


	<h1 style="color: red; text-align: center;">NEW Clarion</h1> <h2 style="color: red; text-align: center;">SAM 1066 Newsletter</h2>	<b>Issue</b> <b>1012</b>
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## Editorial

Editorial content very thin this month, been panicking to get the mag finished on time as I have been incapacitated for a couple of weeks with back trouble.

I had better put in a reminder that the:

**AGM is to be held after flying on Sunday October 28<sup>th</sup>, in the Museum**

If you have any axes to grind, get your motions to the secretary.

Scanning through some mags whilst bed bound I came across this Pylonius piece from April 1960 Model Aircraft, I think it sums up the situation well 52 years on.



### Childhood II

This being a vintage edition it's appropriate that this be-whiskered column should make its tottery contribution, even if it's only to give a few wrinkles of one sort or another.

Usually on these harrowing occasions I trot out a few hoary old gags on Von Richthofen's socks and retire to a safe distance, but just lately I've been genning up on this old time modelling routine. I am now in a position to inform the novice that W.W.1 is not a postal district, and that anything with less than two wings is definitely a missile.

But it's not only the vintage model that's making the news these days, there's quite a bit of daddy-o publicity flying around. The great white hope of the movement is the white haired boy. Efforts to arouse Junior from his adolescent torpor having dismally failed, attention is now focused on spry old dad, gamely shaping up to his second childhood. Some old modelling timers are still going like clockwork, and other superannuated types are revving up their bathchairs for a final flying field fling.

It is hoped that many old stagers will still be piling on the turns into ripe old age—which is as good a way to wind up as any

\* \* \*

However, some people, with a desperate faith in human nature, keep plugging away at the younger generation. Mostly the only gluing the youngsters do these days is of the eyes to telly variety, so, with this in mind, one manufacturer has hit upon the bright idea of running a building competition on the lines of a "Beat the Clock" show. All that is required of the competitor is to state how long it took him to assemble a model kit which more or less falls together itself if you tip it out of the box the right way. Prizes are to be awarded according to age group. This means, we suppose, that those tearaway lads taking a mere 13 years will get a bigger prize than the 18 year strugglers.

But for really intensive building we have to go back a few years into the pre-telly age, when the one model per week schedulists were quite a commonplace. It was amazing how rigidly these building board bashers stuck to their weekly programmes. They might emerge a bit hollow eyed and groggy from the rigours of a radio scale job, but made up for it the following week with a recuperative geared Wakefield.

Needless to say, the finish of these seven-day wonders was of showcase perfection ; it would take a modern view-it-yourself expert seven weeks to brush on the dope.

Possibly there may be one or two of these one-weekers still surviving. Not so long ago I saw a power job bearing the legend, "Skyway Patroller XIV." But whether this meant the fourteenth mark off or had some other significance I don't know.

I'm not all that well informed since I flogged the telly for a skein of rubber.

*Pylonius*

***Round 5 Collingbourne Kingston (Marlborough MFC) on Sunday 29 July***

As this was a double event the Wessex Tomboys were flying in the morning with the electric thermal glider 600RES event starting after the now customary midday shower. The shower did arrive as forecast at midday, but by then both the 36" and 48" Tomboy classes had flown, this being the final round of the season.

The Collingbourne Kingston site is ideally suited to the Tomboy event and all pilots qualified with very little difficulty. The first fly-off was for the Wessex Tomboy 36" class using the more than adequate miserly 2cc of fuel. Even with a 20 second hold after final fuelling Paul Netton flew for over 13 minutes to win the event from the ever consistent Tom Airey. Third to land was Chris Hague, but not in the right place and so he was demoted to last place. This promoted James Collis to third place a mere five seconds ahead of James Parry.

<b>36"</b>	<b>1<sup>st</sup></b>	Paul Netton	13 min 34 sec;	<b>2<sup>nd</sup></b>	Tom Airey	12 min 37 sec;
	<b>3<sup>rd</sup></b>	James Collis	3 min 56 sec;	<b>4<sup>th</sup></b>	James Parry	3 min 51 sec.
	<b>5<sup>th</sup></b>	Chris Hague	DNF.			

Similarly the WessexTomboy 48's were achieving excellent flight times with Peter Rose flying his Tomboy for over 19 minutes to win on the day. Tom Airey lost second place, having flown for over 18 minutes, by missing the landing patch and being relegated to last place. Rick Farrer was thus promoted to second place with a time of over 14 minutes. Third place went to Barrie Collis with a time of just over 12 minutes, fourth was James Parry with Chris Hague in fifth place. After the five rounds of the series Tom Airey wins, once again, but this time by just one point from Peter Rose. Chris Hague was third overall in both classes.

<b>48"</b>	<b>1<sup>st</sup></b>	Peter Rose	19 min 01 sec;	<b>2<sup>nd</sup></b>	Rick Farrer	14 min 15 sec;
	<b>3<sup>rd</sup></b>	Barrie Collis	12 min 17 sec;	<b>4<sup>th</sup></b>	James Parry	10 min 23 sec;
	<b>5<sup>th</sup></b>	Chris Hague	7 min 58 sec;	<b>6<sup>th</sup></b>	Tom Airey	DNF.



**A happy band of Wessex Tomboy pilots at Collingbourne Kingston**

Overall, in both the series, Tom just beat Paul by one point finishing with 38 points. Congratulations to both pilots on a very close run competition.

Remember it is the best four scores, shown in **bold** type, to count.

**36" Tomboy Final Results Table**

		R1	R2	R3	R4	R5	Total
1	Tom Airey	8	9	10	10	9	38
2	Paul Netton	9	-	9	9	10	37
3	Chris Hague	7	8	7	8	6	30
4	James Collis	4	6	8	6	8	28
5	James Parry	6	7	6	7	7	27
6	Jeff Fellows	10	10	-	-	-	20
7	Rick Farrer	2	5	-	-	-	7
8	Peter Rose	5	-	-	-	-	5
9	Dave	3	-	-	-	-	3
10	John Myers	2	-	-	-	-	2
11	Derek Collin	-	1	-	-	-	1

**48" Tomboy Final Results Table**

		R1	R2	R3	R4	R5	Total
1	Tom Airey	10	9	9	10	5	38
2	Peter Rose	8	8	10	9	10	37
3	Chris Hague	7	6	8	8	6	29
4	Barrie Collis	6	5	7	7	8	28
5	Rick Farrer	-	10	-	-	9	19
6	Andrew	9	7	-	-	-	16
7	James Parry	-	-	-	6	7	13
8	Bill Longley	5	-	-	-	-	5
9	Derek Collin	-	1	-	-	-	1

Our thanks go to our host Andy Head of the Marlborough MFC for the use of their excellent flying field for this final event, to Peter Rose and Paul Netton our starters on the day and to Ian Pratt our scorer.

That successfully concludes this year's Wessex Tomboy events and we propose to run the same events in 2013, with no change at all in the rules. This stability of the rules enables pilots to build, maintain and develop their models and engines over the winter with very little expense.

As usual full details are available on our website: [www.wessexaml.co.uk](http://www.wessexaml.co.uk)

*Chris Hague*



## Indoor 'Dorcol Cup' & World Champs.

- Tony Hebb/Alan Weighell

### Belgrade August 2012

'Dorcol Cup' event for F1D, F1M, F1R(35cm), F1L and Living Room Stick.

This is an annual event and has been run in recent years immediately preceding the European or World F1D Championships, this year is a World Champs year and the Brits were out in force with 18 people travelling to compete or support the Senior and Junior teams.

Even by Belgrade standards it was hot - 40+degrees outside, not a cloud in the sky, and from 30 to 37 degrees inside the hall made for a sticky event, though the temperatures did drop slightly towards the end of the week during the World Champs.



The 92ft. Belgrade Dome – an impressive venue for the Indoor World Championships

**Sunday 5<sup>th</sup> August** - Dorcol practise day.

The UK group were first to arrive and in the cooler early air Geoffrey Lefever soon had his F1L circling the roof! Dorothy too had her F1M scrubbing the ceiling which did cause a little damage (to the model!) and a premature return to the floor. Most people decided to stay low on partial motor trimming flights.

My F1D and F1R models seemed in good trim on 1/3 motors so I concentrated on trimming my reserve F1D model.

The Junior's (Josun and Edward Cole) models appeared to be flying well too, climbing away cleanly from launch through the rougher hot low air. They were using Fixed Pitch propellers which, whilst easier to manage, do not give the same control over height as Variable Pitch ones used by the other competitors, so they would be at a disadvantage later in the competition.

### **Monday 6<sup>th</sup> August - Day 1 of Dorcol Cup Competition**

My F1R got off to a good start with a respectable flight of 25:17 followed shortly thereafter by my first flight over 30 minutes in F1D. John Shaw made a couple of steady F1R flights to get in second place.

John also put in some decent F1M flights to place himself just behind Tapio Linkosala (Finland) and Dorothy was going well too.

In F1L Bob Bailey and Geoff posted good flights but remained just second to Dezso Orsovai (Hungary).

There were some good LRS flights being made though at times Dorothy's seemed to have a mind of it's own!

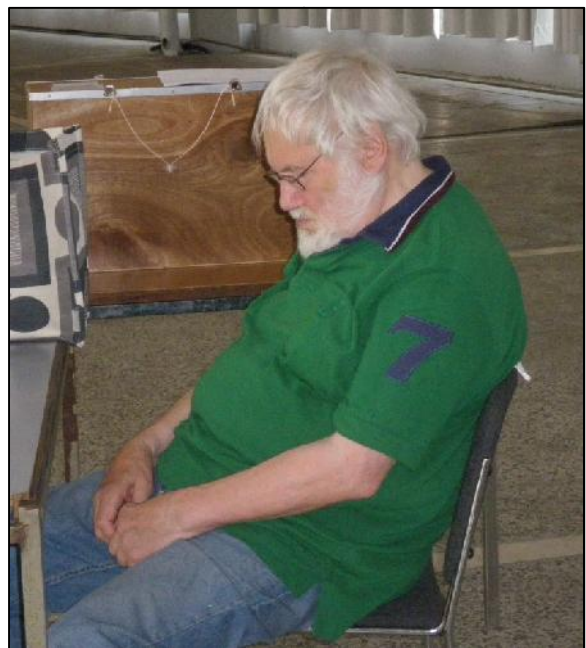
Juniors Josun and Edward posted excellent flights around the 23/24 minute mark, but as noted earlier, this was well short of the best VP equipped models.

The top F1D flyers were mainly using Dorcol as a trimming exercise for the WC but still left my best times for dead!!! I had a couple of F1D motors break in the air (no damage though!) and the F1R pigtail bearing had come a little loose (unnoticed at the time) and pulled in too much downthrust resulting in poor height gain, so no improvement over my initial flights.

### **Tuesday 7<sup>th</sup> August - Day 2 of Dorcol Cup Competition**



**With F1D in hand, a Bohemian like Mark Benns is stripped for action**



**Geoff Lefever adopted a somewhat more relaxed approach**

**F1D** was well won by Brett Sanborne (USA) with 2 x 35+ flights, 2<sup>nd</sup>. Sukosd Zoltan (Hungary) with 34 and 33m+ flights and John Kagan (USA) in 3<sup>rd</sup> with 2x 33m+ flights. Mark Benns was highest placed UK flyer in 5<sup>th</sup> place with flights of 31 and 32min.+.

I eventually made a reasonable **F1R** flight for a 23:04 giving me first place followed by Peter Ing(UK) and John Shaw(UK).

There was no change in the **F1M** placings with:-

Tapio (Finland) in 1<sup>st</sup> place followed by John Shaw in 2nd.

In **F1L** Deszo Orsovai made 1<sup>st</sup> place with 20m and 21m+ flights followed by Bob Bailey (UK) with 20 and 21m+ and Geoffrey Lefever in 3<sup>rd</sup> with 2 x 16m+ flights.

In **LRS** Dorothy was top of the leaderboard for while before being pipped into second place by Zelaya Ignacio (Argentina) and Rodney O'Neill made 3<sup>rd</sup> place.

Some good flights by both the juniors, Josun and Edward, placed them well in the middle of the juniors, with Josun just getting the edge on his younger brother on the last flight.

Overall a very enjoyable event, a little cooler would have been good but the UK walked away with a good medal haul and potentially 4 National records for this Cat3 site (under 30m).



**Dorothy and her LRS**

*(Photographs by John Shaw)*

*Tony Hebb*

## **F1D World Championships Report.**

Team GB took a party of 18 to that tortuously hot dome in Belgrade in early August, rather sadly in the week that our Olympians were at their most successful and most Serbian television transmissions were of poor quality.

