



NEW CLARION

SAM 1066 newsletter

Issue 4.1

April 2007



Affiliated to the - Club No. 2548

SAM 1066 WEBSITE — WWW.CAVGROVE.FREESERVE.CO.UK/SAM.

EDITOR — Vic Willson

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

Tel: 0118 9756726

Email: VW756726@AOL.COM

CONTENTS

		Page
Summer begins at Middle Wallop	<i>Peter Michel</i>	3
Glider Day results	<i>Rod Audley</i>	7
Crookham combined power event	<i>John Thompson</i>	8
BMAS Rally	<i>Roy Tiller</i>	9
Club Classic Rubber	<i>Martyn Pressnell</i>	12
Croydon Wakefield Day	<i>Martin Dilly</i>	14

Editorial

Fantastic, unbelievable, unforgettable, unrepeatable; these are some of the remarks overheard from visitors to Middle Wallop over the Easter weekend. After the poor flying weather experienced at the first few meetings of 2007, we all kept our fingers crossed for Easter. Surely we would get one day of fine, calm weather, but amazingly we had three consecutive days!

This newsletter is a brief account of the weekend's events, with results, rather than the usual monthly edition and although the general emphasis is on the various competitions, the drome was a constant scene of activity by the 'sport' fliers with all manner of designs—glider, power, CO₂, electric and rubber. Well over 350 cars passed through the gates during the three days.

(Continued on page 2)



Many thanks must go to Mike Parker and John Thompson for liaising with the air-field authorities and the resident flying club and being present on all three days to ensure that all went smoothly. Without their pre-event efforts there would have been no Easter meeting.

Sterling work was done by:

Rod Audley, who ran the glider events on Saturday, Roy Tiller, John Taylor and Martyn Presnell of the Bornemouth MAS who ran most of the very busy Sunday schedule, with help from other club members. John Thompson who organized the Combined Power event, as well as attending to his general duties. Ed Bennett and Martin Dilly, of the Croydon Club who ran the Monday Wakefield events.



I'm sure that all fellow SAM 1066 members will join me in heartfelt thanks for their efforts and to all the other enthusiasts who contributed to a memorable occasion.

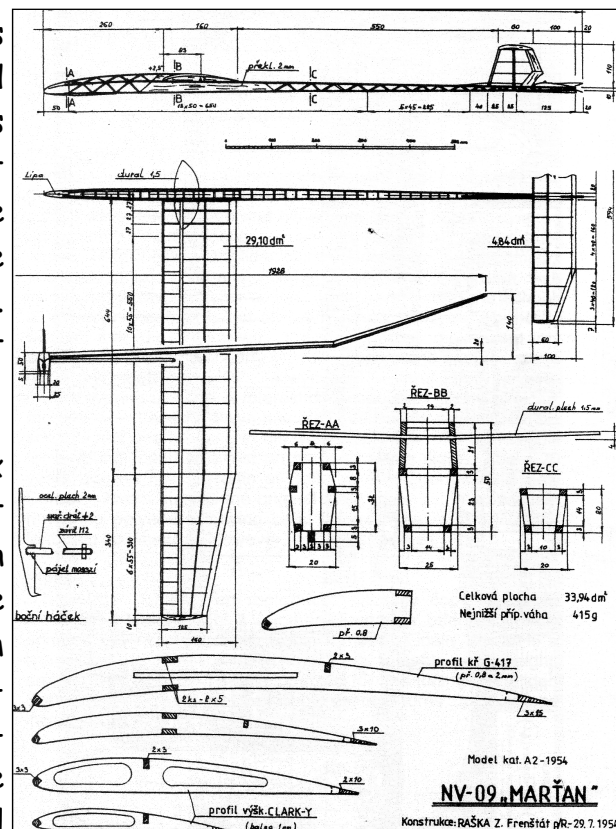
Summer begins at MW

By PETER MICHEL

A LONG weekend of sun and gentle breezes... who could forget the Easter meeting at Middle Wallop? It was just like those blissful days of not so long ago when we were blessed with "David Baker" weather. Well, much to everyone's delight, it returned this year - and who should be on the field but DB himself, greatly restored in health and very much back to his old self. He turned up with a friend from the States, Charlie Yost of the SCIFS (Southern California Ignition Flyers) and the pair of them were in their element, chatting to old friends on the field. After MW they were due to jet off to Italy for more aeromodeling adventures. Great.

