

# NEW Clarion

SAM 1066 newsletter

Issue 08.07

July  
2008

Affiliated to the  - Club No. 2548

**SAM 1066 WEBSITE – WWW.SAM1066.ORG**

EDITOR Vic Willson 14, Regent Close, Lower Earley, Reading, Berks., RG6 4EZ	Tel: 0118 9756726 Email: <a href="mailto:vw756726@aol.com">vw756726@aol.com</a>
--	---

## CONTENTS

	Page
Editorial	2
SAM 1066 Euro Champs - <i>By Mike Parker</i>	2
Volunteers One Foot Forward Please - <i>By Mike Parker</i>	2
Free Lunch - <i>By Mike Parker</i>	3
Future Use of Middle Wallop - <i>By Mike Parker</i>	3
Float Plane & Flying Boat Event	4
Model of the Month - Challenger - <i>By Vic Willson</i>	5
SAM Vintage Wakefield League - <i>By Vic Willson</i>	8
The Wakefield Cup - <i>By Tim Westcott</i>	8
Tailless Matters - <i>By Vic Willson</i>	10
International Postal Competition for FF Tailless Models - <i>By John Close</i>	11
The Saga of 42 - <i>By Dick Twomey and Peter Michel</i>	11
Beaulieu Bricklifters (Part 2) - <i>By Tony Shepherd</i>	14
Here and There - <i>By John Andrews</i>	15
Cardington - <i>By Laurie Barr</i>	17
Name That Plane No.1 - <i>By Roy Tiller</i>	18
Rubber Model Propellers - <i>Book Review by Vic Willson</i>	19
Dixielander Celebration Event 2009	19
Barkston Weekend 16 <sup>th</sup> /17 <sup>th</sup> August	21
Suppliers & Useful Websites	21
Forthcoming Events	22

## EDITORIAL

The 'Summer' continues to do its utmost to disrupt the flying season. Our Fun-Fly and trimming day at Middle Wallop on June 22<sup>nd</sup> was a beautiful, clear, bright sunny day, but with a strong wind (25-30 mph) all day. Another day for chatting, rather than flying.

July 6<sup>th</sup> was the date for the second gathering of the year at Portmeadow, but this turned out to be not only very windy, but very wet as well. A few hopefuls gathered in the car park and the organizers bravely ventured out on to the meadow, but by 11:00 the conditions seemed to be getting worse and the meeting was called off without any models being flown.

It is hoped that the events scheduled for this meeting will be transferred to the September date.

We are now in that period where traditionally there are not many meetings until late August/September when there is again a succession of competitions - Barkston, Middle Wallop, Little Rissington etc.

### **SAM 1066 Euro Champs 23<sup>rd</sup>-25<sup>th</sup> August 2008 - By Mike Parker**

The calendar of events for the SAM 1066 Champs 2008 is now complete. Note that there will now be an invitation **vintage control line** event on Sunday.

See the website ([www.sam1066.org](http://www.sam1066.org)) for full details.

**An appeal for volunteers was included in last month's newsletter, but so far no one has come forward, so here are the facts again:**

### **Volunteers one foot forward please**

With the Champs coming ever nearer can I please ask for some volunteers. The event can't run unless some people put their hand up for a few duties. Many hands make light work, that's what was said when I was brought up, so just a little from a number of people would be appreciated.

Firstly the Score desk needs staffing on Sunday. The Farley's will not be in attendance that day and I am sure that my family would appreciate one free day. It's not difficult, in fact It's quite enjoyable and the time on duty can be shared between a group of willing members and their partners..

Secondly someone to act as campsite warden, just checking that campers have paid and monitoring the cleanliness of the site.

Incentives are available for all volunteers, free day entry for control staff or free camping for the campsite warden.

If you can help, please contact me, details on the contact page.

*Mike Parker*

Membership Secretary and Treasurer

## FREE LUNCH?

The committee has decided to reward the loyalty of its members and friends with a FREE on field Hog Roast social on the Sunday of the SAM 1066 Champs.

The rationale for this is:

1. Although SAM 1066 needs revenue to enable it to operate the committee does not want to accumulate funds that will ultimately not benefit its members.
2. SAM 1066 has always been a social based organisation run for the benefit and enjoyment of its members and their families.

It is very much hoped that this will add to the "Garden Party" atmosphere of the event and encourage even more people to mingle and meet friends old and new.

This is obviously new ground for us and we hope that it receives a warm welcome. Please be aware that if, god willing, the weather is good that demand could outstrip supplies this year. If successful we can consider expanding it next year.

We will be issuing a ticket to the first 100 paying entrants through the gate, if you are offered a ticket and do not plan to use it please do not take it, it will benefit another member. Being in possession of a ticket does not guarantee you a meal, if you arrive late or its all already gone then there's nothing we can do about it, we do not plan to reinact the miracle of the 2 fishes and 5 loafs.

The Hog Roast consists of a whole Hog, carved for you and served in a bread roll accompanied by apple sauce and stuffing and a soft drink. The butcher is going to supplement the Hog (paid for by SAM 1066), with some more pork and sausages to enable those without a ticket to join in for a small charge.



Who said there's no such thing as a FREE LUNCH?

PLEASE NOTE: The Hog Roast is not an entitlement and may be cancelled at any time if the committee consider that circumstances dictate.

## FUTURE USE OF MIDDLE WALLOP

Before I begin let me make it clear that these are the thoughts of a member, and not those of the SAM 1066 committee.

Sometimes in life you get a wakeup call and that's what's behind this article. It is intended to cause discussion rather than dissention in the ranks, as I said when the new Clarion was born "My only plea is that we keep to Aeromodelling subjects and not politics".

It is becoming notable now that fewer people are attending meetings at Wallop as the years go by. The reasons, weather aside, are in some respects obvious, there are very few new active members or youngsters joining us, we are all getting older resulting in some of us no longer being fit enough to chase toy aeroplanes, and some have made their final flight into the next life. As if that wasn't enough there is now another reason, the ever increasing cost of fuel. The price of petrol and Diesel is set to rise even further and increased home fuel bills will affect those on a fixed income (the majority of our members) more than others, The increasing cost of travelling to Middle Wallop will become an issue for some people.

Our Chairman John Thompson is considering cutting down his Nitro content from the normal 40% to 10% and I may have to make do with cereal instead of the usual full English breakfast, crikey, what's the world coming too?!!! (only joking, honest).

Back to the serious business. As you will be aware, SAM 1066 has fought hard in the previous few years to regain our annual events at Middle Wallop, and one of the major things in our favour must be the amount of revenue that the Museum of Army Flying and the School of Army Flying receive from them. If the number of people through the gate at our meetings keeps diminishing then the result may be inevitable when the authorities have to chose between SAM 1066 and the "other airfield users".

