

	<h1 style="text-align: center; color: red;">NEW Clarion</h1> <h2 style="text-align: center; color: red;">SAM 1066 newsletter</h2>	<b>Issue</b> 11.1
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**SAM 1066 WEBSITE — WWW.SAM1066.ORG**

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<b>NOTE NEW WEBSITE &amp; CONTACT ADDRESSES</b>
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[www.sam1066.org](http://www.sam1066.org)

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

## An Aeromodelling Dynasty - The Chiltons!

At a time when it is often lamented that youngsters (this means under 65 in SAM terms!) are not attracted to aeromodelling (especially free-flight) it is refreshing to see the Chiltons out in force at many events and here they are:



From left to right:

### ***FRED***

The Chilton Clan of modelling started with me age 9 years, making solid scale models going on to rubber powered Keil Kraft free flight.

At 16 years bought my first engine ED Bee and flew control line with North Kensington Club at Buck Hill Kensington Gardens and later at Fairlop flying Team Racing, Speed and Free Flight.

After 2 years National Service with the RAF, I flew Free Flight rubber and power at Epsom and Chobham.

It was at Chobham that Peter Stewart, Geff Mobbs, Frank Mather and myself formed CROOKHAM CONTEST MODELLERS in 1966.

In 1971 I flew at the World Champs in Sweden proxy for Joe Johnson of New Zealand and at the International in France every year from 1973 - 2007.

**SON ANDREW,**

Started flying at 9 years of age with Gliders and Power models. Best Junior at South Coast Gala 1968 with Mills 75 powered Snipe also won Frog Junior and the Quick Start Trophy 1972.

Had a Caprice Glider fly from Chobham to Tring Herts a DT failure 32 miles as the crow flies.

1994 stopped flying took up sailing, fishing and mountain biking.

Resumed flying 2003.

**GRANDSON DANIEL,**

Started competition Free Flight at 13 years of age flying Rubber and A1 Glider, won Junior Kit Contest with a Mentor 1993 Nationals, never received his trophy, stopped flying.

Returned with Andrew 2003.

**GREAT GRANDSON JACK,**

Aged 4 years, flies Chuck Gliders and P30.

**SAM 1066 AGM 2007**

The first AGM of the reconstituted SAM 1066 was held in the Apache Restaurant adjoining the Museum of Army Flying at Middle Wallop on October 14<sup>th</sup>. The meeting started at 4:30 and finished at 5:30.

Around 40 people attended, having spent a most enjoyable day on the airfield in almost idyllic conditions.

The following are the minutes as kindly taken by Peter Michel:

**Chairman and Secretary's report:**

John Thompson welcomed members to the first AGM of the newly-reformed organization and accepted apologies.

*In his report he said: "We are glad that we could continue the work begun by David Baker. The first step that was required in this changing litigious world was the affiliation of SAM 1066 to the BMFA. The BMFA and its provided insurance are recognized by the Ministry of Defence, thus allowing us to continue and use Middle Wallop. We chose to affiliate with the minimum number of five members as this would lessen administration. But this also allows other BMFA members to be part of SAM 1066.*

"The 'electronic' route was taken for all communication, thus eliminating the 'Three Ps' - Printing, Packing, and Posting. Mike Parker was the driving force in all of this as it was his intent to build upon David Baker's great efforts in the past and not allow them to go to waste. We were also lucky in having an almost 'in-built' liaison officer in Lindsey Smith. I would also note that Lindsey has made great efforts to ensure that Salisbury Plain is available for BMFA free-flight.

*"We were also fortunate to have Vic Wilson offer to edit and produce the New Clarion. As always I take this opportunity to ask you to send material for publication.*

*"I hope you have enjoyed the events of 2007 and look forward to 2008. Our 'hot line' is working overtime to continue with our regular weather!"*

*"One final comment. Make sure your mobile number is in the SAM 1066 book and ensure you have it turned on and in your pocket - not in the car. It helps the organization."*

#### Treasurer and Membership Secretary's report:

**Membership:** Mike Parker reported a total membership of 364, comprising 308 senior members, 55 social members, and one junior member (in Mauritius.) SAM 1066 membership in other countries was as follows: Argentina, 1; Canada, 5; France, 1; Germany, 1; Italy, 12; Mauritius, 2; New Zealand, 2; Slovakia, 1; United States, 9. UK membership was 330.

**Finances, 2007, to October 4:** Mr Parker reported a happy financial situation with an income of £2,416.05 and an expenditure of £1,742.28. Excess of income over expenses: £673.77. Balance brought forward from 2006: £1,465.01. Balance on deposit: £2,138.78.

At the SAM Champs, 2007, there was a total income of £1,928.05 and a total expenditure of £1,497.24 an excess of income over expenses of £430.81.

*(Copies of the full accounts are available to members on request, but will only be supplied in electronic format).*

The statement of accounts was approved unanimously. On a show of hands it was also agreed that the airfield "gate subsidy" and the established principle of "no membership fees" would continue.

It was also agreed on a show of hands that we should continue to return 50p per entry to the clubs running competitions to help with their costs.

**2008 season:** Mike Parker also reported that there would be an application for 12 SAM 1066 flying days at Middle Wallop in 2008. There was a warm vote of thanks to Derek Knowlton for his untiring work in manning the gate.

#### Middle Wallop Liaison:

Lindsey Smith outlined the history of SAM flying at the airfield, the problems of liaising with the aerodrome authorities, and the continuing paramount necessity of avoiding litter, warning that any case of SAM-induced 'FOD' damage to aircraft would be catastrophic to the cause of free-flight at Middle Wallop.

#### Election of Officers:

The current officers said they were prepared to continue in their posts and were re-elected unanimously with a vote of thanks proposed by Vic Wilson and seconded by Laurie Barr.

#### Any other business:

Mike Parker explained that a small number of members were experiencing problems receiving the New Clarion via email. After a short discussion it was decided on a show of hands that the New Clarion would be published on the club website, and that the members are to be informed of its publication by email.

Mike also presented the new 1066 website address:

<<http://www.sam1066.org>> which is now owned by the club. The website is now hosted by a new company and the new server provides the necessary space for the site to expand. This extra space enables the site to contain current and archive editions of the New Clarion.

After a short debate on whether the 1066 membership list should be made available to the BMFA Free-Flight Technical Committee it was decided on a show of hands with no dissention that Mr Parker should email members to make them aware of the FFTC's email list with a view to them "opting in". An "opt out" proposal was rejected.

A vote of thanks to the committee was proposed by Peter Shelton and carried unanimously.

### **Middle Wallop trimming day - 14<sup>th</sup> October 2007 - *By Vic Willson***

Following on from an excellent day's flying at the BMFA 6<sup>th</sup> Area competitions at Beaulieu (7<sup>th</sup> October) it seemed too much to hope that the good flying weather could last until the next Sunday, but last it did.

This was one of those days when, due to the consistent conditions, it was possible to have flight after flight and keep on making fine adjustments until the trim was just right.

The flight line was a mass of assorted models all day and most of them were flown many times to the obvious enjoyment of their builders/owners.

In fact by mid-afternoon a number of people came up to me pleading that we postpone the start of the AGM so that they could carry on flying into the evening!

Having taken the modified Garricoupe to Chobham a couple of times I had further modified it. I had noticed that even the original Coupe version, built by my flying buddy Tony Hansell, seemed to be slightly unstable directionally and so having moved the wing back to compensate for the extra weight of rubber in the rear fuselage I discovered that it was 'Dutch rolling' badly, even in very calm conditions.

Thinking about this later the reason seemed obvious as there was now greater fuselage side area in front of the CG and a reduced moment arm so the outcome shouldn't have been any surprise.

I made and fitted some 50% larger end-plate fins and a slightly larger underfin and due to the consistently good flying weather took the model back to Chobham where it was now transformed.

Directional stability was excellent and I quickly built up the turns until I was in danger of flying off the Common.

So Middle Wallop was the ideal opportunity to 'let it go' and after a couple of flights to get the optimum glide it performed very well; well enough to spur me into building another, lighter one, for next season.





