

	NEW Clarion SAM 1066 Newsletter	Issue 0410
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Editorial:

It saddens me to report that our founding editor Vic Willson has died. His struggle with cancer ended on Sunday March 14th, he will be sorely missed. I cannot claim to have known him well, our friendship was mainly through e-mail communications concerning the New Clarion, I did have passing conversations at Wallop but never had the pleasure of flying alongside him, due I think, to Vic arriving early and myself late. I still claim the honour of calling him a friend.

SAM1066 and many other modellers are indebted to Vic for the New Clarion. When asked to produce an occasional news letter, bang, he immediately produced a monthly magazine to be proud of. In taking up the reins as your new editor, I hope I can do justice to the legacy that Vic has left behind.

An Appreciation of Vic. from Bob Mckeon - Phoenix, Arizona

I had to write someone, someone I knew (*Peter Michel*) to express my condolences and sadness of the loss of Vic Willson.

For someone like myself, who searched the internet and happened on the New Clarion a few years back, I did correspond with Vic on a few occasions. Vic treated me as one of the enthusiasts who needed some guidance along with encouragement as I returned to modeling after years of absence. Along the way he guided me with a few e-mailers I could touch base with for a few questions that I had. And, of course thanks to him I have the chance to drop others a line every now and then. I'm sure that there are plenty of modelers just like myself that he had time to jot something down and make us feel a part of the adventure of building and flying once again. His articles, "Model of the Month" were a great resource (i.e. "L'elastico d'Antonio Duma- AD. 41" (...oh what a fun looking model) and "Gee Bee") and are among a part of a note book I've formed with collections of great materials from the monthly New Clarions. It was a pleasure to see and, with great enthusiasm, to read these articles, it reminded me very much of my teenage years when I could hardly wait for the next AeroModeller magazine from the UK to come in the mail.

What a well informed man. I am grateful I was among his e-mail words in the past. A nice memory as I go forward with my modeling efforts.

Bob McKeon

Gorgeous Geodetics: by Peter Michel

It is 7.15 on a February morning so dark that it could be the middle of the night. The doorbell rings but I am still half asleep. Please let it go away. It rings again, urgently. Bing-bong-bing bong-bing-bong. An emergency? I leap

out of bed, throw on my dressing gown and career downstairs. There at the door is a courier shielding a large flat packet from the lashing rain. He pushes it into my hands, gets me to sign one of those recording gadgets they have these days, and is off in his van without a word. Not the best start to a day so wet that the BBC issued a heavy weather warning. But... I am now holding information from sunny Italy of 50-plus years ago that will keep me busy for quite a while. It was from Paolo Soave, via his pal John Thompson, and it gave dot-and-comma details of his beautiful geometric-wing glider which finished second in the World Champs of 1958, plus plans of this and an updated version.



Paolo Soave, above left with his beautiful geodetic A2 which finished second in the 1958 World Champs and me, right, at M.W. with my hopeless version which was destined to warp all over the place

There were also drawings of his compatriot G Taverna's Vagabondo which finished 15th the following year. Now I was particularly interested in the 1958 Soave A2 because Robin Kimber and I had built one apiece during 2009 and Robin had detailed its construction in the January 2010 edition of SAM 35 Speaks. However, our models, built from drawings in the 1959-61 Zaic Year Book, differ from the Soave plan I now had to hand. It seems that Paolo had improved on the "Zaic" version in significant detail; principally the incorporation of sheeted leading edges and a doubling-up of the spar. Now I knew when building my version that a single top spar was likely to cause problems and so it proved. Over the weeks following its construction both wing halves bowed downwards by a full 3/4in., as measured at the dihedral break, undoubtedly caused by increasing tissue tension. The trailing edges

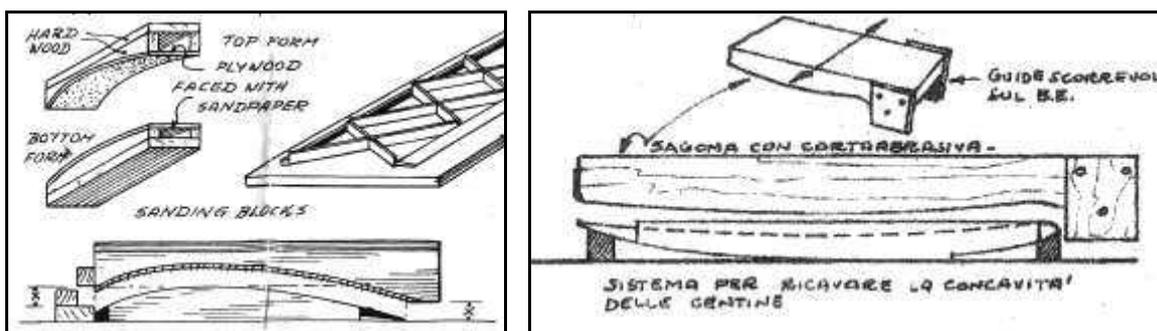
also assumed a switch-back shape. I put all this down to the effects of a centrally-heated house, my gliders being stored in a spare room, plus possible poor wood selection.. However, not one of the other gliders was similarly affected. It was, of course, was a hopeless situation which was only remedied by major surgery - the insertion of a secondary, lower, spar. And sure enough, this lower spar turns up in the revised plan.



Left: the Soave rib, Zaic Year Book version. No lower spar which caused the wing to bow down through tissue shrinkage

Right: the Soave rib, revised version with vital lower spar.
The wing joiner tube [not shown] was squeezed between the spars

[Only now, having scanned the two ribs into this page, have I spotted that the section itself has changed!] Here's a funny thing. I would say that the building skills of Robin Kimber and yours truly are as equal as makes no difference. Yet he had no trouble at all with his Soave wing. In fact he wrote in Speaks: "When finished, the wing was covered in heavyweight Esaki and its strength is truly amazing. Quite simply, this is the strongest wing I have ever built, power models not excepted." I had no such luck, I'm afraid. I might add that we both decided not to adopt the seemingly hairy method of sanding the ribs to shape, as recommended by the designer and shown here in illustrations from the Year Book and by Soave himself.



PLEDGE: Since my first efforts were a failure I will now have another go at what must rank as the one of the most complicated wings ever; this time using the sandpaper and jigs. I hope to show later how it all worked out.

PS: If you were at Middle Wallop on Feb 7 you may have seen Robin's Soave fly. It did Paolo proud with two fine 2-1/2min. maxes in that still, cold morning air. But then it hit the mother of all downers on the third flight, descending as if it had DT'd. Aaargh!

My BMFA 3rd Area at Barkston

- John Andrews

This was my first venture outdoors this year and is possibly best forgotten.

I arrived at the Barkston gate to be greeted by the ever present Walt Hogkinson and his request to fill in the attendance sheet. I now have my vehicle number written down on a piece of card in the car so my senile decay is not so apparent. I wished him happy new year and moved out onto the airfield.

The forecast for Barkston was brilliant on the wind strength but not so hot on the brass monkey front if you get my meaning. I thought I'd have a go at power so I had my old '*Stomper*' and my repaired '*Dixielander*' with me. Neither had been flown since repairs and, as the '*Stomper*' repairs had been superficial, I thought I would fly that. I had to blow out the needle and replace the squash tube before I could get the motor going, I'm usually too idle to service anything before I go flying. When finally all was well I moved out for a short check flight. I made a pigs ear of the launch and the model went flat round the corner and was steaming along quail high heading towards a group of flyers camped out away from the cars. Thankfully the models wing warp failed to pick up the wing and the poor old '*Stomper*' flew gracefully into the deck short of the other flyers but pinged off the engine in the process. Now it was '*Dixie*' time, more engine trouble, replaced squash tube to no avail then noticed bent needle from last years demise and having managed to straighten that realised that my freezing cold fingers were due to an excess of fuel from a split tank. That was the end of my attempt at flying power. I had brought my '*Hep-Cat*' along so I had a quick check flight with that and hooked a nice piece of lift but then realised that I had left my winding tube and rod at home. That was the end of my competition attempts, the brass monkey effect had taken hold by now and I succumbed, cowering in my chair under my umbrella and taking in sustenance of batches, tea and biscuits. After a long warming up spell I thought I'd better take a few pictures just to have something to report.



Timperley's Terry Dobson fires up the motor with his neat and tidy flight box



Peterborough's Peter Gibbons prepares to wind his simple coupe



Here above we have models in action, Terry's gets away well, followed by Peter's simple coupe, which appears to be climbing away as well as Ralph Sparrows more high tech version on the right.

An interesting fact, Ralph uses 10gm coupe motors for all his rubber models: 1 off in his Coupes; 3 off in his Wakefields; 5 off in his BMFA Rubber models.
How's that for standardisation.

Postscript:

I thought you might be interested in my 'Stomper' engine refit. The engine bearers had broken through at the rear holes when the engine had pinged off. I was about to consign the model to the dust bin as I could not visualise replacing the engine bearers when, as I put the PAW 1.5 away in the engine drawer, I noticed my Frog 150. The old Frog had a back plate held on by two screws right through the crankcase, radial mounting thinks I in a moment of inspiration.