So what's the answer? Well we could all stick our heads firmly in the sand, or maybe we could think a bit more out of the box. (Sorry that's one of those new fangled expressions).

For the last few years we have arranged (by courtesy of the Middle Wallop RC club) for the Vintage Radio Control flyers to join us on one day of the SAM 1066 Champs. This has proved very popular, not infringed on the Free Flight activities and may well expand as it becomes a regular event. We have also hosted the Space Modelling flyers (rockets) in the recent past, they were with us at the June Fun Fly day, they were extremely well behaved and again did not infringe on the Free Flight activities as they were positioned in an area well away from SAM 1066 control.

So the answer then to our continued use of Middle Wallop may be to diversify our activities, allowing more people to use the facility resulting in a continuing level of revenue to the authorities. I have for the last 3 years been approached with reference to Vintage Control Line...OH I can here the screams from here already!!! Yes it is easy to make a quick knee-jerk reaction but in reality they have, by all accounts, joined us in the distant past and caused no problems. Licence allowing, and correctly managed, Space modelling, Vintage RC and Vintage control line could significantly increase our depleting numbers. Yes we can continue as we are, but for how long, would it not be better to continue as the "inviting organisation" rather than hoping to be invited?

## Don't Forget

### *Floatplane and flying boat event - Middle Wallop - Sun 24<sup>th</sup> August*



This event is being resurrected by John White and is open to rubber powered Vintage models with either two or more floats (Floatplanes) or supported unaided by its fuselage or hull (Flying boats).

NOTE: The builder of the model rule applies to this event.

It would be nice to see a strong entry in these classes and there is plenty of time to convert that redundant ROG model or to knock-up a new model before August.

Refer to website [www.sam1066.org](http://www.sam1066.org) for full details.

## MODEL OF THE MONTH - Bob Bienenstein's *CHALLENGER*

*This is how the design was introduced in the July 1950 edition of Air Trails Pictorial:*

"This stick job was designed with one thought in mind; the need for a consistent contest model that would fly in all kinds of weather and hold up with the best of them. The ship has been thoroughly proven and has lived up to all the requirements. Its contest record is proof enough of its ability to snare top hardware at any meet. Most impressive wins were the taking of first place for three consecutive years at the Nationals, plus capturing the famed Mulvihill Trophy twice, which is a record in itself."

Having built a Lanzo Stick and had some limited success with it I had always planned to build a Challenger as a comparison; the spur to actually cutting some wood came from the late Mike Kemp's archive. When John Thompson was sorting through a pile of plans (all in numbered A4 envelopes) he noticed one that appeared to have a prop blade inside. On opening the package he discovered that it contained not only a signed copy of the Challenger plan, but a letter from the designer Bob Bienenstein and, most interesting of all, a beautifully carved and finished prop blade, weighing just 5 grams.



This blade has been carved from a single block of the most beautiful balsa I have ever seen - the sort that aeromodellers dream about!

It is far too beautiful an example of the prop carver's art for me to use on a model, but as an icon to aim for it will have pride of place in my workshop!

### ***Bob's letter ran as follows:***

To fellow modellers,

"It pleases me to see the CHALLENGER being flown with such success in England. I built three. The first one had a sheet leading edge.

This model was lost at the 1947 (US) Nationals - no DT! We were flying unlimited flight time with three flights. The model went out of sight after 20+ minutes.

This was the high single flight which won the Mulvihill trophy and first place in senior stick.

No. 2 & 3 were built without the sheet leading edge. A DT was added; we went to 10 min. max in '48 with three flights.

This model won open stick, plus taking Mulvihill again at '49 Nationals.

I enjoyed flying this model. It was one of the most consistent and productive contest models I had at that time.

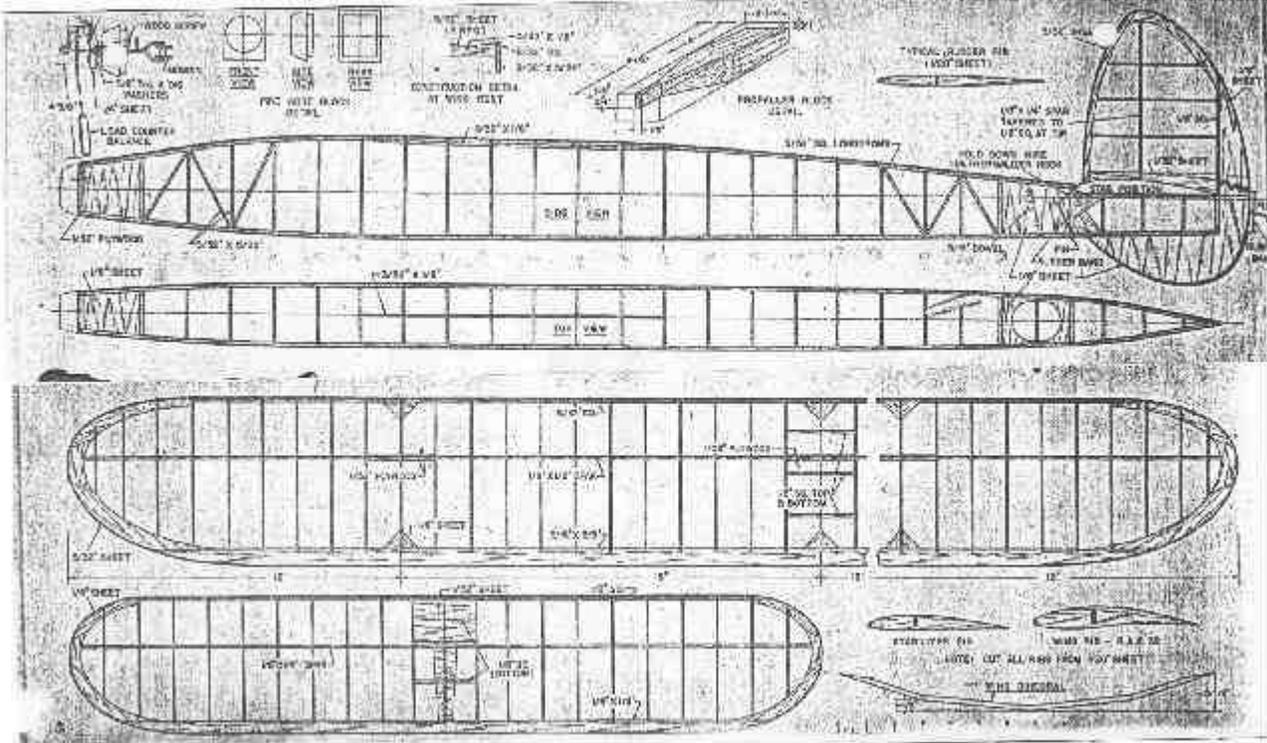
Hope I will get to fly with you in the near future".

