

	NEW Clarion SAM 1066 Newsletter	Issue 0510
		May 2010

Affiliated to the  Club No. 2548

SAM 1066 Website - www.sam1066.org

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Editorial:

I seem to be getting to grips with producing this epistle each month and I am finding the task quite pleasant and rewarding, the only drawback is the worry each month as I wait for e-mails to show up with contributors content.

This editorial is an appeal to readers to take time out on the odd occasion and send me a few pictures and descriptions of anything that you feel may be of interest to other members, you don't need to be good at essay writing as I can knock anything you can provide into shape.

I don't necessarily need computer generated articles, I will be more than happy to receive printed photographs and hand written work by post, I can work with anything. My ambition is to get the articles to outweigh the adverts.

Give it a go please.

Sur le continent - Viabon 2010

- Peter Tolhurst

(or Xynthia rules OK)

Each year since time immemorial, the Paris Air Modele club has organised the Maurice Bayet Cup competition for Coupe d'Hiver (F1G) models. Latterly, other classes have been added, initially vintage coupe (coupe ancien), and in recent years Vintage Wake and P30.

Held in late February, at Viabon near Chartres, the weather can be variable, but for the past two years we have been blessed with modest breezes and not unpleasant temperatures. For 2010 however, it appeared that weather management or sacrificial goat selection had been sub-contracted to the Croydon Club, given the weather we've experienced at the last few Coupes Europa! Perusing the Metcheck website (weather forecasters to the free flight community) in the weeks prior to the competition, showed everything from dead calm through to severe storms. Nevertheless, the forecast late on the Thursday night, prior to catching a ferry on Friday, predicted winds of circa 15 mph on Saturday morning dropping to sub 10 mph after lunch. Sunday looked worse with the windspeed around 20 mph, but nothing we haven't flown in before.

The drive down from Calais was uneventful, except that this luddite had borrowed the wife's in-car GPS in order to circumnavigate Rouen. Despite this I contrived to get even more lost than usual, and discovered that arguing with the disembodied female voice didn't help (no change from when the wife is in the car then!).

At Viabon the next morning, the Metcheck predictions were spot on, with the southerly wind blowing at 12-15 mph. The organisers decided to make the max 2 minutes for the three classes that day (Vintage coupe, Vintage Wake and P30), with no rounds, and at 10 o'clock we were off.

Despite sunny spells during the day, there did not appear to be much decent lift about, and in all three classes maxes were relatively few and far between compared with previous years. Bucking the trend was Chris Strachan, who first maxed out in P30 and then did likewise in Vintage Wake. Nobody managed to emulate him in P30, but Ted Tyson flew his Alan Lim Joon to good effect to achieve a full house in Vintage Wake - we had a fly-off!

In Vintage Coupe, everyone had dropped a flight by lunchtime (ham and pate baguettes & drink provided by the PAM club wives), and some, including yours truly, had dropped two. In the end it was Andre Rennesson who triumphed dropping a mere three seconds, and repeating his victory of nearly **60 years ago**. In second place was another noted coupe flyer, Bernard Michaud, with Michel Molinie third.



Andre Rennesson's vintage coupe winner, 'Kim'



Michel Molinie's 'Bagatelle'



John White fettles his canard P30



'Jumping' vintage coupe (I think)



Coupe of many colours
my recalcitrant 'Fuit 3'



'New Look', Vintage Wake

By the time of the Vintage Wake fly-off the weather had deteriorated, with increased windspeed and some light rain. Chris Strachan launched first, followed almost immediately by Ted Tyson. Initially Ted's model had the best climb, but the Copland made its way inexorably upwards and eventually achieved the greater height. In the liftless conditions, both models were seen to the ground, with Chris Strachan winning with a time of 2.27.

The fly-off was followed by the prizegiving, held in the full size aero club's clubhouse, and accompanied by drinks and nibbles (jolly civilised these French chaps). Having won two classes, Chris Strachan staggered away, laden down with two magnificent trophies and many bottles of wine. Lower places were awarded smaller trophies and fewer bottles of wine.

We were now set for Sunday's F1G competition, however during the day our French chums had waved copies of local weather reports, accompanied by much sucking of teeth, and phrases such as "vent violent" and "tempete". Nevertheless, this Brit still had a touching faith in Metcheck's predictions.....!



Where the cognoscenti go to rehydrate!

Meanwhile back at Chartres, Saturday evening involved food, together with a visit to L'Académie de la Bière, where delights such as Fin du Monde, Delerium Tremens and Kwak, made Special Brew pale into insignificance. Kwak was served in mini yard of ale glasses, requiring similar drinking dexterity to avoid beer soaked apparel!

A sound night's sleep followed.

At breakfast early the next morning, the hotel TV showed scenes of severe storm damage on the Atlantic coast some 150 miles south west of Chartres. A quick peek out of the window revealed trees thrashing in the wind, together with branch littered roads.

The ensuing drive to the flying site proved uneventful, and a degree of wishful thinking resulted in the hope that the wind had abated - some hope! At the airfield, the first problem encountered was in opening the car doors against the wind. After struggling manfully for a few minutes, we finally managed to exit the car, only to be greeted by the sight of the clubhouse roof lifting off by about a foot (well 30 cm as we were in France!). On entering the building, we were told that a gust of wind had not only lifted the roof but also the vertical steel girder supports, which were not bolted to the floor.

At that juncture, the Greaves, Tyson, White team decided to beat a hasty retreat, while the rest of the British contingent sipped coffee and ate cake! Suffice to say that no flying took place, and I had not experienced such strong wind before, which was said to be blowing at 60-80 mph! Departing shortly thereafter, a quick thrash up the auto-routes saw us in Calais by mid afternoon. Fortuitously the storm had blown itself out before it reached the channel ports, and the Calais - Dover crossing was relatively smooth, either that or I'm a better seaman than I thought.

With another continental jaunt out of the way, we can now look forward to next year's competition, hopefully without Xynthia!

Viabon 2010 Results

Vintage Wakefield – 10 entries

1 Chris Strachan (Copland 36)	6.00 + 2.27
2 Ted Tyson (Alan Lim Joon 48)	6.00 + 1.56
3 Claude Weber (New Look)	5.36
4 Michael Marshall (Lanzo 37)	5.25
5 Roger Garrigou (?)	4.51

P30 – 11 entries

1 Chris Strachan	6.00
2 Bernard Michaud	5.15
3 Philippe Lapierre	5.07
4 Ollie Tolhurst (Jr)	5.02
5 Henri-Serge Millet	4.51

Vintage Coupe – 16 entries

1 Andre Rennesson (Kim Morisset)	5.57
2 Bernard Michaud (?)	5.32
3 Michel Molinie (Bagatelle)	5.29
4 Pierre Marrot (Jumping)	5.28
5 Henri- Serge Millet (Fillon)	5.17

Peter Tolhurst

Bournemouth MAS Rally 4th April 2010 at Middle Wallop

Club Classic Rubber - *Report by Martyn Pressnell*

This competition, now in its seventh year, had the misfortune to occur when the weather was anything but encouraging. The wind was very strong and fairly cold, although the sun blessed us for most of the day, with the exception of one hail storm. The west wind carried models to the far boundary in the two minute maximum time, chosen for most of the events.



Presentation to John Huntley. Second Place



Presentation to Andrew Longhurst. First Place

Three entries produced two scoring times, with one full-house, so that a fly-off was not required. The very worthy winner was Andrew Longhurst for the third time (6.00 minutes), with John Huntley as runner up (4.40 minutes). Andrew flew his Bim Bam and John used a Last Resort. It was my great pleasure once again to present the trophy and bottles of wine to these worthy

gentlemen, who had demonstrated to everyone how it should be done whatever the weather.

We look forward to the next event for Club Classic Rubber in August at the same venue, when I am sure you will support the event in grand style.

Very Small Ruber (Under 25") - *Report by Roy Tiller*

The competition again attracted an international entry, thanks to Lars Karlsson from Sweden flying his Trin 2. The conditions gave us a cool blustery wind, but fortunately a fair degree of sunshine and the rain held off apart from a brief hail storm. These small models can be badly affected by the turbulence but generally the models got away with it, the four entrants returning eleven flight times out of a possible twelve.



First place was fought for between a Flying Aces Moth and a Veron Fledgling, both had maxes for their first and second flights. Roy Tiller launched for his third flight, the Moth (photo above) did a loop, just cleared the ground and flew on but having wasted a lot of power on the loop failed to max scoring 1.23. Peter



Jackson's Fledgling had a similar problem, probably due to the turbulence and also failed to max, scoring 0.54 to take second place, photo left. Tony Hall flew his Fledgling into third place.

Thank you to all who entered. Do join us next year for very small rubber, the comp with all the advantages, good choice of competitive models, has

even been won by an Achilles, a one and a half minute max usually means landing on the field with not too long a recovery and under 25" models tend to bounce rather than break on impact.

