

	<b>NEW Clarion</b> <b>SAM 1066 Newsletter</b>	<b>Issue</b> <b>0810</b>
		<b>August</b> <b>2010</b>

Affiliated to the  Club No. 2548  
SAM 1066 Website - [www.sam1066.org](http://www.sam1066.org)

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## Editorial:

Here we are again; the Championships will soon be upon us, fingers crossed for good weather conditions. I really intend to prepare a little better this year and arrive at Wallop with all my rubber motors lubricated, run in and bagged. I hope I can get a 'Pinochio' finished and trimmed for small rubber and the Laurie Barr Trophy. I would dearly love to be the first named winner on the trophy.

There have been a few e-mail problems which led to some omissions and anomalies in last months issue which will be straightened out this month. I try to be methodical with my computer housekeeping but I can miss things, so if you spot anything wrong or fail to get acknowledgement of any submissions, please make contact. As is said, the man who never made any mistakes never made anything, so please watch out for mine and let me know.

## The Zipper

- John Thompson

This was really the model that started, what we now know as Power Duration. There was slightly earlier model called the 'Diamond Zipper', but it was the well know oval fuselage model that was kitted and became famous.

When Carl Goldberg designed this model around 1938/39, engines were getting more powerful and limited engine runs were legislated for competition. The regular "cabiny" type model if well trimmed could handle the power then available, but in the hands of novices though, trimming difficulties must have been experienced. At any rate power development continued apiece requiring a different approach. Carl drew upon his "indoor" experience and previous Valkyrie and Sailplane models (both of which were very large complicated and some what impractical models, especially for the kit market)



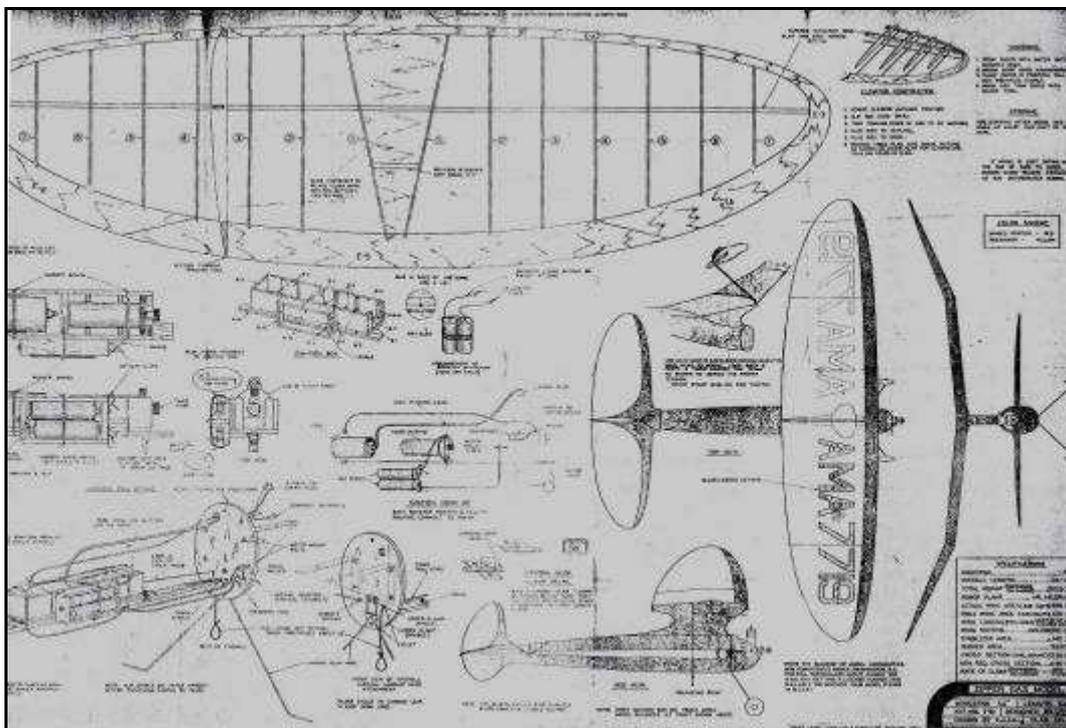
The pylon layout gave great stability and allowed the high power to be tamed. Endless articles have written about the "force" setup, which I will not repeat here - mainly because I can't remember them or never understood them in the first place.

The tailplane at 30% is smaller than modern standards, but the moment arm is longer than at first sight, with the very low aspect ratio wing and tail. Of course these short fuselages were the result of cross section rules in force in those days.

The model like many of Goldberg's models is relatively complex, oval fuselage spars through the wing ribs etc. The only reason I can believe is that a kit had to give building satisfaction. Having said that the model is a relatively easy build, except for the holes in the ribs to take the wing spars. (there are I believe laser cut short kits possibly available that would ease this building chore)

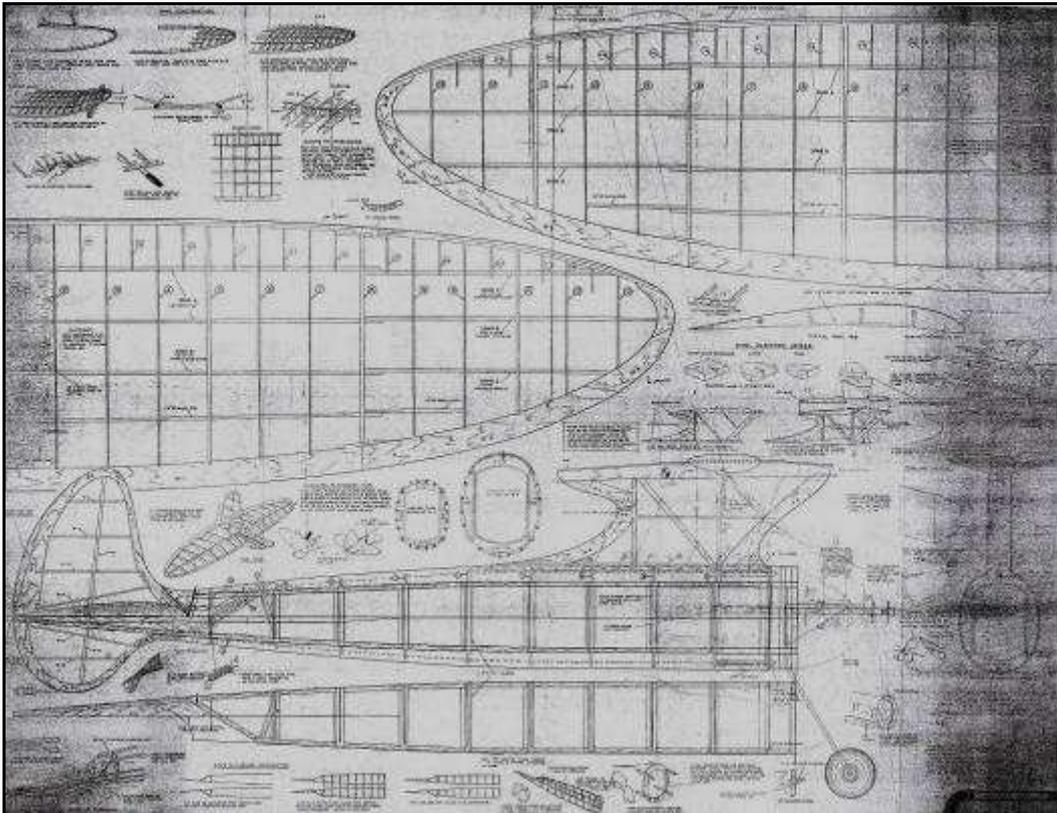
One comment though; I would build the pylon deeper into the fuselage to strengthen this joint, in the original, maximum space was left to take the spark electric.

My model has been used in various comps, it fares well on the 18 second run, being well capable of a max. I used a replica Frog glow 500, on a 9x4 prop running @ 12k , hence the model really is UK vintage in all respects.



The model trimmed out easily with a loose right hand spiral and not a bad glide. There are no warps except for washout in the tips, plus some tail tilt. Wing at 1deg Tail 0 deg CG 60 % . This is also what the plan shows, why only the 1 deg differential with such a forward CG I do not know. I would have

expected more. Low AR and downwash? lets hear some comments. Trimming adjustments required about 1/2 deg left and 3 deg down thrust.



Weights are approximately;

Wing;	uncovered	100 gm	covered mylar /tissue	123gm
Tail /Fin;	uncovered	34gm	covered mylar/tissue	42gm
Fuselage;		200gm	plus engine timer etc	535gm

**Total all up**            700 gm or 25 ounces in old proper money

There is one difficulty with the design, the fuselage is large and with the oval shape some what difficult to hold. I would never flick start the motor and then change to hold the model for launch, it is a two man operation (I of course use a starter from behind). In the recent past at least two people I understand have had accidents because of the slipperiness of the fuselage whilst changing hands. Originally it would have been two manned and ROG. A great model that deserves more attention from free flihters



*John Thompson*

**The subject of Archiving**

Following from the short dialogue of letters last month, if we as an aeromodelling fraternity are serious about archiving, there needs to be considerable thought put into the subject - ignoring for now the potential costs and logistics involved. To kick things off, here is a suggested skeletal framework. However, it is fair to point out that these suggestions will go nowhere unless willing volunteers are found to do the work. So far very few have been forthcoming to do anything. Additionally parochial attitudes would have to change in terms of donating to a common cause & not letting personal prejudices be an impediment to taking this forward.