***Bob***

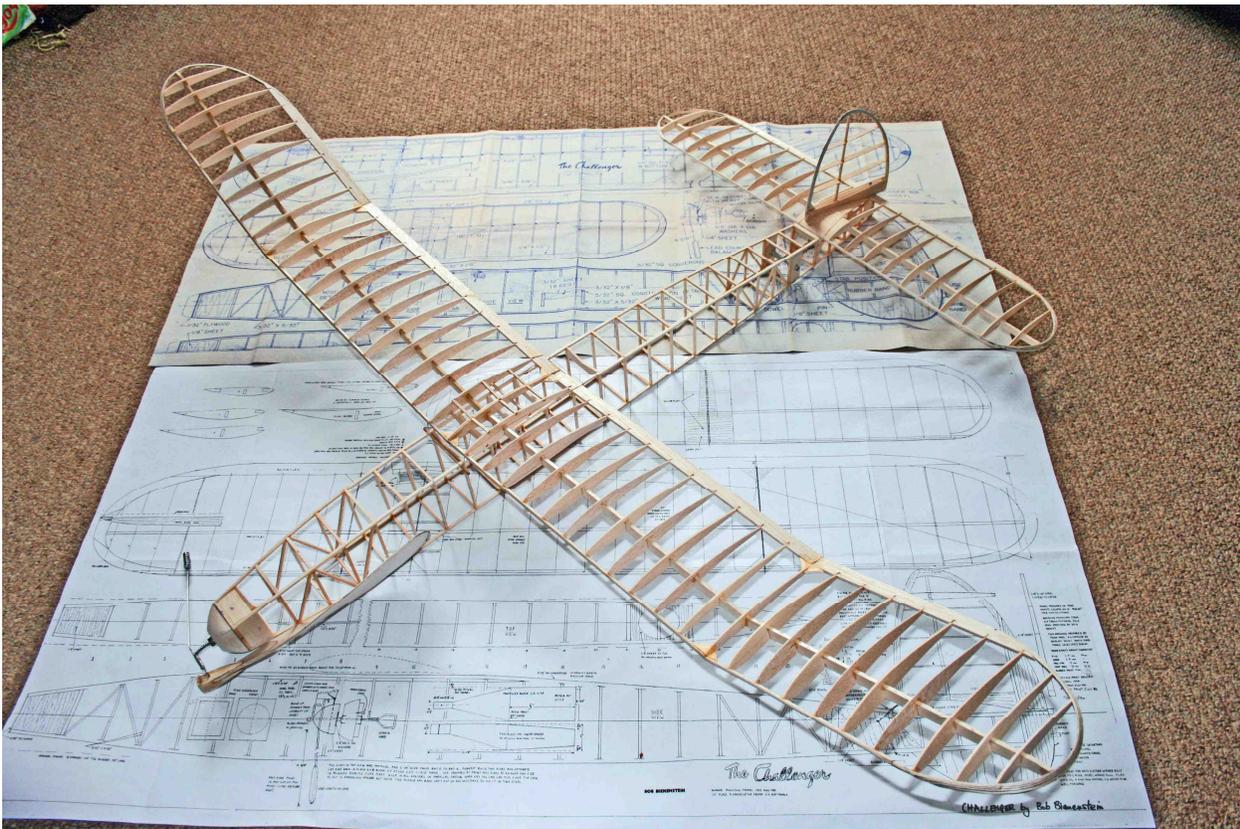
Bob Bienenstein



I think that this letter was written about 20 years ago, when the Challenger had recently been discovered by UK vintage fliers. Several examples were built and flown successfully, but in recent years it seems to have been eclipsed by the Lanzo Stick.



*Challenger plan (from Bob Bienenstein). Full size plans are available from Terry Rose - see list of suppliers near the end of this newsletter.*



*Not much to it!*



*A day later*

Having been distracted by various things (cycling, holidays, Wimbledon, British Grand Prix, model flying etc.). I had only a short period in which to build the model and still finish it in time for this newsletter. It turned out to be one of the easiest of all models to build and in fact took only 32 hours work (spread out over 9 days). In appearance it resembles the Lanzo Stick (and several other US designs of the period), but differs in two fundamental respects - the spar(s) and the prop.

The Lanzo is, of course, famous for its multi-spar wing and tailplane, whereas the Challenger has a single spar. It will be interesting to compare the glide performance of the two as the multi-spars are reputed to add a beneficial turbulating effect. The Lanzo is dragged along by an 18 inch double bladed folder, but the Challenger has a massive 23 inch single blader.

The two designs are of very similar dimensions, as per the following table:

	<b><i>CHALLENGER</i></b>	<b><i>LANZO STICK</i></b>
<b>SPAN</b>	54"	55.5"
<b>CHORD</b>	6"	6"
<b>AREA</b>	300 sq"	295 sq"
<b>LENGTH</b>	40.5"	40.25"
<b>TAILPLANE</b>	26.5"	26"
<b>PROP</b>	23" SBF	18" DBF

The weights (grams) worked out as follows:

	Uncovered	Covered	Covered & doped
<b>Wings</b>	38.6	48.1	48.4
<b>Fuselage</b>	27.4	33.7	37.5
<b>Tailplane</b>	11.8	15.8	15.9
<b>Fin</b>	2.5	3.3	3.6
<b>TOTAL</b>		100.9	105.4
<b>Prop assembly</b>	33.3	-	33.3
<b>Motor</b>	14 st x 40" X $\frac{1}{4}$ "	-	85
<b>Ready to Fly</b>	-	-	225.7

The weights above are a little higher than those of Mike Kemp and John Pool,- no surprises there then! I won't embarrass the readership by listing the weights of my Lanzo; suffice it to say that the Challenger is significantly lighter!

The Lanzo is a 'pussy cat' to fly in any conditions (perhaps the excess weight helps here?) and has never yet failed to exceed 2:30 in a comp flight. However, its fly-off performance is of course somewhat limited. Hopefully the Challenger will prove to be an even better performer.

## WAKEFIELD LEAGUE

The qualifying events for the league are disappearing fast! We have now reached the halfway stage and the remainder of the calendar is as follows:

East Anglian Gala - RAF Sculthorpe	Sun 20 <sup>th</sup> July
Timperley Gala - RAF Barkston Heath	Sat 16 <sup>th</sup> August
SAM Euro Champs - Middle Wallop	8 oz - Sun 24 <sup>th</sup> August/4 oz - Mon 25 <sup>th</sup> August

By the time of the next NEW Clarion issue I should be able to update the league table with the Sculthorpe and Barkston results.