*Buckeridge Cat's Wisker gets away*



*John White with one of his distinctive Coupes*

*This has the wing from the famous indoor/outdoor winner, which John used to win an outdoor competition in appalling conditions by flying inside a hangar! Needless to say the rules have now been changed.*

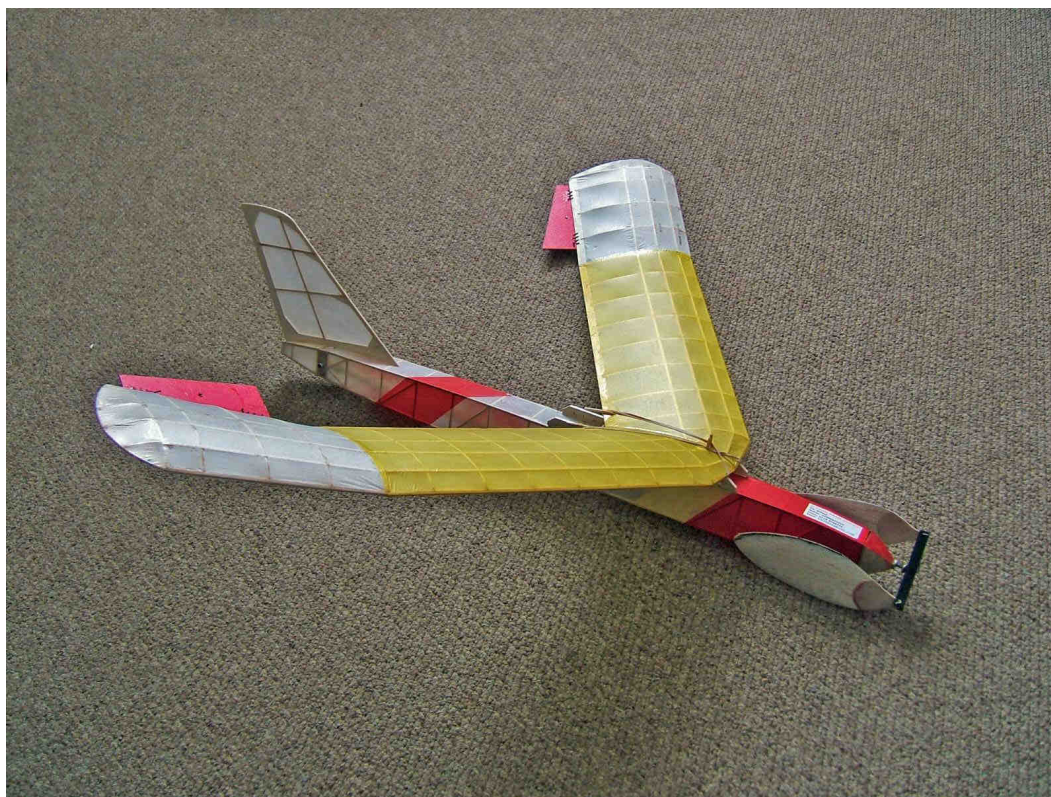
## EDITORIAL

Having trimmed out the Garricoupe and a couple of other models at Middle Wallop my thoughts turned to what to build next and so, after pondering for a couple of days, I decided to build a smaller tailless model for events such as Portmeadow, where the larger model I have been flying can be a bit of a handful, especially on a windy day.

I quickly sketched a layout for the model and then by measuring existing models (tailless and conventional) I decided on the basic dimensions.

The wings are basically a cut down version of Spencer Willis's well proven series of models and the fin shape is the result of drooling over the Hawker Hunter as a schoolboy. I used the 'size 9 Hush Puppy' aerofoil.

The name VORTIC is an anagram of Victor. Note the optimism of labeling it Mk I. However, I have now designed Mk II and III. The Mk III having return gears, but that's another story.



*Vortic Mk I*

I quickly knocked up the model and as the next day turned out to be a perfect flying day, I whizzed off to Chobham. After a few test glides and moving the wing forward, I put on 200 turns and hey presto it flew as though on rails.

A small adjustment to the elevons produced a decent climb and several more flights were made with increasing turns before packing up for the day.

All I need to do now is try it on a windy day and put on full turns.

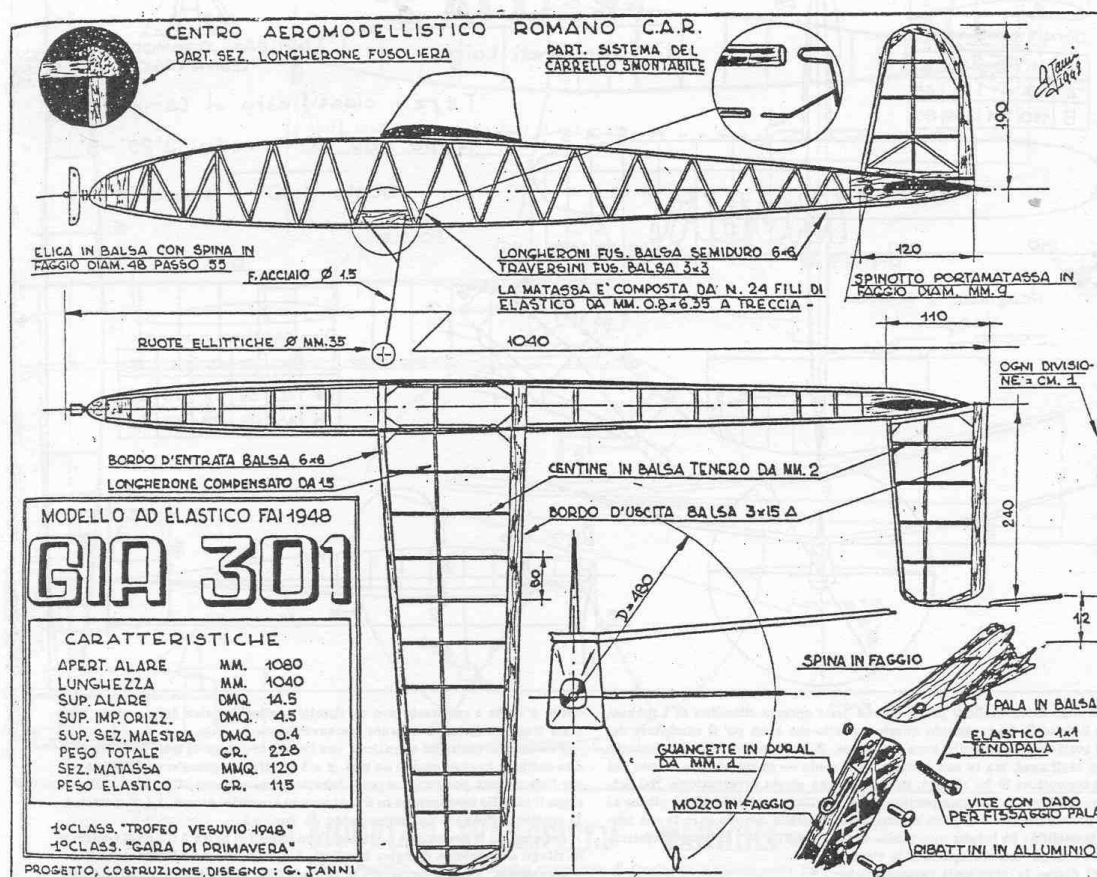


## THE ITALIAN CONNECTION

This month's offering from 1948 looks like a 'goer'. At 40.5 in span and with an 18.75 in double blade folder, I am tempted to have a go myself.

A possible Flight Cup contender?

It has a distinctive flair about the styling, particularly the fuselage, although I am doubtful about the overhanging longeron idea (sketch top lefthand corner), presumably to facilitate a very smooth covering with no attachment to the spacers. Has anyone any experience of this idea?



## How to keep Middle Wallop - By Peter Michel

FORTY of us turned up at the first of re-vamped 1066's AGMs, held in the Apache café at Middle Wallop after a glorious few hours of trimming and fun flying on the 'drome in the autumnal sunshine of a St Luke's Summer (alt: Indian Summer).

