

	<h1 style="text-align: center; color: red;">NEW Clarion</h1> <h2 style="text-align: center; color: red;">SAM 1066 Newsletter</h2> <p style="text-align: center; color: red;"><i>Merry Christmas</i></p>	<b>Issue 1212</b>
		<b>December 2012</b>



**Affiliated to**


SAM 1066 Website



**Club No. 2548**

[www.sam1066.org](http://www.sam1066.org)



	<p>Editor:- John Andrews 12 Reynolds Close Rugby CV21 4DD</p>	<p>Tel: 01788 562632 Mobile 07929263602 e-mail <a href="mailto:johnhandrews@tiscali.co.uk">johnhandrews@tiscali.co.uk</a></p>
---	---	---

	<b>Contents</b>	<b>Page</b>
Editorial	-	2
AeroModeller Appeal	Steve Higginson	2
Middle Wallop October Results	Roger Newman	3
Bournemouth Club Classic Rubber	Martyn Pressnell	5
Engine Analysis, Amco 3.5	Aeromodeller Annual 1950	6
Radio D/T	Jim Paton	7
Coupe League Latest	Peter Hall	8
Pylonius	Aeromodeller Aug 1974	11
Nostalgic Trip to UK	John Richards (Canada)	12
Aeromodeller Departed (Tom Smith)	John Thompson	15
My October Wallop	John Andrews	20
1989 Wakefield Winner	Charles Dennis Rushing	23
Cocklebarrow Farm 7 <sup>th</sup> Oct' '12	Tony Tomlin.	26
8oz Wake & Tailless Lg. Results	Spencer Willis	30
The DBHLibrary (Magazines)	Roy Tiller	31
For Sale & Wants	-	34
Letter to the Editor	Graham Bryant	35
Secretary's Report November	Roger Newman	36
Plans from the Archive	Roger Newman	37
An Appreciation	Ron Marking	39
Events & Notices	-	40 - 45
Provisional Events Calendar	-	46
Useful Websites	-	47

## Editorial

The Wallop October meeting went off as planned and I was there, wearing a body belt, but mobile enough to do a bit of flying and snap a few pictures.

The AGM took place in the conference room of the museum with no contentious issues and the usual suspects volunteered their services for a further year so all looks well for SAM1066 in 2013.

Following the AGM the assembly had the pleasure of the company of Jim Wright who is the 'Museum Liaison Officer' of the BMFA. Jim gave us a briefing on the efforts he is making, on behalf of the BMFA, to try to establish a museum of Aeromodelling in the UK. Consultations with several existing Aircraft museums have been pursued, one very promising site was at Sywell and Jim put a proposal to the BMFA but they felt it was not viable. He continues to search.

## AeroModeller Appeal

-

Steve Higginson

### AEROMODELLER CONTRIBUTORS – CALL TO ACTION

As the new Editor for AeroModeller magazine, it is my aspiration to bring AeroModeller to the level of grandeur it once held in the aeromodelling industry. Overall content needs to be of utmost quality and high informative value within its educational focus. The old sages of years gone by know all too well, through years of experience, the importance of building a strong foundation of knowledge. They have taught us well in the past and it is now our responsibility to pass their wisdom on to new generations. Therefore, I am presenting my vision in this CALL TO ACTION in order to attract the following specifics with regard to contributor's submissions:

1: A greater focus on Plan Features, with several being published in every issue. New and unpublished construction articles including plans for the following disciplines:

Free Flight and Control Line model aircraft, of any power configuration and size category or flight class weather ancient or modern.

2: Technical "How-To's" that cater to Builders and Designers on all levels. I need the basics as well as advanced methods, tips and tricks. All of you are a clever lot and you love to share your discoveries and creativity. Keep in mind, my aim is to attract new enthusiasts to this great hobby and they will be as hungry as we were and are for cool stuff. These subjects cover a lot of ground and almost anything goes. These technical categories include: Design, Building, Covering and Finishing, Tips and Tricks, Sanding, Tools, Jigs and Fixtures, Engine (tuning, repair, and retrofitting), Electric propulsion (batteries, etc), Rigging incidence and alignment, D/Ts, Folding props, Adhesives (when, how and where to apply), etc.

3: More broadly, any of the following subjects pertaining to: Aviation science. Strength to weight considerations for lightweight building. Weight and balance. Flight trimming, and the importance of warps. What it is that makes a good flying aeromodel. Material selection (Balsa wood, foam, composites and raw materials that are used within the scope of traditional building.) Design theory and practices. Flying sites (where and why). Etc.

As a final note for perspective, AeroModeller cannot be everything to every modeler. Our MAIN focus is on building and flying F/F and C/L aeromodels. Primarily, we will be focusing on the "typical" aeromodeller, which will usually mean the aeromodeller who builds and flies at their own pleasure level, with advice and lessons learned from the experts. Art, Science and Education are cleverly disguised but, above all else, FUN is the name of the game.

If any existing or potential contributors have any questions or need further guidance, please contact me at: [editor@aero-modeller.com](mailto:editor@aero-modeller.com)

Thank you and regards,

Steve Higginson - Editor, AeroModeller Magazine

## Middle Wallop October Results

Roger Newman

### Results – Saturday 27<sup>th</sup>.October

*All Comps (except CLG/HLG) on 27<sup>th</sup> Oct had max set at 1min 30 secs to avoid flights out the field.*

*Conditions: Wind from North, wind speed typical 12 - 15mph, gusts up to 25mph. Cold & generally bright. Lots of turbulence.*

#### **BMAS Club Classic - 4 entries (3 flew)**

**1<sup>st</sup>** Bob Taylor (Mentor) 3.19; **2<sup>nd</sup>** Peter Jackson (Urchin) 1.41; **3<sup>rd</sup>** John Lancaster (Mentor) 1.30

#### **Large Vintage Rubber (Models larger than Wakefield) - 2 entries**

**1<sup>st</sup>** Ken Taylor (Challenger) 3.00; **2<sup>nd</sup>** Keith Palmer (Golden Eagle III) 1.30

#### **8oz Wakefield - 6 entries (5 flew)**

**1<sup>st</sup>** Ron Marking (Lim Joon) 4.30; **2<sup>nd</sup>** Peter Jackson (Lim Joon) 3.56; **3<sup>rd</sup>** Mike Turner (Horry) 3.38;  
**4<sup>th</sup>** Alan Price (Horry) 1.30; **5<sup>th</sup>** Keith Palmer (Master Plane) 1.06

#### **Rod Kenward Trophy (Classic Power) - 3 entries**

**1<sup>st</sup>** Dave Cox (Dixielander) 4.30; **2<sup>nd</sup>** Chris Redrup (Dixielander) 4.24; **3<sup>rd</sup>** Ted Hopgood (Dixielander) 2.54

#### **HLG / CLG (60 sec max) - 1 entry - 1<sup>st</sup> Graham Percival (O/D) 3.27**

#### **Crookham Coupe Day: Vintage Coupe - 3 entries**

**1<sup>st</sup>** Gerry Ferrer (Bagatelle) 4.30; **2<sup>nd</sup>** Chris Redrup (Etienvre) 4.21; **3<sup>rd</sup>** Peter Tolhurst (Etienvre) 0.51

#### **Crookham Coupe Day: F1G - 9 entries (8 flew)**

**1<sup>st</sup>** Ken Taylor 7.00; **2<sup>nd</sup>** Pete Brown 6.14; **3<sup>rd</sup>** Peter Tolhurst 6.00; **4<sup>th</sup>** Alan Brocklehurst 4.30;  
**5<sup>th</sup>** Peter Hall 3.39; **6<sup>th</sup>** Gerry Ferrer 3.00; **7<sup>th</sup>** Chris Chapman 2.45; **8<sup>th</sup>** D Greaves 1.3



**Peter Jackson – Urchin**



**Prize winners in action,  
Ken Taylor – Challenger**  
*(pictures by John Andrews)*



**Gerry Ferrer – Bagatelle**

### Results – Sunday 28<sup>th</sup>.October

*All Comps on 28<sup>th</sup> Oct had max set at 2mins.*

*Conditions: Wind from West, wind speed typical 4 - 7mph, gusts up to 10mph. Overcast with no sun.*

#### **Over 50" Vintage Glider - 7 entries**

**1<sup>st</sup>** Ken Taylor (Hyperion) 6.00 plus 2.08;  
**3<sup>rd</sup>** Dave Cox 6.00 plus 2.07;  
**5<sup>th</sup>** Ron Marking (Thor) 5.29;  
**7<sup>th</sup>** Peter Tomlinson (AH 24) 2.00

**2<sup>nd</sup>** Geoff Smith (Hyperion) 6.00 plus 2.07;  
**4<sup>th</sup>** Vic Driscoll (Archangel) 5.43;  
**6<sup>th</sup>** Terry King (Lunak) 4.00;

**Up to 50" Classic Glider - 4 entries**

1<sup>st</sup> Bob Taylor (La Mouette) 5.04; 2<sup>nd</sup> Ron Marking (La Mouette) 4.52;  
 3<sup>rd</sup> Graham Percival (Dab) 4.42; 4<sup>th</sup> Geoff Smith (La Mouette) 2.36

**Jarislav Rybak A2 Glider** (Designs up to 31/12/1953) - 4 entries (3 flew)

1<sup>st</sup> Dave Etherton (Seraph) 5.56; 2<sup>nd</sup> Terry King (Aurikel) 5.52; 3<sup>rd</sup> Tony Clark (Seraph) 1.51

**Jimmy Allen Mass Launch - 4 entries**

1<sup>st</sup> Roy Tiller (Skokie) 1.10; 2<sup>nd</sup> Ted Stevens (Jimmy Allen Special) 0.50;  
 3<sup>rd</sup> Barbara Tiller (Jimmy Allen Special) 0.46; 4<sup>th</sup> Anne Stevens (Jimmy Allen Special) 0.38

**Under 25" Vintage Rubber - 6 entries (5 flew)**

1<sup>st</sup> Roy Tiller (Fledgling) 4.29; 2<sup>nd</sup> Alan Price (Prince Hal) 4.27; 3<sup>rd</sup> Peter Jackson (Fledgling) 4.08;  
 4<sup>th</sup> Chris Redrup (Sandgown Jennie) 4.07; 5<sup>th</sup> Tony Hall (Fledgling) 2.45

**Small Vintage Rubber (Vintage Lightweight) - 9 entries**

1<sup>st</sup> Mike Gilham (Bazooka) 6.00; 2<sup>nd</sup> Andrew Longhurst (Scram) 6.00; 3<sup>rd</sup> Chris Redrup (Scram) 5.54;  
 4<sup>th</sup> Nick Peppiat (Pinocchio) 5.45; 5<sup>th</sup> Jim Wright (Scram) 5.32; 6<sup>th</sup> Alan Price (Senator) 5.30;  
 7<sup>th</sup> John Andrews (Hepcat) 1.39; 8<sup>th</sup> P Norman (Senator) 1.12; 9<sup>th</sup> Bob Taylor (Scram) 1.08

This should have been a fly-off but Andrew had opted for an early night!

**4oz Wakefield - 3 entries**

1<sup>st</sup> Mike Turner (Duplex) 6.00; 2<sup>nd</sup> John Wingate (Northern Arrow) 4.00; 3<sup>rd</sup> Peter Jackson (Copland) 1.10.

**Tailless - 2 entries (1 flew)**

1<sup>st</sup> Andrew Longhurst (O/D) 4.36

**Dick Twomey Top Time Trophy**

Won by Chris Redrup with flight of 7.59 on 27<sup>th</sup> October in Rod Kenward Classic Power with Dixielander.

7 other flights were recorded – from 2<sup>nd</sup> place of 4.06 down to 2.22. Bearing in mind conditions prevailing over the two weekends (one of which was cancelled) the flight by Chris was quite exceptional, particularly as he made a very quick recovery of the model.

**David and Hilda Baker Memorial Trophy**

**Winner:** Tony Shepherd 4mins 6 secs

**Tomboy Tankard** (for most flights over 2mins): John Andrews 2.09, 3.11 and 3.37

Neither The Junior Trophy nor The Radford Trophy were awarded this year.

**Some of the Trophy Winners**

Left is Ron Marking, 8oz Wakefield winner clutching the huge Chester Lanzo Trophy  
*(every wife's nightmare)*

Right is Mike Turner, 4oz Wakefield winner, trophy in one hand and one of the handles in the other  
*(Rumor has it that it became detached whilst in Rogers gentle care.)*





The beautiful Hilda & David Baker Memorial Trophy, won by Tony Shepherd and the multiple flight Tankard won by your Editor



Roger Newman waits in the background to hand over the prize mugs  
SAM1066 logo on one side & Diamond Jubilee logo on the other

(pictures by Rachel Andrews)



*Roger Newman*

## Bournemouth Club Classic Rubber

-

Martyn Pressnell

### Middle Wallop 27 October 2012

This is the normal 'summer' Club Classic event usually held in late August, but this year postponed due to army air corp. activity at that time. The day offered promise with clear skies and sunshine in the morning, but spoilt by a very cold strong north wind, carrying models out over Nether Wallop village or fields beyond. The maximum was chosen as just 90 seconds to avoid too many losses. In the event we could only attract just four entrants this year and no one managed a full house!



1<sup>st</sup> place



2<sup>nd</sup> place



3<sup>rd</sup> place

1 <sup>st</sup>	Bob Taylor, <i>Mercury Mentor</i>	3 min 19sec
2 <sup>nd</sup>	Peter Jackson, <i>Urchin</i>	1 min 41 sec
3 <sup>rd</sup>	John Lancaster, <i>Mercury Mentor</i>	1min 30 sec
4 <sup>th</sup>	Mike Gilham, <i>Urchin</i>	-



It was winner Bob Taylor's first win at Club Classic.

Congratulations to the four die-hards above.

The Mentor proved itself able to cope with the conditions although most models were beaten down by the ground turbulence. The next Club Classic event will be at Easter 2013 at Middle Wallop, all being well, and I am assured a glorious warm sunny day with light winds.

*Martyn Pressnell*

## Engine Analysis, Amco 3.5

Aeromodeller Annual 1950

### AMCO 3.5.

**Manufacturers.** Anchor Motors, Model Engineering Division, The Newgate, Chester.

**Retail Price.** £4 17s. 6d.\*

**Delivery.** 14 days.

**Spares.** Ex. stock.

**Type.** Compression ignition (Diesel), G.P. when run in. Designed exclusively for Control Line.

**Specified Fuel.** C.I., Mercury No. 3, G.P., Mercury No. 5.

**Capacity.** 3.43 c.c.

**Weight.** 3.75 ozs. bare, 4.12 ozs. with extension.

**Compression Ratio.** Variable.

**Mounting.** Beam or radial, upright or inverted.

**Recommended Airscrews.** Depends on type of model.

**Tank.** Not fitted.

**Bore.** .6875 in. Stroke : .5625 in.

**Cylinder.** S.14, hardened, ground, honed, round and parallel to .00005 in. 10 ports : 5 transfer, 5 exhaust. Screws in crankcase.

