

	<h1 style="color: red; text-align: center;">NEW Clarion</h1> <h2 style="color: red; text-align: center;">SAM 1066 Newsletter</h2>	<b>Issue 1110</b>
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## Editorial:

The AGM took place in the Apache Cafe at Wallop immediately after the trimming day on October 10<sup>th</sup>. The event was lorded over by the fabulous four pictured below. It would appear that only Ed Bennett was taking the event seriously, not a bad thing for a treasurer. Lindsey Smith was unable to be present due to mechanical difficulties with, I believe, his knee.



The Formidable Four

David Lovegrove

John Thompson

Mike Parker

Ed Bennett

This was my first AGM, indifferent weather has kept me away in the past. This year, rough weather notwithstanding, in my current position as New Clarion editor I felt I should attend.

I found the meeting to be refreshingly informal and the discourse between the Officers and the membership was both good humoured and constructive. I do not intend to report in detail, a full record of the meeting should be on the website by the time this NC is published.

I would summarise by saying that our organisation continues as is, with the current officers soldiering on for the next year, together with Roger Newman who is co-opted due to his role as archivist.

The formation of a common set of rules has reached something of an impasse. The draft rules in existence require finalising and formally approving by SAM35 and SAM1066. There is no mechanism to achieve this, so to this end it is proposed that one person from each society is appointed and empowered to reach agreement on the rules and formally approve them. We should then be able to move forward on common ground.

On the subject of radio control, it was agreed that we continue to abide by our roots and remain a free-flight only organisation. However we will continue to allow R/C bodies to run their own events in parallel with our events but it is emphasized that such events must, without exception, be remote from the free flight areas. It is felt that any form of R/C flown over the free-flight flight lines would be an unacceptable hazard.

The imposition of gate fees for non flyers will be addressed next year.

## The Cranfield Classic

- Allan Brown

The build up to the Cranfield comp started in March 2009 with the decision to run a 50<sup>th</sup> anniversary comp. I did some publicity at the 2009 Nats. and distributed leaflets etc. I had copies of the plans for four of the models and a good drawing of the 'Mr Max' from the Aeromodeller, all the models could be built and interest grew quickly in the months that followed.

I distributed over twenty sets of drawings and answered lots of Emails and phone calls regarding which model to build, how to trim them, choice of engine and rules of the comp etc. It looked like this was going to be quite big.

I went to the BMFA agm and prize giving in November to push the Cranfield event, I took my, newly built and unflown 'La Bestia' to help draw attention to the comp, I received good feedback and again people were interested.

Going by plans sold, contacts made for information and known models already built; about 30/35 Cranfield Classic models were in existence before the event.



Allan Brown  
'La Bestia'



Mick  
Quinn

No 18

On the Saturday of the Nats we set up shop and waited for the rush. I had seen five or six models being trimmed the night before so was hopeful of a good entry. I must admit I did not do much C/Ding, my wife and my old mate Terry Bailey sat it out while I got on with flying the 'LaBestia'. We had rain early on but not too much wind. The wind picked up a little and the rain got worse and this prevented models that needed to be sorted out from being flown. The weather also

made it difficult for people to finish flying other classes so they could do the Cranfield, priorities and all that, just another Nats in other words.

Times started to come in slowly, I saw one or two Cranfield models being flown, Chris Redrup's 'Lindy' looked good and so did Mike Quinn's 'No18'. The 'Glowworms' of George Blair and Frank Rushby were climbing well and looked set for the fly off. My 'LaBestia's' first flight was a bit off; I went too far to the right of the wind on launch. It did a swoop to the right before putting its nose up and climbing straight up, luckily good enough for a max. I had forgotten that it needs to be dead into wind with no wing tilt. Mike Woodhouse said he had seen Guerra's fly



in 1960 and it was most inconsistent, not a good design. The next two flights were better but I thought that I could improve the climb.

At the end of flying we had eleven people with scores and five in the fly off. Only the 'MrMax' was not flown in the comp but I knew of at least two that were on the field. Someone had counted 21 Cranfield models on the flight line. Pete Watson and Steve Barns had models but they were not trimmed. Steve sorted his on the Monday and it was very impressive.

I set the fly off for 6.30, Chris, Frank and I went more or less together, I tried a slight left of wind launch and got the best climb by far. The Super Tigre in George Blair's 'Gloworm' was proving reluctant to start and Mike was being tactical or something. Watching my model through binoculars I heard Mike's 'No18' go over head low down, bad launch. George's 'Gloworm' went last and to a good height.

My 'LaBestia' was not doing well, three minutes and it was almost down, I felt robbed after such a fabulous climb, 3.17 and it was down. As the times came in it was clear that we had all gone into mediocre air and I was the winner.

A bit embarrassing but I have learned to live with it.

After it was over a good few people asked if I intended to run another Cranfield Classic at next year's 2011 Nats. After some thought and with BMFA's permission I intend to do just that. **Get them trimmed.**

*Allan Brown.*

Cranfield Classic 50 <sup>th</sup> . Nats. 2010 RESULTS							
NAME	PLANE	1st	2nd	3rd	TOTAL	FLY OFF	POSITION
Allan Brown	La Bestia	2.30.	2.30.	2.30.	7.30.	3.17.	1st
Chris Redrup	Lucky Lindy	2.30.	2.30.	2.30.	7.30.	3.06	2nd
George Blair	Gloworm	2.30.	2.30.	2.30.	7.30.	2.23.	3rd
Frank Rushby	Gloworm	2.30.	2.30.	2.30.	7.30.	2.16	4th
Mick Quinn	No 18	2.30.	2.30.	2.30.	7.30.	0.50.	5th
Simon Dixon	Gloworm	2.30.	1.08.	2.30.	6.08.		6th
John Sayer	No 18	1.21.	2.00.	2.20.	5.41.		7th
Bob Taylor	Gloworm	2.16.	1.57.	1.28.	5.38.		8th
Bob Owston	No 18	0.42.	2.14.		2.56.		9th
Jim Arnott	La Bestia	2.30.			2.30.		10th
Keith Harrison	Gloworm	00.21.			0.21		11th

**Make a date.**

The Cranfield Classic is to be run again at the BMFA 2011 Nationals on the Saturday. Rules as last year. For information contact:

Allan Brown on 01913866709 or [allan.030@btinternet.com](mailto:allan.030@btinternet.com)

### **The Slicker Story**

- Roger Newman

This bit has been extracted from a Keil Kraft Handbook of 1949.  
Does it bring back distant memories?

Designed in early 1947, the Slicker was the first high performance power model to be kitted by the Keil Kraft organisation. The original 42" span model literally flew straight off the drawing board and proved to be very stable and easy to trim. Tailored to suit the then new Mills 1 c.c. diesel, this graceful elliptical wing design, with the 'built-in' pylon, swept the country by storm.

At the first contest entered with a Slicker — the 1947 Midland Area Rally — Ron Moulton gained second place. Very soon the Slicker was firmly established as the premier British pylon design and was seen flying at every contest of note. Bill Dean fitted a standard model with the Arden .099, keeping the weight down to 14 ounces. The pen cell was positioned in the top of the pylon in accordance with the American high C.G concept. Best flight of this model was 15 minutes at 6.30 in the evening.

In 1947, 3rd and 4th places were gained at both the British and Irish Nationals with a new 50" version, powered with the Arden .199 engine. Eddie Keil also won the All Herts Rally of the same



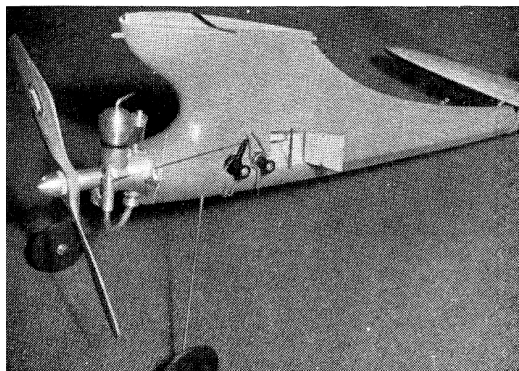
year. This model was later kitted — for the E.D. Mk. III and several American engines. Basically similar in layout to the standard model, the '50' featured a lower aspect ratio tailplane with a sheeted leading edge. Although the plans show an under-cambered wing section, the designers original model has a flat wing of thin Clark Y section. This model is now two and a half years old and still going strong, although the flying surfaces have been recovered twice. In 1948, it won the Irish Nationals and Halifax Trophies, and placed 2nd in the Astral.

When the .87 Amco diesel appeared, a 32" Slicker — the Mite — was quickly put into production. All-up weight of this midget was only 5 ounces and the kit sold in thousands. The present kits also include details for mounting the Mills .75 and the Keil Kraft C02 engine. Latest kit to appear in the series is the 60" Super Slicker. Shortage of suitable British engines for this model caused a considerable delay, but when the plans were finally completed, details of no less than eight engine installations were given. Eddie Keil had a de Long 30 powered '60' which had an amazing rate of climb, but it soon went the way of most Slickers — up in the clouds!

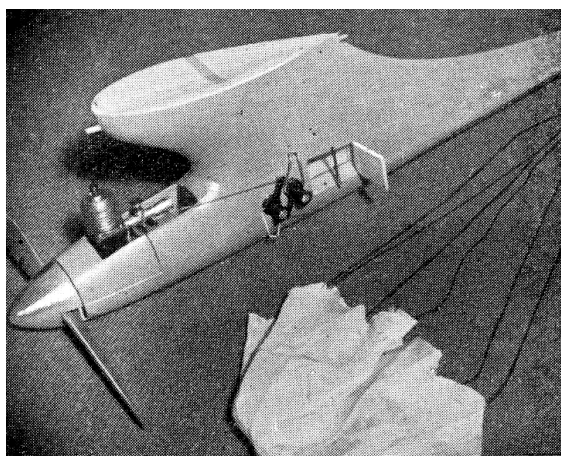
Several South African contests fell to Slickers in 1948 — including the Class A Transvaal Meet and 2nd place at the Class A Pretoria Championship. Plans for an 84" version (City Slicker) were recently sent over to Dr. Allen of Johannesburg, and we await news of this model's performance. Slickers have been flown in most parts of the world, including the U.S.A., India and Australia.

