	<h1>NEW Clarion</h1> <h2>SAM 1066 newsletter</h2>	<b>Issue 12.09</b>
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 SAM 1066 WEBSITE — [WWW.SAM1066.ORG](http://WWW.SAM1066.ORG)

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## SAM 1066 Annual General Meeting - Via Mike parker

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***Competition Rules for SAM events - By Mike Parker***

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

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

If you have any suggestions for new or modified rules please contact the relevant 'rules rep' so that we can arrive at a set of rules that suits all.

The "SAM 1066 representatives" are:

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

## Appeal for Information - from Laurie Barr

I am writing my Autobiography, and I am trying to nail down, which year I won the Queen Elizabeth Cup, at the Northern Heights club Gala at Langley, Middlesex.?

It must have been sometime, between 1950 and 1955 ?, but I am not sure!

I remember I flew a large Frog 500 powered model, and that after I had it for 1 week, it went back to the Goldsmith Co in Regent St, London, where I used to "Ogle" it in their window!. At that time, I was a young journeyman Joiner, working nearby, outfitting the offices of the Cunard Steamship Co, in Lower Regent St.

I would be grateful if you could include this Plea, in the next issue of the Clarion.  
*(I have scoured through my Aeromodeller Annual collection and checked the winner of the Queen Elizabeth Cup from 1947-60, without finding Laurie's name; perhaps someone with more complete records can provide the answer to this query? - Ed.)*

I really look forward to reading the Magazine each month, and we are very lucky to someone like you, to put it all together with such style and regularity!. Many thanks, Yours

Aye, Laurie.

## A Little Tale Of A Plan! - By Roger Newman

A few weeks ago, Mike Parker contacted me about a plan request. This happened whilst I was on holiday, so I was a bit dilatory in replying to the originator of the request, who happened to be Albert Fathers from Australia.

Anyway, the plan he wanted was "Kane" - a Czech glider from 1948, which as it happens is in the Heritage Library list. However, when I replied, Albert said that he had already managed to get a copy from Jim O'Reilly in the USA.

So that was fine - then out of the blue this week, a photo turned up in my email with a corresponding message from Albert saying quote "Finished the Kane and flew for the first time today, looks great in the air but a bit hot for towing 39 deg.C, picture attached." - unquote and a follow on message that he would let me know how he got on at the (Australian) Nationals. This message - of course, arrived right in the middle of our current very wet & miserable spell of weather!



Isn't the Internet combined with aeromodelling marvellous in opening dialogues and new acquaintances all over the world. Old Clarions have previously been sent to Canada & New Zealand and I'm now in on-going correspondence with modellers in Italy & Czech Republic regarding plan data validation.

## Festive Rant for 2009 - *By Rod Audley*

### Editor calling:

It's always a pleasure to receive a telephone call from any active member of SAM1066, but invariably it leads to, "Rod, can you.....". In 99.9% of cases I am always happy to oblige. One of the harder requests though is when our Editor calls to ask, "Got anything for me on gliders Rod?". Having written the glider column for many years in both SAM's, I'm finding it increasingly difficult to write without any new subject matter (aside possibly from changes in rules, etc., which can be rather tedious). So, knowing this, it's a no-brainer imagining how onerous it is for Vic to create a regular monthly edition - it is not a task that I would relish. So please folks give him something to work with, however small, that will allow him to continue producing such a superb magazine.

### SAM versus BMFA?:

Time I think to let us remind ourselves who and what the BMFA and SAM organizations stand for. Correct me if I'm wrong, but the BMFA Free Flight side of things is heavily based on serious competition, and words such as "Fun" are vehemently condemned in some quarters, having no place in their modelling vocabulary.

SAM on the other hand, has two distinct areas of activity - Sport and Competition. Although the latter is taken seriously, it's nowhere near as serious as that of BMFA competitions and "Fun" is an important part of it. This was the main attraction to me when I joined SAM back in 1996 - competition with a smile on your face!

Another important difference is that the models one can build are not restricted to just kit and plans published prior to the cut-off date. The thought of losing the opportunity to build models\* outside of those restrictions would be a travesty and totally contravene SAM's reason for existence. SAM is dedicated to the conservation of Antique model aircraft, not just committed to flying competitively.

This is where I feel the Sport (fun?) flyer is just as important to the cause of SAM. Where the Competition flyer will only build models that will be in with a chance of winning, Sport flyers will build and fly models that the former wouldn't touch with a 90ft barge pole. Personally, I love to see the weird and wonderful models of the period flying around Middle Wallop, and seeing the joy it brings to the builder and spectators alike. This in my view truly demonstrates the SAM ethos.

Time then to reflect on where we stand in SAM. 1) The Competition flyers should not necessarily see themselves as the be and end all of SAM. 2) The Sport flyers should assume a more active role and take more responsibility in the running of SAM rather than just turning up, having their fun and then going straight home. People like Vic, Mike Parker, John Thompson and co, need all the support they can get. Keep taking their dedication for granted, and we may wake up one morning to find SAM1066 has disappeared.

#### Competition Rules:

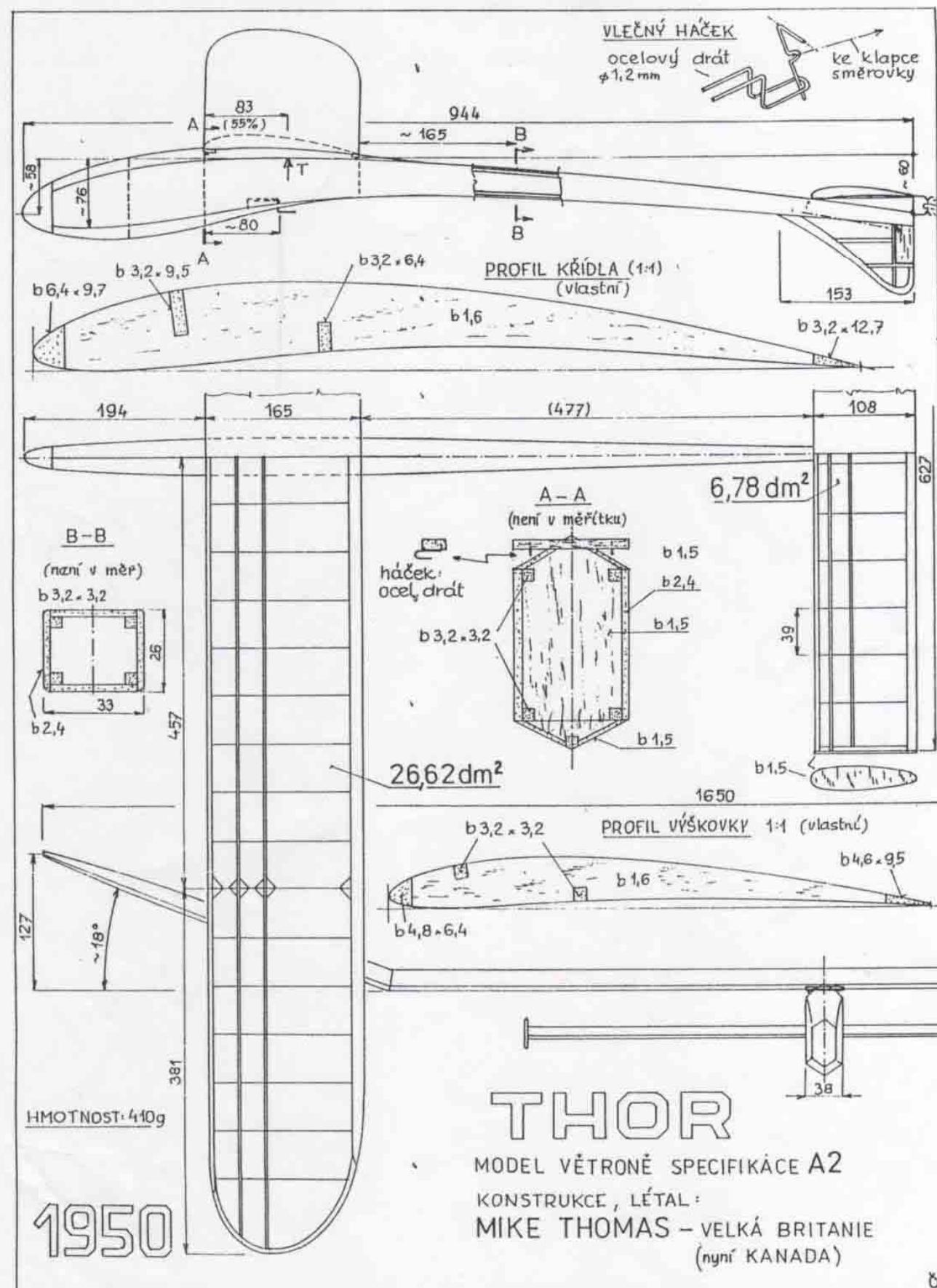
I feel that my attempt to extend the vintage glider cut-off date to Dec 1953 has caused more problems than it was worth (made a rod for my own back you might say!). However, lets put the record straight. I assure you that this change was not done on a whim! The revised 1953 cut-off was discussed and agreed with respected glider flyers and clubs and then the proposed changes were published for comment prior to implementation. It was only after implementation that complaints started to be voiced and even more annoying complaints were directed to Mike Parker rather than myself.

