

	<h1 style="color: red;">NEW Clarion</h1> <h2 style="color: red;">SAM 1066 Newsletter</h2>	<b>Issue</b> <b>082013</b>
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	Editor:- John Andrews 12 Reynolds Close Rugby CV21 4DD	Tel: 01788 562632 Mobile 07929263602 e-mail <a href="mailto:johnhandrews@tiscali.co.uk">johnhandrews@tiscali.co.uk</a>
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## Editorial

Hello Folks, my pleas for some Free-flight articles brought an instant response from Jim Moseley in Canada, his little episode leads off this months epistle. Jim's piece indicates how some simple occurrence can be turned into an article of interest to readers. Got a good report from David Parker on a visit to Old Warden so come on you free-flighters, lets have some more.

I hope you will not mind the extensive indoor content, I was writing my own experiences at the Indoor Nationals when Tony Hebb's piece came to hand and I felt it would be good to see the event through someone elses eyes.

Been a busy month for me, Sculthorpe, Brum-fly and Odiham (got roasted there) short report elsewhere. The activity this time of year eats into my New Clarion time so apologies if it turns out to be a little short.

One highlight of my visit to Odiham was the sight of Mike Parker out of hibernation and competeing. He intimated that he was setting short D/T's hoping to miss the fly-off, it worked, if he is to be believed.

The August Wallop will soon be upon us, I hope the sunshine moderates a little as I do not do heat, Odiham defeated me after lunch when the cloud dissipated.

Our Chairman John Thompson reports on Odiham and his article indicates the lengths our Contest Directors have to go to to give us flyers an event to compete in. We owe all CD's a real vote of thanks for their unstinting work on our behalf.

I came across the piece by C.S.Rushbrooke in the 1951 Aeromodeller Annual and it seems to me to be quite an accurate forecast of the specialised development of competition model aircraft at the expense of sport designs. We vintage modellers are doing our bit as our meetings see an overwhelming number of sport flyers whom outnumber us comp flyers by a substantial number I would think.



**Dick Twomey's idea of a difficult recovery**

My only flying (?) sortie of the year.

I took a bunch of power models to Geneseo, one weekend in May, which have been neglected for a number of years - some not flown for maybe 15 years plus a couple of unflown ones. Good intentions that didn't quite work out due to some balky engines, old fuel ... and a starter box that broke..... However, amongst other things ... I took out a brand new 1/2A Nostalgia "Creep", a couple of hand glides and fired up the Medallion. So far, so good.

Now the tracker slides into a tube at the rear of the pylon, alongside which are two tiny wire hooks that secure a d/t band to keep the 'bug' firmly in place. A good idea on the board. In practise, I shift grip on the fuselage and run one of these hooks into my thumb ... and out again ... leaving me firmly attached to the model with a hook that won't come out again unless maybe I tear it clean through the flesh and skin. In trying to do this I put the other thumb through the fuselage side, simultaneously with the offending hook breaking free from its position by the tracker .. all of which takes me by surprise and I inadvertently lose my grip on the model which promptly heads for the clouds on a full pacifier ... no d/t set .. and engine timer not started .. leaving me standing there with a wire sticking out of my bleeding thumb .....

Quite nice trim as it goes up OOS .. engine finally quits. All I have left is a fading 'beep' on my receiver. I drive around the NY backroads for an hour or so, stopping frequently to listen for a signal - no joy. Back on the field I do have a faint return from the end of the runway . the Genesee river in the way. The 1941 HAG people advise me where to drive to a point from which I could see the hangar ... duly found, from which I slowly make my way down to the river through cattle fields, electric fences (ouch), etc. and there I once more regain a faint 'beep' which then leads me through dense brush, water, a manure storage field (NOT nice!), deep gullies and steep slopes and eventually, to a road. The same road on which the car is parked about a mile away .... hmmm.

Opposite is what appears to be an expensive country club in manicured rolling grounds. Now this day was Graduation Day at the University ... and at this place there was a large upscale party in full swing with music, large numbers of the beautiful people standing outside socialising with drinks and snacks. My approach - dirty oily T-shirt, ragged cutoffs, broken-out 'tennies' (water goes in one hole, out of the others) liberally smeared in cattle ..er.. dung, 'country yokel' hat down over my ears, carrying a beeping antenna - causes a lull in the chatter as I pass through the gathering politely saying 'good afternoon' to left and right. Nobody offered me a drink .....

The model was in a gully a few hundred yards further along. I returned to the road via their parking lot, being as they were an unsociable lot, and trudged back to the car... thinking that if I'd driven another mile I'd have got a signal from close by and so not gone through the country assault course.

Trackers are wonderful tools. Flying models is so much fun ....

*Jim Moseley  
(Canada)*



Once again the venue for the Indoor National Championships was the ex salt store at the Boulby Potash Mine in N.Yorkshire. The store has been converted into a sports complex with keep fit gymnastic equipment in an annex down one side, a five aside football pitch in the centre and miscellaneous gymnastic pieces along the opposite side where we flyers set up all our own bits and pieces.



**A view of the miscellaneous gym equipment side  
with Tony Hebb's F1D model ready for action**

The wife and I were staying at the Runswick Bay Hotel (it was a pub really) and as we had travelled up north the day before we were at the dome bright and early for the first days flying on the Friday. We were even in time for the briefing.

The first comp for me was Limited Penny Plane (LPP) and although I did not feature in the prize list, I did get my flights in without losing the model in the roof wires as I did on my two previous visits.

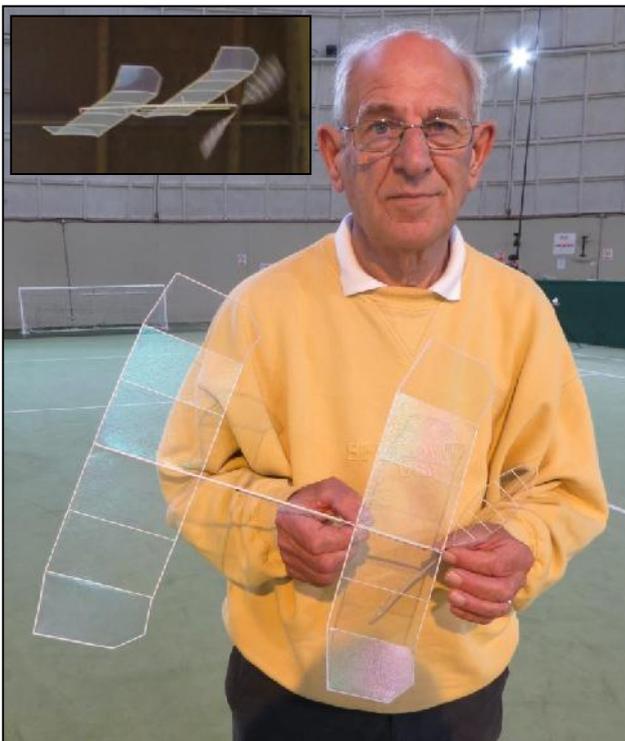
I had not really got the model down to the 3.1gm weight limit and if you do not build them light you will not get the flight times.

I got desperate and changed the prop for later flights but still could not get near to the times of the winners. I managed to get times near to 6 mins but the winners were doing 7 to 8 minutes and I was left trailing in their dust. I finished 7<sup>th</sup> from 11.



Sometime ago at Cardington someone gave me two pressed out polystyrene wings and I have been promising myself a go at chuck gliding so I had cobbled up a hand launched glider and joined the Friday lunch break free for all. You have 9 attempts to make flights and the best two count. The model had managed to survive the wife throwing her wax jacket on top of it in the back of the car, breaking the fuselage in two places and splitting off the fin. It's

amazing what a bit of super glue can do. The model had a reasonable glide but I could not get it to glide off the top of the throw. 12 seconds was my best against Mark Benns's 47. Finished 4<sup>th</sup> from 6 and two did not compete. ie. last



I had just managed to finish an Entry Level 35cm model, it had been a bit of a rush as I had been laid up with a bad back so the model was not as light as I would have liked at just under 2gm.

The comp was flown on  $\frac{1}{2}$  motors, that's carrying a weight bar equal in weight to the rubber motor. I fiddled about and got a couple of flights just over 5mins. However, Clive King had built a beauty, a tandem wing, with built up prop to boot. I did not get a look in, Clive did one flight over 8mins and backed it up with a 7mins+ and he headed the list.

Yours truly was well down, finishing in fourth place from a field of eight, but two did not return times.

Saturday we were a bit late and missed the briefing in which the others were told they had all day to fly Gyminnie Cricket. Thinking I only had the morning I quickly dashed off a couple of flights of 6-18 and 6-19. I then found out I had all day so I then took my time and using all my skill and experience in this class for the next four flights, I failed to improve on the first two flights.

This was my best event, finished second from a field of six but two did not fly. Saturday evening we all went out to dinner at the 'Ellerby' restaurant.



**A Good Time was had by All**

Sunday was 'Legal Eagle' day, the model plan has to fit on an american legal sheet of paper which is 14" x 8½" and be a model with a minimum x section in the fuselage of 1" x 1.5" x 3", also a cockpit or cabin with a clear wind shield. Looks like a plane.

My first flight was looking good until it hit the roof wires, deviated into the wall and hit that a few times before sliding down to earth. Somewhere during this escapade both prop blades had shed their



**I fettle the Eagle's prop blades**

leading half of the blade, splitting at the spar. A search did not find the missing pieces so I had to improvise with new half blades of flat sheet stuck on forming a Jedelski style blade section. I was able to finish my flights but there is no substitute for a properly twisted prop. I finished third from four entries. Got a Certificate.

Finished sixth from sixteen in the overall championship. All good fun.

*John Andrews*



## 2013 Indoor Duration National Championships Boulby - Fri 21st - Sun 23rd June.

(Courtesy of The Indoor Technical Committee & their indoor website [www.indoorduration-gbr.co.uk](http://www.indoorduration-gbr.co.uk))

We'd just had the hottest day of the year but travelling up to Boulby on Thursday the muggy weather turned to rain, the forecast was for an Atlantic depression to cross the British Isles over the weekend – nothing new there then! But lo and behold Boulby was pretty much in the eye of the depression and we had decent weather, especially Friday and Saturday, with plenty of sun and not too much wind. Temperatures in the Dome were around 23 degrees, most comfortable compared to previous years. Monday did suffer from a big thunderstorm in the afternoon though.

The Saturday evening dinner was very well attended at a local pub/restaurant (Ellerby Inn) where a good time was had by all. The raffle raised a creditable £110, many thanks to all those who generously provided prizes, even Mark and myself won something this year!

As ever a massive thank you to Cleveland Potash for allowing us to use their facility for this event – I understand they are willing for yet another return in 2014.

Due to the event at Kibbie Dome in the States entries were a little down on previous years but we have good expectations for a return to normal (or better) next year.

Highlights of this meeting include a CAT II British and World record claim for F1R (35cm) plus a British F1N record claim, both by Mark Benns.

Clive King (pictured with his Penny Plane) won his 7<sup>th</sup> National Overall Championship, which also saw him take his 200<sup>th</sup> BMFA indoor diploma. We believe his 43 points is the best ever in this event. Clive entered all 11 of the possible events and placed in the top 3 in 8 of them. This is no mean feat – it takes a great deal of preparation to have 11 models ready to fly – and fly well – in just 3 days of competition. Congratulations Clive.

**LPP – All day Friday.** This class as in previous years attracted the highest entry yet again (10), with one particular entrant, “new-boy” Robin Antcliffe travelling 300 miles from Portsmouth for one class only. Round 1 got off to a slow start but by mid morning most contestants were posting times between 5 and 7 minutes for starters, with steady improvements until round 5 when fates were finally sealed. A couple of models flew too high and got entangled by the dreaded wires – rescued in various states by efforts of Mark and Derek Richards. The Sheffield duo of Neil Stewart and Philip Roberts claimed 1<sup>st</sup> and 2<sup>nd</sup> places respectively with a gallant Clive King less than a minute behind.



1 <sup>st</sup>	Neil Stewart	16m.17secs
2 <sup>nd</sup>	Philip Roberts	15m.43s
3 <sup>rd</sup>	Clive King	14m.58s

**F1M.** With most of the usual protagonists in this class winging their way to the Kibbie Dome in the USA it was left to Clive King to challenge the stopwatch. Clive was on a mission to reclaim the title of Nationals Overall Champion won by the late John Shaw in 2012, his chances being enhanced by entering an incredible 11 classes.

1 <sup>st</sup>	Clive King	11m.24secs
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**F1N – Friday lunchtime.** Most aficionados of “chuckies” could be forgiven for guessing that this would be a one-man show, and so it proved. A larger than usual entry did little to challenge Mark Bennis, who with his 3<sup>rd</sup> and 4<sup>th</sup> flight cleaned up, the cherry on flight 4 meant he will be claiming a new UK Cat2 record of 47 seconds. Tony Hebb managed 2<sup>nd</sup> place, beating Clive King by 3 seconds.

1 <sup>st</sup>	Mark Bennis	1m.32secs
2 <sup>nd</sup>	Tony Hebb	38s
3 <sup>rd</sup>	Clive King	35s

**No-Cal.** Definitely the most watchable class to the lay-man, with such a variety of scale-ish models. Prettiest of the entries were the MB5 of Tim Chant and He119 of Meredith Evans, a couple of “Bristolians” and no mean fliers managing many flights just under the treacherous hub wires. With 4 flights between 2 and 3mins Clive King managed to keep Meredith at bay, his Fike flying as though on rails, failing by 6 secs to break the 3 minute barrier.

1 <sup>st</sup>	Clive King	5m.40 secs
2 <sup>nd</sup>	Meredith Evans	5m.08s (Pictured)
3 <sup>rd</sup>	Philip Roberts	4m.34s



**35cm Entry Level.** This class was flown to the ITC Challenge trophy rules, and though not an official class this was one leg of the year-long challenge ending 31<sup>st</sup> October 2013. Most models in the comp flirted with the hub wires at one time or another with a few hang-ups but nothing irretrievable. Clive King set the standard in round 1 with a blistering 7m.26s opener leaving the rest with having to squeeze the best from their rubber. This the top 3 did for the next 5 rounds but an incredible 9m.05s flight put the issue beyond doubt for Clive, leaving one to think this could be a show stopper next year if more people “take up the Challenge”.

1 <sup>st</sup>	Clive King	16m.33secs
2 <sup>nd</sup>	Geoff Chappell	13m.26s
3 <sup>rd</sup>	Roy Sellwood	12m.25s

(Pictured with wife Tracy)



**F1L – Friday pm.** Conditions were good in the afternoon and we had high expectations of some decent times. This did not prove to be the case however and despite low drift and a little flirtation with the wires times in the 12 minute region were the best we could do.

1 <sup>st</sup>	Tony Hebb	24m.57s
2 <sup>nd</sup>	Mark Bennis	24m.41s
3 <sup>rd</sup>	Geoff Chappell	16m.23s

**Gymminie Cricket.** The ubiquitous G.C. comp was much affected by the migration of a small group to our former colonies in the west. Tony Hebb opened up with a 6m.25s flight which was to be his 2<sup>nd</sup> best, followed very closely by John Andrews 7 secs adrift, with a remarkably consistent Clive King posting 3 flights all within 43 secs of each other. A further 6m.39s flight from Tony finished things off for top spot, John Andrews’ ace in the hole was a flight one second better than his opener to secure 2<sup>nd</sup> place.