- Agree what to archive, how & why - what do we want to achieve?
- Decide what is best kept as physical material and what is best digitized.
- Collect list of what anyone has got & is prepared to donate for archiving that is in domain of archival material.
- Make sure list is annotated with physical location - i.e. where is material.
- Assess list for content to be sure what is proposed as archive material is worth keeping.
- Assess how much physical material (keep it to minimum).
- Find location for physical material & collect
- Disposal of unwanted physical material - e.g. donate elsewhere
- Sort & catalogue physical material for web database & for physical ease of location of reference material
- Set out rules for access & use of physical material
- Assess how much material is suitable for digitizing & guesstimate work involved.
- Sort out "standards" & processes for digitization
- Sort out how digitized database is stored & accessed
- Set up digitization project/s & seek volunteers to do, inclusive of cataloguing.
- Collect & send out physical material to be digitized to volunteers
- Collect digitized data & set up database, inclusive of cataloguing.
- Set out rules for access & use of digitised material
- Have policy in place for handling update materials donated during & after project completion

I made one practical suggestion last month as an example of what could be done. To reiterate it again - the *Aeromodeller* spanned about 70 or so years. If we could persuade 35 members who have an A4 page scanner to each scan two complete volumes (of 12 issues), we could digitise the whole lot in a relatively short time. To do so would take each member maybe 25 hours per volume - or put simply around a couple of hours per magazine. All we need additionally is a project co-ordinator to organise & set out the parameters of how it would be done. Not too difficult & if successful could be extended to other printed materials. It - of course, assumes that the original material can be readily made available & conveniently ignores the small issue of costs involved in moving the physical material around!

An alternative, somewhat more radical suggestion, would be to make a case to the BMFA for a full page document scanner - cost around £3000 for a decent one that would scan upwards of 50 A3 pages per minute in mono and colour, These come with a suite of software that allows image manipulation and page assembly in a reasonably straightforward way. Thus we could automate the scanning task by spending money, which of course we don't have - but I don't see why BMFA shouldn't be approached as they have quite a lot of funds. We can only be turned down! Another approach would be to ask BMFA to buy a unit. They could treat it as a capital asset & get the tax benefits, then free loan it to SAM1066. Mind you, having had a brief informal discussion with one of the BMFA people manning their stand at the recent Cosford LMA Show which turned out to be pretty negative - along the lines "why should we help you if it doesn't benefit our members", my guess is that we wouldn't get very far. Another alternative would be to put a case to SAM 35, who (I understand) also have funds in the Bank. The end results (scanned documents) would be then available to SAM 35 members. Any other thoughts or other ideas would be welcome.

Whilst my preference would be for the latter of the two suggestions as the scanning would be faster, of a higher & more consistent quality than multiple regular A4 page scanners, there is nothing to stop us progressing along both paths in parallel.

Finally, by courtesy of our Hon Editor, I received a preview of the note written by David Brawn, which I thought was most constructive & very helpful. However & as always, there are things going in the background that haven't been made public - for instance, we do have an on-going debate about electronic forms of payment. PayPal is already used for transactions concerning the shipment of plans to the USA, but the issue of how to pay

for "electronic plans" has yet to be finalised. One thought is to have a subscription based fee to allow the download of "n" plans. Doubtless there are other models to be worked out & again input would be most welcome. In terms of how we show the plan catalogue in future is another subject - fine, we have an Excel spreadsheet or a Word document that is growing quite rapidly - but there are other more graphic means of presenting information to compliment the spreadsheet. It is possible that we may adopt a similar approach to that at <http://www.sam122.sk/fullsizeplans/index.htm> - click on the Gas Model link at the bottom of the page. By pausing your mouse over the name of the plan, a view is presented in the adjacent box - have a look & see what you think. Some info on what we are doing between Mark Venter in NZ, Roland Friestad in the USA & SAM 1066 can be viewed at [www.co-op-plans.info/co-op.html](http://www.co-op-plans.info/co-op.html).

*Roger Newman*

## **Archive Comment**

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David Brawn

### SAM 1066 - A Digital Revolution?

I doubt that any SAM members saw my 'The Economics of Digital Publishing' article in The Author (vol CXX, No 2 Summer 2010), though much of its content is relevant to the Clarion debate on archives, plans, books and possible digitalisation. As a conventional and digital publisher I have also been digitally involved in aeromodelling through advising Vic Wilson on the early issues of the New Clarion, Ron Markham of Without Feathers, Sergio Gomez of Free Flight Quarterly, AFFS Free Flight Down Under - all of which are now available as digital publications. With my old mate Adrian Bryant I have assisted in producing his digital (and physical) archive of all Australian free flight plans, plus bantering the benefits and problems of digital plans with Full Size Plans project in the US. Add in publishing 'Andy Crisp's World of Free Flight Model Aircraft' and I feel I have seen more of free flight digital publishing than most people.

### Benefits of Digital Archives, Plans and Books

Going 'Digital' can bring positive benefits once the digital product has been produced in:-

- low cost storage of information.
- zero cost of distributing digital information locally, nationally and internationally.
- instant delivery of digital information.

- efficient automated payment systems, eg PayPal.

The 'New Clarion' is good example of the benefits of going digital; free to everyone as a digital magazine, if you wanted a conventional printed magazine mailed every month it would cost each of us about £40 a year to cover the cost. 'Digital Benefit' could be summarised as the ability to send digital documents to anyone, anywhere in the world, with instant delivery, all at ZERO cost.

### Cost of Producing a Digital Product

Originally Vic Willson, now John Andrews produces the New Clarion as a digital magazine so converting the magazine from the software John designs it in to a pdf digital document takes only a few seconds at negligible cost. Similarly plans and books designed on computer can be directly converted to pdf documents at no cost.

Conventional printed magazines, books and plans can be converted to digital pdf documents but this requires scanning the original image and then converting that image to the digital file format required; typically medium resolution pdf. This sounds simple but can involve considerable resources (paid or unpaid volunteers) to produce the digital product before we get any of the digital benefits - Roger's estimate of 1,750 hours to digitise the magazine archive is both daunting and possibly conservative. Digitise the plans collection(s) then we'll need commercial size scanners. While we normally think of 'volunteers' if we wanted to digitise the magazine and plans archives commercially my guess is that we wouldn't get much change out of five thousand pounds.

### Digital Benefits - vs - Cost of Digital Product

As we will only see the 'Digital Benefits' once we have the 'Digital Products' it is very important to carefully analyse the costs and potential benefits of digitising. Questions we should be asking before embarking on digitisation should include:-

- What is the objective of an archive?
- How many people currently borrow from the physical archive and how many might borrow from a digital archive?
- Who is to pay for the cost of digitising; 'volunteer's time', payment for using the digital resource by individuals?

If we get this decision wrong we could be committing ourselves to thousands of volunteer hours, or thousands of pounds of commercial costs, that results in only a minimal (or negligible) digital benefit.

## A Pragmatic Approach to Digitising

### Directory of Local Archives

J O'D had a good point in that an archive does not need to be centralised, but could be information distributed over a number of locations just so long as we know what information is where along with how we get hold of that information if we want it.

SAM 1066 magazine archive is not the only archive. We're selling off the duplicates and all or parts of the collection are duplicated across the country through club and individual magazine collections. If people want to borrow a magazine then a simple listing of 'Who has What' as part of the website could put people in touch with a local archive source.

Producing a 'Searchable Database' of magazines, books and plans from information provided by clubs and individual members is a simple, and low cost, alternative compared to digitising the whole archive.

### Digitise When Needed

The 'zero cost' digital benefit only occurs when someone wants to borrow (or copy) a magazine (or plan) from the SAM's archive. We've now set up a rather complicated way of copying plans involving emails asking for the cost, then agreeing the cost and making payment by cheque, then copying the plan and posting it - all of this system assuming that the person is in the UK with a UK bank account.

How much easier it would be simply to charge a set fee (see Digital Payments) per magazine and plan sheet so that when a request is received (paid for) we digitise that document and send a copy to the person as an email attachment. Then SAM has digital copy, the person has their copy, and we gradually build a digital archive of those items which people want.

Perhaps a monthly, or fortnightly, digitising of requests would be a suitable way of building the digital archive.

### Costs of Digitising

Here in Northampton I use the Merland Copy & Print Shop - [www.merland.co.uk](http://www.merland.co.uk) - who scan original B&W plans at £2.00 each + VAT; that's sizes up to A0 (1189mm by 841mm) with a choice of pdf, tif or jpeg file formats.

### Digital Payments

Seeing Roger's comment 'SAM1066 doesn't have sufficient funds', along with Martin Dilly's payment method 'sterling cheque drawn on a UK clearing bank', and our own plan payment system, it seems that these payment systems are as old as the archive itself.

Digital on-line payment systems are widely used for credit/debit card purchases and PayPal now has universal acceptance.

So why don't we SAMS have a digital payment system?

This would do away with the complex emailing and cheques of the present system and would generate benefits through:-

- no visits to the bank to pay in cheques.
- aeromodellers worldwide could make payments to SAMS.
- SAM1066 could then easily charge an annual membership; just £5.00 per member would revolutionise the finances, and a bargain for the New Clarion alone.

### The Digital Future

If we, SAM1066, adopt the digital future then we can look forward to efficient on-line payment systems that will fund the digitisation of the archives.