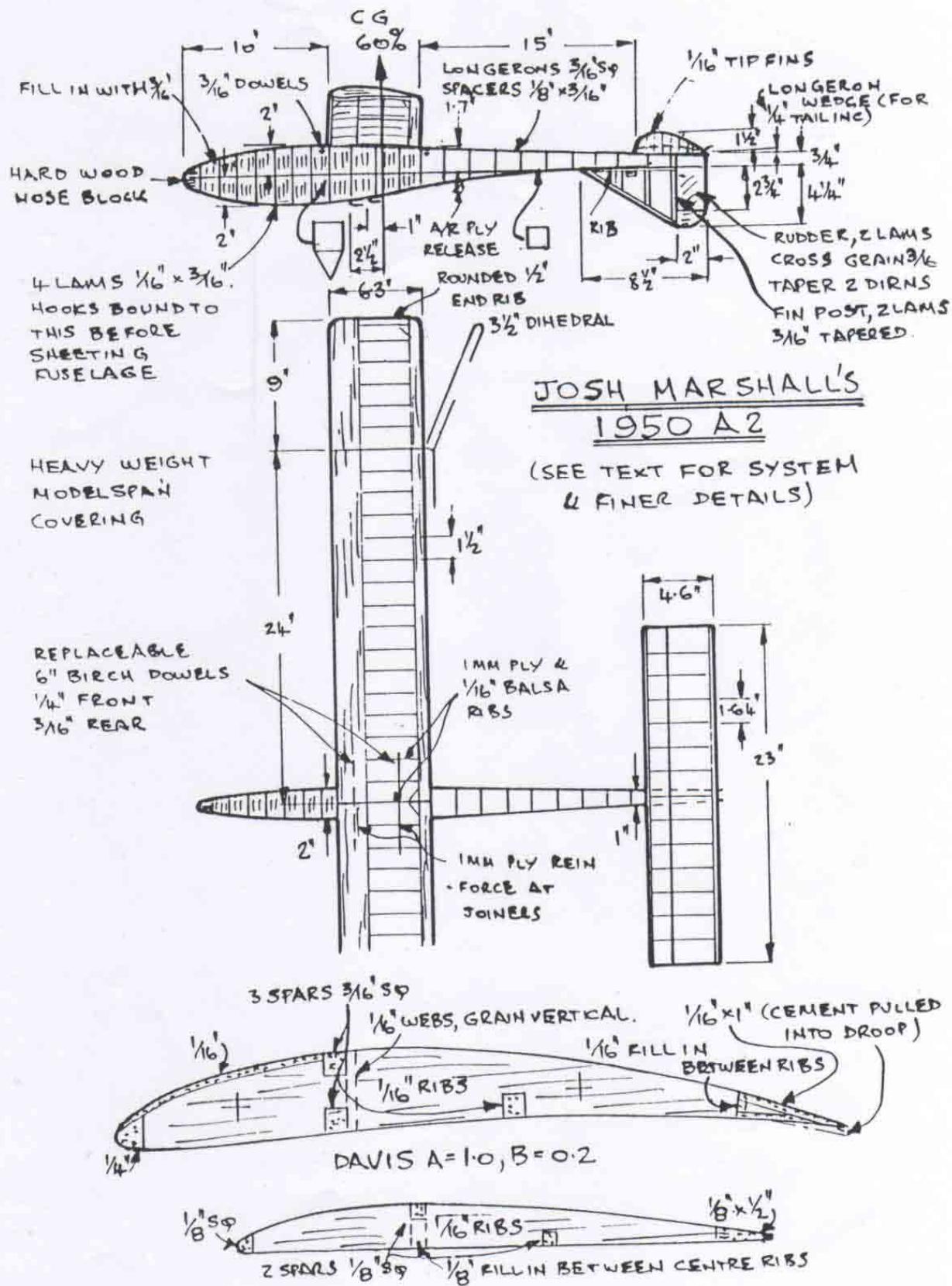
Although the BMFA, SAM35 and SAM1066 are now in the (rather slow) process of thrashing out a set of new rules, I just hope the rules don't become so integrated that we end up with a restricted model choice as discussed above. I have been asked by SAM1066 to represent the glider side of things, and as such will keep a close eye on such matters.

Whatever is discussed and agreed between SAM and the BMFA, the final say will be yours. Just make sure your voice is heard!

#### Non BMFA Sanctioned Gliders\* :

- 1) THOR by ex-pat Mike Thomas
- 2) The late Josh Marshall's 1950 A2





## 1950's FAI Power models - John Thompson

Earlier this year Allan Brown announced that he would hold a Cranfield Classic 1960 power competition at the 2010 Barkston Heath Nationals to celebrate the 50th anniversary of the famous 'never ending' fly-off.

This prompted me to build these models, plus the model that I used in the competition (Zimbabwe). This month I am covering the Ascender (18) and Mr Max (both plans are reproduced below).

I have also built a replica of S. Ranta's 1956 power model. The other models I will deal with at a later date.

Mr Max is a more unusual model having a very different aerofoil (somewhat similar to the newly developed Eggleston foils for A2 gliders (nothing really new in the world)! Also the Ascender (No.18) has an aerofoil with undercamber starting right from the LE. Both models have rounded tips.

To build these models I cut foam (Pink/Blue) jigs - 11 mm contiboard, carpet tape (double sided), foam and ply templates of the under camber and hot wire from battery charger - this allows easy setting up of LE and TE to exact requirements, also wash-out can be incorporated at the tips, which are laminated following the undercambered curve. Try this system, it works well, also pins go in easily.

The TE of Mr Max is curved. I spoke to Allan and asked him how he had handled this; he being one of the few in the World who had built a replica of this design.

Alan used dope and I used Cyano, like this - cut the TE to shape, rub glue into the bottom surface, allow to set hard then soak in hot water (I used a length of plastic water pipe) and then 'scrub' hot water into top of TE, then assist the natural curvature with thumbs and fingers.

Pin down on foam jigs and leave for two days to make sure it is totally dry. Before lifting rub Cyano into top surface (and LE of TE), leave to dry, then lift off and 'hey-presto' a curved TE and it stays that way.

The models are otherwise fairly conventional in construction. Both have auto rudders. Mr Max doesn't show this on the Zaic plan, but in the June Aeromodeller 1960 article it states that a clockwork timer was used to operate an auto-rudder.

*Comparative weights:*

	<i>Mr Max</i>	<i>Ascender (18)</i>	<i>Ranta</i>
<i>Wing</i>	<b>154</b>	<b>131</b>	<b>115</b>
<i>Tailplane/Fin</i>	<b>34</b>	<b>27</b>	<b>35</b>
<i>Fuselage</i>	<b>115</b>	<b>103</b>	<b>125</b>
	<hr/>	<hr/>	<hr/>
	<b>303</b>	<b>261</b>	<b>275</b>
<i>Engine, Timer, etc, etc</i>	<b>284</b>	<b>285</b>	<b>250</b>
	<hr/>	<hr/>	<hr/>
<i>Ready to fly</i>	<b>587</b>	<b>546</b>	<b>525</b>

All models were initially powered by replica Oliver Tigers turning 9 X 4 Master props (cut down to 8  $\frac{1}{2}$  X 4) at around 13,300 rpm. Mr Max has been re-engined with an OS Max IV (next version after Mk III, still has baffle etc in piston top and is permitted under the 'Classic' rules, which is a bit more powerful on an 8 X 3 prop).

Trim remained the same though, just shows with these slower moving models what you can get away with.

The twin fins on Mr Max are a pain; it's easy to knock them off whilst refuelling etc. I keep mine on a stand to avoid this.

The underfin of the Ascender (18) is vulnerable on DT landings.

Both trimmed out well, with Mr Max climbing in a wide, fast, open spiral and the Ascender (18) in almost vertical pattern, rolling around an axial climb.