BMAS Rally - Easter Sunday 2010 - Middle Wallop Competition Results Summary

Vintage Open Glider (3 x 2 Minute Max) 6 entrants returned times

1 st	R. Taylor	5.18	Nord
2 nd	R. Marking	5.10	Thor
3 rd	K.Taylor	5.06	Lulu

Combined Classic Open Glider (3 x 2 Minute Max) 1 entrant returned time

1 st	Dave Cox	2.00	Inchworm
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Vintage/Classic HLG/CLG (1 Minute Max, Best 5 from 7 flights) 2 entrants returned times

1 st	John Oulds	3.29	Polyglider.
2 nd	Ted Horsey	2.24	Dingbat

Club Classic Rubber (3 x 2) Minute Max) 2 entrants returned times

1 st	A.Longhurst	6.00	Bim Bam
2 nd	J.. Huntley	4.10	Last Resort

Very Small Rubber Under 25" (3 x 1 ½ Minute Max) 4 entrants returned times

1 st	R.Tiller	4.23	Flying Aces Moth
2 nd	P.Jackson	3.54	Fledgling
3 rd	T.Hall	2.39	Fledgling

P.30 (3 x 2 Minute Max) 3 entrants returned times

1 st	A.Longhurst	4.34
2 nd	C.Redrup	4.25
3 rd	B.Stitchbury	2.54

Light Weight Rubber (Special Prize Condor Clipper) (3 x 2 Min Max) 6 entries returned times

1 st	Peter Hall	6.00 + 4.20	Dynamite
2 nd	Mike Turner	6.00 + 1.32	Condor Clipper (Special Prize)
3 rd	Ted Horsey	4.54	Condor Clipper

A Frame Mass Launch 2 entrants returned times

1 st	R.Tiller	1.00	Burnham
2 nd	J.Taylor	0.05	Burnham

Cabin Power Precision (3 flights, 45second Target Time) 1 entrant returned time

1 st	John Mayes
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My Easter Wallop:

by John Andrews

The weather forecasts the weeks before the Easter meeting were so diabolical that I did not book any accommodation and in fact only attended on the Sunday. I took my 'Hepcat' and 'Last Resort' but they never saw light of day. The wind strength was just about on my limit for flying but when I heard two modellers discussing how many fields they had landed off the aerodrome, the thought of three long retrieves convinced me to chicken out once again. I satisfied myself with a walk about and took a few pictures.



The Bournemouth Bedouins wait in their tent for a few flight times
(Hoping perhaps for a little Turkish-Delight)

I knew our Swedish compatriot Lars Karlsson was intending to visit Wallop so I walked the line until I found him, I apologised for taking his name in vain, chatted for a while and watched him fly his 'Senator'



Lars Karlsson



Lars and his good Lady prepare the 'Senator'



Left above your colourful but somewhat goofy looking author poses with Lars and Right, the wind whips the 'Senator' away.

The rigors of intense competition flying in the blustering wind obviously take their toll on some flying teams. Having secured second place in very small rubber with his 'Fledgling' Peter Jackson and his good wife Rene take a well earned rest and are found here, oblivious to all around, sound asleep in their car.



Not a the best of meetings from my point of view but the wife and I did get a pub lunch up the road at 'The George' but even that could have been much better, tough meat and hard skinned soggy centred roast potatoes.

John Andrews

Wakefield Cup Winner 1938 by Charles Dennis Rushing

1938 James Cahill, 20, USA

July 31, 1938 at the Caudron Aerodrome, Guyancourt, outside of Paris, France, was a day of light breezes, and sunshine. The French hosts were now following a Wakefield tradition of honoring their guests with accommodations and contest preparations which were "par excellence".

Contestants from 14 nations made this first Wakefield event on the European continent a wonderful international event. From America came the six person USA Team consisting of James Bohash, Detroit, Michigan, Gordon J Wisniewski, Milwaukee, Wisconsin, George De La Mater, Oneonta, NY, Henry Stielmeier, Inglewood, California, Ted Just, Johnstown, Penn, and James Cahill, Indianapolis, Indiana. Team Captain. Jim was on the 1937 Team, but lost his aeromodel and could not compete in



England. Getting to Paris had not been easy for any of the team members, because of the "The Great Depression". James J Noonan, a boyhood friend to Gordon Wisniewski, wrote to me, that somehow Gordon's father came up with the money to pay for Gordon's passage. Noonan also recalls that the main course at the 1938 US Nationals banquet was beans; getting passage money to sail to Europe to fly in the Wakefield Event should have been insurmountable, but Team USA was there!

James Cahill's first flight was for 30 minutes 54 seconds! Jim's second flight was disqualified for "pushing". Just how one can "push" holding a fully wound rubber powered Wakefield by the tip of the wing and the tip of the propeller, is curious? Jim's third flight was 1 minute 8 seconds. James Cahill was declared the 1938 Wakefield Champion, by the SMAE officials at the end of the contest, with a 10 minutes 54 second average. But, many years later in 1976 the "bleeding" seems to have continued, because in the "Aeromodeller" writing his by-line "Those Early Days...", "Magpie", A K A J van Hattum, was still agonizing: "It was a classic example of what was to happen time and again in National (National?) as well as International Contests. The model (Wakefield) had floated down after some two or three minutes when it struck a powerful riser over a cornfield only 10 or 20 feet up (!) and (it) shot up to record over 30 minutes." Poor Maggy! In his next timely article he had to cover the 1939 contest!

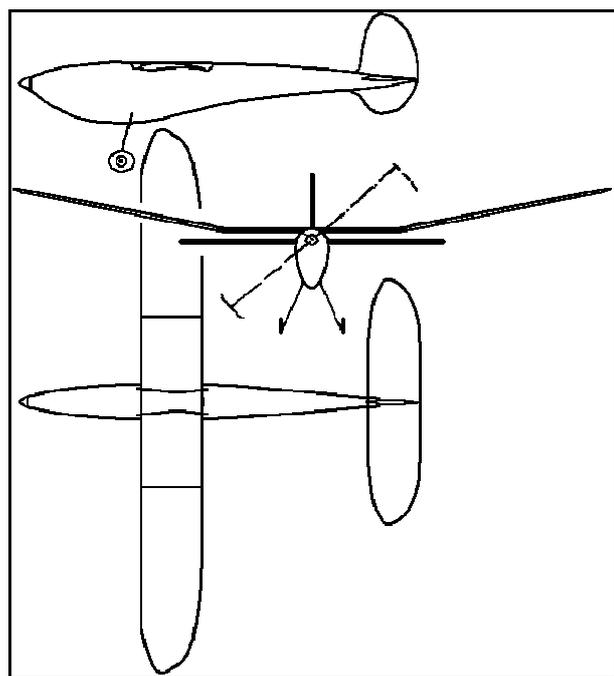
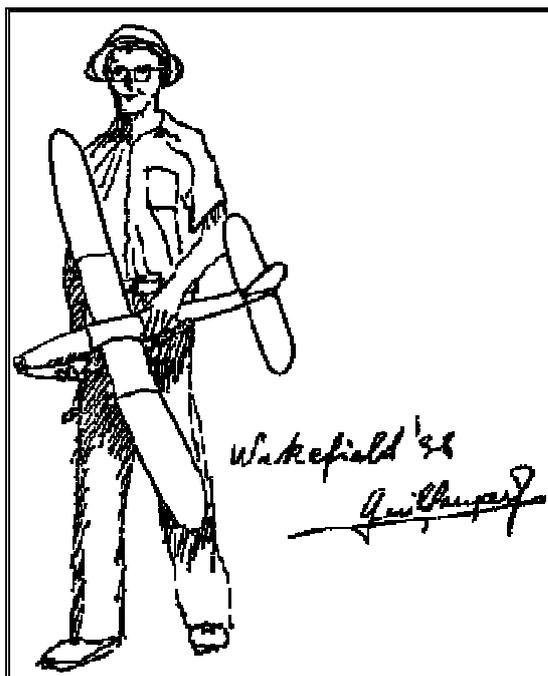
Second place went to Beugueret, of France, with an average of 6 minutes 58 seconds. Robert Milligan of Canada took 6th place. Bob kindly furnished me this information and a photograph of his aeromodel being prepared for flight by the proxy team member "Bunny" Ross of the UK. Frank Zaic was there, but did not record what he may have seen in any of his "Model Aeronautics Year Book(s)". James Cahill's "Clodhopper" does appear in the Zaic 1938 MAYB, on page 88, but Zaic does not describe this aeromodel as "The 1938 Wakefield Winner" it is entitled the "1937 Moffett Winner"; earlier in the 1934 MAYB Zaic reproduced a letter from Jim Cahill (dated 7/6/79?) where Jim writes about his "... folding propeller...", among other things. Maybe accurate "History" was unimportant even then; at a contest on 11/5/95, a person said to me concerning this very history book "...who cares about History Charles?" I care! Sir ! Because if we have no History, we have no future!

This was the first year of the new FAI rules, including: the stabilizer will have a maximum area equal to 33% of the wing area.

Results

Place	Name	Country	Round 1	Round 2	Round 3	Average time
1	J Cahill	USA	1925.0	dsq	37.0	654.0
2	Bougeret	France	811.0	294.0	150.0	418.0
3	G Magnusson	Sweden	1023.0	88.0	96.0	402.0
3	Chabot	France	967.0	142.0	98.0	402.0
5	Kiose	Germany	1127.0	-	-	375.0
6	Almond	GB	732.0	83.0	257.0	357.0

7	Chasteneuf	GB	612.0	183.0	164.0	319.0
8	R N Bullock (1929 WC)	GB	287.0	634.0	-	307.0
9	R Milligan	Canada	661.0	112.0	116.0	296.0
10	Beatty	South Africa	665.0	184.0	8.0	285.0
11	Schmidtberg	Germany				274.0
12	J Fullarton	Australia				267.0
13	Smith	GB				240.0
14	Deglar	Poland				203.0
15	Sune Stark (1951 WC)	Sweden				183.0
16	B Stark	Sweden				128.0



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Lost Gorse - Pylonius extract from February Aeromodeller 1965

This could well be an Ode to Beaulieu, Ashdown or Chobham

Lost Gorse

Gallantry in the face of impossible odds has always found a sympathetic niche in the British heart, and the cockles of our tickers glow red hot over the exploits of that irrepressible band of modellers who fight on in the beleaguered South of England against the implacable forces of anti-modelling authority. Driven off the last airfield and traversible open space by the Councils of war, the rearguard is continuing to resist in those few wild and primitive redoubts which have become a byword in the movement and where only the valiant dare to tread.

