

	<h1 style="text-align: center; color: red;">NEW Clarion</h1> <h2 style="text-align: center; color: red;">SAM 1066 newsletter</h2>	Issue 08.11
		November 2008

Affiliated to the  - Club No. 2548

SAM 1066 WEBSITE — WWW.SAM1066.ORG

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EDITORIAL

As another flying season draws to a close it is perhaps time to reflect on the past as well as to look forward to next season. The early part of this season was blighted by poor weather; high winds, rain, low temperatures etc. but, miraculously the end of the season provided some ideal conditions and encouraged some of the biggest attendances yet at Middle Wallop.

As far as the past is concerned the proposed Dixielander celebration seems to have been very well received and, as Peter Michel reminds us in this month's column, next year is the 70th anniversary of Dick Korda's 43 min.+ flight on a hot August day at Bendix N.J. that settled the Wakefield Trophy for the next nine years. Although, these days, commonly acknowledged as a 'lucky' flight, as Jack Nicklaus is reputed to have said "the more I practice the luckier I get!".

So I think that the rubber brigade ought to get together and celebrate 2009 with a Korda competition run in conjunction with the 8 oz. Wakefield event at the August 1066 Champs. I will donate a bottle of 'bubbly' for the highest placed '39 Korda and I'm sure that we can come up with some prizes for the runners up. I've started building mine already.

The SAM 1066 AGM was held at the end of the trimming day at Middle Wallop and, considering the number of people on the airfield, was poorly attended. Many thanks are due to Mike Parker, John Thompson and Lindsey Smith for their efforts during 2008 and for volunteering to carry on through 2009.

SAM 1066 Annual General Meeting

Held at 'APACHE' Restaurant & Cafe

Museum of Army Flying

Middle Wallop

October 12th 2008

16:00 hrs

Many thanks are due to Roger Newman for volunteering to take the AGM minutes.

Minutes of AGM 2008, held on 12th October at Middle Wallop

1. Chairman & Secretary's Report

The Chairman welcomed all present and indicated that apologies had been received from various members. Specifically he mentioned the sad absence of David Baker, due to illness and voiced best wishes on behalf of SAM 1066.

The Chairman's report follows:

"I am delighted to still be here with you today. Firstly I would set your minds at ease - we have no money invested in Offshore Islands or in the Stock Markets of the world.

We are very much a non-commercial undertaking, the only object is to make, fly and enjoy model aeroplanes.

You will see from the resume of the financial situation that we more or less broke even during the year, which continues to leave us with a smallish financial cushion to allow us to run events at Middle Wallop and to cover some expenses incurred in running the "New Clarion", excellently edited and produced by Vic Willson.

SAM 1066 really only exists as long as Middle Wallop is available to us. Our thanks go to Lindsay Smith who with his liaison with the Authorities continues and helps to ensure this availability.

The "Big" events and administration etc. of SAM 1066 are under the production, direction and management of Mike Parker. Thank you Mike.

Two things come to mind this year: Easter - how three of us found out that putting up a tent in a 35/40 mph wind almost proved that anything could fly!; the so-called bad weather this year, with all previous years being fine - all I can say is that sometimes the "good old days" are a product of a bad old mind.

Thank you all for coming and for your support"

Closing comments were to give thanks to Vic Willson for his significant contribution in editing the New Clarion, endorsed by the floor and to stress that SAM 1066 and Middle Wallop remain synonymous.

2. Treasurer & Membership Secretary's Report

Overview finance report is included herein:

SAM 1066 Accounts to 31st September 2008

Income	£2747.10
Expenditure	£2683.79
Excess of income over expenses	£63.31
Balance brought forward from 2006	£1770.74
Balance on deposit	£1834.05

Accounts audited by Brian Snaith FCCA

Copies of the full accounts are available to members on request.
(Please note that these will be supplied in electronic format only)

Points arising:

(i) Bank Account changed to Lloyds

(ii) Noted funds for SAM 1066 are accrued through £1 levy on gate fees. Thanks to Derek for manning the gate. Unanimous agreement from floor to continue with existing £1 levy

(iii) Unanimous agreement from floor to continue with 50p subsidy on competition entries for clubs, who run specific competitions.

(iv) MP proposed that "membership subs" continue at no charge. Unanimous agreement from floor, albeit it was noted that levy for 2009 is not yet guaranteed.

2.1 Membership as per report:

Membership by membership category.

	2008	2007
• Senior members (BMFA)	383	308
• Social members	86	55
• Junior members	4	1
• Membership total	473	364

Membership by country.

• ARGENTINA	1	1
• AUSTRALIA	2	-
• CANADA	6	5
• FRANCE	3	1
• GERMANY	1	1
• ITALY	26	12
• MAURITIUS	2	2
• NEW ZEALAND	2	2
• SLOVAKIA	2	1
• SWEDEN	1	-
• UNITED KINGDOM	409	330
• UNITED STATES	18	9

2.2 Events for 2009

(i) noted 12 days were granted for events in 2008

(ii) application lodged for 14 days in 2009, being 12 days as per 2008 and an additional 2 days based on request from SAM 35 to hold event in May - not yet known if application will be granted in full, but reasonable confidence expressed. Noted that SAM 1066 will host SAM 35 event - agreed unanimously by floor.

(iii) MP observed that members attending MW events are declining and suggested that special interest groups (SIGS) e.g. C/L, Radio Assist, Rocket Flyers be invited to attend to boost numbers and gate fees. Agreed by floor with caveats that:

(a) additional groups are BMFA affiliated and that individuals have BMFA membership,

(b) activities are overseen by SAM 1066 Committee.

(iv) 2009 SAM Championships - dates are provisional at this time.

(a) Dixielander event to be coincident with Champs.

(b) agreed by floor that Hog Roast be continued on same funding basis as this year.

(c) agreed by floor that background jazz music be provided by "ghetto blaster" or equivalent during Hog Roast.

(v) Water Planes - noted that John White funded cost of pool personally. Meeting thanked John for his generosity. Lindsay Smith proposed slight alterations for next year, which he volunteered to organise. Meeting agreed.

(vi) Trophies - noted that MP has asked Roger Newman to carry out audit of SAM 1066 trophies i.e. what are they, who holds them & where are they. MP warned that this task may take some time. See separate note in New Clarion on this subject.

(vii) Request from floor that SAM Champs trophies are given on daily basis - Committee agreed to discuss.

3. Middle Wallop Liaison

LS reported that relations with Museum and Army remain good, with regular contacts across the board. Noted that it is important to maintain this dialogue, to ensure continuity of events at Middle Wallop.

4. Election of Officers

Existing Committee expressed willingness to continue in office. Unanimous agreement from floor, with added vote of thanks proposed to Committee for their efforts over past year. Heartily endorsed by floor.

Meeting closed at 17.20

SAM 1066 Trophies - By Roger Newman

Mike Parker has requested that I try to find out the whereabouts of SAM 1066 trophies. Once a list is compiled - on the positive assumption that they can be traced, we can sort out the mechanics of how best to manage awarding and tracking of individual trophies. However, this is a task that could take some time!