Height gained 550 ft (checked with altimeter) in 15 seconds at these weights which are permitted under Allan's rules.

If ballasted up to the full FAI 26 oz (740 grams) loading other models reach 70-80 ft lower, but the glide appears to be much the same, but faster.

Flyers in the North have run competitions for some years without loading rules. Glides were good on both models, difficult to say if one was better than the other, but I suspect Mr Max might have it. All of this does go to show that in those days widely different approaches had much the same results, so much for talk about aerofoils! I did have one spectacular with Mr Max, I let it go without starting the timer. It ran for 1 min 15 sec (say 2500 feet) in that clear blue sky, only Dave Cox could still see it (I would hasten to add that he's 20 years younger than most of us!). Anyway, as luck would have it stalled all the way back down (still being trimmed) for 17 mins. and I found it about 1  $\frac{1}{2}$  miles away. If it had not stalled it would have finished in the Solent from Beaulieu.

Looking for something a little earlier and a bit different, I built the RANTA 56 from the Frank Zaic Yearbook 57/58. Proxy flown by John Bickerstaffe at Cranfield 1956 (he managed 4 maxes, but could not VTO the model on the 3<sup>rd</sup> flight (had 2 attempts, but model went flat each time). I don't know how he solved the problem for the 4<sup>th</sup> and 5<sup>th</sup> flights. It must have been the large amount of downthrust pulling the model down.

I have no recollection of the model that day, mind you with the very, very, very late nights and early mornings it's surprising anyone had any recollections of how the competition went! There was a somewhat more relaxed approach to World Championships in those days.

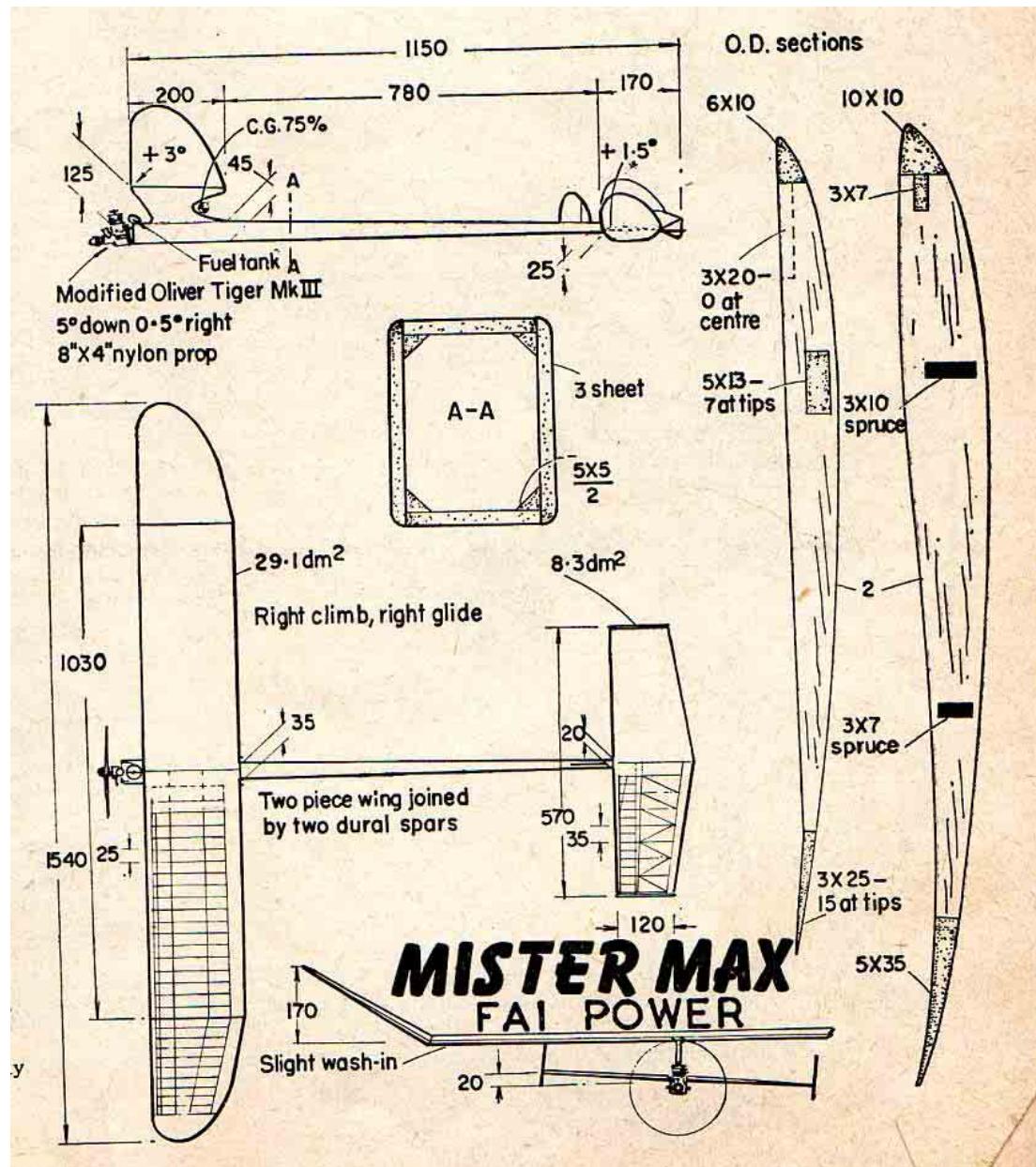
The model is fairly conventional except for the large amount of downthrust, but the build is difficult and I'm not convinced the plan is accurate.

Cap strips etc on the bottom of the ribs. I put them on the top, but not the bottom. The fuselage being curved required it to be built more or less in mid air and is also a touch heavy. I had the usual complication of trying to get the engine far enough back to get the CG in a reasonable position.

The model looks good, but because of the weather has not been flown yet (it glides OK though).