*We were all in a euphoric frame of mind after such a day. Two-minute flights by rubber models were landing half-way across the field, and yet there was just enough drift to get the gliders overhead on their lines. This was our home; the centre of vintage model aircraft flying, and no-one could remember a better session.*

So we were sharply reminded as the AGM got under way of just how tenuous our hold is on this, the most beautiful of aerodromes. Our liaison officer, Major Lindsey Smith, outlined the difficulties of negotiating with conflicting interests and the comings and goings of officers in command. But above all he was at pains to spell out our top priority if we are to retain the



use of MW - and that is to leave no litter or crash-damage debris (FoD) of any sort. A lost object - say a 10swg wing joiner or a pair of pliers - ingested into the works of a helicopter could cause literally millions of pounds damage and we free-flyers as a group would be in terminally serious trouble. Lindsey's message was clear. If we are to continue flying at Middle Wallop we MUST leave the field as we found it.

So what is the procedure if we do happen to mislay something? The course of action is to report the loss to the CD immediately. If need be search parties can be organised. Yes, it is *that* serious. (Here I must confess to having left my binoculars on the grass near the peri-track at the beginning of the season due to a misunderstanding after a contest flight. So I know all too well how easily it can happen. Fortunately for me, and all of us, Lindsey and the 'drome guards retrieved my bins next day without a lot of fuss. Panic over. But I was sweating a bit at the time, I don't mind tell you.)

WHEN Ted Horne's flying-wing glider caught a boomer at the Middle Wallop three-day event in August and came to earth 13 miles away near Romsey I little realised that it would change my workshop life just that tiny bit for the better. As it happened, my Kavka (Czech A2, 1952) must have found the same mega-thermal because it landed only a mile or so away from Ted's model - at Broadlands, the huge Mountbatten estate. During the week I picked up both models and gave the customary bottle of plonk as a reward to the finder of Ted's. In return he gave me a packet of 15 small drill bits ranging from 1.05mm to 2mm. So what? Well, all my aeromodelling life I have drilled small holes - the really small ones - with scraps of sharpened piano wire, as I imagine a lot of us do (Having always used and broken tiny drills it had never occurred to me to use a piece of sharpened wire. Must try that! - Ed.). Ted's drills have changed all that. The ease and accuracy which they bring to every job requiring micro-drilling is an eye-opener. Even my wife seized instantly on them to make holes in "jewellery" items and the like and now, it seems, they are in constant use. To think that all these years I have been needlessly bodging in this department!

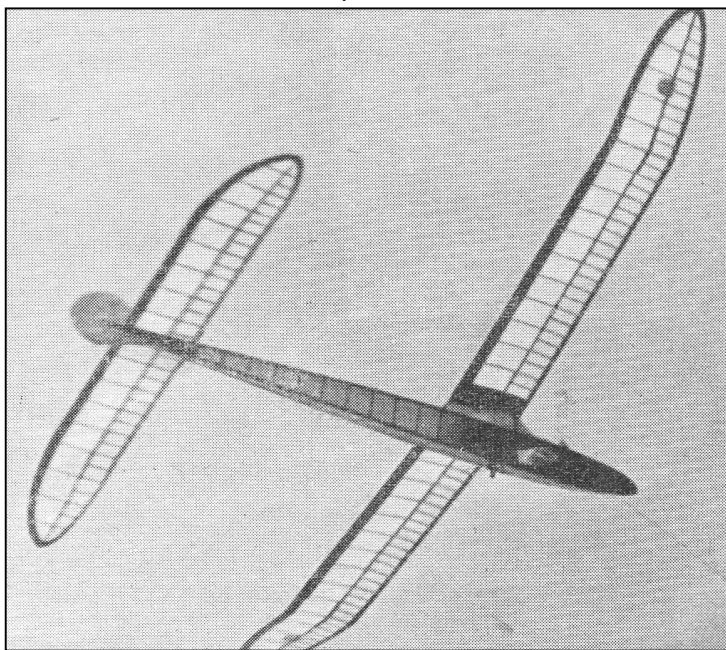
**AMAZING BAKED BEAN BENDER.** Here we have another case of *multum in parvo*. Some of us were discussing difficult bends in longerons after the last meeting of the Epsom Bangers and Mash club\* when Mike Holloway came up with a method he has been using for years but which I had never heard of. It is the Baked Bean Bender, pictured right.

This is what you do, as Jimmy Young used to say. Solder a lug of some sort on a baked beans tin (small) so that it can be mounted in a vice. Place a night-light inside it. Soak your longeron in water for a few moments. Light the night-light, and then bend the longeron over the top of your baked beans tin. The surprisingly fierce heat from the night-light generates steam in the longeron which then bends easily. Magic! Again, my workshop life has changed a tad for the better because I have been bending longerons and so on in the steam from a gas-stove kettle for something like 60 years! I should have known about this because when I was into musical instrument-making I used exactly the same technique, on a larger scale, to bend the sides of classic guitars.



Silly me for not carrying over this standard method into aeromodelling. No more steamy kettles for me, then. In any case, you can't do it with electric kettles unless you tape down the button or something. Just thought you might like to know.

Incidentally, if any 1066ers have similar tips to pass on, please let me know and I'll write it up.



DAVID BEALES rang the other day to commiserate on learning that I had stupidly stepped on the wing of my brand new Zephyr glider at Middle Wallop during the aforesaid fun-fly meeting. It has always been a favourite of his since his Ilford MAC days when he knew, and was in awe of, the designer, Eddie Catton. Eddie was a meticulous builder, says David, and one day he turned up at an Ilford meeting with his beautiful Zephyr [actual model pictured left] only for an unfortunate club member

to spill a cup of tea over its magnificent wings! It seems that Eddie was painstaking to the extent of making small covering repairs with precisely round circles of tissue. "Ah," said I, knowingly, remembering an old Dave Hipperson trick. "What you do is to cut out a pile of tissue squares, place them on a coin, say a 2p piece, and then sandpaper round the edges until the surplus tissue drops off. Result, instant round patches!" Again, one of those small things that you never forget and wonder how you rubbed along without.

Incidentally, on the subject of tissue repairs we in the old Portsmouth & District MAC (and by "old" I mean pre-RC) used to make a point of patching up models with tissue of a different colour. We thought this gave them a contest-hardened pedigree which would scare the wits out of our opponents. Happy days!

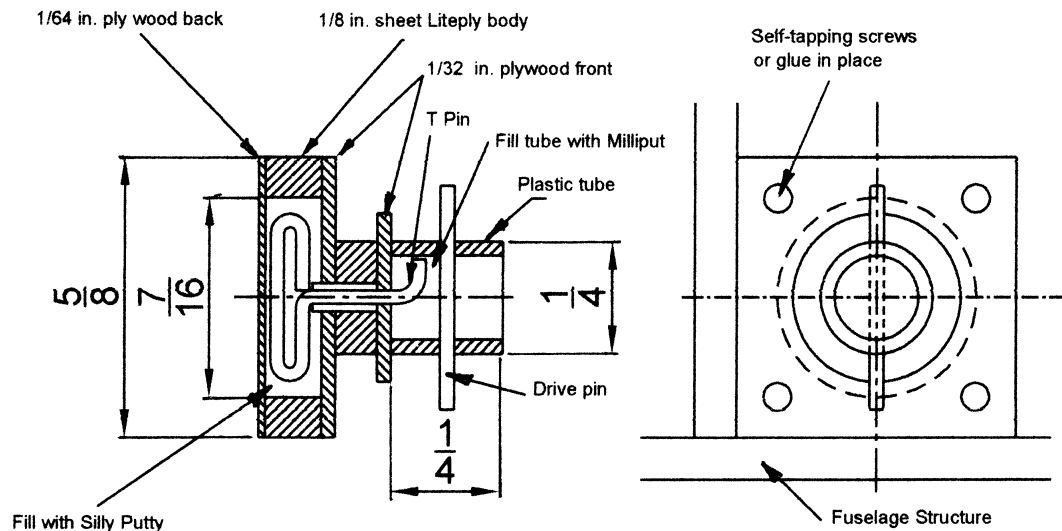
AS you may read elsewhere in this issue, Mike Parker is applying for 12 flying days at Middle Wallop next season. The dates will be published as soon as they are established. If the Clerk of the Weather is as kind to us next year as he has been this year, then we really will be in clover with yet more David Baker sunshine.