But we had a bigger mission on our minds.

A full-strength senior team of Bob Bailey, Mark Benns and Derek Richards, managed by Nick Aikman, were there to challenge the world's best; World Champion Ivan Treger and the World Team Champions the USA.

From an organisational point of view things did not start too well when a couple of small bottles of Helium turned up, with about enough gas to fill a party pack of kids balloons!



Wednesday was registration day, the organising committee, members of the Serbian Aeroklub, were ensconced in Hotel "M" awaiting people to register - unfortunately not a lot of people knew that! So extra practise was gained through their absence. Thursday, the organisers finally turned up as did the FAI jurists, things then went into overdrive and credibility was restored.



**Day 1:** Saw Mark put in 2 tremendous marker flights of 32m.19s and 33m.53s; Derek posted 27m.13s and 30m.18s with Bob returning 24m.04 and 29m.54s, leaving us in the middle of the pack both individually and as a team. World champion Ivan Treger led the first day with a best flight of 37m.35s and 35m.21s back-up time. Brett Sanborne (USA) meanwhile had managed to tuck his prop under the wing twice during steering!

**Day 2:** With temperatures now easing to just below 35C this was looking like a turning point in the tournament, and so it proved. Mark chipped in with his second best time of 33m.53s, his second best of the champs, and another consistent 31m.09s.

Bob was still struggling, having lost 2 tailplanes to broken motors, to get a 30 min flight in, returning 25m.32s and 29m.17s.

Nick Ray (USA) was struggling with conditions which were reflected in his mid 20minute flights.

Derek posted his best flight of the week with a 30m.43s effort following a 28m.37s.

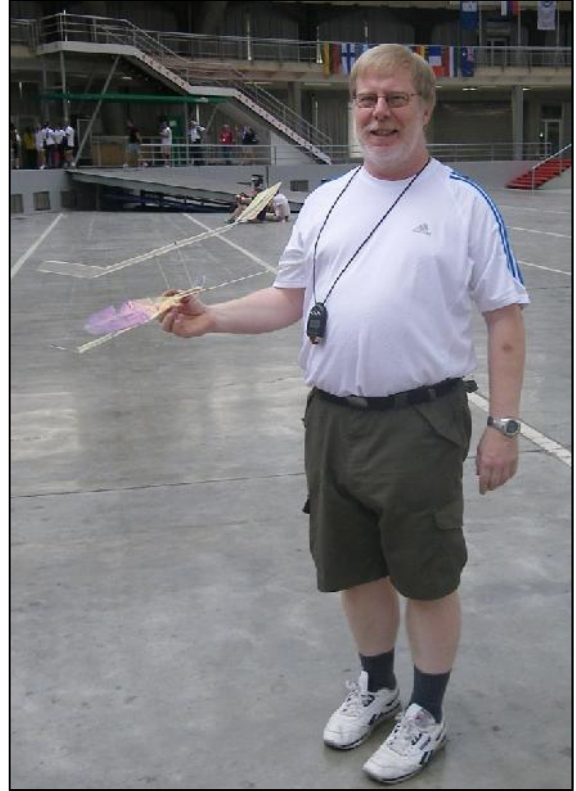


**Team GBR base camp**



This launched Team GBR into team 1<sup>st</sup> position overnight, a position they held until the very last flights of the champs, and Mark moved into 5<sup>th</sup> place individual. Just to emphasise European dominance of this and former world champs, Lutz Schramm achieved a magnificent world record flight of 39m.10s.

**Day 3:** Sunday, with team GBR now in the lead our hopes were high, team USA was obviously going to be tough especially if new team member Nick Ray flew to his capabilities, whilst France, Czech Republic and Hungary could not be discounted. Each Brit now needed to gain a further minute on one of their best 2 flights to have a real chance of gold, or unrealistically hope that the others would all fail to improve. Mark opened up with a 30m.55s flight, which was no help to his total and during the last round whilst in a very promising position a mid-air entanglement with Australian Tim Hayward-Brown, lead to a re-flight. Meanwhile Derek put in 2 solid flights, one of 29m.24s and the second which mid-aired at some height after about 30m.30s.



**Derek Richards**

After considering our position we opted for a re-flight, which was recorded at 29m.54s - a gamble worth taking.

Bob then stormed to a 31m.43s flight, his best of the champs by far. The final round meant that Bob needed to improve further, and in his final flight his model did not get away in turbulence and grounded at 2m.13s.

Mark now had to do something sensational in his re-flight but it was all over when his left-hand wing tip failed after 1m.18s, 18 seconds too long for a re-flight leaving him to finish in 5<sup>th</sup> place individually.

All was not yet over though, as a crop of re-flights meant that the French and others still had a chance of gaining higher places. About an hour after the final round ended the final results were announced.

<b>Team Results:</b>	<b>Gold:</b>	-	Team: USA -	193m.48s
	<b>Silver</b>	-	Team GBR -	190m.25s
	<b>Bronze</b>	-	Team France -	186m.34s
<b>Individual:</b>	<b>Gold</b>	-	Lutz Schramm -	76m.11s,
	<b>Silver</b>	-	Ivan Treger -	75m.06s
	<b>Bronze</b>	-	Brett Sanborn -	69m.43s

### Junior Team.

With only 2 members it was impossible to win a team prize, brothers Josun and Edward Cole, who had qualified for the championships by exceeding target times set at the Team Trials, were bound to gain tremendous experience. The category 3 dome (92 ft) was almost twice the height they had ever flown before, and models would inevitably need to be steered with a Helium balloon, a black art in itself. Flying in the preceding International Dorcol Cup gained them a fantastic insight into what was going to be expected; heat, humidity and steering was all new to them. Indeed they handled the conditions better than most.



**Team Cole – Edward & Josun  
Manager - Allan Weighell**



**Josun moves out with his F1D**

**Day 1:** The plan was to get the first day over with a couple of solid flights to make a good foundation and a target for further days.

Josun led the way with an opening flight of 22m.44, with a 06m.29 back up with his model lost to the gap in the concrete roof ribs, whilst Edward started with a 09m.35s followed by 19m.24s his 3<sup>rd</sup> best flight of the comp.

**Day 2:** D Day, "D" for disaster that is. All fliers have bad days but this one was marred by a single event, which would have shaken the confidence of most. In the morning session whilst manoeuvring the balloon to steer, the balloon detached from the winder and lodged in the roof structure with 40ft of ribbon hanging beneath. Josun's model then hung up on the side of one of the roof rafters! The chairman of the FAI jury called for the obstruction to be removed immediately - easier said than done! Whilst all this was going on Edward's model circulating around the roof, entangled with the balloon cord and a promising flight was terminated.

A request for a re-flight was denied as the obstruction was now correctly deemed "part of the structure".

Edward now moved in to record his highest flight time of the Champs at 23m.34s moving him ahead of his older brother.

**Day3:** Nothing else to do now but "go for it". In their last flights of the final round Edward and Josun put in their best back-up flights, at 22m.33 and 21m.40 respectively leaving Edward to beat his sibling by 50 seconds. Everyone who doubted these boys' ability to cope with pressure, a ferociously oppressive hall, must have changed their minds forever. There cannot be many tougher places to fly such fragile models and the boys came through with flying colours, junior flying in this class looks to be in very capable hands.

The balloon saga: After about an hour of the best available brains an International Rescue took place, 4 Brits, a Finn and an Argentinean developed a cunning plan.

A rubber balloon was borrowed from an American, Nick Ray, inflated with helium and with masking tape and bits of wood and cardboard attached to the cord was released to the ceiling; an Argentinean by the name of Sergio worked his magic by circulating and finally whipping the cords together, and after 5 minutes of frantic activity managed to pull the stray Mylar balloon to the floor. An International team averted an International incident and saved a poor team manager's reputation. Sorry about the balloon though Nick!!

*(all pictures by John Shaw)*

*Allan Weighell FSMAE*

### Engine Test, Frog 500

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Aeromodeller Annual 1950

**FROG 500.** Manufacturers. International Model Aircraft Ltd., Morden Road, Merton, London, S.W.19.

Retail Price - 75s. Inc. Purchase Tax.  
Delivery Ex stock. Spares Ex stock.  
Type Gloplug.

Specified Fuel. Frog "Redglow."

Capacity 4.92 c.c / .30 cu. in.

Weight 7.75 ozs including tank.

Compression Ratio 8:1.

Mounting Beam or radial, upright or inverted.

Recommended Airscrews.

Free Flight: 10x6in., 11x5in., 11x6in.;

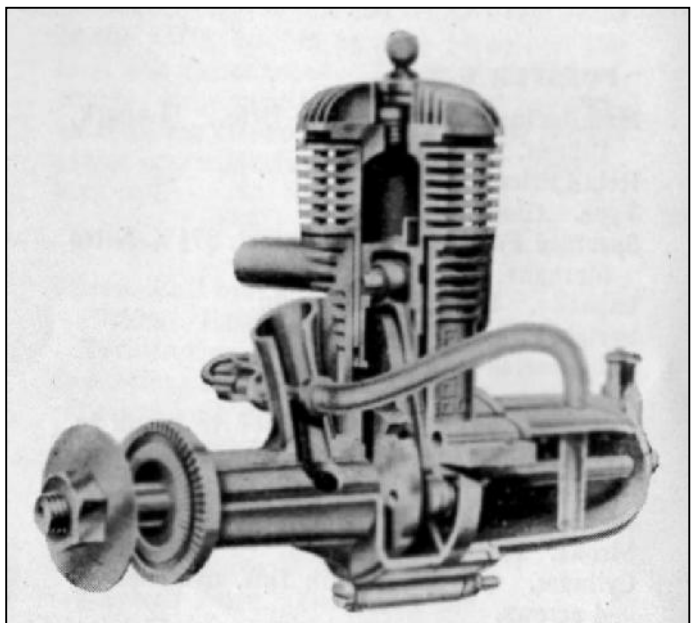
Control Line : 9x6in., 10x6in.

Flywheel. 2x7/16 ins., 5 ozs. weight.

Tank Detachable, universal mounting.

Bore .750 in. Stroke .680 in.

Cylinder Hardened steel. Retained by four 6B.A. screws deep spigotted to crankcase,





1 transfer port, 1 exhaust port.

Cylinder Head. Diecast aluminium. Retained by 4 screws to cylinder.

Crankcase Diecast aluminium.

Piston Meehanite. Deflector type. No rings.

Connecting Rod Forged Hyduminium,

R.R.56. Crankpin Bearing Plain, Drilled for conrod retaining pin.

Crankshaft. Hardened steel, ground and honed.

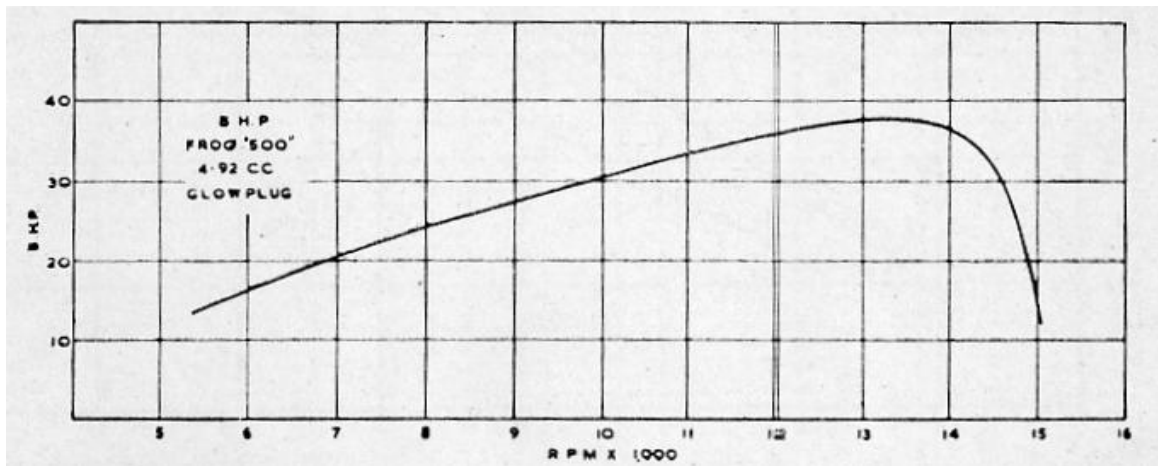
Main Bearing. Phosphor bronze honed. Little End Bearing. Plain.

