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SAM 1066 Annual General Meeting - Via Mike parker

Minutes of the SAM 1066 AGM held at the 'Apache' Restaurant and Café, Museum of Army Flying, Middle Wallop, Sunday October 11, 2009 @ 16.00 hrs

1. **Apologies for non-attendance** had been received from various members.
(From all accounts it would seem that our appeal for more members to attend the AGM was a limited success with a better attendance than last year - Ed).

2. The AGM 2008 Minutes were approved unanimously

3. Chairman and Secretary's Report

David Baker, who died in January, was greatly missed. His contribution to SAM 1066 had been immense. Special thanks are due to Lindsey Smith and Mike Parker for ensuring continuity during this difficult period.

Many members are aware that Vic Wilson, our Newsletter Editor, is unwell. We send him our best wishes.

Thanks also to Roger Newman, Archivist of the SAM 1066 Plans, Derek for manning (personning?) the gate on Flying Days and the Station Fire Brigade, with whose help many models have been recovered during the year.

4. Treasurer's Report

Mike Parker reported that there had been an overspend of £480 during the year, mainly due to the SAMs Champs. Specifically:

- a) There has been a continuing decline in attendances, reducing revenue
- b) Extra expenditure on the trophies for the Dixielander competition
- c) The hog roast

Some money had been clawed back from other clubs' events run on the airfield, plus the participation by r/c flyers (Tomboys etc) made a welcome contribution. However, we still need to get the numbers back up.

There is £1302 left in the bank; slightly less than 2008 but still very healthy and representing about three years' reserves.

Proposed:

- a) That the £1 gate-money levy be continued in 2010.
- b) That we continue the 50p subsidy on specific club competitions in 2010.
- c) That the 'no subscription' policy for SAM 1066 membership be continued for 2010.

All approved.

5. Membership Secretary's Report

We currently have 529 members, comprising 426 Seniors, 98 social and 5 juniors.
(Still growing - 2007/364 members, 2008/473 members - Ed.)

By country:

Argentina	1
Australia	4
Canada	6
France	3
Germany	2
Italy	30
Mauritius	2
New Zealand	3
Slovakia	2
Sweden	1
UK	455
USA	20

The SAM 1066 website is receiving about 30,000 visits a year, proof of considerable worldwide interest in our activities!

6. Liason

- Lindsey Smith reported that there have been a number of changes in the Middle Wallop hierarchy. Col. Bob Thayer is now the admin manager; Maj. David Skinner is the new airfield manager and Neville Stopps is the contact for the Army Flying Association. Relations with them all are very cordial.
- The haymaking that occurred during the Champs this year was apparently a blip. The farmer had just left it a bit late. Maj. Skinner will liaise to try to ensure it doesn't interfere with the SAMs Champs next year.
- The Museum is considering a proposal to create a Garden of Remembrance in part of the present camping area.
- There is the possibility of increased helicopter activity on the airfield in future, resulting from the creation of a new 'Joint Helicopter Command', involving all UK defence services. The message from Lindsey Smith is 'Use it while you can!'
- The Museum also has a new director in Col. Sinkins, who is sympathetic to our continued activities.

7. Events

- We have applied for 12 days in 2010 (13 in 2009, applied for 14). No guarantee we will get them all but we should know the outcome before Christmas.
- As mentioned, attendances at many events are falling. This could have the unfortunate effect of reducing our influence with the MW authorities.
- The inclusion of vintage r/c and control line is gaining in popularity and Lindsey Smith recommended it be continued. Accepted.

8. SAMS Champs 2010

MP questioned whether, with falling numbers of competitors, it was worth continuing with all the comp. classes. But if it was agreed some should be dropped, how do we decide which?

Various comments, queries and suggestions from the floor:

- Most felt it was worth persevering
- The lack of support could be due to the CDs not actively promoting the comps
- As it is expensive to provide trophies and bottles of wine for all the places, perhaps only first places should be rewarded
- Was it feasible to have free comp. entry, to encourage more participation?

MP summarised the mood as being that comps should continue as at present but with fewer prizes. Accepted.

9. Camping

MP reported that it is becoming increasingly expensive to provide toilet and rubbish facilities for those who wish to camp, as opposed to the motor-homers and caravanners, who are self-sufficient.

Although the number of tents has reduced significantly over the years, for some people camping is an integral part of the Champs. If no facilities were provided, they could be put off coming. There is no profit to us in providing the camping facility- all receipts go straight to the Museum.

Proposed that at Easter 2010, we could

- a) Encourage only motor-homes and caravans or alternatively
- b) Charge £1 a night, per tent occupant, for the provision of a Portaloo

Derek pointed out that other organisations invariably charge £8 a night for camping, so we are out of step with them.

The floor accepted that the provision of Portaloos at Easter should cease altogether but continue at the August weekend, subject to an increase of £1 per tent occupant, per night.

A proposal that the tenters should cover the whole cost of the Portaloos was deemed impracticable, as it is impossible to predict the numbers.

10. Hog Roast

MP asked if we should carry on with the free hog roast. There was enthusiastic support for it and all agreed it should continue.

11. Election of Officers

Mike Parker and John Thompson are both prepared to stand for re-election. However he in particular will only do so if there is some relief from the task of running all the flying days. These are quite onerous, requiring an 8.00 am arrival at the airfield for briefings, followed by constant monitoring throughout the day of the communications radio, marshalling and finally ensuring that the airfield is fully vacated by 18.00 hrs. This heavy workload has meant that for several years he and JT have been unable to enjoy any flying.

The floor was sympathetic to this and a number of individuals volunteered to help. They were:

Nick and Carol Farley (two days), Rod Audley, Brian Stichbury, Tony Shepherd, Peter Carter, Colin Hutchinson and Alan Thompson. JT added that the Bournemouth Club has also agreed to cover their flying day.

As regards the officers of the club, Ed. Bennett had been nominated as Treasurer and David Lovegrove volunteered to take over as Membership Secretary. Both these jobs would be taken off MP's shoulders.

JT, MP and LS were all prepared to continue as Chair, Secretary and Liason Officer respectively.

All elected.

12. Any Other Business

Contest rules: JT reported that there have been complaints about inconsistency in SAM 1066's contest rules, as compared to SAM 35 and the BMFA. Historically, ours have been constructed and distilled from a number of sources, some very personal, not to say idiosyncratic! Amongst the difficulties is that some models which would have been eligible under other rules have failed to meet the criteria applied at MW.

The Committee agreed that this is unsatisfactory and suggested that discussions be held with the BMFA Free Flight Technical Committee and SAM 35, to devise a common set of competition rules.

Proposed that Rod Audley (Glider), Andrew Longhurst (Rubber) and Tony Shepherd (Power) be appointed as SAM 1066 Representatives with respect to these discussions. Carried.

Contest Directors It was pointed out from the floor that Contest Directors are sometimes not available when needed, causing delay and inconvenience to competitors.

Suggested that the Committee should impress upon them that they must be contactable at all times and have their mobile phones switched on. Carried.

Radio Control There have been requests to allow the operation of r/c models in the free-flight area, using the 2.4 GHz frequency band exclusively. This uses mobile-phone technology and other r/c users on the field could not be affected.

MP said that the Committee are not convinced it would be safe to allow the mixing of the two disciplines. There is also a concern that some freefighters could be upset, given that we define ourselves as a free-flight group.

