

	NEW Clarion SAM 1066 Newsletter	Issue 0610
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Editorial:

Here we are again, it only seems five minutes ago that Mike Parker cajoled me into editing the New Clarion and now I'm into the fifth edition in charge. I'm making new friends, some on foreign shores, and my e-mail address book is expanding rapidly. We are now well into the contest season, the BMFA Free-flight Nationals has just gone by and I hope some of you will send me a little piece on your successes or failures, I'll save my own tale of woe for the next issue. Articles continue to arrive so things are looking good for the future.

Glider in Argentina

- Jose Ledezma

I received an e-mail from Jose with picture below attached, I repeat the e-mail content verbatim to give the flavour of an aeromodeller wishing to communicate and wrestling successfully with our language.



I sending a new picts of my NUMBER EIGHT (issued in Aeromodeller 1954), I used in GUARDIA VIEJA class contest , the model weight = 300Grams and fly super slowly.

Best regards of argentina for new clarión

Jose Ledezma - e-mail jose.ledezma@celulosaargentina.com.ar

No More Cardington

-

Laurie Barr

Dear Friends and Flimsy fliers,

I am sorry to have to tell you, that the use of Cardington for Indoor Duration flying is at present, at an end.

The reasons are, that the ownership has changes hands, and the new owners have said that the hanger is closed indefinitely, until full restoration is complete. There is no timescale given on when repairs may start. The cost is believed to be about £6.5 Million pounds!

Also, at 83 years of age, I have neither the desire nor energy to do more than I have already done over 40 years, to ensure this facility was kept repaired sufficiently, to allow flying to take place, when weather conditions permitted.

In the last 2 or 3 years, I have maintained good flying in the hanger, and I had a good rapport with Frontier Estates for this period, who were most appreciative of my many years of expensive and difficult/dangerous repairs at 90 ft high!

Frontier gave us a good forward standing, but the new owner that I get on well with, has said, it has become too dangerous, and has closed the building.

I look back on 40 years of wonderful memories, 1 Euro Championship, 4 World Indoor Championships, Two world records, 2 British records, World Indoor Team Champions, multiple 2nd & 3rd World Team places, staging the Indoor Nationals, and many friendships that still remain today.

I end on a sad note for me personally, that the current Indoor Tech Committee, chose to reject almost every input I made, while I was a member of that committee, and then tried to "Impeach" me, to the BMFA council.

There seems to be no BMFA indoor contest this year, for any other class, other than the F1D trials.

This year, they held a conference to determine the future of indoor duration. As I understand it, no solutions were found, and the promised report was never published.

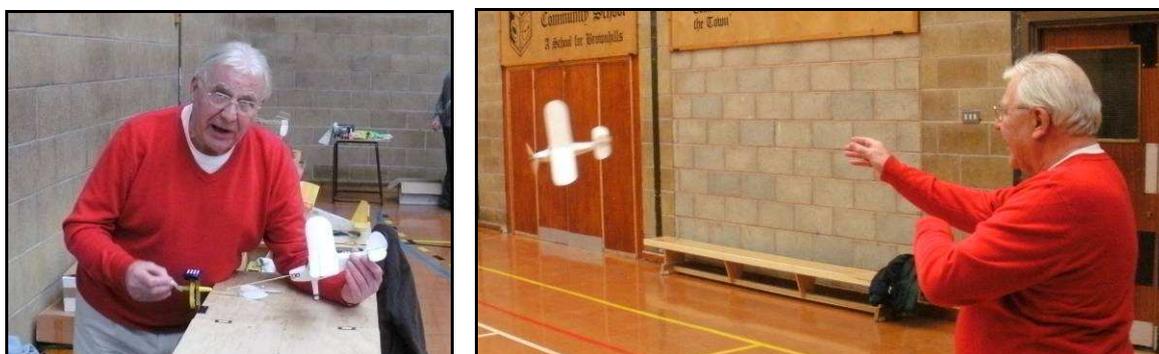
Laurie Barr. SMAE Fellow, Gold Aeromodelling Medal from the F.A.I, and the Royal Aero Club Bronze Medal holder, for services rendered.

Indoors at Brownhills and Thorns - John Andrews

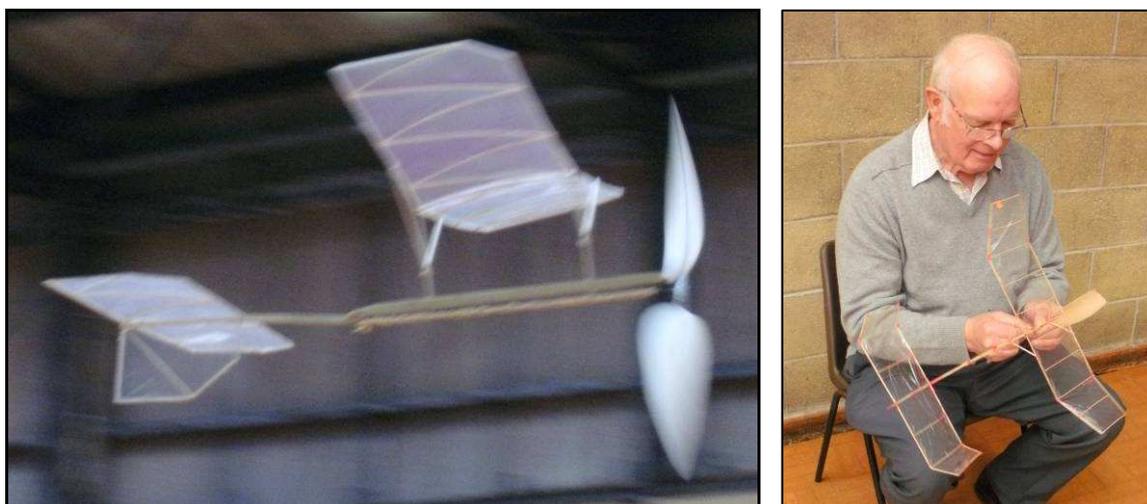
Sports Hall indoor flying is still going strong, the loss of Cardington is a blow to those of us who would like to achieve our own personal duration records but for the vast majority of indoor flyers, their local sports halls are the places they fly.

I travel about 50 miles each way to the two major three hour meetings I regularly frequent, and occasionally I travel further afield for an all day event.

Here is a collection of pictures from Brownhills and Thorns, the two Saturday afternoon three hour meetings that are my regular venues. It needs about 20 attendees to keep costs down to the £5 - £6 level.



Brownhills front man Tony Eadon Mills winds his 'Jiglet?' an all polystyrene model from the Aeromodeller and then gets it away, not too level though.

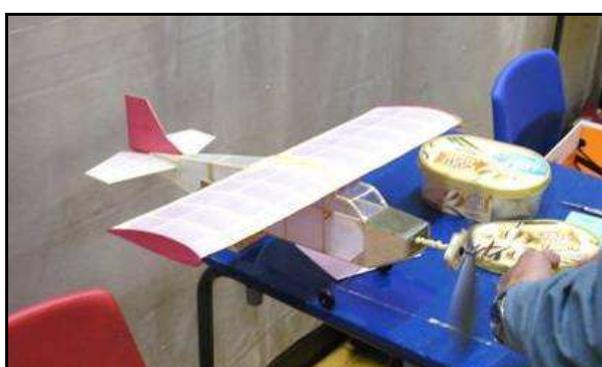


The Andrews Penny Plane No.7 drifts slowly by whilst Peter Lawson fettles his own, Peter was a regular flyer and competitor at Cardington in the past.

The Penny Plane is a good formula for sports hall indoor as the 3gm weight restriction produces a reasonably robust model that can absorb a little punishment which is inevitable in the cut and thrust of sports hall flying.



Mike Turner, the formidable outdoor competitor but new to Brownhills indoor, stands back in apparent disbelief as his half scale vintage Wakefield takes the air. In the background we see a telescopic roach pole next to the equipment bench, these poles are used to free models trapped in the roof girders, an 8m length pole is usually long enough for most venues.



Here we have, from Thorns, regular Derek Kirby with his new half scale 'Korda' Wakefield, Derek was well chuffed when the new model flew straight off the bat with little or no major trimming. Alongside is a version of the 'Lacy M10' a popular subject for indoor scale, although the lack of dihedral does make successful trimming something of an art form.



Above Colin Shepherd presides over the end of season draw and true to form your lucky author picked up the last bottle wine. *John Andrews.*

Southern Coupe League Rounds 2 & 3 - Roy Vaughn

London Area Gala held on Salisbury Plain on 25th April

The run of dry weather broke the previous night and the conditions on the day were variable with overcast turning to windy with a couple of big showers then calming down for the fly-offs.

Good air was easy to find and the whole field could easily have maxed out but for the usual litany of accidents and misfortunes, which included a flyaway. As it turned out, only Peter Brown and Round 1 second place man, Andrew Longhurst, actually maxed out.

Andy had to leave early so it was left to Peter to make a token fly-off flight to take the win.