Once digitised we could offer the digital archive of plans and magazines either as a sold item with instant delivery, or (as all the costs have been paid for) as free downloads from the website; just the same as us getting the New Clarion each month.

Our digital archive would then be available to aeromodellers worldwide rather than being restricted to the rather parochial 'sterling cheque drawn on a UK clearing bank'.

### Copyright - **Its Important**

All, or almost all, of the magazines and plans making up the archive are subject to copyright protection. Copyright lasting for seventy years from the death of the author or seventy years from the date of publication if the author has assigned copyright to the publisher.

Depending on who holds the copyright it could be that all of the archive is still in copyright even if published before 1940.

Should someone be seen to be making money out of someone else's intellectual property then it is only a matter of time before a 'breach of copyright' challenge is made. In UK these legal actions are heard in the high court where just lodging the 'breach of copyright' action incurs a cost of £700.00 (when I last initiated an action, it might be more now). While it is unlikely that SAM1066 would face a legal action for breach of copyright it is important that we are protected against the possibilities of such an action - if we think we are short of funds now, just one legal action could lead to our demise!

Sorry to say that the protection of intellectual property through the copyright system might be the 'brick wall' that stands in the way of us reaping any digital benefit.

*David Brawn*

*Biggles FFT & SAM1066*

**Brumfly 2010**

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John Andrews

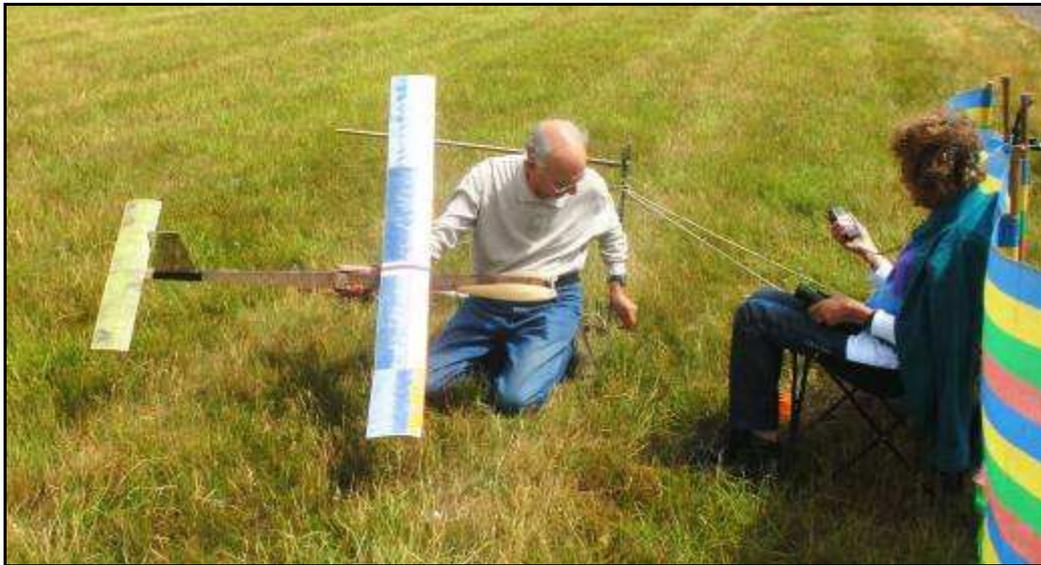
I went to Barkston for the Birmingham Club event but the rough blustery wind coming over the trees on the control tower side of the airfield soon convinced your fair weather editor to rest on his backside and I spent the day sitting chatting to Peter Tomlinson and got sun burned in the process.



All I can report is a few photos that I took from my chair: I had a couple of power flyers performing well on my left and Gerry Ferer to my right flying his large BMFA rubber model to good effect.

The turbulence on the day did not seem to deter the power flyers possibly due to the speed of the models that allows them clear the turbulent area far quicker than a rubber model.

A case in point being, that I saw quite a few power models being flown but Gerry Ferer was the only entrant in the BMFA Rubber competition.



Above we have Gerry preparing his BMFA rubber model for his third flight maximum, which incidentally was reduced to 2 minutes due to the strong winds. You can imagine Gerry saying to timekeeper Pearl;

"are you sitting comfortably then I'll begin"

Gerry tells me that the wind was up to 20mph but he managed to pick some calm periods and good air.

His three flights were; 4.30, 3.30 and finally 2.30 and all landed near the farm more or less in the same area, which would seem to indicate that the wind was picking up through the day.

Being the only entrant the trauma of a long fly-off recovery was avoided.

The model is quite large using a wing and tailplane from an old unlimited rubber model, with a new fuselage and prop.

Wing area is - **280** sqin, the prop is **25** in dia. x **30** in pitch, driven by the 50gm motor comprising **26** strands of **1/8th**,

A variable incidence tailplane is fitted moving 3mm after 8sec.

Airframe weight with radio bug and timer is about 110 gm.

This gives an all up weight of 160 gms which gives the large model a really light wing loading.

Another detail is that Gerry winds his motor outside the aircraft and then fits the wound motor into a burst tube for installation in the model.



I managed to catch Gerry launching for his third maximum, note the excellent air picking as we see the mylar streamer curling upward as Gerry places the aircraft in the rising air.

Note also the well bent poles in the background, it was windy.

A good days work by Gerry in tough conditions, he doesn't chicken out like I do. I must try and get a bit more backbone, I even have a model that is supposed to be for windy days.

*John Andrews.*

## Sam Competition Rules Comment - John Close

Version 3 - 14.05.10

For discussion, all comments gratefully received even if not acted on.

After reading the draft Sam Free Flight Rules I spoke to Brian Lever and, rather foolishly, volunteered to try to rationalize the three versions. I thought that the idea of producing some rules was OK but it has suffered by not having an editor or a firm remit.

For this I thought there are some principles which should be applied, principally to keep faith with the ideas on which Sam was founded and to preserve the flavour of the period, Spirit of Sam, and if possible avoid unintended consequences. In addition there should not be any rule, such as the BOM, which cannot be enforced. Many rules would need an army of examiners to enforce and we have to rely on the honesty of competitors. Any prizes gained by cheating are not worth having. For these reasons a compromise must be reached which may not please everyone.

I have canvassed a few flyers, in the Timperley Club and at Church Fenton, most of whom appeared to agree with John O'Donnell that BMFA and Sam rules can run together. I have also considered the comments by John Thompson.

The BMFA rules can produce a result which has unintended consequences, discouraging numbers of potential competitors. BMFA rules are inflexible in barring many models which are vintage but which were published after the cut off date. Publishers in 1950 were not aware of the use to which their activities would be put. Examples of the former are the Flying Pencil which covered in film and with a much more powerful motor than it was ever flown with in the 50's must discourage other potential contestants in vintage power. I cannot agree with the comment, "if you cannot beat them, join them", it would be very boring for all models to be the same. One model contests have never been popular. Another example, although not vintage, the latest P30 models are very far from the original idea of the class as an easy entry to free flight flying and such models must discourage even experienced flyers. Many examples of late publishing can be found like the Half Wild Goose, Kerswap and the Top Banana, I have a letter from Vic Smeed whose article and plan of the Helles Belle was not published for several months after he had sent it to the Aeromodeller and is therefore not classified as vintage. (I must confess an interest here.)

The following ideas are derived from the above principles and I feel the individual disciplines should rewrite the draft rules for their class only and

that there should be a set of general rules consistent with and including the BMFA rules. BMFA vintage contest rules are a matter for the BMFA.

1. Eligibility to be classed as vintage.

Models for which the plan was published before and including Jan1951 (BMFA). Also those models for which the plan was published after this date where there is published evidence i.e. contest results or evidence in writing from the designer, that the model was flown before this date. Publications such as club magazines will be accepted provided there is evidence of full construction details and date. Hearsay evidence will not be accepted. Competitors may be required to produce this evidence. Replace R,6 and R7, G1 and P1.

2. Models shall be built according to the plan.

Modifications to accommodate DT, glider auto rudder and tow hook positions, and strengthening will be allowed provided the aerodynamics and the appearance are not altered. Materials of the period must be used when available. This rule will also apply where there are ambiguities or omissions on the plan. Models shall be allowed even if no plan was published where an eligible plan also specifies dimensions and wood sizes for larger or smaller models G1abcde Undercart must be fitted if indicated on the plan. Propeller assemblies shall be as plan. For power models a similar rule would be to limit engine capacity to that used at the date of design, otherwise limit the engine run for more powerful motors. Pressure fuel supply is allowed. Turbulators, there is evidence that these were used before the cut of date and in any case they can be disguised as decoration as according to our local aerodynamicist they need only be 10 thou thick, a piece of coloured tissue or Polyspan with rough side out will do. A ban is unenforceable. As a trimming aid Gurney Flaps are too useful to ban. R1, G1g,

3. Covering.

Vintage models shall be covered with tissue ,silk nylon or other materials of similar appearance (Polyspan). Plastic film for power models in the Classic era will be allowed as it could be considered strengthening for DT landings. (This could be considered to be casuistry) I think it can be considered a reasonable compromise.