I think the pictures tell the story really, I sawed off the bearers and squared up the front. I then drilled two holes down the length of the bearers, and stuck on a ply front former. I followed this by fashioning a mounting plate and secured it to the motor using two new back plate screws. The motor was then fixed to the fuselage with two long self-tappers through the new radial mounting plate into the bearers. Seems solid as a rock.

John Andrews

Super Stuff and other things - John Thompson

A recent break in the weather allowed a visit to Beaulieu, where I trimmed out the "Ranta", profiled in the January New Clarion.

The model climbs in the regulation spiral, but needs launching at a high angle to avoid the large down thrust pulling the nose down .

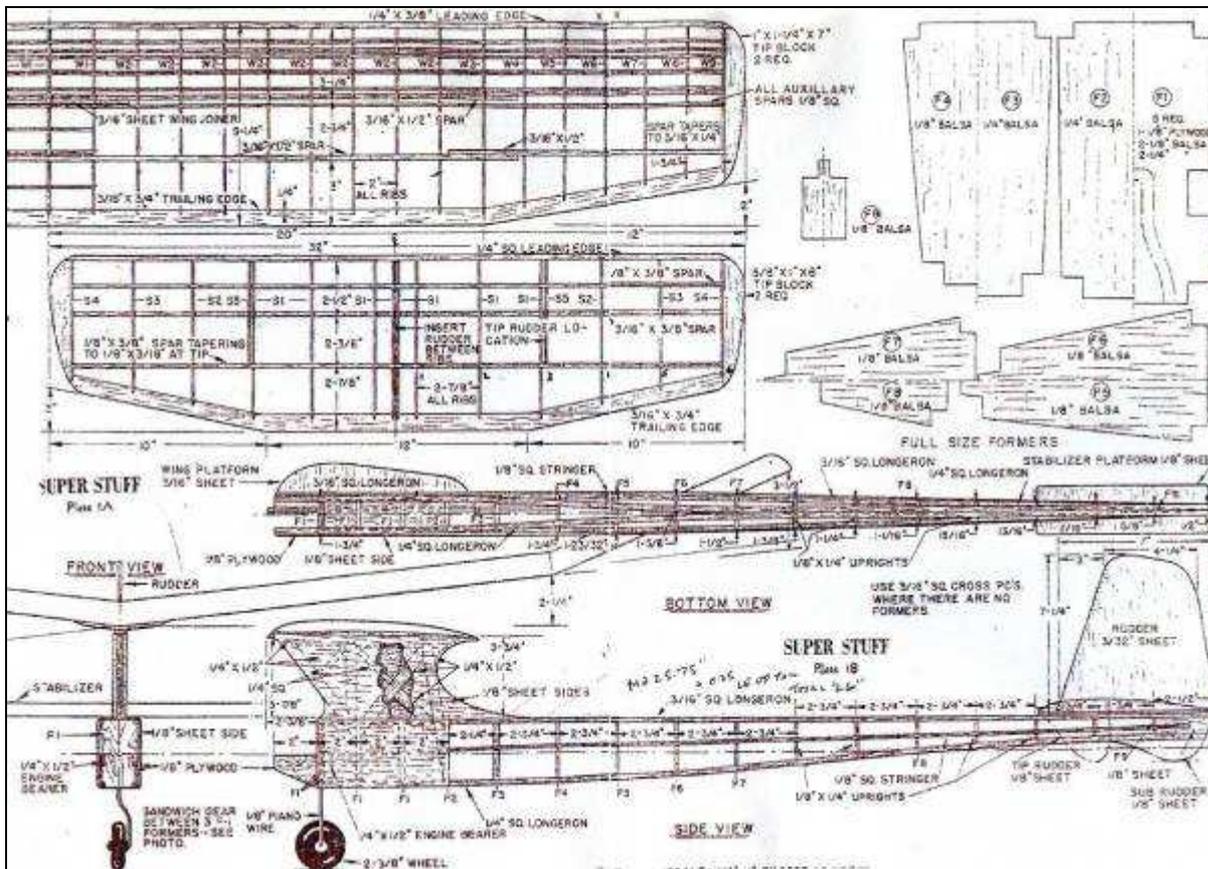
I did a VTO from my hand (*it's too difficult to get down on the ground and then get up again!*) it flew beautifully straight into the climb and the glide is outstanding, a very good Classic model that can be recommended.

So far I have not been able to trace Sorjo Ranta. However I did get an Email from Canadian Hal Lorimer whose power model was proxy flown by George French at the 1956 World Champs at Cranfield, the same champs the Ranta was flown. Hal is now 86 but continues to model but mainly RC. Good to hear news from the past like that.

Let's move back a few years to 1950. When "Super Stuff" designed by Walt Schroder, was published in the December 1950 issue of Flying Models, making this a vintage model under our UK rules .

Aside from the fairly complicated and relatively heavy "Civvy Boy", this model and the "Flying Pencil" really are the best of the lot. Others are either too small and are of mini class or have too shorter moment arm, plus fairly heavy construction.

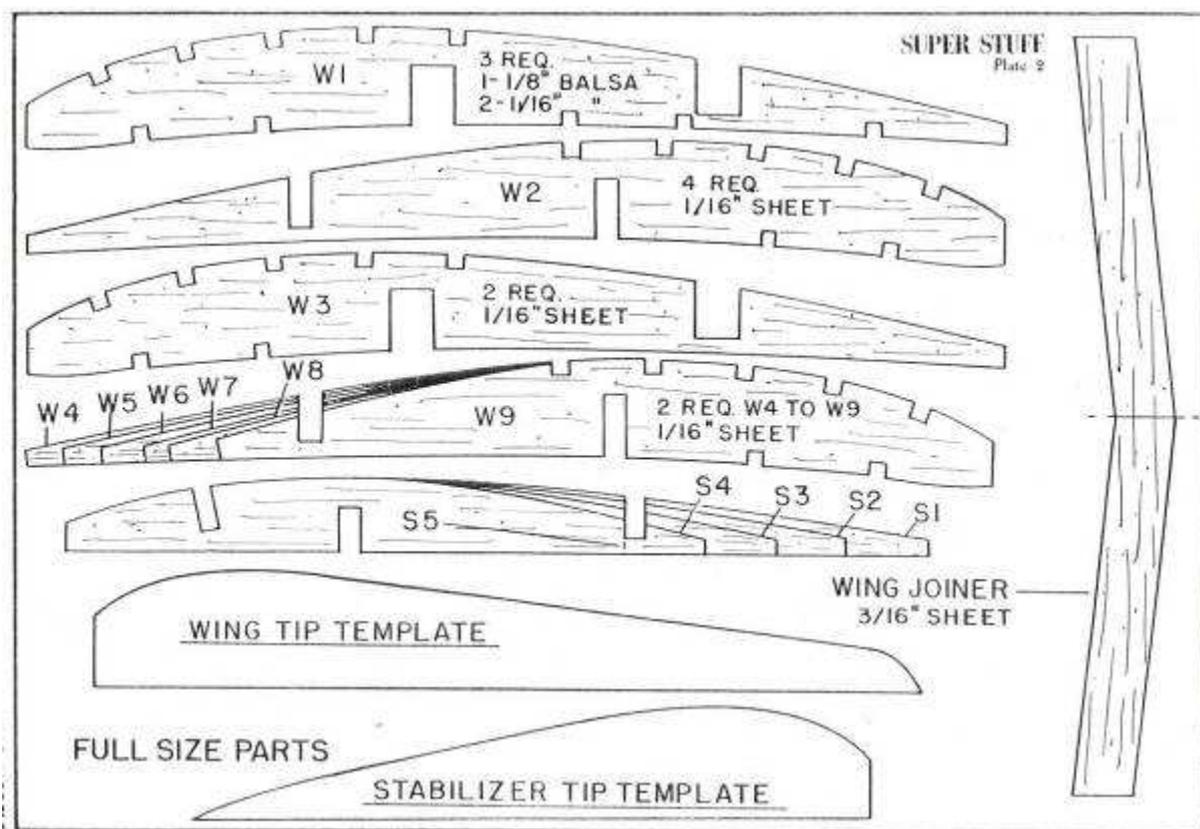
The "Super Stuff" is a fairly straight forward build, the wings with the many spars are very robust and warp resistant. The tailplane is OK but the fin of 1/8 sheet is a touch delicate (it is also on the large size to modern eyes).



The fuselage is too weak in twisting strength, the open box construction needs beefing up to avoid this. I suspect that the original model was either not flown too much, despite the story that it was a developed design, as there would be obvious trimming problems with a twisting fuselage. Having said that, articles on the "Civvy Boy" report that models could change the spiral climb from one direction to the other, because of the fuselage twisting. Was this kind of thing accepted at the time? Although the "San DE Hogan" club fuselage does not suffer this problem.

I have built three models over the years. The first destroyed itself by D/T'ing under power. The second has been powered by an APS 28, a pretty powerful light engine which will turn a 10x4 at 16.5k. With this high power it is difficult to get a consistent spiral all the way for 18 seconds, a common problem if a model is overpowered (but that's the challenge of course)

The third one has Frog 500 glow replica which turns the 10x4 at about 11.8k on 40% nitro. Originally I used an genuine Frog given to me by Vic Willson, he had had it since a boy but the shaft broke. One can say that this model is totally "vintage", it is also lighter than the others. It has an excellent steady climb and the glide is very good, much better than the heavier models.