**Cylinder Head.** Dural, black anodised. Screws to cylinder.

**Crankcase.** L.A.C. 112A. Pressure diecast.

**Piston.** Centri-cast iron. Conical Crown. Ground and honed to .00005 in.

**Connecting Rod.** 24 St. alum. alloy. Drop forged.

**Crankpin Bearing.** Plain, honed.

**Crankshaft.** S.11. Hardened, tempered, ground.

**Main Bearing.** Plain, honed.

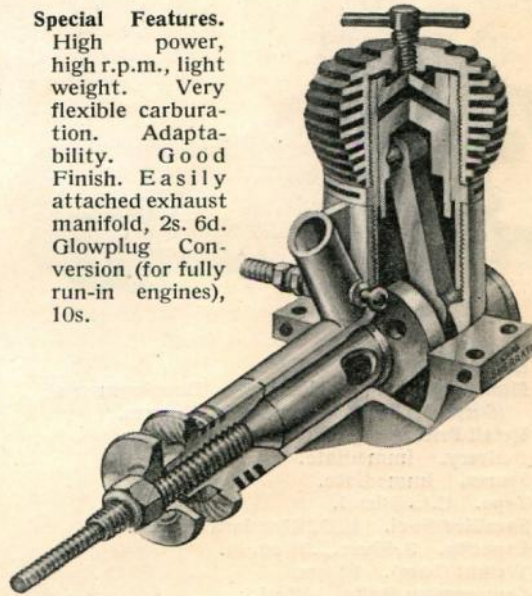
**Little End Bearing.** Plain, reamed.

**Crankshaft Valve.** Shaft rotary.

**Plug.** K.L.G. Mini-Glow, short reach.

### Special Features.

High power, high r.p.m., light weight. Very flexible carburation. Adaptability. Good Finish. Easily attached exhaust manifold, 2s. 6d. Glowplug Conversion (for fully run-in engines), 10s.



### TEST

**Engine.** Amco 3.5 c.c. Diesel.

**Fuel.** Mercury No. 3.

**Starting.** Pulley and cord used for convenience, but the engine was experimentally hand-started from time to time. No difficulty was experienced with engine either hot or cold.

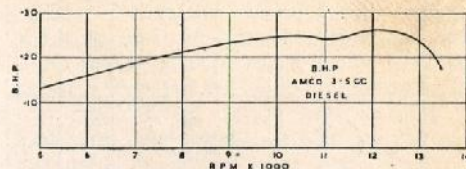
**Running.** Runs well and evenly at all speeds from 5,000 to 14,000 r.p.m. and accommodates itself well to various loadings. Below 5,000 r.p.m. signs of erratic running

became evident, probably due to the quick cut-off of ports. Cylinder started to unscrew from the crankcase at speeds in excess of 11,000 r.p.m., but the trouble was not repeated when the cylinder was screwed down really tight when hot.

**B.H.P.** The Amco 3.5 diesel is definitely in the "super" class, as the peak output was .260 b.h.p. at 11,600 r.p.m. This figure remains almost constant up to about 12,000 r.p.m., when the output falls very gradually. At 13,000 r.p.m. a distinct drop commences, showing a loss of about .001 b.h.p. for every 100 r.p.m. increase. The curve is remarkably flat, yet the most interesting part is that lying between 10,500 and 11,500 r.p.m. Here, a distinct drop in power is to be noted; a loss of .002 b.h.p. from maximum, occurring at 11,000 r.p.m.

**Checked Weight.** 4.07 oz. (less tank).

**Power/Weight Ratio.** 1.022 b.h.p./lb.



**Remarks.** Readers will note the extraordinary high power/weight ratio of the Amco 3.5 c.c. engine, which is the first of any miniature engines yet tested to reach a figure of 1 b.h.p. per lb. weight. In view of this extreme figure one might have expected some mechanical failure due to excessive lightening of the parts, but, in fact, no trouble of this kind was experienced. The test on the first engine, some months ago, revealed excessive wear on the con-rod bearings, but the present use of new materials seems to have overcome this.

It is about a year since I started messing with radio D/T and radio assist.

I did have an Aeris Radio D/T system in my Open rubber model and this has worked well. I bought it when I was working and had more money to spend. However last summer I played around with making up a module that was transferrable between models using cheap "Orange" receivers and 2.5g servo (from E-Bay).

I got the weight down to about 7g with my second version, but the main drawback was the limited range of the Rx. So I am back to using a Tomy for my competition models. My Aeris has given up the ghost after I connected a new servo to it using the wrong leads.

The advantage of the radio D/T was the ability to save the model from hazards, and having a variable D/T time. The disadvantage was that my battery had a short life and on 2 occasions I had to press the Tx twice before it worked, which was a bit worrying.

With the cheap "Orange" Rx system the disadvantages were the bulk of the system and the greater weight than a Tomy or viscous timer. I lost a small pylon model at Old Warden last summer when the engine ran for too long. I resolved to use radio D/T at Old Warden in future. I think the "Orange" based module is ideal for sports models, which I keep within Park -fly distances. This proved very satisfactory at the later Old Warden meeting. There is also the failsafe that triggers the D/T when the model is out of range. This is what makes it no good for contest flying.

I did go one stage further with my K.K. Pirate and use the Orange Rx with closed loop rudder, with the idea of saving long retrievals. I thought it would be one stage better! However, although convenient, it no longer feels like FF, and the model stalls after turning - really requiring elevator, which is then definitely RC.

So, I have come around to feeling that radio assist is no longer free flight, but RCD/T still is.

However, buying another Aeris for over £100 is out of the question for me. I am going to stick with the Orange Rx, 1S lipo and 2.5g servo cheap combination for my sport models and a Tomy for competition models.

Which probably leaves me back where I started most of the time.

*Jim Paton*

**Crookham Coupe Day, Middle Wallop October 27th  
Round 8 of the Southern Coupe League**

I read somewhere that the early 1920's gentlemen members of the British Everest climbing teams (no plebs. thank you) wore tweed Norfolk jackets. George Bernard Shaw remarked that they looked like 'a Conemarra picnic party surprised by a snowstorm'. Their performance was seriously compromised by their outerwear and so was ours. But it wasn't just the cold. Coupes are delicate creatures, but perfectly flyable in stiff breezes, even strong winds if the air is smooth and you wait for a lull. But this was a very turbulent and persistent blow and only three of the nine entrants completed five rounds and none clear despite the reduced 90 second max. set to avoid the sensitive farmland downwind.

The scorecard tells the sorry tale. In round one Peter Brown was blown down in 45 seconds and Peter Hall in 58 breaking a wing and the boom. Chris Chapman and David Greaves broke wings and retired but Alan Brocklehurst seemed to have mastered the conditions maxing the first three rounds. He was flying a beautifully presented model. Stick and tissue, no systems, left glide, outrigger prop, eggbox flying surfaces and Warren girder boom. Unfortunately he has no reserve model and decided not to risk continuing. Gerry Ferer started well with two maxes but switched to the vintage Coupe event with Chris Redrup. A smart move - they took first and second places. Ken Taylor was flying a Supacoupe, a ten year old American kit model. On his way out to launch he broke the main spar, cyanoed a 1/8" square x 4" lump of spruce over it. This was some turbulator and he launched, maxed and went on to take first place. Peter Brown spent much of the day breaking motors. Winding to the limit as he does, requires a sensitive feel, impossible with hands numb from the cold he explained. But he struggled through and took second. Peter Tolhurst who never gives up no matter what the setbacks or conditions came in third.

Only three flew the vintage Coupe event. Gerry Ferer flying a Bagatelle took three maxes and first place - a great performance all round. Chris Redrup ran him close narrowly missing his first flight max. with an Etienvre. Peter Tolhurst, also with an Etienvre, dropped his first and then concentrated on F1G, taking home two bottles of wine.

Memorable image of the day? Coupes rolling, diving and looping in the turbulence and in contrast, an 8 ounce Wakefield trundling untroubled overhead like some big fat migrating goose. With one event in the League to go, Peter Brown is unassailable in the League. Will he sit in the museum café at Coupe Europa, sipping his coffee and waiting for his cup while we struggle in the blizzard outside for the leftovers? He will not. The Europa is the premier event of the year and he's after a clean sweep.



**October Wallop Results**  
(Postponed Crookham Coupe)

**F1G**

	Name	Time	Maxes	Leag. Points
1	K.Taylor	7:00	3	13
2	P.Brown	6:14	2	11
3	P.Tolhurst	6:00	3	11
4	A.Brocklehurst	4:30	3	10
5	P.Hall	3:39	1	7
6	G.Ferer	3:00	2	7
7	C.Chapman	2:45	0	4
8	D.Greaves	1:30	1	4

**Vintage Coupe**

1	G.Ferer	4:30
2	C.Redrup	4:21
3	P.Tolhurst	0:51

**F1G League Table after Postponed Crookham Coupe (best 4 to count)**

PLACE	NAME	CLUB	CR'HAM GALA	LONDON GALA	S'N HENGE	OXF'D GALA	SIXTH AREA	STH'N GALA	CR'HAM COUPE	EIGHTH AREA	COUPE EURO	TOTAL
1	P. Brown	CM			15	12		15	11	14		56
2	D. Greaves	B&W	14		10	6	10		4	13		47
=	R. Vaughn	Crookham			7	14	1	11		15		47
4	P. Hall	Crookham	13		2	5	14		7	10		44
5	C. Chapman	B&W			11		8	11	4	6		36
=	A. Brocklehurst	B&W						14	10	12		36
7	P. Tolhurst	Crookham	4		7	11			11	4		33
8	E. Tyson	Crookham	9				15			8		32
9	A. Longhurst	SAM35	15			15						30
=	J. Paton	Crookham	7		13	7	1	3				30
11	C. Redrup	Crookham	9		6	8	1					24
12	T. Gray	Crookham				13	9					22
13	P. Seeley	B&W			5		12	4				21
14	K. Taylor	E.Grinstead							13			13
15	B. Martin	Tynemouth			11							11
=	D. Thomson	Croydon					11					11
17	R. Elliott	Croydon				10						10
18	M. Marshall	Impington						9				9
19	M. Cook	Crawley					2	5				7
=	G. Ferer	Timperley							7			7
21	D. Neil	B&W					5					5
22	A. Crisp	Biggles			4							4
23	J. White	Croydon	3									3
=	J. Minshull	Brighton	2				1					3
=	D. Powis	CVA					3					3
26	G. Stringer	E.Grinstead					2					2
=	P. Jellis	Croydon					2					2
28	G. Manion	Birmingham				1						1
=	R. Marking	CVA					1					1
=	M. Stagg	MFFG					1					1

# A few pictures of some of the Coupe contenders



On the left above, we see Ken Taylor assisted by brother Bob at Wallop attaching the prop and on the right Pete Tolhurst fiddling, I think, with the D/T timer. Point to note, both of these models appear to be traditional Stick and tissue models



Here is Peter Brown, the current league leader, setting the prop on his all singing all dancing modern F1G. Successful Coupe flying needs thermal detection and Peter uses some quite sophisticated gear.

*Peter Hall*



**Aeromodeller Aug 1974**

### **Overhead Costs**

Just now R/C helicopters are all the rage - and bad tempered ones at that, when the expensive things crash. I cannot say I am all that moved by them. Perhaps if someone came on the flying field with an all systems helicopter made out of scraps and oddments I might feel I was in the company of a fellow enthusiast, but I get a definite sense of alienation when the machine is a commercial package deal, and a feeling of amazement that anyone could whack out several hundred pounds on something as vulnerable as a model plane. It is the money that separates the (poorer) men from the toys, no doubt, but I like to think that, even if I had that sort of loot, I'd still cling to my shoestring methods.

The sad thing is that the flying field is becoming a less democratic place with the emergence of a moneyed elite. You cannot approach a five-hundred quid helicopter owner all matey equality. You either have to touch your forelock in deference or walk humbly by. Displays of prestigious 'goodies' make for too much class distinction on the field -you get socially graded according to your equipment. Back in the old democratic days we all turned up at the flying field on our undistinguishable motor bikes to fly our undistinguishable models. These were the days before model planes, like Christmas, had become completely commercialised, and the chap with the highest status was the chap with the highest model. True, he often regarded himself as a bit above the sub-minute peasantry, but he at least owed his distinction to ability rather than sheer spending power.

### **Back to the Land**

Nowadays government departments and local councils are too busy parcelling out that precious heritage, our land, to motorway builders and property speculators to pay much heed to the needs of low-in-the-pecking-order model flyers. Not that the scraps of left-over land would be much good to us anyway; so it's not surprising that we have gone to the only people who sit upon any substantial part of the tawdry remains of Mother Nature's domain: the farming folk. You may have to ask the cows to move over a bit - and tread warily when they have, but the rural pasture can be quite a paradise after the rows and problems of the urban pitch.

### **Hangers On**

Like the fleas on the nose of a swimming fox, we tend to rush to the higher terrain when conditions lower down get decidedly murky; which is why we pressurised flat earthers take to slope soaring. But we are not alone in running to the hills for reasons other than the sound of music; we are being jostled on our precarious perches by other seekers of the built-in updraught: notably the hang glidists. These intrepid gentlemen launch themselves off the pitiless peaks with nothing but a few yards of canvas to support them. Naturally when anyone is doing anything likely to result in a broken neck there is always a strong backing of human curiosity. This makes for some congestion on the sometimes narrow ledges, and an 'excuse me' from a would-be radio flyer is not likely to be given much heed. After all, he is only out to damage an old model plane, and however satisfying the sight of a plunging model may be, it takes very much a second place to the spectacle of a nose-diving homo sap.

Usually such fads are not lasting, and it will not be long before these drop outs drop-out. People may laugh at the boys with toys at the top, but at least they do not have to climb back up the slope after each flight.

### **Multi-Channel**

Those old aeronauts, Bleriot, Santos Dumont & Co., must surely have been aeromodellers at heart. How otherwise would their venerable craft fly so well as model planes? One thing is certain: it is a good thing old Bleriot made his cross-channel flight when he did, for, according to what we see on television these days, he'd have to dodge the model helicopters going the other way.

### **Ribby Idea**

There is a type of model, seemingly gaining in popularity, which I feel to be offensive to the fitness of things. I mean those sheet wing models, with the ribs hanging nakedly underneath, like an emaciated streaker. There is only one type of model that looks better without full covering, and it's not the aircraft variety.

*Pylonius*



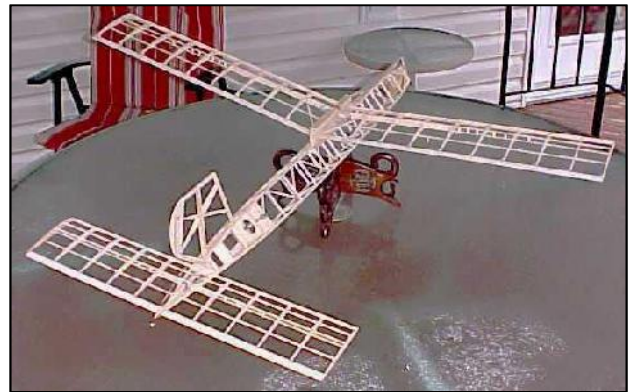
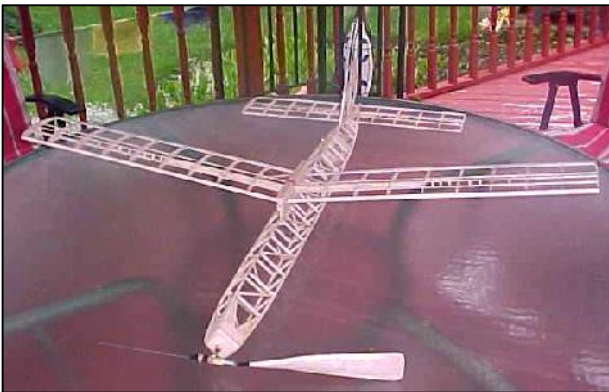
### Tale of an 'Upstart' & 'Slope Rino'.

I have just been reading the second part of the DBH Library article in the Oct NC about George Woolls plans, which included a view of his 'Upstart' rubber model. This was the first contest rubber model I built, got the plan from the aeromodeller (MAP) plans in the sixties when I was a member of the Coventry MAC. I remember it well, I worked on it late Saturday evening to get it ready for the next day to fly at High Ercall. I cannot remember how it flew, as it had not been trimmed, but can remember that I did not enter it in the contest on the Sunday so probably had problems trimming it as it was my first contest model.

