

	<h1 style="color: red; text-align: center;">NEW Clarion</h1> <h2 style="color: red; text-align: center;">SAM 1066 Newsletter</h2>	Issue 1111
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Editorial

Well! The AGM is done and dusted, unfortunately the attendance was still down at the low end of the twenties, due I suspect to the abysmal weather forecast promising high wind strength which was the feature of the day. Mike Parker reported that one or two hardy souls were out on the field attempting to fly, I would have thought that if they faced into wind with their coats undone they would have stood a good chance of getting off the ground.

This editorial is not intended to be the blow by blow minutes of the meeting, specific details will appear elsewhere in this issue and also on the website.

Back to business, members gathered, for the AGM, in the conference room of the Museum which was a much better room acoustically and after a free-bee cup of tea and biscuit the meeting got underway.

The officers presented written reports with additional comment, the reports were accepted with little questioning.

The election of officers took place, being a reshuffle of existing members and resulting in the committee for 2012 being as below.



Left to right:

John Thompson, Chairman; Mike Parker, Membership Secretary;
Ed Bennett, Treasurer; Roger Newman, Secretary.

Keeping his normal low profile and missing from the picture is Lindsey Smith who acts as our liaison with the powers in charge at Wallop. Lindsey's good offices dealing with the military are vital to our continued good standing with the authorities at Wallop.

Mike has been filling the office of membership secretary since the resignation of David Lovegrove earlier this year and decided to retain that position as the workload is not too onerous. He also is still hosting the website but moves are afoot to pass it on to another volunteer.

There were no controversial issues and there was no specific comment from the floor on the subject of Radio Assisted Free-Flight. The Chairman stated that we were constitutionally a free-flight organisation and in the opinion of the committee we should remain so. He did however emphasise that SAM1066 will continue to offer facilities for other bodies to run events under their own banner, but remote from the 1066 free flight line.

To this end it was reported that SAM35 has been offered the chance to run a two day rally at the Easter meeting in 2012.

During the election of officers, when Roger Newman bravely accepted the post of secretary, the chairman took the opportunity to award Mike Parker a certificate of 'life membership' in recognition of services rendered. This met with noisy approval from the membership and Mike in response queried "does this mean I don't have to pay a subscription?" (*not that we do of course*).



Mike Parker accepts his "life membership award" from Chairman John Thompson.

All appears to be set fair for 2012, a list of 13 dates for meetings is currently under review for formal approval, so all we need is better weather for next season, better get your fingers crossed and pray to whatever gods you support.

On a personal note, I would like to thank the two or three members who took time to individually thank me and express their appreciation for the work I do in assembling this magazine. I cannot take all the credit, it is the quality of the material that is freely given by the contributors that makes our New Clarion what it is. After being pressed by Mike into taking over as editor, I find that I

enjoy the job and hope that I have done my bit in perpetuating the high standards that were set by the late Vic Willson who kicked off this magazine.

AGM Officers Reports

The New Secretary's Brief Report on the 2011 AGM - Roger Newman

Agenda as published on SAM1066 website.

John Thompson welcomed all present. Apologies had been received from numerous people, due principally to the weather forecast for the weekend.

Reports from Committee members were read, as per published agenda on SAM 1066 website. These were accepted by the floor and are included within this edition of the New Clarion.

Ed Bennett proposed that Mike Parker (retiring as Secretary) was given life membership. Carried unanimously & Mike was presented with commemorative plaque by John Thompson in recognition of the valuable work he has carried out over the past several years.

Committee members were re-elected other than Secretary. Mike Parker agreed to take on the role of Membership Secretary. Ed Bennett proposed Roger Newman as Secretary, carried from floor.

Annual subs were agreed by floor to stay at zero, with gate levy to remain at £1 per entry & the abandonment of the Hog Roast at the August meeting. Should finances suffer during 2012, agreed that it may be necessary to increase the gate levy to £2 at some time during the year.

Thirteen days have been applied for events to be held in 2012. This includes two days for a proposed two day gala on Sun/Mon of the Easter meeting to be organised by SAM 35, in conjunction with SAM 1066. Subject to approval by the Middle Wallop Authorities & granting of the licence by MoD, dates & provisional programs will be published on the SAM 1066 website as soon as practical.

On positive assumption that dates will be approved for 2012, it was agreed that camping be supported for the 2012 August meeting. Problems encountered in 2011 should be greatly minimised due to the efforts of Lindsey Smith (MW Liaison Officer). Possibilities of camping at Easter meeting to be discussed with John Huntley (SAM 35), noted that application should be made as early as possible.

Proposal from floor by Peter Shelton to offer vote of thanks to Committee. Unanimously agreed.

Note – this includes our esteemed Editor, who has done a fantastic job during the year.

Meeting closed at 4.50pm.

Roger Newman – Secretary 2012

Chairman's Report 2011 - John Thompson

Despite the very windy weather "enjoyed" on most of our days at MW, attendances were much the same as last year. Hooray and keep on coming folks. We wish this bright star to continue for much longer.

Following the tragic death at an early age of Tony Shepherd's wife, competition rules finalisation - with Tony being our representative - were put on hold, but are now being addressed again. I know that all of us extend our sympathy to Tony and his young daughters at their very sad loss. I might add that Tony has over the years been a good friend to me and to SAM1066, always ready to help, thank you Tony.

The committee is still of the opinion that so called "RC Assist" is still not compatible with flying amongst Free Flyers. May I also remind the meeting that our SAM1066 Constitution states that we are a Free Flight Club.

On this matter it is also noted that over the last 40 years or more that the BMFA has promoted RC safety, especially by the introduction of A and B Licences with approved examiners. In our opinion the "proposed" Radio Assist (really Radio control) "rules" recently widely published seem not to fit too well with the BMFA attitude, amongst other matters, of wanting flyers to have some sort of approved competence.

It is to be noted that the BMFA FF Tech committee has properly handed responsibility to the RC Tech committee, as being the proper competent authority to handle these matters. No doubt that they will address the individual capability of flyers and organisational requirement matters.

I do not propose to name names, but none of the SAM1066 activities would have happened without the efforts during the year of the other past, present and de facto committee members, New Clarion editor, the

David Baker Plans and Library providers, together with the volunteers who checked entry to the field and helped with other matters. Thank you all for the help that you have offered to me and the Society so freely. Others to whom we are grateful are members of the Museum and of course the MW Fire Brigade. The Farmers who, as in the past, continue to be helpful and sympathetic to our courteous (sometimes enforced by us!) use of their fields when fly aways occur.

Finally I make no apologies for enforcing short maxs and DT flyoffs on occasions, as the alternative is ----- well nothing !!

Respectfully, John Thompson.

Secretary's Report 2011

Mike Parker

The start to the year in obtaining the licence was more difficult than in the past with the club having to submit a Health & Safety risk assessment to the Middle Wallop authorities. Although this was an extra hurdle it did make the committee think very hard about our activities and responsibilities.

The season started with poor weather resulting in the abandoning of the Crookham Gala in February and the rest of the year so far has been windy, however at least most events have been "Flyable".

Looking ahead.

12 days applied for in 2012 (12 in 2011). *(Editor: now 13 days)*

Including 2 days for the proposed SAM 35 gala at Easter.

Inclusion of Vintage RC & CL at future events.

Radio assist free flight.

The committee remains supportive of both radio assist (and control line) at specified events, however until the BMFA give more guidance the current committee remains opposed to the integration of radio control flying at the same location as free flight activities on the grounds of safety (refer to comments in the "Secretary's report"). Those wishing to fly radio control at SAM 1066 events are respectfully reminded that according to its constitution SAM 1066 is a Free Flight Club.

Camping.

The debacle that met the club 2 weeks before the SAM Champs was the result of, to say the least, poor organisation by the museum staff. Arrangements had been agreed in writing 1 year earlier!

Do we continue to organise camping in the future or leave campers to seek space elsewhere?

Hog Roast

The "Free hog roast" would appear to have been a success in past years. Should it continue? If so should it be free or subsidised? At £450 it is a major expense.

Attendance

A bit of daja vous?? (from the July New Clarion 2008)

"It is becoming notable now that fewer people are attending meetings at Wallop as the years go by. The reasons, weather aside, are in some respects obvious, there are very few new active members or youngsters joining us, we are all getting older resulting in some of us no longer being fit enough to chase toy aeroplanes, and some have made their final flight into the next life. If that wasn't enough there is now another reason, the ever increasing cost of fuel. The price of petrol and Diesel is set to rise even further and increased home fuel bills will affect those on a fixed income (the majority of our members) more than others, The increasing cost of travelling to Middle Wallop will become an issue for some people."

As you are aware I am taking a rest from committee duties next year, but I will hopefully still be available to help the club, albeit in a lesser role.

I would like to take the opportunity of thanking all of my fellow committee members for their unshrinking support and hard work, without which this club could not function. I very much hope that the club will continue and flourish and to that end I would like to encourage others to get involved and join the committee. Without new leadership and new ideas, change, if indeed that is what is wanted, will not happen.

Mike Parker – Secretary

Membership Secretary's Report

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Mike Parker

Our membership secretary David Lovegrove resigned earlier this year following a difference of opinion on the expansion of radio control flying at future SAM 1066 events. This was regrettable to say the least, I am a firm believer that people having different views should strengthen not weaken our organisation.

However I took over the role of the membership secretary's position and have continued to carry out the required duties.

Our current membership stands at 532 with members from around the world. Numbers of active members are of course declining, I think that the situation is inevitable considering our activity.

There were problems earlier in the year with reported poor behaviour of some people attending events. Members are reminded that any such activity is not acceptable. If members witness any behaviour likely to bring the club into disrepute they should report it to a committee member. It is all too easy to lose the facility.

Mike Parker – Acting Membership Secretary

Treasurer's Report 2011

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Ed Bennett

Accounts 1st October 2010 to 30th September 2011

Income		Expenditure		cheque	
Date		Date		number	
11/10/2010	Gate money 96	28/10/2010	AGM Apache Café MW 25.5	38	
25/03/2010	gate money 100	12/11/2010	Annual web host charge 44.91	67	
11/04/2011	sale of magazines etc 225	21/12/2010	Donation, MW Fire fund 100	68	
26/04/2011	gate money Easter 353	25/01/2011	MW Farmers fund 172.99	69	
09/05/2011	Balance, Glider day acc. 36.8	22/02/2011	Cost of MOD license 156	70	
09/05/2011	gate money, glider day 59	21/07/2011	Part cost printing flight cards 9	71	
08/08/2011	prepaid camping Aug.3day 276	10/08/2011	Toilet hire, 3 day meeting 150	72	
30/08/2011	gate ,entries, float Aug.3day 1171	22/08/2011	Cost of hog roast and cash for float 510	39	
15/09/2011	sale of magazines etc 257.77	30/09/2011	cost of wine for prizes 429.99	41	
27/09/2011	gate money 25th Sept 65	01/09/2011	cost of prize plaques 414.5	40	
	Tctal income 2639.57	03/10/2011	cost of camping/bin hire 457.58	42	
			Total expenditure 2470.47		
Balance at bank 01/10/2010	1961.75	petty cash account			
Income for year 10/11	2639.57	Balance b/f 01/10/2010	4.94	I have examined the SAM1066 accounts for 2010/11 as presented to me and find them accurate. 06/10/2011 P. Tolhurst.	
Tctal	4601.32	paid into account	0		
Deduct Expenditure 10/11	2470.47	paid out of account	0		
Balance at bank 30/09/2011	2130.85	Petty cash c/f to yr. 11/12	4.94		

The end of year balance for 2011 shows a very slight increase (8.6%) on the previous year.

Our sole regular income continues to accrue from gate levy money (£1198) which is weather dependent. During this year we have been very fortunate in receiving large payments from the sale of surplus magazines from the DB collection and from some plans. (£482.77) I am given to understand that these payments will be non-recurring as most surplus material has been disposed of. There was a small income from Rod Audley's Glider day. (£36.80). This must be considered a bonus as we only set out to break even on competitions.

Our current situation must not give rise to complacency.

We need to consider the Euro champs account which shows a loss of £535. £450 of this loss was the cost of the hog roast. Whilst this is a pleasant enough activity, it is only peripheral to our main purpose. The Society will need to decide whether this cost is justified.

