

# NEW Clarion

## SAM 1066 newsletter

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## Competition Rules for SAM events - *By Mike Parker*

Most of you will be aware of the ongoing debate with reference to "Rules" at SAM 1066 events. Since SAM 35 became a "Special interest Body" of the BMFA there has been a desire for SAM 1066 to enter into discussions with SAM 35 and the Free Flight Technical Committee (FFTC) in an attempt to find a solution.

To this end I have finally found three SAM35/1066 members who are prepared to represent SAM 1066 in such discussions.

It is therefore my proposal that this is put to the membership at the SAM 1066 AGM this year for their approval.

i.e. That our representatives join SAM 35 and the FFTC to discuss a common set of competition rules and report back to the SAM 1066 membership with their recommendations.

The "SAM 1066 representatives " are:

*Rod Audley (Glider)*

*Andrew Longhurst (Rubber)*

*Tony Shepherd (Power)*

## COUPE EUROPA, December 6<sup>th</sup> 2009 - *By Martin Dilly*

These are the details, the same as last year, apart from the date; December 6th, Coupe Europa, Middle Wallop, 10 a.m. start..

Contact David Beales on +44 (0)20 8858 2714 or e-mail; [addickab@aol.com](mailto:addickab@aol.com) or phone or fax Martin Dilly on +44 (0)20 8777 5533 or e-mail; [martindilly@compuserve.com](mailto:martindilly@compuserve.com)

The events will be F1G for the Aeromodeller Trophy, run in rounds, giving maximum flexibility in case of wind shifts or weather problems, and Vintage Coupe d'Hiver for the AAA Cup.

There will be awards for top junior and lady competitors and National teams will compete for the Flitehook Europa Trophy, with the three top-scoring F1G flyers from each nation making up its team. Organisation will again be in the hands of Croydon & DMAC.

This year's Coupe Europa sees Britain's premier F1G contest again included as the first one of 12 international contests counting for the Euro Challenge, organised by the Italian AGO Torino club and running till September 2010. For further information and pre-entry forms please contact David Beales on +44 (0)20 8858 2714 or e-mail; [addickab@aol.com](mailto:addickab@aol.com) or phone or fax Martin Dilly on +44 (0)20 8777 5533 or e-mail; [martindilly@compuserve.com](mailto:martindilly@compuserve.com) , or at 20, Links Road, West Wickham BR4 0QW.

*P.S. I'm wracking my brains at present trying to find enough interesting papers for the Free Flight Forum in November. Any ideas regarding Vintage, or indeed on anything else?*  
Best regards, Martin

## Miss Philadelphia IV - By John Taylor (Bournemouth MAS)

This model as shown in the picture is a 5' version of the original Maxwell Bassett model of 1933 which was around 8' span and



powered by a Brown junior Petrol engine. This model was given to me from David Baker's collection. It bears the name and address of Frank Smith who was half of the 'Humith' plan service. The model is referred to in the plan service list dated 1991 where Frank writes that the model will fly free flight on electric power using a geared '540' buggy motor. As received the model did have a motor installed with a simple 2:1 reduction gear. Some rebuilding around the cabin was carried out and the flat plate fin and tail which was twisted like a prop were straightened. The tail now has a thin lifting section providing room

for a spar. A new undercarriage with homemade balsa wheels was also produced.

The motor and gears driving a 9 x 6 prop produced just 60 watts of power on 8.4v so a new power train was required as I intended to steer the model with radio control. This is where the new brushless motors come to the fore. They can turn a bigger prop and are much lighter. The buggy motor was 223 gms the brushless motor was 57 gms. The new power train was tested and on 8.4v the power was now 90 watts with direct drive to a 9 x 6 prop at 7000 rpm. With rudder, elevator, a speed control I was now ready for the take off.

With a gentle push to get her rolling on the short grass she rose very sedately after 4-5 yards and gained height. At about 100' after a full power on run of about 25 seconds I throttled back and enjoyed the majestic sight of this lovely old model cruising in its element. More power was signalled and more height gained and then some lift helped the flight to extend to 13 minutes. The second flight on a newly charged 7 cell pack of 2200ma was a superb 22 minutes.

Back in the workshop the battery was checked and had only been discharged by 40%. Cruising revs to maintain height were 5000 approx.

All in all a satisfying project which has brought back to life a lovely model built by Frank Smith, saved by David Baker and bequeathed to me to enjoy wherever she flies.

### Specifications

5' wingspan  
 Covering - Solartex (I think)  
 Power - J Perkins En Er G Brushless  
 Model No OR 2832/22  
 Weight 57g  
 Prop - 9"x6" APC grey plastic standard  
 Battery - 7 cell NiCad. 8.4v 2200ma

Total weight ready to fly 2lb 5oz. Wing loading 9.3oz per sq ft.

The following information on Frank Smith together with a photo of him has been kindly supplied by Peter Tomlinson of Northampton who used to fly with him.

John Taylor  
(Bournemouth)



Frank Smith with his own-design  
Smoothie

***OBITUARY - Frank Ernest Smith*** - BY Peter Tomlinson

One time secretary of Northampton MAC. Frank Smith was a contemporary of Howard Boys, Ted Evans and Roy Chesterton all of whom he flew with just after the war. At that time he favoured Wakes and power models. His large free-flight Aeronca Sedan was featured on the front cover of *Aeromodeller* Nov 1953.

In his later years Frank started building and flying small I.C. and electric models made from corrugated cardboard and brown paper, very cheap, but they did carry a weight penalty, still, with only small fields to fly from, low wing loading wasn't his main priority.



He told of the group in the club who, at the zenith of Jaguar's popularity, were each making multiple parts of the model that they 'excelled' in, pooling and swapping their proceeds on Friday nights at the Club and thereby producing and flying many more models in competitions. Just look at the entries and successes of the time, hey was there a 'builder of the model rule' then?!

Frank always insisted in calling it THE Jaguar and not just Jaguar. As that was the name on the plan.

Frank was the prop and wireman and always insisted that it was one of his 'big' props that won Roy Chesterton the Wakefield Cup at Akron Ohio USA in 1949, the last time incidentally that the

cup  
was  
won  
by

Great Britain, others of course claimed it was their wings, their tailplane, their fuselage or fin that won the Cup!

Frank and another club member 'Jack Humphries', teamed up to form HUMITH Pans Service. This booklet was inspired by David Baker, when he moved to Northampton in the late eighties and his influence is shown in the list of 50 models, these being mainly, free-flight and American.

Frank's 'Smiffy', in two sizes, and Jack's 'Sporty' also published in Aeromodeller are included.

Some of these models are suitable for simple electric conversion.

All these tracings were obtained by David in early 1993 so are possibly now under the care of Roger Newman



## David Baker Heritage Library - By Roger Newman

It's a good couple of months or more since I last gave you an update on progress regarding the listing of David's plans. The back of the task has now been broken, in that the contents of the filing cabinets are now catalogued in an Excel spreadsheet. All that is left to do is the plan chest, where I guess another 200 or so plans reside. The total count so far is 951 assorted power plans, 303 glider plans & 910 rubber model plans. The latter section contains quite a lot of the late John Blagg's small rubber scale plans.

The next task is to validate - as far as possible - my data entries. Specifically the validation relates to how the plans are categorised, as I do not have the knowledge to get this right! So the task has been farmed out to a couple of experts to help. Hopefully this task will be completed in the next few weeks. Then the list will be forwarded to Mike Parker, who has kindly offered to convert it to a suitable format for placing on the SAM 1066 website.

The list will provide the following information: Model Name, ID & Location (basically this bit allows me to quickly find a listed plan in a physical location), Original Source (where published etc.), Designer (if known), Wing Span (UK & USA models given in imperial & Continental models in metric), Type (this is where I have to seek advice!), Approx Year (of publication), Comments (as appropriate!). Hopefully this information will be of use to all interested parties.