It was pointed out that as time passes, fewer members will want or be able to undertake long retrieves. We might therefore be able to retain more of them if r/c is allowed as an alternative to free-flight.

The Committee's proposal was that we leave the question open, with the possibility in future of allowing a third flightline, remote from the r/c club and the free-flight area. Carried.

(As an addendum, MP mentioned that r/c-triggered D/Ts are already in use, with the Committee's approval.)

Votes of Thanks It was suggested that we should make a tangible gesture of thanks to Derek for manning the gate, and the Station Fire Brigade for their unstinting help on flying days. Agreed unanimously.

MP stated that in the past we have routinely donated £100 to *Médecins Sans Frontières* on Derek's behalf. The same amount is sent to the Fire Brigade as a contribution to their annual Christmas bash.

David Lovegrove proposed a vote of thanks for JT, MP and LS, for all their work on our behalf during the past year. Carried with a warm round of applause!

Meeting Closed at 17:30.

Regards,

*Mike Parker
Treasurer & Membership Secretary*

Competition Rules for SAM events - By Mike Parker

Following the SAM 1066 AGM it has been agreed that our representatives join SAM 35 and the FFTC to investigate common ground on Contest Rules. Therefore please contact each other and make the necessary arrangements to enter into discussions.

On behalf of SAM 1066 I thank you all for your commitment and wish you every success in your endeavours.

The "SAM 1066 representatives" are:

*Rod Audley (Glider)
Andrew Longhurst (Rubber)
Tony Shepherd (Power)*

COUPE EUROPA, December 6th 2009 - By Martin Dilly

These are the details, the same as last year, apart from the date; December 6th, Coupe Europa, Middle Wallop, 10 a.m. start..

Contact David Beales on +44 (0)20 8858 2714 or e-mail; addickab@aol.com or phone or fax Martin Dilly on +44 (0)20 8777 5533 or e-mail; martindilly@compuserve.com

The events will be F1G for the Aeromodeller Trophy, run in rounds, giving maximum flexibility in case of wind shifts or weather problems, and Vintage Coupe d'Hiver for the AAA Cup.

There will be awards for top junior and lady competitors and National teams will compete for the Flitehook Europa Trophy, with the three top-scoring F1G flyers from each nation making up its team. Organisation will again be in the hands of Croydon & DMAC.

This year's Coupe Europa sees Britain's premier F1G contest again included as the first one of 12 international contests counting for the Euro Challenge, organised by the Italian AGO Torino club and running till September 2010. For further information and pre-entry forms please contact David Beales on +44 (0)20 8858 2714 or e-mail; addickab@aol.com or phone or fax Martin Dilly on +44 (0)20 8777 5533 or e-mail; martindilly@compuserve.com, or at 20, Links Road, West Wickham BR4 0QW.

Southern Coupe League Update - By Roy Vaughn

Round 6 of the League was the second Crookham Coupe Day held at Middle Wallop courtesy of SAM 1066. To ensure that the competition finished by 4 pm a target of four rounds was set, to be refined if necessary on the day to take regard of the weather. It turned out to be damp with persistent rain in the afternoon but the wind along the length of the field allowed a full 2 minute max. for a change.

As you can see from the results table, the day turned out to be difficult with many a tale of woe as mechanical problems, finger trouble and dodgy air took their toll. Ted Tyson had the best grip on the day and added a healthy dollop of points to his total this year to bring himself into League winning contention.

Crookham Coupe Day Results

Position	Name	Maxes	Score
1	T.Tyson	3	18
2	R.Vaughn	2	14
3	E.Challis	1	10
4	K.Taylor	0	7
5	P.Hall	2	8
6	P.Brown	1	6
7	E.Horne	1	5
8	J.Paton	1	4
9	P.Tolhurst	0	2
10	R.Willes	0	1
11	R.Taylor	0	0
12	E.Bennett	0	0

The 7th round scores were computed using the F1G results from the BMFA 6th Area meeting for competitors at Ashdown Forest, Merryfield and Beaulieu, which added even further to its importance as a Plugge event. The weather forecast was excellent, winds 1 - 2 mph and a plenty of sun. It didn't turn out exactly like that, at Beaulieu at least, where for the first hour or so it was sun hats and tee-shirts. After that it deteriorated

somewhat with wind up to 10mph and cloud but nothing unpleasant. The wind from the north west broke up the lift and made the day relatively tricky, with only your reporter maxing out. A fly-off flight was of course required, spoilt by a mis-fold. The unluckiest (or should that be luckiest?) competitor was Peter Hall who had a DT failure which was recovered by an Isle of White commuter from the middle of the Solent! (see *Stuff Happens* - p.25 - Ed.)

Sixth Area Results

Position	NAME	MAXES	SCORE
1	R.Vaughn	5	20
2	P.Hall	4	16
3	M.Richardson	3	12
4	D.Neil	3	10
5	D.Thomson	4	10
6	M.Stagg	2	7
7	T.Tyson	3	7
8	C.Chapman	4	7
9	E.Challis	3	5
10	R.Marking	3	4
11	P.Brown	3	3
12	J.Minshull	2	2
13	R.Bellamy	3	3
14	J.Deeming	3	3
15	J.Paton	1	1
16	P.Tolhurst	0	0
17	R.Chilton	0	0
18	P.Jellis	1	1
19	R.Elliott	0	0
20	B.Silcocks	1	1
21	P.Seeley	0	0

The top of the league is very tight and the result wide open. Because the top three competitors have all flown in more than five rounds, their final scores from Coupe Europa will not count in full. In contrast, fourth place Ted Tyson has only flown in four rounds to date so a full house first place and five maxes would put him on 75 and the winner if, as last year, the others fail to score.

Pos.		Current Score	Available Points	Potential Score
1	Peter Hall	71 points	+13	84
2	Roy Vaughn	67 points	+14	81
3	Peter Brown	63 points	+12	75
4	Ted Tyson	55 points	+20	75

See the www.SAM106.org website for the full league table.

David Baker Heritage Library (6) - By Roger Newman

A quick update since last month. The validation task is taking a bit longer than anticipated, so with the agreement of the guys who are kindly checking my data, it has

been decided to make a first release of the list such that Mike Parker can compile it into a suitable version for putting onto our SAM 1066 website.

The plan chest has now been cleared and the plans are sitting on the top waiting to be sorted & catalogued. There looks to be mostly a mixture of power and rubber models. These will get done over the next couple of weeks and then added to a future release. Included in this mix are some 50 or so Peanut/Indoor designs - predominantly scale and some Earl Stahl quite large rubber models. I'm still finding other plans from unlikely places - for example buried in amongst magazines are several quite old designs from France.

I have also been in touch with contacts in Italy and the Czech Republic to ask their help in verification of designs from their countries - which they have kindly agreed to do.

So when Mike places the list on the website, have a good look. There will be some brief comments about how to borrow or get a copy of any plan. In the meantime, any mistakes in the listing are down to me - apologies in advance. Comments on accuracy or otherwise - as long as they are not too derogatory, will always be welcome.

A Recent Interlude in Italy - Roger Newman

Whilst on holiday in Italy recently, we had the opportunity and privilege to meet up with modeling colleagues, whom we last saw at the funeral of David Baker.