Southern Coupe League Round 2 London Gala

Position	Name	Club	Score	League Points
1	P.Brown	Grantham	10:00 + 1:13	20
2	A.Longhurst	SAM35	10:00	17
3	C.Chapman	B&W	9:14	13
4	M.Marshall	Impington	9:07	9
5	P.Hall	Crookham	9:01	9
6	R.Vaughn	Crookham	8:59	9
7	J.Paton	Oxford	3:05	5
8	D.Greaves	B&W	2:00	4

Crookham Coupe Day, Middle Wallop, 9 May 2010

The Crookham Club took advantage of the trimming day at Middle Wallop, and the kind permission of SAM 1066, to hold another round of the Southern Coupe League. It attracted the largest turnout of the year so far despite the weather forecast which possibly indicates that the League is having its intended effect of stimulating interest in Coupe flying.

The continuing high pressure to the northwest brought a cold 10-12 mph breeze but coming from the north east it blew along the length of the field and so it was possible to fly a full competition schedule of 5 x 2 minute flights. The temperature stuck at about 8 deg until mid afternoon then shot up 3 degrees after a strange half hour of no temperature movement at all which caused both competitors with electronic weather stations to think that their apparatus had broken.

There was plenty of lift about but it needed care to pick correctly so only three made the fly-off, reduced to two when Chris Chapman failed to return after going to retrieve an off-field flight. Peter Hall flew on the hooter but contacted poor air to record 2:20 whereas Roy Vaughn, who blew a motor and flew later, found decent air to manage four minutes.

Chris Chapman returns to the top of the league after another strong showing using his low-tech approach and manual air picking. The next round is the Oxford Rally on June 6th. Since the final placings in the League will be calculated using each competitor's five best results it is not too late to get involved and have a chance of placing well.

Southern Coupe League Round 3 - Crookham Coupe Day

Position	Name	Club	Total	League Points
1	R.Vaughn	Crookham	10:00 + 4:01	20
2	P.Hall	Crookham	10:00 + 2:20	17
3	C.Chapman	B&W	10:00	14
4	R.Kimber	SAM35	9:25	10
5	P.Brown	Grantham	9:24	9
6	J.Minshull	Brighton	8:55	7
7	J.Paton	Oxford	8:47	7
8	K.Taylor	E.Grinstead	8:24	6
9	D.Thomson	Croydon	8:07	4
10	P.Michel	SAM35	7:44	2
11	R.Taylor	E.Grinstead	4:09	1

Southern Coupe League 2010 - positions after Round 3

POS	NAME	CLUB	C'HAM GALA	L'DON GALA	C'HAM COUPE DAY	OXF'D GALA	SPRING GALA	SOUTH'N GALA	EIGHTH AREA	COUPE EUROPA	Score to Date (best 5)
1	C. Chapman	B&W	19	13	14						46
2	R. Vaughn	Crookham	13	9	20						42
3	P. Hall	Crookham	7	9	17						33
4	A. Longhurst	SAM35	16	17							33
5	P. Brown	Grantham		20	9						29
6	J. Minshull	Brighton	8		7						15
7	D. Thomson	Croydon	9		4						13
8	J. Paton	Oxford		5	7						12
9	R. Kimber	SAM35			10						10
10	M. Marshall	Impington		9							9
11	P. Tolhurst	Hayes	7								7
12	K. Taylor	E.Grinstead			6						6
13	G. Stringer	E.Grinstead	5								5
14	D. Greaves	B&W		4							4
15	P. Michel	SAM35			2						2
16	R. Taylor	E.Grinstead			1						1

Roy Vaughn

Lost and Found

We found a pair of dark brown men's leather gloves on the field at Middle Wallop on Coupe day Sunday.

Enquiries to - Roy Vaughn - roy.vaughn@btinternet.com

2010 WESSEX C/L SPEED LEAGUE - results for April

Chris Hague/James Parry

	Name	Model	Line length (feet)	Best 5 lap time	Speed in MPH	Points
1	Dick James	Hallam Speed	42	11.8	76.3	10
2	Chris Hague	Wessex Weasel	42	16.1	55.9	9
3	James Parry	Wessex Wombat	42	18.0	50.0	8
4	Adrian Sharp	Wessex Weasel	42	18.2	49.5	7

The first month of our new speed competition, run to a very simple 5 lap formula, produced four entrants who were able to submit their times. All used the 42 feet lines, and times were recorded at three different venues. Three pilots used a PAW 1.5cc diesel engine, whilst the winner by a country mile, used a well-developed Frog 150R. Congratulations to Dick James on a flying start to the competition. The Caulkheads from the Isle of Wight flew during April, but owing to a slight misunderstanding over the rules, quite correctly did not submit their times. So watch this space for the month of May, when it is confidently predicted that both speeds and the number of entrants will increase. Full details of this event and other Wessex League competitions are available on our very own website: www.wessexaml.co.uk



A stylish (?) launch of the Adrian Sharp designed Wessex Weasel.

Chris Hague/James Parry JamesIParry@talktalk.net Tel: **01202 625825**
Ref: WCLS410

WESSEX TOMBOY LEAGUE 2010 - James Parry/Chris Hague

Scores after Round 2 held at Cashmoor on Sunday 25 April 2010

The second round of the 2010 Wessex Tomboy League was held by kind invitation of the Wimborne MAC.

After a week of glorious weather the forecast was most encouraging but the flying conditions turned out to be very windy. However, these 36" span Tomboys cope well with the wind, probably better than their pilots! Nine pilots turned up and arrived from as far afield as Newton Abbott, Bristol, and London.

Seven flew in the Tomboy 36 fly-off, but only three managed to land back on the patch. James Parry who struggled to qualify was third with a time of 3 minutes 30 seconds. John Taylor wisely returned early from a downwind position to claim second place with a time of 5 minutes 30 seconds. Congratulations go to Richard Farrer with an excellent time of 7 minutes to win in fine style in only his second event. With a second place finish in his first event Richard now leads the league table with 19 points.

Tom Airey climbed up high as usual under power and lost sight of his model in cloud and hasn't seen it since! Paul Netton and Chris Hague, both of whom should have known better, landed way down wind after flying up near the cloud base for some time - it's so easy to be wise after the event! Barrie Collis, flew well in his first event and was unlucky not to make it back onto the patch.

Wessex Tomboy 36" span league table

		R1	R2	R3	R4	R5			Total
1	Richard Farrer	9	10						19
2	John Taylor	7	9						16
3	James Parry	6	8						14
4	Paul Netton	10	2						12
5	Tom Airey	8	2						10
6	Chris Hague	2	2						4
7	Barrie Collis	-	2						2
8	Derek Collin	-	1						1

1st Richard Farrer 7 min 00 sec
 2nd John Taylor 5 min 30 sec;
 3rd James Parry 3 min 30 sec.

Landed out: - Barrie Collis, Chris Hague, Paul Netton, Tom Airey.
 DNS: Derek Collin

Wessex Tomboy Senior 48" span league table

		R1	R2	R3	R4	R5	Total
1	Tom Airey	10	10				20
2	Peter Rose	9	8				17
3	Chris Hague	8	9				17
4	Clive Carpenter	-	1				1

1st Tom Airey 5 min 48 sec;
 2nd Chris Hague 5 min 31 sec;
 3rd Peter Rose 4 min 39 sec.
 DNS: Clive Carpenter

Four entrants started the day but there were only three entrants in the Tomboy Senior fly-off. Free flight exponent and newcomer to the series, Clive Carpenter, actually flew a qualifying flight without radio. Although the Tomboy was recovered from a mile and half away with no major damage it was too late in the day to join in. The event was won by Tom Airey, his 48" span Tomboy achieving the best launch, while Chris Hague just managed to stay aloft long enough to beat Peter Rose, all three planes and pilots coping well in the strong winds. Our thanks go to our starters for the day, Bill Longley and Derek Collin. Also to the host club the Wimborne MAC for allowing the use of their flying field. And finally, of course, to James Parry for all the hard work he put into organising the site on the day.



Tomboy 36 winner Richard Farrer

Remember, it is the best four scores, shown in bold type, to count.
 The next round will be on Sunday 4 July, hosted by the Wincanton Falcons at their Templecombe flying site.

Ref: WSSXTMBY410

James Parry/Chris Hague

Gliders for Free:

- Laurie Barr

Hello, I have a 10ft Super Sunbug, and a 12ft Thunderking, that need good new homes!

They are in flyable condition (Hardly used) and I am so old, I cannot run fast enough to tow them!

They would make either contest flying machines as is, or modified to become Radio Controlled Thermal Soarers.

Is anyone out there prepared to give them a good home?

Contact Laurie Barr, Tel. 01628 487544,
or Email: laurie.barr@emailcentre.co.uk

Venus Vintage Power Model

Plan Request

- William Harvey

I intend to build vintage models from scratch and am wondering if anyone can supply a working plan of the W. B . Mackley 72" wing span 'Venus'. The model is referred to in the SAM 35 Plans list. I have wanted to build this model for some time and am having difficulty in tracking it down. Can anyone help me? E-mail - williamharvey1@hotmail.co.uk

Or snail mail,

45 Aldsworth Cottages, Emsworth Common Rd, Emsworth, Hampshire, PO10 8QT.

The following are details of the model reproduced from the Aeromodeller January 1996. Unfortunately the plan does not reproduce very well.