Initially I propose to do the following:

(i) to use the New Clarion as a means of communication on progress;

(ii) to research prior information through the New Clarion, the Clarion etc., to compile a preliminary list. Hopefully from this list, it should be possible to contact current trophy winners/holders.

(iii) to contact past known members of SAM 1066 by post with a request for information (I can do this based on the last database generated for address labels, which I used to create for David Baker when he edited the Clarion), as well as using this edition of the New Clarion for the same request. This will be done after this edition of the New Clarion is published.

If you therefore get a duplicate request, please do not take offence! Likewise, if you have a trophy or know a holder of a trophy, would you kindly get in touch with me. Contact details are:

Email: rogerknewman@yahoo.com

Phone: 02392 550809

Post: 35 Russell Road, Lee-on-the-Solent, Hampshire, PO13 9HR

Any information will be gratefully received and acknowledged.

MODEL OF THE MONTH

The Zoot Suit fitting - *By John Thompson*

All of George Fuller's models were evolved from a design around 1951/52.

One of them, ZOOT SUIT Mk2, placed 2nd in the 1953 World Championships at Cranfield (I placed a humble 33rd with a high thrust line model). The only known Zoot Suit plan/3-view drawing that seems to exist is the Bill Dean effort in the November 1953 Model Airplane News.

This in fact shows enough to build a replica, with the knowledge from Zoot Suit Mk3 published in the RAF Flying Review June 1954.

The photocopies are not great, but as John O'Donnell said when he made them "the paper was beginning to go brown. We had better get more if they aren't digital, before they disappear".

The Mk3 differed from the Mk2 in that it appears to be slightly larger, had centre dihedral and a more rounded fin shape. In fact it was a slightly evolved design, powered by an Elfin 1.5, rather than the original with a 1.8.

Looking at the power curves there probably wasn't a lot of difference in the power output.



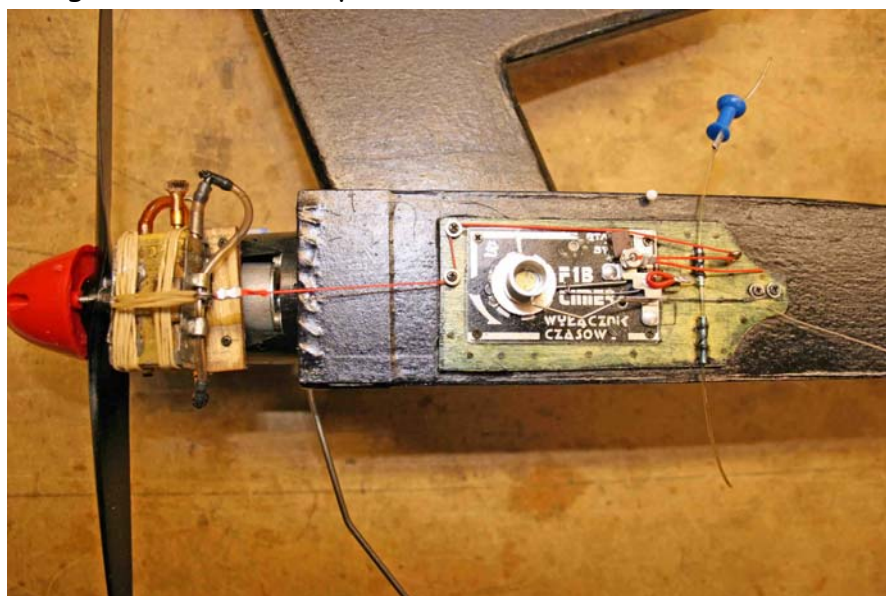
I like building models of that era, just to see how they go, so I thought it was time to do a Zoot Suit Mk3. The model went together easily: what would you expect from a G.F. (Great Flyer!) design. I did slot the trailing edge so as to insert the ribs in the T/E. George says this is a "load of nonsense"; he never had time for such niceties. But this is what happens when you give details to a draughtsman, Bill Dean in this case, who then draws something as they see it.

The weights of the model are given at the end. I powered the model with a replica Elfin 1.5 and used a Master 8 x 3 prop, giving around 12,600 rpm. The original used an ED 7 $\frac{3}{4}$ x 6 plastic prop.

I remember them, very tough, generally tough enough to bend a crankshaft rather than break! I haven't got one to check the revs, but if anyone has and could lend it to me it would be interesting to compare the revs.

I complained to George that his models don't offer enough sport in the way of trimming. If you build them pretty close to the plan, they just fly! In the case of the Zoot Suit and other models of that era, if you use similar power to the original, they trim out very satisfactorily.

Anyway off to Chobham. I picked one of the few calm days in 2008 and had the model trimmed quite well in about 4 flights. Subsequently the fine trimming was completed at Beaulieu, where it is possible to have much longer flights. I used the model for the fly-off in Slow Open Power at the 5th Area competitions where it did 3:16 from an 11.4 sec engine run; it hit a tall gorse bush so might have done 3:25. Not bad for a 50 year old design with moderate power.



My model uses an RC type radial mount, which allows thrust line adjustments to be made quite easily. The pylon shape is very distinctive, but a trifle weak at the swept back section joint. This can be strengthened before covering the pylon with balsa sheet, but a major strengthening device is to laminate 1/64th ply 1/2" deep each side at the top from front to back. This strengthens the pylon enormously, for very little weight penalty.

Using the BEVEL BOX (see NEW Clarion June 2007) incidence device - it is to be appreciated that these are approximate as moving the model on a test stand to measure the incidences can give slight changes - my final set up is as follows:

Wing	+ 4.2 deg.
Tailplane	+ 3.0 deg.
Downthrust	1.5 deg.
CG	85%

The wingtips are washed-out by 1/8th each (about 1 deg.), the right centre panel is washed-in by 1/8th (about 1 deg.), plus, during trimming, I added a 2" long 1/8th triangular 'Gurney' flap to the T/E.

Yes, I know this is not what is shown on the plan, but at least I know where the CG is; George says he never knows or really cares!

You won't need much in the way of good luck to get this model to fly, if you decide to build one.

