

NEW Clarion

SAM 1066 newsletter

Issue 08.12

December
2008

Affiliated to the  - Club No. 2548

SAM 1066 WEBSITE – WWW.SAM1066.ORG

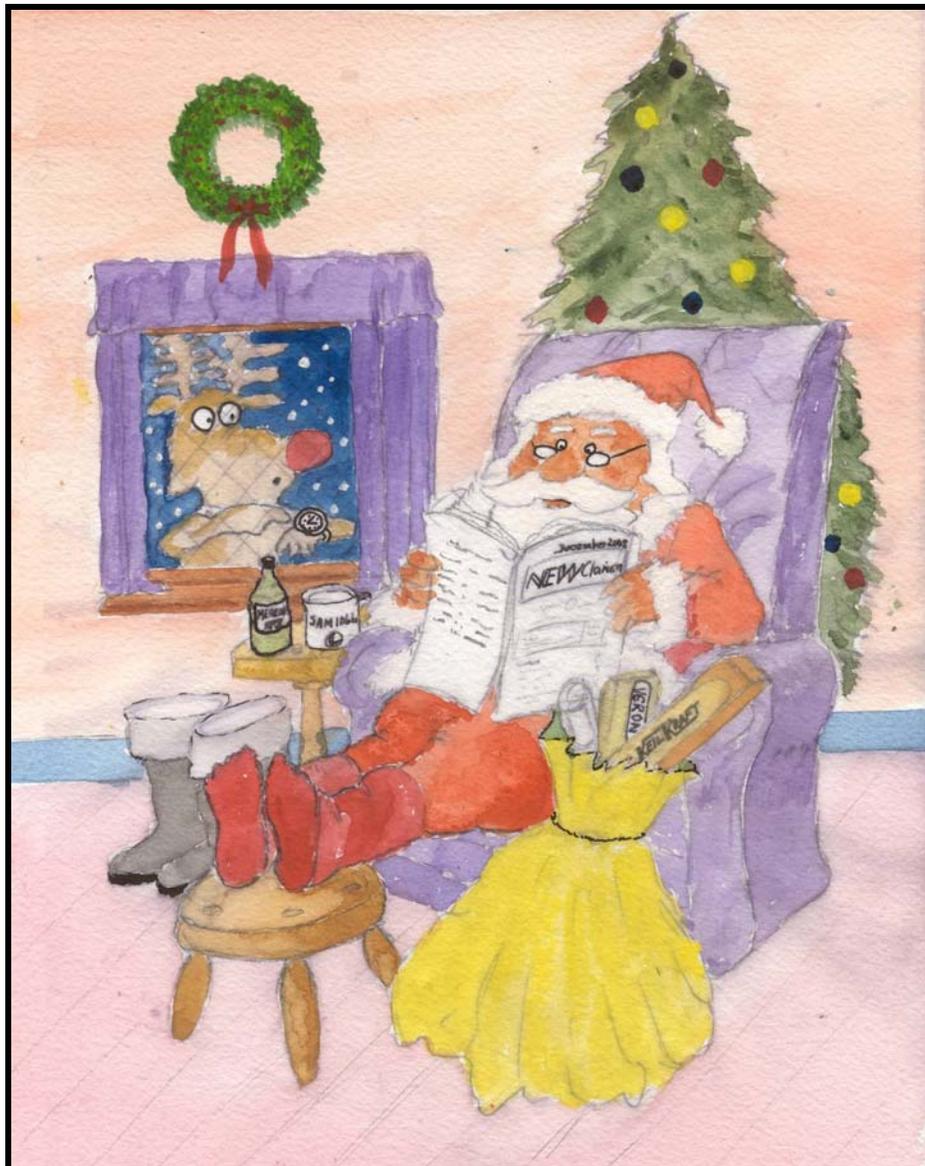
EDITOR:

Vic Willson, 14, Regent Close, Lower Earley,
Reading, Berks., RG6 4EZ

Tel: 0118 9756726

Email:

vw756726@aol.com



*Wishing all SAM 1066 members a Merry Christmas & a
Happy New Year*

CONTENTS	Page
Rod Audley's Glider Rule Proposals - <i>By Dick Twomey</i>	3
Inspiration - <i>By Vic Willson</i>	4
Altair - <i>By Vic Willson</i>	6
Much Ado About Nothing - <i>By John Andrews</i>	9
Indoors Again - <i>By John Andrews</i>	9
The Gurney Flap - <i>By Vic Willson</i>	12
56 Years On - <i>By Peter Jackson</i>	14
Wakefield International Cup 1930 - <i>Via John Andrews</i>	17
Coupé International - Middle Wallop - <i>By Vic Willson</i>	19
Southern Coupé League 2008 - <i>By Roy Vaughn</i>	21
Tomboy International Postal Contest	22
Cardington - <i>By Laurie Barr</i>	23
International News	24
Name That Plane No.5 - <i>By Roy Tiller</i>	25
Dixielander Celebration Event 2009	26
Suppliers & Useful Websites	27
Farnborough Flyers Get Together	27
South Birmingham MFC Indoor Events	28
Chobham Tree Chop Dates	28
BMAS Indoor Events	29
Worcester Indoor FF Events	30
O.F.M.A.C Indoor Events - Wallingford	30
Wickham (Hants) Indoor Events	31
BMFA Southern Area Planning Meeting - Middle Wallop	32
Forthcoming Events	33

EDITORIAL

Not much to report at this time of the year. All the leagues are now complete and we are well into the 'building season' and the first of next year's comps is a couple of months away.

A provisional free flight events calendar is included in this issue and a new event for 2009 is a SAM 35 Gala weekend at Middle Wallop - May 9th & 10th - details to follow. All the regular SAM 1066 events are scheduled to take place as usual.

ROD AUDLEY'S GLIDER RULE PROPOSALS - *By Dick Twomey*

Dear Rod,

Am copying this to Vic as he and you probably would support a month or so of SAM debating on the New Rules proposals you put forward in the November 08 Clarion.

The complete membership of the 1066 and 35 Mauritian Branches met today and unanimously* approved the Audley proposals. Their consolidated opinion here is that, since the primary Vintage/Classic objective is to have fun, you are to be applauded first of all on giving us a few more years of the 100mtr towline; and then on allowing more old-fashioned designs....and therefore more stalwart aeromodelling people into the smiling V and C net. We say:
"BRAVO"!

The cut-off dates you suggest are good; up to 31.12.53 for Vintage (and why not, a convenient 10 year stretch)
31.12.63 for Classic, with 75mtrs for the latter.

It remains only to reconsider the position of the Unorthodox designs, which up to now have been squeezed (albeit with their extra 25 metres of line) into the Classic comp. My suggestion (come on, John Taylor and the many supporters of Tailless!) would be to revert to having a separate competition for Unorthodox, which would of course comprise of Canard, Tandem Wing, Flying saucers or anything else of a Salvador Dali or Malmstrom (bless him) ilk. And if you can't agree 200mtrs, we'll settle for 100 very happily, once again!

As for A2 Rybak, we suppose, and support, no change.

* Okay: What the other member said was "If you say so, Dad"

THINKS: What chance of getting all aspects of the SAMs' liberal/practical Vintage and Classic rules accepted by the Free Flight Committee of the BMFA? Not only are members of 35 and 1066 members of the respected UK parent body, but we are also the Vintage and Classic people ... perhaps even "experts"? If asked, I would go for:

- (1) Accepting proof of age not only by Publication, but by other solid evidence such as photos, comp results etc.
- (2) Accepting minor strengthening of the structure.
- (3) Accepting scaling up or down of known designs.

If we see these as reasonable. why shouldn't the national body? What does everybody think?

With deep Southernhemispherical regards... *Dick.*

INSPIRATION - *By Vic Willson*

After finishing off the Vortic II tailless model in September I had got to the stage in the season when my enthusiasm was almost exhausted and I was looking for excuses not to start on the next model (this is quite normal for me at this time of the year!).

I expect that most of you, like me, have a wish list of models to build. In my particular case there are always 10-20 designs in the queue, but in no particular order and from time to time a design will drop off the list and be replaced by something different.

However, as a contrast to so many of the season's earlier contests, 28th September at Portmeadow turned out to be an ideal flying day. I happened to 'camp' next to Andrew Longhurst and this is where my inspiration came from.

Andrew flew in (and won) the lightweight rubber class with a VARGO-WOCK and also flew an ALTAIR in the Coupe event. I was so impressed by both these models that on the Monday I dug out one of my GOLLYWOCKS and drew up the twin-fin and single blade prop needed to convert the GOLLYWOCK into a VARGO-WOCK.

The Vargo-Wock is a 1940 variant of the Gollywock developed by Lou Vargo. The essential differences being a $17\frac{1}{2}$ " tailplane with twin fins and a single blade folding prop of between 12" and 16" diameter, with a relatively low pitch. The reasoning behind this was apparently to ".....get the model up without any chance of flopping around. So 30 sec. Prop runs were not unheard of.....". This strategy being adopted to counter flying "....in some very windy weather - 15-20 mph." (*very windy? - sounds pretty normal to me! - Ed*).

My understanding is that the Vargowock is only eligible for comps run to SAM rules, as it was not published 'in period'.

Anyway back to Portmeadow where Andrew's version was a model of consistency, reeling off three easy max's and then proceeding to win the fly-off with a well judged flight that landed just within the confines of the meadow.

I found that my version needed minor re-trimming from its Gollywock format and look forward to letting it go the next time I have the space at Wallop or Beaulieu.

The following plans have been extracted from the Free Flight Quarterly publication 'The Great Gollywock Saga' - which is highly recommended and traces the complete history of the 'Wock' designs and also includes a full size working drawing for the Gollywock II, together with a lot of data and other useful information.

