

	<div style="text-align: center;">  <p style="color: red;">SAM 1066 newsletter</p> </div>	Issue 8.2
		August 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
Harry Jones - <i>By Malcolm Rainer</i>	3
Editorial	3
SAM 1066 Annual General Meeting - <i>By Mike Parker</i>	5
SAM 1066 Euro Champs 2007 - <i>By Mike Parker</i>	6
The Italian Connection - <i>By Bob Scott</i>	6
One from the 1930's - <i>By Peter Michel</i>	8
Middle Wallop arrangements - <i>By Vic Willson</i>	11
50 gram 'Open' Rubber Design - <i>By John Andrews</i>	12
Memory Lane - <i>by John Andrews</i>	14
Useful suppliers & Contact details	17
Portmeadow	19
Impington	20
Forthcoming Events	21

CONTRIBUTIONS

Many thanks are due to Peter Michel and John Andrews who have supported the NEW Clarion with regular monthly articles and have become the backbone of the publication, also thanks are due to many other members who have helped with the newsletter.

However, just a gentle reminder that all contributions to the newsletter will be gratefully received. Subject matter doesn't necessarily need to be Vintage/Classic as, although we are nominally a SAM organization, this doesn't preclude covering more modern design methods and techniques etc. which may be of interest to our members.

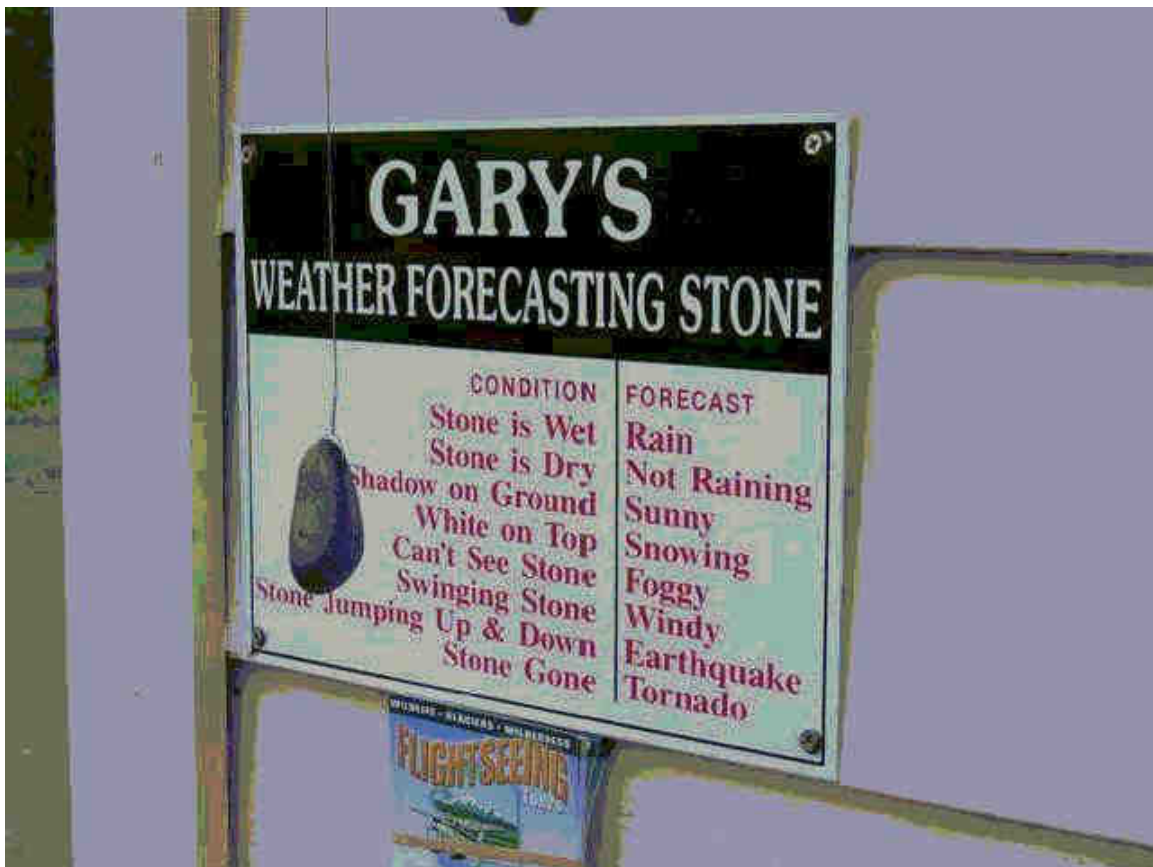
Don't worry about the format - hand written, typed, emailed, on CD, whatever - it doesn't matter.

Pictures are always welcome - again the format isn't important, prints, etc. can be scanned easily.

So, if you think you have something of interest to the membership just send it to me and I will do the rest.

GADGETS

Forecasting the weather is a pre-occupation with free-flighters so I was pleased to come across the 100% accurate weather forecasting device illustrated here!



HARRY JONES - *By Malcolm Rainer*

In the photograph of the 1936 Wakefield team, I enjoyed seeing Harry Jones (second from right) looking exactly as I remember him.

At the time of the photo his age would have been about 14. He lived in Welling, and was a member of the North Kent club. He went to school in Dartford, where I was a more junior pupil when I first heard about him.

Apparently he lost his model in the trial, and finished building a replica just in time for the contest.

Subsequently, some of us younger tyros learned a lot about building and trimming when seeing him flying at Dartford heath and Danson Park.

When the 8 ounce Wakefield rules arrived, he produced a fine model with three long rubber motors geared at the nose. It took him quite a few minutes to wind up by hand, counting the turns in a whisper.

Harry left school in 1939, and soon afterwards the war started. I don't know what happened to him since then.



(Does anyone one have any post-war recollections of Harry? - Ed.)

EDITORIAL

The see-saw weather patterns continue.

After Andy Crisp's annual Portmeadow (Oxford) meeting in sunshine and light breezes (albeit in an awkward direction), the weather held for the 4th Area meeting (at Beaulieu at least) and then went rapidly downhill for the SAM 35 Gala at Old Warden (23-24th June), which was very wet and quite windy.

The second Portmeadow meeting (1st July), organized by Charlie Newman, suffered from a very blustery wind, although it stayed dry despite dire forecasts.

This resulted in very few entries and as a consequence several of the competitions have been rescheduled for September 23rd - see Page 18 for details.

After some of the disappointments earlier in the season July 15th at Middle Wallop turned out to be an excellent day for trimming. Unfortunately the wind direction swung round during the morning, necessitating a move further round the peri-track and leaving poor John and Pauline Hook 'stranded' away from the action.

The Sunday of the SAM 35 Gala was so dismal, that I wouldn't have gone except for the fact that I had arranged to meet someone there. This turned

out to be lucky in a way because I managed to pick up a copy of Bill Winter's Model Aircraft Plan Handbook 1946/47.