'Venus used the wing and tail plane of 'Power/Chief. The small tank can be seen on the engine bulkhead and the unusually long needle valve extension of the Baby Cyclone Model F which rectified the 'bruised knuckle' shortcoming of all earlier Baby Cyclones.

Venus

Bill's first gas model was a parasol wing monoplane of 6 feet span that weighed 4 1/4 lbs and was powered by the 6cc Baby Cyclone, it bore the name of Power/Chief on the fuselage and after its appearance in Charles Hampson Grant's column 'Gas Lines' in March 1939 Model Airplane News the same

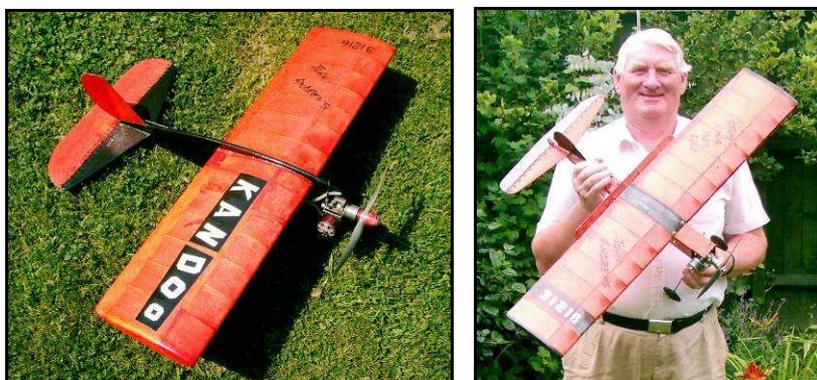
Vintage Control Line Aerobatics - Maurice Doyle

John Thompson, suggested an article on Vintage Control Line and this prompted some thought and retrospection. Vintage C/L has the same cut-off dates as Free Flight, i.e. to December 1950, and Aerobatics is the most popular class, partly because it had progressed furthest by that time. Again, as in F/F, the design of models was evolving rapidly, and there was plenty of room for innovation. Whether it was this urge to develop, or just the haste of youth (everyone was much younger then), models were small, simple and each was rapidly replaced by the next.

The materials and designs were so much more basic, and worked very well, with the exception of adhesives, which were perhaps more affected in C/L with the constant engine vibration and plenty of fuel spread liberally about through 360° porting. The most ardent purists seem to recognise the need to use epoxy and 2 pack fuel proofer rather than Durofix around the bearers, Balsa Cement and clear dope as originally applied. There are minor problems like finding authentic streamlined wheels, but most accessories are fairly readily available.

As with adhesives, many of the old motors were all that was available at the time, but were not to Oliver standards. Most of those motors that survive are the good examples, but the contemporary designs do not need much power, being very light. Reliable performance was desirable but not easily achieved. The Elfin 1.8 was a major step forward in its day. Early Stunt Comps were won by the flier who made the most progress through the Schedule!

The SAM 1066 Control Line Plans list shows many eligible Stunt models, from Peter Cock's Kandoo, winner of the first Nats, the Boxcar by Dennis Allen, the Demon King by Burch, Ginger Snap, Green Dragon by Madman Yates, Mercury Marvin, Sportwing by De Bolt, and the Stunt King, Nats winner again, by Brian Hewitt.



*(Trust your Editor to get in on the act, here we have my versions of)
(Peter Cock's 'Kan Doo' and Brian Hewitt's 'Stunt King')*

I think most of these are legal, and include the Sportwing because someone had one here at Sydenham in the early 50s, and it and its K&B Greenhead 19 gave me my first whiff of Nitro! There is notably no Taurus, Icarus or Nobler, the latter being Vintage legal in its first published version. Happy Harold by Norman Butcher is a very simple design which looks competitive.

Think of the Veron Scale designs, the Spitfire, FW 191 and Sea Fury, which are not easy to build but are so appealing and were so sophisticated in their day. For many years, the Vintage rules gave a bonus for no flaps, which might have deterred people from building and entering flapped models, but ideally the rules should give bonuses for the first time a design is entered, to encourage people to build new models.

The early Schedules changed quite a lot, so the present Schedule includes many of the manoeuvres flown at the time, but some proved to be better left to posterity. They were not described in the kind of detail which developed later, and the present descriptions are very good for those flying competitively, but the manoeuvres are still manageable for those taking it less seriously or for less refined designs.

Vintage is a very enjoyable class and one which brings back memories of my earliest involvement with Aeromodelling. My Uncle would take me for walks in Orangefield Park, just up the road from where I lived in Bloomfield, Belfast. It must have been about 1950 or so, so I was about 7. In the Park, there was regular flying of very basic Control Line models, with profile fuselages and high wings strapped on with rubber bands. The highlight of this was when an ED Comp Special broke free from the model and flew over my head!

We had a Model Club in Primary School, and I can remember one of the older (and wealthier!) boys flying a Veron FW190 with an ED Hunter on the playing fields. He stopped the motor by clipping the propeller on the ground! If you look at the plan now, with 1/8" square stringers, you would wonder that the 3.5 diesel did not shake the model to bits, even before he did this! The propeller was an ED white plastic, which was similarly very unsuited to rough treatment.

Our first efforts were powered by ED Bees, and I learned to fly on Buller's Field, at Orangefield again. The field sloped, so to keep the model airborne at the high side, you had to learn to fly and whip simultaneously! Good practice for Team Race pilots. The first proper Aerobatic model was inspired by the Unlimited, and powered by an Elfin 1.5, a lovely motor, unfortunately not my own. It was exhilarating to be able to fly anywhere in the circle with the model responding everywhere.

I started flying Free Flight, so read the articles in the Clarion and find them marvellous, but always flew Control Line as well. When I started flying more competitively, the Vintage designs had been superseded, but long after, when flying regularly at the British Nationals as well as events here in Ireland, Vintage was introduced and had a lot to recommend it. The original models were really Free Flight models with the dihedral hammered flat and a symmetrical section.

My first was a Tycoon, by Cyril Mayes, which had the wing strapped on top just like the models in Orangefield. It at least had a built up fuselage, and was an ideal size for an Oliver Cub, a favourite motor, and which had some bonus points as it was only 1.5 cc. The model was so simple that it only took a fortnight to build, and this is another virtue of Vintage. The building /flying cycle is much more as it was when I first started, rapid building and then very little time spent on trimming or tweaking motors - very good value in flying time.

I flew this for a few years and saw the Vintage event at the Nationals build up rapidly as plenty of new models appeared. Nearer home, John Hamilton ran a very successful Stunt event which managed to include most classes of Stunt on a handicap basis, and encouraged plenty of activity from those who had flown at one time or another but did not take it too seriously. This encouraged Vintage as it provided an event with a reasonable entry, where flying a Vintage model was give some points advantage.

My next effort was the Taurus, which was to be powered by a very old, but unrun, Fox Falcon 60. This is not quite as old as the Fox 59, probably a contemporary of the original two bolt Fox 35, but pretty agricultural and with a very odd sideways plug position. It is a plain bearing 60, which in itself demonstrates its vintage, and despite my previous experience of Fox motors, which was not very good, it was an excellent motor and had a nice reliable Stunt run from the start. The Taurus was before my time, and seemed an almost mythical model, it was so huge. In design, it was basically a low wing version of the Tycoon, but so big! It was designed by John Coasby, who also designed the Icarus and so many lovely large F/F models in this era.

Having the model flying, I came to the Nationals hoping for some good flights. On its first take off, described as "a Tiger Moth takeoff" it came to grief when a T/R flier who should not have been there was caught about the knees and took off the outboard wing. It was repaired and was successful on later occasions. It is still flying and has provided hours of enjoyment over many years.

Picture below is myself with the 'Taurus' and a more modern design which, unusually, is smaller than the vintage model.



To try something quite different, I built the Checkala Roma below, Slagle's winner of the 1946 US Nationals. This is an earlier design than the British models above, but definitely more advanced in style if not in function.



It looks like a Beechcraft Bonanza, with a very wide fuselage, and presumably had plenty of room for the ignition and batteries for the spark 60 originally fitted. It must have been a real handful with all that weight, being only about 4 feet span, and I hoped to build it much lighter. It gave me the opportunity to use the US Peashooter colour scheme with dark fuselage/yellow wings and large insignia which I have always fancied. With a Fox 35, it flies well enough, but the wing section is a little thin and the Fox probably needs about 30% Nitro to really make it perform.

I hope this gives a flavour of Vintage Aerobatics, and the attractions it has for those who were flying then or soon after. There are also plenty of people flying Vintage Team Race and Speed, with many of the same virtues, as the designs seem so accessible and largely of Kitchen Table complexity. It depends on where your enjoyment and emphasis lies. I like building the models and the flying skill of Stunt, but also enjoy the Team element of Team Racing and the flying - being in the centre in a fast Team Race is an experience to be enjoyed. Speed involves more work at engines, if that is your fancy, and it can be intriguing to make some of these old engines perform better than they did in their heyday.