Super Stuff

The CG is at about 87% on both models with the wings rigged at around plus 2deg. with the tail at 0.5deg. giving a decalage of 1.5deg.

The wings are built with only washout in the tips, any wash-in required is adjusted with gurney flaps glued on during trimming. I also generally use an RC engine mount which allows easy thrust changes to take account of inaccurate building and/or quirks of the design.

Weights are :	ASP 28	Frog 500
tail plus fin	65	59
wings , mylar plus tissue	176	130
fuselage	234	153
engine, mount ,timer etc	371	331
Total	850 grms	673 grms
" old money "	30 ounces	23.7 ounces

All together a good build which should, bearing in mind the fuselage problem, give easy and good trimming and an excellent flying performance.

John Thompson

Vintage rules

observations by

John O'Donnell

There has been discussion between SAM and the BMFA re a unification of Vintage rules.

Perhaps I should spell out the situation before expounding my views.

The important differences in the present (F/F) Vintage rules of the relevant bodies can be summarised as follows :-

BMFA

Requires publication of designs prior to 31 December 1950

Allows any covering (which therefore includes plastic)

Allows turbulators.

SAM 35

Will accept any evidence that a design existed before 31 December 1950 - whether published or not.

Prohibits plastic covering (except on fins)

Prohibits turbulators unless on the plan

Sam 1066

No current (or any) rulebook.

Several SAM EuroChamps have accepted without quibble models conforming to either BMFA or SAM 35 rules.

IF one overall set of rules is desired, and **IF** existing models are not to be ruled ineligible, then there is really only one practical conclusion:-

Adopt the Euro Champs approach and accept models conforming to either the present BMFA or SAM 35 rules.

This has been used successfully at the Euro Champs for several years, and hence shown to work in practice.

Exactly the same argument and solution should be applied to Classic rules.

Any organisation can of course run ITS OWN events to any rules it likes, but it is prudent to have them carefully written, and published in advance. Rules based on the writer's personal preferences are unwise, and often unsatisfactory.

Would you please consider publication of this email in The New Clarion. Thanks.

I am extending this request to the BMFA and SAM 35.

Best Regards, *John O'Donnell*

SAM Competition Rules - Liaison Committee

SAM GREAT BRITAIN COMPETITION RULES [DRAFT]

These rules should be read in conjunction with the current version of the BMFA Free Flight Rule Book which is obtainable on line at <http://www.bmfa.org/publications/rulebooks/index.html> or by post from:

British Model Flying Association
Chacksfield House
31 St Andrews Road
Leicester
LE2 8RE

The BMFA Free Flight Rulebook forms the basis of competition organisation on the day of the competition and the extent to which models may be modified from original plans. The following SAM Great Britain Rules take precedence where there is any clash with the BMFA rulebook.

RUBBER

GENERAL TO ALL RUBBER CLASSES

1. No turbulators unless shown on the original plan.
2. The type of undercarriage shown on the plan must be fitted to the model.
3. Normally hand launched unless organizers advertise in advance that ROG may be a feature of the event.
4. Covering - Plastic film is only permitted underneath tissue or woven fabric so that traditional appearance is preserved. However, a reflective panel may be used on the fin(s) for visibility purposes.
5. Any country of origin.
6. A model is eligible if plans were published before end January 1951. Eligibility is also provided where unpublished plans are informally certified by the designer or other independent expert as being authentic and flown before the cut off date. The assumption will be that the model is eligible unless excluded through general consensus. If it is an unpublished design the competitor gives a personal assurance that all information will be published.
7. Where plans fail to provide details of construction or design details such as wing section, reasonable assumptions may be made consistent with the period and type of the design.
8. Minor practical changes are allowed as per BMFA Vintage rules.
9. The prop type and size shown or noted on the plan will always be used in preference to other later recollections unless there is photographic evidence showing that an alternative was used. A prop is eligible if it is of the correct diameter and type i.e. Correct general hub type, freewheeler or folder, single blade or two blade. The 25inch rubber class is excepted – see below.
10. No electronic/electrical thermal detecting equipment may be used.
11. Wing span limits are based on the span shown on the plan.

RUBBER CLASSES

VINTAGE (Pre 31st January 1951)

25" RUBBER DURATION

- Maximum wing span 25"
- freewheeling propeller, maximum diameter 8ins (regardless of what is shown on the plan)
- Two wheel undercarriage with separate legs.
- 3 flights, maximum to be decided on the day, plus unlimited fly-off

LIGHTWEIGHTS

- Up to and including 34 ins span.
- Class may be separated into folders and freewheelers.

MIDDLEWEIGHTS.

Over 34 ins span but less than 190 sq ins. wing area i.e. not Lightweights and not Wakefields.

WAKEFIELDS

- It is the intention that the following Wakefield classes are normally (but not exclusively) flown as a combined event with separate awards for the following sub classes where the competition organiser judges there are sufficient entries.
- For designs complying with the Wakefield rules current at the time as outlined below.
- For designs not published before the cut off date there is a prop diameter limit of 18ins

PRE 4oz. WAKEFIELD

1. Pre1936 designs.
2. Flying weight unrestricted
3. Tailplane area unrestricted.

4oz. WAKEFIELD

1. 1934-1936 designs.
2. Flying weight not less than 4oz.
3. Tailplane area unrestricted.
4. L2/100 fuselage cross section

8oz. WAKEFIELD

1. 1937 - 1950 designs
2. Flying weight not less than 8oz.
3. Tailplane area unrestricted for 1937 designs but not more than 33% of wing area for 1938-1950 designs.
4. L2/100 fuselage cross section

LARGE RUBBER

Wing area over 200sq.ins

UNORTHODOX VINTAGE

Spar tractors, "A" frames, Canards and Tailless. No size limit.

- It is the intention that this is normally but not exclusively flown as a combined event with the possibility of separate awards as decided by the organiser.
- These models may also be used in other suitable classes e.g. Middleweight.

CLASSIC PERIOD RUBBER

The same basic rules apply as for vintage but with revised cut off dates:

VINTAGE COUPES.

- Designs up to end January 1958.
- Models must conform to Coupe rules at the time of plan publication. Models must weigh more than 80 grams ready to fly of which the motor may be no more than 10 grams.
- Undercarriage must be fitted if shown on the plan.

CLASSIC OPEN

Models from the period Jan 1951 to Dec 1960.

- Models up to 200 sq. ins. wing area.
- No undercarriage need be fitted even if shown on the plan.
- Coupes of the period are permitted with no restriction on motor weight.
- Purpose designed Wakefield Models may be entered if any meet the wing area limit.

CLASSIC WAKEFIELDS

Wakefield Models from the period Jan 1951 to Dec 1958.

- Models are to comply with the rules for which the models were designed including correct rubber weight i.e. a maximum of 80 grams from 1954.
- All models to weigh minimum 8oz ready to fly.

GLIDER RULES

GENERAL TO ALL GLIDER CLASSES

Gliders should follow the construction shown on the plan. No major alteration should be made to the structure. Minor modifications may be made as follows :-

1. a. Materials may be substituted, but only for those that were available during the appropriate period. Materials not of the period may **not** be used, i.e. Carbon Fibre, Kevlar etc.
 b. Local strengthening at weak points is permissible, e.g. dihedral braces etc.
 c. Local sheeting to improve handling of the fuselage is allowed and also on flying surfaces and/or sub spars to take the strain of fixing bands and wing to fuselage contact.
 d. For safety reasons, wing joiner material may be substituted, e.g. replacing wood for metal.
 e. For ease of transport and storage, one piece wings may be made in two pieces.
 f. D/T, auto rudder and adjustable towhook may be fitted, even if not shown on plan.
 g. No turbulators, unless shown on original plan.
 h. **Covering - Plastic film is only permitted underneath tissue or woven fabric so that traditional appearance is preserved.**
2. Only gliders which were designed and had competed in the relevant period are eligible. Competitors are responsible for proving the eligibility of their glider to the satisfaction of the CD and may be asked to produce supporting evidence on the day of the contest.
3. For designs that were neither kitted or published, all information on those designs must be made available to SAM for possible publication.
4. For safety reasons the towline must be detached from the winch before towing commences and must not be reattached until the glider is released. After release the towline must be retrieved quickly and stored so that it is not a hazard to people or models.
5. In order that the commencement of the flight can be correctly judged, a small pennant of a minimum area of 39 sq.in. must be fixed close to the free end of the towline.
6. Circle towing is not permitted and the towline must remain in contact with the flyer when the glider commences its timed flight.
7. One reserve model may be used.
8. Competitors may nominate someone to tow their glider if it is shown that they are incapable of towing the glider themselves.

GLIDER CLASSES

VINTAGE

1. Only gliders which were designed and had competed in the period up to and including 31 December 1950* are eligible.
2. Towline length shall not exceed 100 metres when subjected to a tensile load of 2 kg.