Predictions for the coming year on the general account indicate a reduction in income in the order of £482 due to non-recurring receipts from the sale of magazines. (This reduction could almost be offset by not going for the hog roast.) If it is agreed that the hog roast continues without finding other means to increase our income, then I anticipate, all other things being equal, a balance of approx. £1630 at the end of 2012. I am given to understand that a further radio telephone needs to be purchased at the cost of between £300 and £400. This would further reduce the end of year balance to £1200. This last sum would be sufficient to cover recurring expenses such as the MOD License, the farmer's fund and the Fire service contribution which are paid before we start to receive income from gate money in the Spring of 2013.

We will need to seriously consider the level of gate levy in relation to projected expenditure whilst maintaining a viable working balance. Unless any additional liabilities arise I am satisfied that £1200 would be adequate to our needs.

E. Bennett. - Treasurer

DBHLibrary Report

- Roger Newman & Roy Tiller

Our report comprises two parts, covering the magazines & plans accommodated within the scope of the DBHLibrary.

The plan library has been updated with donations received during the year, in particular with a large quantity from Derek Ridley to whom we are most grateful. Another large contribution from Bournemouth Model Aeronautical Society has yet to be added – a task for this winter.

Digitisation of the plans is ongoing, with the scanning continuing to be done by Derick Scott in Lancaster & Roland Scott in the USA, clean-ups by Mark Venter & Lubo Hrnecar from New Zealand & Slovakia & indexing by myself.

A new version of the plan list has recently been placed on our website. Additionally, the DBHL list has been merged with lists from Roland, Mark & Lubo to form a Co-op library, currently holding some 7000 plans & 3 views. Details are on our web site of how this list can be accessed. Requests for plans from both lists now provide only digital files, allowing requestors to have their plans printed locally. DBHL plans continue to be free, whilst a small charge is made for any from the Co-op list.

The magazine library thanks all those members who have responded to our requests for magazines to fill gaps in the collection. Magazines have arrived by post; via many hands and model meetings; and delivered to meetings at Middle Wallop.

Look at the SAM 1066 Website. Click on "David Baker Heritage Library" and then "Magazines held" to see the Excel chart with a list of the magazines held, and the gaps in the collection. If you can help to fill any of the gaps please get in touch. Recently added to the website is the "Index of Plans in Magazines". Again this is an excel file and to best use it I suggest that you download the file. You can then sort the data by any of the headings i.e. model name or by designer or by magazine title/date etc.. You can sort by multiple factors, select DATA, SORT and then, for example, by type of model, wingspan and model name. This will enable you to find amongst other things, all the under 25" rubber models sorted by wingspan and model name. An easy way to choose the next model for your build list.

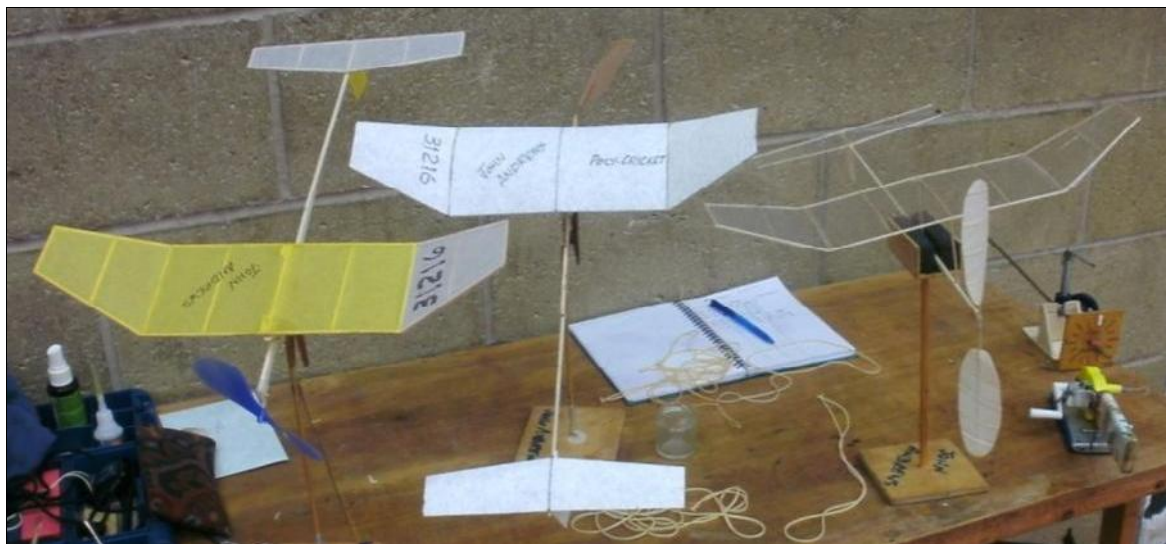
Sales of surplus magazines & plans have accrued a useful contribution to Club funds, although this must be seen as a diminishing source of income over the next year.

An application for an A3 size page scanner, to be used for magazine scanning, was made to the BMFA during this year, but the application was withdrawn from a BMFA Council meeting after various comments & objections were raised during that meeting. The intention at the time was to represent the application at a later date with personal representation to explain the case. However this should now not be necessary. Due to the kindness of Jim Knight & Greg Butterworth we have recently received an A3 page scanner at no cost to SAM 1066. It looks to be in excellent condition & hopefully will be put to good use through the coming winter.

Roger Newman & Roy Tiller

The indoor winter season is now underway so I'll report on my doings supported by a few photographs.

My first outing was a visit to Tony Eadon-Mills's (*love that name*) Brownhills meeting early September. I started easy with my two fancy correx boxes with 'three Crickets' in one and my 'First Trial' Legal Eagle in the other.



The Three Crickets

Started off with my Polystyrene Cricket, best time was with a .115" wide x 14" loop and 1,400 turns, did 2-50 with a few ceiling hits.

Next up the standard Cricket but with a small prop from a 'Butterfly' to try for a thin light motor and lots of turns, didn't work and no times are recorded in my flight log.

I then had a couple of flights with my 3gm Cricket and did 3-16, without hitting the roof, using 1,300 turns on a .070" wide x 14" loop of rubber, then back in the box with the crickets.

I finally had a few flights with my Legal Eagle with a .100" x 14" loop and 1,300 turns. The propeller kept splitting and the wing kept cracking, the best time I managed was only 1-18. I need a new one.



My Legal Eagle



Another performing better than mine
But I have not logged the owner

Graham Smith has been at again, you may recall his superb *'Voisin'* from the New Clarion May issue 2010, well now it's this *'Polikarpov 1-153'* and it looks great.



Graham Smith and his *'Polikarpov 1-153'*

The model was out for some preliminary test flying and looks very promising, I'm trying to get him to do a proper write-up for a future issue, fingers crossed.

My next excursion was the following weekend to Colin Shepherd's meeting at the Thorns Leisure Centre. The usual suspects were in attendance and a few were trying to trim their Frog Junior Series models which is the theme for the Xmas competition. These 12" wingspan 1/16th sheet models are attractive to look at but from initial observations not all that easy to trim. I haven't built mine yet and it's not going to be a model you can trim on the day of the comp, so I've got to get cracking. There was also a nice *'Comper Swift'* by Bill Cox performing well.



One mans selection of Frogs



Bill Cox with his *Comper Swift*

I spent most of my time wing and propeller breaking and mending on my Legal Eagle again. I did get a 1-28 flight before the rot set in but the model is carrying an awful lot of cyno now so I feel it's time to retire my *'First Trial'* Legal Eagle and build a new one called *'Second Trial'*.

My final meeting was in response to an invite from Mark Benns to go and play with the big boys in The Bushfields Sports Centre at Peterborough.

Not having been to the venue before, I followed my new satnav and all went well until, at the death, it tried to send me up a one way street against the flow. I back tracked, then went further up the road to turn into the Bushfields Centre retail park and after patrolling the length of the site I stopped to enquire of a gentleman just getting into his car. Unfortunately he received a telephone call and I spent the next five minutes or so looking around and tapping my foot until he 'd finished on the phone. In answer to my query as to the whereabouts of the sports hall he pointed through a gap in the buildings and there was a wall with huge letters 'Bushfield Sports Centre' in plain view. There are non so blind as those that will not see. On the plus side my approach from the wrong direction enabled me to park immediately outside the open back door of the hall.



The venue was a typical sports hall and it had quite a model friendly ceiling. Most if not all of the major indoor F1D flyers were there and although I did not enquire, they seemingly were competing in some sort of qualification event requiring flyers to achieve an F1D flight time in excess of 7 minutes using what appeared to be 1/4 motors. Now a full motor for F1D is 0.6gms so they must have been using a motor weighing 0.15gms, not a lot of rubber for a 7 minute flight.



Here we have Clive King's winding set-up with the $\frac{1}{4}$ motor and the $\frac{3}{4}$ weight stick. The weight stick is required because the model has to carry the equivalent weight of a full motor. Just look at that rubber, the wing bands on my rubber jobs are bigger than that.

I was a little out of my depth so I kept a low profile and confined my activities to one corner when there were not too many large delicate models in the air. Any collision with my models would have been disastrous for the 1.2gm F1D's.



Above Clive King prepares to transfer the wound motor and weight stick to his model. For the record Clive cleared his 7 minute target time fairly early on.

A large part of the trimming exercise is setting the changeover point of the variable pitch prop assembly. Please don't ask me how they work, but I do know



that there are two or three minute screws for pitch adjustment and changeover spring tension. Clive is now one of the few who still make their own VP props sourcing his miniature screws from the States. That's one of his on the left.

Most flyers buy units from the continent at about 80 euros a time. John Shaw showed me two that he had recently purchased, they were absolute works of art. He told me that he has to put whitening on the screw heads so that he can see the screwdriver slot and also has to use a magnifying glass to make

adjustments.

I must try and use the macro feature on my camera and get some clear pictures.

I'll wrap up this article with a picture or two, the boxes that the F1D flyers pack their models in would be worth an article in their own right, maybe I could persuade one of them to write.



Packing the delicate models is an art in it's own right, the boxes have transparent front panels in order that the contents can be inspected by custom officials when flyers go abroad for international competitions.



Finally a picture showing what it is all about, an F1D with $\frac{1}{4}$ wt motor cruises by at an unbelievably slow speed with a prop speed that seems to be about one revolution per second. You just don't breath when these things pass by.

Top level indoor flying does not seem to get the recognition and publicity that it really does deserve.

John Andrews

Archive Action - Column 10

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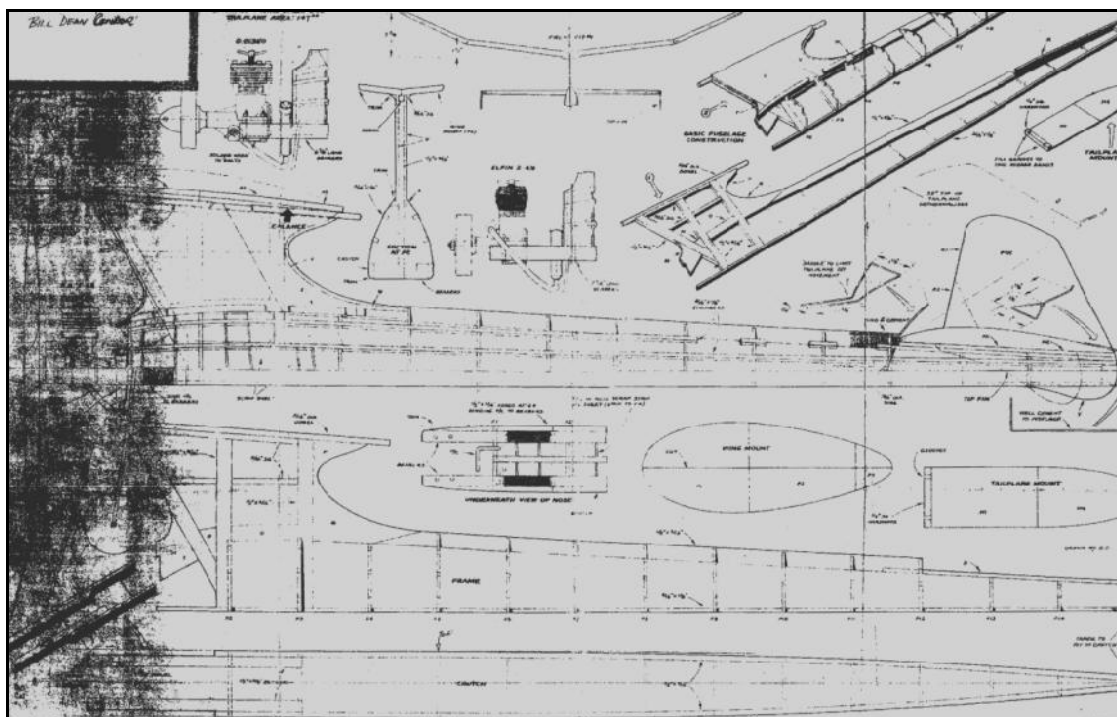
Roger Newman

Quick update on what's happening since we went digital - there have been about 40 requests for plans in the last six weeks, most of which have been fulfilled but there are a few for which I haven't yet received the scanned files. So apologies to those folk who are still waiting - they will appear eventually. Thus far I guess the system must be working as no-one has come back to me to say that they can't get a plan printed locally.

