

	<h1 style="color: red; text-align: center;">NEW Clarion</h1> <h2 style="color: red; text-align: center;">SAM 1066 newsletter</h2>	Issue 09.05
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## EDITORIAL

The season is skipping by; we've had a very successful Easter meeting at Middle Wallop, with flyable, if not perfect, weather on all three days. Healthy entries were received in all events and a good turn out of 'sports' fliers contributed to the atmosphere.

I didn't get time to go round to the RC and Control line area, but there seemed to be plenty of support for both disciplines, which is good to see.

Don't forget to support the Wakefield and Tailless leagues this season and spread the word to others who don't see the newsletter.

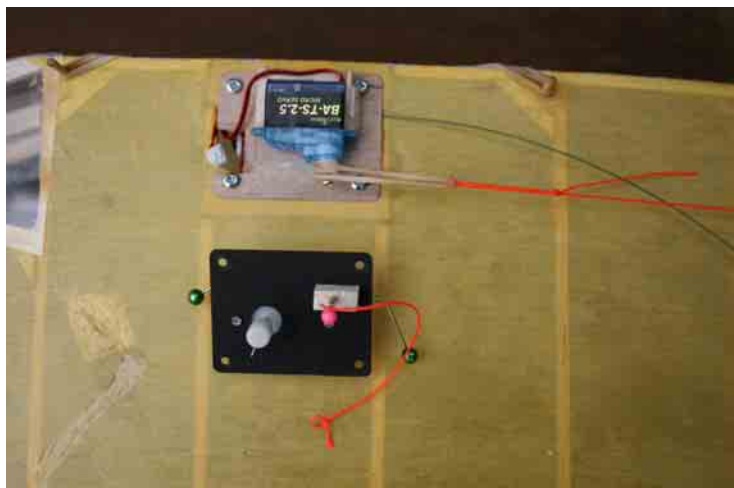
I have been experimenting with a gadget that I think promises to revolutionize F/F flying in the future - namely a radio controlled D/T.

I have used this device on two models so far and it has cut down trimming time enormously, as well as saving a lot of unnecessary footwork.

Flying at a restricted site as I do (Chobham Common), it means that I no longer need to worry about models straying over the M3 or disappearing in a 'boomer', as I can D/T them at will.

The unit I'm using (Aeris) is available from [www.ffelectronics.com](http://www.ffelectronics.com) and weighs approx. 6.5 grams. It operates in the 430MHz range and each unit has a unique code, so there is no conflict with RC fliers. I have mounted mine on a base which is a direct replacement for a Spencer Willis TOMY timer.

I'm aware that there will probably be people who don't approve of this device, but as large flying sites become more difficult to obtain, it seems to me that it is a sensible option. The model is still flying purely Free Flight and after all it's only the latest in a long line of technology that helps the model flyer.



*RC D/T showing servo (receiver & battery are behind mounting) and TOMY timer for comparison*

## SWEDISH OPEN F/F CHAMPIONSHIPS

I have received notification of the Swedish Open Championships for F/F models - August 21-23 2009 - to be held at RINKABY military training grounds in Southern Sweden, about 100 km from Malmoe/Copenhagen.

They are organised by SMOS - the ASSOCIATION of SWEDISH OLTIMER FLYERS - SAM CHAPTER 67.

There are events for rubber, glider and power models to be flown to Swedish SAM rules. If anyone needs further information, email me and I will send the details on.

## David Baker

With the kind permission of David's daughters, Julie and Alison, half his ashes were scattered on Middle Wallop's hallowed turf during the Easter meeting.

This duty was performed by Capt. Howell of the Flying Aces 9<sup>th</sup> Pursuit Squadron, based at Pinkham Field (see Clarion Oct. 1991), who read the following at David's request.

*Death is nothing at all,  
I have only slipped away into the next room.  
I am I, and you are you,  
Whatever we were to each other, we are still.  
Call me by my old familiar name,  
Speak to me in the easy way which we always  
used. Put no difference into your tone,  
Wear no forced air of solemnity or sorrow,  
Laugh as we always laughed  
at the little jokes we enjoyed together.  
Play, smile, think of me, pray for me.  
Let my name be always the household word that it  
always was, let it be spoken without an effort,  
without the ghost of a shadow on it.  
Life means all that it ever meant;  
it is the same as it ever was.  
There is absolute unbroken continuity.  
What is this death but a negligible accident?  
Why should I be out of mind because I am out of sight?  
I am waiting for you, for an interval,  
somewhere very near, just around the corner...  
all is well.*

## Lost Camera at Middle Wallop

I am not a frequent photographer but when I looked for my Sony digital camera it is nowhere to be found. Much thought on where I had it last, even going through my photo files, and I have concluded that it was at the Sunday meeting at Middle Wallop over the Easter weekend.

The camera is a Sony Cybershot DSC-W85 and was probably in its pouch.

Vic Thomas

hvicthomas@ntlworld.com



## David Baker Heritage Library - By Roger Newman

As promised last month, here is a table of available (Old) paper Clarions having sorted them out.

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Jan				2	1	8	41	31	37	34	47
Feb				1	1	25	42	42	3	31	48
Mar				1	1	24	36	8	12	17	32
Apr				1	1	37	30	33	38	21	80
May				2	1	11	43	20	13	16	66
June		1		1	-	50	37	13	23	21	76
July				1	11	36	33	16	52	23	56
Aug				1	7	17	35	28	15	33	109
Sept		1		1	22	3	1	3	30	32	-
Oct	1			-	40	12	3	3	14	40	-
Nov	1			2	20	8	8	14	18	73	-
Dec			1	1	30	16	16	22	63	70	-

Right now they are taking up valuable shelf space - about 12' to be exact and I shall need it in the near future to take the last lot of books and magazines. So if anyone wants any of these please let me know by email ([rogerknewman@yahoo.com](mailto:rogerknewman@yahoo.com)) and I'll bring them to the next convenient Middle Wallop meeting. Alternatively, they can be posted to you for the cost of postage. A small contribution to Cancer Research would be appreciated by David's family.

Plan cataloguing continues. At present, I'm managing about 30/40 per night, time permitting, so at this rate I reckon the task might be largely completed by the August meeting. The remainder - books & magazines will (I think) probably take me through the winter months & maybe beyond!

The models mentioned last month are still there and available if anyone wants one or more. Again, space limitations ultimately will dictate how long they can be accommodated.

## The Dispersal of David Baker's Vintage Model Airplanes - 4<sup>th</sup> April 2009

- By Ramon Alban

These two Mik Mickelson portraits of David and Hilda Baker are apt reminders that the majority of model airplane enthusiasts in Great Britain will have heard of David, and in the world of vintage aero modelling, I expect there to be a much larger proportion still. As for vintage free flight, mostly all modeller's, world-wide, would know of him, unless they are beyond the gravity of our particular universe or only very recently attracted towards its centre.



Whichever, they surely know of his thriving legacies, SAM35, SAM1066 and the 1066 Middle Wallop Vintage Free Flight European Championships. Unsurprisingly then, after a long illness, bravely borne, when David passed through his last earthly portal, an air of universal sadness descended upon fellow hobbyists on New Year's Day 2009 but found solace in the thought that he was reunited with the beloved Hilda.



Inexorably, time passes, and practicality signalled its urgent demand on the space occupied by the vast array of flying models residing at 24

Pine Trees. What to do? Well, the family decided all airframes must be given to fellow enthusiasts except those that found a temporary home with David, in which case every effort would be made to return them to their original owners.



First, a sea of red and black parts must be sorted into the most likely matchings of fuselage, wing and tail-plane. Some were easy, others not, and where there were insufficient parts, somewhat frustrating, not knowing if missing bits even existed in some remote crook or nanny of the maestro's den. An agreeable puzzle, none-the-less!



Thus, under direction of son-in-law, Brian Yearley, a date for perusal and collection of air-frames (sans engines) was set, notices prepared and published, messages taken from owners wishing reunion with borrowed models, and others requesting specific models, arrangements made, diaries adjusted and kettle filled to greet visitors to

David's Weston Favell home. No prices were set but donations would be accepted for Cancer Research.

David had previously expressed a wish that Ron Warring's original '52 Wakefield and a superb Valkyrie be kept flying if possible, so the Warring Wake was given to Martyn Pressnell, who had previously drafted and restored it and the Valkyrie went to John Thompson. Both very apt choices!





A four engine scale control line model of a Vickers Viscount was re-homed with Mike Parry by John Hemmings who had previously given it to David.



George Fuller as was a CO2 Tomboy and a Jaguar, Wakefield, likewise returned to Peter Rolfe.

One of two Leprechauns was returned to the Bristow family following the discovery of a 1999 letter that David had somehow overlooked. The other Leprechaun went to a person who always wanted one but never got around to building his own, along with a Goldberg Sailplane airframe for restoration and completion, for which a very generous donation was received. Many thanks!

Peter Tomlinson, long time friend of SAM1066, now has the Nemith Tri-wing and Civy Boy 74 along with another model, unspecified.