First on the scene was Bob Scott, who resides in deepest Tuscany and is in the process of moving house. Bob & his lovely wife Anna live in an old Tuscan farmhouse but have decided to downsize & move into their local village. When we arrived, Bob had just started to pack his engines but unfortunately had suffered an accident to his hand which resulted in him being bandaged from fingers to elbow. So we spent the next few days packing his large collection of engines ready for transportation to their new home. These engines include some very old Italian, American and British ones, all in good condition. As many of you know, Bob has been instrumental in collaborating with Dick Roberts to get some Movo D2 engines reproduced in the past few years. Bob's models had already been removed to temporary accommodation, whilst he now has to recover and plan a nice display of engines in their new home.

Next stop was Rome & whilst there we met with Gianni Lofredo and Ninetto Ridenti. Both are superb modelers, with facilities & space that can only be envied. However their downside is that they both have a 2 hour drive if they want to do any serious flying. Ninetto (in the middle of the photo) has a marvelous collection of engines & cups. The engine collection probably includes an example of every Italian design ever produced! Not to mention the numerous cups he has won, both as an aeromodeller and a motor cycle champion. One of the objectives of this visit was to collect an OSAM GB17 diesel from Ninetto and hand carry it back for Dick Roberts. No-one trusts Italian postal services & the way our UK service is going, the same will probably be true over here before too long. The intention is for Dick to measure it up and (I believe) for he and John Maddaford to create some more replicas.



The last part of the OSAM journey will be achieved this weekend, when I meet up with Dick in Market Harborough on the day of the annual Gildings auction. Gianni is a civil engineer, still working well past retirement age and an excellent draftsman. He kindly gave a plan of a very elegant Italian rubber model, which will be added to the plan collection that is still being documented.

A very pleasant interlude and one we hope to repeat before too long.

CORRECTION: - G.W.W. Harris's Wakefield, featured in last month's NEW Clarion was referred to variously as GH20 and GW20. As swiftly pointed out by John O'Donnell, the correct appellation is GH20.

1932 Gordon S Light, 19, USA

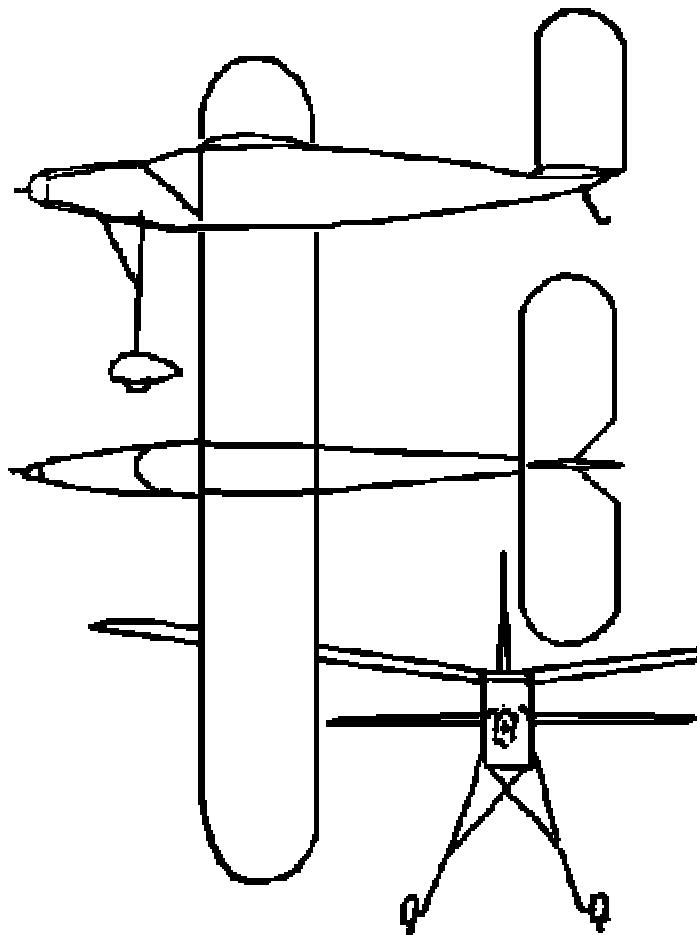
The entire world was now in the midst of a "Great Depression", financing aeromodelling events was not on any of the financial agendas of any corporation in the world including BP. In fact the Airplane Model League of America (AMLA) which up until 1932 had conducted the US Free Flight Nationals lost all of its financial backing, and now could not continue its sponsorship of the contest. The "Nationals" was originally scheduled for late June, and traditionally the Wakefield Event Team Trials, and the Wakefield Cup Event this year, would be flown at the end of the big contest. This allowed the US and the proxy flyers Team some practice time to prepare for the Wakefield Event. The SMAE had approved the June date and proxy aeromodels were prepared by Team Great Britain, boxed, and were shipped in time to arrive in the USA for the June contest.

The SMAE was not consulted when the Bamberger Aero Club of New York assumed sponsorship of the US Free Flight Nationals, or when it rescheduled the contest and venue, to be held at Atlantic City on September 10, 1932. In all the confusion, to save the entire "Nationals", little thought, or none was given to the proxy aeromodels sitting in boxes, at least not by any but those who were concerned about the condition of their aeromodels. The SMAE, after learning about the rescheduled date of the Wakefield Event, declared it "No Contest: null and void". Who can blame their actions? Their Wakefields which were to be flown proxy had been encased for two months, in boxes, and could not be considered ready for the Contest.

The Wakefield Cup Event was formally held at Atlantic City, NJ, on September 10, 1932. The reigning Wakefield Champion Joseph Ehrhardt was there, as were Team USA, Team Canada, and the selected Proxy Team. It was a great contest, and it was hard fought, but in the end the Crown of Champion, went from Ehrhardt to a new Wakefield Champion Gordon S Light of Lebanon, Penn., who had the longest flight of the day, with what some claim to be the most beautiful Wakefield of the "Antique Period".

Although he wears the Wakefield Champions Crown as the "1932 pretender", we must recognize that Light had nothing to do with the circumstances. Acting solely as an Historian I would appeal to the FAI/CIAM or who ever the powers be, to rescind the original decision of the SMAE and give in to the long held opinion that Gordon S Light was the 1932 Wakefield Cup Champion! A detail of the winning aeromodel is furnished, it was truly a beautiful Wakefield having a glazed cabin, and handsome undercarriage, and it flew wonderfully.

On the winning flight of 7 minutes, 57 seconds, the "T-56" brown rubber motor consisting of only 8 strands, was wound up to 1200 turns, it ROG'd perfectly from the take off board, and was lost OOS after almost eight minutes. The total wing loading was estimated at 1.65 oz. at 100 sq ins, with a wing area of 169 sq ins, very light, 2.79 ounces! Gordon wrote me that he was just pleased to beat Maxwell Bassett who flew a petrol powered Wakefield to 4th place!



References:

*M.A.N. Sept 1948, Wakefield in '48, John L MacKinzie
Aeromodeller March 1976, Those early days, Magpie
International Competition Handbook, Gerold Ritz*

*Music: "Brother: can you spare a dime?"; Literature: "Brave New World", Cine:
"Tarzan"*

VOLUNTEER(S) REQUIRED

Unfortunately I won't be available to run the WAKEFIELD or TAILLESS leagues in 2010, so if any one has an ambition to oversee the continuance of these events, please contact myself or Mike Parker.

vw756726@aol.com

TAILLESS MATTERS - By Vic Willson

All the qualifying events for the HALCYON TROPHY have now been flown. Congratulations to Pete Woodhouse, Chris Strachan and Colin Foster, who finished first, second and third respectively (full table of results in October NEW Clarion).