Contact: www.freeflightquarterly.com

Or write to: *Free Flight Quarterley, Freiflug Haus, 27 Windsor Street, Kingston Beach 7050, Tasmania, Australia.*

ALTAIR

Having quickly added a Vargo-Wock to my lightweight rubber stable I then turned to the pretty ALTAIR vintage Coupé. Having previously seen this in SAM 35 Speaks I had obtained a plan and now, having watched Andrew's version fly, I had the incentive to get on and build one.

Despite my aversion to diamond fuselages I found that construction was very easy and only took five days to complete; the only slightly tricky bit being the wing pylon. As usual with this type of model constructional details are to some extent left to the builder. I expect if you were a French Coupé enthusiast in the 1950's that there was a certain formulaic pattern to the building of various aspects of a lot of these similar designs.

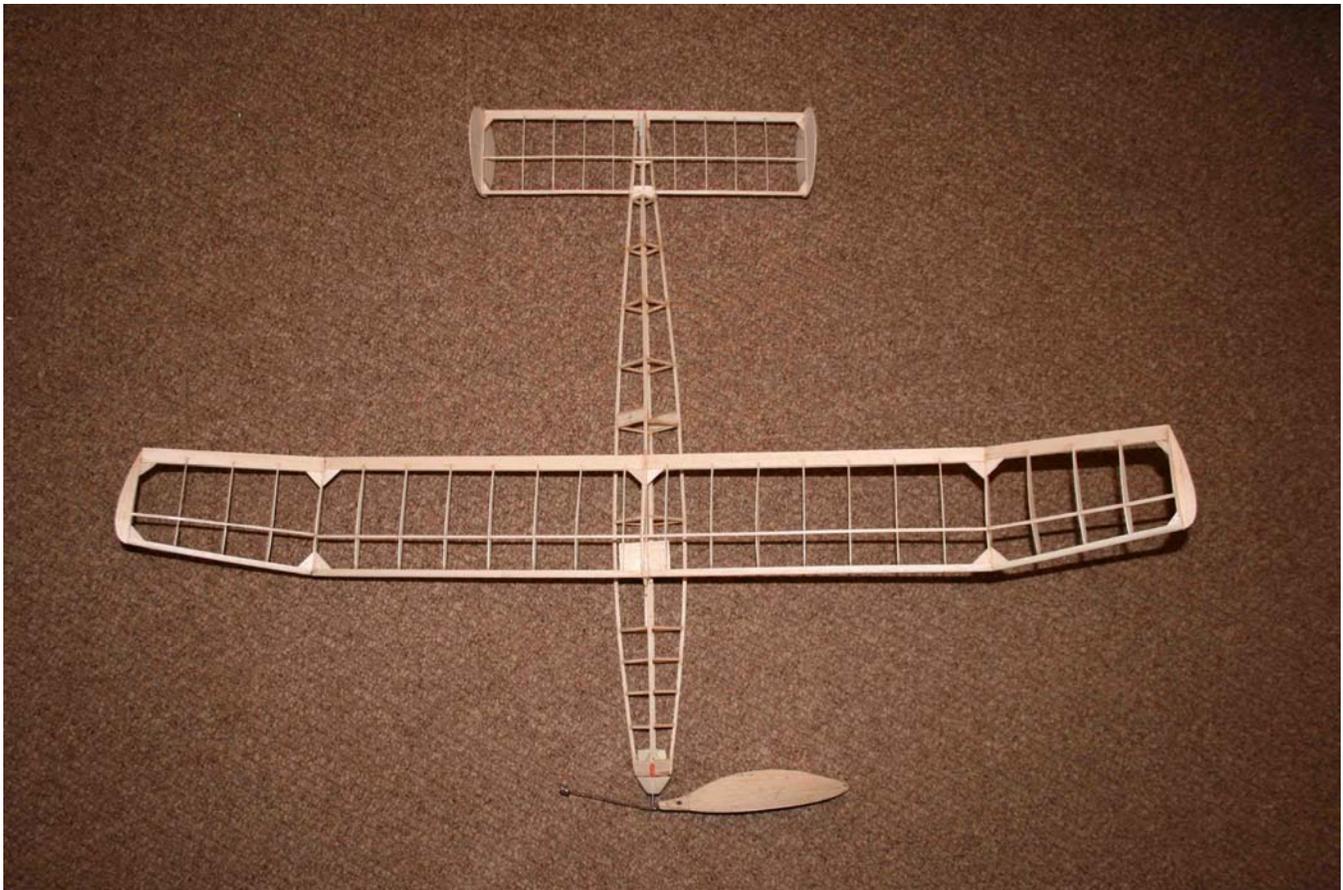
However I decided that life was too short to mess about with two-piece wings and wire struts etc. My answer was to build a one piece wing and to provide a firm pylon/wing mount.

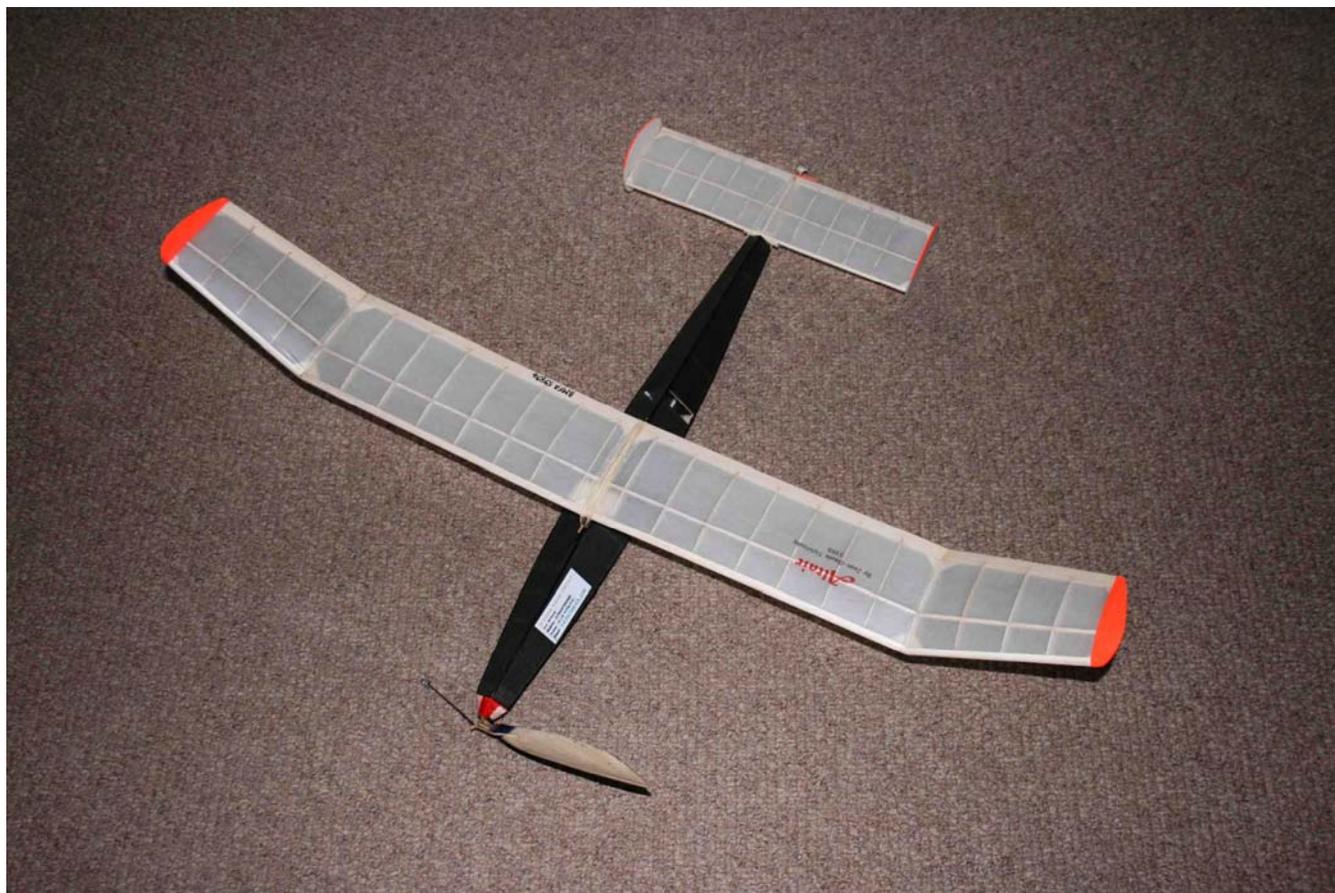
Once the fuselage structure was assembled into a 'box' I assembled the (uncovered) airframe, complete with prop and motor to determine the approximate CG position. I then fitted doublers either side of the top longeron where the pylon needed to go, chiselled out the original centre longeron and cemented the pylon into the central slot.

The addition of a small platform for the leading and trailing edges completed the job.

A trip to Chobham revealed that a little side thrust was all that was needed to provide and excellent climb and what appears to be quite a floaty glide. I put the model away in its box, feeling well pleased with my efforts and looking forward the Middle Wallop Coupé day on 30th November.

'The best laid plans of mice and men etc.' found me suffering the effects of a bout of 'flu and pretty appalling weather conditions, with the result that Altair stayed in its box for another day.