CLASSIC

1. Only gliders which were designed and had competed in the period from 1 January 1951** to and including 31 December 1960 are eligible.
2. Towline length shall not exceed 75 metres when subjected to a tensile load of 2 kg.

UNORTHODOX

1. Only gliders which were designed and had competed in the period up to and including 31 December 1960 are eligible.
2. Towline length shall not exceed 100 metres when subjected to a tensile load of 2 kg.

* To consider the option of allowing members to opt between this date or up to and including 31 December 1953.

** To consider the option of allowing members to opt between this date or from 1 January 1954.

POWER RULES**GENERAL TO ALL I/C ENGINE CLASSES**

1. Note should be taken of the BMFA rules covering the eligibility of vintage and classic designs and the methods of construction and materials utilised.
2. A model is also eligible for Vintage or Classic contests where unpublished plans are informally certified by the designer or other independent expert as being authentic and the model was flown during the period for Vintage or Classic models as defined within the BMFA Free Flight Rule Book. If it is an unpublished design the competitor must be willing produce information that clearly demonstrates that the model was flown during the period appropriate to the contest in which it is to be flown. The assumption will be that the model is eligible unless excluded through general consensus.
3. Where plans fail to provide minor details of construction or design, then reasonable assumptions may be made consistent with the period and type of the design as per BMFA Vintage and Classic rules. For the purpose of these rules, minor details may include areas such as bracing and reinforcement of joints, but do not cover estimates of details which may affect flying characteristics such as wing profile or fin shape.
4. The duration of flights will be used for scoring purposes with a maximum of 2' 30" being recorded for each of 3 flights. However, if the Contest Director (CD) feels that weather conditions or constraints of the flying site are such that a reduction to the maximum flight time is appropriate, then he may make such reduction prior to the start of flying. Should conditions change significantly throughout the day, and the situation is reached where each contestant has flown the same number of flights, then alterations to the maximum flight time may also be made.
5. All contestants registering 3 flights to the agreed maximum may take part in an unlimited fly-off at a time set by the CD. However, if the CD feels that weather conditions or constraints of the flying site are such that an unlimited flight is inappropriate, then he may call for a DT fly-off to a format to be decided on the day.
6. It should be noted that within the power rules there is no restriction on the type of covering material that may be used.
7. Any spark ignition, glow or diesel engine may be used.
8. Spark ignition engines may be used with electronic amplifying or switching circuitry to improve the reliability of spark plug operation.

9. No electronic/electrical thermal detecting equipment may be used.

POWER CLASSES

VINTAGE OPEN POWER

1. Any model designed for i/c power from the Vintage period as defined in BMFA Free Flight Rule Book may be flown.
2. The maximum engine run allowed from the moment of release of the model will be 15 seconds for glow and diesel engines, and 18 seconds for spark ignition engines.
3. Fuel supply shall be by suction feed only, i.e. no pressurisation of tank either from the engine or from a self pressurising tank or bladder
4. Models shall have no timed or moving surfaces apart from dethermalisers unless specifically shown on the plan or detailed in supporting documentation for the particular model.
5. In addition to prizes given for the contestants with the three longest cumulative flight times, consideration may be given to awarding a prize for the flyer recording the longest cumulative flight time for a model with a spark ignition engine.

CLASSIC POWER

1. Any model designed for i/c power from the Classic period as defined in BMFA Free Flight Rule Book may be flown.
2. The maximum engine run allowed from the moment of release of the model will be 10 seconds for glow engines, 12 seconds for diesel and spark ignition engines.
3. Models shall have no timed or moving surfaces apart from dethermalisers unless specifically shown on the plan or detailed in supporting documentation for the particular model.

Comments on the Draft Rules - John Thompson

Gents. Please accept these comments in the spirit that I do wish to encourage more competitors and also from my point of view of having arranged and CD'd a fair number of events. Also having flown in many events although I hasten to add that my experience of competitive rubber and glider finished at the bottom of the list at the WC in 1955.

One of the objects is to avoid existing models being made redundant and also to allow them to be flown in most events. Also we should be wary of comments from the "armchair brigade" who, in many cases, think of a golden aged past but with bad old memory's.

[Note: the paragraph No's below refer to those in the draft rules above]

Rubber (many of my comments can relate to the other classes)

1. No turbulators. these were around years before the cut-off date and can be at any rate a trimming device. Would one want to ban strips stuck to the side of fins to act as a rudder change, these are turbulators/invigorators, or indeed the so called gurney flap that is mentioned so often. It's all too complicated to not allow.
2. U/C's surely this is already covered in the BMFA rules with it's various wordings as to alterations etc.

3. The BMFA rules are silent but this can be considered as a subdivision (see later) also if advertised before, the CD can say what is wanted for the comp.
4. Coverings. Plastic coverings were around before the cut off date. At any rate what is "traditional" why allow mylar as reflective on the fin it should be traditional cigarette package silver paper! Also what substitute for microfilm is to be used this is a plastic surely?
5. Any country of origin, these are not banned by the BMFA rules anyway.
6. Eligibility this allows more models to be used and is an encouragement for some folk to build and participate .
7. This does rather open the door up as one could take a basic design and experiment with "available" wing sections etc and develop a "super" class of model.
8. Already in the BMFA rules .
9. Again this is an open door as it allows changes of pitch to suit different motors. I suspect that the accuracy of building "pitch" is a little loose, with people doing field repairs by bending wire hubs to suit. Whatever one comes up with, wording to prevent this is not an option as it is unmeasurable and unenforceable. So leave it as per the plan in the BMFA rules .
10. Unenforceable if other events are going on on the same field. We have had this "argument" at M Wallop before no streamers etc, it's not on, unless the whole field event is confined to only those classes and that it is advertised that it is not permitted by the organisers which is of course acceptable. The same as DT'd fly offs previously advised.
11. OK as relates to the BMFA miniclasses
The remaining clauses 25 inch etc through to the wakefield are no more than further subdivisions (of which the BMFA mini class is but one).

Following on from my comments above, it would appear to me, one could keep the BMFA rules and use the "SAM" eligibility and sub division classes. These being only additions to the BMFA rules. I might add, if it was kept simple like this, there could be more possibility of the unification of SAM and BMFA rules with clarity to all concerned.

Glider.

Points 1,2,3,4 I believe I have covered in my "rubber" comments above.

5. A bizarre 39 sq inches (surely not the new money 25 sq cms per chance?) This is unenforceable, just say a small pennant.

6. Why is circle towing not permitted with old fashioned hooks, whose to judge a half circle before you launch with the model rushing downwind rather than straight into the ground in other words the frequently observed getting rid of the model, is this banned?
7. Already permitted under BMFA rules.
8. Judging from some of the launches that I have seen, a lot of people seem to be incapable of towing a glider !!!1 Why not say proxy flying is permitted if previously advertised.

Glider Classes. These are basically BMFA rules, but of course sub divisions could be made like the rubber classes above.

Power rules.

Again the BMFA rules can apply with the exception that the SAM rules allow more eligibility. Altering the motor runs just makes people use bigger more powerful engines, lets keep it simple.

At this point I would add that all my vintage glow powered models use pressure, not for power but to ensure no dangerous (spectators etc) motor hesitations on launch, if I want more power I would use bigger engines. Besides pressure was around years before the cut-off date.

Plastic covering, with large power models, because of tip up tail DT's it is almost necessary to use "plastic" in that tissue covering shatters on landing (Also mylar plus tissue does) It is impractical to ask people to cover models in "traditional" silk because of the very high cost etc.

My conclusion would be;

Why not stick to the BMFA rules and just alter the "eligibility" and the sub division classes. This is simple and does not exclude any current models that people are using.

We have been silent about BOM. In 1066 we are relaxed about this especially the use of deceased modellers models

I personally would allow radio d/t, it saves legs. I know there are arguments that people may try to steal a march by d/t'ing before 20 secs etc but if winning is so important to them let them do it . The benefits far outway the downside .

Your comments would be appreciated so that we can than decided how to move this forward.

John Thompson

Gosling's 1939 Judy:

-

Tim Westcott

TIM WESTCOTT below, owner of the famed Alywn Greenhalgh collection of old model aircraft, likes to match old with new.



Here he is with one of R F L Gosling's gliders, an original 1939 Judy, and a brand new replica decked out in red and yellow. The replica, equipped with a DT, flew so well off a 50m line on a lovely February day at Epsom Downs that he dared not tow up the DT-less original for fear of losing it.



Nevertheless, captured above, the original made a fine sight on a lofty hand-launch flight



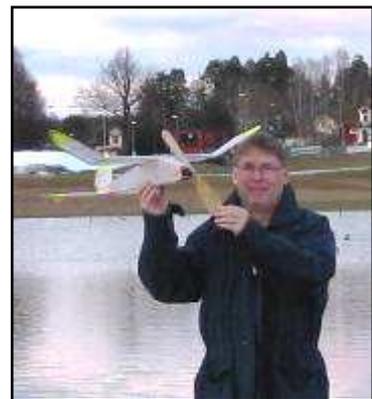
The replica above, made several impressive flights that day, on each occasion towing to the top of the line. But then, what else would you expect from a model designed by the creator of the Ivory Gull?