David's grandchildren, Emma and David now have three models including a Civy Girl. A Dixielander was returned to



An Ehling Stick power model has been selected for Ian Russell, as were other models for John Hook, Martin Ambrose, Tim Westcott and John Taylor.



A Capon Krusader belonging to George Hollingdale was happily reunited with its owner and Mike Beech now has the airframe of a Scale HP42 in need of some TLC.

The Hardwicks, Dick, Alan and David, all dear colleagues from the beginning of time, secured several airframes including a Mousetrap power model and, amazingly, the Feinberg Wakefield Model, previously lost!

Knowing this, Alan had requested any Baker-built

Wakefield, only to be surprised and delighted to receive the Feinberg he thought had long since gone. Alan and David are pictured with the model on the cover of Feb '09 Speaks.

Helping Brian throughout and on the day were long time friends, Don Knight and Roger Newman. Brian Lee was first to arrive at 10.30 a.m. and as the doors were closing at 3.30 p.m., in puffed Chris Metcalf, who was seemingly lost en-route having been rescued by telephone and search party.



Among the thirty or so visitors on the day were Jack Law, The Radfords (Mike Ann and Tony), John Webb, Art Bradley, Diane (nee) Humphreys, Tony Overton and many others whose names seem to have escaped being recorded or remembered.

So the day's visitors came and went and most seemed happy with their acquisitions but inevitably there were a few disappointments for which Brian offers his apologies. Never-the-less, Cancer Research benefitted from the generous donations for which the family are very grateful.





Very special thanks, of course, go to Don Knight and to Roger Newman for their untiring help and very special good wishes to Roger for his dedicated and ongoing efforts to establish "The SAM1066 David Baker Heritage Library", details of which are appearing in recent and future issues of the SAM1066 New Clarion (See some additional notes below): Brian also specifically thanks Mike Parker and yours truly for their efforts in publicising the event on the web.

A collection of worthy models remaining at the end of the day were taken away by Roger to be temporarily stored before being offered up for new homes at future Middle Wallop flying meetings.

A smaller quantity of un-attributed bits and pieces and some unusable components were placed on a sacrificial pyre from where the flaking ashes are still thermalling above 24 Pine Trees, a fitting tribute to their creator and our constant friend.



An interesting discovery occurred directly after the event when Brian unearthed a box labelled "Howard Boy's Radio" which has since been given to Howard's son, Jim, who was delighted to acquire it and subsequently asked for any further information that can be supplied by readers about his father's radio exploits. (jim.boys@ukonline.co.uk). David's engines, kits and other hardware will be auctioned on Ebay.

Regarding the Heritage Library being established by Roger Newman! David had assembled a unique collection of plans, magazines and books covering many aspects of our hobby. Before he died the possibility of setting up a library composed from this collection was discussed with him. He was in full agreement, as were his daughters Julie and Alison, so the concept was put to the SAM1066 committee who have agreed that it will be called "The SAM1066 David Baker Heritage Library".

Sufficient space has been located to get it started and the first loads of material have been collected from 24 Pine Trees. Once assembled, the intent is to catalogue all items that can be put into the library and place an index to the catalogue on the SAM1066 website, such that members can request copies or loans of whatever, via web access.



This will take a few months! Nevertheless the goal is to get it up and running later in '09 on the basis of covering costs only: i.e. non profit making. Updates on progress have already appeared in the Feb/April '09, and ongoing future editions of the New Clarion.

My personal reflection on the proceedings related here is that, given the quality of the models and the character and dedication to our hobby of the various recipients, all these creations will be cherished by their new owners who might surely wish to use them for the purpose for which they were originally produced. The perfect tribute!

Don't be surprised therefore, if, on a balmy summer's day on a flying field somewhere in Southern England, a shadow is thrown to the ground by a red and black model airplane with the distinctive **db** logo displayed proudly on its fin. And when that happens, watch the model alight, observe who retrieves it and seek out the new owner to shake him/her by the hand for playing their small part in the preservation of David Baker's prodigious and significant collection of vintage free flight model airplanes.



It's been a privilege to put these notes together for Brian and the family but readers might have guessed I was not actually in attendance due to pending surgery, so I apologise for any poetic licence or inaccuracies that may have crept in. All the images from the day are courtesy of Roger Newman and can also be seen in a larger format and higher definition on my own web pages.

## Outdoors again, Barkston and Wallop - *By John Andrews*

Barkston Heath on the 5<sup>th</sup> of April at the 3<sup>rd</sup> Area was the venue for my assault on the 2009 Gamage Cup. My memories of the events of the day are somewhat cloudy; I must be trying to forget.

On reflection, my error was possibly that I tried to prepare for the competition. I had check trimmed my open model 'O-4' at Wallop in March and I took my older 'O-3' to Warwick racecourse for trimming a couple of days before Barkston. I had two good aircraft ready to go and even a third for emergencies.

Flying conditions at Barkston were good, just a light breeze blowing from the top corner by the back road. I opted for my older 'O-3' as it had looked really good at Warwick a few days earlier. I installed the same 50gm Tan sport motor that I had used at Warwick and wound for my first flight, my flight log comment reads '700 turns bust'. My turns table, which I use as safe turns, indicates 650 but I had pressed on to 700 and bang. The motor had sheared at the rear bobbin, so I removed the winding tube together with broken motor without difficulty. I then installed another motor for a repeat performance. My flight log comment again reads '700 turns bust', John boy don't learn do e. I started to remove the winding tube when passing modeller, Timperley Ralph Sparrow I think, observed that it might be wise to remove the rear motor peg first. The motor had broken somewhere in the middle and now I had quite a bit of motor emerged from the rear of the winding tube. When I pulled the peg there was a bit of a rattle and a small shower spacers and tissue exuded from the motor peg area. The damage was not too severe but I thought I'd give 'O-3' a rest and I assembled 'O-4'.



'O-4' uses a smaller 'x' section motor which my turns table indicates takes 850 safe turns, but I was chicken by now and I quit at 700. I then proceeded to put the model up in indifferent air and was down again in 1-58, not much of an onslaught on the Gamage was it. Just for self respect I wound again and maxed without difficulty but, as they say, "any fool can do it second time".

I then decided to make repairs to 'O-3' and give it another chance. Things really got annoying now, the winder decided to go on the blink with the gears jamming. I tried to adjust the meshing but got it too tight and it kept seizing up whilst winding and I had to periodically back wind to free the damn thing up. I was





halfway through when it suddenly occurred to me that my counter was counting backwinds as well and therefore I had no idea how many turns were actually on the motor. After a few well chosen expletives I gave up and launched 'O-3' with whatever turns were on it. I have no recollection of the result and I did not record the flight. A Gamage Cup performance to forget.

Somewhat disappointed I switched to spectator/photographer mode. Mike Turner was set up alongside me, flying a very nice and competitive looking model the 'Crusader'.

I took a walk down the flight line and came across some delightful scale models, there was no one to hand for enquiries so I reproduce the pictures here with no info whatsoever, but I think they are worth a look.

*(The models are all those of AMI Scale columnist Bill Dennis. From left to right: Vultee Vigilant - ED Bee, Rumpler CIV - Mills 0.75 and DH Puss Moth - Mills 1.3 - Ed.*



Wallop on the 12<sup>th</sup>/13<sup>th</sup> April was my next outing, reasonable conditions again, but being set up well down the field on the Saturday, the wind direction was far from ideal without walking out into the middle and back up to the top. I did a bit of check trimming with the 'Hep-Cat' and decided to give the competition a miss as I did not fancy tramping about in the fields.

Sunday the wind had swung round and we were set up on the far side with plenty of airfield to go at. 8oz Wakefield with my 'Gipsy' was my choice for the day. I assembled the model with a 16 x  $\frac{1}{4}$  80gm motor and, using my new policy of not exceeding my turns table recommendations, I put on 650 turns and recorded a first flight max with ease. Next flight the fun started, I made a pigs ear of the launch resulting in the 'Gipsy' power stalling all over the place and eventually rolling over and into terra firma. One half of the prop broke but the model was close to me and I was on it like long dog before much damage was done. I effected repairs, good old cyno, and had a quick check flight when the prop did not seem keen to freewheel. I attacked the bent shaft as best I could and wound for the second flight. The under-fin had been repaired but un-noticed by me one of the anti-spin fins had disappeared. The 'Gipsy' climbed away in a very tight circle in really strong lift and was miles up in the air, so high it was difficult to tell if the prop was freewheeling OK or not. Another max in the bag but having D/T'd down onto the hard standing by the tower there was more damage to repair. The front of the fin was the critical bit as it locates the tail plane, but the repair looked straight enough so I went straight up for the third flight. No lift this time and a very ordinary flight, 11 seconds

short of requirements. I was not too displeased. I have just seen the results on the web-site and I managed 4<sup>th</sup> place, only two of the 19 competitors maxed out so I was not the only one to miss the lift.

That's enough waffle for this issue I think, here's to the next time.