## The Wakefield Cup

Following on from last month's description of E W Twining's 1911 Wakefield Cup Winner I received an interesting email from Tim Westcott, together with some relevant pictures.

"The article relating to E W Twining in the New Clarion this month has prompted me to send the attached pictures to you. All pictures are of items that were originally in Alwyn Greenhalgh's collection and you are welcome to use them as you see fit to promote our hobby!

The Twining Kit is from 1910 (Twining purported to be the first person in England to produce kits) and is original as far as I can ascertain. It seems to be genuinely 'old' as you can probably see from the plan and hardwood.

The 1908 aeroplane is said to be Twining's original 'Wakefield' winning machine that was restored by Alwyn but beyond the fact that the main structure appears to be very old I have little else to support the claim that it is indeed the original machine. If it is original it may well be the oldest model in the collection that looks to be capable of flight.

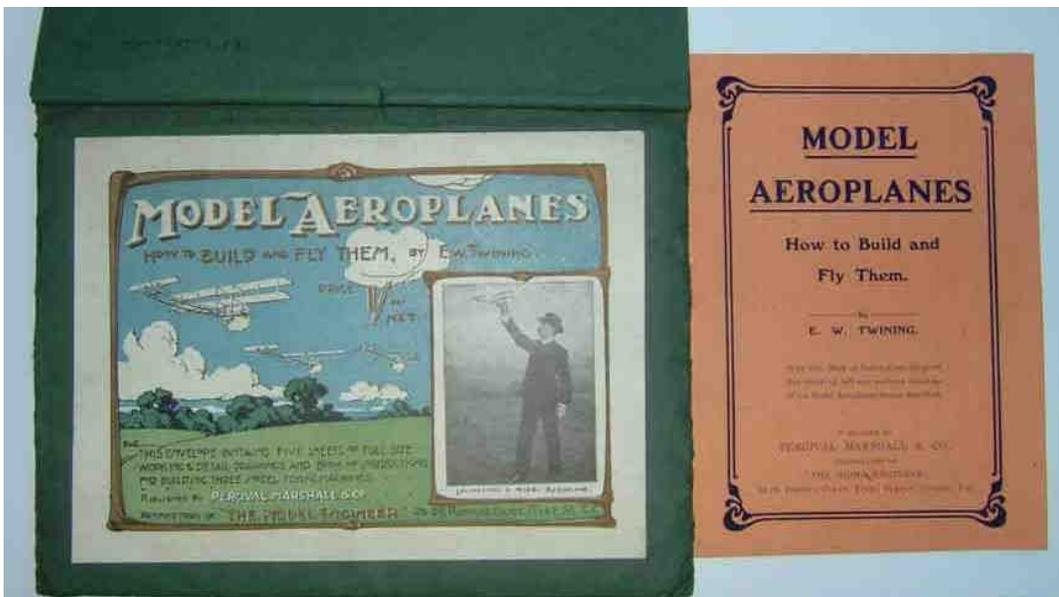
The envelope/pack of plans is one of the original examples produced by Percival Marshal using Twining's designs.

Hope this is of interest to you."

Regards

*Tim Westcott*





## Tailless Matters - *By Vic Willson*

### Tailless League for the Halcyon Trophy

Unfortunately the Dreaming Spires FF rally at Portmeadow on 6<sup>th</sup> July was abandoned due to heavy rain and high winds. Hopefully this event will now be flown at the September gathering, so unfortunately we have lost one event this season.

There are now only two events left counting towards league positions. The scoring system is the same as that for the Wakefield League, as described in the May issue.

**East Anglian Gala - Sculthorpe - 20<sup>th</sup> July**  
**Septemberfest FF rally - Portmeadow - ??September**

By the time of the next NEW Clarion issue I should be able to update the league table with the Sculthorpe results.

## International Postal Competition for F/F Tailless Models -By John Close

### Rules

This postal contest has been proposed by a few die hard tailless flyers (no Manx jokes please) which it is hoped will bring together those who fly tailless models and any comments, favourable or otherwise will be welcome,

John Close +44 (0)161 427 3292                      close\_j@sky.com

1. Open to tailless models of all categories, i.e. glider inc. chuck and catapult rubber, I.C.power, electric power, CO2 power, Jetex (Rapier)(scale has been suggested but may not be practical) from any country. There will be no entry fees and no prizes.
2. Models must be true tailless, the only surfaces allowed to be separate from the wing are "park bench" type elevons.
3. Flights must be made at recognised model flying meetings including club meetings and nominated in advance. There is no maximum flight time.
4. Make as many flights between 31<sup>st</sup> December 2007 and 1<sup>st</sup> January 2009 as you can manage, which need not be on the same day, but using the same model. If you lose or break the model you must start again if you use a new model. Select the three best scores to submit. Submit from more than one model if you like.
5. There is no builder of the model rule. Engine run IC 30 secs, glider 100 m towline or 50m bungee to include 12 m rubber, score adjusted accordingly.
- 6 Results by 14 February 2009 by post or Email. Please include type of model (details and photos always useful), venue, date, weather conditions (optional ) and name of timekeeper. The results will be displayed by category, sent to each participant and the usual magazines...

## The Saga of 42

As a follow-up to Peter Michel's "The Answer to Life, Glider-Towing and Everything" in the last Newsletter, I received the following from the 1066 poet laureates:

### From Dick Twomey

There was a lad who's name was Dick  
 whose siblings thought him none too quick,  
 but, as he grew, 'twas not the case:  
 he picked up tips at quite a pace...

One Clarion tip made quite a brouhaha,  
 and I mean "forty-two";  
 for PDM, an expert he,  
 had thus defined the C of G.  
 At 42 percent chord  
 (he said) his models always soared!

Intrigued, amused and keen to try,  
 our Dick decided he would fly  
 his latest model at the same  
 percent, to honour Epsom's fame.  
 But, as you guessed, the first handglide  
 nosed in with vengeance, so he tried  
 more decalage, from 3 to 6.....  
 The model still went down like bricks;  
 it didn't even want to know  
 with dec increased to 9 or so!

Dick pondered long and scratched his head.....  
 It couldn't be his old Clark Zed  
 that caused the plunge? He cried "Yahoo!  
 I'm dead against Pete's forty two".....

\*\*\*\*\*

Now balancing at fifty eight  
 percent, the model flies just great.  
 The moral (known both wide and large?)  
 "there's limits to your decalage"!



(4)2 match deca

### Reply from PDM

But Dick! (replies poor PDM)  
 A balance point of 42  
 I'm quite surprised that you condemn.  
 For it appears that only you  
 Have found that it creates mayhem

Robin Kimber also tried  
 The magic 42 per cent CG.  
 And he too found, when so applied,  
 That gliders reach an apogee  
 With no affect upon the glide

The object of the exercise  
 Was to improve the tow in calm.  
 Believe me, for I tell no lies,  
 The trick has proved to be a balm  
 For, shall we say, us older guys.