1 <sup>st</sup>	Tony Hebb	13m.04secs
2 <sup>nd</sup>	John Andrews	12m.37s
3 <sup>rd</sup>	Clive King	10.47s

**F1R 35cm** - Sunday am. This superb class, having recently achieved FAI acceptance has been dominated by Brits in Europe for the past 4/5 years but contested by only 4 persons here this year. Tony Hebb looked to have shaken the opposition with an opener of 22m.29s, followed by 22m.40s leaving the “bookies favourite” trailing by almost 5 minutes on first 2 flights. Then Mark upped the ante with flights of 26m.57s (this flight hit the wires, tailslid for about 20’ and climbed back up to the wires again!) and 25m.01s to virtually end the competition. A truly absorbing contest, the reward for this incredible effort, was Mark’s 3<sup>rd</sup> round flight, for which he will need to do all the paperwork and drawings to claim a new Cat2 World record and consequently a National record. Shouldn’t be a problem though, he is an architect!!!



1 <sup>st</sup>	Mark Bennis	51m.58secs
2 <sup>nd</sup>	Tony Hebb	45m.52s
3 <sup>rd</sup>	Clive King	18m.16s

**Legal Eagle.** This delightfully simple class was the subject of the ITC challenge a couple of years back, and not unlike No-Cal is visually very pleasing. Ken Bates was here to defend his title and he did not disappoint, reeling off five consecutive 2 minute plus flights, he was imperious. This left Roy Sellwood and John Andrews to battle for 2<sup>nd</sup> place which went to Roy by 18 secs. The only surprise was being Clive King not managing a first 3 place, quite unusual.

1 <sup>st</sup>	Ken Bates	5m.00secs	(Pictured)
2 <sup>nd</sup>	Roy Sellwood	4m.17s	
3 <sup>rd</sup>	John Andrews	3m.59s	



**F1D** – Sunday flying extended to all day as there were few entries.

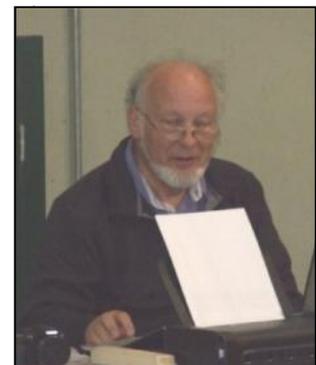
Flying in the afternoon session proved difficult as heavy thunderstorms swept by causing a few leaks in the Dome roof. Both Mark and myself suffered rain damage as wet film “pulled back” off spars, I then suffered a more serious setback as a large drip went straight through a wingtip!

1 <sup>st</sup>	Mark Bennis	20m.24s
2 <sup>nd</sup>	Tony Hebb	17m.29s
3 <sup>rd</sup>	Derek Richards	16m.31s

**Living Room Stick.** LRS remains one of the most fiercely fought classes in the Nats for many years now and when the top 5 contestants are separated by 2 minutes this becomes apparent.

Tony Hebb and Mark Bennis started out as though they were going to blow everyone away and only Laurie Chappell challenged in the opening 2 rounds. Things were beginning to look a formality when Mark posted a 6m.38s in the 3<sup>rd</sup> round. Roy Sellwood saved his best for rounds 4 and 5 as part of an impressive series of flights, but the best was yet to come. Clive, as the song says “saved the best ‘til last”, with 2 incredible efforts in round 5 and 6 taking the championship with flights of 6m.25s and 6m.52s to win by 8 seconds, great stuff!

1 <sup>st</sup>	Clive King	13m.17secs
2 <sup>nd</sup>	Tony Hebb	13m.09s
3 <sup>rd</sup>	Mark Bennis	12m.06s



Reports by Allan Weighell and Tony Hebb  
Photos – Tony Hebb

Results table - with our grateful thanks to Mike Colling pictured here hard at work.



**Friday p.m. & Saturday a.m.**

<b>F1L</b>									
Name	BMFA No.	Flight Times in minutes.seconds						Sum of best Two Flights	Place
		1	2	3	4	5	6		
Hebb. A	35650	9.43	9.16	12.43	12.14	0.00	0.00	<b>24.57</b>	1
Benns M.	72513	12.22	12.19	12.00	10.38	0.00	0.00	<b>24.41</b>	2
Chappell. G	88258	8.09	8.14	0.00	0.00	0.00	0.00	<b>16.23</b>	3
King C.	37176	5.32	5.23	5.38	0.00	0.00	0.00	<b>11.10</b>	4
Chappell. H	88323	5.29	0.00	0.00	0.00	0.00	0.00	<b>5.29</b>	5
Andrews J.	31216	0.00	0.00	0.00	0.00	0.00	0.00	No Times	

<b>35cm Entry</b>									
Name	BMFA No.	Flight Times in minutes.seconds						Sum of best Two Flights	Place
		1	2	3	4	5	6		
King C.	37176	7.26	7.28	9.05	0.00	0.00	0.00	<b>16.33</b>	1
Chappell. G	88258	5.30	5.26	6.35	4.10	6.07	6.51	<b>13.26</b>	2
Sellwood R.	53324	5.23	5.46	5.47	6.02	6.05	6.20	<b>12.25</b>	3
Andrews J.	31216	4.45	4.48	5.03	5.04	4.34	0.00	<b>10.07</b>	4
Chappell. H	88323	3.13	3.30	3.34	0.00	0.00	0.00	<b>7.04</b>	5
Bates. K	51145	0.54	1.39	2.00	2.04	1.35	2.02	<b>4.06</b>	6
Benns M.	72513	0.00	0.00	0.00	0.00	0.00	0.00	No Times	7
Richards. D	65309	0.00	0.00	0.00	0.00	0.00	0.00	No Times	8

<b>Saturday a.m. - Gyminnie Cricket</b>									
Name	BMFA No.	Flight Times in minutes.seconds						Sum of best Two Flights	Place
		1	2	3	4	5	6		
Hebb. A	35650	6.25	4.27	6.39	0.00	0.00	0.00	<b>13.04</b>	1
Andrews J.	31216	6.18	6.19	0.07	5.57	2.27	0.00	<b>12.37</b>	2
King C.	37176	5.02	5.02	5.45	0.00	0.00	0.00	<b>10.47</b>	3
Bates. K	51145	1.42	1.04	0.00	0.00	0.00	0.00	<b>2.46</b>	4
Chappell. H	88323	0.00	0.00	0.00	0.00	0.00	0.00	No Times	5
Chappell. G	88258	0.00	0.00	0.00	0.00	0.00	0.00	No Times	6

<b>Saturday p.m. &amp; Sunday a.m. - F1D</b>									
Name	BMFA No.	Flight Times in minutes.seconds						Sum of best Two Flights	Place
		1	2	3	4	5	6		
Benns M.	72513	6.47	10.08	10.16	0.00	0.00	0.00	<b>20.24</b>	1
Hebb. A	35650	7.30	8.43	8.46	8.11	8.26	0.00	<b>17.29</b>	2
King C.	37176	6.56	7.03	7.15	0.00	0.00	0.00	<b>14.18</b>	3
Richards. D	65309	9.44	0.00	0.00	0.00	0.00	0.00	<b>9.44</b>	4

<b>F1R-35 cm</b>									
Name	BMFA No.	Flight Times in minutes.seconds						Sum of best Two Flights	Place
		1	2	3	4	5	6		
Benns M.	72513	18.26	22.02	26.57	25.01	0.00	0.00	<b>51.58</b>	1
Hebb. A	35650	22.39	22.40	23.12	21.14	8.22	9.40	<b>45.52</b>	2
King C.	37176	9.05	9.11	0.00	0.00	0.00	0.00	<b>18.16</b>	3
Sellwood R.	53324	10.09	0.00	0.00	0.00	0.00	0.00	<b>10.09</b>	4

## Sunday p.m.

Legal Eagle									
Name	BMFA No.	Flight Times in minutes.seconds						Sum of best Two Flights	Place
		1	2	3	4	5	6		
Bates. K	51145	2.02	2.01	2.29	2.31	2.11	1.11	<b>5.00</b>	1
Sellwood R.	53324	1.40	1.58	2.13	2.04	0.00	0.00	<b>4.17</b>	2
Andrews J.	31216	1.41	1.57	2.02	1.09	0.00	0.00	<b>3.59</b>	3
King C.	37176	1.35	0.00	0.00	0.00	0.00	0.00	<b>1.35</b>	4

L. R.S.									
Name	BMFA No.	Flight Times in minutes.seconds						Sum of best Two Flights	Place
		1	2	3	4	5	6		
King C.	37176	2.10	4.14	6.01	4.51	6.25	6.52	<b>13.17</b>	1
Hebb. A	35650	6.40	6.29	0.00	0.00	0.00	0.00	<b>13.09</b>	2
Benns M.	72513	4.54	5.28	6.38	5.21	0.00	0.00	<b>12.06</b>	3
Sellwood R.	53324	4.48	4.30	5.24	5.36	5.39	0.00	<b>11.15</b>	4
Chappell. H	88323	5.06	5.55	4.34	3.55	0.00	0.00	<b>11.01</b>	5
Chappell. G	88258	4.06	0.19	3.29	0.00	0.00	0.00	<b>7.35</b>	6
Bates. K	51145	0.40	1.29	0.00	0.00	0.00	0.00	<b>2.09</b>	7

## 2013 Indoor Nationals Overall Champion - Clive King

Overall Championship Points Table												
Name	Events											Total Points
	L.P.P	F1M	N.C.	F1N	F1L	35cm	G.C.	F1D	F1R	Leg Eg	L.R.S	
King C.	8	1	8	2	2	7	2	2	2	1	8	<b>43</b>
Hebb. A	7			3	6		5	3	3		7	<b>34</b>
Benns M.				5	4			5	5		5	<b>24</b>
Sellwood R.	3		1			4			1	3	4	<b>16</b>
Roberts P.	10		4									<b>14</b>
Andrews J.	4			1		3	3			2		<b>13</b>
Stewart. N	12											<b>12</b>
Chappell. G					3	5					3	<b>11</b>
Bates. K	1		2			1	1			5	1	<b>11</b>
Chappell. H	5				1	2						<b>8</b>
Evans M.			6								2	<b>8</b>
Chambers. T	6											<b>6</b>
Stewart. N			5									<b>5</b>
Chant T			3									<b>3</b>
Antcliffe R.	2											<b>2</b>
Richards. D								1				<b>1</b>

Tony Hebb



*(From Model Aircraft July 1961)*

### **S.M.A.E. Limited?**

The subject of hobby versus commercialised mass recreation brings us to the burning topic of the day: "Whither the S.M.A.E.?" Now, although I've had many a sly dig at the old hierarchy, I can't help but shed a nostalgic tear for those spacious days when the learned Society lorded it over a few hundred control-less, controllable hobbyists, and when The Wakefield Cup event was followed with the same keen interest that the modern enthusiast reserves for the Manx Grand Prix. If rumour is correct, and the Society cuts itself adrift from the kit and caper masses in order to concentrate upon the dedicated model flyer, I wouldn't like to criticise the decision.

Apart from a spot of cheap insurance cover, I can't see what earthly—or airborne reason the average park prancing bod could want with any national organisation, or what such an organisation could possibly do. except to issue a regular "loss of flying field " statement to its depressed members, and perhaps give them an occasional pat on the head for keeping the old hobby flag flying.

Of course, you could invent all sorts of high flown ideals to which such a body could dedicate itself, without ever once coming down to earth. But if you think that it could do anything to stop the park keeper waving his stick at you, or that it could stage a contest-less rally, then your head must be so far up in the clouds that you need a d/t on your lughole.

I'd be the last to disillusion anyone on the number of pure in heart, contest spurning, home-ground model flyers who survive longer than two sports models and sixty letters to the model press, but compared to the gaga masses who make a brief but disastrous impact on the hobby between building Westminster Abbey out of lolly sticks and joining a cine-camera club, they must be very few indeed.

The day of the ready-to-fly plastic model is already upon us. And the bloke who gets you chucked off your flying field might only have decided to become a Model Aeronautical Engineer the Saturday afternoon before. The following week he may have so completely forgotten his boyish escapade as to be one of the first to sign the Residents Protest Petition.

One answer to the overnight modeller problem might be found in some declaration of integrity, like the Hippocratic oath. The initiate would swear to observe a standard of conduct which would obviate such common malpractice's as burning down hangars and test flying radio models on the local allotments. He would also be required to undertake a five-year building programme of not less than two models per year. This would ensure an active and continuing interest in the hobby.

Such a scheme would give a salutary short back and sides to the lunatic fringe, and also help to sort out the modelling men from the engine revving boys.

### **Steam Radio**

Being too nervous, too lazy and much too poor ever to think of taking up radio, I'm afraid I'll have to waive the glory and just stick it out for the dubious honour of being the last rubber modeller. My patience has been fortified by the shattering experience of the editorial staff in their radio uncontrolled antics.

Not that they are to blame. For some uncanny reason, which leaves the scientific world gasping in amazement, those same electronics which control the sputniks through the limitless tracts of space go all to pieces over a ten-yard model range. Must be a jinx somewhere.

*Pylonius*



**ALLBON "DART" .5 c.c.**  
**Manufacturers.** Allbon  
 Engineering Co. Ltd.,  
 The Forge, Cople, Bedford.

## ENGINE ANALYSIS

**Retail Price.** 52s. 6d. plus Purchase Tax.  
**Delivery.** Immediate.

**Spares.** Full spares and repair services available.

**Type.** Compression ignition.

**Specified Fuel.** Mercury No. 3 or No. 8.

**Capacity.** .54 c.c., .033 cu. in.

**Weight.** 1.2 oz.

**Compression Ratio.** Adjustable.

**Mounting.** Beam, upright or inverted.

**Recommended Airscrew.** 6×4 in., or 7×3 in.

**Bore.** .350 in. **Stroke.** .350 in.

**Cylinder.** Meehanite. Radial ports, 3 exhaust, 3 transfer. Cylinder screwed into crankcase.

**Cylinder Head.** Dural screwed on to cylinder.

**Crankcase.** Aluminium pressure die casting.

**Piston.** Meehanite, dural gudgeon pin carrier, conical top. No rings.

**Connecting Rod.** Dural.

**Crankpin Bearing.** Plain.

**Crankshaft.** Nickel chrome. Hardened, ground and lapped.

**Main Bearing.** Plain.

**Little End Bearing.** Plain.

**Induction.** Rotary shaft inlet valve.

**Special Features.** Gudgeon pin being retained inside piston prevents scoring of cylinder bore.

### TEST

**Engine.** Allbon "Dart" .5c.c. Diesel.

**Fuel.** Mercury No. 8.

**Starting.** Extremely good. Care must be taken not to flood the engine when run in an upright position, as the air intake of the carburettor is then vertical and may become filled with fuel.

**Running.** Very steady over a wide range of speeds, but careful adjustment of the fuel-control needle is necessary at speeds above about 13,000 r.p.m.

**B.H.P.** Starting at .012 b.h.p. at around 5,000 r.p.m., power rises steadily to a peak output of .0445 b.h.p. at 13,300 r.p.m. The engine may be considered to be running efficiently at speeds between 11,000 and 13,500 r.p.m. so that a fairly wide choice of airscrews is presented.

