

	<h1 style="text-align: center; color: red;">NEW Clarion</h1> <h2 style="text-align: center; color: red;">SAM 1066 newsletter</h2>	Issue 01.1
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NOTE NEW WEBSITE & CONTACT ADDRESSES

www.sam1066.org

where you can access the NEW Clarion
(including back issues), together with an index.

EDITORIAL

Sadly this edition carries two obituaries to one of the most influential figures in the establishment of the Vintage rubber movement - Mike Kemp - who died shortly before Christmas.

Ray Alban and Peter Michel have summarized his contribution to the hobby and in particular to the Vintage Wakefield and lightweight rubber classes.

I didn't know Mike well, but he was always most helpful and supportive on the occasions when I had sought his advice. Plans are already in place to ensure that 'his' events at RAF Odiham and Portmeadow will be carried forward by others and be a reminder of the work he did for the movement.

Model of the Month

Having suffered a bout of flu-like symptoms before Christmas and then with the inevitable disruption of the Christmas and New Year period, my winter building program hasn't progressed nearly as swiftly as I'd hoped. However I have managed to finish one model since the last newsletter.

Just as I was about to start on an Ellila Wakefield, the APS plan of Eddie Black's Urchin dropped through the letterbox. I had in fact forgotten that I'd ordered this (from the X-List) and the usual four week delivery, plus a bit of Christmas post delay, meant that it had slipped from my consciousness.

I selected this design as my next attempt at a classic rubber model. I say next attempt, as previously I built a Last Resort and must be the only person in the World who has been unable to get a satisfactory performance from it! Next up I built Brian Faulkner's Yardstick and here again was plagued with inconsistent flying (the tailplane looks far too small to me - that's my excuse anyway).

The Urchin provided an interesting build. I don't like diamond fuselages, but this one went together straightforwardly and the wing also, with the exception of the 'fiddly' riblets.

I laminated all five tips from 1/32 balsa.

The fin and tailplane are covered in lightweight polyspan, the wings in Jap tissue and the fuselage Jap tissue over polyspan.

Intriguingly the Aeromodeller says: *'If any modeler deserved a Trophy for keenness in 1959 it would have been Eddie Black, the popular flier from Glasgow who thought nothing of hitch-hiking or bicycling hundreds of miles to enter contests.....'*

The accompanying picture shows a youthful Eddie holding the model. Is Eddie still around - perhaps some 1066 members are in touch? I feel that there may be an interesting story here.

The design incorporates a low, built-up, pylon which is just large enough to house a TOMY timer and a tracker bug.

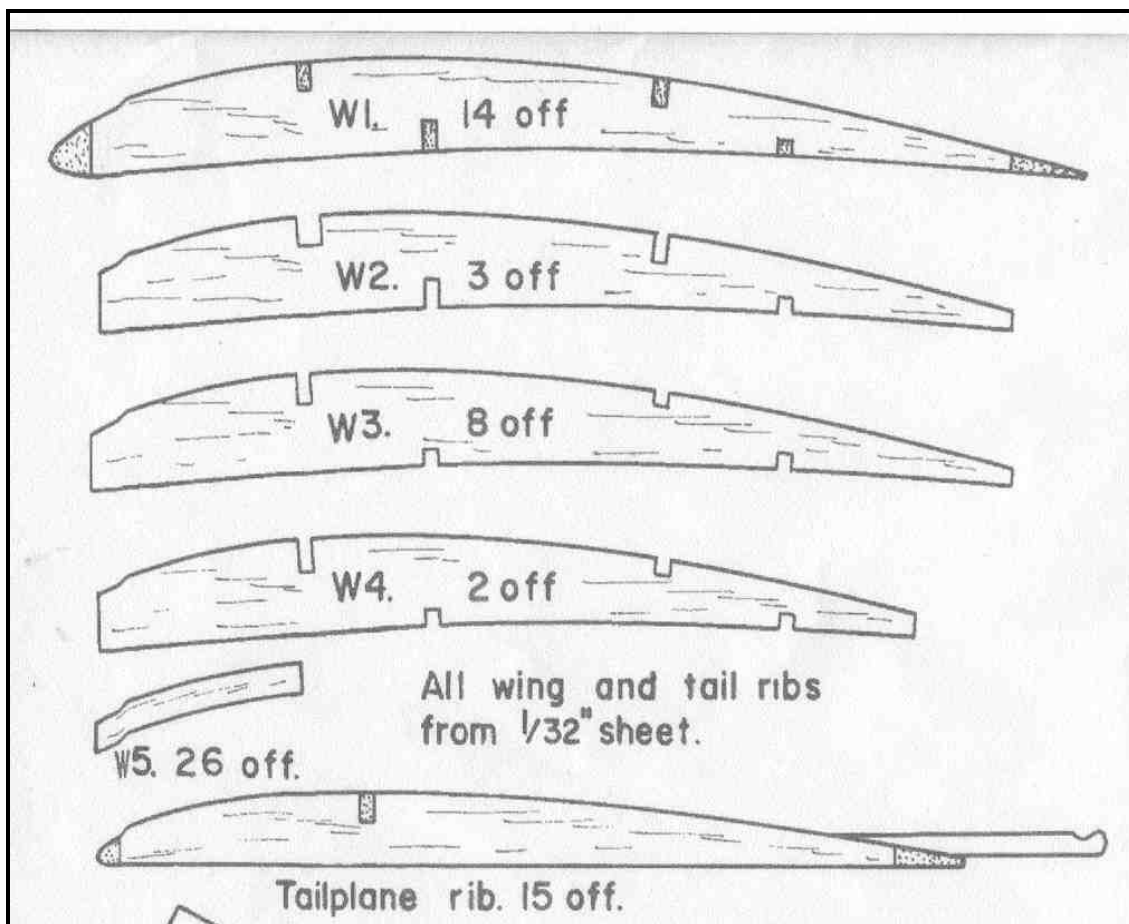
I guesstimated a motor of 10 strands X $\frac{1}{4}$ X 40" (70 grms).