## CROOKHAM GALA 2009

### Middle Wallop 15<sup>th</sup> March

Unfortunately there was a omission in last month's Coupe scores. John Minshull's fifth round time of 1:35 was omitted; consequently John moves up to 13<sup>th</sup> place.

## REVISED RESULT

13	J Minshull	Brighton	2.00	0.41	1.40	1.17	1.35	7.13	
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### MIDDLE WALLOP 2009 - *BY Mike Parker*

#### Dogs

Dog owners please be aware that following an enquiry regarding the information relating to access for dogs at our events at Middle Wallop, it is now confirmed that **NO dogs are permitted on the airfield at any of our events**. Apologies to those affected, the committee made every effort on your behalf. The club web site page now reflects this change.

However, if you are camping at the SAM 1066 champs in August you can still bring your dog onto the campsite (please note that no dogs are to be left unattended).

#### RC Assist Events - *By James Parry*

As a side issue there are some murmurings regarding the power duration rules and subject to discussion at April meeting and depending on outcome I'd like to run a power duration RC assist comp in August but would not be utilising the SAM35 rules. Whilst similar a few things would be tidied up so that a comp as wanted by the competitors can be held. However if acceptable in principle I would submit those rules to 1066 for approval beforehand and only proceed of course if given the OK. It is certain that this comp will also be flown extensively in 2010 in the Wessex League which you may have heard of? My basis being we might as well hold comps where there is a demand and to rules that those who want to compete are happy with and are vintage. Contentious I know..... As I see it with Middle Wallop "bums on seats".

In response Mike Parker replied for SAM1066 as follows:

*I have added the Veron Junior combi events to the calendar. Note, we do not have a meeting in November, I presume you meant December and thus have added this one?*

*As far as Vintage Radio contest rules go, SAM 1066 doesn't need an input, well not for now anyway. As long as we stick to "Vintage radio assist" events and all pilots are BMFA members with an 'A' Certificate, I don't personally mind what the rules are. I am sure that things may have to change as the years pass but we will cross those bridges when we come to them. If you want to talk anything through don't hesitate to ring or catch me at Wallop. I have added the rules from SAM Speaks.*

*Regards,*

*Mike Parker  
Treasurer & Membership Secretary*

## **MIDDLE WALLOP - Easter 2009**

### **Glider Day 2009 - 10 Years on..... and still going strong - By Rod Audley**

**Saturday 11<sup>th</sup> April**



Yes, definitely one to remember for many reasons - fine gliding weather, individual achievements (and disasters!), prize giving, etc.

My thanks to all those who have supported this event every year since it's inception, with special thanks as always to the Mauritius Chapter who travel thousands of miles each year to compete at not just Glider Day but every other SAM 1066 competition.

Tony Thorn's win in 'small' vintage is of special note. After several years of frustration at not being able to fly glider due to wonky knees, Tony put in a cracking performance with his Sunnanvind (unfortunately he lost it o.o.s the next day), beating a glut of Lulus. Missing were the Nords - not one entered this year, which is most unusual! Dave Etherton made the fy-off with his Corsair, but suffered a 'birds nest' in his towline, which he was unable to untangle in time - shame.

Ron Marking lost his Thor glider o.o.s. when flying in the 'large' vintage class. Worth noting was Mick Howick's fy-off time with his Quickie, the highest score from all the classes.

*Rod with Hatchetman*

Yours truly won the 'small' classic with the Hatchetman which I'd mentioned I was building in a previous article. Finished only the day before, I can definitely recommend the model to anyone who wants a good performer in this new class. Unfortunately, only three entered - hopefully more 'up to 50in' classic gliders will be built ready for the Euros in August.



Ken Taylor not only won the 'large' classic, but was the glider day champion with other 3rd and 7th placings - well done.

**Vintage: Up to 50in - 14 entries**

**Tony Bird Trophy**

1st	Tony Thorn	Sunnanvind	6.00 + 3.48
2nd	David Cox	Lulu	6.00 + 2.26
3rd	Keith Burt	Lulu	6.00 + 1.55

**Vintage: Over 50in - 11 entries**

**Ray Inker Trophy**

1st	Mick Howick	Quickie/Satu	6.00 + 5.22
2nd	David Cox	Archangel	6.00 + 3.53
3rd	Ken Taylor	Hyperion	6.00 + 3.42

**Classic: Up to 50in - 3 entries**

**Bournemouth MAC Classic Vase**

1st	Rod Audley	Hatchetman	6.00
2nd	Dave Etherton	Aiglet	5.22
3rd	Robin Wills	La Mouette	5.18

**Classic: Over 50in - 9 entries**

**Jim Baguley Vase**

1st	Ken Taylor	Sans Egal	6.00 + 3.20
2nd	Peter Michel	Pelican	6.00 + 3.12
3rd	Colin Hutchinson	Caprice	6.00 + 2.32

## BMAS Rally Sunday 12<sup>th</sup> April



*BMAS Chairman John Taylor and his 'fetchermite' John Hook*

### Results

#### **Vintage Open Glider** (3 x 2 Minute Max) 12 entrants returned times

1 <sup>st</sup>	R. Taylor	6.00 + 5.29	Roma
2 <sup>nd</sup>	P.Michel	6.00 + 5.25	Expe
3 <sup>rd</sup>	R.Audley	6.00 + 2.35	Suomi

#### **Combined Classic Glider** (3 x 2 Minute Max) 2 entrants returned times

1 <sup>st</sup>	K.Taylor	6.00	Sans Egal
2 <sup>nd</sup>	R.Audley	5.32	Hatchetman

#### **Vintage/Classic HLG/CLG** (1 Minute Max, Best 5 from 7 flights) 3 entrants returned times

1 <sup>st</sup>	T.Horsey	237	O.D.
2 <sup>nd</sup>	T.Thorn	199	Hugolette
3 <sup>rd</sup>	A.Crisp	149	Sweepette

## CLUB CLASSIC RUBBER, Sunday 12th April 2009 - *By Martyn Pressnell*

The Bournemouth Club, once again, were hosts to this popular class at the Easter Weekend. This was the year of the Boxall rubber model, winner of the Flight Cup at the Nationals in 1958. There were two examples amongst the ten entries, and John Minshull was the very worthy winner, the first occasion that John and a Boxall had won the event. John flew with the Boxall brothers back in the good old days with the Brighton Club and this was a very fitting combination for success. There were just two Urchins and two Mentors amongst the usual spread of types, so I cannot declare any serious trend in model popularity this year.



Notwithstanding a more encouraging forecast, the day proved cold and overcast with some light rain in the morning and a fresh wind from the northwest. Later in the afternoon and in time for the fly-off, the wind had dropped away and it felt slightly warmer. The apparent absence of thermal activity could be regarded as ideal for the conclusion of the event. As I drove south on the way home, the sky cleared and the sun was shining, heralding a much better day to follow.

Unfortunately the restrictions placed on model flyers by full-size activity, obliged models to cross the road or the southern boundary at times during the day. At fly-off the direction available was good after the incessant circuits and bumps by a Cessna during the day, what a boring form of flying that must be!

Prizes were presented by Phil Smith who at the age of 93 is going strong and the administration was handled throughout the day with great aplomb by John Taylor (Chairman) and Roger Newman. Our thanks to everyone for taking part and continuing to support Club Classic Rubber, the next event is at the August SAM Champs. See YOU there!

### Results:

**Club Classic Rubber** (3 x 2  $\frac{1}{2}$  Minute Max) 10 entrants returned times

1 J. Minshull	Boxall	Max + 3.25
2 V. Willson	Urchin	Max + 2.55
3 A. Longhurst	Bim Bam	Max
4 J. Oulds	Boxall	7.18
5 P. Jackson	Marcus	7.10



6 R. Taylor	Mentor	6.43
7 J. Lancaster	Urchin	5.55
8 J. White	Last Resort	5.47
9 D. Norman	Mentor	2.51
10 L. Barr	Tripstick	2.30



*Boxall climbs away in the fly-off*



*Urchin of Vic Willson challenges*

### UNDER 25" RUBBER, Sunday 12th April 2009 - By Roy Tiller

This year ten models of seven different designs were entered in the competition and scores were returned for eight models. Two models completed the full set of maxes and in the fly-off Roy Tiller's Flying Aces Moth scored 1.30 and John Russell's Micron came second with 1.08. The next four places were very close with only 11 seconds separating them. Tony Hall's Veron Fledgling scored 4.19, Bob Hope's Tubby 2 scored 4.14, Peter Jackson's Veron Fledgling scored 4.10 and Lars Karlsson, from Sweden, flying his Spin 42 scored 4.08. Re-entry with a different model is permitted in this competition so why not come along next year with 3 or 4 under 25" models and enjoy a full day's competition flying without wearing your legs down to the knees. Only your best score will count in the results.