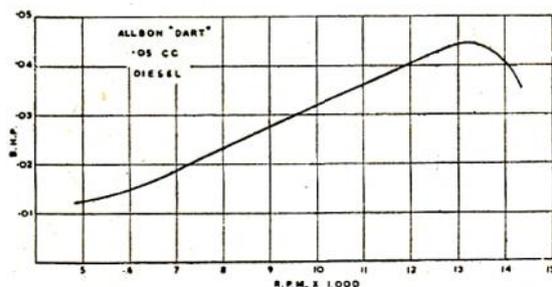
**Checked Weight.** 1.25 oz. less fuel tank.

**Power/Weight Ratio.** .575 b.h.p./lb.

**Remarks.** Tests were carried out with two separate engines, and the performance of one was better at the peak speeds. This may have been due to more careful running-in on the one engine, the latter having had two hours at about 6,000 r.p.m. with a fuel containing an added amount of lubricating oil.

The .033 cubic inches capacity prompts a comparison of Dart performance with that of contemporary American glow-plugged miniatures of between .035 and .045 cubic in.

Having operated the Dart quite successfully with an 8×4 in. propeller, we would have little hesitation in stating that here at least is a capacity at which the diesel shows superior power over its glow-plugged equivalent. No doubt many of our friends in the U.S.A. will find this motor a must for their "half A" classification of contest models.



*(Editor: This is an extract from the 1951 Aeromodeller Annual by C.S.Rushbrooke who was destined to soon become the book's Editor)*

Until shortly before the last war the rubber-driven model was practically the only type of machine built in this country, and it was not until the inception of the King Peter Cup that model gliding achieved more than a casual interest amongst British aeromodellers ; the average model glider of that time being nothing more than a converted rubber-driven model that had usually seen better days; The acquisition of an American "Brown Junior" engine had tempted a handful into experimenting with the power-driven model, but it is true to say that the vast majority of aeromodellers prior to 1930 devoted their attention solely to the rubber-driven model, interest being fairly evenly divided between the Wakefield specification and general sports fliers,

Since that time the model glider and power-driven model have rocketed in favour, and many new phases of aeromodelling such as control-line (stunt and speed), Jetex and radio control have come into being. Probably the greatest increase in popularity has been in the glider field, and this was undoubtedly the outcome of various restrictions imposed on aeromodelling during the war years, which gave this phase of the hobby a degree of advancement which would have taken years under normal conditions. This, plus the astounding increase in small engine manufacture following the war years, has somewhat naturally diverted a great deal of attention from the rubber-driven model, and generally speaking this class of aeromodelling has taken a back seat of recent years.

The outstanding exception is, of course, in connection with the Wakefield specification model, and in spite of the numerous other issues now common in aeromodelling, the Wakefield model seems to have the greatest attraction for those who study the game seriously, the general opinion being that this class of model demands the greatest amount of concentration in both designing, building and flying to produce the ultimate. This vogue perhaps reflects the present-day tendency towards specialisation, and whereas the pre-war years found the majority of experts dabbling with all kinds of rubber-driven models and occasionally the new-fangled power and glider models, the much greater interest currently shown in the competition type of model demands a degree of specialisation practically unknown in the last decade.

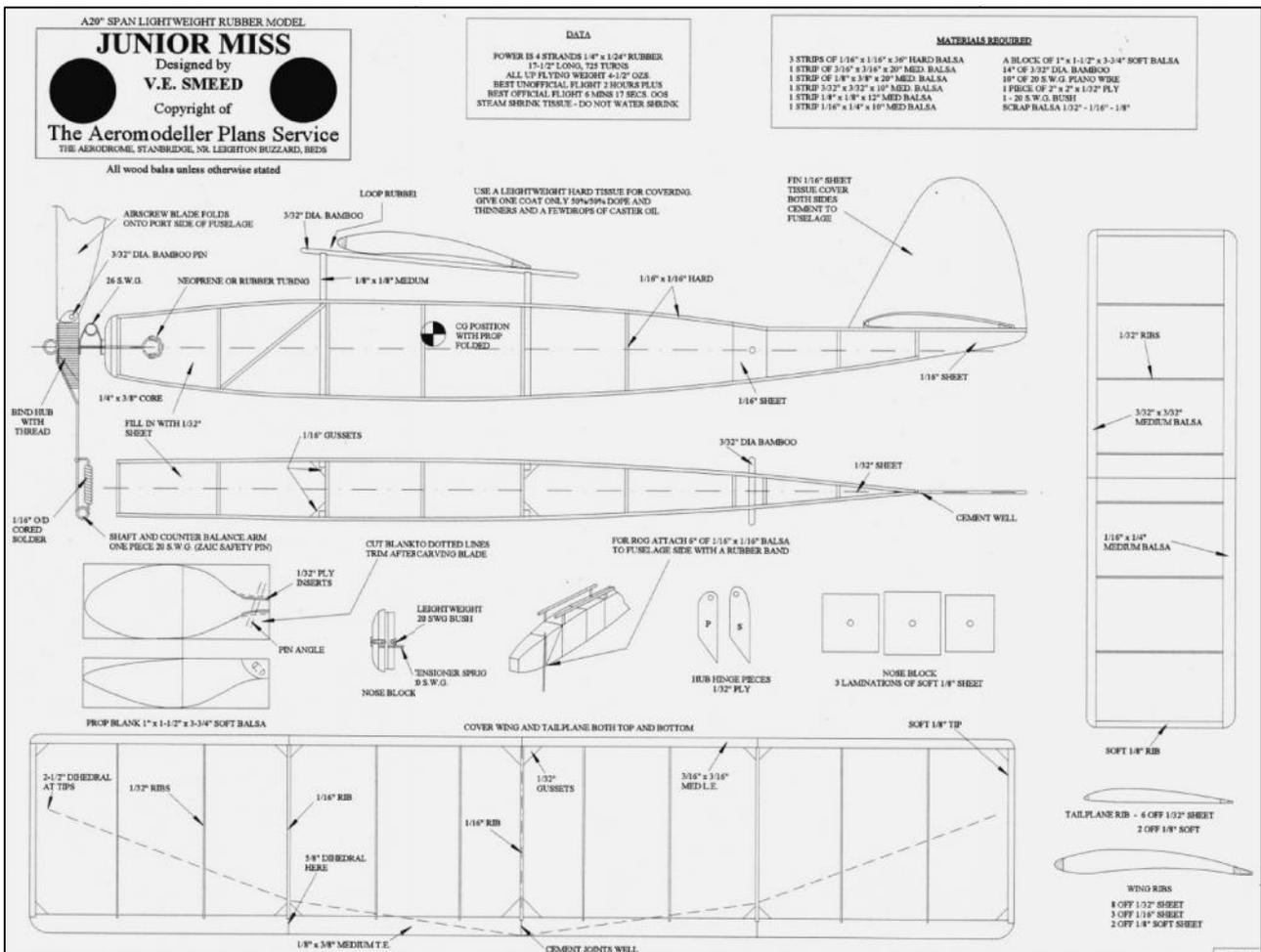
Unfortunately, this contest specialisation has led to an almost complete desertion of the general sports type of rubber-driven model, and it is rare nowadays to see any modeller flying other than a hot contest type of machine, whether it be to Wakefield specification or a lightweight. This was very noticeable at the majority of the big open meetings which were such a feature of 1951. and a peculiar factor is that at least 90% of rubber driven models seen at such meetings have been of the Wakefield class, Obviously this points to one thing, namely, that concentration on, and specialisation with, the Wakefield class of model has produced a standard of flying that is hard to match with other classes of machines, and it has been proved time and again that the Wakefield model has reached such a high pitch of development, plus an ability to withstand the average weather conditions met in Great Britain, that it has become an almost automatic choice for the rubber-driven competition. The writer views this tendency with some apprehension, for specialisation in any phase of the hobby eventually leads to a lack of support by the rank and file, and it is to be hoped that the ordinary non-specialist class of rubber driven model receives more attention during the coming year than has been apparent in 1951.

Accepting the Wakefield as typical of the past years' rubber-driven model, we see that the streamliner is fast fading from the picture, a mere handful of diehards still continuing with this class of machine. Though aerodynamically superior from some viewpoints, the streamliner suffers by virtue of construction complications with its attendant handicaps under field repair requirements. In these days of ultra keen competition, and where the ability to retrieve or repair a model in time for each round is a major factor, the streamliner has given way to the more simple slabslider with which can be grouped the diamond and semi-streamlined type of fuselage,

Following Ellila's double win with the return gear system a fair amount of attention was devoted during 1951 to this type of rubber accommodation, but it is interesting to note that the majority still stick to the single skein straight drive machine.

Modification of the Wakefield specification did not lead to the expected freak designs, the general practice being to lengthen the fuselage slightly although nothing out of the way appeared amongst the better-known British Wakefield exponents. It was left to the Americans to produce the unexpected when the abnormally long fuselages used by Foster and Andrade in Finland created a great deal of comment. Whether these 60 inch fuselages will become a regular feature of the future rubber-driven model it is too soon to predict, but there is no doubt that the majority of modellers in Great Britain are not too sure of the advantages to be gained by such practices. Whilst the American machines are undoubtedly top class performers it was obvious that they had their limitations according to weather conditions, and I have no doubt that the majority of modellers would prefer to stick to the type of machine which they know can be successfully operated under the average conditions met with in this country.

Whilst the Aeromodeller has introduced the " Walthew " and " Junior Miss " in recent months in an endeavour to stimulate interest in the non Wakefield class of machine, the tendency is for the more experienced class of modeller to ignore such designs and leave them to the beginner, devoting his abilities to the development of better Wakefield durations, This is a pity, for the general sports type of machine can give a great deal of pleasure and we rather deprecate the current tendency in the hobby to devote far too much attention to the development of the out-and-out contest machine, overlooking the fact that flying for fun can give just as much pleasure as a win in a big competition, Perhaps 1952 will see a change in this position, which I am sure will be to the improvement of this great hobby of ours.



C.S.Rushbrooke

### The Wakefield International Cup

## LORD WAKEFIELD of HYTHE, 1880 to 1941

Lord Wakefield of Hythe sincerely believed that the world would benefit from an interest in aviation through the development of aeromodels. In 1911, then Sir Charles Wakefield, held a competition for aeromodels on the grounds of the Crystal Palace. This is a very large arboretum building which had been constructed for the nineteenth century International Exposition near London, England. For this contest managed by the "Kite and Model Aeroplane Association", Sir Charles had made a sterling silver-gilted cup, standing about 18 inches high. In fact this "Gold Cup" was very similar to the present "Wakefield Cup", and was probably made by the same Master Silversmith in London: Sansom & Creswick. The Wakefield Gold Cup contest of 1911 was won by E W Twining, of London, on July 5, and Sir Charles Wakefield was in attendance to watch the competition, and to present the "Wakefield Gold Cup" to Mr Twining. The aeromodel that Twining flew was a canard. Twining patterned his aeromodel after the theories of the Wright Brothers famous "Flyer", and Santos Dumont. Twining mentioned that the original "Wakefield Gold Cup" was last won by either a Dutch, or Belgium competitor, whose family may still have this trophy. World War I, intervened, and this trophy was lost, but not forgotten.

In 1927, now Lord Wakefield of Hythe, was asked by F de P Green of the SMAE if the 1911 "Gold Cup" could again be used for an aeromodelling event, only to learn that the 1911 "Gold Cup" was lost. At this time Lord Wakefield decided to sponsor a new aeromodelling competition. It was then that F de P Green asked the President of the Society of Model Aeronautical Engineers, Sir Sefton Brancker, if the SMAE would be interested in forming a rules committee that would manage a new International Aeromodelling competition. The Governing Board of the SMAE voted to approve the request, and to appoint Mr A F Houlberg, and Dr A P Thurston to head the Wakefield International Trophy Committee. It was through the efforts of these two gentlemen that the Wakefield International Trophy Rules were first formulated. These "Wakefield Cup Rules" were in two parts, the first being the basis for the competition, the General Rules:

1. The Cup shall be known as "The Wakefield Cup for International Competition".
2. The Cup will be perpetual and remain the property of the SMAE.
3. The Cup shall be competed for annually unless the SMAE gives its consent to suspension owing to exceptional conditions. (reference: 1957, when the SMAE protested.)
4. The Cup shall be awarded to the Society represented by the entrant of the winning model.
5. Any money prizes shall be awarded to the entrant of the winning model.
6. Suitable bond for the proper care and return of the Cup shall be required by the SMAE.
7. All entries shall be made through the Society in each country affiliated to the International Aeronautical Federation (FAI).
8. There shall be a fee for each entry.
9. The entrant must be the owner of the model he enters.
10. No entrant shall enter more than one model.
11. At least three models must compete, otherwise no competition can be held.
12. Each Country shall be responsible for the selection of its entrants, six maximum.
13. The competition shall be held in the open air, in a place approved by the FAI.
14. The competition shall always be for model aircraft.
15. The first competition shall be held in Great Britain and successive competitions in the country which last won the Cup.
16. The rules for each competition shall be made by the SMAE in conjunction with the Society holding the Cup until such time as the formation of an International Committee.
17. Models may be flown by a proxy appointed by the entrant.

18. A proxy may be chosen by the Society winning the Cup.

This was followed by part two of the Wakefield Rules, the Specifications:

1. The (first) competition shall be held in Great Britain subject to rule 13 of the "General Rules".
2. Each model shall rise from the ground (ROG) from a standstill entirely under its own power.
3. The competition shall be for the duration of flight, such duration being taken from the time the model is released until it touches some solid obstacle after flight or until passing out of sight (OOS) of the judges.
4. Each entrant shall be allowed three attempts during the competition. The best of three attempts shall be counted. (High Time)
5. When called by the judges each model must be ready for flight within three minutes or the entrant shall be liable for disqualification from that round.
6. Minor adjustments may be made between competition flights but trial flights may only be made with the permission of the judges.
7. The design of the model is not restricted except that rubber motors, air containers and fuel containers must be concealed and that the fuselage or fuselages be fully covered and conform to the following formula: the minimum value of the maximum cross-sectional area of each fuselage = (length of model from nose to tail) squared divided by 100 =  $L^2/100$
8. Any form of power may be used.
9. No model must weigh more than eleven pounds avoirdupois.
10. The decision of the judges shall be final.

The first Wakefield International Cup Contest was held in 1928 at Hendon Aerodrome, near London, England. There is no evidence to indicate that Lord Wakefield of Hythe attended the contest, but knowing how important this contest was to him I would guess that he was there to present the new "Silver Cup". His interest in aeromodelling never waned, and by 1936 when the English team returned from the USA after Albert Judge had won back the Wakefield Cup, Lord Wakefield personally hosted the team at a restaurant in Piccadilly, London. This unflinching, and single minded devotion to aeromodelling by Viscount Lord Wakefield of Hythe must have in some way prepared the many English aeromodellers who flew in the Wakefield Event, to devote their careers to the aviation industry in their country, and in some way added to the survival of their country during World War II, at least that's what I believe. One outstanding example would have to be Robert Copland who died in 1996. Actually Lord Wakefield of Hythe believed fully in friendly international aeromodelling, and the Wakefield International Cup contest has always been that, regardless of those today who admire nationalistic military displays of uniformed marching units waving flags, like at the "Olympics".