As a result of an article on the Slicker by Ron Warring in the May 1949 "Model Aircraft," many enquiries have been reaching us regarding the new 44" model for the Mills Mk. II and the Elfin 1.8. At present, this is purely an experimental design and no date for kitting has yet been fixed. Main differences to the standard 42" model are more wing area (now 252 sq. ins.), D/T installation, and improved construction. Aspect ratio is slightly lower, dihedral increased and the wing section is flat. Retractable undercarriage versions have been built, but the usual twin legs are still recommended for normal use. Tests of these models have proved very promising, the climb under power being almost dead straight into wind. The Elfin version is particularly good and compares well with the .199 Arden '50'.

We shall give brief details for this design in order that modellers may draw up their own plans. The wing outline is based on the old 42" wing with a 3/4" wide strip inserted along the centre to push out the leading and trailing edges. Re-connect up the tips with a smooth curve and the span will come out at about 44". Increase the inner dihedral to 1 1/2" and the tip dihedral to 5 3/8". The number of the wing ribs is unaltered, wider spacing being employed. The tail-plane area is increased to 84 sq. ins. — span 19" and root chord 5 1/2". Fin area is unchanged. The distance between the wing T.E. and the tailplane L.E. is the same as on the 42" model — with the mounts lengthened to accommodate the larger flying surfaces. The distance from the front ply former to the circular ply disc behind the spinner should be 3 1/4" when using a Mills Mk. II. A new 3/16" ply bulkhead is needed for the Elfin model and should be 2 1/16" forward of the front ply former. This is similar to the Arden .099 mounting

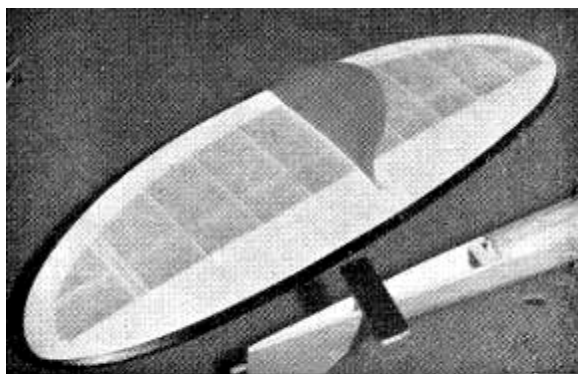


*Elfin 1.8 installation in 1949 Slicker. Note Elmic timer operated K.K. Cut out and parachute dethermaliser box.*



*1949 Slicker fitted with retracting single leg undercarriage and parachute D/T.*

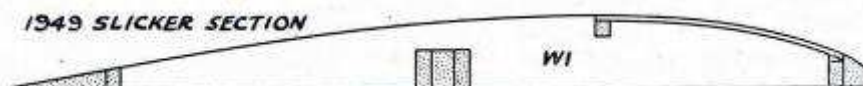
detailed in the standard 42" leaflet. C.G. position of these models will be about 55% of the wing chord; weight 14 ¼ ounces (Mills) and 15 ounces (Elfin).



*Tailplane L.E. is sheeted on Slicker '50' Super Slicker and new '44' versions. Note tailplane locating peg in fuselage.*



*Original Slicker '50' with Irish Nationals and Halifax Trophies — won in 1948.*



In 1949, the Slickers are still leading the field in popularity. At the Nationals and other big contests, they outnumbered all the other commercial designs put together and many of the free lance designs showed a definite Slicker influence.

*Roger Newman*



*Editors 'Slicker Mite' awaiting decisions on engine, engine timer and d/t etc.*

## A Great day in the Cotswolds.

- By Tony Tomlin.

Sunday, August the 8th can only be described as a great day in the Cotswolds! This was the date of the second of the three, ever popular Cocklebarrow Farm Vintage R/C meetings planned for 2010 and held in warm, virtually wind free conditions.

There were 76 fliers signed on with a terrific mix of around 130 vintage models. The largest was the 1938 Big Gull design by Winnie-Davis, which spanned a little less than 13 feet, and powered by a Laser 150, it was flown by Neil Tidy. At least 5 Keil Kraft Falcons were seen, the example by Alan Herbert looking very smart. Junior 60s and Majestic Majors were out in force but unusually only one Radio Queen built by Chris Reeves was present. A number of Frog designs were flying with at least two scaled up Fireflys, a Tomtit and also a Jackdaw. Tony Tomlin flew a Phil Smith designed Mini Concord that was at least 35 years old. Peter Rose had brought along scaled up, electric powered Ajax and Achilles models that flew well on their tiny outrunner motors. As always a good number of Vic Smeed models were to be seen with the Tomboys most numerous, many flying in round 7 of the R/C Tomboy competitions. The only serious crash of the day was the sad demise of the Stentorian flown by Ian Andrews.

### **Tomboy3**

The Mills .75 powered Tomboy 3 class was well represented with 13 entries, 12 making the required two, +4 minutes flights to qualify for the exciting mass launch fly off. James Parry, suffering an intermittent radio problem, chose wisely not to fly. There was a small change in the rules at this event in that the models had to land as close as possible to 10 minutes. Models that exceeded 10 minutes would not be classified as finishers. This change adds a little more precision to the event and generally was well accepted. Eleven models got away as Nick Skyrme, the starter, aided by Mervyn Tilbury lowered the start board. Unfortunately the model of Barrie Collis remained grounded due to an engine problem, but the rest climbed steadily away. Tony Overton was down first at a little over a minute with his engine already stopped. The lift that was abundant in the morning had totally gone and the Tomboys that were now on the glide were, as one flier put it, 'falling out of the sky'. John Strutt, George Ford, and Derek Collin were all down in less than 4 minutes, followed by Jeff Fellows, Tony Tomlin and Dave Stock, all within the next minute. The final four were all in trouble, Tom Airey claiming 3<sup>rd</sup> position at 5mins 30secs, only 6 seconds more than Chris Hague. Paul Netton was the eventual winner, 25 secs ahead of second place man

Richard Farrer. Congratulations go to Paul for winning in difficult conditions, in 6mins 38secs.

### Results Tomboy 3

1 <sup>st</sup>	Paul Netton	6mins 38secs.	2 <sup>nd</sup>	Rich Farrer	6mins 13 secs.
3 <sup>rd</sup>	Tom Airey	5mins 30secs.	4 <sup>th</sup>	Chris Hague	5mins 24secs.
5 <sup>th</sup>	Dave Stock	4mins 50secs.	6 <sup>th</sup>	Tony Tomlin	4mins 26 secs.
7 <sup>th</sup>	Jeff Fellows	4mins 16secs.	8 <sup>th</sup>	Derek Collin	3mins 55secs.
9 <sup>th</sup>	George Ford	3mins 22secs.	10 <sup>th</sup>	John Strutt	3mins 12 secs.
11 <sup>th</sup>	Tony Overton	1mins 10secs.	12 <sup>th</sup>	Barrie Collis	non-start.



On the left we have Nick Skyrme and Falcon whilst on the right, the black and yellow model is the 1938 design Big Gull design by Winnie-Davis. It is powered by a Laser 150 and flown by Neil Tidy. The span is a little less than 13 ft.

### Tomboy Senior

This event for the larger 48" Tomboys fitted with Mills 1.3cc engines was scheduled to start 45 minutes after the Tomboy 3 round at 13.45. Luckily the sun was now out and the fliers were hoping that times approaching the 10 minute maximum flight time would be achieved. All 9 fliers entered made the required two, +4 minute preliminary flights.

As the start board was lowered, all got away, cleanly flying very close and climbing steadily. Tom Airey, Andrew Fellows and John Strutt were soon in some weak lift with Tony Tomlin slightly below, in company with Tony Overton and Chris Hague. Mike Burke was first down, out of luck at a few seconds under 4minutes, followed by Colin Shepherd unable to find any decent lift. Tony Overton was now descending, gently landing at exactly 6 minutes, just 3 seconds after Chris Hague. Bill Longley's Tomboy landed out of the landing area after a reasonable flight and was disqualified. This left Tony Tomlin who was next down, at 6mins 24 secs. John Strutt and Andrew Fellows circled close as the final minute count down began to bring the last 3 fliers up to the 10 minute cut off point. All eyes looked for Tom Airey

who appeared to be still at a fair height. John and Andrew were now close, landing in different directions in the now windless conditions. Both landed at the same instant with 8 seconds left on the master clock. As the final second was counted down and Mervyn Tilbury sounded the air Klaxon, Tom Airey gently rolled to a stop, on exactly 10 minutes! It was an impressive performance by Tom displaying perfect timing.

### Results Tomboy Senior

		<b>1st</b>	Tom Airey	10mins 00secs	
	<b>Joint 2nd</b>	John Strutt	& Andrew Fellows	9mins 52 secs	
<b>4<sup>th</sup></b>	Tony Tomlin	6mins 24 secs	<b>5<sup>th</sup></b>	Tony Overton	6mins 0secs
<b>6<sup>th</sup></b>	Chris Hague	5mins 57 secs	<b>7<sup>th</sup></b>	Colin Shepherd	5mins 15secs
<b>8<sup>th</sup></b>	Mike Burke	3mins 56secs	<b>9<sup>th</sup></b>	Bill Longley	[landed out]

The raffle, winners' certificates and prizes were presented by Val Howkins to bring to an end a great day. All thanks go out to Val and Paul Howkins and Mervyn Tilbury and friends for the terrific amount of hard work that goes into making these Cocklebarrow Farm meetings such a success and for facilitating the Tomboy competitions.

