NEW Clarion

SAM 1066 Newsletter

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Editorial

Here we go again, the season is now well under way and the first BMFA Area comp is now behind us, I report on my efforts elswhere.

Jim Paton's article on his Radio Control Assisted (RCA) Competitor in the last issue has opened up the RCA subject once again and we have a response from David Lovegrove, one of our founding committee members, who has been a staunch advocate for the inclusion of RCA in SAM1066's activities. On the same subject, Jerry Litschi in the States fired me an email which I've published alongside David's piece.
To add to the debate there is another piece by Jim reporting on the initial flights with his RCA Competitor. Also some comment from Bill Longley.
I personally firmly believe that RC & FF do not mix and should not be in the same piece of sky. The original SAM1066 was formed by our founder David Baker for the promotion of Free-Flight Vintage model aircraft flying and our current BMAF club constitution states at:

2. The club's principal aim shall be the promotion of safe and responsible Free-Flight model aircraft flying.

The inclusion of the word 'principal' however leaves an opening for promotion of other options. Personally I am of the opinion that, should there be a significant desire amongst the membership to embrace another form of flying, then it would be preferable to amend the constitution at a general meeting.

There has been a bit of feedback on the Bungee Glider wingspan saga, although I feel that not many contest directors are going to be concerned over the odd inch or so. I understand that Andy Crisp at his Portmeadow event will be operating on 36in projected span.

Continuing the workshop exposures we have pictures from Spencer Willis, the prolific builder, Flyer, also supplier to all and sundry of bespoke finished aircraft and all manner of accessories from propellers through timers to torque meters. I've had samples of all and they are highly recommended.

The Cox Olympic .15 is the Engine Analysis subject and was the American attempt to get a glow motor to compete with the European 2.5cc diesels for FAI Power. I have no recollection of the engine fulfilling its promise.

In the absence of any other submissions I've penned a piece on my other hobby, small-bore rifle shooting. I do go on a bit but it serves you right for not writing about your own hobbies.

John Thompson has another repro for us in the 1948 Italian power winner, the M30.

I had a query on rubber model propeller block sizes so I dug out an old Aeromodeller article.

Jerry Litschi also put me onto a collection of vintage black & white pictures from the USA.

Peter Hall and Roy Vaughn report on the first round of the Southern Coupe League even though neither appear to have competed.

A new idea from Ken Bates is a 'Picture Caption Contest', entries to the editor, sorry no prizes. Ken has supplied this month's picture but other pictures can be considered for future issues, so if anyone has an odd picture that might be suitable send it in.

We wind up this month with another of Ray Malstrom's innovative designs from Chris Strachan.

Editor

R/C Assist (RCA) - David Lovegrove

I've just read Jim Paton's excellent piece in the February edition and felt I needed to add my two-penn'th to his sage comments. Here's my response.

As a Committee Member some years ago, I attempted to get this RCA idea considered. Sadly, no debate was allowed (I kid you not) and it led to my resigning. I do hope it isn't strangled again.

"I'd be surprised if many of us '66-ers didn't have similar views to those expressed by Jim Paton in the footnote to his piece in last month's issue. But I also know there is a large "OMDB" contingent within our ranks. So maybe the time has come for a reasoned, polite debate?

Jim is clearly a realist, in that whilst he is a lover of all things free-flight, he is also a pragmatist. Age, and the declining availability of suitable flying sites, will increasingly and inevitably reduce the extent of our activities. If I dare I say it, outdoor free-flight in its present form – i.e., as the hoary ancestor of our modern aeromodelling hobby – is rapidly nearing its end. I respectfully suggest that if we are to survive as a group, enjoying our hobby in company with our mates, change is urgently needed. We've known this was coming for a long time, but there has been no appetite for it.

I'm well aware that within '66 there is strong opposition to the use of RC, minimal or otherwise, but the question is, should this orthodoxy/dogma/intransigence (call it what you like) trump common-sense?

In one part of the country, there is currently a movement to create a new competition, centred on bungee-launched 36" gliders. Certainly, it would be cheap and fun, and I'd love to have a go, but my reservation concerns that old chestnut, space. There simply aren't enough large, accessible areas where pure free-flight models don't run the gauntlet of being lost to the fickle elements. If there was a decent chance of getting the models back for another round, how much more fun would that be?

Jim mentioned Oxford's Port Meadow, a long but relatively narrow site which is also local to me. Do I fly free-flight there? No. Not since my last flyaway several years ago, when a treasured Cox TD010 went AWOL. Had it been equipped with RCA that needn't have happened? Yes, I know; the die-hard free-flighter is made of sterner stuff and shrugs off such losses as just part of the game. So obviously I lack moral fibre in that respect. But I bet I'm not the only one.

Plus, I count myself amongst those who enjoy ALL the opportunities afforded by the brilliant technological advances in this hobby. To me, RCA is, to use that gratingly trans-Atlantic phrase, a "no-brainer". Who's going to bother building free-flight models they can never fly because there's no space big enough to fly them?

I urge the largely-silent SAM 1066 membership, if they feel strongly enough about hanging on to their dwindling few years of model flying, to make their feelings on this subject known to the Committee via the New Clarion. With Middle Wallop maybe never again being available to us, we desperately need to open up the possibility of using smaller, more restricted sites. Relying solely on one principal venue is madness.

To finish off, and to reinforce Jim's point, I'm attaching a photo of the components for a 7-gram RC installation. For the uninitiated, that's less than a third of an ounce. It's small enough and light enough to find a home in almost every model: the receiver is full-range and get this: I recently bought FIVE of these Lemon receivers (the same as used by Jim in his Competitor) for £19 posted – i.e. less than £4 each. The micro-servo costs just £2-49 and the single-cell 150Mah Lithium cell is a paltry £1-49 more. That tots up to about £8 per model.

Can't grumble at that, can you?

David Lovegrove

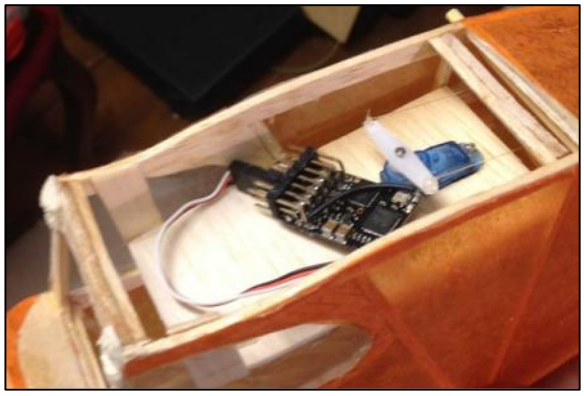
RCA Observations - Jerry Litschi (USA)

The old chestnut of Radio Assist looks like surfacing again, *(re quote: if we continue to lose airfields, then we as a society may yet have to embrace it.)*
This notion of allowing a plane to fly Free, then use a radio to return to the field, always leaves me scratching my head befuddled.
To my mind, if you can get the model to climb straight into the wind, then the glide would only take it half the distance downwind, maybe you would have enough altitude to get back upwind to the field.
I only know rubber power, a plane gets to stalling and floundering about if there isn't enough turn in the climb. Took me a long time to learn that one!
Most Free-flight models are too light to penetrate the wind to make enough headway. I'm sure you've seen this— a model gliding turns into the wind and seems to stop dead in its tracks until it turns downwind at which time it bucks like crazy until the next upwind turn. For the life of me I just can't imagine Radio Assist doing any good unless you control it from launch to finish. I am, however hoping to be proved wrong. So I am looking forward to reading the Radio Assist articles

Jerry Litschi (USA)

RCA Competitor Report - Jim Paton

Since the last issue, I have flown the Competitor at Salisbury Plain. It went well with 30g of rubber but started cavorting as the winds increased. For the second outing it was given fewer strands and 25g. It was a little underpowered. The idea of the radio assist was to get me out of trouble in a small field, in particular Old Warden, or if I actually found some good air , even a boomer.