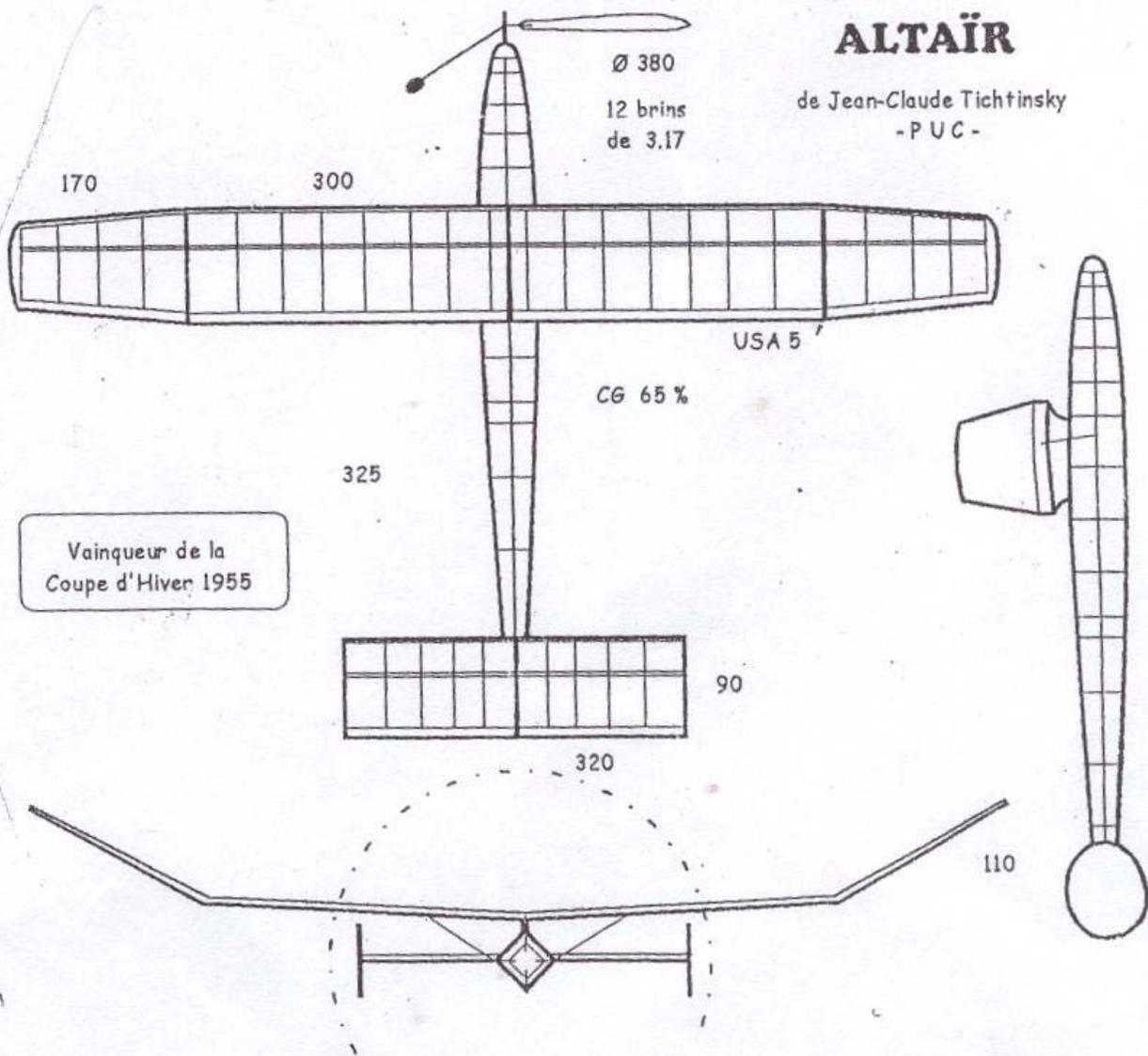




The weights (grams) worked out as follows:

	Uncovered	Covered	Covered & doped
Wing	15.4	19.5(1)	20.5
Fuselage	10.6	14.5(2)	14.6
Tailplane	3.0	3.9(3)	4.4
Fin(s)	1.8	-	2.0(4)
TOTAL	30.8	37.9	41.5
Prop assembly	-	-	10.0
Motor	-	-	10.0
Ready to Fly	-	-	61.5

- (1) - 'Dilly' Jap tissue
- (2) - Esaki Lite Flite tissue
- (3) - Polyester
- (4) - Doped only



Much Ado about Nothing - by John Andrews

You may gather from my title that I don't have a lot to write about this month. The only progress that I have made just lately is another indoor propeller and a couple of new model boxes. I suppose the model boxes are worth a mention.

I was taken by David Brawn's article on corex model boxes in the October Clarion. I have a couple of boxes, made from the same material, that I made a number of years ago. I purloined the corex sheet from a shooting club that I used to belong to before all our pistols were taken away from us. My old boxes were made by cutting out in one piece, folding, and then sticking with impact adhesive. This worked OK but there was a tendency to bow out on the long sides. David's method of cutting all sides as separate pieces looked a better option and, as he had considerably over stocked on material, I arranged to meet him at the North Luffenham Midland Gala to relieve him of half a dozen sheets.

I'll digress to the Midland Gala, if I had not been meeting David I don't think I would have turned up, the forecast was grim and correct. I did take a box full of models but my day was one of chit chat and tea drinking, I left the flying to the usual well waterproofed stalwarts of the come hell or high water brigade. On the plus side I took delivery of six sheets of corex, 3 white, 3 red and 3 green.

The aim is to replace all my cardboard model boxes with corex versions. David had mentioned in his article that three or more hands would have been useful, so I picked on my Gyminnie Cricket box as a small pilot project. I assembled the basic box fairly easily with only one piece the wrong size, that's pretty good going for me. David had advised taping the inside as well for rigidity but I did not fancy wrestling with sticky tape inside the box as I had enough trouble doing the outside. I opted for the Hot Glue Gun on the inside joints, which really firmed up the structure. For simplicity I just used a slightly

oversize flat sheet for the lid, with alloy hooks and rubber bands to hold shut and a wine box handle for carrying. The whole ensemble looked quite posh, so I dashed off another for my Jaguar.

My first outing with my posh new Cricket Box was to the indoor meet at Worcester on Sunday 9th November, good day, free cupa on arrival and a biscuit to boot. There were plenty of other Crickets being flown both kit and lightweights. There was even one modeller next to me who had bought two kits and was sitting quietly by my side assembling one on a small building board



he had with him. I don't know whether he paid a flying fee or spectator fee, they don't have a model room fee. Maybe he did not want wifey to know.

My next trip will be to Birmingham to the Thorns indoor, I'll try to get something more interesting for an article from that.

Indoors Again - by John Andrews

THORNS

I should beat the publishing deadline with this offering, so its not all complete waffle this month, there are a few interesting pictures that may be to your liking.

First my outing to Thorns for the South Birmingham Club's November meeting, it proved to be a bit of a Cricket destruction derby for me, my original 3.5gm Cricket was wiped up on the bench by a wayward electric powered model, my 2gm version rested up on the lights for a spell and after being poled off, finished its flight wagging about with a

single bladed propeller. The prop was one of my new ones, incidentally the single blade was much more efficient and kept the model banging around the lights for quite a while. I was left with my polystyrene Cricket and even that got shot down by a BMFA Dart which removed a chunk from the wing. They are all now in the workshop awaiting servicing.

Cricketts were well in evidence again at this meeting as picture indicates.



South Birmingham Club with a host of Gyminnie Cricketts

More years ago than he cares to recall, David below used to watch the full size version of his model on target tug duties. It was not unknown for the practicing gunners to knock a few bits off the aircraft.



David Vaughan and his Hawker Henley Target Tug

A couple more pictures from Thorns then on to pastures new.



Derek Kirby with his Tiger Moth and Westland Wigeon

WALLINGFORD

The day after the meeting at Thorns I travelled to the Castle Leisure Centre at Wallingford. I had not been down there for a while so it was good to meet some of the Oxford club members again. John Hook attends these meetings and was doing a good trade as usual, if you need materials its worth a visit for that purpose alone.

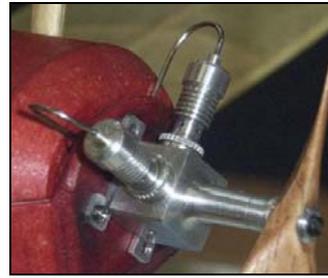
More pictures, I was intrigued by Gerard Moore's models and had to get them on record, I was astounded to learn that he manufactures his own CO2 motors, every last bit save the tubing.



Gerard is a study in concentration as he replaces a wayward wheel on his Platzer Motte



A bit more of Gerard's work



An elegant Smith Miniplane with a wonderful home built V Twin CO2 motor

Merry Christmas to one and all.
That's all for this year - John Andrews

THE GURNEY FLAP - By Vic Willson

As any followers of motor sport will know Dan Gurney was one of the most successful racing drivers of the 1960's. Very versatile and stylish, Dan was a works driver for Porsche and Brabham before forming his own team, All American Racers, in 1966. The result, known as the Eagle Westlake, was regarded by many as the best looking F1 car built up to that time.



Dan Gurney leaning on the Eagle Westlake

Unfortunately, apart from a win in the Belgium GP and a third place in the Canadian GP, major success eluded the team in Europe and at the end of 1968 the team was withdrawn from the European racing scene to concentrate on US racing. Dan retired from competitive driving at the end of the 1970

season, but continued to run the team until 1972.

What's all this got to do with aeromodelling, you may ask? Well, while testing a new car at Phoenix in 1971, it became apparent that the times achieved were just not quick enough. The driver, Bobby Unser, challenged Dan to come up with solution. Dan came up with the flap, more specifically a small spoiler attached to the upper edge of the wing used to generate downforce. The result was an immediate, substantial, increase in downforce and the Gurney Flap was born. In fact the flap usually consists of nothing more than a strip of aluminium angle bolted to the wing.



'Upside down' racing car wing with aluminium angle Gurney flap attached

Little did anyone appreciate the fact that this principle would eventually find a regular use on free-flight model aircraft!