Undisputed hero of the meeting was Robin Kimber won both Vintage and Classic events on Glider Day with his Lord and Martan respectively and got to the final in Club Classic rubber. The Martan (right) is a very lean machine indeed and well ahead of its year, 1954. It should do brilliantly off the 75ft line in the new BMFA Classic class.

Now here's a funny thing, as Max Miller used to say. You would think it impossible to do under two minutes in lovely sunny weather off a 100 metre line with a vintage glider in good trim and in experienced hands. Yet in an entry comprising some of the most experienced vintage glider flyers in the country there was just the one "full house" - returned, yes, by Robin K.



Glider Day proved CD Rod Audley right once again: There is no such thing as a guaranteed "full house" in vintage glider, not even with a two-minute max and the long line - particularly with weather such as we had on the day, with drift varying from virtually nil in the morning (my Suomi, for instance, landed at my feet, first flight, for a wretched 1min 40sec) to a very launchable 4-to-5mph in the afternoon.

Good to see Dick Twomey on the field, having flown in yet again from Mauritius, thus confirming his status as aeromodelling's champion long-distance commuter.

I couldn't make it on the Sunday, so missed all the Bournemouth Club Classic activity, much to my regret. But returning to the field on Monday, Wakefield Day, I spent one of the most pleasant flying sessions that I can remember. Beautiful MW, once the early-morning chilly mist had burnt off, was indeed at its best.

But once again the air was most difficult to predict. In my case even the trusty Horry did a bag-of-hammers job on its first flight in 8oz. Then, lo and behold, and in common with others, it subsequently reeled off stupendous maxes in heaven-sent lift. Even Chris Strachan "dropped" a flight with his formidable Yankee IV. He made up for it though with a great eight-minute fly-off with his 1936 Copland - a sight for sore eyes, and I should know because I was one of the timers.

All the while there was Ted Horne's magnificent Fillon's Champion drifting about the sky in a manner which would have met with Emanuel Fillon's full approval. (Please, please, will someone twist Ted's arm to ensure that he enters this magnificent model in contests! Off the 100m line it would certainly be the one to beat.)



GRASS ROOTS MODELLING: Steve Ferguson gets some on-the-field help, literally, from Mike Parker in fitting a new Polish timer on his Open Power model at the MW Easter meeting. Sadly the model then went AWOL with a DT failure - and no address label. It also carried away one of Robin Kimber's precious K&B DT timers!

One tedious lesson to be learned from the proceedings is to be kind to your car battery by removing the boot bulb and making sure all internal lights and accessories are turned off, for on fine sunny days tailgates and doors tend to be left open. I was remiss in this respect on the Saturday and went into a state of mild panic at going-home time when I discovered that nothing was working in the Rover 45. *Nothing*. Not a glimmer of a dashboard light even (I must also admit to being guilty, having left my ignition switched on during Sunday afternoon. I was rescued by Richard Wykes' jump leads and John Thompson's battery—Ed.).

Luckily Mike Parker was there to mastermind the situation. With the aid of John Knight's industrial-size jump leads and Robin Kimber's car, my engine finally kicked into life, much to my great relief as you might imagine. And I was not the only one caught out with a flat battery on that day. Thanks Mike, John and Robin.

THERE seems to be a renewed interest in what used to be called Open Rubber following the decision from on high to drop the concept in favour of what is now to be known as BMFA Rubber - crucially the restriction of motor weight to 50g. People are digging out old Skywalkers and similar small-to-medium O/R models and showing surprise and delight when they discover that 50g takes them up a treat! (Mark you, that's really no great surprise because I well remember the late Vic Dubery telling me that when the rubber weight restrictions on Wakefields were first introduced in the 1950s, his models, notably the White Swan, flew the better for it!)