The flights so far haven't been long enough for either. The model certainly would not penetrate any breeze to come home, but it could be pointed into the wind or wiggled to the ground.
One disadvantage over radio d/t is that instead of floating to the ground horizontally stalled, it nose dives with forward motion on landing. I suppose it's not much worse than a wing d/t arrival. Not so good with a rotating prop on an airfield runway. So for sports rubber models it's one option. I guess in a real boomer where a d/t is insufficient, the model could be brought down better using an RCA spiral dive!
PS: I've just soldered a switch into the circuit and discovered that it was enough to stop the Lemon Rx working for more than 10 seconds. It needs another lipo or a voltage booster. More weight and £4.95 for a booster on Ebay. I will persist, but it's rather never ending, and maybe a waste of time.
PPS: I did think of a lighter solution of soldering two 50 mah lipos in series, but I don't like messing with lipos. The smallest 2s I can find weighs 9 g. Two soldered would make less than 3g. And the voltage amplifier weighs 2.9g.

Jim Paton

RCA Observation - Bill Longley

In last month's editorial you make mention of radio assist and imply using down elevator as a means of gaining penetration……..NO, NO, NO…. think aerodynamics….

To penetrate, you have to add ballast, to fly faster, application of down elevator, just brings a model down rapidly.
Elevator control is the adjustment to have the airplane flying at optimum attitude.

Take Dave Posner's Dream Weaver: I built one as F/F in 1957 and built another scaled 150% in 1975 with radio assist for the late Pete Russell's, 7.5 ccs competition. It was fitted with a Copeman Oliver which gave a 35 sec motor run, and in still air gave a 14 minute glide,

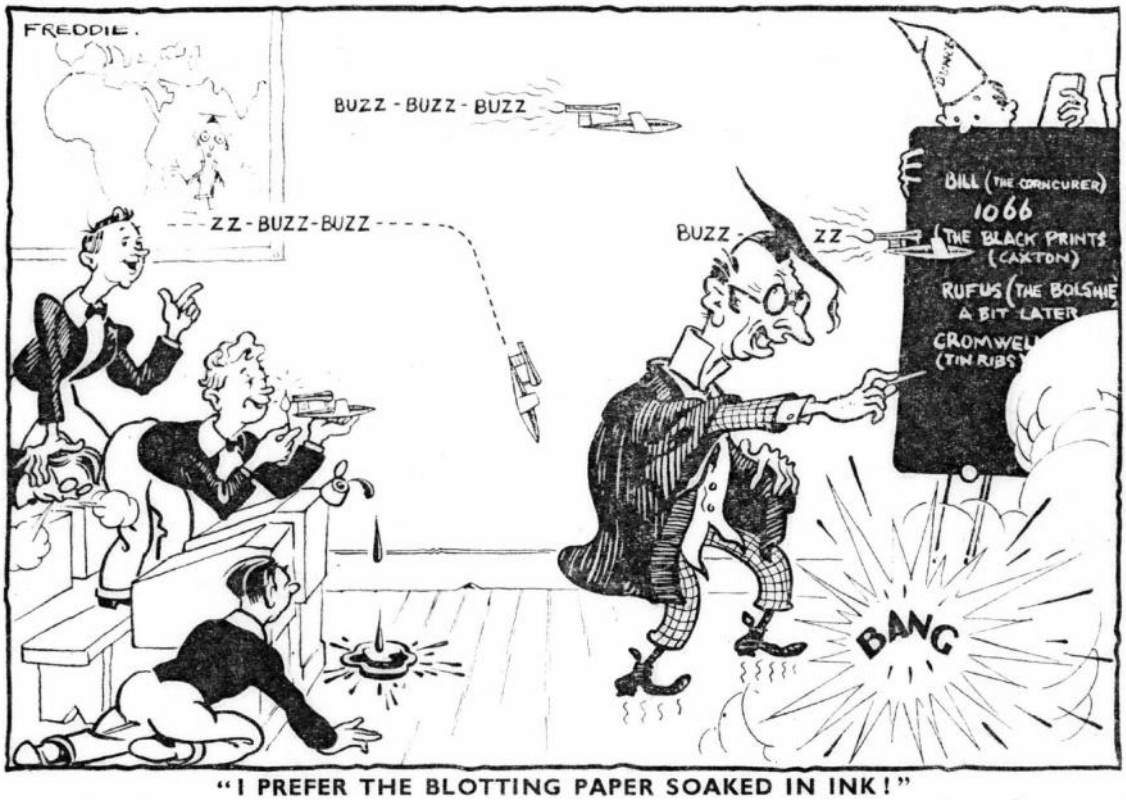
PROVIDED YOU LEFT IT ALONE.

Due to the thin, highly under-cambered section, it would fly at one set speed, application of rudder or elevator, alters this speed and then it would sink like a brick which is why, on all my Vintage Power Duration (VPD) machines, I look for flat-bottom wing section.

Curiosity: I see John Thompson has built a replica…could I ask why, on all these replicas he builds, he invariably mounts the motors with *(tongue in cheek)* about 45 degrees down thrust (well perhaps not 45 deg, but you see what I'm getting at)

For the record: On Rivers Engines, I had the first ever tuned Silver Streak, the factory modified it free, asking me to report on same and as a works team member, I was provided with a pre-production Arrow for 1959 Nationals Combat.
Lost by one point to the eventual winner in the semi's, when the contra piston loosened off.

Bill Longley



"I PREFER THE BLOTTING PAPER SOAKED IN INK!"

Letter to the Editor - Model Aircraft Feb. 1960

DEAR SIR,

I wonder whether any of you mad-keen, aeromodelling enthusiasts realise just what it's like to be the long-suffering, though admittedly interested, sister of one of your number! I ought to. I am, or rather was one until the R.A.F. took my brother to far-off lands last year.

No more will I struggle to hold a vibrating, two-engined monster whilst he energetically, and with seeming disregard for his finger-ends, spins the prop. No more will I batter my way through icy winds to a faraway flying field, to stand, on arrival, a cold and slowly numbing witness of the historic maiden flight of his latest brain-child, sometimes to see it nose-dive seconds later, with a horrid crunch, into the ground, the tragedy dismissed by its perpetrator with only a philosophic shrug of the shoulders, whilst yours truly is promptly commissioned to grope in the long wet grass for a missing spinner or undercarriage wheel.

I miss the 'not-exactly-Devon-Violets' fuel fumes rising from the cellar, the house shaking to its foundations under the unaccustomed strain of a running-in engine. The balsa-wood chippings that seemed to turn up in the oddest places, and most of all, the sight of Brother cycling away from the house on one of the Sunday afternoons when I didn't accompany him, with gaily decorated plane strapped to his back over his shabbiest and most fuel-stained jacket and oldest, baggiest flannels, he was all set for another few hours of trial and error, to return later with either a triumphant "mission completed" expression, or that determined "get-it-right-next-time-if-it-kills-me" look, indicating a saddle-bag brimming with sad remains and broken bits.

I miss the fun of rallies—halcyon June days spent in the open air, some fine, others not, but all very exciting. Ears buzzing and eyes popping after hours of listening, looking and ducking.