WEIGHTS:

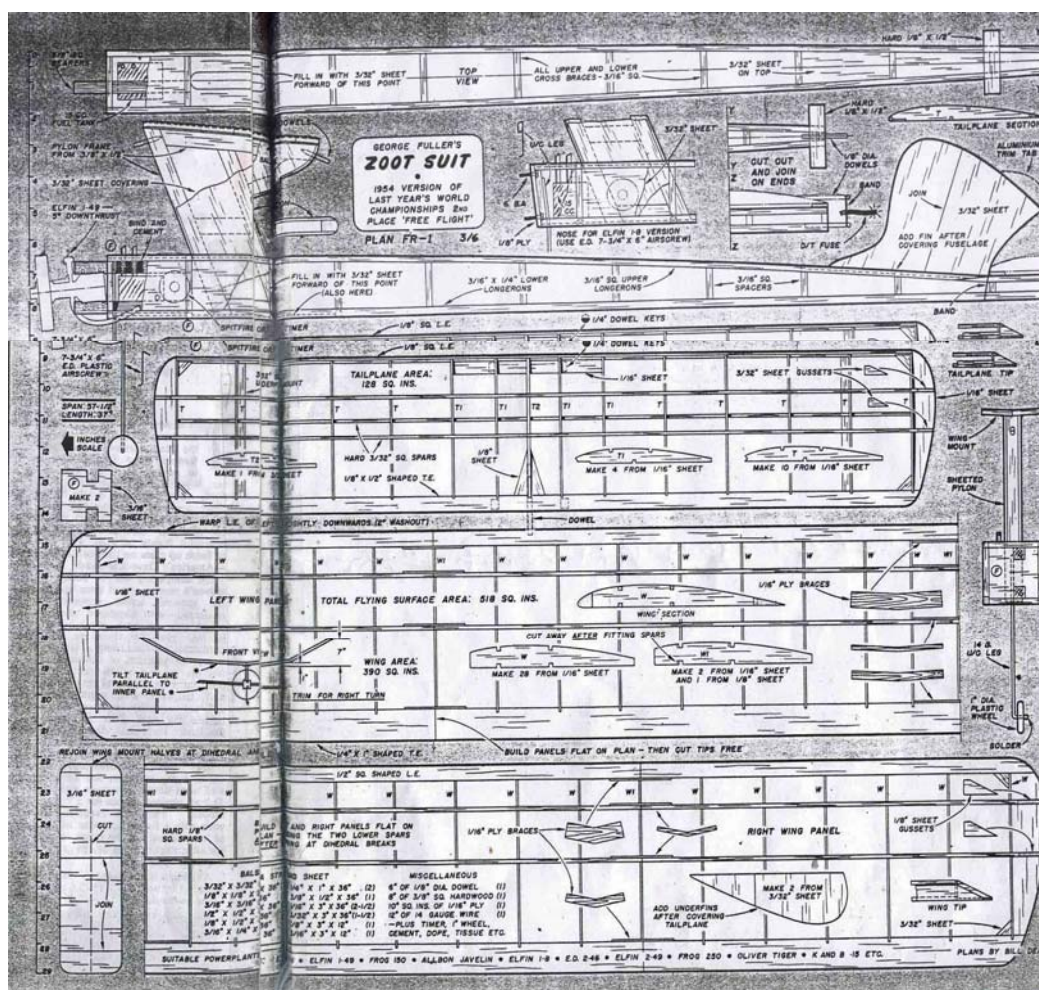
	Grams
Wing	
Centre panels - uncovered	16.0 each
Tips	11.0 each
Joined with ply braces etc.	58.8
Evo-Stik	62.8
Covered with 10 micron Mylar	70.4
+ lightweight Esaki tissue	80.0
+ 4 coats 50/50 shrinking dope	88.4
+ TufKote on centre 15"	89.2
Tailplane	
Uncovered	10.3
Complete (with sub-fins)	20.3
Fin	
Complete	3.5
Fuselage	
'Box'	29.4
Pylon	23.8
Complete	82.2

Total, ready-to-fly, weight (inc. FF supplies SLOP timer) 340 grams

On reflection I think it could be got down in weight by some 15-20 grams, but it would be a lot of effort. Being light the model might sustain damage landing in windy weather, so bear this in mind. The pylon weight in all power models always gives me the 'heebie-jeebies', how can we reduce the weight and still build it strong enough? Moving surfaces, even on slower flying models such as this, are not conducive to consistent flying.

By the way, using the 'How High' altimeter (see www.wingedshadow.com) the model reaches about 325 ft in 12 seconds. This would roughly equate to 540 ft using the old 20 second motor run. Take a bit off 'cos the models had to ROG (VTO) gives a 500 ft figure. Enough, if you avoid a downer to do the 5 min. max of yore. I can only assume in those days, young and fit, that one could run the first $\frac{1}{2}$ mile or so and roughly be in the same situation that we are now, with a 3 min. max. (no I can't run $\frac{1}{2}$ mile in 2 mins. But you know what I mean).

Great fun, let's see more of them. Next time the DIXIELANDER.



WORLD CHAMPIONSHIPS, Cranfield 1953



George Fuller releasing ZOOT SUIT



*The second placed GB team - left to right:
George Upson, Pete Buskell, Eddie Cosh (team manager),
George Fuller and Pete Cameron*



Great events not to be forgotten - *By Peter Michel*

ANNIVERSARIES
are important to us. Few will forget the moment at Middle Wallop in August 2006 when Bert Judge RoG'd his iconic Wakefield 70 years after his historic victory at Detroit. "It was just like on the day," said Bert after releasing his repro model from the take-off strip in dull light for a stunning flight against a background of thin cloud. People around applauded, some visibly moved.

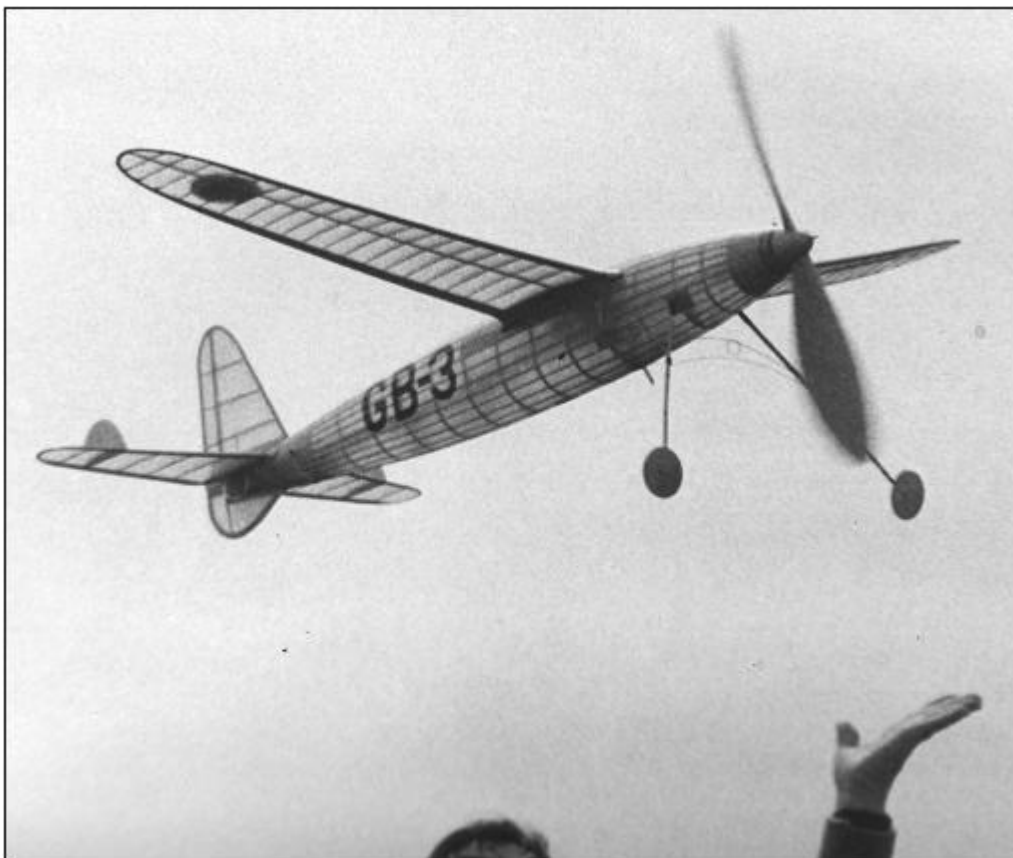
Next season we have two commemoratives. Or at least there jolly-well should be two. Please read on...