*\*The Bangers & Mash Club meets at the Derby Arms, Epsom, opposite the racecourse grandstand, on the first Wednesday of every month, racing permitting. Trimming and fun flying follows on the Downs. All welcome.*

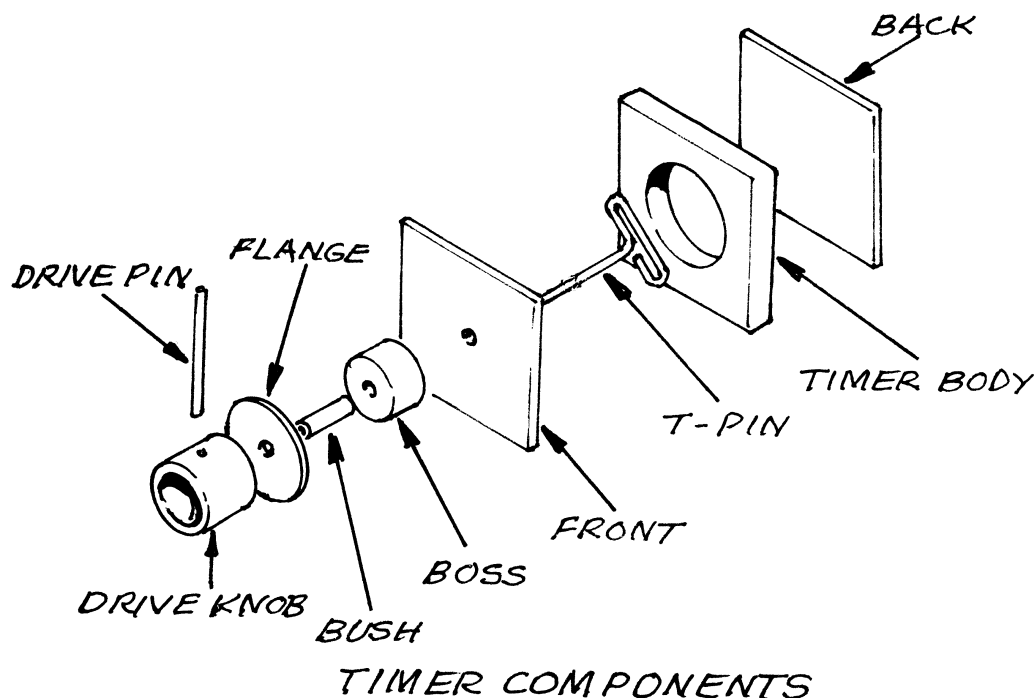
## Silly Putty Timers - *BY John Worsley*

Silly Putty timers are excellent for small models that do not have the space or surplus weight available for Tomy timers. They work slowly but although they operate a little faster when the weather is hot they are still slower than a viscous button timer. The tube in tube type was described in a previous Clarion.

I recently discovered a website that gave details of a Silly Putty timer for a chuck glider. It uses a T-pin that some modellers use for pinning balsa to a building board and is easy to fit by glueing it on the fuselage side or by building it into the structure.



Silly Putty Button Timer



The sizes are not critical except for the size of the cavity filled with Silly Putty. Varying the size will increase or decrease the amount of Silly Putty and therefore the speed at which the T-pin will rotate. Using 1/8 in. Liteply instead of 1/8 in. sheet balsa will make drilling a clean hole for the Silly Putty easier. A proper wood drill is the best tool to use not a metal drill. Self-tapping screws are the best option for attaching the front as it makes it possible to vary the amount of Silly Putty.

### **Assembly Sequence:**

*Glue the 1/64 in. plywood back to the 1/8 in. Liteply or balsa timer body.*

*Glue the 6mm dowel boss to the 1/32 in. plywood front. Ensure that the holes are aligned.*

*Push the 20 SWG bush into the boss. It should be a tight fit, protrude 1/64 in. at the rear and be flush with the front.*

*Glue the plastic tube drive knob to the 1/32 in. plywood drive knob flange.*

*Check that the holes are correctly aligned*

*Push the T- pin through the bush.*

*Bend it at right angles and cut to length as shown in Fig. 1.*

*Insert the bent end through the hole in the drive knob flange and pack in fill with Plastic Padding or Hardwood filler to hold everything in place. Leave to harden.*

*Check that the drive knob turns easily.*

*Put approximately 0.7 grams of Silly Putty in the timer body and pack it so that there are no cavities and it is flush with the surface. The amount required will vary according to the diameter of the cavity.*

*Push the head of the T-pin into the Silly Putty and attach the timer front to the timer body with self-tapping screws.*

*Drill a hole in the drive knob and insert the piano wire drive pin. Fix it with a drop of Cyano.*

*Check that there is no backlash. If so add more Silly Putty.*

*Check the run times as with a Tomy timer. A 2 in. loop of shirring elastic gives the longest times.*

**Note:** *Do not be alarmed if you cannot see the timer operating. It does not make a noise, which tends to make one wonder if it is! Leave it a while and then have another look. Always check the run time before flying.*

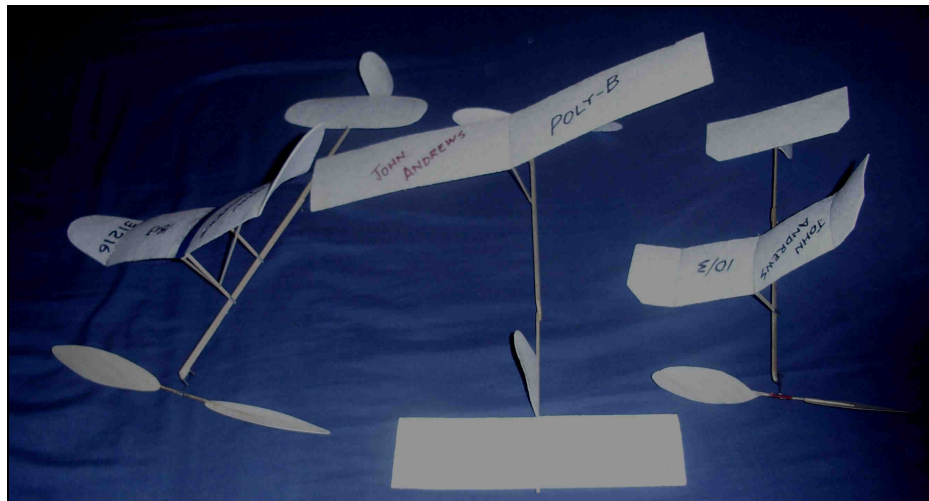
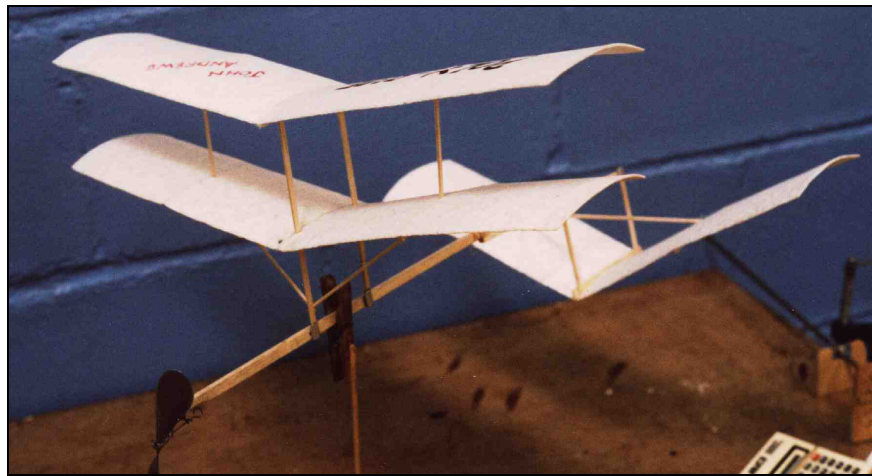
Any queries, contact me on 01784 433020 by email at [jandiworsley@tiscali.co.uk](mailto:jandiworsley@tiscali.co.uk)