4. Use of thermal detecting equipment, a ban is unenforceable.

5. Competitors will be able to have assistants if disabled in any way.

6. Where appropriate, BMFA rules will apply regarding dimensions, i.e. Wakefield, mini vintage power, engine run times, tow line length etc. Rules not needed in the draft rules: R5 R9 R11 G1 G3 G5 Just a pennant, P3 P4 P5 P7 P8

7. The conduct of contests, maximum flight times, Fly off rules are covered by the BMFA rules and should be left as such. Radio DT should be considered as old legs are getting weaker and there are good reasons for keeping models on the field and away from sensitive areas. Rules can be easily formulated to prevent abuse of this facility
8. Any rules disputes shall be referred to the BMFA Tech Committee.
9. It has been suggested that any rules should not be fully implemented for perhaps three years so that existing models will not be redundant immediately.

*John Close*

### 4oz Wakefield League Table

- John Minshall

The League at about half way.

Note that the table does not contain any competitor with more than one event to their name and the leaders are mainly from the larger Nationals entry. I will review the table again at the end of the season.

	Croydn	Bonus	Nats	Bonus	Odiham	Bonus	Timp'ly Gala	Bonus	SAM Champ	Bonus	Total
M Turner			6	5							11
J Wingate			5	4							9
C Strachan	4	3									7
J Godden			4	3							7
J Minshall	3	2									5
W Cox			3	2							5
P Jackson			2	1							3
D Beales	2	1									3
R Tiller					2	1					3
M Marshall	1	0									1
D Davitt			1	0							1
Bob Taylor					1	0					1



Mike Turner



John Wingate

**The Current Leaders**

*John Minshall*

## Wakefield Cup Winner 1949 by Charles Dennis Rushing



### 1949 Arne Ellila, 26, Finland

Cranfield Aerodrome, midsummer almost everywhere else in Europe, but on Sunday, July 31, 1949, it was a cold, blustery windy day. A perfect day for flying Wakefields, at least according to the "Local Aeromodellers." The "breeze" as they classify it, cut loose, on the day before the contest during test flying. Undeterred the Aeromodellers stayed on the test flying field until nightfall. The local farmers became "The Local Heroes", for finding, and bringing back lost Wakefields that night. The Italian Team was particularly grateful, just ask G Cellini. Most of their Wakefields had been lost OOS the previous night, but were returned.

Bob Hanford, who wrote the only American article I could find, his "Wakefield Impressions" in the November 1949 MAN was undoubtedly still on the plane that flew him to the UK, because he forgot the date of the contest, the place of the contest, the time the contest began, the weather conditions when the contest began, and who won places in the 1949 Wakefield Cup Contest. I can only guess that Bob was not very "Impressed", because he left the details for Aeromodeller to fill in. Marching on with all of this information, I can report that Frank Zaic, who Bob Hanford referred to as "Uncle Frank", was the USA Wakefield Team Manager. This is the same "Uncle Frank" I believe that was on Team USA in 1934, 1936, and 1937, who I believe placed third in the 1934 Wakefield International Cup Event. If you are still interested in Wakefield History after reading this, some of "Uncle Frank's" beautiful Wakefield aeromodels can be found in the pages of the twelve or more books which this most incredibly important author of aeromodelling literature wrote and published. Team USA included: Edward Lidgard, Chicago, Edward Naudzius, Detroit, Joseph Boyle, Hampton, Va, Andrew Peterson, Warren Fletcher, and of course Robert Hanford.

There was a two person Wakefield Team from Monaco, including the first woman Wakefield Team Member to compete for the Cup, Mlle Odette Pin, who built a "Jaguar" for the contest. Mlle Pin's Team mate was R Aubertin. There was one entry from Finland, Aarne Ellila, flying a Wakefield he made in 1939 when he was 13 years of age. Materials are expensive and scarce in the Scandinavian Countries. Team GB was of course on hand, ready to challenge the world, including the 1948 Wakefield Champion Roy Chesterton, his Team mates were: Ron Warring, London, Frank Holland, S Wales, Eric Smith, S Midland, R Hinks, and R Clements, both of S Midland. From Italy came a full six person Wakefield team for the first time including: A Leardi, S Lustrati, E Sadorin, G Janni. G Cellini, and F Cassola. Sweden sent a team for the first time, which included: Sune Stark on the Team in 1937, and '38 (who would be the 1951 WC), Arne Blomgren (who would be the 1952 WC), B Borgesson, A Deurell, A Larsson, L Segerfelt. Ireland sent a team, another first, which included G Drew, N Osbourne, W Blazier, D Browne, G B Millar, and G Fitzpatrick. Canada sent a five person Team: W M McKay, B Webb, R Lequver, A Ford, F Loates, and H Pregaldien whose Wakefield was flown proxy by Wood. From France came J Petiot, A Bernard, R Jossien, Copet, Galenne, and Serres. Holland sent: H L F de Kat, J de Jong, H van der Woerd, L K Suis, Gaillard, and H Lutjens whose Wakefield was flown by Caay. Belgium, Norway, Czechoslovakia, Denmark, and Switzerland sent teams. Trinidad, South Africa, Australia, and New Zealand (with the exception of F Bethwaite) sent Wakefields to be flown proxy. There were 91 contestants. This was the largest Wakefield International Cup turnout to date. A precursor of Wakefield contests to come.

ROUND 1: After some delay, and not because of the weather which was "perfect". The Wakefield Contest began at 11:30am. Actually even the "Locals" thought it was cold, and that the breeze was

more like gusting winds, it was overcast, and raining. As I wrote earlier, a perfect day for The Wakefield Cup! Team USA drew 17th in the flying order, starting with Naudzius, Peterson, Boyle, Lidgard, Hanford, and Fletcher, to fly in that order, with only three minutes to get up to the fly-off zone, wind it up, and ROG. First to ROG was Mons. Aubertin from Monaco, who scored 54.5 seconds, a good omen. Next into the howling breeze was B B Marsh whose Wakefield, flown proxy last year by Otto Curth, placed second. Marsh did 240.9 seconds OOS, he was second in this round! The 1948 Wakefield Champion Roy Chesterton got his "Jaguar" off for a 151.2 second first round. Now Ed Naudzius stepped up to the take-off line, wound up, and ROG'd for 155.6 seconds. Joe Boyle went next, doing 115.4 seconds. Ed Lidgard was off with a towering climb, getting higher than anyone yet, but as soon as the propeller folded, his Wakefield began to spiral down, tighter, and tighter, into the ground, suffering the curse of zero - zero incidence, no decalage? 72 seconds. Bob Hanford was next at the ROG take-off zone, he wound-up, and launched, only to leave his propeller on the asphalt, for his first delayed flight. Bob got ready again, launched, and this time left his spare propeller on the runway, second delayed flight. Bob then did it again, for his last barrel roll of the day. Warren Fletcher put up a great flight doing 295.8 seconds OOS, he would lead the round! Pregalien was third with 278.0 seconds. Somewhere alone on the field, flying his 10 year old Wakefield, was Aarne Ellila, who scored 122.0 seconds. This is the same Wakefield that was described as having a rudder that was "...a foot high" in the Model Airplane News article. Actually Aarne's rudder was about as high as Korda's.

ROUND 2: Ed Naudzius "...turned in a little over three minutes", according to Hanford. Actually Ed did 183.8 seconds. Andy Peterson had a 106.8 second flight, and Joe Boyle had a resounding flight of 269.3 seconds OOS, but unfortunately left his only Wakefield somewhere in England, never to be found to this day. Ed Lidgard again went straight up, and unfortunately straight down, again. There was no mention made of other aeromodellers, the weather, or the time of day, in the leading magazine of its day, MAN, so much for Bob's "Impressions", and History for that matter.

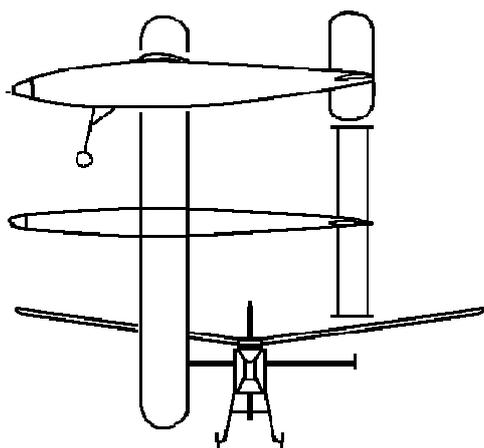
Meanwhile somewhere on the field Warren Fletcher turned in a flight of 127.0 seconds, to continue to lead the contest, Joe Boyle was second, Holland third, and some person flying a rudder "a foot high" from Finland, was fourth, followed by Ed Naudzius who was fifth, then Sadorin sixth, Ferber seventh, Blomgren with two "...foot high" rudders, eight, B B Marsh ninth, and Petiot tenth.

ROUND 3: The wind was not as strong as it had been in the first two rounds, and the take-off zone was moved with the shifting wind. The flight times were improving as the round progressed. Warren Fletcher's Wakefield was returned by the good English Fairies, but they smashed the wing. Working as fast as he could, in the tent provided by the hosts, Warren repaired his wing. Remember now, he was using Ambriod, which dries very slowly normally; in the damp it may not dry at all. Time was running out, Warren was the favorite to win The Cup today. Contestants, and observers gathered round to watch. Now with the wing patched as well as the remaining time would allow, Warren Fletcher USA came up to the staging line and prepared to fly. Warren Fletcher USA, began to wind. Done winding, Warren moved to the launch zone. Holding the tip of the wing, and the tip of the propeller, as required by the Wakefield Rules, and carefully watched by the officials, Warren Fletcher USA, let go. He would be third today.