Glowplug. 1/4in. short reach, K.L.G. " Miniglow."

Special Features. Flexibility, with high power output.

All parts machined to fine limits to ensure interchangeability.

Contact breaker assembly available shortly for spark ignition.



### TEST

*Engine.* Frog '500' 'Red Glow' 4.92 cc Glowplug

*Fuel.* Frog " Red Glow " Glowplug fuel.

*Starting.* Pulley and cord for convenience of test, but experimentally hand-started from time to time. Excellent at all times and in all conditions.

*Running.* This engine is remarkable for its extreme flexibility, as it ran smoothly and evenly at all speeds from 4,500 to 15,000 r.p.m.

*B.H.P.* The engine shows an extremely good performance as it will be noted that a maximum b.h.p. of almost .400 was attained. Actual figure was .381 b.h.p. at the very useful speed of 13,300 r.p.m. Further increase in speed lowers the output, until at 14,300 it is down to .340 b.h.p. Beyond this the output falls rapidly, so that at 15,000 r.p.m. the b.h.p. is only .130. The graph shows that the efficient range of speeds lies between 12,000 and 14,000 r.p.m.; a drop from maximum of only .020 b.h.p. is experienced between these points.

*Checked Weight.* 7.5 ozs. with tank.

*Power/ Weight Ratio.* .320 b.h.p./lb.

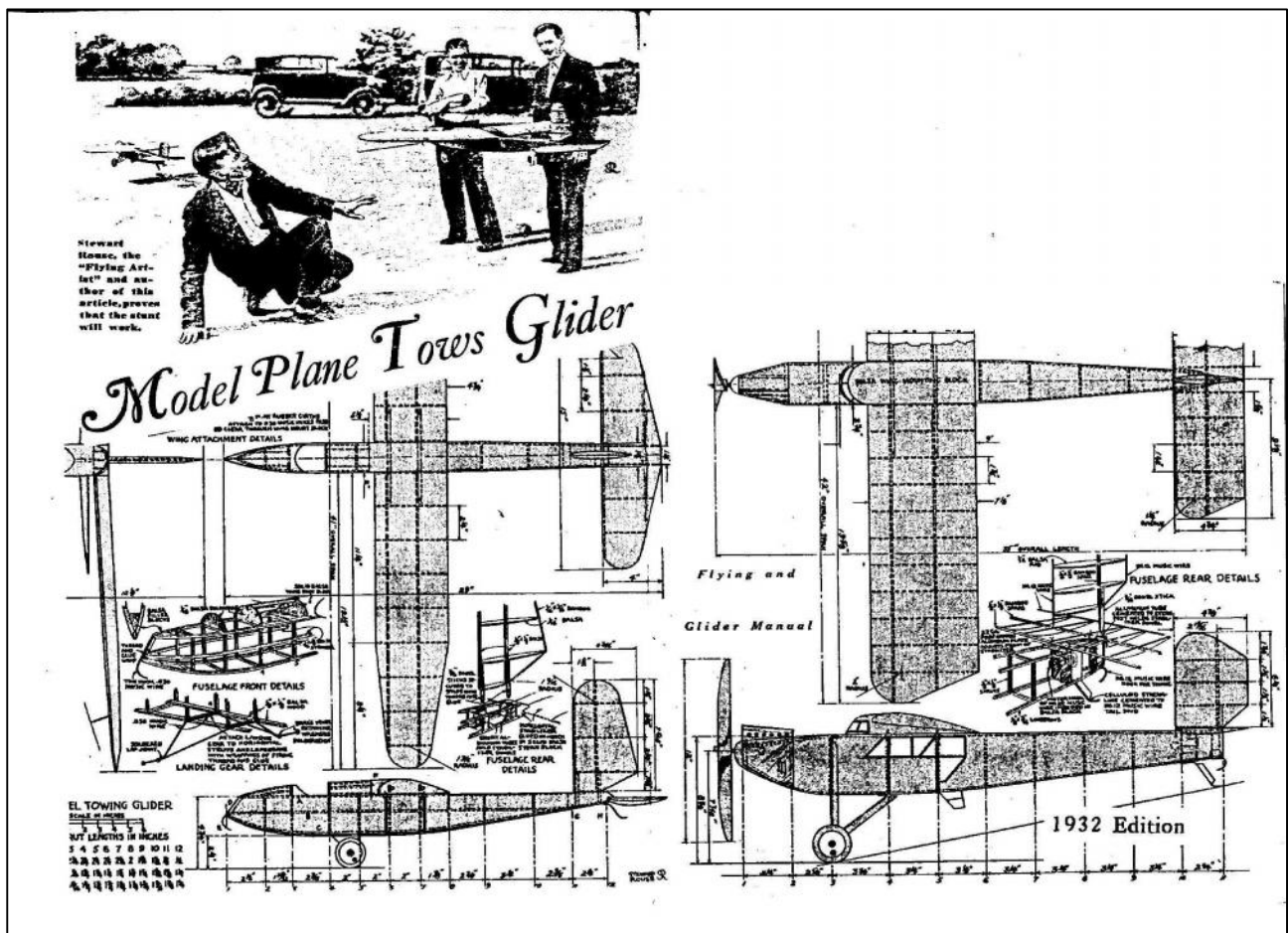
*Remarks.* The engine was purchased at random from a retail shop, and was run-in for 45 minutes at 4,000 r.p.m. No trouble or mechanical failure was experienced throughout the tests. It should be noted that the manufacturers state that the weight of the engine is 7.75 ozs.

I found this among some old papers - I think it appeared in a magazine some 30+ years ago and I find it a bit fascinating - and challenging.

The modeller is a Stewart Rouse (probably "was" by now) as this took place in 1932. I have looked him up on the 'net and can find nothing save that he was an illustrator - of technical matters - and of some ability.

I wonder if anyone knows about Mr Stewart Rouse (an American) who clearly made model aircraft in the 30's and who had imagination and ability.

Even better of course some info. on his aero towing exploits.



I am really tempted to see if a 'comp' could be arranged for this feat to be emulated at say the F/F Nats or East Anglian Gala - I am sure old hands like Peter Michel or Spencer Willis et alii would find it a piece of cake.

Prize would be a copy of SAM35 Yearbook No 1 - might even get someone to put up a trophy and it could become an annual event - but builder of the model rule must apply and it must be free flight of course.

David. Parker

**SAM 270 at the George fuller day and F/F nostalgia 29th July.**

The scheduled day for both these events was the 29<sup>th</sup> July in Meckering; a decision was made the day before based on the wind forecast for the area to run the event. Free Flight enthusiasts made the 2 hour journey to the new paddock in Meckering. On arrival the wind was slight to moderate and blowing from the East across the field, the 3 minute max making it impossible to stay out of the crop in the adjacent paddock.

Flyers started trimming and subsequently putting in official flights, 12 second motor run for diesel and 10 seconds for glo motors with a 3 minute maximum flight time. Many put up 2 flights before the wind came in with at least 2 flyers obtaining maximum scores, however the retrieval distance was almost out of sight. Troy Latto had some trimming problems with his Dixelander and broke a tail before retiring for the day. Greg McClure put in two maxes, Dicko put in three flights but maxes eluded him, Rod McDonald also put in some respectable flights. By 11 am the wind increased in strength to 11 meters per second and a vote was taken as to whether we should continue or reschedule the event, it was decided to reschedule the event to the following Sunday.



Troy Latto (assisted by Daughter Georgia) & Ian Dixon preparing for the Fuller event.

**Sunday 5<sup>th</sup> August**

We were greeted by a cold but calm foggy morning on arrival at the paddock; Troy had spent the week gluing his tail back together and was back in the race and was particularly happy with the fact that there wasn't a Dam in site. *(Farm Dams seem to have magnetic qualities on Troy models, more on this in future articles)* McClure was disappointed that the maxes he put in from the previous week were not going to be carried over into the rescheduled event, much to the delight of Dicko, Big Mac and the dogs where just happy to be there to join in the fun. We settled at the top



end of the paddock with a gentle east to north East breeze that would carry the models over the corner of the next paddock that was in crop, it was almost ideal conditions.

Model where being put together and test flights being made to check trim before the event got underway. All was well with most; accept for Troy who unfortunately came to grief with his Dixilander once again which put him out of the comp.

Dicko put up his Swiss Miss to have the timer jam and stop whilst the motor continued to haul the model skyward.



The 'Swiss Miss' on its way



Troy Latta and Ian Dixon on the long retrieval walk.

Fortunately the DT line broke and the tail came off fluttering to the ground leaving the rest of the model under full power pancaking in the sky, it did eventually stop and the model continued to pancake to the ground unscathed to fly again.

As the day progressed the wind moderated slightly taking the models quite a distance and retrieval from the crop.

Dicko had another timer malfunction whilst in lift, this took his Dixilander some distance and the car chase through paddocks by Both Dicko Junior and senior eventually ended and the model retrieved to continue flying in the event.



The Fly-Off gets underway

As noon approached the wind dropped and swung to the North which meant that the models would drift down the length of the paddock and as far as the eye could see without having to climb over fences, (for most) and lift was abundant.

Flyers took advantage of the more gentle breeze and were putting in their flights as quickly as possible with good recorded times. Dicko was flying different models in the two events so as one landed the next was hurled skyward and both were retrieved at the same time with the assistance of Dicko Senior who also became the spotter whilst Dicko junior drove the car. This worked a treat until the last flight in Nostalgia when the Swiss Miss DT malfunctioned yet again and the model continued to travel down the paddock whilst being sucked up in lift. After a steady chase for approximately 5 Kilometres the model was last seen disappearing through the cloud base possibly never to be seen again.

Both Greg McClure and Rod Macdonald put in good flights throughout the day, Rods Dixelander performed well throughout the comp as did Greg's Dream Weaver both without incident.



Winners: Left to right,  
Paul Rositer WAFFS, Ian Dixon SAM270, Rod McDonald SAM270, Phil Letchford WAFFS,

As the day came to an end and the results calculated placing's where announced.

### Results

#### George fuller

1 <sup>st</sup> place	Phil Letchford	(Dixelander)	WAFFS
2 <sup>nd</sup> place	Rod Macdonald (AKA Big Mac)	(Dixelander)	SAM270
3 <sup>rd</sup> place	Ian Dixon (AKA Dicko)	(Dixelander)	SAM270

#### Nostalgia

1 <sup>st</sup> Place	Ian Dixon (AKA Dicko)	(Swiss Miss)	SAM270
2 <sup>nd</sup> Place	Greg McClure (AKA Fish Hook)	(Dream Weaver)	SAM270

*Ian Dixon (Western Australia)*

### Vintage R/C, Sunday 12 August 2012.

The second of three meetings at this popular Cotswold site took place on an almost perfect flying day. The winds were light and the short shower mid morning soon dried up with the warm sunny conditions improving throughout the day.

A few fliers had arrived the previous day and made the most of the conditions flying well into the evening.

Early on Sunday morning, as the first of the models took to the air, many fliers and friends were arriving bringing an interesting selection of models. Fifty five modellers signed on with around 90 models listed on the signing on sheet. As always there were a good number of Tomboys in 36" and 48" versions, the majority to be flown in the popular Tomboy competitions.

Models ranged in all sizes with the Lanzo Record Breaker of Graham Cranshaw, possibly the largest, down to the smallest, a Minnie flown by Derek Giles fitted with a .03 Giles front rotary diesel. A couple of Vic Smeed Ballerinas were seen, the version by Chris Hadow looking very smart. Rob Smith was flying his aged Super Scorpion, fully refurbished [rebuilt] after a wing fold last year. Unusually only one Rudder Bug was seen flown by Barrie Finneren. Chris Turner was flying a couple of interesting models, a Flying Flea and a Scale Panda, both powered by horizontally opposed four stroke twins built by Chris.

As always fliers came from far and wide with Stephen Powell from King Lynn Norfolk and Ted Tomlin from deepest Devon with a group from Hull, probably the furthest travelled.

The terrific amount of work required to organise these Cocklebarrow Farm events was, as many times before, carried out by Val and Paul Howkins with help from Mervyn Tilbury and others.



Boycott Beal & 130% 'Spearhead Junior' – Graham Cranshaw & 'Lanzo Record Breaker'



## Tomboy Competitions

Slight changes to the fly off rules limited the maximum flight time of the fly off to 10 minutes, with time penalties after 10 minutes, and exclusion from the results after 11 minutes. The reason for this was that at the last meeting at Cocklebarrow Farm there were fly off times in the senior class approaching 40 minutes which Tony Tomlin, who organised the event, felt was unfair to the other vintage sport fliers. The majority of fliers were happy with this and most agreed that it gave a little more interest to the competition. This rule will only be used if it is felt conditions require it.



