



# NEW Clarion

## SAM 1066 Newsletter

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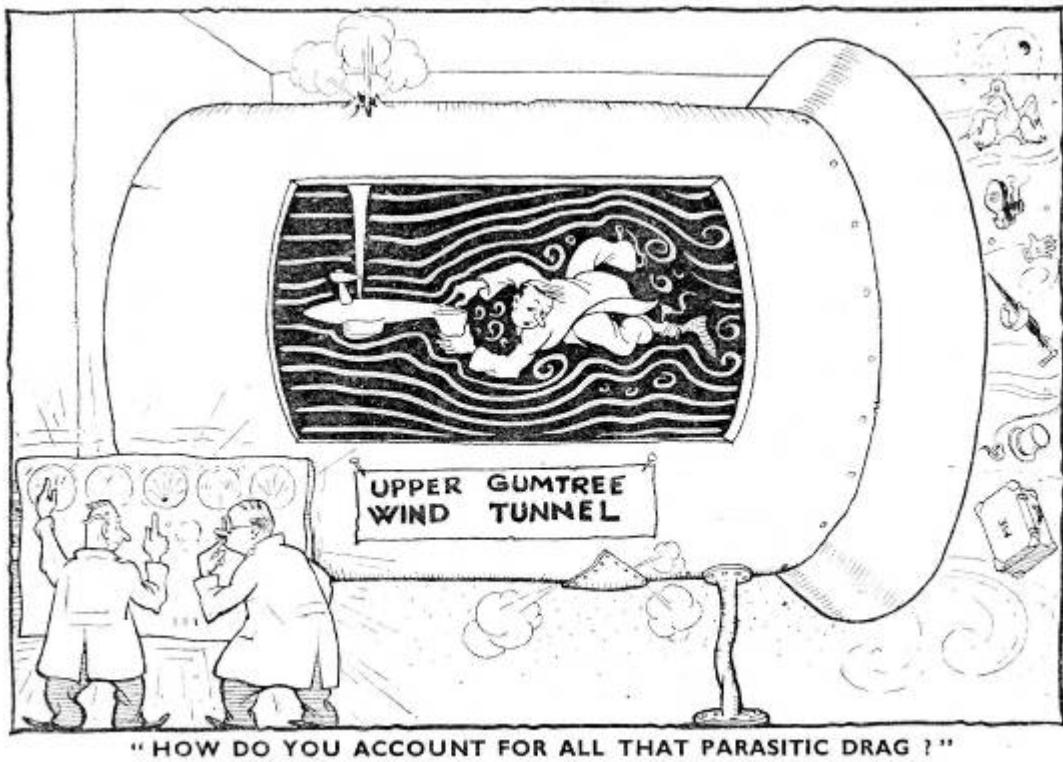
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**Editorial: Compliments of the Season to one and all.**

Well the outdoor season is all but finished, my own final event was the Falcons Gala at Barkston on October 7<sup>th</sup>. I managed to get into the fly-off in combined rubber, not without traumas though, the turns counter on my winder was slipping and I bust two motors before I started ignoring it. I did my three flights with one motor which finished up with four broken strands after the third flight and all I had left for the fly-off was a collection of knots on an old TanII motor. I launched under a big black cloud, achieved a barely perceptible climb to no altitude to speak of and was down in under two minutes. On reflection, it's not been a good year for free flight weather wise and certainly not good competition wise for your worthy editor.

Your Officers are currently engaged in negotiations for 2011 Wallop meeting dates and indications are that we should achieve a similar programme to 2010. The water is being muddied somewhat by requests for proof of BMFA membership for all flyers and, of course the gate fee. We can only await the result of negotiations and see what the new license conditions will demand. It certainly appears that access to the field for 2011 events may be a little more onerous than at present if entry conditions have to be tightened.

*'Roll on Christmas, lets have some nuts'*



## Current Aeromodelling Activities

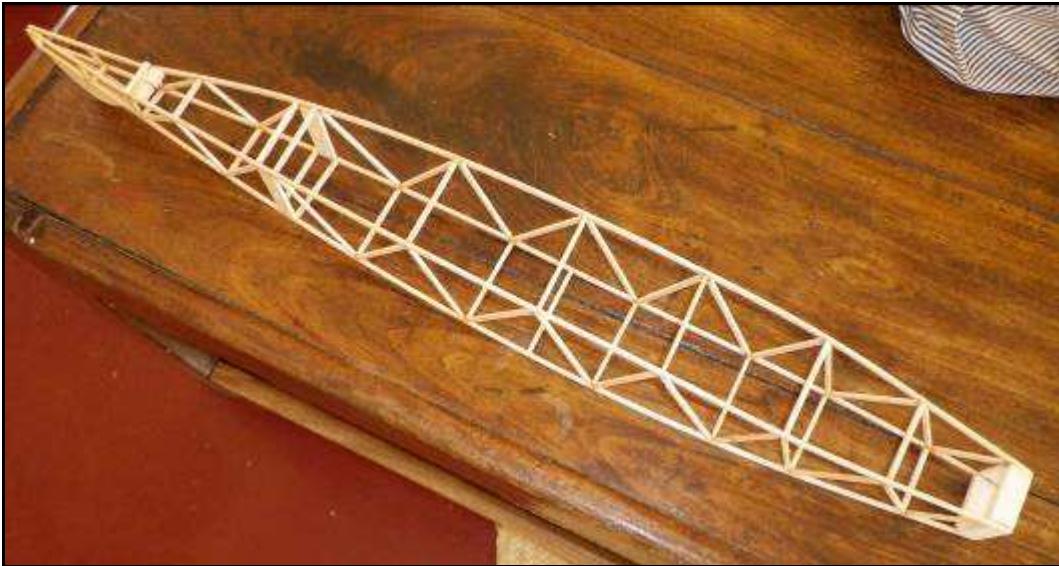
- Jim Paton

Another missive for Sam 1066. Although the weather is sunny and the thermals are all boomers, I am indoors out of the sun here in Tanzania. My flying season was foreshortened by another trip abroad. It is very hot here. As I write, the weather looks good in England for the area centralised events. I assume last weekend at Middle Wallop was a blow out, if the Met office web page is to be believed. My last meeting was at Charlie Newman's Oxford bash. I can't remember how badly I did, but there weren't too many entrants, so I was in the top 10. I entered my CO2 powered Blackburn Monoplane in the scale, but had to withdraw when the motor developed a leak. It has never done that before. I flew my Senator in mini vintage. I vaguely remember getting 1 max and found sink with the other flights. Chris Redrup and Andrew Longhurst fought out the fly-off. They both agreed to a timed DT after 2 mins, with penalty points of 2 seconds for each second over run of the DT. Chris's RAFF 5 did an initial loop but then recovered to fly higher than Andrew. Chris's tail DT from a greater height took longer than Andrew's wing d/t, so he won. I felt it was a fair result and much better than both flying off lost into Wolvercote or North Oxford. Andrew's large rubber scale model flew much better than my Senator! I think Chris Straun won the scale with a low wing rubber powered German warbird which flew beautifully. As usual, I had a most enjoyable, if not very successful, day.

I decided I would build a mini-vintage with a folding prop this session abroad. I chose the Buckeridge lightweight. Attached are some photos of the build. The wing section is most peculiar. The T.E. is reflex, supposedly to help prevent a stall. I think Mr Buckeridge forgot to pack up the trailing edge and then decided to compensate by sitting the tail end of the ribs up and then proceeded to carve the front underside of the T.E. to give it a bit of camber. Otherwise known in woodworking circles as bodging. Or was it a wind tunnel generated profile? I somehow doubt it.



I have widened the nose to accommodate a blast tube, which would appear to be essential. I hope the fuselage does not crumple under full turns.



Andrew Longhurst suggested Polyspan covering for added strength. However I forgot to bring any. I took his advice about using hard balsa for the longerons. It may all be to little avail if my thermal detection does not improve. I rather like the polyhedral tail. I feel I will be able to recycle it as an indoor model as wings, when the fuselage has disintegrated after the rubber breaks. It is a shame it is a flat plate section.



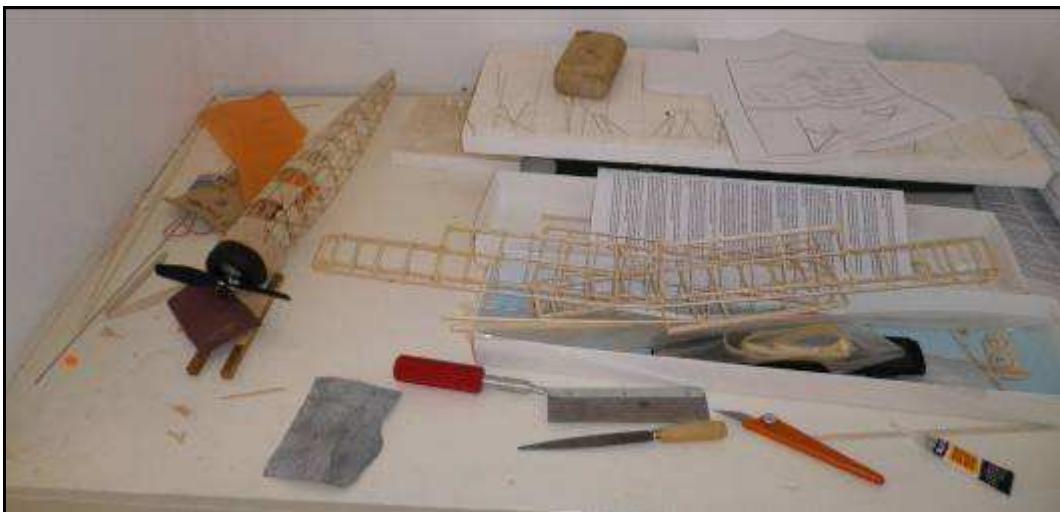
It is my first model with a cabane to hold up the wing. I wonder if the increased lift is equal to, or greater than, the weight of piano wire. (*Was it really used to string pianos?*). All of this assumes the bits survive the flight home to England. I have a rigid plastic suitcase but security checking here before take off is manual and there are no Swahili words for fragile or mini-vintage. I normally use lots of bubble wrap, and this time I brought some foam also.

My other project is a Top Banana. I watched Tony Shepherd fly his at Salisbury a few weeks ago, with a PAW 55 up front. I think he came out tops with it. It certainly flew well. I made up a kit of parts to bring with me. It is a very straightforward build, and I am rather sold on pylon models at the moment, (*having had a bit of success trimming my electric*

*Dixielander.), however, the wing has the dreaded single spar on the flat bottomed airfoil. No doubt I will end up with parabolic dihedral after the tissue is shrunk, just like my first Tomboy wing. (Digressing, does anyone else have terrible problems with R.C. Tomboy dutch rolling. Nothing I have tried has cured it. It is my least favourite model at the moment.)*

The tail of the Top Banana also has a solitary lower spar. I am just hoping I can steam it all flattish, or that the warps cancel each other out. My second Senator flew well with all sorts of bad warps which added up to a left roll! I use less dope these days, and I find dilute twin pack acrylic better than banana oil for preventing tissue sag in the early morning damp. At the moment the tail has equal washout at both tips after water shrinking and one coat of dope. The wing has wash in on the starboard inner panel and washout at the tips. I hope it stays that way. There is a definite risk of my Top Banana being appropriately named.

Out here I build on a piece of foam. I chamfered one long edge to facilitate building in warps. It seems to have worked.



An AVRO 504K on my building board

My next model will have turbulating spars bigger than 1/16th sq., a sensible wing section, a Wobbeking (*is that how it is spelt*) tail section, a long nose-if it is rubber, a folding prop, non tapered wings with squarish or mildly curved tips, enough cross section for a blast tube, tail on top of the fuselage for ease of D/T, 2 wheels if it has to have an undercarriage, c of g half way along the rubber, so it doesn't change every time I change the motor or relubricate it. Any suggestions gratefully received. I will be back in England for the Coupe Europe at Middle Wallop in December. I hope the weather is better than recent years. My high tech Coupes are all out of trim with last year's Super Sport rubber. 3 years of

trimming at dawn on Port Meadow down the tubes. I shall try 10 strands instead of 12. There is nothing like experimenting at a comp to ensure you don't make the fly-off. Retirement is far too tiring and definitely produces models faster than I can trim them at the moment. Maybe I should stick with high tech coupes from the Ukraine and just focus on the flying and watching television. Maybe not? There are too many obituaries in the flying magazines. Tomorrow I will jog, if it is cool enough. I want to build a few more yet and exhaust myself on Salisbury Plain.

Jim Paton

### Gliders in Argentina

- Jose Ledezma

*(Editor: we have some more pictures from Jose, he is still working at his English, and I once again publish his e-mail verbatim.)*

1st. Excuse me my por english (I'm not use traslator I prefer to learn english)

I see "issued" my pict in NC ... now I'm sending two pict of contest "FLAG DAY" because in my city, Rosario, was created our National Flag. Our club organize yearly this open (to all modellers associated at FAA - argentinian aeromodeler federation) contest for old time category in gliders, rubber and motor class.



Left: AURIKEL is model name of 1953 A2 WCH Winner (H. Hansen);  
Right: Nandor Radoczi was a hungarian modeller and the model name is NRV 1003, in argentine this model is known RADOCZI (1954).

THE OLD TIME CLASS in argentine is of 1955 and previous.

The Aurikel flier is of Salta province at 1300kilometer of Rosario!!!!!! (large travel)

Our web page is: [www.clubbaerorosario.com.ar](http://www.clubbaerorosario.com.ar)

You can see all activities and pictos.