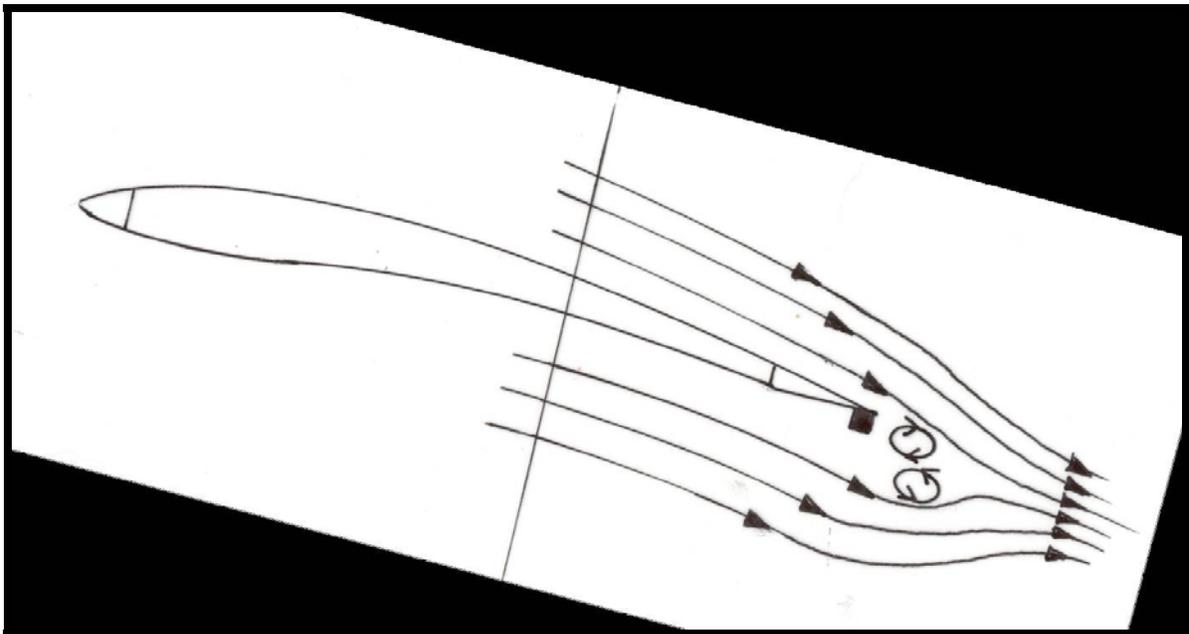
The commonest form of the flap is a strip of balsa stuck to the trailing edge of the fin, to trim for a turn.

Less used, but highly recommended by its adherents, is the flap attached to the underside of the wing trailing edge. More stable and apparently just as effective as differential wing warps, this is a powerful trimming device and taken to extremes (full span) can produce prodigious amounts of additional lift (*beware SAM police!*).

The principle of operation is the same for a racing car travelling at 200 mph as it is for a model aeroplane at 5 mph, but of course the wing is 'upside down' for the car and the flap projects upwards to generate downforce. The aeroplane has the wing the 'right way' up, with the flap on the undersurface to generate lift.

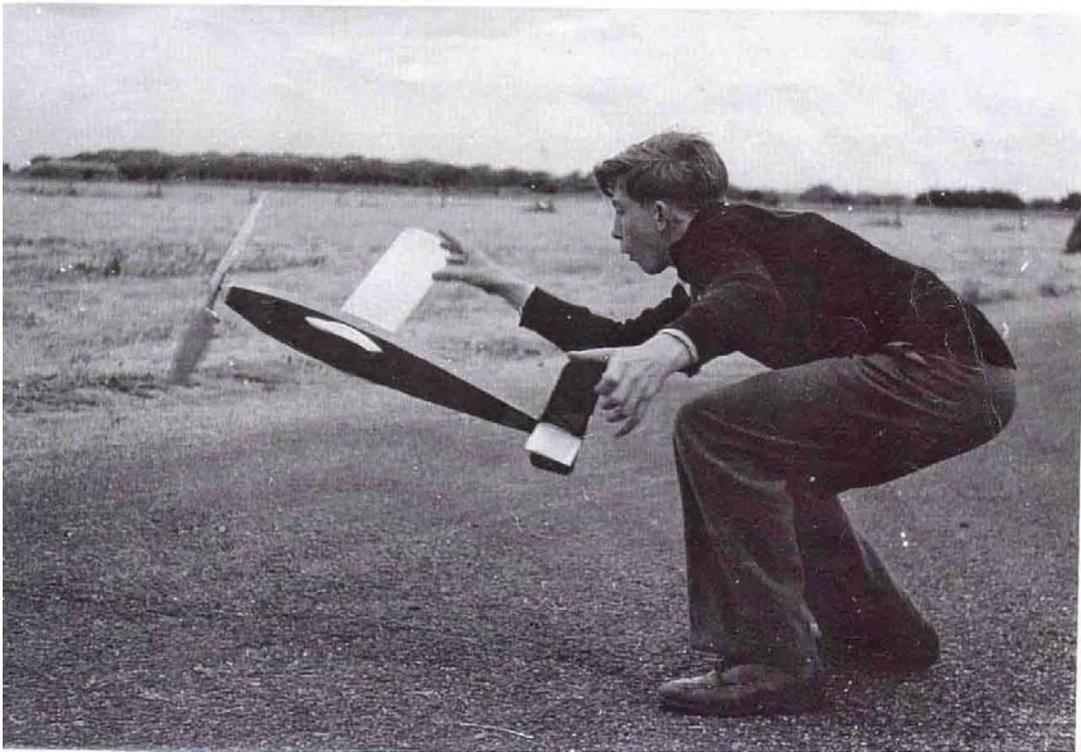
The flap creates drag as well as lift, but for our purposes this can be ignored. The airflow at the trailing edge immediately above the wing rolls into a small clockwise vortex behind the Gurney Flap. Immediately below this, a second small vortex, rotating in the opposite direction, is formed by the airflow travelling below the wing as it passes over the Gurney's lip. Together these two vortices form a small separation bubble (a rotating mass of air removed from the main flow) which is somewhat taller than the flap itself.

In clearing this separation bubble, the airflow's vertical deflection is increased and hence lift increases. Additionally, separation of airflow from the wing's upper surface is postponed, allowing a higher angle of attack to be used before the stall, which further enhances the wing's effectiveness.



Something for (next to) nothing?

56 Years on - *By Peter Jackson*



Wakefield 100 Trials RAF Digby - 1952



Southern Gala Little Rissington - 2008

Both the photographs above were taken by the same photographer, 56 years apart - ace action 'snapper' Keith Miller, long time Croydon Club member - most photos in Jack North's commemorative book "Flying North" and the "The History of the Croydon Club" were taken by Keith.

In both cases the flyer is me - Blackheath and Satyrs MFG member 1948-53 (London Area lost the use of Fairlop in 1953 and I became interested in other things - old cars etc. etc!).

The two models are similar layout Wakefields.

When I returned to the fold after 49 years, a few years back, I met Keith again at Odiham and he mentioned he had a shot of me that he had been waiting a long time to give me! Also that it was taken at the Wakefield 100 trials at RAF Digby in 1952 and that I looked as though I was just out of school. This was indeed so as I had just started a Mechanical apprenticeship in a London drawing office.

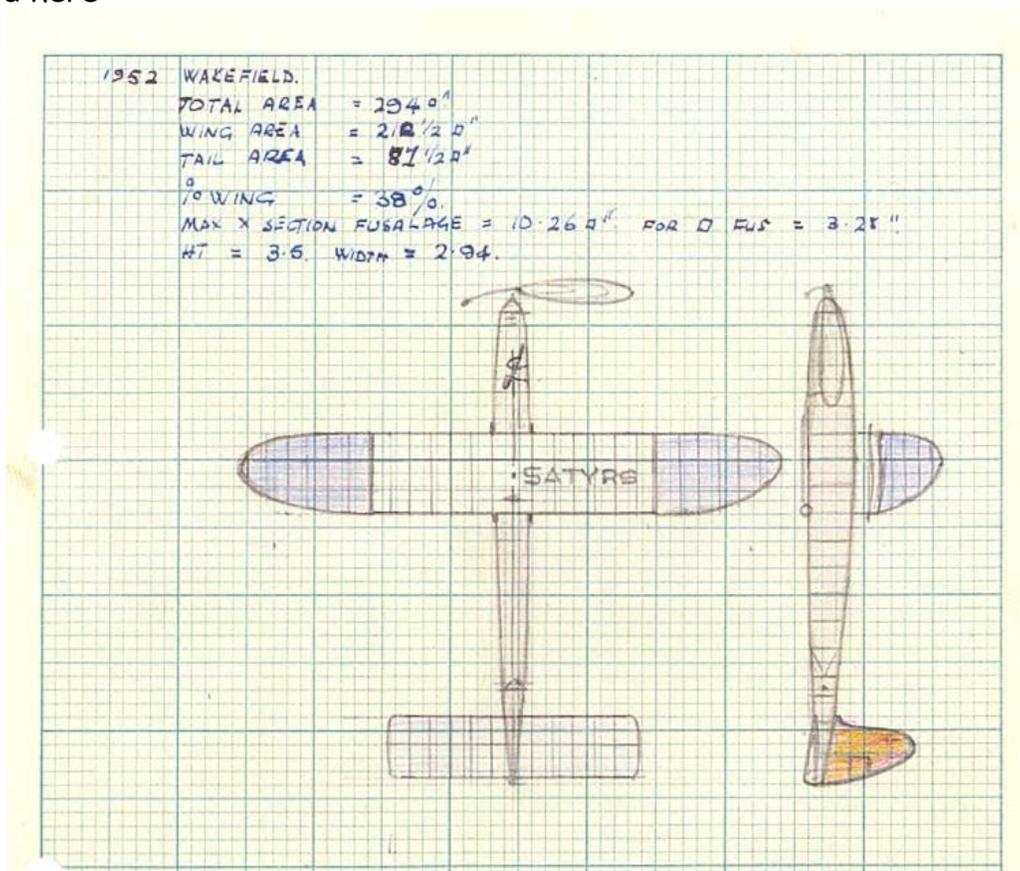
I had competed in the Eliminating/South Centralised Comps. The Gutteridge Trophy and the Western Cup at Fairlop. Unfortunately, I had lost one of my own-design, low aspect ratio, single blade folder models (5 min. max's - no trackers!) and wrecked a 2nd model on take-off (in strong winds there was probably a 50% attrition on launches). As a result, I had to repair and use an old own-design model for the trials.