There really is a wide variety of plans, including some original pre-war Aeromodeller designs, quite a few from Italy & Czechoslovakia, many big old power models from the USA and a few from France & Germany.

Once the plan chest is done (which I might decide to add at a later date rather than keep holding the main list back), then attention turns to the remainder of the documentation. As a rough estimate, there are about 40 or so box files of various articles and a similar number of binder files. These all need to be listed & identified in some way for future ease of reference. As of now, I haven't got my head round this job. Then there are the photos! As you are probably aware, David was quite a prolific photographer and he had amassed many hundreds of colour prints of modelling activities - mainly in the UK, USA & Italy. The objective is to scan these such that a CD can be easily created for anyone interested. After that, there remains the magazines & books. So I can see my activities on this front stretching into 2011 - but it is interesting!

Happy modelling.

### **Rod's Engines** - *By Roger Newman*

Many of you will remember or will have encountered the late Rod Williams, who was an enthusiastic free flight sport flyer. He mostly and certainly in later life flew small power models and was a great fan of Mills engines. He was a regular attendee at Middle Wallop and Beaulieu for many years. Sadly Rod died unexpectedly earlier this summer and his widow (Jan) has asked us (Roger Newman & John Taylor) to dispose of his modelling gear. This includes quite a lot of engines, as Rod was both a flier and a collector - albeit not an avid one. He just enjoyed obtaining what he liked, as do most of us.

Anyway, John and I have now documented those engines. After selling quite a few at the September meeting, what is left will be offered for sale at the October Middle Wallop meeting. We have put an updated list together which should appear somewhere in this edition of the New Clarion, with Mike's permission and the help of Vic. Guide prices are included but the essence of the task is to raise money for Jan, so we are open to (reasonable) offers. All proceeds go directly to Jan. John will be in the general area of the Bournemouth MAS - look for the Bournemouth members gathering.

If you are unable to attend the Middle Wallop meeting, you can contact either John or myself by phone (01202 511502 or 02392 550809 respectively) or me by email (rogerknewman@yahoo.com). Note however that I am away from 28<sup>th</sup> Sept for most of October.

Many thanks to all the SAM1066 members who have already kindly bought engines, models, bits & pieces etc in September. We are very appreciative of your support.

# Rod's Engines catalogued as from 25th August 2009

## Colour Coding



Sold & paid.

Confirmed interest but not yet sold

Confirmed interest. Waiting on feedback.

Tag No.	Engine	Condition	Comments	Guide Price £
1	Mills 0.75cc	Very good	Ser No: 87101. No cutout. Standard tank.	65.00
3	Mills 0.75cc Replica	As new	Ser. No 47. No cut out, pear drop tank. Squared crankcase. D Giles.	110.00
8	Mills 1.3 Mk I Replica	Very good	Ser No. 17. With cutout. Standard tank. Possibly by D Giles. Cutout needs rebracing	95.00
14	AMCO 0.87cc	Good but see comments	Ser No. 101. Parallel fins. Repr tank & other repaired / new bits.	65.00
17	Clanford Mk II 0.24cc	As new.	Ser No. 0282. With tank. Alloy silver head.	55.00
18	Clanford 0.48cc	As new.	Ser No. 362. Gold head, with tank. In box.	65.00
22	Weaver Replica 0.8cc	As new.	Ser No. 8011. In box.	55.00
23	EPC Moth 0.85cc Replica	As new	No tank. Maded by Arne Hendse. In box.	140.00
28	Toad 18C	As new	Integral cast tank. Frog lookalike by Tom Crompton?	60.00
29	Collin AMCO 0.87cc lookalike	As new	With tank, parallel fins	50.00
31	EM Bee 1cc	Very good	No tank.	65.00
32	Sparey 0.6cc (or 0.8cc)	Very good	With tank. Maker unknown.	45.00
35	Majesco Mite Replica	As new	Side mounted tank. By D Collin	50.00
37	NV 2.5cc	As new	Ser No. 1366. Czech.	45.00
38	Sparey Type. 5cc?	As new	With tank. Rear induction. Unknown manufacturer.	60.00
39	Sparey 5cc	Very good	With metal tank.	75.00
41	Mills 0.75cc (Indian)	Very good	Ser No. 2. With tank. No cutout. In box.	35.00
42	Mills 0.75cc (Indian)	Very good	Ser No. 3. With tank. No cutout. In box.	35.00
45	Mills 0.75cc	Very good	Ser No. 75348 - has rear broken lug. With tank. No cutout	30.00
47	Mills 0.75cc	Very good	Ser No. 8867. With tank. No cutout. In original Mills box.	65.00
49	K Mills 1.00cc (Indian)	As new	With tank. No cutout. In box.	50.00
54	ED Cadet	Very good	With tank & silencer.	35.00
55	Mills 0.75cc Doonside Series II	As new	In box. With tank & no cut out. Ser No. Z031	85.00
56	Clanford 0.24cc	As new	Ser No. 086. In box. Gold head	65.00

61	ED Bee Mk I 1cc	Very good	With tank. Ser No. 1A465/50	35.00
65	Midge 0.8cc	As new	No tank. Radial mount. Roger Whittingham	60.00
69	ED Comp Special	Very good	With tank. Crankcase is replica?	70.00
71	ED Cadet	Very good	With tank & silencer.	25.00
72	Albon Spitfire 1cc	Very good	No tank.	25.00
73	ED Hornet 1.5cc	Very good	With tank. Ser No. V6912	30.00
75	MP Jet 0.6cc (Letimo MD)	As new	In box. With tank & radial mount.	40.00
80	Bus 11 Reprio	As new	Purple head	40.00
81	K Mills 1.3cc (Indian)	As new	In box. With tank.	40.00
82	K Mills 1.3cc (Indian)	As new	In box. With tank.	40.00
88	MP Jet 040PB Classic	Very good	With tank. Beam mount. In box.	35.00
91	Mills 0.75cc (Russian replica)	Very good	With tank. Tom Crompton mod to fit ball races.	55.00
94	MP Jet 040PB Classic	Very good	With tank. Beam Mount. In box.	35.00
98	Mills 0.75cc (Indian)	Very good	With tank.	35.00
99	K Mills 1.5cc (Indian)	Very good	With Tank. Gold head. In box.	50.00
100	Mills 1.3 replica	Very good	With tank. Tom Crompton mod to fit ball races.	55.00
101	ED Bee Mk II	Very good	With tank.	35.00
102	Mills 0.75cc	Very good	Ser No. 62490. With tank	65.00
103	PAW 0.5cc	Very good	No tank.	35.00
104	Mills 0.75cc (Indian)	Very good	With tank	35.00
105	PAW 0.5cc	Very good	No tank.	35.00
106	DC Merlin	Very good	Red Head. With tank	30.00
110	Super Atom 1.8cc (Czech Replik)	Very good	With tank. In box.	75.00
112	Letimo MD-3 2.5cc (Czech repro)	Very good	With tank. In box.	55.00
115	Dyno 0.6cc (Replica CMP)	Very good.	With tank. In box.	65.00
117	ACE 0.5 Replica?	Very good.	With tank.	65.00
118	Collin 0.5cc	Very good	With tank. Ser No. 02	50.00

Notes: Engines tagged from 83 onward have been taken out of models and have therefore been flown.  
They have all been cleaned up and run on a benchtest rig.

Engines tagged 1 to 82 have been housed in display cabinet.  
They have all been oiled and checked for rotational freedom but have not been test run.

## WAKEFIELD MATTERS - by Vic Willson

The 4oz and 8oz Wakefield League competitions have run as usual this season, with the final event at the August Middle Wallop Championships.