*Tony Tomlin*

<b>Wakefield Cup Winner 1952</b>	-	Charles Dennis Rushing
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### 1952 Arne Blomgren, 27, Sweden

The date had been set for the Wakefield Cup Contest to be held on July 11. The location Norkopping, Sweden, had been chosen because the 1951 Wakefield Champion Sune Stark, by the rules chose the venue: "...the contest will be held in the country which won the Cup the previous year...", this was true since 1928, and for 23 years this was the tradition, but "...times they are a- changing..." When the control of the Wakefield Event was relinquished to the FAI/CIAM, by SMAE in 1950, this rule was rescinded.. In 1953 the decree was that the Wakefield Cup event would be held jointly with the "International Power event", in a contest called "The World Championships", so much for tradition. Next year no matter who wins here, the venue would be Cranfield Aerodrome, England. The Nordic Glider event, meanwhile, continued on its own agenda and would not go to "The World Championships", until 1961.



Last year at Jamijarvi, Finland, official flying began late in the afternoon, and continued on through the night, and into the early morning hours, taking advantage of the "midnight sun". This phenomenon, occurring only in the far Northern Hemisphere, of watching the sun go down, and then watch it rise again within the hour, can boggle the unfamiliar mind.

Aeromodels to be flown by the Proxy Wakefield Team began arriving early, and so did many anxious contestants, who wished to test the weather conditions in-situ. In the crowd, stood the 1949, and 1950 Wakefield Champion Aarne Ellila, with yet another variation of his 1939 Wakefield, which bore a strong resemblance, to the aeromodel flown by the 1951 Wakefield Champion Sune Stark, who was also here. Aarne's, confidence had failed him last year, but now he was back, as confident as ever. Stark, who began flying the Wakefield event in 1937, continued to look as consistent as he did in last year's contest. In person also to represent Australia, was Adrian Bryant, who remained behind in Europe after attending last year's Wakefield contest. Bert Bland was here to fly for Trinidad, a first for that nation. Team USA was on hand, led by the American maestros Joe Bilgri and Ed Lidgard. Coming to Norkoping with them were Team-mates Sid Seldon, Carl Perkins, Jim Tangney, and Cliff Montplaisir. Team UK was here led

by Wakefield maestros Ted Evans and Ron Warring, along with Teammate Roy Nicole. In 1950 Evans had given Ellila a fright, now Ted was flying his magnificent "Vansteed", a gear driven Wakefield, featuring a fully feathering propeller. Team Germany was on hand, represented by Gunther Maibaum and Rudolph Melzers.

From Switzerland was Traugott Haslach, and Team France was represented by Rene Jossien, Gerland, and Morisset. Team Italy sent Giulio Pelegi, S Lustrati, and Kannerworif. There were also Teams from: Belgium which included Mme. L Ferber, her husband M Ferber, P Follett, G Lippens, and P Deschepper; Finland, Norway, Denmark, and of course Sweden. 14 separate Nations were represented by 66 contestants including Trinidad. The stage was set for the World's most prestigious Free Flight Rubber Powered Event THE WAKEFIELD INTERNATIONAL TROPHY. (Dave Thornberg refers to it as the "gumiband" event in his book: DoYou Speak Model Airplane?)

**ROUND 1:** Saturday July 11, 1952, began 2:30pm, with a light drift, and hazy skies, and cool temperatures, the condition that would prevail all through the contest. When the round ended, there were no maximums. Joe Bilgri of Team USA was the closest, with 293 seconds OOS. Unfortunately his Wakefield was never retrieved, and he was forced to continue with his back-up aeromodel. Retrieval, a vital service performed by the contest hosts, was severely inefficient, and grumbling began in the ranks of the contestants. Often the Wakefields that were returned were badly damaged.

**ROUND 2:** The temperature was rising as the evening progressed, yet the sky was still overcast. The scores this round were better, Gunther Maibaum, who had a 213 second first round, maxed the second, but where was his Wakefield? The official timers watched it down with 513 seconds, and even got a good compass line on it, but it too was never retrieved. The grumbling was getting louder on the flight line now. Joe Bilgri's spare let him down with only 180 seconds. Germany's Maibaum could win it all, on one more max!

**ROUND 3:** Arne Blomgren of Sweden, flying an aeromodel not unlike the ones flown by Ellila, and Stark, had maxed this round, and so had his teammate Jan Nilborn. Team Italy's Silvano Lustrati also maxed this round, but no word was heard of Maibaum, or Bilgri's Wakefields. Now we learn that Roy Nicole of Team UK had also not gotten back his Wakefield, since round 2, what was going on with those retrievers? Some aeromodels were now coming back, but they were badly damaged as well.

Joe Bilgri had a 222 second third round, Ted Evans came down in 164 seconds, and Ron Warring only managed 91 seconds. The round ended, with a forlorn Maibaum, still down wind searching for his Wakefield; he would place 20 th, for two flights, and his beautiful Wakefield was also gone, "...gone with the wind". It was almost anticlimactic when the announcement came: Sweden's Ame Blomgren is the 1952 Wakefield Champion! Jan Nilbom his Team mate was second, and the leader board provided History with the conclusion:

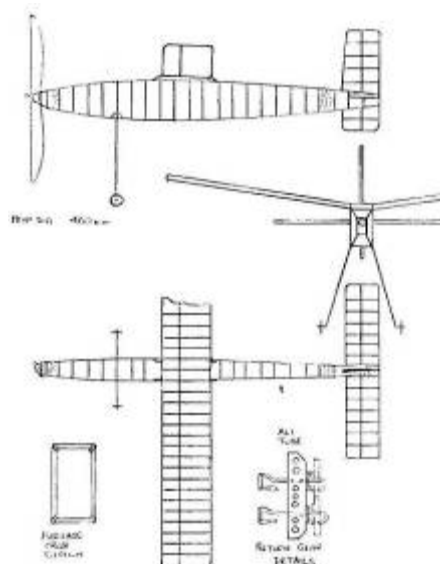


Sune Stark left, 1951 winner and Arne Blomgren right, 1952 winner, note the models similarity

Individual results					
1	A Blomgren	SWE	210	300	810
2	J Nilhorn	SWE	203	286	789
3	A Ellila	FIN	240	256	775
4	S Lustrati	ITA	208	196	704
5	J Bilgri	USA	293	180	695
6	L Kannenworff	ITA	229	168	686
7	E Gerlaud	FRA	188	300	668
8	J Morriset	FRA	183	274	632
9	E W Evans	GBR	230	227	621
10	C M Montplaisir	USA	203	261	617
11	P Gilg	FRA	138	173	611
12	R H Warring	GBR	242	205	589
13	T Haslach	SUI	232	214	586
14	G Cellini	ITA	198	140	584
15	J O'Donnell	GBR	190	230	582
16	S Stark	SWE	230	140	576
17	A Goetz	FRA	136	162	562
18	B Marsh	NZL	90	170	556
19	R Jossien	FRA	136	294	521
20	J H Wood	CAN	112	192	513
20	G Maibaum	GER	213	300	513
22	C R de Vries	NED	196	128	510
23	J Jarvi	FIN	160	154	505
24	P Deschepper	BEL	165	176	490
25	H Aribaud	FRA	168	204	485
26	G Samaan	GER	125	149	474
27	T M Figuera	TRI	144	87	469
28	B Lidgard	USA	153	212	468
29	J Royle	GBR	191	163	459
30	A Diikstra	NED	154	191	452
31	H Spring	FIN	180	125	450
32	B Knudson	DEN	155	124	446
33	M Ferber	BEL	188	124	428
34	R F Nicole	GBR	182	0	424
35	D Wilson	NZL	250	167	417
36	P Follett	BEL	128	153	416
37	J F Tangney	USA	179	133	407

38	A Hakansson	SWE	187	195	9	391
39	T Dunkley	GBR	145	112	127	384
40	B Jorgensen	DEN	132	106	140	378
41	G Diikstra	NED	125	125	117	367
42	D Kennedy	NZL	159	120	80	359
43	F C Loates	CAN	103	120	97	320
44	G Lippens	BEL	141	137	7	285
45	P Huhtinen	FIN	175	105	0	280
46	Mme L Ferber	BEL	157	0	106	263
47	W R Reeve	AUS	136	13	101	250
48	B Bachli	SUI	97	143	4	244
49	D de Toit	RSA	93	141	0	234
50	G Berge	NOR	61	88	75	224
51	P Visser	RSA	64	130	0	194
52	J Prhavo	YUG	45	137	0	182
53	G Peligi	ITA	181	0	0	181
54	S Seldon	USA	121	42	3	166
55	R Olsson	SWE	165	0	0	165
56	F Piccini	ITA	116	40	0	156
57	D Faiola	ITA	136	0	1	137
58	T Ferrer	SUI	4	6	126	136
59	L D Hopkins	AUS	46	85	0	131
60	G Lipinski	GER	93	11	0	104
61	A Macauley	NZL	71	0	0	71
62	R Melzer	GER	44	22	0	66
63	S W Gray	AUS	49	4	0	53
64	M Lichte	GER	45	0	0	45
65	J M Larsen	DEN	15	0	0	15
66	H G Connor	NZL	9	0	0	9
66	B Borjesson	SWE	9	0	0	9
Number of maximums			0	3	4	
Number of full scores			0	0	0	