Thus it was in the mood of humble admiration that we made our tortuous trek to one of the now legendary hide-outs. From a distance the landscape looked wild and forsaken, but eminently flyable. But where was the model life? By way of reply came the faint, but anguished scream of the model engine across the desolate wastes. We homed on to the signal and found, hidden deep in the brush, the heroic band of outlaws. We had arrived and were just in time to see the veteran leader, known cryptically as O'D, rallying his troops for the rigours of the day's flying.

"You see what we mean by a last ditch stand," he explained smilingly, as we suddenly made a fast, vertical descent. Before we could answer he had disappeared in the gorse which covered the whole area in a head-high entanglement of thorny torture. Ideal for model flying, no doubt—not an obstruction in sight—but hardly so for the perambulations of the human biped. You had to be tough to survive, and we searched desperately for the escape road.

Getting away by the shortest possible route we felt a pang of remorse at not staying to share the hardships of this inextinguishable band of model flyers. But then, we only fly for fun.

Brownhills Indoors Sat 8th May 2010 - John Andrews

The Brownhills Community Association Sports Hall saw 15 to 20 indoor flyers, including yours truly, enjoying an afternoons fun flying.



Above we have the girls on the doors, snipping away at something I know nothing about. Their real function is as purveyors of the dreaded £6 orange spot. It is said that any flyer caught without one will be severely castigated (*at least I think that's what they said*)

I decided to make it a *'Hanger Rat'* day and took three of my own and one kit one that actually belongs to my grandson who has currently lost interest.



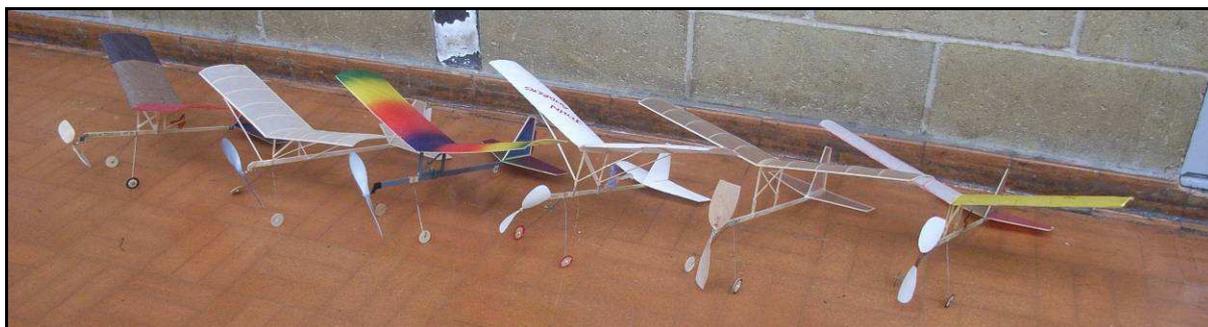
Left to right above are *'Wilco Rat'*, *'Standard Rat'*, *'Poly Rat'* & *Kit Rat*.

The *'Wilco Rat'* is a lightweight covered with Wilco's Economy Food-bag material. This model has bettered 3 minutes from an ROG.

The *'Standard Rat'* is tissue covered and currently has a propeller with blades fashioned from a plastic yogurt pot stuck with cyno onto a wooden hub. This model does about 1-30 with a few ceiling knocks. You can get a standard rat up to two minutes if fitted with a good propeller.

The *'Poly Rat'* has wall foam flying surfaces and a yogurt pot prop, I used to get 2 minutes out of this on occasion but it's a little battered now.

The *'Kit Rat'* is lightened somewhat by removal of wing braces and warped with wash-in on right wing to fly in clockwise circles. I find clockwise is best as there seems to be a tendency for Rats flying anti clock to straighten out at the end of the run. These kit models will clear a minute.



Peter Martin also added his two rats to give us this line up. I think that the *'Hanger Rat'* is the ideal model to start indoor flying, it seems easy to trim, has a respectable performance and can be scratch built in many guises.

Note the size of the wind shovel on the *'Wilco Rat'*, that's what gives improved performance.

1909 Voisin

-

Graham Smith

Flying indoors at Brownhills was Graham Smith's radio controlled model of the 1909 Voisin, a beautiful example of the scale modellers art.



Currently the model is a little down on power and only just flies, probably much like the original full sized version. When Graham sorts this small problem out, the model will be a real eye catching performer.

Here is a little information on the original, extracted from *'Scale Models'*

THE VOISIN has been described as the first viable European aeroplane and in the years 1907 to 1909 it was a familiar sight at any air meeting in Europe.

In 1904, the nineteen-year-old Gabriel Voisin attended a lecture given by Captain Ferber, one of the very first aviation pioneers in Europe. Voisin introduced himself to Ferber and through him met Ernest Archdeacon who possessed a Wright-type glider which he allowed Voisin to pilot. Spurred on by these early experiences Gabriel Voisin, assisted by his brother Charles, collaborated with Archdeacon and Louis Bleriot in the construction of two float gliders in 1905 and in the same year founded their company 'Les Freres Voisin' at Billancourt, a suburb of Paris.

By 1907, Voisin had designed and built two powered biplanes based on the earlier gliders, the customers were Henry Farman and Leon Delagrangé. Both machines were of the standard design, pusher cellular biplanes (biplane wings divided into cells by so called side curtains) with forward elevator and a rudder mounted in the box-like tail.

Voisin adhered to the principle of inherent stability without lateral control. In consequence, at a time when most other designers were using the Wright wing warping method of control or were experimenting with ailerons (first used by Esnault-Pelterie on his 1904 glider) the Voisins had neither method of control. The result of this was that in a turn the machine yawed considerably and some skill and effort was required of the pilot to return the aeroplane to an even keel.

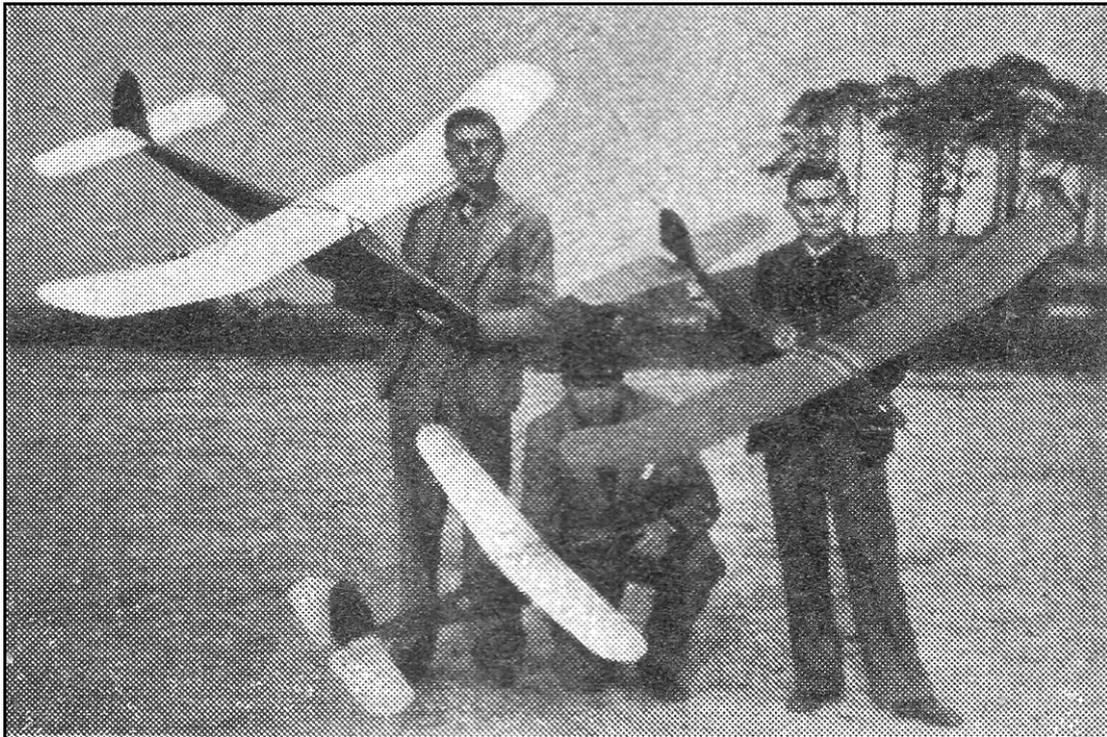
The machine purchased by Farman was to undergo many modifications in the hands of its owner. The biplane elevator was removed and replaced by a monoplane unit and the wings were given dihedral which increased the lateral stability considerably. The broad tailplane was reduced and the machine became the Voisin-Farman I (modified).