### Tomboy 3

Sixteen fliers had entered for this popular event with 14 managing the two preliminary 4 minute + flights to get to the fly off.

As always there was an air of anticipation as the fliers lined up and were given 90seconds to start their engines and then a 15second no fuelling delay before launching en mass. As before it was seen that many visitors had arrived from the local village to witness the launch.

Ian Andrews lowered the start board and the air was full of Tomboys skilfully avoiding each other and climbing away. All the fliers were trying for the 10 minute max but as often happens the lift seems to evaporate.

The first six were down in under 5 minutes with third place Chris Bishop, down a little under 8 minutes. Tom Airey claimed second spot with John Strutt at 9minutes 37seconds beating Tom by 8 seconds.

### Results Tomboy 3

1 <sup>st</sup>	John Strutt	9 min 37 sec,	2 <sup>nd</sup>	Tom Airey	9 min 29 sec,
3 <sup>rd</sup>	Chris Bishop	7 min 55 sec,	4 <sup>th</sup>	Brian Brundell	7 min 52 sec,
5 <sup>th</sup>	Derek Giles	7 min 49 sec,	6 <sup>th</sup>	Stephen Powell	7 min 04 sec,
7 <sup>th</sup>	Bob Young	6 min 42 sec,	8 <sup>th</sup>	Brian Ball	6 min 05 sec.
9 <sup>th</sup>	Tony Tomlin	5 min 49 sec,	10 <sup>th</sup>	Ted Tomlin	5 min 36 sec,
11 <sup>th</sup>	Steve Roberts	5 min 18 sec,	12 <sup>th</sup>	James Collis	4 min 56 sec
13 <sup>th</sup>	Derek Collin	1 min 30 sec,	14 <sup>th</sup>	Derek Etheridge	0 min 48 sec.

## Tomboy Senior

Ten fliers entered this event all managing to qualify. The mass launch went well with the exception of Brian Ball who had a servo problem and remained grounded. Derek Giles was first to land followed by Stephen Powell a few seconds over 6 minutes, with Tony Tomlin seconds later and Barrie Collis a little short of 7 minutes. Chris Giles was out of luck and was down.

This left the final four, all close, still trying to make the 10 minute maximum.

Ted Tomlin who had flown well at his first Cocklebarrow event managed 9 minutes. As Mervyn Tilbury called out the final seconds the Klaxon sounded at 10 minutes dead John Strutt and Chris Bishop came in spot on time with Tom Airey losing out by overrunning a scant one second and getting a 5 second penalty. All praise must go to these 3 fliers for their accurate flying.

### Result Tomboy Senior

1 <sup>st</sup> =	John Strutt	10 min 00 sec,	1 <sup>st</sup> =	Chris Bishop	10 min 00 sec,
2 <sup>nd</sup>	Tom Airey	9 min 55 sec,	3 <sup>rd</sup>	Ted Tomlin	9 min 00 sec,
4 <sup>th</sup>	Chris Giles	7 min 04 sec,	5 <sup>th</sup>	Barrie Collis	6 min 45sec,
6 <sup>th</sup>	Tony Tomlin	6 min 16 sec,	7 <sup>th</sup>	Stephen Powell	6 min 02sec,
8 <sup>th</sup>	Derek Giles	5 min 24 sec,	9 <sup>th</sup>	Brian Ball	DNS Servo problem.



**Brian Ball with O/D Bluebird**

Val Howkins presented the bottles and certificates to the winning Tomboy fliers at the prize giving and it was announced that a large water colour painting of a Tomboy event painted by Tom Payne and generously donated by Tom had been raffled and raised the sum of £170.00 for the Air Ambulance Service.

*Tony Tomlin*

### Timperley Gala Barkston 18 Aug '12.

After a week of bad weather Timperley were relieved to find the Rally day, which had been curtailed from two days to one, began dry. The wind from the SW. corner of Barkston airfield was rather gusty and felt to be more than the 8 to 12 mph forecast.

The Max was set at 2.30 and 2.00m for mini vintage, competitors were advised to avoid the farm downwind as there were birds and wheat with a nasty electric fence. The contest was run smoothly by Chris Hawke and Alice, his canine assistant, except for a cyclist who fell off and damaged a landing light and a model on the hangar roof, both incidents dealt with ably by Walter Hodgkinson.

Competitors were asked to give the names of their models to see if there was any one predominating, this did not appear to be the case except for tailless, included in this Rally for the first time, where most were Spencer Willis's design Mini Manx and an ex John Pool model.



John Wingates 'Perseus IIIa' made the Mini Vintage flyoff again but failed to perform

The Mini Vintage fly off, comprising nearly half the entrants, was peculiar, all made good climbs and then fell out of the sky to record low and almost identical times.

MINI - VINTAGE							
Score Sheet	Event						
Name	Model type	Flt 1	Flt 2	Flt 3	Total	Fly off Names	Fly off Score
PATON	Buckeye	1.35	1.40	2.00			
HEAD	NORD	2.00	1.26	2.00			
J. WINGATE	PERSEUS	2.00	2.00	2.00	6.00	WINGATE	1.52
RUSBY	KX ACE	2.00	2.00	1.35	5.35		
WILLIAMS	Too Banana	2.00	2.00	2.00	6.00	F. Rusby	0
BROWN	FLY EYE	2.00	1.45				
FIELDING	SENATOR	1.57	2.00	2.00			
NORTON	YHRO	1.45	2.00				
BEAL	HEBEAT	2.00	2.00	1.32			
COTTING	WALTHAM	1.09	1.54	1.34			
Strachan	Buckeye	2.00	2.00	1.00	6.00	C Strachan	2.15
TAYLOR	SENATOR	2.00	2.00	2.00	6.00	Taylor	1.31
GILHAM	Buckeye	2.00	2.00	2.00	6.00	GILHAM	1.22
J. FOSTER	Hebeac	2.00	2.00	2.00	6.00	J Foster	2.16
P. JENSEN	RAFF-V	0	2.00	2.00	4.00		
C. FOSTER	Le Time	2.00	2.00	1.00	6.00	C Foster	2.15



**Secretary's Notes**

-

Roger Newman

First off - apologies are due for mistakes made in listing the revised schedules for September & October competitions! These occur in both the previous month's NC & the SAM 1066 website - now hopefully corrected. The stress is getting to me! All we need now is some decent weather but as I write this note, the forecast for Sunday looks good only for ducks!

The October events are relisted below. September is now history.

**SAM 1066 Champs (Part 2) Sat 27<sup>th</sup> Oct**

<b>Class</b>	<b>CD</b>
Top Time Trophy (Dick Twomey) Longest flight time <b>Record the FULL duration of long flights on score card.</b> This event is being held over 2 successive days.	Not yet confirmed
Tomboy Duration for David & Hilda Baker Trophy. This event is being held over 2 successive days.	Nick Farley 01797 252775 <a href="mailto:nick.farley@farleypart.com">nick.farley@farleypart.com</a>
BMAS Club Classic Rubber Held to Bournemouth MAS Club Classic Rules	Martyn Pressnell 01590 677146 <a href="mailto:Martyn.Presnell@btinternet.com">Martyn.Presnell@btinternet.com</a>
8 oz Vintage Wakefield	Not yet confirmed
Jarislav Rybak A2 Glider. Designs up to 31/12/1953. 100 meter towline Minimum weight: 410 grams	Not yet confirmed
Vintage Coupe. 3 flights, 2 min max Plus – Re-scheduled Crookham Coupe Day	Not yet confirmed
Large Vintage Rubber Models larger than Wakefield	Not yet confirmed
The Rod Kenward trophy. Classic Power Jan 1 <sup>st</sup> 1951 – December 3 <sup>rd</sup> 1960 3 Flights, 12 second engine run	John Thompson 01252 842471 <a href="mailto:johnd.thompson@btinternet.com">johnd.thompson@btinternet.com</a>
HLG/CLG to SAM 1066 rules	Not yet confirmed

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

**SAM 1066 Champs (Part 2) Sun 28<sup>th</sup> Oct**

<b>Class</b>	<b>CD</b>
Top Time Trophy (Dick Twomey) Longest flight time <b>Record the FULL duration of long flights on score card.</b> This event is being held over 2 successive days.	Not yet confirmed
Tomboy Duration for David & Hilda Baker Trophy. This event is being held over 2 successive days.	Nick Farley 01797 252775 <a href="mailto:nick.farley@farleypart.com">nick.farley@farleypart.com</a>
Jimmy Allen Mass Launch contest Longest flight wins	Not yet confirmed
Under 25" Vintage Rubber	Not yet confirmed
Small Vintage Rubber (Vintage Lightweights)	Not yet confirmed
Includes Pinocchio & Scram	
4oz Wakefield	Not yet confirmed

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

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

**AGM commences at 4.45pm.**

#### **John O'Donnell:**

No doubt many of you will have seen the declaration of retirement from John in recent weeks, in which he says he wants to bow out of competitive flying at the top. For sure he has done that. His contribution to free flight over many years has been immense and we all should recognise him as one of the most outstanding competitive modellers this country has produced. It has been my pleasure & privilege to visit John at his home on occasions & spend some "natter" time with him & his delightful wife June, who has supported him over all those years. John - have a really nice "retirement" and some lazy days.

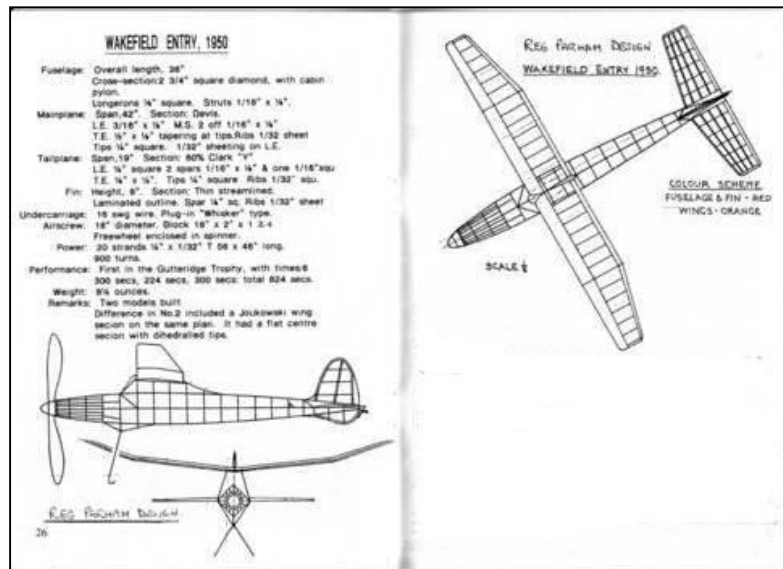
#### **Italy - Part 1**

A recent visit was made to participate in the "last flight" of Ninetto Ridenti. As reported last month, Ninetto died in Rome & his two daughters decided to have a farewell gathering in memory. This took place at the airstrip at which he used to fly, just north of Rome. Some 200 modellers gathered for good food, wine, a pleasant chat together & to witness Ninetto's ashes cast out of a light plane over the airfield. One of those "sad/happy" occasions & I'm pleased I made the effort to attend & made to feel very welcome. The visit also included some time in Tuscany visiting Bob Scott, whom I last saw three years ago. Sadly Bob has developed Alzheimer's Disease, albeit at a relatively early stage & no longer is capable of active modelling although very happy to talk about old times.



**Field of Last Flight**

During the Rome part of the trip, I met up with Pino Carbini who is the Editor of L'Aquiloni. Pino has produced a quality A4 size book on an early Italian power competition which, in Italian & English, contains some fascinating photos & memories of times long since gone. He gave me a few copies so if anyone is interested in obtaining one, get in touch by email. They work out to be about £15.00 (20 Euro in Italy) plus p & p.



## Italy Part 2

By coincidence I have been in recent dialogue with Vincenzo xx who wanted to know some information about an old 1950 Reg Parham Wakefield. We don't have a plan in the DBHL but the following details were published in the Clarion & in SAM Speaks a few years ago.