Team Results					
Country	Abbrv	Total	Team	places	
1	Sweden	SWE	2175	1	2 16
2	Italy	ITA	1974	4	6 14
3	France	FRA	1911	7	8 11
4	Great Britain	GBR	1792	9	12 15
5	USA	USA	1780	5	10 28
6	Finland	FIN	1730	3	23 31
7	Belgium	BEL	1334	24	33 36
8	New Zealand	NZL	1332	18	35 42
9	Netherlands	NED	1329	22	30 41
10	Germany	GER	1091	20	26 60
11	Switzerland	SUI	966	13	48 58
12	Denmark	DEN	839	32	40 65
13	Canada	CAN	833	20	43
14	Trinidad	TRI	469	27	
15	Australia	AUS	434	47	59 63
16	South Africa	RSA	428	49	51
17	Norway	NOR	224	50	
18	Yugoslavia	YUG	182	52	



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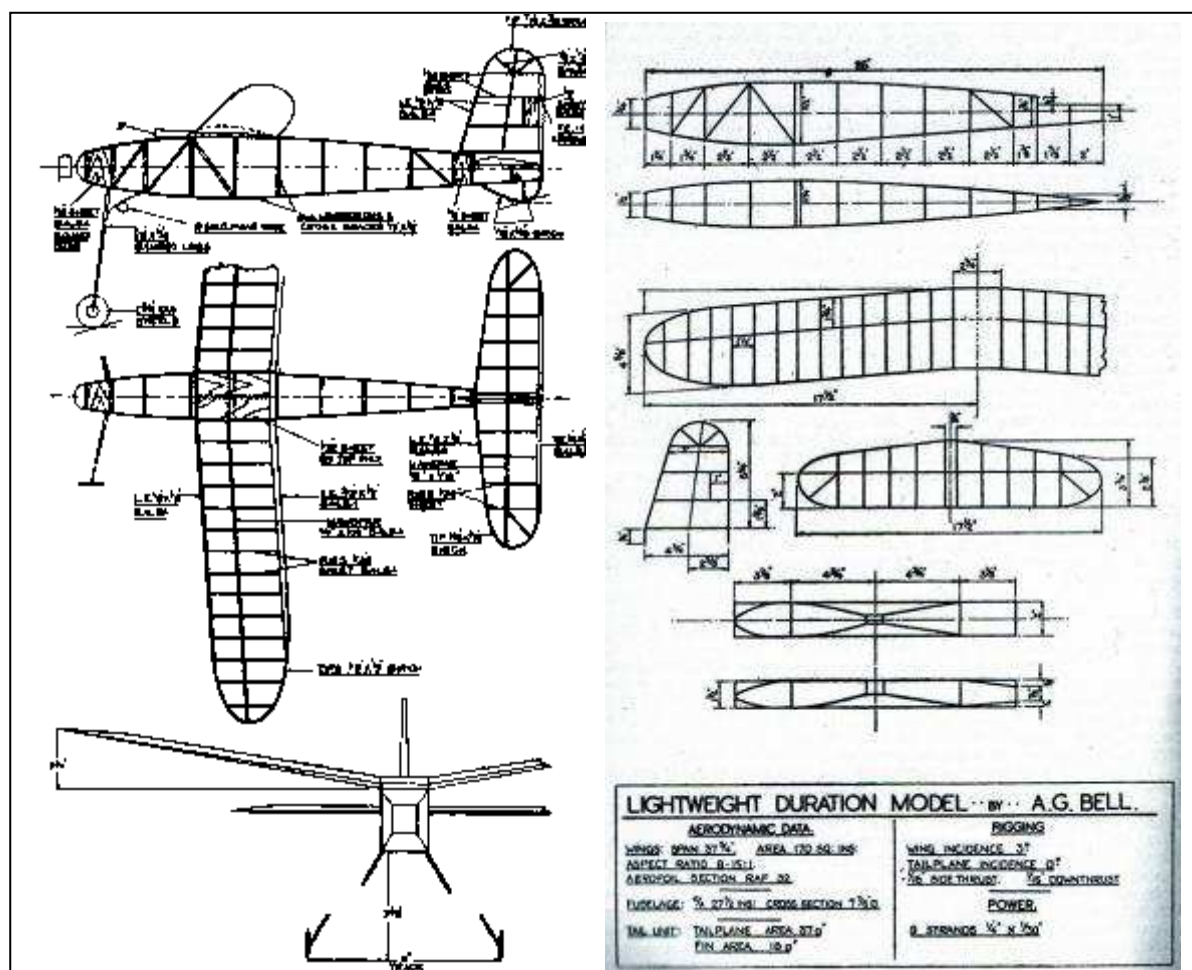
## Bell's Lightweight

John Wingate

This version of A G Bells Lightweight Duration Model was built around 1982 and served well, winning several contests until it was finally lost in a fly-off at the SAM1066 Championships at Middle Wallop in 2009.



A much younger version of John Wingate, demo's the model earlier in its lengthy career



John Wingate

## Electric Wakefields

-

Dave Harding (USA)

*Dave is the editor of the USA Propstoppers club newsletter and I have plagiarized their current issue to give a flavor of one of the interesting events at the SAM USA Champs at Muncie. For more see:*

[www.propstoppers.org/newsletters.htm](http://www.propstoppers.org/newsletters.htm)

Dick and I made our Electric Wakefield flights. Dick had been practicing with his model while mine had not even been out of the box since winning in Arizona in January. Chuck had a Wakefield but lost it "over the trees" from CA field. In this event you score the best two of three flights and there is a seven minute maximum.

Dick's first flight was way off his normal performance and while he improved it on the second he missed the max. The third flight however did score a max but you need two to make the fly-off. He had been a previous winner in this event. I put in one easy max and the air was so good that I just went right back up again to score a second.

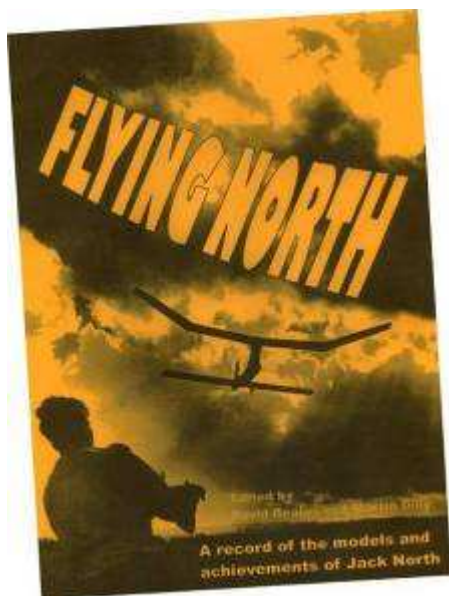


Dick Bartkowski and Jack Hiner with their Electric Wakefields at last year's Las Vegas Champs; Dick won. Also Dave's 1939 Jack North Electric Wakefield. UK friend Jack would turn in his grave if he knew we were flying it with electric power

### The Wakefield fly-off.

There were four of us including perennial winners Jay Burkart and Jack Hiner. But on climb out I went one way and they went the other. The weather had changed as it does so often in Muncie. The clouds were dissipating being replaced by large areas of deep blue sky; the dreaded Muncie Blue Sink. And sure enough the other three flyers flew into it coming down in half the usual time. I on the other hand found lift over the old farm building that often helps us this way. All I needed to do was stay up a little while waiting for them to land and then put it in the landing area for the win, most satisfying.

*Dave Harding (ex Croydon & DMAC)*



There's been an encouraging response to the idea of a re-print of *Flying North*, the 163 page book covering the model flying career of Jack North, and including 23 previously unpublished plans of his aircraft. Access to Jack's drawings and notes dating back to 1938 means that there are a number of designs in the book likely to be tempting to the nostalgia-minded.

As a result, we've produced a spiral-bound version as a short print run, which is available now. If you have already expressed an interest you will have received your copy by

now, but to get your own copy of this unique record of a major figure in British free-flight, contact:

Martin Dilly on 020 8777 5533, or

write to 20, Links Road, West Wickham, Kent BR4 0QW or

e-mail: [martindilly@compuserve.com](mailto:martindilly@compuserve.com).

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

*Readers of the first edition seem to have enjoyed it: comments as follows:*

- *"...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"*

*Martin Dilly*

**Indoors Again**

-

John Andrews

The BMFA Indoor Technical Committee found a new venue for the 2010 Indoor Nationals, a sports facility at the Cleveland Potash mine at Boulby near Whitby in Yorkshire. September 25<sup>th</sup> & 26<sup>th</sup>, I was there.



A panoramic view of the mine buildings



A close-up view of the beehive shaped sports facility, the roof being all wood



Interior view of the domed roof. Note: centre obstructions and bracing wires

The venue was 65 feet high up to the point of the dome but the centre supports and wires made the safe flying height about 50 feet, significantly higher than any normal sports hall though. There was a clear flying area in the centre, which was a large five a side football pitch and we flyers were set up on one side of the boundary board as pictured below.



I had decided to attend the event quite late in the day and had to do a bit of a crash building programme as I had no models suitable or competitive. I am not an indoor expert by any stretch of the imagination but the *Gyminnie Cricket & Penny Plane* classes that have a 3 gram minimum weight spec come within my building capability.

In 2008 I placed second in the *Cricket* event but the model had had a couple of years of sports hall flying since then and had seen many repairs and was definitely not competitive. I took stock and decided that a new wing would probably be sufficient, so I put one together. The propeller had already been replaced with my prototype razor plane wood shaving device which was significantly lighter than the original and on assembling the model with the new wing, a weight check revealed that it was under weight so I cut off the fin and replaced it with a sheet version to make the weight.