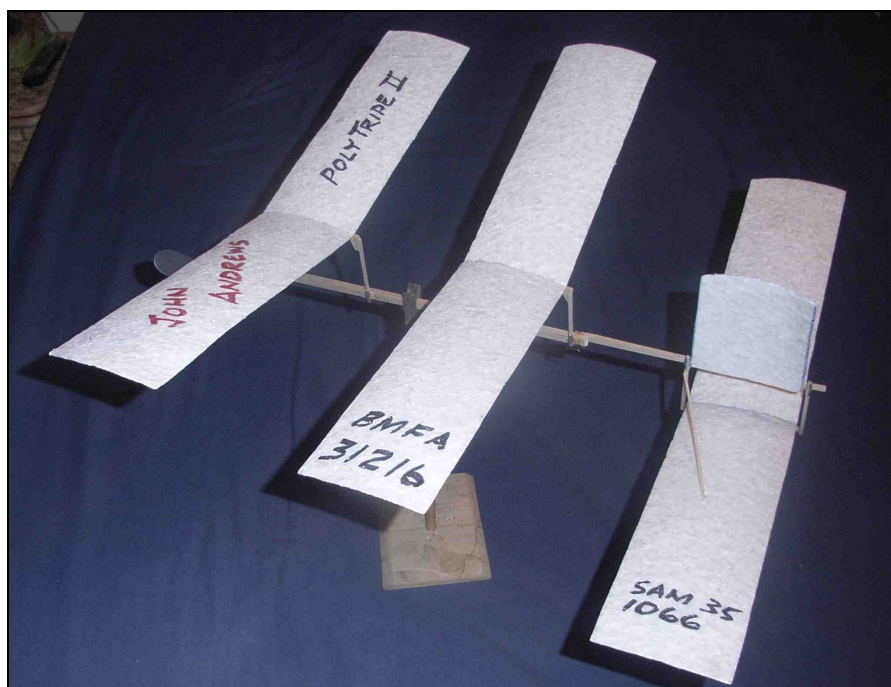


## Wall Foam for Indoors - By John Andrews

I've just got back in harness after a two week break at the seaside in Minehead (*no I did not get my feet wet*), did spend a whole day on the West Somerset preserved railway, twice. I am the son of a railwayman and was an avid anorak of a numbers collector many moons ago.

That's a first, I haven't started yet and straight into a digression. Not having done much of late and being at the start of the sports hall indoor season, I thought I would extol the virtues of indoor models using wall foam insulation for flying surfaces. I've only ever bought the one roll and have made numerous models with it, economy is the name of the game. You can make all sorts of experimental designs, I suppose you could prototype for outdoor models. Here are a few of my efforts.





*For a real experiment, this Tripe was a real 'lets see what happens job'*

The wing construction uses the natural curve of the roll and has ribs of about 5% arc placed at half semi-span and at the dihedral break.

Ribs  $1/32^{\text{nd}}$  sheet outboard and  $1/16^{\text{th}}$  at the centre. All polystyrene to balsa joints are stuck with Bison clear adhesive (good old John Hook again).

Wing posts are stuck to ribs with thick Cyno and also wing braces. Don't forget to keep Cyno away from the styrene or you will get the creeping dissolving disease. The wings are braced with  $1/32^{\text{nd}} \times 1/16^{\text{th}}$  strip from bottom of front wing post to centre of the semi-span ribs.

Motor sticks are  $1/8^{\text{th}} \times \frac{1}{4}$  with aluminium tube fixed to them with cyno to take the wing posts. The wings are then removable for transport.

Wing sizes of about 18" span and 3" chord are rigid enough, but if you go up over 20" span and 4" chord you will need to brace the wings front and rear.

The unusual larger models generally use  $1/8^{\text{th}}$  rubber about twice the motor stick long and will take 1200 to 1400 turns resulting in flights of 1 minute or so. Models of more conventional layout can be built quite light, if you make the effort, and times in excess of 2 minutes can be achieved. Rubber sizes for these require experimentation and access to a supply of various widths is essential for best performance. Possession or use of a rubber stripper is a real asset if you get keen.

I think it was at a turbulent windy 'Flying Aces' meeting at Peterborough early in September, after a few abortive attempts to fly my 'Cloud Tramp', that I gave it best and sat and chatted to Peter Spalding. During the course of conversation Peter mentioned that he had funded part ownership of a Rubber Stripper procured, from Poland, by John Barker. When a cost in the region of £60 was stated my interest was aroused.

The wife got more than a little concerned when I announced that I was getting a stripper from Poland, she was not in favour of the free movement of labour in Europe and was certainly not supporting me if I was entering the sex trade.

I need to digress a little, I was a 'BMFA Country member' but after my capture of the 'Jaguar Trophy' at Wallop I felt that I needed a club name to put on the trophy. John Wingate, who I fly with when possible, suggested that I join his club, the 'Timperley Flyers', so I approached Gerry Ferer and was duly signed up. In due course my new club sent a copy of their newsletter and in it was a statement from John Barker telling of his acquisition of the stripper.

Being thus reminded, I contacted John and got all the details of, from whom, from where and how to obtain a stripper for myself. I contacted the supplier, sent an order with euros and after a postal strike delay I now have a stripper of my own. It's a nice piece of engineering and together with spare cutters cost me just under £70 all in. I did not get a good exchange rate £ to euros as the Northern Rock Bank business had effected the exchange rate.



The Polish Rubber Stripper with neat adjustment of basic strip size unaffected by setting for cut strip width. I have not used it extensively as yet but the test pieces down to .030 width using old rubber strip seem to indicate that this acquisition will be of benefit to my indoor flying. Mind you measuring the width is not as easy as you might think.

**Stripper available from:**

Edward Ciapala, Kowale 130, 43-430 Skoczow, Polen (Poland)

e-mail: e.ciapala@interia.pl

Cost stripper 75e

Spare cutters 10e

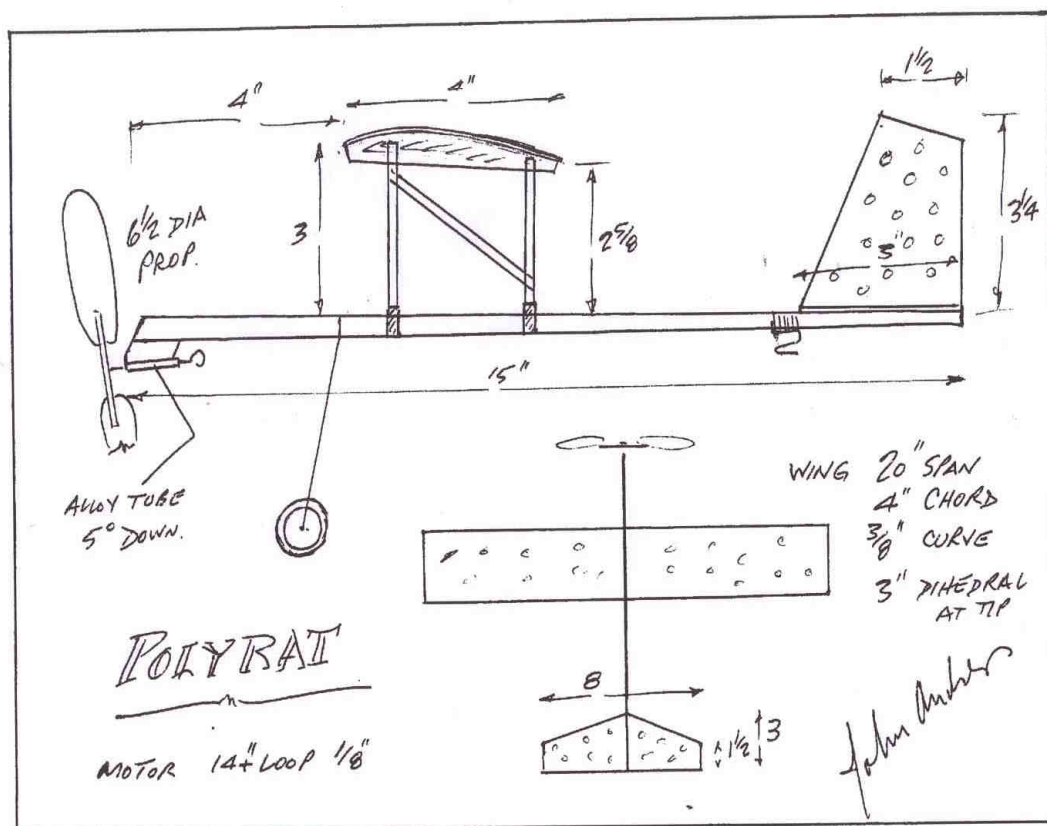
Post 10e

I sent 95 euros with letter in plain envelope by ordinary mail, everything went OK. Edward sent stripper by return airmail as soon as he received cash.