Amongst the many plans featured is George Reich's 'stick' design that finished 2nd in the 1946 US NATS. This looks like a good candidate for the Flight Cup event at Middle Wallop in August, even though it has a freewheeling prop.

The design is a bit like a reduced Lanzo Stick, but without the multi-spar wing. However, the wing does have unusually close rib spacing.

So taken was I with this design that I quickly knocked up a replica and finished it in time to trim it out at the Middle Wallop day on the 15th July.

I finally took the plunge and dispensed with my usual fuse DT in preference for a TOMY and it worked 100%, despite the seeming need for three hands at the moment of launch!

I covered the tailplane and fin in lightweight POLYSPAN, the wings in LITE FLITE Esaki Jap tissue. The fuselage is covered with lightweight POLYSPAN, doped and then lightweight Jap tissue applied on top, by brushing through with thinners. This gives a light, durable covering.

For the record the weights ended up as follows:

	Uncovered	Covered	Covered & Doped
WING	23.7	30.2 - NOTE 1	31
FUSELAGE	15.3	18.1 - NOTE 3	21
FIN	2.4	2.7 - NOTE 2	2.9 - NOTE 4
TAILPLANE	7.7	9.5 - NOTE 2	9.7 - NOTE 4
TOTAL	49.1	60.5	64.6
PROP ASSY.			29.1
MOTOR			65
TOTAL			158.7

Notes:

1. Tips POLYSPAN, center panels LITE FLITE
2. POLYSPAN
3. LITE FLITE over POLYSPAN
4. Banana Oil

Ready-to-fly weight:

Airframe + Motor = 158.7
 TOMY timer = 4.7
 Wing dowels = 0.5
 Motor peg = 0.4
 TOTAL = 164.3

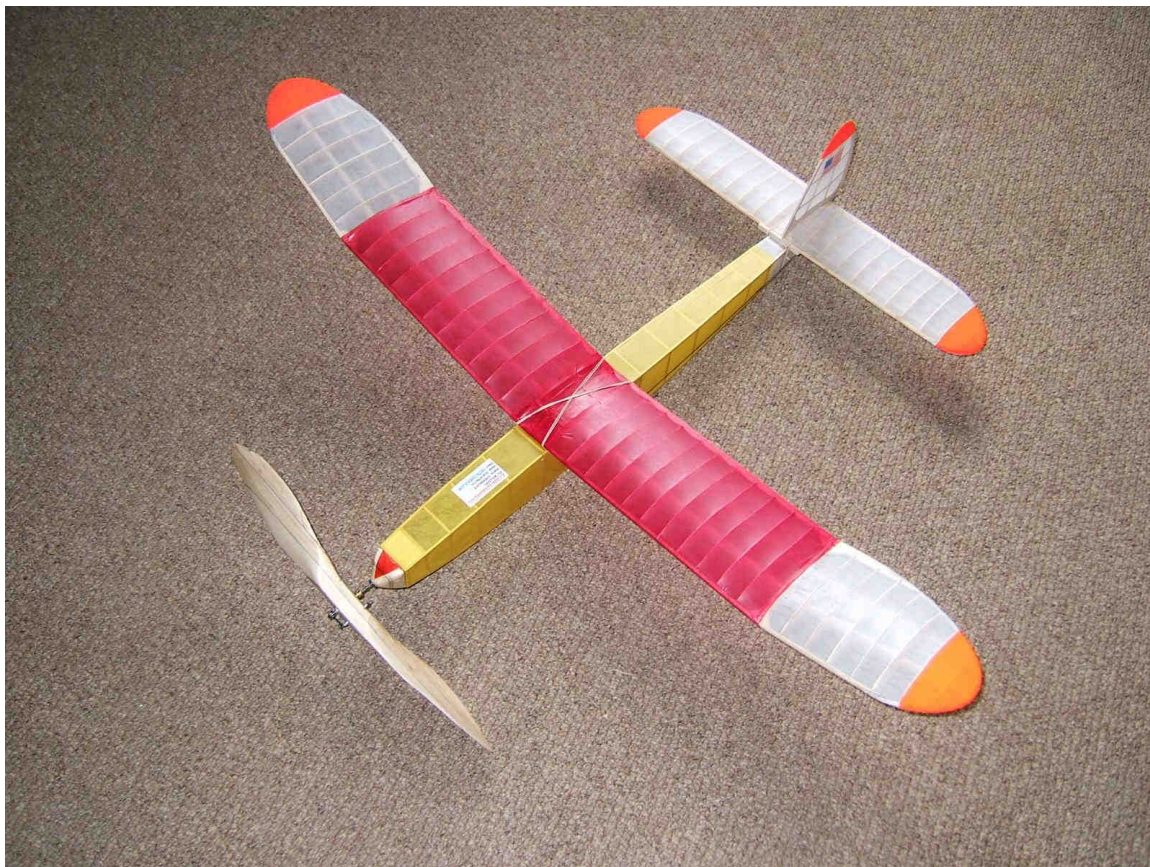
As usual for me, a bit on the heavy side. However, after a some juggling with different motors and combinations of side and down thrust, it performed pretty well, although I don't consider any model to be fully trimmed until it has been flown in a few competitions.

Middle Wallop also gave me the opportunity to try the YANKEE IV on full turns and to get used to using a tracker. Having resisted the temptation for a while I eventually took the opportunity of buying the late Peter Lumsden's Pim Ruyter tracker.

Previously I had given the model a few flights at Chobham, but rapidly ran out of space.

At Wallop I gradually built up the turns and, although trimmed right/right it showed no inclination to 'wind-in'. I did remove a bit of side-thrust as it had a 'Chobham turn' to start with. The tracker was working fine, but as sod's law would have it, the model was always visible on the 'drome!

The real test will come at Beaulieu no doubt.



George Reich's Stick from 1946

SAM 1066 Annual General Meeting (AGM) 2007

The first SAM 1066 AGM is to take place at 16.00 hours on October 14th in the Apache Café at the Museum of Army Flying at Middle Wallop.

This has been organised to coincide with the Middle Wallop Fun Fly and trimming day, to allow members to attend the AGM without a making a separate journey. Tea, coffee and biscuits will be provided free of charge.

A further notification will be emailed to all members at least one month before the meeting inviting nominations for the committee and subjects for discussion. It is hoped that the meeting will be as short as possible but will have to be finished by 18.00 hours at the latest. The committee is aware that for many members it is not practical to attend and have therefore taken a gamble on the venue which will accommodate about 50-60 people. If more attend then the meeting may have to be postponed.

SAM 1066 Euro Champs 2007

Just a short reminder that the SAM Champs at Middle Wallop are only a week or so away so it's time get out there and prepare your models (now it's stopped raining!!). Camping is available (see below or the 1066 website for details). All of the usual events are scheduled so all we need is some "David Baker Weather".