Maurice Doyle

SAM1066 Glider Day Results

- Rod Audley

A somewhat belated report.

For some the inclement weather forecast made this year's event an obvious no-no. As it turned out it was very flyable, indeed the day's weather happened to be the best of the 3 Easter events. I can bear testament to the temperature though, as I spent the next few days thawing out - brrrrr! For next year though, kindly souls in the Bournemouth MAC have offered to be the overall Event Organisers which will allow me the chance to compete myself - thanks guys.

I appreciated the Mauritius Chapter and the other regulars turning up as usual, as only 18 competitors in total signed up for the 3 events on offer.

Hard luck story of the day was young Owen Twomey, who had to be content with one flight only. Sadly he lost his Mini Leprechaun O.O.S. at well over 6 minutes and ticking.

The "Combined over 50 inch Vintage/Classic" attracted the most entries and surprisingly produced the only fly-off, which was won by Keith Burt's Nord with a handsome time of 6.43 mins. Second was Bob Taylor also flying a Nord. Although Keith's was the longer flight, his was an easy retrieval in open fields, whereas Bob's ended up a tree 4 fields outside the airfield.

It was also nice to see a couple of flying wings being trimmed in the afternoon, one in particular was the nicely turned out Brevity of Tony Thorn, the first time for me to actually see one in the air.

Combined over 50 inch Vintage/Classic

1 st	Keith Burt	Nord	6.00 + 6.43
2 nd	Bob Taylor	Nord	6.00 + 3.38
3 rd	Ken Taylor	Lulu	6.00 + 3.32
4 th	Jane Howick	Lulu	6.00 + 1.41

5 th	John Olds	Lulu	5.52
6 th	Dave Etherton	Mini Leprechaun	5.32
7 th	Rex Woodruffe	Gili Hatchet	5.24
8 th	Dave Cox	Lulu	5.06
9 th	Ron Marking	Lulu	5.03
10 th	Lars Karlsson	Ornungen	4.42
11 th	Dick Twomey	Mini Leprechaun	4.34
12 th	Tony Thorn	Lulu	4.24
13 th	Gordon May	Lulu	3.14
14 th	Owen Twomey	Mini Leprechaun	2.00

Over 50 inch Vintage:

1 st	Peter Michel	Odenman/AV46	5.45
2 nd	Vic Driscol	Odenman	5.38
3 rd	Ron Marking	Thor	5.30

Over 50 inch Classic

1 st	Ken Taylor	Caprice	5.16
2 nd	Dave Cox	Inchworm	4.29
3 rd	John Taylor	Vakushna	3.52
4 th	Mike Howick	Quickie	3.38
5 th	Vic Driscol	Snark	2.00
6 th	Bob Taylor	Shorty	0.32

Rod Audley

Hornets in Mauritius

- Dick Twomey

The young man of Dundee:

Was it Lewis Carroll or, more probably Edward Lear, (each of whom enjoyed a bit of word-fun), who wrote:

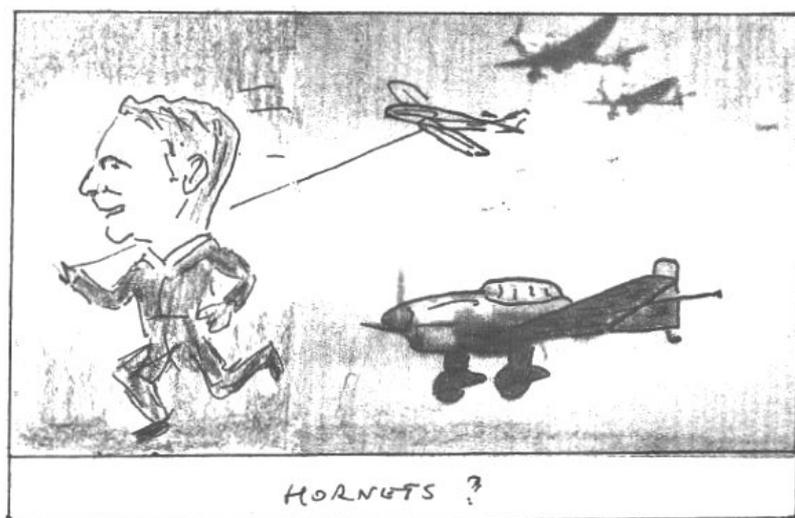
"There was a young man of Dundee
Who was stung in the neck by a wasp;
When asked if it hurt, he replied "Not a bit...
It's a good thing it wasn't a HORNET!"

But...in my experience, it was! Only here in tropical, francophone Mauritius, we call these nasty flying beasts not "hornets", but "mouches jaunes". Yellow they are indeed in colour, and big (by wasp standards). But yellow in nature they are not!

I have always felt bad about having interesting life-episodes and not sharing them. So, you must know that there we were, doing what gardeners in this part of the Southern Hemisphere habitually do at the end of a hot and sticky summer: Sharpened sabres in hand, we were hacking back the (seasonally, always) overgrown trees. It goes without saying that our horticultural efforts are directed more on curtailing than on encouraging the tropical, arboreal growth. Trees here grow even faster than children!



To the work: By chance you shake a branch, on which hangs a hidden nest: All yellow hell breaks loose. First strike is usually to the angry insects, and with an "Ow", I do my best imitation of an Olympic sprinter towing a Vintage Glider on a flat-calm day at Middle Wallop, amazed to find I can still outrun those yellow miniature Stukas.



I dive into the kitchen, hurriedly find an onion and slice it in two, applying one juicy oniony half to "the affected part". Soon, you'll be delighted to hear, the pain abates, and I am sufficiently recovered to sally back into the garden, this time armed with a powerful insect-killing spray and motivated by an overwhelming desire for revenge!

The concluding match results (after I have knocked the enemy out, exorcised same, and trampled on their nest) will be:

Hornets: 1
Dick : 201

And now to the aerodynamics! The only reason that I can run faster than these nasty insects is that THEY ALWAYS FLY WITH THEIR UNDERCARRIAGE DOWN!

They seem to have no retraction mechanism ...thank God...whatever!

I am more streamlined than they are!!

PS: Our biggest "mouche jaune nid" that day, out of the many we found (or that found us), measured $8\frac{1}{2}$ inches across, almost matching our usual 10" dinner plates.

With regards from your sore-necked but victorious reporter.

Dick Twomey

Retrievals Made Easier part 1 - Dave Hipperson

This article appears courtesy of the 'Cornwall Vintage Modellers' magazine.

George Sharp and myself had something like fifteen years of experience tracking flyaways with the Pim Ruyter system. Here are some of the tricks we developed dotted with the occasional story to illustrate what is possible. These tracker devices give us so much potential for great fun finding otherwise lost models but there are some basic rules which apply first and make it all a lot easier and quicker. The sensitivity of the aerial and the range we can get are in fact not nearly as important as some people think. Indeed on some occasions too much range can be a positive hindrance! That idea of the thermal lasting 30 minutes is not far off the mark. Actually it can be put another way. It's more the 7 mile rule that applies. This was discovered by the Whitefield Club decades ago. In the calm the thermal last longer but you travel downwind slower. In the wind thermals are more boisterous often take you higher but get broken up quickly so the model stays in them for shorter periods but the downwind speed is greater. It evens out that most massive flyaways come down around 7 miles away. In my experience of probably in excess of a hundred such retrievals models have been rarely further than 7 miles. We got very excited when we past that point, actually more often 6 miles, and then found the model. In all those retrievals I reckon possible only a dozen were over 7 miles. So that's the first thing to remember. Now to meteorology and ground effects. Surface friction and the Coriolis Effect. The earth rotation has a considerable effect on our weather. It is what creates those swirls of cloud (depressions) you see in satellite photos of developing storms and tornadoes. For us its most marked effect is on wind *direction*. The friction of the earth's surface on our moving air drags the layers closest to the ground around a bit and hence changes the wind direction. As a general rule the higher you go the more to the right the wind direction is and this change from ground level starts quite soon. There is a considerable difference in direction between ground level and as little as 200 feet particularly on days when the wind is between 5 and 10 mph. Below 5mph thermals can pull the drift all over the place of course. So you will, on a normal day, tend to see

your model going a bit right with height and then left again as it descends. I remember a very marked illustration of this some years ago when flying power models at Church Fenton. The breeze on the ground was well away from the buildings on the right side of the drome but high climbing models like power in particular were off drifting towards the buildings immediately they finished their climbs but as they descended they swung more left again and usually landed on a line you might have expected from the direction on the ground. So the downwind flight or trajectory was much like a right handed golfer's hooked 'T' shot. Off to the right as it climbs then back to the left as it descends. Worth remembering if you watch a model through bins at some altitude and lose it before it breaks the horizon. The line is probably going to be left of wherever you last saw it. You will probably have noticed that on a typical breezy Summers day the wind starts in one direction, tends to swing to the right during the hottest part of the day and then back again to the left in the evening. This is caused by the thermals in the hottest part of the day mixing the lower air with the upper air and dragging the lower air around a bit to the right. It goes back to the left again when the thermals die out in the evening. A detail worth remembering when setting up control or even just deciding where to fly from. This effect is called diurnal variation. Furthermore wind speeds are considerably greater at altitude once again because of the frictional forces of things that stick up from the ground like trees, building hills and even cars, crops and grass slowing the air down near the ground. That old wives tale about high climbing models getting above the turbulence layer is mostly tosh by the way unless your model makes it to 2000ft. Over fairly flat terrain it is only at about 2000 feet that the turbulence subsides. Then it switches off dead but the wind is 15-20% stronger there on a breezy day. If your model really does go that high - and you will know because you will be hardly able to see it even through binoculars - make allowances for this in the distance calculations. Another thing to remember as I found out at one Scottish Nationals. The wind tends to blow along valleys in hilly terrain. As the model gets lower it can be taken off wildly from the nice straight line that you thought it would follow. *(to be continued)*