*Ranta, Ascender (18) and Mr Max*

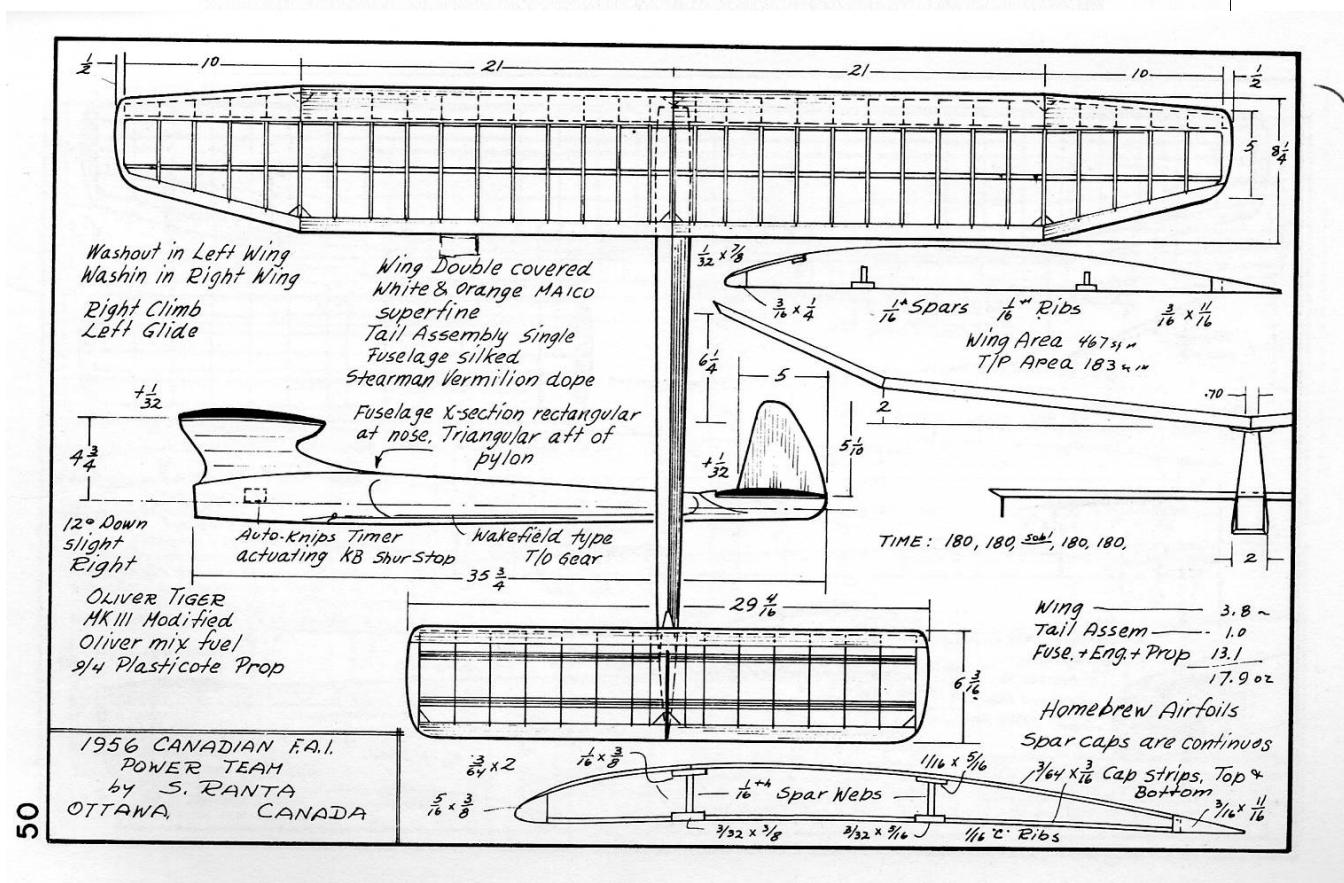
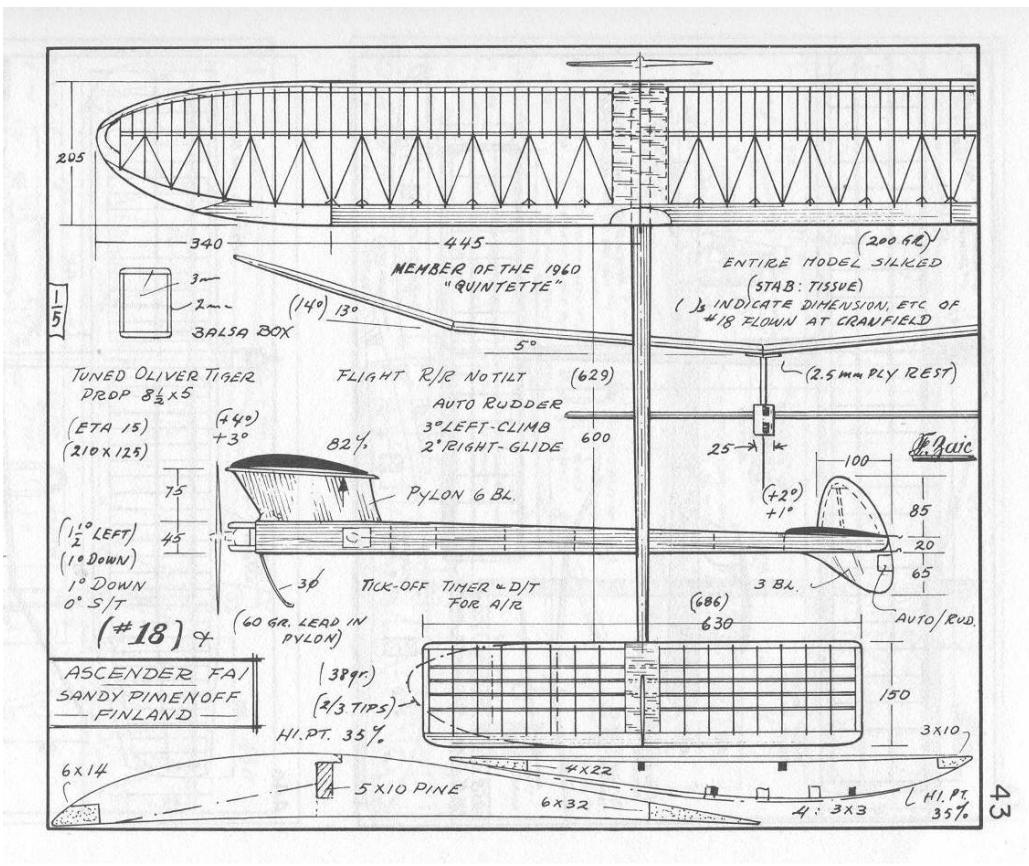




*Mr Max, showing engine downthrust*

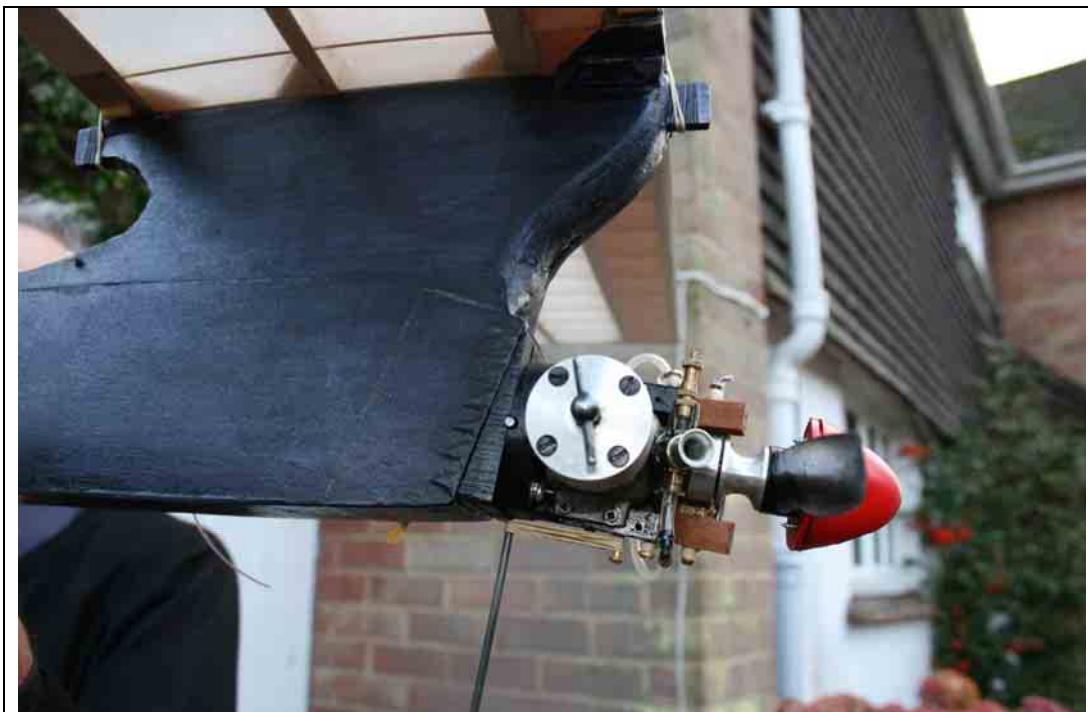


*John with Ascender (No.18)*





*John with S.Ranta's '56 FAI model*



*Downthrust angle on Ranta's design*

## More Indoor Pictures - by John Andrews

I went to a new indoor venue on Saturday 7<sup>th</sup> November at Brownhills on the A5. This was, I think, the second event put on by Tony Eadon-Mills and Keith Horry. The venue is real easy to get at as the sports hall is within easy spitting distance of the main A5. Tony and Keith are trying hard to get this event off the ground, the first event was short on numbers but the event on the 7<sup>th</sup> had gained more support and the organisers, with the flyers agreement to a slight increase in entry fee, are putting on another session in December and if support remains steady we could have another series of regular indoor meetings. The meetings are Saturdays 2-5pm at a cost of £6, dates to be determined. Here are a few pictures from the meeting.



*A general view of the hall*



*Another view of the opposite wall and a close-up of Peter Martin with a BMFA Frog*

I really cannot understand why anyone would design a model like the 'Frog', it looks completely unlike any indoor model aircraft should, but I can't deny that the damn things fly.

Pete Illiffe, the well known scale modeller, was in attendance flying scale radio. I don't normally think radio and free-flight mix but Pete, being the only radio flyer there and a free-fighter himself, was mindful of the problem and did not cause any interference with us other free-fighters.



*Pete's 1912 Blackburn and a close-up of the radio compartment*

Pete informed me that the radio gear was extracted from some commercial toy but I'm afraid I did not get any details.



*A Hiessluftmaschine*

Keith Horry had this beautiful heat engine on display, you apply heat from the spirit burner to the smoke blackened right hand end and low and behold the engine proceeds to reciprocate and rotate. In terms of power, it would not pull the skin off a rice pudding but as an ornamental talking point it takes some beating.

The following Saturday the 14<sup>th</sup> November I was back at Thorns with the Birmingham lads, so here are a few more pictures.



*Dennis Reeves's colourful Luton Minor*



*Mick Chiltern's half-scale Senator and his son's little tiddler*



*Colin Shepherd winds his Senator alongside Micks*

## Wallop Repairs and My Workshop - by John Andrews

My original intention with this epistle was to write about my repair work from the Wallop Championships but when I looked at the couple of photographs that I took in the workshop, I thought why not bare my sole and show off the tidiness of my working environment. Ha! Ha!