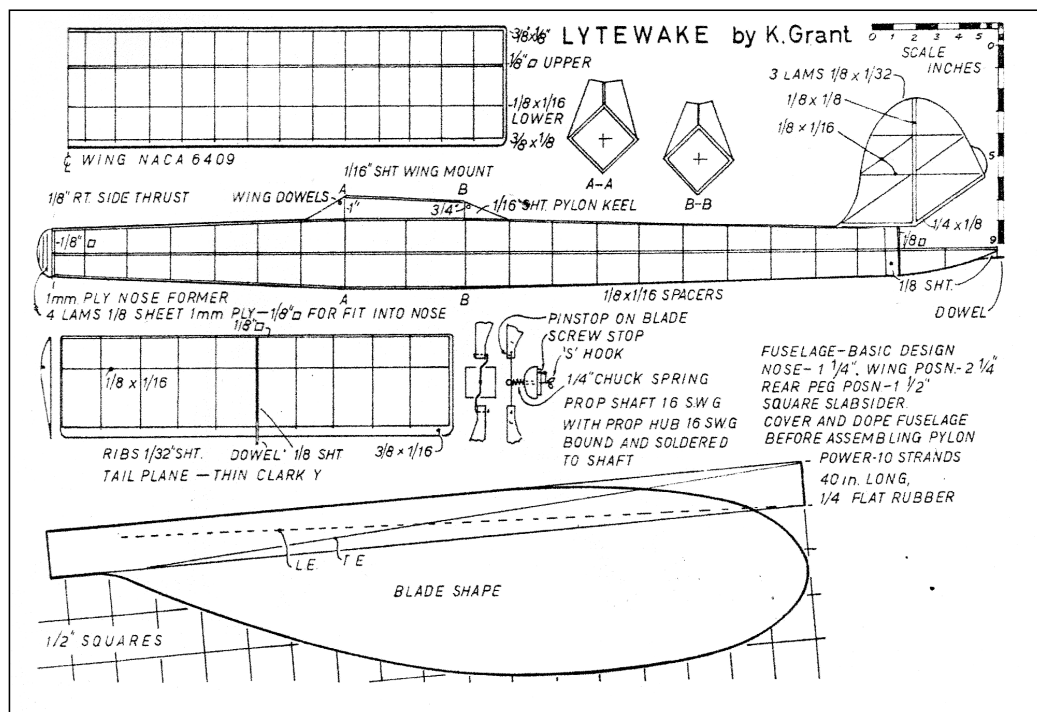
The inclusion of Classic Rubber with a motor weight limit of 75g also opens a whole new field in BMFA contest flying. Models such as the Urchin, Trip Stick and all the old favourites of the 1950s are now not just confined to SAM contests.

One such model which to my shame I had not heard of is the Lytewake which appeared in Model Aircraft in March 1958. This design, by Ken Grant, began life as a '54 Wakefield and was re-worked down to 2.6oz (73g).

Obviously, with its allowance of 75g of rubber, it now ticks the 50-50 power/weight ratio box. I saw Adam Beales flying his version on Epsom Downs recently and this is definitely a 4min.-plus model with all the characteristics of the 1980s Open Rubber designs. So, in effect, Open Rubber lives on by virtue of making a great leap backwards across a couple of decades.



Adam Beales with his Lytewake



Glider Day Results — Rod Audley**Saturday April 7th 2007**

Vintage "up to 50in". 15 entries.

1st Eric Ashcroft	Nord	6.00 mins
2nd Dave Braun	Lulu	5.54
3rd Rex Woodruffe	Gili Hatchet	5.27

Vintage "over 50in". 10 entries.

1st Robin Kimber	Lord	6.00 mins
2nd Peter Michel	Suomi	5.46 + 0.58
3rd Ron Marking	Thor	5.46 + 0.00

Combined Classic. 14 entries.

1st Robin Kimber	Martan	6.00 + 3.34
2nd Terry King	Adebar	6.00 + 2.28
3rd Andy Crisp	Segler	6.00 + 2.26

Radislav Rybak A2. 10 entries.