The scoring system is the same as in previous seasons (refer to NEW Clarion - May 2008 for full details).

**The results of the Middle Wallop Vintage Wakefield (4 oz/8 oz) events were as follows:**

### 4 oz

Position	Competitor	Score	'Bonus'	Total
1	John Knight	12	11	23
2	Chris Chapman	11	10	21
3	John Minshull	10	9	19
4	John Taylor	9	8	17
5	Mike Marshall	8	7	15
6	John White	7	6	15
7=	M. Turner	6	5	13
7=	Andrew Powis	5	4	7
7=	John Wingate	4	3	5
10	Andrew Longhurst	3	2	3
11	Jack Foster	2	1	1
12	Peter Jackson	1	0	0

**8 oz**

Position	Competitor	Score	'Bonus'	Total
1	John Ralph	22	21	43
2	Peter Jackson	21	20	41
3	Mike Turner	20	19	39
4	Rex Oldridge	19	18	37
5	Spencer Willis	18	17	35
6	Peter Michel	17	16	33
7	M Sanderson	16	15	31
8	Brian Stout	15	14	29
9	Peter Brown	14	13	27
10	J.B. Knight	13	12	25
11	Reg Biddlecombe	12	11	23
12	Mike Marshall	11	10	21
13	Alan Price	10	9	19
14	Ake Gustavsson	9	8	17
15	Bob Hope	8	7	15
16	Bill Cox	7	6	13
17	John Andrews	6	5	11
18	Chris Chapman	5	4	9
19	Gordon Beal	4	3	7
20	Vic Willson	3	2	5
21	Peter Tomlinson	2	1	3
22	P. Norman	1	0	1

**LEAGUE TABLES**

Many thanks to all the people who helped to ensure that Vintage Wakefield fliers had plenty of events to choose from. This includes event organizers, CD's, scorers, timekeepers and last but not least the many brave competitors who turned out in all weathers to support the various events.

Congratulations to the winners and good luck for the future.

Unfortunately I won't be available to run the leagues in 2010, so if any one has an ambition to oversee the continuance of these events, please contact myself or Mike Parker.

The final Vintage Wakefield League positions for 2009 were;

**4 OZ**

Pos.	Competitor	Score	'Bonus'	Total
1=	John Minshull	17	15	32
1=	John Taylor	17	15	32
3	Mike Turner	16	14	30
4	John Knight	12	11	23
5=	Chris Chapman	11	10	21
5=	Robin Kimber	11	10	21
7	Roy Tiller	11	9	20
8=	John White	10	8	18
8=	Mike Marshall	10	8	18
10	Chris Strachan	6	5	11
11=	Brian Stout	5	4	9
11=	Andrew Powis	5	4	9
13	Peter Jackson	5	3	8
14	John Wingate	4	3	7
15=	Bob Taylor	4	1	5
15=	Andrew Longhurst	3	2	5
17	Jack Foster	2	1	3
18	Bill Cox	1	0	2

## 8 OZ

1	Peter Jackson	39	36	75
2	Mike Turner	32	30	62
3	Rex Oldridge	31	28	59
4	Peter Brown	30	27	57
5	Mick Howick	26	23	49
6	John Knight	25	22	47
7	John Ralph	22	21	43
8	Peter Michel	22	20	42
9	J. Sanderson	21	19	40
10	John Andrews	20	19	38
11	Mike Marshall	19	17	36
12	Spencer Willis	18	17	35
13	Reg Biddlecombe	18	16	34
14=	Brian Stout	15	14	29
14=	Chris Strachan	15	14	29
16	John Down	13	12	25
17	Vic Willson	13	11	24
18	J. Lancaster	10	8	18
19	J. Cole (JNR)	7	6	13
20	Ray Elliott	7	5	12
21=	Peter Tomlinson	6	4	10
21=	Chris Chapman	6	4	10
23	David Beales	5	4	9
24=	Laurie Barr	4	3	7
24=	Robin Kimber	4	3	7
24=	Andrew Rushby	4	3	7
27	Brian Cleasby	3	2	5
28	Andrew Longhurst	2	1	3

## GW20

### A 1942 WAKEFIELD BY G. W. W. HARRIS - Restored by Martyn Pressnell

Following the untimely death of Mike Kemp it was my privilege to receive into my safe keeping this Wakefield model. It had clearly enjoyed a good deal of flying, and I



undertook its restoration with a sense that Mike would have wished it to be seen and flown again. In my possession was a copy of the plan as published in *Aeromodeller* of June 1944, the cover featuring the model as a painting by C. Rupert Moore, where it was shown in a white finish with a red flash, flying over an idyllic green space with a take-off board on the ground far below. This is the kind of image that can never be caught by camera.

G.W.W. Harris said in his article, 'that it could be seen as a straightforward job, which is an important consideration in these difficult times. It is however, strong and reliable'. I must concur with this, and indeed the rectangular body accounts for all of the area rule requirement notwithstanding it is quite a long model and therefore well-proportioned for its time. The single bladed folding propeller was another good simplification and no doubt contributed to the model's performance. It achieved first place in the Blackheath's Gala day at Epsom, it topped the Midwood Challenge Cup and took the Farnborough

Trophy in 1942. It won the Model Engineer No 2 Cup in 1943.

It was evident that the model differed from the original plan in several respects which I took into account in my restoration. The original wing was in two pieces with plug in dowels to join the halves together at the central dihedral break. However this wing was hinged on the lower surface so that the halves folded over to be packed flat, I retained this feature. The original had a two-piece plug in wire undercarriage, but the model had an unusual one-piece undercarriage and wheels assembly that slid into a vertical slot and sprung into retaining locations. I was able to replace this with a new and lighter component as per the original. Of course the original fixed tail unit had been replaced by a conventional tip up tail and fin assembly.

The wings required some patching with yellow jap tissue and was otherwise in quite good condition. The tail required some repairs and a re-covering in red jap tissue to retain Mike's colour scheme. The fuselage was already extensively repaired and to clean it up I stripped it down for restoration. The black fabric used originally was very tough, I think it was a plastic type of shrink material which appeared to have been stained black after application. I replaced this with a lightweight white shrink material and over-covered in black jap tissue. The original used a built up solid hub to which the propeller blade was hinged whilst Mike had introduced very sensibly a wire assembly, that I retained. Harris claimed that his propeller had variable pitch due to its flexible mounting which was superior to his fixed pitch (free-wheeling?) alternatives.

The plan called for motors of 14 strands of 1/4 in. by 1/24<sup>th</sup> rubber 45 in. long and said that 16 strands some 53 in. long had been used resulting in a truly terrific climb. The model weighed 8.3 ounces with 3 ounces of rubber. The model came to me with a chewed up motor of about 100 grams in 18 strands of 3/16 strip TAN II. This was divided for

cording into 5 and 4 loops respectively. The weight breakdown of the restored model was as follows:

Fuselage 54g,  
Wing 35g,  
Prop and Hub assembly 34g.  
Tail 11g,  
Undercarriage 15g,  
Fin 6g,  
Bobbins 4g.

Thus the airframe weight was 159g or 5.6 ounces. I added a modest 82g of rubber or 2.9 ounces, giving an AUW of 241g or 8.5 ounces, close to the original. My rubber was less than the original but the airframe weight seemed very reasonable for an extensively restored model. I have every confidence that it will fly very well. Should anyone have a recollection of seeing this model in Mike's hands or any knowledge of it being flown, I should be very interested to hear and to add this information to my record of the model.



Mike Kemp's G.W.20 Restored and Ready for Flight.