Roy Chesterton's crown toppled, as his "Jaguar" looped to the right on take-off, 9 seconds. Roy would be 29th this time. Aarne Ellila, and Ed Naudzius both put up good flights, and they both scored 192.9 seconds, but Ed would be fourth today. Aarne beat Warren Fletcher by 10.5 seconds! Team Italy was going wild with excitement, Sadorin had a 218.8 third flight! He would be second, just 10.2 seconds from the prize! It was over, Aarne Ellila, was the 1949 Wakefield International Cup Champion. He did it all by himself.

## 91 Contestants including the first women to fly in the Wakefield Cup, Mdm. Odette Pin of Monaco

Place	Name	Country	Round 1	Round 2	Round 3	Average time
1	A Ellila	Finland	122.0	235.0	192.9	183.3
2	E Sadorin	Italy	192.2	128.7	218.8	179.9
3	W Fletcher	USA	295.8	127.0	116.6	179.8
4	E Naudzius	USA	155.6	183.8	192.9	177.4
5	F Loates	Canada	167.0	118.6	186.3	157.3
6	B Borgesson	Sweden	149.4	151.9	168.8	156.7
7	B B Marsh	NZ	290.4	12.5	166.2	156.3
8	A Blomgren	Sweden	39.4	266.3	138.3	148.0
9	E Smith	GB	168.5	113.7	151.5	144.5
10	R Warring	GB	182.4	104.6	137.9	141.6
11	Woodley	NZ				136.3
12	McKay	Canada				135.1
13	Petiot	France				133.3
14	Boyle	USA				128.2
15	Jim Joon	Australia				123.2
16	Holland	GB				120.3
17	Kennedy	NZ				115.2
18	Osbourne	Ireland				111.7
19	Ferber	Belgium				110.3
20	Lidgard	USA				102.7



WINNING WAKEFIELD ASE-1		
<i>component</i>	<i>inches</i>	<i>Mm</i>
wing	46.38	1178
tail	21.62x3.25	549x83
fuselage	33.43	849
propeller	15.25 dia	387 dia
rubber	2 motors 1/4" 14 strands geared	

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## Picture Gallery

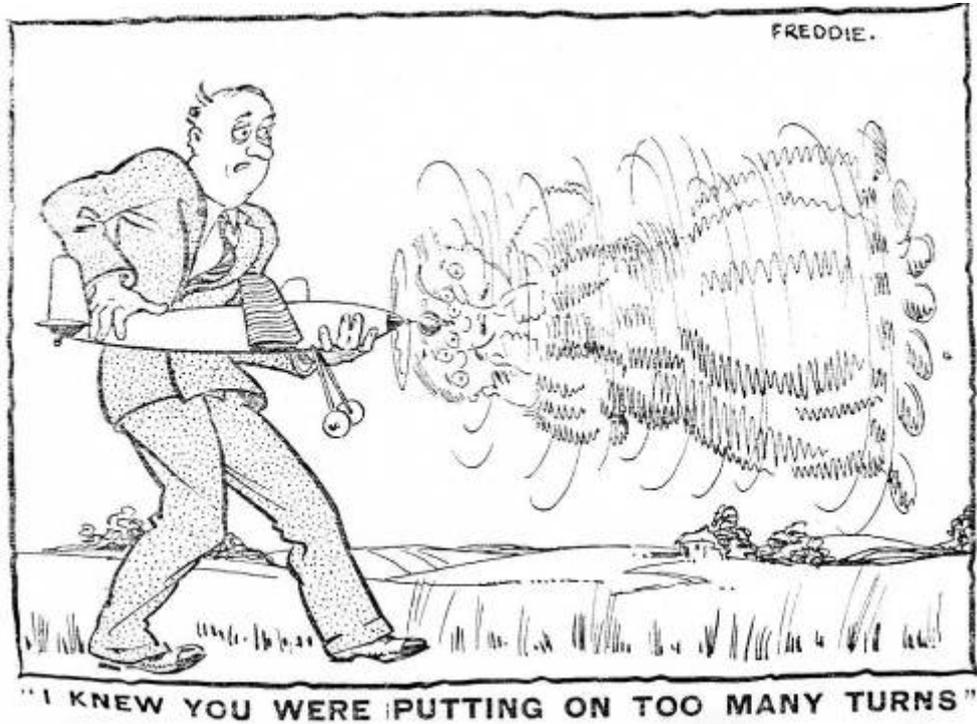


Phil Smith "Queens Cup" winner 1948  
(*picture courtesy BMAS Newsletter*)

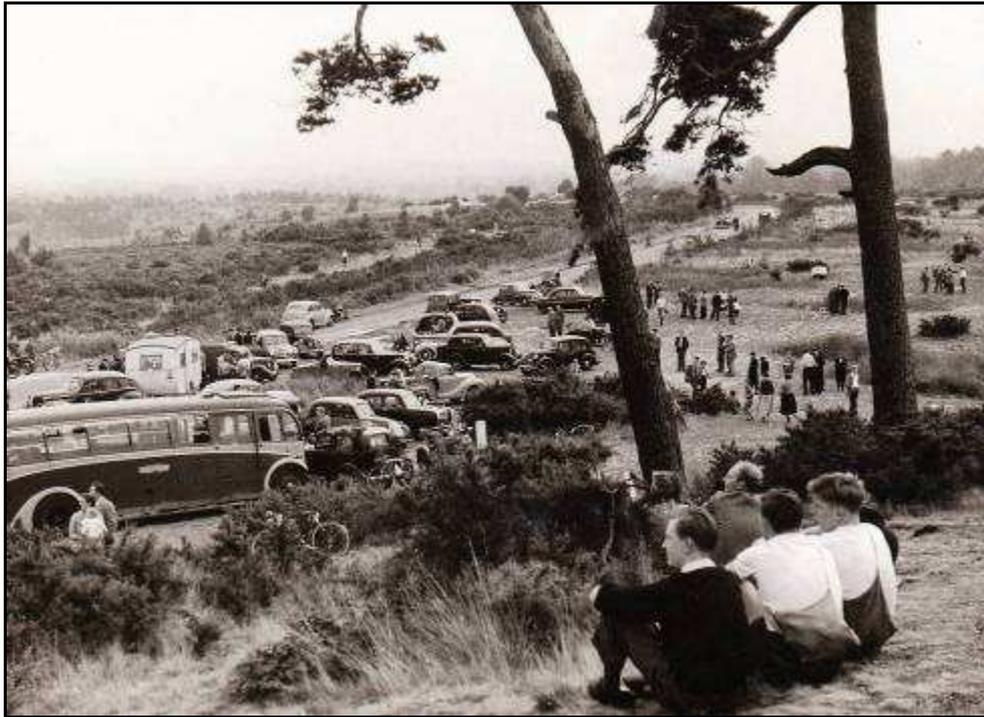
Her Majesty the Queen displayed a deep interest in the activities of Phil Smith, winner of the "Queens Cup". Photo and caption from *Aeromodeller* August 1948. The French were obviously impressed, their caption asked "When will we, in France, have the Cup of the President of the Republic?"



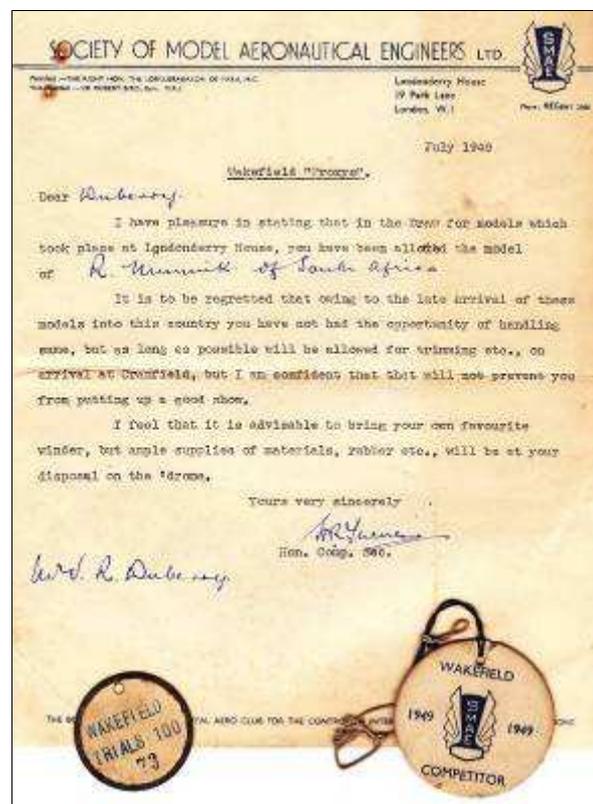
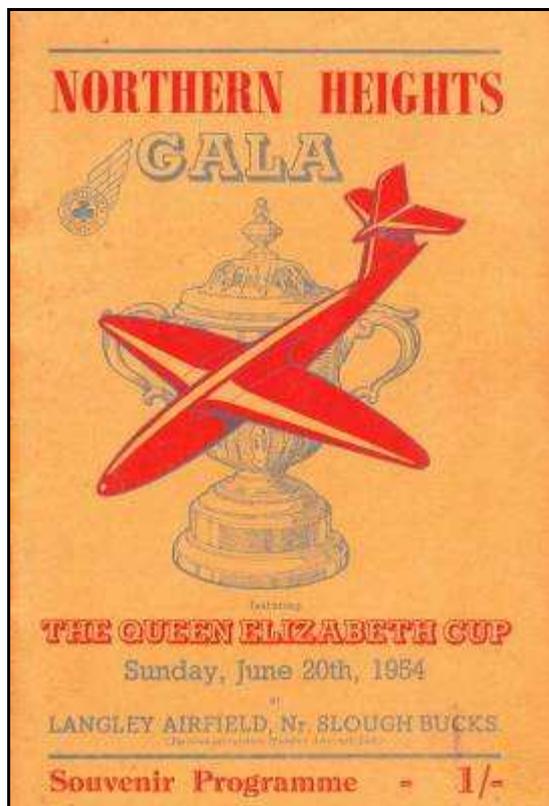
Subject of the picture on the page above is uncertain, the control-line model is obviously a 'Mercury Monitor' and the engine in the test bed on the right is a plain bearing Amco 3.5 presumably intended for the Monitor. The picture has a staged look about it, could have been a H.J.N. advert.