The Halcyon Trophy - by Peter Woodhouse

The following are notes received from Peter, regarding the ex-John Pool models flown by him to win the 2008/9 Nats and the 2009 Halcon Trophy.

The first model I flew of John's was Never Forget No. 18, I won the 2008 nationals, but unfortunately lost this model at Barkston earlier this year on its 3rd flight. I believe it D/T'd and I had a signal for 45 minutes or so, but it was never found. I then put together No.21, had a test flight and subsequently flew it in the flyoff. The power pattern was good, but the glide was too tight.

I then flew this model at the 2009 nationals, it was awesome. I had a spare fuselage, propeller and fin, No.'s 17/18 and John kindly covered a set of wings. I have test flown this model a couple of times and it shows promise, but not as good as the No. 21.

I have also converted one of my own open rubber models in a similar stile and size to a John's No.21, it flies OK, but its a little heavy.

I will forward a photograph in due course, but I feel very proud and quite humble at the same time when I received the trophy.

Thanks again and best regards

Peter



Never Forget 21 and Halcyon Trophy

Due to failing health, John Pool feels unable to continue competition flying, so it is heartening to know that his models have a new custodian in Peter Woodhouse, who not only has the skill and 'nous' to get the best out of them, but is also 'passionate' about tailless. - Ed



Peter with Never Forget 21 and Halcyon Trophy

THE HANDLEY-PAGE TAILLESS CONTEST

Held at Handley Page's Radlett Aerodrome on September 2nd 1945 - By Vic Willson

I'm not an ebay fanatic, but I do browse the aeromodelling sections now and again. Recently I rather half-heartedly bid for a copy of the September 1945 Model Aircraft magazine, which, much to my surprise I secured for a modest sum. These early issues of MA are only A5 format and in this case, just 24 pages. However to my delight it contains a report on the Tailless Competition held by Handley-Page at their Radlett aerodrome. Are there any SAM1066 members who remember anything about this comp? The rules etc.. A facsimile of the report follows:

Fine weather, in the midst of a long spell of indifferent weather, favoured the final of the Handley-Page Tailless contest which was well attended in consequence.

There were ten entries representing the competitors who had survived the eliminating trials and proved that their machines were capable of achieving the minimum stipulated duration of 60 sec.

The contest was won by R. E. Connor, of Brentford, with a total score of 127.3 points, with A. H. Taylor, of Bushy Park, a close second with 120, points to his credit.

Although the weather was fine a somewhat stiff wind was blowing and this served as an excellent test on the stability of the models entered, and in the, case of the gliders it revealed, the difficulty of directional stability with this type of model by the tendency to unsteadiness on the line.

It was also noticeable that longitudinal stability was proving a little difficult as a good percentage of the entries phugoided badly immediately they left the line and their performance was spoilt, in consequence, but in some cases this was due to bad handling by the competitor and should be remedied with greater experience and practice.

As anticipated, the compulsory right-and left-hand turns caused some of the competitors trouble, although the general performance on the turns proved to be very good in the majority of cases.

Out of seventeen attempts in the "nominated turns" portion of the contest no fewer than thirteen were successfully accomplished; ten of them in excellent fashion.

There was a vast predominance of gliders; only one rubber-driven example finding its way into the finals. This was the machine entered by that old hand with tailless machines, D. A. Pavely, who emerged from a somewhat lengthy retirement from the competition field to gain third place with a pusher machine which showed markedly improved performance on anything we have seen before from his stable. Although aerodynamically it did not reveal anything fresh, it was a good performer and proved itself both stable and reliable (ANYONE GOT PLANS OF THIS ONE? Ed).

One pleasing feature of the contest was the large number of old enthusiasts who turned up, as spectators, amongst whom were noticed "Golden Voice" J. C. Smith, Harry York, C. J. Burchall, C. S. Rushbrooke, Commander Blount, C. A. Rippon, E. Kiel, and the brothers Pavely, who, of course, took part in the contest.

Much of the success of the day's flying was due to the excellent arrangements made by Sir Frederick Handley-Page and his staff at the aerodrome who's unstinting efforts greatly assisted the SMAE officials in the carrying out of their task of running and judging this competition.

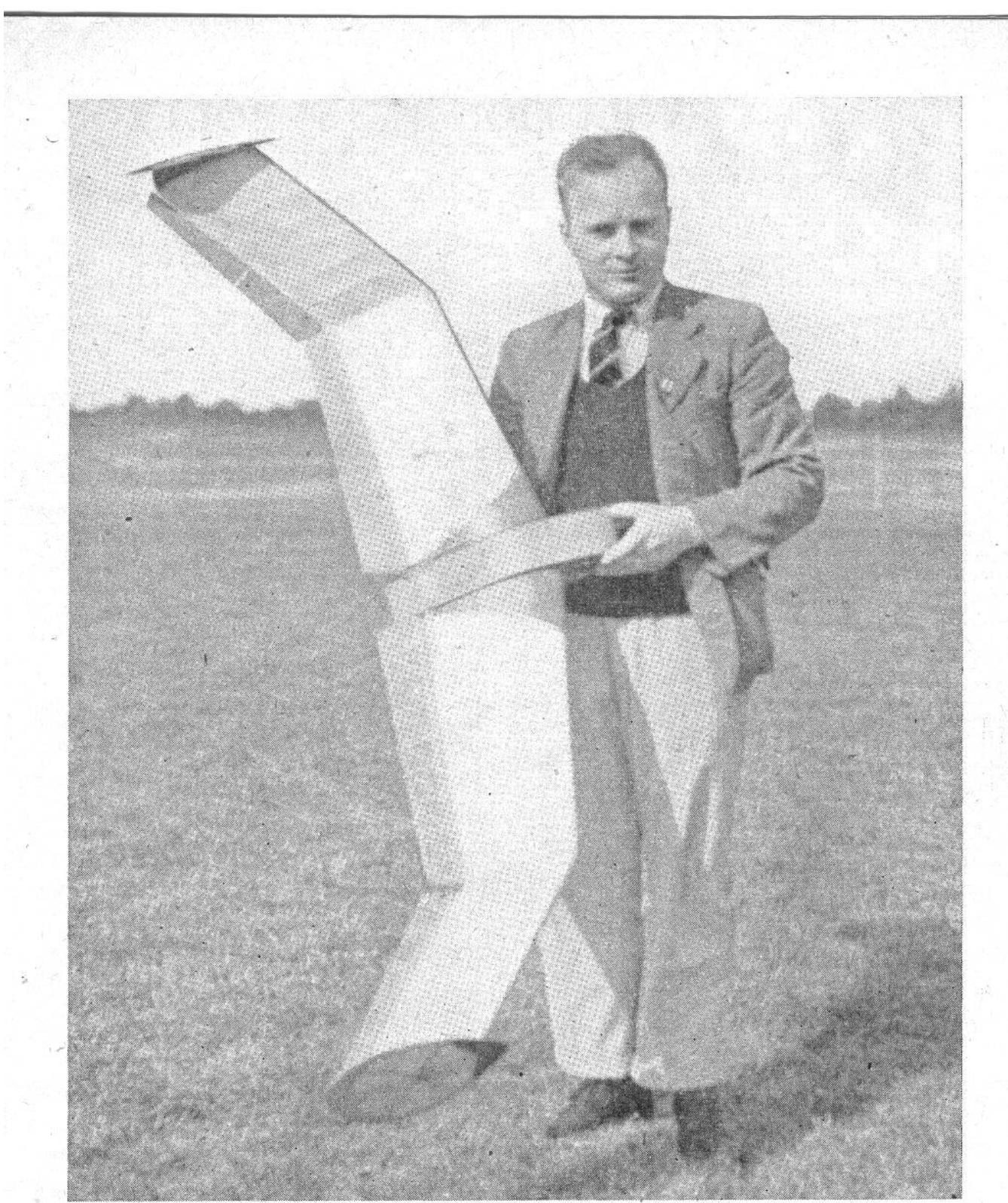
Sir Frederick Handley-Page attended the contest from the trial flights to the finish and Expressed his satisfaction and interest in the results. Other distinguished spectators present were Professor G. T. R. Hill, of Westland "Pterodactyl" fame; Mr. Lockspeiser, Director of Scientific Research at M.A.P., and Air Marshal Sir Ralph Sorley, Controller of Research and Development at M.A.P. Altogether it was a most successful, and enjoyable day and it is hoped that development of the problem of the tailless machine will be stimulated and that model designers will start their designs for the next tailless contest forthwith.