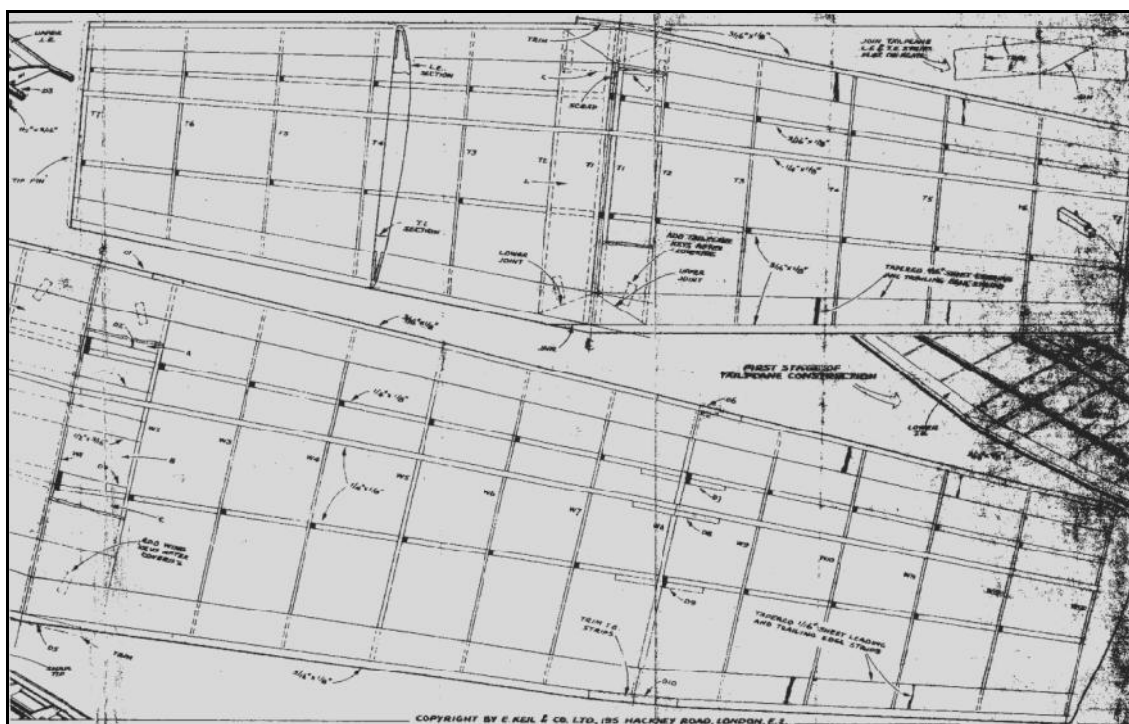


Not much has been done since early August, due to holidays & other activities including our August Middle Wallop meeting, which apart from the blustery weather, seemed to go very well. We had over 500 people through the gate, with competition entries down a little on last year at 221. For the past three years we get between 500 & 600 attending - at least we are holding our own. I'm sure there will be full reports on the meeting elsewhere in this edition of the New Clarion. I had meant to pen some words, but spending the majority of the three days either behind the desk and/or manning the radio for flight movements left little time to wander & even less for taking photos.

Here is a little mystery for our readers with long memories. Earlier this month, I received an email from Australia trying to track down the plan of a model that featured on the front cover of Aeromodeller in February 1953. It apparently was a model designed by Bill Dean called the Condor & was drawn up by Keil Kraft but never kitted. According to Derick Scott, who is a source of knowledge about aeromodelling & the trade, it was quite commonplace for this to happen, as the costs of kitting an unsuccessful design could be quite prohibitive. Anyway, Les in Australia managed to track down a poor copy of the Condor plan, via Geoff Stubbs. This copy has the name of Derek Ridley written on it, but wasn't in the plans that he kindly donated to SAM 1066 last year. Les is keen to know if anyone has a better copy as he has a tame ED racer waiting for a home.



If you have a copy that can be loaned to me on a temporary basis, please let me know & I'll arrange to get it scanned for posterity, as well as satisfying Les.



Interestingly, Derick points out a great deal of similarity between the Condor & the Keil Kraft Skylon, which is a smaller & less complex model that did get kitted - I know - I built one as a teenager!

Finally, thanks to Roy Tiller, who responded to my recent plea for more information. Roy has spent ages documenting a very comprehensive listing of Aeromodeller & Model Aircraft contents & kindly sent me a copy, which should help me a great deal to fill in more missing gaps.

Postscript on Keil Kraft Condor:

Last week I happened to mention subject to local friend Dennis Underwood, with whom I fly & who lives very close to me. "Oh" he said, "I've got a copy of that". He called round the next day, complete with plan!

So it has duly been despatched to Derick in Lancaster to be scanned & no doubt Derick will perform some clean-up miracles on his computer.

Then it will be added to the DBHL & a digital copy sent to Les in Australia, who is thrilled to know that his year long quest has an end in sight.

As he says - if you don't enquire, you'll never know!

Roger Newman

4oz Wakefield Final League Table

-

John Minshull

	Croyn	Bonus	Nats	Bonus	Odim	Bonus	Timp.	Bonus	SAM	Bonus	Total
D Wright									12	11	23
M Marshall	6	5							6	5	22
P McMahon									11	10	21
A Longhurst									10	9	19
D Powis	1								9	8	18
J Foster									8	7	15
M Turner									7	6	13
C Strachan	7	6									13
J Knight	2	1							5	4	12
R Taylor	4	3							2	1	10
P Jackson	5	4									9
B Stout									4	3	7
R Willes	3	2									5
C Chapman									3	2	5
J Godden			2	1							3
R Tiller					2	1					3
J White									1		1
J Northrop			1								1
J Paton					1						1
P Woodhouse							1				1

*John Minshull***Wakefield Cup Winner 1963** -

Charles Dennis Rushing

**1963 Joachim Loffler, 36, DDR Germany**

The twenty-sixth meeting of The Wakefield Cup Event took place at Wiener Neustadt Aerodrome, an ex-MIG base used by the Soviet Air Force, and the original home of the Messerschmitt Fighter. The shops where the Messerschmitt was produced stand on the edge of the aerodrome as skeletal reminders that this was the place most visited by the Allied Air Forces during W.W.II, and little had changed here since then. The village of Neustadt has a history dating back to the 12th century, and it is only 30 miles from Vienna. Today the aerodrome is used as a glider training facility, and a resident population of several million grasshoppers of all varieties. The FAI, with the help of the Osterreichischer Aero Club, were the administrators of this years World Championships. The trilogy of F1A, F1B, and F1C contests were attended this year by 203 entries from 30 nations. Registration would end on Monday, August 12.

Thursday, August 15, was Wakefield Day. On hand was Team USA, but without the 1961 Wakefield Champion, George Reich. Curiously the 1954 USA Team came to the WC without Joe Foster, who did not qualify for the Team. George Reich did qualify for the 1963 Team, but had bursitis in his left arm so painful, that he simply could not wind his Wakefield, as was required by the rules. Team USA included Dave Kneeland, the 1953 F1C Champion, who now was using his considerable aeromodeling skills in the Wakefield event. With Dave were Carl Hermes a Team Member in 1953, and Sal Cannizzo a 1958 Team Member. Back again for Team UK was John O'Donnell, a veteran of the W.C. in 1953, '54, '55, '56, '58, and 1961! John may have been to more Wakefield Cup events than any other competitor. Anders Hakansson was back for Team Sweden. Anders was second in 1961 and he was also on the 1955, '58, and '59 Team. With Anders was R Sudin, and N E Hollander. Jack McGilliray who was third in 1959, was back again for Team Canada, with him was M Seagrave who was on the 1961 Team, and R G McGlashan. L Muzny of Czechoslovakia was back for another try having been on the 1955, '59, and '61 Team. This time there were sixty-eight entries, and a good number were becoming multi-WC veterans.

ROUND 1: Team Canada and Team Hungary had perfect scores

ROUND2: Again Team Hungary maxed the round. In all there were 41 maximums total in this round, and 20 of them were doubles.

ROUND3: Team Hungary had two more maximums, to continue to lead the field. Maximums were down in this round with only 36 recorded on the Leader board The field was thinning, and air was becoming increasingly difficult to pick.

ROUND 4: Now there were only 29 maximums in this round, and these were not all at the top of the Leader board. Rone Koen of Turkey, who had never flown in an aeromodel contest before, and who completed his first Wakefield just prior to coming here, had four perfect rounds!

ROUND 5: Unfortunately Rone Koen was down in 127 seconds in this round. Rone's spirit was lasting though, and I am sure that Turkey was proud of him. The leader board showed 900 seconds by:

H Wagner (OE), B Murari (I), A Hakansson (SE), J Loffler (DDR).

ROUND 6: The first fly-off round for 210 seconds. Wagner of Austria failed to make the cut and was out with only 185 seconds. The other three would carry on without him in the 240 second fly-off round.

ROUND 7: The wind was still not a factor, there was a cloud layer, but there was also lift, finding it was the factor. Murari of Italy ran out of the factor called luck and he was out with 232 seconds. So it was on to the 270 second round, but the light was failing.

ROUND 8: Time: 7:45pm, the light to see a Wakefield for four and a half minutes was poor, at best. The officials did not want to postpone the fly-off, so now Joachim Loffler and Anders Hakansson were ordered to prepare to fly. After the horn sounded to begin this round they would have only three minutes to prepare. New Pirelli motors were stuffed into fuselages, each now stood hooked up, and ready to begin to wind at the starting horn. OOORRRNNN! Anders hands flew to the winder. Joachim was not far behind, both cranked on the turns, both plugged in their nose blocks, both prepared to launch, both launched! The winner must climb higher, and glide longer. Anders propeller was folding! Joachim's Wakefield was still on the prop, and it was still climbing! Anders Hakansson's Wakefield was down in 186 seconds. Joachim Loffler's Wakefield landed 55 seconds later. Truly a great victory for the Eastern Block political establishment! It was official! Joachim Loffler was the 1963 Wakefield Cup World Champion!