I remember little of the day and didn't do very well, but was, no doubt, just glad to have been there with older and more experienced designers and flyers from all over the country.

One memory that does stand out vividly, is the hair-raising journey there and back on the back of Doug Dudley's 750cc BMW twin, with my model box strapped to my back projecting more than a foot above my head. I only just managed to hang on to Doug!

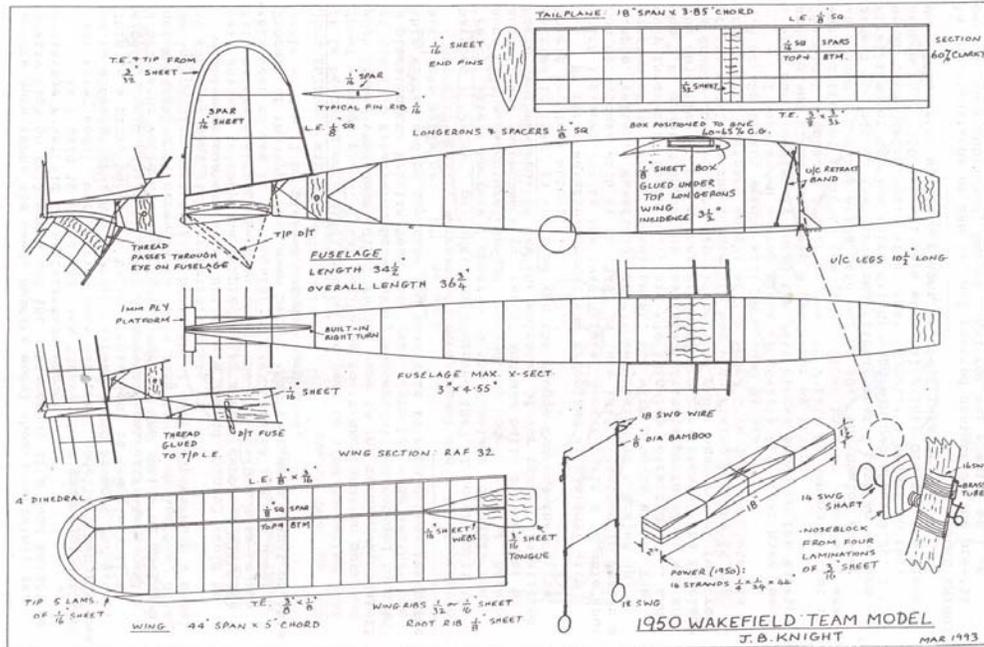
(Must have been an early start as the comp began at 10:00 - Ed.)

I still have a small scale plan of the 1952 model, drawn on graph paper and a copy is reproduced here:



Peter Jackson's SATYRE from 1952

The second photo was taken recently at Little Rissington. Keith and I had discussed a reproduction with a current photo. In looking for a new Vintage Wakefield to build I had come across one in an early copy of SAM 35 Speaks that I had picked up at the Watford Swapmeet. This was an article by the late Mike Kemp, featuring John Knight's 1950 model that he flew for the British Team.



John Knight's 1950 Wakefield (ref: SAM 35 Speaks April 1993)

John and I corresponded by letter and phone on the details of the model and variations of it shown in Aeromodeller and Model Aircraft photos of the time. The main differences to my model were that John's had a twin leg retracting undercarriage and tailplane with end fins, as opposed to my single leg U/C and underfin - also, of course, his was an exceptionally good model and mine wasn't.

I flew my replica of John's model on about 2/3 turns and it took off easily in the light breeze, climbed to a good height and DT'd. - almost landing on the roof of John and Pauline Hook's caravan!

Well there you have it, I feel we are so lucky to be involved in the same fun and enjoyment as we were all those years ago. With thanks to SAM, SAM 35 Speaks, The NEW Clarion and all those who work to keep our hobby alive.

The Wakefield Cup - cribbed by John Andrews

1930 Wakefield Cup Winner – Joseph Ehrhardt, 18, USA - by Charles Dennis Rushing

The third Wakefield International Cup contest was again held at Halton, Aerodrome, England, on Saturday, July 19th. Again this year three Americans came to England, having won the US Nationals Grand Prizes of all expenses paid trips to Europe, but this time, they came with Wakefields to compete against the five man Team GB, and Team Canada. The Americans were Ray Thompson, Bill Chaffee, and Joe Ehrhardt, who were flying all balsa wood Wakefields weighing about 4 ounces including the T-56 brown rubber motors of 10 strands 1/8" x 1/30". These motors were usually wound up from 1100 to 1200 turns, providing a 60 second motor run, using a 17" diameter propeller with 28" of pitch. Joe Ehrhardt used a modified NACA 6409 airfoil on a wing of 32" span. Contrast these Wakefields with those flown by Team GB, which were considered to be light if they weighed in at 9 ounces! These English Wakefields were made of hard woods, steel wire, and were covered with silk. The configuration of these Team GB Wakefields may have been low winged, with an area of about 200 square inches, following the pattern set by R N Bullock, the 1929 Wakefield Champion, who was on hand to defend his title.

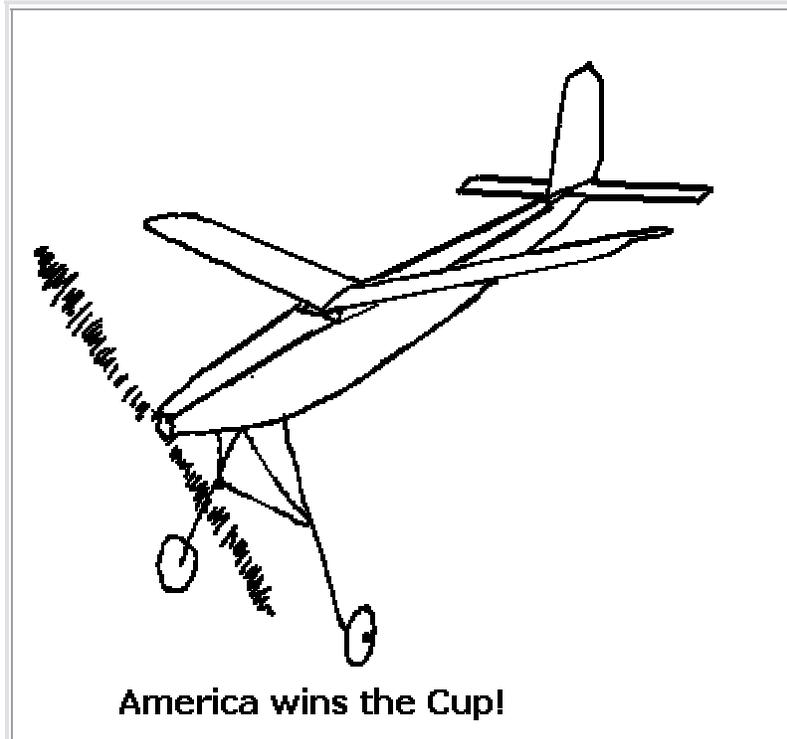
What happened on Saturday to Team GB is best left to Pelly-Fry who was quoted in the September 1982 AeroModeller as saying: "The American (Joe Ehrhardt) ended up by walking off with first place to the tune of 155 seconds ROG, that made us sit up and take notice! (of balsa wood) This same article indicates what some aeromodellers in Great Britain thought balsa wood "... has no strength, and can only be used for unimportant parts." This attitude prevailed into 1931, and continued well into the late years of the decade. By 1995 balsa wood was obsolete as a major component construction material, and many balsa wood Wakefields had simply become "uncompetitive". Mark Haas, an American Boy staff member tells the story this way: "We were ready for any kind of weather, and we got every kind. The Wakefield Contest was held in conjunction with the annual Halton Aerodrome Exhibition, so there were thousands of spectators. It did my soul good to hear the British entries complaining about the weather, for I knew that if we won there would be no qualifying adjectives applied to our victory. 'Beastly weather, by Jove,' they said. 'I say, a wicked day!' And we agreed - it was a real test for the models. Occasional rain, a wind that jabbed instead of blowing steadily. Gusts that would blow a plane over before it could get enough power to flight.

A British entry made the first trial and flipped over before it left the runway. We insisted that this be called a 'no flight', for he hadn't had a chance to test conditions. His next try was more successful - he made 35 seconds. Joe Ehrhardt flew next. He had decided to use the same plane that had won the AMLA (Nationals) Contests three weeks before, though he had extra wings and props and fuselage ready. His plane weighed about 3 ounces- that first British ship weighed 10! But Joe's ship had power, as was shown when it held it's own against the strongest wind of the day. His first flight was 64 seconds. The (next) British entry - the Captain of the British Team - made Joe's flight look weak, though. He made 84 seconds. Applause and yells from the sidelines - excited announcements from the loud speakers - congratulations from us.