Not sure what happened to the model, got lost in the move to Canada I guess, but as it was my first rubber contest model I've always wanted to build it again.

Anyway I thought you might like to hear the story of how I got to build the Upstart again and how once again never got it trimmed or flown in a contest. At the beginning of this year Gill and I arrange a visit to the UK, first time back in twenty years, for a holiday and a wedding in August.

It was after booking the flight that I realized the SAM1066 Champs were being held right in the middle of our visit. What a chance I thought to build the 'Upstart' and to take it to a contest again, how nostalgic can one get. I could not find my old plan but managed to get one off a web site called the Outerzone which has a vast quantity of free plans. On top of that while in the UK we would be staying with the Brother-in-law in Nuneaton, where Gill and I lived before we emigrated to Canada, which from the Google maps showed it to be not a long drive to Middle Wallop.



You can see the bare bones of the 'Upstart' from the photos but building the model this time was not as I remember building it in the sixties. I seem to remember having no problems building the model and it did not take very long to build, maybe being fifteen made a difference. But this time, even though I had about seven months until we left in August, I only had the fuselage and fin completed by May and that with using instant glue to speed things up. Must admit it had been a long time since I built a diamond fuselage, also I found it impossible to cut the slot in the top longeron for the all sheet pylon to go through as it just broke up. In the end I cut the whole section of the longeron out and built the Pylon into the fuselage reinforcing where

necessary. Also I had decided to build the fuselage in two sections so that the model would fit into a box that I could carry on as hand luggage.

To do this I moved the motor peg forward and made the break behind the peg, using the peg and hooks to hold the rear end on with rubber bands. This made for a shorter motor but as I would be using Tan Sport rubber decided this would be no problem, yet to find out. Having decided to use a Tomy timer for the DT I realized it would fit nicely into the rear section which made the attachment line short for the pop up tail. The wings and tail went together okay but it took time with the 1/32" wing and tail webbing between the spars. The next problem was cementing the 1/8" square pieces onto each wing half root rib that fitted into the slot in the pylon. These had to be at the correct angle to get the right incidence on both of the wing halves, the first try came out completely wrong and I ended up with quite a bit of negative incidence on the wing halves. Finally after refitting I managed to get them both at the correct angle to give me the right incidence, but what a job that was.

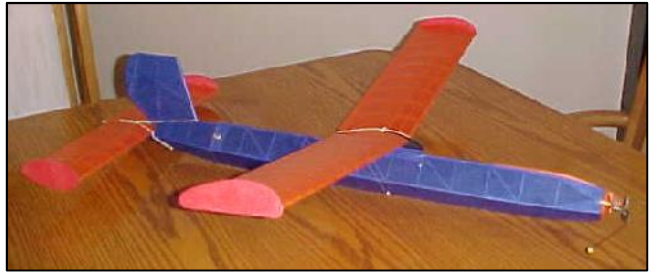
By now it was June and still had the prop and nose block to build, cover the model, dope it and fit the timer. The single bladed prop I built as per plan using the 1/16" balsa shapes, as shown on the plan, cementing them together and sanding to obtain the correct twist and section. I found making a prop this way quite enjoyable, I like making props, and even if I do say it myself it turned out quite good. The nose block went together well but it took a while to make the hub and get the prop angle correct. I went to our local fishing tackle store and found just the right size fishing weight for the counter balance and only had to add a small amount of extra weight to get the prop to balance.

With only three weeks to go I still had the covering and doping left to do, plus fit the timer and set the lines up for the D/T. I did not have any jap tissue in the colors I wanted to use, blue and orange the same as on the original model, so I used some tissue purchased from a local craft store which turned out not to bad. By the end of July I had the fuselage and fin covered but then found out the tragic news that the SAM1066 Champs had been cancelled so in despair put the model aside.

I had also decided to build an all balsa slope glider that I had built in the sixties called the 'Slope Rino', plan obtained once again from the Outerzone site, to take along with the 'Upstart' which would fit into the same box. Only difference from the plan was that I made the wing and tail detachable so that the model would fit into the box. This model I wanted to fly at a place called Burton Dassett hills, where I had flown the original, which was not far from where we were staying while in the UK, there goes that nostalgia thing again. So with not much time I started cutting balsa as fast as I could and being an all balsa model went together quite quickly. So with only a week to go before we were to leave the 'Slope Rino' was built, doped, balanced and even test glided in the backyard.

Only one week to go and the uncompleted Upstart just laid there on my work bench and it seemed a shame to not to take it along as well. So with determination I started to cover and dope the wings and tail. Now for the strange part as it was only the day before we left for the UK that I managed, by late evening, to finish the doping, install the Tomy Timer, put the model together, set up D/T and make sure everything

went together as it should. As I was putting both models into the box, made the correct size for carry-on luggage, it reminded me of the time in the sixties when I was getting the Upstart ready the evening before going to High Ercall.



Unfortunately the Upstart once again never got to fly in a contest as the SAM1066 Champs were cancelled. In fact I did not get a chance to fly the 'Upstart' as with visiting relatives and the wedding I did not find much time for flying, even though I did install a 12 strand 1/8" motor. All was not lost though as, whilst there for the twelve days, Gill and I did manage to get to Burton Dassett Hills. This gave me a chance to once again fly the 'Slope Rino' off one of the hills, same as I did in the sixties.



**The 'Slope Rino' looking out from the top of Burton Dassett Hill**

Unfortunately I only got to have one flight as the wind was not directly on the hill but slightly to one side, luckily I did manage to take two photos before the flight. The 'Slope Rino' went straight up to a good height above the hill then proceeded to do a right turn back to the hill while drifting along the hill. I could not then believe my eyes as she did what she was supposed to do and turned back into wind. Then she started to head downwind, now below the slope, towards some trees along the edge of a plowed field at the bottom of the hill. Yes you guessed it the 'Slope Rino' landed in one of these trees, the highest one of course. I tried my best to climb the tree but it was not the type of tree that wanted to be climbed so after a few scratches on arms and legs I gave up. Tried to throw rocks to get her down but my aim was no good, in desperation I even tried to shake the tree which did not





work either. Having no pole or other method I was faced with the fact that I was going to have to leave her in the tree, which I did. I guess it was good that the 'Slope Rino' was an all balsa model as the cost was not great but I would have liked to fly her again as she was flying so well. By the way I completely forgot to put an address label on the 'Upstart' or 'Slope Rino', not sure if anyone would have returned them to Canada if I had.

Well that is the story of my nostalgic quest to relive my past and of the 'Upstart' and 'Slope Rino'. Sorry if it is a bit long winded and if anybody happens to be visiting Burton Dassett any time, great place for the kids, and see an all Balsa glider in a tree or on the ground let me know. Better still if you happen to find the 'Slope Rino', keep it till next year, as I will be back and can pick it up then, but no flying it though, if it's flyable.

*John Richards (Canada)*

## **Aeromodeller Departed (Tom Smith)**

- John Thompson

The death was reported, in the Daily Telegraph, of **Tom Smith** a well know power flyer from 30/40 years ago with his Nig Nogs and Super Nogs, winner of the Nationals on 4/5 occasions. His work exploits, amongst other things, were as Chief Engineer on the British Space Shuttle in the early 60's, later cancelled, with him commenting some years later "there is nothing worse than being right at the wrong time".

I had some contact with Tom over 50 years or more and published below are the trimming notes for his Super Nog which, although written 30 years ago, are still valid today and may be of interest to 1066 readers. Stick to the first para "foreword" in any class of model and one should not go far wrong .



Tom Smith used new F.A.I. design 'Noggin'. All-sheet surfaces employed. Rossi 15 hides inside glassfibre cowl-cum-pylon blended into Ronitube boom.

### **Super Nog Mk3 Trimming Notes by Tom Smith**

#### **1.0 Foreword**

The following notes are the result of a lot of experience some of it chastening - so there is not much point in reading this if it is not intended to be followed. A goodly proportion of the Super Nog development has involved discipline of trimming - stick to the procedure and there is a good chance of success

(notice I did not say 100%).

## 2.0 Pre-flight - (At home)

Jigs are used (see jiggling notes) for all surfaces with the objective of preserving the trim between flying sessions and even between flights if heat or damp warping is suspected. [NB This step was probably the most important that was taken during the development and resulted in the ability to fly straight out of the box (even between seasons)] .

Prior to first flight (and after all major repairs or re-covering) steam all flying surfaces and check for warps. All surfaces are flat, except for the right (starboard) inner wing panel which has 1/8<sup>th</sup> " wash-in (measured at dihedral junction). This wash-in is vital and has been chosen with care. It is possible to get results with slightly less than 1/8th, but it should not be exceeded. There is thus a fixed roll setting (but not fixed roll rate - see later).

Immediately after steaming, put surfaces in jigs and allow to cool off.

Check C.G. position. On the Super Nog MK 3s built so far the C.G. has been at 6.9"  $\pm$  .05" behind L.E. at the root. With this C.G. position, the tailplane settings should be as shown in the settings chart.

With C.G. forward/rearward of this nominal position, the glide setting should be increased/decreased slightly, but the power setting should be left unchanged.

If the fin has been accurately lined up and has no obvious warp, then the rudder settings in the chart should be O.K. (slightly left rudder for power, hard right for glide, approximately half-way between for transition i.e. tail-rudder interconnect).

Set the timer initially such that the rudder comes in about ½ second before, and the tailplane about 2 ½ seconds after, the engine flood-off release. Check timer position for 2-2 ½ second run.

Make sure that engine is sufficiently run-in such that there is unlikely to be large variations in power at a given setting. All power trimming is done at full power.

## 3.0 Pre-flight - (On the field)

Check engine for clean run (not too lean - shake model heartily fore and aft to check for any acceleration cut-out). Check timer/engine cut-out for 2-2 ½ second run.

Check glide settings by hand launch over long grass until any violent stall or dive is eliminated with tailplane screw adjustment. Model should be turning slightly to the right. If brimming with confidence, and grass is long and widespread, try a banked launch with a fairly hearty throw to the right. The model should then gain a reasonable height to allow you to see the glide pattern.

Change to power settings. Throw straight ahead quite hard. The model should turn very slightly left.

If the resulting settings differ wildly from the setting chart, check the whole line-up and warps.

Do not leave any deviation unexplained.

## 4.0 First flight

Choose calm weather. This is necessary to be able to see accurately what is happening to the model. Set for a short D/T fuse i.e. do not, repeat, do not, merely allow the tailplane to go to D/T position instead of glide setting unless the timer allows a very large delay. The momentum at engine cut is large and can cause very high 'g' forces at D/T if the delay is small. It can cause wing breakage, so play safe.

So, with engine at full bore, timer set for 2-2 ½ second power run and a short D/T fuse, launch model straight up as near vertical as possible with wing L.E. parallel to ground (err slightly forward if at all). Watch carefully which way the model goes, to right or left, pull up or push over. Ignore roll at this stage.

### 4.1 Subsequent flights

At this stage, Aim 1 is to get the model to travel straight up, turning neither right or left, not bunting or pulling over (i.e. pitching with negative or positive 'g').

Use only the tailplane power screw and rudder power screw for adjustments, and persist until the climb is straight up i.e. fuselage tube travels in straight line. Once achieved - the worst is over - relax.

Gradually increase the length of run, a second at a time, to about 5 seconds to see how the roll develops, still adjusting pitch and turn to keep straight line travel. Note these straight settings.

Aim 2 is to get the model to travel in a helical climb pattern i.e. as if the model is rolling (pulling round) around a thin vertical cylinder. To do this as the roll develops, requires a very slight right turn and a small amount of pitch-up to pull the model back towards the centre of the cylinder.

As the model rotates (rolls) the attitude should look exactly the same with you looking along the fuselage, just seeing the top of wing and tail, with the whole ensemble gradually diminishing in size as the model climbs away. (When I reach this stage I find myself slowly rotating round the same spot on the ground staring upwards - it is a very satisfying sensation but I suppose it depends what turns you on?).

If satisfied, gradually build up to the full 10 second run.

If the model starts to deviate from the ideal described, it is generally best to go back, to the straight settings otherwise confusion will reign. The reason is that there is an interaction between turn and pitch. For instance, right rudder produces an apparent pitch-down as well as a right turn and, therefore, needs to be counteracted by up-tail, and vice versa.

The explanation is that a certain amount of turn and 'g' are required to balance the roll rate to produce the desired helical pattern (balance of centrifugal force) and a change to any one throws the model out of equilibrium e.g. too much right turn throws the model out of the cylinder, which has the appearance of a pitch-down.

Please note, the model is not entirely in equilibrium since it is accelerating, but the trim is sufficient of a compromise over the power run.

Thus to obtain the correct trim, compound adjustments of both tail and rudder settings will be needed to make the model travel round this imaginary cylinder (or cylinders since within reason you can choose how thin a cylinder you want), It should, however, be noted and heavily underscored - even if the model does deviate IT IS STILL VERY SAFE since it carries on going up. Even though apparently upside down, it will eventually roll right way. It just looks untidy.

Once achieved, this whole trim works admirably in both calm and windy conditions, provided the launch is straight up or slightly right of the wind direction. Launching left does appear to tax the model's ability to recover into a decent pattern.

The discipline to adopt is - "slowly does it". Do one change at a time, remembering what it was last time, and, as an aid to this, do the changes in fixed steps i.e.  $1/8^{\text{th}}$  or  $1/4$  turn of the screws. Eventually measure and record the settings.

## 5.0 Transition

Before sorting out the transition stage, get the glide trimmed to a reasonable state just below the stall. Final adjustments can wait until both climb and transition are O.K.

The desired transition is accomplished by using two adjustments, (a) the rudder-interconnect setting, and (b) the rudder-to-glide tailplane time-gap on the timer. The initial setting for (a) was approximately half way between power and glide setting and for (b), about  $1/2$  second before engine cut. Now that the climb has been sorted out, increase this latter time gap to  $1\frac{1}{2}$  seconds before engine cut.

The aim in the transition is to convert the energy left at engine cut into height at glide attitude (without pulling the wings off!).

If we recall the interaction between turn and pitch in the climb helix, such that too much right turn during the climb causes a push over (throwing out or deviation from the cylindrical pattern), we can now turn this effect to advantage.