Best regards

Jose Ledezma (president club)

### Obituary: Ron Moulton

- Martyn Pressnell

RONALD GODFREY MOULTON - FSMAE 1924 - 2010



Ron Moulton was destined to be a thoroughly aeronautical man who carried an encyclopaedic knowledge of aviation matters, particularly of the model flying movement in the UK and abroad, of human powered flight, kites and airships. Much of this was backed up by his photographic records that he built up through his professional career in aviation journalism. He was a father figure to model aviation in post-war Britain achieved through his published work, his books and thoughtful kindness to the many enthusiasts he met.

Ron became an aeromodeller by the age of nine, and it was natural that he was selected in due course as a Halton cadet in 1940. Eyesight problems robbed him of early success but he gained valuable initial experience as a draughtsman before joining 'Aeroplane' magazine as a photo researcher. In 1942 he was able to join the RAF as an airframe fitter and embarked for the Solerno landings in Italy. Remarkably he was seconded from the RAF to

join the South African Airforce magazine 'Wings', and it was in South Africa that he first experienced the thrills of control line model flying.

After the war he worked to develop the early control line kits of Keil Kraft and Mercury and joined the staff of 'Aeromodeller' as Assistant Editor in 1950. He was one of the first to introduce control-line flying to Great Britain and to demonstrate controlled and sustained manoeuvring flight as well as fast team racing. This was demonstrated at the Festival of Britain in 1951. In due course he became Editor of Aeromodeller and eventually Editorial Director of Argus Publishing. He brought all of their titles together into one working entity housed in new offices in the industrial business area of Hemel Hempstead before his retirement.

In 1954 Ron entered the team trials at RAF Wittering, to select the team of four to represent Great Britain in the forthcoming World Championships for free-flight duration powered model aircraft. He achieved third place in the selection, flying a very advanced (for that time) model of the Amazoom type of American origin. This in itself was a singular achievement in the appalling flying conditions and against stiff competition. The FAI World Championships were flown in Long Island, New York.

Ron brought to bear great initiative and leadership throughout his working life, particularly as FAI delegate for 10 years. As technical secretary with the CIAM he helped to establish the various technical committees for control line which he chaired, radio-control, scale and free-flight, establishing the basis for international competition. Ron served for 24 years on the Society of Model Aeronautical Engineers council, and he was instrumental in organising the World Control Line Championships at RAF Swinderby in 1966 and the first control line and R/C Scale World Championships at Cranfield in 1970.

Through Aeromodeller, in collaboration with his French counterparts, he introduced into this country the winter event 'Coupe D'Hiver' for small rubber driven duration models and the corresponding class A1 for small free-flight gliders, now adopted by the FAI for widespread international competition. Under his direction the publishing house organised and ran a series of model flying weekends at Old Warden throughout the year, for the many specialisms of model flying. Aeromodeller probably became the only widely collected model flying magazine and today remains much revered by the considerable number of vintage and classic model flyers worldwide.

The Aeromodeller Annual was edited and compiled by Ron between 1963 and 1977, containing much practical advice and wisdom as a summary of the

year's events. He did much to publicise the Kremer Prizes for human-powered aircraft. His very detailed accounts of Puffin and SUMPAC appeared in the 1963 Annual and his account of human powered flight around the world was published in the 1964 Annual.

Ron travelled widely in pursuit of business, attending many model world championship events: reporting on the Wakefield Cup, control line, radio-control and indoor events. He was elected a Fellow of the Society of Model Aeronautical Engineers (now the BMFA) in 1966 and served as Senior Vice President. He was awarded the Bronze Medal of the Federation Aeronautique Internationale in 1971, the FAI's Paul Tissandier Diploma in 1972, the Nile Gold Medal for his distinguished work in the field of aero-sport education in 1982 and the Silver Medal of the Royal Aero Club in 1986. He was an Affiliate of the Royal Aeronautical Society.

Ron was President of SAM 35, one of the bodies responsible for vintage and classic model flying, in the years 1989 to 1992. He was an established judge at model meetings and became a principal judge for model aircraft at the Model Engineer Exhibitions staged at the Wembley Conference Centre and at the Crystal Palace for a number of years. Ron was frequently seen there flying his radio-controlled model airships to the great entertainment of the crowds in attendance.

Ron Moulton became Chairman of the Human-Powered Flight Group of the Royal Aeronautical Society following Maurice Brennan in that role. Under his guidance several new Kremer Prize competitions were introduced together with their normal business in arranging conferences, attending to Kremer Prize entries and handling claims. He accompanied the human-powered cross-channel flight as an official observer on behalf of the FAI and The Royal Aeronautical Society, sailing aboard the project control launch Lady Ellen Elizabeth. Paul McCready's Gossamer Albatross piloted by Bryan Allen departed from Folkestone on 12 June 1979 at 5.51 a.m. and landed on the French coast at Cap Gris-Nez. The flight had taken 2 hours and 49 minutes covering a distance of 35.82 kilometres. The prize of £50,000 was presented by Henry Kremer at the Royal Aeronautical Society with Ron Moulton, members of the Human Powered Flight Group Committee and guests in attendance on 18 December 1979.

Ron was the founder of the British Kite Flying Association and in 1978 his book 'Kites' was published by Pelham Books. This was a colourful and authoritative hardcover book covering the history and technical aspects of the subject worldwide. Inside the cover Ron is described as a life-long

enthusiast for all forms of aviation, saying his first love was kites. He had flown kites in every corner of the world on his business trips. Ron headed the organisation of kite festivals on behalf of the Association at Old Warden on a twice yearly basis.

Ron Moulton's funeral took place at St James Church, Bushey, Herts., on 26 October 2010. He had nursed his wife Betty through a long illness, having sustained heart surgery himself. More than 150 family and friends attended the funeral and afterwards celebrated his life's work and achievement in the convivial atmosphere that he had wished. Ron is survived by his son Jonathan, and daughters Chris and Dinah and his five grandchildren. He will be sadly missed by the world of model aviation and his many friends. In the words of one guest, 'God bless Ron, a great and gentle guy' a sentiment shared by all who knew him.

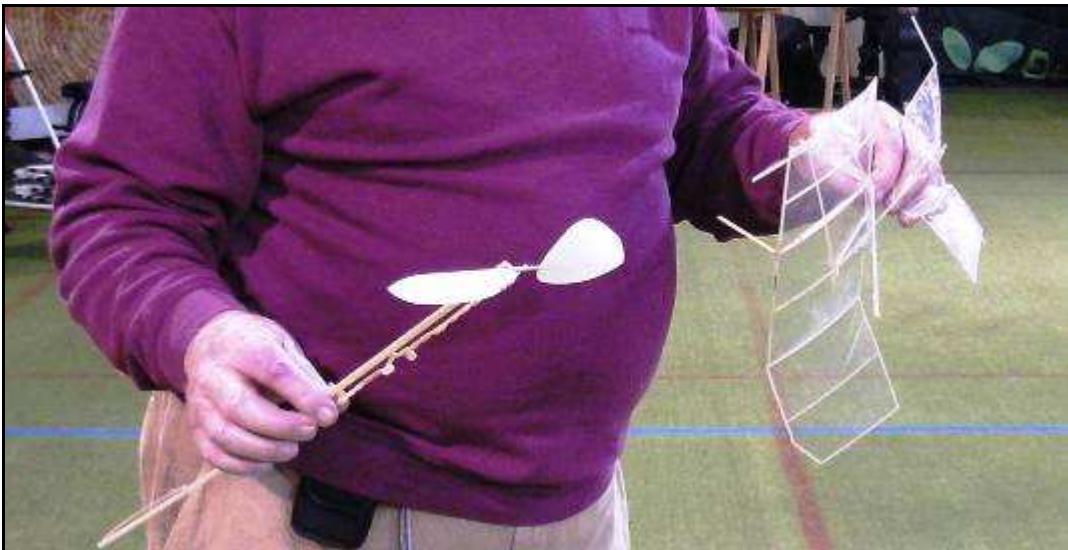
*Martyn Pressnell Hon. SAMAC*

**A Bit of Indoor**

-

John Andrews

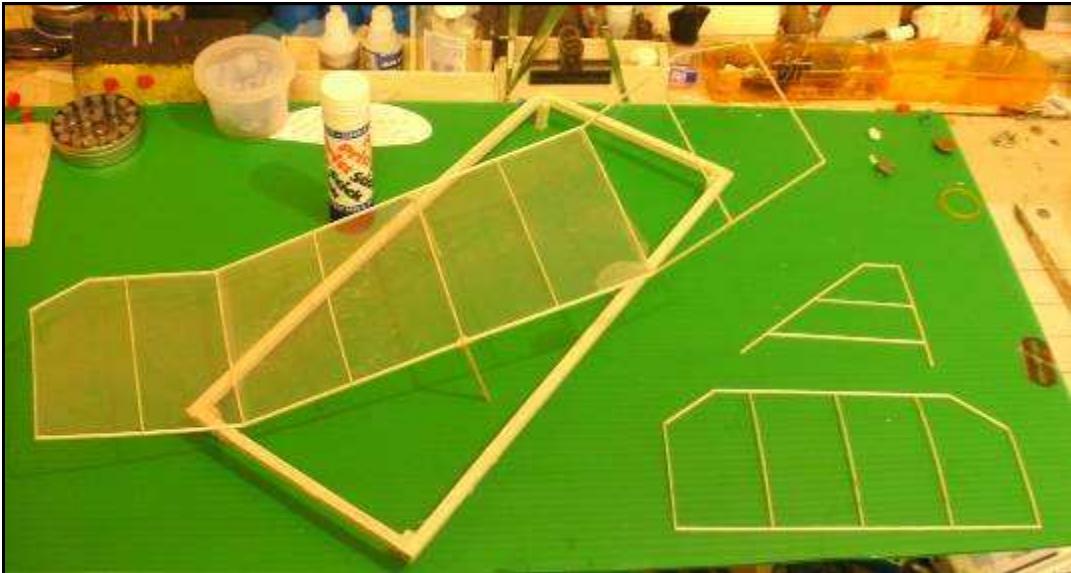
If you remember, I broke my *Penny Plane* at the Indoor Nationals, so I thought I'd let you know that I have now repaired it and at the same time show you how I handle indoor Mylar covering.



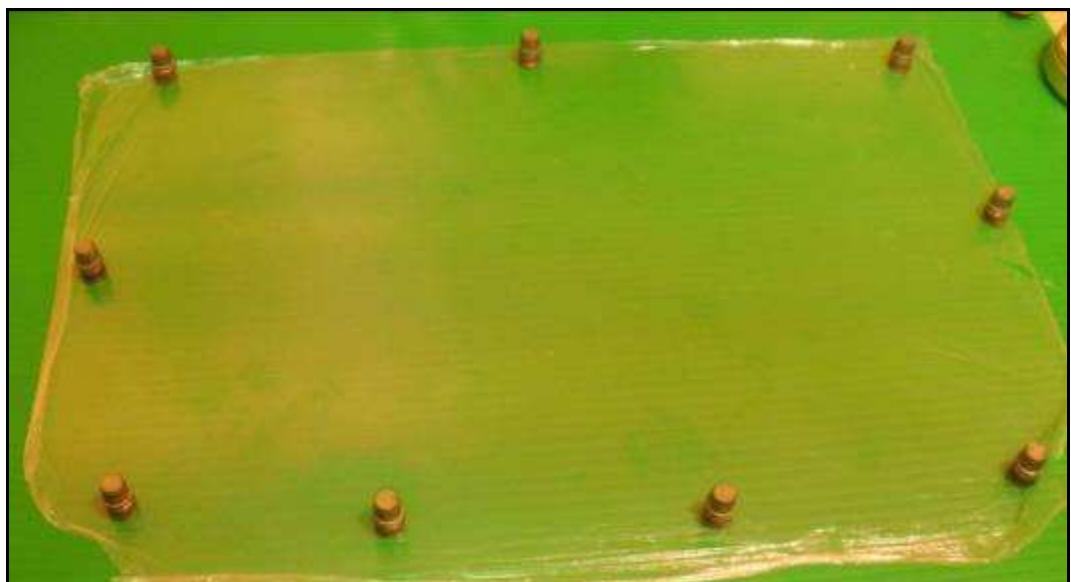
Here we have the wreckage as I left the arena at Baulby

The wing was reasonably OK, just needed a new R/H Tip, but there was no sign of the tailplane or fin, they must still be up in the roof somewhere. Back home in the workshop I first sorted out a piece of fairly light 1/16<sup>th</sup>, that's light in weight and light in colour. I usually find the two go together

in model shop wood. I also had a small piece of quarter grain 1/32<sup>nd</sup> for the ribs. I will not bore you with constructional details; let's just say I made the frameworks for the missing bits.



As you can see above I work on a piece of plastic sheet, it's some of the correx sheet I bought from David Brawn for model box making. I need the smooth surface for spreading the Mylar covering, you cannot afford to have imperfections or the Mylar will tear. The wing has its new tip and the tail and fin frameworks are self evident. The  $\frac{1}{4}$ " square framework underneath the wing is the frame on which I pick up the Mylar prior to covering. Top left is a tin of lead weights next to a tub of bluetak and a Pritt Stick, uses to follow.