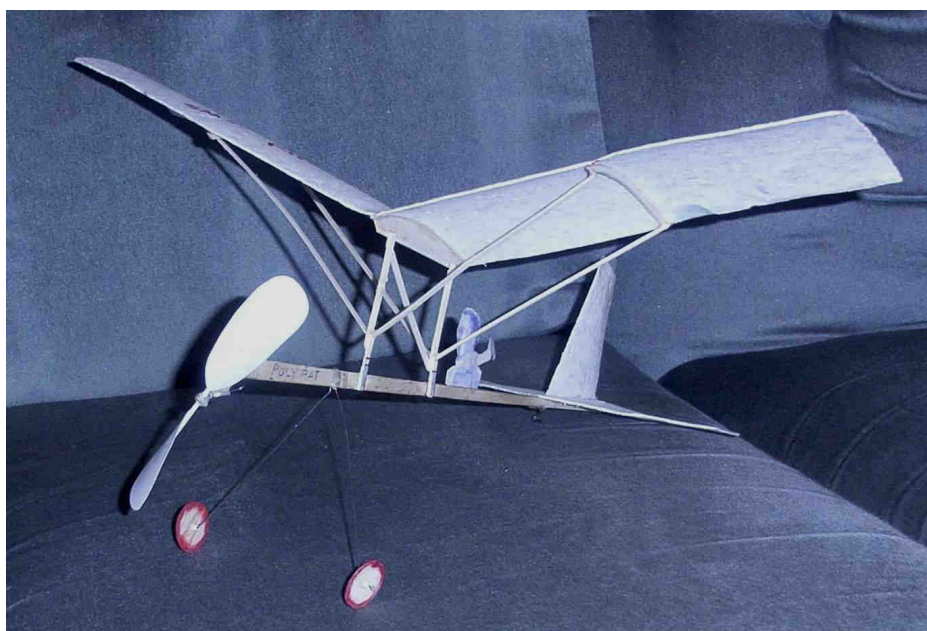
Edward's english is not too good (better than my Polish) so if you e-mail him keep it simple.

Where was I, oh yes, foam winged models, the first one I tried was a version of the good old Hanger Rat. I call mine the Poly-Rat, it's a bit dilapidated now but has proved a really reliable performer and 2 minute flights are achievable, in fact I was at Colin Shepherd's meeting at the Thorns Leisure centre on Saturday 27<sup>th</sup> September and did a 2-01.

# POLY-RAT by John Andrews



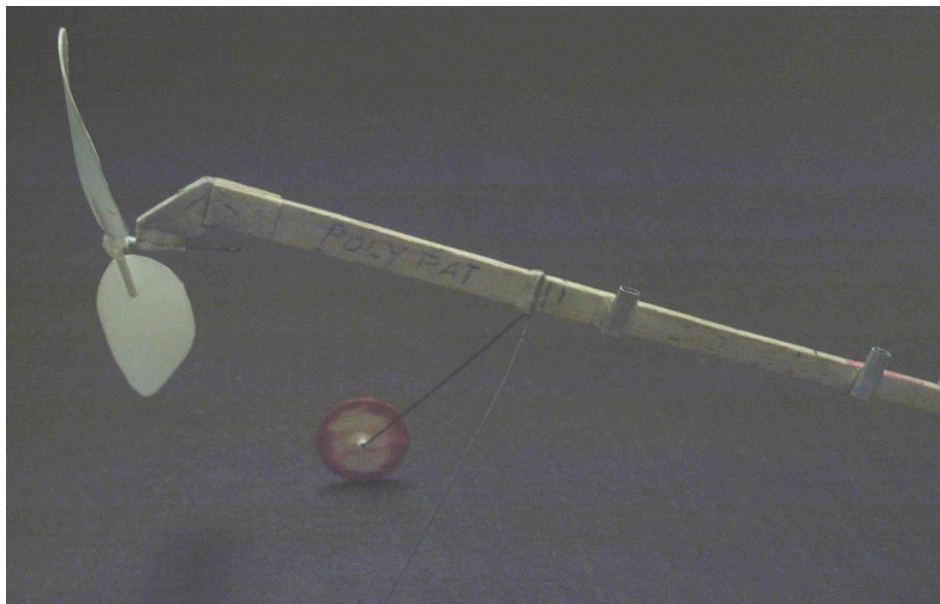
I think most of the construction is self-explanatory, I follow with a few photo's that indicate the way I've done mine. I've had all sorts of props, wood, commercial plastic and now yoghurt pot stuck to plastic tube. Blades cut at 10deg from pot and stuck with cyno at about 45deg root angle.





***My model, the pilot is John Hook***

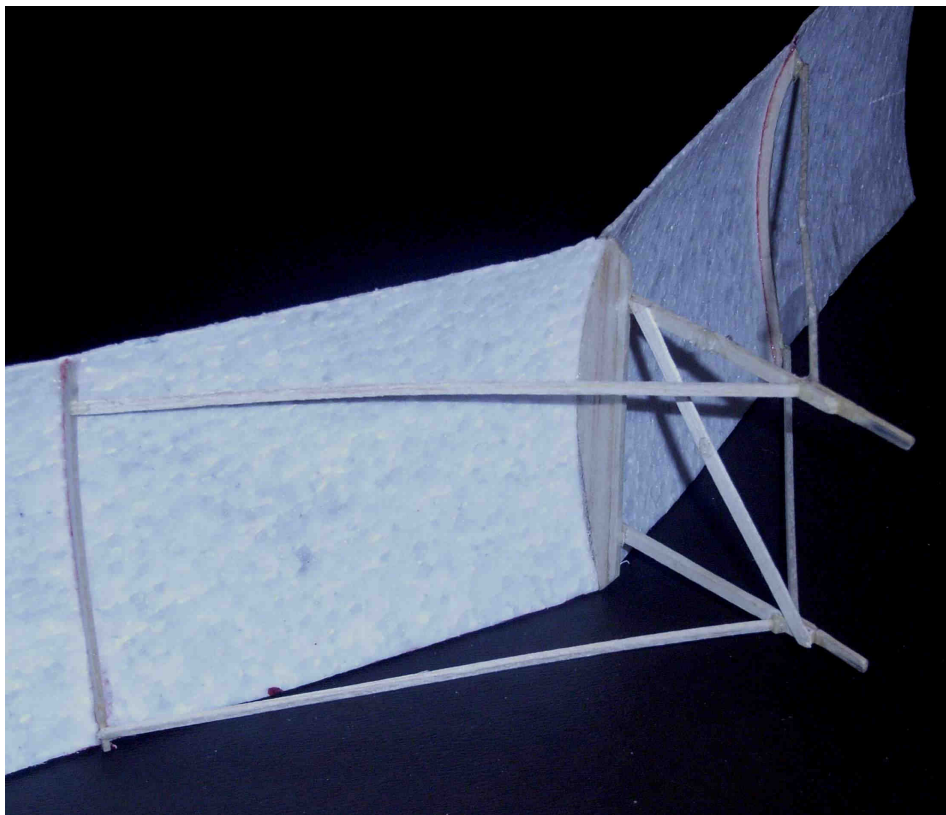
*I did it for his 60<sup>th</sup> birthday bash at Swindon a few years back*



***Fuselage Prop and wing mounts***

The wing is mounted on posts in flattened alloy tubes cyno'd to the fuselage stick. You can adjust for flight by sliding wing posts in and out and of course remove for transport.

The prop bearing is alloy tubing at about 5deg downthrust, I find it needs it to tame initial power burst on take-off.



***Wing mounting and bracing***

The centre rib is  $1/16^{\text{th}}$  sheet and outers  $1/32^{\text{nd}}$ . Wing posts are  $1/16^{\text{th}}$  x  $1/8^{\text{th}}$ . Braces can be  $1/16^{\text{sq}}$  or  $1/32$  x  $1/8^{\text{th}}$ . They do get a bit knocked about when ceiling bashing so carry spare bits of wood when flying.

I find the model flies best in right hand circles using the top of the rudder bent for turn by pinching. It is also beneficial to warp the right hand wing tip down for wash-in, once again by pinching.

Have a go it does not cost much and is pleasurable to fly.