The pictures that follow the repair items should bring hope to all you modellers who lay down their scalpel then turn their backs for five minutes and finish up having to buy a new one.

Repairs first, after the champs I had a *Jaguar* with a blown fuselage, split wings, cracked tail and fin and a three piece prop. I also had a six piece *Dixielander* comprising a two piece fuselage, two piece wing and a two piece tail plane (the wing had clapped hands on the check flight).



Left above we have the box full of *Jaguar* debris and on the right, a smug author with the completed repair.

The wings had split around the boxes and the right hand one, which had hit the ground first, had a significant split in the leading edge sheeting. It turned out to be a doddle to repair as I just held the splits in place and ran thin cyano over the breaks and down the insides of the wing boxes. The result is excellent, you can hardly see the split leading edge and after a little sanding of the wing joining tongue all was well.

The Jag also had sported a three piece propeller, split through the centre and one broken blade. To repair I pushed the jagged ends of the broken blade together with thick cyano then cut off both blades 1" from centre, laminated a new centre block from three pieces of  $\frac{1}{4}$ , then, after squaring off the mating faces with a perma-grit sanding block, I simply butted the two blades onto the new hub with cyano again and carved to shape. I was not confident that it would be strong enough but having done it, it feels really strong. Only time will tell.

The *Dixie* repair was reasonably standard, a few new ribs here and there and a gusset or two. The significant modification was the introduction of extended ply dihedral braces at the centre section leading and trailing edges and webbing between the wing spars in the first two bays. I trust this will prevent further applause from the wing.



The picture left above, showing the repaired *Dixie* on the bench, was the one that inspired me to treat you to a small tour of my workshop.

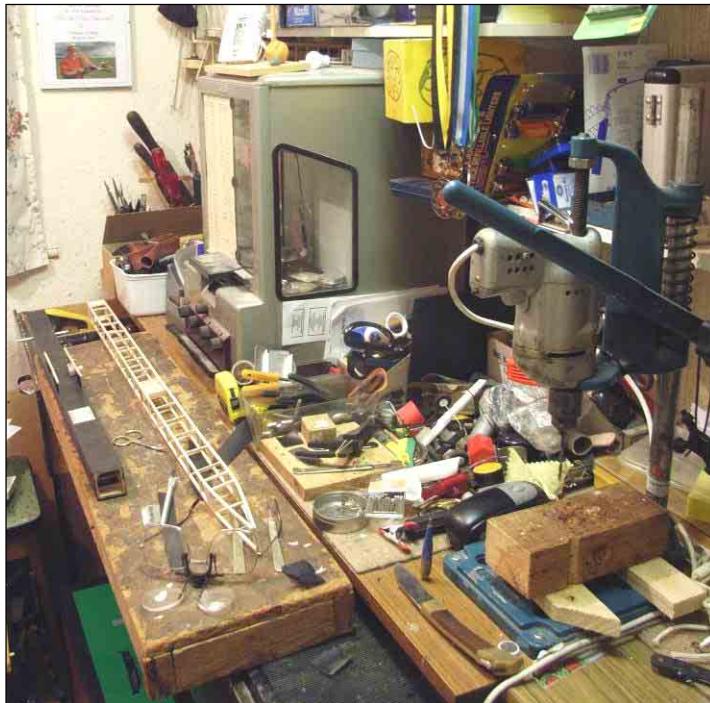
The picture right is the same area and believe me it's as tidy as it gets. I could run a spot the model contest with the unfinished models scattered about, see if you can pick out some: the complete framework of a *Slicker Mite* waiting for conversion to fit a radial dieselised *Cox 049*; fuselage of a *Jimp*; fuselage for a *36 Copland*; finished tail plane for a *Gipsy*; Tail and fin framework for a *Deacon*, and several own design bits and bobs. In the centre is my wood pile, the cardboard box on top houses the 1/32 sheet. The orange box should contain my tissue which in turn is in further boxes by type but in this shot they are on top.

Out of sight below the orange box is a long cardboard box containing the bits and bobs ie. Piano wire, dowelling, oddments of ply, engine bearers, bamboo etc. Radio control Tx's up the corner and further up the corner out of sight are a few boxes of rubber together with the blue and yellow barbers pole which is the fuselage of a glider that goes with the wing with the broken tip alongside.

So much for that view, now we move on to the general workbench area which is an old computer desk with a Sundela pin board top supported by chipboard.



From the shot above it is obvious I'm a super glue man, I only build in short bursts so I don't suffer from over exposure. I do use balsa cement on wings where I need a little more time to get spars into place but I really like the immediacy of cyano. I have another 10 bottles of cyano in the fridge, it's all thick stuff and it was £1 a bottle from a seaside pound store.



This next shot is opposite the bench and is a temporary build board supported on open drawers. I have two of different sizes used according to model size. This is the small one that I've been doing the repairs on, the framework is the fuselage for a *Last Resort* and the other is my 50gm fuselage fresh from tissue repairs and movement of rear peg to bring my two 50gm models into line for the same winding tube.

The Oertling mechanical chemical balance is a relic of my pistol shooting days when I reloaded ammunition. Pistol cartridges are a little fussy on propellant volume if accuracy is the object. It is a fact that if you took a pistol cartridge case and filled it completely with powder, the resulting bullet when fired would undoubtedly blow the pistol to pieces. My .38 special cartridges used less than 200 milligrams of powder, the quantity varied according to the type of powder used. The powder weight also varied with the weight of the bullet (that's the lead bit), for the record I also cast, sized and lubricated my own lead bullets.

Digressed again did I not. The mess between the Drill press and the balance comprises a couple of trays with small tools, pliers, files, tube cutter, allen keys etc. and a bigger tray with scissors, pipe grips, set squares, Stanley knives, a tube of needle files, wire cutters and strippers (that's wire strippers of course) etc. Finally the drills, small screwdrivers and other non-modelling related items are on the shelves above.

I think you must have had enough by now, congratulations if you got this far, Vic did say he might be short on content this issue so this drivel is partly his fault.

*That's All Folks "MERRY CHRISTMAS" again - John Andrews*

## WAKEFIELD MATTERS - by Vic Willson



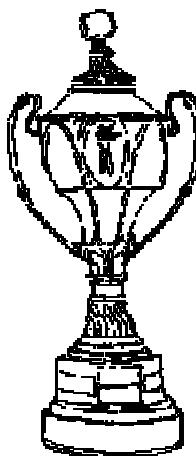
Aeromodelling Commission - CIAM  
Fédération Aéronautique Internationale