For extra negative upon the tail  
 Creates 'up elevator' on the line.  
 (No gadgets, so it cannot fail)  
 And also, I most humbly opine,  
 It seems to work in half a gale...

#### **And the final words(?) from Dick**

Some said Bernoulli was a clown  
 Last time my world turned upside down!  
 This time I'm sure that "forty two"  
 Will work for gliders quite a few;  
 But not for all: because, you see,  
 Some others favour 43...(or 53 or 63?)

If we are serious (which of course I wasn't!), all who are interested should now carry out a Balance Point Fleet Check (as they would call it in the Engineering Department). My own models' BPs vary considerably. How about yours?

Thanks Peter for an interesting new reason to tap my laptop!

*Dick*

## Beaulieu Bricklifters (Part 2) - By Tony Shepherd



You may remember my account in an earlier Clarion of my flyaway Slow Open model during a flight in Combined Power at the first BMFA Area meeting, and how it was found on the beach at Gosport, some 17 miles from the launch point. Well, the second Area Meeting came along a few weeks later and presented me with the opportunity to give a run out to my Top Banana power job in mini-vintage.

The day started well as I woke up to a nice looking day, but by 8.00am, it all went pear-shaped when we suddenly had a tremendous fall of snow. Phone calls

revealed that this had also hit Beaulieu and the advice from the CD was to stay at home which sounded a pretty sensible option. But by midday, the sun was out, the snowman which I'd made in the garden with the kids was melting big time and it was turning into a nice, though quite breezy, flying day. More phone calls brought the information that a few hardy souls had made the journey to Beaulieu and that flying was quite feasible, so after an early lunch I loaded up the car and headed west.

My arrival brought various ribald remarks from those brave (daft?) folks that had been there all day but I was soon ready to fly. As at the first Area meeting, there was a stiffish breeze blowing, but this time it was from the North and damned cold. I decided not to bother with a trimmer, so, having quickly tried out the engine shut-off and DT, I went straight for a comp flight. Dave Cox kindly took the stopwatch and as a slight lull came through, away we went. I must say that the climb was very inelegant as the little 36" span model got tossed about by the wind, but it still reached a good height and within a few seconds it was quite apparent that we were in strong lift. The two-minute max came and there was a sudden jump in the flight indicating that the DT had operated, but the plane went further down wind and showed no sign of descending. Before very long Dave had lost sight of it with the naked eye then I lost it in the bins. Here we go again, last time Southampton Water, this time the Solent - should I take up basket-weaving! Was this going to be a repeat of last time?

Dave let the watch run on and we were over the 9 minute mark when, with the tracker signal still coming in quite strong, I picked up something with the bins. Just above the horizon a small black dot was flying from left to right, then from right to left and going up and down just like a stalling model aeroplane. It seemed a hell of a way off, but then I lost sight of it at the tree line, so the tracker signal died (as happens when a bugged model finally comes to earth). The time was just over 10 minutes. Could that be my Top Banana - was it in front of the trees or behind them?

I dialled the bearing into the GPS and drove to the south side of the flying site which was as far as I was willing to take the car. Then it was a case of heading out on foot. I walked for ages along the line shown on the GPS' screen, across boggy ground, through small streams, over barbed wire fences, through a farm, and just kept going, getting ever-closer to the Solent, but never getting a signal from the on-board radio bug. Eventually, well over 3 miles from the launch point, and with the sea in full view less than half a mile in front of me, I decided to call it a day. I reckoned that my lovely little Top Banana had gone to join the River Police, and that the little dot I'd been watching through the bins was just a bird doing it's best to tease me into my long but fruitless trek. I was a victim of yet another Beaulieu Bricklifter.

I walked back to the car (which took over an hour of wishing I'd taken some water with me as I was parched) and from there I drove back to the launch point to tea and a chat of commiseration with the few flyers that were left.

The next morning I was at work when I suddenly remembered that Roger Wilkes has a very directional Yagi aerial that is tuned into the same frequency band as the bug I had in the Top Banana. Now Roger lives in East Boldre, in a house that is just a short walk from the Beaulieu site, and if there's one thing he likes it's whipping out his big Yagi in public places (ooh er missus!). For those that don't know, this type of aerial looks a bit like a TV aerial and it'll pick up a signal from a long way off but only if you point it in almost exactly at the source. So I gave him a call and explained the situation and asked if he might have time to have a look around, just in case I was wrong and the model hadn't come down in the sea, and was sitting in a field somewhere, still pumping out its signal calling for someone to take it home. He was happy to do so, but when no call came from him during the evening I guessed that nothing was found.

The following evening I arrived home from work, late, to be told by 'er indoors that Roger had called. Obviously I ran to the phone and called him, to be told what a lucky bloke I was. He'd found the model, that afternoon, in the middle of a field of oil seed rape, some 200yds short of the shore. The Yagi had picked up the signal from over half a mile away, and it had been exactly on the line I'd been following. He said that the hardest part was wading through the rape (with the farmer's permission) to retrieve it (have any of you ever tried that? - its like trying to walk through a Brillo pad!).