On 9th November 1907, Farman flew the Voisin at Issy for one minute, fourteen seconds in a complete circle, this being the first time that an aeroplane other than the Wright Brothers' had been airborne for a full minute, it was also the first time that a non-Wright machine had flown in a circle. In the following year Farman, again flying his modified Voisin, won the Deutsch-Archdeacon prize of 50,000 francs for the first official kilometre circular flight in Europe. The Voisin Brothers received a medal for the design of the machine which, in view of the extensive modifications and improvements carried out by Farman, was only just deserved. Delagrange had meanwhile crashed his Voisin and he took delivery of a new one which became known as the 'Leon'

Puzzle Picture

-

Editor



This picture above is a left over one from our departed editor's files, it is believed to be taken on Chobham Common. It is obviously quite ancient but there is no data with it. Is there anyone who has any ideas as to who, where and when, or shall we just say those were the good old days.

Middle Wallop Vintage Radio Assist by Tony Tomlin

The first of the 3 Radio Assist meetings planned for 2010 took place on 4th April, [courtesy of the Army Air Corps MAC]. Tony Tomlin and James Parry were the CDs.

On arrival we were met by a cold, sometimes freezing wind. The essential safety tapes and car parking signs were set up, whilst the Control gazebo assembly was difficult, due to the conditions. Pam Tomlin (pictured below) was running the signing on and we were hoping for a few more than the 6 present at that time!



Radio Assist

As before the meeting was for all non aileron vintage models pre 1969. It was hoped to have a Power Duration event run by Bill Longley, which sadly was not to be, due to the conditions. There was also the first round of the Tomboy 3 and Tomboy Senior competitions for 2010 [9 rounds are planned].

Fliers soon arrived and overall there were 22 signed on with 36 models. Of the larger models flown the Southerner 80" of Mike Robertson handled the conditions well as did the two Majestic Majors of Brian Target and Mick Butler and the Miss America of Garth Pearce. Other models seen were the nicely finished Schiffermuller of Colin Hutchinson and the Aeronca of Dave Ashenden. Tomboys, both 36" and 48", were to be seen [19 were counted] and most were to fly in the Tomboy competitions. We were pleased to welcome some new faces to this event, with Jeff and Andrew Fellows from Kidderminster, and local fliers Barrie and James Collis.

Tomboy 3s

Due to the windy conditions fliers, [in both classes], had only to achieve one 4 minute max flight instead of the normal two to make the fly off. Seven achieved

this but not Barrie and James Collis and Roy Woolston who crashed during their trimming flights, Roy having a miserable day breaking his crankshaft. James Parry who was hoping to fly his new Tomboy was having engine trouble and also could not continue.

The seasoned Tomboyists, Paul Netton, Tom Airey, Tony Tomlin, Chris Hague, Geoff Goldsmith and Tony Overton were joined by Jeff Fellows, flying for the first time at Middle Wallop.

Ian Andrews was the starter and the 90secs start-up time, followed by a 15secs no fueling hold, was adopted for the first time at the venue. All got away together, with much close flying, as the Tomboys climbed rapidly but with slow penetration into the wind [now at around 15mph]. Jeff Fellows seemed to find good air and was climbing well, with Tom Airey and Tony Tomlin close below. Geoff Goldsmith was soon down having a short engine run. Things now settled down as the engines all stopped at around 21/2 minutes. All the models were now steady, facing into the wind, the lucky ones maintaining height, some not so lucky as Tony Overton was down, followed a minute later by Chris Hague. Paul Netton landed gently at a second short of 71/2 mins to claim 4th spot. Tony Tomlin, who after getting down to around 200 ft, had picked up lift and for short time was climbing, finally landed in 3rd place at 8 mins 43sec. Tom Airey and new man, Jeff Fellows, both descended slowly with the honours going to Jeff by the smallest of margins at 3 secs short of 10 minutes.



Jeff Fellows Left, Tomboy 3's Winner with Andrew on right

Results

1/ Jeff Fellows 9mins 57secs, 2/ Tom Airey 9mins 56secs 3/ Tony Tomlin 8mins 43secs. 4/ Paul Netton 7mins 29secs 5/ Chris Hague 6mins 47secs 6/ Tony Overton 5mins 46secs 7/ Geoff Goldsmith 2mins 26secs.

Tomboy Senior

Eight made the Tomboy Senior flyoff. The fliers were as those in the Tomboy3s, with the exception of Paul Netton and Jeff Fellows. Jeff was replaced by son Andrew and the eight was made up by Peter Rose. The start followed the same procedure as the Tomboys3. All got away, but Peter Rose was in trouble, his model blowing back in the ever increasing wind to be down at 10secs. The bigger Tomboys were having trouble penetrating, most of the fliers having to use a lot of down elevator. Chris Hague was off form and landed at a



little under 3mins, followed by Tony Tomlin, who later discovered a damaged elevator snake which was restricting down elevator and causing all sorts of dramas! Andrew Fellows flew well but was next down due to launching with a half full fuel tank. At this point Roy Woolston had drifted out of the landing area

and was disqualified, continuing his bad day! Geoff Goldsmith whose model had 'parked' in the sky at around 200ft slowly floated in to give a surprised Geoff 3rd place. Tony Overton (Pictured above) and Tom Airey were close with Tom taking the honours at one second under 7minutes, just 9 seconds after Tony.

Results

1/ Tom Airey 6mins 59secs, 2/ Tony Overton 6mins 51secs, 3/ Geoff Goldsmith 3mins 51secs, 4/ Andrew Fellows 3mins 47secs, 5/ Tony Tomlin 2min 55secs, 6/ Chris Hague 2mins 54secs, 7/ Peter Rose 10secs. Disqualified Roy Woolston [landing out of prescribed area].

Due to the rapidly worsening weather conditions, it was decided to hold the Tomboy prize giving immediately after the Tomboy Senior fly-off. This was somewhat delayed as, with a loud crack, one of the fittings on the gazebo

sheared, causing mayhem. All hands were called 'to the pumps' and the whole assembly was swiftly dismantled and stowed away. Sue Airey then presented the certificates and bottles to the winners. It was generally agreed that the meeting had been a success. We were happy to see so many fliers turn out, as understandably a number did not come, as bad weather had been forecast for the day.

A couple of other pictures taken on the day.



Mick Butler with 'Majestic Major' prepares to battle the elements.



Colin Hutchinson with his smart Schiffermuller

The date of the next Radio Assist and Power Duration is Sunday May 9th, at Middle Wallop.

Aeromodellers Departed

For those of you who may not have heard, we report with regret the passing away of two great names in aeromodelling.

David Boddington

The well known mover and shaker in the aeromodelling world
&

Gordon Burford

The Australian engine designer and manufacturer

R.I.P.

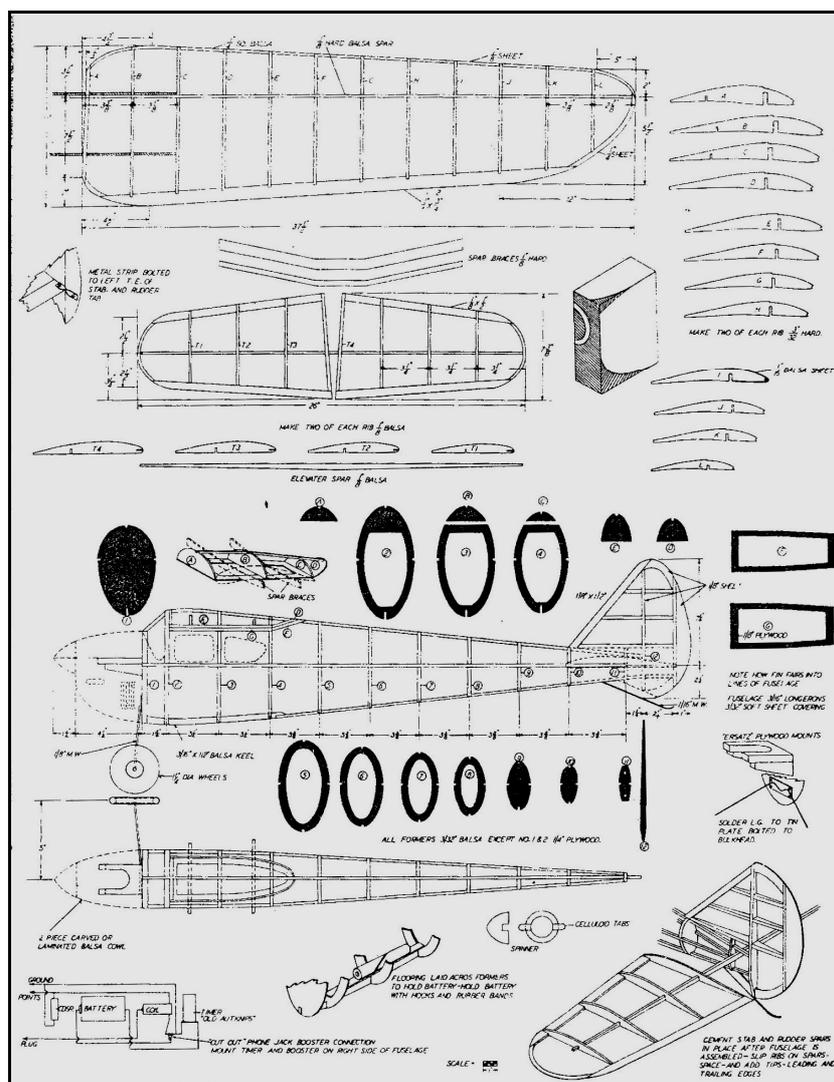
NAME THAT PLANE No. 19 - Roy Tiller

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

Some reduced plans in magazines held in the BMAS Library were published without the name of the model. Can you name this plane from AVA ECHO Jan 2004.