Place	Name	Country	Round 1-5	Round 6	Round 7	Round 8	Total
1	J Loffler	DDR	900	210	240	241	1591
2	A Hakansson	SWE	900	210	240	186	1536
3	B Murari	ITA	900	210	232	-	1242
4	H Wagner	AUT	900	185	-	-	1085
5	B Sundin	SWE	882				
6	E Melenitiev	CCCP	881				
7	A Petiot	FRA	876				
7	J McGilliray	CAN	876				
9	S Galgoczi	HUN	870				
10	A Mabile	BEL	869				

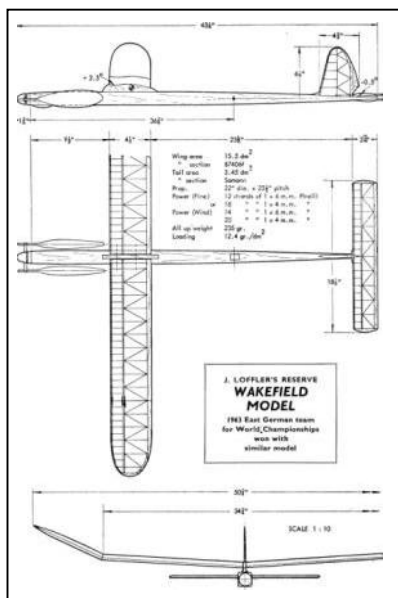
1963 Team results						
1	Italy	ITA	2576	3	14	23
2	Yugoslavia	YUG	2513	13	20	24
3	Sweden	SWE	2480	2	5	48
4	Hungary	HUN	2479	9	26	34
5	Canada	CAN	2445	7	31	39
6	Dem.Rep.Germany	DDR	2435	1	19	49

WINNING WAKEFIELD		
<i>component</i>	<i>inches</i>	<i>mm</i>
wing	50.79x4.94	1290x125
tail	17.73x2.96	450x75
fuselage	40	1016
propeller	22 dia 24 pitch	559 dia 610 pitch
rubber	18 strands 3/16" Pirelli	

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Charles Dennis Rushing



Roy Tiller

D/T's the World Over

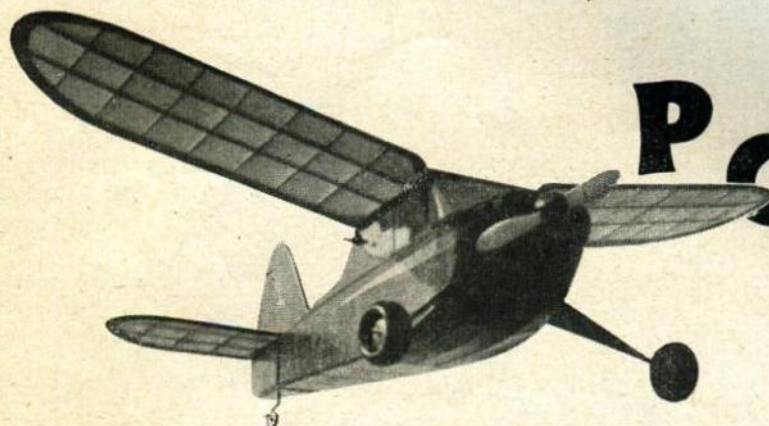
Aeromodeller Dec 1951



Aeromodeller

720

December, 1951



POPSIE

A 38½ inch SPAN MODEL
FOR LIGHTWEIGHT RADIO
CONTROL EQUALLY SUIT-
ABLE FOR SPORT FLYING

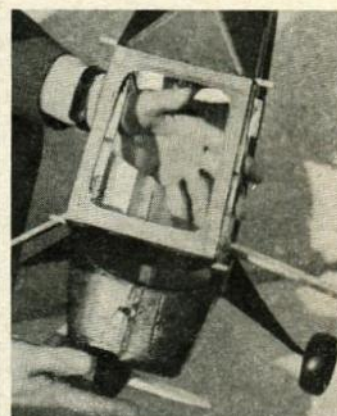
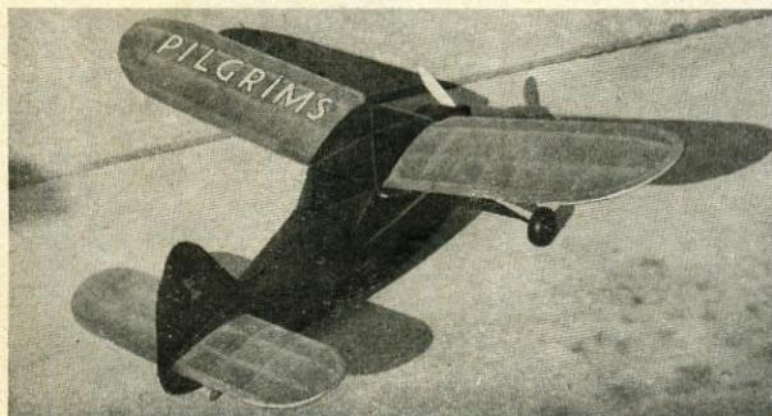
BY VIC SMEED

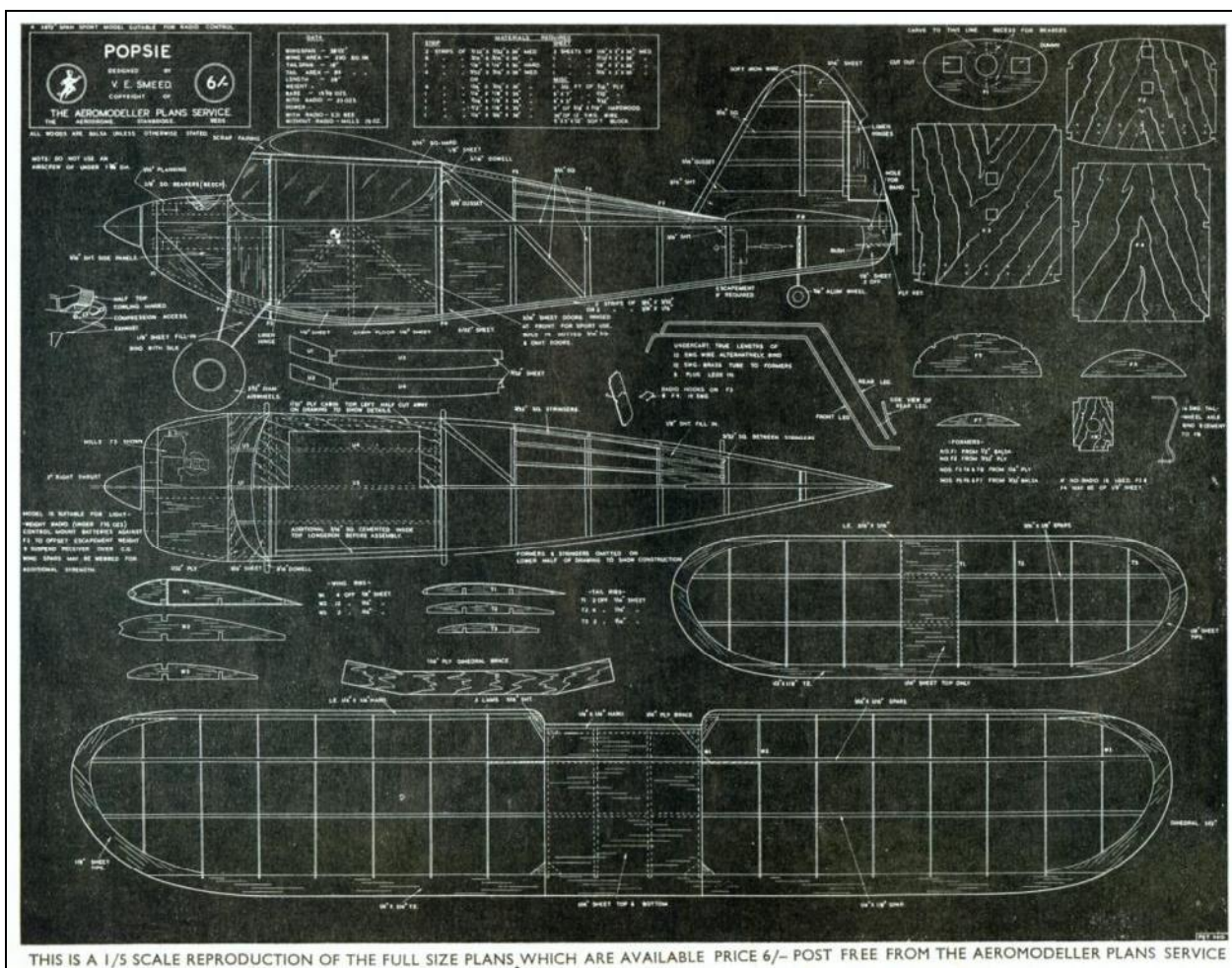
THE stubbiness of this little model is the result of an attempt to produce the smallest practicable model suitable for normal light-weight radio control, allowing as much radio space as possible. The prototype has not as yet flown under radio, having been used as a sport job, but it has been ballasted and subjected to every extreme of trim, etc., and has proved entirely satisfactory. The underlying idea behind every part of the design has been the ultimate installation of a set, and all the known desirable features for successful R/C models have been incorporated as far as possible. The following design points may be of interest to any builder who contemplates fitting this model with a radio outfit.

A fourteen-ounce wing loading was considered the highest desirable for a small job; allowing 15 ozs. for the airframe and 7½ ozs. for radio, this gives a wing area of approximately 1.6 sq. ft. The use of a fairly low aspect ratio enables a compact and sturdy wing of 38½ ins. span to be employed. Because of the resulting large chord and the desirability of using a short moment arm for overall compactness and manoeuvrability, a 37 per cent. lifting tailplane is advisable and is therefore utilised. The fuselage is laid out to give ample cabin room and accessibility with adequate strength, and is of sufficient width beneath the leading edge of the tailplane to permit the easy

mounting of an escapement. This width also ensures a firm tailplane seating. The C.L.A. is low and sidemounting the motor enables a high thrust line to be employed as well as cleaning up the nose entry. The undercarriage is designed to absorb a vast amount of punishment and also to give trouble-free R.O.G. It is not necessary to hold the model off the ground for starting—an advantage, since the width of the fuselage makes a firm grip difficult. In fact, initial "power-glides" on inadequate power resulted in "Popsie" landing in quite long grass with the motor continuing to run. The rigging angles and sections used give similar climb and glide characteristics and speeds, and the rudder should be about equally effective in power on and off as under power, the wide body produces a blanketing effect on the slipstream. This blanketing gave a little trouble on early flight tests with 7 in. airscrews, but this was overcome by using a slightly larger prop. Turns of 100 ft. diameter can be made in either direction without loss of height, and recovery from "unusual positions" is good. A Mills .75 c.c. was used for sport flying with the prototype and it is recommended that an E.D. Bee is used for radio work. Fully detailed building instructions are supplied with the plan.

Three-quarter rear view shows sturdy but clean lines of the prototype. Close-up of fuselage gives indication of the ample cabin space.





Vic Smeed

Letters to the Editor & Others

Andy Brough, R/C Assist

Hi John,

Obviously I follow the debate on radio assisted models and what should 1066 adopt, if anything. The real pressure that got me active and sustained me in my, often difficult, negotiations with various parts of the BMFA were the many modellers who wanted to continue flying the same sort of models as they had always done but could no longer chase after them. Second and equally important was the ability to fly the same model at a local site which are often unsuitable for free flight. For those who can fly their models regularly at places like Middle Wallop then perhaps you can build a free flight model exclusively for such venues. Most modellers cannot and visits to Wallop and the like are infrequent so to get the most out of the build the model has to be flown locally and that usually means fitting some form of Radio. As one who has fitted rudder only to many models over very many years I can tell you that a lightly loaded model in anything but flat calm is the very devil to return to base. The over weight, with 8oz of radio, early single channel models are not what we aspire to here.

The real issue is not how many channels but the manner of the flying. The way I fly my Tomboy you wouldn't know it had a small elevator. I suspect nobody intends to check all models to establish its legality.....the guidelines says it all. It describes the way the model is flown which replicates that of a free flight model and the said model must be able to fly without radio. We only want to fit radio to our free flight models to enjoy doing what we always have done. If we want to fly radio per say then we can do that without travelling hundreds of miles to a free flight site!

You would be surprised how many 1066 members were encouraging me in this debate with the hope that they could continue flying for many more years with their friends. Remember, following the guidelines ensures that all safety and insurance issues have already been covered with the BMFA. Give it a go. If modellers are seen to be flying inappropriately then stop them just as you would with free flight. If they don't follow the guidelines then you have a recognised document to quote in your decision.

All the best

Andy Brough

Bill Longley and Richard Alford on RC Vintage Power Duration

Hello John,

Here is an e-mail that I received directly, and my reply, maybe worth putting both in Clarion, as viewpoints.

Re comments in latest Clarion.....

My interest is in the promotion of Vintage Power Duration..... ie competition pedigree models, very short engine run and prolonged, R/C affected glide to land somewhere near the take - off area.

Definitely not radio controlled stooging up and down with cabin type vintage sport models, these are already taken care of, over the other side of the airfield (and to keep happy campers, we thus insist on 2.4 ghz without exception for our proposals.)

