41
M Turner	7	6							12	11	36
P Jackson			3	2			4	3	8	7	27
D Wright									14	13	27
P McMohan									11	10	21
M Marshall									10	9	19
R Oldridge									9	8	17
B Cleasby									8	7	15
R Marking	4	3							3	2	12
M Howick	6	5									11
K Palmer									6	5	11
P Brown	2	1	4	3							10
J Wingate							5	4			9
D Taylor			5	4							9
B Stout	5	4									9
B Owston									5	4	9
D Beales	1	0							4	3	8
C Hawk	3	2					2	1			5
T Rushby			2	1							3
J Jones									2	1	3
R Biddlecome			1	0							1
C Chapman									1	0	1

Spencer Willis





### Olympian Thoughts

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

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

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

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

### Hangers On

Like the fleas on the nose of a swimming fox, we tend to rush to the higher terrain when conditions lower down get decidedly murky; which is why we pressurised flat earthers take to slope soaring. But we are not alone in running to the hills for reasons other than the sound of music; we are being jostled on our precarious perches by other seekers of the built-in updraught: notably the hang glidists. These intrepid gentlemen launch themselves off the pitiless peaks with nothing but a few yards of canvas to support them. Naturally when anyone is doing anything likely to result in a broken neck there is always a strong backing of human curiosity. This makes for some congestion on the sometimes narrow ledges, and an 'excuse me' from a would-be radio flyer is not likely to be given much heed. After all, he is only out to damage an old model plane, and however satisfying the sight of a plunging model may be, it takes very much a second place to the spectacle of a nose-diving homo sap.

Usually such fads are not lasting, and it will not be long before these drop outs drop-out. People may laugh at the boys with toys at the top, but at least they do not have to climb back up the slope after each flight.

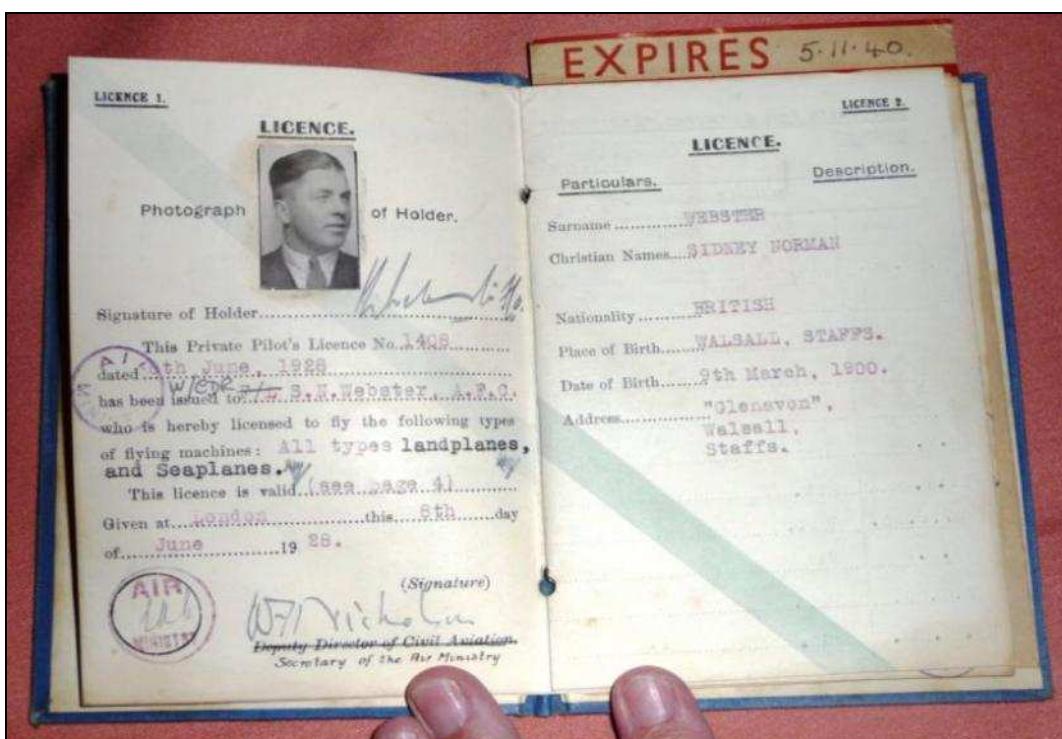
Flt.Lt. S N Webster

John Andrews

On the Saturday evening of the Wallop Championships, Doc Martin, Rachel and myself repaired to the 5 Bells eating house at Nether Wallop to replenish the inner man (that's to eat). During the course of the evening our attention was drawn to a cardboard box on a nearby window ledge and investigation revealed a piece of aviation history. Inside the cardboard box was a metal case that had been the property of a Flt.Lt. S N Webster, non other than the pilot of the winning aircraft in the 1927 Schneider Trophy seaplane race.