*Lars Karlsson with his Spin 42*

**Under 25" Rubber** (3 x 1 ½ Minute Max) 8 entrants returned times

1 <sup>st</sup>	R. Tiller	4.30 + 1.30	Flying Aces Moth
2 <sup>nd</sup>	J. Russell	4.30 + 1.08	Micron
3 <sup>rd</sup>	T. Hall	4.19	Fledgling

**P.30 (3 x 2 Minute Max) 6 entrants returned times**

1 <sup>st</sup>	A. Longhurst	5.52
2 <sup>nd</sup>	I. Hooper	5.32
3 <sup>rd</sup>	N. Peppiatt	5.24

**Mini-Vintage Rubber (3 x 2 Minute Max) 9 entrants returned times**

1 <sup>st</sup>	A. Longhurst	6.00	Dewfly
2 <sup>nd</sup>	J. Barton	5.26	Vargo Wok
3 <sup>rd</sup>	R. Marking	5.25	Hepcat

*Andrew Longhurst launches his Dewfly***A Frame Mass Launch 4 entrants returned times**

1 <sup>st</sup>	R. Tiller	1.38	Burnham
2 <sup>nd</sup>	T. Thorn	1.32	"
3 <sup>rd</sup>	J. Taylor	1.15	"

*'A' frame contestants ready to go*

**Cabin Power Precision** ( 3 flights, 45second Target Time) 6 entrants returned times

1 <sup>st</sup>	T. Horsey	15 seconds error
2 <sup>nd</sup>	M. Ryley	20 seconds error
3 <sup>rd</sup>	T. Conibear	22 seconds error

### **Croydon Wakefield Day, Monday 13<sup>th</sup> April - By David Beales and Martin Dilly**

Croydon must have at last found the right sort of goat to sacrifice, as the fine weather over the Easter weekend held for their Wakefield Day at Middle Wallop on Easter Monday. Early fog cleared in time to start at 10, there was sunshine all day and the drift rarely exceeded 5-6 kts.

As usual, the events were for 4 ounce, 8 ounce and F1B Wakefields, and the max for all classes was held at  $2\frac{1}{2}$  minutes. The presence of a Cessna doing circuits did slightly restrict the flying area and the out of bounds areas downwind did claim a few models, most of which were rescued by the duty fire crew. Certainly flying all classes in rounds would allow for alterations of the max dictated by changes in wind speed or direction, but there still seems to be resistance to this in some quarters.

F1B flyers were a little thin on the ground; some experts were probably saving their finely-tuned machines and best rubber for the upcoming Team Trials. Of the seven entered three made the fly-off from a new flight line at the end of the 'drome to avoid the dreaded compound if at all possible. Geoff Stringer flew first and found a helpful patch of air, clocking 417 seconds; Mike Woodhouse broke a motor, re-wound and flew in less buoyant conditions together with Ken Taylor, a returnee to F1B flying a Vivchar machine. Luck was still with Geoff as he got a signal at first attempt and retrieved from the fields beyond the main road.

In the Vintage Category surprisingly there was no fly-off in the 4 oz class, Robin Kimber triumphing with a '36 Copland. He certainly wound to maximum torque as it whizzed around before climbing to an impressive height in good air. Mike Turner pushed him very close with his Lanzo Duplex, finishing a scant two seconds behind. Usually the 4 oz class has only Coplands and Lanzos competing but this year saw the welcome addition of a Gordon Light flown by Brian Stout that totaled a very respectable 6:47.

The 8 oz Vintage, the most popular class, saw a great variety of designs, some to modern eyes almost bizarre in their conception. However they all looked great against the blue spring sky. Robin Kimber's luck ran out when his elegant Fullarton D/T'd into the compound after a perfectly executed first flight. John Knight flew his own design that he used as a Wakefield team member in 1950. If there were an award for elegance it would go to Peter Brown's beautiful streamlined Copland. Two made the fly-off with Mick Howick's Jaguar just 5 seconds ahead of Peter Jackson's Korda which took home the special prize donated by Vic Willson for the top placing Korda.



## Results.

**Fairlop Cup (4 oz.) 12 entries**

1.	R. Kimber	Copland	7:17
2.	M. Turner	Duplex	7:15
3.	R. Tiller	Copland	7:08
4.	J. Taylor	"	6:52
5.	J. Minshull	"	6:50
6.	C. Strachan	"	6:49
7.	B. Stout	Gordon Light	6:47
8.	P. Jackson	Copland	5:49
9.	J. White	Copland 36	4:57
10.	M. Marshall	Duplex	4:53
11.	R. Taylor	Copland	4:06

**Ted Evans Trophy (8 oz.) 19 entries**

1.	M. Howick	Jaguar	7:30 + 3:35
2.	P. Jackson	Korda	7:30 + 3:20
3.	C. Strachan	Yankee IV	7:28
4.	J. Andrews	Gipsy	7:19
5.	J. Down	Korda	7:11
6.	M. Turner	"	6:54
7.	J. Knight	Knight 1950	6:49
8.	V. Willson	Yankee IV	6:47
9.	R. Oldridge	Horry	6:40
10.	M. Marshall	Korda	6:26
11.	P. Brown	Copland	5:05
12.	J. Lancaster	Korda	4:47
13.	D. Beales	Simon	4:31
14=	L. Barr	Jaguar	2:30
14=	R. Kimber	Fullarton	2:30
14=	P. Tomlinson	Jaguar	2:30
17.	C. Chapman	Contestor	1:31



*Peter Jackson with 2<sup>nd</sup> place Korda '39*

**Thurston Trophy (F1B) 7 entries**

1.	G. Stringer	E. Grinstead	600 + 417
2.	M. Woodhouse	Vikings	600 + 283
3.	K. Taylor	E. Grinstead	600 + 136
4.	C. Chapman	B & W	572
5.	P. King	Croydon	556
6.	M. Richardson	E. Grinstead	505
7.	J. Oulds	Crawley	390

### **Combined Power, Monday 13th April - By John Thompson**

Fine sunny day but got rather windy towards hangars from midday. Trevor Grey with open electric model flew well.

Chris Redrup in only second free flight power competition maxed out and flew off . He was delighted, and so are we to see a new face; welcome Chris.

1	T. Grey	MFFG	7.30 + 4.08 f/o
2	C. Redrup	Woking	7.30 + 2.19
3	J. Thompson	Crookham	6.52
4	T. Hall	Walsall	4.52
5	E. Hopgood	Crookham	2.30
6	C. Shepherd	Walsall	2.14
7	K. Conroy	Crookham	1.51

### **Vintage Radio Assist and Control Line - by Tony Tomlin**

The first of three R/C and Control Line events planned for 2009 took place on 12<sup>th</sup> April at this excellent site, [courtesy of the Army Air Corps MAC] James Parry and Tony Tomlin were the CDs at the increasingly popular event. Within a short time of arrival and with the help of several willing hands, the R/C control tent was set up and also the necessary barrier tapes pegged out for flight line safety, car parking and the four control line circles etc. The R/C control tent was then run efficiently by Jane Robinson and Pam Tomlin [many thanks].

### **Radio Assist**

The radio meetings are for all non aileron, vintage models pre.1969. This included a Power Duration Competition organised by James Parry and the first round of the Tomboy3 [36"] and Tomboy Senior [48"] league for 2009 run by Tony Tomlin. Unfortunately weather conditions were not ideal with low cloud and feeling fairly chilly, until the sun broke through for a few short periods. At least the wind was light! Thirty four fliers signed on at the control tent, with 58 models ranging from a Vic Smeed Mam'selle, scaled up to 108" span by John Laird, to a nicely finished Wee Snifter from Peter Rose at 30" span. Colin Hutchinson was flying his large Schiffermuller and a very interesting A Frame canard powered by a pair of .6 MP Jets. This model was a Cook 45 Riser and flew very smoothly. A large Sudanfalk flying wing was flown by Mike Burke which has been refurbished since last year. It looked very smart with a fixed undercarriage which proved a great success, after the earlier drop off dolly used. As always a large number of Tomboys were seen with the larger Tomboy Senior becoming more popular. A good number of electric models were flown with John Perry flying a Black Magic and Queen Bee and a Harry Hundleby designed Sparky being flown by Alan Holmes. Ian Andrews had an electric Tomboy that flew very well. It was noted that around 1/3<sup>rd</sup> of the entries are now using 2.4GHz equipment. This does make frequency control so much easier and cuts out the waiting for the peg syndrome.



### Tomboy3s

The Tomboy 3 competition was a little down on entries from last year but considering the low cloud this was understandable. As before the fliers had to achieve 2 four minute maxes in their preliminary flights. This called for some serious concentration as the models were vanishing into the cloud base and having to be quickly spiralled out, but all 9 did make the flyoff. The entrants were Tom Airey, last year's league winner, with runner up Tony Tomlin and 2008 winner Stephen Powell, both strong contenders. Regulars Paul Netton, Chris Hague and Tony Overton had all qualified well. Brian Brundell was competing in his second meeting with Richard Preston and Geoff Goldsmith having their first event.

The starter was Nick Skyrme who allowed a 90 secs start up time, followed by a 10 second count down. This uses a visual system that has proved to work well.