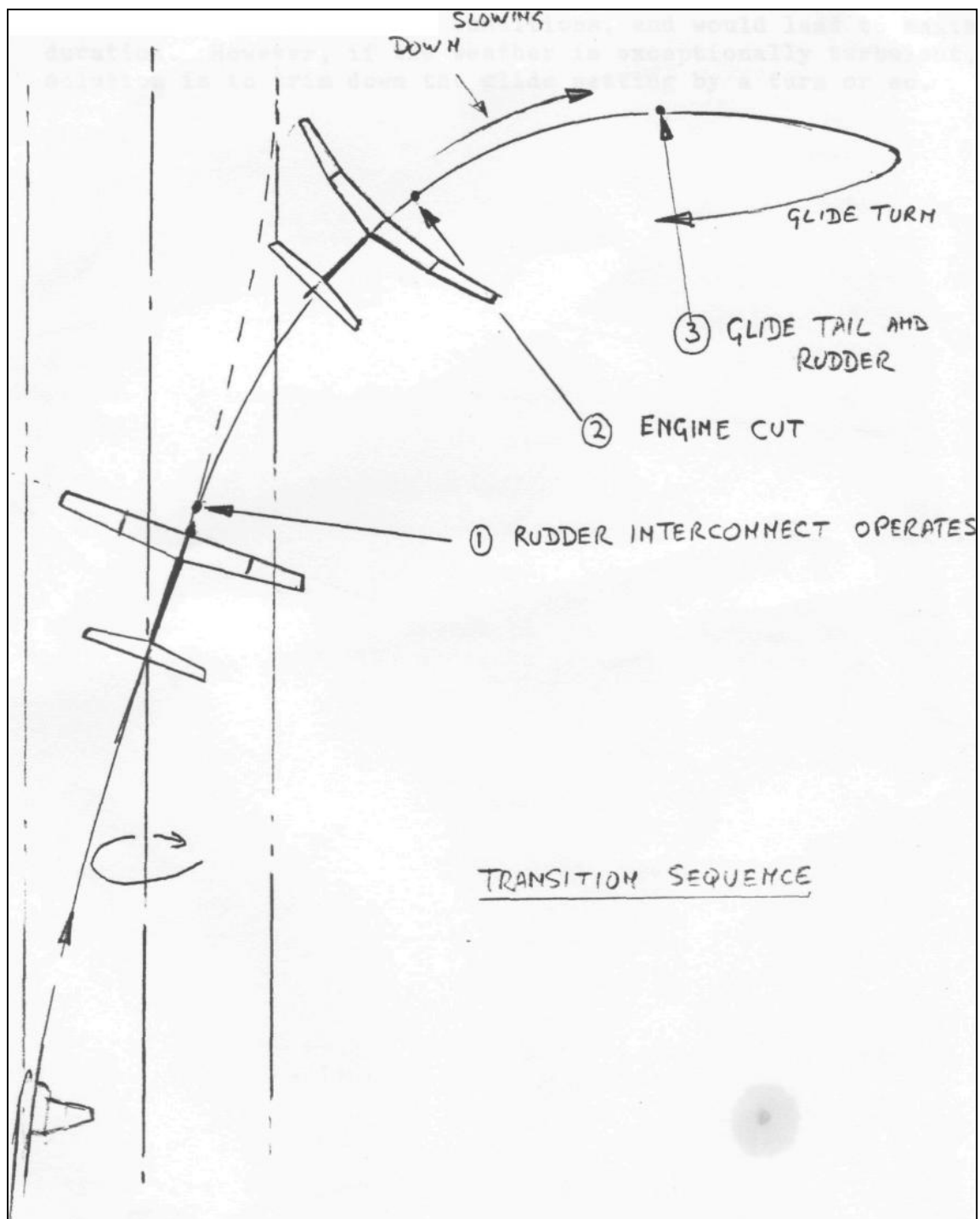
So we use the rudder-interconnect setting (first rudder position) to produce sufficient deviation (or throwing out of the helix) in the form of bunting and. turning before and after the engine cuts,

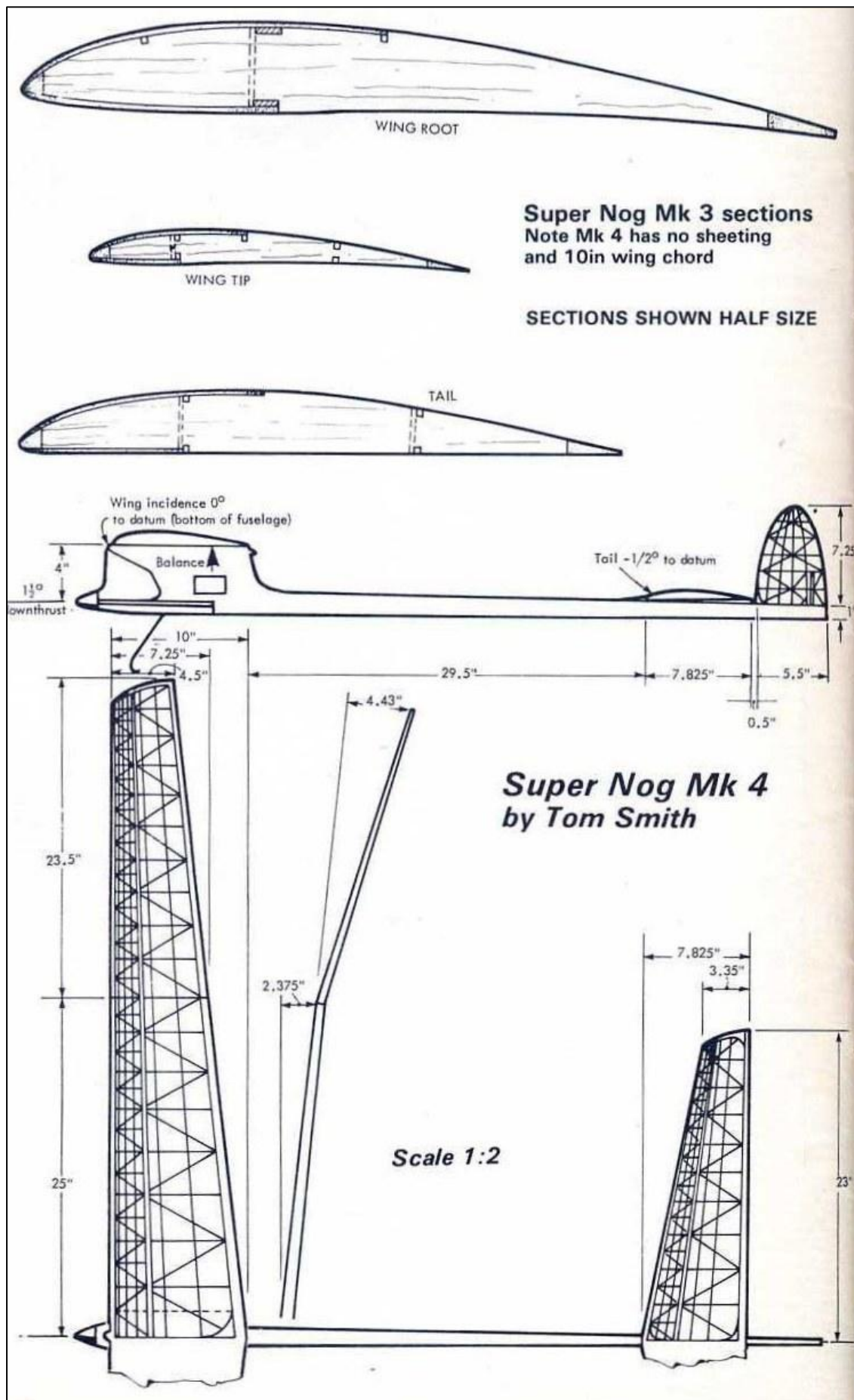


such that when the tailplane and rudder go into the glide position, the model is pulled around into a near-horizontal glide turn.

This is not an easy thing to discern, because of the height, but it cannot be done satisfactorily at low height because of the difference in speed for a shorter engine run. It helps to have an observer off to one side to see the transition in profile. Clearly, it helps the transition if the climb helix is correct to start with.

6.0 When the transition is deemed satisfactory, finally adjust the glide, Note that with the turbulator set-up as shown on the plan, the model lift curve is relatively round-topped i.e. there should not be a violent sharp stall. (This is but one of the gains from the turbulators). Thus, on transition, two or three stall oscillations can be tolerated, for most conditions, and would lead to maximum duration. However, if the weather is exceptionally turbulent, the solution is to trim down the glide setting by a turn or so.





Let's just say I was there. The Apache Cafe saw quite a bit of Rachel and I, particularly on the bright but wind-blown freezingly cold Saturday, as I chickened out on flying completely that day.

### Seen from the calm of the Cafe



There were quite a few aircraft movements during the day and one amusing flight by a helicopter pilot who followed the two aircraft shown above through the gate flying about two feet off the floor (smart a\*\*e). On his return he did hop over the fence as the electrically operated gate had stuck, it took 5 men to open and close it eventually. There was one mysterious arrival, an all grey seemingly unmarked twin engine aircraft which unloaded a few camouflaged occupants and during its stay was attended by, presumably the pilot, who never strayed more than a few feet from the machine. It's amazing what thoughts of intrigue are conjured up when thumb twiddling over a lingering cup of tea.

I did get out and about and take one or two pictures. Mr. Timperley, Gerry Ferer, was dodging the wind as best he could by sheltering in the lee of the control tent with his wound 'Bagatelle' until he thought he smelt good air. He then took one step back and pointed the model practically vertical and up it would go like a rocket from the launch. Gerry did win Vintage coupe but not without problems, he had a severely damage wingtip after one recovery and it was so cold that the glue was reluctant to set. He persevered however and affected the repair to complete his win.





We were staying in 'The George' just down the road and Dr. Martin Pike together with son Rory were also in residence. Martin took delivery of the 'Junior 60' airframe that was advertised in the October New Clarion by Vic Thomas and I understand that Vic relatively easily disposed of his other items, so let's have more adds.



Above are a well wrapped Martin and your editor discussing the merits and possibilities of returning the recently acquired 'Junior 60' back to free-flight. Just locking the radio pushrods in position seemed the easiest option. Could even make them adjustable for trim. This sort of mind boggling discussion helps take your mind off the poor flying weather.

The Sunday was a good day for flying but pretty miserable for most of the day due to spells of light drizzle. You did not seem to get wet but you felt wet through all day. On arrival at the field I did my usual first flight with my 'Tomboy' in the Hilda & David Memorial event. It is a once a year outing for the 'Tomboy'.



The engine always fires up reasonably easily after the years layoff and trim stays OK. Having said that the power turn seems to have disappeared over the years and the climb out now starts with a spectacular straight power stall, but it carries on upwards somewhat inelegantly, but while it keeps climbing I'll leave it alone. I have flown in the event with the same model since the inaugural event in 2000, that's thirteen years now and I have a sticker for each year affixed. Stickers were discontinued one year when the meeting was in doubt but I started making my own and I have a full set. I think it's the stickers that keeps the tissue in place. The tissue seems to split as soon as you look at these days but I keep patching before I put it away. I did manage to win the multiple flight tankard this year with three flights. I did have a fourth but discounted as it was just over the hedge in the ploughed field.

My foray into Small Vintage Rubber, with my 'Hep-Cat', was short-lived in terms of flights as I had only one flight well short of requirements but somewhat longer in real time as it took a bit of finding in the hedge bottom. We had flown the 'Tomboy' immediately after the 'Hep-Cat' and got confused on line. The wind had picked up a little and the models were further than we thought, the 'Tomboy' finally being found off the field although only just over a 3 min flight. We had had enough wandering about by then so we gave it best and retired, once again, to the Cafe to await the prize presentation as it was rumored that I had a pot to come in the 'Tomboy' event.

After the prize presentation, where I picked up my 'Tomboy' multiple Flight Tankard, the remnants of the attendees retired to the Cafe once again for coffee and biscuits prior to the Annual General Meeting.

### A couple of Odds and Ends



It took three men to steady Peter Jackson's 'Urchin' on Saturday, with staunch supporter Keith Miller on the sharp end. Smiles from Chris Redrup as he receives the Dick Twomey 'Top Time Trophy' for his 7 minutes + flyaway in Classic Power on the Saturday. He's smiling cos he made an easy recovery the other side of Nether Wallop.

*John Andrews*



## 1989 Eugeniusz Cofalik, 47, Poland



This year's gathering for the Wakefield Cup 450 miles from Buenos Aires, at Embalse Rio Tercero, Argentina, on the Aerodrome La Cruz, had only twenty three nations fielding only sixty nine contestants, maybe the smallest contest for the Cup since the 1960s. The nations attending were: Argentina, Australia, Austria, Bulgaria, Brazil, Canada, Chile, China, Federal Republic of Germany, Finland, France, Great Britain, Israel, Italy, Mexico, Netherlands, New Zealand, Poland, Spain, Sweden, Switzerland, Uruguay, USA, USSR, Venezuela, and Yugoslavia.

There were three Wakefield World Champions in the event: 1987 Bob White, 1985 Reiner Hofsass, and 1979 Itzhak Ben Itzhak. Also attending was the 1985 Nordic F1A champion Matt Gewain, and the 1987 F1C Power champion Eugene Verbitski. That is probably the most World Champions to ever attend a World Championships. Team USA included Walt Ghio, Jim Quinn, and Jack Brown, all had been to previous WC with varying degrees of success. Team CCCP included Alexander Andriukov, who has become a leading force in Wakefield design and flying. Eugene Gorban was back again, and he was also a consistent Wakefield flyer and designer. The day that the Wakefield Cup was flown, Saturday May 27 was cold, below 40 degrees Fahrenheit, and windy, up to 17 mph above 200 feet.

**ROUNDS 1-7:** The siren sounded promptly at 8:30am. The first round would be a 210 second round, each round would last only 45 minutes in hopes of completing the preliminary rounds by 1:00pm before predicted winds swept onto the flying field. The wind, and cold remained consistent throughout the day, making selecting air a tricky proposition, and the elongated 210 second first round took a terrible toll. Giovannetti of Chile was the first contestant in the air, and he dropped the round. Above 200 feet there was a wind layer that disrupted the climb of any Wakefield that could not penetrate this layer, carrying it far down wind, without an increase in altitude. Both Jim Quinn and Jack Brown missed the 210 second max in the first round because of these conditions, but Walt Ghio and Bob White, with their fast climbs, saved the day for the USA. By the end of round 7, the two WC were still in the contest, both Bob White flying his "Twin Fins" No.24, and Reiner Hofsass flying a Kevlar and foam winged "Espada" prepared for the fly-off rounds. So did Alex Andriukov, the European Wakefield Champion, and his team mate Eugene Gorban.

**ROUND 8:** The 240 second fly-off round began at 3:45pm. Only eight contestants faced the cold, and increasing winds. Bob White and Eugen Cofalik were the first ones to launch, but only Eugen maxed the round. The cold temperatures had affected the rubber, and without a thermal blanket like the kind used by Andriukov, and Cofalik, maximum turns were impossible to achieve today. By the end of this round only two survived: Alex Andriukov (CCCP), and Eugeniusz Cofalik (SP). The reigning WC Bob White would be dethroned. At this time the contest officials decided to postpone the ninth round fly-off until Sunday morning, May 28.

**ROUND 9:** The 300 second round did not begin as planned at 8:00am: a mist rising up from the lake one mile to the west made visibility impossible. Once again the decision was made to delay the round. By 9:30am the mist was lifting, and now F1C was ready to begin their fly-off, and F1B would follow them. The harsh sound of the siren at the opening aroused the throng bundled in the mists. The wind was below 10 mph now. Both competitors wound up, with Cofalik launching first. About 30 seconds later Andriukov launched, both aeromodels climbed up to about the same altitude, and both drifted west toward the lake. Alex maxed the round in the fading wind, but according to one of the four official timers, Cofalik had DTed, and had landed at 299.5 seconds! After some conjecture the officials allowed the round to Eugeniusz.

In the past Alex had some bad experiences with his deteriorating Pirelli rubber, and with the world's supply of that rubber all but gone now, he had replaced his Pirelli with "FAI" TAN rubber that was showing surprising torque. Cofalik was still using Pirelli which did not seem to deteriorate as much in the Pampas!

**ROUND 10:** The 360 second round began at 11:00am. The blast of the siren broke the cold, windy solitude of the bundled throng that had gathered to witness the final spectacle. Eugene launched first, about a minute after the siren sounded. The air had been warming, and picking lift in this air was becoming less tenuous. Alex waited only 10 seconds, to study the meteorology, and he launched. Both Wakefields had reasonable climbs, so the glide pattern would be the determining factor, all things being otherwise equal. Team Poland



had stationed themselves down wind to be under Eugen's Wakefield, and were now "flapping" their shirts or towels like mad! All this in an effort to break loose the thermal bubble, which carried his Wakefield to the south end of the flying field, over some tall Pampas grass. At this time Eugen's F1B began to act like it was in light lift, because it began to bounce around. Alex's Wakefield further to the west, may have been in trouble, gliding slowly down, but with only 237 seconds. Eugeniusz was still high, looking if nothing else to max the round! At 237 seconds, and still quite high a cheer went up from the Polish Team, Eugeniusz Cofalik of Poland, was the 1989 Wakefield International Trophy Champion.