The crinkled Mylar sheet spread out and held by lead weights

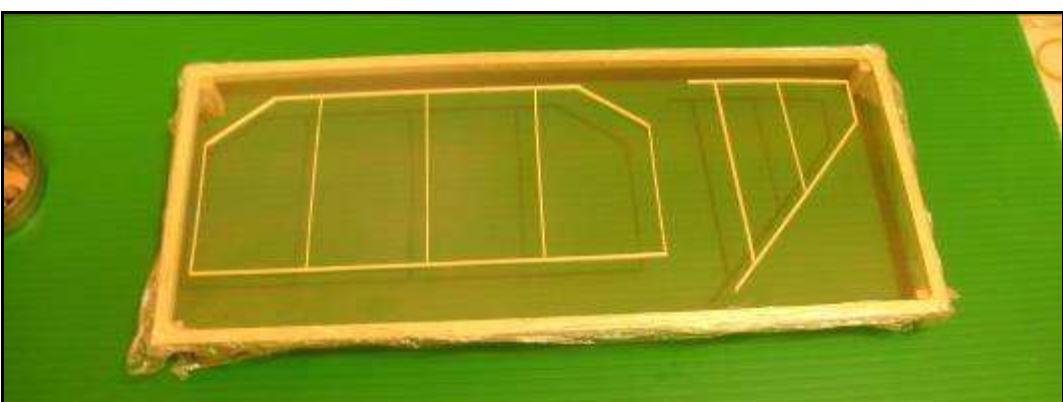
The first step is to cut a piece of Mylar from the roll. I roll it out on the correx, place a wooden ruler under the film where I want to cut it and run an instrument soldering iron down the edge of the ruler to sever the Mylar. I then screw the Mylar into a small ball, being careful not to use too much pressure in case a small bubble gets popped which puts a hole in it. Next step is to spread out the Mylar on the correx using fingers and/or a soft brush, hold in place with the lead weights. Next step is to coat the quarter square wooden frame with Pritt Stick and place onto the Mylar.



The Pritt Stick coated frame dropped onto the spread Crinkled Mylar

I then pick it off the bench and turn it over; the framework has four posts at the corners which hold it off the work top.

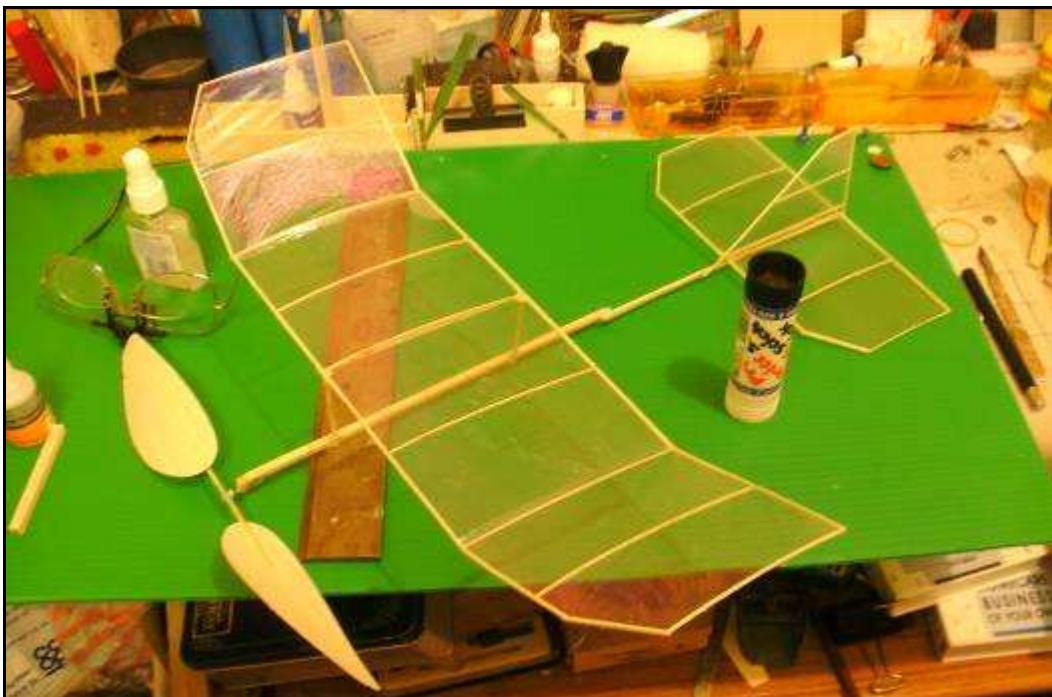
Now for the covering, the components are coated with 3M Photo Mount or one of its variants, I recently bought a can of 3M Craft Mount which is slightly cheaper and seems to work just as well. I use it straight from the can but experts thin it with lighter fuel for minimum weight. The components are then dropped onto the film.



The Tailplane and Fin frames dropped onto the Mylar film

The next job is to cut round the components with the soldering iron about  $\frac{1}{4}$ " from the edge to release them. After release they are trimmed back to the framework again with the soldering iron. Job done.

All that remains is to re-assemble the aircraft and Hey Presto I have a repaired *Penny Plane*, slightly heavier than the original but usable in the sports hall winter indoor meetings. I'll need a new one for next years Nationals though.



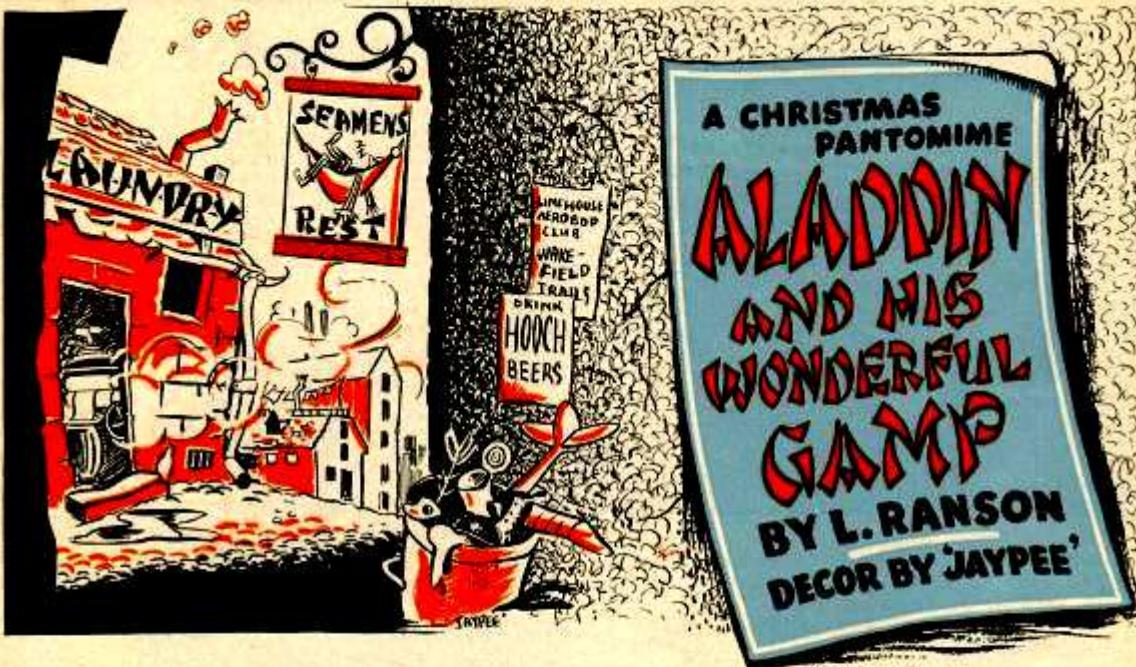
Finished model, did not fly too well at last Thorns meeting, I think warps are too excessive.

Speaking of Thorns, Colin Shepherd is running a *Hanger Rat* competition at the December meeting and we were all trimming away like mad at the Nov do



The Thorns gang pose with Rats, I hope there is one more on comp day, 13 does not bode well.

John Andrews



*Little reason, plenty rhyme, for this Christmas Pantomime.*



*In Chinatown, where Limehouse Blues  
Can only walk the streets in twos,  
You'll find, hard by the Seamen's Rest :  
A little place where East meets West :  
A Bagwash business, oriental,  
Run by a Widow, sentimental,  
Who now too old to go a-gaddin'  
Doted on her son, Aladdin.*

*Yet this precious mollycoddle  
Would tinker with an aircraft model  
While his Mother, old and thinnin',  
Struggled with the dirty linen.  
Until one day she cried : "Look here !  
I'll fetch you one behind the ear,  
Do a favour when I ask it,  
And go and fetch the laundry basket".  
But there he sat and just defied her,  
Fiddling with his Nordic glider.*

*But with him no more to wrangle  
She hit him with the nearest mangle.  
"Now get out and earn some ackers.  
You're enough to send a Chinese crackers,  
Take this basket on your calls,  
And pick up Mr. Too Long's smalls."*

*On his way Aladdin went  
To see this underpanted gent,  
Who answered promptly at his knock  
In pure Chinese for "Come in, Coch,  
Take a shuft at these ancient kites  
While I toddle off to get me tights".  
Aladdin couldn't see a thing  
In these trophies, early Ming,  
But being a nosy sort of fellow  
Rooted out an old umbrella  
Patterned with a mystic scroll—  
A most uncommon parasol.*

At that moment toddled in  
The old man with his next-of-skin.  
And saw Aladdin by the lamp  
Gazing at his aged gamp.  
Aladdin said : " Me velly solly,  
But could I borrow this 'eve brolly.  
Outside it's raining something cruel—  
Pouring down like hotspash fuel ".

The old man gave a knowing leer,  
And replied : " It's rather queer  
That you, a model flying gesser,  
Should require this rain-drop teaser.  
Years ago in ancient China  
Lived a wizard kite designer  
Whom, as Chinese legend tells,  
Was quite a dab at casting spells,  
And always carried on his arm  
A brolly as a lucky charm.  
The very gamp, you understand,  
You're clutching in your grubby hand.  
But you can have it if you will  
In payment of my laundry bill."



Aladdin thanked him most discreet,  
And stepping on the slimy street  
Opened up the gamp—and lo !  
A vision on the air did flow.  
He said : " You don't look like a Genie,  
Much more like a beauty queenie ".  
A voice came from the vision fair :  
" I'm Genie with the light brown hair,  
Kindly state one wish, your Grace ".  
He did so—and she slapped his face.

Aladdin turned a Chinese Red  
As in a subdued voice he said :  
Please to use your magic wiles  
Next Sunday morning at the trials.  
My model on the air to nest  
Minutes longer than the rest ".  
Softly saying : " It shall be done ",  
She vanished like the English sun.

Sunday came, and squally rain  
Swept across the Fairlop plain.  
And through the air like dying fish,  
With drooping tails and sagging tish,  
The models flew durations brief—  
Those that hadn't come to grief.

Aladdin looked a weirdly sight  
With his pigtail gleaming bright  
Where he had secured a clamp  
To tote around his magic gamp.  
And looked a trifle more absurd  
As one and all gave him the bird.

But scornful of such human folly  
Aladdin opened up the brolly,  
From which a thermal upward shot—  
Plenty big and steaming hot.  
And 'mid gasps of wonder all around  
Aladdin rose up from the ground,  
Closely followed by his model  
Buzzing round his floating noddle.

" Well, for crying out aloud ",  
Said the Genie from a cloud,  
" Funny you should come along :  
Seems I've got the magic wrong ".  
His reply was most horrific :  
A certain Chinese hieroglyphic,  
" Put me down upon the ground  
Before I miss the second round ".  
But the Genie said : " Relax,  
I'll do so when you've done a max ".  
Five minutes later—on the dot  
Terra firma met his bot.

The other entrants shouted : " Shame !  
That there Chinese whatsisname  
Used a thermal artificial.  
We want to see the Chief Official ".  
But the old Judge shook his head :  
" In all the books I've ever read  
There's never been the slightest clue  
That a home made riser is taboo ".



The second flight Aladdin made  
Without the Genie's magic aid.  
Or so he thought until he spied her  
Seated on a lightweight glider.  
A voice came from that mystic missie :  
" What's up with you—you great big sissie ?  
Without my help you would be sunk,  
With that cock-eyed balsa Junk ".  
Aladdin answered with a frown :  
" You've hurt me blinkin' sit-me-down.  
When you took me up aloft  
You might have made the landing soft ".

But the Genie merely laughed :  
" Open the gamp, and don't be daft ".  
Then set his D.T. fuse alight  
And towed his model out of sight.

Again the entrants shouted " Shame !  
He's been and done it again.  
Using a bloomin' fairy spook  
Is agin the rules in any book ".  
Once more the old Judge shook his head :  
" Sam fairy ann ", was all he said.

And so Aladdin's apparition  
Won for him the competition,  
Bringing true his fondest dream—  
Top man in the Wakefield team.  
Now I think you all can guess  
How he won with great success  
The big event—the Wakefield cup—  
Happy as a two-tailed pup.