See you at the AGM

Bill Longley

Richard Alford to Bill Longley

Hello Bill,

We spoke at Middle Wallop a few weeks ago about your radio assist open power models - we discovered we had mutual acquaintances in Chris Foss and Ricky Shaw with whom I fly at Deanland. I liked the idea as I was once an open power man but not now prepared for the long retrieves and limited F/F flying opportunities.

I see that you have an article in the Clarion about all this and a set of rules. As ever the difficulty of sourcing motors will be a problem for some - it would be for me in the 19 sizes. However, it is still possible to buy brand new Veco 19's for \$70 from MECOA in the USA and this would be my approach if I get into this again - it is the same engine as 40 years ago by the way. The only problem - it has a ball raced crank shaft. It would

be locked out of SLOP as well for this reason. Surely a rule re-think could be beneficial here as not everybody has access to shed loads of old none too reliable engines. Hope this helps.

Regards,

Richard Alford

Bill Longley to Richard Alford

Hello Richard,

The question of motors is not a problem, I have tried to follow the SLOP rules as they seem to have been satisfactory.

1) - easiest to acquire is the PAW 19 CT3

2) - next, the most commonly used, 50's - 60's OS 19, (steel finned type) regularly occur on ebay, I do know a guy in Weymouth who collected a large quantity and is now offering for sale @ £35 , with new f/f inlet trumpet and NVA.

What I consider to be the best is the K & B Torp 19 greenhead, these do occur frequently on ebay at reasonable cost, got one last week for £28.50 but don't forget , with my 3 classes, you could go up and use a K&B 35 or 45 or OS Max 29/35. motor run is cut from 20 to 15 secs, but you should be able to get a bigger model up to a comparative height.

I must go out and find time to fly my K&B 45 STARDUSTER 900, been built now for over a year, but not yet tried.

Regards for now,

Bill Longley

John Thompson, Tony Tomlin, on R/C Assist

John Thompson to Editor

John,

I asked Tony Tomlin for his opinion on radio assist . These are his comments also attached are the forms that he uses at each contest . You can see that he takes very seriously the control of models etc (see attachments) to ensure that any site is not compromised by unsafe flying .

An alternative of course is to demand that any r/c flyers have a BMFA A or B licence which is generally demanded at any club site . My guess is that few if any of the casual sport flyers at MW would fulfil any of Tony's or the licence conditions.

I know this as a negative point of view , but it is clear that a strong Controller would be needed for any compromises that might be possible if we wished to run R/C assist alongside other activities. Where this person would come from , "Ah Well "might be suitable.

Regards

John Thompson

Tony Tomlin to John Thompson

Hello John,

Following the chat we had at Middle Wallop 28.08.2011 regarding guided Free Flight, [Radio Assist] I thought it would be worthwhile to put my views on the matter, as an experienced flier.

I was a free flight flier from the late 1950s and a radio flier using an REP Unitone in the early sixties. I can remember the fun I had with a Galloping Ghost system using a mechanical pulse unit driven by a Mighty Midget motor. After the natural break for marriage/children I returned to the hobby in 1983 with reliable radio equipment now available, my interest now embracing slope and thermal soaring, sport radio flying, water plane flying and for the last 10+ years vintage radio flying. I have also been responsible for organising the popular Tomboy R/C competitions for the past 6 years and as such have had to give a lot of careful thought to all aspects of safety.

The advantages of 2.4GHz for radio assist for the ageing vintage or sport flier cannot be disputed. The problem as I see it is safety. I think it is important that all fliers using 2.4GHz should ensure that their equipment is full range. There are a number of cheap TX/RX sets available that are not full range but are designated as park fly. As an example, the Planet T5 set up warns fliers not to fly further away than 100 metres, this is hardly suitable for a radio assist. There is also the chance that a modeller who, unwittingly perhaps, obtains a 35MHz set up and not being technically minded does not appreciate the difference and 'shoots down' a legitimate 35MHz flier causing an injury to a person or to a third party property etc. I know the chances of this happening are very slight but certainly should be considered. I would imagine this could cause problems with the BMFA Insurance. The answer of course is that all radio fliers should be signed in at a central R/C control, where their details are logged on a master pegboard. This does mean then all the fliers using R/C can be identified. At the R/C meetings at Middle Wallop which I have organised each flier was given a rule sheet clearly detailing any emergency procedures and told exactly where he may fly. The 35MHz channels are constantly monitored and fliers using 35MHz use a simple peg on name system. 2.4GHz fliers also clip a black peg against their name on the master pegboard. This has proved to work very successfully.

Radio Assist

It has been suggested in the modelling press that radio assist models should have rudder and elevator control or rudder/throttle control or just rudder control. I have flown in the early days with rudder only and on calm, relatively windless days it was OK. As I am sure you will appreciate nowadays calm windless days are few and far between! Looking at the 8 R/C Tomboy events I have organised this year, two were lost to high winds and of the other six only two were flown in comfortable, light wind conditions. Without elevator control I think only the two events with light winds would have taken place. Hardly a satisfactory situation when fliers drive long distances to events with fuel at £6.00 a gallon. Having

throttle control is obviously an advantage in getting the model down but of no use at all for penetrating into the wind without an elevator. Lightweight servos these days are very reasonably priced [certainly less than £5.00 each] and make Radio Assist a pleasure and not a battle in the wind.

Finally there does seem some confusion with the names of Radio Assist, Guided Free Flight both being used. The overriding thing is that these models have control using radio and perhaps it would be better to call them Radio Control or perhaps old time radio control.

Regards,

Tony Tomlin.

Bryan Lea, Markku Tahkappa's A2 glider.

Hi John

Reading the article and comparing the photographs with the Zaic plan I couldn't but notice that the tailplane shape differs. In the photographs it appears to be tapered with rounded tips yet the plan shows a rectangular layout. No doubt any intending builders will make their own minds up when it comes to cutting balsa. The '59 Aeromodeller Annual was the first one that I had bought for me as a 12 year old lad.

Kind regards

Bryan Lea

Crookham Coupe Day

-

Peter Hall

Southern Coupe League Round 8

And so to Middle Wallop for round eight held, courtesy of SAM1066, at Middle Wallop. Since the end of April every competition except Oxford Dreaming Spires has been windy or very. Surely Crookham Coupe Day would buck the trend? Metcheck, wildly optimistic as ever, was encouraging and thirteen entered. Early morning fog cleared, there was an acceptable southerly breeze and the maxes rolled in. At eleven o'clock the wind picked up and by lunchtime we had a nasty little squall. Models were being blown into the hanger and compound area and to avoid this the max was reset to ninety seconds for the afternoon and a D/T fly off was decided. The weather, the proximity of crops and bird sanctuaries are making such fly-offs a more regular feature and no doubt highly accurate timing and ultra slow D/T descents are being developed.

The turbulent conditions rapidly decimated the field. Chris Redrup had to drop out after his promising and beautifully built vintage Coupe was lost on a hanger roof, and Andrew Longhurst retired after the compound confiscated his model. Only Peter Brown maxed out to win, his Coupe seemed relatively untroubled by the conditions. Bad launches and wing wiggler failures dropped Peter Hall to second and Roy Vaughn to third. Ken Taylor battled through to fourth and Ted Challis decided to forgo a better placing by not taking his fifth flight.



Roy Vaughn and his third placing Coupe

Coupe Europa at Middle Wallop, the last event in this year's League is certain to be calm and lovely and we look forward to a nail-biting contest for third place, first and second being already in the bag for Mr Vaughn and Mr Brown or vice versa.

Place	NAME	CLUB	TIME	MAXES	SCORE
1	P.Brown	Grantham	8:30	5	20
2	P.Hall	Crookham	8:03	3	15
3	R.Vaughn	Crookham	7:33	3	12
4	K.Taylor	E.Grinstead	6:25	1	8
5	E.Challis	Crookham	5:54	3	9
6	P.Michel	SAM35	3:41	0	5
7	R.Kimber	SAM35	3:25	1	5
8	D.Thomson	Croydon	2:36	0	3
9	J.Minshull	Brighton	2:12	0	2
10	A.Longhurst	SAM35	2:00	1	2
11	C.Redrup	Crookham	2:00	1	1
12	G.Stringer	E.Grinstead	1:48	0	0
13	R.Taylor	E.Grinstead	0:00	0	0



Sally Vaughn relaxes after running control whilst Winner Peter Brown collects his reward from JT

The current league table plus reports and scores for each round to date can be found on the at <http://www.cavgrove.freemove.co.uk/>

Peter Hall

Middle Wallop - August Championships

What would the weather gods provide for us this year? Would they smile on Middle Wallop more than Barkston Heath? The answer again was that Middle Wallop was the favoured site, breezy but flyable on all 3 days. Saturday saw the worst disaster when my Lulu sportingly clapped wing tips in an attempt to applaud the other gliders which had been successfully towed and launched. This set back was soon forgotten after a very pleasant evening meal which my wife and I shared with Paul and Biddy Barford in their caravan.

On Sunday, the sight of so many flyers all enjoying the weather rekindled my enthusiasm, so out came the Nordic Tern for a few flights. Nice straight tow, good glide and a clockwork timer that starts on tow-line release; easy then to control the length of retrieval walks. After lunch had been devoured it was time to get my hands dirty with diesel fuel residue, so out came the Simplex for a few short test flights. Only a fuse D/T this time, so timing is bound to be erratic, but at least the Simplex remembered how to fly and was safely retrieved from within the confines of the airfield.

Monday morning was again breezy but reasonable for flying, so having been a regular attendee of David Baker's Friday afternoon meetings I felt duty bound to enter for the memorial trophy. Carol Farley at the control, said the breeze would drop by 3.00 pm, but I replied I had to depart by then. Since last year the Simplex has been eligible as well as Tomboys, consequently I was able to use the Simplex with an original Mills 0.75 up front, which has been in our family since new. After watching Peter Tomlinson's Seraph demonstrate how strong the thermals were, I decided to set the fuse for 1 mark(90 seconds). The dear old Mills is of considerable sentimental value.

On launch the Simplex was obviously in a very strong patch of lift and went skywards at a frightening speed, the engine cut and still the rapid ascent continued. Getting worried now but it D/T'd at just about 1 $\frac{1}{2}$ mins and continued upwards. By now my blood pressure was going up faster than the model, however the model's descent was becoming more obvious, I could see it and was certain it had landed just



Winner John Harris receives the Trophy via Paul Barford

inside the boundary hedge. Breathing a sigh of relief it was onwards down wind, but as I approached the hedge, no sign of the Simplex. What could have happened to it? Were my eyes playing tricks. No, the solution was amazingly simple. There was a large tussock of grass 6 ft in front of the hedge and the model had hidden itself between hedge and grass.

No motorised recovery team to take me back to base camp so it was the long walk back, but at least I was carrying the Simplex and precious Mills 0.75. On arrival the timekeeper informed me 3min 12 secs, which Paul Barford said might be a winning flight.

It was time to depart from Middle Wallop and Paul said he would collect my prize to which I replied "Stop winding me up. I'm not clockwork." In the evening Paul rang to tell me the news "John, you missed your moment of glory." Still very hard to believe. Thanks for your help Paul, hope you get your tree'd Tomboy back.