As the start board fell seven models got away. First down was Tony Overton at around 2 seconds when, on looking at the video of the event, it appeared that either his engine had stopped or perhaps it was running backwards? Tony Tomlin, to his surprise was down 3 seconds later with a transmitter programming problem, the model "landing" softly with no airframe damage, but breaking the crankshaft on his Irvine Mills! Unfortunately Brian Brundell and Richard Preston were having starting problems and did not get away until 40secs+ after the others and were disqualified.

The remaining five all climbed to a good height, all doing a fair bit of cloud busting. Geoff Goldsmith was down next at 5min 13 secs, followed by Tom Airey at 7min 50 secs. Chris Hague was 1 second later closely followed by a pleased Paul Netton at 7min 57secs, Stephen Powell then gently glided in at 10min 41 secs for a well deserved win.

### Tomboy Senior

After the dismal start for four of the competitors in the Tomboys 3s, all hoped that this would not be repeated in the Tomboy Seniors. The stalwarts Tony Tomlin, Tom Airey, Chris Hague, Peter Rose, Chris Shepherd, Tony Overton and Stephen Powell all made the flyoff with Geoff Goldsmith joining them in his first event.

Seven models got cleanly away but Stephen Powell was left on the line with an Irvine Mills that refused to start. As always the fliers were all looking for any lift available as the engines consumed their 6cc of fuel. Tom Airey was in cloud and lost a lot of height in recovery. Tony Overton was having a bad day, landing first at 2min 52 seconds. Peter Rose was unable to find any worthwhile lift and was next down at 4min 46secs. Tom Airey, after his earlier problem, landed at 5min 19secs which, considering Tom was flying in some discomfort after recently breaking an arm and sustaining other injuries, was a good effort. Colin Shepherd landed smoothly at 5mins 22secs with Geoff Goldsmith holding off for 13 more seconds to claim an excellent 3<sup>rd</sup> place.

The two remaining models of Tony Tomlin and Chris Hague had both picked up a little lift and were circling slowly, at times fairly close. This turned out to be a minute or so of real cat and mouse flying each trying to find a little bump of lift. In this instance Tony came out the winner in the last turn winning at 7mins 36secs, eleven seconds longer than Chris. This does display how closely matched the Tomboy Senior class is and reflects its popularity.

The normal lighthearted Tomboy prize giving followed with the awards being presented by Brenda Pierce.

### Power Duration

This was the first try out for this event to the rules set out in "Sam Speaks" by John Wingate

Unfortunately it was poorly supported with only 2 entries. The Tomboy Senior of Stephen Powell fitted with an MVVS 1.5 and a Brigadier of Chris Hague powered by a PAW19. The recorded times were low with Chris coming out the winner. There was a fair amount of interest in this class and it is thought entries will improve.

### Control Line

Around 10+ fliers turned up for this popular event. A great deal of enthusiasm was shown by the fliers present for this fly for fun event and models were seen to be flying most of the day. It is also a get together for control line fliers that all those present appreciated.

The next Middle Wallop Meeting for R/C and Control line is Sunday 30<sup>th</sup> August 2009.

### Contact

James Parry 01202625825 for details on Control Line and Power duration.  
Tony Tomlin 02086413505 email [pjt2.alt2@btinternet.com](mailto:pjt2.alt2@btinternet.com) for Tomboy information



## WAKEFIELD MATTERS - Vic Willson

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

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

The first qualifying event was at the Croydon MAC Wakefield Day, Middle Wallop on Easter Monday 13<sup>th</sup> April.

The remainder of the qualifying events will be as follows:

BMFA Nationals, Barkston Heath, Saturday 23<sup>rd</sup> May

Spring Gala, RAF Odiham, Sunday 21<sup>st</sup> June

East Anglian Gala, RAF Sculthorpe, Sunday 21<sup>st</sup> June

Timperley Free Flight Weekend, RAF Barkston Heath, Saturday 15<sup>th</sup> August

SAM 1066 Champs, Middle Wallop, 4 oz Monday 31<sup>st</sup> August/8 oz Sunday 30<sup>th</sup> August

The Croydon Wakefield day at Middle Wallop day has of course been and gone, Conditions were bright and breezy (*see separate report elsewhere in this issue*).

The scores have translated into the following league positions:

### 4 oz

POSITION	COMPETITOR	SCORE	'BONUS'	TOTAL
1	R. Kimber	11	10	21
2	M. Turner	10	9	19
3	R. Tiller	9	8	17
4	J. Taylor	8	7	15
5	J. Minshull	7	6	13
6	C. Strachan	6	5	11
7	B. Stout	5	4	9
8	P. Jackson	4	3	7
9	J. White	3	2	5
10	M. Marshall	2	1	3
11	R. Taylor	1	0	1

### 8 oz

POSITION	COMPETITOR	SCORE	'BONUS'	TOTAL
1	M. Howick	17	16	33
2	P. Jackson	16	15	31
3	C. Strachan	15	14	29
4	J. Andrews	14	13	27

5	J. Down	13	12	25
6	M. Turner	12	11	23
7	J. Knight	11	10	21
8	V. Willson	10	9	19
9	R. Oldridge	9	8	17
10	M. Marshall	8	7	15
11	P. Brown	7	6	13
12	J. Lancaster	6	5	11
13	D. Beales	5	4	9
14=	L. Barr	4	3	7
14=	R. Kimber	4	3	7
14=	P. Tomlinson	4	3	7
17	C. Chapman	1	0	1

### HORRY WAKEFIELD

Keith Horry has kindly offered to present a trophy for the highest placed Horry Wakefield in the August Middle Wallop 8oz Wakefield competition, to mark the 60<sup>th</sup> anniversary of this very successful design.



*Tim Westcott's 1939 Bullock streamliner, showing off its superb construction and finish*



## TAILLESS MATTERS - *By Vic Willson*

The Tailless League for the HALCYON TROPHY will once again be running this season. The qualifying events look as though they will be much the same as last season, with the BMFA 3<sup>rd</sup> Area meetings on April 5<sup>th</sup> being the first.

The remainder of the qualifying events are as follows, with a possible extra event in September:

BMFA Nationals, Saturday 23<sup>rd</sup> May

Oxford MFC Rally, Portmeadow, Sunday 7<sup>th</sup> June

Spring Gala, RAF Odiham, Sunday 21<sup>st</sup> June

East Anglian Gala, RAF Sculthorpe, Saturday 21<sup>st</sup> June

Dreaming Spires FF Gala, Portmeadow, Sunday, 5<sup>th</sup> July

The first of this year's tailless events has been flown, at the 3<sup>rd</sup> BMFA Area meetings on 5<sup>th</sup> April. Weather conditions seem to have varied widely, from 20 mph winds in North East to 3 mph in the South East.

14 competitors recorded scores, which is a healthy improvement on 2008 when only 6 flew. Let's hope this is the beginning of a renaissance of interest in tailless.

After the first event (BMFA 3<sup>rd</sup> Area competitions), the league positions were:

Position	Competitor	Score	'Bonus'	Total
1	P. Woodhouse	14	13	27
2	C. Foster	13	12	25
3	C. Strachan	12	11	23
4	S. Willis	11	10	21
5	R. Peers	10	9	19
6	C Chapman	9	8	17
7	D. Neil	8	7	15
8	R. Tiller	7	6	13
9	K. Kay	6	5	11
10=	J. Godden	5	4	9
10=	V. Willson	5	4	9
12	R. Willes	3	2	5
13	E. Stevens	2	1	3
14	R. Wilkes	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 (rapiere)(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

The results of the 2008 competition are rather disappointing, if I am honest there were very few and I did not submit any myself as I re-engined the Zanonias and spent a lot of time trying to re-trim with absolutely no success. The weather also played a part. However, the tailless enthusiasts have decided to continue with the contest for 2009. Results submitted:

**Glider**, John Kay, one flight at Barkston BMFA Fifth Area with OD Black Vulture a 9 foot plank, 100m towline : **366 seconds**

Petr Simunek sent the results of a competition held by a small group in the Czech Republic. This is the Zanonias Cup which was started in 2005, there are now 10 flyers and 24 models. Petr has little English (he teaches Russian) and I hope I have reported him correctly. I think his results are gliders on 50m towline and he has sent all the results from the Zanonias Cup, not selecting out the best three. Petr appears to be the winner at 50m with three scores of **180 secs**, presumably their max.

**Power**, John Kay, three flights at Middle Wallop 1066 Eurochamps with OD

Longbow 5, a 20 degree sweep wing, **192, 113, 113**, total **418 secs\***

(\*Subject to confirmation).

**Electric**, John Kay, as above, **161, 50, 63** total **274 secs**.

## Kemp Engines - *By Jean Hards-Nicholls (nee Kemp)*

In early 1946 after leaving Short Brothers in Rochester, for whom he had worked during the war, my father Harold Kemp set up his own business, Kemp Engines. He had a workshop at 7 Bank Street, Gravesend, Kent where he designed and manufactured model aircraft engines.