Not being too partial to freezing winds and arctic conditions generally, I could raise a grumble at some of it, but most of the time I thoroughly enjoyed being an aeromodeller's sister, confidante and general handyman. Though there were times when the language became a bit too technical even for me and flowed way over my head, but on such occasions a knowing expression and an occasional nod of agreement usually saved the day.

Yes, it was great fun while it lasted, but now what? Whilst he's doing his nine years in the R.A.F. anything can happen, perhaps the interest will wane, perhaps not, perhaps we'll finish up with a mad motorist in the house instead of a mad aeromodeller, who knows? Only time will tell.

Yours faithfully,

Elizabeth Myers, Willesden Green, N.W.2.

(Extract from Model Aircraft February 1960)

My Workshop - Spencer Willis


I thought I ought to add a few words to my workshop photos.
It looks a bit of a mess but sometimes it's a lot worse !
That's when I get the leaf blower out and have a tidy up.



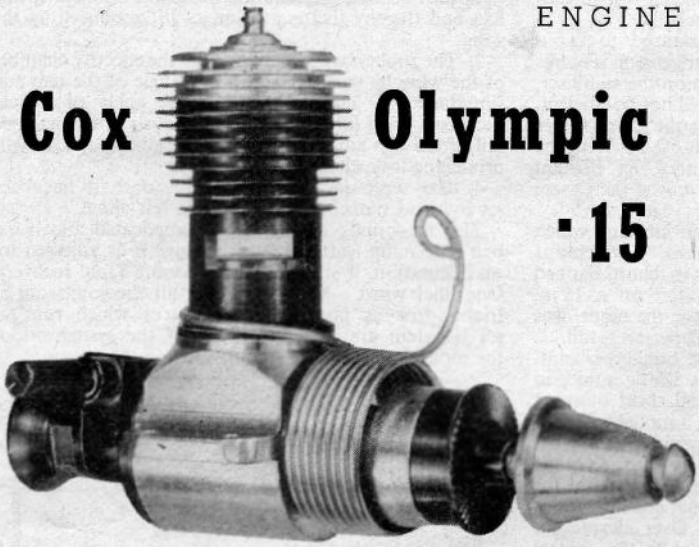

The Korda Wakefield is a bit of a fiddle to assemble so has sat there since I built it about 9 years ago. It has been out about 4 times but probably not fully trimmed. There are also a couple of radio models awaiting collection.
At the time the photos were taken I was in the process of carving 3 props for someone and there was a model on the board under construction for myself.
I also have an outside workshop/shed with pillar drill, grinder and band saw.
My models are stored in an easy access loft and another 12' x 6' shed.

Spencer Willis

AERO MODELLER 536 November, 1959

ENGINE ANALYSIS No. 65

Cox Olympic ·15



SPECIFICATION

Displacement: 2·423 c.c. (·1478 cu. in.)
Bore: ·585 in.
Stroke: ·55
Bore/Stroke ratio: 1·07
Bare weight: 4 oz.
Max. B.H.P.: ·287 at 16,500 r.p.m.
Max. Torque: 22 ounce-inches at 10,000 r.p.m.
Power rating: ·118 B.H.P. per c.c.
Power/Weight ratio: ·072 B.H.P. per oz.

Material Specification
Crankcase: Light alloy, machined from bar stock
Cylinder: Mild steel
Piston: Hardened steel
Connecting rod: Hardened steel
Crankshaft: Hardened steel
Main bearing: Twin ball races
Cylinder head: Light alloy (integral glow element)
Rear cover and venturi: Light alloy (anodised red)
Prop driver: Light alloy (anodised blue)
Manufacturers:
L. M. Cox Manufacturing Co., Santa Ana, California, U.S.A.
Price in U.S.: $12.98

By R. H. Warring

THE NEW Cox "Olympic" must be the complete answer to any European modeller who maintains that no production glow motor under 3·5 c.c. can hope to compete with a top class diesel for power output. Developing a peak B.H.P. figure, on test, of almost ·29 at 16,500, performance over the whole of the speed range has the edge over the top "racing" diesels. In free flight, in particular, this superiority should be even more stressed by the smoother running, absence of vibration and greater speed up in the air. Only in team racing will its greater fuel consumption put it at a disadvantage.

The "Olympic", we are told, has been some three or four years in development. In point of fact, it has turned out to be a typical "Cox" design, featuring the same layout and porting arrangement as on the smaller Cox engines. Similarly, every component is machined from bar stock, there being no castings used, with the greater majority of the production work carried out on fully-automatic machines, so that the finished product, although not "untouched by hand", has far less manual labour associated with it than any British counterpart. All major machining operations, too, are carried out under temperature (and humidity) controlled conditions to ensure maximum geometric accuracy.

The result is a relatively simple design, beautifully and accurately made and with all running fits and clearances just right. The Cox is ready to run fast "as made", extremely easy to handle and very consistent in performance.

Induction is via the now familiar Cox-type reed valve, mounted on the rear of the crankcase. Induction timing is thus automatically controlled by the "breathing" of the engine. Exhaust timing is conventional, but the transfer almost fully overlaps the exhaust. There is also a measure of sub-piston induction (which is the reason why the bottom of the exhaust ports come below the top of the piston at B.D.C.). The fuel entry is a little unusual (although again typically a Cox idea) in that the actual needle valve is mounted to one side of the induction tube, feeding into an annular passage opening into the induction tube via three small holes.

The "Olympic" incorporates a starter spring as standard. This is virtually an essential item. There is considerable "kick-back" when hand starting, particularly on smaller propellers, and with manual starting the engine is more likely to start and run backwards than forwards. Use of the spring ensures instantaneous starting in the right direction, provided the spring is wound backwards to its fullest extent when using the smaller propellers. If only half wound, the engine can still backfire and start in the wrong direction.

The spring is just the right size and power for the job, fitted as simply as possible. It does not appear to have any damaging effect on wooden propellers. The only thing that has to be watched is to hold the propeller by the tip and withdraw the fingers smartly outwards, otherwise the following blade raps the hand. We have always been a little dubious as to the virtues of a spring starter for anyone but a beginner, but this is one the expert will really appreciate. Re-starting is instantaneous when hot without altering the needle or even priming. When cold, a fairly generous prime is advisable, with the needle slightly opened.

The "Olympic" was run on propeller loads down to 7,000 r.p.m. where it was still most consistent and smooth running, although there was some falling off in torque. Torque is well maintained at the higher speeds, accounting for the high peak r.p.m. figure. Even over the lower part of the torque curve, however, performance is up to

PROPELLER—R.P.M. FIGURES

Propeller dia.xpitch		*r.p.m.*
10 x 4	Trucut	7,300
9 x 4	Trucut	11,200
8 x 4	Trucut	13,800
8 x 3	Trucut	14,000
7 x 6	Trucut	12,600
9 x 3	Tiger	12,400
8 x 4	Tiger	14,800
10 x 6	Frog nylon	7,800
9 x 6	Frog nylon	10,200
7 x 4	Frog nylon	16,000 *plus*

Fuel: 20 per cent. nitromethane, 20 per cent. castor, 60 per cent. methanol.