### Wakefield Cup History

#### The Wakefield International Cup by Charles Dennis Rushing

1933 J W Kenworthy, 33, GB

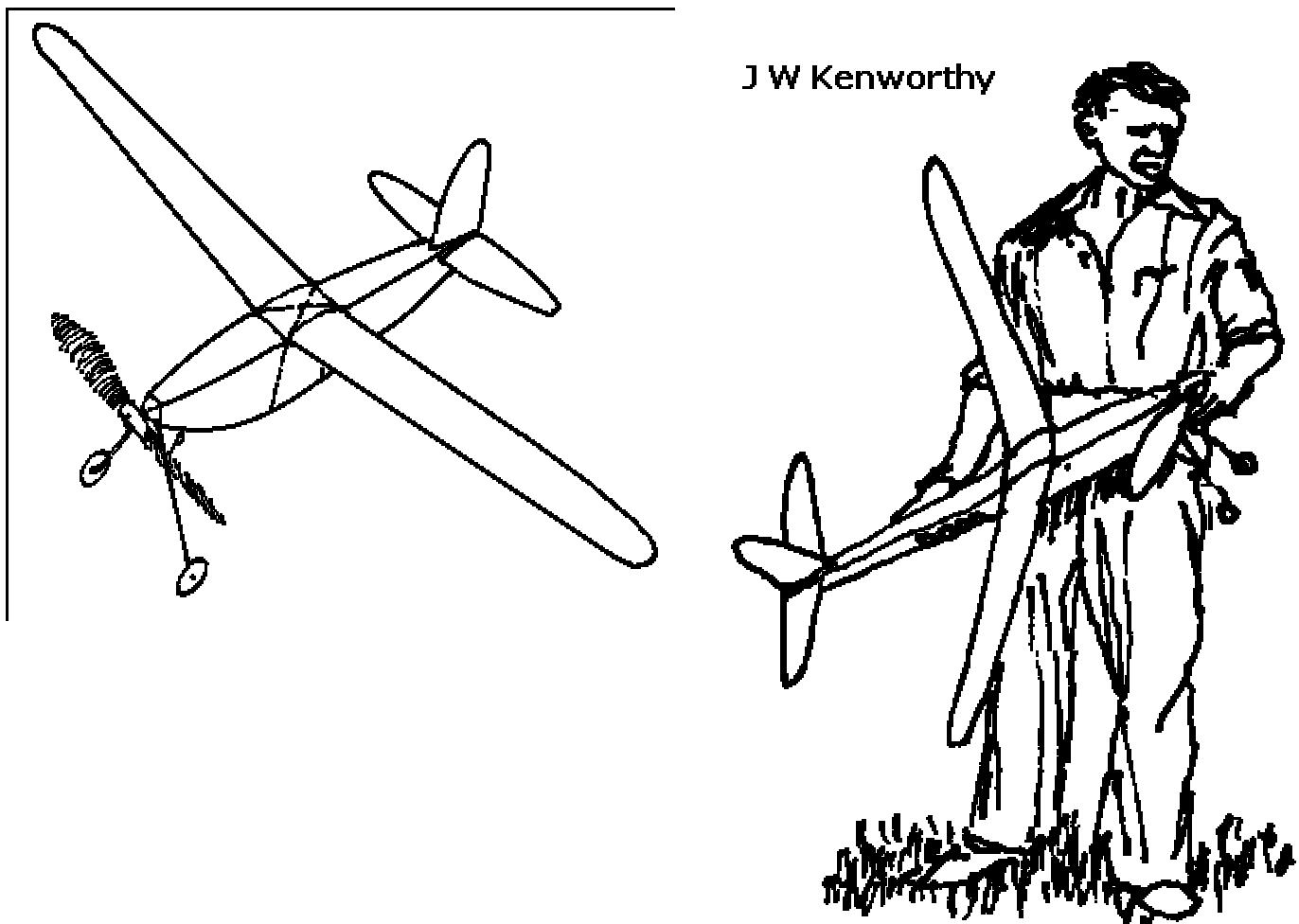
The SMAE had acted, the Wakefield Cup was back in Great Britain, but a cloud of controversy surrounded the Crown of the Reigning Champion, Gordon S Light. The September 10, 1932 Wakefield Cup Event, held at Atlantic City NJ, USA, was declared null and void, "No Contest", by SMAE, and the Wakefield International Cup was ordered to be returned to the SMAE in England.



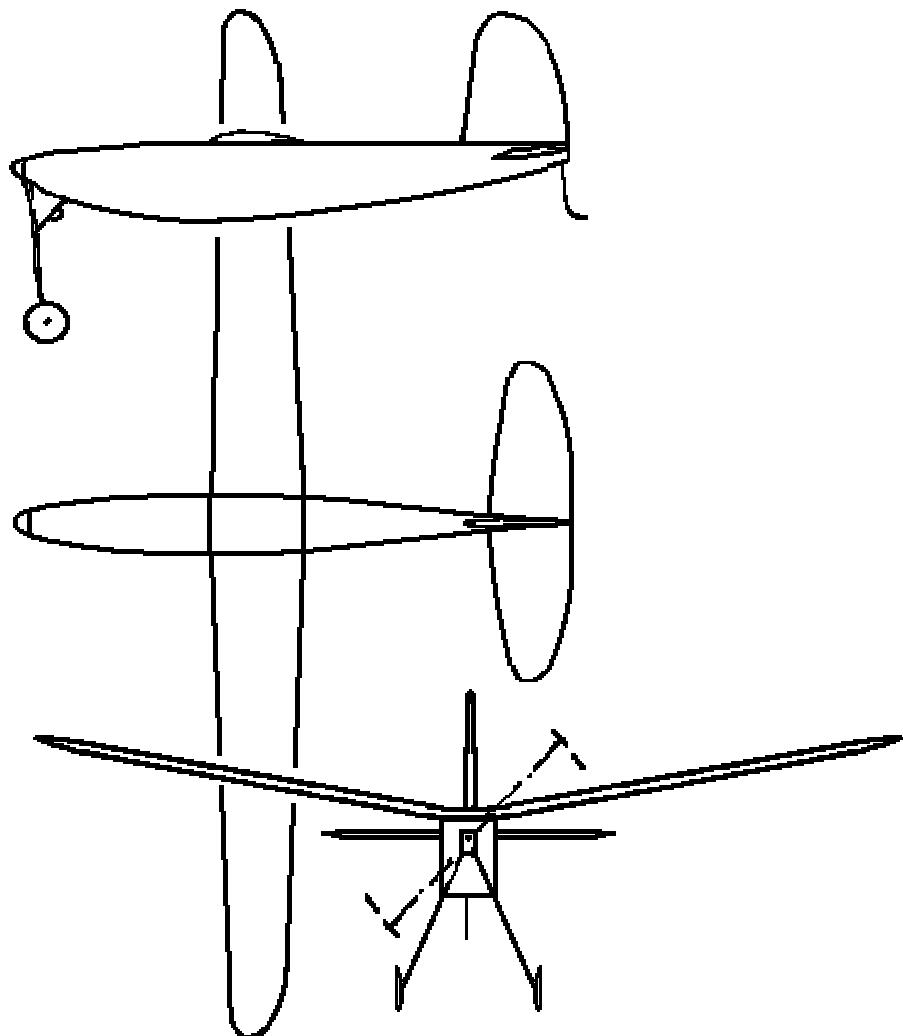
There was a 1933 Wakefield Cup Contest, it was held in June at Fairey's Aerodrome, and there was one foreign entry, a Wakefield came from America from whom else? Gordon S Light, the unofficial reigning Wakefield Cup Champion. James Pelly-Fry was selected to fly Light's aeromodel, and he made a good contest of it. Basically it was a seven person contest, the six man Team Great Britain, against the one man Team USA, and the weather was beautiful 80 degrees F, barometer at 30 inches, but it was windy at 15 to 20 mph. The SMAE decided to wait until 6pm. Meanwhile qualifications were required by each contestant, which were called a "test for directional stability". Only C S Rushbrooke failed to qualify, so CSR was ruled "Out of the Contest"! J W Kenworthy was declared the 1933 Wakefield Cup Champion. Kenworthy flew a beautiful aeromodel, which had high aspect tapered wings and tail, all balsa wood, weighing 2.8 oz. total. Kenworthy had the longest flight of 5 minutes, 21 seconds, OOS, breaking the GB record for longest

Rushbrooke failed to qualify, so CSR was ruled "Out of the Contest"! J W Kenworthy was declared the 1933 Wakefield Cup Champion. Kenworthy flew a beautiful aeromodel, which had high aspect tapered wings and tail, all balsa wood, weighing 2.8 oz. total. Kenworthy had the longest flight of 5 minutes, 21 seconds, OOS, breaking the GB record for longest

flight ROG. A Willis was second, and Gordon S Light's aeromodel flown proxy by J Pelly-Fry was tied for second, with a 2 minute, 23.2 second flight. The SMAE had at the last instant "fiddled" around with the Wakefield Rules declaring "The competing aeromodels must fly at least 200 yards in a straight line without a circle upon take off" (?) ... a very curious requirement... can anybody explain how Kenworthy did 5 minutes in a thermal without a circle? With these kinds of obstacles to overcome J W Kenworthy deserved to be the 1933 Wakefield Cup Champion.

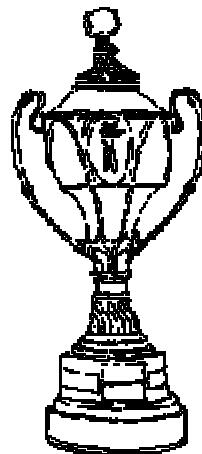


WINNING WAKEFIELD		
component	inches	mm
wing	50x5	1270x127
tail	18x4.5	457x114
fuselage	33	838
propeller	14 dia	356 dia



References:  
International  
Competition Handbook,  
Gerold Ritz  
Aeromodeller, Those  
early days, Magpie

Music: "Stormy  
Weather"; Literature:  
"Ulysses", Cine: "King  
Kong"



## LEAGUE TABLES

### VOLUNTEER(S) REQUIRED

Unfortunately, due to health problems, I will be unable to run the WAKEFIELD or TAILLESS leagues in 2010.

John Minshull has generously offered to operate the 4 oz League, but volunteers are still required for the 8 oz and Tailless events.

So if any one has an ambition to oversee the continuance of these events, please contact myself [vw756726@aol.com](mailto:vw756726@aol.com) or Mike Parker.