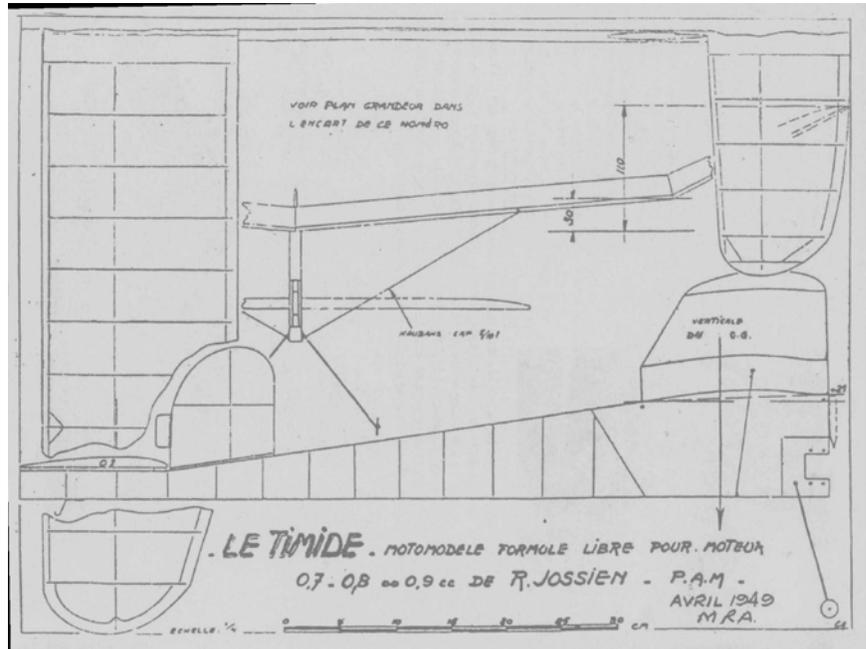


Spirit of SAM 1066 exemplified by Mike Kemp's G.W.20 Wakefield of 1942

### **Shepherd's Fantastic Flyaways!** - *By Tony Shepherd*

March 22<sup>nd</sup> was a bad day in my aermodelling life! It was the day of the BMFA 2nd Area Centralised meeting, which included the mini-vintage class and gave me the opportunity to fly my No.1 Le Timide and Top Banana power models, and given that the breeze was fairly gentle and from the NW, Le Tim was chosen to do the business.

Le Tim is a superb, French design by Rene Jossien dating from 1949. It can handle quite a bit of power and glides forever with its undercambered, 260 sq. ins wing. Mine has only one real vice in that, just occasionally, the tail won't pop up following release of the DT line (can you guess where this tale is going?). The problem is that I sit the rear of the tailplane on a little rectangular platform that's about 10x35 in best French, metric measurements. This matches the platform at the front end of the tail and makes varying the tail tilt easy - adjustments to glide turn needing identical wedges



at both front and rear and lead to no change in incidence. The problem is that this area is prone to getting oil on it from the engine exhaust, and just occasionally, when the tailplane is pulled down firmly onto the platform, it all turns into a wonderfully effective suction pad and even when the DT line is released, the tail just won't rise despite the presence of a few pull up bands. Try it on the bench and there's no problem, but just let that engine run for 19 secs and the vibration is enough to get all of the air out and it sticks like a goodun, (now you really are getting ahead of me aren't you!)



OK. First two comp flights completed without incident, and I have two comfortable maxes going into the final flight. The breeze had stiffened a tad so I put an extra pull-up band on the tail and compensated for that with an extra hold-down band at the timer-end of the line, just to really hold it down tight (the outcome is all so inevitable isn't it). Time to go up. Perfect launch, transition and the usual great glide - oh look, we're in lift. The 2 minute flight time comes and goes, but no DT. At 3 mins, Timer Tolhurst asks me what I've set the DT for - "2mins 10 secs" I tell him. "Oh dear" says he.

It was OOS in about 5 minutes and 15 minutes later the signal from the bug finally vanished from the handheld receiver. However, changing to the Yagi brought back a strong signal, indicating clearly that it was circling nicely in that great bit of air and working it's way toward the Isle of Wight. It finally stopped at about 54 mins, maybe in the Solent, maybe on the Island, or maybe even in the English Channel on the other side.

There was no point in going on a chase on the mainland as the coast is just a little over 3 miles away and at 54 mins it would be well beyond the shore at Lepe. The only thing would be to have a look at a map of the Isle of Wight, work out a possible landing area and head off to the ferry for a day out with the Yagi, so I resigned myself to having to do this during the next week.

However, undaunted, I still had three maxes. Now the Beaulieu CD, John Thompson, loves to finish the day with a good long fly off - anything to avoid heading back to Hartley Witney too early. So, not wishing to disappoint him, the Top Banana was assembled and prepared for a pre-fly-off test flight. Unusually, the easy starting PAW55 seemed to be bit reluctant to play so obviously something was amiss. Eventually I got it going but the revs were down significantly and just as I was going to apply the tacho, there was an instant stop and the crank pin broke. This was not going to be my day!

Still determined to salvage something, the only thing left to do was send up one of my electric models on a few test flights. But on the first battery charge, the charger conked out and the blowing of a handful of successively applied fuses told me that it was fatal.

I went home!

Anyway, back to the missing Le Timide. The following Tuesday saw me driving around the Isle of Wight on most of the roads between Carisbrooke and Calbourne which looked from the map as if it could have been the landing zone. Armed with the receiver and Yagi, I'd stop every half mile or so to have a listen but there was never a signal so by mid afternoon I gave up and headed back. I was pretty confident that the little red plane was in the sea somewhere, perhaps even heading back home to France in time for the 60<sup>th</sup> anniversary of its publication which was just a couple of weeks away - it was published in April 1949.

Right, let's move on three months to mid July. One Thursday evening I'm in the garden cutting the grass when then phone rings and it's one of those verbal interpretations of a mobile text message. "I've got your red plane, please call." It almost sounded like the Mafia ringing to tell me that they had my prize horse and that if I didn't stump up the cash then it would be trotting off to the glue factory. I quickly rang the mobile phone owner to be told that he was indeed, in possession of my Le Timide, and had been for 3 months!! To be 100% precise, it was in his house, but had been found by a former lodger of his several moths earlier. Conversation followed and it turned out that the model had been picked up in a field in Calbourne, it having been viewed by the lodger as he travelled home on the bus. Since I'd travelled the very same road just two days after the last flight (when the bug would still have been pumping out a strong signal), I could only assume that the pick up had occurred within 48 hours of landing. This meant that the flight was around  $10\frac{1}{2}$  miles comprising  $3\frac{1}{2}$  on the mainland,  $3\frac{1}{2}$  across the Solent, then  $3\frac{1}{2}$  across the Island.



It seems that the finder had intended to have a go at flying the model, but not got around to it, and left it behind when he departed the house due to being unable to pay the rent. Negotiations followed and I ended up having to stump up a bottle of Scotch for the finder (even though the rotten so and so had never intended to return the model to me), and a tenner to the landlord who agreed to bring it to Yarmouth, the stopping point for my ferry from the mainland.



The following day, the final stage of this (quite expensive) retrieve occurred as I met the landlord in Yarmouth. The

model was in pretty good condition, providing further evidence that it had been in the field for a comparatively short time. There was no mechanical damage, just a bit of tissue damage to the wing, and the tail had twisted. A new battery in the bug showed it to be working fine, and the engine turned over just like it should do. There wasn't even any rust on the undercarriage legs.

So Le Timide was home. I put it to one side for quite a while but at the time of writing she's just about ready to fly again and the last wing panel is due to be tissueed making her ready for the coming weekend.

Oh, and the platform against which the back end of the tailplane sits has been made much smaller so that such the DT will always work and the little model will never fly away again! Like to bet!!

## **TAILLESS MATTERS** - *By Vic Willson*

The Tailless League for the HALCYON TROPHY has once again been running this season. The qualifying events have been much the same as last season.