I did not have a *Penny Plane* so I set to and built one in three days in time to test fly at the Thorns indoor meeting the weekend before the nationals. A couple of trimming flights with each model at Thorns, then they went back in the box before they could get damaged and I was ready to go.

The Saturday at the Nats was very cold and windy, I mention the wind because there were two louvered vents in the dome and drift was a problem. The classes were flown in time slots and first up for me was *Penny Plane*. The cold also had an impact on performance, my normal .090 rubber on the *Penny Plane* was not taking the model to anywhere near half the height that

was available and changing to .100 was little better. This was now where things got out of hand when, with a touch of the sod its, I put a loop of 1/8<sup>th</sup> on the *PP* and that cured the problem big time. Up went the *PP*, rocket like in indoor terms, and climbed through the roof bracing wires to circle steadily dead centre around the centre pole occasionally brushing the roof until it descended to wedge itself in the wires at the bottom of the pole. There was no hope of undamaged recovery and so it proved



at the end of the round when Bob Bailey and his mylar balloon managed to knock a few bits out of the wires for me. That was the end of my nice new *Penny Plane* but at least I had the prop back and  $\frac{3}{4}$  of the wing, see above. Next up was *Gyminnie Cricket* and my refurbished model was performing well, although I had to up the rubber x section from .060 to .080 to get some altitude. The competition consists of six flights with the best two to score. After a couple of indifferent flights I managed to record a creditable flight of 5.30 or so which was a reasonable start. I followed with a fifth flight of around 5.45 which gave me an 11 minutes + two flight total winning me first place and the 'Gold Certificate'. One up for John Boy!



My sixth flight was looking good but drifted at the end to terminate on the wall cutting it short. I did manage to record a flight in excess of 6 minutes later when I flew the *Cricket* in the *Penny Plane* event.

Left is yours truly returning from a

*Cricket* test flight with half a propeller in hand whilst a *Penny Plane* climbs away in the background. Thanks to cyno, we carried on to triumph.

Sunday was similar weather and I amused myself with a crude *Living Room Stick* model recording short two minutes or so flights but I doubt my six flight total added up to the winners two flight score.

John Andrews

**Wessex C/L Speed League**

- Chris Hague/James Parry

**Results for September 2010**

	Name	Model	Line length (feet)	Best 5 lap time	Speed in MPH	Points
1	Den Saxcoburg	Wessex Wombat PAW 1.5 CT	42	12.1	74.4	10
2	Dick James	Hallam Speed Frog 150R	42	12.2	73.9	9
3	Andy Gilliam	Mini Goodyear PAW 1.5	42	13.9	64.7	8
3	Chris Hague	Wessex Mini Weasel Frog 150R	42	14.3	62.9	7

Another month of our new speed competition, run to a very simple 5 lap formula and once again three pilots were able to submit their times. All used the 42 feet lines. Chris Hague swapped the PAW for the lighter Frog 150R in his Wessex Mini Weasel. This moved the C of G a bit too far back and produced a very tricky first flight! With the C of G adjusted the model now flies well but more experiments are required to both the propeller and fuel used in order to gain more speed. Andy Gilliam (Gill) entered for the first time and posted a good time using a 30 year old model and a standard PAW. However, the big improvement came from Den Saxcoburg who used some very hot fuel and a well matched 6.25 x 6 Master propeller. The speed of 74.4 MPH is very close to the highest speed recorded in this competition so far this year. Will the final month see any improvement? See you all at Cashmoor on Sunday 17 October when we will be dedicating one of the three circles to speed. Remember the best four scores to count



Three Wessex speed machines, by the way, the smaller ones are faster!

## 2010 WESSEX LEAGUE C/L SPEED FINAL

The final proved to be an excellent day, both weather wise and flying. Five pilots flew in near perfect conditions and an early morning start gave Den Saxcoburg enough extra speed to win on the day from Dick James, whose model crashed and needed many repairs throughout the day. However, this produced a tie in the League series with both pilots scoring 39 points and so a fly-off was arranged. By the end of the day the glue had had time to set on Dick's model (who was also using his spare engine!) and his fly-off time of 12 seconds (75 MPH) for the 5 laps was just 0.46 seconds quicker than Den who managed a very respectable 72.2 MPH. These two speed fliers are ahead of the rest at present, but winter work on engines and new models should see speeds exceed 70 MPH for an increasing number of pilots. The first year saw seven pilots have a go at this deceptively challenging formula. Interest has been shown by quite a few more fliers and we look forward to next season. A speed competition, run to a very simple 5 lap formula with inexpensive models has proved to be very popular and the rules remain the same for 2011.

### Results for Final 2010

	Name	Model	Line length (feet)	Best 5 lap time	Speed in MPH	Points
1	Den Saxcoburg	Wessex Wombat PAW 1.5 CT	42	12.27	73.3	10
2	Dick James	Hallam Speed Frog 150R	42	12.75	70.6	9
3	Chris Hague	Wessex Weasel Frog 150R	42	13.65	65.9	8
4	Andy Gilliam	Mini Goodyear PAW 1.5	42	14.70	61.2	6.5
= 4	James Parry	Wessex Wombat PAW 1.5	42	14.70	61.2	6.5

### Final 2010 League table

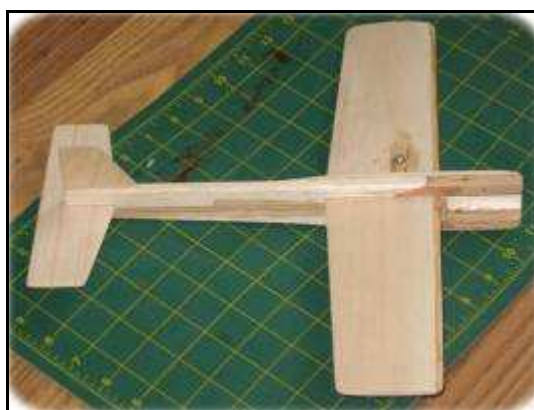
		Apl	May	Jun	Jul	Aug	Sept	C'moor	Total
1	Dick James	10	10	10	-	-	9	9	39
2	Den Saxcoburg	-	-	9	-	10	10	10	39
3	Chris Hague	9	7	8	-	9	7	8	34
4	Adrian Sharp	7	8	-	-	8	-	-	23
5	James Parry	8	-	7	-	-	-	6.5	21.5
6	Andy Gilliam	-	-	-	-	-	8	6.5	14.5
7	Ken Taylor	-	9	-	-	-	-	-	9

Why not have a go, a quote from Den Saxcoburg sums up this speed formula:  
*"I'm finding my interest in this class is really growing ..... it's much more of a challenge than I thought..... I'm already considering detail mods for next years model based on this seasons steep learning curve.....I'm also hunting*

*down a potential source of some other 1.49 plain bearing engines that may be of interest .... but they may be rubbish and this may not come off".*  
Thanks Den.



Preparations for the fly-off.



Preparing for next season

Full details of this event and other Wessex League competitions are available on our very own website: [www.wessexaml.co.uk](http://www.wessexaml.co.uk)

Chris Hague/James Parry [JamesIParry@talktalk.net](mailto:JamesIParry@talktalk.net) Tel: 01202-625825

**The Zeek**

-

John Thompson

This model was a winner in many hands after it was kitted in 1949. The designer Lew Mahieu, who was also a famed speed control line flyer of those days (see biography AMA website), originated the design around 1946. Subsequent variations were made in 1/2A size up to a "thin" FAI version in 1955. Laser cut kits from BMJR are available for certain sizes.



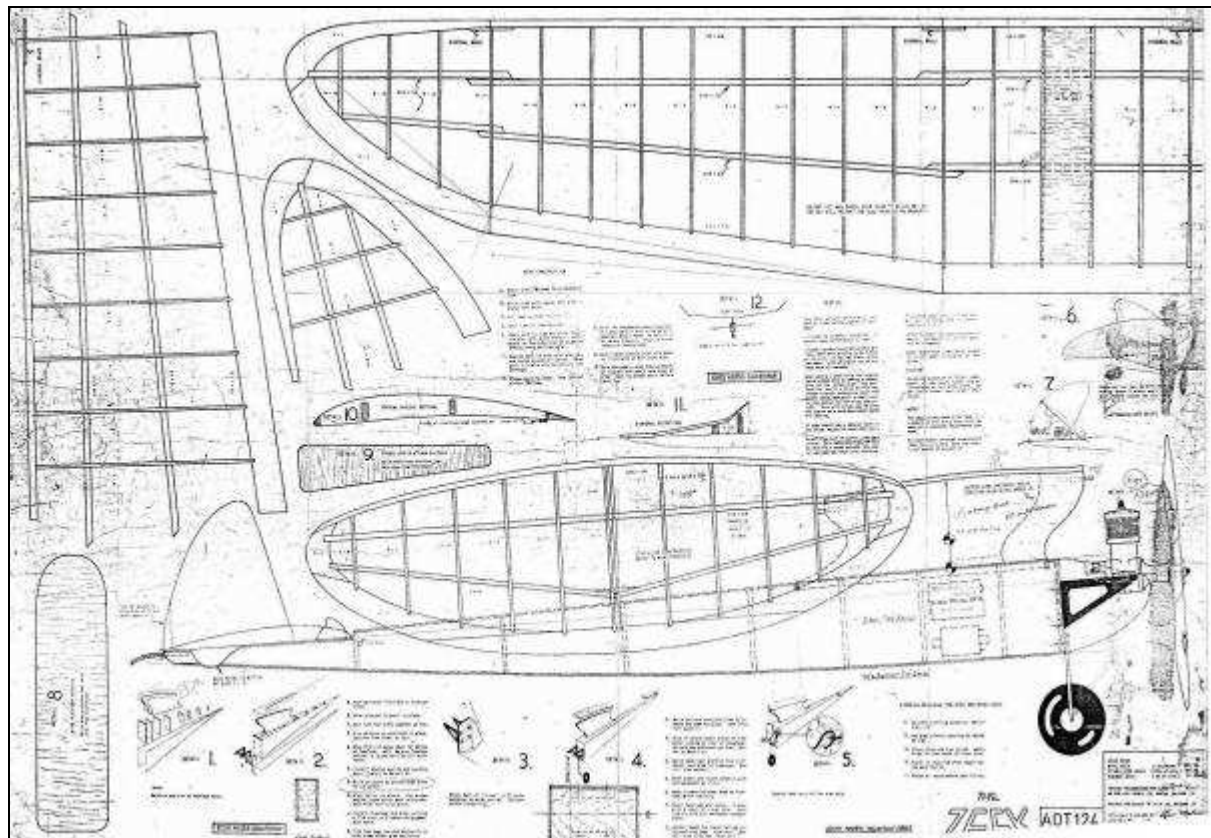
My model was built some 10 years ago and powered with an AM 3.5 cc diesel, a good one, 13.5 k on a Master 8x 6, this is possibly the limit of what the design at this size will handle. The smallish tail (109 sq in) at 29 % of