Camping

Camping is available on the Museum picnic site from Friday evening to Tuesday morning. After some negotiations the original cost of £8 per night (£32 for the 4 nights) has been reduced to £7 per night or £24 for 4 nights. To reserve your pitch, first come first served as usual, see the details on the web site.

After investigating alternatives to chemical toilets in the campsite, and after some deliberation, the committee have reluctantly decided that the cost of the alternatives is too great. Therefore tenters and those without their own facilities should be aware that there will only be chemical toilets as per the situation in previous years at Wallop.

The public toilets are only available during normal Museum opening hours.

Mike Parker

Membership Secretary & Treasurer

THE ITALIAN CONNECTION

I have received some more interesting photographs via Bob Scott from the collection of Ninetto Ridenti of SAM 2001. Over to Bob:

Maria Umbra and two models

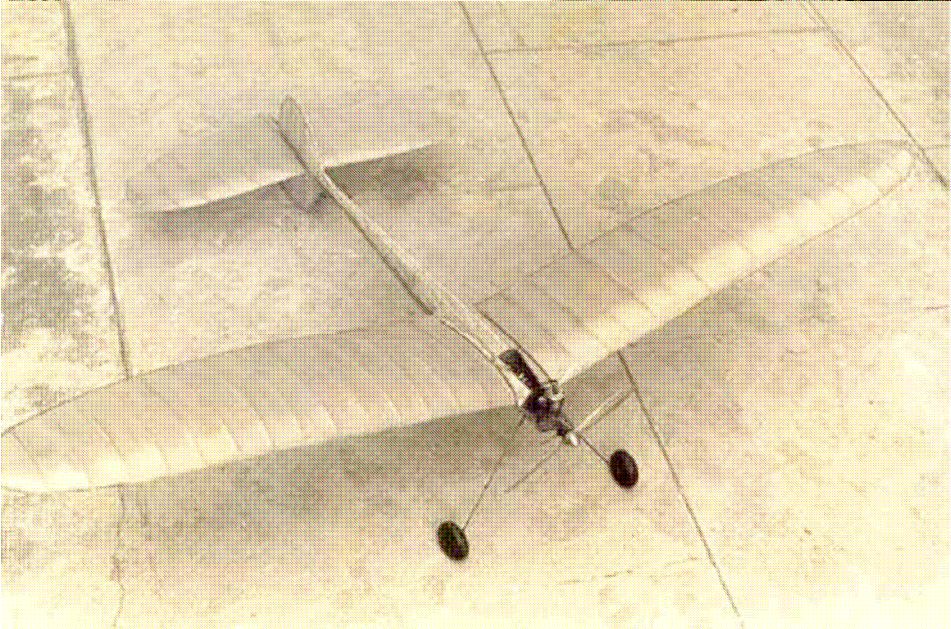
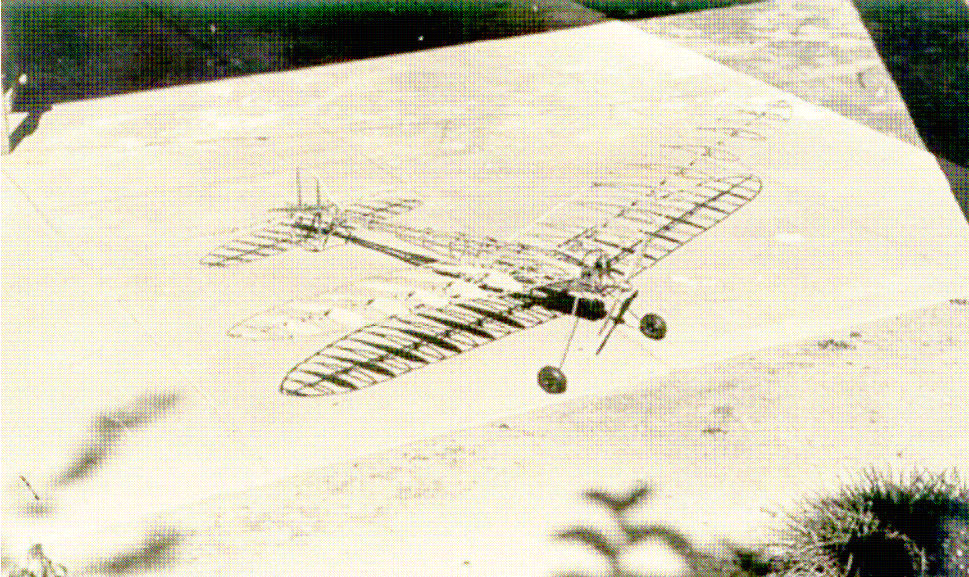
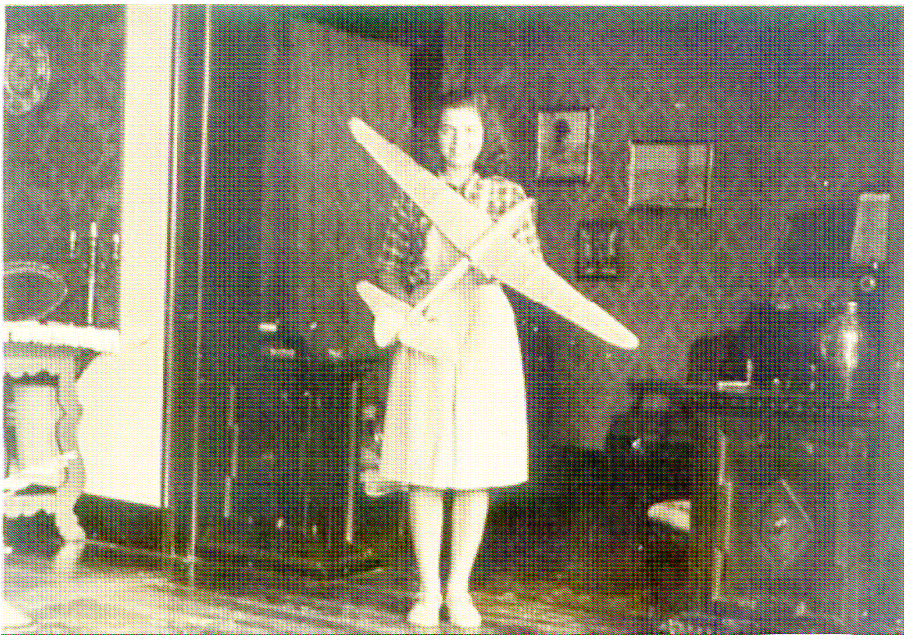
She designed and built these back in about 1940/41. (Each photograph bears the date September XIX i.e. the 19th year of the Fascist Era which started in 1922, hence 1941 is the year the photos were taken.)

She came from Padua near Venice.

The photos are contemporary sepia tones but show she knew how to design and build light - there wasn't much balsa in Italy at that time.