#### Individual Placings

Place	Name	Country	Round 1-7	Round 8	Round 9	Round 10
1	E. Cofalik	POL	1290	240	300	317
2	A Andriukov	CCCP	1290	240	300	237
3	R.Hofsass (1985 WC)	BRD	1290	203		
4	R.White (1987 WC)	USA	1290	196		
5	Z Zhaoyi	CHN	1290	192		
6	E Gorban	CCCP	1290	152		
7	J Chenen	FRA	1290	114		
8	B Tornkvist	SWE	1290	87		
9	Z Wenyi	CHN	1287			
9	A Zeri	NED	1287			

#### Team Results for the Penaud Cup

Pl	Country	Abbr	Total	Team places		
1	China	CHN	3826	5	9	23
2	Poland	POL	3810	1	16	21
3	USSR	USSR	3804	2	6	29
4	Sweden	SWE	3774	8	15	32
5	Netherlands	NED	3772	9	21	26
6	Switzerland	SUI	3659	19	24	41

#### WINNING WAKEFIELD C-17

component	inches	mm
wing	58x4.5	1474x114
tail	16.1x3	410x75
fuselage	46.1	1170
propeller	23.2 dia 28.7 pitch	590 dia 730 pitch
rubber	6x1 old Pirelli Filati	



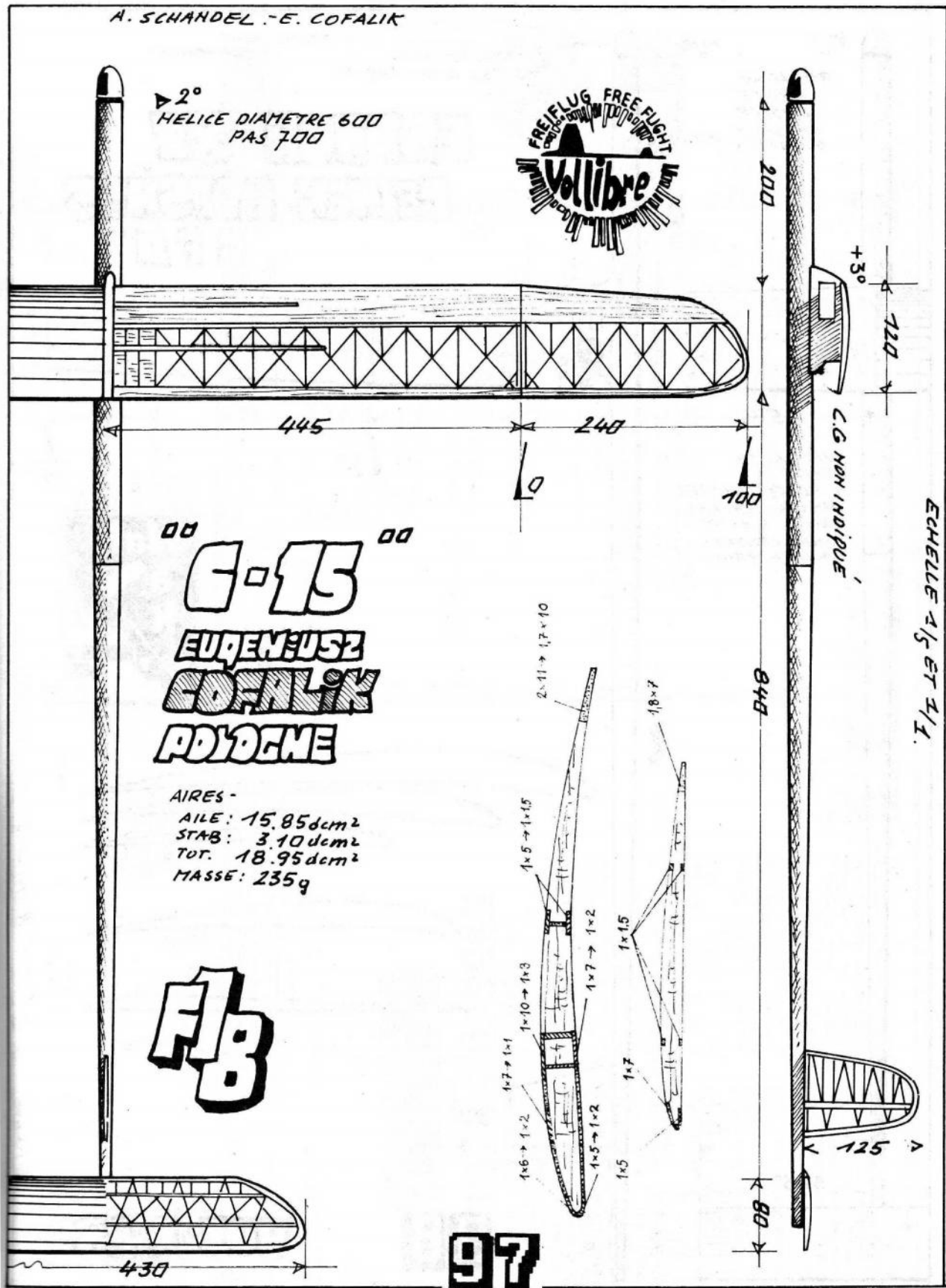
#### Eugeniusz Cofalik (Poland) in thoughtful mood Victory by 80secs over Andriukov proved the soundness of his approach

Copyright in all documents and images in the feature "The Wakefield International Cup" in this article is owned by the author Charles Rushing. Together Charles Rushing as author and the FAI as distributor reserve all rights and prohibit downloading, distribution, exhibition, copying, re-posting, modification or other use of any copyright material featured, save by any person acting on behalf of the FAI or one of the FAI members, who is hereby authorized to copy, print, and distribute this document or image, subject to the following conditions:

- 1 The document / image may be used for information purposes only.
- 2 The document / image may not be exploited for commercial purposes.
- 3 Any copy of this document / image or portion thereof must include this copyright notice.

*Charles Dennis Rushing*

The images are Courtesy of Roy Tiller and the DBHLibrary:



On a lovely day, reminiscent of the halcyon days we fondly remember from our youth, 65 keen fliers gathered for the third, and final, Cocklebarrow R/C vintage event of 2012. The turnout, considering the weather of the previous week, was good with some fliers and friends coming long distances to this popular event.

Ken Marsh, the West Essex flier, who is now 87 years young, and whom many will remember from his team race days in the 50s, had made the long journey from Essex to fly his Tomboy Senior.

Another welcome visitor was Mike Wittard, the organiser of the Cocklebarrow Farm events before Val and Paul Howkins took over the running some 23 years ago!



There was an interesting selection of models with the flight line always busy. Many Vic Smeed designs were to be seen with a PAAge Boy, Electra, Coquette, Double Delta and around 24 Tomboys, in both 36" and 48" versions, most of which were to be flown in the last round of this year's Tomboy R/C competition. Mervyn Tilbury, as always had an interesting collection of models, his Delta 707 and Skyray being very impressive in flight. A pair of Super Scorpions were often flown, the version by Ray Goodenough looking very smart. Of the larger models, Barrie Finneren had his Scram, Dave Dobson was flying a Spook and Nick Skyrme was flying one of the two Falcons. Possibly one of the most interesting engine/model combinations there, was a 96" span, open pylon old timer brought along and flown by John Strutt. The model had not flown for 20+ years was designed and built by Ken Grant, a long time pal of the late David Boddington. It was fitted with a 5cc diesel that Ken had built from scratch to his own design. This was a front induction throttled engine with the basic crankcase machined from a  $\frac{3}{4}$ " iron gas tee fitting. The exhaust stacks were rather like the original ED MKII but 2-3 times longer. The engine, after a couple of minutes ground running to warm up, ran well with an exhaust crackle sounding very much like a petrol engine.





### Tomboy 3 Competition

There were 12 entries for this final event of 2012. All had flown in previous Tomboy 3 events and all made the required two, 4 + minutes, preliminary flights to join the mass launch fly-off. As at the last Cocklebarrow event, there was a maximum flight time of 10 minutes, with time penalties for overrunning, this was done in fairness to the many sport fliers at this particular venue. Nick Skyrme, assisted by Mervyn Tibury, were the starters/master timekeepers, [thank you both]. As the start board was lowered, all models got away cleanly.

Out of luck were Derek Etheridge, Ted Tomlin and Steve Roberts, all unable to gain height and landing in under three minutes. Bob Young was next down, spot on 5 minutes, followed by Brian Brundell a few seconds later. With the exception of Stephen Powell, who was out of lift and swiftly descending, the others had all climbed to an estimated 800 feet and were all in close company. The fliers concentrated hard on their models as it was so easy to inadvertently try and fly the wrong model! Sadly, after flying well, James Collis found a hole in the air and was down with just short of 90 seconds remaining on the master time keeper's watch.

At this point the 'high fliers' started to make their descent to try and land on exactly 10 minutes, with the models, in some cases, line astern as the seconds ticked away. Jeff Fellows, last year's league winner, was off form and landed with a little under a minute left on the watch. Brian Ball whistled down to land smoothly with 21 seconds left, with John Strutt in 3<sup>rd</sup> place, 8 seconds after. Tom Airey and Tony Tomlin landed nearly side by side with Tony holding off an extra 2 seconds to land 3 seconds short of the target time to win an exciting flyoff.

#### Results

1 <sup>st</sup>	Tony Tomlin	-	9min 57secs,	2 <sup>nd</sup>	Tom Airey	-	9min 55secs,
3 <sup>rd</sup>	John Strutt	-	9min 47secs,	4 <sup>th</sup>	Brian Ball	-	9min 39secs,
5 <sup>th</sup>	Jeff Fellows	-	9min 03secs,	6 <sup>th</sup>	James Collis	-	8min 38secs,
7 <sup>th</sup>	Stephen Powell	-	7min 30secs,	8 <sup>th</sup>	Brian Brundell	-	5min 12secs,
9 <sup>th</sup>	Bob Young	-	5min 00secs	10 <sup>th</sup>	Steve Roberts	-	2min 52secs,
11 <sup>th</sup>	Ted Tomlin	-	2min 50secs,	12 <sup>th</sup>	Derek Etheridge-		1min 29secs.

### Tomboy Senior Competition

The larger Tomboy Senior Class, [48" span Mills 1.3], had 12 entries, with Jim Pool flying in this event for the first time and Ken Marsh having his second try at Cocklebarrow Farm. The 10 minute format was again used and as the start board fell, 10 models climbed swiftly away. Barrie Collis was grounded by a flooded engine and Ken Marsh was in trouble as, after cutting his hand whilst starting, he wisely curtailed his flight. There was a good deal of lift available and, when their engines cut, all the other models were at eye straining height. The minutes slowly ticked away until Ted Tomlin, Jim Pool and Derek Collin, who had lost the lift, all landed a little after 8 minutes. The remaining models were close and, as the wind had dropped to almost nothing were just literally floating in large circles, not losing height. Very quickly the situation changed, as the fliers, mindful of the 10 minutes rule, were now pushing their models downwards all trying to land spot on 10 minutes, causing a lot of excitement to the many spectators. First to land was Colin Shepherd, 17seconds short of the target time, followed by Andrew Fellows, 8 seconds adrift. John Strutt and Brian Ball were 1 second short and Tony Tomlin and Tom Airey were exactly on 10 minutes. Stephen Powell was just 1 second over the target time and collected a five second penalty. As this unusual situation had not occurred before, with two fliers tying for 1st position, and two tying for 2<sup>nd</sup> position, it was decided to have a flyoff to enable the final position to be arrived at.



Jeff and Andrew Fellows with well prepared Tomboy3.

### Results

1 <sup>st</sup>	Tom Airey	-	10min 00sec,	2 <sup>nd</sup>	Tony Tomlin	-	10min 00secs,
			Flyoff 9min 11secs				Flyoff 5min 00secs.
3 <sup>rd</sup>	John Strutt	-	9min 59secs,	4 <sup>th</sup>	Brian Ball	-	9min 59secs
			Flyoff 9min 37secs				Flyoff 7min 08secs.
5 <sup>th</sup>	Stephen Powell	-	9min 55secs,	6 <sup>th</sup>	Andrew Fellows	-	9mins 52secs,
7 <sup>th</sup>	Colin Shepherd	-	9mins 43secs,	8 <sup>th</sup>	Derek Collin	-	8mins 30secs,
9 <sup>th</sup>	Ted Tomlin,	-	8mins 25secs,	10 <sup>th</sup>	Jim Pool	-	8mins 17secs.
11 <sup>th</sup>	Ken Marsh	-	00min 30 secs.	12 <sup>th</sup>	Barrie Collis,	-	Non Start.

Val Howkins presented prizes for the Tomboy events and also Tom Airey was presented with a 'Boddo Mills' 1.3 for winning both the league awards for the Tomboy 3 and Senior classes. This was based as before on a competitors best results on 5 of the 10 planned events. Another award of a 'Boddo' Mills.75 was presented to young James Collis who it was felt had flown with maturity and consistency throughout the year. Both engines have been generously donated by the Boddington Family in memory Of David Boddington the originator of the Tomboy competitions. Our thanks to them for their continued interest and support.

#### Tomboy 3 League Final Results

1 <sup>st</sup>	Tom Airey -	45pts.	2 <sup>nd</sup>	John Strutt -	37pts
3 <sup>rd</sup>	Tony Tomlin -	36pts.	4 <sup>th</sup>	Bob Young -	27pts.
5 <sup>th</sup>	James Collis -	23pts.	6 <sup>th</sup>	Paul Netton -	21pts.
7 <sup>th</sup> =	Stephen Powell	20pts.	7 <sup>th</sup> =	Brian Ball -	20pts.
8 <sup>th</sup>	Jeff Fellows -	16pts.	9 <sup>th</sup>	Chris Hague -	15pts.
10 <sup>th</sup>	Steve Roberts -	14pts.	11 <sup>th</sup>	Chris Bishop -	12pts.
12 <sup>th</sup> =	John Taylor -	10pts.	12 <sup>th</sup> =	Derek Giles -	10pts.
13 <sup>th</sup>	Brian Brundell -	9pts.	14 <sup>th</sup>	Ted Tomlin -	7pts.
15 <sup>th</sup>	Derek Collin -	4pts.	16 <sup>th</sup>	Derek Etheridge	5pts.
17 <sup>th</sup>	Richard Farrer -	1pt.			

#### Tomboy Senior League Final Results

1 <sup>st</sup>	Tom Airey -	39pts.	2 <sup>nd</sup>	John Strutt -	36pts.
3 <sup>rd</sup>	Tony Tomlin -	25pts.	4 <sup>th</sup>	Peter Rose -	24pts.
5 <sup>th</sup>	Barrie Collis -	20 pts.	6 <sup>th</sup>	Stephen Powell -	16pts.
7 <sup>th</sup>	Andrew Fellows -	15pts.	8 <sup>th</sup>	Brian Ball -	12 pts.
9 <sup>th</sup>	Ted Tomlin -	11pts.	10 <sup>th</sup>	Chris Bishop -	10pts.
11 <sup>th</sup> =	Derek Collin -	9pts.	11 <sup>th</sup> =	Chris Hague -	9pts.
12 <sup>th</sup>	Chris Giles -	6pts.			
13 <sup>th</sup> =	Jim Pool -	3pts.	13 <sup>th</sup> =	Tony Overton -	3pts.
14 <sup>th</sup> =	Ken Marsh -	1pt.	14 <sup>th</sup> =	Bill Longley -	1pt.