Dave Hipperson

The All American

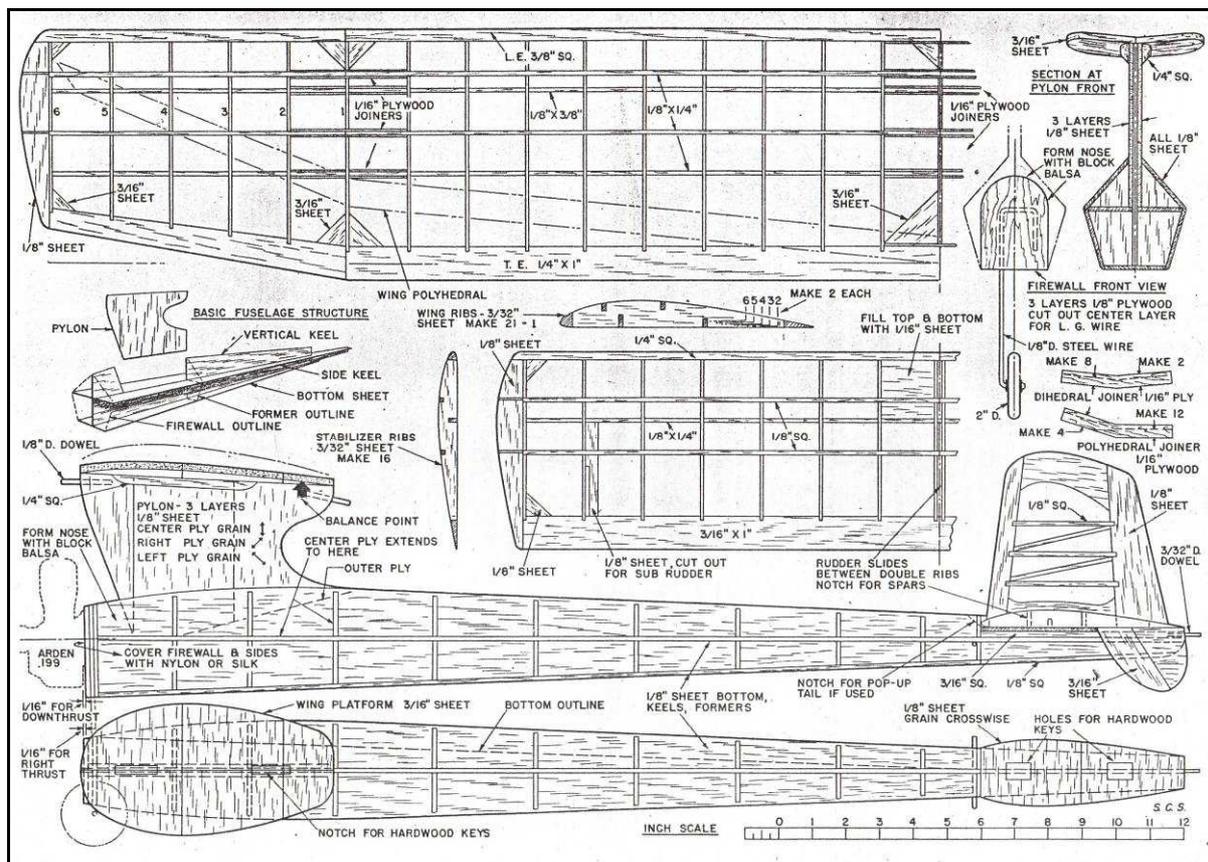
- John Thompson

This model was published by Air Trails in the June 1950 edition, just within our UK cut off dates for vintage rules of Dec 1950.

Bill Winter, well known editor and modeller of that period, came up with the idea of this model as a sort of "average" of the various pylon type models prevalent at that time in the USA. He reviewed the East coast "windy" weather models compared to the "calmer air" models of the west coast.

This averaging resulted in a class A (USA class) 54 inch, 380 sq.ins. with 38% tail. In those days they always spoke of the moment arm as a percentage of the wing span, measured from the mid chord of the wing to that of the tail. Nowadays we refer to MA's as being so many wing chords between the TE of the wing and the LE of the tail. In general over the years MA's have increased (especially for FAI models where overall area rules are used with people going for the smallest tail possible to enhance the size of the wing, to maintain longitudinal stability long MA's are required) but tail areas remained in the 35% range, resulting in more stable

power models. The signs were already there in 1950 with the Civvy Boy and notably the Top Banana, this latter model really set the ball rolling.



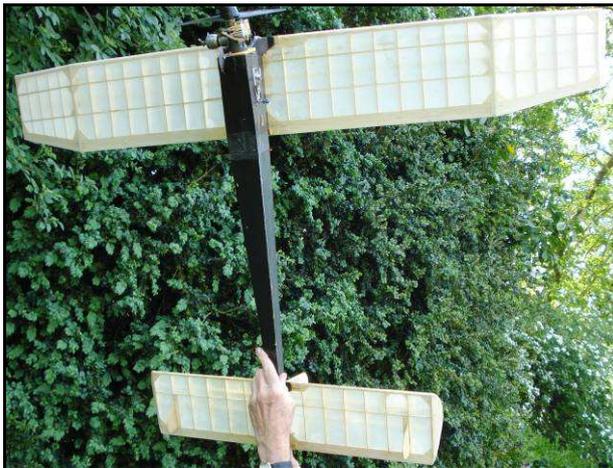
No contest results are given for this model. I think that it was just an editorial idea to generate interest and copy, as people were returning to free flight from the control line craze in the US.

The model is quite a straight forward build suitable for "beginners". Flat bottomed wings and tail aid trimming, (under-camber can present trimming problems but will give a better glide). The fuselage as shown on the plan is the "keel" type, in the write up he says a simple box type could be used instead. I have built both types (on the box one I used the plan side profile and a width to ensure that the cross section area was the same as the keel version) and prefer the box one. My reasons, The plan is a little unclear as to whether the whole fuselage is sheeted in 1/8 sheet (see front view) but in the photos included in the article it appears to be tissue covered, which of course was the norm for this type of X construction, such as on the Banshee and the Contender etc. I do not like this form as, although easily built, if covered in tissue silk or what have you, the fuselage is twist-able, much better to sheet, as local strengthening, with 1/32 sheet. Tissue in warmer drier countries may not have any problems, but here in the damp UK, despite many coats of dope, in evening air the covering will slacken

slightly and the rigidity disappears allowing twisting. This is no good on a power model allowing trim changes on the climb. I have tried diagonal kevlar thread binding but it is not a complete solution, it needs some thing more rigid hence the 1/32 sheet. Another reason, fitting the timer is awkward with it being always being at an angle, making holding the model and thumb release difficult. I do not like holding a power model with awkward grips with an engine belting away up the front.

The first one I built was powered with an OS max 4. This was a mistake as although it trimmed out, it was unreliable, going out of phase and cavorting all over the sky, quite frequently after 7/8 seconds. How ever if it went well, one just had to laugh at the height it obtained in 20 seconds, as it was virtually impossible to hear the engine cut, as it was so high!

I re-engined with an OS max 10, Nelson headed but it was still overpowered. In the end I built another one (the old one had been repaired too much) and used a beam mounted Elfin 2.49. It is a delight to fly, steady right hand spiral to about 650 feet (altimeter) in 18 seconds (latest engine run permitted by BMFA rules). Good for a max on most days.



Some details of my model:

Fuselage	86gm		
tail / fin	34gm	Total all up	410 gm
wing	96gm		

The model could be built lighter, but there is a fair amount of wood in the design, say down to 370/80 gms.

Wing + 3.5 deg. tail + 1.0 deg. Engine 3 deg. down with no side thrust.

CG at 75 %, if more power move cg back. 8x6 Master scimitar prop 11.4 K.

No warps except for 1/8 washout each tip. Tail tilt for glide is quite a lot with such a forward cg. However it is not as much as the following picture may suggest.



I was prompted to choose this model for this month's offering, as Adam Beales having spotted it in an *Aeromodeller* annual and, wishing to get into power models, asked me for some info on the design. As he is relatively "new" to power modelling and having an Elfin 2.49, I thought this was a good choice.

Let's see some others built!

John Thompson

Middle Wallop Vintage Radio Assist

- Tony Tomlin.