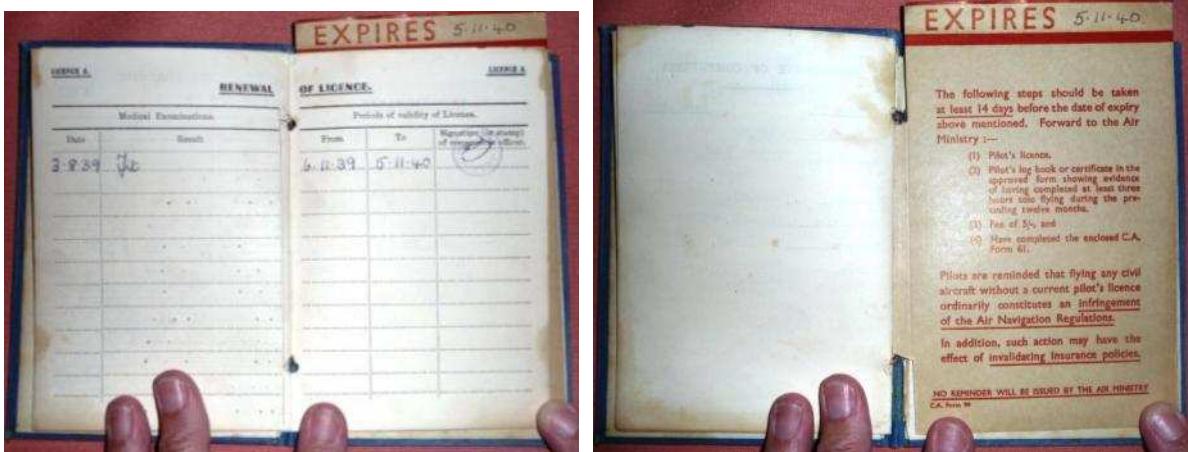


The metal case contained a number of Webster's personal effects including his private pilots licence amongst may other items.



Webster's Private Pilots Licence

The Pub had something of an aeronautical theme with pictures of aircraft and a few models about but the current, relatively new, landlord had little interest when queried about the artefact. Apparently one of the regulars saw the box at an auction and recognising it for what it was bought and gave it to the previous landlord knowing his interest in aviation.



From the pictures above it would appear that Webster's licence lapsed in 1940.

All this prompted me to investigate on the internet for this Walsall born aviation pioneer's flying career.



Flt.Lt. S. N. 'Pebbler' Webster, c1927



'Pebbler' Webster (top, rear) with R.J. Mitchell (centre) and his Supermarine team at the Woolston factory, 1927.

Walsall's history is occasionally illuminated by the remarkable stories of individuals from the town. One such is Flight Lieutenant Webster of the Royal Air Force, who deserves to be known today as Walsall's greatest aviator. His fame, though forgotten by most locally, has spread world-wide, albeit it he is best known today by aviation enthusiasts and historians.

Born at 41 Borneo Street, Walsall, an ordinary Victorian terrace house, on 9 March 1900, Sidney Norman Webster was a fine student, educated at the old Chockery Senior (1911-1914) and Butts Schools.

A good all round sportsman, he played football for the Walsall Schoolboy Association team and was captain of the Chockery School First XI, also playing cricket for Walsall. Yet few could have predicted his even more amazing achievements to come, when he would take to the air in the service of his country.

Webster, a handsome young lad and a bit of a daredevil who received the nickname 'Pebbler' due to his cheery freckled features, left school shortly before the Great War. He first worked as a junior railway clerk, then in the office of S.E. Loxton, solicitor and Clerk to the Magistrates until, aged 17, he joined the Royal Air Force on 1 April 1918. Thanks to six months of hard training and his go-ahead attitude, on 27 September 1918 Webster was commissioned as an officer, of the rank of 2nd Lieutenant (Pilot).

His first tour of duty was as a Flying Officer in India, where in 1922 he was awarded the Air Force Cross for a record endurance flight. Returning to England, Webster became a test pilot at the Marine Aircraft Experimental Establishment. On 21 May 1924 he was promoted to Flight Lieutenant and in April 1927 was selected for the new High Speed Flight formed at Felixstowe to provide aircraft and crew for the Schneider Trophy contests. Started in 1913 by French industrialist Jacques Schneider, the Schneider Trophy series were the greatest seaplane races ever held. The trophy was a spectacular work of art costing 25,000 francs.



The Airforce Cross



The Schneider Trophy.

The 1927 Schneider Trophy race was held over 218 miles at The Lido, Venice, Italy on 26 September. Great Britain, Italy and the U.S.A. entered, but the greatest competition was between arch rivals Italy and Britain. The R.A.F. team's aircraft included two Supermarine S5's, a Gloster IVB and a Bristol Crusader. One of the S5's was in the skilled hands of Flight Lieutenant 'Pebbler' Webster.



The Supermarine seaplanes were specially designed by Staffordshire engineer R.J.Mitchell for the Schneider races and were the basis for his famous WWII fighter, the Spitfire. Thanks to him and his skilled Supermarine team, Webster had the best aeroplane for the job – defeating the competition, and proving the technology!