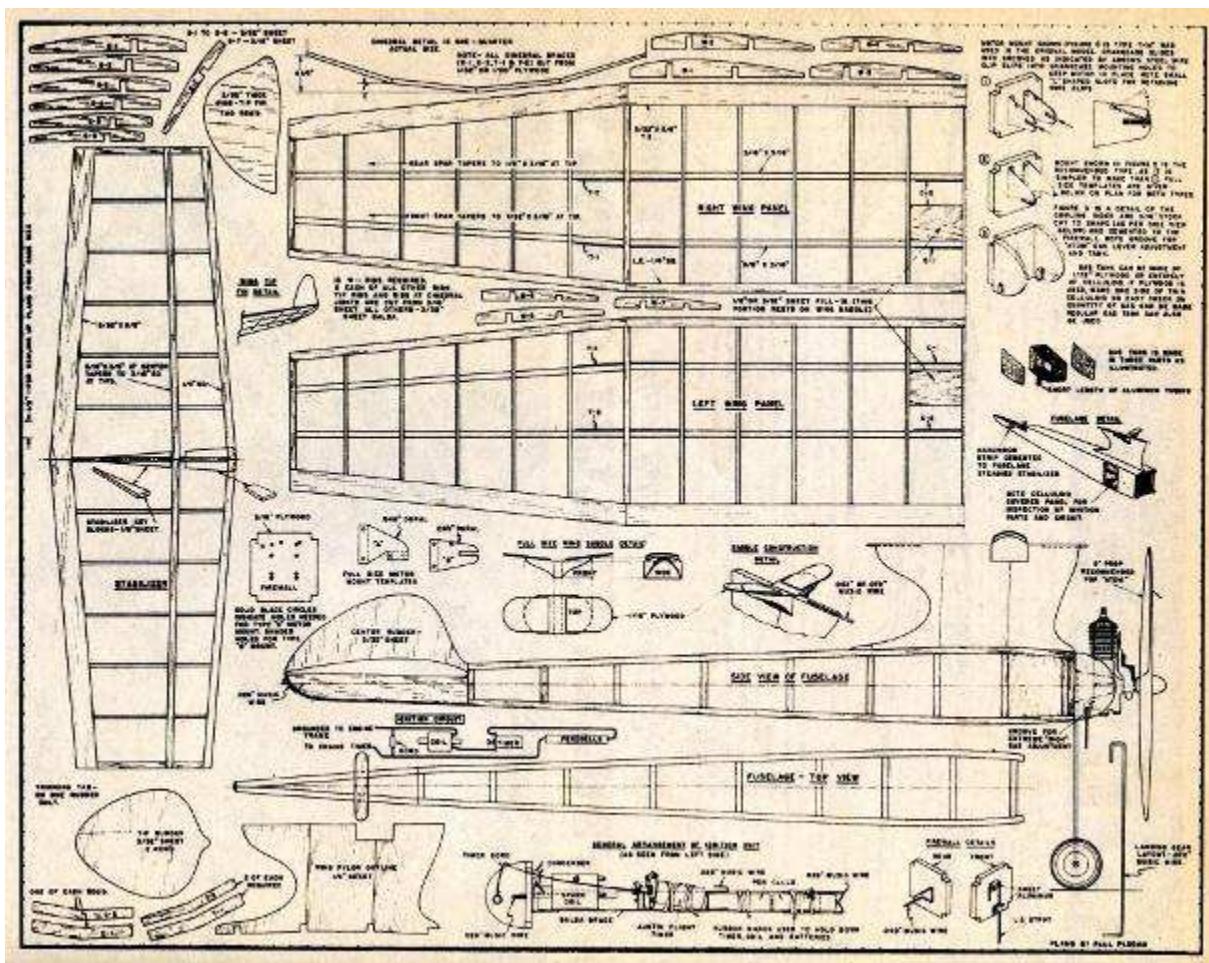
But all the officials are perplexed  
Where to hold the Wakefield next.  
In the smokey Limehouse sky  
Or on an airfield near Shanghai.



## Strato Streak

- John Thompson

The Strato Streak was published in Air Trails Dec 1941 (see planpage site for copy of original article), its size at 220 sq ins wing area is perfect for mini vintage. I have built 2 and both have performed well. The design was so good that Ron Warring "improved" the design and I believe kitted it in around 1946 and called it "Hell's Angel", the only differences I can see between the two designs is that the English version does not have the wing tip fins and is powered by a diesel rather than the original petrol engine.



Louis Garami, born in Hungary and reputed to have built and flown his first model in 1908, he emigrated to the USA in 1923. He worked in the wireless trade and then returned to aeromodels working for Polk's in New York. He was a prolific designer having many models published and kitted. I suspect that the SS was the original model awarded the title of "Flying Bullet". Lou was elected to the NFFS hall of fame in 1980.

The rules in force then required an 8 oz per sq ft wing loading, which would result in a 12.5 oz model with 220 sq ins of wing. To our eyes this is a touch

on the heavy side! No DT is shown on the plan and with light construction, I'm not sure how it would fare "landing" on hard surfaces.



Mine, needless to say, weighs in at 6 ozs all up, but of course I do not have to lug around batteries, coils and condensers etc. I estimate that on the original the "Atom" engine weighed 1.75 ozs, batteries etc. plus the timer probably totalled some 5 ozs, for a total of some 6.75 ozs, taking account of a heavy big prop, motor mount and u/c, his total build weight would have been around 3.5 / 4 ozs much the same as mine .

It speaks volumes for the design that it can handle a motor, a dieselised Stels 0.49, producing possibly nearly 3 times the original power and with a model that weighs less than half the original. Just shows that they got it right a long time ago.

Mine whizzes up on it's 20 second run to around 7/800 feet, the glide like any of the small flat bottomed wing sectioned models is not brilliant. The fun of these models is the climb and that's what made some years later the 1/2A craze so popular. I am still a power "climb man" rather than a "glider" one , it's a great feeling getting a perfect climb near the edge.

The wing tip fins are a bit vulnerable, make sure when you pick the model up after a flight that you do not leave one behind and only discover the fact when you get back to base, the same goes for models with large under fins!

The model is a straight forward build but needs local strengthening at the the LE of the tail mount, insert a sub-longeron on the mount line going

forward a couple of bays. I would be a little apprehensive of using the method of mounting the engine (slide in and spring clip) used on the original, but men were men in those days!



Altogether a fine model worth building, powered with a PAW 55 (my first was) results in a very competitive model for mini vintage. Alternatively using a Mills 75 or such like would give an excellent performance.

Come on lets see some of these pylon models on the flying fields, rather than these "cabin" models pretending to have a pilot in them. I never understood why, even on glider and rubber models, in the old days designers were obliged to put glazed cabins on competition models (All I remember of these is that whilst gluing them it was impossible to keep some of the balsa cement off them and it always resulted in smudged glazing!). I suspect that it must have appealed to a lot of people or was it brain washing to pretend we were aeronautical engineers, rather than balsa bashing aeromodellers pursuing a hobby.



The rigging on the model is wing +3 tail +1, cg about 70% 1deg downthrust but 6degs left sidethrust was required on both models to obtain a steady right hand spiral (is this the effect of the tip fins?)

### Weights:

#### Tail

Uncovered - 7.8g, fins - 2.8g mylar tissue dope - 4.2g total - 14.8g

#### Wing

Uncovered - 25.0g Fins - 2.1g mylar tissue dope - 10.6g total - 37.7g

#### Fuselage

pylon / wing mount - 9.5g, "box" - 15.9g, firewall etc - 6.5g covering etc - 8.2g total - 40.1g

Stels engine, tomy timer and hardware

total - 77.4g

All up weight (6 ozs)

Total - 170.0g

If you wonder why the fins on the wing are lighter than on the tail it is because there are 3 on the tail and only 2 on the wing, so there !

*John Thompson*

### Wakefield Cup Winner 1953

- Charles Dennis Rushing

### 1953 Joe Foster, 24, USA



For the first time in Free Flight history the 1953 Wakefield event would be part of a "World Championships", and the winners of the Wakefield, and the FAI Power event, would be forever known as "World Champions". The operations for running the World Championships was now in the control of the FAI/CIAM, and all decisions would be made by this body, in the context of the rules of each event. The SMAE no longer had any authority in the Wakefield International Cup event. On hand to record the history of the contest were the combined staffs of the Aeromodeller and Flying Models, who would publish a news letter called the "Cranfield Chronicle." New this year would be trophies for the Wakefield, and FAI Power Teams. The combined USA Teams arrived a week early at Cranfield Aerodrome, England, the site of the contests. On the USA Wakefield Team were: George Reich, who was on the 1939 Moffett Team, and who is Dick Korda's brother-in-law. Cliff Montplaisir was back again after having been on the 1952 team. Cliff placed 10th last year. Here again after being on the 1951 Team was Joe Foster. Finally there was Carl Hermes, and Bill Fletcher the USA Team Manager. The FAI Power Team included: Stanley Hill, Carl Wheeley, Joe Elgin, and Dave Kneeland. So this set the stage for the first combined meeting that continues on to this day. There were skeptics, and they believed then that what was being contested for was not the true Wakefield Event, I am referring to the two articles, written by Bob Wells, and Martyn Pressnell, for AeroModeller, in 1978, and in 1986.

Monday, August 3, 1953, began with the USA Wakefield Team thrilled with the knowledge that their Team mate Bob Kneeland had won the FAI Power Event, and was now the World Champion. Not only that, Team USA had won the FAI Power Team Trophy also! The weather yesterday for the power contest had been exceptional, but today, Wakefield Day was outstanding. As you may know, the weather at Cranfield in 1949 was miserable. Now on the field and ready to fly were contestants from 17 nations including: Arne Blomgren, of Sweden, the 1952 Wakefield Champion; J Nilborn who placed second last year, A

Hakansson, and C Moberg, for Team Sweden. Team Great Britain included: Robert Copland, on the Team since 1936, Ted Evans second in 1950, John O'Donnell, on the Team last year, and his brother Hugh O'Donnell new to the Team, this year. Back again for Team Italy were L Kannenworff, 6th. last year, G Fea, G Nocetti, and E Sadorin. Team Canada came with: D MacKenzie, A Ford, H Higgs, and L Kleiman. A women led the Belgium Team: Madam L Ferber, not new to Wakefield, G Lippens, E Balasse, and M Ferber. From The Argentine, came a Team including: Eliseo Scotto, E Colombo, F Mursep, and A Sandham. There were Teams from: France, Germany (DDR), Holland, Ireland, New Zealand, South Africa, and Yugoslavia.

**ROUND 1:** Norcetti of Team Italy was the first contestant off, with a clean ROG launch, climbing into good air, for a max of 300 seconds! By the end of the first round, there were in fact 27 maximums! Joe Foster was on the Leader board with a 300! So were George Reich, Hugh O'Donnell, and Eliseo Scotto.

**ROUND 2:** The weather was definitely holding, the lift was exceptional, with the infill breezes acting as strong indicators that a thermal had passed, and when to launch. Otherwise it was perfectly calm. The Leader board was quickly being filled to record the incoming maxes. Joe Foster had two, so did Hugh O'Donnell, Eliseo Scotto, Mrs. I Samaan, A Hakansson, and C Moberg, they were all tied for first place! George Reich scored a 299, can you believe it! Whose contest was it?

**ROUND 3:** Eliseo Scotto of Team Argentine was the first to enter the Leader board with a perfect 900 seconds! Team Argentine exploded as Eliseo's name went up. Although the cheering had hardly begun before Hugh O'Donnell's name was placed just below Scotto's. Wait! They were placing yet another name under Hugh's this time! Joe Foster USA! A three way tie. It could have been a four way tie, had George Reich not dropped his second round. The round ended with twenty two 300 second maximums. Now the Contest was about to begin, anew.

The officials confiscated the three leading Wakefields for reprocessing for the fourth round fly-off. Something peculiar had happened today, for the first time in Wakefield History there was a three way tie. Joe Foster, Hugh O'Donnell, and Eliseo Scotto were officially declared joint World Wakefield Champions by the FAI/CIAM! According to the World Championships Digest "...a triple tie is officially recorded as the correct result, with the Argentine, Great Britain, and the United States of America, in equal position." This was also recorded in the Cranfield Chronicle, the Model Airplane News of November 1953. Model Aircraft September 1953 included an article in "Here and There" titled WAKEFIELD FLY-OFF where the "Official FAI/CIAM Jury gave their explanation. This Jury included A F Houlberg (GB), M A Roussel (Belgium), and M Guillemand (France) who declared that "... the Wakefield Cup Contest is a three -flight competition, and at the end of the third round J. Foster of USA, E Scotto of Argentina and H O'Donnell of Great Britain had each made three maximum flights, and were thus Joint Winners." (!) By 1995, there is still some denial going on. The NFFS Symposium has shown J Foster as the only 1953 Wakefield World Champion. I am not the "Official" word on this situation, but I do believe that the Wakefield International Cup Records must stand as recorded on August 3, 1953: Three Wakefield World Champions ! What is the problem? Why the denial?

**ROUND 4:** The fly-off round was for the possession of the Wakefield Cup only. The round began at 7:30pm, the rules required that all three contestants had to be in the air within 3 minutes of the first flight, and it was announced by the officials. Fourteen year old Hugh O'Donnell began winding first, and all that could be heard through the murmur of the crowd numbering five hundred, was the whirring clatter of Hugh's winder gears. A strand let go...then another... John stepped up and tied them off, Hugh began to wind again. Meanwhile Scotto had wound-up, he quickly inserted the nose plug, checked his Wakefield, set it down on the runway, grasped the wing tip, then slid his hand to the tip of the propeller, and let go! Scotto was first away. Joe Foster began winding his two rubber motors, each were 1/4 inch, 16 strands of Pirelli, and he patiently piled 600 turns into each of them, 1200 turns total, on 6 ounces of rubber. Joe's airframe only weighed 3.25 ounces. Joe's Wakefield shot straight up on the ROG launch, a heart beat ahead of Hugh O'Donnell, who now was also away. They climbed together, Foster's "clac's, clacking", past Hugh. Foster's Wakefield continued to climb for two minutes. leveling off at 400 feet, but not higher than O'Donnell; Scotto, was coming down. The contest would be between Hugh and Joe. Now their aeromodels continued on together, drifting in the same direction, Joe now higher, circling down. Bill Fletcher and Cliff Montplaisir were after Joe's Wakefield, Cliff shagging on foot. Hugh's Wakefield was gliding down above the cornfield at the far side of the aerodrome, Joe's Wakefield, still high, was beyond the same cornfield, with Cliff right below it. Hugh's Wakefield settled softly onto the tops of the corn, at

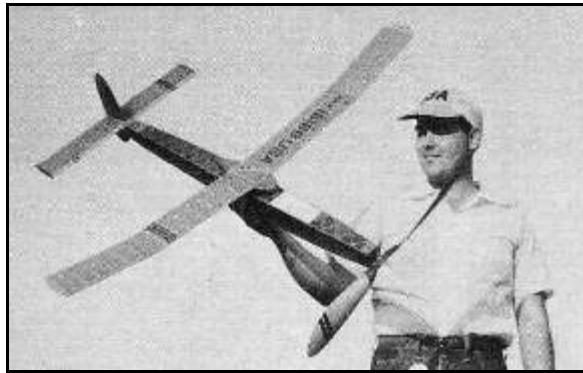
380 seconds. Cliff almost caught Joe's Wakefield as it landed at his feet 445 seconds, it was over, the Cup goes home with Joseph W Foster. No it didn't, Joe told me he never saw the Wakefield Cup again in 1953 or 1954. The AMA Officials took the Wakefield Cup back with them to AMA Headquarters, where they forgot to have Joe Foster's name engraved onto the Cup. This "oversight" was finally corrected by Bob White in 1987, who paid to have both of their names engraved onto the Wakefield Cup. How about O'Donnell, and Scotto? Are their names engraved on to the Cup? No. Should they be...? One last important note: there were two females entered in this contest, Mme L Ferber of Belgium, who placed fifth and Frau I Samaan, who placed eighth!