After Snow Comes Water

- Lars Karlsson, Sweden



Hi all,
 'After rain comes sunshine' is a Swedish saying. I have learned a new one. 'After snow comes water'. This is my field where I normally do my trimming. The geese and ducks have taken over as you can see, so I have to wait. By the way, the colours are not so bad now and I have a red nose block. Looking forward to dry green fields!
 Lars.



Editors Apology:- Last issue I did a Mrs Malaprop on Lars and attributed his piece to a Karl Larsson, he was not too perturbed and I'm sure he will accept my sincere apologies. I know he had an apology from our President Tom Johnson.

Wakefield Cup Winner 1937 by Charles Dennis Rushing**1937 Emmanuel Fillon, 20, France**

This year the Wakefield Rules were again changed by the SMAE, first: the total minimum weight would now be 8 ounces, including the rubber motor; the total wing area would be from 190 to 210 square inches; power will be by rubber power only; flight time will be the average of three flights, flight time is unlimited. These changes were made, by the SMAE late in the flying season of 1936. In an Aeromodeller article published in 1986 Mike Kemp writes "It appears that not even the SMAE have a complete set of the (Wakefield) rules from 1928 to 1950." The Wakefield Rules are of course the fundamental basis for the design of the species "WAKEFIELD" and are the basic raison d'être, for the event in the first place! In this book I have attempted to summarize these rules by year, but I have

experienced some frustration in exactly fixing the actual dates of the changes. The "Rules", of course, have always affected the performance of species Wakefield, and therefore any change in the rules has a ripple effect in the flight performance characteristics. Often changes were made to the rules that were not only questionable, but given the authority of the governing body, these changes became irrefutable. The changes to the original rules brought to a close what I have classified as the "Antique Era", and ushered in a new design concept I classify as the "Vintage Era". This was a Wakefield some authors have classified as the "Classic Wakefield", a species half rubber motor, half airframe, a period analyzed by Martyn Pressnell in his Aeromodeller article "Yesterdays Wakefields". Developed to its fullest potential these "pre-1951" Wakefields could easily out perform any gasoline powered aeromodel, both in the power climb, and the glide, a phenomena that may have led to the revisions of the rules by CIAM, which limited the weight of the rubber motor to 80 grams in 1954, and deleted the classic ROG rule in 1957.

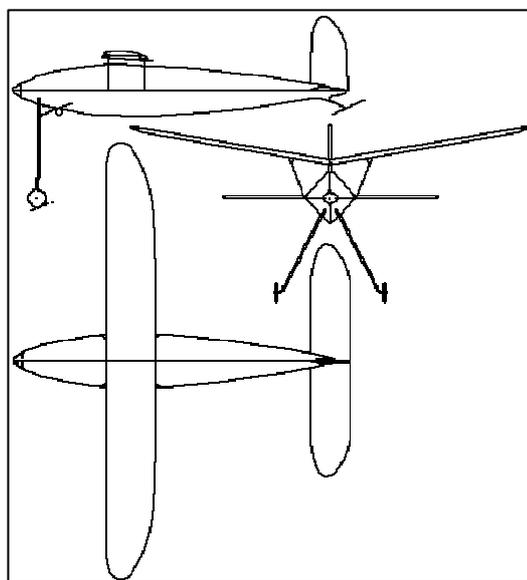
The 1937 Wakefield Cup Contest was held in Great Britain, at Fairey's Aerodrome, on Sunday August 1, 1937. This time the Wakefield Contest was truly an international event. To Fairey's this year there were Wakefield teams from Great Britain, France, Canada, Sweden, Belgium, Holland, Germany, Norway, New Zealand, South Africa, and the United States of America. In every way this was the first "Wakefield International Cup Contest". The only records I have been able to locate were provided by Emmanuel Fillon, in 1987, and one page of results in the September 1937 Aeromodeller. This is the same Emmanuel Fillon who in fact was declared the 1937 Wakefield Cup Champion. Emmanuel was 20 years of age, and he was the first Frenchman, and the last, to be declared the Wakefield Cup Champion. Fillon's Wakefield design is still clouded with controversy. In December 1937 Aeromodeller published the drawings of the: "WINNER OF THE 'WAKEFIELD' CUP 1937" The Aeromodeller editors also made a point of underlining the title block with the statement: "THIS MODEL WAS DESIGNED BY MONSIEUR A VINCRE". Now I don't mean to imply that the controversy began with this publication, it did not. Undoubtedly Monsieur Vincre was not without allies at the Modele Air Club de France, in the person of none other than President Monsieur F Cartier, who slipped the drawings over to the anxious Aeromodeller editorial staff. Next came "The Retraction" by Aeromodeller, in February, 1938, on page 110, which I shall be pleased to reprint here in its entirety:

THE WAKEFIELD WINNER. "And now we have to sort out a "bit of a tangle." Monsieur Emmanuel Fillon of France won the Wakefield Cup in 1937. That we all know. Well, some while back, (December 1937 to be exact - author) Mons. Cartier, President of Modele Air Club de France, kindly offered us permission to publish drawings of Mons. Vincre's model, which won the Coup de France, 1937, and which was described as being "ALMOST IDENTICAL" with Mons. E Fillon's Model. (Actually Aeromodeller said Fillon's Wakefield was "AN EXACTLY SIMILAR MACHINE" - author). It now appears that in certain quarters the impression has been gained that Mons. E Fillon developed his model from Mons. Vincre's. This of course is definitely not the case, Mons. Fillon has asked us to state that his model was entirely designed and constructed by himself, and that it was placed second in the "Equip de France" (which equals our English eliminating trials), at which competition Mons. Vincre was not a competitor. In our September issue we published a small sketch of Mons. Fillon's model, and on comparison with the drawing given in the December issue, it will at once be seen that whilst the models are of a similar shape their sizes are different, as also certain details. We regret having unwittingly added to the confusion by stating, in the notice on our drawing in the December issue, that the models were identical ("EXACTLY SIMILAR" author) for which we offer our apologies to Mons. Fillon, who was the winner of the Wakefield Cup Competition of 1937. But hold! Hold very tight, Mons. Fillon! We are coming after it this summer!

44 entries			
Place	Name	Country	Average time
1	E Fillon	France	253.2
2	R N Bullock (1929)	GB	194.5
3	R T Howse	GB	193.4
4	R Chabot	France	157.6
5	R Clasens	Belgium	156.8
6	B Anderson	Sweden	155.7
7	M McKinney	Belguim	155.0
8	S Stark (1951)	Sweden	151.8
9	K Schmidtberg	Germany	147.6
10	A Dague	USA	145.1
11	D Bodle	USA	136.1
12	O Lindh	Sweden	132.7
13	A Lippman	Germany	122.1
14	Ducrot	France	117.3
15	J Leadbetter	GB	114.0
16	A Palmgren	Sweden	109.0
17	E E Olsen	Norway	102.1
18	H Fish	USA	85.5
19	Robert	France	82.6
20	A Van Mersch	Belgium	82.2
21	S Wentzel	Sweden	81.1
22	F Zaic	USA	78.7



WINNING WAKEFIELD EM-1		
component	inches	mm
wing	37x5	940x127
tail	25.5x4.3	648x109
fuselage	38	965
propeller	18 dia	457 dia
rubber	28 strands 1/8"	



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.

NAME THAT PLANE No. 18

- Roy Tiller

THE COMPETITION WITH A DIFFERENCE, WE DON'T KNOW THE ANSWERS.

Some reduced plans in magazines held in the BMAS Library were published without the name of the model. Can you name this plane from SAM 35 SPEAKS April 2000.

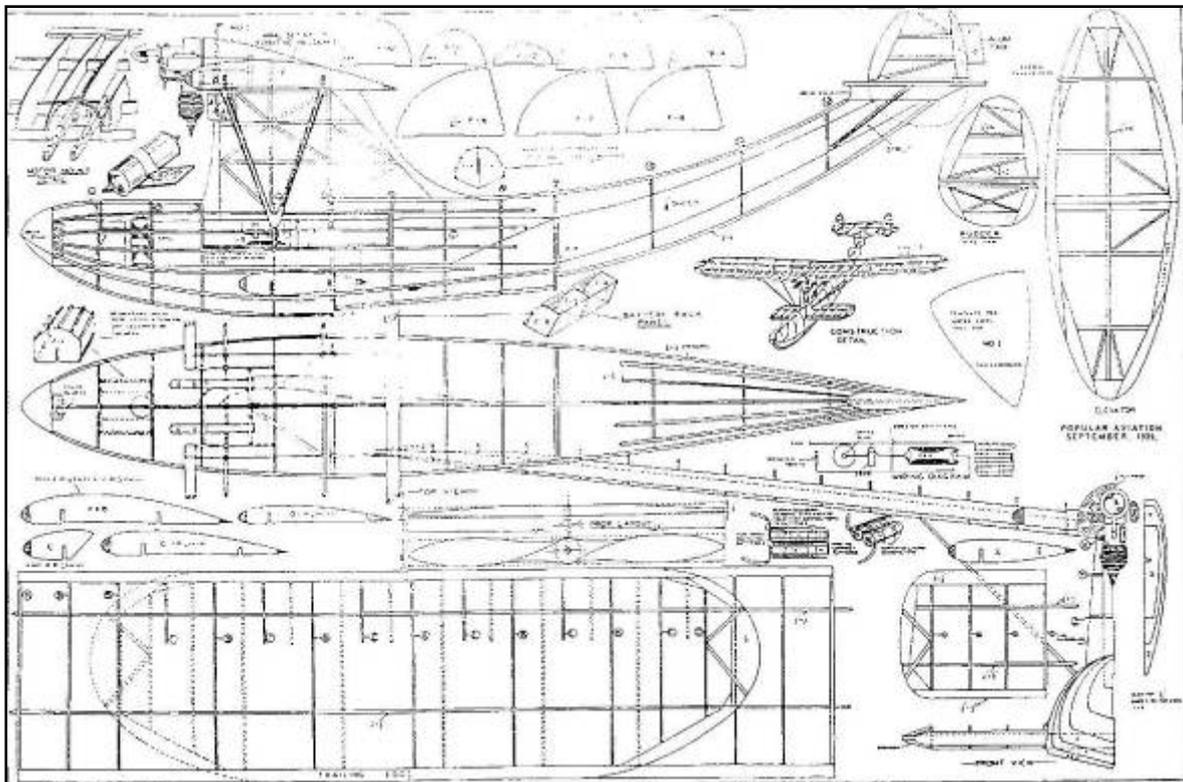
Clues:- Very few, a flying boat, scale or semi scale of about 55" wingspan.