the wing (385 sq in) combined with a relatively short moment arm, even with the forward CG, could make the model more touchy with more power.

The model is certainly somewhat different looking, with its very tapered, elliptical high dihedral tipped wings, but that makes it a Zeek.



It is a fairly straight forward build, except for (me) the wing spars going through the centre of the ribs. This was a common method used in those days, as "tapered" wing ribs profiles did not have to be too precise as covering sag would hide any imperfections. But to me (unless laser cut) cutting the spar slots accurately is a bit of a b\*\*\*\*r. I cheated on many ribs and had to fill the gaps with side "gussets".



When trimming the model I had some problems which I traced to the wings washing out on the climb, too flexible. I solved the problem by covering over the polyspan with an extra layer of tissue, this did make the wings more twist free. I believe the "no" spars on the top and the bottom make the wing more twist-able .

Another point to watch out for, make sure the tip up angle for the d/t is some 50/60 degs, if the angle is too low the model will spin, (small tail short moment arm) which over hard surfaces can be damaging .

I used a touch of wash in on the right wing, the c/g at 53% of the centre wing chord (being 65% of average chord) as on the plan. Do not push the c/g any further back, I did and one gets a magnificent climb but the vertically straight down glide leaves much to be desired. Wing is at 3 deg, tail at 1.5 giving a differential of about 1.5 degs. Down-thrust, 1 deg, no side. Plus some tail tilt for glide circle.

Incidentally the McCoy 19 shown on the plan reputedly gave about .38 bhp about the same as the AM.

The model flies in a rather banked right hand spiral (I found the banked attitude safer than it being less so, as the climb was more stable all the way up) after 20 (18) seconds run the model is a dot, probably around 8/900 feet, I really must put the altimeter on it. Glide is not bad with the under-cambered wing.

All together a good build with excellent performance, that's why it became so popular!

Have a go there are not enough power models built in the UK, let's not let this class disappear.

#### Weights:

Fuselage/pylon	94gm
Fin/tail frame	16gm
Mylar/tissue /dope	7gm

Wing frame	50gm
Polyspan dope	30gm
Double tissue	11gm

Engine etc	219gm
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**Total:427gm / 15.2ozs.**



*John Thompson*

## Bob Copland's 1946 Wakefield. -

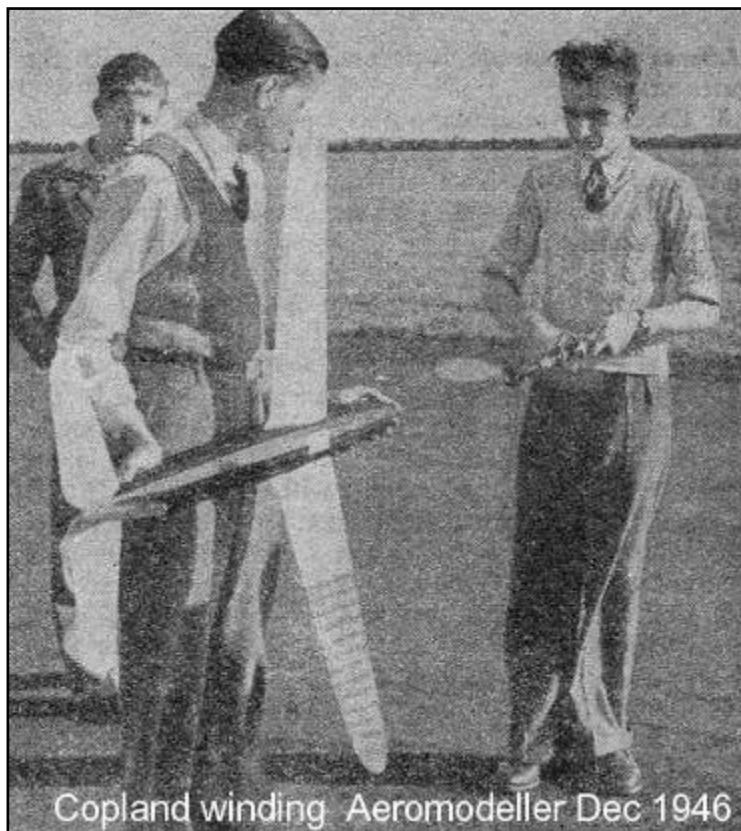
Brian Jackson

*This article appears courtesy of the Bournemouth MAS Club Newsletter*

The first time I saw the "Streamliner" was around 1946 it was on the cover of Aeromodeller. I thought at the time that it must be amazing to be able to build and fly a model that looked like that, and never gave it another thought. Fifty or more years later, I was helping Syd Taylor to tidy up his model room, in a corner I found a curled up, and brown with age, plan of the Copland Wakefield. I asked Syd about it and he told me he'd built it when it first came out. Well, we talked about the model and the way it was built, the more we talked, the more enthusiastic I became. Finally I borrowed the plan and decided to try to build it. The first task was to make a straight square stick to hold all the formers, there's a diagram of a simple building fixture on the plan.

I couldn't get a straight length of  $\frac{1}{2}$ " square, so I glued four pieces of  $\frac{1}{4}$ " square together, bound them tightly with cotton, attached a heavy weight to one end and hung the whole thing up to dry. Fortunately the result was straight and square. The method wasn't mine, it's the way rod makers ensure that split cane fishing rods are straight and true.

The method I used to make a square hole in each cardboard template is fairly laborious, but it does make sure that the templates line up on the jig. First cut a  $\frac{1}{2}$ " square hole in a piece of  $\frac{1}{16}$ " ply. Check that the hole is an easy fit on the square stick. Mark the centre of the square "plug" and drill a 1mm hole, mark one corner of the hole in the plywood and one corner of the plug with a big black dot, this will ensure that the two parts always align in the same way.

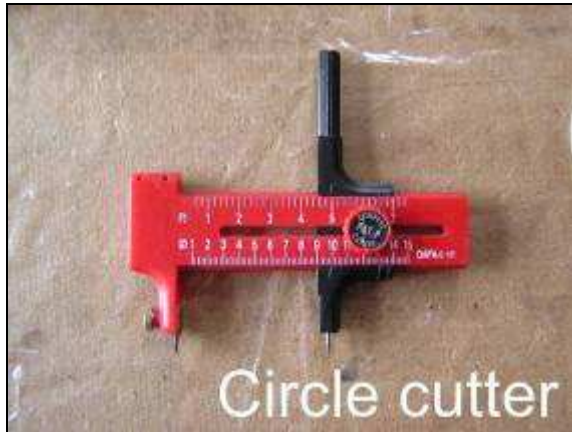


Copland winding Aeromodeller Dec 1946

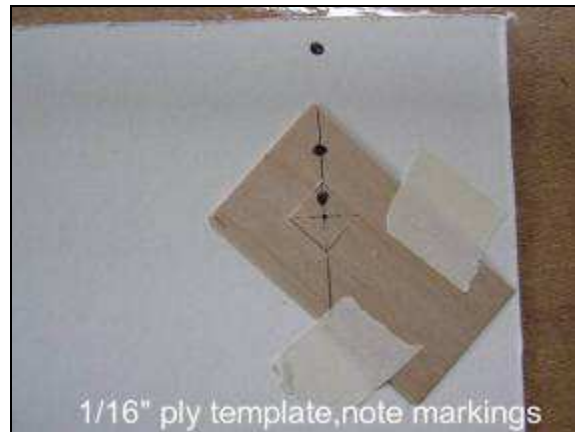


To cut the card formers, I used a circle cutter bought from a stationery supplier.

Position the plywood template and hold it with masking tape, mark a big dot on the cardboard aligned roughly with the dot on the template, scribe the outline of the square locating hole with a sharp balsa knife, replace the square plug, then push the point of the cutter through the square plug and into the cardboard. Remove the template and cut the card former with the circle cutter. Cut out the square locating hole using the previously scribed lines.



Circle cutter



1/16" ply template, note markings

After fifteen formers, I'm sure you'll get the hang of it! Yes, I can count; former 1 is a balsa/ply sandwich and is part of the finished fuselage.