All the qualifying events have now been flown. Congratulations to Pete Woodhouse who beat Chris Strachan and Colin Foster.

22 competitors recorded scores, this season - exactly twice as many as in 2008. After all six events, the league positions were:

## The final Tailless League positions for 2009 Were:

Position	Competitor	Score	'Bonus'	Total
1	P. Woodhouse	25	23	48
2	C. Strachan	24	19	43
3=	C. Foster	22	19	41
3=	V. Willson	23	18	41
5	C Chapman	17	15	32
6	S. Willis	17	14	31
7	M. Richardson	14	12	26
8	R. Peers	10	9	19
9	R. Tiller	10	8	18
10	D. Neil	8	7	15
11	R. Moseley	7	6	13
12	J. Kay	6	5	11
13	A.Longhurst	6	4	10
14	J. Godden	5	4	9
15	W. Harrison	4	3	7
16	T. Thorne	4	2	6
17	R. Willes	3	2	5
18=	E. Stevens	2	1	3
18=	J. Close	2	1	3
20	J. White	2	0	2
21=	R.Wilkes	1	0	1
21=	B. Lever	1	0	1

## International Postal Competition To promote Free Flight Tailless Models

2009 - By John Close

### Rules

1. Open to tailless models of all categories, i.e. glider inc chuck and catapult , rubber, I.C. power, electric power, CO2 power, Jetex (rapier)(scale has been suggested but may not be practical) from any country. There is no entry fee and no prizes.
- 2 . Models must be true tailless, the only surfaces allowed to be separate from the wing are "park bench " type elevons.
3. Flights must be made at recognised model flying meetings including club meetings and nominated in advance. There is no maximum flight time. No entry fee, no prizes, (at the moment).
4. Make as many flights between 31<sup>st</sup> December 2009 and 1<sup>st</sup> January 2010 as you can manage, which need not be on the same day, but using the same model. If you lose or break the model you must start again if you use a new model. Select the three best scores to submit. Submit from more than one model if you like.
5. There is no builder of the model rule, engine run I C 30 secs, glider 100 m towline or 50m bungee to include 12 m rubber, score adjusted accordingly.
6. Results by 14 February by post or Email. Please include type of model (details and photos always useful), venue, date, weather conditions (optional) and name of timekeeper.

The results will be displayed by category, sent to each participant and the usual magazines...

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

John Close +44 (0)161 427 3292  
32 Hollins Lane  
Marple Bridge  
Stockport  
Cheshire  
SK6 5BB  
Great Britain  
Email: [close\\_j@sky.com](mailto:close_j@sky.com) Note \_ between e and j

## **NAME THAT PLANE No. 14** - *By Roy Tiller*

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

### **A bit of a change this month.**

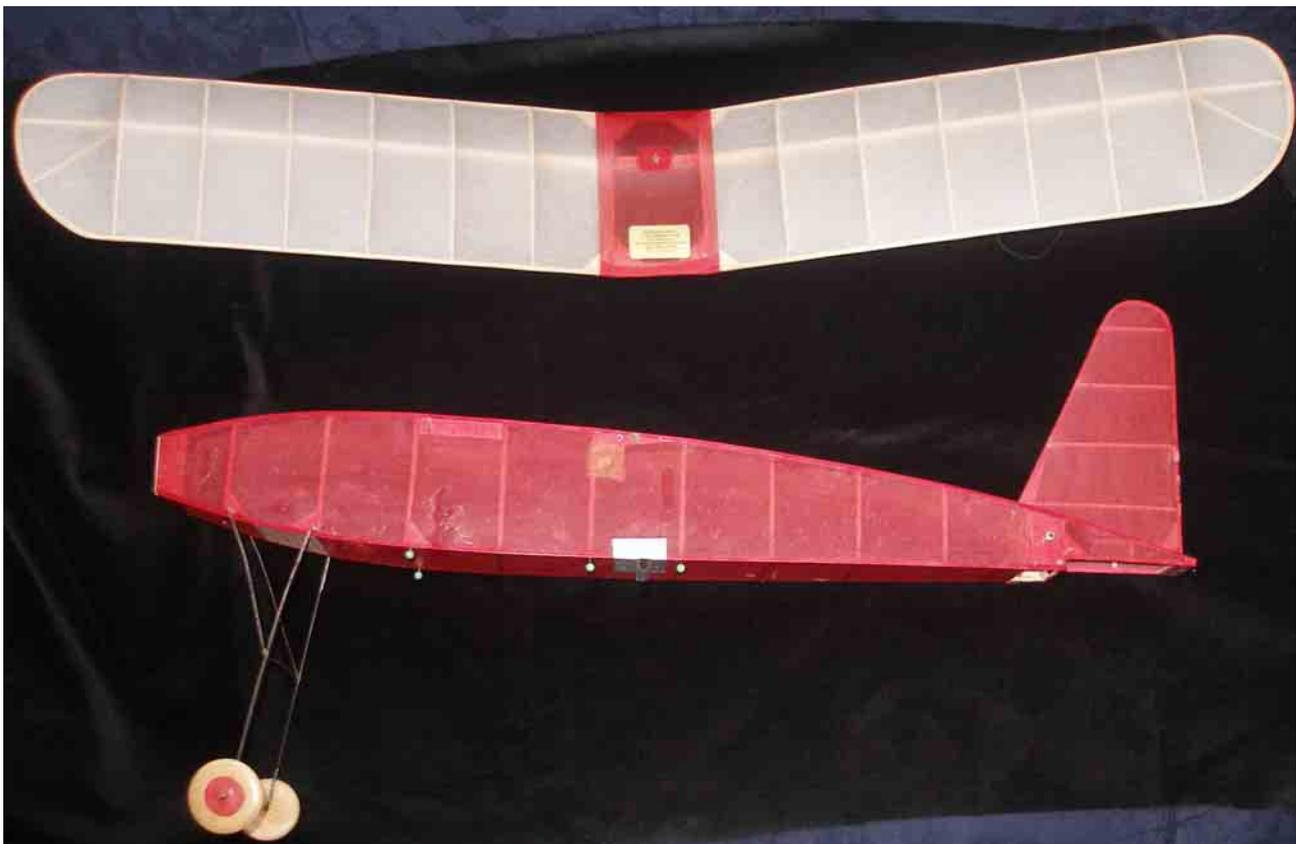
Tony Overton acquired the model pictured below from David Baker's collection.

The model came with no tailplane and therefore Tony needs a plan but he does not know the name of the model.

Can you name the model below.

Clues, it is a 31" wingspan rubber powered model made by the late Keith Sedgewick.

Results and Plane No.15 next issue. Answers to [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)



## KeilKraft "SENATOR" Global Postal Challenge - June 1st 2009-June 30th 2010 - *By Jim Moseley*

First kitted by KeilKraft in 1950, the 'Senator' has become recognised as an excellent design that combines simple robust structure with outstanding performance. Very popular in British 'Vintage' events, it also can do well in North American 'Category III' classes - Nostalgia Rubber, Moffett and Mulvihill, etc. for which 120 second maximums are a formality and it can be taken well past 180 seconds with little extra effort.

There is no entry fee. The lengthy timescale of this Postal is to permit any modeller an opportunity to participate, no matter where in the world they might be located.

Models are to conform to the standard Senator kit plan; the structure may be amended for the purposes of D/T installation - whether tipping stabiliser (LE down), tipping wing or hinged rear fuselage - and the undercarriage leg may be removable for storage/carrying purposes. Glazing of the 'cabin' is optional. Any freewheel propeller up to a maximum of 13" diameter may be used and there are no restrictions on rubber motor size/weight.