John Harris

Port Meadow & a Peculiar Retrieval

-

Jim Paton

Chris Redrup and I arranged a trimming session at Port Meadow yesterday. The weather lived up to the forecast with winds not exceeding 6mph all day. The morning was overcast and the afternoon sunny, so it was pullovers off at mid morning. First up, I started trimming my electric Dixielander, which on the last outing decided to loop on the power climb, having behaved perfectly for a year previously. The great thing about trimming this model is that I can adjust the motor power gradually and have the d/t set for just after the end of the engine run. The timer is a Z-tronic and usually works OK. It has been known to revert to a default mode of full power, 25 sec run and 3 min D/T, which is not always convenient on smaller fields! I was progressing nicely, in a disciplined way, gradually increasing the power and right rudder to get a decent climb. Unfortunately, towards the final stages of all this, the pylon broke after a hard D/T landing. Back to the building board today with that model. Chris was trimming his new KK Pixie, a very pretty rubber semi scale cabin model, a bit like a Cessna with a large cockpit. Having had enough of this, we each got out our Buckeridge lightweights. Chris was trimming his to fly right/right and I was trimming mine to not "Coupe swoop". At its last outing on Salisbury Plain it ploughed in and concertinaed the fuselage. I built a new fus' and covered it with tissue over mylar. This works really well keeping the lube off the tissue and is as yet unpatched. However, I haven't mastered the wrinkles yet, so there is a little turbulence around the fuselage. I got mine trimmed to 400 turns of my braided 35g motor, and Chris likewise with his 800 turns on his unbraided rubber. We decided on a joint launch before lunch at the local pub. 3,2,1, launch. Mine needed a touch more downthrust as it helicoptered for a bit and Chris's got to a greater height with a steady climb. The air was obviously good, (as to be expected when not competing). Chris's glide was not quite trimmed out and mine climbed to about the same altitude as his. He D/T'd within the field and mine carried on upwards. Of course the 3,2,1 routine is not my usual. It is normally: release the DT and then launch. I was wearing a new pair of spectacles and was able to watch it for about an estimated 10 mins. I then transferred to compass binoculars and watched it descending on 255 degrees. We decided ham egg and

chips was required before retrieval. After that, Chris got out the map and we decided it would probably be somewhere around Wytham village, to which we drove. We parked and walked up to the Oxford University field station-which was used in a Morse episode. After walking around the local fields for an hour, we found neither dead bodies nor models. We decided we might be nearer to the correct bearing on the other side of the village, so we walked back to the car and drove on. 200 yards from where we were parked initially, there was the model, 15 feet up in a bush above a high wall, by the roadside. If it had landed more than a yard away in any direction, it would still be lost. How it navigated itself around the tall trees nearby, I do not know. However, it was a very positive ending to a great autumn day's flying, and the "wasted" 1 hours cross country did us both a power of good.

Just for good measure, I took it back to Port Meadow this morning. I gradually added a bit of down thrust, and got it trimmed to climb properly. I D/T'd it at the end of the power run, as I reckon I had seen it glide very well for 10 minutes yesterday. I hope it stays in trim for the area meeting at Beaulieu this Sunday.

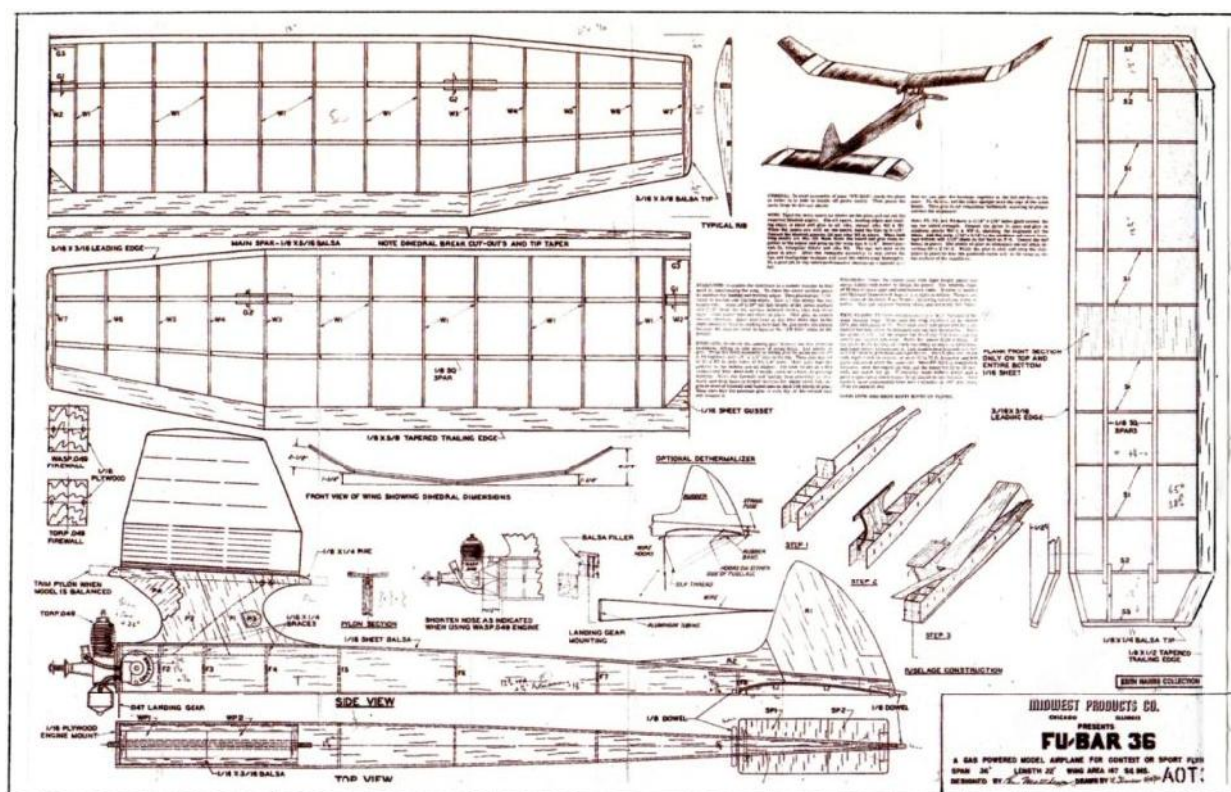
Jim Paton

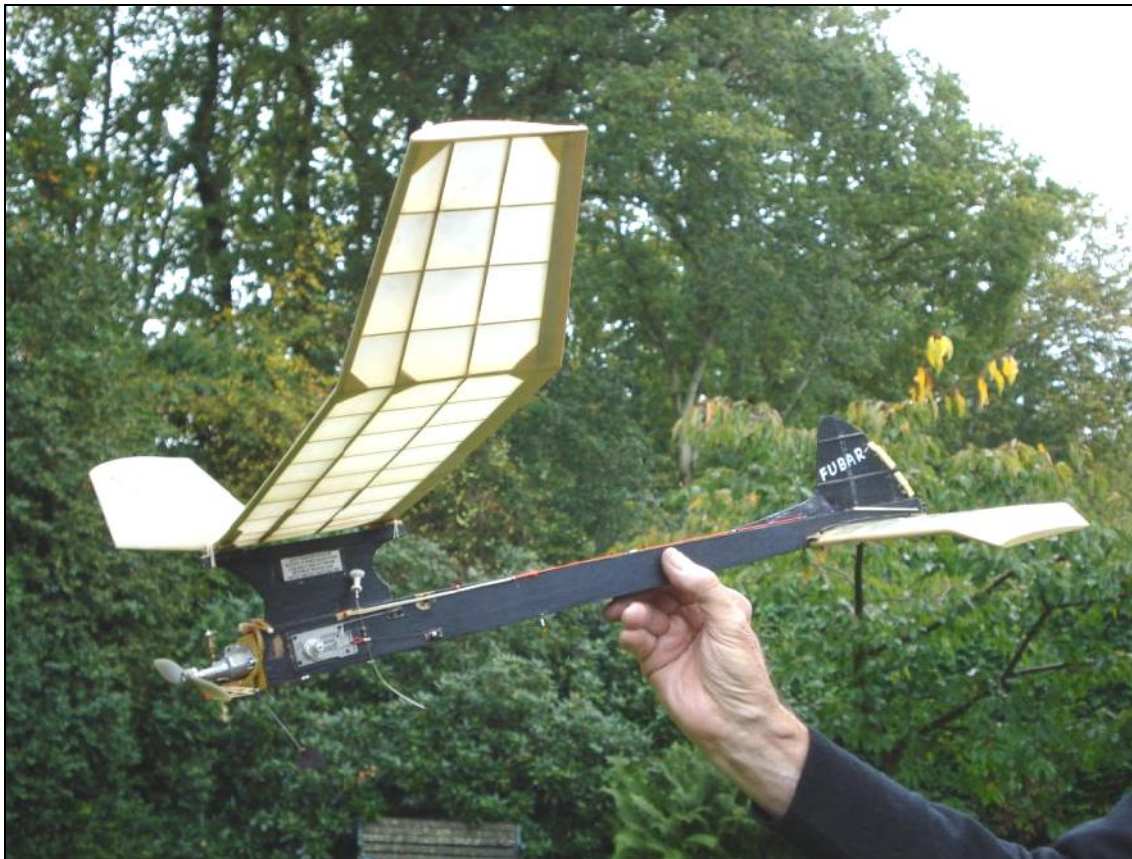
The Fu-bar 36

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John Thompson

Ray Mathews designed the Fu-bar series in the late 40's and early 50's, the model was a many times contest winner, but it had one difficulty, the underslung tailplane, more than awkward for DT purpose. A larger version in the early 50's had the tail on top, which I understand is built and contest flown with much success in the USA.





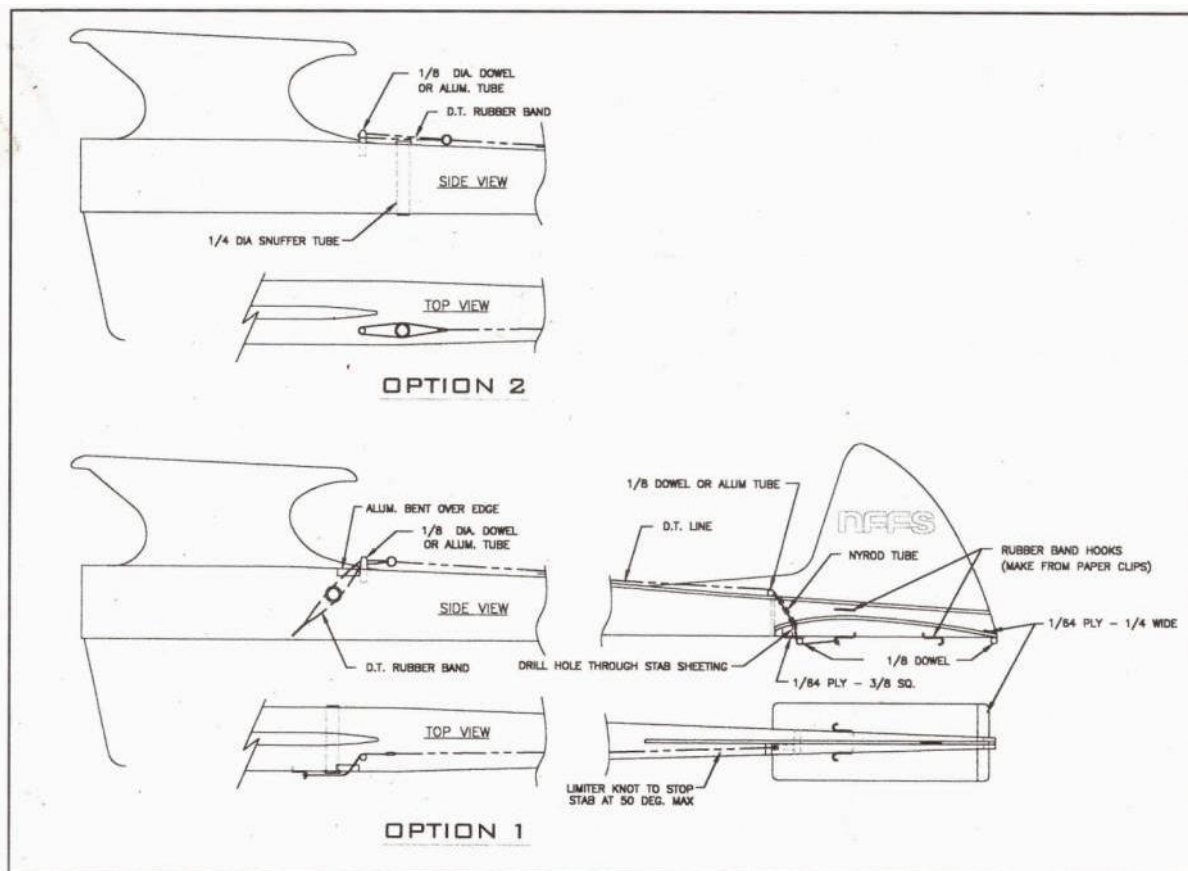
The Fu-bar name has few meanings "fouled up but all right" is one .

The 36" version presented here was developed for the booming 1/2A market in the US 1940's and kitted by "Mid-West" Chicago for the princely sum of \$1.75.