**Holding their 'Boddo' Mills awards  
Young James Collis, judged the most consistent flier  
and Tom Airey winner of the Tomboy league competitions.**

*Tony Tomlin*



—

### Tailless League Table Final Results (best 3)

Pl'c	Competitor	Nats		Oxford		Oxf D/S		5 <sup>th</sup> Area		E Anglia		Timperly		SAM Ch.		Tot
		P Pt	B Pt	P Pt	B Pt	P Pt	B Pt	P Pt	B Pt	P Pt	B Pt	P Pt	B Pt	P Pt	B Pt	
1	C.Foster	8	7					1	0	7	6	4	3			36
2	C Strachan	6	5							6	5	5	4			31
3	P.Woodhouse	9	8							5	4					26
4	M.Marshall	5	4					7	6							22
5	G Godden							9	8							17
6	G Hart							5	4			3	2			14
7	C Chapman							6	5							11
8	R.Mosley	4	3							2	1					10
9	D Taylor									3	2	2	1			8
10	K Best							4	3							7
11t	J.White	3	2			1	0									5
11t	S Darmon							3	2							5
13	A.Longhurst			2	1									1	0	4
14t	S.Firth	2	1													3
14t	S Philpot							2	1							3
16t	R.Taylor	1	0													1
16t	R.Oldridge			1	0											1
16t	B Taylor									1	0					1

*Spencer Willis*

**The DBHLibrary (Magazines)**

-

Roy Tiller

**Report No. 25: George Woolls, continued.**

1958 was George's year of the Warren-Young wing. George shows in his writing considerable ability to put over an idea in a particularly clear manner, so I can do no better than to quote his introduction to the Warren-Young wing from Zaic 1957/58.

**WARREN-YOUNG ANTI-STALL WING**

by G. Woolls England

It was way back in 1933 that Mr. Norman Hall Warren, an Aerodynamicist friend of mine dreamed up the high lift, stall and spin proof, wing configuration featured on this model. A successful flying model was built at that time, and, in partnership with Mr. Rex Young, patents were granted in 1937 for a passenger carrying aircraft employing the Warren-Young wing.

The outbreak of war in 1939 prevented the construction of the prototype airplane.

Since the war no backing has been forthcoming to finance the full scale example but several small jetex powered models were made and proved very successful.

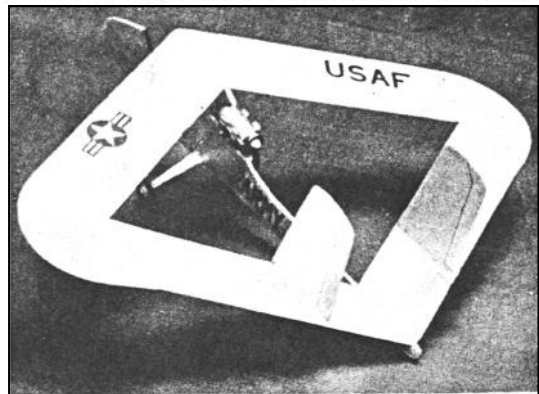
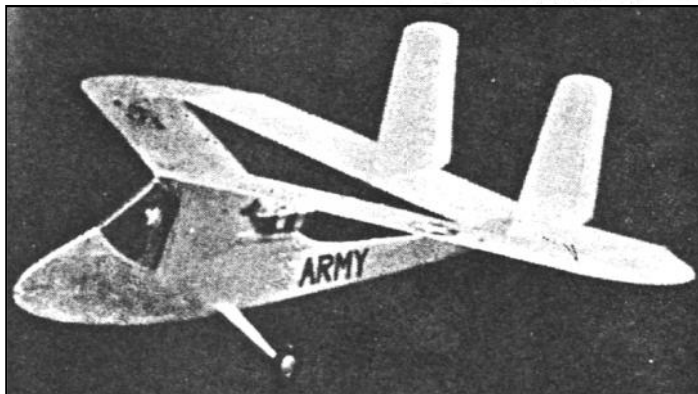
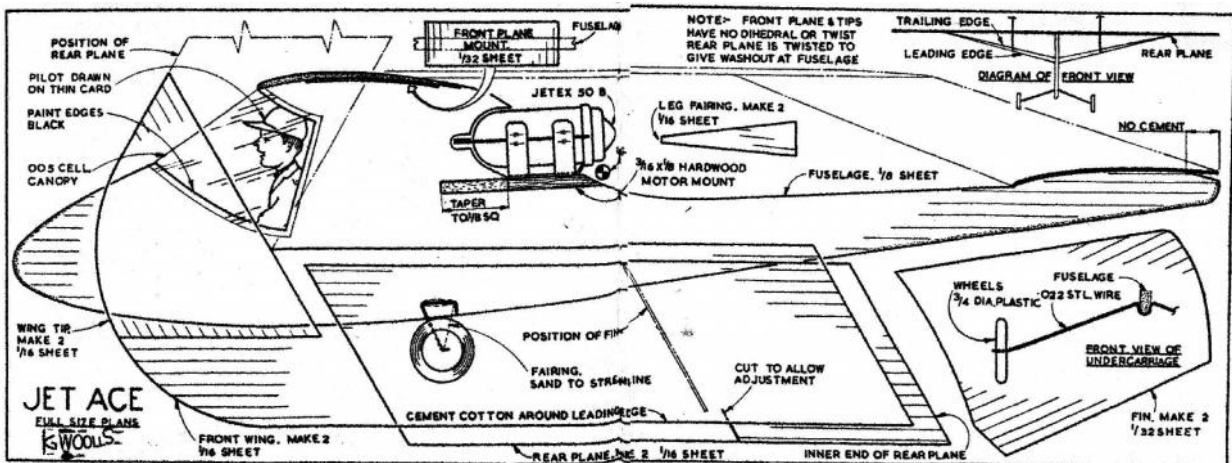
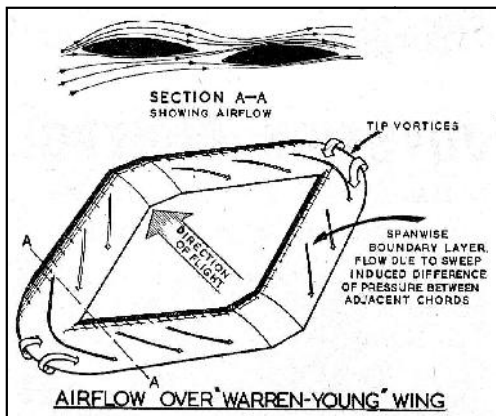
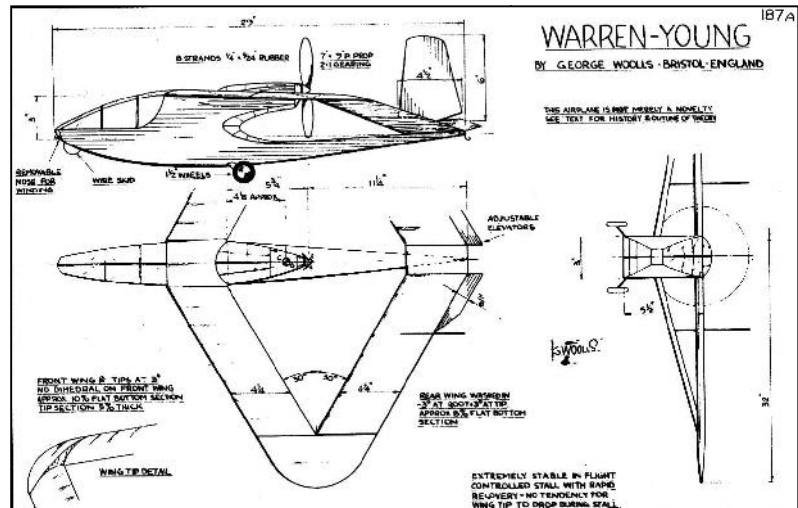
Although the projected Warren-Young "Skycar" has its pusher prop at the extreme rear, where it does have certain aerodynamic advantages, I preferred to build my version with the propeller between the wing as shown on the drawing, thus combining airscrew protection, minimum undercarriage, and—I think—nice lines.

The Zaic article featured George's 32" wing span rubber powered Warren-Young model.

Aeromodeller August 1958 has a reduced plan of George's 36" wing span diesel powered "Ace of Diamonds".

The article has a sketch showing the airflow over a Warren-Young wing.

Flying Models (USA) for December 1958 has full size plans over two pages of George's 11" wing span "Jet Ace" for Jetex 50B power.





If you would like to read more, full articles and plans as published available by e-mail. You have a choice of rubber power, diesel, or Jetex but if you prefer a glider you are on your own, including where to put the towhook!

Yet more G Woolls plans next month.

## **Wanted**

**To add to the DBHL collection.**

Catalogues of British Aeromodelling manufacturers.

Aerospeed Kits by A.Melcombe, Bedford.  
 Aer-O-Kits of Sheffield.  
 Astral Kits, Astral Aeromodel Co., Leeds  
 Bassett-Lowke Ltd, Model Flying Machines.  
 Bristol Kits, Bristol Shalix Designs, The Model Airport, Bristol.  
 W A Child & Sons, High Wycombe, Imports & Own Designs.  
 Club & Cloud Kits by Cloud (Model) Aircraft, Dorking.  
 Drome & Club Kits by Model Aerodrome, Birmingham.  
 Elite Kits, Elite Model Aeroplane Supplies, Manchester.  
 Ted Evans Plans, The Model Shop, Northampton.  
 Frog Kits by A A Hales Ltd.  
 Halifax Kits, Halifax Models Ltd., Halifax.  
 Jetex Kits, Wilmot, Mansour & Co. Ltd., Totton, Hants.  
 E Law & Son Kits, Surrey  
 Mann Kits/Models by Mann & Grimmer, Surbiton.  
 Mercury Kits by H J Nicholls. London.  
 M S Kits by The Model Shop, Newcastle upon Tyne.  
 MSS Kits by The Model Supply Stores, Manchester.  
 Premier Kits by Model & Air Sports Ltd, London.  
 Skyleada Kits by B.M.A.Mfg.Co. Ltd., Surrey  
 Superfine Kits by A A Jones Ltd, London.  
 Veron Kits by Model Aircraft Stores, Bournemouth.

And all the others that I have missed

Please Contact:

Roy Tiller Tel: 01202 511309,  
 e-mail roy.tiller@ntlworld.com

*Roy Tiller*

## For Sale & Wants

First up a few observations from October issue advertiser Vic Thomas:

### **sale items gone:**

John, first thank you for including my advert in the October Clarion. I had little hope even with the giveaway but I had an immediate response for the gliders and a slightly later response for the Junior 60. I met the two chaps at MW last Saturday and eventually gave away the Junior 60 airframe as well. I had recovered all the motor/speed controller, 2.4 radio etc and so it didn't owe me anything,

At the September meeting my Tomboy went off on its own and to cut a long story short I got it back from John Thompson. We were talking about surplus models and he has experience from widows trying to off load their husbands aeromodelling bits and pieces. His view is that there is no market at all, but you never know if the "give away" might catch on. It is better than the bonfire. Have you come across the "give away" on the internet, this works well, and perhaps a similar system would work in the Clarion.

My own experience in the RC yachting world is that sellers have a grossly inflated view of the value of their boats and then moan that there is no market. When I returned to aeromodelling I had no difficulty in selling my yachts for an acceptably low figure.

Thanks again, *Vic Thomas*

### **Models for Disposal:**

S Peers, 53 Brook Street, Benson, Oxon OX10 6LH Tel: 01491 838421

*(Andy Crisp has seen the items and prepared the list that follows. Andy reports that the models are generally in good condition for their age, the structures are sound with tissue, of course, a bit brittle. Should be good for refurbishment.)*

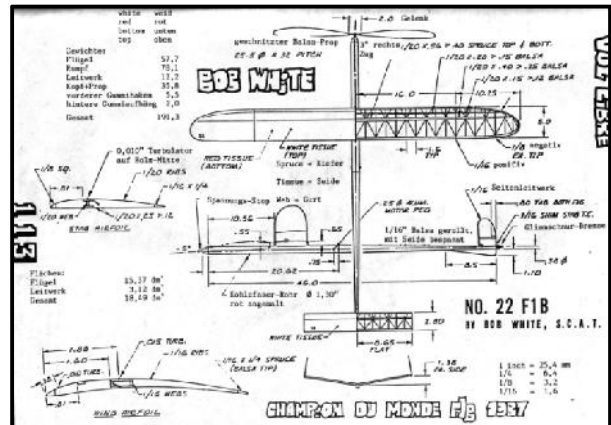
1. K.K. Skyjet 100, with motor clip -all white
2. Korda or Lanzo Wakefield. - Good under-carriage - single blade folding prop - yellow/black.
3. Copland Wakefield - Multi-stringered Fuselage - good u/c bamboo - twin anti spin fins - free-wheel prop - black/white.
4. Stothers? Glider - some wingtip damage - diamond sheet fuselage - complex wire skid/towhook system - Jap Tissue blue/yellow.
5. Frog PowerVan - hi/thrustline power duration model - good condition - 2 piece wings - Detachable engine pod with Frog100 - good compression - red/white.
6. Lancaster? - 4 engine rubber airframe from Astral kit - good framework - needs work on details.
7. Beaufighter? - from Astral kit? - good airframe - black tissue covering poor.
8. Hurricane - part built scale model - uncovered.

### **Books:**

9. 1959 Aeromodeller Annual - good condition - no dust jacket.
10. Rubber Motors by RH Warring - paperback in reasonable condition.

Hi John,

I was interested to see the plan of Bob White's F1B in the November Clarion. I built one of these early on in my Wakefield 'career', largely on the urging of my old mate and B'ham MAC member Graham Walker (now not in the greatest of health, unfortunately). What a swine to build! The wing was the most difficult piece of balsa-bashing I ever attempted, and to be brutally honest I was rather disappointed with its lack of stiffness, even when covered. The rest of the model was relatively easy in comparison. The only major modification I applied was the use of a Polish front end. It was a model I never got properly trimmed! There was something 'not right' about it, never really put my finger on it. Graham Walker built at least 2 'Twin Fins' and his flew well, so chances are my relative failure was down to something fundamental in the construction, or lack of trimming experience, or plain incompetence. It flew after a fashion, and I did fly it in at least one contest, but it was either bunged into a top thermal, or it flopped down in around 2 minutes, even when wound to the hilt.



Shortly afterwards I was introduced to exotic things like carbon and Kevlar motor-tubes and tailbooms, Kevlar d-boxes, carbon trailing-edges and cap-strips, moulded prop-blades, and so forth, and never looked back. Such models, once you'd got all the bits together plus, preferably, jigs, were easier and quicker to build, didn't warp, and (for me, at least) a darned sight easier to trim. I've still got 3 such F1B's from about 12 years ago, all flyable, only my rotten knee prevents me.

#### P.S. :-

I lost the model in a massive boomer at N. Luffenham of all places, and wasn't too sorry to see it go, as it was so inconsistent. F1B was good when it was 40gms of rubber + rubber heaters! They used to whistle on the way up!

Graham W had a stroke a few years ago. I feel a bit guilty that I lost contact with him, but ran into his wife Joan at the shops a couple of months ago and we had a long natter. I phoned Graham a little later, but his speech has been affected, which for him, a great conversationalist, must be soul-destroying. I must go and see him soon - he lives quite close to me, but as Joan said he doesn't always want to be disturbed, which is understandable.

I've never flown indoors, but have to say that it's beginning to look more and more attractive, seeing as I don't seem able to walk more than a few yards these days. I've been flying a bit of CL stunt, just for the hell of it, but not the same as FF by a long chalk.

Cheers, Graham Bryant



Well - the October meeting is done & dusted along with the AGM. Weather on the Saturday wasn't quite as bad as forecast, in fact it turned out to be quite reasonable in spite of us setting a 90 sec max! Sunday saw a shift in wind direction which necessitated moving the tent. I missed this spot of excitement as my poor old van expired on the way to Middle Wallop & required a hasty change of vehicle (thanks to my son). I await news of whether it will be resuscitated or condemned! Anyway, Sunday's weather held really well, with a very light wind speed - right until the end when the only fly-off took place as the drizzle commenced. Even that wasn't the end of the excitement, as Nick Farley's car wouldn't start due to a flat battery. Fortunately Ken & Bob Taylor came to the rescue & ended up towing Nick off the airfield, so he could call the AA/RAC to get him home.