My recent luck held and a couple of days after completion, a perfect flying day presented itself, so down to the Common and a few hand glides

suggested that it was slightly underelevated. I put on a couple of hundred turns and away it went in a nice, wide right-hand circle. With a bit of tailplane packing and more turns it climbed away quite impressively, but, as usual I was running out of space and further testing/trimming will have to wait for a trip to Beaulieu or Middle Wallop.

One interesting 'quirk' of the design is the wing section, which has a kink near the leading edge. Is this an attempt to incorporate a turbulator in the section (or is it a draughting/duplicating error?!). Can anyone elaborate on this?

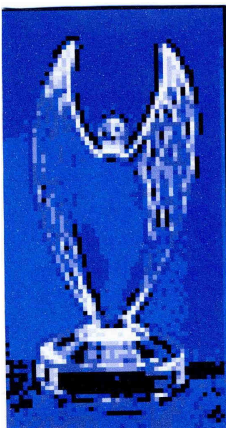
Having looked at the original Aeromodeller article (February 1960) I can't see this kink, but it is quite pronounced on the full-sized plan.



Note the kink just behind the leading edge



Tailless Matters



As mentioned in last month's Clarion, a new award will be introduced this season, known as the HALCYON TROPHY. This has been kindly donated by Fred Smith and his colleagues, from the Golden Cross Aero Club, and will be presented to the winner of a new Tailless League.

I have agreed to 'administer' the league. I will collate the results and report on the events which, hopefully, will generate some fresh interest in this neglected class.

The events will all be run to BMFA rules section as per section 3.17 in the rule book.

Provisionally there will be 6 events in the series:

3rd BMFA Area meeting - Area venues - 20th April
 BMFA Nationals - Barston Heath - 24th May
 Oxford MFC FF rally - Portmeadow - 1st June
 Dreaming Spires FF rally - Portmeadow - ?? July
 East Anglian Gala - Sculthorpe - 10th August
 Septemberfest FF rally - Portmeadow - ?? September

The best 3 scores from this program of events will count for league positions.

Tailless News

That stalwart supporter of all things tailless John Pool (? Manx cats) has recently produced a further edition of his TAILLESS NEWS, which follows on from his series of newsletters in the 80's and 90's. Over to John:

'This little publication is really the result of interest after the 2006 Nats when Spencer Willis and I were invited to supply information for the Australian Free-Flight Quarterly and impatience, and nothing has surfaced as a result.'

'There is enough variety here to show there is more to a successful Rubber Tailless than just concentrating on lowering the wing loading and increasing the power/weight ratio as I have done. The field is still open to both the designer and the competitor. The rules have not changed, the prizes are still excellent and there might be some ruled-out Open Rubber models out there just waiting for conversion. Andrew Crisp wrote "Nothing is certain in Tailless, like most other classes, so the inventive mind can give full vent to their imaginations".'

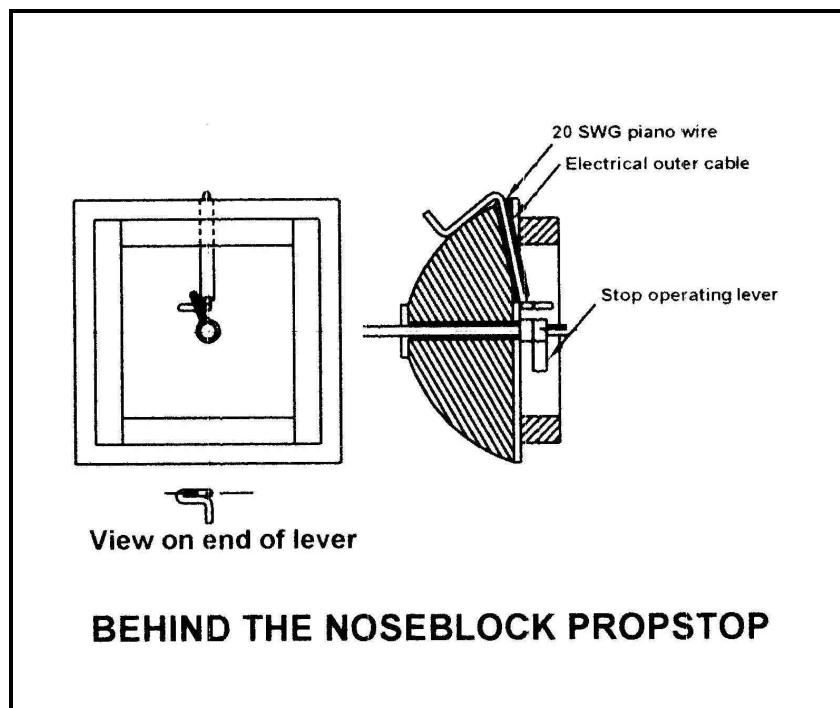
I have scanned-in John's Newsletter and it is available on the SAM 1066 website, for anyone who is interested.