Sadly, one Italian competitor was killed due to engine problems in a training flight before the race. The American aircraft was not up to the challenge and withdrew. During a hair-raising race which saw the flying of the remaining Italian result in a broken fuel pipe, causing him to retire, Flight Lieutenant Webster won in style, watched by 200,000 spectators, flying his S5 at an average speed of 273.01 mph with a fastest lap record of 281.54 mph.

For this, Webster received a bar to his Air Force Cross, and congratulations from Walsall dignitaries and organisations plus his old schools – as well as from the King and the Air Ministry – but the greatest honour to come was back home.

Webster returned to Walsall in triumph, on 6 October 1927, and was treated to a grand Civic Reception in the Town Hall, hosted by the Mayor, Joseph Leckie. Huge crowds lined the route as he travelled in a Daimler limousine from Birmingham to Walsall, escorted by police and preceded by an honour guard from the Staffordshire Regiment. In Walsall, Webster was surrounded by thousands of local people and feted as a true hero, even being welcomed by a party of Chuckery schoolgirls waving flags and holding high a banner "Bravo! Old Chuck."

Before the reception, young 'Pebbler' stood proudly on a podium before the Council House, flanked by his mother, brother, the mayor and dignitaries, to receive a commemorative oak plaque from Alderman Leckie, and an illuminated address from the people of Walsall, who cheered him loudly and long.

In 1930, Webster Road, just around the corner from Walsall Local History Centre, was named after him, and for some years there was a commemorative plaque in the street, but this seems have been lost over time.

Webster remained in the R.A.F, progressing through the ranks of Squadron Leader, Wing Commander, Group Captain and Air Commodore in the 1930s-40s. In World War II, his experience as a test pilot was put to good use as Liaison Officer to the Aircraft Manufacturing Group, and in 1944 he commanded the Marine Aircraft Experimental Establishment, which had been moved to Helensburgh, Scotland, for the duration of the war.

Mentioned in despatches in 1932 and 1945, in 1946 he was appointed a C.B.E. and Air Officer Commanding R.A.F. Hong Kong, later having two spells of duty at Coastal Command.

Made an Air Vice Marshal in 1947 and retiring in 1950, Sidney Norman 'Pebbler' Webster died on 5 April 1984.

He deserves to be remembered by Walsall folk as a local lad who reached for the sky, who put the town on the world map, who helped protect us throughout his remarkable flying career – and who exemplified British ingenuity, adventure and daring at its best.

*John Andrews from a Walsall Borough Blog by A Stuart Williams*

### Wallop Vintage R/C & C/L

Tony Tomlin

Sunday 28<sup>th</sup> August saw the third Vintage Radio and Control line meeting at Middle Wallop in 2011. We all hoped for better weather after the last meeting in May when we were literally blown away, with no flying taking place. The day was blustery with occasional sun and a lot of lift available in the morning.

Overall 25 R/C fliers signed on with around 50 models, a few were hanger maids but the majority flew. There were also the 8<sup>th</sup> and penultimate rounds of the R/C Tomboy competitions for 36" Tomboys [Mills.75] and the 48" Tomboy Senior class [Mills 1.3]. Other R/C models ranged from a tiny [32"] Cutlass, to a pair of Majestic Majors flown by Mick Butler and Dave Ashenden and the Mercury and Miss America of Garth Pierce. The evergreen Junior Sixty's were out in force, with 8 counted.

There were two control circles in use most of the day and models seen flying ranged from 1/2A speed models to a 1950 Unlimited and a Rascal both flown by John Goldsmith over from France. Den Sax Coburg from the Isle of Wight with fellow 'Caulkheads' brought along a number of interesting models and Gus Hague was seen getting to grips with a nice looking stunt model based on a Zero.



John Goldsmith over from France seen here winding up his C/L 'Unlimited', he also flew this very neat 'Rascal'

### **Tomboy 3 Competition.**

Nine fliers lined up at 14.00hrs for the mass launch fly-off all having qualified by making a flight of 4 minutes or more during the morning. They were all time served Tomboy fliers with the exception of Steve Roberts flying in his 2<sup>nd</sup> event.

Ian Andrews was the starter and as he lowered the start board all models got away well. Some stayed low pushing forward, mindful that there are markers placed downwind and to land beyond gives disqualification, others zoomed upwards with very slow forward progress. New man Steve Roberts and also Derek Collin both had short engine runs and were down in under 2 minutes. James Collis, who is the youngest competitor, about  $\frac{1}{4}$  the age of most of the fliers [and that's being nice to most!], landed next followed by Paul Netton at 5mins 24secs, with Tony Tomlin down a little over a minute later.

Some of the fliers who had elected to climb fast at the launch were now diving to avoid being blown back. Tony Overton landed just behind the downwind markers and was disqualified.

Third place was claimed by John Strutt who, although well back, made it just inside the downwind markers 3 seconds short of 6 minutes.

The final two, Jeff Fellows and Tom Airey were close with Tom holding on to land 15 seconds after Jeff at 6min 20secs, the winner!