Viscount Wakefield of Hythe died in March 1941, at an estimated age of 61 years. While he was living he was referred to as "The Patron Saint of Aviation", a title that he much deserved. He will be loved forever by those who fly in the contests of his namesake. Although today's rules bear little resemblance to the Wakefield Rules that were first written by the SMAE in 1927, the "spirit" of The Event prevails. This spirit, I believe, is present because there are many people still alive today who have been involved in the perpetuation of the Wakefield event from the beginning, Gordon S Light the 1932 and 1935 Wakefield Champion for one. This condition is now in the stage of attrition, and within a few short years it will climax with the fact that there are no longer any survivors left in the world who remember, or even care about history of the Wakefield Cup event. At this stage in time the Wakefield Cup event will be in serious jeopardy.

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*Charles Dennis Rushing*

I have been to three outdoor meetings last month, the first being Sculthorpe. We had a good time last year so we were there again, ourselves and John and Kath Wingate. Weather was great but windy on the second day.



Sculthorpe's usual smattering of spectators

Started off with two maxes on Saturday in BMFA Rubber, OK with the exception of a long retrieve on the first flight. We had over run the model and only found it on the way back after we had given up. It was laying on the runway would you believe. This loss of time put me on the back foot all day. Picked bad air for my third flight and came up well short. John Wingate completed his three without much effort, although Kath was not well enough to retrieve he had fetchermitees galore with his Daughter, Son and Daughter in-law. Said Daughter in-law was the pick of the bunch, she could follow the line superbly. One occasion she found John's model and mine on the same trip. John was also able to put a full house together in Classic also. I ran out of time and only managed to get one flight in in Classic.



I assemble 0-3 in my new fathers day hat, whilst JW fits his rather long fuse

John did not fare too well in the fly-offs but he competed which was more than I could say.

The electric fences featured well in both our days as John W up-ended himself by riding into one on his bicycle and I drove into one in the car and only just managed to stop before I wrecked the thing, it's a good job there is a lot of give in the wires. Recovery trips demanded the carrying of a plastic tube to depress the wires to step over for retrievals.



The electric fencing



Dave Taylor waits with Walt Hodkinson & spectators

We were all wary of the fencing but the piece where we were flying from had been deactivated but elsewhere you could feel a tingle if you tried it. All in all a really good two day meeting, although I dipped out again.

### BMFA East Anglian Gala 2013, Competition Results. Saturday 29 June

Name	Number	Club	Flight 1	2	3	Total	Fly Off	Place
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#### BMFA RUBBER

Ivan Taylor	63252	B'ham	2.30	2.30	2.30	7.30	13.17	1
Phil Ball	57180	Grantham	2.30	2.30	2.30	7.30	8.15	2
Peter Woodhouse	00679	Morley	2.30	2.30	2.30	7.30	5.36	3
Mick Howick	65422	Vikings	2.30	2.30	2.30	7.30	3.44	4
John Wingate	41448	Timperley	2.30	2.30	2.30	7.30	3.23	5
Nick Bosdet	47905	CM	2.30	2.30	2.30	7.30		6
John Andrews	31216	Timperley	2.30	2.30	2.13	7.13		7
Peter Arnould	62123	Vikings	2.30	2.30	0.00	5.00		8
Peter Gibbons	76597	P'borough	2.17	2.30	0.00	4.47		9
David Beales	81597	Croydon	2.30	1.38	0.00	4.08		10
Martin Mc Hugh	162056	P'borough	1.33	1.05	0.00	2.38		11
A Moorhouse	62373	Vikings	2.30	0.00	0.00	2.30		12

#### BMFA Glider

David Cox	73114	Crookham	2.30	2.30	2.30	7.30	12.22	1
Phil Ball	57180	B' ham.	2.30	2.30	2.30	7.30	7.35	2
Gilbert Hart	54609	Vikings	2.30	2.30	2.30	7.30	6.28	3
Roger Heap	73338	Biggles	2.30	2.30	2.30	7.30	2.51	4
John Williams	63375	B'ham	2.30	2.30	2.30	7.30		5
Brian Baines	51191	Grantham	2.30	1.50	2.28	6.48		6
Nick Bosdet	47905	CM	2.30	2.30	1.21	6.21		7
David Truluck	51147	Vikings	1.15	2.30	2.30	6.15		8
Peter Gibbons	76597	P'borough	2.30	0.27	2.30	5.27		9
Martin McHugh	162056	P'borough	1.41	2.30	1.00	5.11		10
David Oldfield	31734	Vikings	1.18	2.30	0.52	4.40		11
John Hook	00487	Crookham	0.00	1.39	2.30	4.09		12
Colin Foster	17203	Morley	2.30	1.10	0.00	3.40		13
Terry King	70303	IVCMAC						14

#### Classic R/P.

Spencer Willis	34982	Croydon	2.30	2.30	2.30	7.30	6.27	1
Michael Gilham	53987	CVA	2.30	2.30	2.30	7.30	3.25	2
John Wingate	41448	Timperley	2.30	2.30	2.30	7.30	3.00	3
Dennis Davitt	63260	Morley	1.55	2.30	2.30	6.55		4
Frank Rushby	52258	Cleemac	2.30			2.30		5
Chris Strachan	33623	Biggles	2.30			2.30		5
John Andrews	31216	Timperley	2.30			2.30		5

Tailless								
Spencer Willis	34982	Croydon	2.17	2.30	2.27	7.14		1
Chris Strachan	33623	Biggles	2.30	2.30	2.13	7.13		2
Rodney Mosley	100178	Morley	2.30	1.19	2.30	6.19		3
David Taylor	4788	Grantham	2.10	2.30	1.23	6.03		4
Gilbert Hart	54609	Vikings	1.22	1.37		2.59		5

Vintage Glider								
Chris Strachan	33623	Biggles	2.30	2.30	2.30	7.30	6.24	1
Colin Foster	17203	Morley	2.30	2.30	2.30	7.30	4.06	2
Terry King	70303	IVCMAC	2.30	2.30	2.30	7.30	2.40	3
Roger Heap	73338	Biggles	2.30	2.30	2.05	7.05		4
David Cox	73114	Crookham	1.40			1.40		5

SLOP								
Colin Foster	17203	Morley	2.30	2.30	2.30	7.30	4.46	1
Peter Woodhouse	00679	Morley	2.30	2.30	2.30	7.30	4.42	2
Brian Spooner	53836	Grantham	2.30	2.30	2.30	7.30		3
Adam Beales	81598	Croydon	2.30	2.30	2.30	7.30		3
David Cox	73114	Crookham	2.30	2.30	2.12	7.12		5
Frank Rushby	52258	Cleemac	2.30	1.54	2.30	6.54		6

HLG/CLG										
			1	2	3	4	5	6	7	TOTAL
Phil Ball	57180	Grantham	0.60	0.43	0.60	0.51	0.41	0.60	0.60	6.15
G Percival	31494	Grantham	0.40	0.49	0.32	0.32	0.24	0.27	0.25	3.49
P Gibbons	79597	P'borough	0.26	0.27	0.25	0.60				2.18
J Mosley(J)	177198	Morley	0.13	0.14	0.11	0.07	0.13	0.18	0.17	1.33

### BMFA East Anglian Gala 2013, Competition Results.Sunday 30 June

Mini-Vintage								
Chris Redrup	34457	Crookham	2.00	2.00	2.00	6.00	6.03	1
Phil Ball	57180	Grantham	2.00	2.00	2.00	6.00	5.17	2
Colin Foster	17203	Morley	2.00	2.00	2.00	6.00	3.55	3
Walter Hodgkinson	8681	Timperley	2.00	2.00	2.00	6.00	1.40	4
David Taylor	4788	Grantham	2.00	2.00	2.00	6.00	1.37	5
Simon Firth	710639	IVCMAC	1.46	2.00	2.00	5.46		6
Peter Woodhouse	00679	Morley	2.00	2.00	0.28	4.28		7
Tony Rushby	52257	Cleemac	2.00	2.00		4.00		8
Mick Howick	65422	Vikings	2.00			2.00		9
Gordon Warburton	58428	Morley	2.00			2.00		9

BMFA Power								
Andrew Chilton	51970	Crookham	2.30	2.01	2.30	7.01		1
David Cox	73114	Crookham	1.22	2.30		3.52		2
Trevor Payne	32531	Biggles	2.30			2.30		3
Frank Rushby	52258	Cleemac	1.36			1.36		4

BMFA Electric								
Tony Shepherd	14221	Crookham	2.30	2.30	2.30	7.30	1.46	1
Chris Strachan	33623	Biggles	2.30	2.30	2.30	7.30	1.39	2
Trevor Grey	338877	Crookham	2.30	2.30	1.57	6.57		3
Geoff Kent	7773	Biggles						

Classic Glider								
David Truluck	54147	Vikings	1.57	2.30	2.30	6.57		1
Phil Ball	57180	Grantham	1.35	2.14	2.30	6.19		2
Gilbert Hart	54609	Vikings	2.30	1.10	2.30	6.10		3
David Cox	73114	Crookham	2.30	1.02	2.30	6.02		4
Colin Foster	17203	Morley	2.30	2.10	0.58	5.38		5
Terry King	70303	IVCMAC	1.23	2.30	1.09	5.02		6
Roger Heap	73338	Biggles	2.30	0.59	1.14	4.33		7
Rodney Mosley	100178	Morley						

P30							
Chris Redrup	34457	Crookham	2.00	2.00	2.00	6.00	1
Peter Gibbons	76597	P'borough	1.56	2.00	1.38	5.34	2
Peter Adams	107883	P'borough	2.00	1.49	1.34	5.23	3
Mike Woodhouse	34262	Vikings	2.00	1.20	2.00	5.20	4
Jamie Mosley (J)	177198	Morley	2.00	2.00	1.04	5.04	5
Peter Ingham	81467	Acle	1.36	1.26	2.00	5.02	6
Peter Tolhurst	112840	Crookham	1.32	0.49	1.18	3.39	7
Peter Woodhouse	00679	Morley					
Dave Bent	113861	P'borough					
Simon Firth	76639	IVCMAC					

Vintage R/P							
Spencer Willis	34982	Croydon	1.45	2.30	2.30	6.45	1

Bowden							
Bernie Nichols	125095	P'borough					1
Brian Waterland	344414	P'borough					2
Mick Staples	53338	IVCMAC					3

My next event was the 'Brum Fly' at Barkston, it was a good flying day but wind direction was a little fickle seeing some flights out into the sticks with a particularly dense rape field causing problems. I decided to use my 'Last Resort' in BMFA Rubber as it flies on 50gms anyway. First flight into big lift and one max in the bag. Second flight disaster, some un-noticed minor damage to the front tailplane stop caused the tailplane to pull down onto one of the locating dowels at the rear giving a dollop of extra right turn and over elevation. The flight was spectacular, the model climbing in an impossible looking right turn, spinning around in a semi stalled condition but still climbing. At the prop fold the over elevation took hold and a monumental series of stalls brought the model down somewhat short of requirements. I then turned my attention to my re-jigged O-4, which had had the fragile wing mounts removed and a more solid location fitted and also moved forward about 2cm. When I thought the model was about trimmed I put a reasonable number of turns on and had the flight timed for my third flight in BMFA Rubber. It was not trimmed and after a number of soggy looking stalls the model eventually climbed away but once again no max, but least I had put my three flights in.

One of the highlights of the day was a prolonged visit by a huge bird of prey, a 'Red Kite' a magnificent sight through the binos. The bird certainly was more adept than I at finding thermals as it soared about above us.

I almost missed the prize presentation as we were looking for John Wingates lost model, which he eventually located in the rape. Once we knew he had it the wife and I headed home and I noticed the prize presentation taking place as we passed. I stopped and went over to clap a bit for the winners when I was informed that I had a bottle of wine to come. I must have placed somewhere in BMFA Rubber, it goes to show that it is worth finishing your flights off even if you drop one.

Last visit was to Odiham, I had never been before and the escort from the gate to the flightline was a new experience. We had to be on site between 8 & 9 and having

had a bad nights sleep in the stifling heat of our Premier Inn, we were first on the field, I never ever have had the first pick of the flight line before.

Picked the wrong spot and moved later to fly alongside Roy & Barbara Tiller. We were lucky with the weather, it was overcast in the morning and the heat was bearable as I managed to get three indifferent flights in 8oz Wake with my 39 Korda.

After the ornithologistic experience seeing the 'Red Kite' at Brum-Fly I was delighted to come across the lesser spotted 'Mike Parker' at Odiham with model to boot.

Lunchtime things changed as the clouds faded and the sun started to roast us. Rachel and I spent the rest of the day in the shade under a fishing umbrella.

In the evening we dined out with Roy and Barbara Tiller and after the meal we chatted by the side of a lake in the grounds of the restaurant in the cool of the evening air.

Roy and I shared reminiscences of national service troop ships, the 'Empire Fowey', the 'Asturias' and our time in the trenches, the girls were chit chatting elsewhere.



If you feel like getting a divorce, I would suggest that wearing a tee shirt as modeled by Chris Redrup would be a dead certainty, he may have been inundated with requests for samples but not from me, I just would not dare.



The RAF welcome sign at the entrance, we were well looked after with an RAF liaison officer on hand all through the meeting.

*John Andrews*

**Southern Area BMFA Spring Gala  
RAF Odiham 21<sup>st</sup> July 2013**



Planning for this event begins in October to request a date that fits in with the RAF operational requirements, then once the hurdles of MOD Licence, Risk Assessments, Local Authority/Police approval are obtained the Event can be held, keeping one's fingers crossed that no air movements take place on this very active Aerodrome -- Thankfully there were none on the day.

The day was hot with an Easterly of up to 10 knots, which dictated a 90 second max with a DT Fly Off. The crops outside the 15 foot high fences are about 2 weeks from cropping, so were no go areas.

68 people had pre-registered, with slightly over 60 turning up on the day. Talking of 60 I did managed to spot two people below that age, but there were quite a few very active over 80's plying their trade on the end of towlines or winders, good on 'em .

The competitions went smoothly, with only 2 or 3 sports models disappearing over the hills and far away. One Catapult glider also did a "Houdini" after some 5 minutes on DT, such was the lift .

I must acknowledge the very helpful assistance of Flt. Lt. Al Sparks the RAF Liaison Officer who smoothed the path for a grand day. Also thanks go for the help at the - armed- gate checking in entrants, the ferrying from there to our Control Point, the keeping of the score sheets etc. . Without this help the event would not be possible. So a big thank you.

An Email from Ron Firth (with a donation ) wished us well and recalled attending the first event in 1947. I should also like to thank others for donations which helped to make this event viable.

In the end a surplus of £125 was generated, from total expense of running the event of nearly £750. This £125 was donated to the RAF Benevolent Fund as a small thank you for the use of the 'Drome'.

"Il Dottore dei Dottori" Jim Paton was Gala champion winning the Mike Kemp Shield. Jim having featured in the first 3 of 3 competitions, a pretty good effort. Jim you'd better write out a prescription for others so that they can give you some competition.





Not having been to Old Warden for very many years, in view of the good weather we had been having I decide to venture forth for the Scale Day on the 21st July. Not surprisingly on the day it did not look promising at all at home (in Norfolk) but the forecast looked fair and after all it was some 80 miles away and things can change. So off I set with a token model (Andrew Moorhouse's 3/10th scale version of the real thing).

It was pleasing to find that little had changed at the airfield since my last visit - no bouncy castle or burger bars - just a few extra hangars. Bravo.

On arrival the weather was found to be overcast - so comfortably cool. A noticeable breeze but clearly by the amount of activity quite flyable. The radio chaps were doing their stuff jolly well and there was evidence of a healthy attendance at the control line circles near the Tower.