Popular Aviation Sept 1939, possibly designed by Lindberg.

Points will be awarded to all giving the correct answer.

Results and Plane No. 19 next issue. Answers to: roy.tiller@ntlworld.com

Note: Plane No 17 is to date unidentified.



Editors comment: The response to these quizzes of Roy's has been dropping off so take a grip of your knickers guys and lets get a few answers on the way and you never know, Roy may be able to set up a league table.

David Baker Heritage Library - By Mike Parker & Roger Newman

Consisting of books, plans and other related material, this library is the result of many years enthusiastic collecting. It is now in the process of collation by Roger Newman who is also initially administering the library. At this stage it consists plans (part 1) only.

Yes there is more, the other material will be listed when collation is complete. The present list can be viewed by using the Hyperlinks on the SAM 1066 website.

NOTE: The document is in both Microsoft Word and Microsoft Excel, please follow the appropriate link.

If you want a copy of any of these plans, please read the following:

A fee is charged to cover:

(i) A set copying cost, dependent on the sheet size & number of sheets.

(ii) Cost of packing & postage (1st Class), rounded up to nearest whole £.

Note 1: this is a non-profit making activity for the benefits of SAM 1066 Members (& other like minded aeromodellers).

Note 2: Any accruing balances will be passed to SAM 1066 Treasurer.

The process for obtaining a plan copy is:

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

An e-mail response is sent back with cost estimate of plan plus package & posting charges. (typical for an AO size single sheet plan posted 1st Class within UK, this would be £5.00).

Original requester sends email reply to confirm cost is OK & that the fee has been posted to:

Roger Newman	A cheque or cash is acceptable.
35, Russell Road	On receipt of fee, the plan is
Lee-on-the-Solent	copied & posted to the Requester.
PO13 9HR.	

David Baker Heritage Library – Possibilities for the Future –

Roger Newman

As New Clarion members will have seen in previous issues, the task of cataloguing plans from the late David Baker's collection of aeromodelling literature and other donated collections is fairly complete, unless of course more plans are given to the cause – in which case they will always be added to what is already a pretty extensive range. This leaves the magazines, articles, books and photographs yet to be sorted and likewise catalogued.

First – the plans. These currently take up 5 full filing cabinets and several draws of a plan chest. SAM 1066 members who want a copy can request it by email. A paper copy is taken from the paper original by my local copy shop in Fareham & posted to the member. However, possibilities exist for an interesting step forward. I have been in dialogue with Mark Ventner in New Zealand and Roland Friestad in the USA. Mark has a collection of some 900 vintage plans and he has an arrangement with Roland in the USA, whereby Roland digitises these plans at

no cost and stores the files in a digital format, made available to New Zealand modellers. The benefit of this approach is (i) a plan can be emailed to any local copy shop that is equipped to handle electronic files and can be printed by that copy shop at normal scale – saves moving paper; (ii) if the library is held in digital format, it removes the need to keep paper masters – particularly useful as plans get older and more fragile. With the co-operation of Mark, I have been through his list and there are some 230 duplicates identified against our SAM 1066 list. Our combined thoughts are along the lines of collaboration, whereby our plans library is also scanned by Roland (less the duplicates), merged with what he has already done from Mark and other sources to form a composite digital library which would be made available under “equal rights” to all three parties. The work would be – of necessity, a shared set of tasks. Broadly Roland would do the scanning and initial filing, I would do the cataloguing and Mark would “clean up” the digitised images. James Parry of Sticks & Tissue fame has indicated he would be happy to help with the “clean up” process on an ad hoc basis, as he is still working. James has also kindly donated a cd full of digitised plans to the project. The cataloguing would probably be based around work already done by Roland and would be a “Master List” based on his already formidable pdf list of some 15000 entries, most likely in Excel format. We already have thoughts on how information could be expanded at a later date e.g. allowing a link for “visualisation” of a given plan. The “Master List” would include published plan references, article references and ultimately – we hope, some digitised magazines, as Roland has already done a lot of work in this area. Information from this digital library would then be available to SAM 1066 members at modest costs. Roland is the Editor of SAM Speaks in the USA.

The immediate problem we face in the UK is how to ship 2800 plans to the USA without incurring excessive costs. I have started to seek sponsorship for transportation costs. If any SAM 1066 member has some bright ideas on sponsorship solutions (or deep pockets!) please get in touch with me. Once out to Roland, we estimate it will take around a year or more to complete the work. It may be preferable to send packages of around 500 plans per shipment, such that at any given time only 20% of the library is temporarily unavailable. Mark currently posts a 2.5kg package at fairly frequent intervals with the costs underwritten by New Zealand SAM members, but that approach would not be too practical for us due to the quantity involved.

Assuming we can solve this shipment problem, this leaves around 500 books, about 2 cubic metres of magazines and some 40 box files/binder files to sort out and catalogue. In this context, I am looking for a willing volunteer to take on the task of storage and indexing this lot for me. What the SAM 1066 Committee does not want is for them to be dispersed or sold. Nevertheless, the task could be subdivided into three separate sub-tasks i.e. books, magazines and box files/binders. If we can find such a volunteer/s, I can sort out transport within a local area with the help of my son. Again if there is a SAM 1066 member interested, please get in touch with me.

The work may seem onerous but it does give us a unique opportunity of creating a digital library for the benefit of aeromodellers on a wide basis, so in my judgement it is a task well worth doing and doing properly.

Derek Gamps Plans Collection - *Via Andrew Longhurst*

Derek rang me to say that he has a large collection of plans acquired over a lifetime, power, rubber etc. that he would like to distribute to people who want them. Derek is no longer very mobile and so the first step seems to be for a member to go over to his place near Cambridge and help him to go through them to get a list which we can put in Speaks. Alternatively, to take them away to be put in an archive.

If any member can go over for a day to help sort them out Derek is at 27 Pelham Way Cottennam, Cambs CB24 8TQ. Telephone 01954 250636.

4oz Wakefield League - John Minshull

The following events have 4oz League qualifying competitions in 2010

Croydon Wakefield Day	Sunday	5 th April at Middle Wallop
SAM at the Nationals	Monday	31 st May at Barkston
SE Area Spring Gala	Sunday	20 th June at Odiham
Timperley Gala	Saturday	14 th August at Barkston
SAM Euro Championships	Monday	30 th August at Middle Wallop

The East Anglian Gala 10th/11th July at Sculthorpe is unlikely to run a Vintage Wakefield competition in 2010 due to previous lack of interest.

SAM at the Nationals will combine 4oz Wakefield with Medium Wt. rubber.

The Odiham & Timperley Gala Vintage Wakefield competition will combine 4/8 oz classes. The individual 4oz results will however be made available for league purposes.

Any queries/comments to John Minshull at john@gillmin.fsnet.co.uk

An appeal for an 8oz Wakefield & or Tailless League organiser



Surely we have an 8oz Wakefield flyer who is prepared to collate the results from the various meetings to produce the league table.

Ditto above for the collation of tailless results and league table.

Editor:

You don't have to be computer buffs, I can work from hand written tables.

TIMPERLEY WEEKEND - BARKSTON HEATH
14/15th AUGUST 2010

BMFA membership is required on both days. F/F sport flyers welcome.
 Airfield charge applicable to all.

SATURDAY SPECIAL, 14th Aug. at Barkston Heath

All contests to BMFA or SAM35 rules unless otherwise stated.
 All contests to have 3 flights + fly-off if required. 10 am to 5 pm

Combined Small Vintage. (no gliders in this contest)

- (a) Mini-vintage rubber.
 - (b) Mini-vintage power
 - (c) Midi-vintage rubber, ie wing area less than 190 sq. ins, span more than 34ins, up to Dec. 1950.
- Does not include any accepted type of Wakefield.