### **Results TB3**

1 <sup>st</sup> - Tom Airey - 6min 20secs.	2 <sup>nd</sup> - Jeff Fellows - 6min 05secs.
3 <sup>rd</sup> - John Strutt - 5min 57secs	4 <sup>th</sup> - Tony Tomlin - 5min 34secs
5 <sup>th</sup> - Paul Netton - 5min 24secs	6 <sup>th</sup> - James Collis - 4min 09secs
7 <sup>th</sup> - Derek Collin - 1min 48secs	8 <sup>th</sup> - Steve Roberts - 1min 39secs.

**Tony Overton - Excluded..landed out.**



Picture left above, we have the youngest competitor by far, James Collis, keeping an eye on his 'Tomboy' as it fights the wind to make progress after launch. Right above we have a nice colourful 'Scram' built and flown by Ian Andrews

#### **Tomboy Senior Competition**

The number of fliers in the Mills 1.3 [48"] Tomboy class were a little down as some fliers were at the nationals at Barkston Heath. Even so all six entrants reached the fly-off. Tony Tomlin had problems whilst qualifying with an intermittent fuel problem with his Irvine Mills. This necessitated a quick strip and clean of the fuel system.

At 14.30 Ian Andrews lowered the start board and five of the six models got away all climbing well. Unfortunately Tony Overton was having a bad day and was unable to get started. Tom Airey, Andrew Fellows and John Strutt were soon in the cloud base with Andrew the highest. Tony Tomlin landed at a little over 2 minutes after a short engine run, his fuselage covered in fuel as the engine had gone ultra rich. Derek Collin was also down 2 minutes later unable to find any decent lift. John Strutt was next to land to claim third place a few seconds under 5 minutes.

Andrew Fellows was still very high and his model was getting very hard to see. Tom Airey was out of luck and in sink and landed at 6min 51secs. This enabled Andrew to spiral down from a great height landing around 2 minutes later to a ripple of applause and one wag was heard to say he must have gone to Specsavers!

#### **Results Tomboy Senior**

1 <sup>st</sup> - Andrew Fellows - 8min 48secs	2 <sup>nd</sup> - Tom Airey - 6min 51secs.
3 <sup>rd</sup> - John Strutt - 4min 54sec	4 <sup>th</sup> - Derek Collin - 4min 10secs.
5 <sup>th</sup> - Tony Tomlin - 2min 19secs.	Tony Overton - Excluded non start.

Sarah Andrews presented the awards to bring to an end a good days flying.

*Tony Tomlin*

## Aeromodeller Departed, Terry Haley - David Lovegrove

I'm saddened to have to report the death, following a short illness, of my good friend and fellow SAM 1066 member, Terry Haley.

There probably aren't any others with similar names but for clarity, Terry lived at Tilehurst in Reading.

He relished the opportunity to chase his models the length and breadth of Middle Wallop, where he and I enjoyed many happy hours. His humour and enthusiasm for the hobby he re-discovered in his retirement years was infectious. And his output of model aircraft was staggering - about one a week was the norm! And as far as know, he never duplicated any particular design . . . He'll be sorely missed.

*David Lovegrove*

## Aer Rianta Power Trophy 1951 - Maurice Doyle

### Tom's Silver Jubilee Celebration

Many MACI (Model Aeronautics Council of Ireland) members will have seen the magnificent Aer Rianta Power Trophy (recently being awarded for the Irish Nationals Radio Control Scale), which is a replica DC3, about 18 inches span, steel, on a massive plinth with the winners' names on rows of plaques around it. Tom McClelland of Belfast MFC has the best memory of it of anyone, as he was the first to win it, when he won the Free Flight Power at Baldonnell Aerodrome in 1951. Sixty years on, he recalls that it was awarded at the MACI AGM by the Chairman of Aer Rianta (the Education arm of Aer Lingus, the Irish National Airline), and moreover, he was awarded a replica, photo below, which he still has. He has made a magnificent gesture by presenting the replica to Belfast MFC to hold in perpetuity, a very much appreciated momento of a very special day for the Club.



The inscription on the replica is  
 "Aer Rianta Power Trophy, T McClelland, Belfast MFC, 11<sup>th</sup> Irish Nationals, 1951".

The first Irish Nationals meeting was held in 1940, and in those early years, the presentations were made by the Taoiseach, Eamon DeValera, showing the recognition of Model Flying in those days.

From 1945 to 1950, the SMAE (Society of Model Aeronautical Engineers) sent teams from England to fly in the Irish Nationals, and they naturally provided most of the winners in the Free Flight Power and Wakefield (Rubber powered) events, names like Bill Dean, Ron Warring and Norman Marcus. Tom was therefore possibly the first to win this top event from this side of the water.

At the AGM Tom met Jimmy Tangney, who was in the US Navy, and had come top in the Team Trials for the British Wakefield Team, but could not fly as he was American. Des Woods, who is mentioned later, said the English fliers came over "Because they had never seen a steak in their lives!".