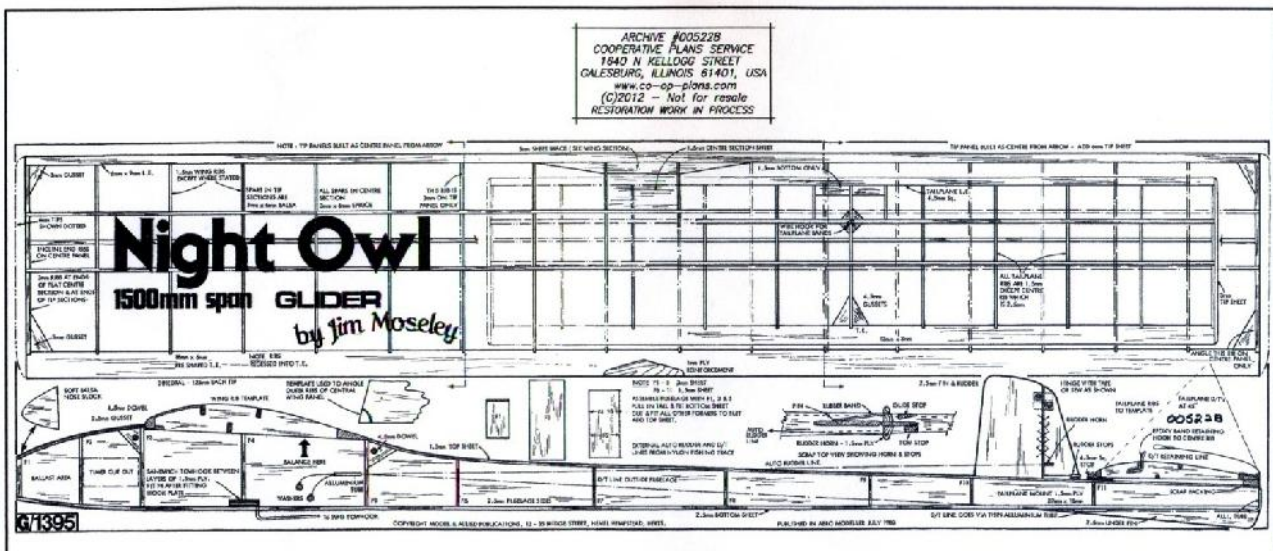
Vincenzo has drawn up his plan from the above information and we've sorted out questions on the wing & main spar but he has asked if the "power bulge" round the u/c is to conform with minimum area rules. I'm far from being a vintage Wakefield expert so can anyone enlighten us? Likewise if anyone has more information or even a copy of the plan, this would be really helpful.

Yet more overseas news. Les Esquilant in Australia is now busy building the Bill Dean/Keil Kraft Condor from his redrafted plans, starting with the fuselage. He will probably have finished his version before I get started.

*Roger Newman*

## Plans from the Archive

Roger Newman





## Night Owl

A straight forward glider for grandsons. One was built over 16 years ago & still survives - the grandson lost interest! An excellent flier & easy to construct.

**An ultra-simple model with flat plate wings and a unique planform, for any engine up to .8c.c. Will fly in any weather—virtually crash proof.**

**The semi-scale**

# DUNNE Tailless

**by H. E. Males**



NO CLAIM COULD ever be made for this unique flying wing biplane to be a scale model, yet its outline closely resembles that of one of the most outstanding aircraft designs of all time. J. W. Dunne experimented with tailless gliders having large sweepback, in 1905/6. In 1913 he demonstrated an absolutely inherently stable machine with a 7-cylinder rotary engine, and remarkable though it was, official interest did not rise to the occasion.

It was with the fame of the Dunne types in mind, that H. E. Males decided to make this simple sport flier for an Allbon Dart. What could possibly be more simple? There are no ribs to cut, the washout required for auto-stability is locked in place by interplane fins, and being a pusher, it is virtually damage free as the wings knock-off in pairs.

It is cheap to make, will fly in all weathers, and collects a crowd wherever it appears—so if you want to knock up something to shake the locals—try the Dunne, and you'll never regret the few shillings it costs to make.

Start building with the fuselage which is little more than a "bath tub", having a block bow and engine mount in the stern. Two basic  $\frac{1}{8}$  in. square sides are made over the plan and faced by sheets of  $\frac{1}{16}$ -in. balsa on the respective outsides. Add ply gusset for tank mounting on port side, the scrap supports for the engine mount, and cut and reinforce the wing tongue slots. Join sides with the engine mount, undercarriage block, the  $\frac{1}{8}$ -in. sheet bulkhead which fills the rear end of the fuselage, and front top formers and spacers. Add all other spacers, stringers and noseblock, drilling the latter for the dowel to take the nose skid. Fit the under-

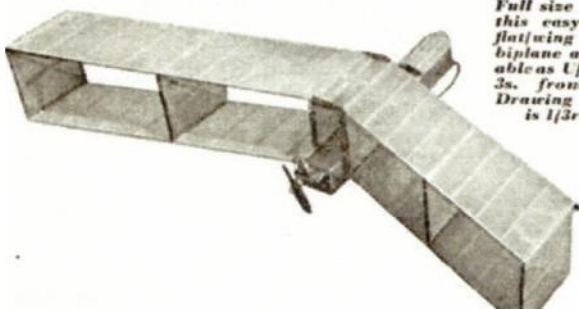
carriage. To complete the fuselage, cover with heavy grade tissue and dope as desired. Fit a washer on your engine to take up end play on the crankshaft as necessary, and mount with washers under the rear engine bearer holes so that there is approximately 10 degrees upthrust (shaft pointing downwards).

The wings are sheer simplicity, being flat plate section with the only complication of having laminated root ribs to take the  $\frac{1}{16}$ -in. sheet tongues and also having washout built in. Cut a long tapered template for the trailing edge washout, and pack this under the  $\frac{3}{16} \times \frac{1}{4}$ -in. T.E. as each panel is made, remembering, of course, to make one set for the starboard side, with root fittings to the left side! Building in the washout saves a great deal of trouble, as the angle is maintained after covering. Build the fins in pairs, allowing for dihedral by chamfering the tops and bottoms in each case. We are now ready for assembly—after covering and doping.

Apply a cement skin to all mating surfaces on wings and fins. Cover with lightweight tissue but keep mating surfaces free from paste. Rub cement right through tissue at these places. Assemble with dihedral shown and give two coats of dope. Insert pins for retaining bands.

Complete covering, doping. Fuel-proofing is optional. Assemble model with rubber bands across undercarriage and between wings (sufficient to allow model to be supported at wing tips). Add lead to noseblock to bring C. of G. to position shown on plan.

Check wings for accuracy by sighting along fins which should all be in the same plane. Don't try for glide. Hand launch with FULL power and enough fuel for a five-second engine run. If model does straight or diagonal loops increase upthrust by 5 degrees. If model turns too tight increase upthrust slightly. If she flies a straight, undulating flight path reduce upthrust slightly, this indicates that either your engine or prop or both are below standard. When a satisfactory climb is obtained increase the power run and trim for best glide by adding to or removing ballast.

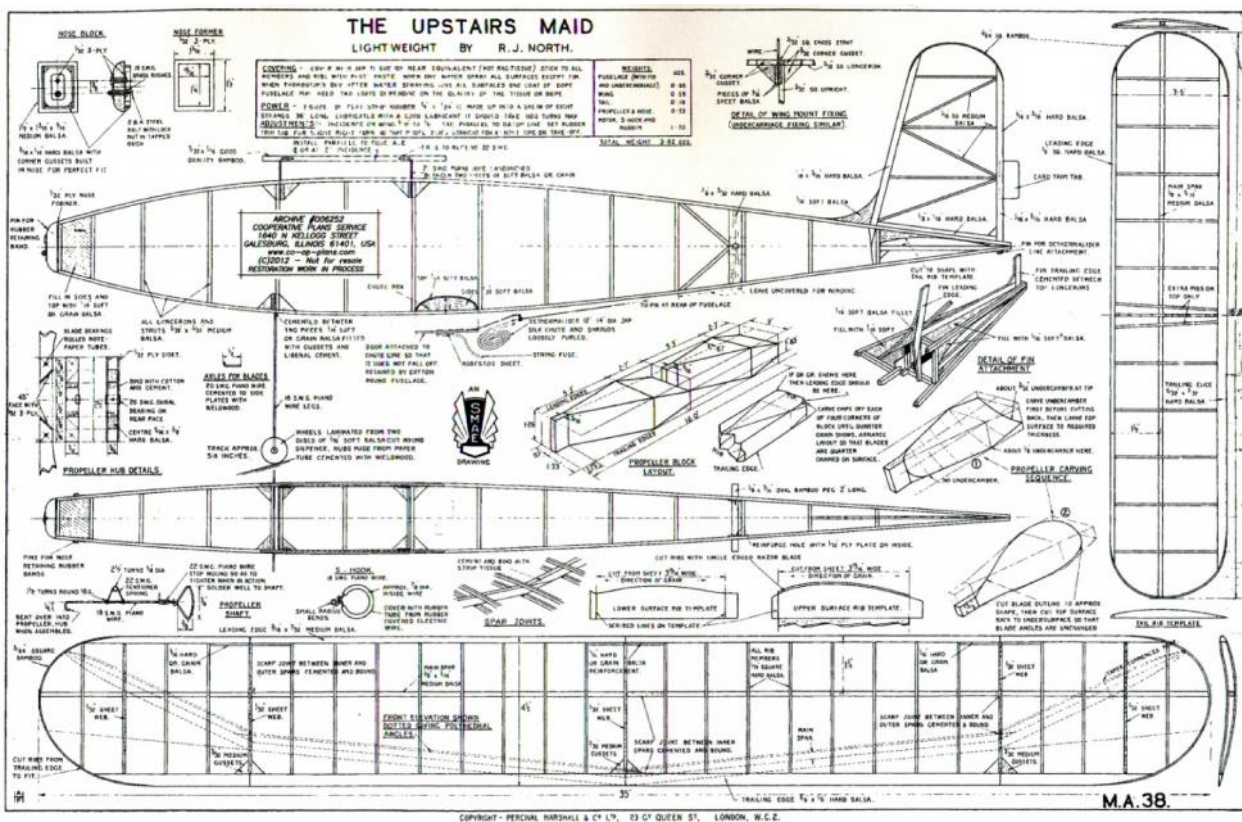
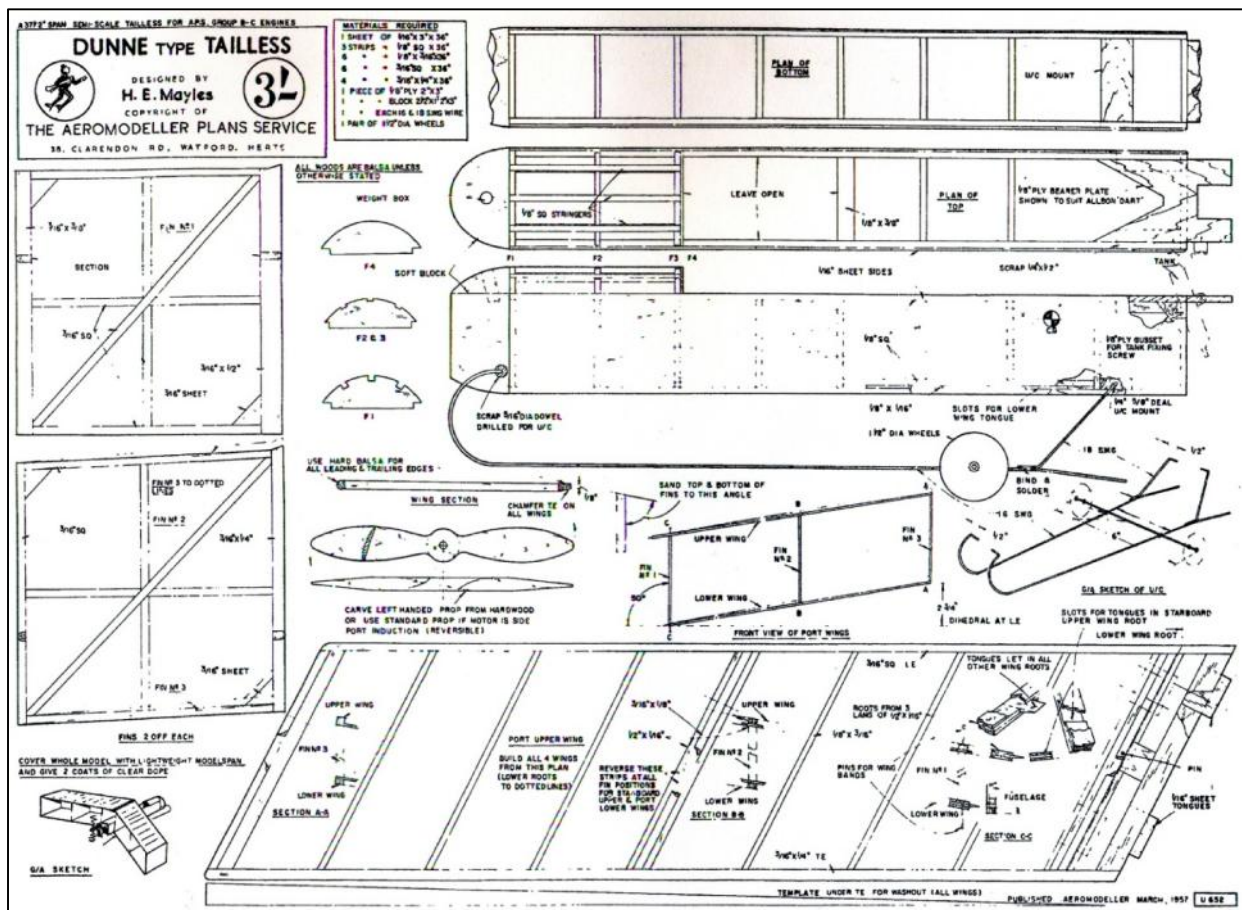


Full size plans for this easy-to-build flatwing tailless biplane are available as U/652 price 3s. from A.P.S. Drawing opposite is 1/3rd size

## Dunne Tailless

Yet another one on my "to-do" list ever since I saw one at Radlett years ago. I have the engine but not the time!