Combined Small Glider.

Vintage and Classic gliders with a max span of 60" and total area less than A2 size, ie less than 496 sq ins.
 To include early A1 gliders (to Dec 60, with no weight restriction).
 Towline length 75m. for all. No circle towing.

Combined 4oz & 8oz Vintage Wakefield. To SAM35 rules.

Very Small Vintage Rubber

25ins span and below, 8" Freewheel prop, 2 leg u/c. Designs pre 1951.
 Max. for first two flights decided on day, 3rd flight unlimited

British Power (To usual rules)

1.5cc plain bearing diesel. Engine run decided on the day, usually 10 sec.
 Extra prize for highest placed model not in the first 3, from a design/kit up to Dec 1955

Contact John Wingate tel 01407 831383 or 01244 812686, mobile 0777.394.3456,
 or email wingate@globalnet.co.uk

TIMPERLEY GALA. Sunday 15th August at Barkston Heath

Combined Rubber. Combined Glider. Combined Power (excluding electric power).

Vintage (power engine run 15 secs). Combined HLG/CLG
 All to BMFA rules except where stated. 10 am to 5.30 pm.

Contact Gerry Ferer 0161 928 4955, 0732.773432,
 TimperleyMF@hotmail.co.uk
 G.Ferer 25 March 2010

SOUTHERN AREA BMFA SPRING GALA

RAF ODIHAM - Sunday 20th June 2010

This event is possibly the longest continuous free flight event at the same venue in the UK, this being the 63rd year. We do not wish to discontinue this long tradition, and it may be difficult to get it back if we failed to use it for one year. However if we can't cover the costs this year, next year may not be a possibility.

I would be grateful if you would **act now**, and return your registration to allow me to calculate well in advance of how to cover the costs incurred.

The events:

- | | |
|----|------------------------------------------------|
| A) | Vintage Wakefield (4 & 8 oz combined). |
| B) | Vintage lightweight Rubber. |
| C) | Tailless. |
| D) | Vintage & Classic Glider Combined. |
| E) | Vintage HLG (hand & catapult launch combined). |
| F) | CdH. |
| G) | A1 glider. |

A D/T fly off may be used dependant on conditions

- | | |
|--------------------|---------------------------------|
| Events A, B D: | SAM35 rules. |
| Event C, E, F & G: | BMFA rules. |
| Event A: | SAM Wakefield Leagues. |
| Event F: | Southern Coupe D' Hiver League. |

Please note:

- All those flying model aircraft or operating associated equipment on this site you must be a current member of the BMFA.
- Model flying may be interrupted during the day by aircraft movements. When the red runway lights are showing no one may cross the runway.
- The only entry and exit is via the airfield main gate. No other airfield boundary is to be crossed either on foot or by motorised transport.
- Pre- registration is necessary for this event and must be received by Sunday the 6th of June.
- All registrations are subject to approval by the RAF authorities.
- We will have access to the toilets.

To register please send:

- Your vehicle registration number, the vehicle occupants names and addresses together with their BMFA numbers (if applicable) and the non-returnable registration fee of £8 per flyer (sport or contest) **with a self addressed and stamped envelope.**

To: John D Thompson, Beechmede, Meadow Lane, Hartley Wintney, Hants, RG27 8RF.
Tel: 01252 842471 (Please make cheques payable to Southern Area BMFA).

- **Could all those who received trophies last year please bring them along on the day (hopefully inscribed with their names), or make alternative arrangements for their return in time for the event. (Please note that we have no administrative mechanism for reimbursement of the costs incurred).**
- Full details including the entry registration number will be sent to registrants prior to the event.

Missing VHS Tapes. Can anyone help?

An appeal from Bournemouth MAS



Lost or mislaid or purchased in error!

3 VHS video tapes of some historic importance

First flight AD500 airship and comments by Roger Munk.
 First flight of first Skycat hybrid airship at Cardington
 First flight of second Skycat hybrid airship at Cardington

These are professionally made video tapes with commentary and music to suit, lasting about ten minutes each.

The tapes may have been inadvertently purchased by mistake when Roger Newman & John Taylor were selling engines & accessories from the late Rod William's estate at Middle Wallop – either at the September meeting or (more likely) the December meeting.

If any one has any knowledge of their whereabouts, would they be kind enough to contact Roger Newman on 0239 550809 or email rogerknewman@yahoo.com

Alternatively if anyone has copies of any of these tapes, would they be prepared to loan them for a short period – if so, please use the above contact details.



INDOOR FLYING

TUESDAY 26th JANUARY 2010

TUESDAY 23rd FEBRUARY 2010

TUESDAY 23rd MARCH 2010

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY

INFORMAL COMPETITIONS

FLIGHTHOOK IN ATTENDANCE

Adult Flyers £4 Accompanied Juniors & Spectators £1.50

CONTACTS: JOHN TAYLOR TEL.No 01202 511502

ROY TILLER e-mail roy.tiller@ntlworld.com

Cranfield Classic 50th Anniversary

2010 is the 50th anniversary of the 1960 world FF power championship which produced no outright winner after a 17 Max marathon.

Five joint World Champions were declared.

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

The models are.

Mr Max: - Rolf Hagel, Sweden **Sloworm:** - John Sheppard, New Zealand

Lucky Lindy: - Larry Conover, U.S.A. **La Bestia:** - Giovanni Guerra, Italy

No 18 & Ascender: - Sandy Pimenoff, Finland

(Reduced scale drawings of all five designs are featured)

(in July's edition of the NEW Clarion)

I can supply full size drawings for La Bestia, Sloworm, Lucky Lindy & No18.

A good drawing of MrMax is in June 1960 Aero modeller.

All are in the 1959/61 Zaic year book.

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

Engine runs to be decided on the day

probably 15* & 12 seconds for a full Max. Three flights.

(*To be allowed full engine run) Engines must be 2.5cc(.15)

available *before* Dec 1960, or

OS Max 15 III / OS Max 15 IV, PAW 15 non BR

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

NO ABC or Schnurle engines.

For more information. Contact. Allan Brown.

Mobile 07714103515 Home 01913866709

E-mail: allan.030@btinternet.com

Wickham Community Centre

Mill Lane, Wickham, Hants, PO17 5AL

INDOOR FREE-FLIGHT DATES

2010

Thursdays 6-30pm until 10-00pm

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

&

Wednesday December 29th 10-00am until 4-00pm

New Drinks Machine on Site

&

FLITEHOOK in attendance at most meetings

Indoor Flying with the Birmingham Club

Free Flight Only

Thorns Leisure Centre. Stockwell Ave.

Off Thorns Road – Quarry Bank – West Midlands – DY5 2NU

Saturdays 1pm until 4pm

2010 dates:- 3rd April & 1st May

Admission – Flyers £5.50 – Spectators £2.00

For further information phone or e-mail Colin Shepherd

0121 5506132 or colin@colinwilliam.wanadoo.co.uk

BROWNHILLS INDOOR FLYING - FREE FLIGHT

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

Just off the A5

Saturdays 2.00pm until 5.00pm - £6

2010 dates:- April 10th – May 8th.

Contact - Tony Eadon-Mills

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

Vintage Free Flight Events
for the Nationals at Barkston May 29th - 31st 2010

Saturday 29th May

- 1) 8oz Wakefield, *(Hand Launch)*
- 2) Small Glider *(Models of less than A2 area, includes A1)*
(Cut off date end December 1960)
(75 m towline, NO circular towing)

Sunday 30th May

- 1) Very Small Rubber *(less than 25" span + handicap)*
(for Ajax, Achilles, Cruiser Pup, Condor Clipper, Fledgeling)
(combined event, see separate rules including handicap)
(two flights to a max + an unlimited fly-off for all)

Monday 31st May

- 1) 4oz Wakefield + Medium Weights *(combined event)*
(medium weights:- models before Jan 1951 more than 34" span)
(having less than Wake area but conforming to $L^2/100$ area)
(rule for fuselage. Hand Launch allowed)
- 2) R/C Duration: *(class A up to 2cc, class B over 2cc)*
(see detail rules elsewhere)

This list correct as at 10th February 2010 *(John Wingate)*

Very Small Rubber Rules

The standard rules with regard to 8" max prop dia, 2 wheel u/c & span etc will apply, with 2 flights to a "max" and the third and last flight unlimited and not dependant on maxing out. In addition the following models will be allowed with a handicap, as they seldom get a "look-in" in other events: - Ajax, Achilles, Condor Clipper and Cruiser Pup. The Veron Fledgeling will also have a handicap, as this one seems to usually predominate in this event. The handicap will apply by means of factoring the scores as follows: - (maxes quoted are the actual targets to be achieved, before factoring)

Standard models (24" Achilles etc)	factor 1.5	Max. 80 secs
Veron Fledgeling	1.2	100 secs
Cruiser Pup	1.5	80 secs
KK Ajax & Condor Clipper	1.0	120 secs

(Third unlimited flight also factored by same amount)

The total factored score will determine results.