Clues:- Very few, a petrol engined power model of about 75" wingspan, fitted with "ERSATZ" plywood engine mount and "OLD AUTKNIPS" timer. All the dimensions are in inches. What is the Country of origin, the date, the designer, the model name?

Points will be awarded to all giving the correct answer. Results and Plane No. 20 in the next issue. Answers to roy.tiller@ntlworld.com Plane No 18 was identified by Tom Andrews as Lindberg's "Flying Boat", from Popular Aviation September 1939. Two points to Tom.

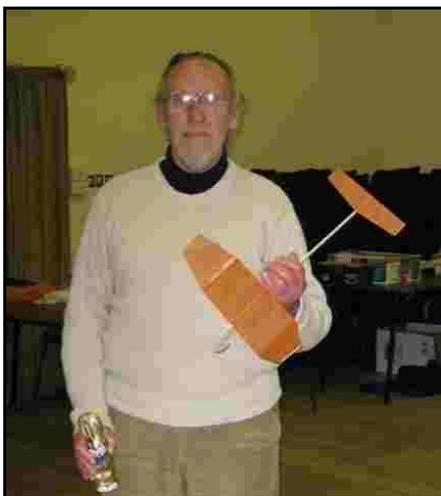


Allendale Indoor Flying - Bournemouth MAS

The pictures here appear by courtesy of the Bournemouth Model Aircraft Society April newsletter and photographers James Parry & Barbara Tiller.



Hanger Rats appear to be popular down south as this line-up indicates



The '*Gyminnie Cricket*' above is another good introduction to indoor flying and is available in kit form. The cricket can also be developed through several lightening phases down to below 2gms if you are an expert. The kit cricket will do about 1 minute at best but a really light one can exceed 10minutes. The kit cricket will also benefit from a bigger, lighter propeller something like that above.

(Editor: I'm on a bigger propellers for indoors hobby horse this issue)

A Longest Flight Trophy - Dick Twomey

I celebrate my 80th birthday on the day immediately following the SAM 1066 Eurochamps and I would like to do something for and with my 1066 friends.

My idea is to donate a small trophy to be presented at the Champs to the achiever of the longest duration competition flight of the whole long weekend. (*I would exclude flights in the Tomboy comp, with its unlimited engine run.*)

This "longest flight" would doubtless be an O.O.S., and could have taken place either in a Fly-off or in a rounds qualifying flight where (as happens to the best of us) a D/T sometimes fails! Such flights of course would have to be timed to conclusion, and noted.

My suggestions, to start us off, might include (in no particular order):

The Eye-strainer Trophy - The Over the Hill Trophy - The Top Gun Trophy
Top Thermal - Long Trek - OOS but not OOM - Gone away, call Later,
Skyhook trophy.

Feel free to think of something neater. Let me have your ideas.

Editors two pennyworth:

What DT trophy - Long Gone Trophy - Up Up and Away Trophy
No DT Will Travel Trophy - Dick Twomey Longest Flight Trophy

The Trophy is meant to be a small recompense for losing your favourite model!

Members might like to suggest a name.

Suggestions to Editor or Dick at r_twomey@hotmail.com

Pete Buskell's Slick Stick 1960

- **John Thompson**

In Email conversation with John Buskell (Pete's son) who lives in British Columbia, it turned out that John had original drawings of Pete's 1960 version of the SS.



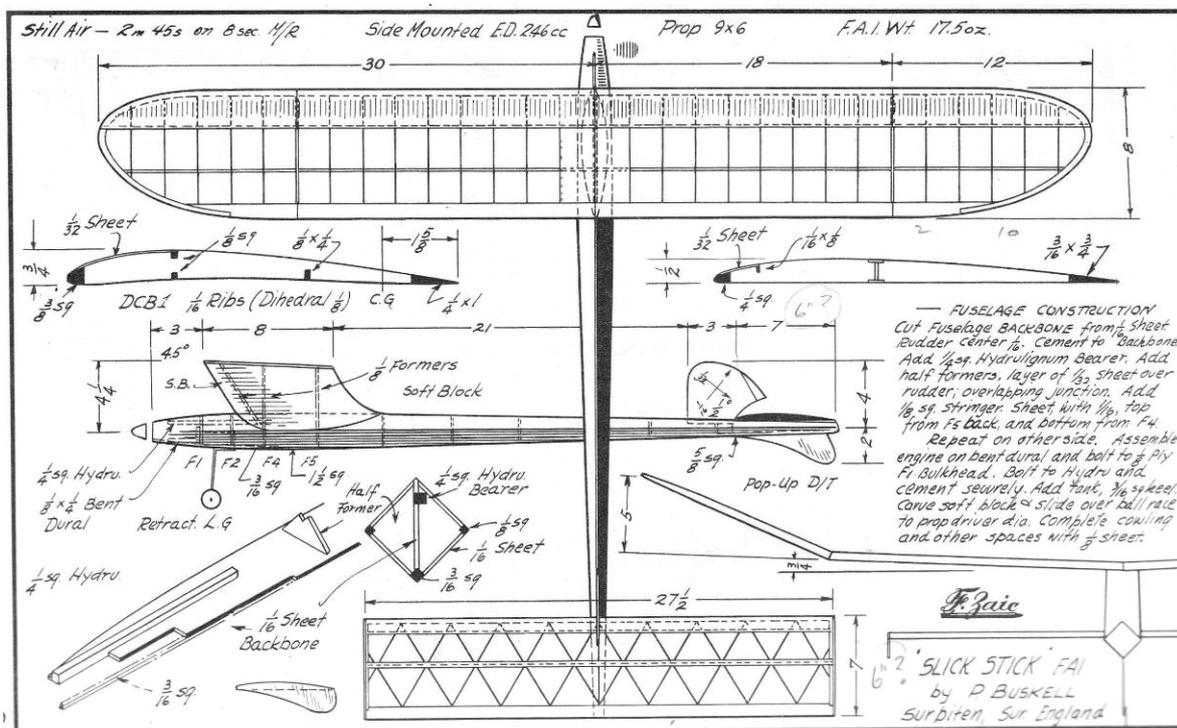
The plans appeared to have been drawn up for publication, but to the best of our knowledge never were.

This version was possibly the first version to utilise a VIT and A/R. I'm pretty certain that Pete had experimented with VIT in 1958/9. To my mind this version is a compromise, in that the tail area is still large at 35% and that the model could still be flown as a "locked up" model. Whether Pete was uncertain which way to go and was hedging his bets is not known, because most of the benefits of VIT within weight/area FAI rules would come from smaller tailplanes with larger wing areas, as V Hajek pioneered by some 5 years earlier.

The wing area is down to some 420 sq inches (was this for a faster climb?) and John recalls that his father later on said the glide was not as good as previous versions. The wing section is not so similar to the rather "odd" section given in the Aeromodeller 1954 version. Although Pete had written at various times of the superiority of this Don Butler inspired section, the section shown in the Zaic 1953 year book is nearer the 1960 version than the 54 version.

John also stated that he thought the 54 version, as drawn by the Aeromodeller, was somewhat different to the other Buskell/Butler sections, poor drafting perhaps?

John of course is relying on conversations he had with his father long after these dates, as at that time John was only a "Little Chap"



The plan shows one of the ED modified Racers that Pete was famous for, this engine was possibly on a par with the Olivers of the day, but 1960 was really the last of the "diesel" era with the glows producing much more power. However it is to be remembered that in 1960 the motor run was 15 seconds and that a max could be accomplished with a diesel. The 1960 WC fly-off proved that!

I have in the past resisted building a SS mainly because of the fuselage construction, which to me is complicated. John says that Pete used to say he could knock them out easily, by building sideways flat on the plan including the pylon and fin, then lifting and adding the other side. Well that is OK, but cutting 8 corners that are chamfered to fit is not my idea of fun. The fuselage also looked weak (more anon). I found that it could twist at the tail end, so I added carbon flat strips (3x1mm) slit into the 4 corners, this added little weight but did cure the twisting.

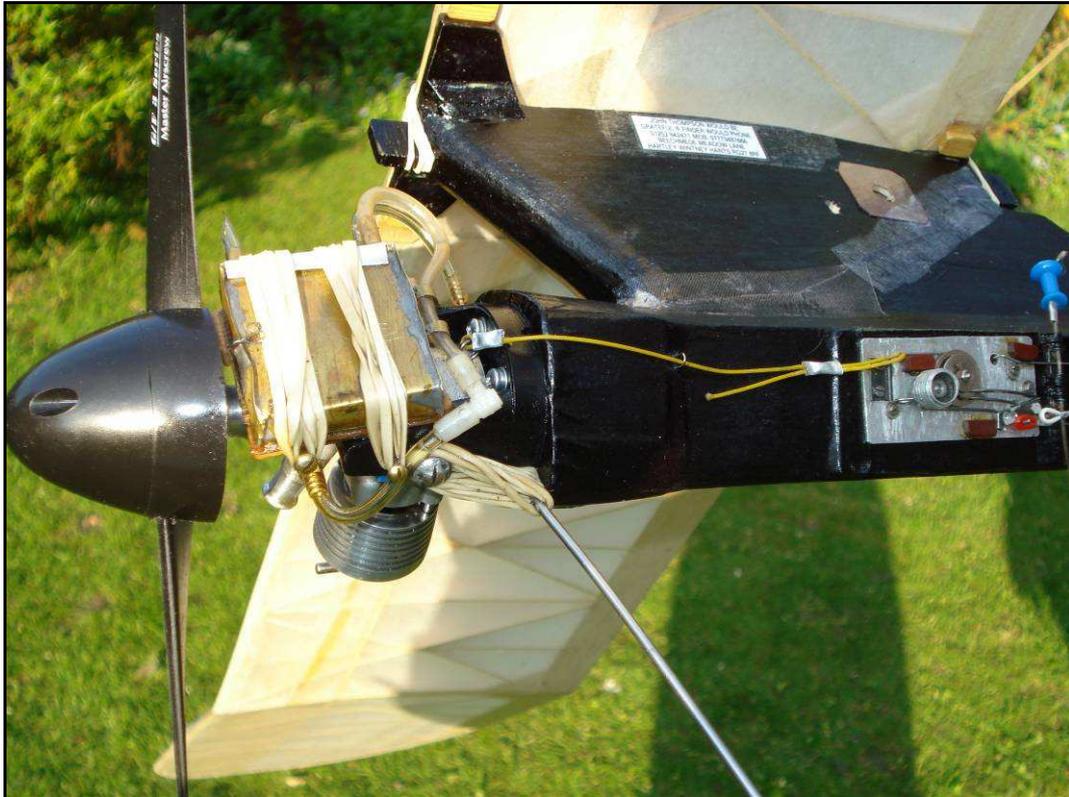
The fin to me is far too big - others differ! - Pete experimented a lot with fin areas above, below, fore and aft of the tailplane. This large fin plus the relatively low wing dihedral made me a little apprehensive when trimming.