Tom recalls many details of the event and flying at that time. His winning model was a Banshee, an American design by Leon Shulman, still available as a plan for Vintage enthusiasts, and powered by an Elfin 1.8, a very powerful motor at that time. He also built and flew a Slicker 42, powered by a Mills 1.3, and other Kiel Kraft designs, the Bandit by Bill Dean, the Competitor and Ajax. He remembers flying at Baldonnell, and also at Weston Aerodrome, and several sites around Belfast. One was near the Railway Station at Finaghy, and also the flying site at Hannastown, high up on moorland behind Divis Mountain. It is still there, now owned by the National Trust, who are inviting the public to come and enjoy the wide open space.

Fliers from Dublin he recalls were Des Woods, Doc Charles, Billy Brazier, who had a Model Shop, and Johnny Carroll. Local names were a Father and Son called Croft, who flew Comets at Malone Aerodrome, now a Housing Estate, JJ Hanley, CWA Scott, who had a Flying Circus in the Thirties, and a pilot called Macintosh, who was naturally called "All Weather Mac". Other names are Frank McDonnell, who flew a KK Outlaw, Sammy Young, who flew a Comet powered by an Ohlsson 61, Wally McCormick, who had a Low CLA design published in Aeromodeller, Howard Menary, Bill Tinnion, Bunny Boyce, John Rankin, Robert Gardiner and Wilbur Little, who owned ATO Model Crafts in Belfast. ATO was All Types Of, and Wilbur found balsa from Carling Floats and succeeded in making a series of ATO kits in the time just after the War when everything was scarce.

Tom remembers that about 1950 the Belfast Club ran an Exhibition in the Wellington Hall in the YMCA, Wellington Place, Belfast, and it was a well supported and successful enterprise. Claude Austin, (later to be lost in a yachting accident) of Austin's of Derry (a major Department Store, still prospering in Londonderry today) was flying Control Line models, causing quite a stink in the confines of the hall. Norman Osborne, a great F/F modeller of the era, still going today, and in contact through Howard Stephenson, was flying microfilm free

flight indoor models and was not happy with the air disturbance caused by the C/L activity.

Tom is now flying with Ulster Model Aircraft Club at Nutt's Corner and enjoying more sedate models than the screaming Banshee. He is a very modest and unassuming man, but enjoyed casting his mind back to the events of 60 years ago. Belfast Model Flying Club is very honoured to be presented with this valuable record of an event of note in the Club's history.

Maurice Doyle Chairman

## The DBH Library (Magazines)

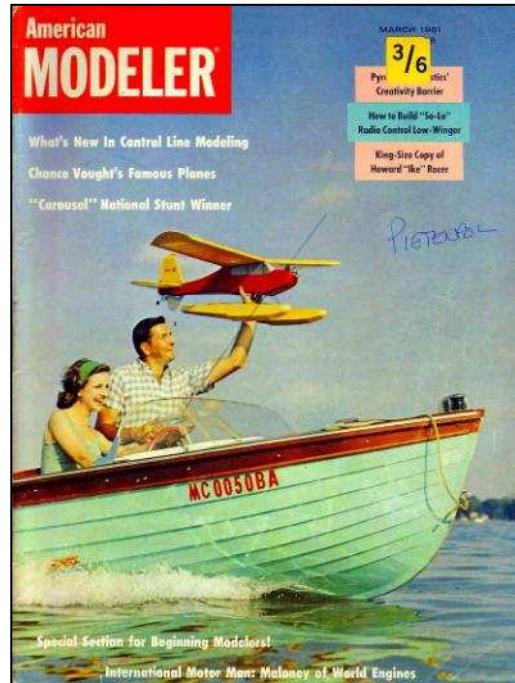
Roy Tiller

### Report No 13 U.S.A.

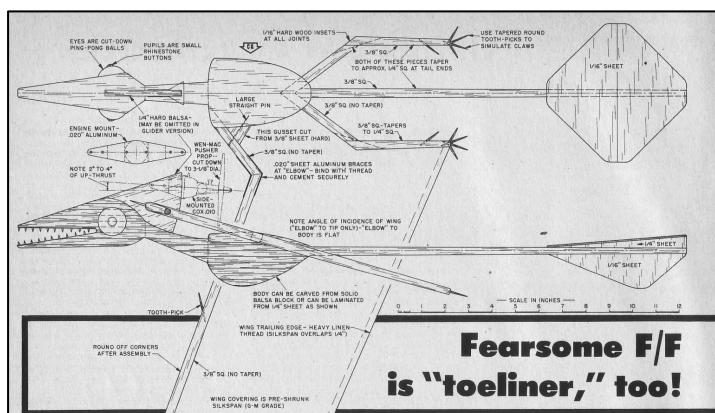
#### Air Trails to American Aircraft Modeler