## Upstairs Maid

A lightweight from the stable of R J North published as an early Model Aircraft plan.

*Roger Newman*

## Letter to the Editor

Dear Editor:

Hi, not sure if this is the best place to be asking this but I'm trying to find information on a free flight model called Karora.

It was a 1950/60's free flight model about 48" span of slender design that may have started as a float plane.

It's not an APS design and I've been unsuccessful in finding any information on it. I'd be grateful if any members would trawl their memory banks for a reference.

Email: [johncolearch@waitrose.com](mailto:johncolearch@waitrose.com)

Regards *John Cole*

## For Sale & Wanted

**For Sale or Free: Vic Thomas:** Suggest all following are collected at Middle Wallop or delivery by arrangement.



**Junior 60** complete in electric, 2.4 Spectrum RC flying (tidy) condition. Will split to whatever you want, bare airframe £30.



**Mantis glider** built for 2 channel RC but easily returned to free flight. Free dependant upon delivery arrangements.





Zephyr glider, built as original (Model Aircraft ?) plan, only flown once.  
Free dependant upon delivery arrangements.

Contact: Vic Thomas - Tel: 0118 9781766 (Wokingham)  
Email: hvicthomas@ntlworld.com

### ***Sale & Wanted Column***

*If there is a demand, I would be pleased to run a regular piece on disposal and or aquisition of aeromodelling items.*

*If you have any requirements please email or write, including pictures if appropriate and I will see what can be done.*

*Do not forget to provide as much detail as possible, contact details, indicate costs, delivery possibilities and or postage.*

*Editor*

### **Scale Nieuport II**

-

Colin Shepherd

How does he do it?

Starting the new indoor season at the Thorns Indoor meetings, David Vaughan delighted everyone with a new scale model to add to his collection, a foamy co2 powered 'Neuport II'.



**David Vaughan with his Neuport II**

The little gem flew straight off the board for all to enjoy. Makes us normal mortals sick does it not.

*Colin Shepherd*

*Editors note: I understand from Colin that the detailing of the model is extraordinary, in particular the engine. I will try to get more detailed photographs next time I am at Thorns.*

**Wakefield Winner 1985**

-

Charles Dennis Rushing

## **1985 Reiner Hofsass, 39, FR Germany**

Livno, Yugoslavia, this year's scene of the Free Flight World Championships, which was held on September 11 to 18, 1985. Martyn Cowley having finally recovered from his last FFWC at Burgos, Spain, in 1981, opened his Livno dateline with positive rapture: "The Champs that had everything! Truly the biggest gathering in model flying history; the largest most perfect field; the best weather, clear skies, no wind; the largest most exciting fly-offs; the highest individual scores." Contrast that feeling with the feelings after the 1995 FFWC at Domsod, Hungary, where 34 contestants in the fly-offs prompted the FAI/CIAM to change the rules.

This year was an interesting contrast to the 1983 "bash", and I use the word literally. On hand to add to the gushing, were 251 contestants from 34 nations. There were some hard feelings involving the entry fees, but in the main, all was bliss, and peaceful, balmy days, with sunny skies, and minimal wind drift. Friday, September 16, was Wakefield Day. Lothar Doring, the 1981 and 1983 Wakefield WC, was there to defend his title. The German Federal Republic Team included B Silz, who was on the team in 1981, and Reiner Hofsass the designer of the "Espada" Wakefield, an FRG team member in 1969, '71, and '83. Team USA included Walt Ghio who was on the 1977, '79, '81, and '83 teams, and Bob White who was another repeater having been on the Team in 1965, he placed third in 1971, and was twelfth in 1979, and Jack Brown.

Team Great Britain had veteran Dave Hipperson, and Bryan Spooner and Ivan Taylor who were on the 1983 team. Aleksanar Andriukov was there, having attended the 1981 WC on Team USSR, with him were Yuri Gulugonov and Eugene Gorban, who was on the 1981 team with Alex. The 1979 Wakefield WC Itzhak Ben Itzhak was there on the Israeli team, with him were G Hertzberg, who was on the team in 1981, and O Sirkis. Jack McGillivray of Team Canada was another veteran of WC competition having been on the team in 1959, '63, '65, '69, and 1983!

The team from DPR Korea was back, not having attended the WC since 1979 including Y.B.Chang, & J.G.Li.



**ROUND 1-7:** Fires burning from grass stubble obscured the sky, and made for a hazy 8:00am start, making for a not-so rosy beginning as some Aeromodeller scribes would have it! Although by the end of the "preliminary" rounds twenty-four contestants were showing rosy smiles. The real Contest for the Cup would begin at 4:30pm.

**ROUND 8:** This would be the 240 second fly-off round. At the sound of the horn announcing the start of the round a cacophony of clacking gears provided a symphony for the punishment of the remaining, but deteriorating stock of Pirelli rubber. Seventeen maxed the round, not including Wen Ping Zing, and Jifa Lu of China who must have mis-read all of those ribbons on all of those thirty foot high poles!

**ROUND 9:** The 300 second fly-off round, began at 5:05pm Zhang of China was first to launch, followed by a covey of others. Holding back were White and Gorban. Doring burst two motors while winding his Pirelli past capacity. Hofsass launched with three minutes to go in the round, then White, and then Gulugonov, and Gorban. Twelve maxed this round.

**ROUND 10:** The 360 second round began at 5:50pm with a steady wind blowing at 15 mph! This is "the best weather"(?) Anyway, Zang wound up and launched at eight minutes into the round, and was again followed by a bevy of others. Alex Andriukov simply crystallized his last three Pirelli motors, and stood by watching helplessly as the flare rose above him to signal the end of the round. Now only nine remained.

**ROUND 11:** The 420 second round began at 6:15pm, and Wenyi Zhang led the chorus as he launched first. Doring had lost his best "Espada" downwind, so he waited for its return, meanwhile White went off as the wind dropped. Hofsass studied his instruments, and detected another drop in wind speed, and so he went off into a very high climb. Doring was delighted to again see his number one "Espada", but the center section of the wing had been snapped off on the return motorcycle trip. Lothar now made a peculiar decision, he elected to attempt a repair of this wing (!) even though he already had his back-up on the stand! He applied cyanoacrylate to the broken wing, and began to wind-up. Just as he launched, the red flare appeared in the sky. Only four remained, and Doring was one of them.

**ROUND 12:** The 480 second fly-off round began at 6:55pm, at the end of a day not unlike many days, but this one had eleven glorious hours of flying, with more to come. Lothar and Reiner discussed the meteorology, as they had throughout the day. Convinced at what they saw, Reiner wound- up, and launched after two minutes had elapsed in the round. There was now a large group of spectators gathered at the perimeter, and they broke into a cheer each time a Wakefield was launched. "Espada" climbed into good lift, getting higher than it had all day. Lothar was next away, but power stalled at the knee of the climb, doing a flat 180 degree circle, then climbed again, but had lost too much altitude, and would not reach the heights he twice had in the years past. First Zhang, then Chang launched, but neither would catch Reiner, or Lothar. Then Zhang was down, followed by Chang, while Lothar glided just below Reiner. Now Lothar was down, and 11 seconds later, Reiner's "Espada" dethermalized. Reiner Hofsass was the 1985 Wakefield Cup World Champion! "Espada" had won three consecutive Wakefield Cups!

### Individual Winners

Place	Name	Country	Round 1-7	Round 8	Round 9	Round 10	Round 11	Round 12
1	R Hofsass	BRD	1260	240	300	360	420	480
2	L Doring	BRD	1260	240	300	360	420	469
3	Y B Chang	DPRK	1260	240	300	360	420	294
4	W Zhan	CHN	1260	240	300	360	420	240
5	Gulugonov	CCCP	1260	240	300	360	364	
6	A Armesto	ARG	1260	240	300	360	354	
7	R White	USA	1260	240	300	360	352	
8	P Fauser	AUS	1260	240	300	360	280	
9	P Lepage	FRA	1260	240	300	360	192	
10	I Oh	DPRK	1260	240	300	123		

### 1985 Team Results for Penaud Cup

Place	Country	Abbreviation	Total	Team member places		
1	USSR	USSR	3780	5	11	14
2	China	CHN	3780	4	21	23
3	North Korea	PRK	3748	3	10	32
4	Netherlands	NED	3723	13	15	43
5	Israel	ISR	3712	26	28	35
6	Fed.Rep.Germany	BRD	3707	1	16	53