John Wilson, with a very slippery looking radio glider, turned up when editor was trimming at Warwick racecourse, he used to work for 'Flair' at one time.



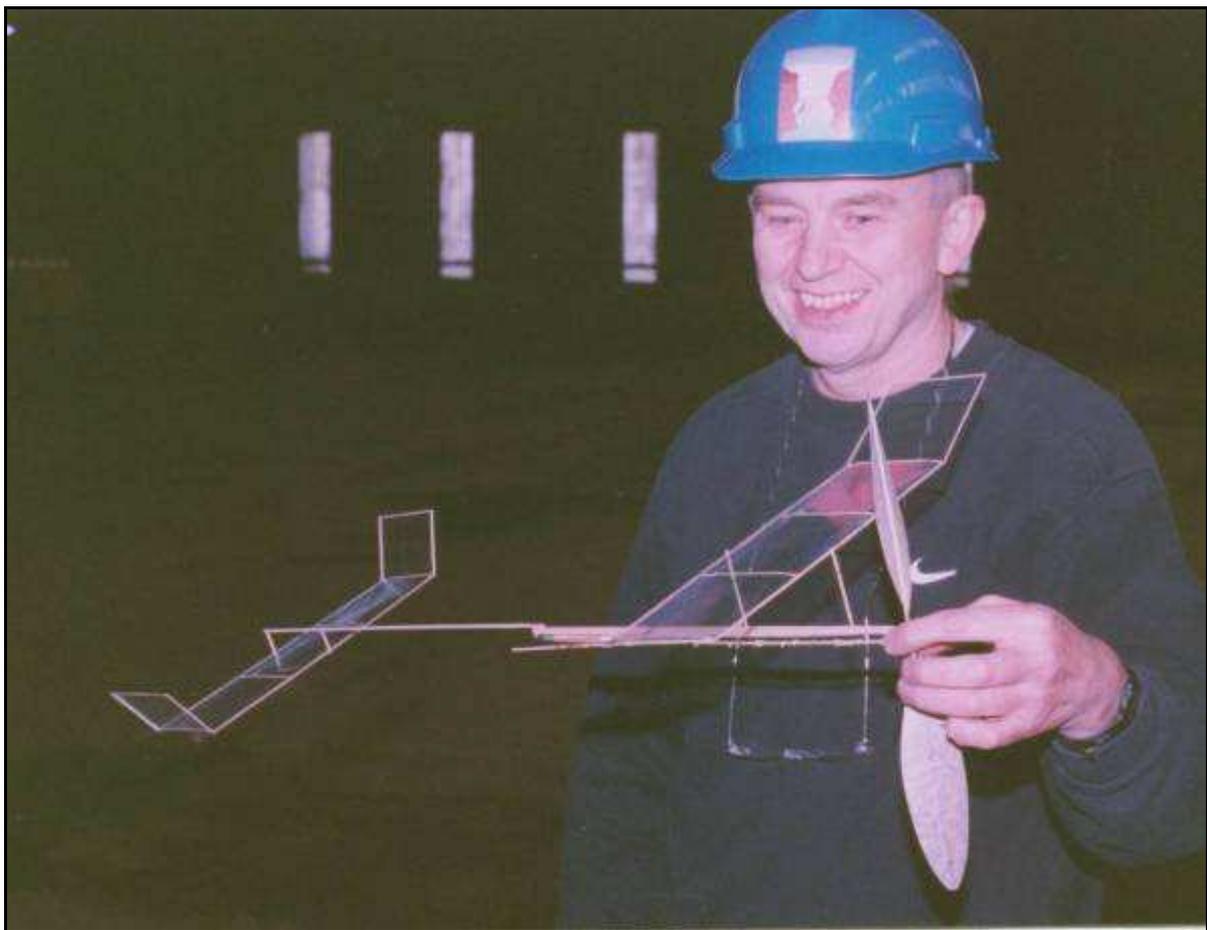
Chobham early 50's taken from the west side of the clump looking southwest, it does not appear to be a model plane contest. It looks a bit different now but it might bring memories back to some folk.



A couple of pieces of history from Vic Duberry via Mike Kemp



The flight line at Wallop, won't be long now to the Championships



Roy Wilson one of the Cardington regular competitors of the past with one of his EZB's. The wings of these models are restricted to eighteen inch wingspan by 3 inch wing chord and are well under 2 gms in weight. They fly for 20 minutes or so in high venues like the airship hanger using rubber motors about .080 in wide in a single 16 in loop carrying a couple of thousand turns driving a large propeller probably 14 in diameter. You really would not think that the prospect of a smack on the head with one of these models would necessitate the wearing of a hard hat.

## The David Baker Heritage Library (Magazines) - Roy Tiller

Report No. 2: British Magazines continued.

Last month I told you that we needed some early "Aeromodeller" magazines and some "Model Aircraft Constructor" magazines but that we had a full set of the "Model Aircraft" magazines. That was just part of the "Model Aircraft" story and here is some more, the whole story perhaps not being known.

The "Model Aircraft" referred to last month are those A4 size magazines that were available on the news stand, published from January 1946 to December 1965 and, yes, we do have a full set, but do not ask for anything from the April 1950 issue as that was not published. The magazine styled itself not only "Model Aircraft" but also "The Journal of the S.M.A.E".

So lets look at the earlier S.M.A.E. publications..



In the current issue of AMI, September 2010, can be seen a letter from Michael Jones on this subject, in which he advises that "Model Aircraft" started in 1922 as an in house S.M.A.E. journal. Does anyone have any of these early publications? The earliest held in the library is "S.M.A.E. Journal" Vol 1 No. 1 December 1939 through to Vol 1 No. 7 August 1940. All these are photocopies and the note with them says that they came from a bound volume that belonged to Bob Copland. Then we have a three year gap to Vol III No. 5 January 1944 through to Vol III No. 15 October 1944. Then a change of title to "Model Aircraft The Journal of the S.M.A.E." Vol IV No. 1 November/December 1944 though to Vol IV No. 12 December 1945, again most of the library collection are photocopies. All the S.M.A.E. journals were about A5 size and were presumably published by the S.M.A.E..



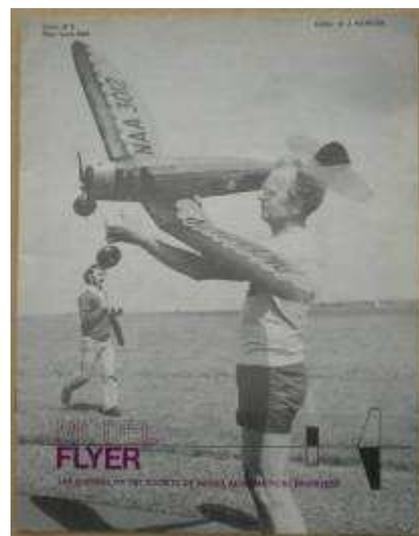
January 1946 saw the new A4 "Model Aircraft", the editor was still A.F.Houlberg but now published by Percival Marshall with a cover price up from 6d to 1/-. The price had gone up to 2 shillings by the end of publication in December 1965.

The next items we have are the "S.M.A.E. News" Issue No.104 September 1978 then No.107 May/June 1979 and No.108 September/October 1979. That would seem to suggest about four issues per annum, so how did we get to Issue No. 104 in only a dozen years since the demise of "Model Aircraft"? Did they publish more frequently in earlier years or did they start with

Issue No.101? Was there an issue No 109 Nov/Dec 1979? Replies on a postcard, no sorry, by e-mail please.

Then came "Model Flyer. The Journal of the S.M.A.E.". No.1 Jan/Feb 1980 through to No.22 Sept/Oct 1983. See the photo of No. 9 with David Baker on the cover. Nothing seems to have been published for Nov 1983. Then came an economy version Dec 1983 reporting that at the AGM a drastic cut in fees to £5.00 was agreed and stating "to take advantage of special postage rates this bulletin has been titled "Model Flyer". This should not be taken as being in contravention of the Council decision to suspend publication of M.F.".

Is that the end of the story?