I suspect that there were some sympathetic 'ears' at Handley Page during this period as they were experimenting with full-size tailless designs around 1943-47, using captured German data and records, mainly sourced from the Arado Aircraft Factories occupied at the end of the war - Ed.

HANDLEY-PAGE TAILLESS COMPETITION

RESULTS

Pos.	Competitor	Club	Points
1	R. E. Connor	Brentford	127.3
2	A. H. Taylor	Bushy Park	120.0
3	D. A. Pavely	Country Member	115.0
4	R. H. Annenberg	Guildford	114.5
5	B. P. Chandler	Croydon	106.2
6	I. Marshall	Hayes	99.5
7	N. K. Walker	Guildford	91.3
8	G. Paul	Twickenham	61.6
9	K. Mc Beam	Bushy	56.4
10	Dawkins	Bushy	10.0



R. E. Connor, of the Brentford and District M.F.C., with the machine with which he won the Handley-Page Tail-less Competition at Radlett on September 2nd. It has proved its reliability throughout the contest, as it also won the London Area eliminating trials for its owner.

International Postal Competition To promote Free Flight Tailless Models

2009- By John Close

Rules

1. Open to tailless models of all categories, i.e. glider inc chuck and catapult , rubber, I.C. power, electric power, CO2 power, Jetex (rapier)(scale has been suggested but may not be practical) from any country. There is no entry fee and no prizes.
- 2 . Models must be true tailless, the only surfaces allowed to be separate from the wing are "park bench " type elevons.
3. Flights must be made at recognised model flying meetings including club meetings and nominated in advance. There is no maximum flight time. No entry fee, no prizes, (at the moment).
4. Make as many flights between 31st December 2009 and 1st January 2011 as you can manage, which need not be on the same day, but using the same model. If you lose or break the model you must start again if you use a new model. Select the three best scores to submit. Submit from more than one model if you like.
5. There is no builder of the model rule, engine run I C 30 secs, glider 100 m towline or 50m bungee to include 12 m rubber, score adjusted accordingly.
6. Results by 14 February by post or Email. Please include type of model (details and photos always useful), venue, date, weather conditions (optional) and name of timekeeper.

The results will be displayed by category, sent to each participant and the usual magazines...

This postal contest has been proposed by a few die hard tailless flyers (no Manx jokes please) which it is hoped will bring together those who fly tailless models and any comments, favourable or otherwise will be welcome:

John Close +44 (0)161 427 3292
 32 Hollins Lane
 Marple Bridge
 Stockport
 Cheshire
 SK6 5BB
 Great Britain
 Email: close_j@sky.com Note _ between e and j

Compressed Air in the States - via Peter Michel



Al Yuhasz launching compressed air model. Note severed prop blade falling away. Photo by Catherine B Snider.

I recently received the following from Peter Michel:

Greetings, Vic.

Herewith a message from Al Yuhasz who was over here from the States a few years back and attended one of our Bangers and Mash meeting at Epsom. He is a "real" aeromodeller. I am sure you know what I mean by that.

Hope you can incorporate it in the mag.

Best regards,

p

Peter,

Here I am test-flying my new William Hewitt Phillips compressed air model. You can clearly see a propeller blade falling free after having struck my wrist during what can only be described as a flawed launching technique. The airplane landed safely after a short vibration-hampered flight. Since this was a low-pressure test, I suffered no physical harm, either. Luckily, nobody has ever actually died of embarrassment!

Al

A. T. Yuhasz Denver, CO owl5138@indra.com
Acknowledgement for photo: Catherine. B. Snider

More details of model:

The model is called "The William Hewitt Phillips Compressed Air Model" in the undated drawing that I have.

The wingspan is 60 in. As you can see in the picture, it is a pusher configuration. The propeller is a 15 in. diameter folder. (Want a challenge? Figure out the folding angles for a left handed prop.) The motor is Bert Pond's 3-cylinder "Hoosier Whirlwind". According to a correspondent of mine, it has a displacement of 0.12 cu.in. The air tank/fuselage is made from two 1-liter ? plastic "pop" bottles connected at the bottom ends. It is rated at 7 bars (100 p.s.i.) max pressure. I have not tested it. So far I have only hand pumped it to about 3.4 bar (50 p.s.i. - which is about my limit!)

I aquired the motor/tank as an assembled unit. It is my understanding that Phillips is still living, but I have not been able to correspond with him, I am particularly interested in knowing where the c.g. is supposed to be and other trimming suggestions.

As it is, I have had to add a massive amount of lead to the nose to achieve a balance point at about 30% chord. The propeller has been repaired. Flight testing will continue *IF* I can revise my launching technique! Please convey my best regards to Graham Knight.

PHOTOGRAPHIC BITS & BOBS - *by John Andrews*

I'm scratching about for something to write about this issue as I went away for a weeks break at the beginning of September and came home totally immobile with a back problem and, after three weeks in bed, I'm just about recovered. The upshot being I have absolutely nothing to report on so, in desperation, I am going to pick out a few photos from my computer file and see what comes up.



OK here is the first, not very exciting I must admit, it is not identified so I'm guessing that it is at a Wakefield trials sometime in the late 1950's.

My long-time modelling companion and next door neighbour in those days (is this a unlikely coincidence or the result of a devious plan - Ed?), Ian Lomas is winding and a much slimmer version of myself is holding, looks a bit rough with the raincoats, wellies and berets.

Next up is the model shop Kowloon side in Hong Kong, where I got my modelling bits and pieces whilst out there

doing National Service in the Royal Corps of Signals 1955-1956. I gathered a modelling group together in Murray Barracks, the signals HQ on the Hong Kong Island, and we became friends with the model shop proprietor Vincent Wong and flew with the Chinese

modelling club at their flying ground at Sha Tin which was first stop on the railway from Kowloon. The club had their own clubhouse at the sports field and flew control-line and early single channel radio.