Individual Scores:- Three flights shall be made to a 120 second maximum. If three Maximums are achieved, then successive flights may be made with the maximum increasing by 60 seconds on each occasion, until the target time is not realised e.g. 120. 120. 120. 180. 240. 211 = Total Score 991 seconds All flights to be pre-nominated to a timekeeper; the initial three should be made on the same day but successive flyoff flights may be made at the flyer's discretion, similarly timed. More than one model may be flown by an entrant but scores for each must stand alone; i.e. a reserve model may not be used to complete a series of flights commenced with another.

A plan may be viewed at <http://www.theplanpage.com/st.htm> with a download also available (noting that the true span is 32", not 30" as shown on the plan), purchased or obtained from various sources, and 'short kits' are available from at least two vendors; contact me for further information on same or with any questions that you might have..

Team Scores:- If any three flyers wish to have their scores also recorded as part of a team total, please advise a team title when submitting same: I will then collate same as a secondary group score in the name of that team - whether they fly together as a club, or as a group of individuals who wish to link together for this purpose. A person may only fly in one specific team, however.

Entries/scores may be forwarded to me at any time, by email or regular post, and I will distribute a final report and result sheet, which will be further publicised as widely as possible. Accompanying anecdotes and photographs would be very welcome and are encouraged. If desired, scores will also be posted to an appropriate event in the WorldWide Postal Contest, details available on request.

An initial award of C\$100.00 for 1<sup>st</sup>.place will be provided; and donations received will be applied to further awards and upgrades. I hope that you will give this event your support and also encourage others to participate.

The 'Senator' is a viceless airplane, easy to build and to fly with very satisfying performance; my only advice is to keep the structure aft of the CG as light as possible to reduce the need for any nose ballast to a minimum.

Happy Flying!

Jim Moseley 19 Banner Crescent, Ajax, Ontario L1S 3S8, Canada [jjmoseley@look.ca](mailto:jjmoseley@look.ca)  
(905) 683-3014

## Cardington Indoor Model Flyers - by John Andrews

August 23<sup>rd</sup> 2009 we were back in action again, however the weather forecast conditions did not live up to the actual conditions on the day as the wind strength was far in excess of that forecast. Despite this however, flying was still possible as we were able to fly toward the leeward end without much difficulty. Certainly my heavier models were not affected by any significant drift, even my 7" wingspan Living Room Stick model performed well, within its limited capability. The model is pictured here and is the one that was described in the NEW Clarion issues February and March 2008. My building skills did not enable me to get my model down to the .69gm weight limit,



but as the picture shows, I did manage to get it just under the 1gm mark. I managed to get a flight of 5min 20secs using 2,500 turns on a 15inch long loop of about .030 rubber (*it's difficult to measure with my vernier, I'm waiting for Derek Richards to make me a dial gauge*). For the record the good guys get 9min or more.

I do not build competitive super lightweight indoor models but, using model shop wood, I can make models that will achieve flight times over

10mins and I really enjoy trying to improve my times. The point is, you don't have to be an ace indoor builder to get pleasure from indoor flying. Some of you should give Cardington a whirl, I'll give you a blow by blow of a day in the hanger.

I aim to arrive at Cardington around 10.00am, I approach on the A600 from Bedford and enter by the 'Jackson Gate'. The site is secured by a combination chain lock on the gate and I spend a frustrating few minutes undoing the lock, as the site is so secure that most of the numerals on the lock barrel are missing. After entry I relock the gate to give the next arrival his head scratching moments. I drive up the approach road and pass through the wire fence, turn right and continue on down the roadway between the two hangers. At the end I turn left around the end of hanger No1 and find the entrance door in the centre. Driving through the doorway all suddenly goes black, I've forgotten to remove my sunglasses, it's dark in there. Glasses off I drive to where others are parked and pick my spot. I have a bit of a chinwag then set up shop alongside the car. The door is usually closed about 11.00am but I fly something before then as it is only the really lightweight flimsies that are affected by drift due to the open door. Last time I was flying my Living Room Stick model long before the door was closed and it was a windy day outside. Flying carries on until around 5.30pm when the door is reopened to let everyone leave for home. If you don't want to spend all day there, when you arrive you can carry on past the end door and drive down the other side of the hanger where you will find a small door that you can



use to carry in your equipment and you leave your car outside in order to leave when you wish.

A typical indoor flyers table with winding jig for motor is shown above. A 10:1 or 15:1 winder with counter at one end and torque meter at the other. The motor is wound on the jig and quite often, before fitting to the model, turns are backed off to a specific torque to prevent aerobatics on launching. Living Room Stick models like the one in the picture are particularly susceptible.

John Shaw, pictured below, flew in the European Championships and did a best flight of over 28mins, he also acquired a variable pitch prop hub assembly which he had with him at Cardington. I'm afraid I did not get the macro setting on the camera correct but it's worth printing it here for interest.



I'll wrap up with another invitation for anyone who is interested in flying indoor free-flight to visit Cardington where you can fly half scale wakefields, CO2 lightweights, electrics, foamies, there is plenty of room to avoid the experts and their flimsies and its worth the visit just to see the experts perform.

## **YMM PRECISION EVENT MIDDLE WALLOP AUGUST 2009** - *By Brian Martin*

This was the first YMM competition. YMM stands for YOST, MADDAFORD, MARTIN. The competition was initially conceived by Charlie Yost who lives in San Diego, California. He wanted to start a precision event to encourage the use of spark ignition engines and generously donated a 'Brown Junior', Ohlsson 60 side port and an Arden 099 as prizes.

The rules were put together by Charlie's friends, John Maddaford and Brian Martin, who sent these to Charlie for approval. With his consent the concept was put to Mike Parker who welcomed the idea and offered to provide winners plaques.

Charlie had planned to be with us for the weekend but alas, due to ill health, could not travel. We wish him well and hope that he can make it next year.

The competition was a resounding success with 21 entries and 13 putting in score cards even though the weather was so bad for the first two days. The three flights required could be flown any time over the weekend which would allow those involved in other activities to put in a flight at any time.

All those who entered plus quite a few who were at the prize giving and were unaware of this event asked if we would run this again next year. With such encouragement we have decided to do so but the rules need to be 'tweaked' a little. These will be published in a later Clarion.

Although John and I were entering, we did not intend to be part of the main event, just making up numbers. Glad I didn't as it turned out, as my model gave an excellent performance. And anyhow, John and I have enough 'sparkies' and these three donated would, hopefully, be seen flying next year by new members of the ignition brigade. Perhaps increasing the entries to other ignition events, Maybe bring back the 'Texeco'.



*Eventual winner of YMM event. 15 year old Christopher Osborne with his Arden 099 powered Vic Smeed 'Madcap' in his beloved Tottenham Hotspur colours*

## RESULTS

POSN.	NAME	MODEL	ENGINE	RND.Pts	RND.Pts	RND.Pts	TOTAL
1	Chris Osborne Junior 15 yrs	Madcap	Arden 099	11	23	20	54
2	Dave Goddard	Tomboy	MP Jet	20	7	23	50
3	Julian Close	Tomboy	Frog 100	17	9	15	41
4	Pete Carter	Long Cabin	Bus	19	19	0	38
5	Anthony Close	Tomboy	Mills .75	17	0	17	34
6	Mick Parker	Peril	Schober .25	7	12	9	28
7	Jamie Lumsdon Junior 15 yrs.	Diamond Demon	Mills 1.3	15	7	1	23
8	Gordon Hannan	Pirate	Mills .75	8	14	0	22

9	Andy Brough	Junior 60	Mills 2.4	4	11	2	17
10	Paul Lumsdon	Magna	DC Merlin	0	6	1	7
11	Simon Rogers	Southerner Mite	Allbon dart	1	5	0	6
12	Gareth Fidler	Frog '45	Frog 150	0	0	0	0
13	Goerge Tomms	Tomboy	Mills .75	0	0	Lost model	0
14	Derek Collin	Cloud Elf	Cloud 3cc	DID	NOT	FLY	
15	Tom Conibear Junior 12 yrs	Debutant	Mills .75	DID	NOT	FLY	
16	Ray Page	Cloud Elf	Ohllson 19	DID	NOT	FLY	
17	Tony Penhall	Priviteer	Hornet A	DID	NOT	FLY	
18	Chris Penhall	Elf	Megow 19	DID	NOT	FLY	
19	Malcolm Ridley	Bandit	Mills 1.3	DID	NOT	FLY	
20	Andy Brough	Tomboy	Mills .75	NO	SCORES	ENTERED	
21	Brian Martin	Southerner	Forster 29	22	21	24	67

**The enthusiastic number of entries enabled a donation of £21 to be made to the Mount Edgumbe Hospice - well done.**

**The South East BMFA All Day Scale Competitions & Fun Fly on Sunday 22nd November 2009 at The Angel Centre, Tonbridge, Kent.**

The Angel Centre is located in Tonbridge town centre in Angel Lane at rear of the High Street next to Sainsbury's. There is a large car park adjoining the leisure centre and supermarket.