Behind the noseblock propeller stop - *By John Worsley*

The drawing below shows a development of a propeller stop published in the Aeromodeller some years ago.

The original was more complicated, required a spring to hold it in the set position and could not be reset, if accidentally disturbed, without removing

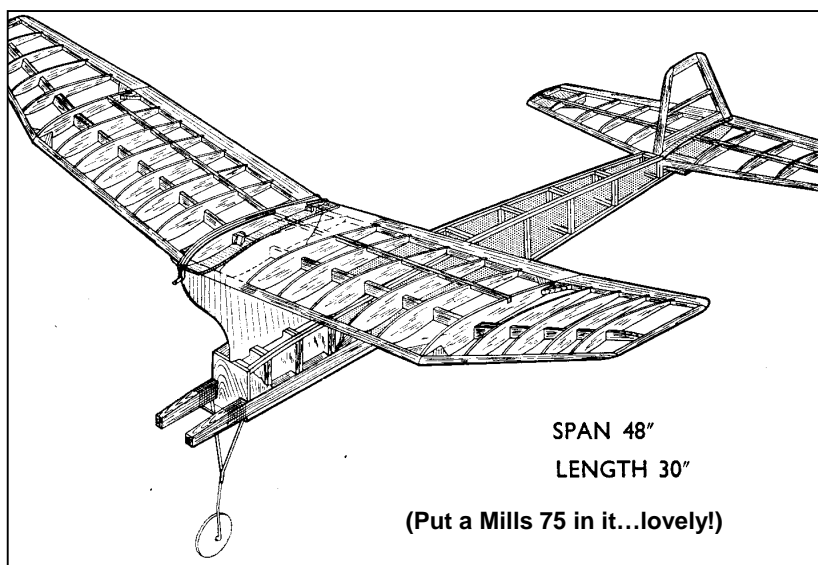
the noseblock. I have redesigned it so that it can be set or reset from outside and does not require a spring. The use of electrical outer cable, instead of metal tubing, provides sufficient friction to hold the lever in place until moved by the lever on the propeller shaft.



IN PRAISE OF THE UNDER-POWERED PYLON - *By Peter Michel*

DID you ever read in the old wartime *Aeromodellers* of the ingrained hatred that C E Bowden had for American pylon models? He seemed convinced that they were the work of the devil himself. The good Colonel would rant on and on about how they violated the aesthetics of model aviation (they didn't look like real aircraft, even though they were not supposed to) and above all, how they were so basically unstable. And stability was something the Colonel doted on. Yet had he but known, in those far-off and faintly-remembered days, and perhaps done a little experimenting, he would have discovered an uncomfortable truth - that a pylon model, provided that is drastically under-powered, is the most stable a set-up you will find in the whole world of aeromodelling.

A good example would be C A Allen's 48in.-span Jim of 1949, shown above, powered by a side-



port diesel of 1cc or under. If sports power flying is your bag, then a combination such as this would certainly knock spots off the average Bowden-type cabin model in the stability stakes. And what a lovely sight a UPP (under-powered pylon) makes in the air on a calm day, given an engine run lasting forever with the contra-piston lever turned back.

(an email from our Chairman says that his is fitted with a K & B Torpedo 15 - a REAL power model! Ed.)

All this came to mind at the Epsom Energizer on Boxing Day and at an impromptu gathering on the Downs the following Sunday, both of which were blessed with excellent weather. Among those making the most of it was sports power enthusiast Clive Carpenter who flies a Tomboy and a Spencer Willis Oddjob pylon. Both are under-powered by the Mills Brothers, (.75 and 1.3 respectively) but they were stability and grace itself as they ascended to towering heights in the subdued December light on those two splendid afternoons with long, burbling engine runs on about half chat. It was a delight to anyone who cares about aeromodelling - and if the Colonel had been there to see it, he would surely have been forced to eat his words about pylons.

I've always had a soft spot for "sports" power models and have built a number in my time. I can recall a Judy (Coxall, Mills 1.3), a Junior 60 (Mills 2.4. Hell, I wish I hadn't sold that engine), a Sadler Pacemaker (although it would be wise not to mention the word 'pacemaker' in any SAM gathering these days), a Boogaboo (Oh, the shame of it, despite its beautiful Sparey 0.8), and a Tomboy (Mills .75). In their time they have all afforded me great pleasure. I still have the Judy and the Tomboy in working order. In fact I flew the Judy in the 2005 Bowden at Barkston. Thinks: The trouble with the Bowden is that you have to wait around all day for your flights, and there is just too much going on at the Nats for that.