Place	Name	Country	Round 1	Round 2	Round 3	Round 4	Total
1	J Foster	USA	300	300	300	445	1945
1	H O'Donnell	GBR	300	300	300	380	1880
1	E Scotto	ARG	300	300	300	164	1664
4	G Reich	USA	300	299	300		899
5	Mme L Ferber	BEL	300	295	300		895
6	J Nilborn	SWE	293	300	300		893
7	A Blomgren (WC 1952)	SWE	300	280	300		880
8	Frau I Samaan	D	300	300	264		864
9	L Kannenworf	ITA	300	273	300		873
10	E W Evans	GB	272	300	300		872

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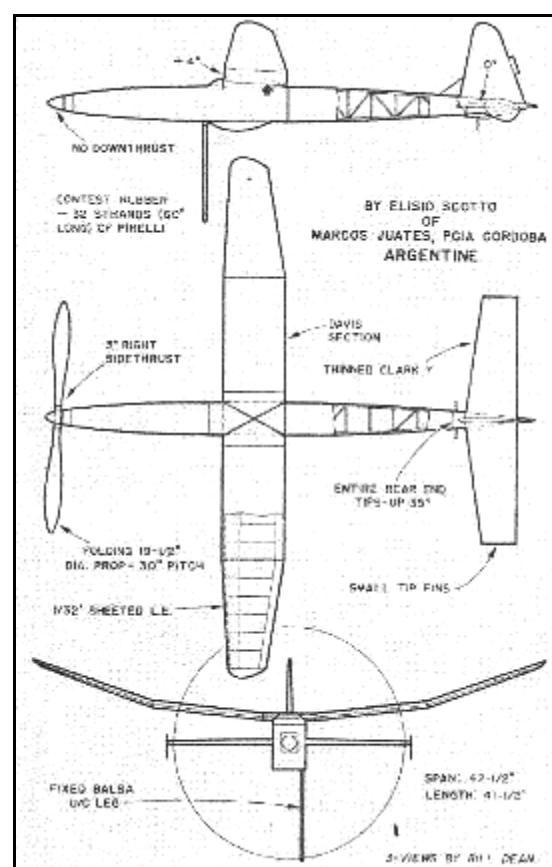
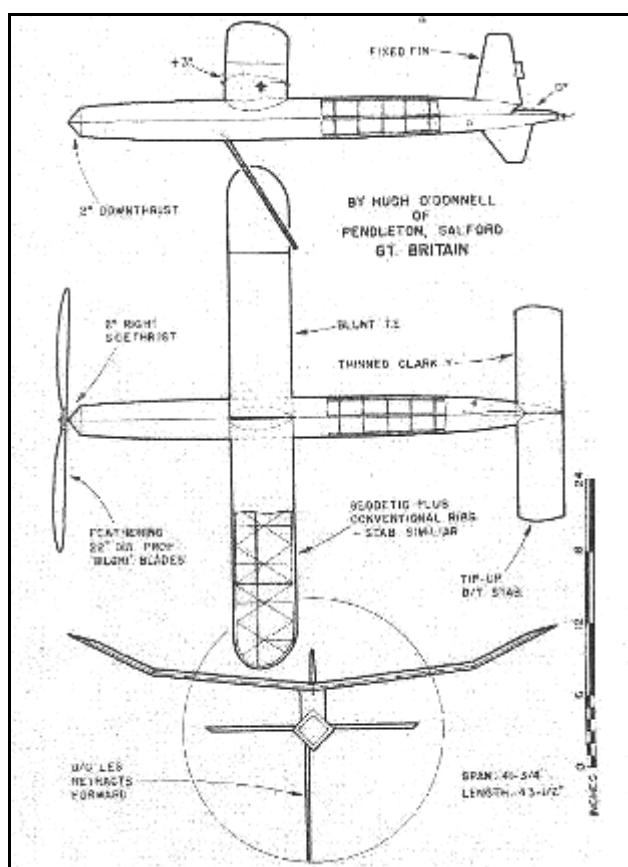
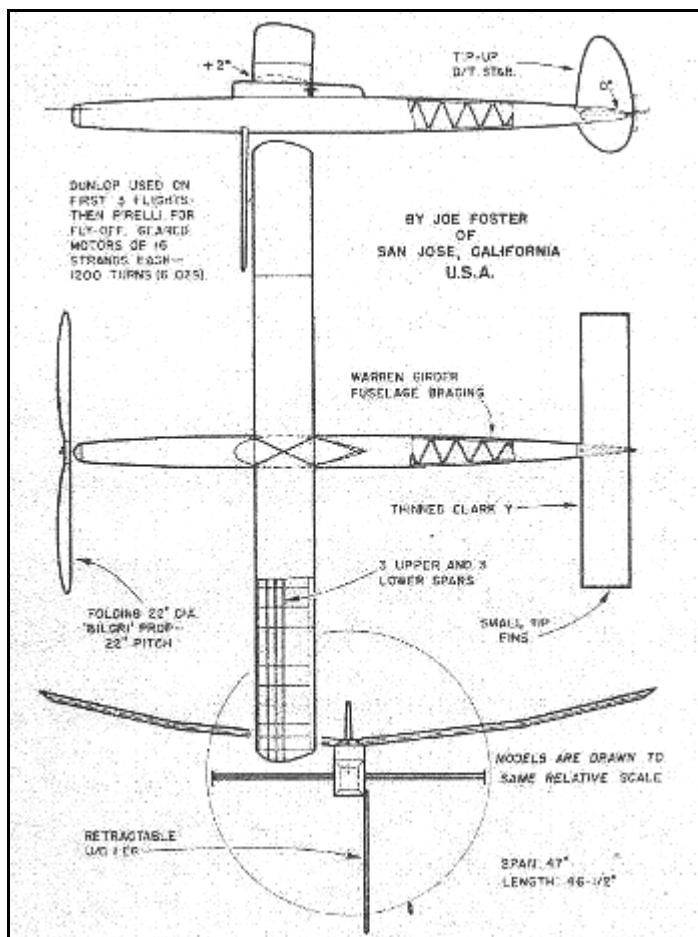
J. Foster USA



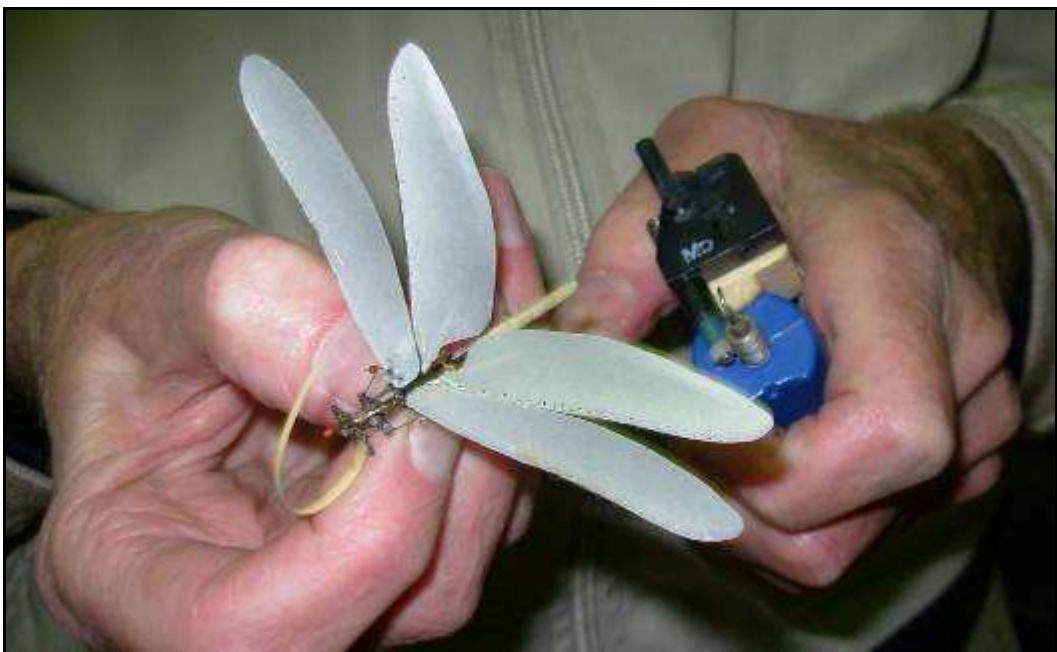
Hughie O'Donnell Great Britain



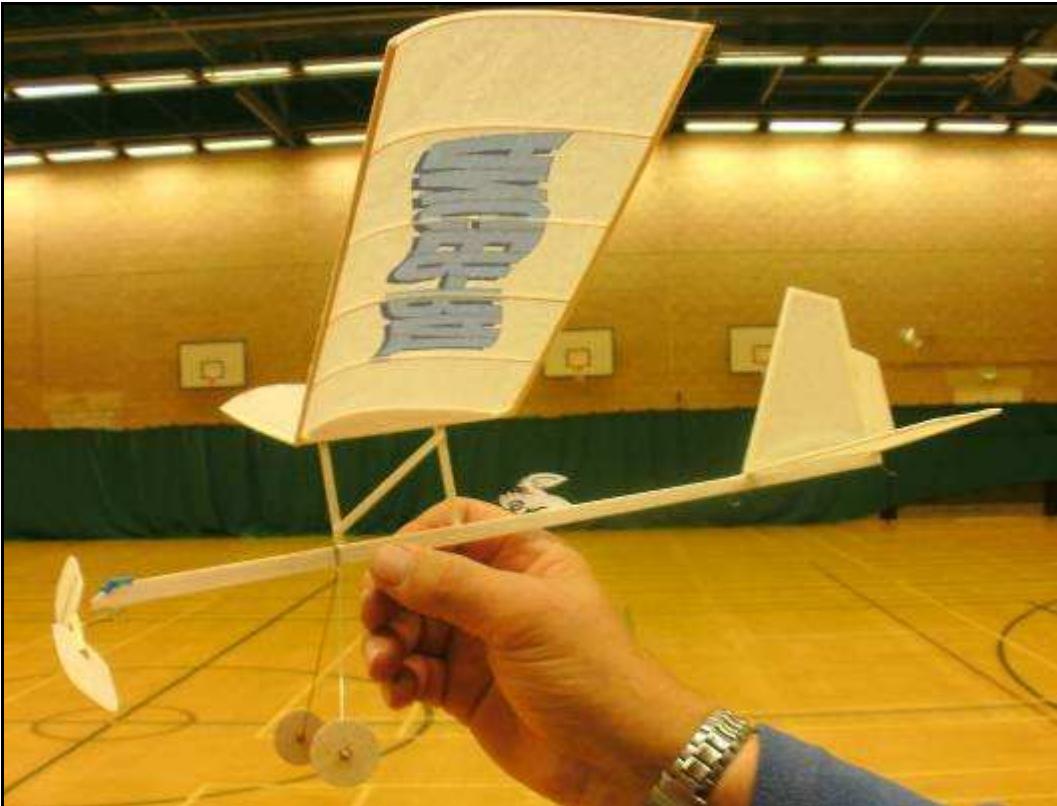
E. Scotto Argentina



DRAWN BY BILL DEAN

**Picture Gallery**

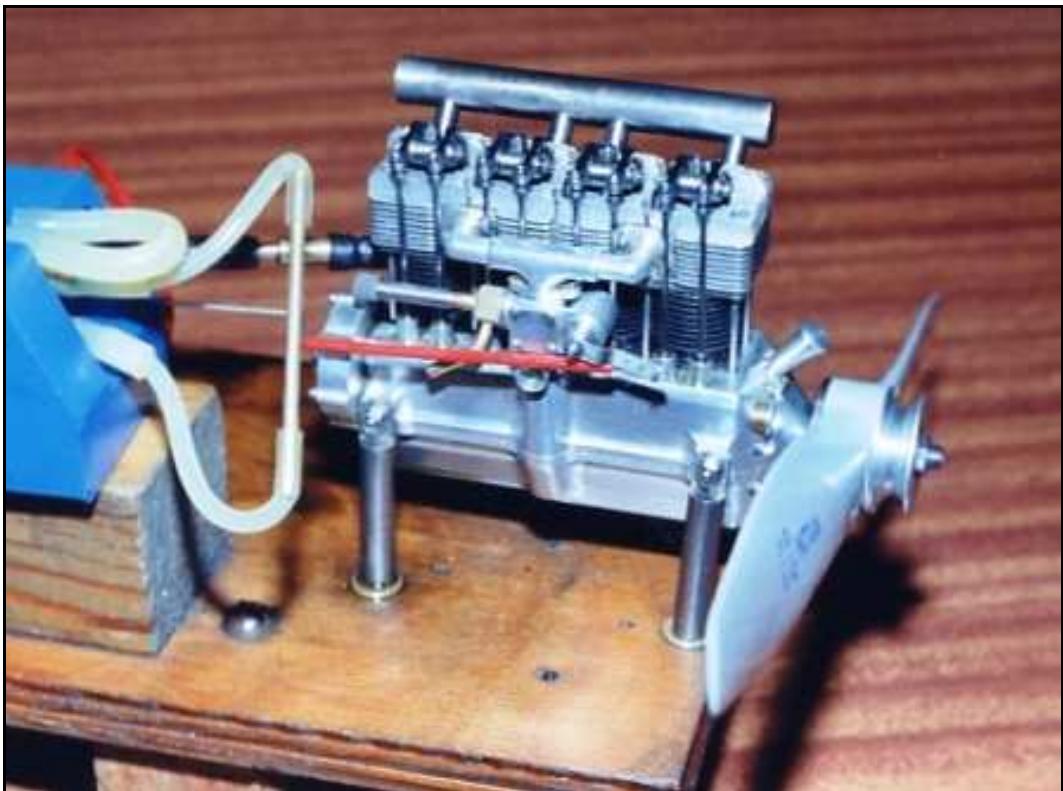
Brownhills Indoor - John Macks Dragonfly Ornithopter



Thorns Indoor - Colin Shepherds 'Anger Rat' with high speed pilot  
Ready for the Thorns December Competition



John Bickerstaffe ROW's his power model at an All Herts/All Britain Rally in the early 1950's  
George Fuller is on the stopwatch (picture by Keith Miller)



Working Gipsy Major? Demonstrated at editors radio club maybe 20 years ago  
It was clamped to the pub table with hose exhaust out through fire door, ran a treat.