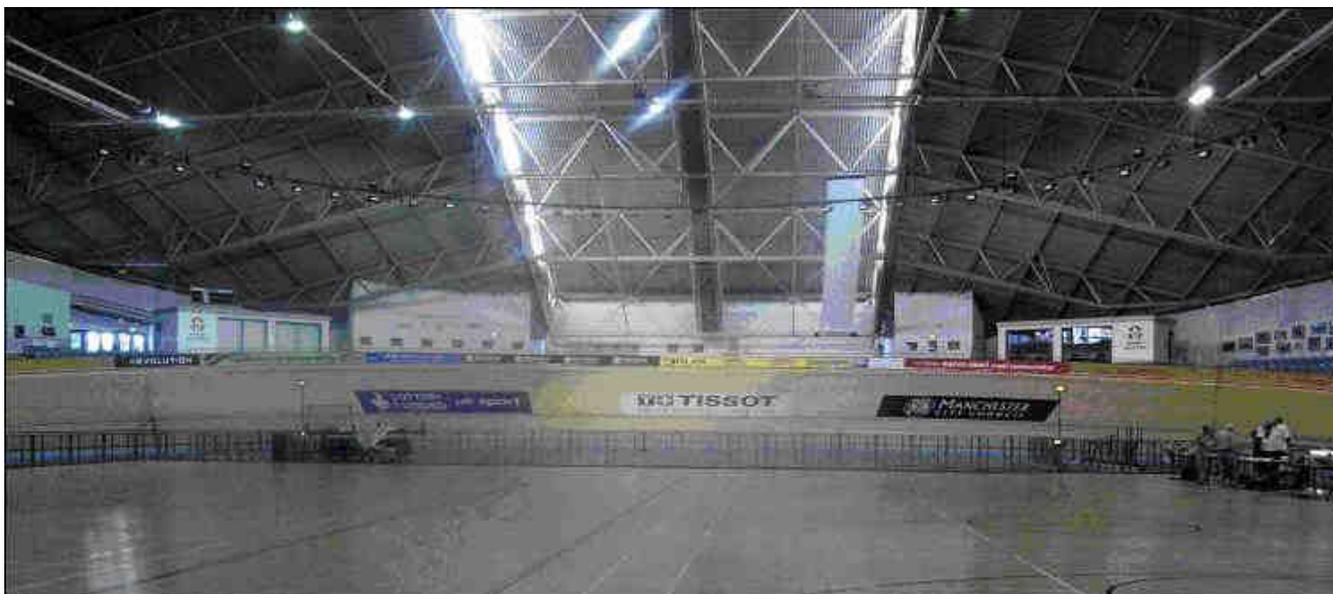
The model had actually travelled just a gnat's crotchet short of 4 miles during its 10 minute flight so you'll appreciate what the wind strength had been like. I picked it up from Roger a week or two later and immediately gave it a flight. Guess what - it was still as good as ever and none the worse for its 2 nights in the wild, another escapee from a Beaulieu Bricklifter!

## Here and There - by John Andrews

I had a bit of a hectic weekend June 14<sup>th</sup> and 15<sup>th</sup>, Manchester Velodrome on the Saturday and Barkston for the 4<sup>th</sup> area on the Sunday, 120 miles one way and 75 miles the other.

The Velodrome: The BMFA had invited *Gyminnie Cricket* flyers to the Velodrome for a bit of an informal competition so I decided to go and have a look at the place and Rachel, the wife, being just as inquisitive came along to. I've had to acquire another car since the Volvo turbo failed and the engine blew up in a very large cloud of black smoke. Guess where, on the forecourt of the local Ford dealers when we were taking the Volvo for part exchange valuation, did not get a good deal.

Back to the Velodrome, my new car had a duff power point in the front so no sat-nav but the Velodrome looked straightforward to find so off we went. Got lost at the death and had to charge the sat-nav in the rear power point so we could find the place. The Velodrome is a very nice venue and the event deserved a few more attendees. The height is a couple of metres more than the average sports hall and it gave me the opportunity to increase my *Gyminnie Cricket* time yet again. Mind you I was using a new one that I only managed to finish the Friday before, got the weight down to 2gms now.



*General View of Manchester Velodrome*



The central area is surrounded by high netting and this keeps models off the race track. We were only allowed to fly to the height of the lighting array, flights above were disqualified. All the time we were flying there was continual activity on the track, groups of cyclists thrashing round and even a motorcycle pacing an Olympic contender at one stage. Despite all the activity, the air remained calm within the track with no evidence of drift at all. I did over cook one flight and got way above the lights into the roof beams. John O'Donnell however was not so lucky, he had a mishap which he thinks may have reduced his prop pitch and when he re-launched his model, it rocketed up through the lights to the peak of the dome and after cavorting about a bit amongst the girders finally landed on the air conditioning catwalk. Recovery was not possible on the day and John left a box hoping whoever went up to fetch it would realise what he was handling. The model was recovered on the following Tuesday but, as you would expect, with some damage.

John said to me, after losing his model, "I suppose you'll write this up?" and I jokingly replied that I might entitle the article when I beat John O'Donnell'.

This prompted John to relate a tale from the past when he was accosted by a fellow modeller sporting a T-shirt with '*I beat John O'Donnell*' emblazoned across the front. Not wishing to be outdone John queried why one word was missing from the statement. What word asked the fellow modeller? '*Once*' replied John. It was a good day out for me as I managed to top the list of the *Cricket* fliers.



*J'Od and your columnist adopt the chronic neck ache pose of the indoor flier*

The 4<sup>th</sup> Area Barkston: The day after Manchester saw me trying to get through the gate at Barkston, John Billam came to the rescue and saved me a phone call and I was soon in the concrete bunker signing in. Conditions were quite good with a light breeze blowing somewhat inconsistently from the compound end. I set up shop with Neil Cliff alongside and with mini-vintage being my comp of the day I unlimbered the old *Hep-Cat* and prepared for the fray. I still have not managed to build a replacement and the *Hep-Cat* now needs 16 strands of 1/8 to get it up at a respectable rate. I button-holed Peter Spalding as time keeper and with 700 turns on the motor I cast the model skyward '*sounds better than launched*' and it spiralled up in a perfect pattern just holding off the stall after the first burst to reach quite a respectable altitude. The prop folded and to the amazement of Peter and I, in less than two glide circles half the height had disappeared and the flight terminated at least 30 seconds short of requirements. I can really pick good air. Exit me in mini-vintage.



*Neil Cliff piles on the turns*

To restore a little self-esteem I assembled my BMFA Rubber model O-4, which has not been flown since the back end of 2007, and with 350 turns it put up a perfect test flight, D/Ting down from good altitude. Feeling better I then had a few flights with my *Stomper*, before Neil Cliff collared me for time keeping as he put in 5 maxes in F1B with only one hic-cup but late lift rescued that one. I could not stay for the fly-off as it was fathers day and the family were due at home, I hope I did not take Neil's luck with me.

## **CARDINGTON** - *From Laurie Barr*

Please (Please) would you print that Laurie Barr, is the primary source of information about the use of Cardington, for model flying, and dates for flying etc.

Ideally, you need to be on my address book [laurie.barr@emailcentre.co.uk](mailto:laurie.barr@emailcentre.co.uk), to get via email, the latest information, as to any meeting is on or off, just prior to any date. So email me with your name & email address etc.

The hanger is weather dependent, and there are security issues involved,

If you do not have a computer, or a friend who has one, to apply to be on my list, then contact me at 01628 487544 with your details & phone number..

This will avoid any conflicting information.