Number two of the three planned radio assist meetings for 2010 took place at Middle Wallop on 9th May, [courtesy of the Army Air Corps MAC]. At the last meeting, five weeks previously, we had very cold NW winds and some rain which culminated in the control Gazebo giving up the fight and re-kitting itself shortly before the prize giving, causing a few moments of drama!

This time we were hoping for different weather conditions and, in fact, the conditions really were different and we had a steady, very cold NE wind at around 10-15 miles per hour for most of the day. We were spared the rain, which was expected, and the gazebo repairs stood up well!

A steady flow of fliers were soon signing on at control, again run by Pam Tomlin, with 24 signed on for the day and around 39 models counted. Unfortunately due to the conditions it was not possible to run the power duration events but the popular R/C Tomboys went ahead.

Some large models were seen to fly, making light of the conditions, with the Mercury of Garth Pearce and the KK Falcon of Nick Skyrme flying well, as was the Record Breaker of Adam Chambers. Peter Rose was flying a twice size Keilkraft Ajax, powered by a tiny 40W electric motor that surprised many with its performance.



Another Electric model that had an excellent performance was the Harry Hundleby designed, 1951 Sparky flown by Alan Holmes. As always there was a good number of Tomboys, both 36" and 48", most competing in the Tomboy Competitions, with 22 counted.

Tomboy 3s

Thirteen fliers signed on for the increasingly popular Tomboy3 class with 11 making the fly off, Roy Woolston and Bill Longley both having had engine problems. All the regular Tomboyists were present, joined for the first time in 2010, by Chris Shipway and John Taylor. Stephen Powell had driven over from Kings Lynn in Norfolk and was hoping to break the circle of bad luck he had experienced last year. Due to the conditions only one preliminary flight of over 4 minutes was required to make the fly off.

Nick Skyrme was the Starter but the first count down was stopped as a flier was without the all important timekeeper! All the 11 models climbed away on the restart. Considering the strong wind the 'smaller' models made good progress and most were soon becoming tiny as the fliers gained as much height as possible with their integral 3cc tanks. Derek Collin was first down at a little over 2 minutes with a short engine run, followed by Chris Shipway a minute later. The air became silent as most of the engines were now stopped and the models were holding into the wind, some slowly drifting back. A few models were losing height as the fliers applied down elevator to stop the downwind drift. Before the flight time had reached six minutes

James Parry, Paul Netton, John Taylor and Tom Airey, the 2009 league winner, were down. Geoff Goldsmith and Tony Tomlin were close, Tony luckily picking up a bubble of lift and landing at three seconds under 8 minutes, a minute after Geoff.

This left Jeff Fellows to claim 3rd place around half a minute later. The remaining two, Stephen Powell and Chris Hague, were both downwind and still high. Luckily for them they both were pushing slowly into the wind, which had eased a little. The ultimate winner was Stephen Powell by the narrowest margin of 2 seconds, at 10 minutes 5 seconds. Congratulations go out to both fliers as they managed to judge the conditions perfectly.

<u>Results:</u>	1 st	Stephen Powell	-	10mins 05secs.
	2 nd	Chris Hague	-	10mins 03 secs.
	3 rd	Jeff Fellows	-	8mins 30secs.
	4 th	Tony Tomlin	-	7mins 57secs.
	5 th	Geoff Goldsmith	-	6mins 52 secs.
	6 th	Tom Airey	-	5min 51secs.
	7 th	John Taylor	-	5mins 46secs.
	8 th	Paul Netton	-	5mins 13secs.
	9 th	James Parry	-	4mins 26secs.
	10 th	Chris Shipway	-	3mins 26secs.
	11 th	Derek Collin	-	2mins 20secs.

Tomboy Senior

Eleven fliers entered for the Tomboy Senior event and all 11 made it to the fly off. Tom Airey, who won the 1st round five weeks ago, was hoping for a repeat at this meeting. All the other 'seasoned' competitors were flying and welcomed Clive Carpenter and Bill Longley who were entering their first Tomboy event.



The replica Mills MK1 powered Tomboy Senior of Clive Carpenter shortly before its first event.

Again Nick Skyrme was the starter [many thanks Nick] and thankfully the wind had eased a little. As the start board was lowered all competitors got successfully away. Roy Woolston was soon in trouble, his engine stopping, his event over in 40 seconds. Stephen Powell, after his success in the Tomboy3s, was out of luck, unable to set up the engine that had behaved faultlessly in his preliminary flight. He climbed slowly and was down in a little over 2 minutes. New man Clive Carpenter landed shortly afterwards followed by Geoff Goldsmith. The others had all climbed well, with Tom Airey cloud busting and Andrew Fellows, who had cleverly set his engine up at around $\frac{3}{4}$ its maximum revs, enjoying a really long engine run. Andrew was still climbing as Bill Longley and Tony Tomlin passed close, as they were now gliding, both landing at a little under 5 minutes. The remaining fliers, with the exception of Tom, were all close with Peter Rose next to land at 8 minutes 30 seconds to be followed by Chris Shipway 35 seconds later. Chris Hague, who had a steady flight, found sink and swiftly descended, landing at a little over nine minutes. Andrew landed smoothly 15 seconds later, followed by the delighted winner, Tom Airey with a good time of 10mins 35secs.

The prizes were presented by Sarah Andrews with the normal good natured banter between the fliers. Judging by the large entry the meeting was considered a success.

Results:	1 st	Tom Airey	-	10mins 35secs.
	2 nd	Andrew Fellows	-	9mins 32secs.
	3 rd	Chris Hague	-	9mins 14 secs.
	4 th	Chris Shipway	-	9mins 05 secs.
	5 th	Peter Rose	-	8mins 30secs.
	6 th	Tony Tomlin	-	4mins 40secs.
	7 th	Bill Longley	-	4mins 30secs.
	8 th	Geoff Goldsmith	-	3mins 03secs.
	9 th	Clive Carpenter	-	2mins 19secs.
	10 th	Stephen Powell	-	2mins 03secs.
	11 th	Roy Woolston	-	0mins 40secs.

For details of the 2010 Tomboy 3 and Senior events please contact:
Tony Tomlin - Tel. 02086413505 or email: pjt2.alt2@btinternet.com.

Aeromodellers Departed

For those who may not have heard, we report with regret the death of

Phil Smith

the 'Veron' kits designer.

R.I.P.

Archive Action #2

- Roger Newman

Not too much to add this month.

The first two shipments have been sent to the USA via DHL. One has arrived safely & the other is in transit. Each shipment was a 25kg box full of plans.

The first box contained Glider plans ID 2000 - 2199 & the second box Glider plans ID 2200 - 2408 plus Rubber plans ID 4000 - 4099. So if anyone wants a copy of a plan within these ranges, it can still be done but may take two - three weeks. This is because the plan has to be found, then scanned & the scanned image sent back to me. As I mentioned in the first column, please bear with us during this phase of digitization.

The cataloguing is going pretty well. There are about 1000 more power plans to have file numbers allocated. The process is basically to check if there is already a scanned copy in the existing library, then to see if AVANZ (New Zealand list) has already allocated a file number. If not, a new file number is given & cross referenced back into the master list. Once all the file numbers are allocated, the master list will be merged into a single set, combining the AVANZ plans list with our own. The target for finishing this process is end June.

On completion, the remainder of the plans already digitized in the USA will be added to the master list (probably around another 1500) and a final merged version of the master list created.

In parallel with this activity, scanning of the plans carries on - this is quite a time consuming process, inclusive of any clean-ups that have to be done. But as of now, we are hopeful that it will all be complete by the end of this year. However, it doesn't take account that plans keep being donated, which have to go through the same process! So it will be an on-going activity.

Transfer of the first set of magazines occurs this week, when I take the initial van load to Roy Tiller. He can then start sorting out & merging with the Bournemouth collection. The merged collection becomes a SAM 1066 magazine library, see the SAM 1066 website.

Roger Newman

Building the 1907 Voisin Farman - Graham Smith

As a follow on from last month, Graham chronicles the building, trimming and radio installation of the model.