The first is the Golden Jubilee of George Fuller's Dixielander which has been well

publicised of late. I would hazard a guess that in the UK at least this one design has led more people into modern "power" than any other. Today it is still a healthy contender in Open.

I started building one yesterday [this is being written during the week after the October fun-fly at MW] and am struck by the beauty of its sparse construction. Every line is right, and although aerodynamicists might disagree, we aeromodellers KNOW that what looks right is right. There were, incidentally, already quite a few Dixielanders on the field at the MW bash (which was a classic game of two halves, foggy up to midday and brilliantly sunny in the afternoon), so how many might we hope for at the 2009 event? Ten? Twenty? Let's hope for even more. And I have it from a usually unreliable source that 1st, 2nd and 3rd prizes will all be Fuller Fun Flyers. (Only joking, George!)

The second event which needs recognition marks the pinnacle of fame in contest rubber flying - Dick Korda's Wakefield victory in 1939 with the eye-watering time of 43 minutes 29 seconds. This model surely must have attracted thousands of modellers worldwide into contest rubber flying; more so than any other. No, we really must not forget this one after sadly forgetting, this summer, the 70th anniversary of Bob Copland's 33min 9sec world record win for Britain with his GB3 in Yugoslavia in 1938. The GB3 brought together all the work and experimentation of the pre-war streamliner experts, notably



This wonderful picture of a GB3 was taken at Old Warden way back in 1982. The model lacks Copland's famous black sheen finish on the fuselage but gains by revealing those beautiful formers and stringers for all to see

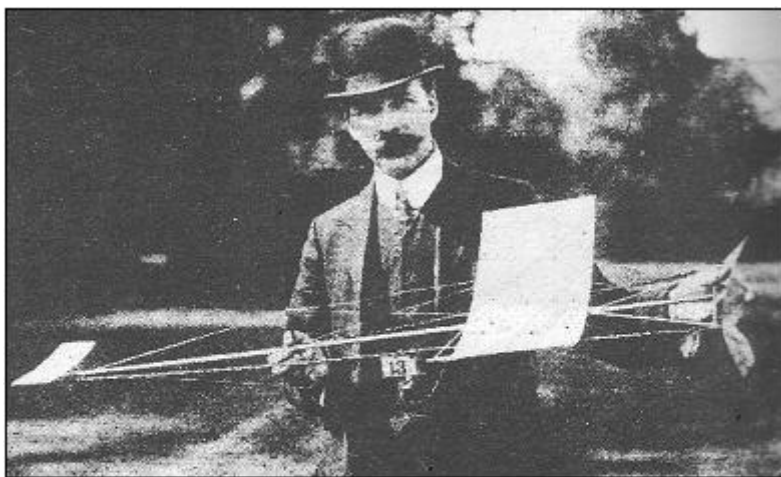
Bullock, Chasteneuf and Bob himself, and was the direct forerunner of the 1946 Copland streamliner, virtually the last in the line of this elegant breed.

Bob told a group of us at a Model Engineer Exhibition in the mid 1980s that he did not regret the demise of the streamliner. Surprising, this, since it was the heart and soul of his aeromodelling life. He said: "We took it as far as it would go." He also implied that the end of the road for the streamliner was important because he, Bullock and Chasteneuf had unintentionally proved that it was not the way ahead in contest flying. I have always thought that this modest admission was the mark of the man.

The most glaring commemorative omission this year was the 80th anniversary of H.T.Newell's Wakefield victory in 1928. How we all came to forget that one is beyond me. Was it a group senior moment? However, we have a chance to make amends because it was in 1929 that Ralph Bullock retained the coveted trophy for the UK with his geared low-winger. We must somehow try not to let this one go by, but I bet we do.

And here's a really advanced warning of the king of commemos. In three years' time it will be the 100th anniversary of the Wakefield Cup contest itself, won in 1911 by E.W.Twining with one of his spruce and silk A-frame pushers, the plan of which appeared in SAM 35's Yearbook No 4. The event took place on July 5th at the Crystal Palace and the prize, presented by Lord Wakefield, was a challenge cup, a "large and magnificent object in silver gilt. It looked as though it were made of solid gold!" wrote Twining. This was the original cup which was lost and replaced in later years.

So, with all this ahead of us there is only one thing for it. Get building!



E.W.Twining, bowler hat and all, with his twin-pusher, the first winner of the Wakefield Cup competition in at the Crvstal Palace in 1911

Indoor Props - By John Andrews

Following on from last month, I said I would investigate the making of props for indoor models using the technique related to me by John Taylor, the winner of the *Gyminnie Cricket* comp at the indoor nationals. There is no doubt that it works, as John beat me into second place, his best flight being about 4 min. better than mine.

Indoor props need to be made from balsa of a thickness much less than the readily available 1/32 sheet. Johns method is simple to explain but not so simple to achieve. I procured a 1/2" thick sheet of 4 1/2 lb from John Hook and set about trying it out.

(I'm going metric now), I cut 80mm off the end of the sheet and split a 30mm wide strip off that, as a razor plane blade is 35mm wide. Using a spare piece of MDF, I made a cutting board with a 1/16 balsa stop to rest the strip against. I now started to plane strips off, first I kept the plane square to the strip but later I found that a slight angle was more reliable. It took me quite a while to get the hang of it, and a second 80mm off the end of the sheet. However, eventually, after fiddling with the blade setting and plane pressure, and generating far more scrap than useable material, I finished up sitting in a sea of shavings but with a small pile of strips around 0.4mm thick. The strips were soaked in water and left to dry on a glass sheet.



*A few good strips
straight off the block*



A few wet strips drying out on glass

Next, five of the strips were stuck together using about a 2mm overlap, the first attempt using balsa cement and the second thin cyno. I don't know which is best, but cyno is quicker. If you try cyno, make real sure you keep it off your fingers, as there is no way out if they stick to the thin material, it's wrecked. I've had some.



*Strips and overlapped sheet
with blade template*



Finished blades, one straight, one angled.

I've made two props and they are at least $\frac{1}{4}$ gm lighter than the best I've done to date. I'm sure I can do better by adjustment of the razor plane to reduce strip thickness and by using a smaller overlap.