To get the stringers nicely fore and aft without wiggles, it's simply a matter of marking the newly laminated circular formers. The stringers are pitched round the fuselage at fifteen degree spacing. On a piece of paper, draw a "star" with lines at fifteen degrees from a central point. I used a couple of drafting squares, one at forty-five degrees and one at thirty. These combine neatly to give the correct angular spacing. Glue a square piece of card cut from a former at the centre point of the drawn "star", using the point of the circle cutter to locate it, align the corners of the square with four lines of the "star" and mark a big black dot to match the dot on the jig used to cut the square hole.



Wrapping strips round former



Stringer position marking layout



Assembly jig

The next stage is to laminate the formers, the drawing doesn't state the material size, but 1/8" wide strips of 1/32" balsa are fairly easy to handle and give a light and strong item. The strips should be soaked in boiling water, and left in the water overnight. To use them, just remove the surface water by running each strip lightly between a finger and thumb. Cut a set of three strips to suit the diameter of the first former. Using thinned white glue, apply a thin coat to one surface of two strips, lie the strips one on top of the other, run them lightly between finger and thumb again, this evens out the glue film. Place the glued strips edge up on the building board and make sure that the edges are level. Pin the card former to the building board; place one end of the glued strips against the former and pin it in position. Pull the strips gently round the former, making sure that the edges stay in alignment, and the strips are firmly against the card former and the building board surface. Hold in place with pins spaced at approximately half inch pitch or

less if the strip is reluctant to bend. Using a very sharp blade, cut and butt the innermost lamination, followed by the centre and outer laminations, stagger the cuts round the circumference by at least a quarter of an inch. Lots of pins needed here. Leave the former pinned down until it is thoroughly dry, at least a day, before taking the pins out. The balsa former remains attached to the card former, the overspill of thinned glue ensures that the two parts remain together, however some care is needed in handling, the bond is quite fragile. Drop the assembled formers over the stringer marking jig, locate on the square and line up the black dots. Mark the stringer positions on the circumference of the former.

Slide the assembled formers on to the jig, tack in position ensuring that each one is truly square remove the card formers from the finished fuselage. *To be continued*

*Brian Jackson*

### Picture gallery

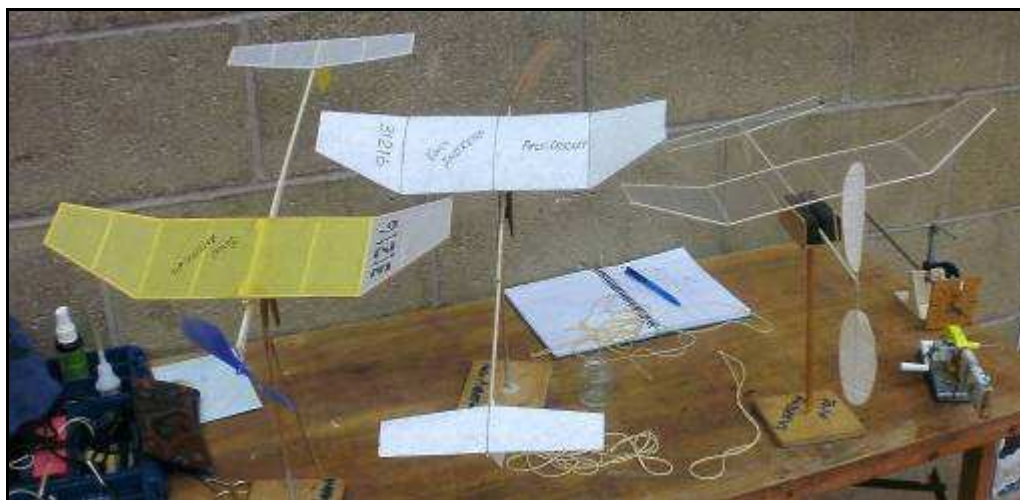
*Come on guys send me a few pictures, old or new, post them to me if you can't scan them and I will return.*



He'll have to go at a hell of a lick to get off the deck with a wing loading like that.



Seen at Barkston earlier this year



A collection of the editors *Gyminnie Crickets*, Nationals winner on right.



British Wakefield Team, 1951, at Jami Jarvi. Left to right: Frank Holland, F. H. Boxall, W. Rockell, Henry Tubbs, Ian Dowsett and R. Woodhouse.

## Topical Twists

-

Pylonius

An extract from Model Aircraft October 1960, with John Hook in mind?



### **Al Fresco Ltd.**

While in one sense the model shop is retreating further down the dimmer end of the toy counter, in another it is coming out into the open. Wherever modellers congregate we now find the mobile balsa dispenser spreading its wares under the open sky. All those bits and pieces which you normally borrow from your club mates can now be purchased by them on the spot, thus insuring against disappointment.

Then, just think of the satisfaction the roving proprietor gets out of selling his stuff to real, fully operational model fliers. In the normal, static scheme of things he would gloomily part with his goods to the do-it-yourself dads and the slap-it-together sonnies, wondering upon what kitchen shelf, or in what junk room cupboard, they would moulder in mutilated state. But now, as he drives triumphantly, and, we hope, emptily home, he glows with the thought of his one-eighth square going o.o.s., and the fumes of his diesel fuel wafting on the upper atmosphere.

Also to be seen in pastoral display is the mocking perfection of the expert-built kit model. Incredulous as it might seem it does bear a striking resemblance to the picture on the carton label, and you can only marvel at the versatility of the club junior in producing from the same box of tricks something so dissimilar and original.

*Pylonius*

## Tailless League

*Editor / Spencer Willis*

**Stop Press:** Spencer Willis has volunteered, or been pressed, into taking up the baton of the Tailless League and has researched this years competition results to produce the league table below.

### Tailless League Results 2010

EVENT		NATS		OXFORD RALLY		STH AREA		SCULLTHORPE		OXFORD 2		ODIHAM		TOTAL
Place	Competitor	points	bonus	points	bonus	points	bonus	points	bonus	points	bonus	points	bonus	Points
1	S WILLIS	3	2	4	3	18	17	2	1	1				47
2	C FOSTER	4	3			17	16	3	2					45
3	P WOODHOUSE	2	1			14	13	1						31
3	J GODDEN					16	15							31
5	C CHAPMAN					15	14							29
6	A CRISP					13	12							25
7	C STRACHAN	5	4	2	1	6	5							23
7	R MOSELY					12	11							23
9	J KAY					11	12							21
10	M RICHARDSON					10	9							19
11	D NEIL					9	8							17
12	S DARMON					8	7							15
13	R WILKES					7	6							13
14	A LONGHURST			3	2							3	2	10
15	R MARKING					5	4							9
16	T STEVENS					4	3							7
17	J WHITE			1		3	2							6
18	R TILLER											2	1	3
18	D BRAWN					2	1							3
20	T THORN											1		1
20	K HARRISON	1												1
20	K BEST					1								1



2010 Tailless League Champion Spencer Willis with two of his models

Winning the tailless league this year was not without its traumas as Spencer informs that he lost two models, similar to those above, in the process, one of them containing a tracker beacon.

For those not familiar with the League scoring system, it works like this:

1. Points are awarded in reverse of the finishing order e.g. if 10 competitors record times, then the winner receives 10 points and the 10th placed receives 1 point etc.

2. In addition a 'bonus' is awarded. This is calculated by taking the points awarded in 1. and subtracting 1, e.g. if there are 10 recorded scores, then the winner receives 9 'bonus' points and the 10th placed receives 0.

3. The points from 1. are added to the 'bonus' points from 2. to give a total league score.

The following table (for a comp with 10 fliers) should clarify the system:

Place	Points	Bonus	Points TOTAL
1	10	9	<b>19</b>
2	9	8	<b>17</b>
3	8	7	<b>15</b>
4	7	6	<b>13</b>
5	6	5	<b>11</b>
6	5	4	<b>9</b>
7	4	3	<b>7</b>
8	3	2	<b>5</b>
9	2	1	<b>3</b>
10	1	0	<b>0</b>



**Chris Strachan another contender**

*Editor / Spencer Willis*

## Southern Coupe League

- Roy Vaughn

### Round 7 - 8th Area

This round of the League combines the results from four area venues, Merryfield, Ashdown Forest, Beaulieu and Salisbury Plain. The relatively benign weather prevailing on the day could have been expected to lead to a big fly-off but in the event only one person, John Minshull, maxed out. The result had little impact on league placings, although points totals are starting to bunch together as lowest scores are dropped - only the five best scores from the eight qualifying events are counted. Three of the current top four are in contention for the title, which will be decided, probably by the weather if the recent past is anything to go by, at the Coupe Europa in December.

**Round 7 Scores**

1	J.Minshull	Beaulieu	20
2	R.Vaughn	Beaulieu	16
3	N.Allen	Ashdown Forest	13
4	C.Chapman	Merryfield	11
5	E.Tyson	Salisbury Plain	10
6	P.Hall	Beaulieu	9
7	D.Thomson	Beaulieu	8
8	P.Brown	Salisbury Plain	6
9	D.Greaves	Salisbury Plain	5
10	M.Richardson	E.Grinstead	3
11	J.White	Beaulieu	0
12	M.Stagg	MFFG	1

**Southern Coupe League Table  
After 7<sup>th</sup> round**

1	R. Vaughn	Crookham	79
2	P. Brown	Grantham	71
3	C. Chapman	B&W	67
4	A. Longhurst	SAM35	66
5	P. Hall	Crookham	61
6	J. Minshull	Brighton	35
7	P. Tolhurst	Hayes	31
=	M. Marshall	Impington	31
9	D. Thomson	Croydon	24
10	G. Stringer	E.Grinstead	22



*Roy Vaughn*

## The David Baker Heritage Library (Magazines)

- Roy Tiller

### Report No. 4 British Magazines continued:

Not strictly aeromodelling magazines this month, more those magazines having some aeromodelling, and in these cases generally only the issues with aeromodelling content are retained. The chart of magazines held is getting too long for the newsletter so please see the web site for the full list to date. Below and on the photos are some extracts from magazines in the list from "Model Engineer" to "Flying". I know that is not alphabetical but it is sort of date/alphabetical/random!