Here is a picture with Vincent resplendent in a white boiler suit flanked by yours truly left, Mick centre left and Brummy on right. I can't remember their names for the life of me, we never used them any way. Pictures leave a little

to be desired quality wise but scans off old faded black and whites will never be good, and my camera was a real relic of an all plastic 120 Pentax and Mick had a 2 $\frac{1}{4}$ square Brownie.



Something slightly more up to date is John Bickerstaffe with an OS35 MaxIII powered Uproar and FM reed radio gear. This must date late 60's or early 70's I would think, taken at HMS Gamecock, a naval aerodrome, in the midlands near Coventry, well away from the sea. Ex world power champion Ron Draper and his fellow Coventry club members flew here also.



reed bank driving three Bonner Transmire servos.

I crashed the gear in another aircraft which folded its wings in a loop. I recall the two halves of the aluminium receiver case being separated and the receiver components spread all around. The receiver was constructed on a series of pins in a paxolin insulation board which shattered allowing a birds nest of pins, wire and components to string out across the tarmac like a daisy chain.

Right in the same era is my first multi channel radio job, all home design with home built valve radio Tx and home built Rx with ED six channel



powered by an OS60 fourstroke and Fleet Radio. I called it a Junior 88 as that's the wingspan. Three channel, no ailerons and the rudder is fully coupled to the aileron control on the TX so I can steer with the right stick.

The Majestic Major was my last radio model,



my first attempt at vintage with the ubiquitous Senator, made from a kit from the closing down local model shop. I did manage to carve a propeller in place of the plastic horror in the kit. Problem was that I laminated the block from three pieces of half inch sheet and finished up with a square cross section block. This produced a prop with too coarse a pitch but the model did fly and I entered a couple of competitions.

I've just found out that Vic has published the October Clarion early so this epistle will not appear until the November issue but having got this far I will press on. I got back into free-flight shortly after I retired, I had taken my grandson to the Nationals and got infused again. Here is





I don't really like building from kits and plans so I soon returned to my old love of own designed Open Rubber models. Left above is my first '0-1' which was lost when it d/t'd over the wood at Wallop and could not be found. Right is '0-3' still in use. Both the models were flown on 90-100 gms and '0-3' managed 6mins + in a Nationals fly-off. Now '0-3' is flying with 50gms and it still performs well.

I also had a whack at Classic Power with this PAW1.5 powered Stomper. This one I lost at the Nationals but I liked it so I built another and, although its now the worse for wear, No.2 is still in use.

Indoors at Thorns - by John Andrews

Just a few pictures from the Birmingham club's October indoor meeting. Digressing before the pictures, I went to Barkston for the 6th Area on Sunday 18th October and flew my 'Stomper' in classic power and after two indifferent flights I hooked a big thermal on the third flight together with a d/t failure. The model was lost to sight after 8 minutes or so way up in the blue and after an hour or so trolling around fields the other side of Ancaster the wife and I gave it up and went home. The following Tuesday the phone rings at home and an Australian voice says "what's the story about this plane I've just found in the middle of my field". Thinks I, I knew it was pretty high but it went in the wrong direction for Australia. Story ends when Walter Hodkinson (better get his name right this time) who was on standby contacted said farmer and is now in possession of the errant 'Stomper'.

Digression over back to the pictures.



David Vaughan's new rubber powered BE C2 with a large four bladed wind shovel, flies beautifully.

Note the application of minute quantities of cyno via cocktail stick for trim setting purposes.



A 'No Cal' Cosmic Wind, forgot to get the builders name

*David Dyer was flying this delightful model,
a 'French 'NORD'*

A general view of what I refer to as 'compost corner', featuring some of the regulars who divide their time between flying their models and picnicking.

They arrive with thermos flasks at the ready and the odd bun or two to see themselves through the afternoon's turmoil.

The genuine clubmen.



Finally this 'Tiger Moth' which Dennis Reeves was giving an airing

The indoor meetings at Thorns are the product of Colin Shepherd's organisation with the support of a close nit band of club members and a few warmly welcomed hangers on like myself.

Stuff Happens - By Peter Hall

You will remember Harold Macmillan's reply when asked what unsettled Government most, 'Events, dear boy, Events' - and the appalling Dick Cheney's American version 'Stuff happens'. In free flight, 'stuff' comes not singly but in themed sets.

For instance, you have a run of silly little systems problems when all your rubber bands reach their use by date simultaneously. You have a string of bush and tree encounters when models seem to develop a nesting instinct. Then you have chains of rubber motor explosions when you lose faith in your elaborate and time consuming rubber testing method. At the moment I'm going through a wet model theme.

We expect stick and tissue to dissolve into a mush when seriously rained on, but I have assumed that carbon and Mylar is fairly impervious. Wrong. Some recent examples, box-fresh Coupe 15 was tree'd for two weeks, after recovery I stripped, off the tailplane Mylar to reveal pools of water and a small colony of hairy red beetles. Judging by the amount of droppings deposited on the ribs they had been living well. But on what?

Next, at the 11 October Coupe event at Middle Wallop we had continuous drizzle in the afternoon. By the time I launched Coupe 14 it was very wet and attempts to clear water off the tailplane with my handkerchief simply redistributed it.

It flopped around for 55 seconds a few feet up. Eager to find an excuse for such a failure I readily accepted John Thompson's conjecture. The motor had been rained on while winding and he pointed out that the strands were stuck together with a stickywater/silicone emulsion. I began asking around for softsoap/glycerine recipes.

Back home, reassuming my cold scientific objectivity I ran some tests, timing the motor run down wet and dry. No difference. I then sprayed the wings and tail with water to something like the effect seen on the day and weighed them. The tailplane and fin were 1.8 grams heavier (the tailplane dry only weighs 2.6) and the overall increase in weight was over 10 grams. No wonder it flopped. Lesson: Wipe your tail with toilet paper, not your handkerchief.

Next, at the Area event at Beaulieu on the 18th Oct. Coupe 14 disappeared E.S.E with a DT failure. That evening back home, I get a call telling me that it has been found in the Solent. Next day I am standing on a huge lawn sloping down to the water, directly in front over two miles away is Cowes on the Isle of White. Behind me is an impressive white villa, to the left, a Victorian folly.

Peter, from Czechoslovakia, who had phoned me, explains that his boss, driving back from Cowes at 6 pm found my model half way across, his boat a James Bond amphibian was drawn up in front of the house some 200 yards from the water's edge.

Coupe 14 now stripped of its Mylar (otherwise it would probably never dry out) awaits repair. The precious transmitter is recovering its voice after intensive care - spray with WD40 and a few hours on top of the boiler. After all this trouble with rain, snow would make a nice new theme.

The next event: Coupe Europa in December might oblige!