Here we see the 'Voisin' wafting its way down the Brownhills indoor venue

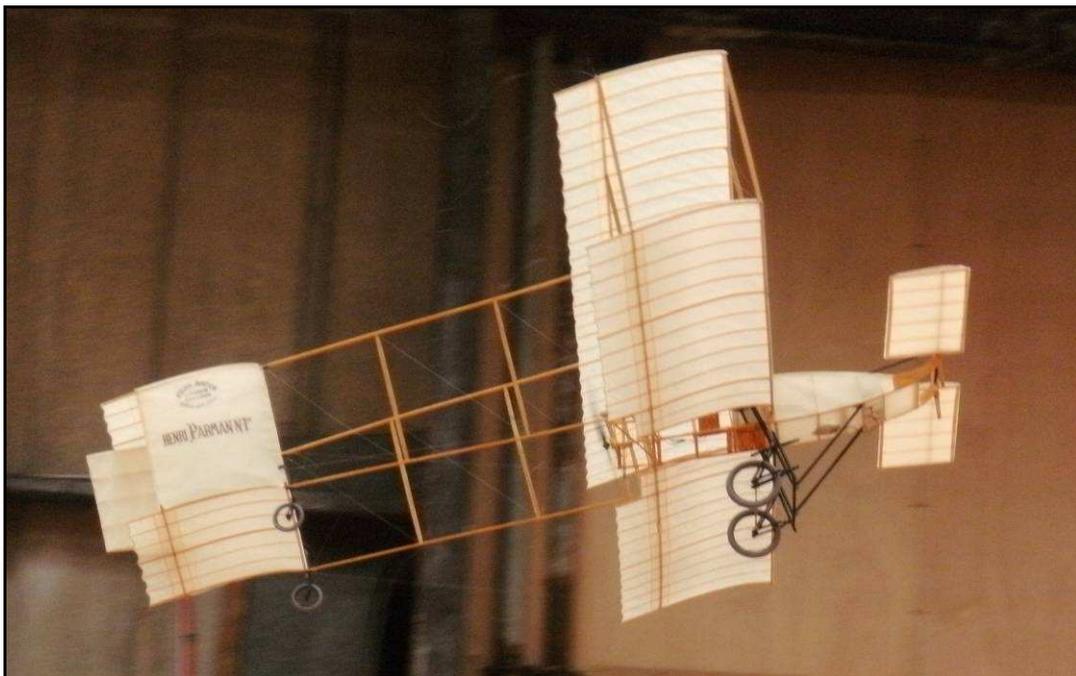
In 1972 I purchased a 'Flying Scale Models' magazine with a three view drawing and write up of the 'Voisin' aeroplane, thinking it would be an interesting subject to model at some date in the future.

38 years later, when looking through a box of three view drawings, I came across the magazine and my interest was rekindled, I have yet to see a flying model of the Voisin, which is surprising, considering it is one of the major European aircraft of it's time (although vastly inferior to the Wright Brothers aircraft) and the proportions are ideal for a nice stable rudder controlled model, providing the version which has wing dihedral rather than the flat wing is built. (see last months Clarion for a history and the development of the Voisin). Searching the web for information, I found a site for the 'Brussels' museum, where they have built a replica and there are hundreds of photographs showing the rebuild which can be accessed - just what I needed.

I decided to build a largish model (by indoor standards) to get the wing loading down to reduce the flying speed to as near scale as possible. I have an indoor duration type plane which flies at a speed I would like the Voisin to fly at. Scaling my 3 view up, by four, gave me a span of 33 inches and a wing area of 438 square inches, so if the model could be built for 1.5 ounces

I would have an even lighter wing loading than my 'floater' and hence a slow flying speed.

Construction was commenced by cutting a few spars from balsa and foam and comparing weights. My lightest grade balsa turned out to be lighter than the foam, so this was used as the main building material. 'Off white' Esaki super light tissue was used for the covering. As this was an exercise in light weight construction, I wasn't anticipating that the structure would be strong enough to take the shrinkage of dope. All components were judiciously weighed during construction to see where weight could be saved. The spars and longerons were cut from soft 1/16" sheet balsa and the ribs were cut from 1/32" thick balsa. The wing structure itself was only marginally heavier than the tissue covering at 4.4 grams. The tissue weighed 3.8 grams. Individual structural components were made so that they could be dismantled for repair or modification as is my usual practice, and white glue was used throughout. Fine pieces of wire, were glued into the ends of the wing struts to act as locating pins, which would go into holes in the wing spars and invisible thread was used for the bracing. The white balsa struts and tail-booms were coloured with strong tea to give a more realistic hue. To save building time, I used some old, rather heavy, spoked wheels, which I had made after reading an article about making wheels published many years ago by David Boddington. The rather complicated undercarriage, which has castoring wheels and lovely long oleo damping, was made from plastic drinking straws glued together with super glue. The oleo springs were made from electrical flex with a stiff wire inner, wound around some brass tube to form the shape.



The completed weight for the finished aircraft without battery, motor and servos was 1 ounce.

Ready to fly, the model tipped the scales at exactly 1.5 ounces.



The cockpit area awaiting the pilot, note the tiny electric motor and geared prop.

A Robot Birds 7mm geared pager motor was used for flight power, also a Falcon receiver and Falcon 1.2 gram servos. A 120 mAh battery weighing 3.6 grams completed the package.

Trimming

During first attempts at take off, the model would only just leave the ground and not climb, even with full up elevator and full up trim, although the nose seemed to want to rise as power was reduced. So the down thrust was reduced to nearly zero. I had followed the full size and set the thrust line parallel to the centre-line of the fuselage which in itself is angled down a few degrees. I presumed that because of the low thrust line, down-thrust on the model would be needed. Subsequent flights showed that the model would now leave the ground and fly in a straight line, and climb, but as soon as turns were attempted the model would sink to the ground, even with full up elevator applied. Full rudder was needed before the model would turn and it obviously needed more side-thrust to turn right. The CG was moved back 1/4 inch from its third wing chord position, but there was only a marginal improvement in flight performance.



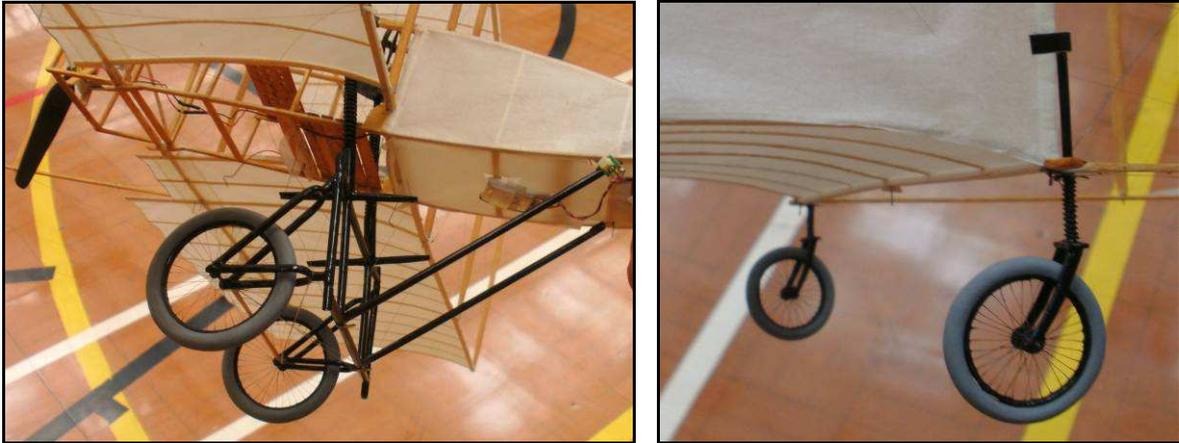
The 'Voisin' gently takes to the air

For the second trimming session, the Robot birds 4:1 gearbox was replaced with a Falcon 6.5:1 gearbox to enable me to replace the 5" propeller with a more efficient 6" one. An hour or so was spent sanding and trimming the blades of any surplus plastic so that it weighed the same as the 5" propeller. I had also noticed that the motor had been positioned too high in the fuselage so I moved it down about 1/2" which I hoped would help push the nose up in flight. Also some right side-thrust was added and the dihedral was increased from 7/16" to 15/16" to improve the turning power of the rudder.

The following flight attempts still showed no improvement, so an in-situ softening of the white glue joints with water was done to adjust the motor thrust-line so there was slight up-thrust in relationship to the wing struts. This seemed to do the trick and this time the model climbed nicely at about walking speed and turned smoothly to the left and right, and would maintain height on about half throttle. It has the same characteristic of other canard planes that I have flown, on low throttle settings, full up elevator can be applied without any effect on the trim of the aircraft, as there is not enough airflow over the elevator to raise the nose, but the forward elevator works nicely in other phases of flight especially during flaring out for landing.

The conclusion I have reached regarding the fact that no down-thrust is needed on an aircraft with such a low thrust line is that the heavily cambered tail-plane is in the full flow of the prop-wash and is developing lift which pushes the nose down.

The only deviation from scale in my model, is that the undercarriage has been moved forward about 1" from scale, as the centre of gravity on the full size aircraft must have been about 70% back from the leading edge, if the position of the wheels is anything to go by. I intend to experiment with moving the balance point back to see if it is possible to move the undercarriage to the correct scale position.



Since the first flying session, I have made some tail wheels and replaced the cartoon style main wheels with some home made lighter ones of the correct size. Next I will make a dummy engine and add a dummy pilot now she is flying nicely.



The 'Voisin' cruises steadily round well up towards the girders

Graham Smith

Wakefield Cup Winner 1939 by Charles Dennis Rushing

1939 Richard Korda, 24, USA



How could it be? On the first flight of the event he won it all! Even he said it. Richard Korda said it when he was 79 years old, by now a Parkinsons patient, speaking on an audio tape made on September 6, 1994 by Loren Dietrich "...they made too big of an issue of the flight in the Wakefield. One lucky flight?"