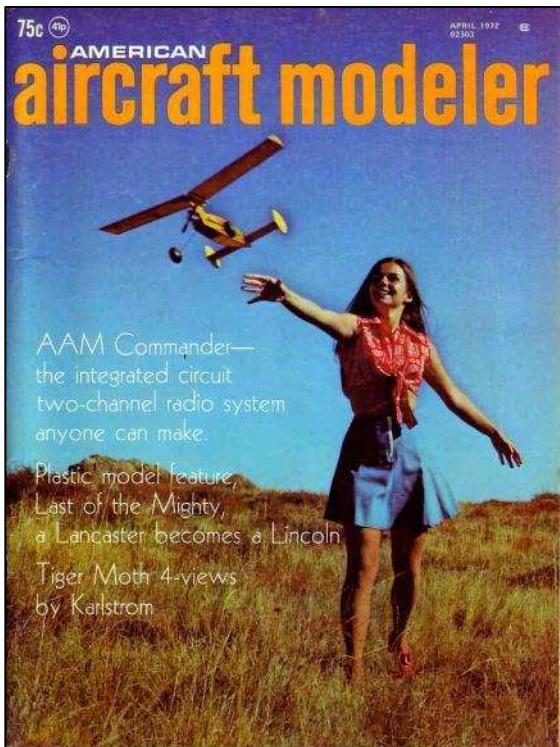
In report No. 11 we covered the demise of **Air Trails** as it became **Air Trails Hobbies for Young Men** and then just **Young Men**. Our last issue is October 1956.

In 1958 appeared **American Modeler** from the same publisher and with the same editor so perhaps this was just a rebranding. Not many covers show free flight so with an RC floatplane being launched from a speedboat here is the cover of March 1961. This sold in the UK for 3/6 for 68 pages. At this time the **Aeromodeller** was 2/- for 60 pages and **Model Aircraft** 1/6 for 52 pages.



The August 1962 issue has Roy Clough's Spinning Disk free flight saucer and December 1962 has his free flight Dragon. Copies of articles and plans as shown in the magazines available to any brave builder.





1968 brought a name change to **American Aircraft Modeler** and here is the cover of the April 1972 with a 24" wingspan free flight power "1/4 PINT", a reduced version of Louis Garami's "Half Pint". Article and reduced plan available if you would like to build one.

**American Aircraft Modeler** seems to have come to the end of its life about mid 1975.

See the SAM1066 website for the list of magazines held.

**WANTED.** American Modeler and American Aircraft Modeler to fill gaps in the collection.

Contact. Roy Tiller Tel. No. 01202 511309  
e-mail [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)

## David Baker Heritage Library (Magazines) - THANK YOU

Many gaps in the collection have been filled by magazines sent by those who responded to our various requests.

Scale Buff arrived in the post.

Air Trails and other American mags. arrived via Barkston Heath and several pairs of hands.

Aeromodeller catalogues and lots else were delivered to the camper van at Middle Wallop.

Look at the SAM 1066 website to see the gaps in the collection of magazines.

If you can supply any magazines to fill the gaps please!!!

Give me a ring on 01202 511309 or send me an e-mail [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)

Roy Tiller

### Michael Woodhouse

[mike@freeflightsupplies.co.uk](mailto:mike@freeflightsupplies.co.uk) & <http://www.freeflightsupplies.co.uk>

Plans of models designed by Geoff Lefever

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

**DBHL Plan Service: IMPORTANT:**  
**The rules for obtaining plans have changed.**

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

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

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

Email request to [rogerknewman@yahoo.com](mailto:rogerknewman@yahoo.com),

quoting Plan Name & I.D. number (1<sup>st</sup> & 2<sup>nd</sup> Cols respectively in the list).

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

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

This service is provided at no charge.

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



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

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

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

## MSP PLANS PRESENTS FOR 2011

### Vintage, Classic, Sport and other Duration Designs

**MSP PLANS** drawn by Martyn Pressnell, offer a collection of model aircraft designs selected for their aesthetic qualities or unique origins. 'Popular Plans' are stocked, the more complex 'Collectors Plans' are printed to order including Historic Notes. All drawings are A0 size, some as twin plans.

The list below includes Vintage Models generally pre 1951 and Classic Models 1951 to 1961.  
Photos of most models can be seen on my website - [www.martyn.pressnell.btinternet.co.uk](http://www.martyn.pressnell.btinternet.co.uk)