So...came the Boxing Day Epsom Energizer when David (KK Pirate) Beales ran a simple contest - three flights with any model or models, the nearest total to three minutes (on this particular occasion) being the winner. Rex Oldridge, flying a Machon coupe, did 3:01 to win, with Clive's Mills .75 Tomboy not far off the spot on 3:13. Clive and I got together for a chat about all this and we agreed that the Beales sports power formula is brilliant if only for its simplicity and should be introduced as soon as possible into the vintage calendar, certainly at small venues such as Old Warden. Bristol & West used to run something of the sort in the days of Woodbury Common, but there was something about their rules - the qualifying time, if I remember correctly - which made things hellish difficult.. No such complication with Beales formula! The more I think about it, the more I like it.



Next year will be the 60th anniversary of Ellila's epic victory. So get building....

Well now, 2008 is with us. Will there be any splendid event, I ask myself, comparable with the Bert Judge 70th Wakefield anniversary in 2006? There jolly well ought to be. What about Britain's last Wakefield Trophy victory - Roy Chesterton's 1948 win at Akron Field, Ohio, with the legendary Jaguar? Many of us vintage Wakefield flyers have Jaguars in the loft, and surely 2008 will not pass without a significant commemorative event for Chesterton's great achievement. A must for Middle Wallop in August I would have thought. If so, I for one intend to build another Jaguar, my third over the decades.

And looking further head to 2009? What about the 60th anniversary of Aarne Ellila's sensational Wakefield victory in 1949 with his return-gear and thoroughly old-hat slabsider? (Not to mention his repeat performance in 1950 which must establish him as the most accomplished Wakefield flyer ever.)

Well, 2009 seems a while away, but time has a habit of accelerating the older you get. So to those of us who view with fondness the great Wakefield days of the late 1940s and early 1950s, I would say: build your Ellila now and so gain a whole season to get to know the beast. There is sure to be a commemorative.

So what brought all this on, you ask, when such an event would be at least 18 months hence? Don't tell a soul, but it just so happens that the very latest off my bench is a 1949 Ellila. And it's looking good...

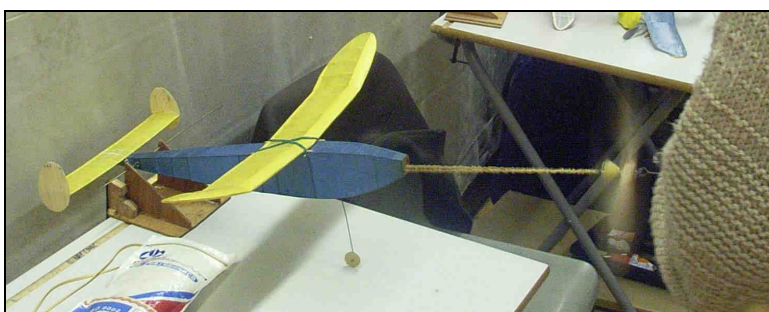


Pictures from Thorns Indoors - by John Andrews

With my outdoor season at an end, sports hall indoor flying is now my occupation. There's not too much to write about but a few pictures might be of some interest to you all. Lets start with a quiz.
Try to put names to all Mick Brown's $\frac{1}{2}$ size Wakefields, answers later.



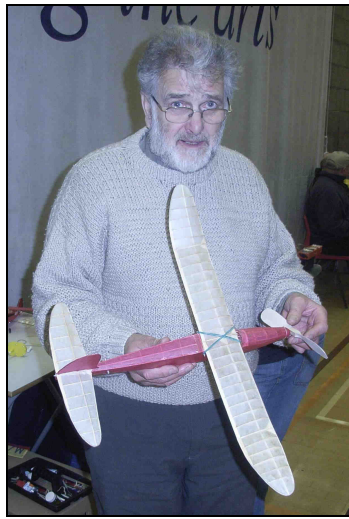
Some of Mick Brown's collection of $\frac{1}{2}$ size Wakefields



Mick prepares one for flight



Mick gets another underway



Mick again with a couple from the box.



Author John Andrews gets one of his EZB's up and away



David Dyer and his 'Lacey'

Things to note on my picture above. The apparent warp on the tailplane is actually flexing, but the wash-in on the L/H wing is warp for trim. The paddle like prop blades are not a design feature but were brought about by necessity; I only had one small piece of thin wood so I cut it diagonally to give maximum blade area from the available material, needs must. Answers to the Mick Brown Quiz later in the mag.

Reminiscing in Black and White - by John Andrews

I thought I'd troll through my old photo album, it dates from about 1950, the pictures are not great as I never had funds for a quality camera, in fact my first was about 7s-6d from Woolworths. It was a plastic/bakelite 127 with a simple rectangular metal frame as a viewfinder on top, you were never sure exactly what you were photographing.



Author in early 50's



Author in early 80's

50 years apart but the sartorial elegance remains the same

My aeromodelling career started with one failed attempt, whilst at school, to build a Frog kit rubber model that an aunt bought me for my birthday. I recall getting it together and I certainly water shrunk the tissue but I think I missed the doping part as I ventured into the back garden and hurled it about until it was bundle of bits. My next-door modelling mate Ian had a go at a 'Contestor', and even then my dislike of curves was in evidence as we abandoned the stringered front end, we had no more success with that one. I did have a 'Competitor', with dope, around this time and it did a couple of circles down the Humpty Dumpty fields but we then discovered the Rugby Model Engineering Society, Aeronautical Section and control line flying.