From 9am until 6pm. Flying will start at 10am and finish at 5.15pm Prize giving between 5.15 - 5.45pm. **Flitehook** will be attending the meeting with their range of kits and modelling supplies.

The kitchen at the Centre will be available for hot drinks throughout the day.

Admission Charges: £8 for flyers, £5 junior flyers, £4 Spectators and £3 Junior Spectators

Contact Stuart on 0795 6066 463 or Eric 01622 737814

**Indoor Flying at Community College.**

**Free Flight Only.**

**Thorns Leisure Centre. Stockwell Ave.**

Off Thorns Road - Quarry Bank - West Midlands

Saturdays 1pm-4pm

Forthcoming Dates 2009/2010

17<sup>th</sup> Oct. 2009 - 14<sup>th</sup> Nov. 2009 - 12<sup>th</sup> Dec. 2009  
9<sup>th</sup> Jan. 2010 - 6<sup>th</sup> Feb. 2010 - 6<sup>th</sup> Mar. 2010 - 3<sup>rd</sup> April. 2010 - 1<sup>st</sup> May. 2010

Admission - Flyers £5.00 Spectators £2.00  
For Further Information, phone or e-mail Colin  
0121.550.6132 or [colin@colinwilliam.wanadoo.co.uk](mailto:colin@colinwilliam.wanadoo.co.uk)

**Derek Gamps Plans Collection - Via Andrew Longhurst**

Derek rang me to say that he has a large collection of plans acquired over a lifetime, power, rubber etc. that he would like to distribute to people who want them. Derek is no longer very mobile and so the first step seems to be for a member to go over to his place near Cambridge and help him to go through them to get a list which we can put in Speaks. Alternatively, to take them away to be put in an archive. If any member can go over for a day to help sort them out Derek is at 27 Pelham Way Cottenham, Cambs CB24 8TQ. Telephone 01954 250636.

*SAM 1066 seems to be fairly well represented in the Cambridge area, so hopefully someone will be able to take this on. It could be an opportunity to expand the Vintage plan collection.- Ed.*



## Impington Village College -Cambridge

### Indoor flying on 25th October 2009 9 am to 5 pm

We will be using the large (100 x 50 x 28 ft) sports hall at the College. The only restrictions are no radio models in the main hall and no internal combustion engines, jets or catapults anywhere.

Also Round The Pole (4.5 metre lines) and small electric helicopter and fixed wing flying (X twin type) in a separate hall (radio or infra-red).

**SAMS** MODELS will be in attendance to supply all your needs on the day.

#### Competitions:

There will be three low key free flight competitions: We first held competitions at our second meeting back in October 2001. This meeting is the eighteenth so we thought we would go back to the model we started with. Hence :

- A duration event for Ray Malmström's Hanriot design, plan on the back of this sheet. Commercial plastic prop., max diameter 6ins. Tissue covered (no condenser paper or film). True to plan, including pilot figure, wheels, dummy engine. 10sec. bonus for ROG. Awards for top senior and junior (under 18). Entrant must be builder of the model.

- The usual duration event for Bostonian models. Any design to the Bostonian formula (If you are unclear about the Bostonian formula rules please ring or email the contact below).

No builder of the model requirement. Build one for your wife, child or grandchild who has to wind and launch.

.  
A duration event for the Butterfly ready to fly rubber model - available on the day, or before, from SAMS. Tel: 01763 287606  
Each competition will be for the total of best three flights. Get your flights timed and reported to control. As many attempts as you like. Awards in each event for overall winner and best junior (under 18). Bostonians to be flown ROG and they will be weighed (minimum 14grams without rubber motor)! Also for Bostonians the entrant must be the Builder of the Model

## **Exhibition**

All of your models, either for the new season or interesting old faithfuls, will be welcome. To go with the seminar we would especially like to see lots of Free Flight Scale of all types and vintages.

## **Seminar**

Andrew Hewitt will be speaking on "The Joys of Free Flight Scale". Many of you will be aware of Andrew and his models from his articles and published designs. He is a regular competitor and winner in Outdoor Free Flight Scale competition. He is also a very entertaining and informative speaker. This seminar is definitely one not to be missed!

## **Round the Pole and Small Radio Helicopters**

David and Will Beavor will be bringing their equipment, using Ballard's 4605 connectors at the model and will share the second hall with small R/C helicopters and fixed wing models.

## **Refreshments:**

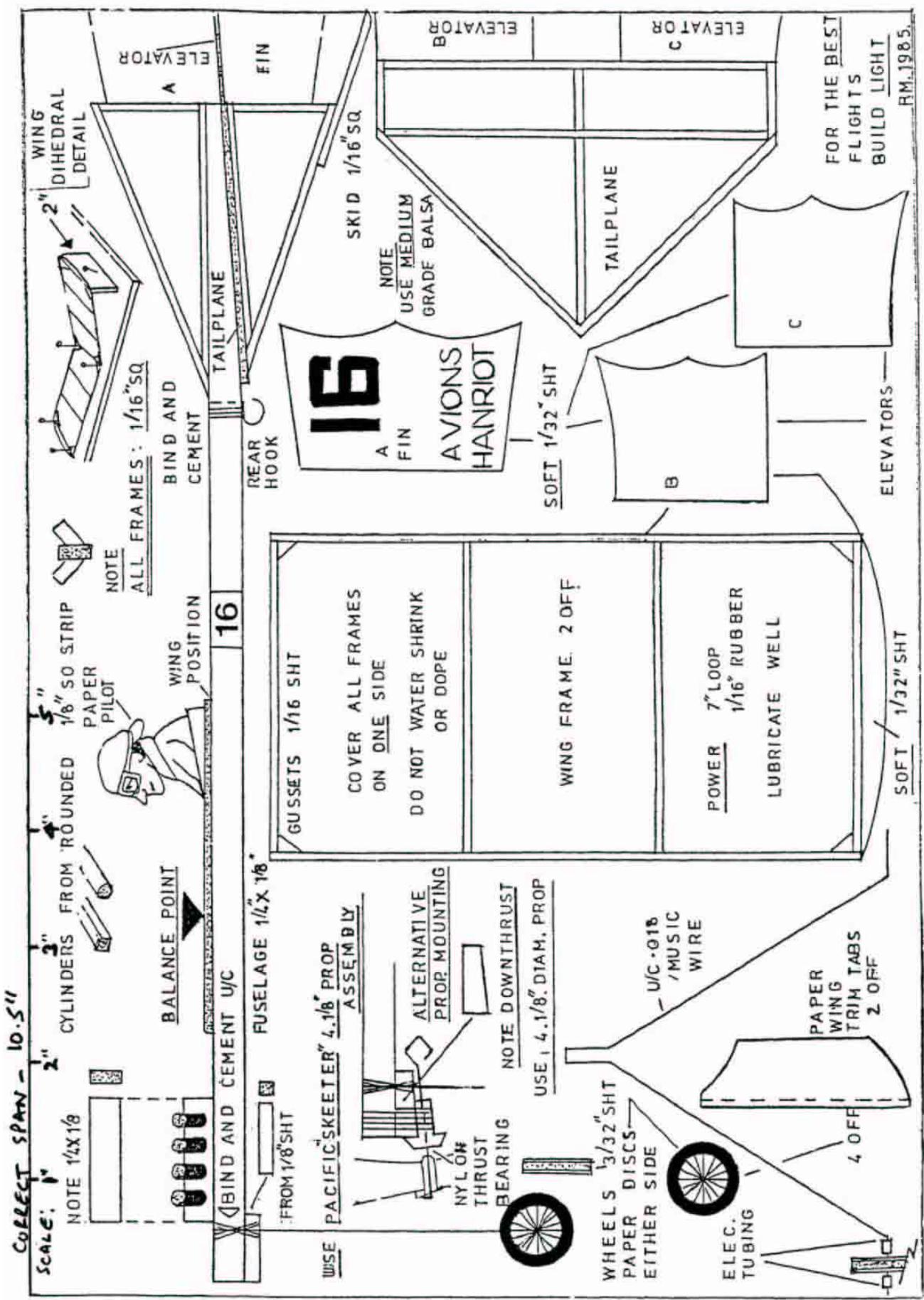
Once again the excellent fare from our trusty team will be available all day. No one need go hungry!