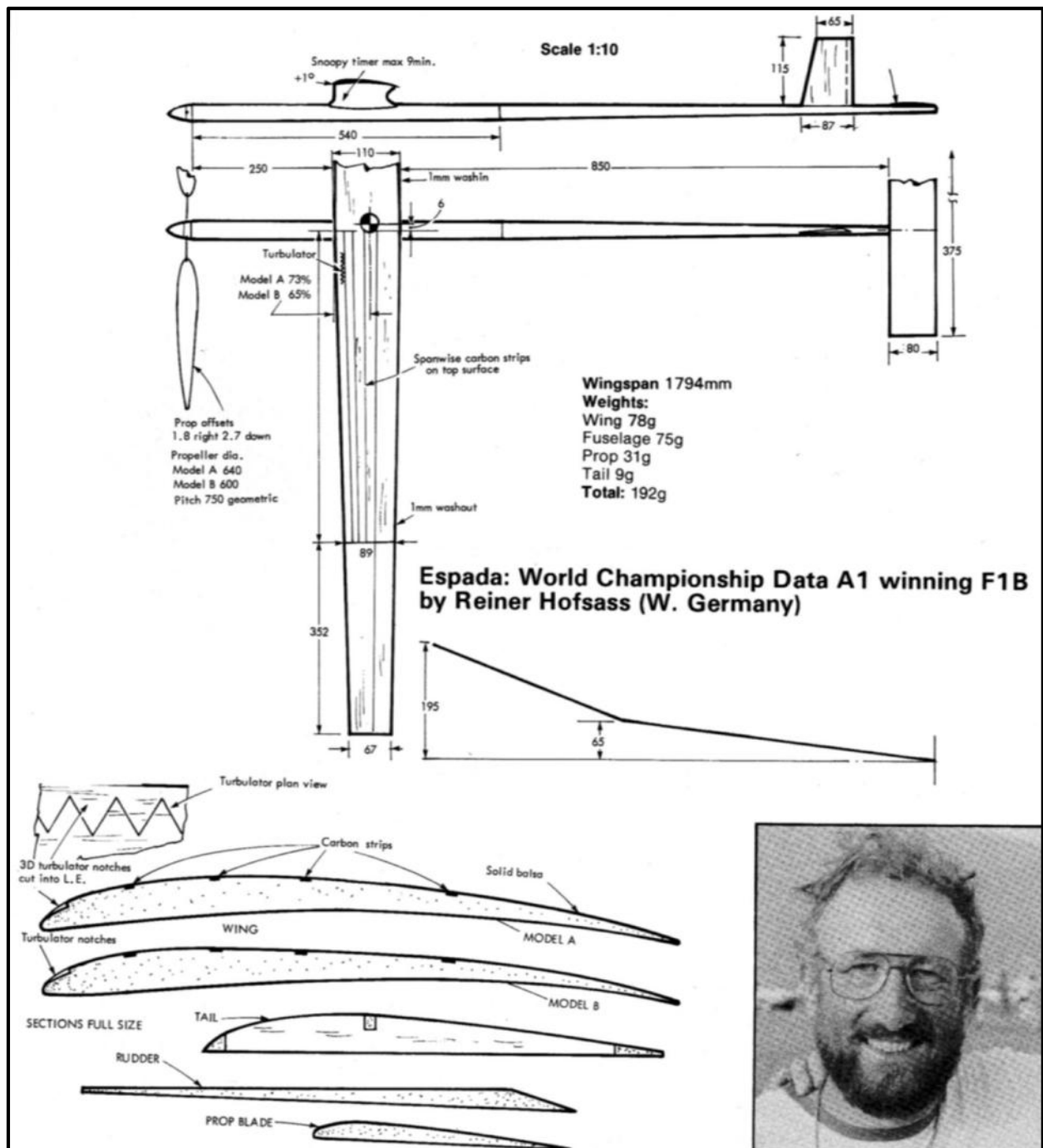


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*Charles Dennis Rushing*

The following image is from the DBHLibrary courtesy Roy Tiller

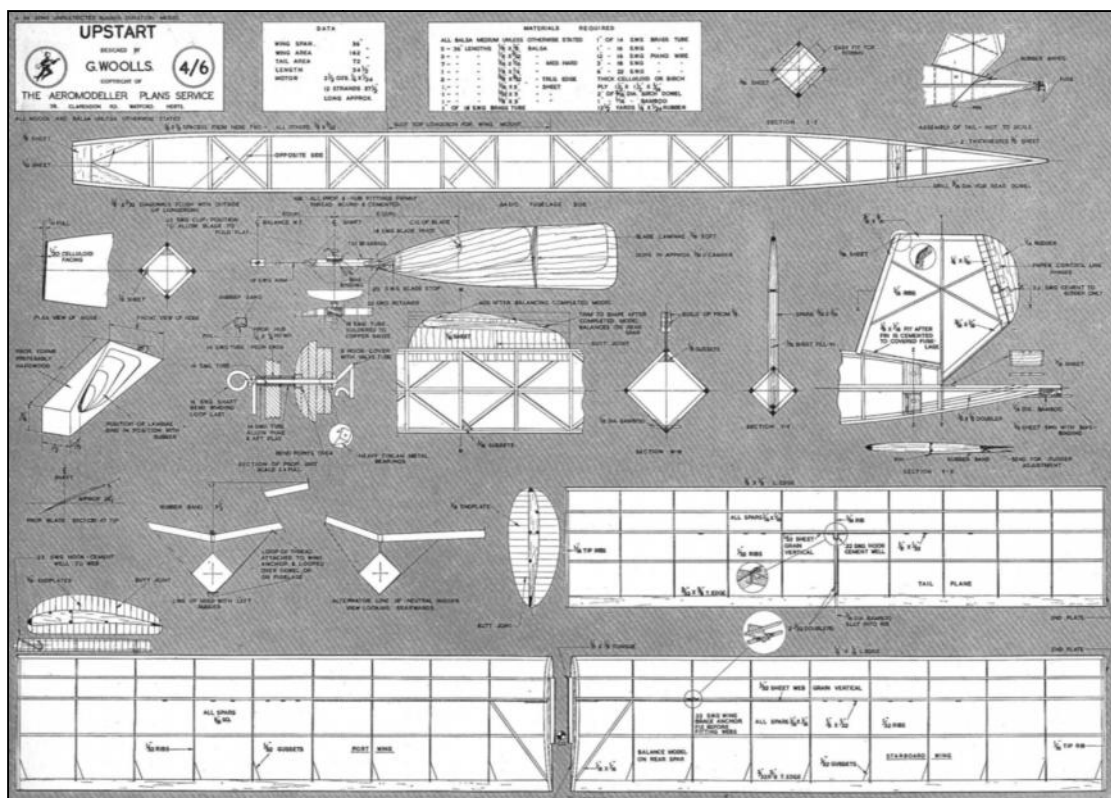


**Report No. 23. - George Woolls, continued:**

Last month we started the plans by George Woolls published in magazines in the library and covered his two Wakefields 1950 and 1951 and five tailless plans published from 1951 to 1955.

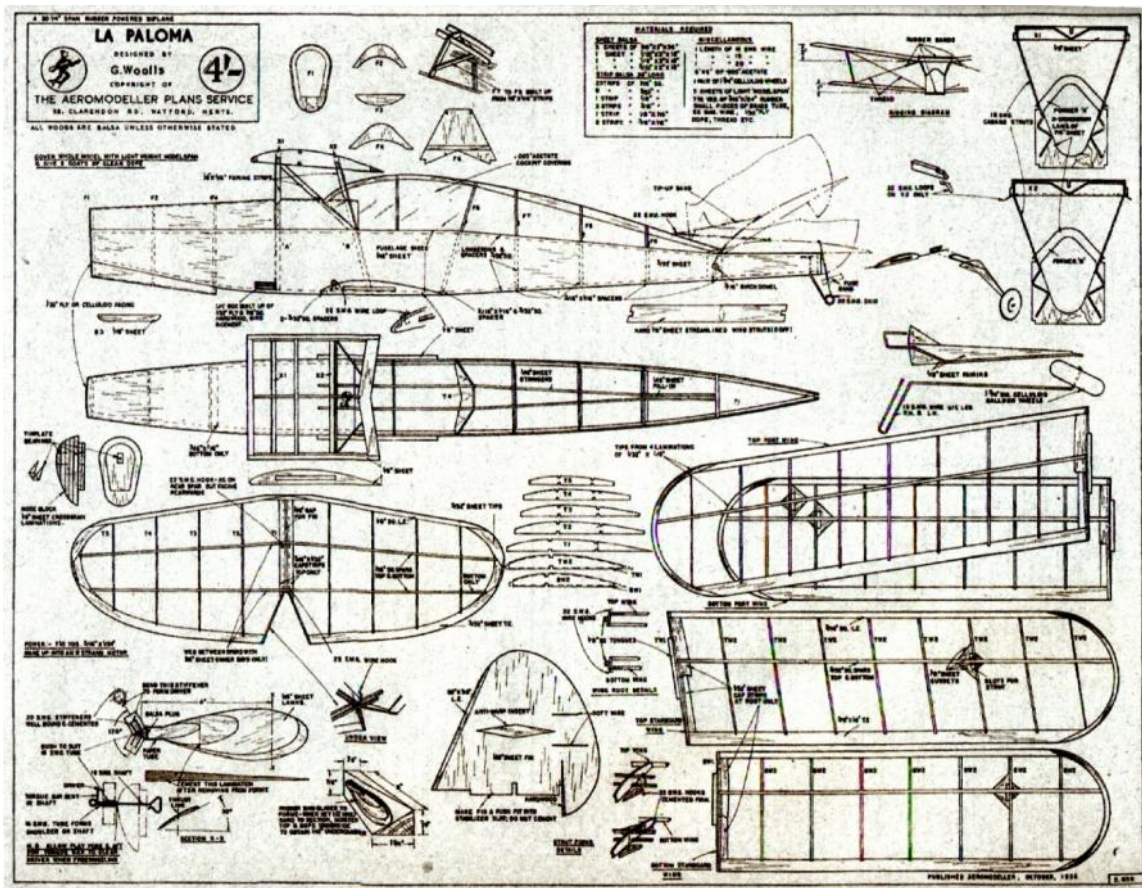
Aeromodeller April 1954 carried an article and full size plans for George's Max Holste MH152 rubber powered scale model, using either a  $7\frac{1}{4}$ " KK plastic prop which meant a non scale undercarriage and larger fins or a Frog gearbox which permitted scale undercarriage and fins.

The Upstart, a 36" wingspan lightweight rubber competition model appeared in Aeromodeller August 1954 and was developed for "High power and low drag for a fast high climb. Low wing loading for a good glide."

**MH 152**by **G. Woolls****Estrellita**

George also went in for fun flying and the Aeromodeller January 1956 published his Estrellita a 30" rubber low wing sport model. George writes "The comparatively low power is however sufficient to provide realistic take offs, fast climb, and regular flights of around the minute mark. Landings are a pleasure as they are "wheely ones" with the model remaining right side up - given of course a reasonable surface".

Then in Aeromodeller October 1956 came La Paloma which looks like a development of Estrellita into a 30" rubber powered bi-plane. George writes "La Paloma was designed in an attempt to combine realism with good flying ability. With due modesty, we think we have achieved our object. The wing struts and bracing wires fulfil their proper functions in retaining the wings to the fuselage and yet permit a high degree of knock-off-ability."



More G Woolls plans next month.

**Eager Beaver**, the designer saga continues! **John O'Donnell e-mailed:**

"As one of the two people who Roy Tiller quotes re the Eager Beaver and the Caton Trophy perhaps I could put the record straight. I got my info' re the Caton from John French and can summarise it as follows :-

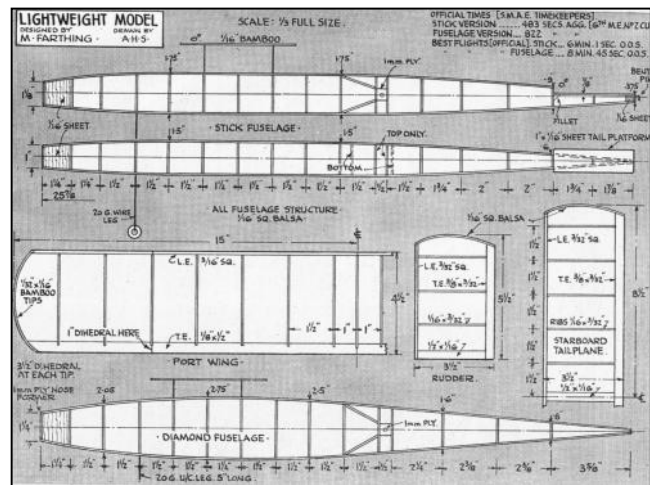
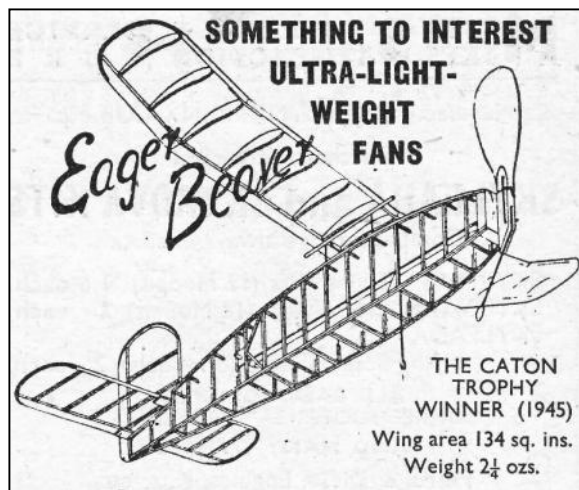
1939	J.T.Darling	score	15.03	1946	Not awarded
1940	Skinner	"	31.31	1947	J.Wingate score 32.32
1941/2/3		Not awarded		1948	H.W. Revel 1480.6 pts
1944	J.L.Pitcher	score	14.43	1949	" 2061.3 pts
1945	N.Patterson	"	16.29		

At first the Caton was awarded for "Best single flight" (of the year or season?). I suspect it was for rubber models only - as longer glider flights were reported in the mid-1940s.

Patterson's score (just the one flight) gained him 2nd place in the Gamage.. Presumably the winner had more flights.



Whilst the kit adverts say that the Eager Beaver won the Caton in 1945 - this does NOT mean that NP was the designer. He was a member of the Blackheath club, who had plenty of other rubber fliers. The dimensions of the EB are suspiciously close to those of Mike Farthing's 1943 design.



Nowadays the Caton is just one of the awards given out at the Northern Gala." So it was flown by NP, but the question remains, who was the designer?

**Wanted** Model Aeroplane Constructor, March to Oct 1936

Many thanks to the reader who supplied the North West Area Newsletter No 6. We are now complete from No 1 July 1963 to No 7 June 1964 plus one other, not numbered, about Sept 1964. Were there any more?