But most conspicuous was the free flight contingent over the other side. I have to say though that in that arena "Scale Day" it was not as the Vintage chaps were much in evidence. But the scale Free flight group could not go unnoticed.

A promising array of stands for parting with ones cash were immediately tempting. I always find these a good opportunity to "stock up" on ones wants - and also extravagances!

But I quickly headed to the fray. Pictures tell more than words and so here are a selection - but may I quickly say at the time I had no idea that I would be writing this piece and so had no note book and thus the memory is my only source of information. Bear with me! Things are just not what they used to be.



So here is a very nice Linnet - the Frog one.

This design is I feel so typical of the pleasing lines of the Frog kits of that era. I believe there were quite a few, all named after birds, on a similar theme. There are sources on the 'net' where the plan can be downloaded as I do not think it is in the DB library.

I thought it flew well but apparently was a bit uncompromising by having a rather robust desire to turn right. Note the trim tab on the port wingtip and left rudder. All I can remember about the owner is that he is moving to Oxfordshire. The engine is a mini Mills - 0.5.



**And what about this? Mr Pridmore's Ladybird Special.**

This was in *Aeromodeller Annual 1950* and was a development of the lovely rubber version. That I saw fly at last years Free Flight Nationals - straight off the board.

The "Special" had a novel wing folding arrangement to aid travelling originally. Powered by an ED Bee Mr. Pridmore claimed that it "has a performance equal if not better than (sic) a well trimmed pylon contest model". Apparently on its' sixth test flight the original flew O.O.S after six minutes on a 25 sec. engine run. And in more than a seasons flying it did not sustain one prang.

I take it the "Special" was well trimmed to?

Just look at that construction and I really do think the chap who built it (see below) had a degree in graphics with that presentation and finish.

So just one more then, but sadly I do not have a name that we can credit.

And our friend did not stop with the model below - We also see him (far left) launching another masterpiece.....

I am sure I saw that one performing well but I believe it had a prang later on. The engine - as they so often do - played up and then after a changed of prop behaved quite well.



Now it was of course a Scale Day so here is an example of the standard that was much in evidence. I am always amazed at the aplomb displayed (it seems) by the builders of these gems when flying such models. But as Eric Coates once said "They do bounce rather well".



The prop. I suggest is almost so unobtrusive to be "scale". A pretty good example of real aeromodelling.

I did notice as well at least a couple of "twins" - both I am pretty sure rubber powered, and one of which was a Mosquito early trials.



I did also learn that a little surprisingly the modern electric motor has not made the inroad into free flight scale that might have been expected, being more user friendly that a diesel.

However I for one do know where I am with a diesel. And honestly the "smell" and sound do rather make the day?

And a different angle

Whilst on the scale scene may I mention the Control Line Scale events. Very well attended and perhaps we can hope for a rise in the interest to an even greater extent.

There follows a line up then of some of the entries.



Here we have a brace of Linnets - Mr Woollet's design.  
Both flew in a rock steady manner.

Really nice action don't you think - good follow through and all that?

1954 vintage and in the DB library. Not that small and ED Bee is the power source.

I found a picture of the designer - on a day rather less agreeable than shown above.

I remember being surprised at the stability of some of these low wing designs having cut my teeth on the infamous KK scale designs of Mr Hatfull.

The man himself - looks cold?



I was given a KK Gipsy for a birthday - about 12 I think and such a monster demanded the application of all the building skills I had acquired. Nearly a disaster because I decided to put a few turns on the motor before I had doped the tissue. To my horror the whole thing decided to twist in sympathy with the motor. So quickly let go of the prop!! It did fly (when doped) beautifully in Dulwich Park (permitted then) and gave me great confidence.

So here then one at Old Warden.



And a Competitor.

So an absolutely spiffing day that went by in a flash.

I made quick visit to the "shops" where I made a purchase of an engine that took me down memory lane again.

I must thank all who allowed me to chatter on - I never flew my little Scram, but that can be done almost any old day.

If there are any queries of unforgivable faux pas please feel free to contact me on:

[david.parker13@virgin.net](mailto:david.parker13@virgin.net),

but please, as I am of a nervous disposition, be gentle with the brickbats.

So just a couple of folk going home.

Remember this chap?



**Not a bad collection is it?  
More stunning artwork.**



**But really, gentlemen.  
please??**  
(room for one more on top)

*David Parker*

## Letters to the Editor

**Don Thomson:** Unknown Warrior

Peter and John,

Thank you for publishing the photo of my uncharacteristically tidy camp at the Oxford Gala in the July NC. I am the 'Unknown Warrior', perhaps next time I'll use that moniker. Despite your opinion, the fishing broolly provides good shelter for 2 people and model boxes when the drizzle drives across the meadow. May I also call your attention to the Formula 1 trolley jack parked in the grass next to the broolly. This is an essential aid when a fast change of front wing is needed between rounds. It is the next must-have support item. Oh, and it also doubles as a porter's trolley!

Thanks to both of you for your splendid newsletters and reports.

Regards.

*Don Thomson*

**Ian Russell:** wake winner.

G'day John.

Recently we have had a little correspondence on a book written about the Leeds Model Co., founded by Rex Stedman. This Co. became the third largest model railway co. after Hornby and Basset-Lowke.

It is mentioned in the book that Stedman was the second winner of the Wakefield Trophy. However, I notice that in the list of Wakefield winners in latest Clarion, there is a gap from 1911 (the first running) to 1928, and no mention of Stedman. Does this mean it was not run in those years, or is the information now lost? Either Stedman was not the second winner, or maybe we have filled in one of the missing names?

Regards,

*Ian Russell.*

**Peter Michel:** mayzee dt

John:

I see from the latest Clarion that you lost you tailless rubber job, the Mayzee, due to the failure of a drag-flap DT to bring it down. Since drag-flaps never seem to do the job properly, the answer is a tip-up wing, or to be more exact, a tip-down fuselage. You pivot the wing from the *leading edge*, allowing the fuselage to drop down through 40 degrees or so. The Mayzee is perfect for this because the front point, or apex, of the wing is squared off where it meets the fuselage. In theory all this sounds dodgy. But in practice rubber models so equipped come down like the proverbial bag of hammers, with the descent looking for all the world like a hawk swooping on its prey. Do try it. You will be an instant convert!

It's a pity the same can't be said for tailless gliders which, of course, have no fuselage. Drag flaps on my 80in Penumbra, for instance, only steepened the glide. I twice nearly lost it on this account before changing to a swinging weight (the nose ballast on a rearward-pivoting arm). This Heath-Robinson arrangement gets it down OK but in a most inelegant manner.

Best regards,

*Peter Michel.*

**Syd Hylan:** Lost & Found

John,

On Saturday the 13th of July I was flying my FF model Apex at the area 8 flying site on Salisbury Plain when it came down after a very good flight in the very long grass( Nearly up to my arm pits in places).

I had a pretty good fix on its landing, but after an hour or so, no sign of the model, so in the heat 28c plus I gave up the search and went home.

The next day I went back again early in the morning to have another search, aided this time by one of the best model finders, Peter Carter & help from Fred Brown alas to no avail the model stayed hidden.

After flying some of my other models during a very hot day in the afternoon there was a shout from Peter Carter saying that my lost model had been found, it transpired that Peter Watson (I hope I have his name correct) was retrieving his plane from the long grass when he found mine.

So through the pages of the New Clarion I would like to say a big thank you Peter, and thank you Peter Carter & Fred Brown. For your help in all that heat.

Regards,

*Syd Hylan*

**Stewart Mason:** Tomboy

Hi there Mr Andrews.

I have decided to embark on a project that I hope will be a definitive work, and I require a little help from your good self to get the ball rolling!

Given the huge number of Tomboys built since the model's debut in 1951, and it's huge popularity even today, I have had the idea to start something of a fan page dedicated to this model, and it will be hosted on the popular blogger platform. I have not as yet uploaded any content, (the brainwave only hit me this very evening) but the address of the fledgling site I include here.

<http://tomboytribute.blogspot.co.uk/>

My idea is to collect photos and information on as many of the different varieties of Tomboys as I can get hold of.

Including F/F, R/C assist, Senior, 1/2A, Electric, I/C, short kit, plans built, and so on. I would like each contributor to send me some nice quality photos of their models, including if possible shots of radio installation, motor installation etc, and include a history of the model perhaps including year built, purpose (Tomboy 3's, Bowden, Hilda Baker, club use and so on) and some detail about the engine or electric motor setup, covering, and tips to assist other builders. In fact any details he or she considers relevant.

email me on [horizons84@gmail.com](mailto:horizons84@gmail.com)

I hope that this site will be the place to go for anyone who has built or is considering building this model.

Kind regards,

*Stewart Mason.*

What a difference some decent weather makes. Get your flying in wherever possible - it may not last! Beaulieu has seen much more activity of late.

### Notice from Middle Wallop Airfield Management

Many of you will recall the sad fatality that occurred earlier this year on the Middle Wallop airfield. One of the consequences is that the Authorities are tightening further the rules regarding use of the airfield. I recently received the document printed below from Major Skinner (MW Airfield Manager). As you will see from my responses (in blue) we do already generally conform to the requirements. However it does bring home the fact that we have to adhere to rigorous conditions to ensure that we are allowed use of the airfield. Your Committee looks to the members of 1066 for full support as appropriate to ensure we do nothing that jeopardises our position.

#### MODELLER VISITS TO MIDDLE WALLOP

Modeller visits to Middle Wallop which are licensed are permitted under terms of the following additional conditions to the licence issued by Defence Estates:

1. A group leader is to be nominated who will be formally responsible to the MOD for the conduct of the group. He will be the point of contact for the airfield manager for the visit, an email and telephone POC required must be provided at least 28 days prior to the event.  
*For SAM 1066 meetings, this would normally be Roger Newman (02392550809/mob 078177044560).  
An alternative contact would be nominated if Newman is not available.*
2. Any weekend group visits must have a coordinator to be in attendance at the Museum car park for the arrival and departure of the group. He is to be equipped with a mobile phone and a radio capable of monitoring the Middle Wallop tower frequency 118.6Mhz.  
*SAM 1066 already conforms to this condition.  
Two radio transceivers are at hand throughout the day.*
3. Modellers must be aware that light aircraft may arrive and depart throughout the day using the main runways, these will only be arrivals and departures, no training circuits. These movements which will be announced by radio, contact details of all movements may had by reference to the green sheets held by the Fire Station operations desk.  
*SAM 1066 Coordinator checks green sheets prior to access to the field.  
All modellers are made aware that light aircraft movements may take place during the meeting/s.*
4. Groups should be aware that there are no services (Fire, Ambulance, ATC or fuel) available at Middle Wallop at weekends and bank holidays. In an emergency the coordinator should ring 01264 784444. The fire station is on skeleton manning for domestic tasks only within the barracks and will respond to an emergency only when practicable to do so. Visiting detachments must be aware that this service is not guaranteed out of military flying operating hours.  
*Noted.*
5. The group leader is required to report to the Fire Station before flying commences to conduct a face to face briefing with the duty fire officer and ensure that the mobile contact number is up to date and correct.  
*SAM 1066 Coordinator already checks at Fire Station before flying commences.  
A note of mobile contact numbers will be left at the Fire Station.  
Additionally, SAM 1066 posts a notice on the door of the Flying premises for each meeting, giving details of that meeting & mobile contact numbers.*
6. If the group are to make use of any of the facilities of the Museum of Army Flying, then they should liaise with the marketing Director on 01264 784428 prior to their visit or email  
*[Marketing@flying-museum.org.uk](mailto:Marketing@flying-museum.org.uk).*

*Noted.*

DJ Skinner  
Maj (retd)  
Airfield Manager  
01264 78 4727  
26 June 2013

**SAM Champs: 10<sup>th</sup>/11<sup>th</sup> August**

To the point of being boring, I repeat the message from last month:

As an aide memoire, here is the comp schedule for our two day meeting in August. For ease of running the one day events, Control will act as the CD.

**Saturday 10<sup>th</sup> August**

Classic Power	4 oz Wakefield	Combined up to 50" Vintage & Classic Glider
Under 25" Vintage Rubber	Vintage Coupe	Tailless (part of Spencer Willis Tailless League)
CLG/HLG	Earl Stahl: Low wing & High Wing	

*(Following are two day events)*

CVA Spark Ignition Trophy (John Maddaford Memorial)      Tomboy      Top Time Trophy

**Sunday 11<sup>th</sup> August**

Phineas Pinkham Power	8oz Wakefield	Combined over 50" Vintage & Classic Glider
Maxwell Bassett Power	Small Vintage Rubber	BMAS Club Classic Rubber
Spar Tractor & A-Frame Mass Launch		Jimmy Allen Mass Launch
	Wallop Bowl (Free Flight Rubber Scale)	

*(Following are completion of two day events)*

CVA Spark Ignition Trophy (John Maddaford Memorial)      Tomboy      Top Time Trophy

Note 1: Currently no waterplane events planned

A few points:

- **Camping at Middle Wallop.** This will be a repeat of last year. Bookings can be made via Rebecca Clay at the Museum (01264 784421). The charge is still £8 per night, pay the Museum Desk. Alternatively, you can take a chance & just turn up - the probability is that there will be adequate room. No campsite toilet facilities will be provided, but access to the Museum toilets will be available during normal opening hours of the Museum.
- **Trophies return.** The perennial problem - would all trophy holders please bring them to Control - preferably cleaned & polished as appropriate.
- **Comp Entry Fee.** These will remain at £2.00 per comp entry, primarily to fund the liquid prizes!
- **Radio & Control Line events.** Our dates unfortunately coincide with another radio assist meeting at Cocklebarrow Farm, so there will be no radio assist or control line events. In other words - a pure free flight meeting for fun flying & not to serious competitions.
- **Weather.** Sunshine & light winds have been ordered - no guarantees.

The main thing is to come & enjoy the two days, meet old friends & get some not too strenuous exercise!

As a footnote, Peter Michel has advised that Mike Myers is planning to attend this year. Many of you will remember Mike from years past, so it will be nice to see him once more. Peter has penned the following note:



Finally, does anyone recognise the model pictured below - possibly a scaled down version of the original. It has been donated to a local modeller who is keen to know it's name & if possible some facts about the model.



### **Aug 21<sup>st</sup> "Demonstration day" at Middle Wallop Museum**

In conjunction with Rebecca Clay, Marketing Manager for the Museum, we (SAM 1066) are putting on an informal "demonstration day" for children about aeromodelling, as part of our efforts to maintain good relations with the Museum.

Broadly it is planned to cover:

- Model displays from various disciplines of modelling
- Have a go at modelling (Aero-jet assembly)
- Have a go at flying model aircraft (Aero-jet flying in the Education room)
- Modelling demonstrations (a bit of engine running etc - Mills 75!)
- Model flying simulator
- 

We are supported by BMFA, who have kindly donated a quantity of Aero-Jet gliders & publicity material & by SABMFA who will have members in attendance complete with models, ready to answer questions from attendees.