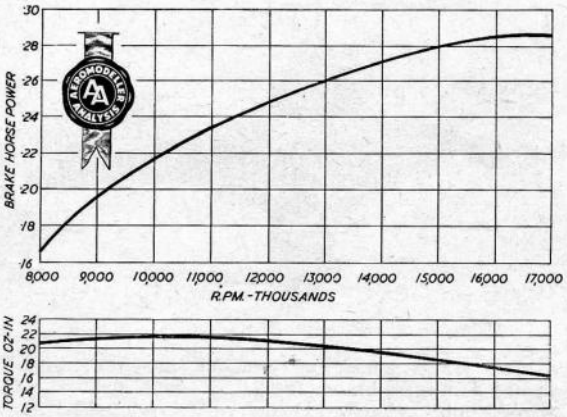
the best "diesel" standards, so this is truly a remarkably efficient engine.

It would not even seem necessary to try to use anything like peak r.p.m. for contest performances, in fact. A worked Frog nylon 9 x 6 propeller would probably give an outstanding performance and possibly speed up to something approaching 14,000 r.p.m. in the air. Any propeller which gave more than about 14,000 static r.p.m. on the ground would probably overspeed in the air, with some loss of power. The power peak is, however, very broad and flat, so propeller selection should be far from critical. An "ideal" size would appear to be something like an 8 x 4, 9 x 3, or 9 x 2½ for free flight, and a 6-inch pitch propeller for control line (higher pitch for sheer speed). To accommodate 3-inch pitch propellers, the propeller shaft screw requires shortening.

Constructionally the "Olympic" features a soft steel cylinder screwing into a turned crankcase unit. The cylinder is bored before precision honing to obvious very high standards. The bottom of the bore is slightly relieved and the cylinder unit treated for an oxidised black finish. The light alloy head, incorporating the glow element, screws into the top of the cylinder and seats on a copper gasket. All threads are an excellent fit. Diametrically-opposed exhaust ports are cut in the cylinder walls. The two transfer ports are milled on the inside up between the land areas between the exhaust ports.

The piston is of steel, hardened on the outer rubbing surface only. The connecting rod, also of hardened steel, is ball ended and locked into a "cup" shape formed inside the piston head by peening over. There is a certain amount of up and down play in the fitted assembly, but this is of no consequence. Similarly, the hardness of the con. rod and crankpin appear to be of suitable values to eliminate wear.

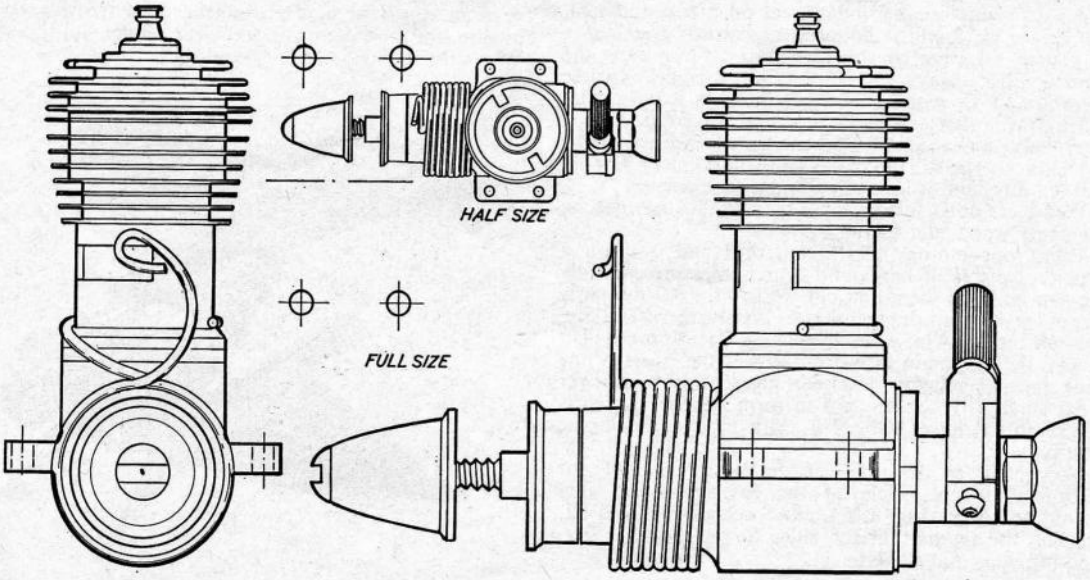
The crankshaft is of relatively small diameter, ¼-in., and runs on two ball races, one at each end of the bearing. Again the fit is delightfully free and *true*, as with the piston/cylinder assembly. The piston will, in fact, fall to bottom dead centre under gravity. The shaft terminates in the prop driver and the extension shaft for



carrying the propeller comprises a ·160-in. diameter American No. 8 NC thread screw. The driver boss, however, is ¼-in. diameter, requiring this size clearance hole in the propeller hub.

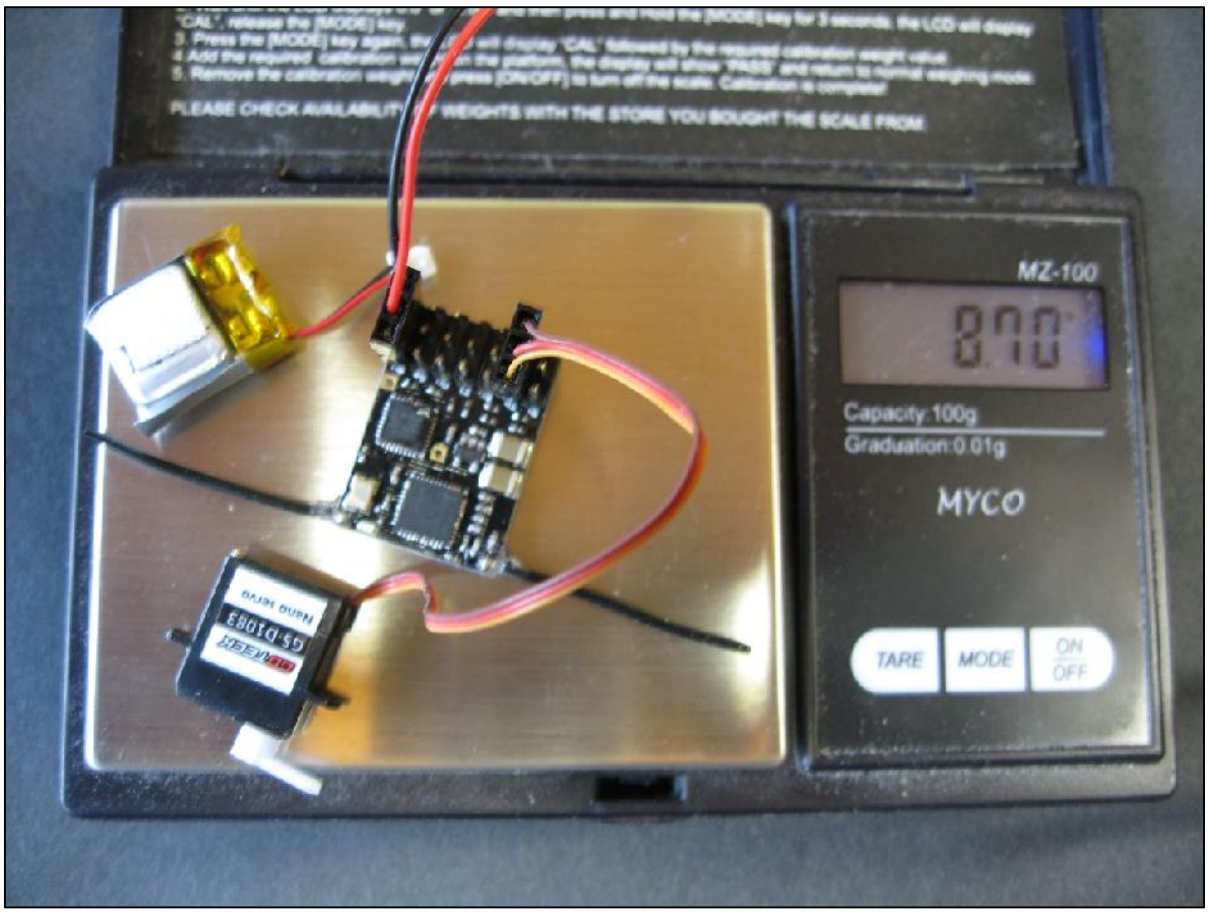
The reed valve assembly has been simplified over earlier Cox designs and features a single reed with tag ends loosely located by a wire clip. Fuel induction is *via* the three small spray distributing holes, connecting to the needle valve. The needle valve unit can be set in any convenient position and has an easy-to-manipulate thimble locked by a neat design of spring. It is fed by a comparatively large bore jet to the metering orifice—which has been enlarged since the original Olympic production batch, and the choke tube reduced to approx. ⅛-in. bore at the same time to improve suction.