I call the models "fishbones" by virtue of the delicacy of their skeletons. Be nice to find the plan but unlikely and we haven't succeeded in identifying the engine. It is probably a Vantini - he also lived in Padua and was a prolific constructor of engines.

I was pleased to find a young-lady-old-timer modelperson and I assume that by making some assumptions, somebody could make up a plan and a replica. Worth the attempt?





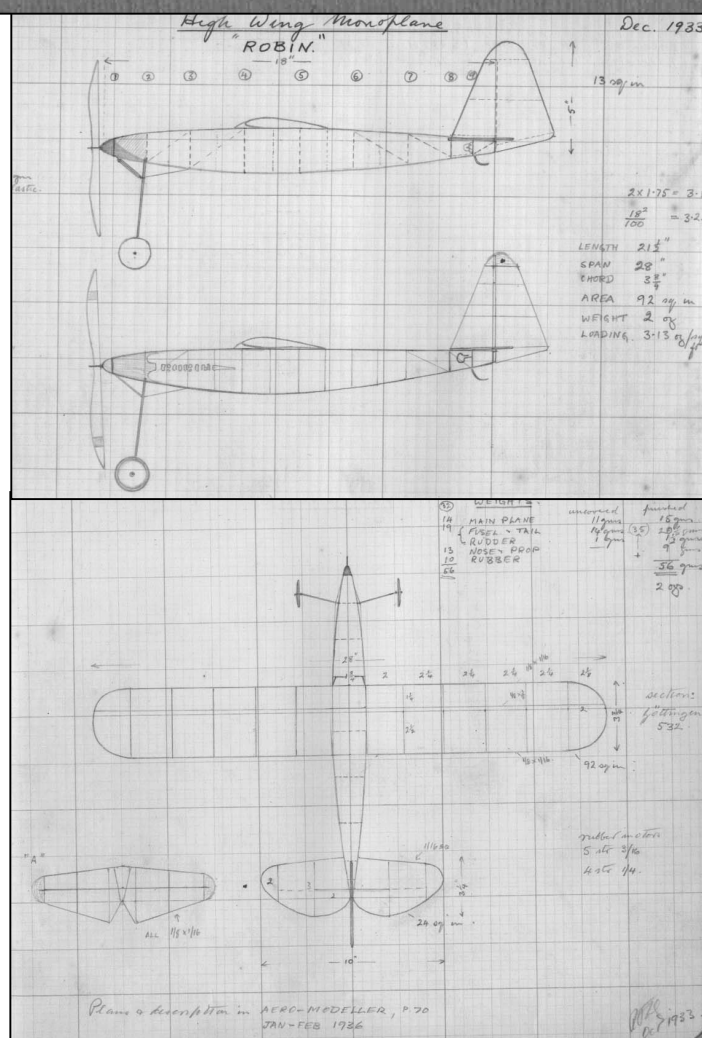
One from the 1930s - Gosling's 'Robin'

By PETER MICHEL

HERE'S an intriguing set-up - a little-known rubber model by the legendary glider man R F L (Bob) Gosling, dated December 1933. It is being flown, in the picture above, by "Keith" who has been described as Gosling's son, although this has been disputed in some quarters.

Both the photo and the drawings on graph-paper come from the Gosling archive, now owned by Tim Westcott who kindly supplied this material.

As can be seen from the picture, the Robin flown by Keith exactly matches the elevation of the model in RFL's notebook.



The 1933 Robin, and the mysterious 'Keith'

However, the wing is entirely different in the plan view and, indeed, the caption to the picture says that it is a modified version.

Here we have a better-than-average mid-1930s rubber model of 28in span from one of the leading aeromodellers of the period. R F L notes on his sketch: "Plan and description, Aero-Modeller, P70, Jan-Feb 1936", so those SAMlanders who are into these early models are off to a flying start, as it were.

Some years later, in 1942, Gosling designed and flew the Sparrow, a 36in. freewheeler which is rather like the the KK Polydi with its "lifting" fuselage. The original model survives, and a nice plan has been drawn up from it by John Wingate. The address label reads: R.F.L.Gosling, Esq., 402 Park Road, Dingle, Liverpool. Tel: LARK LANE 2664. That alone tells us something about R F L. He must have been quite well-heeled because in those days you had to be worth a bob or two if you owned a telephone. The original Sparrow still has a DT parachute rubber-banded on to the fuselage after all these years, but I would guess that this was added much later than the model's date of origin; say 1948 at the earliest. It would be interesting to know the earliest use of the parachute DT in this country. Does anyone have any information on the subject?

Gosling's 'Sparrow' from 1942. Note the DT 'chute



THERE'S something nice and jolly about dedicated "fun fly" or "trimming" events such as we had at Middle Wallop on July 15 - one of the very few flyable Sundays up to that point in an appalling summer. There's no contest hassle, no agonising about those last few seconds in which a max hangs by a thread...and no marathon retrievals, either. (Reader's voice: So what's the point of trimming if you don't like the rigours of a contest? This man PDM, he speak with forked tongue...)

Actually it was just as well that it was only a trimming session because as it happened Middle Wallop became a restricted site that Sunday. The day started off beautifully, with a light breeze blowing diagonally across the field. Just what the doctor ordered. And then, wouldn't you know, the solitary Cessna entered the scene and proceeded to do circuits and bumps for the rest of the day.

So we had to move, lock stock and barrel to one of the narrowest reaches of the field, leaving poor John and Pauline Flitehook stranded, incidentally. From where we were, competitive flying would have been most difficult to say the least, if only because, as the printed notice in the new SAM tent sternly reminded us, anyone retrieving from adjoining fields without negotiation via Control with the farmer, would "not be welcome" at the next meeting. Certainly from where we were any max set higher than 90 seconds would have planted many models outside the 'drome. What then, if it had been a contest day? Answer: all flying (except that of the incessant Cessna of course) would surely have been severely affected while negotiations were taking place with farmers. If, that is, the farmers could be found at all on a Sunday afternoon.

OK, so we were fun flying or trimming, and none of this came about. And in point of fact we all felt relieved that at least we were back at Middle Wallop again and steadily re-establishing our presence. But the point has to be faced, and quickly. If flying is to be restricted as it was on July 15, there is

little point in advertising major vintage contests at Middle Wallop, at least while the crops are up. If farmers will not have us in their fields, retrieving sensibly as we have always done in the past, then we might just as well make every summer event at MW a "fun-fly or trimming" session and be done with it. And there are plenty of non-contest-minded bods in the SAM movement who would opt for just that. However, contest flying always has been the mainstay of aeromodelling, right from the earliest days on Wimbledon Common and T.M.A.C. [The Model Aircraft Club.] There must be a way, somehow, of ensuring that it continues (*See note on Page 11 regarding Middle Wallop arrangements - Ed*).