The first engine Harold Kemp designed and manufactured in 1946 was a 4.4cc diesel engine, which he sold for 7 Guineas (£7 7s). The 4.4cc series I was made in bare alloy, but following complaints about corrosion he produced the series II which was anodised black. This engine earned a very good reputation for being well made and reliable and was a very good seller.

He also made an 8.8cc twin cylinder in-line engine (two 4.4cc engines joined together) which was labour intensive to make and consequently very expensive, so not many of these were produced. In 1947 Harold designed and manufactured a second engine, a smaller 1cc diesel engine, which he sold for £2 17s 6d. It was also a good seller but was never produced

in such large numbers as the 4.4cc engine. Also in 1947 Harold designed and put into production a very small 0.2cc diesel engine, which was usually sold complete with a 5 or 6 inch alloy propeller. This proved to be a very popular engine and sold in large numbers.

In addition to working in the workshop himself, Harold also employed three men. Two were full-time and one was part-time - Les Duffy, who was still an apprentice at Short Brothers in Rochester during the day. Les worked at Bank Street in the evenings for a couple of hours, turning, milling and honing engine parts, before returning to his home in Tilbury, Essex on the ferry across the River Thames. The Town Pier was at the bottom of High Street, and Bank Street was a turning on the left just a short walk up the High Street from the pier. The first building on the left in Bank Street, number 1, was a large three storey red brick warehouse building, then numbers 3, 5 and 7 were a terrace of smaller two storey buildings, which may have originally been houses. Next to that was an area of waste land where the buildings had been demolished after having been bombed in the war. Les remembers the workshop at 7 Bank Street - on the left there were large opening doors to the workshop, on the right a large window to another room, and there was usually a motorcycle leaning against the wall outside. The workshop had a large Capstan lathe and a really oily work bench, also used for counter sales which were usually handled by Mr Kemp himself. The downstairs front room with the large window also had lathes and other machinery in it. Upstairs one room was used for assembling the engines, after which every single one was test run. They were then packed into plain brown cardboard boxes ready for despatch. Some of the engine castings were made from magnesium and were cast at a foundry nearby in Gravesend. They were delivered loose in hessian sacks and all had to be carefully checked for defects before assembly.

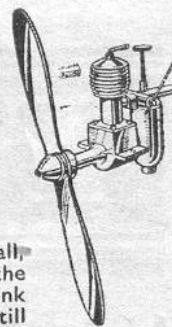
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## GAMAGES

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The castings were emptied out onto the workbench, examined and sorted, and usually some of them had to be returned to the foundry for reprocessing. Les says the men had great fun burning the magnesium shavings from the engine production out on the waste ground next door, as they burned with a very bright blue flame! Opposite the Kemp Engines workshop there was another engineering firm with whom they would sometimes exchange materials and other bits and pieces.

The engines were sold through a main selling agent - Gamages, 116-128 Holborn, London and were despatched to them by carrier from the workshop, two dozen at a time. A second outlet was soon added - H J Nicholls, 308 Holloway Road, London, and the engines could also be bought by mail order or in person over the counter from the workshop at 7 Bank Street, Gravesend.

AEROMODELLER October, 1948

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Fig. 76. Len "Stoo" Steward of West Essex was always a most capable competitor. His association with Kemp and Allen Mercury engines has also given many stunt fliers much enjoyment through production of good diesels for aerobatics. His models were neat too as this shows.

At the end of 1948 at the height of success of the 0.2cc engine, Harold Kemp sold the Kemp Engines business and "K" Model Engineering Co Ltd was set up, also trading from 7 Bank Street, Gravesend.

(I notice that the address given in the 1948 price reduction ad is Darnley Street? - Ed.)



Len (Stoo) Steward was the leading light of the new company and immediately scrapped the old 4.4cc Kemp engines. The 4.4cc engine was thought too bulky and slow revving as designs had moved on by then. He did however keep production of the very popular 0.2cc engine, renaming it the K Hawk. Around 1949 the K Hawk Mk II was introduced, which was a modification of the original Hawk Mk I design. Other new engines produced by "K" Model Engineering Co Ltd, Bank Street, Gravesend over the next couple of years were K Falcon, K Vulture, K Kestrel, K Eagle and K Tornado. It would appear that "K" Model Engineering Co Ltd folded sometime around 1950, and Les Duffy says this is backed up by the sudden disappearance of their advertisements from aeromodelling magazines. The reason is unknown, but it may have been as a result of drop in sales caused by the hefty purchase tax imposed on engines at that time, or maybe there was just too much competition from other manufacturers.

It is unclear whether or not Harold was involved with the new company "K" Model Engineering Co Ltd. Some members of the Kemp family have said, from information passed down to them from Harold's brothers, they believed Harold only sold part of the business and was actually a partner in the new company, but Les Duffy, who no longer worked there at that time (he had moved on to Rolls Royce when Shorts closed, and was elsewhere in the country), thinks Harold sold the business in its entirety. Unfortunately I can find no documentation to back up either story, but I do know for certain that Harold

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Kindly mention AEROMODELLER when replying to advertisers

did remain living at 3 Bank Street, Gravesend until late 1951 as this is confirmed by the address on my sister's birth certificate, and he also married our mother in Gravesend in 1949.

I can also clearly remember my father always referred to the model aircraft engines he had once made as "Model K" engines. Harold died in 1975 and Len died in 1992 - they have both taken a lot of information to their graves with them leaving many unanswered questions regarding "K" Model Engineering Co Ltd, so unless anyone can provide any evidence I can only suggest you draw your own conclusion on this one.

Harold finally left Gravesend around 1952 and started a new job as a development engineer for Gyproc (later renamed British Gypsum) in Rochester, Kent. He designed machinery for them to produce plasterboard products such as coving, foil-backed plasterboard and ceiling tiles, and worked there until he retired in 1969.

There is one thing that I am absolutely certain of - that my father Harold Kemp would be so proud to know that some of the engines he designed and produced over 60 years ago are still going strong and in use today.

*I would like to thank everyone who responded to my recent request with photos and information and for putting me in touch with Les Duffy, who I would especially like to thank for passing on much of the information that enabled me to write this. I have produced this to the best of my ability so that the memory of my father lives on. I have used information both from Les Duffy and from my family, and I accept no responsibility for any errors or omissions.*

### **Southern Coupe League Round 2 - London Gala, 19<sup>th</sup> April - By Roy Vaughn**

The Coupe competition held at the London Gala meeting on Salisbury Plain was the second round of the Southern Coupe League. The weather was breezy in the morning with the wind easing as the day went on. Patches of lift came through frequently but were of short duration and easy to miss. As a result of the weather and various other mishaps no-one maxed out, which was a relief to some who hit big lift resulting in long flights and strenuous retrieves across the rolling terrain.

The majority hi-tech brigade were beaten this time by Ted Tyson's mid-tech model - fixed wooden surfaces on a Woodhouse fuselage kit and hub with Greaves-pattern prop blades - flown on 14 strands to cope with the wind. Performance of the top models appears to have plateaued but development continues with designers searching for a new level of technical advantage and improved air picking techniques.

The next round of the League will be held at Andy Crisp's "do" on Port Meadow in Oxford on 7th June. This legendary event is new to the league this year. Also, don't forget to register with John Thompson for the following round at Odiham on the 21st June. See the SAM web site for current League positions.

Position	Name	Score
1	T. Tyson	09:50
2	D. Greaves	09:40
3	P. Brown	09:38
4	P. Hall	08:54
5	M. Marshall	07:52
6	J. Paton	07:03
7	R. Vaughn	07:17
8	P. Tolhurst	03:19
9	M. Evatt	02:00