My model powered with an Oliver - made by Tom Ridley (with John Oliver as consultant) who is continuing production, so it's not a replica but a continued production unit.

Tom is contactable at tom.ridley@clinthill.co.uk where his engines are eagerly sort after by the Teamrace and Combat people. This engine turns a 9/4 Master cut to 8.5/4 at around 13.4k. This is the prop which I have

utilised on my other "Oliver" powered models and appears to me to give the best results .



The wing and tail construction are conventional, the 1/16sq tail spars do give a surprisingly light and strong construction. For ease and simplicity I used a Russian post type VIT.

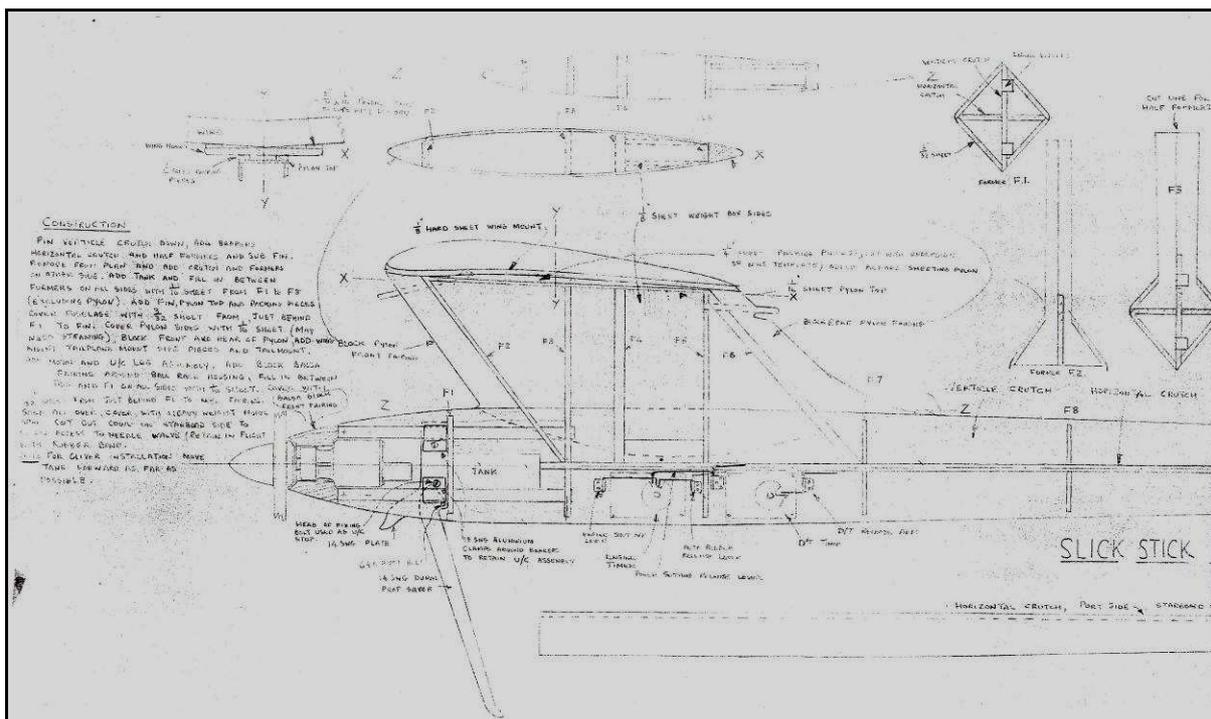
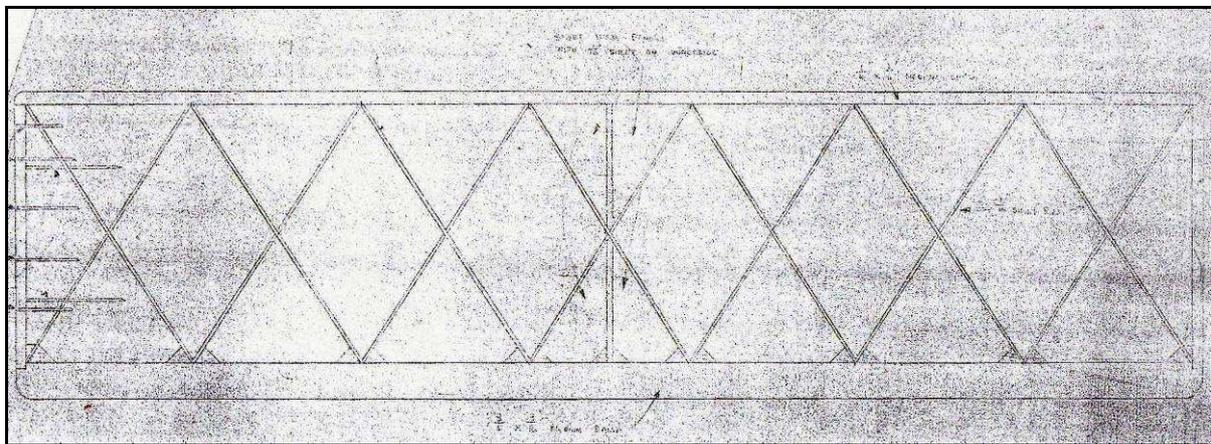
The model weighs around 21 ounces, short of the 26 required by the rules, but at this weight it compares with my other models of that era that have not been ballasted up. I set the CG at 80%. The model trimmed out fairly easily (I did not use warps in the wing) at Chobham - Pete's old stamping ground of course - with a steep lazy spiral, auto rudder pulling into the glide with the VIT operating about a second later putting it into an excellent glide. I did try a vertical climb (by decreasing the decalage) but like all the other diesel models I've tried, it will hold the pattern for some 3/4 seconds and then will drop off. There is just not sufficient power at these weights to keep it in the vertical path. The wide sweeping spiral is faster and better.