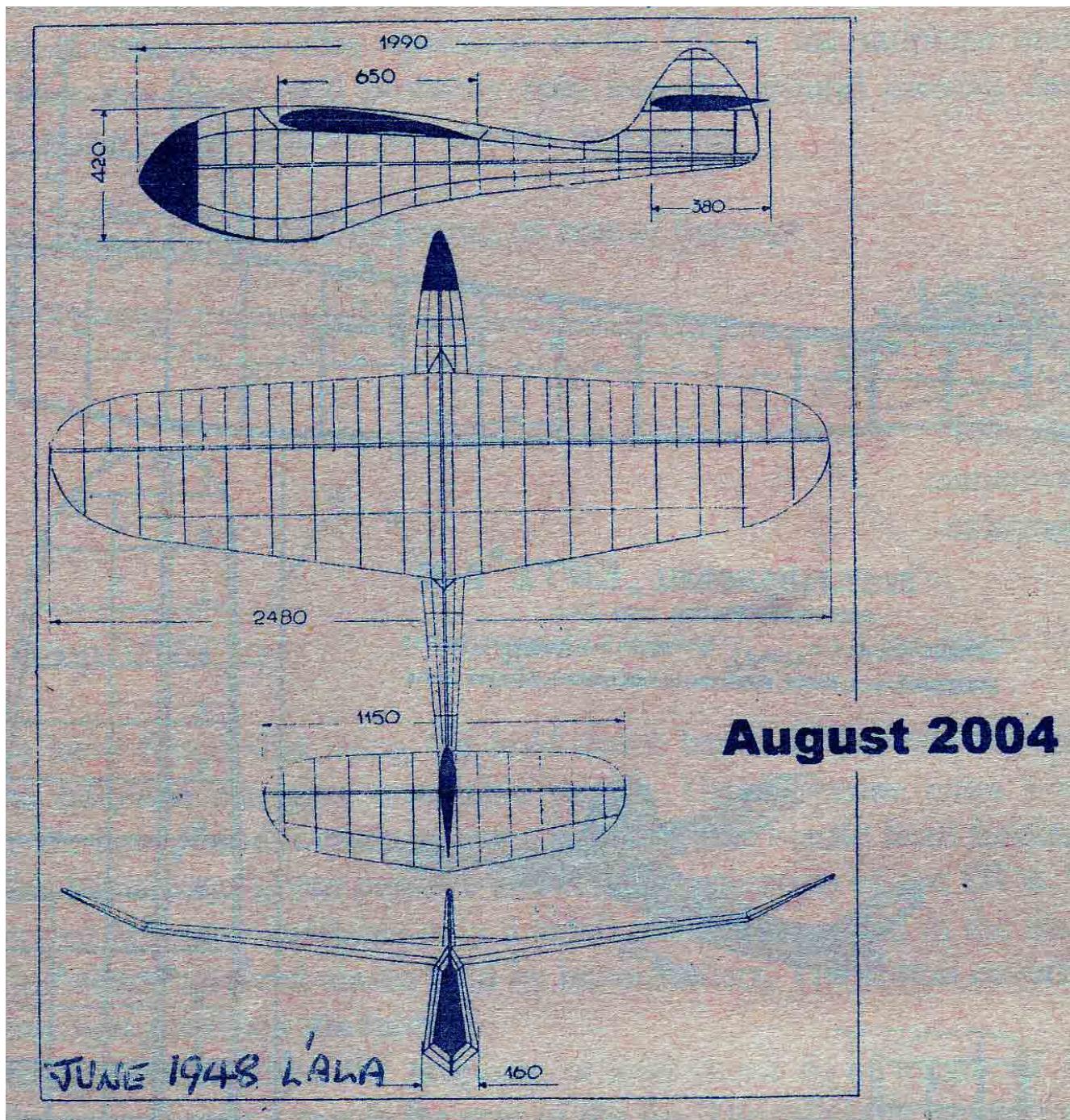
NAME THAT PLANE No. 15 - *By Roy Tiller*

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 this plane and its designer from Clarion August 2004.

Clues:- A glider of 2480mm (98inch) wing span said to be from L'ALA June 1948. Points will be awarded to all giving the correct answer. Results and Plane No. 16 next issue. Answers to roy.tiller@ntlworld.com

Plane No 14 was promptly identified by Andrew Longhurst as PEE-WITT X by W.H.Bushell published in the Model Aeronautical Digest 1944.



KeilKraft "SENATOR" Global Postal Challenge - June 1st

2009-June 30th 2010 - By Jim Moseley

First kitted by KeilKraft in 1950, the 'Senator' has become recognised as an excellent design that combines simple robust structure with outstanding performance. Very popular in British 'Vintage' events, it also can do well in North American 'Category III' classes - Nostalgia Rubber, Moffett and Mulvihill, etc. for which 120 second maximums are a formality and it can be taken well past 180 seconds with little extra effort.

There is no entry fee. The lengthy timescale of this Postal is to permit any modeller an opportunity to participate, no matter where in the world they might be located.

Models are to conform to the standard Senator kit plan; the structure may be amended for the purposes of D/T installation - whether tipping stabiliser (LE down), tipping wing or hinged rear fuselage - and the undercarriage leg may be removable for storage/carrying purposes. Glazing of the 'cabin' is optional. Any freewheel propeller up to a maximum of 13" diameter may be used and there are no restrictions on rubber motor size/weight.

Individual Scores:- Three flights shall be made to a 120 second maximum. If three Maximums are achieved, then successive flights may be made with the maximum increasing by 60 seconds on each occasion, until the target time is not realised e.g. 120. 120. 120. 180. 240. 211 = Total Score 991 seconds All flights to be pre-nominated to a timekeeper; the initial three should be made on the same day but successive flyoff flights may be made at the flyer's discretion, similarly timed. More than one model may be flown by an entrant but scores for each must stand alone; i.e. a reserve model may not be used to complete a series of flights commenced with another.

A plan may be viewed at <http://www.theplanpage.com/st.htm> with a download also available (noting that the true span is 32", not 30" as shown on the plan), purchased or obtained from various sources, and 'short kits' are available from at least two vendors; contact me for further information on same or with any questions that you might have..

Team Scores:- If any three flyers wish to have their scores also recorded as part of a team total, please advise a team title when submitting same: I will then collate same as a secondary group score in the name of that team - whether they fly together as a club, or as a group of individuals who wish to link together for this purpose. A person may only fly in one specific team, however.

Entries/scores may be forwarded to me at any time, by email or regular post, and I will distribute a final report and result sheet, which will be further publicised as widely as possible. Accompanying anecdotes and photographs would be very welcome and are encouraged. If desired, scores will also be posted to an appropriate event in the WorldWide Postal Contest, details available on request.

An initial award of C\$100.00 for 1st.place will be provided; and donations received will be applied to further awards and upgrades. I hope that you will give this event your support and also encourage others to participate.

The 'Senator' is a viceless airplane, easy to build and to fly with very satisfying performance; my only advice is to keep the structure aft of the CG as light as possible to reduce the need for any nose ballast to a minimum.

Happy Flying!

**The South East BMFA All Day Scale Competitions & Fun Fly on Sunday
22nd November 2009 at The Angel Centre, Tonbridge, Kent.**

The Angel Centre is located in Tonbridge town centre in Angel Lane at rear of the High Street next to Sainsbury's. There is a large car park adjoining the leisure centre and supermarket.

From 9am until 6pm. Flying will start at 10am and finish at 5.15pm Prize giving between 5.15 - 5.45pm. **Flitehook** will be attending the meeting with their range of kits and modelling supplies.

The kitchen at the Centre will be available for hot drinks throughout the day.