#### POPULAR PLANS - £7.00 EACH INCLUDING UK POSTAGE, FOLDED FOR POSTING

**MICK FARTHING 1942** The 40 in span **Lightweight Contest** rubber model with a diamond fuselage.  
**MICK FARTHING'S 'THE PAPER BAG'** Mick Farthing's last lightweight rubber model of 1946.  
**RAFF V 1947** Designed by Norman Marcus who was National Champion in 1946.  
**ODENMAN'S 1950 NORDIC A2** Swedish Championship glider, placed second in the first World International in 1950.  
**SENATOR 1950 RUBBER** Designed by Albert Hatfull and kitted in 1950. Twin plan with **Ace**.  
**ACE 1950 RUBBER** Designed by Bill Dean and kitted in 1950. Twin plan with **SENATOR**.  
**ENGLISH VIKING 1953 A2 GLIDER** Designed by Bill Farrance twice winner of the SAM Radislav Rybach trophy.  
**CRESTA** A 38 in wingspan low-wing design for small diesel power and including electric motor installation.  
**FRED BOXALL'S 1956 OPEN RUBBER MODEL** successful open rubber model. Twin plan with Boxall's **SEAPLANE**.  
**FRED BOXALL'S SEAPLANE (1965)** Completing this duo of contest machines, Twin plan with the **1956 OPEN RUBBER MODEL**.  
**LAST RESORT 1956 CLASSIC RUBBER** small Open Rubber Model designed by Jim Baguley. Twin plan with **FIRST RESORT**.  
**FIRST RESORT 2008** Designed by Martyn Pressnell for the BMFA Rubber Class. Twin plan with **LAST RESORT**.  
**WINDING BOY II 1956** design by Ulfan Wannop, a 38 in span, V dihedral wing. Twin plan with **McGILLIVRAY'S LIGHTWEIGHT**.  
**JACK McGILLIVRAY'S LIGHTWEIGHT 1958** 36 in. span Canadian lightweight rubber model Twin plan with **WINDING BOY II**.  
**CAPRICE 1959 GLIDER** The renowned lightweight glider of 51 in span. Twin plan with **GAUCHO**.  
**VAKUSHNA 1959 A2** Designed by Brian Dowling this glider won the 1960 Pilcher Cup.  
**GAUCHO 1960 POWER DURATION** A first class model for 1.5 cc engines. Designed in 1958 Twin plan with **CAPRICE**.

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

**JUDGE 1945 WAKEFIELD** by Bert Judge to the 1945 rules as a direct descendant of his 1936 Wakefield Cup winner.  
**HERMES MAJOR** A 150% enlargement to 61½ in span, of the 1949 **HALFAX HERMES**.  
**FRANK LOATES' 1949 WAKEFIELD** Canadian Wakefield 5th in the World Championships at Cranfield, England, in 1949.  
**BORJE BORJESSON'S 1949 WAKEFIELD** Swedish Wakefield 6th in the World Championships at Cranfield, England, in 1949.  
**GHOST WAKEFIELD 1951** John Gorham's 1951 Wakefield. One of the most successful rubber models from the early 1950's.  
**RON WARRING'S 1952 WAKEFIELD** The geared geodetic model, developed by Ron Warring for twin motors.  
**NIGHT TRAIN Mk II 1960** George French's Night Train which pioneered the use of VIT systems in the UK.

#### TO ORDER:

To order plans for UK delivery please write with cheque (£ sterling) made payable to  
 Martyn Pressnell, 1 Vitre Gardens, Lymington, Hants, SO41 3NA.  
 For overseas delivery of Popular Plans send local bank notes equivalent to £10.00.  
 Enquiries: please write or email [martyn.pressnell@btinternet.com](mailto:martyn.pressnell@btinternet.com)

## 2011 WESSEX LEAGUE CONTROL LINE MINI SPEED COMPETITION

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

Click on [www.wessexaml.co.uk](http://www.wessexaml.co.uk) to find out more.

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

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

**Best 4 scores to count.**

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

Chris Hague/James Parry

**Indoor Flying with the South Birmingham MAC**  
**Free Flight Only**  
**Thorns Leisure Centre. Stockwell Ave.**  
 Off Thorns Road - Quarry Bank - West Midlands - DY5 2NU  
 Saturdays 1pm until 4pm



2011 dates  
**May 7<sup>th</sup>**  
**Sep 17<sup>th</sup>; Oct 15<sup>th</sup>; Nov 12<sup>th</sup>; Dec 10<sup>th</sup>**



2012 dates  
**Jan 7<sup>th</sup>; Feb 4<sup>th</sup>; Mar 3<sup>rd</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)

## **Brownhills Indoor Flying – Free Flight**

**Brownhills Community Association,  
 Deakin Ave. Brownhills WS8 7QG**

*Just off the A5*

**Saturdays 2-00pm until 5-00pm - £6**

**2011 dates:**

**May 14<sup>th</sup>; June 11<sup>th</sup>  
 Sep 10<sup>th</sup>; Oct 8<sup>th</sup>; Nov 5<sup>th</sup>; Dec 3<sup>rd</sup>.**

**2012 dates**

**Jan 14th; Feb 11th; Mar 10<sup>th</sup>;  
 Apl 7<sup>th</sup>; May 12<sup>th</sup>; Jun 9<sup>th</sup>.**

**Contact:- Tony Eadon-Mills**

**Tel: 01952 240451 - e-mail: [tonyeadomills@gmail.com](mailto:tonyeadomills@gmail.com)**

## **Lulu 2011 International Postal Competition**

**April 1st. - October 31st. 2011.**

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

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

**Towline**

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

**Flights**

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

**Prizes**

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

**Send scoresheet**

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

**Lulu 2011 Scoresheet**

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

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

Flyoff .....secs. ....

Total- ..... ....