Cricket in the Velodrome - by John Andrews

The *Gyminnie Cricket* challenge initiative, floated by the BMFA Indoor Technical Committee, culminated in the final, held in the Velodrome in Manchester Sun 18th Oct.



This indoor cycle track is the home of British Cycling and is the National Cycling Centre. The Olympic success of British cyclists was fostered here and the enthusiasm for the sport was evidenced by the continual circulation of the track by hordes of riders, including at one stage 20 or more youngsters. Please excuse my enthusiasm, I was a racing cyclist for a number of years, about 30 some odd years and 4 stones ago. That's me on the left in 1976, can you believe it?

Super digression, back to the plot. The *Cricket* challenge has not achieved as large an expansion in indoor competition flying that the committee had hoped for, particularly in the area of younger competitors. The youngest contestant at the Velodrome was over 40. However there has been a considerable uptake at club level with many *Cricket*s being seen at the sports hall indoor meetings. I feel the postal competition should include a class for the standard kit *Cricket*, not necessarily an actual kit, but built to plan with a specific diameter of plastic prop and model tissue covering.

Back to the Velodrome, the final consisted of two time slots of 45 minutes to make your competition flights, the person with the best single flight to be declared the winner. Organisation was a little slack, and unlike outdoor comps and fly-offs, there was no signal for the start and end of rounds. I know two contestants were unaware of the time slots until I advised them that their current flight was outside the time zone.



Whilst I'm moaning I must also report that the club team event, initially announced, did not materialise, I suppose it was dropped due to the lower level of support than was hoped for. It was a pity no one advised would be competitors before the event, as John O'Donnell, far from well, had made the effort to attend to ensure Timperley had a three man team on hand.

Team Timperley, the three Johns - Andrews, Barker and a limping O'Donnell

I fancied my chances but, unlike my last visit, conditions were no where near as stable and my best was under 6 minutes as against the 7-30 that I achieved before. My motors from my last visit did not seem able to drag my *Cricket* up anywhere near the ceiling and the first slot passed with my time still in the 4 minute band. I did get some motors sorted out in between rounds and in the second round I made one respectable flight but it did not count as the model rose above the lighting array. I backed off and got my best flight in, then going for broke I got lodged on one of the lights and was unable to retrieve before the round end. I did not make the podium.



Team Timperley at work with coach Gerry

There were 10 flyers competing in the *Cricket* final and all save one posted scores. The contestants best times ranged from 2-52min at the lower end, up to Clive King's winning time of 7-08min. John Barker took second spot with 7-02, a tight finish and Terry Ellison, all the way down from Dumfries Scotland, took third place.



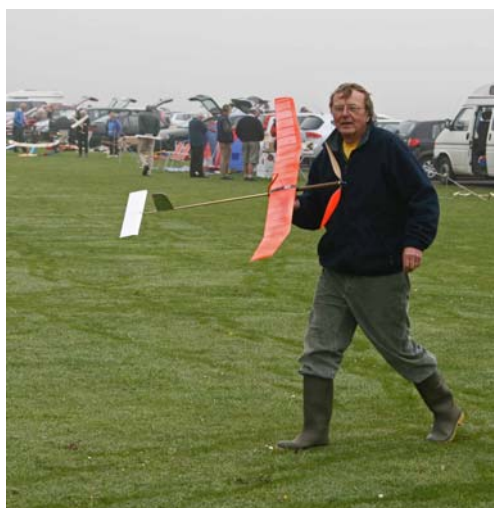
Clive King receives his winners certificate and Trophy from David Phipps (BMFA Chief Executive) whilst on the right, CD Allan Weighell (Indoor Technical Committee), looks on



I had had a rush of blood a couple of weeks before the event and in a quick days work produced a polystyrene wall foam version of the *Cricket* which put up a 4 minute flight in the Velodrome during the morning, thanks to flying high above the lights and missing all the obstructions on the way up and on the way down. I've flown it since, with the Birmingham lads, at the Thorns Leisure Centre and managed to get 2 minutes plus flight times under the 8 Mtr ceiling.

FIG Coupe Contest - Middle Wallop 12th October 2008 - By Vic Willson

As I don't fly 'modern' Coupes I thought that I might as well do something useful and volunteered to man the table for this competition. I had a thoroughly enjoyable day, made a number of new acquaintances and had time to chat and take a few photos. Quite a change from the usual hustle of a competition day.



Roy Vaughn about to launch

There was a super entry of 25, including all the top competitors in the League.

The morning started off very damp and misty, with no wind and took until 12:30 to clear sufficiently for serious flying to begin, so a decision was made to have a 4 flight competition rather than the usual 5.

Roger Wilkes set the ball rolling, his timekeeper following the model away into the mist. The mist gradually dispersed and a flurry of activity ensued; not only competition flights, but also a lot of trimming and fun flying.

At the end of the day five flew off, with Roy Vaughn taking the top spot, but unfortunately gliding across the road and landing in a very tall tree. For various reasons the model was abandoned until the week after when it was recovered, somewhat damaged, with the aid of a long pole.

RESULTS

Position	Competitor	Club	Total time
1	R. Vaughn	Crookham	8 + 6.26
2	R. Wilkes	Crookham	8 + 2.42
3	P. Hall	Crookham	8 + 2.08
4	E. Tyson	Crookham	8 + 1.54
5	M. Marshall	IVCMAC	8 + 1.11
6	C. Chapman	B&W	7.58
7	K. Taylor	E. Grinstead	7.49
8	E. Challis	B&W	7.40

9	P.Jellis	Croydon	7.32
10	J.Payton	Oxford	7.23
11	J.Oulds	Crawley	7.23
12	M.Richardson	E.Grinstead	7.19
13	P.Brown	CM	7.18
14	D.Thomson	Croydon	6.57
15	J.White	Croydon	6.40
16	R.Willes	Epsom	6.19
17	D.Chilton	Crookham	6.10
18	P.Tolhurst	Hayes	6.06
19	R.Taylor	E.Grinstead	5.59
20	R.Elliott	Croydon	5.37
21	D.Greaves	B&W	5.23
22	B.Stichbury	Chichester	4.52
23	M.Stagg	MFFS	3.16
24	J.Chilton	Crookham	3.11
25	A.Chilton	Crookham	1.23
26	L.Barr		0.00

With one event left in the 2008 season the league positions are:

POS	NAME	CLUB	CROOKHAM GALA	LOND ON GALA	SPRING GALA	SOUTHERN GALA	SIXTH AREA	CROOKHAM COUPE DAY	Score to Date (best 5)	Total Maxes
1	P. Hall	Crookham	14	10	12	7	5	8	51	19
2	R. Vaughn	Crookham	7	4		12	13	13	49	19
3	C. Chapman	B&W	5	6		6	9	4	30	18
4	R. Wilkes	Crookham	11			9		10	30	12
5	D. Greaves	B&W	3	14			4	2	23	11
6	A. Longhurst	SAM35	5	7	8	2			22	13
7	M. Marshall	IVCMAC		7		2		6	15	9
8	E. Challis	B&W	6			5		3	14	11
9	J. Knight	B&W	9			2	1		12	7
10	T. Tyson	Crookham	4					7	11	8
11	P. Tolhurst	Hayes		1	6			2	9	5
12	G. Stringer	E.Grinstead	5			3			8	8
13	S. Willis	Grantham	8						8	5
14	D. Neil	B&W					6		6	2
15	D. Thomson	Croydon	3					2	5	5
=15	J. White	Croydon				3		2	5	5
17	P. Jellis	Croydon	2					2	4	4
=17	M. Evatt	Biggles	4						4	4
=17	M. Richardson	E.Grinstead				2		2	4	4
20	G. Ferrer	Timperley				4			4	3
21	J. Payton	Oxford		1				2	3	3
=21	R. Kimber	B&W				3			3	3
=21	M. Stagg	MFFS				1		2	3	3
=21	P. Brown	CM						3	3	3

25	K. Taylor	E.Grinstead						2	2	2
=25	J. Minshull	Brighton	2						2	2
=25	N. Cliff					2			2	2
=25	M. Dixon					2			2	2
=25	J. Oulds	Crawley						2	2	2
=25	D. Chilton	Crookham						2	2	2
31	D. Beales	Croydon	1						1	1
=31	E. Whitcombe					1			1	1
=31	R. Marking						1		1	1
=31	J. Deeming						1		1	1
=31	R. Willes	Epsom						1	1	1
=31	B. Stichbury	Chichester						1	1	1



Roy's model gets away for another max.



John Thompson, Ray Elliott and Roger Wilkes wait for 'the' moment



Roger decides to go



John Thompson and Peter Hall wait for a thermal

Proposed changes to existing SAM Vintage/Classic Glider rules - *By Rod Audley*

With SAM35 actively looking to review their rule book, I wish to add my two penny worth.

I think this is a golden opportunity to change the glider rules for both the 'Vintage' and 'Classic' classes, which I feel are long overdue. I have had many comments put to me over the years about how both classes might be improved. Latterly, the disparity of towline lengths in 'Classic' glider appears to be the main discussion point, and to a slightly lesser extent the 1950 cut-off date.

As most of you will know, the 75mtr towline length for pre-1954 gliders was introduced to ensure that the then new 'Classic' glider class did not just benefit the KK Caprice and the later period higher performance designs. Maybe not the ideal solution, but at the time it turned out to be a reasonable compromise, and most people were happy with it.

I think now we can address most concerns quite easily (which fits in nicely with my KISS philosophy (Keep It Simple Stupid), and that is to have the cut-off date coincide with the end of the 100 mtr towline rule on 31 December 1953 - as I did with the Radislav Rybak A2 class a couple of years ago. To me, this is when the 'Vintage' glider period naturally ended.

The 'Vintage' glider class has always had the smaller choice of plans compared with rubber and power, and a 1953 cut-off date would redress the situation. British gliders such as the Jader 60, & Tonto etc., along with the long suffering 'Corsair' would then be in the period where they rightly belong, and in the process invigorate 'Vintage' glider generally.

1954 saw the 'stick' fuselage design take off, and so to my mind this is when the 'Classic' class really begins. However, I haven't given too much thought as to when the period should end - 1963 perhaps?

Finally, if these cut-off dates were to be adopted, next year's 10th National Vintage and Classic Glider Day Programme might look something like this :-

'Vintage' Open Glider Classes - designs up to 31/12/53

Up to 50in	100 mtr towline
Over 50in	100 mtr towline

Radislav Rybak A/2 Glider Class - designs up to 31/12/53

Minimum total weight 410 grams	100 mtr towline
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'Classic' Open Glider Classes - designs up to 31/12/196?

up to 50in	75 mtr towline
Over 50in	75 mtr towline

All neat and tidy me thinks, and a quite exciting too. Your thoughts welcome.

Email: rod.audley@btinternet.com or Snail mail: 5 Boundary Road, Coalpit Heath, Bristol. BS36 2PU.

Vintage Coupe Matters - By Ed Bennett

Despite references to the contrary, I am not the fount of all knowledge concerning this class; I merely hold the master copies of the designs listed below and pass them on to those who have a need.

For practical advice may I suggest reference to the "Rubber Column" in SAM35 Speaks, where over the last 12 issues Andrew Longhurst has provided plenty of food for thought. I have a list with 3 views that I send by post. If you would like a copy contact me at the address below.

I currently have 11 plans available. The majority were produced commercially as inclusions in various magazines. Only the Fuit 3 was drawn from scratch, but the dimensions on the source material were so comprehensive that the plan is about as accurate as can be.

(Don't forget that there is a Vintage Coupe event at Middle Wallop on November 30th - plenty of time to build and trim before then! - Ed)

VINTAGE COUPE D'HIVER RULES.

Cut-off date 1st January 1958
 Minimum weight of model 70gm
 Maximum weight of motor (lubricated) 10gm
 Minimum all-up weight 80gm
 3 flights of 2 min.

LIST OF PLANS AVAILABLE:

(£2.50 each inc. p and p. E. Bennett, 237A Queens Road, Maidstone, Kent. ME16 0LF)

Ailbass(Jossien)
 Altair (J.C. Techinsky)
 Babar (J.P. Templier)
 Bagatelle (Claude Lambert)
 Eros (Jossien)
 Fuit 3 (J.P. Beissac)
 Jenisso (Jossien)
 Jump Bis (J Morriset)
 Lo Zigolo (Guido Fea)
 Machaon (Andre Meritte)
 Michel Etienvre (M.E.)

In some cases only prop diameter and pitch are given on the plan, so a few sums may be necessary. Pretty well all these models should have an undercarriage. Please ensure yours does.

Tailless Matters - *By Vic Willson*

Tailless League for the Halcyon Trophy

As noted in last month's newsletter Chris Strachan emerged as the first winner of the trophy. As he was unable to attend the last event of the season (at Portmeadow), Charlie Newman kindly offered to deliver the trophy to Chris at the Impington College indoor meeting.

Chris emailed to say that he had received the trophy safely and:

"Photo attached. It features the models I used this year and the Halcyon trophy.

The big one is a John Pool NEVER FORGET, bog standard except for my own prop and carbon spar caps. A very old model - must be about 20 years old. It won the 3rd Area meeting and was second at the Nats after being treed on the second flight and breaking the wing together with a damaged nose block. Half an hour to go, lots of cyano and bits of carbon but the trim was off and it was about 10 seconds short of what was needed.

It was not repaired in time for Oxford so I used the little Ray Malmström model called INVICTAWING. It will do over 60 seconds when things are right but hardly a serious outdoor model!

The middle sized model was a quick conversion of an old P30 with a Gollywock prop. Built for the next Oxford meeting that was winded off and then used at the East Anglian Gala (the Never Forget was repaired by then but had not been retrimmed). Its performance left room for improvement. At the moment it is a toss up between more trimming effort and the bin!

I did not get to the last Oxford meeting so that was the lot for 2008."