QUITE recently I bought myself a really nice middle-of-the-range digital camera for £200. It is beautifully designed, light, and purposeful. It has many functions, including taking shots in museums, behind glass, through water, indoors, ultra-close-up (macro), and short cine operation. Talk to it nicely and it might even cook your breakfast. However, it is virtually useless for the main intended purpose - that of taking photographs outside on a nice day. The reason is that you cannot see the image on the 2in. screen when the sun's out. At best it's a hazy blur. Alas, like so many digitals these days, mine does not have a view finder - the little hole you squint through as on cameras of old. You just have to guess what you are taking by aiming the camera body, hit or miss, at what you hope is the right spot.

Others have found this, too, and, like me, have tried various light-shielding devices to little or no good effect. It really makes you wonder how the camera industry could have spent millions on the technology without stumbling upon this design fault. The moral of this tale is to go for a digital camera with a view finder in addition to the display screen. There are some on the market. Wish I'd known about it!



Here's the man himself! I often wondered how they keep all the acres of Middle Wallop grass so finely cropped!

Editor's Note - Middle Wallop arrangements:

Farmers

Prior to any SAM 1066 flying meeting at Middle Wallop (irrespective of whether it is a competition or trimming/fun-fly day), Mike Parker contacts all the farmers with land adjoining the airfield.

This way we alert the farmers that there is going to be model flying on a particular day/days and we can establish if there are crops, nesting birds (pheasants) or any other problems to be aware of. Generally the farmers are agreeable to modellers 'trespassing' on their land to retrieve models, so long as they know about the possibility in advance and it is done without damage to fences, gates, crops etc.

When crops are near to harvesting or there are nesting birds in a particular area there will be restricted access. This will vary between designated out-of-bounds areas to the extreme case of a complete ban.

In the case of a complete ban, It may be possible to negotiate permission for one person to enter a field to retrieve several models, but if not the farmers will do their best to retrieve your model(s), but this won't necessarily be on the day. Obviously this highlights the importance of having a prominently visible name and address label on each model, with a phone number (both home and mobile).

It is most important that you read the notices at control, so that you are familiar with the procedures in force on the day.

If in any doubt please contact control before attempting to retrieve your model!

To maintain our good relations with the farmers (built up over several years by Mike Parker and John Thompson), Mike set up the 'Farmer's Fund' for which you will no doubt have been asked to contribute via a raffle ticket or two in the past. This method of raising funds was found to be too time consuming and has now been replaced by a 'bucket' collection, the proceeds being recorded in the SAM 1066 accounts and kept in a building society account.

Mike, personally delivers a Christmas card and a bottle of good cheer to each of the farms as near as possible to the 25th and this way ensures a continuing friendly relationship between 1066 and the farming community.

Full-size Flying

The 'incessant Cessna' referred to by Peter is something we have to live with. In the case of the Easter and August meetings it has been arranged for the aircraft to leave early in the morning and operate from another airfield, only returning at the end of the day.

For the other meetings, we have radio contact with the pilots and, depending on the wind direction, we have to operate in such a way as not to endanger full-size operations. This dual operation is a concession granted by the resident flying club after negotiation with the 1066 committee.

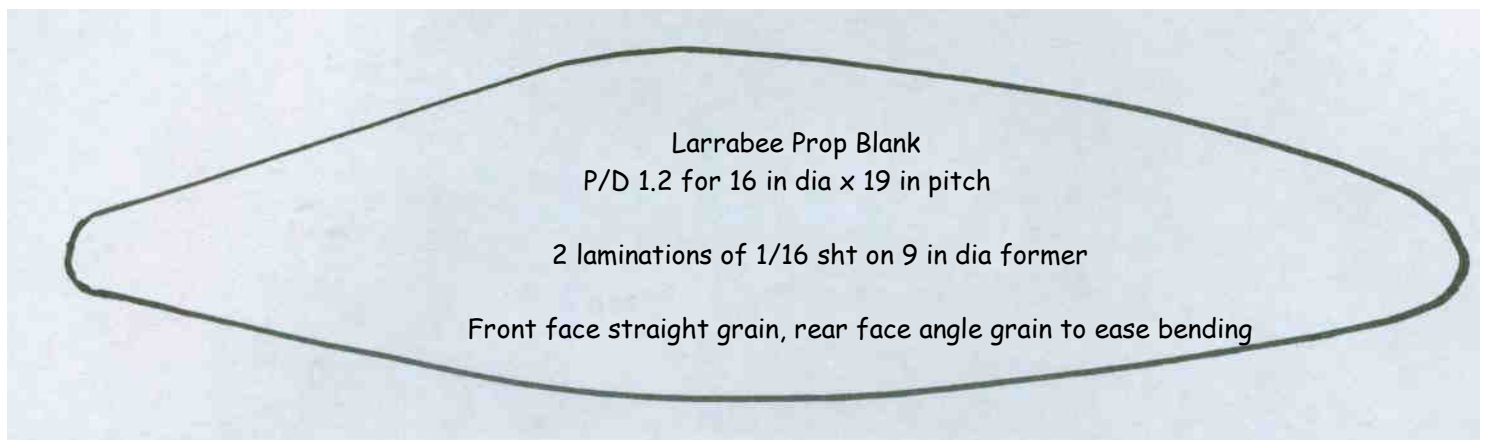
The alternative is **NO MODEL FLYING!**

50gm BMFA Open Rubber model O-4 - By John Andrews

In response to my enquiry regarding John's 50 grm rubber model featured in last month's edition, John supplied me with the following details. I am about to build a model to this design and will report back on my experiences. Note also John's comments regarding the prop in this month's 'Competition Report' -Ed.

Prop and rib details

Here are a few details to go with the plan. I am sorry it took so long but I decided to try and produce a proper plan on AutoSketch and I did it full size so it could be plotted on an AO sheet if I still had contact with a plotter person. I have not used the draughting programme since I finished work 15 years ago and I seem to have a many more facilities than I used to have and it has taken me a long time to learn to drive it again. Still it doesn't look too bad. Hope you can use it.



Rib details should come out full size if I got it right on scanner
As you see I cut round alloy templates, no tapers, no curves for me.

I think it all goes back to the early years when we built to repair easily in the field, I rarely had more than one model in those days, not much different now really.

Not really a vintage model except that it is made as vintage used to be, no fancy materials, the only up to date bit is the use of cyno here and there.
If I ever manage to get the spar notches a good fit in the ribs, I do dry assemble and then cyno. I still fillet a little balsa cement round the joints after.