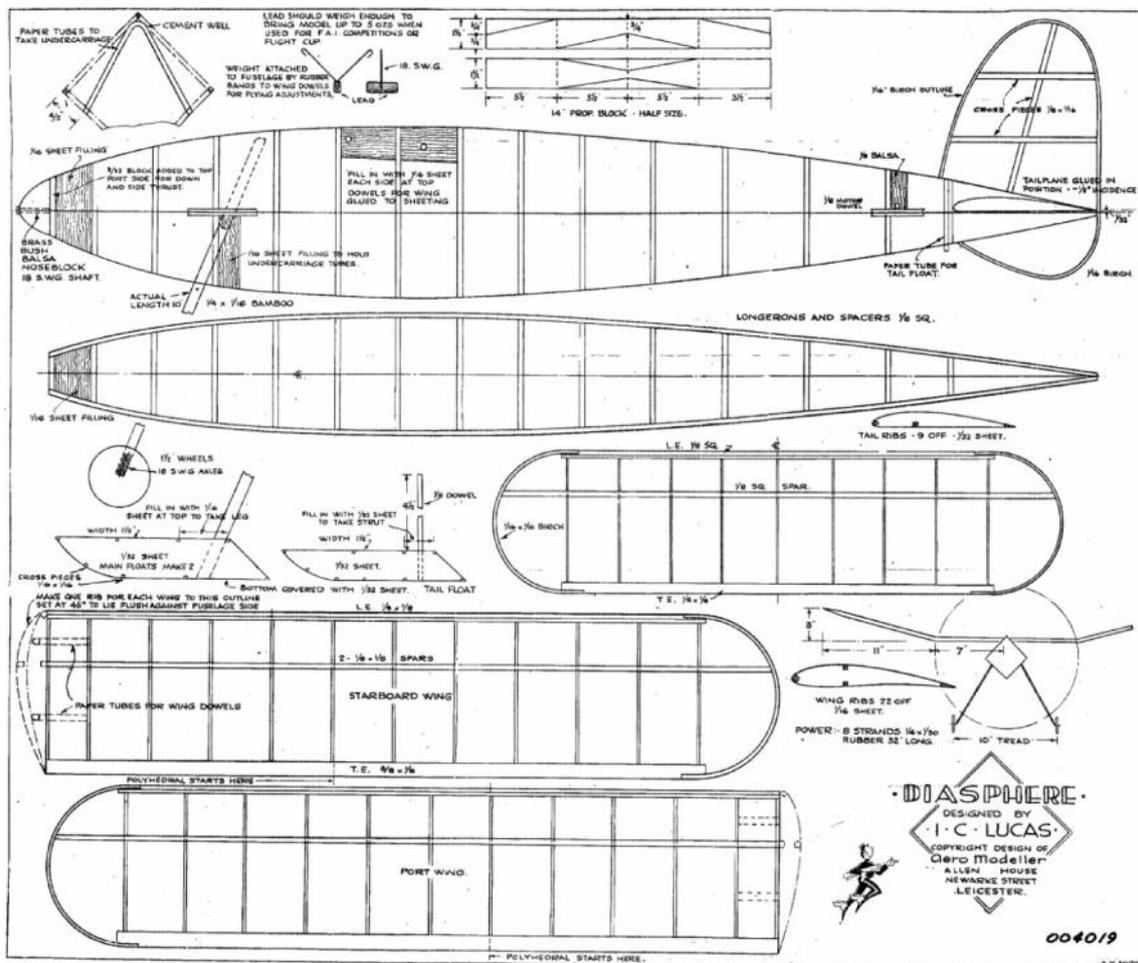
Anyone who is (relatively) local is welcome to turn up & help out. The event runs from 10.00am to 4.00pm.

Good flying to one & all.

*Roger Newman*

## Rubber

This year sees no water events at the SAM Champs. We used to have a small but keen group entering these events under the watchful eye of John White. It would be nice to see the return of the pond - not the least of which is participation of the MW Fire Service in filling it! The choice is a plan from long standing Brighton Club member - Ian Lucas & it is his Diasphere.



## Glider

This choice is one of the many successful gliders designed by Don Butler in the 1950's. My favourite from that period was the Seraph, flown at Middle Wallop by quite a few modellers.

However, the selection is one of its predecessors - Jader 60.

## Power

Another on my "to build one day" list! The Super Phoenix by Frank Ehling. It's DBHL 1447 in the library.

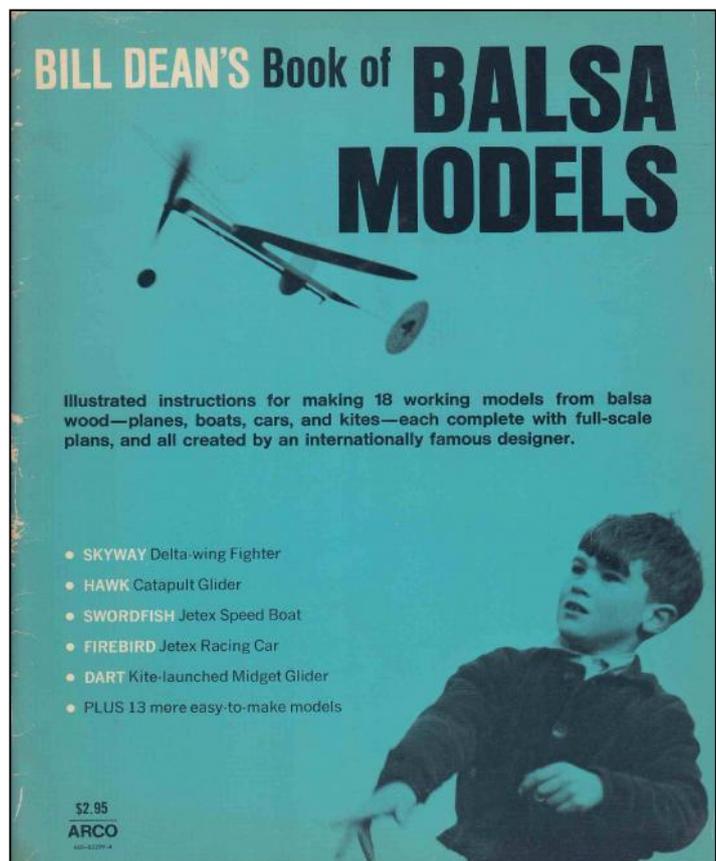
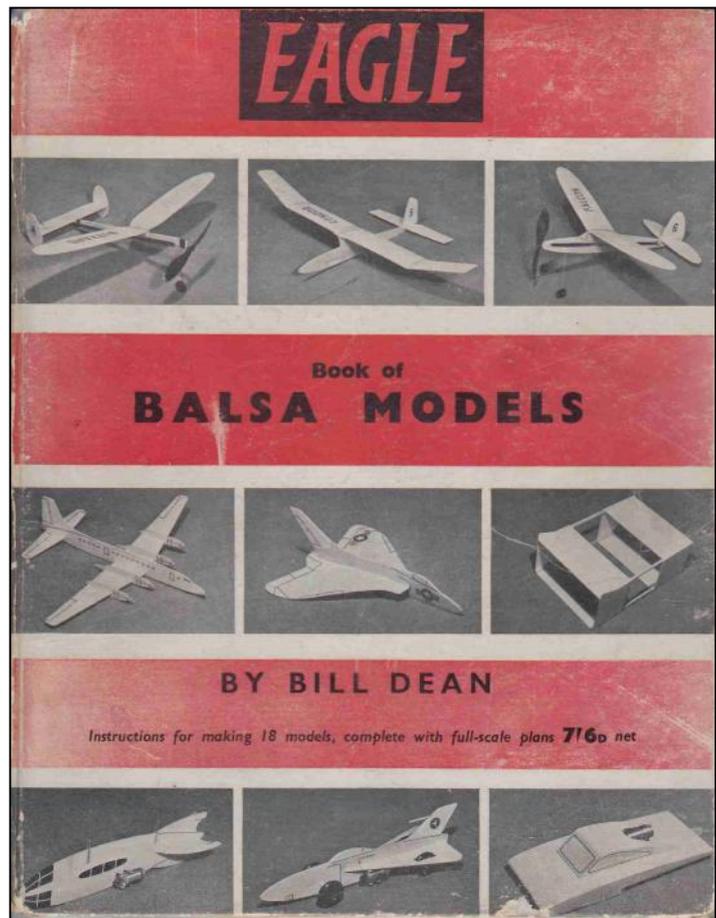


### Bill Dean

We have three of Bill Dean's books of Balsa Models from 1959 to 1990. Firstly "The Eagle Book of Balsa Models" by Bill Dean, published by Hulton Press Ltd., London, 1959 price 7/6d. The book has four pages of "How to" followed by eighteen plans for all sheet balsa models, mainly aeroplanes including gliders, rubber and Jetex powered, some scale types, but also two boats, one car and two kites. All accompanied by photographs of typical young modellers of the day.

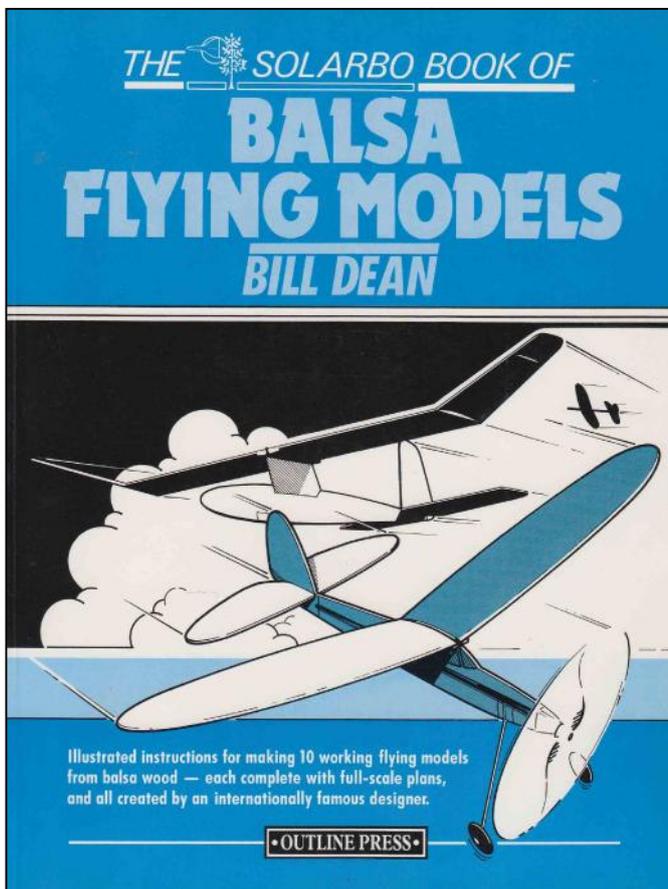
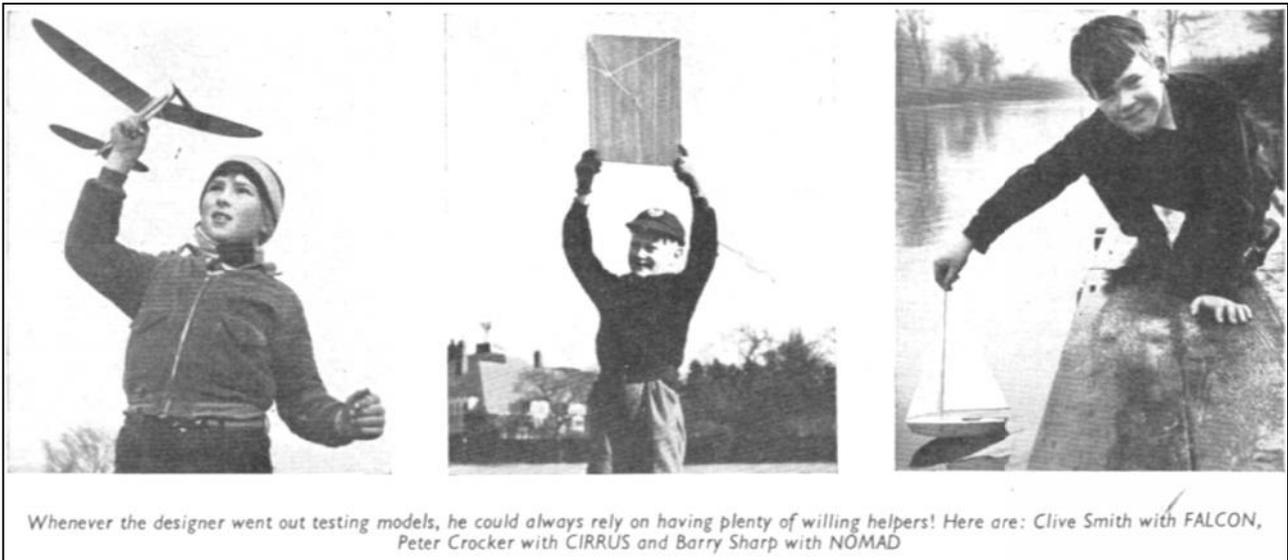


Next we have "Bill Dean's Book of Balsa Models" published by Arco Publishing Co. Inc. New York, 1970, price \$2.95. Copyright Bill Dean 1970 with the note "This is the first U.S. edition, revised and updated, of The Eagle Book of Balsa Models, originally published in Great Britain, copyright Bill Dean 1959". This is pretty much the same as the decade earlier British edition, all the plans and instructions, even page numbers,



appear to be the same. Interesting differences in "How to" include grease proof paper becomes waxed paper, garnet paper becomes sand paper and clothes pegs become clothes pins. The balsa adverts change from "Solarbo" to "Sig". The cover claims eighteen models to make but there are only seventeen plans, one of the kites having been omitted.

However they still included the picture of Peter Crocker holding up the missing kite for launching! If that happened today they would probably pulp the whole print run!



We have next "The Solarbo Book of Balsa Flying Models" by Bill Dean, published by Outline Press, London, 1990, no price given.



This book states "Third edition revised and updated" and identifies the above two books as respectively First and Second editions. The

content is "How to" followed by ten flying models, all from the previous editions but with considerably revised drawings.

Previously editions had plenty of photographs of the building of the models and three named young lads holding the finished models. All gone, not a single photo remains, all replaced by line drawings of the build and the finished models. A sign of the times?

Wanted

Solarbo Plan Book of All Balsa Gliders by Van Hattum  
published by Solarbo 1982 and 1992

Contact Roy Tiller 01202 511309, e-mail  
[roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)



*Roy Tiller*

**The David Baker Heritage Library  
MAGAZINES FOR SALE**

**AEROMODELLER  
&  
MODEL AIRCRAFT**

**e-mail YOUR WANTS LIST  
collect at Middle Wallop.**

**Roy Tiller Tel. No. 01202 511309  
e-mail:- [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)**

**Magazines Wanted  
SAM Speaks (USA)**

**any from 1971 to 1975  
1976 May and August,  
1977 November,  
1978 January, March, May, July, November,  
1980 March,  
1981 May.**

**These required by our cousins across the pond  
to update their Archive Disc.**

**If you can help contact Roy Tiller  
e-mail [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)**

**L'AQUILONE SAM 2001  
TOMBOY RALLY INTERNATIONAL POSTAL CONTEST  
01/06/2013 – 31/05/2014**

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 Aeromodeller) and **48"** (as per Boddington plan or 36 " scaledup) models are admitted;
  - ?? - Models may be fitted with floats as per plan (scaled-up for 48" version);
  - ?? - no minimum weight;
  - ?? - reinforcement or lightening of the structure with respect of the basic outline of the original ?? model are admitted;
  - ?? - materials to be used are those found on the plan;
  - ?? - plastic covering in place of tissue, silk or other is admitted.
  - ?? - More than one person can use same model;
  - ?? - Same model can flight in L.G. or float version;
  - ?? - Lone fliers can self launch an time

**Engine/motors**

i.c. engines and electric motors are admitted within the following limits:

**36" WINGSPAN**

I.C. Engines:

?? Any engine with 1 cc. maximum displacement;

?? Fuel tank : 3 cc.