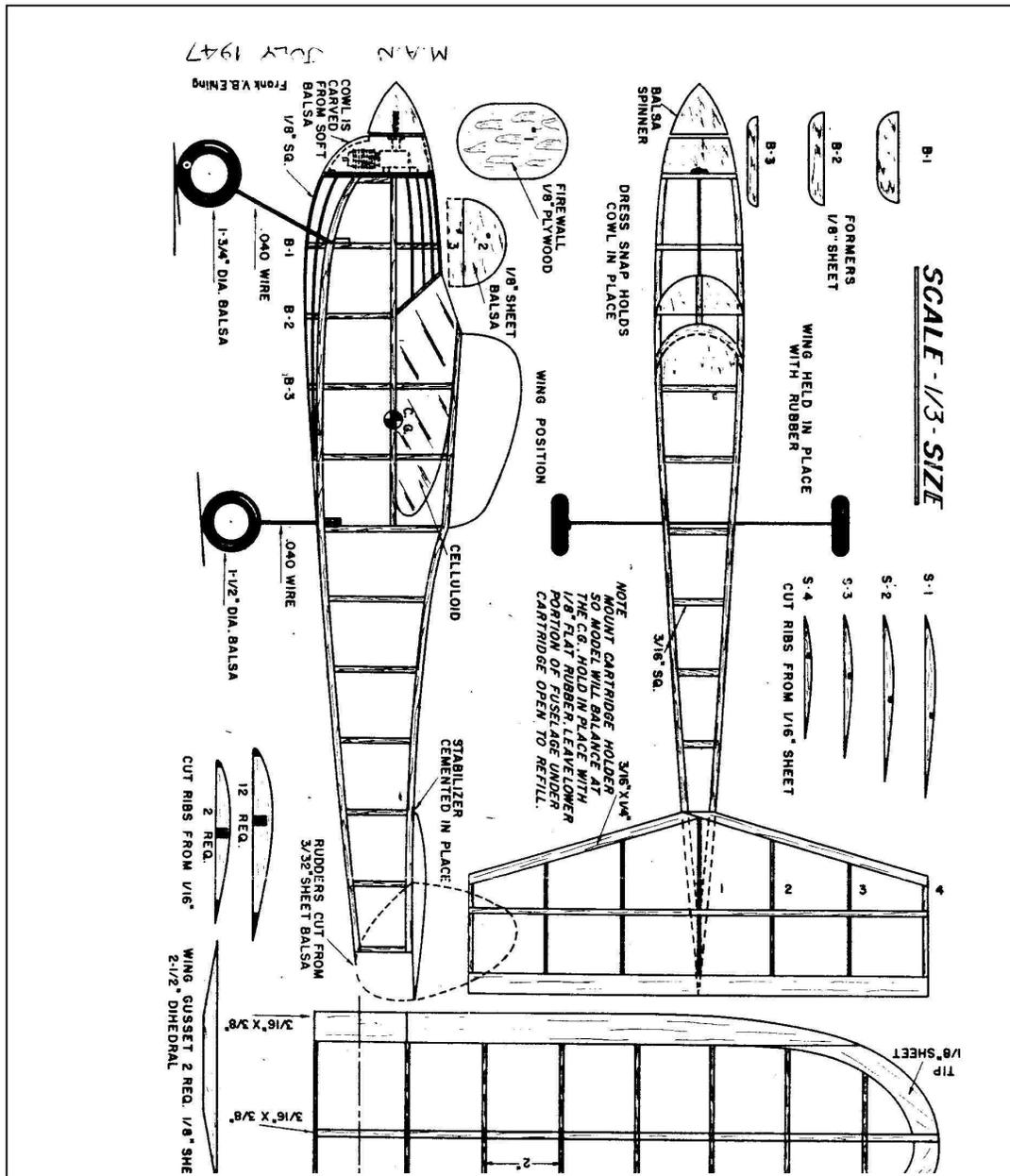
Thanks

*Laurie Barr*

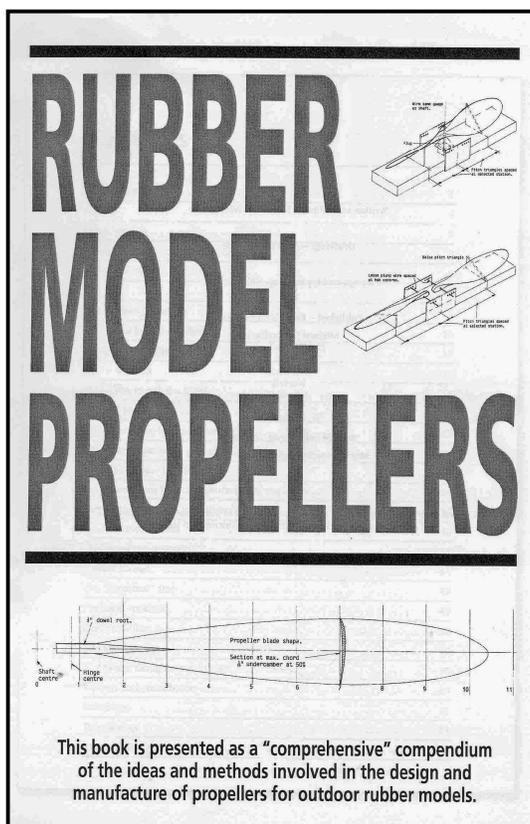
# NAME THAT PLANE No. 1

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 identify the model shown in this plan from SAM35 Speaks October 1993. Clues:- Frank V.B.Ehling design, 30" wingspan, CO2 powered, possibly published in M.A.N. July 1947. Points will be awarded to all giving the correct answer. What do points mean? Points mean prizes. Results and Plane No. 2 next issue. Answers to Roy Tiller. e-mail [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)



## Book review - by Vic Willson



Available from Mike Woodhouse at Free Flight Supplies ([www.freeflightsupplies.co.uk](http://www.freeflightsupplies.co.uk)) this publication has been produced by Mike and illustrated by Bob Wells. As two eminent free flight rubber exponents this is probably sufficient recommendation. However I would like to add mine. I expect that most of us have 'blind spots'. By this I mean areas of expertise or technology, where we struggle with the concept. One of mine is an inability to visualise things in 3-dimensions and in particular prop blades.

Over many years I have copied any and every article on designing, carving, making and finishing rubber model props and now have a bulging folder of photocopies which serve as a source of reference. With the acquisition of this booklet my folder is now largely redundant!

Covering design, carving, laminating, sheet, block, high-tech materials, noseblocks, free wheels, hinges, Montreal stops and freewheels this is a publication that no free-flight rubber enthusiast should be without.

## DIXIELANDER CELEBRATION EVENT 50 YEARS (1959 - 2009)

Join SAM 1066 at Middle Wallop Army Airfield on Sunday 30th August 2009\* to celebrate 50 years of the Dixielander.

Special prizes for the top 3 Dixielanders to be presented by the designer Mr. George Fuller.



Designed in 1956 George Fuller's Dixielander was published in *Aeromodeller* and kitted by Yeoman model kits (A. A. Hales) in 1959. Since then it has been built and flown by amateurs and experts from all over the world both in contests and for pure enjoyment. Unlike many designs that have come and gone the Dixielander has proved to be all things to all people, shrugging off changes in fashion and the introduction of modern materials. Some 6,000 kits were originally sold and many more plans have been sold since. If you have never made one now is the time, plans are readily available and if you can afford it there are still some kits being produced.