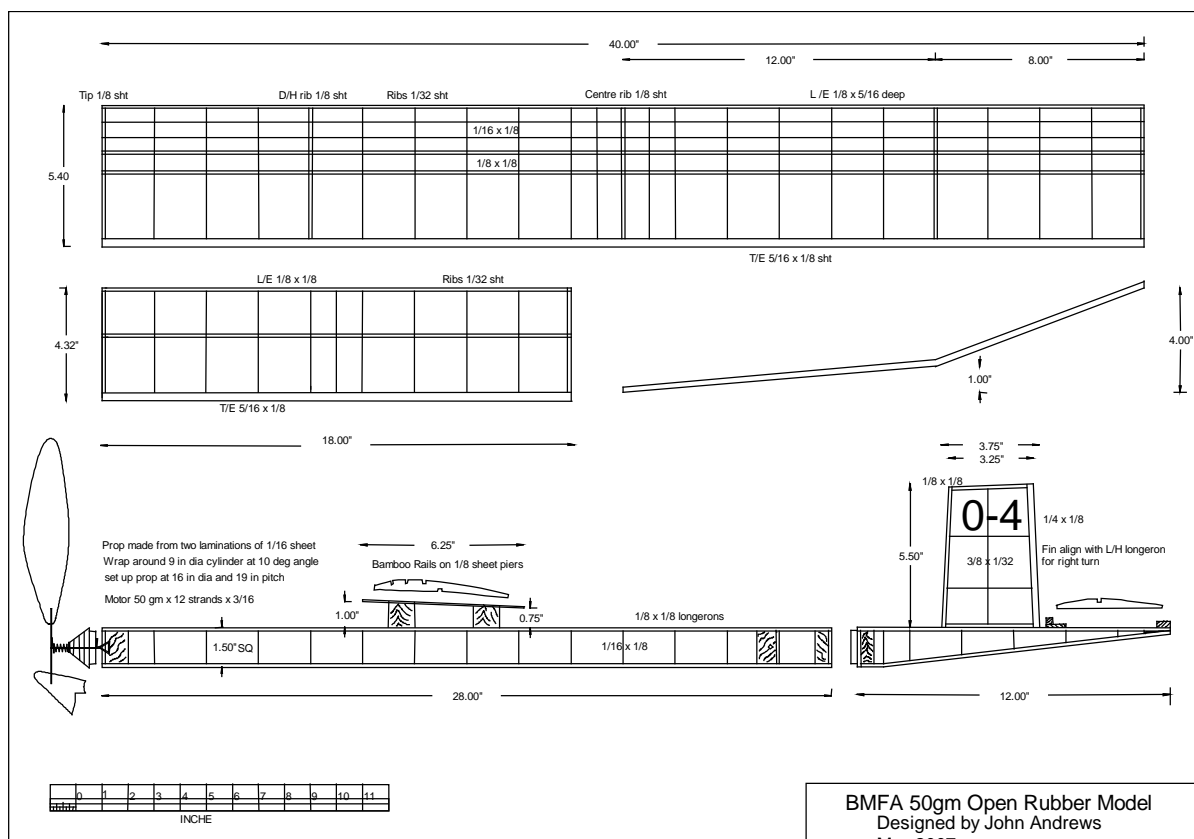
I don't use any triangular balsa fillets at wing joints, I just use large cement fillets. If you see any wood fillets on my models its repair support.

I trim right right, discernable wash-out on tips and discernable wash-in on R/H inner wing panel. For some reason I usually get this by accident although I try to build straight.

I drill the nose block with 1/16 packing under one corner to give R/side thrust and down thrust. I don't fit the ply nose former until after first trimming session, I sand to correct.

Motor is 12 strands of 3/16 which will take 950 turns by my standards, may be I can publish the turns table that I use sometime, its been a while since I saw one. The climb is not over enthusiastic by my standards, you need to keep it out of duff air as I proved at the nationals.

I think my next one will be a cross between O-3 and O-4, slightly fatter fuselage for bigger burst tube, 18 in dia prop using 10 strands of 1/4 for calm weather and 14 strands of 3/16 for wind.



Memory Lane - by John Andrews

I read the piece by Peter Michel last issue and it made me start thinking about my first engine, I don't have any clear date in the old memory bank but I acquired it at around the time I started my apprenticeship in 1948. At first light one Saturday I trotted up to 'Moore's Handicrafts', a DIY shop



with an aeromodelling back room. I went through the shop into the aeromodelling equivalent of Aladdin's Cave and I ferreted out a box containing an 'ED Bee', the original with the flat head and metal fuel tank, back into the shop, handed over the cash and away like a rocket.

I had a friend Laurie who new a little about engines as he was learning to fly control-line with another more experienced modeller. Laurie however was not much better than I was. We had the engine mounted somehow in the vice of the spare woodworking bench in my uncle Tom's workshop and

the tank was filled with fuel at about 10am that Saturday morning and flicking commenced. About 2pm that Saturday afternoon, after a short break for lunch, the 'Bee' sprang into life and we were soon totally enveloped in exhaust smoke but highly delighted.

I don't remember much about the fuel but as I recall we used Mercury No3 and Mercury ether, mixed together in equal parts. Later, when we had a few years experience behind us we brewed our own, the 'Oliver Brew': 50% Esso Blue Paraffin, 30% Ether, 20% Caster Oil with a further 2% Amyl Nitrite. Boots the chemists would have a fit if you tried to buy the ingredients these days. We had a good chemists adjacent to the cattle market in Rugby and gallon cans of caster oil for cattle were available. This fuel we used for everything except 'AM35's', which used to run too hot so we ran 40% paraffin and 40% ether which solved the problem.

The 'Bee' was first put in a control-line model, a 'Frog Radius' which had a two piece hollow moulded balsa fuselage. The model was for the radial Frog engines of the time, so I was soon into freelance modifications to fit the 'Bee'. I first flew it on cotton lines and when the model arrived, (*you couldn't call it a landing*), I tried to take one step towards the model but could not stand and fell over laughing dizzily after that first flight.

My two friends had 'Phantoms' with finger snapping 'ED Comps' so I soon had a 'Phantom Mite' and steel lines. I then got into numerous home designed all sheet models and I remember building a bi-plane with a huge elevator to try to do a loop. I flew round then applied the up and the model slowed, hovered and then lowered itself slowly to the floor on its tail.

We met two other modellers about this time and were educated by the models they brought. Gerald Jeans had a 'Kandoo' but it was Tommy Allen with a 'Small Fry' powered with an 'Elfin 1.8' that really opened our eyes.

I was then into my second engine, a 'Frog 160' glow motor, this was soon circulating in a Small Fry and I managed to get my first shaky inverted flight with it. I lost the Frog in a 'Slicker 50' flyaway.

My next engine was a real step up, an Amco 3.5, I cycled 15 miles each way to a Coventry model shop to buy it, but it was worth every penny. I think it cost about a fiver, but I can't be sure. I had it in an own design stunt model and ran it in in the air. I do remember the recommended fuel for running in was 50% ether and 50% Castrol XXL oil. You should have seen the black mess of goo on the wing after each flight. It was a good motor but in the hectic control-line flying it used to develop a crack in the crankshaft at the induction hole. I had to buy new crankshafts twice if memory serves. The symptom was a slowing down as though over compressed but the cracked shaft was the problem. The 2 BA stud holding the prop used to get bent and I expect unbalanced vibration from the unmodified props we used did not help matters.