## TAILLESS MATTERS - By Vic Willson

### THE HANDLEY-PAGE TAILLESS CONTEST

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

*In response to my appeal for further information regarding this event I received the following explanation of the rules from 1066 member, Tom Andrews.*

Hi Vic,

Here are the rules for the HP tailless competition - see Model Aircraft May 1945.

First there was to be an elimination competition at five venues: London-Midlands, North of England, Wales and West of England, Scotland. Prize of £10 to the winner at each site.

The winners of these area competitions will proceed to Radlett on 2nd September, where the winner will receive £50.

Rules: Tailless type area minimum 300 sq ins, auxiliary aerofoils so arranged to be within half the mean chord of the surface of the wing.

The contest will be open to gliders and power driven models using any type of motive power.

The points determining the final placing will be awarded on the following basis, Aerodynamic design 50 points.

Controllability 50 points, Duration 100 points. machines must make a qualifying flight of one minute during the contest.

Power driven models, other than rubber driven, are limited to a power run of 15 secs.

Gliders are limited to a tow line length of 200 feet. All to FAI loadings(4.92 oz per sq ft).

Three flights must be made and power models must ROG under their own power.

The first six in each area contest will be eligible for the finals additional entries will be accepted on the recommendation of the area judges if in their opinion the machine merits its inclusion as the results of its performance in the eliminating contest.

## International Postal Competition To promote Free Flight Tailless Models

2009- By John Close

### Rules

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

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

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

John Close +44 ( 0)161 427 3292

32 Hollins Lane

Marple Bridge

Stockport

Cheshire

SK6 5BB

Great Britain

Email: [close\\_j@sky.com](mailto:close_j@sky.com) Note \_ between e and j

# NAME THAT PLANE No. 16 - *By Roy Tiller*

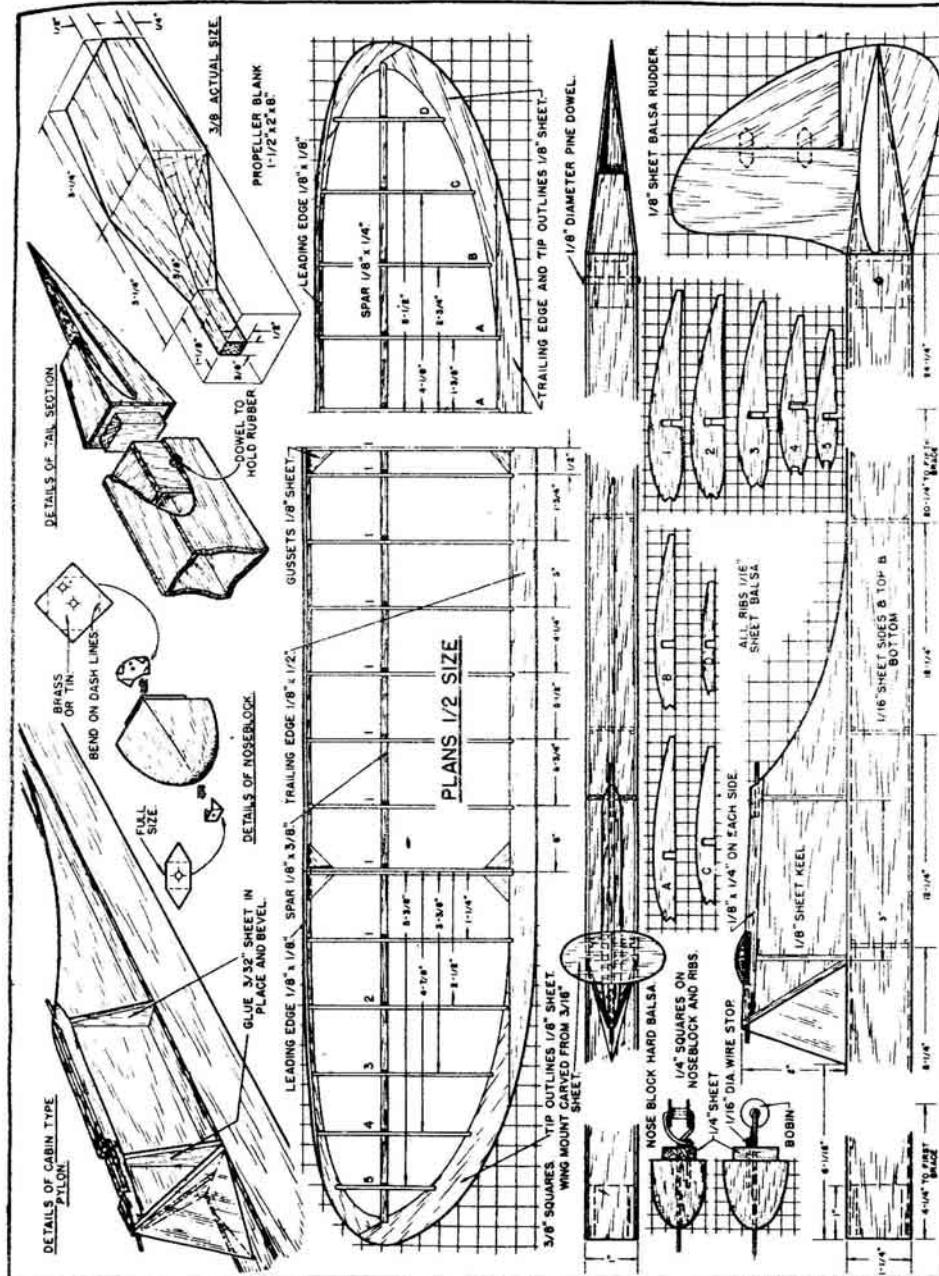
**THE COMPETITION WITH A DIFFERENCE, WE DO NOT KNOW THE ANSWERS.**

Some reduced plans in magazines held in the BMAS Library were published without the name of the model. Can you name this plane and its designer from Sam 35 Speaks, December 1987.

Clues:- At a glance it looks like a pylon power job, but no, it is rubber powered, 30" wing span possibly from January 1947. Points will be awarded to all giving the correct answer.

Results and Plane No. 17 next issue. Answers to [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)

Plane No 15 is to date unidentified. Looks like a big Italian glider, could our Italian readers please give it a close look. Nome che plane, per favore



## Boeing L15A

### BOURNEMOUTH MAS REQUEST - *By Roy Tiller*

Bournemouth MAS Library is seeking a copy of the plan of the Boeing L15A which appeared in "Flying Scale Models" March 1998. The plan is for a 25" wing span model for rubber power using the Arden power unit. If you can help please contact [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com).



### KeilKraft "SENATOR" Global Postal Challenge - June 1st 2009-June 30th 2010 - *By Jim Moseley*

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

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

Models are to conform to the standard Senator kit plan; the structure may be amended for the purposes of D/T installation - whether tipping stabiliser (LE down), tipping wing

or hinged rear fuselage - and the undercarriage leg may be removable for storage/carrying purposes. Glazing of the 'cabin' is optional. Any freewheel propeller up to a maximum of 13" diameter may be used and there are no restrictions on rubber motor size/weight.

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

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

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

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

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

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

Happy Flying!

Jim Moseley 19 Banner Crescent, Ajax, Ontario L1S 3S8, Canada [jimoseley@look.ca](mailto:jimoseley@look.ca)  
(905) 683-3014



**INDOOR FLYING AT COMMUNITY COLLEGE.  
THORNS LEISURE CENTRE STOCKWELL AVE.  
OFF THORNS ROAD. QUARRY BANK. WEST MIDS.  
FORTHCOMING DATES 2009/2010**

**SATURDAYS 1pm-4pm**

19 <sup>TH</sup> .SEPT.2009	9 <sup>TH</sup> .JAN.2010
17 <sup>TH</sup> .OCT.2009	6 <sup>TH</sup> .FEB.2010
14 <sup>TH</sup> .NOV.2009	27 <sup>th</sup> .FEB.2010
12 <sup>TH</sup> .DEC2009	3 <sup>RD</sup> .APRIL.2010

**ADMISSION.FLYERS £5.50 SPECTATORS £2.00**

**NO RADIO CONTROL. FREE FLIGHT ONLY.**

**FOR FURTHER INFORMATION OR DIRECTIONS**

**PLEASE PHONE COLIN.0121.550.6132**

**e.mail address. [colin@colinwilliam.wanadoo.co.uk](mailto:colin@colinwilliam.wanadoo.co.uk)**

**SWAPMEET - SWAPMEET - SWAPMEET - SWAPMEET**

**New date for your diary:**

**21st March 2010 @ OLD WARDEN (Russell Hall Complex in Agricultural College).**

**This event is intended to fill the gap in the calendar caused by the demise of the Watford Swapmeet (Flitehook will be in attendance).**

**Further details will be made available via the modelling press in due course.**

# Cranfield Classic 50<sup>th</sup> Anniversary

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

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

The models are.