?? R/C carburettor is admitted.

Electric Motors:

?? Any electric motor is admitted 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 admitted; if a folding prop is used the blades must be held open with a rubber band;

?? freely assembled admitted batteries:

?? **-450 Mah 2 cell LiPo**

?? separated batteries pack for Rx alimentation is allowed

**48" WINGSPAN**

I.C. Engines:

- **Any engine with 2, 5 cc. maximum displacement;**

- **Fuel tank : 6 cc.**

- R/C carburettor is admitted.

Electric Motors:

- Any electric motor is admitted 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 admitted; if a folding prop is used the blades must be held open with a rubber band;

- freely assembled admitted batteries:

-500 Mah 3 cell LiPo

- separated batteries pack for Rx alimentation is allowed

**Flights and results**

- Each competitor may fly as many flights as wished during the admitted period but only the best flight will be considered for the final result.

- Hand launches are admitted.

- The flight time start when the model is released or takes off. The flight time ends when the model lands or hits a fixed obstacle. In case 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" deducting this time from the total time of the flight.

**Awards :**

A diploma for all competitors and prizes for the first three in each version rank.

Special prize for best flight in float version.

**Results**

Results, address, photos and technical specification about model must be forwarded to the Organization within the 31<sup>st</sup> July 2014 to: Curzio Santoni (cusanton@tin.it) or to Gianfranco Lusso ( gfl@orange.fr ).

Many pleasant flights and happy landings to ALL !!!!

**SPECIAL PRIZE VIC SMEED**

SAM 2001 have scheduled an extra Diploma that will be awarded to the best flight in Tomboy floatplane version (36" or 48") taking off from water. The Editor will send to the winner a Diploma signed By SAM 2001 President and a bottle of special Italian Wine to drink to Vic Smeed!

Good ROW and flight

**SPECIAL PRIZE DAVID BECKER**

The 2012 was the 5<sup>e</sup> edition of SAM 2001 Tomboy Rally and we have scheduled a special prize for the three best flights obtained with 36" Tomboy F/F. Only engines diesel max 0.75 c.c. shall be used. The other rules are the same for 36" wingspan type. It is possible to use a R/C Tomboy, however, being this a free-flight contest, the time must be stopped when transmitter is used, since the model should fly freely from any control from the ground.

Good thermals

**NORTH COTSWOLD MODEL AERO CLUB  
BMFA MID-WEST 166**



# 'FLY FOR FUN' EVENT 2013



**AUGUST 10<sup>TH</sup> & 11<sup>TH</sup>**

**AT**

**FAR HEATH FARM,  
MORETON-IN-MARSH,  
GLOUCESTERSHIRE.**



**(SIGNPOSTED OFF THE A44 MORETON TO CHIPPING NORTON ROAD)**

**'OFF THE PEG' R/C FLYING ALL DAY  
ALSO CONTROL LINE AND SMALL-FIELD FREEFLIGHT.  
MODELLING BRING & BUY SALE  
AND BARBECUE.**

**TWO DAYS OF MODEL AIRCRAFT  
FLYING, FEATURING:  
RADIO CONTROL SPORT, SCALE,  
VINTAGE, AEROBATICS,  
GLIDERS, ELECTRICS, ETC.  
ALSO-  
CONTROL LINE  
AND  
SMALL FIELD FREEFLIGHT**

**RC FLYING 'OFF THE PEG' ALL  
WEEKEND  
(PILOT'S PROOF OF INSURANCE  
REQUIRED.)**

**SPECTATORS AND FLYERS  
WELCOME,  
COME AND JOIN IN THE FUN.  
CAMPSITE FOR CARAVANS &  
TENTS WITH ON-SITE TOILETS &  
WATER**

**For details, e-mail:  
northcotswoldmac@gmail.com**

**Website: <https://sites.google.com/site/northcotswoldmac/home>**

**REGULAR ATTRACTIONS:  
We will once again be running  
our  
MODELLERS' BRING &  
BUY SALE  
Come and pick up some real  
bargains or bring your own  
models/equipment to sell.**

**CIRCLE FOR CONTROL LINE  
MODELS**

**Control line models of all  
types will be welcome to  
fly at our improved grass  
circle. No limit on engine  
capacity, max line length**

**60 feet**



## **2013 BMFA FREE FLIGHT FORUM**

The twenty-ninth BMFA Free-Flight Forum will be held on

**Sunday, Dec. 1<sup>st</sup>,**

the day after the BMFA AGM;

please note that the AGM date has been changed  
from that announced late last year, though the venue remains the same

**Puma Island Hotel, Hinckley LE10 3JA.**

Please up-date your diaries, book that weekend and contact Martin Dilly at

[martindilly@compuserve.com](mailto:martindilly@compuserve.com) or on 020 87775533

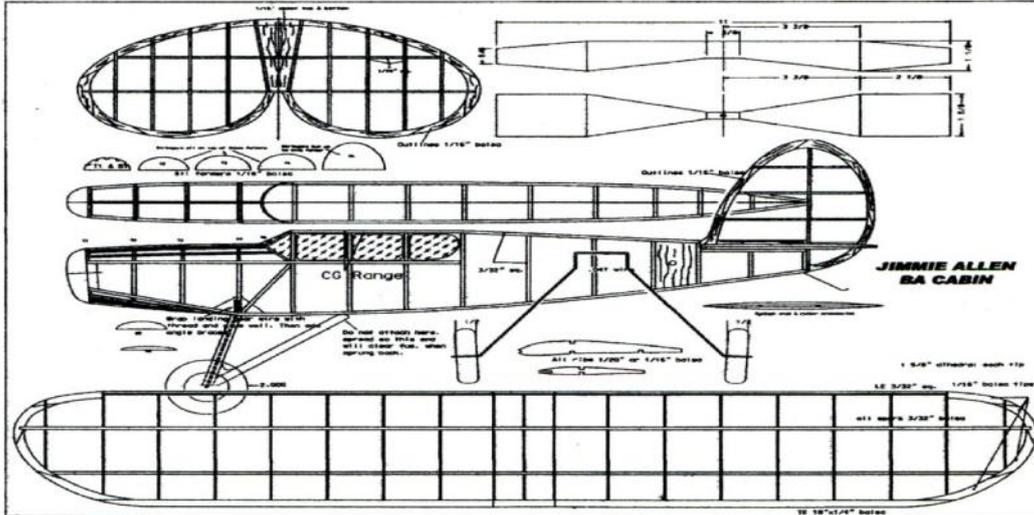
with your offers of papers to present on any free-flight topic  
from FAI to Vintage, Indoor to Scale.

## JIMMIE ALLEN 2013

**Four Jimmie Allen Competitions this year at  
Middle Wallop Army Airfield, Stockbridge, SO20 8DY**

The dates are 31<sup>st</sup> March, 5<sup>th</sup> May, 11<sup>th</sup> August and 27<sup>th</sup> October

They are all Sundays, after lunch, mass launch at 2pm



E-mail [rogerknewman@yahoo.com](mailto:rogerknewman@yahoo.com) for plan files of the following models:-

J.A.BA Cabin aka Skokie 25" span	J.A. Bluebird 38" span
J.A.BA Parasol aka Racer 28" span	J.A.Special 20" span
J.A. Monsoon Clipper 29"span	J.A. Sky Raider 26" span
J.A. Silver Streak 32" span	J.A. Thunderbolt 24" span
J.A. Yellow Jacket 26" span	

There is even a pack of all the above plan files available by e-mail, check them out on your computer, decide which to build, and take the file to your local print shop for a full size paper plan.

The competition is a one flight mass launch, last man (or woman) down wins. Any queries or should you need printed paper plans please contact the C.D.

Roy Tiller, e-mail [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com) tel 01202 511309

**Advance Notice of Prestige Club Organised Gala**

## Timperley Gala

**Sunday 18 August 2013**

**North Luffenham Aerodrome Venue booked.**

Parasenders will be absent.

Contests 10.00 to 5.00 Flyoffs later. Max fixed on the day.

### Five events :

Combined Rubber, Combined Glider,  
Combined IC Power (no electric),  
Mini Vintage, Combined HLG/CLG.  
Trophies, Prizes plus Cheap Wine.

All fliers charged **£5** to cover Airfield Fee.

Contest entry further **£5** for one or more events.

No doubling up, no re-entry.

Contact : John O'Donnell Tel: 01942 211742

email: [john@odonnell3737.co.uk](mailto:john@odonnell3737.co.uk)

**Coupe Europa,  
Sunday December 8th,  
Middle Wallop**

SO20 8DY 51° 08' 59.18"N, 1° 34' 25.15"W

F1G for Aeromodeller Trophy  
Vintage Coupe d'Hiver for AAA Cup.  
Flitehook Europa Team Trophy for F1G teams.

10 a.m. start. F1G in rounds.

Contact David Beales on +44 (0)20 8858 2714 or  
e-mail; [addickab@aol.com](mailto:addickab@aol.com) or

Tel: or fax Martin Dilly on +44 (0)20 8777 5533 or  
e-mail: [martindilly@compuserve.com](mailto:martindilly@compuserve.com).

**SALISBURY PLAIN  
Free Flight on Area 8 For 2013**

There are several planned Army exercises in 2013, and apart from that the following dates are provisionally available.

Jan. 5/6, - Jan12/13, - Jan. 19/20, - Jan. 26/27,  
Feb. 2/3,  
March 9/10,  
April 6/7, - April 13/14, - April 20/21,  
May 4/5, - May 18/19, - May 25/26,  
June 1/2, - June 8/9, - June 15/16, - June 22/23, - June 29/30,  
July 6/7, - July 13/14, - July 20/21, - July 28,  
Aug. 3/4, - Aug. 10/11, - Aug. 31  
Sept. 1, - Sept. 7/8, - Sept. 14/15, - Sept. 21/22,  
Oct. 5/6, - Oct. 12/13, - Oct. 19/20, - Oct. 26/27,  
Nov. 2/3, - Nov. 9/10, - Nov. 16/17, - Nov. 23/24, - Nov. 31  
Dec. 1, - Dec. 7/8, - Dec. 14/15.

For those using satnav the coordinates of the only permitted access points are:

51°11'31.36"N, 1°57'20.10"W - (Point Oscar)

51°11'29.53"N, 1°57'32.59"W - (Point Papa).

Send an SAE and your £15 cheque, payable to BMFA, to Bernard Aslett, 25, Honeyhill, Wooton Bassett, Swindon, Wilts, SN4 7DX; in return you will receive a sketch map showing where we fly on Training Area 8, and a 2013 pass to display on your windscreen. If you come as a passenger, bring your pass anyway. Your name will be included on the Army security list (unless you're already on it). Please send Peter Tribe ([petertribe46@talktalk.net](mailto:petertribe46@talktalk.net)) your e-mail address in case of any short-notice changes.

# VINTAGE RADIO & CONTROL LINE

[to Dec. 1969]\*

**MIDDLE WALLOP, 2013**

Courtesy of the Army Air Corp Centre, MAC

## SUNDAY March 31st SAM 35 Gala

Control Line [no combat wings] Mini Speed & Spitfire Scramble.  
Sport Flying & Tomboy 3 & Tomboy Senior Competitions  
Vintage Power Duration Comps  
incl. George Fuller designs R/C class & R/C Bowden

## SUNDAY MAY 5<sup>TH</sup> SAM 1066 Wakefield Day

Control Line [no combat wings] Mini Speed & Spitfire Scramble.  
Sport Flying & Tomboy 3 & Tomboy Senior Competitions  
Vintage Power Duration Comps  
incl. George Fuller designs R/C class & R/C Bowden

## SUNDAY SEPT 22<sup>nd</sup> SAM1066 Fun Fly + Trimming Day

Control Line [no combat wings] Mini Speed & Spitfire Scramble.  
Sport Flying & Tomboy 3 & Tomboy Senior Competitions  
Vintage Power Duration Comps  
incl. George Fuller designs R/C class & R/C Bowden

**FLIERS MUST BE COVERED BY BMFA INSURANCE**

this is the only acceptable insurance at the venue  
and must be produced when signing on

For further information contact:

[C/L] James Parry, 01202625825, [JamesParry@talktalk.net](mailto:JamesParry@talktalk.net)

[R/C Vintage & Tomboy] Tony Tomlin, 02086413505, [pjt2.alt2@btinternet.com](mailto:pjt2.alt2@btinternet.com)

[R/C VPD+Bowden+ George Fuller comp]

Bill Longley, 01258488833, [tasuma@btconnect.com](mailto:tasuma@btconnect.com)

*The events take place on the far side of the field, follow the peri track round*

## 2013 WESSEX AERO LG. COMPETITION DATES

April 2013				
Sunday 7	Wessex Aero Lg.	Tomboy R 1	WMAC	Cashmoor
Sunday 14	C/L Open day	Wessex AML Speed & Spitfire Scramble	WMAC	CASHMOOR
Sunday 21	Wessex Aero Lg.	600RES R 1	WMAC	Cashmoor
Sunday 28	Wessex Aero Lg.	Tomboy R 2	Wincanton Falcons	Templecombe
May 2013				
Saturday 25 or if wet Sun 26	Wessex Aero Lg.	600RES R 2	Wincanton Falcons	Templecombe
June 2013				
Sunday 2	Wessex Aero Lg.	Tomboy R3	Peter Rose	West Winterslow
Sunday 9	Wessex Aero Lg.	600RES R3	SMFC	Flamstone Farm
Sunday 16	Fly-in demo	Tomboy & 600RES	Stan Yeo Rick Farrer	South Devon
July 2013				
Sunday 21 NEW DATE	Wessex Aero Lg.	Tomboy R4	SMFC	Flamstone Farm
Sunday 28 double event	Wessex Aero Lg.	600RES R4 Tomboy R5	Marlborough MFC	Collingbourne Kingston
August 2013				
Sunday 18 reserve date	Wessex Aero Lg.	600RES R4 Tomboy R5 reserve date	Marlborough MFC	Collingbourne Kingston
Sept 2013				
Sunday 8	Wessex Aero Lg.	600RES R5	Wincanton Falcons	Templecombe
Sunday 29 reserve date	Wessex Aero Lg.	600RES or Tomboy reserve date		TBA
October 2013				
Sunday 6 reserve date	Wessex Aero Lg.	600RES or Tomboy reserve date		TBA
Sunday 13	C/L Open day - the final	Wessex AML Speed & Spitfire Scramble		TBA
Nov 2013				
Dec 2013				
Friday 6 or 13 proposed	Wessex end of season practice & Pub food day	Tomboy and 600 RES	Trophy presentation day	TBA

*Dates subject to change, always check events before travelling.*

Full details from our own website: [www.wessexaml.co.uk](http://www.wessexaml.co.uk)

### Michael Woodhouse

mike@freeflightsupplies.co.uk & <http://www.freeflightsupplies.co.uk>

Plans of models designed by Geoff Lefever

47.	OTTAIR 80gram Wakefield flown in the 1956 Championships	£5.00
48.	FEVAIR 50gram Wakefield flown in the 1958 Championships	£5.00
49.	1963 Wakefield Team place 1965	£5.00
50.	1967 Wakefield first of the "long" models	£5.00
51.	ALTAIR 1955 A/2 team qualifying glider	£5.00
52.	MANTIS A 9 foot span vintage glider	£5.00
53.	OPEN RUBBER MODEL Mid 1960's model, a simplified Wakefield	£5.00

### DBHL Plan Service: IMPORTANT:

The rules for obtaining plans have changed.