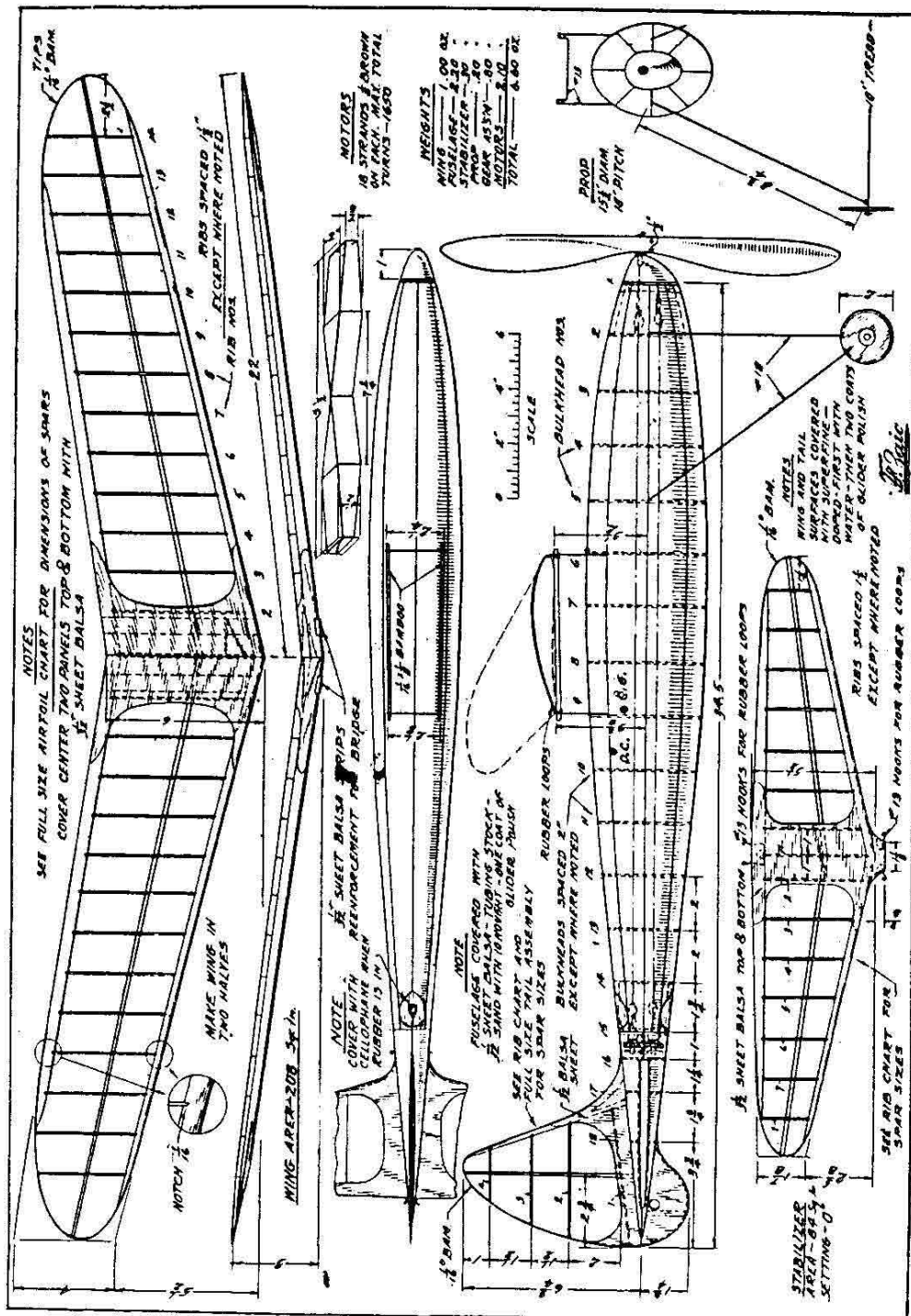
League positions after 2 events:

POSITION	NAME	CLUB	CROOKHAM GALA	LONDON GALA	Score to Date (best 5)
1	R. Vaughn	Crookham	20	7	27
2	P. Hall	Crookham	14	11	25
3	P. Brown	CM	8	13	21
4	J. Paton	Oxford	11	8	19
5	T. Tyson	Crookham		19	19
6	M. Richardson	E.Grinstead	17		17
7	D. Greaves	B&W		16	16
8	P. King	Croydon	9		9
9	D. Thomson	Croydon	8		8
10	M. Marshall	IVMAC		8	8
11	A. Longhurst	SAM35	7		7
12	J. Knight	B&W	6		6
13	M. Wright	CM	5		5
14	P. Tolhurst	Hayes	2	3	5
15	E. Challis	B&W	3		3
=	K. Taylor	E.Grinstead	3		3
17	M. Evatt			3	3
18	J. Minshull	Brighton	1		1
=	M. Stagg	MFFG	1		1
20	J. White	Croydon			0
=	B. Stichbury	Chichester			0
=	B. Taylor	E.Grinstead			

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 SPEAKS February 1994.

Points will be awarded to all giving the correct answer. Results and Plane No. 11 next issue. Answers to [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)

Plane No 9 was identified by Tom Andrews as the "Gyrator" by Harry Williamson, from Model Airplane News October 1952. Two points to Tom.





## Indoor Flying at Cardington - *By Laurie Barr*

If you are not already on my list of Cardington Flimsy Fliers, or wish to fly quarter scale Wakefield's, or small rubber, small indoor/outdoor scale etc, please get in touch straightaway.

I am preparing a list of events, and if special interests are to be catered for, your particular info is vital in forming that list.

It is important that anyone wishing to attend, must contact me, as soon as possible on [laurie.barr@emailcentre.co.uk](mailto:laurie.barr@emailcentre.co.uk)

This is the first time, different kinds of model flying, will take place in this wonderful venue.

No obstructions, a fully fine mesh netted ceiling, at 155ft high to prevent hang up's, so the proper full flight potential on full motors can be achieved, in the only venue in the U.K that this is possible, due to its size.

We are pleased to announce the following provisional dates for flying in Hanger 1, at Cardington Bedford.

May 30<sup>th</sup> /31<sup>st</sup> /June 1<sup>st</sup> .\*

June 14<sup>th</sup>/28<sup>th</sup>.

July 5<sup>th</sup>/12<sup>th</sup>/19<sup>th</sup>/26<sup>th</sup>.

August 2<sup>nd</sup>/9<sup>th</sup>/23<sup>rd</sup>.

September 6<sup>th</sup>/13<sup>th</sup>/20<sup>th</sup>/27<sup>th</sup>.

The May dates \* are pencilled in for a long week end "Gala"of flying, for all classes.

We will welcome all kinds of models, suitable for indoor flying. These include all the usual F1L, F1D, F1M, 35 c.m, Pennyplane, Mini-Stick, No Cal etc, as well as small rubber &/or, Electric/ C.O.2 /powered scale or semi scale Wakefields etc), and Gyminnie Crickets etc.

On contest days, a mixture of high quality wine, unique "Cardington" certificates, and very worthwhile prizes will be awarded as appropriate.

This huge hanger has 22,654, 800 million cu ft of air space!, and although the roof has holes in it, if it is not raining or very windy, then this can be a sublime flying experience!

It is necessary for your email address to be on my database, so that I can give you up to date information, if any dates are unflyable, usually in the week preceding any flying dates, and for me to give you any changes in the combination to the padlock, on the main Jackson Gate.

BMFA membership is desirable, but not essential. We are a non-profit making club, and a small charge will be made for all those flying models. Helium Gas will be on site, and a cost reflected charge will be made per balloon fill.

I would appreciate receiving your thoughts and comments, as well as all the new recruits, to indoor flying at its ultimate.

*Laurie Barr & Clive King.*

# SOUTHERN AREA BMFA SPRING GALA

## RAF ODIHAM

JUNE 21<sup>st</sup> 2009

### The events:

- The MOD licence fees have increased since last year, but I wish this event to continue to be self-sufficient. The Southern Area BMFA have now taken over responsibility for this event from the South Eastern Area BMFA (an historical anomaly as Odiham is in the Southern Area).
- This event is probably the longest continuous free-flight event at the same venue in the UK, this being the 62<sup>nd</sup> year. We do not wish to discontinue this long tradition, and it would be difficult to get it back if we failed to use it for one year. However, if we can't cover the costs this year, next year may not be a possibility.
- If you cannot make the event this year, any donation (perhaps £5) would be welcome. This would help to ensure the continuity of this event.
- I would be grateful if you would **act now**, and return your registration to allow me to calculate well in advance of how to cover the costs involved.

### The Events:

- A) Vintage Wakefield (4 & 8 oz combined).
- B) Vintage lightweight Rubber.
- C) Tailless.
- D) Vintage & Classic Glider Combined.
- E) Vintage HLG (hand & catapult launch combined).
- F) Coupe d'Hiver
- G) A1 Glider

Events A, B D: SAM35 rules.

Event C, E, F & G: BMFA rules.

- Event A: SAM Wakefield Leagues.
- Event C: Tailless League (Halcyon Trophy).
- Event F: Southern Coupe D' Hiver League.

### Please note:

- All those flying model aircraft or operating associated equipment on this site must be a current member of the BMFA.
- Model flying may be interrupted during the day by aircraft movements. When the red runway lights are showing no one may cross the runway.
- The only entry and exit is via the airfield main gate. No other airfield boundary is to be crossed either on foot or by motorised transport.
- Pre- registration is necessary for this event and must be received by Sunday the 31<sup>st</sup> of MAY.
- All registrations are subject to approval by the RAF authorities.
- We will have access to the toilets.

### To register please send:

- Your vehicle registration number, the vehicle occupants names and addresses together with their BMFA numbers (if applicable) and the non-returnable registration fee of £8 per flyer (sport or contest) **with a self addressed and stamped envelope**. (Please make cheques payable to Southern Area BMFA).

### To:

*John. D. Thompson, Beechmede, Meadow Lane, Hartley Wintney, Hants, RG27 8RF. Tel: 01252 842471.*

- Could all those who received trophies last year please bring them along on the day (hopefully inscribed with their names), or make alternative arrangements for their return in time for the event. (Please note that we have no administrative mechanism for reimbursement of the costs incurred).
- Full details including the entry registration number will be sent to registrants prior to the event.