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



# INDOOR FLYING

**TUESDAY 25<sup>TH</sup> OCTOBER 2011**

**TUESDAY 22<sup>ND</sup> NOVEMBER 2011**

**TUESDAY 13<sup>TH</sup> DECEMBER 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)**

### **FREE-FLIGHT TRIMMING ON SALISBURY PLAIN FOR 2011**

For 2011 almost every weekend will be available for free-flight trimming and training by BMFA members on Area 8 on Salisbury Plain. Those flying any free-flight classes will be welcome, as well as those practicing for FAI FF contests. This is one of the best free-flight venues in Britain, and the aim is to improve overall free-flight standards in the UK.

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

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

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

## **The 3<sup>rd</sup> Old Warden Swapmeet**

**Sunday 12th February 2012**

### **180 table swapmeet.**

To be held in the Russell Hall complex of the Agricultural College.

The Swapmeet will accommodate all modelling disciplines:-

Aircraft, Boats, Cars, Vintage and Modern  
Engines, Kits, Radios and accessories.

Additionally there will be a small trade presence.

Doors open at 8.30am for table holders and 10.00am for the public.

The Russell hall complex has a bar and restaurant.

Visitors are reminded that the world famous Shuttleworth Collection of full size vintage Aircraft and Motor Vehicles is based at Old Warden.

**Costs will be as follows:-**

Table £10 + £6 per head (Max 2 people per table).

**Public £5**

No Early Bird Tickets

Bookings will commence 1st November 2011

Bookings:- Richard Dalby 020 7607 6820

Email:- [owswapmeet2012@hotmail.co.uk](mailto:owswapmeet2012@hotmail.co.uk) or

Peter Dirs:- [pd\\_eng@yahoo.co.uk](mailto:pd_eng@yahoo.co.uk)

## Provisional Events Calendar 2011

With competitions for Vintage and/or Classic models

January 23 <sup>rd</sup>	Sunday	BMFA 1 <sup>st</sup> Area Competitions
February 13 <sup>th</sup>	Sunday	Middle Wallop - Crookham Gala
February 20 <sup>th</sup>	Sunday	BMFA 2 <sup>nd</sup> Area Competitions
March 6 <sup>th</sup>	Sunday	BMFA 3 <sup>rd</sup> Area Competitions
March 20 <sup>th</sup>	Sunday	Middle Wallop-Coupe Europa (Dec 2010)
March 27 <sup>th</sup>	Sunday	BMFA 4 <sup>th</sup> Area Competitions
April 9 <sup>th</sup> /10 <sup>th</sup>	Sunday/Monday	Salisbury Plain-BMFA London Gala
April 22 <sup>nd</sup>	Friday	Church Fenton - Northern Gala
April 23 <sup>rd</sup>	Easter Saturday	Middle Wallop - Glider Day
April 24 <sup>th</sup>	Easter Sunday	Middle Wallop - BMAS Day
April 25 <sup>th</sup>	Easter Monday	Middle Wallop - Croydon Wakefield Day
May 8 <sup>th</sup>	Sunday	Middle Wallop-Trimming, Crookham Coupe
May 28 <sup>th</sup>	Saturday	BMFA Free-flight Nationals
May 29 <sup>th</sup>	Sunday	BMFA Free-flight Nationals
May 30 <sup>th</sup>	Monday	BMFA Free-flight Nationals
June 12 <sup>th</sup>	Sunday	BMFA 5th Area Competitions
June 19 <sup>th</sup>	Sunday	Odiham-BMFA Southern Area Gala
July 10 <sup>th</sup>	Sunday	BMFA 6th Area Competitions
July 23 <sup>rd</sup> /24 <sup>th</sup>	Saturday/Sunday	Sculthorpe BMFA East Anglian Gala
August 7 <sup>th</sup>	Sunday	BMFA 7th Area Competitions
August 27 <sup>th</sup>	Saturday	Middle Wallop - SAM 1066 Euro Champs
August 28 <sup>th</sup>	Sunday	Middle Wallop - SAM 1066 Euro Champs
August 29 <sup>th</sup>	Monday	Middle Wallop - SAM 1066 Euro Champs
September 3 <sup>rd</sup>	Saturday	Salisbury Plain - BMFA Southern Gala
September 25 <sup>th</sup>	Sunday	Middle Wallop - Trimming
October 16 <sup>th</sup>	Sunday	BMFA 8th Area Competitions
October 23 <sup>rd</sup>	Sunday	Middle Wallop - Trimming & A.G.M.
October 30 <sup>th</sup>	Sunday	N. Luffenham - BMFA Midland Gala
December 4 <sup>th</sup>	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.flighthook.net">www.flighthook.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.hampshire.org.uk">www.southerarea.hampshire.org.uk</a>
SAM 35	-	<a href="http://www.sam35.org">www.sam35.org</a>
MSP Plans	-	<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.vintagemodelearplane.com">www.vintagemodelearplane.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.wessexam1.co.uk">www.wessexam1.co.uk</a>
US SAM website	-	<a href="http://www.antiquemodele.org">www.antiquemodele.org</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).

*That's All Folks! John Andrews*