VINTAGE RADIO & CONTROL LINE
at MIDDLE WALLOP, 2010

Courtesy of the Army Air Corp Centre MAC

SUNDAY APRIL 4th SAM 1066 Club Invitation Day

Control Line [no combat wings] + Mini Speed. All types* of R/C to December 1969

also Tomboy 3s + Senior Competition
and 3 Vintage Power Duration Competitions.

SUNDAY MAY 9th SAM 1066 Gala

Control Line [no combat wings]+Mini Speed. All types* of R/C to December 1969

also Tomboy 3s + Senior Competition
and 3 Vintage Power Duration Competitions

SUNDAY AUGUST 29th SAM1066 Eurochamps

Control Line [no combat wings] +Mini Speed. All types* of R/C to December 1969

also Tomboy 3s + Senior Competitions
and 3 Vintage Power Duration Competitions

* NB...ALL R/C MODELS , No Ailerons please!!

ALL FLIERS MUST BE COVERED BY BMFA INSURANCE, this is the only acceptable insurance at the venue and must be produced when signing on

The meetings take place at the far side of the airfield, follow peri track to control

For further information contact

James Parry [C/L]
01202625825

email. JamesParry@talktalk.net

Tony Tomlin [R/C]
02086413505

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Provisional Events Calendar 2010

with competitions for Vintage and/or Classic models

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

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

For up-to-date details of SAM 1066 events at Middle Wallop check the Website – www.SAM1066.org

For up-to-date details of all BMFA Free Flight events check the websites www.freeflightuk.org or www.BMFA.org

For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website – www.SAM35.org

Useful Websites

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

You really should have a look at this Wakefield Flight from U-Tube

<http://www.youtube.com/watch?v=YLz3ESVrXHE>

Just control + click on link above

Using Middle Wallop Airfield

SAM 1066 has been fortunate to have used middle wallop airfield for may year now and for the most part the same people have been attending meetings there. It therefore remains a mystery that so few people appear to now about or adhere to the few restrictions we have. This of course is probably that they have never been written down before, so in an attempt to remedy this please read the following, even if you think you know all about them already.

Driving and parking

There is an airfield speed limit of 15 mph, although not strictly enforced it has been known for people that have been “speeding” to be warned by the military, take it easy and use your vehicles 4 way flashers. Park as directed by the event control, and note, do not park at the end of any runway, an emergency landing or aborted take-off, however unlikely, could result in an even greater accident. Do not drive in front of the “Secure area” and always access and leave the airfield via the museum car park gate.

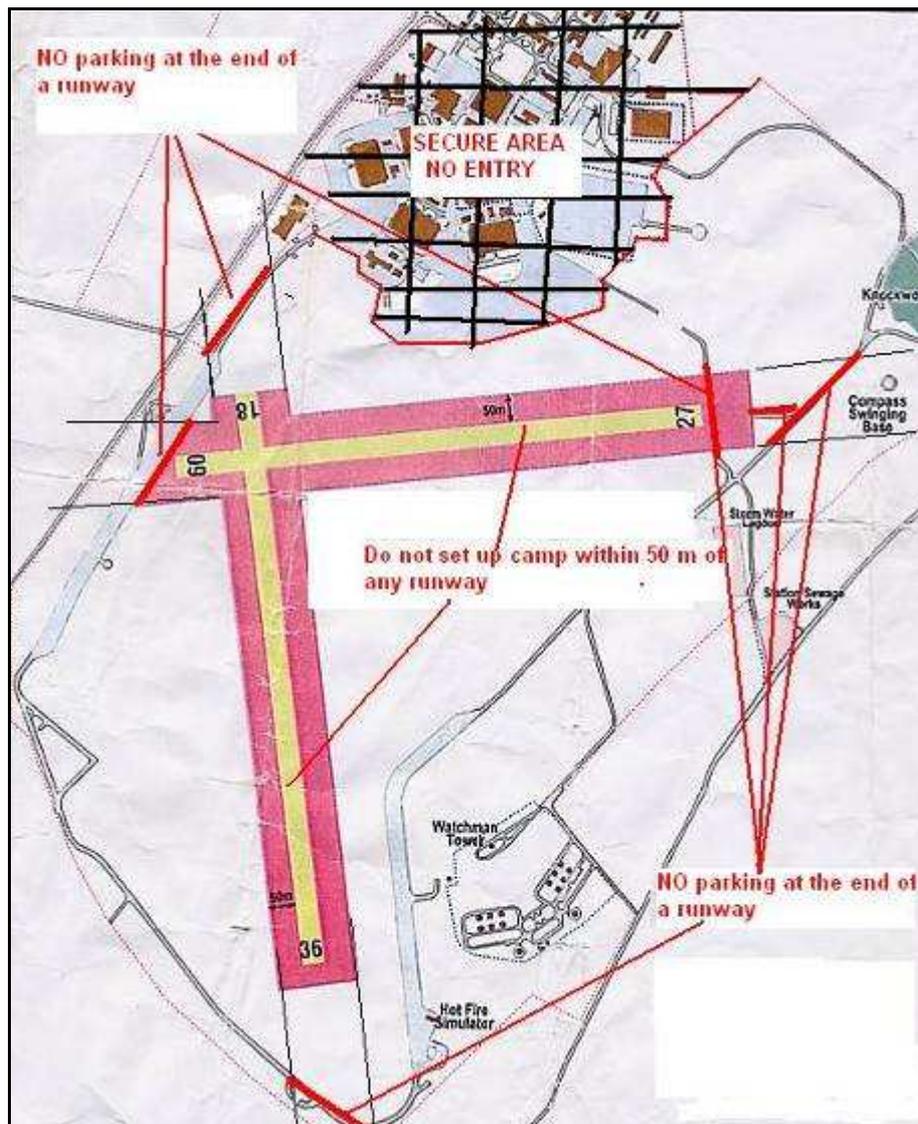
Secure areas

Those attending Wallop over the past years will have noticed that the hangers are now surrounded by a security fence with electrically operated gates. This secure

area is not to be entered under any circumstances. Even if one of the gates is open do not be tempted to enter, there are Armed Guards patrolling the area 24/7. If your model enters the area, inform the event organiser who will notify the authorities. You may well not get your model back that day, if at all if on a hanger roof, so the area is best avoided.

Runways

To be fair most people arriving on the airfield can't see the runways, the problem being that they are not made of tarmac and don't have lights running along their length. However there are 4 runways, take a look at the map, North-South (36 & 18), East-West (09 & 27), all are grass and marked by large yellow cones.



We are not allowed to “use” any of these, or any area within 50 metres of them. Let me clarify that.

NO:- we can't set-up our equipment (that includes just a fuel bottle and rag!) and operate from within the restricted area.

YES:- we can over fly them (when not being used!), and “cross” them by foot (or pedal cycle) to retrieve our models or go to the loo. When crossing any runway,

cross quickly at 90 degrees after looking both ways to ensure that a full size aircraft is not using it. If your model lands on the runway, pick it up and move off the runway before spending 5 minutes inspecting or resetting it.

The reasons for the above are:

The runway(s) can become active with little or no notice, leaving your “stuff” on the runway and going off to retrieve your model could result in an aircraft having to abort a take-off or landing. Worse would be the situation that you are so engrossed with what you are doing that you don’t notice an aircraft approaching you!

The chance of leaving something behind when you pack up or not being able to find that “stuff” you left there 2 hours ago is very high. Foreign object damage (FOD) material is taken extremely seriously by the Army, if found it will put our continued use at risk.

Adjacent farmland

We are fortunate to be on good terms with the local farmers, but this was not always the case. Some years ago some of our fraternity entered and damaged (however small) a crop in an adjacent field resulting in a somewhat strained relationship. After many years of liaison we now have access to most of the adjacent land at most times of the year. However there times when access is restricted, for example when certain crops are high and nearing harvest or when “game birds” are nesting. We must respect the farmers property so please check at control before you start to fly for ant restrictions on that day. The result of these good relations is that it is now very common for “lost” models to be returned after each event.

Pass it on

If you see someone who is falling foul of something above please take the time to explain it to them, if they are not complying please inform the event organise on the day.

Remember it is a lot easier to loose this facility than to find a replacement.

Mike Parker :- Secretary

The Sound of (Cyber) Silence

As you all know, SAM 1066 offers free membership. That’s great – but it does give us a problem because there’s no annual renewal opportunity for members to update us with their new postal and/or email addresses, if they have changed. Also, we don’t know when they want to cancel their membership.

Over time, this has brought about a situation where out of 550-odd email addresses, more than ten percent are now undeliverable! You won’t be surprised to learn that there is a legal aspect to this but more importantly, if you’re one of these lost souls, it could affect *you* . . .

Naturally you’d expect us to tell you if any of our events has to be cancelled but, if we haven’t got your current email address, obviously we can’t! So we need your help.

If you have not been receiving the monthly email and you'd like to re-instate it, please inform us of your correct email address straightaway.

Write to: membership@sam1066.org

Simply click on the link above and tell us your name and full email address in the text box.

Tell us your new postal address too if you think that may also be wrong.

Should you wish to cancel your membership please let us know.

Note: If we haven't heard by May 31st, all records relating to the non-deliverable email addresses will be deleted and the individual's membership cancelled.

David Lovegrove :- Membership Secretary