Everything about the Cox "Olympic", in fact, is neat and attractive. The colouring on the induction assembly, propeller driver and cylinder enhances the attraction of the polished machined parts. The presentation is equally eye-catching with moulded plastic base and "bubble pack" top, the engine backed by a printed red, gold and blue card. The final "proof of the pudding" — how it performs, is even more attractive. This is truly a top class engine in every respect.



Affordable Radio Operated Flight Spoilers

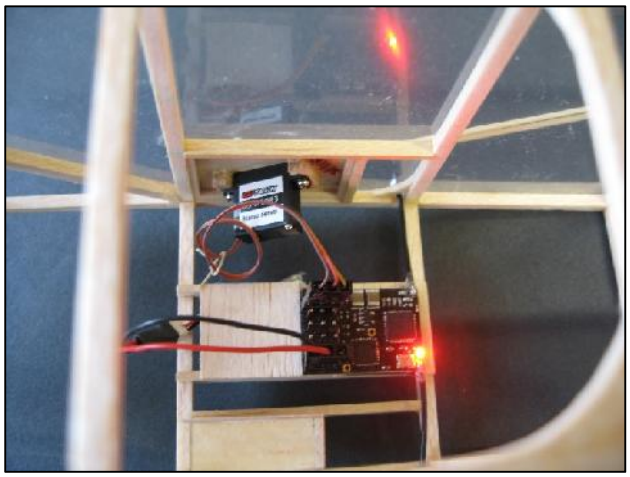
Jim Paton's note on Radio D/T in the January *NEW* Clarion intrigued me. The price of the Lemon Rx on eBay when I looked was slightly higher than indicated, but a visit to www.lemon-rx.com showed that five off six channel DSM2 receivers were available for all of US $26! The postage from Hong Kong was US $3.99 and in just under two weeks I had five at a total cost of just over £20. There are in fact three options for the receiver, side pin, end pin and no pin. The pins take standard Hitec/JR/Spektrum servo connectors. The photo below shows the basic components. The cell shown is a relatively large 100mAh Lipo.



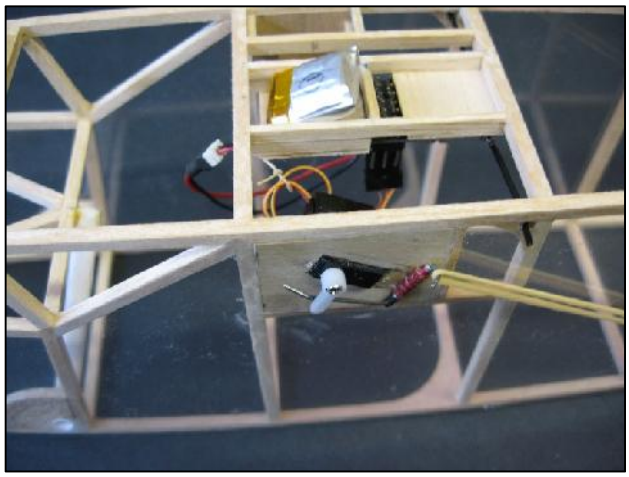
I chose the receiver with side pins, as this is slightly lighter than the end pin version. However, if you were prepared to solder all the connections, including, presumably, for binding, the lightest option is the no pin version and with a 30mAh cell the total weight would be about 3g less. The servo shown is a 1.8g Goteck nano type from Robotbirds.

I am currently building the Daedelus, a biplane duration model with folding prop, originally published in the September 1942 Aero-Modeller. I had originally planned to use a Tomy timer for the D/T, but the radio operated version was easy enough to install, as can be seen in the photos below. The D/T release arm and servo fitted on a ply plate in the opening that the Tomy unit was to fit. At £4 a time I have not bothered about making the Rx removable.

The servo is connected to the throttle output with the latch locked by the servo at full throttle. When the throttle stick is closed the D/T (tip-up tail) will operate. With DSM2 the failsafe is a closed throttle so that if the Tx is switched off or radio contact lost the D/T also operates.



View from below
receiver mounted below upper wing
fuselage has been partly Mylar covered.

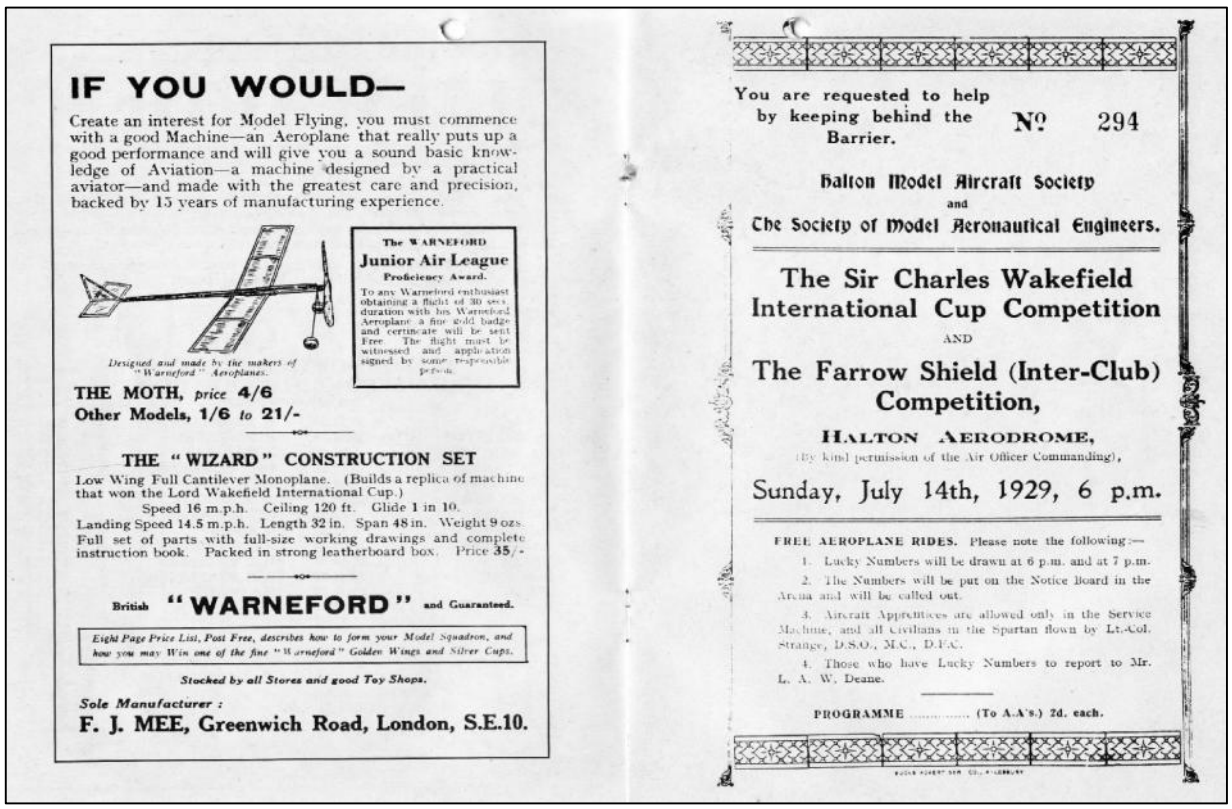


View showing wire D/T latch retained by servo arm
both mounted on a 0.5mm ply plate
The receiver is mounted on a balsa plate using
double sided sticky backed foam provided with the Rx.
The upper wing covers and retains the cell.