**Peter Brown proving the sun did shine on Saturday!**

The only comp to produce a fly-off was the Over 50" Vintage Glider. Conditions then, not brilliant but all three flights were very good. Couldn't ask for a closer result! Terry King was unlucky in that his 2<sup>nd</sup> comp flight was taken quite late & was a long hike back resulting in him not having enough time for his 3<sup>rd</sup> flight.

**Jimmy Allen Mass Launch (A Family's Affair)**



**1<sup>st</sup> - Roy Tiller (Skokie)**

**3<sup>rd</sup> - Barbara Tiller (Jimmy Allen Special)**

**2<sup>nd</sup> - Ted Stevens (Jimmy Allen Special)**

**4<sup>th</sup> - Anne Stevens (Jimmy Allen Special)**

### **Dick Twomey's Top Time Trophy:**

Won by Chris Redrup with flight of 7.59 on 27<sup>th</sup> October in Rod Kenward Classic Power with Dixielander. 7 other flights were recorded - from 2<sup>nd</sup> place of 4.06 down to 2.22. Bearing in mind conditions prevailing over the two weekends (one of which was cancelled) the flight by Chris was quite exceptional, particularly as he made a very quick recovery of the model.

**Well done to all who flew over the two days.**

*Due to my incompetence with digital cameras, I had mine on movie setting for most of the time, so all the good photos I thought I took didn't happen!*

### **AGM:**

Our Editor included reports from the Committee in last month's edition. He will not have made any comment about his efforts in getting the New Clarion out each month, for which we owe him a tremendous vote of thanks. Its regular publication serves to keep us together as a single community. Thanks John!

### **Next Year**

The Airfield Users meeting has now been held & I have been notified of dates that are available to SAM 1066 for 2013. This allows me to send off the formal licence application to the Defence Estates Agency, which has been done. All things being equal, we have the following dates allocated, subject to the formal licence being approved:

27<sup>th</sup> January; 30/31<sup>st</sup> March & 1<sup>st</sup> April (Easter Meet); 5<sup>th</sup> May; 10/11<sup>th</sup> August; 21/22<sup>nd</sup> September; 26/27<sup>th</sup> October & 1<sup>st</sup> December.

Sadly our August Bank Holiday meet is not available as the Army Parachute Association has priority for these dates, as is the case for the date we requested in February. It seems that the APA will be making more use of Middle Wallop in the future. We do have an alternative two days in August, so will endeavour to put together a good program for these days & the other days, so we can get it published on our website.

*Roger Newman*

**Plans from the Archive**

-

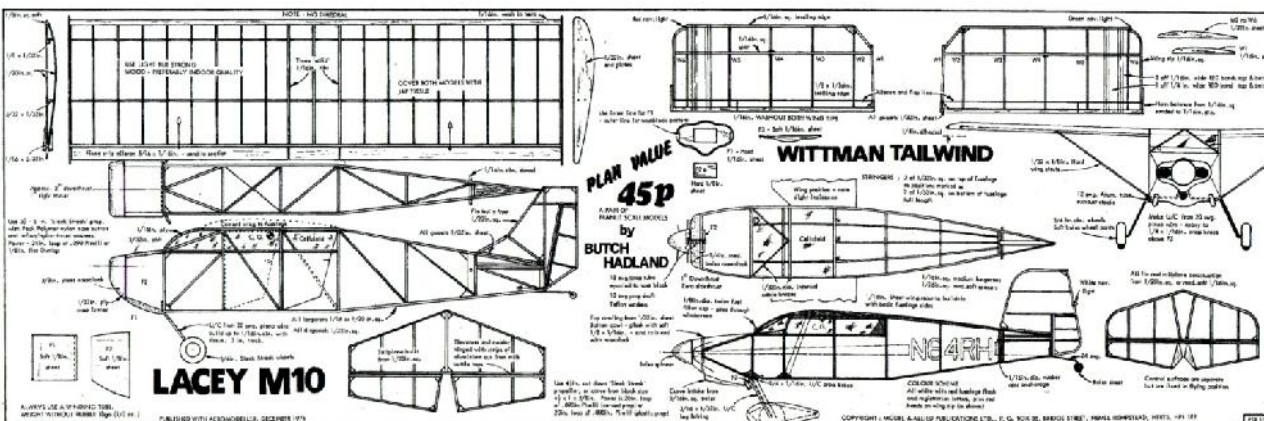
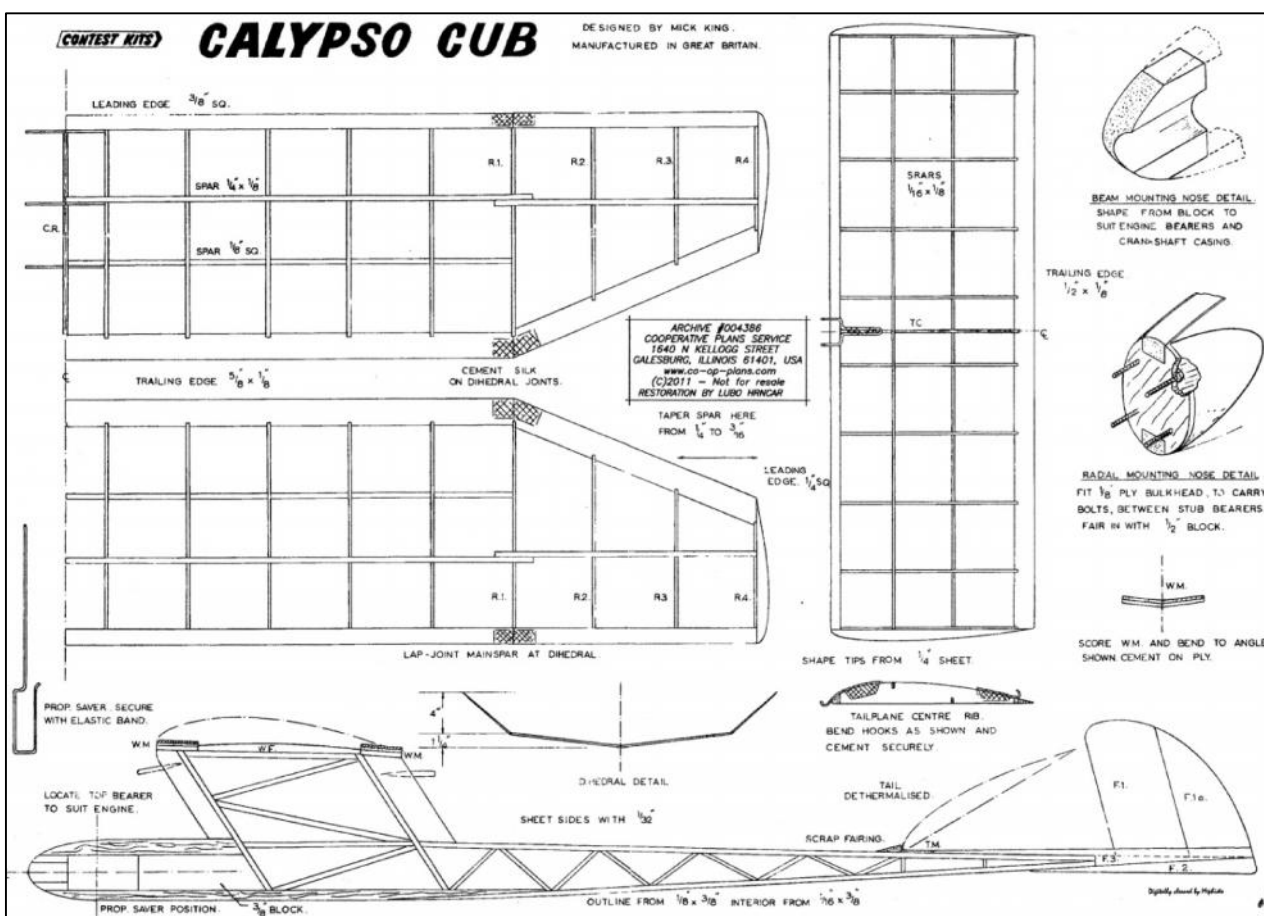
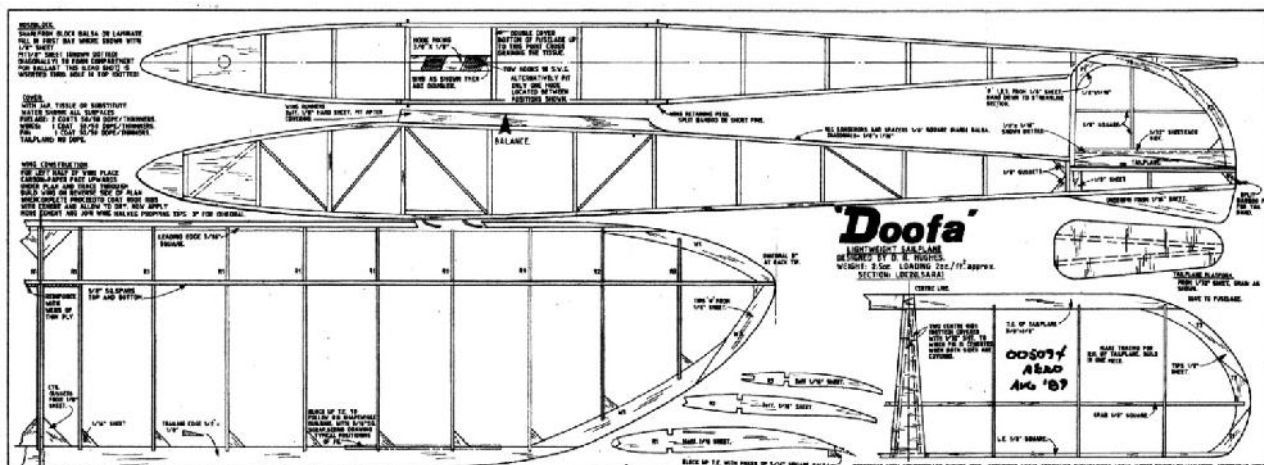
Roger Newman

A lightweight glider for bungee comps next year. John Taylor of our Bournemouth Club has flown his with considerable success in our annual bungee event.

For my choice of power this month, it is the "baby" version of the Calypso family. This plan was requested earlier in the year & the builder kindly sent me a photo of the finished article.

Now the winter season is on us, how about a couple of indoor peanuts - the Lacey M10 & Wittman Tailwind. Both perform very well.







### To The Committee:

Even though I was at Middle Wallop for the weekend of 27<sup>th</sup>/28<sup>th</sup> October I did not attend the AGM, and for that I apologise. However it does mean that all of the members will read the following instead of just a few.

I would like to say a big thank you to the whole committee for the time and effort which they put into continuing to ensure that we have a place to fly our toy aeroplanes and especially, from a competitor's point of view, the fact that they give up their own flying in order to man control all day long. They are at the airfield before anyone else arrives and are the last to leave. Without them we would not be able to continue to enjoy our hobby.

I feel it is incumbent upon us all to do whatever we can to assist them and one way is to offer to man the gate occasionally. It need only be for an hour perhaps once a year, but at least it would relieve them of one onerous task. Why not get together with a few friends and offer to do it for the whole morning?

Once again, **THANK YOU**.

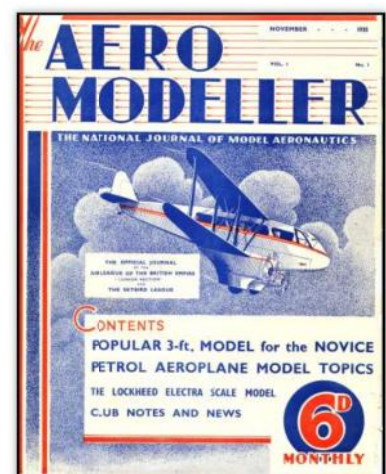
*Ron Marking*

[www.aero-modeller.com](http://www.aero-modeller.com)



The first issue of AeroModeller is nearly here, AeroModeller issue number 919 (the first of the all new AeroModeller) will be mailed to subscribers on Thursday 6th December and will be for sale in the UK in WHSmiths from December 13th and in the USA in Barnes and Noble stores later in December. To find your local WHSmiths or Barnes and Noble go to our website and use our locator in the shop menu or find it here: [Stores](#).

You can also read AeroModeller with our digital editions either on your Apple iPhone or iPad or on any Android tablet via Google Play or you can read on your PC by clicking [here](#).



At the moment you can download the AeroModeller app or on-line PC reader and get FREE the first ever issue of AeroModeller from 1935. Search 'Aeromodeller' on your device or in the app store.

## 65th Southern Area Rally RAF Odiham 21st July 2013

### Provisional

RAF Odiham have given permission for the 65<sup>th</sup> annual Free Flight Rally  
To be held on July 21<sup>st</sup> 2013

This is a change to the date in June previously asked for  
which is not available due to operational requirements.

Once the Licence arrangements are in place  
I will give full information of Events to be held and cost etc.  
John Thompson CD.

## The David Baker Heritage Library MAGAZINES FOR SALE

# AEROMODELLER & MODEL AIRCRAFT

**e-mail YOUR WANTS LIST  
collect at Middle Wallop.**

**Roy Tiller Tel. No. 01202 511309  
e-mail:- [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)**

### Michael Woodhouse

[mike@freeflightsupplies.co.uk](mailto:mike@freeflightsupplies.co.uk) & <http://www.freeflightsupplies.co.uk>

Plans of models designed by Geoff Lefever

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



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

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

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

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

Email request to [rogerknewman@yahoo.com](mailto:rogerknewman@yahoo.com),

quoting Plan Name & I.D. number ( 1<sup>st</sup> & 2<sup>nd</sup> Cols respectively in the list).

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

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

This service is provided at no charge.