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

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

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

All are in the 1959/61 Zaik year book.

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

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

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

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

**NO ABC or Schnuerle engines.**

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

email [allan.030@btinternet.com](mailto:allan.030@btinternet.com)

## **Chobham Tree Chop**

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

8<sup>th</sup> February 2010, 22<sup>nd</sup> February 2010

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

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

### **Derek Gamps Plans Collection - Via Andrew Longhurst**

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

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

### **USEFUL WEBSITES**

GAD - [www.greenairdesigns.com](http://www.greenairdesigns.com)

SAM 1066 - [www.sam1066.com](http://www.sam1066.com)

FLITEHOOK (John & Pauline Hook) - [www.flighthook.net](http://www.flighthook.net)

MIKE WOODHOUSE - [www.freeflightsupplies.co.uk](http://www.freeflightsupplies.co.uk)

BMFA Free Flight Technical Committee - [www.freeflightUK.org](http://www.freeflightUK.org)

BMFA - [www.bmfa.org](http://www.bmfa.org)

BMFA Southern Area - [www.southerarea.hampshire.org.uk](http://www.southerarea.hampshire.org.uk)

SAM 35 - [www.sam35.org](http://www.sam35.org)

Martyn Pressnell - [www.martyn.pressnell.btinternet.co.uk](http://www.martyn.pressnell.btinternet.co.uk)

X-List Plans - [www.xlistplans.demon.co.uk](http://www.xlistplans.demon.co.uk)

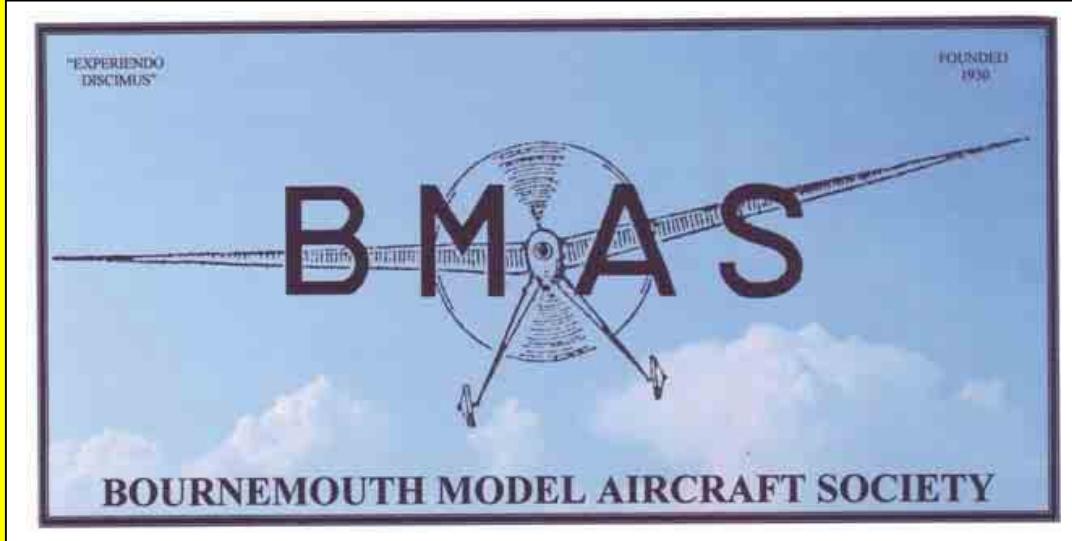
National Free Flight Society (USA) - [www.freeflight.org](http://www.freeflight.org)

Ray Alban - [www.vintagemodeairplane.com](http://www.vintagemodeairplane.com)

David Lloyd-Jones - [www.magazinesandbooks.co.uk](http://www.magazinesandbooks.co.uk)

Belair Kits - [www.belairkits.com](http://www.belairkits.com)

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# INDOOR FLYING

**TUESDAY 22<sup>nd</sup> DECEMBER 2009**

**TUESDAY 26<sup>th</sup> JANUARY 2010**

**TUESDAY 23<sup>rd</sup> FEBRUARY 2010**

**TUESDAY 23<sup>rd</sup> MARCH 2010**

**7pm to 10pm**

**ALLENDALE CENTRE**

**HANHAM RD. WIMBORNE BH21 1AS**

**FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD**

**FREE FLIGHT ONLY**

**INFORMAL COMPETITIONS**

## **FLIGHTHOOK 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)**

# INDOOR FREE-FLIGHT DATES 2009/10

At

Wickham Community Centre,  
Mill Lane, Wickham, Hants, PO17 5AL

Tuesday 29<sup>th</sup> December 10:00-16:00  
Thursday 28<sup>th</sup> January 18:30-22:00  
Thursday 25<sup>th</sup> February 18:30-22:00  
Thursday 25<sup>th</sup> March 18:30-22:00  
Thursday 29<sup>th</sup> April 18:30-22:00  
Thursday 27<sup>th</sup> May 18:30-22:00  
Thursday 24<sup>th</sup> June 18:30-22:00  
Thursday 30<sup>th</sup> September 18:30-22:00  
Thursday 28<sup>th</sup> October 18:30-22:00  
Thursday 25<sup>th</sup> November 18:30-22:00  
Wednesday 29<sup>th</sup> December 10:00-16:00

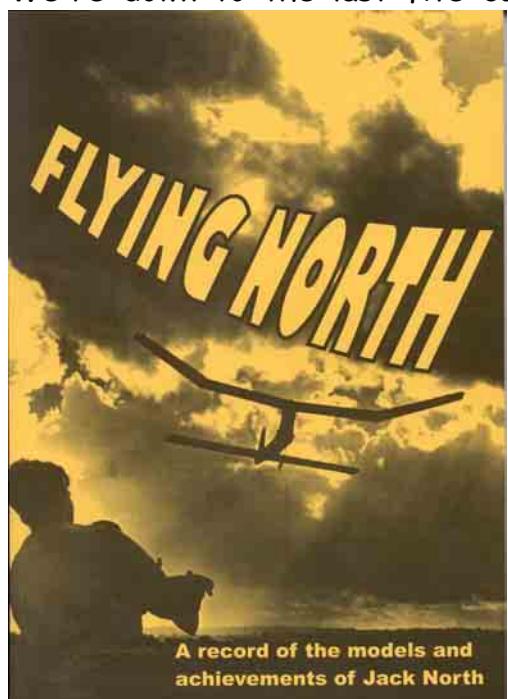
NEW DRINKS MACHINE ON SITE

FLITEHOOK IN ATTENDANCE AT MOST MEETINGS

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

By Martin Dilly

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



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

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

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

# Provisional Events Calendar

## 2009/10

**with competitions for Vintage and/or Classic models**

January 31 <sup>st</sup> 2010	Sunday	BMFA 1 <sup>st</sup> Area Competitions
February 7 <sup>th</sup> 2010	Sunday	Middle Wallop - Crookham Gala
March 7 <sup>th</sup> 2010	Sunday	BMFA 2 <sup>nd</sup> Area Competitions
March 21 <sup>st</sup> 2010	Sunday	BMFA 3 <sup>rd</sup> Area Competitions
March 28 <sup>th</sup> 2010	Sunday	Middle Wallop - Trimming Day
April 2 <sup>nd</sup> 2010	Good Friday	Northern Gala - Church Fenton
April 3 <sup>rd</sup> 2010	Easter	Middle Wallop - Glider Day
April 4 <sup>th</sup> 2010	Easter Sunday	Middle Wallop - BMAS Day
April 5 <sup>th</sup> 2010	Easter Monday	Middle Wallop - Croydon Wakefield Day
April 18 <sup>th</sup> 2010	Sunday	BMFA 4 <sup>th</sup> Area Competitions
May 1 <sup>st</sup> /2 <sup>nd</sup> 2010	Sunday/Monday	BMFA London Gala - Salisbury Plain
May 9 <sup>th</sup> 2010	Sunday	Middle Wallop - Trimming
August 28 <sup>th</sup>	Saturday	SAM 1066 Euro Champs
August 29 <sup>th</sup>	Sunday	SAM 1066 Euro Champs
August 30 <sup>th</sup>	Monday	SAM 1066 Euro Champs
September 26 <sup>th</sup>	Sunday	Trimming
October 10 <sup>th</sup>	Sunday	Trimming
December 5 <sup>th</sup>	Sunday	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 website — [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)**