As an aside, does anyone know anything about the designer of the Daedelus, D.M Searle of Thames Valley? The model came second in the K and M.A.A. Biplane Cup competition held in August 1941 (results in Aero-Modeller October 1941 – a copy of this edition is available on Colin Usher's website). Was the competition winner, D. Piggott of Blackheath, later to become the famed glider pilot? I was surprised to see how many competition results are reported in this edition of the Aero-Modeller, considering the country was in the depths of war!

Nick Peppiatt

Blast from the Past - John Thompson



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The Sir Charles Wakefield International Cup Competition
AND
The Farrow Shield (Inter-Club) Competition,

HALTON AERODROME,
(By kind permission of the Air Officer Commanding),

Sunday, July 14th, 1929, 6 p.m.

FREE AEROPLANE RIDES. Please note the following:—
1. Lucky Numbers will be drawn at 6 p.m. and at 7 p.m.
2. The Numbers will be put on the Notice Board in the Arena and will be called out.
3. Aircraft Apprentices are allowed only in the Service Machine, and all Civilians in the Spartan flown by Lt.-Col. Strange, D.S.O., M.C., D.F.C.
4. Those who have Lucky Numbers to report to Mr. L. A. W. Deane.

PROGRAMME ..... (To A.A's.) 2d. each.

I came across this 1929 competition programme: History. *John Thompson*

My Other Hobby - John Andrews

In the absence of any other articles on the subject I thought I had better weigh in with my current 'other hobby' which is competition small-bore rifle shooting. I have been actively participating in the sport for the past 60 years and I still shoot in postal leagues every Monday evening at the indoor shooting range in the grounds of Rugby School. Small-bore rifles, as you may know, are .22 calibre cartridge rifles and ownership is controlled by individual firearm certificates listing each firearm in the owner's possession, currently I have three. Possession of a firearms certificate does not permit the owner to buy as many firearms as he likes. If I required to purchase an additional rifle I would have to submit an application for an amendment to my certificate to give me authority to purchase one. All this is done through local police authority firearms licencing units.

That's enough blather, on with the story. I began target rifle shooting when doing my national service in the Royal Corps of Signals out in Hong Kong, 1955/56. Regimental orders asked for volunteers for the rifle team as three of the current members had been posted elsewhere.

'Anything for a skive' Andrews volunteered and when interviewed by the Capt. in charge I sited my only experience was the fact that I scooped the pool money at our regimental annual qualification shoot. The shoot was supposed to be an NCO's benefit as we were all persuaded to put a dollar in the kitty, but John boy upset the apple cart and took the pot. I made the squad and the team shot in the Far-East Rifle league to no great effect. We were using standard army small bore rifles (No 8's I think) where as other units, particularly the infantry units, had specialist target rifles. One of our team, a sergeant, had a rifle of his own but the other four of us had to soldier on with the military issue. Our rifles were equipped with Parker-Hale target sites rather than the normal blade fore-site, which helped a lot.

Once a week we withdrew our weapons and ammunition from the regimental armoury and travelled on the ferry across to the mainland, Kowloon Side, and made our way to the army 25 yard outdoor range. We did treat ourselves to tea and buns etc. on the way there and on the way back. On the range, pictured here with John A in the tee shirt, we either practiced or shot our league cards, it was a good day out, better than working back at HQ on the island.

When I was demobbed in 1956, I returned to the B-T-H Co. in Rugby where I had served my apprenticeship and started work back in the Electronics Drawing Office where I had finished my time before being hauled off to the Royal Corps. The office had a team in the sports and social club interdepartmental rifle league and on learning of my army exploits I was drafted in. In those days there were numerous shooting clubs, formed mainly by ex home-guard units and many companies had their own rifle ranges on site. We at B-T-H however used the indoor range belonging to the local Public School, Rugby. The B-T-H company had had a range for their own home guard unit utilising the works canteen but this was closed down at the cessation of hostilities.

Shooting was very popular at this time and four clubs utilised the Schools facilities, The School Cadet force, Rugby Rifle Club (ex. Town home guard), the English Electric Willians works rifle club and ours, the B-T-H rifle club.
To give some idea of the popularity, our club had two divisions in its rifle league, each have eight teams of five. That was 80 shooters.
This was in 1956, things have changed, there is now only the one club in the town, The Rokeby Rifle and Pistol Club and I have the honour of being the President. The club evolved from the old BTH club renamed when the firm became AEI then restarted as a private club when AEI Social Club cut off funding. Rokeby is the old Anglo-Saxon name for Rugby.

I'd better get back to my participation in the sport, for the record my wife Rachel shoots and also my daughter, each of us having shot in Warwickshire County teams in the past. Rachel and I met through shooting and for a number of years in the late 70's & 80's we spent a week each year camped out at Bisley shooting in the National Small-bore rifle championships. I shot in the county team on several occasions.
To the right we have myself and Daughter Rebecca flanking Ian, another club member.

For those in the know, my rifle is an Anschuz 1813 Supermatch, Ian's is an Anschutz Match 54 and a patriotic Rebecca has a BSA Martini International Mk III. As you see above, special jackets are used, these being made from thick double canvas to provide support when shooting and are tailored with sleeves ready bent into the shooting position. The bulk of smallbore rifle shooting is done on indoor 25yd ranges lying in the prone position as the picture of Ian above demonstrates. Shooting is also done in the standing and kneeling positions and I, in the past, also shot 3 positional as it is called. I point of fact I was a member of the Warwickshire County 8 who won the inter county 3P league, I've got the medal somewhere in a shoe box which is brim full of the spoils from county leagues, local leagues and club competitions. Unlike aeromodelling I am, or rather was, somewhat more successful at target shooting.

In its heyday my club had a number of very good rifle shots and in 1964 the 'A' Team won many trophies and were only beaten into second place in one league. I should add that all these leagues were Division 1's, some leagues having a dozen divisions or more.

The 1964 victorious AEI 'A' team line up behind an impressive hall of trophies, medals and badges

The large trophy in the centre was for the winners of the 'Industrial League', a huge bronze plaque on a thick oak board. Pity poor Fred, our club secretary on the right of the picture above, who travelled down to the national associations HQ in London by train and had to haul the trophy back across London on the underground.

I'm finding it a bit difficult shooting these days, I have an eye problem, a neck problem, a shoulder problem and a back problem, otherwise I'm as fit as a fiddle. Getting down to shoot is quite an effort but getting up again, Oh-Boy. I am however, still managing to shoot reasonably well averaging about 94 out a possible 100, indeed a few weeks ago I did manage a 100 which is 10 bulls from the 10 shots. There is a picture here of a target I shot in our club championship in 1997, I have it stapled to the wall in the workshop, it's a 25yard indoor target and a 'possible' *(highest possible score, 100)*.