**MAGAZINES HELD IN LIBRARY**

DATE 21.07.2010

YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
------	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-------

<b>S.M.A.E. Journal</b>													
1922													
1939												copy	1
1940	copy	copy	copy	ni	copy	copy	ni	copy					6
1941													
1942													
1943													

<b>MODEL AIRCRAFT S.M.A.E.</b>													
1944	copy	copy	incl.	copy	incl.	copy	copy	copy	copy	copy	copy	incl.	9 c'plete
1945	copy	copy	copy	copy	copy	copy	copy	copy	copy	copy	copy	incl.	11 c'plete

<b>S.M.A.E. NEWS</b>													
1977													
1978									104	ni	ni		1
1979					107	incl	ni	ni	108	incl			2

<b>MODEL FLYER S.M.A.E.</b>													
1980	OK	incl	6 c'plete										
1981	OK	incl	6 c'plete										
1982	OK	incl	OK	incl	ni	ni	OK	incl	OK	incl	OK	incl	5 c'plete
1983	OK	incl	ni	OK	6 c'plete								

**MAGAZINES FOR SALE**

Send me your Wants List. Order by e-mail. Collect at Middle Wallop

**Aeromodeller complete years**

1954 at	£15.00
1969 to 1973 at	£ 8.00 per year
1976, 1977 at	£ 6.00 per year
1979 to 1984 at	£ 6.00 per year
1987 at	£ 6.00
1989 to 1995 at	£ 8.00 per year
1997 to 2001 at	£ 8.00 per year

**Model Airplane News (U.S.A.)**

Condition mixed. A good read for the winter evenings.

Bags of 20 mags from 1940's to 1970's - £10.00 per bag

Order by e-mail. Collect at Middle Wallop.

All proceeds to club funds.

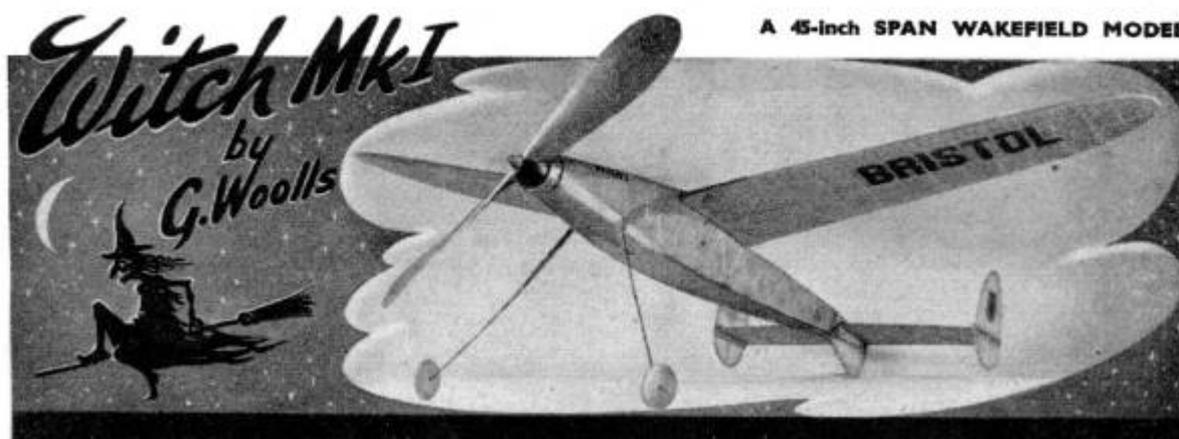
[roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)

Witch MkI Wakefield

G Woolls

March, 1950 AEROMODELLER

145



THE "Witch" was developed from a peg-legged parasol slab-sider built in 1945. This prototype was slowly laboriously modified into a more or less normal shoulder-wing streamline slab-sider which, although weighing around eleven ounces, had quite a good performance. This latter model and the knowledge and experience gained while experimenting with it, were incorporated in "Witch". The construction, may seem a little unorthodox in many respects, and some Wakefield builders may criticise it as being rather too solid, but the fact that the original Witch weighs nine and a quarter ounces ready to fly, is compensated for by strength and non-warping flying surfaces. "Witch I" flew away on half turns, immediately before entering the Gutteridge Trophy Contest and has flown consistently well ever since. Throughout the 1949 Contest Season the flights have averaged over three minutes, placing nineteenth in the Flight Cup, eleventh in the Gutteridge, and coming 18th in the Wakefield Trials.

To those who intend building this design, the designer directs the wish that you should construct it exactly as per the plan, best fly it in that form and give it a fair chance, before making those modifications which, you are quite sure, would improve it one hundred per cent !

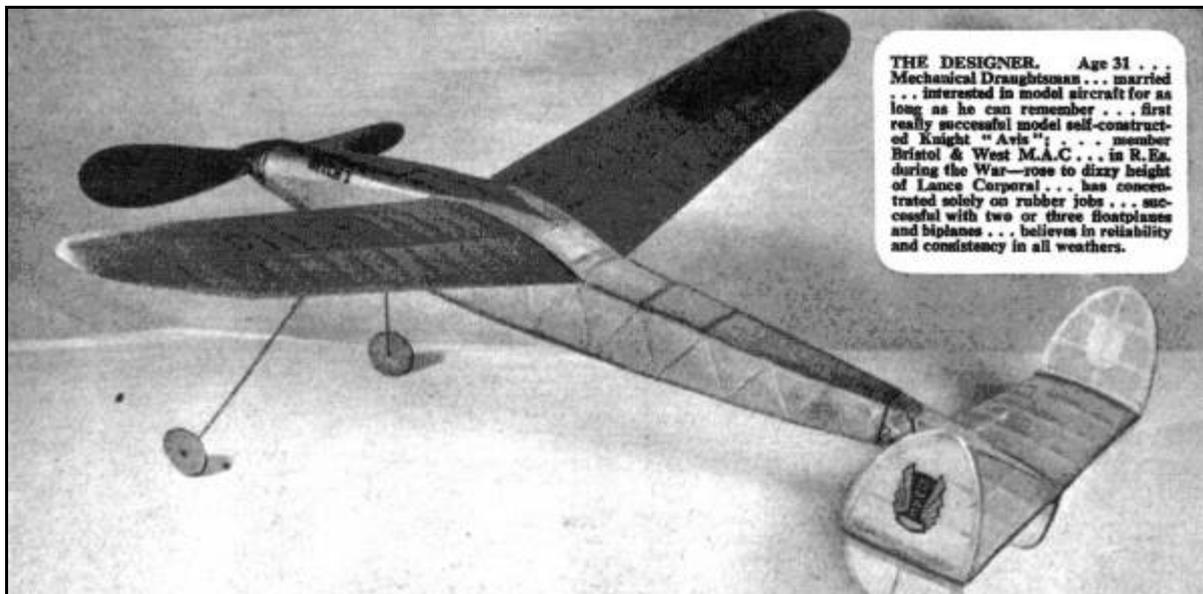
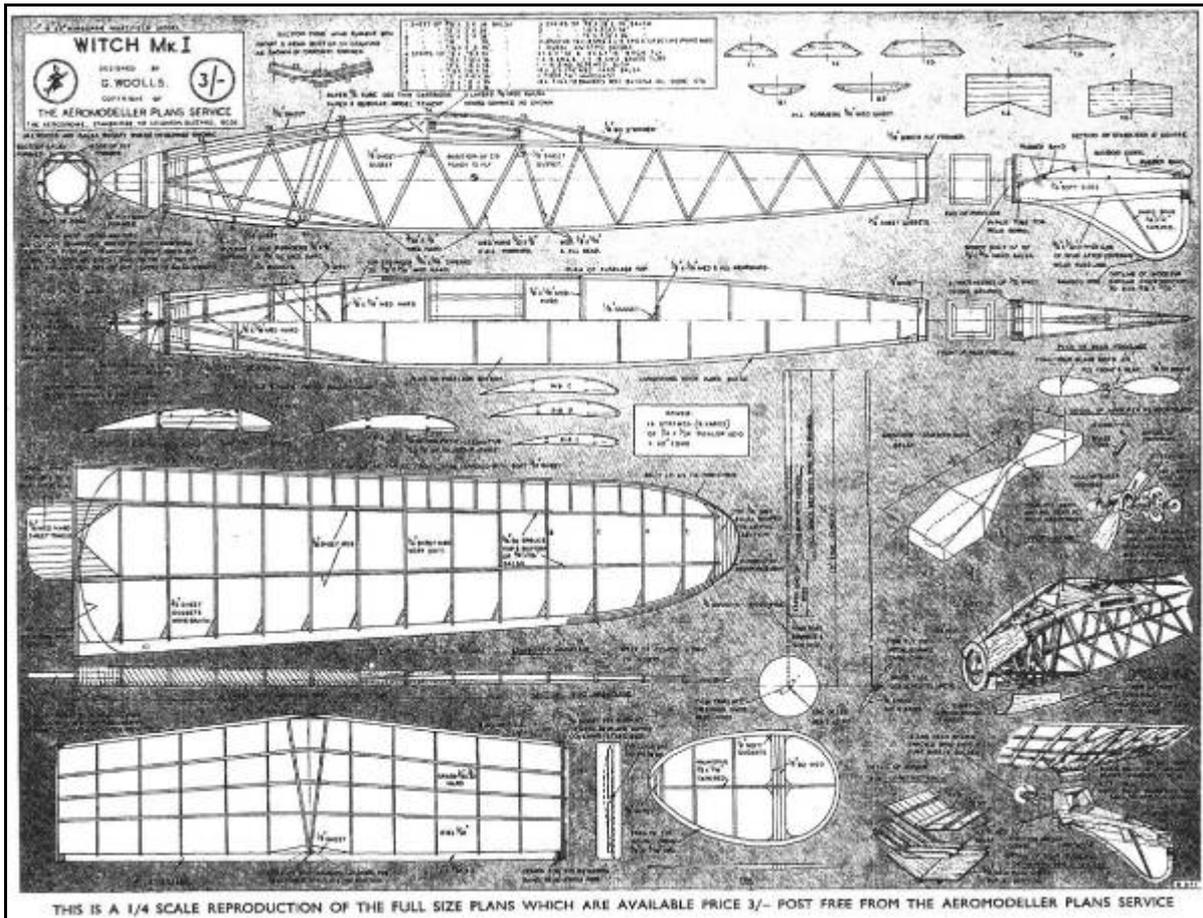
#### Construction.