That's all for now - *John Andrews*

## **CLOUD TRAMP POSTAL CONTEST 2007 - *By Jim Moseley***

Thank you all for your support and participation. In particular I'm happy to see young people enjoying themselves - not only flying but doing so in a spirit of competition and it's good to see the twins, Leon and Alex Stocker Cameron, age 10 years, back with us once again

Though numbers involved have dropped to 75% of the 2006 level - which is a little better than the reduced support of the Mimloct this year - I feel it's worth running this event again in 2008 and to then further evaluate its future thereafter.

Sympathies are extended to Mike Myers and Ron Boots who retired after constantly breaking motors, and to Bobby Langelius who only managed to make one flight, so have to be shown as 'Supporters' as their returns cannot be 'scored' in the same manner as all others - better luck next year!

I have posted the undernoted entries and scores to the CT event within the  $16^{\text{th}}$  WorldWide Postal, which closes April 30th 2008. However, as you did not specifically enter the WWP as such, should you feel that you could better the scores posted here then please feel free to fly your CT's again before that date, and I'll happily substitute and update the results in that contest.

I look forward to running this fun event next year (make a note - August 2nd to September 30th 2008) and look forward to welcoming each one of you back again - and do try to talk someone else into building and flying a Cloud Tramp (or even to fly yours - no BOM rule, remember). If you forwarded scores on behalf of those without email addresses, please ensure they receive a copy of this report.

The main thing is that everyone had fun. There's no better motive or outcome.

Thank you again - one and all - and at this time of year may I wish you a very happy forthcoming holiday season - and good flying in 2007/2008, no matter what your F/F, or other, interests might be.

**Jim Moseley**

[jjmoseley@look.ca](mailto:jjmoseley@look.ca)

## 2007 Cloud Tramp results

\* indicates discarded longest/shortest flights.

1	Joseph Pengilley	USA	121	117	85*	118	168*	356
2	Stu Cummins	USA	109	221*	85	108	81*	302
3	<b>Jim Moseley</b>	<b>C</b>	<b>67*</b>	<b>76</b>	<b>92</b>	<b>128*</b>	<b>111</b>	<b>279</b>
4	Ole Torgersen	N	93	71	102	70*	144*	266
5	Arne Losness	N	58*	82*	81	58	76	215
6	Don Ratzlaff	USA	90*	81	65	62	57*	208
7	Per Th. Skjulstad	N	90*	71	50*	58	75	204
8=	Alex Stockton-Cameron	UK	72	56	55*	58	73*	186
8=	Kent Josefsson	S	72	52	62	52*	75*	186
10	Bud Matthews	USA	60	76	42	78*	37*	178
11	Leon Stockton-Cameron	UK	36*	50	70*	61	64	175
12	Val Dahlem	USA	51*	59	71*	61	54	174
13	Bob Clemens	USA	42	38*	56	184*	76	174
14	Tor Bortne	N	52*	55	99*	55	62	172
15	Les Sayer	C	70*	57	47*	48	64	169
16	Jim Blair	USA	64*	51	23*	49	62	162
17	Ingvar Claesson	S	83*	33*	39	46	74	159
18	Don Butman	USA	58*	52	45*	52	51	155
19	Don Smith	USA	42	72*	37	54	27*	133
20	Jim Norfolk	CAN	21*	42	40	45	48*	127
21	Don Martin	USA	36	58*	38	34*	50	124
22	Ray Millard	UK	22*	23*	32	36	38	106
23	Bryan Lea	UK	68	26*	32	34	44*	104
24	Bengt Hoglund	S	36	29	38	24*	42*	103

Supporters:-

Mike Myers	USA	39	34	41
Ron Boots	USA	32	34	61
Bobby Langelius	USA	42		

## OBITUARY

### ALBERT EDWARD HATFULL 1926-2007 - By Harry Payling



Albert, or Alb as he was always known to me was born at Tottenham on 7 September 1926, the family later removed to Edmonton. We met at the age of 7, attending Junior School where we sang in the Choir and enjoyed New Orleans Jazz.

Alb had skilful hands, played the piano accordion and developed an initial interest in making solid scale model aeroplanes. A Percival Mew Gull with a finely detailed cockpit and canopy comes to mind. Alb then progressed building a series of Megow kits, among others, built Clodhopper, a Korda and eventually his own designs. He was an avid reader of aero magazines, particularly American. Dick Korda of the Cleveland Balsa Butchers was always held in high admiration.

Happy days of free flight, just before WW2, on the Tottenham Marshes and Epping Forest drew a number of like minded aeromodellers together. The Edmonton Model Aero Club was formed. However, regular visits to Premier Aeromodel Supplies and talking to Rip (C.A. Rippon) brought about an amalgamation with

the Northern Heights M.F.C. This was our Mecca where on one occasion, Bob Copland gave us hands on demo of carving a prop.

Flying continued at Holly Hill Farm, Enfield where there was a friendly farmer and a slope which produced useful thermals.

A tragedy struck Alb at the age of 16 by way of contracting polio from the local swimming pool. We were both attending Tottenham Technical College at the time. Although he received treatment, as it was in those days, his hands and fingers lost quite a degree of mobility. In spite of this, he spent years in drawing offices of companies specialising in intricate mechanisms relating to Pitney Bowes and similar Franking Machines.



Alb had a creative mind. Significantly he met Eddie Keil who requested some design studies of flying models. The first was a glider which went into production as a kit- the first of many through the years. Designed by A.H. and sold by Keil Kraft. No doubt the "Senator" was his outstanding creation.

In addition to his extensive design work with Keil Kraft, a number of plans were also published in "Aeromodeller"; "Model Aircraft"; "Model Flyer" and "AMI". Spending years at the drawing board, holding a pencil with some difficulty demanded a change in his working lifestyle, so he joined a Patent Agency in London. In an engineering capacity he carried out Consultancy and Searches until his retirement when he removed to Halesworth, Suffolk.

The tragedy in Albert Hatfull's life was being smitten with Polio in his teens. In spite of this adversity he made a contribution to life in general and the aeromodelling fraternity in particular.

A privilege for me to have him as a close friend since schooldays. He died on 21 October 2007 and his funeral was held at Halesworth on 2 November 2007.

My sincere condolences to Jean and two charming daughters, Allison and Cheryl and grandchildren.

*Harry Payling*  
(Ex Northern Heights M.F.C)

Some of Albert's Personal items are for sale:-

1. Original Keil Kraft Kit, complete and untouched of the "Senator" and Globe "Swift". (Collectors items)
2. Many original A.H. drawings including the "President" (No copyright restrictions)
3. Durometer (USA) Shore Hardness Tester.
4. Mitutoyo Vernier; Calliper; Beam Compass; French curves; Templates; Tee Squares; 3 ft. straight edge rule; Folding Rule.
5. AWAC photograph, signed by Pilot and Navigator.
6. Magazines - "Aeroplane Spotter" 1941-44 (Mixed)

Offers to: Mrs. Jean Hatfield\*  
10 Jermyn Way  
HALESWORTH  
IP19 8TN  
Tel. 01986-875371

\* NOTE: The family name was changed from Hatfull to Hatfield in later years

## Obituary - Eric Marsden (1921-2007)

Eric passed away on 16 September 2007 in his 86th year. This eulogy is also a light-hearted account of his most unusual farewell to the world.

Eric was a member of our group of local oldtime modellers whose combined vast experience, knowledge, abilities and dry sense of humour made the group into an enviable and close-knit social circle. The intelligence, trust and comradeship inspired me (and provided much material) to write about their antics in *SAM Speaks* as 'Talespinner'. Eric's funeral was conducted in the same easy-going but witty way and so, as a tribute to him, 'Talespinner' is back, reporting it... "one more time" and ten years after I closed the column. We hope this makes for cosier reading than the usual formal notice.

Eric had coped with heart problems for many years (I reported his quad bypass op many years ago in my column) but he has always turned up at flying meetings and group get-togethers until the last few months when the inevitable increase in frailty caused by age finally beat him.

However, he kept his 'marbles' right to the end. As someone commented "well, he would, wouldn't he, you northerners never throw anything away"! So we have had to endure his jokes and sharp observations until a month or so ago.

The funeral was held at Chichester Crematorium on 26 Sept 2007. Eric had organised the nature of it himself and, in keeping with our group motto, "we've had some laughs, haven't we", some humour found its way into the final proceedings.

He wanted the event to be low key, small numbers, no hymns or clergy. He had made up a tape of his favourite music tracks and this was played between talks from his family and friends.