Ian and I got into the bricks on strings things in a big way and free-flight was on the back burner, not completely forgotten but more 2nd string.



I did warn that the pics would be a little less than perfect didn't I.

That's me on the left, it looks as though even I went to rallies in collar, tie, sports jacket and flannels on some occasions. The white spot on the jacket collar is an S.M.A.E. Badge I believe. Next is Ian with Skystreak 26, he was a little younger than I, I got National Service and he missed it. Fuzzy me on right in the local recreation ground with own design Mills .75 power model based on some magazine plan of the time.



After I came out of the forces in 1956 we did a lot of demos at garden fetes and the like. This one was the 1957 Rugby Rag Day. I got quite proficient at stunt and flew in the Gold Trophy at the nationals a few times, but not to any great effect. I think I only completed my two flights once, but I was top diesel, I don't think Gig Eifflander flew though.

That's enough C/L; after all, we are supposed to be a free-flight body.



First a Wakefield of mine, it finished up with tip dihedral wing, before it performed well and that was the best one I produced before rubber restrictions. I still failed to make the final 100 trials due to a timekeeper who could not read a watch, I had a two minute motor run using 5 ozs of rubber and he clocked me 1-30 odd on my last flight.

The power model is a Bickerstaffe influenced model of mine but this one never got trimmed before destruction.



The glider here is one I knocked together for one of the club championships. We had a trophy for the best all rounder and I needed a glider, so I used a piece of half inch square for the fuselage, 1/8th sheet front, old power model wing and a piece of a Wakefield wing for the tail.

No auto-rudder, no d/t, it picked up lift from about 15 feet on the edge of Lawford Airfield and flew 5 miles back to Rugby, followed all the way by Ian on

his bike. The model came down in a garden two streets away from home, so Ian left it there and came back to help me complete my other classes.



I got into radio quite early, had some good flights with this model on its first day out. Then the Frog 100 powered model flew away, lost but not forgotten.



John Bickerstaffe with a couple of his typical power models.

I think the one on the left is his Elfin 1.5cc powered PAA-loader which won him a 'Bulova' gold watch in a sponsored event. John recalls that he did not take first place but he thinks there was a mix up at the prize presentation and he is sure he got the best watch.

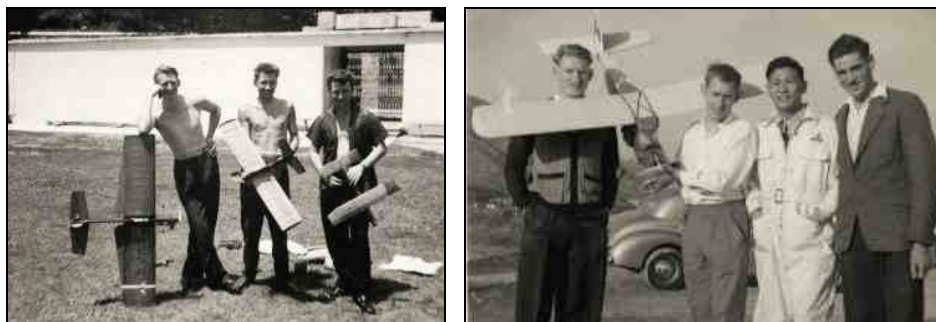


I did play with boats a bit, this design of mine was published in the early Radio Controlled Models magazine, the little A5 book. ED Bee powered, carrier Tx with Howard Boys type proportional control on knob and full left/right on right hand switch. Rx was single hardvalve with Transistor output for relay, driving a Mighty Midget motor which flapped the rudder. The knob was used to trim for straight running and the switch for turns. I used the same system in aircraft with good controllability and reliability.



*Two other young flyers of the era, Ray Monks (cheating on launch)
and John O'Donnell*

1954 It was national service and 1955 saw me playing soldiers in Hong Kong.



That's me casually leaning on my first OS MaxIII 35 powered stunt model, I flew C/L out there but the proprietor of the model shop Vincent Wong, in the white overalls, flew this Rhoma with ECC single channel escapement radio quite successfully. We also had some hair raising moments with him and a couple of pulse jet control-liners, both ended up in flames, but good fun trying.



I collected quite a few followers and taught all the guys above, with the exception of the one with the glasses in the model shop, to fly control-line. As you can see, I did manage to build one rubber model to give them some idea what free-flight was about. I'd better quit now if your still awake.

Answers to the Mick Brown quiz:

In the box left to right: *Zombie; Horrie, Contestor, Simon, Blunderbus.*
 Winding: *Blunderbus.* Launching: *Horrie.* Holding: *Contestor, Simon.*

It's a struggle to find something to write about this time of year, but if you've got this far, well done and a Happy New Year to one and all.

John Andrews

Fantastic flyaways - *By Laurie Barr*

PERHAPS some pilgrims may not know about the time I was flying for my Club (Greenford or Pharos) in the London & District Inter Club Challenge Trophy at Epsom. Pinocchio was my chosen "weapon". In the early days DTs were not common, and on one flight the model caught a gentle thermal and drifted slowly away beyond the Downs.