1st Dave Etherton	Corsair	6.00 + 3.32
2nd Ron Marking	Seraph	6.00 + 1.41
3rd Terry King	Adebar	5.53

Glider Day Champion - "Ken Smith Trophy". Robin Kimber

Crookham Combined Power event - Sunday 8th April 2007:

1	A. Chilton	7.30	7.10	SLOP (g)	Crookham
2	A. Rogers	7.30	7.08	SLOP (g)	B&W
3	R. Wykes	7.30	4.51	Vintage	Timperley
4	T. Grey	7.30	3.39	Open Electric	MFFG
5	D. Chilton	7.19		SLOP (g)	Crookham
6	A. shepherd	6.54		Mini Vintage	1066
7	F. Chilton	6.15		Classic	Crookham
8	T. Hopgood	4.54		SLOP (d)	Crookham
9	D. Cox	4.07		Ex bunt	Crookham
10	J. Andrews	2.89		Classic	CM
11	K. Conroy	0.53		Vintage	Crookham
12	S. Ferguson	0.00		SLOP (g)	CM

(g = glow plug/d = diesel)

We all know the weather was good on Easter Sunday.

A terrific fly-off ended the day, with SLOP coming out on top; with Andrew Chilton putting in a flawless flight, except the DT did not work.

Tony Rogers ably, assisted by his wife during the rounds, with an almost junior (Tony Shepherd!) filling in for recovery in the fly off, missed by only 2 seconds. Ah! what would have been the result without the DT failure.

Richard and Trevor, both experienced campaigners, cleverly chose the same downdraft to ensure their models stayed on the drome, Richard failed miserably, he still went a mile off the drome.

Some of the other competitors ran out of puff, the unlucky Steve Ferguson, in probably his first contest, had spent the Saturday installing timers and a cut-out on his model, only to have a fly away and not expecting much did not put an address label on, lesson learned as it still out in the boondocks.

John Thompson

BMAS Rally Sunday 8th April 2007Competition Results Summary — Roy Tiller

Vintage Glider 7 entrants returned times

1 st	R. Marking	6.00	Thor
2 nd	G. Smith	5.26	
3 rd	D. Twomey	5.17	Snoek

Classic Glider 5 entrants returned times

1 st	T. King	6.00	Adibar
2 nd	R. Audley	5.47	Pelican
3 rd	R. Wykes	5.46	No. 8

Vintage/Classic HLG/CLG 4 entrants returned times

1 st	T. Horsey	262	Dingbat
2 nd	P. Tolhurst	182	Dingbat/Poly
3 rd	G. Smith	172	

Club Classic Rubber 12 entrants returned times

1 st	C. Chapman	7.30 + 4.51	Last Resort
2 nd	L. Barr	7.30 + 4.15	Tripstick
3 rd	A. Longhurst	7.30 + 3.20	Urchin

Under 25" Rubber 6 entrants returned times

1 st	J. Russell	4.30 + 2.50	Micron
2 nd	P. Jackson	4.30 + 2.20	Fledgling
3 rd	R. Tiller	4.09	Fledgling

BMAS Rally Sunday 8th April 2007Competition Results Summary (cont.)

P.30 10 entrants returned times

1 st	T.Horsey	5.56
2 nd	A.Longhurst	5.51
3 rd	J.Worsley	5.44

Mini-Vintage Rubber 21 entrants returned times

1 st	T.Tyson	6.00 + 5.09	Buckeridge
2 nd	P.Hall	6.00 + 4.47	Raff V
3 rd	V.Willson	6.00 + 3.57	Gollywock

A Frame Mass Launch 6 entrants returned times

1 st	R.Tiller	1.41.
2 nd	T.Thorn	1.38
3 rd	J.Taylor	1.21

Cabin Power Precision 2 entrants returned times

1 st	J.Down	23 seconds error
2 nd	T.Horsey	25 seconds error



Adam Beales -winner of 8oz Wake-field -looks pleased with the result



Chris Chapman lighting-up



David Beales launches his 'Flying Minutes' on a trimming flight

Mike Kemp waiting for some 'good air'!