Admission Charges: £8 for flyers, £5 junior flyers, £4 Spectators and £3 Junior Spectators

Contact Stuart on 0795 6066 463 or Eric 01622 737814

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Forthcoming Dates 2009/2010

14th Nov. 2009 - 12th.Dec. 2009

9th Jan. 2010 - 6th Feb. 2010 - 27th Feb - 3rd April. 2010 - 1st May. 2010

Admission - Flyers £5.50 Spectators £2.00

For Further Information, phone or e-mail Colin
0121.550.6132 or colin@colinwilliam.wanadoo.co.uk

Cranfield Classic 50th Anniversary

2010 is the 50th anniversary of the 1960 world FF power championship which produced no outright winner. After a 17 Max marathon, five joint World Champions were declared.

To celebrate this unique event, a contest is to be organised for replicas of the models flown by these five great F/F power flyers, at the 2010 BMFA Nationals.

The models are.

Mr Max - Rolf Hagel Sweden/Gloworm - John Sheppard New Zealand/
No 18 & Ascender - Sandy Pimenoff Finland/
La Bestia - Giovanni Guerra Italy/Lucky Lindy - Llarry Conover U.S.A.

***Reduced scale drawings of all five designs are featured in July's edition of the NEW Clarion - Ed**

I can supply full size drawings for La Bestia, Gloworm, Lucky Lindy & No18. A good drawing of MrMax is in June 1960 Aero modeller.

All are in the 1959/61 Zaik year book.

Models to conform to a known drawing. No scaling. No weight limit.

Engine runs to be decided on the day but probably 15* & 12 seconds for a full Max. Three flights.

(*To be allowed full engine run) Engines must be 2.5cc(.15) available before Dec 1960, or OS Max 15 III /OS Max 15 IV, PAW 15 non BR

A reduced engine run will be allotted to models with engines other than above.

NO ABC or Schnuerle engines.

For more information. Contact. Allan Brown. Mobile 07714103515 Home 01913866709

email allan.030@btinternet.com

Chobham Tree Chop

The confirmed dates (all Mondays) for the Tree Chop for 2009/10 are:

8th February 2010, 22nd February 2010

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

Many thanks to those workers who helped at Chobham in October and November

Derek Gamps Plans Collection - Via Andrew Longhurst

Derek rang me to say that he has a large collection of plans acquired over a lifetime, power, rubber etc. that he would like to distribute to people who want them. Derek is no longer very mobile and so the first step seems to be for a member to go over to his place near Cambridge and help him to go through them to get a list which we can put in Speaks. Alternatively, to take them away to be put in an archive. If any member can go over for a day to help sort them out Derek is at 27 Pelham Way Cottenham, Cambs CB24 8TQ. Telephone 01954 250636.

SAM 1066 seems to be fairly well represented in the Cambridge area, so hopefully someone will be able to take this on. It could be an opportunity to expand the Vintage plan collection.- Ed.

USEFUL WEBSITES

SAM 1066 - www.sam1066.org

FLITEHOOK (John & Pauline Hook) - www.flitehook.net

MIKE WOODHOUSE - www.freeflightsupplies.co.uk

BMFA Free Flight Technical Committee - www.freeflightUK.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

National Free Flight Society (USA) - www.freeflight.org

Ray Alban - www.vintagemodelearplane.com

David Lloyd-Jones - www.magazinesandbooks.co.uk

Belair Kits - www.belairkits.com

Bournemouth Model Aircraft Society

INDOOR FLYING

TUESDAY 27th OCTOBER 2009

THURSDAY 19th NOVEMBER 2009

TUESDAY 22nd DECEMBER 2009

TUESDAY 26th JANUARY 2010

TUESDAY 23rd FEBRUARY 2010

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roy.tiller@ntlworld.com

FLYING NORTH - WHEN THEY'VE GONE, THEY'VE GONE -

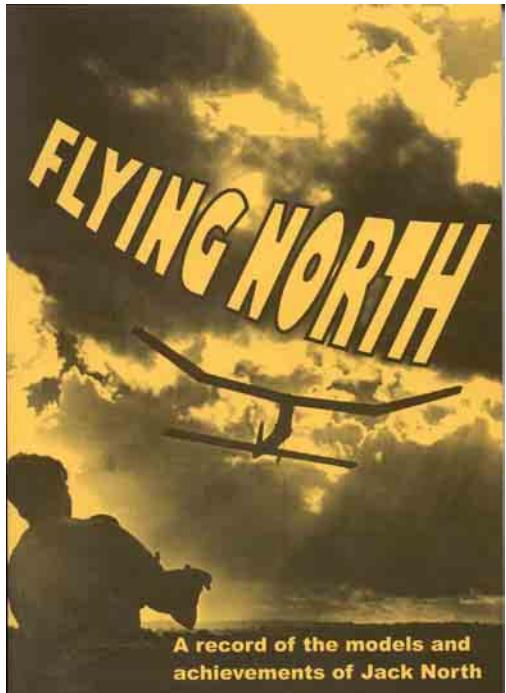
By Martin Dilly

We're down to the last five copies of Flying North. This 163 page A4 size book is perfect-bound (i.e. like the Zaic Yearbooks, rather than loose-leaf or spiral-bound) and was compiled by David Beales and Martin Dilly, who had access to Jack North's notebooks and drawings dating back to 1938. As a result it includes plans and photos of the models, published and un-published, that marked the career of one of the major figures in British model flying, as well as reminiscences from many of his contemporaries that bring to life the heydays of the sport. Jack was one of only two people to have represented Britain at

World Championships in all three outdoor free-flight classes. He was also involved professionally as an aerodynamicist at NPL with the development of supersonic flight, in particular with Schlieren photographic methods of visualising airflow and shock waves over airfoils and other bodies. Flying North also touches on this aspect of Jack's life. Readers seem to have enjoyed the book, judging by their comments: "... no other modeller's life and times can ever have been so comprehensively covered"; "I hope it becomes a classic.>"; "I am glad I bought Flying North. such a

huge chunk of nostalgia"; "... am immensely impressed. A splendid effort"; "A fitting memorial to an unforgettable personality. I am sure the book will become an instant classic, treasured by aeromodellers all over the world"; "A very balanced record of Jack's modelling and professional activities"; "The best aeromodelling book since the Zaic Yearbooks". To get your copy, maybe for Christmas, contact Martin Dilly:

(martindilly@compuserve.com), at 20, Links Road, West Wickham, Kent BR4 0QW or call 020 8777 5533. The cost is £17, with cheques payable to 'BMFA Free Flight Team Support Fund'; credit cards are fine, too. All proceeds go to fund the British free-flight teams that represent us at World and European Championships.



Provisional Events Calendar

2009/10

with competitions for Vintage and/or Classic models

December 6 th 2009	Sunday	Coupe Europa, Middle Wallop
January 31 st 2010	Sunday	BMFA 1 st Area Competitions
February 7 th 2010	Sunday	Middle Wallop
March 7 th 2010	Sunday	BMFA 2 nd Area Competitions
March 21 st 2010	Sunday	BMFA 3 rd Area Competitions
March 28 th 2010	Sunday	Middle Wallop
April 2 nd 2010	Good Friday	Northern Gala - Church Fenton
April 3 rd /4 th /5 th 2010	Easter	Middle Wallop
April 18 th 2010	Sunday	BMFA 4 th Area Competitions
May 1 st /2 nd 2010	Sunday/Monday	BMFA London Gala - Salisbury Plain
May 9 th 2010	Sunday	Middle Wallop

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