#### "Junior Mechanics & Electricity"

June 1921 price 3d, carries an advertisement from A. E. Jones Ltd, London, offering "reliable model aeroplanes", the J. L. compressed air plant and drawings and instructions for a real flying model biplane 42" span, price 3/6 postage 3d extra. 3/6 just for a drawing and instructions!

"Model Engineer & Light Machinery Review" February 21<sup>st</sup> 1929 carries an advertisement for "Modern Boy" which offers the reader a "Wonderful model aeroplane" free. If you would like to build one see Aeromodeller February 1989 for a plan. The "Model Engineer &

Practical Electrician" February 2<sup>nd</sup> 1933 carries an advert for the "Shrimp" construction kit for a rubber powered model available for 4/- post free from The Model Aircraft Stores, Bournemouth (before the days of Veron).

"Popular Flying" October 1932 has a colour cover of Gravesend Airport, very busy in spite of the high wind speed as indicated by the horizontal windsock or as it was known then, windstocking. An advertisement by Model Aircraft Supplies Ltd, 171 New Kent Road, London, offers "Model Aircraft", a magazine devoted entirely to the model aeroplane builder. I had never seen or even





Fine Scale Modeller, 8 off 1990's

Plastic Kits Aero Review (Czech text) about 12 off 1990's

Scale Aviation Modeller, 50 off 1995 to 2001

Please take the lot for a donation to the funds, say £10, delivery by agreement, or will they have to be recycled?

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

## Wessex Tomboy League 2010

- James Parry/Chris Hague

**Final round**, Flying Druids site on Sunday 12 September by Chris Hague

The final round of the 2010 Wessex Tomboy League was held by kind invitation of the Flying Druids at their excellent Salisbury Plain site.

Ten pilots turned up to fly, nine of whom made the Tomboy 36 fly-off. As before, there was a mixture of MP Jet engines with 2cc of fuel and the Mills .75 with the 3cc fuel tank. A new rule for 2011 will see all engines using a 2cc tank. This makes life simple and reduces the excessive heights that can be achieved with these little models. This new rule has been welcomed within the Wessex League. Several engines needed some additional tweaking during the qualifying and both Chris Hague and Paul Netton removed their engines and carburettors for a thorough clean. Paul was the more successful as he eventually went on to win. In order to achieve a score models had to land within the prescribed area, a mown patch of grass, which was only narrowly missed by one pilot, Peter Rose, thus spoiling his score for the day.



Tomboy 36 Fly-off

In the fly-off, flown in the ever improving weather, Derek Collin, Barrie Collis and Chris Hague (using a borrowed carburettor) were soon down. James

Parry, John Taylor and Tom Airey were the next group to land. This left a closely fought contest between this year's two leading protagonists, Paul Netton (a seasoned campaigner) and Rick Farrer (flying in his first season in the Tomboy series). A win for either contestant was going to result in an overall win in the 2010 series. After some careful searching for that elusive lift Paul emerged the worthy winner, both on the day and for the 2010 series. Although both pilots ended the season with equal points, the tie-break of highest placings gave the win to Paul, who subsequently received his trophy, a fine paperweight 3D engraving of a Tomboy, for the 2010 season.

1<sup>st</sup> Paul Netton, 2<sup>nd</sup> Richard Farrer, 3<sup>rd</sup> Tom Airey, 4<sup>th</sup> John Taylor 5<sup>th</sup> James Parry, 6<sup>th</sup> Chris Hague, 7<sup>th</sup> Barrie Collis, 8<sup>th</sup> Derek Collin, Landed out; Peter Rose; DNS; Bill Longley.

**Wessex Tomboy 36" span league table**

		R1	R2	R3	R4	R5	Total
1	Paul Netton	10	2	10	6	10	36
2	Rick Farrer	9	10	8	8	9	36
3	Tom Airey	8	2	-	10	8	28
4	Chris Hague	2	2	9	9	5	25
5	John Taylor	7	9	-	-	7	23
6	James Parry	6	8	1	1	6	21
7	Barrie Collis	-	2	1	7	4	14
8	Derek Collin	-	1	-	2	3	6
9	Peter Rose	-	-	-	-	2	2
10	Bill Longley	-	-	-	1	1	2

The Tomboy Senior fly-off was a straight contest between Tom Airey and Chris Hague, Bill Longley having retired after qualifying. Although Tom clearly had the longest flight a small miscalculation saw him landing out. Tom later discovered that he had been flying, extremely well I might add, without the use of his elevator! Not bad for a single channel flight.

This gave the overall win for the season to Chris. It was a shame that so few entered this Tomboy class as they are easier to fly than the small Tomboy and will actually thermal quite well if you are lucky enough to pick up some lift. Also the Mills 1.3 engine is such an easy engine to operate and plenty are available from various sources, mainly Ebay!

1<sup>st</sup> Chris Hague. Tom Airey; Landed out; Bill Longley. DNS

### Wessex Tomboy Senior 48" span league table

		R1	R2	R3	R4	R5	
1	Chris Hague	8	<b>9</b>	<b>10</b>	<b>9</b>	<b>10</b>	<b>38</b>
2	Tom Airey	<b>10</b>	<b>10</b>	-	<b>10</b>	<b>2</b>	<b>32</b>
3	Peter Rose	<b>9</b>	<b>8</b>	<b>9</b>	<b>1</b>	-	<b>27</b>
4	Bill Longley	-	-	-	<b>1</b>	<b>2</b>	<b>3</b>
5	Clive Carpenter	-	<b>1</b>	-	-	-	<b>1</b>

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



Tomboy 36 and 5 experts!



Emwanezer, Cox020 power + recovery team

Our thanks go to our starter for the day, Bill Longley. Canvassing further opinion amongst the Wessex Tomboy entrants had shown unanimous support for a relaxation of some areas of the rules for next season and the new 2011 Wessex Tomboy rules were distributed on the day. Further information is available on our very own website: [www.wessexaml.co.uk](http://www.wessexaml.co.uk)

Our thanks also to the host club, the Flying Druids, to Paul Netton and Peter Rose for all their help throughout the day and for allowing us to share the use of the field with their club members. In addition we were able to fly a range of models, including free flight, in the wide open spaces.

*James Parry/Chris Hague*

### Brownhills Indoor Flying – Free Flight

**Brownhills Community Association,**  
**Deakin Ave. Brownhills WS8 7QG**  
*Just off the A5*

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

**2010 dates:**  
**Sep 4<sup>th</sup> - Oct 2<sup>nd</sup> - Nov 6<sup>th</sup> - Dec 4<sup>th</sup>**

**2011 dates:**  
**Jan 15<sup>th</sup> - Feb 12<sup>th</sup> - March 12<sup>th</sup>**

**Contact:- Tony Eadon-Mills**  
**Tel: 01952 240451 - e-mail: [tonyeadamills@gmail.com](mailto:tonyeadamills@gmail.com)**

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

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

Admission - Flyers £5.50 - Spectators £2.00  
 For further information phone Colin Shepherd 0121 5506132  
 or e-mail [colin@colinwilliam.wanadoo.co.uk](mailto:colin@colinwilliam.wanadoo.co.uk)

**Wickham Community Centre**  
 Mill Lane, Wickham, Hants, PO17 5AL  
**INDOOR FREE-FLIGHT DATES**

2010

Thursdays 6-30pm until 10-00pm

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

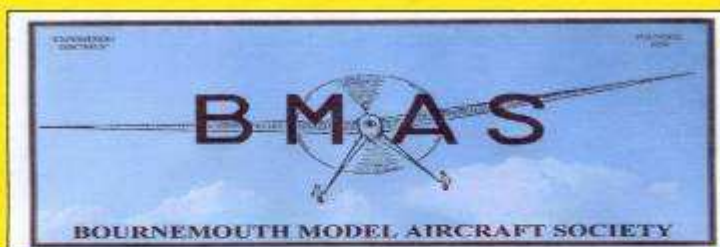
&

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

New Drinks Machine on Site

&

FLITEHOOK in attendance at most meetings



## **INDOOR FLYING**

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

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

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

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

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

7pm to 10pm

**ALLENDALE CENTRE**

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

**FREE FLIGHT ONLY**

**COMPETITIONS incl  
 GYMINNIE CRICKET LEAGUE**

ALL FLYERS MUST HAVE BMFA INSURANCE

**FLITEHOOK NORMALLY IN ATTENDANCE**

Adult Flyers £4 Accompanied Juniors & Spectators £1.50

CONTACTS: JOHN TAYLOR TEL.No 01202 511502

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

# Provisional Events Calendar 2010

with competitions for Vintage and/or Classic models

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

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

**For up-to-date details of SAM 1066 events at Middle Wallop check the Website – [www.SAM1066.org](http://www.SAM1066.org)**

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

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

## Useful Websites

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

### Are You Getting Yours? - Membership Secretary

As most of you know, we send out an email each month letting you know about the posting of the latest edition of the *New Clarion* on the website.

Invariably, a few emails get bounced back, so if you're suddenly not hearing from us, could it be you've changed your email address and not told us?

To get back on track, email [membership@sam1066.org](mailto:membership@sam1066.org) to let us know your new cyber address (snailmail address too, if that's changed as well).

*That's All Folks! John Andrews*