Halcyon Trophy and Chis's tailless fleet

CARDINGTON – *From Laurie Barr*

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

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

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

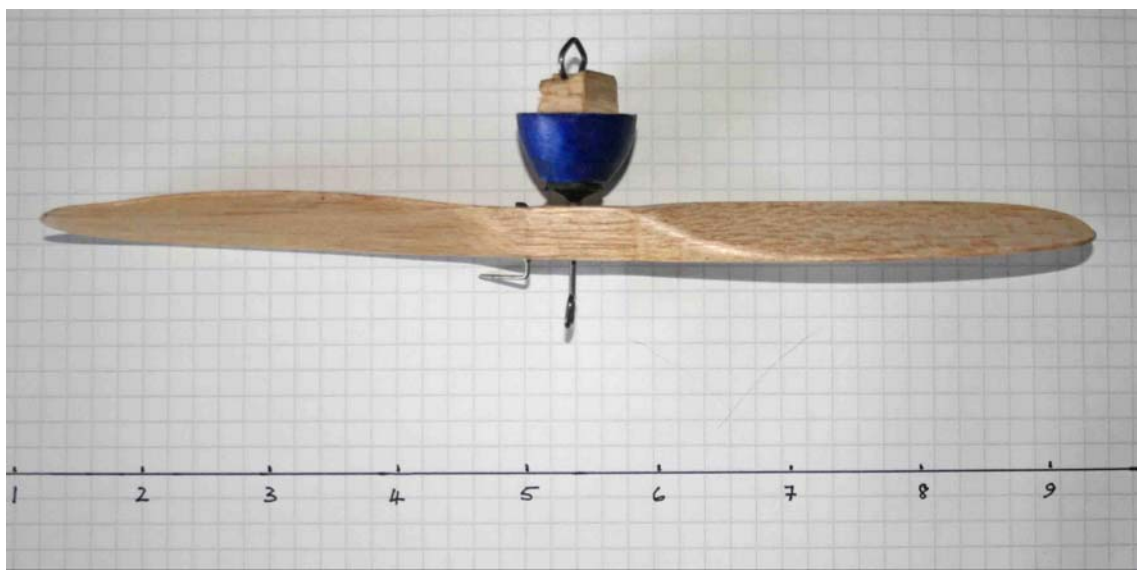
This will avoid any conflicting information.

Thanks

Laurie Barr

Lost Propeller

Small (8"), freewheeling prop found at Middle Wallop on Sunday 12th October. If it is yours, contact the editor - I will post it to you.



NAME THAT PLANE No. 4

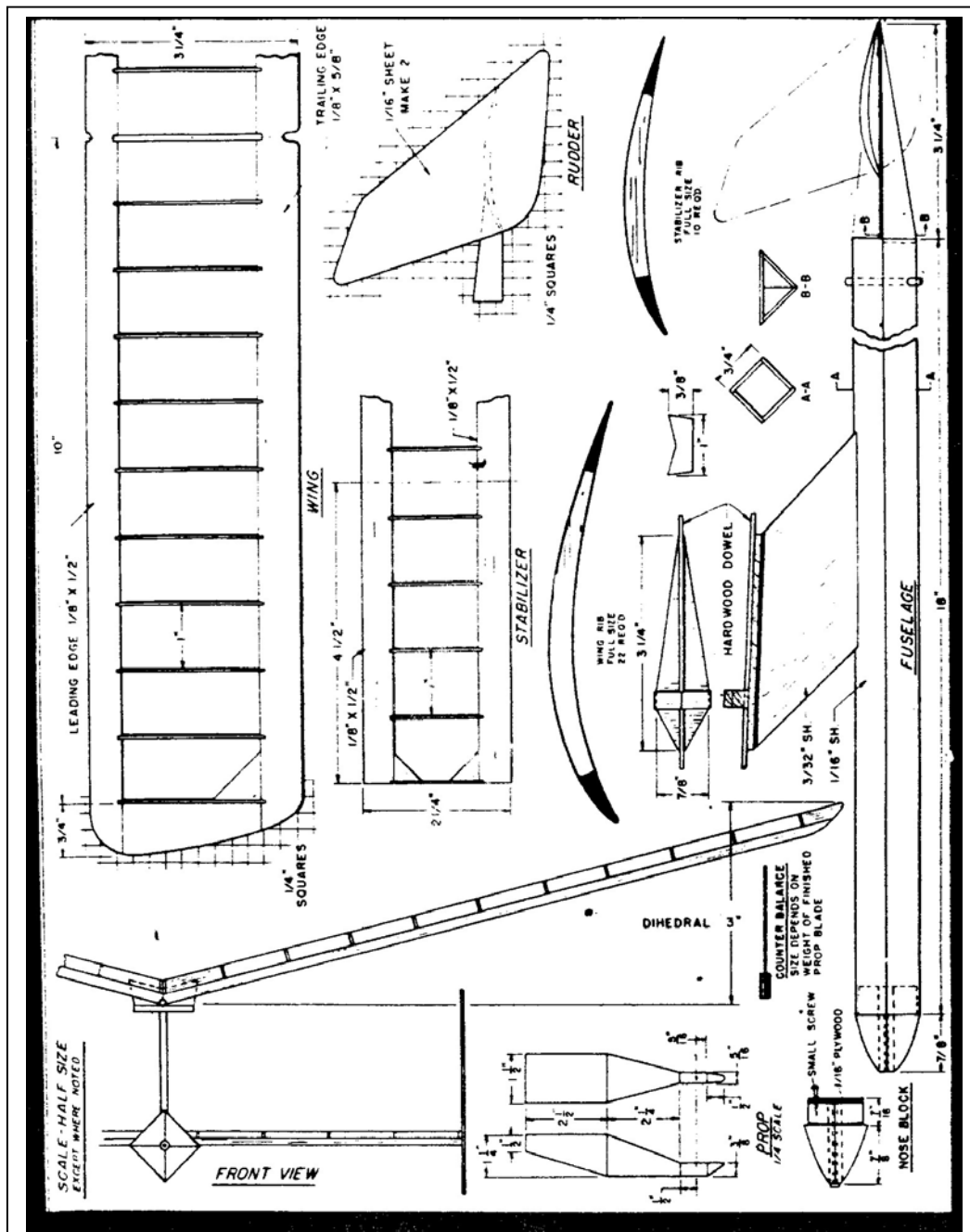
THE COMPETITION WITH A DIFFERENCE, WE DO NOT KNOW THE ANSWERS.

Some reduced plans in magazines held in the BMAS Library were published without the name of the model. Can you name the model & designer of this plane from SAM 35 SPEAKS February 1987.

Clues:- Very few, a 22" span rubber powered model with rather odd wing and stab sections.

Points will be awarded to all giving the correct answer. Results and Plane No. 5 next issue. Answers to roy.tiller@ntlworld.com

Plane No.3 was identified firstly by David Goddard, also by Kevin Conroy as the SPECTRE, pre 1950, by Gerry Broffman from USA. David advises that it is a plan in Colin Buckle's range. Kevin says that it is quite a performer and Ted Hopgood has built three of them. Two points to David and one point to Kevin.