Contact, Roy Tiller 01202 511309, e-mail [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)

*Roy Tiller*

**Middle Wallop 22<sup>nd</sup>/23<sup>rd</sup> Sept**

Roger Newman

In summary - this was supposed to be a catch-up of the postponed August SAM Champs. However the weather took its inevitable toll. Saturday was a superb day. Some 115 through the gate & very pleasant flying conditions, with the drift going the length of the field - such that we could set a 2 min dt fly-off for the only one necessary & still have models land well inside the peritrack. Sunday was a totally different story, with rain & wind completely wiping out proceedings, such that we didn't bother to go onto the field.

Results & comments as follows: I didn't see too much of the action, being behind the desk but managed a few photos.

**Up to 50" Vintage Glider:**

This was the only comp requiring a fly-off. All three set very accurate DTs, incurring zero penalties! Ken came back from a first flight of over 7 mins in strong lift & a long search well outside the field to record a close fought win.

**Up to 50" Glider Results:**

1 <sup>st</sup> - Ken Taylor (Lulu)	6.00 plus 2.08;	2 <sup>nd</sup> - Ron Marking (Lulu)	6.00 plus 2.02;
3 <sup>rd</sup> - Dave Etherton (Nord)	6.00 plus 2.00;	4 <sup>th</sup> - Bob Taylor (Nord)	5.15;
5 <sup>th</sup> - Peter Tomlinson (Gilli-Hatchet)	5.08;	6 <sup>th</sup> - Tony Thorn (Lulu)	4.41;
7 <sup>th</sup> - John White (JW Lightweight)	2.12;	8 <sup>th</sup> - Dick Twomey (Leprachaum)	2.26;
9 <sup>th</sup> - Dave Powis (Lulu)	1.40.		

**Over 50" Classic Glider Results:**

1 <sup>st</sup> - Vic Driscoll (Kingfish)	5.55;	2 <sup>nd</sup> - Terry King (Kavka)	5.21;
3 <sup>rd</sup> - Tony Thorn (Caprice)	5.18;	4 <sup>th</sup> - Robin Kimber (Kavka)	4.58;
5 <sup>th</sup> - Bob Taylor (Shorty)	4.48;	6 <sup>th</sup> - Dick Twomey (Snark)	2.00.

Vic was flying a design by Mavis Pepper (nee Giggle) from the 1950's.

**Flight Cup**

1 <sup>st</sup> - Mike Turner (Crusader)	6.00;	2 <sup>nd</sup> - Robin Kimber (M'Cafferty)	5.43;
3 <sup>rd</sup> - Peter Michel (N. Star)	5.42;	4 <sup>th</sup> = Tony Hall (Frog Witch)	5.38
4 <sup>th</sup> = Rex Ouldrige (Percy III)	5.38;	6 <sup>th</sup> - Peter Jackson (N. Star)	5.12.

There should have been a fly-off but both Robin & Peter were most unfortunate seeing their models oos in the haze on their first flights when certainly high enough for a max.



**Mike Turner & 'Crusader'**



**Rex Woodruffe & 'Alert'**

**Maxwell Bassett Pre-42 Spark Ignition:**

1 <sup>st</sup> - Rex Woodruffe (Alert)	4.00.
---	-------

Ron Marking (Alert) was the only other entrant but managed to break his engine mount on the first flight.



**Earl Stahl Lo-Wing Results:**

1<sup>st</sup> - Nick Peppiat (Magister) 48s; 2<sup>nd</sup> - Roy Tiller (Magister) 18s;  
 3<sup>rd</sup> - Brian Stichbury (Ryan PT19) 3s.

**Earl Stahl Hi-Wing Results:**

1<sup>st</sup> - Nick Peppiat (Rearwin Speedster) 1.19; 2<sup>nd</sup> - Andy Sephton (Taylorcraft) 1.04;  
 3<sup>rd</sup> - Keith Miller (Interstate Cadet) 38s; 4<sup>th</sup> - Roy Tiller (Grasshopper).



The Earl Stahl events being conducted with their usual military precision by Lindsey Smith.

**Water Plane Events:** No entries. I must take the blame for this as I managed to "lose" the event when rescheduling all the comps from August. It didn't get re-inserted to the website until just before the weekend. Nevertheless, the fire brigade came and filled the pond with their normal efficiency & good humour.



There was a good turn out of sports fliers, taking exercise & producing some very nice models. A selection being:



A Roy Collins Flamingo built by Bob Pickernell, with a PAW 2.49 up front. Our Chairman tells me that Roy Collins still has his original model.



**Bob Pickernell & 'Flamingo'**



**David Bolt & 'Aristocrat' alongside a 'Gipsy'**

David Bolt has a very elegant Aristocrat (Ed Stoffel design from 1949 Aeromodeller) - model with purple fuselage in foreground. David says it climbs well but he has "to sort out" the glide!

*Roger Newman*

**Wallop Pictorial**

-

Dick Twomey



The two faces of the September Wallop, Saturday above & Sunday below





**Dick & 'Snark', (one max, ran out of legs)**



**John White, (10ft Canard for sale)**



**Terry King 'Aurikel'  
Peter Michel 'Northern Arrow'**



**John Thompson with Lindsley  
& a Spanish 'Yak'**



**The SAM1066 Power Base  
Roger Newman (sec), Ed Bennet (treasurer), John Thompson (chairman)**

*Dick Twomey*



**The David Baker Heritage Library  
MAGAZINES FOR SALE**

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**Roy Tiller Tel. No. 01202 511309**

**e-mail:- [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)**

**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.



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

Plans of models designed by Geoff Lefever

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

**MSP PLANS PRESENTS**

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 AO size, some as twin plans.

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

Photos of most models can be seen on my website - [www.msp-plans.blogspot.com](http://www.msp-plans.blogspot.com)

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

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

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

To order plans for UK delivery please write with cheque (£ sterling) made payable to  
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For overseas delivery of Popular Plans send local bank notes equivalent to £10.00.

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**MSP-PLANS ARE PLEASED TO PRESENT  
A NEW BLOGSPOT**

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

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

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



## HOT OFF THE PRESS – THE 2012 FREE FLIGHT FORUM REPORT

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



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

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

Copies are available from :

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

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

## 2012 FREE FLIGHT FORUM - CALL FOR PAPERS

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

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

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



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

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



### Indoor Flying with the South Birmingham MAC

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15<sup>th</sup> December

Admission - Flyers £5.50 - Spectators £2.00

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Contact:- Tony Eadon-Mills

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

### BMFA South West Indoor Flying

organised by

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Flying from 1200 to 1600 on the following dates,

**Sunday 23 September 2012**

**Sunday 21 October 2012**

**Sunday 18 November 2012**

**Sunday 16 December 2012**

Mainly free flight but some micro R/C  
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Contact:

Cornwall

David Powis on 01579 362951

([dave\\_powis@hotmail.com](mailto:dave_powis@hotmail.com))

Devon

Roger Bellamy on 01752 311786

([rogerbellamy9@hotmail.co.uk](mailto:rogerbellamy9@hotmail.co.uk))





## **INDOOR FLYING**

**TUESDAY 25<sup>TH</sup> SEPTEMBER 2012**

**TUESDAY 23<sup>RD</sup> OCTOBER 2012**

**TUESDAY 27<sup>TH</sup> NOVEMBER 2012**

**TUESDAY 22<sup>ND</sup> JANUARY 2013**

**TUESDAY 26<sup>TH</sup> FEBRUARY 2013**

**TUESDAY 26<sup>TH</sup> MARCH 2013**

**7pm to 10pm**

## **ALLENDALE CENTRE**

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**ROY TILLER e-mail [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)**

**Re-scheduled**  
**Crookham Coupe Day**  
**Wallop Sat 27<sup>th</sup> October**

**Coupe Europa**  
**Middle Wallop 2<sup>nd</sup> December**  
 (SO20 8DY 51° 08' 59.18"N, 1° 34' 25.15"W)

**F1G for Aeromodeller Trophy**  
**Vintage Coupe d'Hiver for AAA Cup.**  
**Flitehook Europa Team Trophy for F1G teams**  
**10 a.m. start. F1G in rounds**

**Contact David Beales on +44 (0)20 8858 2714**  
**or e-mail; [addickab@aol.com](mailto:addickab@aol.com)**

**or phone or fax Martin Dilly on +44 (0)20 8777 5533**  
**or e-mail: [martindilly@compuserve.com](mailto:martindilly@compuserve.com).**

### **STOP PRESS.**

**Croydon club are offering enhanced cash prizes in both events,**  
**in addition to the usual wine and engraved glasses.**



## **VINTAGE RADIO & CONTROL LINE**

**at MIDDLE WALLOP, 2012**

Courtesy of the Army Air Corp Centre, MAC

### **SUNDAY APRIL 8<sup>TH</sup> SAM 35 Gala**

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

Tomboy 3 & Tomboy Senior Competitions

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

### **SUNDAY MAY 6<sup>TH</sup> SAM 1066 Wakefield Day**

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

Tomboy 3 & Tomboy Senior Competitions

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

### **SUNDAY AUGUST 26<sup>TH</sup> SAM1066 Eurochamps**

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

Tomboy 3 & Tomboy Senior Competitions

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

### **SUNDAY SEPT 23<sup>rd</sup> SAM1066 Fun Fly + Trimming Day**

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

Tomboy 3 & Tomboy Senior Competitions

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

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

**Vintage Radio to December 1969**

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

For further information contact:

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

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

[VPD] Bill Longley, 01258488833, email. [tasuma@btconnect.com](mailto:tasuma@btconnect.com)

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

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

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

## **R/C Tomboys all set for 2012**

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

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

### **Meeting Dates and Venues:**

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

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

Email [pjt2.alt2@btinternet.com](mailto:pjt2.alt2@btinternet.com).



## Salisbury Plain Trimming 2012

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

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

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

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

#### Dates

January	7 <sup>th</sup> /8 <sup>th</sup>	14 <sup>th</sup> /15 <sup>th</sup>	21 <sup>st</sup> /22 <sup>nd</sup>	28 <sup>th</sup> /29 <sup>th</sup>	
February	4 <sup>th</sup> /5 <sup>th</sup>	11 <sup>th</sup> /12 <sup>th</sup>	18 <sup>th</sup> /19 <sup>th</sup>	25 <sup>th</sup> /26 <sup>th</sup>	
March	3 <sup>rd</sup> /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>	31 <sup>st</sup>
April	1 <sup>st</sup>	7 <sup>th</sup> /8 <sup>th</sup>	14 <sup>th</sup> /15 <sup>th</sup>	21 <sup>st</sup> /22 <sup>nd</sup>	28 <sup>th</sup> /29 <sup>th</sup>
May	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>	
June	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 <sup>th</sup>
July	1 <sup>st</sup>	7 <sup>th</sup> /8 <sup>th</sup>	14 <sup>th</sup> /15 <sup>th</sup>	21 <sup>st</sup> /22 <sup>nd</sup>	28 <sup>th</sup> /29 <sup>th</sup>
August	4 <sup>th</sup> /5 <sup>th</sup>	11 <sup>th</sup> /12 <sup>th</sup>	18 <sup>th</sup> /19 <sup>th</sup>	25 <sup>th</sup> /26 <sup>th</sup>	
September	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>
October	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 <sup>th</sup> /28 <sup>th</sup>	
November	3 <sup>rd</sup> /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>	
December	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>	

## BILSTON M.A.C.

## SWAPMEET 25<sup>th</sup> November 2012

### Note New Venue

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

( Junction 10 M6)

### Opening Times

Table Holders 9 am. All Others 10 am

Entrance Fee £4 Tables £5

For Information and Booking

Contact:-Keith Garbett 0121 556 0115

Refreshments Available

Model Related Items Only **No Fuels**



## Provisional Events Calendar 2012

With competitions for Vintage and/or Classic models

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

SAM 1066	-	<a href="http://www.sam1066.com">www.sam1066.com</a>
Flitehook, John & Pauline	-	<a href="http://www.flitehook.net">www.flitehook.net</a>
Mike Woodhouse	-	<a href="http://www.freeflightsupplies.co.uk">www.freeflightsupplies.co.uk</a>
GAD	-	<a href="http://www.greenairdesigns.com">www.greenairdesigns.com</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>
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.vintagemodelairplane.com">www.vintagemodelairplane.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>
US SAM website	-	<a href="http://www.antiquemodeler.org">www.antiquemodeler.org</a>
Peterborough MFC	-	<a href="http://www.peterboroughmfc.co.uk/index-old.htm">www.peterboroughmfc.co.uk/index-old.htm</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*