1955, your editor resting on his OS Max 35 stunt model at a sports ground in Hong Kong.

I was there doing National Service, I was not so big in those days.

I collected a few guys together and taught them to fly C/L  
and built the rubber model to demonstrate free-flight



Spencer Willis's 'Bardon', a classic Wakefield designed by Barry Haisman.

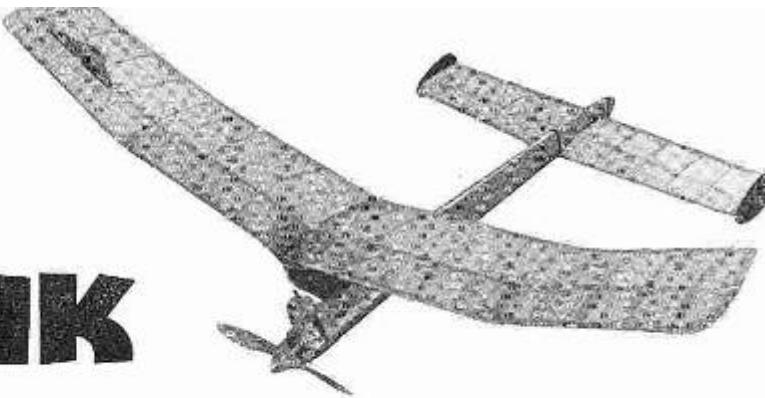
Not yet used in anger

Squonk

Roy Tiller

Looking for a free flight  
to suit the E.D. Bee?  
This is it

# SQUONK



*By Fred Deudney*

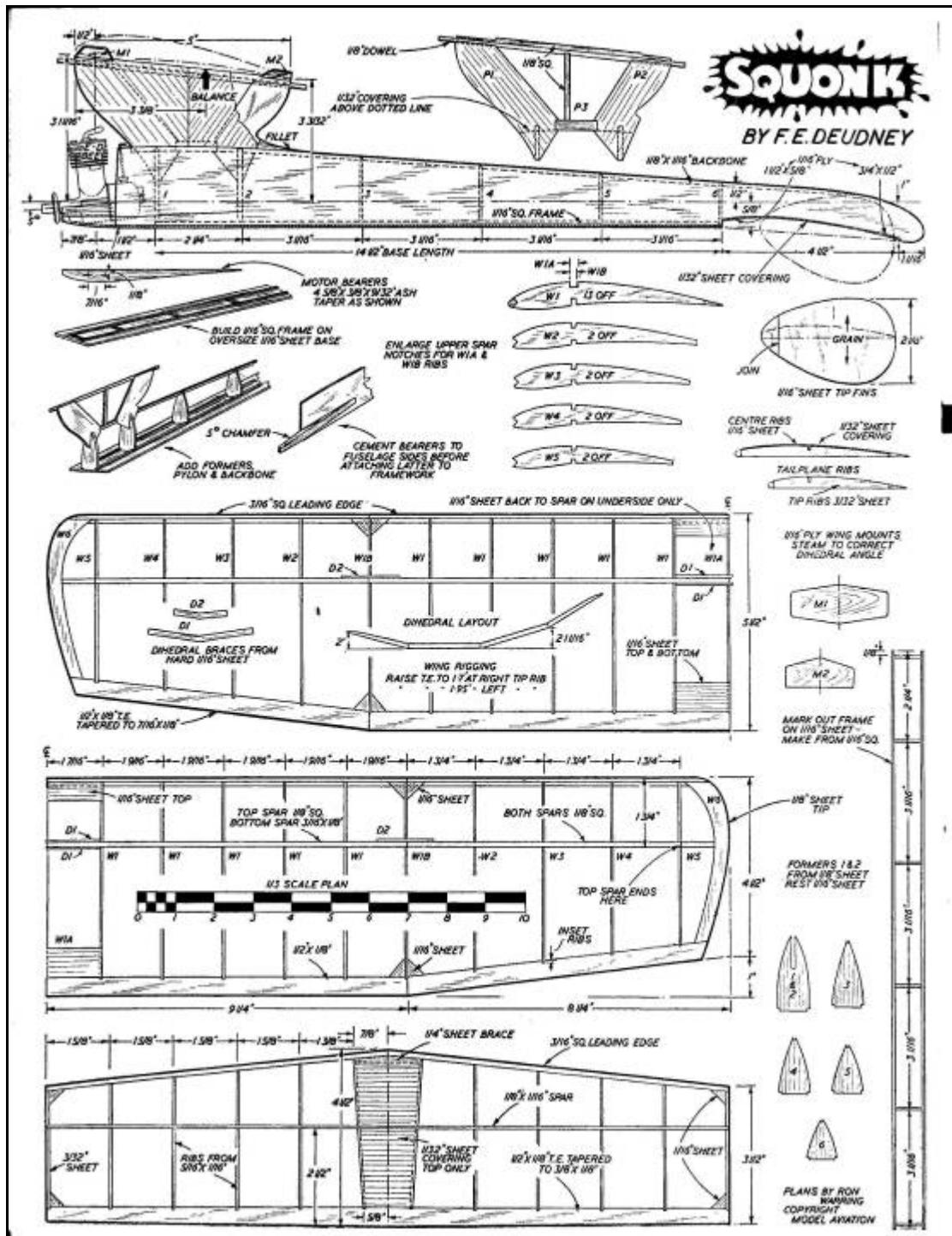
*Roy Tiller dug this material out of the magazine library in response to a request from a would be builder Bob Owston who wishes to recapture his past. The article was published in Dean & Warrings 'Model Aviation' Summer 1950.*

Fred Deudney, B.Sc.(Eng.), Grad. R.Ae.S., has been modelling for 11 of his 22 years. Takes a dim view of phoney theories and amateurish "scientific design" stuff. Asserts that good designs are the product of instinct and experience—and that an intelligent modeller needs nobody's theories. A founder member of West Essex Aeromodellers and the first to try control lining. Even now rides a side-winder motor-cycle. Interested only in "performance" jobs—both free flight and speed. Is an aero-dynamicist at the R.A.E. (Farnborough) on Guided Weapons research. So it's big ones during the week and little ones on Sundays.

Before we get down to the building instructions for this E.D. powered contest design, here are a few home truths about free flight in general. Most fellows seem to feel that the best bet for real performance—in the ratio sense—is something around 60" span, powered with a 29. Build anything under this size and they reckon you're just not making a 'serious' effort. The sight of Ray Collins' beautiful 30-ounce K & B 29 powered 5-footer, effortlessly clocking ratios of up to 15 on  $\frac{3}{4}$  power last January, convinced us of the wide gap in performance between this type and the average small diesel job—a difference due to the *glide*. How fast a model descends is largely dependent on its wing loading, but the bigger models win hands down on glide by scale effect. Not only is the wing itself considerably more efficient in a larger size but the parasitic drag of fuselage, and in particular engine and prop, is lower in relation to wing drag. In effect, the bigger jobs are inherently superior in lift/drag ratio, even without deliberate streamlining.

Take the *San de Hogan*—a truly functional design, with a performance representing just about the ultimate *under the current American 6.1 oz./c.c. power-loading rule*. There's the clue to the whole set-up; with rate of climb dependent more on power/weight ratio than on drag and wing area, it means that American designers must accept a virtually fixed rate of climb for all motor sizes, hence the trend to lightly loaded, slow-gliding monsters' with the good "big-un" still beating the good "little-un"—but since they fly in separate classes, it doesn't matter.

Here, with no power-loading rule, we can, if we choose (or dare), make full use of the high power/wt. ratios of modern ignitionless motors by forgetting American ideas of size (since they have to build *up* to a fixed weight/c.c.), concentrating instead on design based, more logically, on engine weight rather than capacity. But just study the "newsy" articles in American magazines or watch a few S.M.A.E. contests ; the American "rut" is a mighty good one and those "heavy" jobs are a real handful—evidently pretty much a case of the winner being 'the one that got away.' Let's leave well alone so far as the bigger jobs are concerned, as a 'Wind-in' can so often mean "write-off."

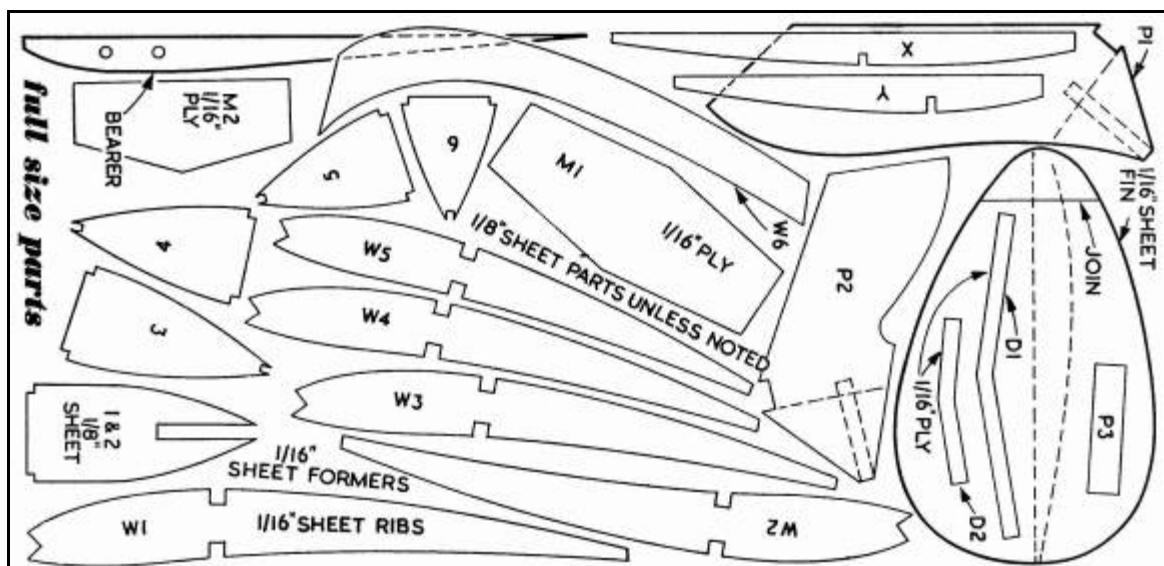


Since we have no separate motor classes in our F/F contests, however, it's obviously worthwhile taking advantage of the absence of power-loading restrictions by aiming first at bringing the little job's performance more into line. This scale effect gap can *only* be bridged by stepping up rate of climb well beyond the best average-type big job, but the idea becomes more tolerable when you realise how much less there is at stake; time, effort and expense are small, and a crack-up doesn't call for a vacuum cleaner to collect the pieces—often as not the little job just bounces.

It's vital to keep weight down, but only to the minimum consistent with the practical and handle-able structure essential for gradual working-up to best trim, and retention of that trim once achieved. The "slide rule kings" (include us out !) are apt to get carried away by the fabulous rates of climb made technically possible by extreme power/wt. ratios, but hats off to the *Scalded Cat* designer for showing us the sort of climb that *can* be achieved. Personally, we consider reliability too closely linked with durability to justify real extremism in lightness; we're seeking a modeller's model for regular flying, and who wants a job that won't survive the first afternoon's orgy of prop slamming, oil soaking and maybe violent contact with solid earth due to the "error" associated with "trial" ?

It just depends how you like your flying, but if, like us, you prefer to utilise a motor's power as its design and weight permit, then remember that there's plenty of scope for exciting performance with the small jobs; less disillusionment and destruction, with big-stuff performance as the goal.

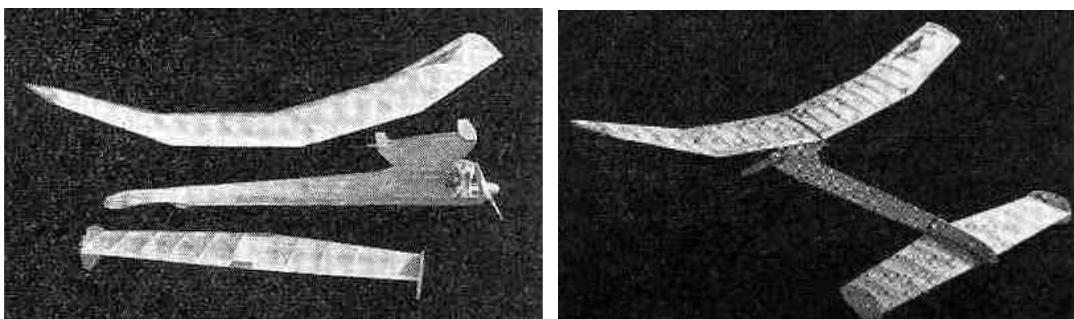
The *Squonk* hardly comes into the story; it was built as a beginning only, an easy introduction to the realms of fast climbers. Ideas on aerodynamic and structural layout were finally put into practical shape in this sturdy job. It had to serve as a universal test-bed to "prove" the design in every sense; to size up the performance obtainable from the deservedly popular "Bee" without resorting to extreme lightness; to provide clues on rigging and trimming techniques and above all it had to survive winter flying. Since the M.A. Editors took a fancy to the design, it's presented as it was after first flights last January, when the final trim, with the nose held down more, had not been reached. Weighing 6.4 to 6.6 ozs. depending on the prop, performance was very promising, and reliability was finally buttoned-up by keying the flying surfaces.