DIXIELANDER CELEBRATION EVENT

50 YEARS

(1959 - 2009)

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

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



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

Designed in 1956 George Fuller's Dixielander was published in Aeromodeller and kitted by Yeoman model kits (A. A. Hales) in 1959. Since then it has been built and flown by amateurs and experts from all over the world both in contests and for pure enjoyment. Unlike many designs that have come and gone the Dixielander has proved to be all things to all people, shrugging off changes in fashion and the introduction of modern materials.

Some 6,000 kits were originally sold and many more plans have been sold since. If you have never made one now is the time, plans are readily available and if you can afford it there are still some kits being produced.

The "Maestro" George Fuller with his famous design

A SOCIAL TOO!

Why not come for the whole 3 day bank holiday weekend and also enjoy the rest of the SAM 1066 champs "The largest Vintage Free Flight event in Europe". With its "English Garden Party" atmosphere and a chance to meet friends old & new, for our overseas friends perhaps an excuse to visit or revisit England, or is that the "old country". Camping will be available onsite and there are plenty of good local hotels, guest houses and of course good English pubs (apologies to our American friends, the real beer is still warm!!). The airfield, the largest grass airfield in Europe, is also home to the Museum of Army Flying.

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

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

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

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

George Fuller
Homelea
Payhembury
Honiton
Devon
EX14 3EA

SUPPLIERS

John & Pauline Hook
FLITEHOOK—www.flitehook.net

MIKE WOODHOUSE—www.freeflightsupplies.co.uk

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

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

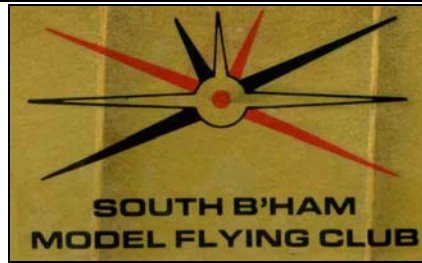
USEFUL WEBSITES

SAM 1066 - www.sam1066.org
BMFA — www.bmfa.org
BMFA Southern Area - www.southerarea.hampshire.org.uk
SAM 35 — www.sam35.org
Martyn Pressnell — www.martyn.pressnell.btinternet.co.uk
Loc8tor — www.loc8tor.com
X-List Plans — www.xlistplans.demon.co.uk
BMFA Free Flight Technical Committee — www.vengi.demon.co.uk
National Free Flight Society (USA) — www.freeflight.org
Ray Alban — www.vintagemodelairplane.com
David Lloyd-Jones - www.magazinesandbooks.co.uk
Belair Kits - www.belairkits.com

Farnborough Flyers - 17th December

There will be a get together of the Farnborough Flyers (ex Old Ford Set) at Farnborough Community Centre (next to the Sports Centre) at 8pm on Wednesday 17th December 2008. As usual there will be low key, low ceiling indoor flying competition for duration and unorthodox models with bottles of plonk for prizes.

There is no bar but tea, coffee and mince pies will be available. Queries to John Huntley, SAM 35 Chairman (and SAM 1066 member) on 01252 - 326362 or e-mail at john.r.huntley@lineone.net.



Thorn Leisure Centre Indoor meetings 2008

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

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

Admission - Fliers £5, Spectators £2

22nd November, 20th December.

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

Chobham Tree Chop

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

Monday 10th November 2008

Monday 9th February 2009

Monday 23rd February 2009

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

Thanks to those stalwarts who turned up on October 13th



INDOOR FLYING

TUESDAY 14th OCTOBER 2008

TUESDAY 11th NOVEMBER 2008

TUESDAY 9th DECEMBER 2008

TUESDAY 24th FEBRUARY 2009

TUESDAY 28th APRIL 2009

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY

PRIZES FOR LONGEST FLIGHT AND LONGEST SCALE FLIGHT

FLIGHTHOOK IN ATTENDANCE

Adult Flyers £3 Accompanied Juniors & Spectators £1

CONTACTS: JOHN TAYLOR TEL.No 01202 511502

ROY TILLER e-mail roy.tiller@ntlworld.com

WORCESTER INDOOR FREE FLIGHT

Rubber, Electric and CO2 at
The Sports Hall, Bishops Perowne College
Merrimans Hill Road
Worcester WR3 8LE
Sundays 2pm till 5pm
Bmfa Insurance Mandatory,
bring your own tables and chairs

9th Nov 2008, - 7th Dec 2008
11th Jan 2009, - 8th Feb 2009,
8th Mar 2009, - 5th Apl 2009

details Ed Garner 01905 381579 or 07866 923674

BMFA 25th Free-Flight Forum

The twenty-fifth BMFA Free-Flight Forum will be held in the Walmesley Room at the Holiday Inn, Coventry on Nov. 23rd, 2008, starting at 10 a.m. This is the day after the BMFA AGM and prizegiving at the same venue. You can attend the AGM, enjoy the dinner, meet other flyers in a relaxed atmosphere and then follow it up the next day by catching up on the developments, techniques and aerodynamics of today's free-flight and maybe even celebrate the quarter century of the Free Flight Forum. Questions are welcome.

Among the topics to be covered are: Trevor Grey - Brushing Up (Brushless Motors); Chris Strachan - Sharing Flying Sites with General Aviation; Mark Croome - Rohacell D-boxes; Phil Ball - Contest Analysis; Roger Wilkes - The Torque-Back Trimming Technique and Variable Pitch Props; Lindsey Smith - Small Rubber Scale Models; Phil Ball - Cutting Ribs from Block on a Lathe; Roger Wilkes - Balsa and Carbon Rod Structures; Trevor Grey - Radio Dethermalisers; Chris Edge - Radio D/Ts, the Practicalities; Ray Monks - Fabricating Carbon Booms.

Lunch will be available and the finish will be at around 5 p.m. The cost for the session will be just £8, with proceeds going towards the expenses of the teams that represent us at World and European F/F Championships. Pre-booking will ensure that you get a seat, so send your cheque, payable to 'BMFA F/F Team Support' to the BMFA office at 31, St. Andrews Road, Leicester LE2 8RE.

Forthcoming Events 2008

with competitions for Vintage and/or Classic models

Date	Venue	Event
9th November	Barkston Heath	Falcon's Gala
<i>(Contact John Carter 01782398816/carterbuild@yhoo.co.uk)</i>		
22nd November	Holiday Inn Coventry	BMFA AGM & Prizegiving
23rd November	Holiday Inn Coventry	BMFA 25th Free-Flight Forum
<i>For details see separate notice in this newsletter</i>		
30th November	Middle Wallop	Coupe Europa
<i>F1G and Vintage Coupe competitions</i>		

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

For up-to-date details of SAM 1066 events at Middle Wallop check the website — WWW.SAM1066.ORG

For up-to-date details of all BMFA Free Flight events check the website — WWW.FREEFLIGHTUK.ORG or WWW.BMFA.ORG

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