The model is an easy build, except for the tail plane fixing. That shown by the plan can be improved upon. I used a modification of the method developed by Bob Stalick Nostalgia Guru in the US, fully described in (see diagram) in the November 2004 NFFS Digest. (Please go to WWW.freeflight.org where, aside from a very useful Forum, one can subscribe to the Digest - paying by CC - well worth getting and also helping the great free flight world community)



The problem with under-slung tails is, although one can adjust incidence (with difficulty) it is almost impossible to adjust for tail tilt. This can be overcome by using wing tilt, but unless one is using full chord wing mounts, adjustment would have to be made for incidence difference.



This drawing by John Anderson shows two options on location of the D/T fuse near the wing TE.
 Linkage setups at the stab are identical.

Your options are whether you prefer a horizontal or vertical fuse arrangement

Using the drop down tail, on D/T, the tail goes clackty clack, going up and down, (a fun noise) but a heavy model landing on hard surfaces is a bit dodgy. With a light small 36" model danger is minimised.



Most people steer clear of such under tails, how many "Jaded Maids" does one see ?

My model is powered by an OK Cub 0.49 (David Baker was selling these off some years ago for a £5 each) circa 1950 production. I took the venturi insert out and run on bladder pressure. It runs well but is a bit touchy on the needle. It turns an APC 5.7x3 at about 14K on 40 % nitro.

The set up and weights are as follows :

CG 88% - wing +2 deg. - Tail +0.5 deg. - Thrustline 4deg. Left, 2deg. down.

Wings: bare - 17.8 gms, plus 5m mylar & esaki - 26.2gms

Tail: bare - 5.5gms plus mylar - 8.4gms

Fuselage: (pylon 8) 33,1gms

Engine timer etc: 64.0gms

Total all up weight: 131.7 gms or 4.6 ozs

The wing tips are washout about 1deg., flat centre section, but a small Gurney flap is used under the right centre panel.

The model climbs in an excellent spiral with not a bad glide. Sadly it can't be used in Mini vintage with the glow engine, but could be flown in regular vintage.

It would be pushed to do 2.30 on 18secs, but the slightest bit of lift and it's away. Big problem in the summer with big lift, it does not want to come down, a common problem with small light models .

However it's all worth it just to hear the tail banging up and down, on the D/T descent.

Have fun !

John Thompson

Why Number 18 ?

-

Martyn Cowley (USA)

Completing the recent coverage of historic models from the three FAI World Championship classes on display at the Finish Aviation museum, Walt and Tapio also found a very familiar power model, that of 1960 World Champion Sandy Pimenoff.



Sandy's original #18 now restored, note cowled engine differs from 3-view plan.

In response to my follow-up email, Tapio kindly put me in contact again with Sandy, who I don't believe I have met since he was a member of the FAI jury at the F/F World Championships held in California many years ago. Sandy recently retired as President of the CIAM, after 40 years of service to the international

aeromodelling community, and deserves a hearty congratulations and thanks from all modelers around the world.

Sandy was delighted to hear news of the resurgence of interest in the 1960 Cranfield models, as flown at the 2010 British NATS, and responded with his own recollections:

... "I flew 2 models with almost identical wings. "Ascender" with rectangular stab, and Oliver Tiger (mod); and NUMBER 18 (nameless at Cranfield), with elliptical stab tips, and ETA 15, introduced in 1960, I think. Props hand-carved approx 220 x 120mm (8.66 x 4.72 inches) too big by modern standards, but the engines in those days didn't rev 22-25,000. I later replaced that ETA with SuperTigre.

Both models flew right-right, glide turn activated by timer-operated tab. In Cranfield I used "Ascender" for the Saturday flights. Sunday morning (I remember walking out into the field at four o'clock) first round timekeepers gave me 14s (correct) and 18s! (not correct). But the average was 16s, an overrun, so I had to make a second attempt. Time was scarce, so I had to take #18. It actually flew a little better, so I used it for all the following fly-off rounds.



Sandy Pimenoff presented his model to the Museum in 2009 (photo Penti Reinas).

The name NUMBER 18 (later adopted for this model) came from my competition number, but it had another significance too. All the other finalists flew 17 maxes, but due to the overrun I had to make 18 maxes, so I have always considered myself to be the moral winner (my joke — ha ha !).

#18 was tissue covered, which does not endure 50 years, so before I handed it to the Finnish Museum I had to cover it anew, this time not with tissue! #18 is a



Mike Evatt's rare colour photograph captures the historic moment, as the Famous Five savour their culminating joint-celebrity ! Sandy Pimenoff (Finland) second from left, with his un-named back-up model used for final winning flights, together with joint-Champions: John Sheppard (New Zealand) far left; Larry Conover (USA) center; Giovanni Guerra (Italy) center right; Rolf Hagel (Sweden) far right.

Mike recalls:

... "the weather was fairly calm and became showery for the flyoffs. I was amazed how easily most competitors made the 3 minute max although sometimes not by much - there was not much lift about although by mid-morning on the second day there was some evidence of lift and sink. It seemed that most models, when on-song, would be capable of circa 4 $\frac{1}{2}$ minutes. Thirteen individuals progressed to the flyoff stage.

In an attempt to curtail the flyoff repetitions, the time between the rounds was reduced I think to 30 minutes. This didn't make a great deal of difference as motorcycle retrieval was provided. After twelve 3 minute flyoff rounds, played out against the backdrop of a beautifully lit stormy sky, the contest was halted and the five survivors were crowned joint World Champions. A truly magical moment!

My lasting memories were the consistent high climbs of Conover and Guerra and the brutish raw power of Guerra's Super Tigre engine. I remember thinking that although the diesel engines were still dominant in terms of numbers the emergence of high revving glow motors was about to change the face of free flight power for ever !"

At the time, AeroModeller reported 44 competitors out of 54 flew diesels, versus 10 competitors using glow-plug engines — Mike's observation indeed turned out to be the case.

Martyn Cowley

Report No 14 U.S.A.**Popular Aviation**

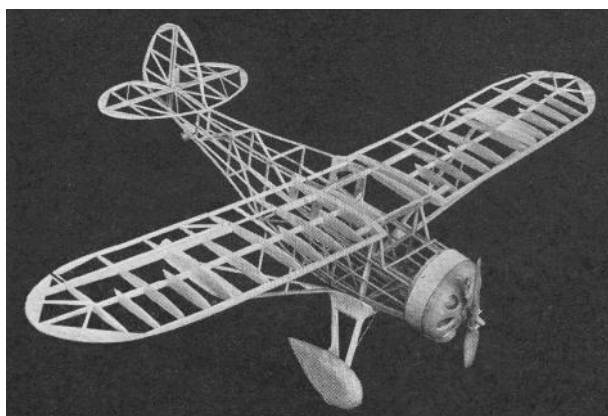
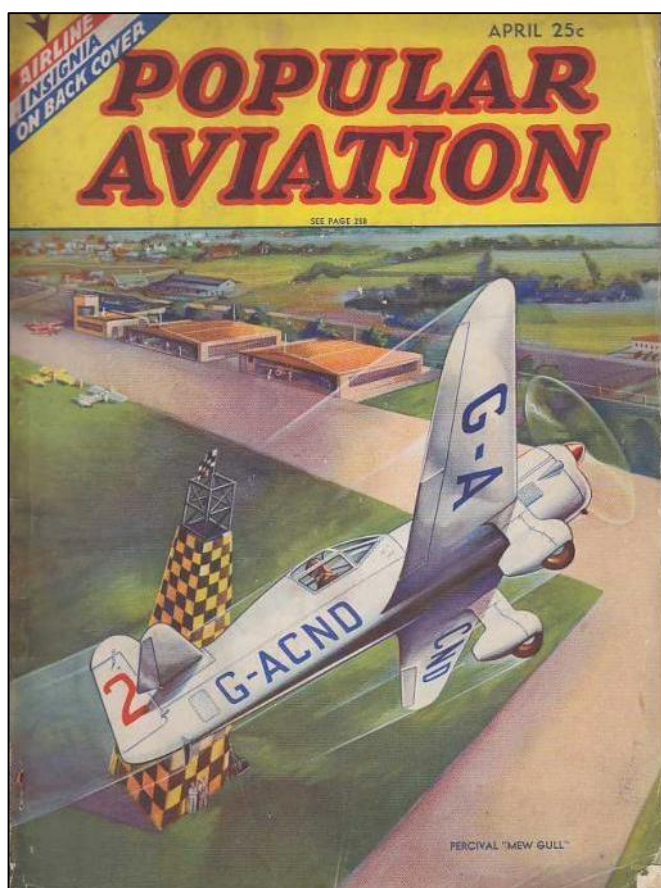
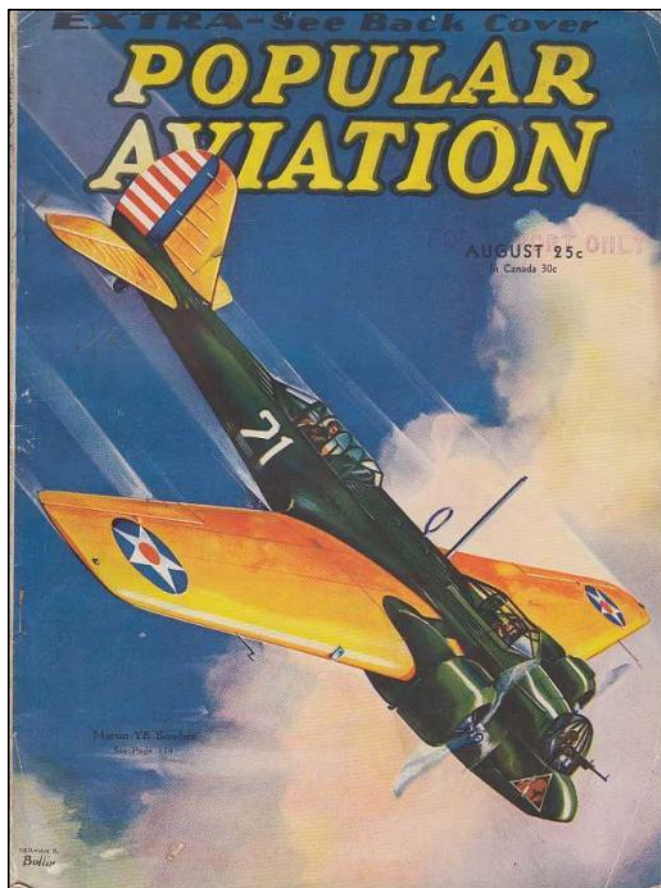
Popular Aviation was primarily concerned with full size aircraft with a small model content. It first appeared in 1927 and early model department editors were Bert Pond and Joe Ott, followed by Paul Lindberg who edited the model content from February 1934 to December 1940 during which time he is credited with 44 rubber models and 14 gas models, mostly scale designs.

We have about 50 issues from 1934 to 1939.

AUGUST 1934 The cover is stamped "FOR EXPORT ONLY", what were the economics/politics behind that?

The model plan is a rubber powered Monocoupe D145 of 20" wingspan. The plan is shown full size over 4 pages and includes both scale prop and flying prop. There are adverts for model kits by Peerless, Cleveland, Ideal and others.

APRIL 1936 The cover shows a Percival Mew Gull and inside over 4 pages is Lindberg's full size 24" span plan. Flying instructions are minimal but recommend flying over tall weeds.



APRIL 1937 The cover shows a Westland Lysander and an inside report states "Like all Britain's new war planes, the Westland Monoplane is notable for admirable streamlining..... Performance figures of the machine may not yet be published, but it is known to be much faster than any army co-operation aircraft yet produced."

Paul Lindberg's full size plan of the Lysander, again over 4 pages, is for a 24" wingspan rubber powered model. Perhaps wisely there is no flying prop and no flying instructions.

FEBRUARY 1939 This issue has a power model by Paul Lindberg, the 44" wingspan Cloud Buster, one wheeler, for a Lindberg "Hornet" engine. The model builder must first enlarge the plan 4 times (presumably at the kitchen table, or did they have photocopy shops in 1938?). Trimming instructions are limited "Aluminum tabs on wings and rudder are used for any correction of flights. Patience plus careful thought and study are important items to bear in mind".