I must have been only 21 or 22, thin as a rake (I did not make 9 stone, until I found the Wine Society, after 55 years had passed). I was a very good runner and following on foot was no problem until after about 20 minutes when the model drifted at right-angles toward a long row of new bungalows.

It was a very warm summer day and as the model circled down wind and across the line of houses I realised that if I was to keep up in this long retrieve drastic measures were called for. I then spied a house with its front and back door wide open, and I could see right through to the low garden fence at the back. I just knew I could leap over it...

So, head down, I ran through the front door. As I passed the dining room on my right I saw a family sitting down to Sunday lunch, with forks poised. Without any pause I ran on at high speed, hurdled the fence in great style and continued the chase. Eventually the Pinocchio dropped out of the lift, to be safely retrieved. Needless to say, I took a long detour back to the Downs.

I wonder to this day if the family ever knew what the hell all that was about!

Later in life... I was flying my veteran 12ft. Thunderking at Fairlop Aerodrome on a lovely hot day, with a clear blue sky, when it contacted a strong thermal. The parachute D.T deployed after five minutes but the lift was so strong that it just centred the model which continued to climb!

In the distance I saw a full size glider coming across to where my model was rising, and it tucked in underneath it. The thermal must have been a large but detached "bubble", because the Thunderking carried on climbing whereas the full-sized glider did not. Eventually, the pilot decided to search for lift elsewhere, and as I lay on my back the Thunderking just went on up and disappeared from sight.

Many years later I had a business appointment with a client, and after chatting for a bit, I discovered we had a mutual interest in air sport. I told him about the kind of models I flew, including big gliders. He said he was a very keen full-size glider pilot, and he remembered one summer day when he tried to "piggy back" a thermal from a large model glider over Fairlop Airfield.

Astounding! It just had to be him and me, all those years ago!

• *Other New Clarion readers must have flyaway stories. Please send them in.*
 -Ed.

Mike Kemp - *By Ray Alban*

Mike Kemp was the most influential columnist ever to grace the pages of "SAM35Speaks". His first Rubber Column appeared anonymously in Feb '82 but the secret author was revealed the following month to our complete surprise.



Mike went on to champion vintage rubber free-flight in its purest form, competition flying. He alone, took more people to the edge of their flying envelope than any other contributor. Vintage Wakefield flying became commonplace under his tutelage and he later developed a new competitive class for small rubber powered models, since universally transformed into Mini-Vintage now including Power and Glider Models.

He showed Samlanders the "Fear Factor" where "Safe" ended and "Crazy" began. Some pupils mistakenly took to winding their Wakefield motors to destruction without the protection of blast tubes. This was indeed the "Crazy Rubber Band" and he became my hero and mentor long before retiring undefeated with a magnificent one hundred columns during which time he set the gold standard for all "Speaks" contributors.

During the '80's much enthusiasm was generated by Mike's innovative approach to holding meaningful competitions. One such was known as the "Chobham Trophy", paradoxically always held on Vintage Day at Old Warden where Vintage Wakes were mass launched after a fixed period for preparation with the winner declared as the "highest after 45 secs". It didn't take long for competitors to realize that a 60 sec motor run was not going to be competitive so we all increased our motor X-section usually to 16 strands of 1/4" rubber to get maximum height benefit under the rules. Bear in mind that in the early days of this competition only high initial torque Black FAI was available so many flights were extremely spectacular. Even so carnage was rare and mid-air collisions even rarer. It was truly a spectator's delight with much whooping and applause from the assembled audience. A show stopper, "par excellence".

Mike also introduced lightweight rubber competitions at the delightful Cotswold farm venue, Cocklebarrow Farm. He ran two classes for folding and freewheeling propellers and it became common-place for participants to build models for both classes and put in a full six qualifying flights over the somewhat difficult terrain. He was also responsible for organizing SAM35's Vintage Wakefield events held for many years at the SMAE UK Nationals until he handed the baton to a successor. In close association with the Southern Area SMAE he also ran a long sequence of vintage competitions at RAF Odiham. At the mention of any of these venues, we all associate Mike with them.

Those still being run today are the legacies of a key part of the SAM35 scene between the early '80's and late '90's until, for various reasons, waning support, loss of venue, etc, some of them faded. Despite setbacks he recently regenerated interest in innovative small field competition with his autumn bashes at Portmeadow, Oxford held along similar lines to the earlier Cocklebarrow Farm events. Along with his creative and organizational abilities it should not be forgotten, Mike was also a prodigious competitor in Wakefield and Lightweight classes and for many years, always the man to beat. If all this was not enough, he continued to make individual contributions to "SAM35Speaks" and was a regular and informative writer in many of the 14 SAM35 Year Books produced since '82. One might be fooled into thinking that these significant contributions would have been his primary "labour of love" but apparently his foremost hobby was Vintage Motor Cycle Restoration and Racing. Just think what he could have achieved if he had only taken model airplanes even more seriously!!! What a man???