Construction is easy enough—take care to use a light, *pliable* grade of sheet for the fuselage (not the brittle variety), and hard balsa for wing spars, pylon outline and the

backbone. Fuselage assembly is as follows:— the base outline is built on to a 14 1/2 " length of 1/16<sup>th</sup> " sheet, keeping the strips parallel at 13/16<sup>th</sup> external width. Surplus is trimmed off *after* fuselage sides are added. Fit formers, the complete pylon (built over plan) and backbone. Fuselage sides are cut about 1/4 too wide; cement the finished engine bearers accurately in place and coat inside sheet with cement (for oil-proofing), back to first former. Fit sides separately, cementing along bottom edges only, flush with the 1/16<sup>th</sup> " sq. outline. When set, pull in at top of fuselage, trim to fit pylon, then cement sides to first two formers and pylon base (pylon sheeting should end about 1/4 " below top of fuselage sides). Mount engine to ensure correct bearer line-up. Build in *left* side thrust so that the outside of crankshaft housing is approximately parallel with the bearer. Pack up back of mounting lugs to give 5° downthrust. Work back former by former, both sides together, running cement down the formers as well as along the back bone, and holding the sheet down with steel pins. The 1/32<sup>nd</sup> " sheet across the gap between tail plane supports ensures rigidity in this important region. Wing mounts should be pre-cemented to slightly more than the dihedral angle, filleted to the pylon with plastic wood and cemented over, to reduce the tendency to flatten and prevent wing rocking. Use 8 B.A. screws, heads soldered to tinplate, for engine mounting, offsetting to give approximate side-thrust; the 6 B.A. clearance holes in the engine lugs permit final adjustment. Fillet bearers with balsa and don't spare the cement in the engine region. The original had the needle slanted out slightly to the right (viewed from the rear), and the glass tube gravity tank cemented down the inside of the opposite sheet side, the top protruding at the pylon base on the same side as the needle—but we fly left-handed ! Set wash-in on right wing and washout on left by using different dihedral angle at the trailing edge from that at the spar.

Raise T.E. 1.7" at tip rib on right wing and raise T.E. to 1.95" at left tip rib. Figures given are approximate and will change with doping, but these "warps" are essential and should be quite marked. Cover the entire job with Jap tissue (doped on) and finish with Glider dope. An under-proofed job picks up more weight by fuel absorption than you'll save in an odd coat of dope, and turns itself into a "heap" in the process, so make a good finishing job.

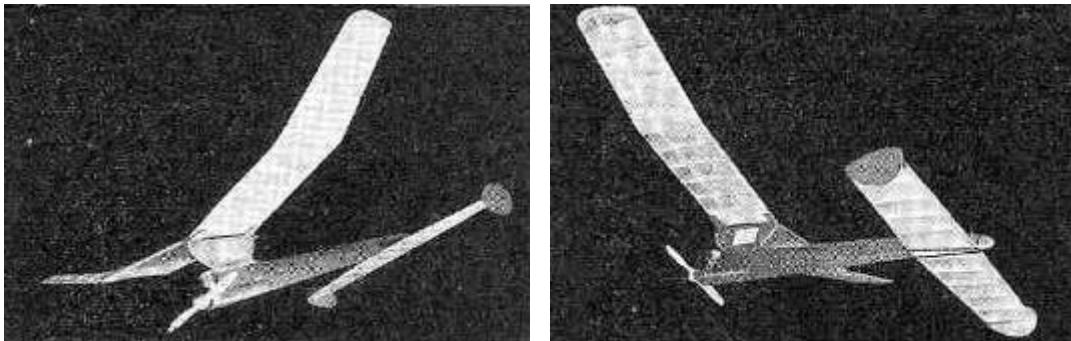


## FLYING

The generous wing warps have a 100 per cent, effective anti-spin effect when flying to the right, so always trim for a right-hand climb. Left rudder and right thrust trim proved dicey in avoiding spiralling on the glide and also tended to give a rapid opening-out of the right climbing turn, as the rudders took over from the reduced side-thrust effect when speed built up. Right rudder for a good glide circle plus enough *left* side-thrust to take the job *up* in a *right* turn proved better.

When demonstrating, we learned the safety of this trim in an unfortunate way ; we trimmed for a moderate right circle on low compression, but put more left side-thrust before opening

up to full revs, the result being a violent series of skew loops, degenerating into a left-hand spiral and full-power contact with the Fairlop runway. A few minutes with a cement tube and we were flying again, but now we know that this trim tends to compensate for changes in power and completely eliminates any tendency for the turn to tighten into the familiar vicious spin.



Aim for a fast, not-too-steep climb with enough right turn to prevent looping (this requires down-thrust, as shown on the plan). In spite of the low aspect ratio fins, the tail requires keying, once the approximate offset has been ascertained. Bear in mind that mistakes should be made to the right when balancing the "left thrust and right rudder" settings for full power; be patient when taking out the right turn in case you overdo things—and *always* check your engine line-up. Plugging the clearance between the mounting screws and the holes in the lugs helps to locate the engine setting. Finally, don't worry about warps if they're the right way, once the structure has set and the covering has finished shrinking (after a few weeks, not hours), removal of such warps by heating and twisting is generally unwise, for they creep back on the field.

Flight tests with a  $7 \frac{3}{4}$  " X 5" (nominal) plastic airscrew gave a ratio of 9 on an 8-second motor run. Later, the prop was changed for a 7" x 5" accurately carved wooden type (narrow blades) and the performance was much livelier. At 5.30 to 6.00 pm. one evening in early March, the model was clocking not less than ratios of twelve every time on 8-10 seconds' motor run (best ratio 13.4).

Experience with this model has shown that performance would be distinctly improved by increasing wing and tail areas, working to the same, or slightly reduced weight. The mathematical limiting performance with the heavy "Bee" is too low to justify further development, however, and the "next off" will probably be of similar weight, enlarged areas, with much more power (Elfin 1.8 or Allbon Javelin). A dethermaliser system and reliable motor run timing are called for, so a motor of high power weight ratio is required to permit the extra gadgetry.

**The David Baker Heritage Library (Magazines) - Roy Tiller**

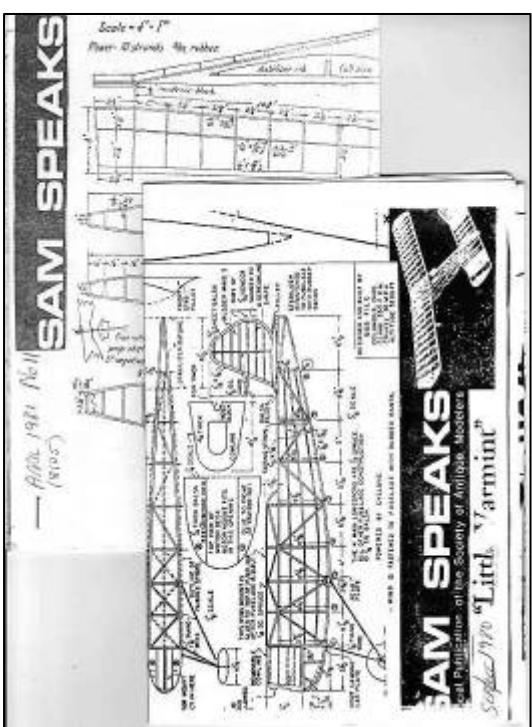
Report No. 5 British Newsletters and Crossing the Channel.

Early days of SAM 35. The definitive guide to early SAM Speaks is an article by Ramon Alban in SAM Yearbook No. 4. Ramon advises "Originally, in 1979, a publication taking its title, SAM Speaks, from our parent body's magazine, appeared at random from the boot of David Baker's car. Later versions of this were mailed to eager recipients".

	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
1979				OK	n/i	OK	n/i	n/i	n/i	n/i	n/i	n/i
1980	n/i	n/i	n/i	n/i	n/i	OK	OK	OK	OK	incl	Victory	Shurman
1981	D'bug	9	10/1.	10/2.	Boehle	12	H1/13	H1/14				

The chart summarises these issues from SAM England(SAME Old Timers) circa April 1979 through to Hangar One No. 14 circa August 1981, with the orange highlights indicating copies missing from the library collection. Please get in touch if you can help to complete the collection.

The missing items can be identified as follows:-



SAM Speaks, circa November 1980, undated, No. 5. Feature plan 1940 Victory by John Larson.

SAM Speaks, No. 6, was there a number 6? Or did it just jump from 5 to 7?

SAM Speaks, circa December 1980, undated, No. 7. Feature plan unnamed spark ignition model by Gil Shurman.

SAM Speaks, circa January 1981, undated, No. 8. Feature plan Doodle Bug 1940 by R.V.Smith.

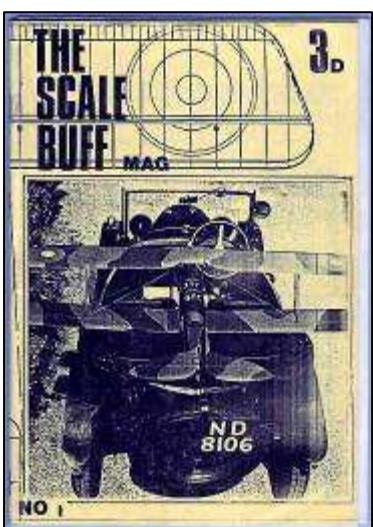
SAM Speaks, circa April 1981, undated, No. 11. Features three plans by Boehle.

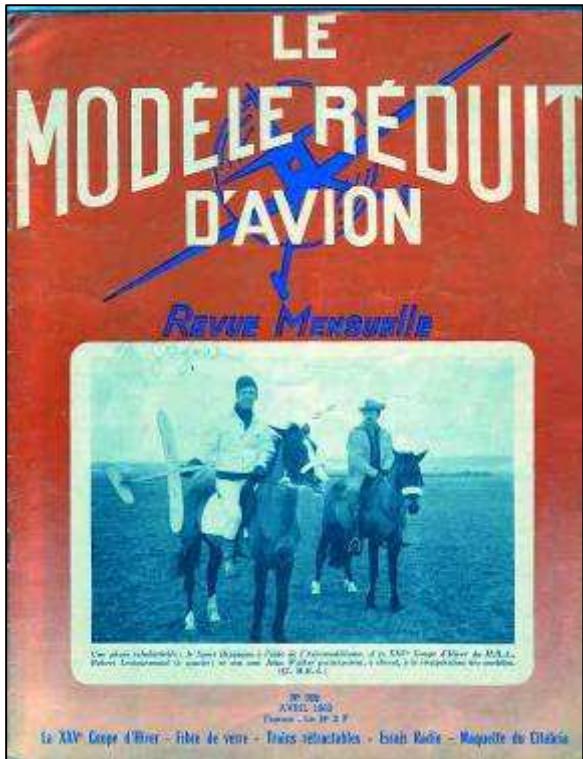
Ben Buckle edited six newsletters from Sam Speaks No. 6, November 1980 through to No. 11, September/October 1981.

You may notice that members were benefiting from two newsletters from Winter 1980 to Summer 1981. This was due to David continuing to produce a newsletter, finally called Hangar One even though Ben Buckle had been appointed new editor and was producing Sam Speaks.

David returned as editor in November 1981 with a cover design that has survived with little change to today.

David also published in the 1980's, The Scale Buff Mag. We have Issue No. 1 with a plan of a Polish PW3 Peanut, No. 7 featuring the Sopwith Camel by Lindberg, No. 9 with the Chester Racer by Lindberg and No. 10 featuring the Boeing XP940. Does anybody know if any were published beyond No. 10 and can anybody supply the missing copies?





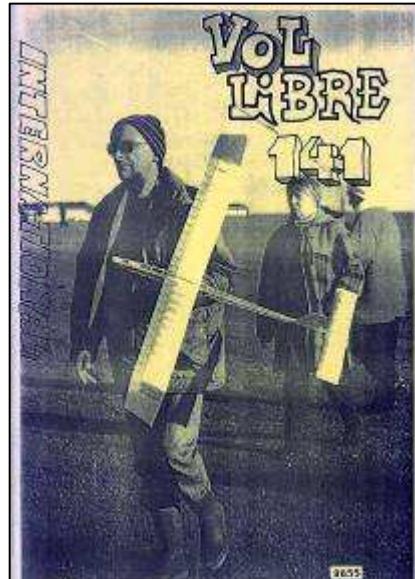
Now across the channel to France. *Le Modele Reduit D'Avion* has a mix of free flight, control line and radio. The cover of April 1969 issue shows model recovery on horseback at the 25<sup>th</sup> CDH du MRA. Could we try that, call out the hunt?



On an inside page reporting the CDH competition a photograph carries the caption "O'Donnell waiting his turn". In the photo it looks as though John is telling them how it should be run.

Vol Libre as the name implies concentrates on free flight, mainly modern. The pages are numbered in a continuous sequence from Issue 1 ongoing. The photo shows Vol Libre No. 141, August 2001, containing page numbers from 8655 to 8714. A system that makes it easy to reference any particular page, no need for year or month, just a simple page number. The cover photo is captioned "Coupe d'Hiver en G.B". Who is it, Frenchman or Englishman?

See the website for details of the French magazines held.