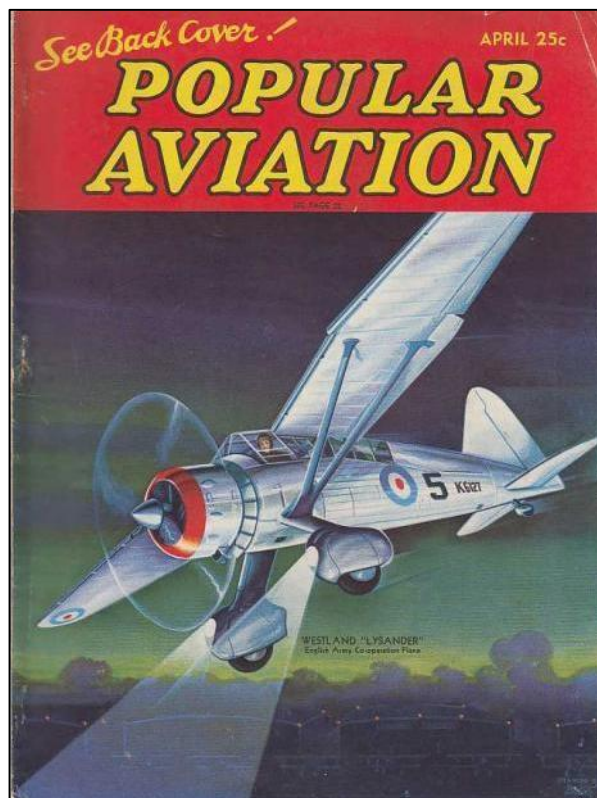
Look at the SAM 1066 Website. Click on "David Baker Heritage Library" and then "Magazines held" to see the Excel chart

with a list of the magazines held, and the gaps in the collection. If you can help to fill any of the gaps please get in touch.

Recently added to the website is the "Index of Plans in Magazines". Again this is an Excel file and to best use it I suggest that you download the file. You can then sort the data by any of the headings i.e. model name or by designer or by magazine title/date etc.. You can also sort by multiple factors, select DATA, SORT and then, for example, type of model, wingspan and model name. This will enable you to find, amongst other things, all the under 25" rubber models sorted by wingspan and model name. An easy way to choose the next model for your build list.

WANTED. Popular Aviation magazines to fill gaps in the collection.

Contact. Roy Tiller Tel. No. 01202 511309 e-mail roy.tiller@ntlworld.com



A Madcap Pole Dancer

-

Editor

I was sitting chatting to Peter Tomlinson at North Luffenham, having dipped out on my first flight in Classic Rubber by an early d/t, when we hear this crunch and the sound of splintering balsa and tearing tissue. Looking round behind the car we see the reason depicted below.



It was the Mini-Madcap of Howard Smith which had defied the wind and drifted back over the parked cars to impale itself on a streamer pole.

Howard duly arrived, inspected the damage and ventured the opinion that the repair should not be too onerous. He certainly did not look too perturbed when he posed for the picture above.

Editor

Aeromodellers Departed

Dr. Richard Armstrong

-

Tony Eadon-Mills

After a long and painful fight, I have to report the tragic death of Dr Richard Armstrong from Telford. He died whilst suffering a massive heart attack on Wednesday night 12/10/2011

He was a happy and generous man, full of aero modelling knowledge, and we spent many happy hours together. Indeed he was a founder member of Shropshire Indoor Flyers, and I well remember when he and I attended the very first event at the Shrewsbury Technical College, but with a few other members it has now grown to a popular event at RAF Shawbury, near Shrewsbury.

Richards's interests did not stop there, he was a lifelong member of RAFMA, and had flown all over the world. He became an instructor with the Parachute battalions, he was chairman of various bodies including the local table tennis association, he also ran an Audiology group, which I believe was worldwide. He trained police officers to drive at Hendon, and of course he was a doctor of zoology, where his main interests were with marine life.

He had a wicked sense of humour, and when with him you were guaranteed to laugh with him, even when he was obviously in great pain and suffering, whilst all the while, coping with his beloved wife's' very distressing medical problems.

Only a very few days before his death, we were talking about the oncoming Swapmeet at Telford and the start of a new season at Shawbury, and he was looking forward to attending his first Brownhills Indoor Flyers event. He was so excited about it all, and I, and many more people will miss him so much.

My sincerest condolences go to his wife and family

Tony Eadon-Mills

John Worth (USA)

-

Roger Newman

I've just heard from Roland Friestad that John Worth passed away last Sunday (23rd Oct) in the USA, at the age of 87 years. John was a worthy friend to Roland over the years, a past president of the AMA & of much more recent significance to us in SAM 1066. It was John who was most instrumental in negotiating the financial grant made to Roland from the Frank Zaic fund of the AMA that enabled us to make shipments of plans to the USA for scanning at no cost to SAM 1066, so we could get the DBHLibrary off the ground as a digital archive. We shall remain most grateful to him."

Roger Newman

R.I.P.

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

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

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

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

Email request to rogerknewman@yahoo.com,
quoting Plan Name & I.D. number (1st & 2nd Cols respectively in the list).

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

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

This service is provided at no charge.

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

Michael Woodhouse

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

Plans of models designed by Geoff Lefever

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

MSP PLANS PRESENTS FOR 2011

Vintage, Classic, Sport and other Duration Designs

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

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

Photos of most models can be seen on my website - www.martyn.pressnell.btinternet.co.uk

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

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

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

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

TO ORDER:

To order plans for UK delivery please write with cheque (£ sterling) made payable to
 Martyn Pressnell, 1 Vitre Gardens, Lymington, Hants, SO41 3NA.

For overseas delivery of Popular Plans send local bank notes equivalent to £10.00.

Enquiries: please write or email martyn.pressnell@btinternet.com



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

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

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

Indoor Flying with the South Birmingham MAC

Free Flight Only

Thorns Leisure Centre. Stockwell Ave.

Off Thorns Road - Quarry Bank - West Midlands - DY5 2NU
Saturdays 1pm until 4pm



2011 dates

May 7th

Sep 17th; Oct 15th; Nov 12th; Dec 10th

2012 dates

Jan 7th; Feb 4th; Mar 3rd.

Admission - Flyers £5.50 - Spectators £2.00

For further information phone Colin Shepherd 0121 5506132
or e-mail colin@colinwilliam.wanadoo.co.uk



Brownhills Indoor Flying – Free Flight

Brownhills Community Association,

Deakin Ave. Brownhills WS8 7QG

Just off the A5

Saturdays 2-00pm until 5-00pm - £6

2011 dates:

May 14th; June 11th

Sep 10th; Oct 8th; Nov 5th; Dec 3rd.

2012 dates

Jan 14th; Feb 11th; Mar 10th;

Apl 7th; May 12th; Jun 9th.

Contact:- Tony Eadon-Mills

Tel: 01952 240451 - e-mail: tonyeadamills@gmail.com



INDOOR FLYING

TUESDAY 22ND NOVEMBER 2011
TUESDAY 13TH DECEMBER 2011
TUESDAY 24TH JANUARY 2012
TUESDAY 28TH FEBRUARY 2012
TUESDAY 27TH MARCH 2012

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



Waltham Chase Aeromodellers

2011-12 INDOOR FREE-FLIGHT MEETINGS

Ken and Bev Brown, with Waltham Chase Aeromodellers, are pleased to announce a new series of Indoor Free-Flight Meetings at Wickham Community Centre, Mill Lane, Wickham, Hants PO17 5AL.

DATES are

September 29 th	18:30 – 22:00	
October 27 th	18:30 – 22:00	
November 24 th	18:30 – 22:00	
December 29 th	10:00 – 16:00	XMAS Daytime Special
January 26 th	18:30 – 22:00	
February 23 th	18:30 – 22:00	
March 29 st	18:30 – 22:00	
April 26 th	18:30 – 22:00	
May 31 st	18:30 – 22:00	
June 28 th	18:30 – 22:00	

The Main Hall at Wickham Community Centre is particularly suitable for indoor free flight models of all types, with a ceiling free of obstructions. Tables and chairs will be available in the hall. Please note that NO remote-control models may be flown at these meetings.

Admission to the meetings will be £4 for adult fliers and £1 for junior fliers and spectators, whilst accompanied junior spectators will be admitted free.

Fliers MUST be insured and may be required to show proof of insurance by the organisers.

Flitehook, who carry a large stock of indoor models and accessories, will attend many of the meetings. There is also now a drinks machine on site

For further details please contact:

Ken Brown (Tel. 023 8057 8866) or Alan Wallington (Tel. 01489 895157)

or see our web site: www.wcaero.co.uk

FREE-FLIGHT TRIMMING ON SALISBURY PLAIN FOR 2011

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

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

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

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

The 3rd Old Warden Swapmeet

Sunday 12th February 2012

180 table swapmeet.

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

The Swapmeet will accommodate all modelling disciplines:-

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

Additionally there will be a small trade presence.

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

The Russell hall complex has a bar and restaurant.

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

Costs will be as follows:-

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

Public £5

No Early Bird Tickets

Bookings will commence 1st November 2011

Bookings:- Richard Dalby 020 7607 6820

Email:- owswapmeet2012@hotmail.co.uk or

Peter Dirs:- pd_eng@yahoo.co.uk

Provisional Events Calendar 2011

With competitions for Vintage and/or Classic models

January 23 rd	Sunday	BMFA 1 st Area Competitions
February 13 th	Sunday	Middle Wallop – Crookham Gala
February 20 th	Sunday	BMFA 2 nd Area Competitions
March 6 th	Sunday	BMFA 3 rd Area Competitions
March 20 th	Sunday	Middle Wallop-Coupe Europa (<i>Dec 2010</i>)
March 27 th	Sunday	BMFA 4 th Area Competitions
April 9 th /10 th	Sunday/Monday	Salisbury Plain-BMFA London Gala
April 22 nd	Friday	Church Fenton – Northern Gala
April 23 rd	Easter Saturday	Middle Wallop – Glider Day
April 24 th	Easter Sunday	Middle Wallop – BMAS Day
April 25 th	Easter Monday	Middle Wallop – Croydon Wakefield Day
May 8 th	Sunday	Middle Wallop-Trimming, Crookham Coupe
May 28 th	Saturday	BMFA Free-flight Nationals
May 29 th	Sunday	BMFA Free-flight Nationals
May 30 th	Monday	BMFA Free-flight Nationals
June 12 th	Sunday	BMFA 5th Area Competitions
June 19 th	Sunday	Odiham-BMFA Southern Area Gala
July 10 th	Sunday	BMFA 6th Area Competitions
July 23 rd /24 th	Saturday/Sunday	Sculthorpe BMFA East Anglian Gala
August 7 th	Sunday	BMFA 7th Area Competitions
August 27 th	Saturday	Middle Wallop – SAM 1066 Euro Champs
August 28 th	Sunday	Middle Wallop – SAM 1066 Euro Champs
August 29 th	Monday	Middle Wallop – SAM 1066 Euro Champs
September 3 rd	Saturday	Salisbury Plain – BMFA Southern Gala
September 25 th	Sunday	Middle Wallop – Trimming
October 16 th	Sunday	BMFA 8th Area Competitions
October 23 rd	Sunday	Middle Wallop – Trimming & A.G.M.
October 30 th	Sunday	N. Luffenham – BMFA Midland Gala
December 4 th	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

For up-to-date details of all BMFA Free Flight events check the websites
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

Useful Websites

SAM 1066	-	www.sam1066.com
Flitehook, John & Pauline	-	www.flitehook.net
Mike Woodhouse	-	www.freeflightsupplies.co.uk
GAD	-	www.greenairdesigns.com
BMFA Free Flight Technical Committee	-	www.freeflightUK.org
BMFA	-	www.BMFA.org
BMFA Southern Area	-	www.southerarea.hamshire.org.uk
SAM 35	-	www.sam35.org
MSP Plans	-	www.martyn.pressnell.btinternet.co.uk
X-List Plans	-	www.xlistplans.demon.co.uk
National Free Flight Society (USA)	-	www.freeflight.org
Ray Alban	-	www.vintagemodelairplane.com
David Lloyd-Jones	-	www.magazinesandbooks.co.uk
Belair Kits	-	www.belairkits.com
John Andrews	-	www.freewebs.com/johnandrewsaeromodeller
Wessex Aeromodellers	-	www.wessexaml.co.uk
US SAM website	-	www.antiquemodeler.org

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 to let us know your new cyber address (snailmail address too, if that's changed as well).

That's All Folks! John Andrews