CLUB CLASSIC RUBBER - MIDDLE WALLOP SUNDAY 8 APRIL 2007

Report by Martyn Pressnell



Chris Chapman receives the Club Classic Trophy
from Phil Smith, President Bournemouth MAS

Club Classic Rubber was flown at this Easter weekend as a part of the Bournemouth MAS Rally. This SAM 1066 weekend was staged in the most perfect flying weather in which it has been my privilege to take part. Light winds and sunshine prevailed over three days with the models drifting into the centre of the airfield to alight on the most beautifully maintained grass. At least one flight over 15 minutes was recorded without going outside the field.

This year attracted 12 entrants to Club Classic Rubber which is now a firmly established event, now in its fourth year. True to form the most popular model remains Jim Baguley's Last Resort, followed by Fred Boxall's Open Model and Laurie Barr's Tripstick.

Five flyers qualified for the fly-off with Chris Chapman emerging clear winner with a time of 4.51 minutes, his first Club Classic win, using his Last Resort. Second place was Laurie Barr with Andrew Longhurst in third place, both previous winners. Each was presented with a bottle of wine. Congratulations to these keen competitors and thanks to everyone for again supporting the Bournemouth MAS. The next Club Classic Rubber event will be at the SAM 1066 Championships at Middle Wallop in August.

CLUB CLASSIC RUBBER - MIDDLE WALLOP SUNDAY 8 APRIL 2007**Results**

1	Chris Chapman	Bristol & West	Last Resort	7.30 + 4.51 mins
2	Laurie Barr	-	Tripstick	7.30 + 4.15
3	Andrew Longhurst	SAM 35	Urchin	7.30 + 3.20
4	John Minshull	Brighton	Boxall	7.30 + 2.47
5	Robin Kimber	SAM 35	Tripstick	7.30 + 2.28
6	Martyn Pressnell	Bournemouth	Last Resort	7.27
7	Peter Norman	Crawley	Mentor	7.16
8	Mike Turner	Walsall	Last Resort	7.03
9	Ted Tyson	Bournemouth	Boxall	6.41
10	Gordon May	South Bristol	Fuit III	5.13
11	Vic Willson	Crookham	Yardstick	5.01
12	Terry Baker	Bournemouth	Flip Flop	2.47

The editor winding in the shadow
of the new SAM 1066 banner



Croydon Wakefield Day Monday 8th April 2007

Results (40 entries) - *Martin Dilly*

F1B.

1. Dave Greaves	B&W	600 + 432
2. Peter King	Croydon	600 + 349
3. Chris Chapman	B&W	600 + 77
4. Bob Cheesley	Crookham	596
5. Andy Crisp	Biggles	406
6. J. Oulds	Crawley	77

4 Ounce Vintage

1. Chris Strachan	Biggles	7:30 + 8:12
2. Spencer Willis	Croydon	7:30 + 4:22
3. Chris Chapman	B&W	7:30 + 2:53
4. Robin Willes	Epsom FFUG	7:30 + 1:59
5. Robin Kimber		6:34
6. John Knight	B&W	6:28
7. Mike Marshall	Impington	6:18
8. Bob Taylor	E. Grinstead	4:55
9. Peter Jackson	CM	2:30
10. Roy Tiller	Bournemouth	2:03

M. Minshull

P. Michel

Croydon Wakefield Day Monday 8th April 2007

8 Ounce Vintage

1. Adam Beales	Croydon	7:30 + 5:15
2. Spencer Willis	"	7:30 + 3:54
3. Mike Howick	Vikings	7:30 + 0:30
4= Chris Strachan	Biggles	7:28
4= Chris Chapman	B&W	7:28
6. Mike Turner	Walsall	7:20
7= John Knight	B&W	7:07
7= Peter Michel	SAM 35	7:07
9. Brian Stout	Grantham	7:06
10. Ted Tyson	Crookham	6:59
11= John Minshull		6:58
11= John Down		6:58
13. David Beales	Croydon	6:33
14= B. Hope	S. Bristol	5:48
14= Mike Kemp	Oxford	5:48
16. Jim Andrews	CM	5:38
17. Mike Kemp (2)	Oxford	5:00
18. Dave Taylor	Richmond	4:32
19. Bob Wells	EQFA	1:23
20. Ron Marking	CVA	1:03

P. Jackson

L. Barr