Cost of admission: Indoor Flyers -Adults £5.00, under 18s £1.00, Spectators and Chatters -£1.00

Directions to Impington Village College:

Leave A14 at the first junction East of M11 J14, signed Cambridge B1049. At the roundabout take B1049 to North signed Cottenham, Histon. In  $\frac{3}{4}$  km at 2nd lights turn right into New Road. Pass hospital entrance on right. Village College is next on right (two entrances, 1/3 and 2/3 km). Entrance to be used and car park will be signed.

Contact:- *Tel no: 01223 860498 Email: [chris.strachan@btinternet.com](mailto:chris.strachan@btinternet.com)*



# Cranfield Classic 50<sup>th</sup> Anniversary

2010 is the 50<sup>th</sup> anniversary of the 1960 world FF power championship which produced no outright winner. After a 17 Max marathon, five joint World Champions were declared.

To celebrate this unique event, a contest is to be organised for replicas of the models flown by these five great F/F power flyers, at the 2010 BMFA Nationals.

The models are.

Mr Max - Rolf Hagel Sweden/Gloworm - John Sheppard New Zealand/  
No 18 & Ascender - Sandy Pimenoff Finland/  
La Bestia - Giovanni Guerra Italy/Lucky Lindy - Larry Conover U.S.A.

**\*Reduced scale drawings of all five designs are featured in July's edition of the NEW Clarion - Ed**

I can supply full size drawings for La Bestia, Gloworm, Lucky Lindy & No18. A good drawing of MrMax is in June 1960 Aero modeller.

All are in the 1959/61 Zaik year book.

Models to conform to a known drawing. No scaling. No weight limit.

Engine runs to be decided on the day but probably 15\* & 12 seconds for a full Max. Three flights.

(\*To be allowed full engine run) Engines must be 2.5cc(.15) available before Dec 1960, or OS Max 15 III /OS Max 15 IV, PAW 15 non BR

A reduced engine run will be allotted to models with engines other than above.

**NO ABC or Schnuerle engines.**

For more information. Contact. Allan Brown. Mobile 07714103515 Home 01913866709  
email allan.030@btinternet.com

## Chobham Tree Chop

The confirmed dates (all Mondays) for the Tree Chop for 2009/10 are:  
19<sup>th</sup> October 2009, 9<sup>th</sup> November 2009, 8<sup>th</sup> February 2010, 22<sup>nd</sup> February 2010  
Meet in the Staple Hill car park at 10am as usual

## REMINDER

*SAM 1066 AGM this Sunday (11th October) at 16:00 hrs:*

*This is your opportunity to have your say as to how the club operates in 2010.*

*'APACHE' Restaurant & Cafe  
Museum of Army Flying  
Middle Wallop.*

*We need a "volunteer" to take the minutes please, let me know if you can help. No "volunteer", NO AGM!!*

Please be aware of the following:

1. Nomination. Edwin Bennett has been nominated for the position of Club Treasurer.
2. Proposal from the committee. That representatives of SAM 1066 join representatives join SAM 35 and the FFTC to discuss a common set of competition rules and report back to the SAM 1066 membership with their recommendations.

*The proposed "SAM 1066 representatives " are: Rod Audley (Glider), Andrew Longhurst (Rubber), Tony Shepherd (Power).*

*Please also be aware: The "fun fly and trimming" day activities will cease at 16:00 hrs. NOT 18:00 hrs. This is due to the AGM.*

*Mike Parker  
Treasurer & Membership Secretary*

**Bournemouth Model Aircraft  
Society**

**INDOOR FLYING**

**TUESDAY 27<sup>th</sup> OCTOBER 2009**

**THURSDAY 19<sup>th</sup> NOVEMBER 2009**

**TUESDAY 22<sup>nd</sup> DECEMBER 2009**

**TUESDAY 26<sup>th</sup> JANUARY 2010**

**TUESDAY 23<sup>rd</sup> FEBRUARY 2010**

**TUESDAY 23<sup>rd</sup> MARCH 2010**

**7pm to 10pm**

**ALLENDALE CENTRE**

**HANHAM RD. WIMBORNE BH21 1AS**

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

**FREE FLIGHT ONLY**

**PRIZE FOR LONGEST FLIGHT OF THE EVENING**

**FLIGHTHOOK IN ATTENDANCE**

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

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

**ROY TILLER e-mail**

**roy.tiller@ntlworld.com**

## USEFUL WEBSITES

SAM 1066 - [www.sam1066.org](http://www.sam1066.org)  
 FLITEHOOK (John & Pauline Hook) - [www.flitehook.net](http://www.flitehook.net)  
 MIKE WOODHOUSE—[www.freeflightsupplies.co.uk](http://www.freeflightsupplies.co.uk)  
 BMFA Free Flight Technical Committee — [www.freeflightUK.org](http://www.freeflightUK.org)  
 BMFA — [www.bmfa.org](http://www.bmfa.org)  
 BMFA Southern Area - [www.southerarea.hampshire.org.uk](http://www.southerarea.hampshire.org.uk)  
 SAM 35 — [www.sam35.org](http://www.sam35.org)  
 Martyn Pressnell — [www.martyn.pressnell.btinternet.co.uk](http://www.martyn.pressnell.btinternet.co.uk)  
 Loc8tor — [www.loc8tor.com](http://www.loc8tor.com)  
 X-List Plans — [www.xlistplans.demon.co.uk](http://www.xlistplans.demon.co.uk)  
 National Free Flight Society (USA) — [www.freeflight.org](http://www.freeflight.org)  
 Ray Alban — [www.vintagemodelairplane.com](http://www.vintagemodelairplane.com)  
 David Lloyd-Jones - [www.magazinesandbooks.co.uk](http://www.magazinesandbooks.co.uk)  
 Belair Kits - [www.belairkits.com](http://www.belairkits.com)

# Provisional Events Calendar 2009

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

October 11 <sup>th</sup>	Sunday	Fun Fly & Trimming, Middle Wallop
October 18 <sup>th</sup>	Sunday	BMFA 6 <sup>th</sup> Area
December 6 <sup>th</sup>	Sunday	Coupe Europa, Middle Wallop

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

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

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

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