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

## MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

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

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

Photos of most models can be seen on my website - [www.msp-plans.blogspot.com](http://www.msp-plans.blogspot.com)

### POPULAR PLANS • £7.00 EACH INCLUDING UK POSTAGE. FOLDED FOR POSTING

<b>MICK FARTHING 1942</b>	The 40 in span Lightweight Contest rubber model with a diamond fuselage.
<b>MICK FARTHING'S THE PAPER BAG'</b>	Mick Farthing's last lightweight rubber model of 1946.
<b>RAFF V 1947</b>	Designed by Norman Marcus who was National Champion in 1946.
<b>ODENUAN'S 1950 NORDIC A2</b>	Swedish Championship glider, placed second in the first World International in 1950.
<b>SENATOR 1950</b>	RUBBER Designed by Albert Hatfull and kitted in 1950. Twin plan with Ace
<b>ACE 1950 RUBBER</b>	Designed by Bill Dean and kitted in 1950. Twin plan with <b>SENATOR</b> .
<b>ENGLISH VIKING 1953 A2 GUDER</b>	Designed by Bill Farrance twice winner of the SAM Radislav Rybach trophy.
<b>CRESTA</b>	A 38 in wingspan low-wing design for small diesel or electric motor installation.
<b>FRED BOXALL'S 1956 OPEN RUBBER MODEL</b>	Twin plan with Boxall's <b>SEAPLANE</b> .
<b>FRED BOXALL'S SEAPLANE (1965)</b>	Twin plan with the 1956 <b>OPEN RUBBER MODEL</b> .
<b>LAST RESORT 1956 CLASSIC RUBBER</b>	Open Rubber Model designed by Jim Baguley, Twin plan with <b>FIRST RESORT</b> .
<b>FIRST RESORT 2006</b>	by Martyn Pressnell for the BMFA Rubber Class. Twin plan with <b>LAST RESORT</b> .
<b>WINDING BOYII 1956</b>	by Urtan Wannop, 38 in. span, Twin plan with <b>McGILLIVRAY'S LIGHTWEIGHT</b> .
<b>JACKMcGILLIVRAY'S LIGHTWEIGHT 1958</b>	36 in. span lightweight rubber model Twin plan with <b>WINDING BOYII</b> .
<b>CAPRICE 1959 GLIDER</b>	The renowned lightweight glider of 51 in span. Twin plan with <b>GAUCHO</b> .
<b>GAUCHO 1960</b>	power duration model for 1.5 cc engines. Designed in 1959 Twin plan with <b>CAPRICE</b> .
<b>VAKUSHNA 1959 A2</b>	Designed by Brian Dowling this glider won the 1960 Richer Cup

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

<b>JUDGE 1945 WAKEFIELD</b>	by Bert Judge to the 1945 rules as a direct descendant of his 1936 Wakefield Cup winner,
<b>HERMES MAJOR</b>	A 150% enlargement to 61% in span, of the 1949 <b>HALFAX HERMES</b>
<b>FRANK LOATES' 1949 WAKEFIELD</b>	Canadian Wakefield 5 <sup>th</sup> in the World Championships at Cranfield, England, in 1949.
<b>BORJE BORJESSON'S 1949 WAKEFIELD</b>	Swedish Wakefield 6 <sup>th</sup> in the World Championships at Cranfield, in 1949.
<b>GHOST WAKEFIELD 1951</b>	John Gorham's 1951 Wakefield, a successful rubber model from the early 1950's.
<b>RON WARRING'S 1952 WAKEFIELD</b>	The geared geodetic model, developed by Ron Warring for twin motors,
<b>NIGHT TRAIN Mk I 1960</b>	George French's Night Train which pioneered the use of VIT systems in the UK

To order plans for UK delivery please write with cheque (£ sterling) made payable to

Martyn Pressnell, 1 Vitre Gardens, Lymington, Hants, SO41 SNA.

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

Enquiries: please write or email [martyn.pressnell@btinternet.com](mailto:martyn.pressnell@btinternet.com)

## MSP-PLANS ARE PLEASED TO PRESENT A NEW BLOGSPOT

This has just been produced to replace my former website which BT have declined to support and which I am now unable to maintain. The new address is: [www.msp-plans.blogspot.com](http://www.msp-plans.blogspot.com)

This identifies the collection of plans that I have produced for aeromodellers together with the rules for the Bournemouth Club Classic Rubber class. There is also a sample of the publications produced over the years with 'Rubber Motors - Maximum Turns' as the current offering.

I hope you find this a useful website which will be updated with more information from time to time. Martyn Pressnell





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.

### 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

**15<sup>th</sup> Dec. 2012**

**2013**

**5<sup>th</sup> Jan. – 9<sup>th</sup> Feb. – 9<sup>th</sup> Mar.**

**6<sup>th</sup> Apl. – 11<sup>th</sup> May**

**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)

### Brownhills Indoor Flying – Free Flight

**Brownhills Community Association,**

**Deakin Ave. Brownhills WS8 7QG**

*Just off the A5*

**Saturdays 1-15pm until 4-15pm - £6**

**Dec 8<sup>th</sup>**

**Jan 12<sup>th</sup> – Feb 2<sup>nd</sup> – Mar 2<sup>nd</sup>**

**Apl ? – May 4<sup>th</sup> – Jun 1<sup>st</sup>**

Contact:- Tony Eadon-Mills

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





## **INDOOR FLYING**

**TUESDAY 25<sup>TH</sup> SEPTEMBER 2012**

**TUESDAY 23<sup>RD</sup> OCTOBER 2012**

**TUESDAY 27<sup>TH</sup> NOVEMBER 2012**

**TUESDAY 22<sup>ND</sup> JANUARY 2013**

**TUESDAY 26<sup>TH</sup> FEBRUARY 2013**

**TUESDAY 26<sup>TH</sup> MARCH 2013**

**7pm to 10pm**

## **ALLENDALE CENTRE**

**HANHAM RD. WIMBORNE BH21 1AS**

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

**FREE FLIGHT ONLY**

**COMPETITIONS incl GYMINNIE CRICKET LEAGUE**

**ALL FLYERS MUST HAVE BMFA INSURANCE**

**FLITEHOOK NORMALLY IN ATTENDANCE**

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

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

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

**BMFA South West Area**

## **Indoor Flying**

**organised by**

## **Cornwall Vintage Aeromodellers**

**at**

**Saints Health and Fitness Centre  
St Austell Rugby Club  
Tregorrick Park, St Austell  
Cornwall, PL26 7AG**

**Flying from 1200 to 1600 on the following dates,**

**Sun. 16<sup>th</sup> Dec. 2012**

**Saturday. 19<sup>th</sup> Jan. 2013**

**Sun. 10<sup>th</sup> Feb. 2013 - Sun. 17<sup>th</sup> Mar. 2013**

**Mainly free flight but some micro R/C (fixed wing & helicopters)**

**Admission: Flyers £7 Spectators £3**

**Contact:**

**Cornwall - David Powis on 01579 362951  
([dave\\_powis@hotmail.com](mailto:dave_powis@hotmail.com))**

**Devon - Roger Bellamy on 01752 311786  
([rogerbellamy9@hotmail.co.uk](mailto:rogerbellamy9@hotmail.co.uk))**



## **Coupe Europa**

### **Middle Wallop 2<sup>nd</sup> December**

(SO20 8DY 51° 08' 59.18"N, 1° 34' 25.15"W)

**F1G for Aeromodeller Trophy**  
**Vintage Coupe d'Hiver for AAA Cup.**  
**Flitehook Europa Team Trophy for F1G teams**

**10 a.m. start. F1G in rounds**

Contact David Beales on +44 (0)20 8858 2714

or e-mail; [addickab@aol.com](mailto:addickab@aol.com)

or phone or fax Martin Dilly on +44 (0)20 8777 5533

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

#### **STOP PRESS.**

Croydon club are offering enhanced cash prizes in both events,  
in addition to the usual wine and engraved glasses.

## **Salisbury Plain Trimming 2012**

### **Changes in use for free-flight trimming on Salisbury Plain for 2012**

For 2012 almost every weekend will again be available for free-flight trimming and training by BMFA members on Area 8 on Salisbury Plain, subject to the usual call to Peter Tribe on 01225-862748 on the Friday before you plan to fly to check that there is no Army activity.

However, a small number of non-season ticket holders have been using the site without paying the single day fee. Therefore in future Area 8 will be available ONLY to those holding a valid pass for the year. The good news is that a 2012 pass will cost only £15. Send an SAE and your cheque, payable to BMFA, to Bernard Aslett, 25, Honeyhill, Wooton Bassett, Swindon, Wilts, SN4 7DX; in return you will receive a sketch map showing where we fly on Training Area 8, and a 2012 pass to display on your windscreen. If you come as a passenger, bring your pass anyway. Your name will be included on the Army security list (unless you're already on it). Please send Peter Tribe ([petertribe46@talktalk.net](mailto:petertribe46@talktalk.net)) your e-mail address in case of any short-notice changes.

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. The following dates have been agreed, but because of the current military situation short-notice changes are more likely, so don't forget to check your e-mail every Friday or call Peter Tribe on 01225-862748.

#### **Dates**

January	7 <sup>th</sup> /8 <sup>th</sup>	14 <sup>th</sup> /15 <sup>th</sup>	21 <sup>st</sup> /22 <sup>nd</sup>	28 <sup>th</sup> /29 <sup>th</sup>	
February	4 <sup>th</sup> /5 <sup>th</sup>	11 <sup>th</sup> /12 <sup>th</sup>	18 <sup>th</sup> /19 <sup>th</sup>	25 <sup>th</sup> /26 <sup>th</sup>	
March	3 <sup>rd</sup> /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>	31 <sup>st</sup>
April	1 <sup>st</sup>	7 <sup>th</sup> /8 <sup>th</sup>	14 <sup>th</sup> /15 <sup>th</sup>	21 <sup>st</sup> /22 <sup>nd</sup>	28 <sup>th</sup> /29 <sup>th</sup>
May	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>	
June	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>
July	1 <sup>st</sup>	7 <sup>th</sup> /8 <sup>th</sup>	14 <sup>th</sup> /15 <sup>th</sup>	21 <sup>st</sup> /22 <sup>nd</sup>	28 <sup>th</sup> /29 <sup>th</sup>
August	4 <sup>th</sup> /5 <sup>th</sup>	11 <sup>th</sup> /12 <sup>th</sup>	18 <sup>th</sup> /19 <sup>th</sup>	25 <sup>th</sup> /26 <sup>th</sup>	
September	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>
October	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>	
November	3 <sup>rd</sup> /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>	
December	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>	



# Crookham Gala 2013

The 2013 Crookham Gala will be held at Middle Wallop on

**Sunday 27 January (Provisional).**

Contests start at 1000. All contestants must be BMFA members, cards will be checked at the gate. An airfield entry fee will be payable at the gate. The following competitions will be held:

Combined Power to BMFA rules

(Note: no electric classes from 1 Jan 2013);

Combined Glider to BMFA rules plus tailless on 100m line;

Mini Vintage to BMFA rules;

F1G to BMFA rules (number of rounds to be decided on the day);

E36 to the rules shown below.

Contact Roy Vaughn on 01344 779071 or

[roy.vaughn@btinternet.com](mailto:roy.vaughn@btinternet.com)

## E36 at the Crookham Gala

The removal of BMFA Electric and F1Q from Combined Power leaves a gap for electric flyers in this year's Gala. To redress the balance, it has been decided to run the UK's first E36 event enabling us to gauge what appears to be a significant level of interest for this embryo class. If there is a healthy level of enthusiastic entrants it is hoped that Middle Wallop event days during 2013 will have further E36 competitions whilst other clubs will be contacted with a view to encouraging them to feature E36 in their own club contests. The competition will be flown to the following rules:

- 36 in. maximum projected wingspan allowed.
  - 120 gm. minimum weight ready-to-fly.
    - No auto surfaces allowed.
    - Any type electric motor allowed.
- Nickel or lithium batteries allowed, 2-cell lithium limit or 6-cell nickel limit.
- Gearing and folding props allowed.
- The competition will normally comprise three flights each to a 2 minute max and 15s motor run. However, the CD will have the discretion to decrease the max by 30s steps and motor run by 5s steps to suit conditions on the day.
- If a flyoff is required it will be flown with a 5s motor run and unlimited flight duration.
- The motor run is to be verified on the ground before flying (it is only required that ground timing is carried out before the first flight). The motor run will be deemed to begin when the motor timer starts and end when the propeller ceases to rotate. In addition the motor run shall be checked visually during each flight and a clear overrun will constitute an attempt.
- Flights of less than 20s will be treated as an attempt and one reflight will allowed.
- Safety locks must be used to prevent unintentional restarting of motor(s) after the motor(s) have been stopped.

Contact Tony Shepherd 078 118 75207 or [tonyshepherd50@hotmail.com](mailto:tonyshepherd50@hotmail.com)

## Provisional Events Calendar 2012

With competitions for Vintage and/or Classic models

January 29 <sup>th</sup>	Sunday	BMFA 1 <sup>st</sup> Area Competitions
February 12 <sup>th</sup>	Sunday	Middle Wallop - Crookham Gala
February 19 <sup>th</sup>	Sunday	BMFA 2 <sup>nd</sup> Area Competitions
March 4 <sup>th</sup>	Sunday	BMFA 3 <sup>rd</sup> Area Competitions
March 18 <sup>th</sup>	Sunday	Middle Wallop - TBD
March 25 <sup>th</sup>	Sunday	BMFA 4 <sup>th</sup> Area Competitions
April 6 <sup>th</sup>	Good Friday	BMFA Northern Gala - <b>Church Fenton</b>
April 7 <sup>th</sup>	Easter Saturday	Middle Wallop - Glider Day; Club Classic
April 8 <sup>th</sup>	Easter Sunday	Middle Wallop - SAM35 Gala
April 9 <sup>th</sup>	Easter Monday	Middle Wallop - SAM35 Gala
April 28 <sup>th</sup> /29 <sup>th</sup>	Sunday/Monday	BMFA London Gala - Salisbury Plain
May 6 <sup>th</sup>	Sunday	Middle Wallop-Croydon Wakefield day
Jun 2 <sup>nd</sup>	Saturday	BMFA Free-flight Nationals
Jun 3 <sup>rd</sup>	Sunday	BMFA Free-flight Nationals
Jun 4 <sup>th</sup>	Monday	BMFA Free-flight Nationals
Jun 17 <sup>th</sup>	Sunday	Spring Gala - Odiham - <b>Cancelled</b>
June 24 <sup>th</sup>	Sunday	BMFA 5 <sup>th</sup> Area Competitions
July 21 <sup>st</sup> /22 <sup>nd</sup>	Saturday/Sunday	BMFA East Anglian Gala - Sculthorpe
August 5 <sup>th</sup>	Sunday	BMFA 6 <sup>th</sup> Area Competitions
August 18 <sup>th</sup>	Saturday	Timperley Gala - Barkston
August 25 <sup>th</sup> / 27 <sup>th</sup>	Fri/Sat/Sun	Middle Wallop - <b>SAM1066 Champs Cancelled</b>
September 16 <sup>th</sup>	Sunday	BMFA 7 <sup>th</sup> Area Competitions
September 22 <sup>nd</sup>	Saturday	BMFA Southern Gala - <b>Salisbury Plain</b>
September 22 <sup>nd</sup>	Saturday	Middle Wallop <b>SAM1066 Champs Pt 1</b>
September 23 <sup>rd</sup>	Sunday	Middle Wallop <b>SAM1066 Champs Pt 1</b> & Crookham Coupe Day
October 14 <sup>th</sup>	Sunday	BMFA 8th Area Competitions
October 21 <sup>st</sup>	Sunday	BMFA Midland Gala - N Luffenham
October 27 <sup>th</sup>	Saturday	Middle Wallop <b>SAM1066 Champs Pt 2</b>
October 28 <sup>th</sup>	Sunday	Middle Wallop <b>Champs Pt 2 &amp; A.G.M.</b>
November 17 <sup>th</sup>	Saturday	<b>BMFA AGM</b> & Annual Dinner - Hinckley
November 18 <sup>th</sup>	Sunday	BMFA 29 <sup>th</sup> Free Flight Forum - Hinckley
December 2 <sup>nd</sup>	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

SAM 1066	-	<a href="http://www.sam1066.com">www.sam1066.com</a>
Flitehook, John & Pauline	-	<a href="http://www.flitehook.net">www.flitehook.net</a>
Mike Woodhouse	-	<a href="http://www.freeflightsupplies.co.uk">www.freeflightsupplies.co.uk</a>
GAD	-	<a href="http://www.greenairdesigns.com">www.greenairdesigns.com</a>
BMFA Free Flight Technical Committee	-	<a href="http://www.freeflightUK.org">www.freeflightUK.org</a>
BMFA	-	<a href="http://www.BMFA.org">www.BMFA.org</a>
BMFA Southern Area	-	<a href="http://www.southerarea.hamshire.org.uk">www.southerarea.hamshire.org.uk</a>
SAM 35	-	<a href="http://www.sam35.org">www.sam35.org</a>
MSP Plans	-	<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.vintagemodelairplane.com">www.vintagemodelairplane.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.antiquemodeler.org">www.antiquemodeler.org</a>
Peterborough MFC	-	<a href="http://www.peterboroughmfc.co.uk/index-old.htm">www.peterboroughmfc.co.uk/index-old.htm</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).

*Compliments of the Season to One and All*

*That's all folks! John Andrews*