Test Report from Aeromodeller Annual 1950

AMCO 3.5.

Manufacturers. Anchor Motors, Model Engineering Division,
The Newgate,
Chester.

Retail Price. £4 17s. 6d.* **Delivery,** 14 days. Spares. Ex. stock.

Engine. Amco 3.5 c.c. **Diesel.**

Fuel, Mercury No. 3.

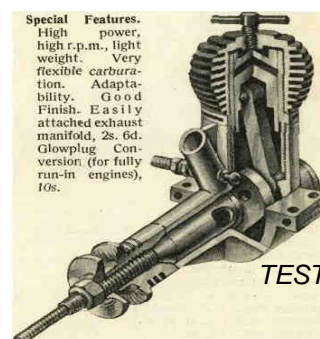
Starting. Pulley and cord used for convenience, but the engine was experimentally hand-started from time to time. No difficulty was experienced with engine either hot or cold.

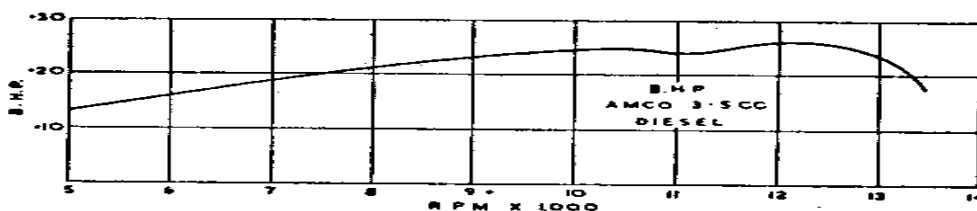
Running. Runs well and evenly at all speeds from 5,000 to 14,000 r.p.m. and accommodates itself well to various loadings. Below 5,000 r.p.m. signs of erratic running became evident, probably due to the quick cut-off of ports. Cylinder started to unscrew from the crankcase at speeds in excess of 11,000 r.p.m., but the trouble was not repeated when the cylinder was screwed down really tight when hot.

B.H.P. The Amco 3.5 diesel is definitely in the "super" class, as the peak output was .260 b.h.p. at 11,600 r.p.m. This figure remains almost constant up to about 12,000 r.p.m., when the output falls very gradually. At 13,000 r.p.m. a distinct drop commences, showing a loss of about .001 b.h.p. for every 100 r.p.m. increase. The curve is remarkably flat, yet the most interesting part is that lying between 10,500 and 11,500 r.p.m. Here, a distinct drop in power is to be noted; a loss of .002 b.h.p. from maximum, occurring at 11,000 r.p.m. *Checked Weight.* 4.07 oz. (less tank). , *Power/Weight Ratio.* 1.022 b.h.p./lb.

Remarks. Readers will note the extraordinary high power/weight ratio of the Amco 3.5 c.c. engine, which is the first of any miniature engines yet tested to reach a figure of 1 b.h.p. per lb. weight.

In view of this extreme figure one might have expected some mechanical failure due to excessive lightening of the parts, but, in fact, no trouble of this kind was experienced. The test on the first engine, some months ago, revealed excessive wear on the con-rod bearings, but the present use of new materials seems to have overcome this.





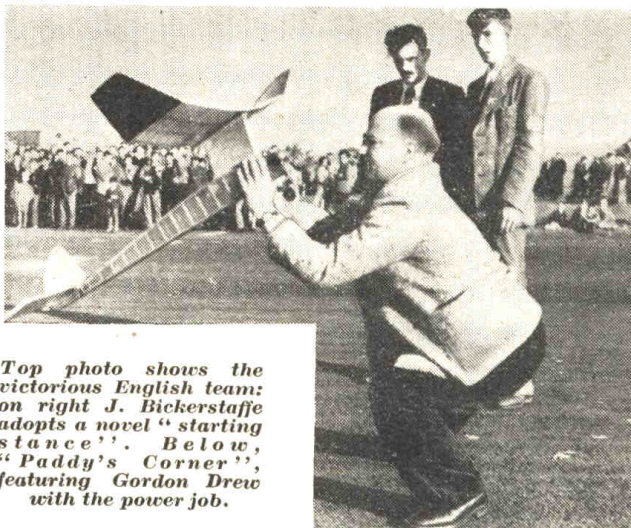
I still had the bits of the Amco for some time after its final demise which was a cracked crankcase, C/L combat was our thing at the time.

The fate of the Bee I do not recall, the last thing I remember is it being in a free flight power model cribbed from the Stomper, no timer or d/t or anything fancy. I flew it in our local recreation ground where we flew C/L and it flew into the top of a large tree by a canal embankment totally out of reach. I went back the next day and wind over night had blown it down, I was lucky that it was not a well trodden path so I recovered it from that but where the Bee finally went, who knows.

**UNITED KINGDOM CHALLENGE MATCH
HEATHFIELD AERODROME, Ayrshire, Scotland
7th September, 1951**

ENGLAND 13 points
SCOTLAND 11 points
N. IRELAND 6 points

RUBBER		GLIDER		POWER	
England	22 : 23	Scotland	18 : 36	England	18 : 04
Scotland	21 : 32	England	18 : 07	Scotland	15 : 44
N. Ireland	12 : 15	N. Ireland	3 : 51	N. Ireland	7 : 33



Top photo shows the victorious English team: on right J. Bickerstaffe adopts a novel "starting stance". Below, "Paddy's Corner", featuring Gordon Drew with the power job.

Extract from December 1951

Aeromodeller

Whilst searching for a picture of the ED Bee I came across this picture of my long time friend John Bickerstaffe. Interesting points of note are 'spectators' galore, and the sartorial elegance, sports jackets, polished shoes, collar and ties etc. JB informs me that he travelled by train to get there for the Sunday event and arrived home in Accrington after the event about half an hour before he was due to go to work on the Monday morning.

The victorious English Team



I think I see Evans, Tubbs, Monks, Bickerstaffe, Hanson

My Latest Competition Report.

I went to Barkston for the 'Brum Fly' event but, whilst the weather was basically fine and sunny, the wind was far too strong for most of us

lesser mortals. I was camped in the lee of one of my fishing umbrellas in a comfortable chair alongside Frank Rushby the power flyer. Frank seems to me to be a 'come what may I'm flying' type and I was entertained most of the day by the tactical duel between Frank and Dave Clarkson for the power event honours. Dave had made a max. early in the day and was sitting comfortably waiting to see if any one else would dare to fly. Frank was not letting Dave rest on his laurels and I was in earshot of the decision to get a couple of flights in d/t'ing short to stay in the field. I believe there was a rape crop that was causing concern just off the field and 2-30 would put a plane in it. Frank put in his first flight to plan, then his second was not too good and he had a much shorter time. Dave then put in another flight and he too was short on time. Whilst Frank was trying to work out what to do next, Dave put in a quick third flight and was up and away in good air and after a quick calculation Frank conceded that Dave could not be beaten and gave it best.