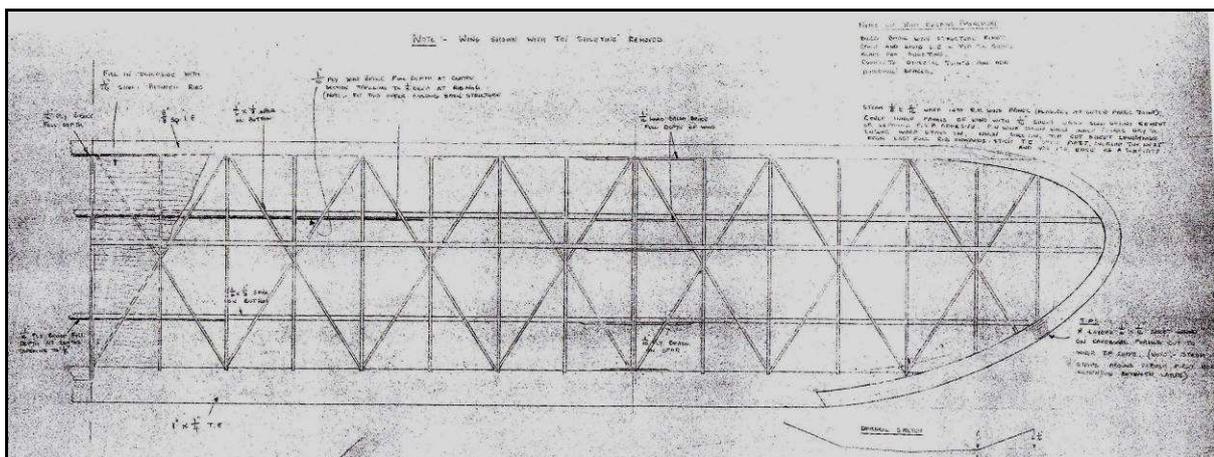
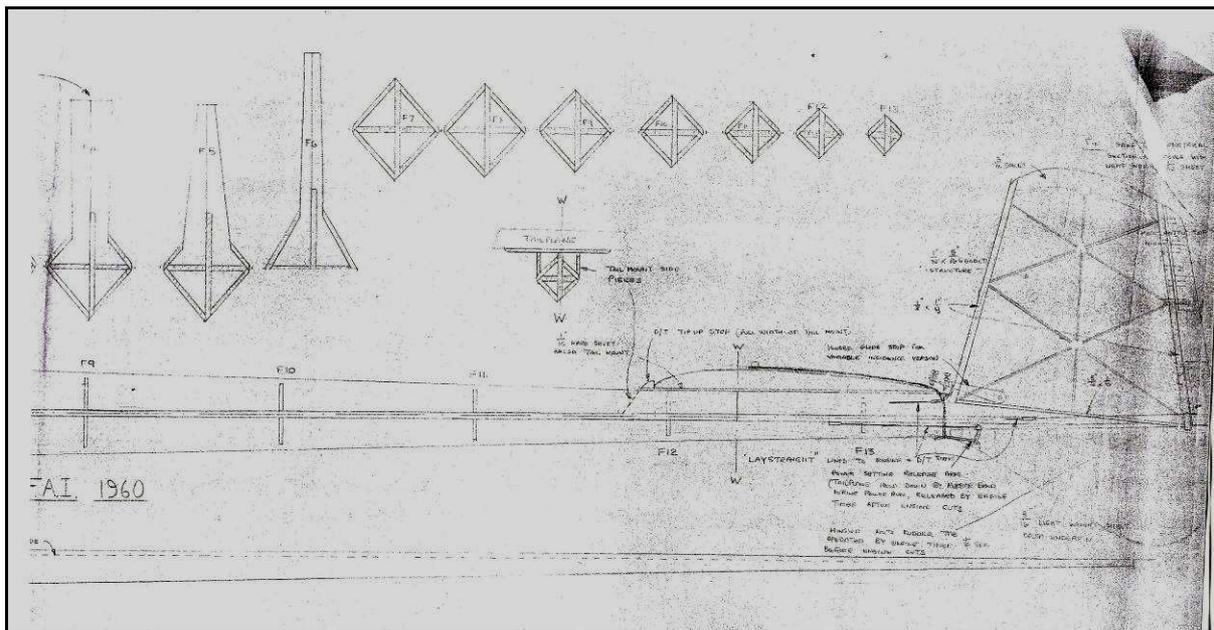
However I took the model to Beaulieu a fine sunny day and halfway up say 7/8 seconds up the climb the model veered and rolled slowly to the left and came in with the engine still running. The engine was buried, the pylon broken off, wings were crunched at the leading edges - but the fuselage was intact - was it the carbon strips that saved it or was the construction design sound. Ah well, who knows.

I repaired the model and with no adjustments it flew as previously in the sweeping spiral. What went wrong? It was not mechanical, as failure to use the A/R would have turned the model right, similarly if the VIT had not been in place it would have looped straight from the launch. I can only conjecture, possibly the model was too straight from the launch on the climb, the large fin weather cocking into that position and the low dihedral not giving a swift roll out?

The model is now back in fine fettle, it reaches about 600 feet in 15 seconds (altimeter checked), about the same as other similarly powered models. Power models of different shapes etc, with the same power are all in the same ball park.

The reduced size plans reproduced here have not come out too well, but it allows the viewer to see the general layout.





If anyone wishes a full size copy let me know.

I am writing this on the Sunday of the London area meet at Salisbury. Yesterday I chickened out from flying when, in the strong wind, I saw the models going over the valleys with ease, but would not have been recovered with such ease. I'll leave that to the younger or more dedicated folk. Any one who has been there will know exactly what I am talking about.

John Thompson

Scram/Pinocchio Competition - Laurie Barr

2010 marks the 60th anniversary, of the year (1950) when Laurie's Barr's light weight rubber models, Pinocchio & Scram, were first published.

To celebrate this, Laurie is producing a brand new trophy which will be competed for at the Euro Champs in August and, in addition, he will supply quality wine for the 1st, 2nd and 3rd places.

Within the existing small rubber event at Wallop in August, there will be an additional contest, for those using either a Scram or Pinocchio.

The number of flights required and the Max on the day, will be the same as the rules for small rubber.



Above we see John Wingate launching his version of the 'Scram'

Wessex Tomboy League 2010 - James Parry/Chris Hague

Scores after Round 1 held at Cashmoor on Sunday 28 March 2010

The first round of the 2010 Wessex Tomboy League was held by kind invitation of the Wimborne MAC. The weather forecast was not encouraging but the flying conditions turned out fine for vintage style models. Luckily the rain did not occur until well after the event had finished but the anemometer readings at 14.00 put the wind speed at 7 mph. High cloud meant there was no risk of losing the models in the wet substance. Considering the unpredictability of the weather, the turn out was reasonable, however, judging by the phone calls received some pilots were put off by the weather forecast. It was great to see a father and son team, each with a Tomboy, from Amesbury, and with spectators from near Frome and Weymouth indicating they may join in the event soon - one having a model and the other going to start building. So, 9 Tomboy models competing on the day with a few missing competitors due to the weather forecast is encouraging as, hopefully, at future events we should be able to muster around 10 competitors or more. Actually, after the events another

competitor turned up. Both the 36" and 48" Tomboys and the Tasuma power duration models put in some good flights.

In both Tomboy events two flights of four minutes or more were required to qualify for the fly-off. This time was achieved with a little care mixed in with luck and expertise. There was plenty of cloud cover and abundant lift in places, enabling some good flight times.

In the Tomboy 36 event some pilots used the Mills 75 and others used the increasingly popular MP Jet 040 Classic motor with its standard 2cc ali tank. This reduced fuel capacity is designed to keep launch heights down to a more manageable level, whilst still retaining the use of a powerful, reliable and readily available motor. Without adjusting launch times for either type of engine, the fly-off was won by Paul Netton with a flight of 10 minutes 37 seconds. Newcomer to the series, Richard Farrer, had driven up from South Devon to enter his first Tomboy event and came in an excellent second with a flight of 8 minutes 30 seconds. Last year's winner, Tom Airey, came home in third place with a time of 7 minutes 51 seconds. Free flight supremo, John Taylor, has adapted quickly to this new-fangled radio control malarkey and was only a minute behind in fourth place. Chris Hague failed to take off as an engine mount failed in the start-up phase. He then transferred the gremlins to James Parry by offering to launch James's new and very spotty Tomboy, the motor mysteriously then cut and refused to start again - at least until it was too late to stand any chance in the competition.

Wessex Tomboy 36" span league table

		R1	R2	R3	R4	R5			Total
1	Paul Netton	10							10
2	Richard Farrer	9							9
3	Tom Airey	8							8
4	John Taylor	7							7
5	James Parry	6							6
6	Chris Hague	2							2

1st Paul Netton 10 min 37 sec; 2nd Richard Farrer 8 min 30 sec; 3rd Tom Airey 7 min 51 sec; 4th John Taylor 6 min 52 sec; 5th James Parry 3 min 10 sec. Qualified but did not start: Chris Hague

Wessex Tomboy Senior 48" span league table

		R1	R2	R3	R4	R5		Total
1	Tom Airey	10						10
2	Peter Rose	9						9
3	Chris Hague	8						8

1st Tom Airey 9 min 53 sec; 2nd Peter Rose 9 min 14 sec; 3rd Chris Hague 6 min 01 sec.

There were only three entrants in the Tomboy Senior competition. The event was comprehensively won by Tom Airey, his 48" span Tomboy achieving a massive height with a combination of a long engine run and a huge block of very buoyant air, which Tom very cleverly flew in! The time could have been far longer but when Peter Rose landed after an impressive 9 minute 14 seconds Tom was able to dive for home. Peter used one of his new Mills 1.3's with a throttled carburettor and a separate tank to very good effect. In a lonely third place Chris Hague landed with a time of 6 minutes and 1 second. Our thanks go to our starter for the day, Bill Longley. Also to the host club the Wimborne MAC for allowing the use of their flying field. And finally, of course, to James Parry for lighting the BBQ and all the hard work put into organising the site on the day.

Remember it is the best four scores, shown in **bold** type, to count. The next round will be on Sunday 25 April, the flying site to be confirmed.

James Parry/Chris Hague

South Birmingham M.A.C. - Colin Shepherd

The Club was formed in the early 1940's and caters for most forms of model flying but is predominately control-line. The club holds weekly meetings at the Northfield Fire Station on Friday evenings, the membership count is around 25, which in today's climate is not bad.



The Birmingham Council by-laws allow the club to use Cofton Park at Longbridge on weekends as a flying site for control-line and small free flight rubber & co2 models. The club organizes an annual vintage control-line stunt event for the Hewitt shield as both Brian & Alan Hewitt, Gold Trophy winners 1949/50 & 1951, were an influence in the club in the 1950's.



Here is Bob Arnold explaining to Eric Hawthorn his method of building his latest project the 'TRIXTER INVERT'.



The art of free-flight within the club is not forgotten, seen here is Colin Shepherd posing with his brand new 'Gloworm'. The model is ready for trimming and is intended for the Cranfield Classic 50th Anniversary event at the Nationals at the end of the month. Colin is also the primary organiser of the B'ham MAC Indoor meetings at the Thorns Leisure Centre

Archive Action #1 by Roger Newman

Your Hon Editor has twisted my arm to request a (fairly) regular contribution of what is happening to the archives we inherited from David Baker. So I'll do my best to keep you in touch. However - a word of warning! Archives perhaps infer a dull & dusty past, so if all gets a bit boring, then make me (or John) aware.