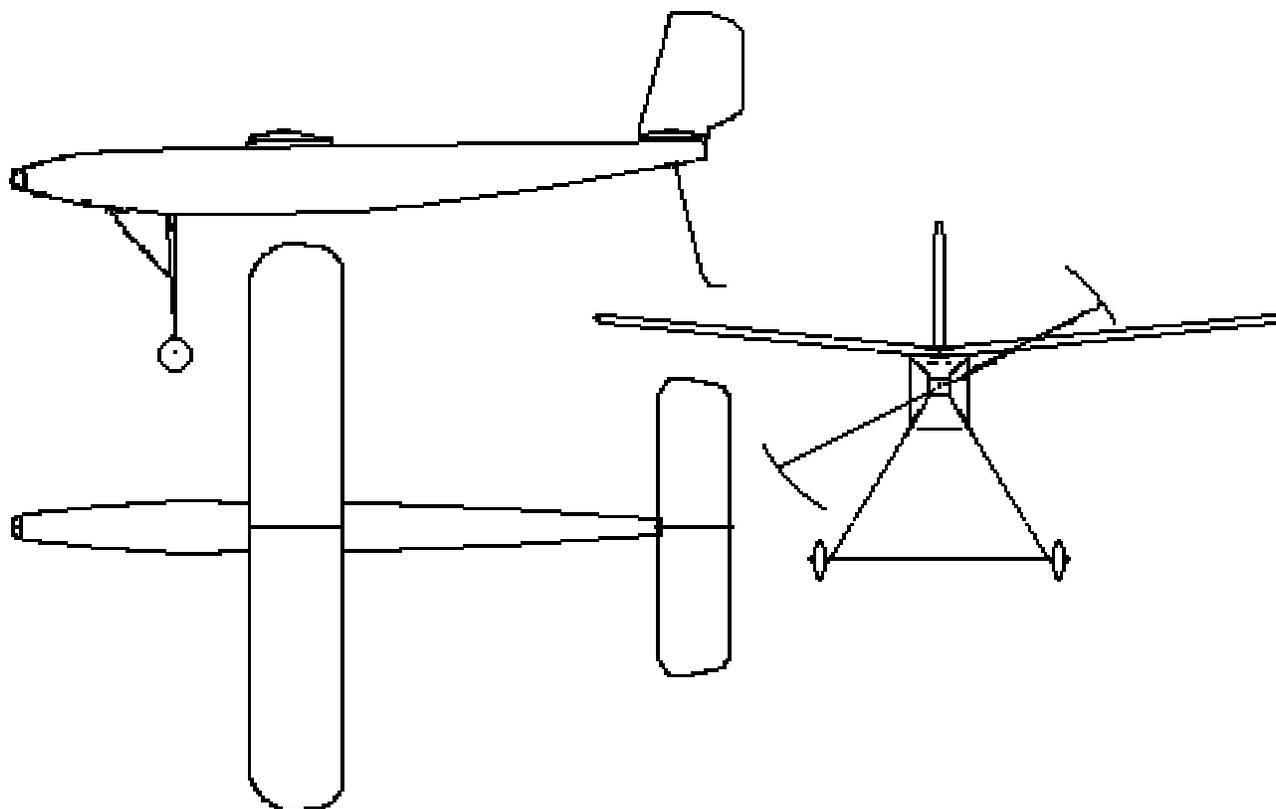
Joe wasn't bothered a bit. He knew his plane could do close to three minutes, and he knew just why it hadn't done it on that first flight (a knot of rubber prevented the motor from unwinding; the plane came down dead stick with a third of the turns [unused] still in the motor). Let me say right now that Joe Ehrhardt didn't win any contests on luck or somebody else's reputation. He knows aerodynamics from birth to the grave (!?). He was the chairman of our speaking committee whenever anybody wanted to talk aviation.

Flights continued. Bill Chaffee did 26.6 seconds, which was good enough to get him sixth place. Ray Thompson did 37 seconds, but the flight was disqualified because he accidentally pushed his plane in launching. But the wind and not the judges gave Ray the count, for he picked up his ship with a dustpan. Bill did the same thing on his next flight. But in the meantime Joe's turn came again and he had three minutes written all over his

face. He had so much power in his ship that it went almost straight up - snickered at the wind - then lit out for points north. His official time was 155 seconds. England had seen its best fuselage flight, and the crowd certainly appreciated it." Joe Ehrhardt of St Louis, Missouri was the 1930 Wakefield International Cup Champion, the first American to win the "Ole Mug." He was a child, 18 years of age.



<i>component</i>	<i>inches</i>	<i>Mm</i>
wing	32x4	813x102
stabilizer	17.5x2.875	445x73
fuselage	30	762
propellers	17 dia x 28 pitch	432 dia x 711 pitch
rubber	T-56 1/8"	T-56 3mm



References:

American Boy, Sept 1930

Aeromodeller, Aug 1982, Vintage Corner, Alex Imrie

Aeromodeller, Sept 1982, Vintage Corner, Alex Imrie

Music: "I got rythm"; Literature: "Cimarron", Cine: "Das Angels Blue"

Copyright in all documents and images in the feature "The Wakefield International Cup" in this article is owned by the author Charles Rushing. Together Charles Rushing as author and the FAI as distributor reserve all rights and prohibit downloading, distribution, exhibition, copying, re-posting, modification or other use of any copyright material featured, save by any person acting on behalf of the FAI or one of the FAI members, who is hereby authorized to copy, print, and distribute this document or image, subject to the following conditions:

1. *The document / image may be used for information purposes only.*
2. *The document / image may not be exploited for commercial purposes.*

FIG Coupé Contest – Middle Wallop 30th November 2008 – By Vic Willson

Another appalling day! Wet, very cold and very windy!
 However 22 intrepid flyers braved the elements and flew in FIG and a further 5 flew in Vintage Coupé. As I haven't got any 'waterproof' models and I was recovering(?) from a severe bout of 'flu I limited my activities to a bit of timekeeping, in between dodging in and out of the car, trying to get warm. I eventually left at 3 p.m. and so didn't see the final flights of the day.

Looking at the results I notice that no one managed to max-out even with the reduced max of 90 secs. Considering the conditions, I think everyone who flew deserved a medal!

An added complication was the wind direction - due North - which meant that we drove right round the peri-track, past Knock Wood, to get a clear run downwind. However, this did result in several models ending up in the Water Lagoon and the Sewerage Farm. Fortunately the ever co-operative station fire brigade came to the rescue and all models were recovered.

The Southern Coupé League was also decided on the day and victory went to Peter Hall by 2 points from Roy Vaughn, these two having had a close fought battle throughout the season.
Congratulations Peter.

I think that the Coupé d'Hiver should be replaced by a new event - the Coupe d'été (Summer Cup!) to be held in July/August!!!!

2008 COUPE EUROPA RESULTS

F1G - Aeromodeller Trophy (5 flights x 90sec. Max.)

1.	P. Brown	CM	431
2.	T. Grey		380
3.	A. Longhurst	SAM35	375
4.	T. Tyson	Crookham	373
5=	A. Crisp	Biggles	370
5=	K. Taylor	E. Grinstead	370
7.	J. Minshull	Brighton	352
8.	M. Marshall	Impington	343
9.	R. Wilkes	Crookham	334
10.	J. Cooper	Biggles	325
11.	P. Hall	Crookham	314
12.	J. Oulds	Crawley	301
13.	D. Beales	Croydon	294
14.	A. Whitehead	P'boro	273
15.	R. Vaughn	Crookham	263
16.	O. Tolhurst	CM	190
17.	J. Bailey	Biggles	94
18.	P. Tolhurst	Hayes	83
19.	S. Willis	Croydon	68
20.	C. Chapman	B & W	48
21.	R. Willes	Crawley	37
22.	B. Lavis	Biggles	31

Vintage Coupe d'Hiver - AAAA Trophy (3 flights x 1:30 max.)

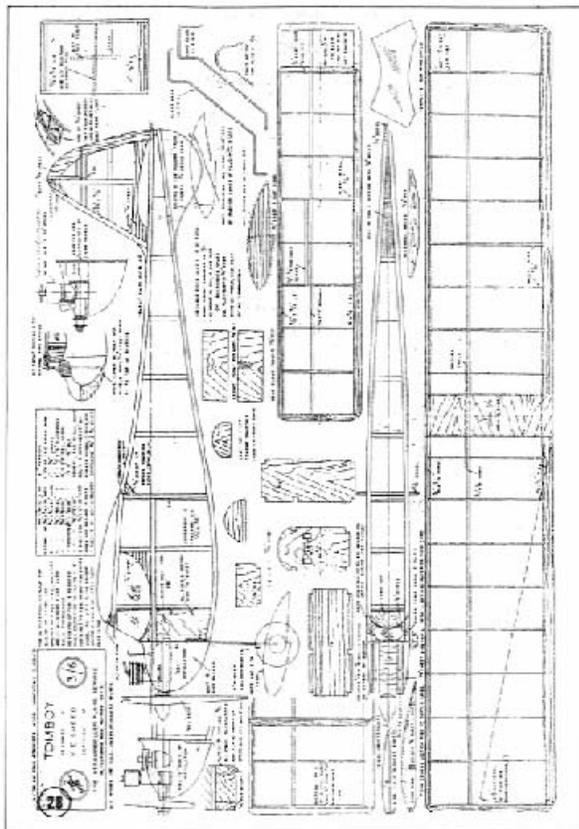
1.	R. Oldridge		3:41
2.	P. Tolhurst	Hayes	3:34
3.	S. Willis	Croydon	2:57
4.	R. Woodruffe	B & W	2:35
5.	R. Willes	Crawley	0:22