A couple of weeks later I was back at Barkston for the Grantham Grand Prix and the weather was reasonable so I launched myself into an onslaught on combined rubber. I put up my repaired O-3 BMFA open rubber job, which I was supposed to have re-trimmed at Warwick, and it maxed OK on the first flight in spite of stalling all over the sky but in good air. Winding for the second flight a strand broke and I knotted it, but it was trying to tell me something. As I piled on the turns, Bang, the motor broke at the rear bobbin and the motor together with blast tube made a sharp exit out of the model taking spacers and a bit of longeron on the way. I then used O-4 my new model and immediately dropped a flight just like the Nationals. The third flight was OK but discussing my model with John Wingate we decided that the prop was, too small, too finer pitch and too much helical twist which resulted in the turns spinning off too quickly. A new prop with corrections is on the cards.

That's all folks, John Andrews

SUPPLIERS

John & Pauline Hook
FLITEHOOK—www.flitehook.net

MIKE WOODHOUSE—www.freeflightsupplies.co.uk

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

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

CONTACTS:

SAM 1066:

David Baker—Honorary President
24, Pinetrees
Weston Flavell
Northampton.
N3 3ET
Tel: 01604 406822

John Thompson—Chairman & Secretary
'Beechmede'
Meadow Lane
Hartley Wintney
Hants.
RG27 8RF
Tel: 01252 842471
Email: johnd.thompson@btinternet.com

Mike Parker—Treasurer & Membership Secretary
6, Woodlands Grove
Caversham
Reading
Berks.
RG4 6NB
Tel: 0118 9481392
Email: michael@cavgrove.freeseve.co.uk

Lindsey Smith—Committee Member & Middle Wallop Liaison
Spring Meadow
Fyfield
Andover
Hants. SP11 8EL
Tel: 01264 773487
Email: lindsey.smith5@tiscali.co.uk

USEFUL WEBSITES

SAM 1066—www.cavgrove.freeseve.co.uk/sam.html
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

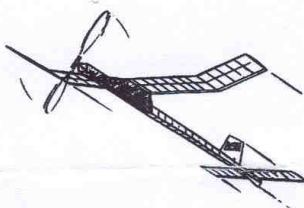
OXFORD MODEL FLYING CLUB

Revised Events on Port Meadow 2007

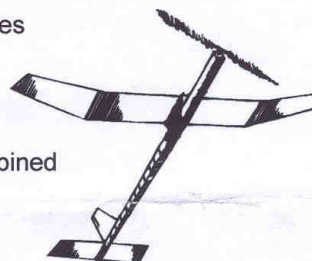


Our recent run of good luck with the weather has ended, and although the Dreaming Spires Rally turned out to be drier and more flyable than most would have predicted, some events were not flown. Scale did not attract any entries, largely because the chances of destroying models were unacceptably high.

So we have re-jigged the calendar; the usual Dreaming Spires Scale event will now be run at the Septemberfest on the 23rd September, at Port Meadow. The full list of events is now:



- Scale - usual Dreaming Spires rules
- Coupe D'Hiver
- Lightweight Rubber
- Glider - Vintage and Classic Combined
- HLG/Catapult - Modern
- HLG/Catapult - Vintage
- Tailless



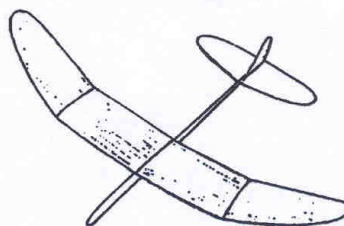
We would be grateful if you could publicise this and add it to your events calendar.

For further details contact:

Laurence Marks: 01993 700051

Mike Kemp: 01252 722211

Charlie Newman: 01252 838800





Impington Village College - Cambridge

Indoor flying on 21st October 2007 9 am to 5 pm

We will once again be using the large (100 x 50 x 28 ft) sports hall at the College. The only restrictions are Max. AUW 60gm for radio models (please note 60gm, not a mistake, this will be strictly enforced - ring before if in doubt) and no internal combustion engines, jets or catapults. Also Round The Pole (4.5 metre lines) and small electric helicopter flying (radio or infra-red) in a separate hall.

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

Competitions:

There will be **three** low key free flight competitions:

- A duration event for the "**Viking**". This is another design by Ray Malmström but it was never published. It has been used in club competitions, both indoors and out and is a splendid flyer. It was the design at our March 2007 meeting and was so popular that we are featuring it again. Contact the address below for a full size copy of the plan.
- The usual duration event for **Bostonian** models. Any design to the Bostonian formula (If you are unclear about the Bostonian formula rules please ring or email the contact below).
- A duration event for the **Butterfly** ready to fly rubber model - available on the day, or before, from SAMS. Tel: 01763 287606

Each competition will be for the total of best three flights. Bostonians to be flown ROG and they will be weighed (minimum 14grams without rubber motor)! Get your flights timed and reported to control. Entrant must be the builder of the model. As many attempts as you like. Awards in each event for overall winner and best junior (under 18).

Exhibition and Seminar

We will run a seminar at around 1.30 pm for about 45 minutes on the subject of "Free Flight Scale models from kits. It will be lead by Peter Smart and Chris Strachan and will look at the sort of models that can be flown both indoors and outdoors. We will talk about the kit scale event that is now being flown at BMFA indoor meetings and about the kit scale duration events that are being flown outdoors at the Free Flight Nationals, Peterborough Flying Aces and elsewhere. The topics will include choice of kit, building and finishing, achieving the performance needed.

We would like the exhibition to support this topic so please bring your scale models built from kits. We will mainly be talking about rubber power but all Free Flight is of course welcome.

Round the Pole

David and Will Beavor will be bringing their equipment, using Ballard's 4605 connectors at the model.

Refreshments:

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

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

Directions to Impington Village College:

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

Contact:- Tel no: 01223 860498 Email: chris.strachan@btinternet.com

Forthcoming Events 2007

with competitions for Vintage and/or Classic models

Date	Venue	Event
25th/26th/27th Aug	Middle Wallop	SAM 1066 Championships
Refer to SAM1066 website for full details		
31st Aug (Friday)	RAF Little Rissington	BMFA Southern Gala
Contact Dave Greaves on 01285 652730		
16th Sept	BMFA Area Venues	5th Area
3rd Sept	Portmeadow	See Page 18 for details
7th Oct	BMFA Area Venues	6th Area
<i>(Includes Classic Rubber/Power and Mini-Vintage)</i>		
14th Oct	Middle Wallop	Fun Fly & Trimming Day

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.CAVGROVE.FREESERVE.CO.UK/SAM.HTML

For up-to-date details of all BMFA Free Flight events check the website—WWW.VENGI.DEMON.CO.UK

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