The contest date was August 6, 1939. The place, chosen by Bernard McFadden, publisher and patron of aeromodelling, chose: Aviation Golf Course, Bendix, NJ .The event: "The 1939 Wakefield International Cup" contest, of course! But the original contest site that was chosen by the American Wakefield Cup Committee, the Bendix Airport, was rejected by the attending SMAE officials as unsuitable for the Wakefield Cup Contest! "On arrival at the proposed flying ground it was immediately seen this was far from ideal, and an inspection of the spot allocated for the contest proved this to be quite impossible as it was sandwiched between a dense wood and the airship hangar." The only alternative was the Golf Course. The weather was "boiling hot" according to the English Team Member Norman Lees, but perfect until noon. There was no wind, and there were thermals everywhere!

The day before, during processing, quite a few Wakefields were found that did not comply with the Wakefield rules. It was found that Richard Korda's Wakefield was underweight, and also the fuselage cross section did not meet the length squared over 100 requirement, plus, the stabilizer was oversized! This was the plane that Korda had won a place on the USA Team with in the qualifications. A considerable amount of consternation ensued, adjustments were made to the surfaces of Korda's Wakefield. Korda's Wakefield was rechecked the next morning, before the contest got under way.

There was a draw for flight positions on the morning of the contest. New Zealand would go first, followed by the USA, Great Britain, France, Canada, and last South Africa. There was more consternation! The New Zealand entry was scratched because it did not meet the Wakefield Rules! I don't know whose Wakefield this was, it could have been B B Marsh (does anyone reading this know?).

Anyway Richard Korda was selected to be the first to fly. The "luck of the draw"? The rest is pure History. Everybody that was there agreed that Dick Korda's was the second most remarkable flight in the history of the Wakefield Event. The first occurred last year in 1938, just outside of Paris, when Jim Cahill became the Wakefield Champion. Korda's Wakefield had just the right climb, not too slow and long, nor too steep and fast, it just climbed out. And got very, very high. After 60 seconds on the propeller, Korda's Wakefield leveled out at 300+ feet, the propeller folded back, and it went into an exceptional glide pattern, indicative of a perfectly trimmed airplane. Losing imperceptible height, Korda's Wakefield drifted toward the bottom of the Golf Course where, now at an altitude of about 200 feet, it was taken gently by a thermal. "Within a few minutes it was over a thousand feet, and soaring up with each turn." According to Leonard Stott of Team GB "Ten minutes passed as many eyes watched, and Korda's Wakefield was now at about 1,500 feet altitude!" Up there it circled, minute, after minute, now the Wakefield itself was looking down at the point from which it had taken off. Then it drifted down course again, past the end of the field, slowly gliding downward, and finally, landing! The official time for that flight was 43 minutes 29 seconds. Richard Korda made two other flights that extraordinary day, for an average time of 15 minutes 50 seconds.

Was Korda's Wakefield an exceptional aeromodel? Yes it was, and still is to this day. It's only drawback was that it was so common! It was the standard cabin model of the "Cleveland Balsa Butchers", everyone in the club made them. Chester Lanzo and Richard Korda perfected the genre. Korda used a much knotted "T-56" brown rubber motor, 47 inches long, consisting of 18 strands of 3/16", cranked in 1200 winds to turn a 18 inch diameter single bladed propeller on the winning flight. Korda remarked that his Wakefield flew better under "reduced" power. (Yeah, sure!)

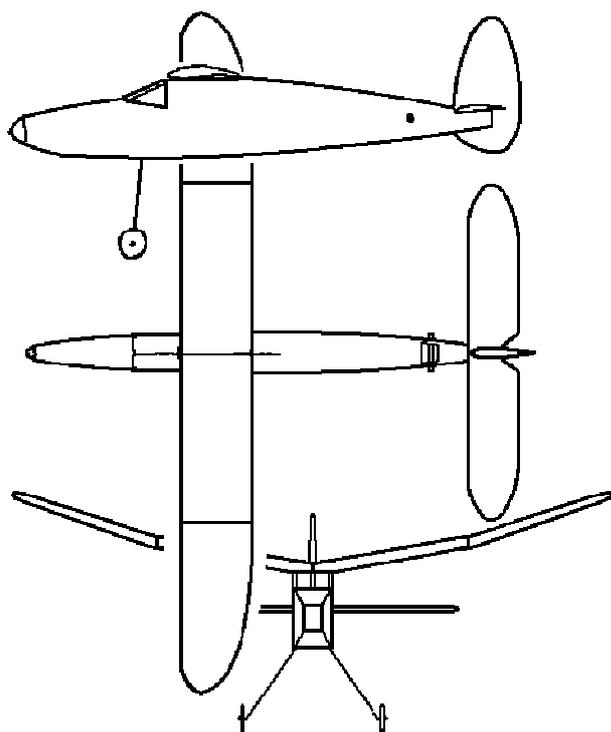
What of Team GB? According to Leonard Stott: "By this time Korda's machine was still up in sight, having clocked 34 minutes and broken Bob Copland's world record." Otherwise they did very well, the members were: Robert Copland, Charles Gibson, Ronald Hill, Leonard Stott, Norman Lees, and Reginald Parham. GB Team Manager, Eddie Cosh. From Canada the Team members were: Fred Bower, Lavelle Walters, Edward Booth, Gim Wong, and Roy Nelder. There were proxy Wakefield from; France,

M. Giovanni, A. Vincre, Tournadre, Chabot, Chinaud, and Barthelmy. From South Africa: Dalgetz, Becker, Leslie, and Connolly. From the USA Earl Stahl's Wakefield flown proxy by Ted Just.

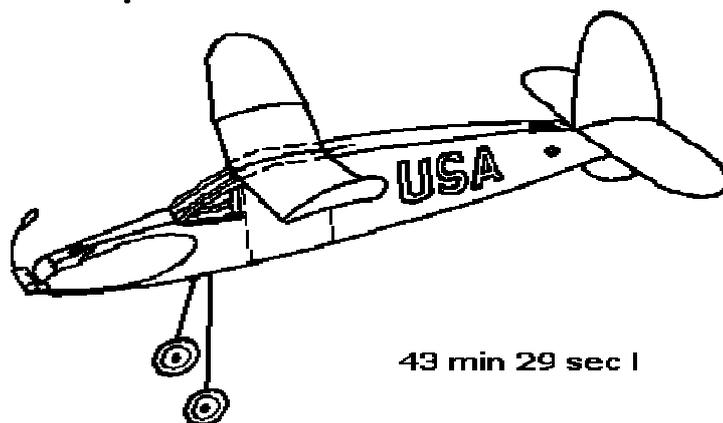
The last comment of the contest I must leave to Leonard Stott: "Once again the Wakefield Cup had been won by one outstanding thermal flight, and whilst not in the least begrudging the Americans their victory, one was left with a feeling of dissatisfaction that the trophy should be won in this manner."

Place	Name	Country	Round 1	Round 2	Round 3	Average time
1	R Korda	USA	2609.0	149.8	91.8	950.2
2	F Bower	Canada	812.5	5.5	-	272.6
3	M Giovanni	France	495.0	88.0	69.0	217.5
4	R Copland	GB	165.4	308.5	160.0	211.3
5	N Lees	GB	211.0	100.2	195.4	168.8
6	R Chaille	USA	421.5	58.0	-	159.8
7	L Stott	GB	159.7	211.5	86.0	152.4
8	L Walters	Canada	427.2	13.3	12.0	150.8
9	A Vincre	France	130.0	119.6	129.4	126.3
10	E Booth	Canada	136.0	131.4	110.2	125.8
11	C Gibson	GB				98.1
12	R Parham	GB				98.0
13	Tournadre	France				96.9
14	Chabot	France				90.0
15	P Dalgetz	South Africa				83.8
16	R Baker	USA				81.8
17	R Hill	GB				64.6
18	Chinaud	France				64.6
19	E Becker	South Africa				59.5
20	J Thames	USA				58.5
21	Barthemly	France				57.0
22	Spango	South Africa				54.7
23	R Leslie	South Africa				45.8
24	J Bohash	USA				41.6
25	Gim Wong	Canada				31.2
26	P Connolly	South Africa				3
27	R Nelder	Canada				24.1
28	E Stahl	USA				20.3
29	Endean	South Africa				4.0

WINNING WAKEFIELD RK-27		
<i>component</i>	<i>inches</i>	<i>mm</i>
wing	44x5	1118x127
tail	18x4	457x102
fuselage	35	889
propeller	18 dia	457 dia
rubber	T-56 3/16" 18 strand	



Dick Korda



43 min 29 sec I

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Use of Salisbury Plain

- Bernard Aslett

SALISBURY PLAIN TRIMMING

Following serious complaints from the licensing authorities, we have given the following assurances, that

- a: On the Plain, the surrounding bushes/trees will NOT be used as a toilet
- b: only designated entry/exit points (identified as tank crossings) in our case only **O - Oscar** and **P - Papa** will be used.

In the case of **Oscar**, a casual and easier entry approx. 50 metres to the West of Oscar, has been seen to be used **and this must stop**.

Failure to do so will result in the individual being banned from usage and, more seriously, could lead to total loss of our license.

Despite wide publicity, this illegal access is still being used! Please spread the word and caution any person seen using it.

Bernard Aslett

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

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

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 !!!!

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. JamesIParry@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