I think I had better wind this article up, it's more like a potted history of Rokeby Rifle & Pistol Club and I've rabbited on long enough on my pet hobby horse.

John Andrews

Charles Lindbergh - WINTHROP D PERKINS

Lindbergh's Flight

Perkins, a real estate appraiser who specializes in airport properties, has posted on his Website, a video he created of Charles Lindbergh's famous and risky take-off in the "Spirit of St. Louis" (20 May 1927).

According to Perkins, this is unlike any other presentation of the take-off footage.
Perkins said he "painstakingly assembled news footage from five cameras that filmed Lindbergh's take-off from Roosevelt Field, Long Island "and "mixed it with enhanced audio from the same newsreel sources."

This is one of the most interesting videos to be seen over the Internet.

http://www.airportappraisals.com/

(Control-Click on the above address)

This is excellent. Please watch #1 thru #4 in order and look at the instructions for doing so below. Enjoy this part of history.

Instructions:

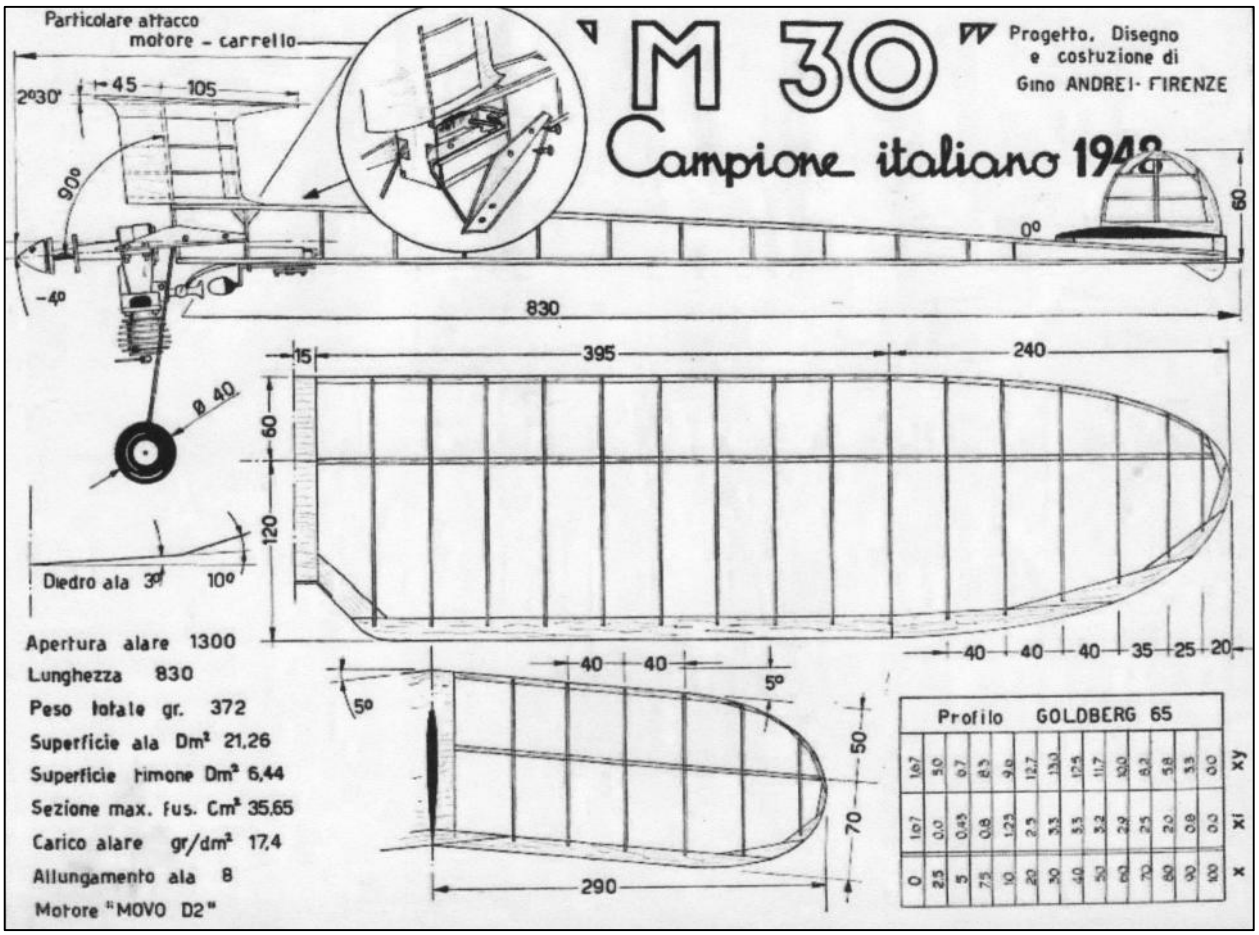
When you click on the address, episode #3 comes up ready to play.
I suggest you first click on "CONTACT" to the left and select #1, then watch them in order, #1 through #4 ... (each time going back to "Contact" and selecting the next one).

Winthrop D Perkins

M30	-	John Thompson

M30 Italian Champion 1948. Designed and built by Gino Andrei – Florence.
Published L'Ala December 1948.

Looking for a different "vintage" model, this took my fancy. The size would neatly fit an Elfin 1.49, also itself within our vintage period.

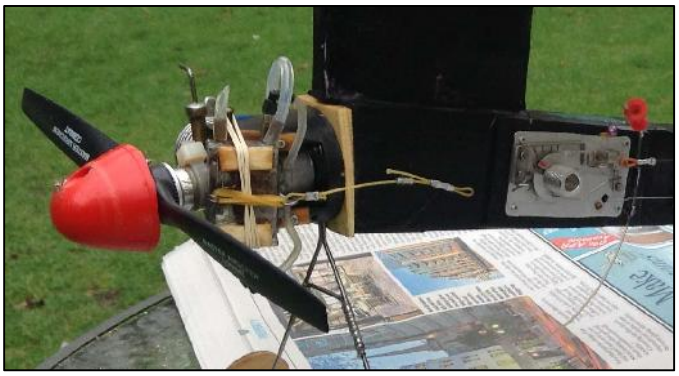


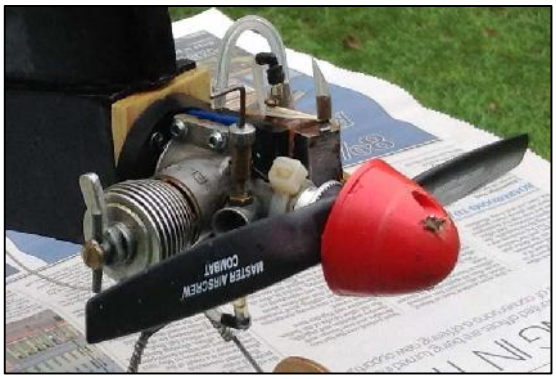
The model must have been designed in 1947, the long moment arm (the coming force in power model design) is pretty unusual for that early time. There are some disadvantages to the design in that it is rather difficult to build with a not too strong pylon. The built up rather narrow fuselage could be prone to twisting, I used some local internal strengthening to try to compensate for this. The dihedral in common with many Italian power models is somewhat on the low side, reducing its "rolling" capacity.