He wanted the first track, to accompany his arrival at the crematorium, to be "I don't want to set the world on fire"! That would have raised a laugh but his family told him "No, that's not on". So he played his favourite 40's tracks including some South Pacific, Hawaiian-style, music that he got to like while stationed out there. The last track was to be "When the saints come marching in" but he was ironically also robbed of this naughty by a sticking tape! All-in-all though, very different with minimum tears.

Eric's history then, briefly. Modelling since the 30's, he joined the RAF in 1939, served in fighter command during the Battle of Britain, then transferred to bomber command as the offensive built up. Finally he was sent to the Solomon Islands on 'special duties'. I hope that it didn't mean hula-dancing in a grass skirt, the mind boggles at the thought.

Eventually demobbed, he went into teaching in Portsmouth but he and his long-tolerant wife, Margaret, also opened a model shop in Southsea.... "Tip Top Models". Margaret ran the shop during school hours so she knows a thing or two about our hobby.

When they finally retired, no rest, Eric became an assistant at Tangmere Air Museum and compiled/published a collection of the words of wartime mess drinking songs. I bet I know some of them! Two months ago he started to compile a newer version that would have included one that I know, an alternative version of "show me the way to go home", called "indicate the route to my abode". Alas, he couldn't wait.

Eric was prolific in designing & building vintage, scale and unusual freeflight models. His designs, articles, comments on affairs etc made his name well-known in most magazines and newsletters.

To his pals in the Hampshire/Sussex area he will live on by our memories of his pointed wit and northern dialect. We recall, for instance, a get-together where one member wanted to say thanks to another member. Sadly, he started by saying "I`m not used to making speeches.....". Eric quickly butted in with "Well shuttupp then". He did!

On the field, he was happier when bending his brain trimming a new model than retrieving flyaways. Once his model was trimmed to flyaway standard he lost interest in it. He once watched a well-sorted model of another flyer, reliably repeating flight after flight. He commented "Thez gettin to be reet boring"!

Eric wasn't backward in coming forward. I first met him when he suddenly appeared, unannounced, in my bedroom den on a hot summer's evening. I was clad only in my underpants and was typing out a sweaty newsletter on my word processor. He had "called in to check me out and see what I was all about". I think I passed!

His son told us of a trip to the USA when he took Eric to see an Indian reservation. Eric was told to strictly observe their privacy but he wandered off on his own and returned later with the reservation elder, "Chief Sitting Bull" style. Eric had chatted him up, got all his family background history and the Marsdens were all invited up to the chief's place for coffee and a get-together.

There then is the nature of the modeller we have lost. Our group of "last of the summer wine" is weaker for his going but stronger for his input. We have been very fortunate to have shared such a grand hobby and friendship in our retirement, as an alternative to the 'couch-potato' syndrome.

As any old married modeller knows, our technical and social activities (diesel fuel smells, sawdust & coffee) are performed with the tolerance of our partners. We thank you for your part, Margaret, and wish you well.

We could, I suppose, advertise for a replacement vintage modeller but it would, in Eric's case, take 80 years to train him up to be a silly-old-fool like the rest of us but remain unique in character, so it can't be done.

Finally Eric, if you have taken a copy of that music tape with you, put it on a decent tape or CD. Then add one more track, just for me..."Thanks for the Memory".

*Tailspinner*

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

## Forthcoming Dates:

15<sup>th</sup> December 2007, 19<sup>th</sup> January 2008, 16<sup>th</sup> February 2008,  
15<sup>th</sup> March 2008, 19<sup>th</sup> April 2008, 17<sup>th</sup> May 2008.

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

Admission: - Fliers £5 - Spectators £2

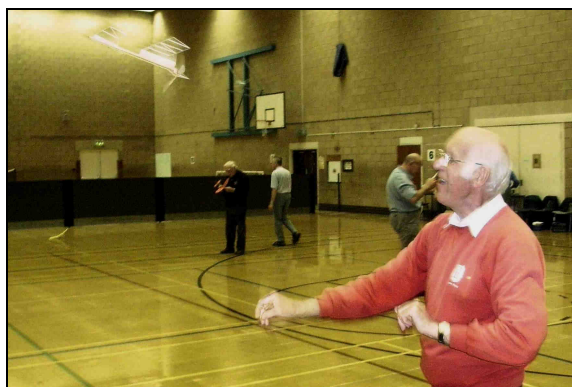
Further Info: Colin Shepherd 0121 550 6132



View of the Hall with coordinator Colin in pensive mood



Colin Shepherd gets his  
 $\frac{1}{2}$  size Gipsy away

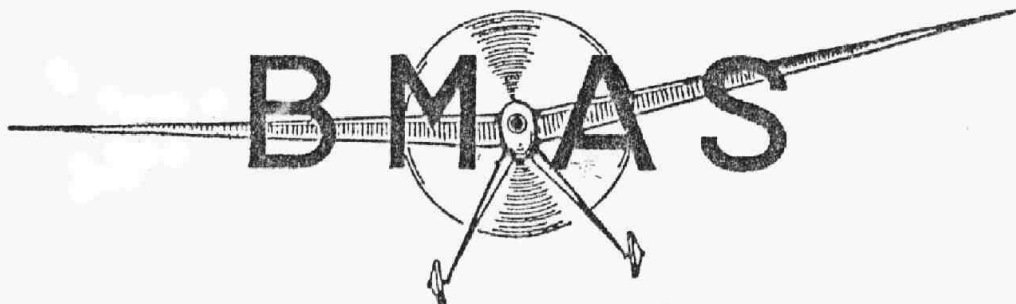


Peter Martin launches his Canard

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 like myself 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.

"EXPERIENDO  
DISCIMUS"

FOUNDED  
1930



BOURNEMOUTH MODEL AIRCRAFT SOCIETY

# INDOOR FLYING

**TUESDAY 22nd JANUARY 2008**

**TUESDAY 26th FEBRUARY 2008**

**7pm to 10pm**

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## SUPPLIERS

**John & Pauline Hook**  
**FLITEHOOK**—[www.flitehook.net](http://www.flitehook.net)

**MIKE WOODHOUSE**—[www.freeflightsupplies.co.uk](http://www.freeflightsupplies.co.uk)

**KEITH HARRIS**—Plans service  
 21, Burns Lane,  
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**TERRY ROSE** - Plans service  
 35 Old Orchard,  
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## USEFUL WEBSITES

**SAM 1066**—[www.sam1066.org](http://www.sam1066.org)

**BMFA**—[www.bmfa.org](http://www.bmfa.org)

**SAM 35**—[www.sam35.org](http://www.sam35.org)

**Martyn Pressnell**—[www.martyn.pressnell.btinternet.co.uk](http://www.martyn.pressnell.btinternet.co.uk)

**Loc8tor**—[www.loc8tor.com](http://www.loc8tor.com)

**X-List Plans**—[www.xlistplans.demon.co.uk](http://www.xlistplans.demon.co.uk)

**BMFA Free Flight Technical Committee**—[www.vengi.demon.co.uk](http://www.vengi.demon.co.uk)

**National Free Flight Society (USA)**—[www.freeflight.org](http://www.freeflight.org)

**Ray Alban**—[www.vintagemodelairplane.com](http://www.vintagemodelairplane.com)

## **Forthcoming Events 2007/08**

**with competitions for Vintage and/or Classic models**

<b>Date</b>	<b>Venue</b>	<b>Event</b>
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<b>2<sup>nd</sup> Dec</b>	<b>Middle Wallop</b>	<b>Coupe Europa</b>
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**Modern (F1G) & Vintage Coupe d'Hiver + BMFA Combined Power**

[Refer to SAM1066 website for full details](#)

**Please check before travelling to any of these events. Access to MOD property can be withdrawn at very short notice!**

**For up-to-date details of SAM 1066 events at Middle Wallop check the website — [WWW.SAM1066.ORG](http://WWW.SAM1066.ORG)**

**For up-to-date details of all BMFA Free Flight events check the website — [WWW.VENGI.DEMON.CO.UK](http://WWW.VENGI.DEMON.CO.UK) or [WWW.BMFA.ORG](http://WWW.BMFA.ORG)**

**For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website — [WWW.SAM35.ORG](http://WWW.SAM35.ORG)**