As this will be sufficiently clear from the plan, only a few guides will be given here.

The Wing Box is built first, making it rather wider than necessary, so that it can be trimmed to exact length after assembly.

Templates for the sides of the box should be cut from thin, stiff card. The hardest available balsa should be used for the longerons, and the side plate placed on the plan first when building the sides. The Dethermalizer is built in and is of the Flip Up tail type, operated by rubber bands and a fuse.

The wing section is N.A.C.A. 6412 and the tip dihedral is 4 1/2 inches. The prop driving clutch shown in the drawing is perfectly satisfactory and should be a tight screw fit on, the shaft. The airscrew used and given on the plan has performed well; it was carved from hard balsa with plywood facings either side of the hub and 1/10th birch binding around the blades to strengthen them.



*Editor: Looks quite an interesting aircraft, anybody built one?*

R/C Tomboy International Postal

- SAM 2001 Italy



TOMBOY RALLY - June 2010 to end May 2011

We wish to present this competition to all the lovers of this nice model with the only aim of having fun in a postal contest which is organized to provide some fun flying together or at the same time as are all postal contests. The Tomboy Rally wants to prove the performance of this model along with the ability of the builder and pilot, without reaching the peak agonism of usual contests and only wishing to fly the model having fun in a relaxed manner. After having carried out some tests we have decided to admit the use of i.c. engines and electric motors trying to reduce the gap between them.

#### **Model**

- The 36" wing span as per plan model is permitted;
- Model may be fitted with floats as per plan
- No minimum weight;
- Reinforcement or lightening of the structure with respect of the basic outline of the original model is permitted;
- Materials to be used are those found on the plan;
- Plastic covering in place of tissue, silk or other is permitted.
- More than one person can use same model;
- Same model can fly in L.G. or float version;
- Lone fliers can self launch and time

#### **Engine/motors**

I.c. engines and electric motors are permitted within the following limits:

##### **I.C. Engines:**

- Any engine with 1 cc. maximum displacement;
- Fuel tank : 3 cc.
- R/C carburettor is permitted.

##### **Electric Motors:**

- Any electric motor is permitted with direct drive

- The engine cannot be stopped and started again:  
the motor must run continually without interruptions till the end of the battery charge or competitor's decision;
- No folding prop is permitted; if a folding prop is used the blades must be held open with a rubber band;
- freely assembled permitted batteries:  
350 Mah 2 cell LiPo  
350 Mah 6 cells Nicad or NiMh

### Flights and results

- Each competitor may fly as many flights as wished during the permitted period but only the best flight will be considered for the final result.
- Hand launches are permitted.
- The flight time starts when the model is launched or takes off. The flight time ends when the model lands or hits a fixed obstacle. If the model flies out of sight, the timekeeper will time for 10 seconds after losing sight of the model. Timing will continue, if model is seen again or stopped after 10 seconds deducting this time from the total time of the flight.

### Awards :

A diploma for all competitors and prizes for the first three.  
Special prize for best flight in float version.

### Results

Results, address, photos and technical specification about model must be forwarded to the Organization by the 15th June 2011  
to Curzio Santoni ([cusanton@tin.it](mailto:cusanton@tin.it)) or to Gianfranco Lusso ([gfl@census.ch](mailto:gfl@census.ch) ).  
Many pleasant flights and happy landings to ALL!!!!

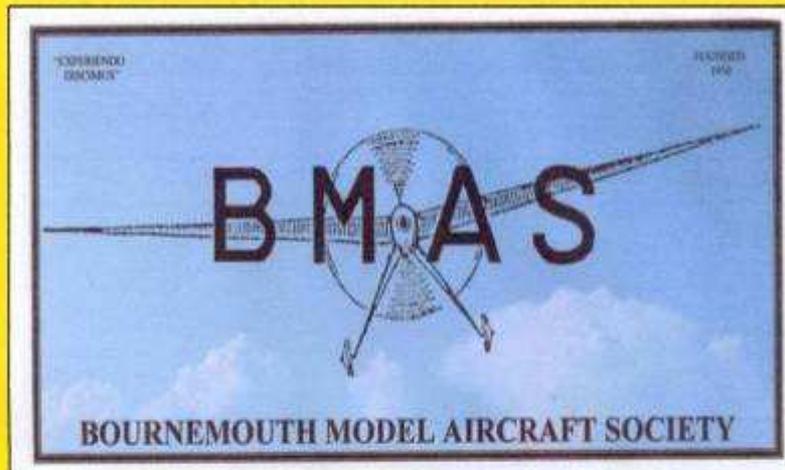
### SPECIAL PRIZE

SAM 2001 have scheduled an extra Diploma that will be awarded to the best flight in Tomboy floatplane version taking off from water. The promoters will send to the winner a Diploma signed By SAM 2001 President and a bottle of special Italian Wine to drink to Vic Smeed's health!  
Good ROW and flight

### Previous Winners

2008/2009	Pieter Moerkerken	Australia	24min 12secs
2009/2010	Gino Ursicino	Italy	35min20secs

*SAM 2001 Italy*



# **INDOOR FLYING**

**TUESDAY 26<sup>TH</sup> OCTOBER 2010**

**TUESDAY 30<sup>TH</sup> NOVEMBER 2010**

**TUESDAY 25<sup>TH</sup> JANUARY 2011**

**TUESDAY 22<sup>ND</sup> FEBRUARY 2011**

**TUESDAY 22<sup>ND</sup> MARCH 2011**

**7pm to 10pm**

**ALLENDALE CENTRE**

**HANHAM RD. WIMBORNE BH21 1AS**

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

**FREE FLIGHT ONLY**

**INFORMAL COMPETITIONS**

**ALL FLYERS MUST HAVE BMFA INSURANCE**

**FLITEHOOK NORMALLY IN ATTENDANCE**

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

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

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

## Brownhills Indoor Flying – Free Flight

Brownhills Community Association,  
Deakin Ave. Brownhills WS8 7QG

*Just off the A5*

Saturdays 2-00pm until 5-00pm - £6

2010 dates:

Sep 4<sup>th</sup> - Oct 2<sup>nd</sup> - Nov 6<sup>th</sup> - Dec 4<sup>th</sup>

2011 dates:

Jan 15<sup>th</sup> - Feb 12<sup>th</sup> - May 12<sup>th</sup>

Contact:- Tony Eadon-Mills

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

## 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 18<sup>th</sup> – Oct 16<sup>th</sup> – Dec 11<sup>th</sup>

2011 dates:- Jan 8<sup>th</sup> – Feb 5<sup>th</sup> – Mar 5<sup>th</sup>.

Admission - Flyers £5.50 - Spectators £2.00

For further information phone Colin Shepherd 0121 5506132

or e-mail [colin@colinwilliam.wanadoo.co.uk](mailto:colin@colinwilliam.wanadoo.co.uk)

## Wickham Community Centre

Mill Lane, Wickham, Hants, PO17 5AL

### INDOOR FREE-FLIGHT DATES

2010

Thursdays 6-30pm until 10-00pm

March 25<sup>th</sup>, April 29<sup>th</sup>, May 27<sup>th</sup>, June 24<sup>th</sup>,  
September 30<sup>th</sup>, October 28<sup>th</sup>, November 25<sup>th</sup>,

&

Wednesday December 29<sup>th</sup> 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, 14<sup>th</sup> 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, 3<sup>rd</sup> 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](mailto:wingate@globalnet.co.uk)

**TIMPERLEY GALA. Sunday 15<sup>th</sup> 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](mailto:TimperleyMF@hotmail.co.uk)  
 G.Ferer 25 March 2010

**VINTAGE RADIO & CONTROL LINE**  
**at MIDDLE WALLOP, 2010**

Courtesy of the Army Air Corp Centre MAC

**SUNDAY APRIL 4<sup>th</sup> 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 9<sup>th</sup> 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 29<sup>th</sup> 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

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02086413505

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Bill Longley [Vintage Power Duration] email [tasuma@btconnect.com](mailto:tasuma@btconnect.com)  
01258488833



# 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 <sup>th</sup> /11 <sup>th</sup>	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 <sup>th</sup>	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](http://www.SAM1066.org)

For up-to-date details of all BMFA Free Flight events check the websites [www.freeflightuk.org](http://www.freeflightuk.org) or [www.BMFA.org](http://www.BMFA.org)

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

## Useful Websites

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

### Are You Getting Yours? - Membership Secretary

As most of you know, we send out an email each month letting you know about the posting of the latest edition of the *New Clarion* on the website.

Invariably, a few emails get bounced back, so if you're suddenly not hearing from us, could it be you've changed your email address and not told us?

To get back on track, email [membership@sam1066.org](mailto:membership@sam1066.org) to let us know your new cyber address (snailmail address too, if that's changed as well).