As always, high profile fliers attract anecdotal comments about their derring-do and I recall, at Cocklebarrow Farm, Mike had an unusual "Senator" experience when his model got away and flew across the A40 into a massive bank of trees. No way was this model coming down by itself and it didn't. He even made a 150 mile round trip to Bedford to borrow my retrieval poles, but to no avail. Sometime later, at work, he was bemoaning this loss to his line manager, who duly announced he used to be a tree surgeon (or some such) in a former life and still had all the gear. Thus, they repaired to the scene of the crime, some 50 miles away, and the model was duly retrieved. As a result, Mike claimed to be the only person ever to send his supervisor up a tree to rescue a model airplane. Me? I only ever drove my supervisors up the wall! What fun?

Now, sadly, Mike has been defeated by a cruel illness and I feel my life has been diminished by his death because from '81 he was a mentor and guiding light through the trials and tribulations of our adventures with the Crazy Rubber Band. He also had amazing physical generosity epitomized when he accompanied me on a four mile trek to retrieve a "Voodoo" Vintage Wakefield after his own model had disintegrated in a raging gale on Woodbury Common in '87.

If ever a Samlander deserves recognition in some form by the governing bodies of our ephemeral hobby then it is Mike Kemp because, through his direct and significant contributions, the art of building and flying rubber powered vintage model airplanes has been immeasurably enhanced and whilst The Crazy Rubber Band mourns it's sad loss, our thoughts will be with his wife Ginny, and their sons Martin and Rupert for the heartache they must be suffering at the premature loss of such a lovely person.

R.I.P.
Ramon

Mike Kemp - *Peter Michel*

WHEN he arrived in a wheelchair at the AGM of SAM 35 we all knew the score. Brave Mike Kemp, terminally ill with cancer and clearly in no condition to travel anywhere, was in fact saying goodbye to his friends in the aeromodelling world. The AGM proceeded on its formal way with Mike and his son Martin at the very back of the hall listening to the business of the day. After the meeting drew to its close I heard someone say to him: 'How's it going?', or some such. Mike managed a smile and said, "Not too good", as he was wheeled out of the hall.

On my way home a thought occurred: Someone really should have stood up at the end of Any Other Business and led a standing ovation for the man and who did so much for the whole world of vintage aeromodelling. We might even have sung "For he's a jolly good fellow". Alas, we didn't. It certainly wasn't for want of caring. It just happened that way. Had we done so Mike would have been accorded the accolade which he so richly deserved.

I first met him one Sunday back in 1980 when he turned up at Chobham Common, a newcomer to vintage aeromodelling. I well remember that day of glorious weather and happy flying, and Mike was to record the event in his very first Rubber Column in the March 1982 edition of SAM 35 Speaks. These are the first words that Mike wrote in his series which was to extend to 100 articles and achieve world-wide acclaim.

"As an ardent reader of SAM 35 Speaks, I have felt for sometime now that as the SAM membership increases and more rubber powered models are I evidence, a regular column devoted to vintage rubber enthusiasts would be welcome. After discussing the matter with various other members I found that such a column was indeed awaited and so I volunteered my services to our hardworking editor Dave Baker at the last fly-in at Chobham. He too was in agreement, so here is the first of many, I hope...

"It was in fact in the Isle of Man during the 1980 T.T. week that my interest in aeromodelling was awakened. Due to the rain the day's racing was cancelled and I found myself at the newsagent looking for something to read when I bought the Aeromodeller. There was an article on Rubber Models inside which caught my interest and brought back memories of side and downthrust adjustments (and right-hand downward spirals!) There was also a notice of a vintage fly-in at Chobham Common the following month. This I eagerly awaited and I was not disappointed because the weather was great and there were some great flights....So I bought a kit and was away, as they say."

What followed was to shape our aeromodelling lives. In a series of masterly articles Mike was to bring us all up to speed, revealing developments in rubber flying that were unknown to us born-again modellers who had come back to the hobby after the seemingly universal lay-off to attend to other matters such as bringing up a family. Some of us hadn't even heard of winding tubes until Mike got the Rubber Column up and running. He was to introduce us to now-standard practices such as the "tube-within-a-tube" free-wheeling propeller assembly, the fly-off tail DT, and meniscus doping. As late as September, before his sudden illness, he was to be seen on Epsom Downs and elsewhere experimenting with his Loc8tor retrieval bug, and he told us about it in one of his several later contributions to Speaks.

He was in every way a practical man, suspicious of magic bullet solutions and with a deep hatred of untried gismos of any sort. His comment, "Be sure your gadgets will let you down", has become part of vintage aeromodelling folklore.

Without doubt his greatest contribution to model flying was his promotion of the Lightweight Rubber class which, by sheer weight of popularity, was to force its way into the national contest calendar as "mini vintage". There can be few contest rubber flyers who have not built a Senator with its prop block dimensions as supplied by Mike in one of his columns. He was also a great vintage Wakefield enthusiast and achieved considerable success last season with his Flying Wake, a little-known design which made many of us sit up and take notice, if only because Mike seemed to prefer it to the Blomgren Wake, of which he built at least four.

Mike made significant and finely-researched contributions to the SAM 35 Yearbook series. His article in Yearbook No 6 on Mick Farthing, for instance, was definitive. And his piece on Wakefield trimming in Yearbook No 3 tells us all we will ever need to know on the subject.

So it is with sadness that we face a future without Mike's genial and authoritative presence on the flying field as competitor or contest director. Surely no one can have made a greater contribution to the hobby he so loved.