**Wanted:** Early SAM Speaks as noted above.  
Any French magazines to add to the collection.

**For Sale:**

Various: Aeromodeller, Model Aircraft, Model Airplane News, Air Trails etc.. Send me your wants list  
Contact. Roy Tiller Tel. No. 01202 511309 e-mail [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)

**Aeromodeller Departed**

-

details from John Down

With regret we report the death of **Gordon May** aged 79, a respected member of South Bristol M.A.C., who sadly lost his battle with Leukaemia on the 13<sup>th</sup> October 2010

A past Free Flight Secretary of the club, Gordon flew up into the wide blue yonder following his life's interest in aeromodelling and aviation. He had many other interests in which he took an enthusiastic part. His happy, friendly, knowledgeable part in all SBMAC free flight activities will be sadly missed. Our condolences go out to Pam, Andrew and friends everywhere.

Gordon was an aeromodeller from boyhood, he did his national Service in the R.A.F. Then followed an active interest in cycling and cycle racing with the 'Frome Wheelers' and 'Corsham Road Club'. Next he took to Motor Cycling with Andrew, actively and competitive. He was also a keen spectator to the extent of travelling to see the Scottish Six Days Trial. His love of flying extended to full size, being a qualified glider pilot and holder of a private pilots licence.

A reawakening of his love of aeromodelling came through his friendship with Rex Woodruffe and culminated in competitive vintage glider flying with both SAM 35 and SAM 1066. We will miss him.

**R.I.P.**

**Archive Action No.5**

-

Roger Newman

The world carries on! A delivery (of 43 boxes) was made during November to the National Aerospace Library, where they were very pleased to receive books donated from the DBHL. Some 650 of the 900 or so donated will be added to the National Collection & the remainder sold to raise funds for more material to be preserved or added. I was shown an example of what these funds are used to do - a collection of original ballooning posters, dating back to the early 1800s has been preserved by encapsulating in transparent polyester. This allows them to be freely handled by anyone, which they certainly could not have been without this preservation. The actual National Collection is a marvelous array of aviation related material and must rank as one of the finest in the world. All housed in one of the original Farnborough buildings that has been really well restored. Well worth a visit if you ever get the opportunity. Google "National Aerospace Library" for further info.

## AUTHENTIC SCALE

## A magnificent range of Flying Scale Models designed by Harold J. Towner

## RADIO CONTROL

Macchi M33. This elegant Italian aircraft was the last flying boat to compete in the Schneider Trophy Race. Detailed 2 sheet plan. Suits lightweight 2 function rudder/elevator control. 39 1/2" W/S. 09-15 Power.	£4.50
Curtiss JN4 "Jenny". U.S. 1st World War trainer and favourite machine of the early "barnstorming" pilots. 2 sheet plan. For rudder, elevator and throttle. 52" W/S. 15-20 Power.	£4.50

## FREE FLIGHT POWER

Handley Page Heyford. R.A.F. Night Bomber of the early '30's. Magnificent biplane. For twin .020s. 37 1/2" W/S.	£3.00
Fairey Battle. R.A.F. Single Engined Light Bomber of World War 2. For .49 power, but plan offers alternative rubber installation. 33" W/S.	£2.80
Savoia Marchetti S55X. Beautiful flying boat used in the epic Rome to Brazil and New York mass formation flights in 1930 and 1933. For twin .09s. 49 1/2" W/S.	£3.20
De Havilland Comet. Winner of the 1934 London to Melbourne Air Race. For twin .049s. 43" W/S.	£3.00
Fairey Seafox. World War 2 Fleet Air Arm "spotter" seaplane. 1-1/2cc Power. 34" W/S.	£2.75
Airspeed Oxford. World War 2 R.A.F. Trainer. For twin .020s. 34" W/S.	£2.75
Vickers Wellington 1c. The famous "Wimpy". For twin .020s or rubber power. 36" W/S.	£2.75
Bristol Beaufort 1c. World War 2 Coastal Command Bomber. For twin .049s. 36" W/S.	£2.75
Avro Anson. World War 2 Coastal Command "maid of all work" and trainer. For twin .020s. 36" W/S.	£2.75
Grumman Duck. World War 2 Amphibian used by U.S. and Allies. 25 Power. Detailed 2 sheet plan. 39" W/S.	£4.50
Antonov AN2. Russian workhorse of the Air. Plan gives floatplane detail. .049 Power. 29" W/S.	£2.40
De Havilland Hornet Moth. Well loved '30's biplane. .049 Power. 32 1/2" W/S.	£2.50
De Havilland Mosquito. Outstanding twin engined fighter of World War 2. For twin .020s. 28" W/S.	£2.50
Gloster Gamecock. Famous vintage R.A.F. Fighter and star of Hendon Air Shows. 1cc Power. 30" W/S.	£2.50
Bristol Bulldog. Worthy successor to the "Gamecock". .75-1cc Power. 28" Power.	£2.50
Fokker DR1 Triplane. Favourite mount of the World War 1 German "Aces". .049 Power. 23 1/2" W/S.	£2.10
Curtiss Helldiver. Last of the Curtiss biplanes. .049 Power. 23" W/S.	£2.10
De Havilland Tiger Moth. World's most famous light plane. .49 Power. 24" W/S.	£2.10
Fairey Barracuda. World War 2 Fleet torpedo bomber. .049 Power. 28 1/2" W/S.	£2.10
Jodel Petit Prince. Popular French low-wing monoplane. .049 Power. 28 1/2" W/S.	£2.10

## CONTROL LINE

Curtiss RC 32. Flown by Lt. (later General) Jimmy Doolittle to victory in the 1925 Schneider Trophy Race. Small wingspan belies the large size of this impressive model. .15-30 Power. 27" W/S.	£2.80
Boeing P26A. Stubby, highly colourful low-wing fighter. Pride of the U.S. Fighter Squadrons in the '30s. Full colour detail for a gorgeous model. .09-20 Power. 27 1/2" W/S.	£2.30
North American Mustang. Plan gives details for B.C. & D. variants of the legendary World War 2 U.S. Fighter. .15-25 Power. 37" W/S.	£2.50
Hawker Typhoon 1B. R.A.F. World War 2 Low level fighter. .09 Power. 28 1/2" W/S.	£2.10

## RUBBER POWER

Boeing B17G "Flying Fortress". Magnificent model. 37" W/S.	£2.50
Short Stirling. World War 2 R.A.F. Bomber. Beautiful flyer. 2 sheet plan. 37" W/S.	£2.85
Handley Page Halifax. Another "immortal" of World War 2. 34" W/S.	£2.30
Bristol Blenheim. World War 2 R.A.F. Twin engined bomber. 28 1/2" W/S.	£2.20
Bristol Beaufighter. World War 2 R.A.F. Twin engined fighter. 26" W/S.	£2.20
Handley Page Hampden. The R.A.F's "Flying Suitcase". Impressive model. Flies well. 27" W/S.	£2.20
Republic Thunderbolt P47D. Flown by many of the leading U.S. "Aces" of World War 2. 27 1/2" W/S.	£2.20
Bell Airacobra. Sleek U.S. World War 2 Fighter, also flown by other Allied Air Forces. 25" W/S.	£2.20
Boulton Paul Defiant. R.A.F. World War 2 two seat Fighter. Makes an impressive fast flying model. 27" W/S.	£2.20
Fairy Albacore. 43" W/S.	£3.00
Supermarine Spitfire W/S 27"	£3.50
Lockheed Hudson W/S 27 1/2"	£3.50

## "PEANUTS"

Bristol Beaufighter 13" W/S. 75p; Fairey Fantome 12 1/2" W/S. 75p; Praga "Air Baby". 13" W/S. 65p.	
Pilatus Turbo Porter. Not quite a "peanut" at 14" W/S, but a very good flyer.	65p

PLEASE NOTE: These models are not for the beginner, but experienced modellers will find them a delight to build and fly. U.K. customers please add 10p P&P. Foreign clients please enclose full postage (average plan weighs 150g). Payment only accepted by British Money Order or Currency. CASH WITH ORDER.

AUTHENTIC SCALE, 238 KINGS DRIVE, EASTBOURNE, EAST SUSSEX BN21 2XE

A visit was made to Pam Urquart in October through the good offices of Keith Miller. Pam is the (85 year old) daughter of H J Towner. She still lives in the same house in Eastbourne that he occupied & very kindly gave me the original drawings of his scale plans (Authentic Scale Models). These will eventually be added to our DBHL library. I have sent our Editor the

complete list, which no doubt when he gets room, could publish in the New Clarion. (see above Ed.) She also agreed that I could make a return visit in the Spring to scan her photo collection. Finally she gave me a lovely non flying model of a Macchi M33, built by HJT. After having a think, I suggested to her that it could be donated to the Southampton Hall of Aviation, as they have strong connections with the Schneider Trophy & she kindly agreed to this suggestion.

The Excel plan list has now been expanded to embed the AVANZ plans from New Zealand & from FSP in the USA. I have a fair amount of work to check the entries, but am hoping I can get it to a position where Mike can put the complete list on our SAM 1066 website over Christmas, Then I have to think about adding plans from Slovakia & other places. In total, there are now over 7000 line items.

MODEL AIRPLANE NEWS

DECEMBER 1-9-1939 45

**KORDA'S Wakefield INTERNATIONAL CHAMPIONSHIP WINNER**

*New World's Record*  
42 Minutes, 29 Seconds  
AUGUST 6, 1939

*Dick Korda, his Model Airplane and the Wakefield Trophy*

**... a MEGOW KIT** \$1.00  
complete, ready to build

*By mail, 70 cents for postage*

**MEGOW'S**  
Send 5c Postage  
for your copy of the  
**MEGOW CATALOG**

\* 100 pages, showing  
scores of gas-powered,  
rubber-powered and  
scale model airplanes.  
Also ship models, HO-Gauge Railroads, equipment and supplies.

To surpass today's records, start with today's BEST. Don't back-step. Use ALL the principles found in this year's champion! Equal it—and you will beat all the others. Improve upon it, even in some small detail—and you may be the next international champion!

Megow's Kit for building Korda's latest model contains Korda's original and official plan, and material specially selected for the purpose. It conforms exactly to official requirements, and enables you to construct a model of marvelous performance and rare beauty...the thrill of a lifetime.

It puts you in line for the BIG CASH PRIZES to be offered exclusively to Megow Model Winners during the coming year!

See your Megow Dealer...or order direct from nearest address below.

**Megow's**

Dept. MA, Howard and Oxford Streets, Philadelphia, Pa., or 217 N. Desplaines Street, Chicago, Ill., or Great Western Merc. Co., 718 Mission Street, San Francisco

S. Guterman & Co., Ltd., London, Eng. Aer-O-Kits, Sheffield, Eng. A. Werner, Voortburg, Holland.

American Products, Tienan-Tiencmont, Belg. K-Dex Pty., Ltd., 561A George Street, Sydney, Aus.

Value for money or what?

We still need a willing (or unwilling) volunteer to take on board quite a few surplus trophies that are stacked away. The alternative is to dispose of them i.e. scrap them, as I need the space back! If anyone is interested to help, please contact me by email. There are 5 banana boxes full of various shapes & sizes.

Otherwise, external events beyond my control have taken their toll of any spare time, so there isn't much else to report. Not even time to cover the half size Wedgie that was built a couple of months ago.

*Roger Newman*



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](mailto:martindilly@compuserve.com).

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

### **Brownhills Indoor Flying – Free Flight**

**Brownhills Community Association,  
Deakin Ave, Brownhills WS8 7QG**

*Just off the A5*

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

**2010 dates:**

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

**2011 dates:**

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

**Contact:- Tony Eadon-Mills**

**Tel: 01952 240451 - e-mail: [tonyeadonmills@gmail.com](mailto:tonyeadonmills@gmail.com)**

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

### Indoor Flying with the South Birmingham MAC

#### Free Flight Only

**Thorns Leisure Centre, Stockwell Ave.**

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

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

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

### Wickham Community Centre

Mill Lane, Wickham, Hants, PO17 5AL

### INDOOR FREE-FLIGHT DATES

2010

Thursdays 6-30pm until 10-00pm

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

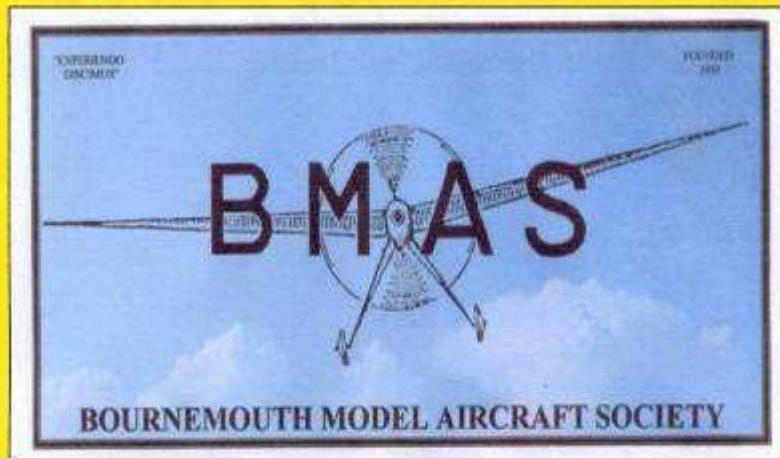
&

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

New Drinks Machine on Site

&

FLITEHOOK in attendance at most meetings



## INDOOR FLYING

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

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

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

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

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

**7pm to 10pm**

**ALLENDALE CENTRE**

**HANHAM RD. WIMBORNE BH21 1AS**

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

**FREE FLIGHT ONLY**

**COMPETITIONS incl  
GYMINNIE CRICKET LEAGUE**

**ALL FLYERS MUST HAVE BMFA INSURANCE**

**FLITEHOOK NORMALLY IN ATTENDANCE**

**Adult Flyers £4 Accompanied Juniors & Spectators £1.50**

**CONTACTS: JOHN TAYLOR TEL. No 01202 511502**

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

# Provisional Events Calendar 2010

with competitions for Vintage and/or Classic models

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

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

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

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

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

### Useful Websites

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

### Are You Getting Yours? - Membership Secretary

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

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

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

*That's All Folks! John Andrews*

# *Merry Christmas*