Flitehook Team Trophy - Crookham Contest Modellers

SOUTHERN COUPE LEAGUE 2008 - FINAL SCORES

POS	NAME	CLUB	CROOKHAM GALA	LONDON GALA	SPRING GALA	SOUTHERN GALA	SIXTH AREA	CROOKHAM COUPE DAY	COUPE EUROPA	FINAL SCORE (best 5)	Total Maxes
1	P. Hall	Crookham	14	10	12	7	5	8		51	19
2	R. Vaughn	Crookham	7	4		12	13	13	1	49	19
3	R. Wilkes	Crookham	11			9		10	2	32	14
4	C. Chapman	B&W	5	6		6	9	4		30	18
5	A. Longhurst	SAM35	5	7	8	2			6	28	15
6	D. Greaves	B&W	3	14			4	2		23	11
7	M. Marshall	Impington		7		2		6	2	17	11
8	T. Tyson	Crookham	4					7	4	15	9
9	P. Brown	CM						3	12	15	6
10	E. Challis	B&W	6			5		3		14	11
11	J. Knight	B&W	9			2	1			12	7
12	P. Tolhurst	Hayes	0	1	6			2		9	5
13	G. Stringer	E.Grinstead	5			3				8	8
14	S. Willis	Grantham	8							8	5
15	T. Grey								8	8	2
16	D. Neil						6			6	2
17	D. Thompson	Croydon	3					2		5	5
=17	J. White	Croydon				3		2		5	5
19	K. Taylor	E.Grinstead						2	3	5	4
20	A. Crisp	Biggles							5	5	3
21	J. Minshull	Brighton	2						2	4	4
=21	P. Jellis	Croydon	2					2		4	4
=21	M. Evatt	Biggles	4							4	4
=21	M. Richardson					2		2		4	4
=21	J. Oulds	Crawley						2	2	4	4
26	G. Ferrer	Timperley				4				4	3
27	J. Payton			1				2		3	3
=27	R. Kimber	B&W				3				3	3
=27	M. Stagg					1		2		3	3
30	N. Cliff					2				2	2
=30	M. Dixon					2				2	2
=30	D. Chilton	Crookham						2		2	2
33	D. Beales	Croydon	1							1	1
=33	E. Whitcombe					1				1	1
=33	R. Marking						1			1	1
=33	J. Deeming						1			1	1
=33	R. Willes	Epsom						1		1	1
=33	B. Stichbury	Chichester						1		1	1

39	O. Tolhurst	Hayes								0	0
=39	J. Bailey	Biggles								0	0
=39	G. Manion									0	0
=39	M. Croome	B&W								0	0
=39	S. Church									0	0
=39	R. Taylor	E. Grinstead								0	0
=39	R. Elliott	Croydon								0	0
=39	J. Chilton	Crookham								0	0
=39	A. Chilton	Crookham								0	0
=39	L. Barr									0	0
=39	J. Cooper	Biggles								0	0
=39	A. Whitehead	Peterborough								0	0
=39	B. Lavis	Biggles								0	0



SAM 2001
L'AQUILONE

INTERNAZIONALE POSTAL CONTEST

TOMBOY RALLY

October 1st 2008 - April 30th 2009



TOMBOY INTERNATIONAL RALLY

We wish to present this competition to all the lovers of this nice model with the only aim of having fun in a postal contest which is organized to provide some fun flying together or at the same time as are all postal contests. The Tomboy Rally wants to prove the performance of this model along with the ability of the builder and pilot, without reaching the peak agonism of usual contests and only wishing to fly the model having fun in a relaxed manner. After having

carried out some tests we have decided to admit the use of i.c. engines and electric motors trying to reduce the gap between them.

Model

- The 36" wing span as per plan model is admitted;
- 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.

Engine/motors

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

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:
- 350 Mah 2 cell LiPo
- 350 Mah 6 cells Nicad or NiMh

Flights and results

- Each competitor may fly as many flights as wished during the 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.

Results

Results must be forwarded to the Organization within May the 15th 2009 to

- Curzio Santoni (cusanton@tin.it) or to
- Gianfranco Lusso (gfl@cersus.ch).

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

CARDINGTON - *From Laurie Barr*

Please (Please) would you print that Laurie Barr, is the primary source of information about the use of Cardington, for model flying, and dates for flying etc. Ideally, you need to be on my address book laurie.barr@emailcentre.co.uk, to get via email, the latest information, as to any meeting is on or off, just prior to any date. So email me with your name & email address etc.

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

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

This will avoid any conflicting information.

Thanks Laurie Barr

OVERSEAS NEWS

On reading the AGM report in last month's newsletter, some of you will have glanced at the membership statistics and noticed: Argentina - 1, and wondered what sort of models? What sort of flying field etc?

Well, shortly after the November Clarion was circulated, I received an email from that very member - *Jose Antonio Ledezma*, together with these pics.



Look at that sky and the flying 'field'!



Obviously a good following for gliders in Argentina

NAME THAT PLANE No. 5

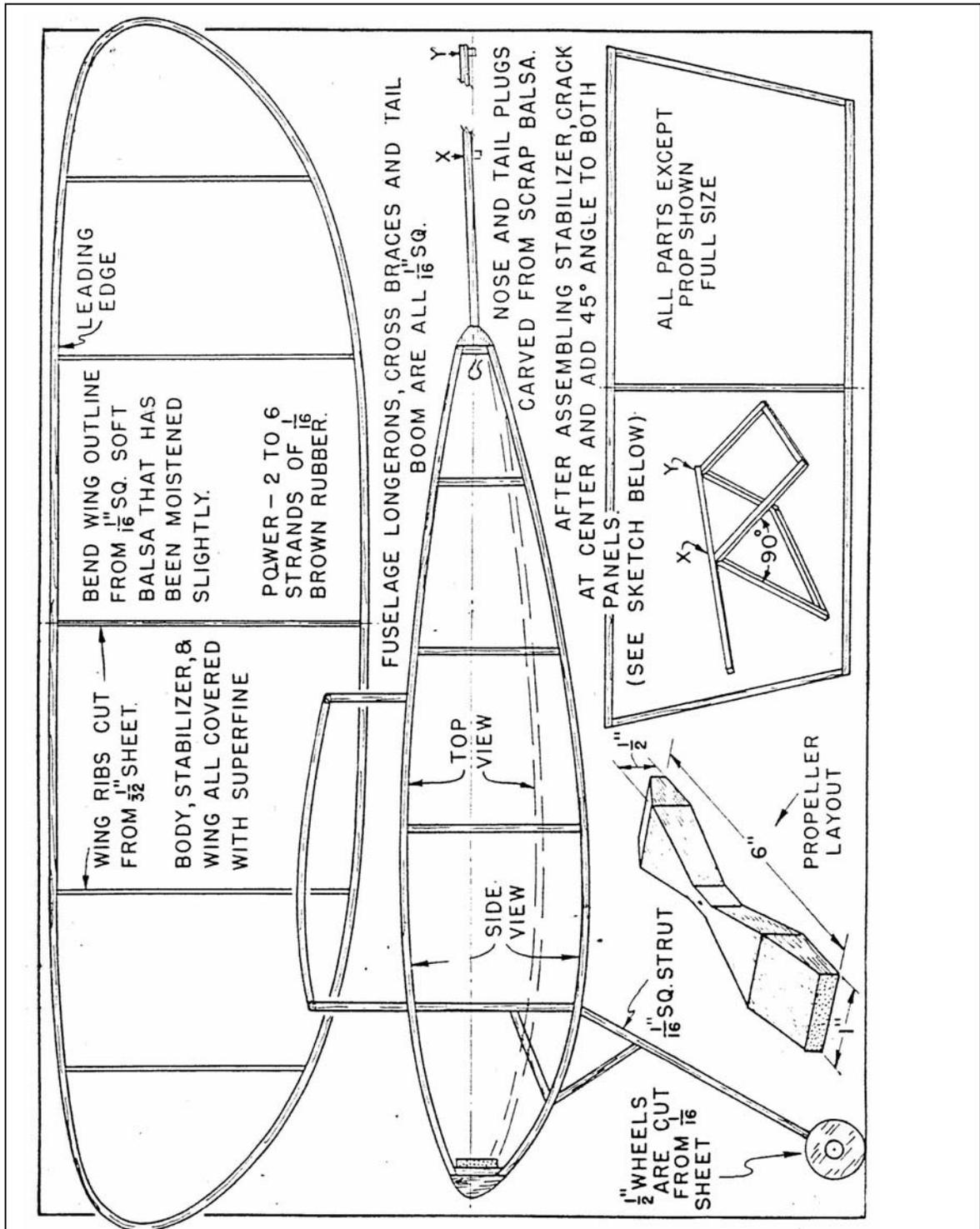
THE COMPETITION WITH A DIFFERENCE, WE DO NOT KNOW THE ANSWERS.

Some reduced plans in magazines held in the BMAS Library were published without the name of the model. Can you name the model & designer of this plane from SAM 35 CALENDAR 1985, back of September page.

Clues:- None, a 10" span indoor rubber powered model with inverted vee tail.

Points will be awarded to all giving the correct answer. Results and Plane No. 6 next issue. Answers to roy.tiller@ntlworld.com

Plane No.4 was identified by Jim Moseley from Canada, as the "Highclimber" by Peter Nishanian published in a 1948 Air Trails Pictorial. Two points to Jim.



DIXIELANDER CELEBRATION EVENT

50 YEARS

(1959 - 2009)

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

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



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

Designed in 1956 George Fuller's Dixielander was published in *Aeromodeller* and kitted by Yeoman model kits (A. A. Hales) in 1959. Since then it has been built and flown by amateurs and experts from all over the world both in contests and for pure enjoyment. Unlike many designs that have come and gone the Dixielander has proved to be all things to all people, shrugging off changes in fashion and the introduction of modern materials.