– Peter Michel



Mike about to release one of his beloved Blomgren Wakes at Odiham

**Indoor Flying at Community College
Thorns Leisure Centre
Stockwell Avenue, off Thorns Road,
Quarry Bank,
West Midlands**

Forthcoming Dates:

19th January 2008, 16th February 2008,
15th March 2008, 19th April 2008, 17th May 2008.

Saturdays 1pm to 4pm, Free Flight only, no radio.

Admission: - Fliers £5 - Spectators £2

Further Info: Colin Shepherd 0121 550 6132

Sports Hall indoor flying is jolly good fun, there are quite a few good scale modellers who fly at these meetings and then there's a minority of flyers with only duration in mind. The half-scale vintage wakefields are another popular style and flights approaching a minute are possible by these delightful replicas.

**INDOOR FLYING
at
ALLENDALE CENTRE
HANHAM RD, WIMBORNE, BH21 1AS**

FREE PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

**TUESDAY 22nd JANUARY 2008
TUESDAY 26th FEBRUARY 2008**

7pm to 10pm

FREE FLIGHT ONLY

PRIZES FOR LONGEST FLIGHT AND LONGEST SCALE FLIGHT

FLITEHOOK IN ATTENDANCE

**CONTACTS: JOHN TAYLOR TEL.No. 01202 511502
ROY TILLER e-mail roy.tiller@ntlworld.com**

SUPPLIERS

John & Pauline Hook
FLITEHOOK—www.flitehook.net

MIKE WOODHOUSE—www.freeflightsupplies.co.uk

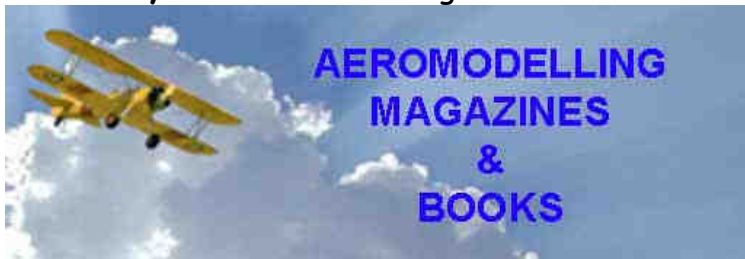
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 Tel: 01623 842167

TERRY ROSE - Plans service
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 Tel: 01279 422301

USEFUL WEBSITES

SAM 1066—www.sam1066.org
BMFA—www.bmfa.org
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



Vintage aeromodelling literature from the UK and the US, bought and sold from 1930 to date. 5000 plus magazines in stock at any one time and approximately 500 books on the subject too!

Oxford M.F.C. 2008 Free Flight Rally

PORT MEADOW, WOLVERCOTE, OXFORD

SAT 31 MAY '08 from 6.30 p.m.

Champagne fly-offs for: —

Cd'H (FIG), AI glider (FIH), H.L.G./Cata combined.

SUNDAY 1 JUNE '08 from 10 a.m.

Cd'H (FIG)

AI (FIH)

E30/P30/CO₂ Combined

5x2 min. max
in rounds

Vintage Rubber (34" max span)

Vintage Glider (72" max span, or A2)

Classic Glider - 1951-60 (—do.—)

Tailless Rubber & Glider (Combined)

3x2 min max.
NO Rounds.

H.L.G./CATAPULT (Combined) 1 minute max

ALL GLIDERS — 50 metre towlines.

YOU MUST OWN, BUT DO NOT HAVE TO HAVE BUILT
YOUR MODEL!

NO Thermistors, streamers, poles etc.

NO Motor heaters. NO Power models(i/c)

INSURANCE ~ required by ALL fliers.

Special Awards: — Ian MacDonald Trophy
for Vint. Rubber. Top Lady. Overall GALA CHAMP

CONTACT: — Andrew CRISP
4, GROVE STREET
OXFORD OX2 7JT.

Tel: 01865 553800

ATTENTION ALL CHOBHAM COMMON USERS

Many thanks to all those who turned out in Nov/Dec

There will be more 'Chobham tree chops' on the following dates:

4th February 2008

18th February 2008

Meet at Staple Hill car park at 10 a.m. – wear suitable clothes and bring gloves, loppers, secateurs, pruning saws etc.

Please come and lend a hand – this is one of very few flying sites available in the area.

Forthcoming Events 2008 with competitions for Vintage and/or Classic models

Date	Venue	Event
10th Feb	Middle Wallop	Crookham Gala <i>Mini-Vintage/Combined Power/Combined Glider/F1G Coupe</i>
2nd March	BMFA Area Venues	BMFA Vintage
21st/22nd March	Church Fenton	Northern Gala
21st March (Sat)	Middle Wallop	9th National Glider Day <i>Vintage/Classic Gliders</i>
22nd March (Sun)	Middle Wallop	Bournemouth MFC <i>Rubber/glider/cabin power/HLG/CLG + Crookham Contest Modellers Combined Power</i>
23rd March (Mon)	Middle Wallop	Croydon MAC <i>F1B/4 oz + 8oz Vintage Wakefield</i>
6th April	BMFA Area Venues	BMFA Classic Rubber

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.VENGI.DEMON.CO.UK or WWW.BMFA.ORG

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