A Chinook helping with relief during the Pakistan earthquake

# RAF Odiham – always where the action is

## **BMFA EAST ANGLIAN SUMMER GALA,**

Sculthorpe Airfield, 20, 21 June 2009. Sculthorpe airfield offers the largest flying site in the UK and is set in the heart of the Norfolk countryside. Apart from the model flying there are plenty of other things to do in this part of the country. Visit Norwich, the Norfolk Broads, sandy beaches at Wells or Hunstanton and stately homes abound such as Houghton, Blickling, Felbrigge, or Holkham. Accommodation is approximately five miles from the airfield. The Birches Hotel and Conference Centre, at Bircham Newton 01485 577266 will offer a special rate for room only, single £30 / double £40 per night. Camping, tents or vans, at The Garden Caravan Site, Barmer Hall, Syderstone, 01485 578220.

<b>Saturday 20 June</b>
<b>BMFA Glider, Rubber, Power.</b>
<b>Combined Vintage Rubber Power.</b>
<b>Classic Glider</b>
<b>Tailless</b>
<b>P30</b>

<b>Sunday 21 June</b>
<b>F1A(Nordic)</b>
<b>F1B (Mick Duce)</b>
<b>F1C/F1Q (Pete Buskell)</b>
<b>Vintage Glider</b>
<b>Combined Classic, Rubber, Power.</b>
<b>Mini Vintage</b>
<b>Bowden</b>
<b>Vintage Wakefield combined 4oz and 8oz. SAM League</b>

FAI events five rounds from a line, start 9 am.

BMFA Senior Championship points for all events except:

Bowden and Vintage Wakefield.

Start time 9.00 am, finish 6.00 pm. each day. £10.00 all day entry. BMFA rules apply.

The Bowden Competition will start at 11.00 am on Sunday.

Location. Sculthorpe airfield, OS Map reference TF 852300. 100 Metres in a NE direction along the B1454 from its junction with the A148 road from Kings Lynn to Fakenham. No refreshments on field this year.

*For further information contact Michael Marshall 01223 246142*



**TIMPERLEY FREE-FLIGHT WEEKEND**  
**BARKSTON HEATH - 15/16 AUGUST 2009**

(BMFA membership is required on both days)

**SATURDAY 15<sup>th</sup> FREE-FLIGHT SPECIAL**

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

All contests to have 3 flights + fly-off if required. 10am to 5pm

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

- (a) Mini-vintage rubber
- (b) Mini-vintage power
- (c) Midi-vintage rubber, ie wing area less than 190 sq ins.

Does not include any accepted type of Wakefield.

**Combined Small Glider.** to include

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

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

**Very Small Vintage Rubber**

25" Span max. 8" Freewheel prop. 2 leg u/c. Designs pre 51.

Max. for first two flights decided on day, 3<sup>rd</sup> flight unlimited.

**British Power** (Usual rules)

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

Extra prize for highest placed model not in first 3 of design/kit up to Dec 1955.

Contact **John Wingate** tel 01407 831383, mobile 0777.394.3456,  
or email [wingate@globalnet.co.uk](mailto:wingate@globalnet.co.uk)

**Sunday 16<sup>th</sup> TIMPERLEY FREE-FLIGHT GALA.**

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

**Vintage** (power engine run 15sec). **Coupe d'Hiver** (3 flights).

All to BMFA rules except where stated. 10am to 5.30pm.

Contact **Gerry Ferer** 0161 928 4955 or email [gferer@tiscali.co.uk](mailto:gferer@tiscali.co.uk)

## INDOOR FREE-FLIGHT

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.

Thursday 28th May 2009

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

### **Worcester Indoor Free Flight**

***It is regretted that all indoor meetings  
have had to be CANCELLED***

***Due to actions taken by the school***

### **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)

# OXFORD M.F.C FREE FLIGHT RALLY 2009

PORT MEADOW, WOLVERCOTE, OXFORD  
6 + 7 JUNE '09

SAT: FROM 6.30 P.M.:

COUPE d'HIVED. (FIG), AI GLIDER (FIH), H.L.G./CATA (COMB.)

SUN: FROM 10 A.M.:

C.d.H (FIG)  
AI (FIH)  
E30, P30, CO<sub>2</sub> } 5 x 2 min. max.  
in rounds.

VINTAGE RUBBER (34" max span) } 3 x 2 min max.  
VINTAGE GLIDER (72" max span) } no rounds.  
CLASSIC GLIDER (1951-1960 inc)

TAIL-LESS R + G (combined)  
H.L.G./CATAPULT (combined) 1 min. max.

All gliders 50m. towlines.

## SPECIAL AWARDS:

GALA CHAMP, TOP LADY & Ian Macdonald Trophy

NO THERMISTORS, STREAMER POLES, BUBBLES etc.,

NO MOTOR HEATERS

NO 1/2 POWER MODELS TO BE FLOWN

INSURANCE REQUIRED FOR ALL FLYERS.

LIGHT REFRESHMENTS!

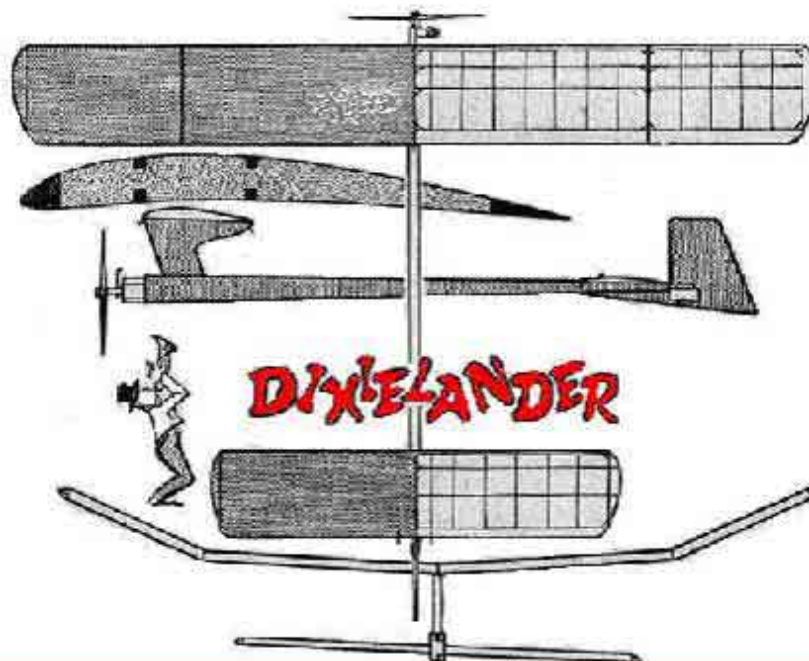
## CONTACT:-

ANDREW J. CRISP  
4, GROVE ST TEL: 01865  
SUMMERTOWN 553800  
OXFORD OX2 7JT

**NOTE: All glider classes to be flown from 50m towlines**

# A 50 YEAR CELEBRATION

Sunday 30th August 2009  
Middle Wallop Army Airfield  
Hampshire  
England



## Society of Antique Modellers (SAM)1066

Presents a 50 year celebration of one of the most popular contest power models of all time. A special trophy and cash prizes for the winning competitors presented by the designer George Fuller. Join us at Middle Wallop Army Airfield this August bank holiday for 3 days of the best Vintage & Classic Free Flight flying in Europe. Camping available on-site. Accommodation available nearby. Fun Flying. Hog roast. Jazz music. English garden party atmosphere. Museum of Army Flying.

**SAM 1066 will provide field equipment and fuel for overseas visitors.**

Check out our web site for further details.

**[www.sam1066.org](http://www.sam1066.org)**



# Provisional Events Calendar 2009

## with competitions for Vintage and/or Classic models

May 23-25 <sup>th</sup>	Sat/Sun/Mon	BMFA Nationals, Barkston Heath
June 6 <sup>th</sup> /7 <sup>th</sup>	Sunday	Portmeadow (Andy Crisp)
June 14 <sup>th</sup>	Sunday	BMFA 4 <sup>th</sup> Area
June 20/21 <sup>st</sup>	Sat/Sun	East Anglian Gala, Sculthorpe
June 21 <sup>st</sup>	Sunday	Odiham
June 27 <sup>th</sup>	Sunday	Grantham Grand Prix, Barkston Heath
July 5 <sup>th</sup>	Sunday	Portmeadow (Charlie Newman)
August 29 <sup>th</sup>	Saturday	SAM 1066 Champs, Middle Wallop
August 30 <sup>th</sup>	Sunday	SAM 1066 Champs, Middle Wallop
August 31 <sup>st</sup>	Monday	SAM 1066 Champs, Middle Wallop
September 4 <sup>th</sup>	Friday	Southern Gala - Little Rissington
September 20 <sup>th</sup>	Sunday	BMFA 5 <sup>th</sup> Area
September 20 <sup>th</sup>	Sunday	Fun Fly & Trimming, Middle Wallop
October 4 <sup>th</sup>	Sunday	Midland Gala, North Luffenham
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)**