If you want a copy of any plan from our library, please read the following:

*As from 31<sup>st</sup> July 2011 only digital files of plans from the DBHL will be available. It is up to the recipient of such files to get them printed, as my local Copy Shop has closed & at present there is no alternative source for me to get plans printed at an economic rate.*

The process for obtaining a digital file of a plan is:

Email request to [rogerknewman@yahoo.com](mailto:rogerknewman@yahoo.com),  
quoting Plan Name & I.D. number ( 1<sup>st</sup> & 2<sup>nd</sup> Cols respectively in the list).

If the plan has already been digitised, the requester will receive an email with an attachment of the plan in a digital format that can be printed at a local Copy Shop. The easiest ways to do this is either to download the plan from your PC to a memory stick & take the memory stick to your copy shop (but check with them first that they can handle digital files!), or – if your copy shop accepts emails, send them an email with the attachment, asking them to print the attachment. Scaling is automatic.

If the plan has not yet been digitised, a scan of the paper plan has to be done but this could take up to two weeks, sometimes longer if a clean-up is necessary. Once I have received the digitised file back, the requester will receive an email with an attachment of the plan.

This service is provided at no charge.

You are reminded that many more plans are available through our cooperative venture with partners in the USA, New Zealand & Slovakia. The combined list of these plans can be accessed via [www.co-op-plans.com](http://www.co-op-plans.com). Any plans requested via the Coop incur a small charge – see the web site for details. Exactly the same principle applies in that only digital files of plans are available.



Flying North is a 163 page book covering the model flying career of Jack North, and including 23 previously un-published plans of his aircraft. Access to Jack's drawings and notes dating back to 1938 means that there are a number of designs in the book likely to be tempting to the nostalgia-minded.

Contact: Martin Dilly on 020 8777 5533  
or write to 20, Links Road, West Wickham, Kent BR4 0QW  
or e-mail: [martindilly@compuserve.com](mailto:martindilly@compuserve.com).

The price in the UK is £18; airmail to Europe £20 or to anywhere else £22. Cheques should be payable to BMFA F/F Team Support Fund, in pounds sterling only, and drawn on a bank with a branch in the UK; you may also order by credit card. All proceeds help to fund the expenses of those representing Great Britain at World and European FF Championships.

## MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

MSP PLANS drawn by Martyn Pressnell, offer a collection of model aircraft designs selected for their aesthetic qualities or unique origins. 'Popular Plans' are stocked, the more complex 'Collectors Plans' are printed to order including Historic Notes. All drawings are AO size, some as twin plans.

The list below includes Vintage Models generally pre 1951 and Classic Models 1951 to 1961. Photos of most models can be seen on my website - [www.msp-plans.blogspot.com](http://www.msp-plans.blogspot.com)

### POPULAR PLANS • £7.00 EACH INCLUDING UK POSTAGE. FOLDED FOR POSTING

<b>MICK FARTHING 1942</b>	The 40 in span Lightweight Contest rubber model with a diamond fuselage.
<b>MICK FARTHING'S THE PAPER BAG'</b>	Mick Farthing's last lightweight rubber model of 1946.
<b>RAFF V 1947</b>	Designed by Norman Marcus who was National Champion in 1946.
<b>ODENUAN'S 1950 NORDIC A2</b>	Swedish Championship glider, placed second in the first World International in 1950.
<b>SENATOR 1950</b>	RUBBER Designed by Albert Hatfull and kitted in 1950. Twin plan with Ace
<b>ACE 1950 RUBBER</b>	Designed by Bill Dean and kitted in 1950. Twin plan with <b>SENATOR</b> .
<b>ENGLISH VIKING 1953 A2 GUDER</b>	Designed by Bill Farrance twice winner of the SAM Radislav Rybach trophy.
<b>CRESTA</b>	A 38 in wingspan low-wing design for small diesel or electric motor installation.
<b>FRED BOXALL'S 1956 OPEN RUBBER MODEL</b>	Twin plan with Boxall's <b>SEAPLANE</b> .
<b>FRED BOXALL'S SEAPLANE (1965)</b>	Twin plan with the 1956 <b>OPEN RUBBER MODEL</b>
<b>LAST RESORT 1956 CLASSIC RUBBER</b>	Open Rubber Model designed by Jim Baguley, Twin plan with <b>FIRST RESORT</b> .
<b>FIRST RESORT 2006</b>	by Martyn Pressnell for the BMFA Rubber Class. Twin plan with <b>LAST RESORT</b> .
<b>WINDING BOYII 1956</b>	by Urtan Wannop, 38 in. span, Twin plan with <b>McGILLIVRAY'S LIGHTWEIGHT</b> .
<b>JACKMcGILLIVRAY'S LIGHTWEIGHT 1958</b>	36 in. span lightweight rubber model Twin plan with <b>WINDING BOYII</b> .
<b>CAPRICE 1959 GLIDER</b>	The renowned lightweight glider of 51 in span. Twin plan with <b>GAUCHO</b> .
<b>GAUCHO 1960</b>	power duration model for 1.5 cc engines. Designed in 1959 Twin plan with <b>CAPRICE</b> .
<b>VAKUSHNA 1959 A2</b>	Designed by Brian Dowling this glider won the 1960 Richer Cup

### COLLECTOR'S PLANS - £10.00 EACH FOLDED OR ROLLED. WITH HISTORICAL NOTES

<b>JUDGE 1945 WAKEFIELD</b>	by Bert Judge to the 1945 rules as a direct descendant of his 1936 Wakefield Cup winner,
<b>HERMES MAJOR</b>	A 150% enlargement to 61% in span, of the 1949 <b>HALFAX HERMES</b>
<b>FRANK LOATES' 1949 WAKEFIELD</b>	Canadian Wakefield 5 <sup>th</sup> in the World Championships at Cranfield, England, in 1949.
<b>BORJE BORJESSON'S 1949 WAKEFIELD</b>	Swedish Wakefield 6 <sup>th</sup> in the World Championships at Cranfield, in 1949.
<b>GHOST WAKEFIELD 1951</b>	John Gorham's 1951 Wakefield, a successful rubber model from the early 1950's.
<b>RON WARRING'S 1952 WAKEFIELD</b>	The geared geodetic model, developed by Ron Warring for twin motors,
<b>NIGHT TRAIN Mk I 1960</b>	George French's Night Train which pioneered the use of VIT systems in the UK

To order plans for UK delivery please write with cheque (£ sterling) made payable to  
Martyn Pressnell, 1 Vitre Gardens, Lymington, Hants, S041 SNA.

For overseas delivery of Popular Plans send local bank notes equivalent to £10.00.

Enquiries: please write or email [martyn.pressnell@btintemetcom](mailto:martyn.pressnell@btintemetcom)

## MSP-PLANS ARE PLEASED TO PRESENT A NEW BLOGSPOT

This has just been produced to replace my former website which BT have declined to support and which I am now unable to maintain The new address is; [www.msp-plans.blogspot.com](http://www.msp-plans.blogspot.com)

This identifies the collection of plans that I have produced for aeromodellers together with the rules for the Bournemouth Club Classic Rubber class. There is also a sample of the publications produced over the years with 'Rubber Motors - Maximum Turns' as the current offering.

I hope you find this a useful website which will be updated with more information from time to time. Martyn Pressnell

## 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

**2013**

**7<sup>th</sup> Sep. – 5<sup>th</sup> Oct. – 2<sup>nd</sup> Nov.**

**30<sup>th</sup> Nov. – 21<sup>st</sup> Dec.**

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)

## Brownhills Indoor Flying – Free Flight

**Brownhills Community Association,**

**Deakin Ave. Brownhills WS8 7QG**

*Just off the A5*

Saturdays 1-15pm until 4-15pm - £6

**14<sup>th</sup>.Sept. 19<sup>th</sup>.Oct. 16<sup>th</sup>.Nov. 14<sup>th</sup>.Dec.**

Contact:- Allan Price

Tel: 01922 701530 - e-mail: [montrose32@btinternet.com](mailto:montrose32@btinternet.com)

## BMFA South West Indoor Flying

organised by

**Cornwall Vintage Aeromodellers**

at

**Saints Health and Fitness Centre**

**St Austell Rugby Club**

**Tregorrick Park, St Austell**

**Cornwall, PL26 7AG**

**Sundays**

Flying from 1200 to 1600 on the following dates,

**29<sup>th</sup>.Sept. 20<sup>th</sup>.Oct. 17<sup>th</sup>.Nov. 15<sup>th</sup>.Dec.**

Mainly free flight some micro R/C (fixed wing & helicopters)

**Admission: Flyers £7 Spectators £3**

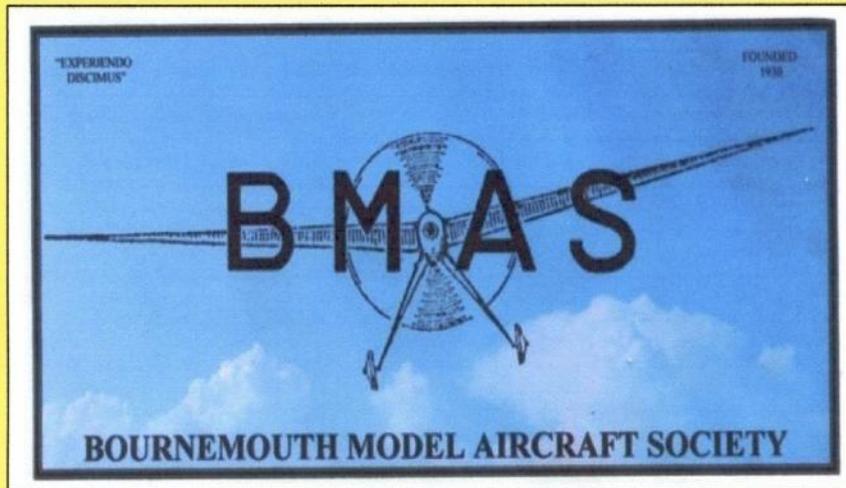
Contact:

**Cornwall** - David Powis on 01579 362951

([dave\\_powis@hotmail.com](mailto:dave_powis@hotmail.com))

**Devon** - Roger Bellamy on 01752 311786

([randmbellamy@gmail.com](mailto:randmbellamy@gmail.com))



## **INDOOR FLYING**

**TUESDAY 24<sup>TH</sup> SEPTEMBER 2013**

**TUESDAY 22<sup>ND</sup> OCTOBER 2013**

**TUESDAY 26<sup>TH</sup> NOVEMBER 2013**

**TUESDAY 28<sup>TH</sup> JANUARY 2014**

**TUESDAY 25<sup>TH</sup> FEBRUARY 2014**

**TUESDAY 25<sup>TH</sup> MARCH 2014**

**7pm to 10pm**

## **ALLENDALE CENTRE**

**HANHAM RD. WIMBORNE BH21 1AS**

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

**FREE FLIGHT ONLY**

**COMPETITIONS incl GYMINNIE CRICKET LEAGUE**

**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)**

**Provisional Events Calendar 2013**  
**With competitions for Vintage and/or Classic models**

January 27 <sup>th</sup>	Sunday	Middle Wallop - Crookham Gala
February 10 <sup>th</sup>	Sunday	BMFA 1 <sup>st</sup> Area Competitions
March 3 <sup>rd</sup>	Sunday	BMFA 2 <sup>nd</sup> Area Competitions
March 29 <sup>th</sup>	Good Friday	BMFA Northern Gala - TBD
March 30 <sup>th</sup>	Easter Saturday	Middle Wallop - Croydon Wakefield Day
March 31 <sup>st</sup>	Easter Sunday	Middle Wallop - SAM35 Gala
April 1 <sup>st</sup>	Easter Monday	Middle Wallop - Sam35 Gala
April 14 <sup>th</sup>	Sunday	BMFA 3 <sup>rd</sup> Area Competitions
April 28 <sup>th</sup> /29 <sup>th</sup>	Sunday/Monday	BMFA London Gala - Salisbury Plain
May 5 <sup>th</sup>	Sunday	Middle Wallop - competitions
May 25 <sup>th</sup>	Saturday	BMFA Free-flight Nats, Barkston
May 26 <sup>th</sup>	Sunday	BMFA Free-flight Nats, Barkston
May 27 <sup>th</sup>	Monday	BMFA Free-flight Nats, Barkston
June 16 <sup>th</sup>	Sunday	BMFA 4 <sup>th</sup> Area Competitions
June 29 <sup>th</sup> /30 <sup>th</sup>	Saturday/Sunday	BMFA East Anglian Gala - Sculthorpe
July 14 <sup>th</sup>	Sunday	BMFA 5 <sup>th</sup> Area Competitions
July 21 <sup>st</sup>	Sunday	65 <sup>th</sup> Southern Area Rally - Odiham
August 10 <sup>th</sup>	Saturday	Middle Wallop - SAM 1066 Championships
August 11 <sup>th</sup>	Sunday	Middle Wallop - SAM 1066 Championships
August 11 <sup>th</sup>	Sunday	BMFA 6 <sup>th</sup> Area Competitions
August 18 <sup>th</sup>	Sunday	Timperley Gala - North Luffenham
September 7 <sup>th</sup>	Saturday	BMFA Southern Gala - Salisbury Plain
September 15 <sup>th</sup>	Sunday	BMFA 7 <sup>th</sup> Area Competitions
September 21 <sup>st</sup>	Saturday	Middle Wallop - Competitions
September 22 <sup>nd</sup>	Sunday	Middle Wallop - Competitions
October 6 <sup>th</sup>	Sunday	BMFA 8th Area Competitions
October 20 <sup>th</sup>	Sunday	Midland Gala - North Luffenham
October 26 <sup>th</sup>	Saturday	Middle Wallop - Competitions
October 27 <sup>th</sup>	Sunday	Middle Wallop - Competitions & <b>AGM</b>
December 8 <sup>th</sup>	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

SAM 1066	-	<a href="http://www.sam1066.com">www.sam1066.com</a>
Flitehook, John & Pauline	-	<a href="http://www.flitehook.net">www.flitehook.net</a>
Mike Woodhouse	-	<a href="http://www.freeflightsupplies.co.uk">www.freeflightsupplies.co.uk</a>
GAD	-	<a href="http://www.greenairdesigns.com">www.greenairdesigns.com</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>
MSP Plans	-	<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.vintagemodelairplane.com">www.vintagemodelairplane.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>
US SAM website	-	<a href="http://www.antiquemodeler.org">www.antiquemodeler.org</a>
Peterborough MFC	-	<a href="http://www.peterboroughmfc.co.uk/index-old.htm">www.peterboroughmfc.co.uk/index-old.htm</a>
Southern Coupe League	-	<a href="http://www.southerncoupeleague.org.uk">www.southerncoupeleague.org.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).

*That's all folks! John Andrews*

**PS:**

*If you have submitted anything that I have not acknowledged or used please let me know, I do make errors in my file housekeeping and do not want to lose potential contributors through neglect. Emails can go astray if you miss the second 'h' from my address: - [johnhandrews@tiscali.co.uk](mailto:johnhandrews@tiscali.co.uk)*

**PPS:** *Don't forget I can always use some extra articles, don't be shy.*