First off - the current status of the plans library. Well, we have been fortunate, through combined efforts by Mark Venter of NZ, Roland Friestad of the USA & with a little help from me, in obtaining a grant from the Frank Zaic Fund - sufficient to pay for air cargo shipment of all our plans from New Zealand and the UK to Roland, for digitization. The grant has been given the nod of approval by the American Model Association. We anticipate shipments will start during May, but in parallel to the first shipment, Mark & I are sorting out a combined list of plans, which I am entering into an Excel spreadsheet. This will be in a slightly different format to our current list as a requirement for the AMA, but will contain all the information that exists now. The overall total is around 3800 but we are currently working through some 250 duplicates to avoid duplicating the allocation of file identities. We have made reasonable headway & the glider list is now sorted out - we tackled this first as it has the least entries. The aim is to complete the combined list by end June, which may sound like a long time, but we are checking as we go for duplicates and trying to assess the quality of plans to be sent for scanning - not to mention the considerable keying job. Glider plans will be the first to be sent from the UK, in about two weeks or so. As we have about 400 of these, most will go in the first shipment. Mark has already sent several batches. *It is important to note that whilst these (or any future batch) are in transit & in the process of being scanned, I will not be able to provide copies.* Once scanned, then copies will be obtainable - the process for doing so will appear on the SAM 1066 web site in due course. The total shipment will comprise some 10 or 11 packages, each of approx. 25KG & costing (on today's rates) about £120 for a 4 day door to door service per package. This method was chosen on the basis of least risk of loss. Thus some 10% of our plan library will be temporarily out of circulation for a short time at any time during the whole of the digitization process, so any member wanting a plan may be advised there could be a short delay if the request is for a plan "in transit". Bear with us on that.

Next, the magazine library. Following my appeal last month for some help, Roy Tiller of Bournemouth MAS (to which I also belong) came forward & very kindly offered to assist. After discussions with the Bournemouth

Committee, it was suggested that the pretty extensive BMAS Library and the magazines left by David be merged into a single library & proposed, subject to agreement by the SAM 1066 Committee, that this library becomes the SAM 1066 magazine library. Roy would kindly hold the library & would extend his electronic cataloguing to encompass the additions. Considering that there are some 45 boxes full of magazines, it is a formidable task & we are fortunate that Roy has both the time & the inclination to do this job. Invariably there will be quite a few duplicates, so we have to decide how these are best treated. Anyway, more of this after the Middle Wallop meeting on 9th May.

This leaves the books, photos & many various binder & box files of material. The latter two lots look to be mostly copies of magazine articles, but I am reluctant to throw anything away until it has been looked at relative to what else we hold.

Right now, everything has been moved to my garage, which is now full to capacity! Over the summer months, the plans & magazines will be moved out as per the notes above & I am hopeful that when my son has sorted out his premises move, he can find me sufficient space to store the remainder, so I can have my garage back!

That's about as far as we go for this month. - Roger Newman

Appeal for 8oz Wakefield & or Tailless League organisers

VOLUNTEER(S) REQUIRED

Unfortunately we have no one to run the 8oz Wakefield or Tailless leagues in 2010

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

So, if anyone has an ambition to oversee the continuance of these events, please contact Mike Parker

Surely we have an 8oz Wakefield flyer that 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: I can work from hand written tables if IT is not your thing..

Further on the 8oz Wakefield front.

Here's a thing, the secretary, has had an enquiry from Jerry Litschi in the USA, wanting to know if it would be feasible for an American to collate the 8oz league table. (*Embarrassing? come on guys, rally round the flag*)

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.

Good News from John Thompson:

I have now received 43 entries for the competition on June 20th, A few more stragglers will no doubt come to light in the next weeks. This number is sufficient to cover the basic Land Defence Agency costs for the day, thank you all for the prompt replies. I must give thanks to Pete Carter- he of Ebenezer fame at Old Warden - for the help he always gives in making and maintaining contact with the Odiham Services club and the Authorities on site. Without his assistance it would be a lot more difficult to arrange this meeting. I would also like to thank those folk, especially Laurie Barr who offered to help out if the basic Agency costs were not covered by the entries. A small smile on the subject of Odiham, Laurie recalls one comp there in the early 50's, when flying Sunbugs and suchlike, people cried "chicken" if you put a 30 minute DT on your model. One was expected to lose the model to win !!!!

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

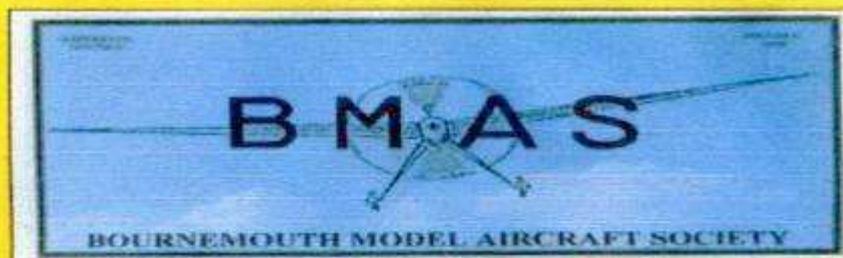
First flight AD500 airship and comments by Roger Munk.
 First flight of first Skycat hybrid airship at Cardington
 First flight of second Skycat hybrid airship at Cardington

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 **Gloworm:** - John Sheppard, New Zealand
Lucky Lindy: - Larry Conover, U.S.A. **La Bestia:** - Giovanni Guerra, Italy
No 18 A Ascender: - Sandy Pimenoff, Finland

(Reduced scale drawings of all designs are featured)

(in July's edition of the NEW Clarion)

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

A good drawing of Mr Max 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 South Birmingham MAC

Free Flight Only

Thorns Leisure Centre. Stockwell Ave.

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

Saturdays 1pm until 4pm

2010 dates:- Sep 18th – Oct 16th – Dec 11th

2011 dates:- Jan 8th – Feb 5th – Mar 5th.

Admission - Flyers £5.50 - Spectators £2.00

For further information phone Colin Shepherd 0121 5506132

or e-mail colin@colinwilliam.wanadoo.co.uk

Brownhills Indoor Flying – Free Flight

Brownhills Community Association,

Deakin Ave. Brownhills WS8 7QG

Just off the A5

Saturdays 2-00pm until 5-00pm - £6

2010 dates: May 8th & June 5th

Contact:- Tony Eadon-Mills

Tel: 01952 240451 - e-mail: tonyeadamills@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

pjt2.alt2@btinternet.com

Bill Longley [Vintage Power Duration] email tasuma@btconnect.com
01258488833

BMFA EAST ANGLIAN GALA

10th & 11th July 2010. Sculthorpe

Sculthorpe airfield offers the largest flying site in the UK
and is set in the heart of the Norfolk countryside.

For the non model flyers

there are many other things to do in this part of the country.

Visit Norwich, the Norfolk Broads, sandy beaches at Wells or Hunstanton,
stately homes abound such as Houghton, Blickling, Felbrigg, or Holkham.

Accommodation information is available

from the Fakenham Tourist Information Point, 01328 855851.

Camping nearby at Fakenham Race Course, 01328 862388
and the Garden Caravan Site, Barmer Hall, Syderstone, 01485 578220.

Saturday 10th July
BMFA Combined Glider,
BMFA Combined Rubber
Classic Power
Classic Rubber
Tailless
SLOP
E30
HLG-CLG.

Sunday 11th July
Combined Power
Classic Glider
Mini Vintage
P30
C02
Bowden

BMFA Senior Championship points for all events

Start time 9.00 am, finish 6.00 pm. each day.

Entry £12.00 each day. BMFA rules apply.

The Bowden Competition will start at 11.00 am on Sunday.

Location. Sculthorpe airfield, OS Map reference TF 852300.

100 Metres in a NE direction along the B1454

from its junction with the A148 road from Kings Lynn to Fakenham.

No refreshments on the field this year

but there is a Cafeteria close to the entrance

For further information contact Michael Marshall 01223 246142

Provisional Events Calendar 2010

with competitions for Vintage and/or Classic models

January 31st	Sunday	BMFA 1st Area Competitions
February 7th	Sunday	Middle Wallop - Crookham Gala
March 7th	Sunday	BMFA 2nd Area Competitions
March 21st	Sunday	BMFA 3rd Area Competitions
March 28th	Sunday	Middle Wallop - Trimming Day
April 2nd	Good Friday	Church Fenton - Northern Gala
April 3rd	Easter Saturday	Middle Wallop - Glider Day
April 4th	Easter Sunday	Middle Wallop - BMAS Day
April 5th	Easter Monday	Middle Wallop - Croydon Wakefield Day
April 18th	Sunday	BMFA 4th Area Competitions
April 24th/25th	Sunday/Monday	Salisbury Plain - BMFA London Gala
May 9th	Sunday	Middle Wallop - Trimming
June 13th	Sunday	BMFA 5th Area Competitions
June 20th	Sunday	Odiham BMFA Southern Area Gala
July 10 th /11 th	Saturday/Sunday	Sculthorpe - BMFA East Anglian Gala
August 8th	Sunday	BMFA 6th Area Competitions
August 28th	Saturday	Middle Wallop - SAM 1066 Euro Champs
August 29th	Sunday	Middle Wallop - SAM 1066 Euro Champs
August 30 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.flighthook.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
Wessex Aeromodellers -	www.wessexaml.co.uk

I must finish up with a heartfelt expression of thanks to all the contributors who continue to fill this magazine with their efforts, I know it is not easy to put together articles but I am confident that your efforts are really appreciated by the membership and many others as well.

Editor