*The "Maestro" George Fuller with his famous design*

## A SOCIAL TOO!

It is hoped to hold an on-field social possibly with a Hog Roast and Barbeque lunch accompanied by Jazz music. There will be an opportunity to ask George all of those unanswered questions about the model and it's pedigree and time to mingle and reminisce with old friends over a bite to eat and a drink.

Why not come for the whole 3 day bank holiday weekend and also enjoy the rest of the SAM 1066 champs "The largest Vintage Free Flight event in Europe". With its "English Garden Party" atmosphere and a chance to meet friends old & new, for our overseas friends perhaps an excuse to visit or revisit England, or is that the "old country". Camping will be available onsite and there are plenty of good local hotels, guest houses and of course good English pubs (apologies to our American friends, the real beer is still warm!!). The airfield, the largest grass airfield in Europe, is also home to the Museum of Army Flying, packed with interesting examples of aircraft and associated displays including the WWII troop carrying gliders, General Aircraft Hotspur Mk. III, Airspeed Horsa Mk. II and the American WACO CG-4A Hadrian Glider.

If you are living overseas and can't come, why not organise your own celebration event locally.



If you do want to join in, how about a celebration T-Shirt. £7.50 + £1 P&P (available in S, M, L, XL & XXL)

UK ONLY: Buy 2 shirts and only pay postage for 1  
Overseas orders please enquire for postage costs

Please send a cheque for £8.50 made payable G. Fuller with the size required to:

George Fuller  
Homelea  
Payhembury  
Honiton  
Devon  
EX14 3EA

**\* Please note this date is provisional. Do not make travel or accommodation reservations until it is confirmed.**

## BARKSTON HEATH WEEKEND, 16/17 AUGUST 2008

### Timperley Weekend 16<sup>th</sup>/17<sup>th</sup> August Barkston Heath

BMFA membership is required on both days. 10am start both days.

#### Wingies Saturday Special, 16<sup>th</sup> Aug.

All comps. to BMFA 2008 or SAM35 rules unless otherwise stated.

All contests to have 3 flights + fly-off if required.

**Combined Small Vintage.** (N.B. no gliders in this contest) to include

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

**Combined Small Glider.** to include

- (a) FIH, 50m towline
- (b) Classic A1 glider (to Dec 60, with no weight restriction)
- (c) Vintage glider with a max span of 60" and total area less than A2 size,  
ie <496 sq ins. Towline length 75m.

**4oz & 8oz Vintage Wakefield** (combined) SAM 35 rules

**Very Small Vintage Rubber** 25" Span and below, 8" Freewheel prop, 2 leg u/c. Design pre 51. Max. for first two flights decided on day, 3<sup>rd</sup> unlimited.

**British Power** (Usual rules)

1.5cc diesel (plain bearing), engine run determined on the day, usually 10 sec.

Contact **John Wingate & Co** tel 01407 831383 or email [wingate@globalnet.co.uk](mailto:wingate@globalnet.co.uk)

#### Timperley Gala. Sunday 17th August

All to BMFA rules 2008 except where stated.

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

**Vintage. Coupe d'Hiver** (3 flights).

Contact Gerry Ferer 0161 928 4955 or email [gferer@hotmail.com](mailto:gferer@hotmail.com)

## SUPPLIERS

**John & Pauline Hook**

FLITEHOOK—[www.flitehook.net](http://www.flitehook.net)

**MIKE WOODHOUSE**—[www.freeflightsupplies.co.uk](http://www.freeflightsupplies.co.uk)

**KEITH HARRIS**—Plans service

21, Burns Lane,  
Warsop  
Mansfield,  
Notts.  
NG20 0PA  
Tel: 01623 842167

**TERRY ROSE** - Plans service

35 Old Orchard,  
Harlow  
Essex  
CM18 6YG  
Tel: 01279 422301

## USEFUL WEBSITES

SAM 1066 - [www.sam1066.org](http://www.sam1066.org)

BMFA — [www.bmfa.org](http://www.bmfa.org)

BMFA Southern Area - [www.southerarea.hampshire.org.uk](http://www.southerarea.hampshire.org.uk)

SAM 35 — [www.sam35.org](http://www.sam35.org)

Martyn Pressnell — [www.martyn.pressnell.btinternet.co.uk](http://www.martyn.pressnell.btinternet.co.uk)

Loc8tor — [www.loc8tor.com](http://www.loc8tor.com)

X-List Plans — [www.xlistplans.demon.co.uk](http://www.xlistplans.demon.co.uk)

BMFA Free Flight Technical Committee — [www.vengi.demon.co.uk](http://www.vengi.demon.co.uk)

National Free Flight Society (USA) — [www.freeflight.org](http://www.freeflight.org)

Ray Alban — [www.vintagemodelairplane.com](http://www.vintagemodelairplane.com)

David Lloyd-Jones - [www.magazinesandbooks.co.uk](http://www.magazinesandbooks.co.uk)

Belair Kits - [www.belairkits.com](http://www.belairkits.com)

## **Forthcoming Events 2008**

**with competitions for Vintage and/or Classic models**

<b>Date</b>	<b>Venue</b>	<b>Event</b>
<b>16<sup>th</sup>/17<sup>th</sup> August</b>	<b>RAF Barkston Heath</b>	<b>Timperley Gala</b>
<i>See separate announcement in this newsletter for details</i>		
<b>23<sup>rd</sup>/24<sup>th</sup>/25<sup>th</sup> August</b>	<b>Middle Wallop</b>	<b>SAM 1066 Euro Champs</b>
<i>Refer to website <a href="http://www.sam1066.org">www.sam1066.org</a> for all details</i>		
<b>29<sup>th</sup> August (FRIDAY)</b>	<b>Little Rissington</b>	<b>BMFA Southern Gala</b>
<b>14<sup>th</sup> September</b>	<b>BMFA Area venues</b>	<b>5th Area Competitions</b>
<b>21<sup>st</sup> September</b>	<b>Middle Wallop</b>	<b>Fun-Fly and Trimming Day</b>

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

**For up-to-date details of SAM 1066 events at Middle Wallop check the website — [WWW.SAM1066.ORG](http://WWW.SAM1066.ORG)**

**For up-to-date details of all BMFA Free Flight events check the website — [WWW.FREEFLIGHTUK.ORG](http://WWW.FREEFLIGHTUK.ORG) or [WWW.BMFA.ORG](http://WWW.BMFA.ORG)**

**For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website — [WWW.SAM35.ORG](http://WWW.SAM35.ORG)**