Some 6,000 kits were originally sold and many more plans have been sold since. If you have never made one now is the time, plans are readily available and if you can afford it there are still some kits being produced.

The "Maestro" George Fuller with his famous design

A SOCIAL TOO!

Why not come for the whole 3 day bank holiday weekend and also enjoy the rest of the SAM 1066 champs "The largest Vintage Free Flight event in Europe". With its "English Garden Party" atmosphere and a chance to meet friends old & new, for our overseas friends perhaps an excuse to visit or revisit England, or is that the "old country". Camping will be available onsite and there are plenty of good local hotels, guest houses and of course good English pubs (apologies to our American friends, the real beer is still warm!!). The airfield, the largest grass airfield in Europe, is also home to the Museum of Army Flying.

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

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

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

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

George Fuller
Homelea
Payhembury
Honiton
Devon
EX14 3EA

SUPPLIERS

John & Pauline Hook
FLITEHOOK—www.flitehook.net

MIKE WOODHOUSE—www.freeflightsupplies.co.uk

KEITH HARRIS—Plans service
21, Burns Lane,
Warsop
Mansfield,
Notts.
NG20 0PA
Tel: 01623 842167

TERRY ROSE - Plans service
35 Old Orchard,
Harlow
Essex
CM18 6YG
Tel: 01279 422301

USEFUL WEBSITES

SAM 1066 - www.sam1066.org

BMFA — www.bmfa.org

BMFA Southern Area - www.southerarea.hampshire.org.uk

SAM 35 — www.sam35.org

Martyn Pressnell — www.martyn.pressnell.btinternet.co.uk

Loc8tor — www.loc8tor.com

X-List Plans — www.xlistplans.demon.co.uk

BMFA Free Flight Technical Committee — www.vengi.demon.co.uk

National Free Flight Society (USA) — www.freeflight.org

Ray Alban — www.vintagemodelairplane.com

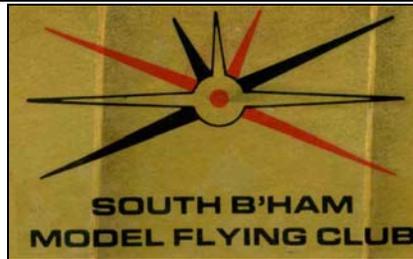
David Lloyd-Jones - www.magazinesandbooks.co.uk

Belair Kits - www.belairkits.com

Farnborough Flyers - 17th December

There will be a get together of the Farnborough Flyers (ex Old Ford Set) at Farnborough Community Centre (next to the Sports Centre) at 8pm on Wednesday 17th December 2008. As usual there will be low key, low ceiling indoor flying competition for duration and unorthodox models with bottles of plonk for prizes.

There is no bar but tea, coffee and mince pies will be available. Queries to John Huntley, SAM 35 Chairman (and SAM 1066 member) on 01252 - 326362 or e-mail at john.r.huntley@lineone.net.



Thorn Leisure Centre Indoor meetings 2008

The Leisure Centre is in Stockwell Avenue off Acres Road, off Thorns Road (A4036), near Merry Hill Birmingham.

Flying Saturday afternoon 1pm to 4pm. Free flight only

Admission - Fliers £5, Spectators £2

20th December.

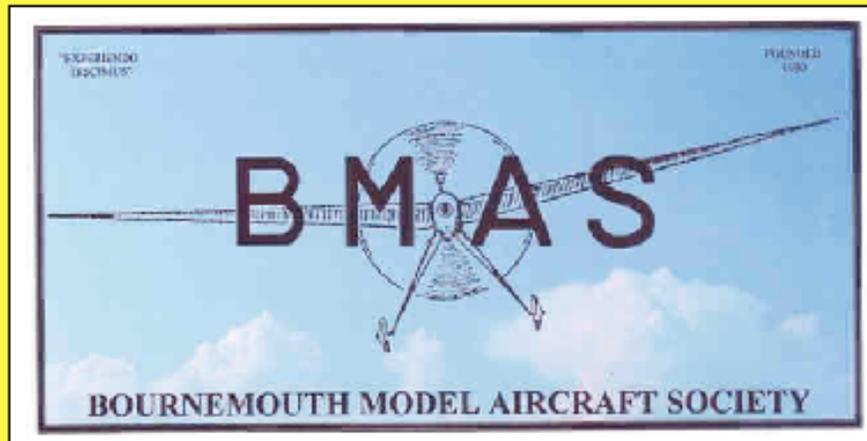
For details contact Colin Sheperd tel. 0121 550 6132 or e-mail
pat.sheperd1@btinternet.com

Chobham Tree Chop

The confirmed dates for the Tree Chop for 2008/2009 are:

Monday 9th February 2009
Monday 23rd February 2009

Meet in the Staple Hill car park at 10am as usual.



INDOOR FLYING

TUESDAY 14th OCTOBER 2008

TUESDAY 11th NOVEMBER 2008

TUESDAY 9th DECEMBER 2008

TUESDAY 24th FEBRUARY 2009

TUESDAY 28th APRIL 2009

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY

PRIZES FOR LONGEST FLIGHT AND LONGEST SCALE FLIGHT

FLIGHTHOOK IN ATTENDANCE

Adult Flyers £3 Accompanied Juniors & Spectators £1

CONTACTS: JOHN TAYLOR TEL.No 01202 511502

ROY TILLER e-mail roy.tiller@ntlworld.com

WORCESTER INDOOR FREE FLIGHT

Rubber, Electric and CO2 at
 The Sports Hall, Bishops Perowne College
 Merrimans Hill Road
 Worcester WR3 8LE
 Sundays 2pm till 5pm
 Bmfa Insurance Mandatory,
 bring your own tables and chairs

11th Jan 2009, - 8th Feb 2009,
 8th Mar 2009, - 5th Apl 2009

details Ed Garner 01905 381579 or 07866 923674

O.F.M.A.C.

Indoor Free-Flight

2008/2009 Season Dates
at the Castle Leisure Centre
Wallingford

Sundays 10.00am til 6.00pm

December 21st 2008 - January 25th 2009

February 22nd 2009 - March 29th 2009

Free-Flight Fun-Fly for all

Rubber - CO2 - Electric

Flighthook in attendance

Refreshments available

contact Dave Dobson 01491 837789

Bring your own tables & chairs

**INDOOR FREE-FLIGHT DATES
2008-2009**

At

Wickham Community Centre, Mill Lane, Wickham, Hants. PO17 5AL

For location put the postcode into <http://www.streetmap.co.uk>

These events will be held on the following dates, with Thursday events running from 6.30 p.m. to 10.00 p.m.

DAYTIME Monday 29th December 2008
10:00 to 18:00

Thursday 29th January 2009

Thursday 26th February 2009

Thursday 26th March 2009

Thursday 23rd April 2009 NOT the last Thursday, but prize for the best flying dragon!

Thursday 28th May 2009

Thursday 25th June 2009 - No Flitehook (see Old Warden)

Southern Area BMFA

Invites you to

Planning for 2009

at Middle Wallop Museum

30 Jan 2009

Free entry to museum
on the night from 17.30

All model flyers welcome



Please advise your intention to
attend this FREE meeting at
www.sabmfa.org.uk

Provisional Events Calendar 2009

with competitions for Vintage and/or Classic models

February 8 th	Sunday	Crookham Gala, Middle Wallop
March 8 th	Sunday	BMFA 1 st Area
March 15 th	Sunday	Fun Fly & Trimming, Middle Wallop
March 22 nd	Sunday	BMFA 2 nd Area
April 5 th	Sunday	BMFA 3 rd Area
April 10 th	Friday	Northern Gala - Church Fenton
April 11 th	Saturday	SAM 1066 Glider Day, Middle Wallop
April 12 th	Sunday	Bournemouth MAS, Middle Wallop
April 13 th	Monday	Croydon MAC Wakefield Day, Middle Wallop
April 18/19 th	Sat/Sun	London Area Gala, Salisbury Plain
May 9 th	Saturday	SAM 35 Gala, Middle Wallop
May 10 th	Sunday	SAM 35 Gala, Middle Wallop
May 23-25 th	Sat/Sun/Mon	Nationals, Barkston Heath
June 7 th	Sunday	Portmeadow (Andy Crisp)?????
June 14 th	Sunday	BMFA 4 th Area
June 20/21 st	Sat/Sun	East Anglian Gala, Sculthorpe
June 21 st	Sunday	Odiham????
July 5 th	Sunday	Portmeadow (Charlie Newman)
August 15/16 th	Sat/Sun	Timperley Gala, Barkston Heath????
August 29 th	Saturday	SAM 1066 Champs, Middle Wallop
August 30 th	Sunday	SAM 1066 Champs, Middle Wallop
August 31 st	Monday	SAM 1066 Champs, Middle Wallop
September 4 th	Friday	Southern Gala - Little Rissington
September 20 th	Sunday	BMFA 5 th Area
September 20 th	Sunday	Fun Fly & Trimming, Middle Wallop
October 4 th	Sunday	Midland Gala, North Luffenham
October 11 th	Sunday	Fun Fly & Trimming, Middle Wallop
October 18 th	Sunday	BMFA 6 th Area
December 6 th	Sunday	Coupe Europa, Middle Wallop

Any dates followed by ????? are more or less guesswork by the editor and await confirmation. The remainder of the calendar is as accurate as possible at this stage of the year, but: Please check before travelling to any of these events. Access to MOD property can be withdrawn at very short notice!

For up-to-date details of SAM 1066 events at Middle Wallop check the website — WWW.SAM1066.ORG

For up-to-date details of all BMFA Free Flight events check the website — WWW.FREEFLIGHTUK.ORG or WWW.BMFA.ORG

For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website — WWW.SAM35.ORG