The cutaway rear of the wing is a very common trait on all sorts of Italian models, some of their beautiful sailplanes used this to great visual effect. The Golberg G5 wing section is well proven for use on power models.

Material dimensions had to be approximated from the small (only) plan available. The wing does not appear to have a spar on the top surface, my solution was to use two 2x2mm spruce spars top and bottom with the top one inset by 2mm (thus preserving the sag between the ribs) webbed with 1mm vertical balsa. The swept back tail is unusual, but does make the model visually different. It also slightly increases the moment arm.

The original was powered with the much heavier Movo (Modello Volante = MoVo = Flying models), D2 2cc diesel. The power of the Elfin, all though smaller, I suspect is at least, if not more powerful. It certainly is lighter.





No CG is given, in common with most plans – anywhere in the world. I often wonder did they know where they were, they just got the model to fly and that was that! Of course we never really hear of the failures.

Weights of my model.

Wing 68g, - Tail/Fin 16g, - Fuselage 65g, - U/C 11g, - Timer 24g,
Engine /mount / prop /tank 123g.
Total 307g (the original was 370g) 10.8ounces.
Elfin 1.49cc, Ivor F repro, 8x3 prop, 13.5k rpm, on D1000 fuel.
My final trimming set up
CG 61%, - Wing 3degs, - Tail 1deg. – No warps only 2 degs washout both tips.
Thrust line 10 degs down, 4 degs left. Drag flap right wing for glide turn,
and slight right tail tilt.

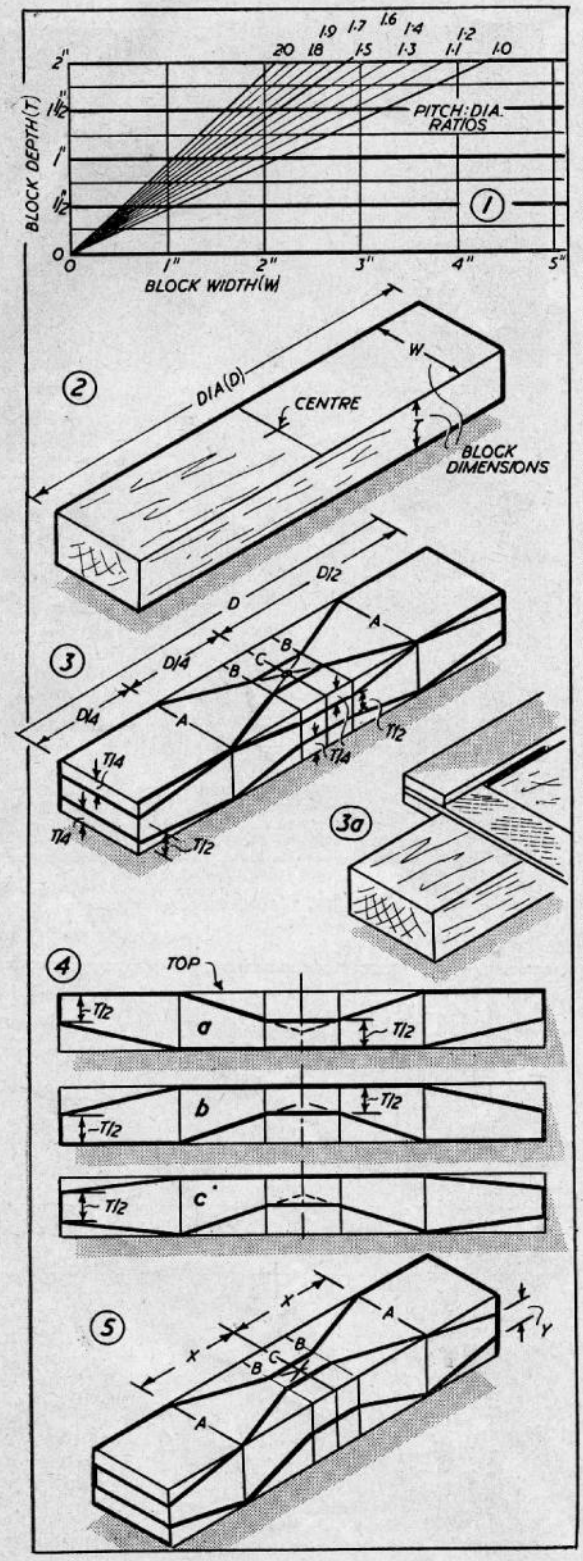
The model trimmed out fairly easily, the lack of dihedral needs consideration. In that as the model does not roll particularly easily, the (open) spiral has to be flown with the right wing down a bit (in other words the model looks cranked), as opposed to the Dixie type rolling climb.

I have found in the past that wash-in is not too helpful with lack of rolling ability, as the drag seems to out-way the "lifting" force.
Others, of course may find differently as everyone has their pet methods.
Launched vertically slightly to the right the model does about three turns in the allotted (UK rules) 18seconds motor run, reaching 841 feet, note the precision!
The transition is excellent with a rather good following glide, the Golberg section helping here. Little models like this are not renowned for their gliding ability, but from that height a max of 2.30 minutes is very possible.
The pattern remains the same in 10/15mph wind, which is a consideration with small models, which can get blown around a bit.

This model in my opinion was a way ahead in its design concept. In fact if construction was simplified and straight lines used instead if curved outlines it would be very similar to a modern SLOP model.
The model is slightly, at 320 square inches of wing area, too big for min vintage --- drat!
This is one of the best vintage models available to us, definitely worth building if a pot hunter and great for sporty flyer.

John Thompson

AERO MODELLER 358 July, 1956



Aeromodelling Step-by-Step

CARVING RUBBER MODEL PROPELLERS

FOR BEST PERFORMANCE, diameter of a rubber model propeller is generally about 40 per cent. of the wing span (allied to a rubber motor length equal to the span).

A common error is to use too low a pitch on a rubber model propeller. Unlike the engine-driven propeller, a rubber prop. is usually most efficient when the ratio of pitch divided by diameter is at least 1 5 : 1 and not more than 2 : 1. Only in the case of the very large propellers mentioned are finer pitch/diameters advisable.

Pitch is determined by the angle or "twist" of the blades and is related to the size of block from which the propeller is carved. The graph **1** shows the relationship between block width (W) and block thickness (T) for a range of pitch : diameter ratios. This relationship is independent of diameter. The relationship between block width and diameter is that W is usually made about 1/8th of the diameter, although most propellers are carved from "standard" block sizes. For example, 15, 16 and 18 in. diameter propellers are almost invariably carved from 2 in. wide block.

The block, as purchased, may then need trimming to the required thickness dimensions (selected according to the pitch diameter required)—**2**. It should be accurately squared up and the centre marked. Use medium hard straight grained wood for freewheeling propellers and quite light wood for folders.

A standard blank layout is then shown in **3**. The block length is divided into quarters and marked around lines for laying out the blank. The complete blank shape which gives the required change in twist or pitch angle along each blade is then easily laid out, using a straight-edge, a ruler and a pencil or ball point pen.

The layout shown gives a symmetrical propeller, when carved. Using the same proportions, the blank can be laid out to give swept-forward blades **4**a or swept-back blades **4**b. Of the two the latter is to be preferred, but a more popular arrangement is to keep the outer portions of the blank symmetrical and use sweepback on the inner portion only—**4**c.

There is also another method of marking out the blank, using unequal divisioning, *i.e.*, spacing the "A" lines some measured distance from the centre "C" line instead of at half radius **5**. This has the advantage that using a standard block size, *e.g.*, 2 x 1¾ inch, the actual pitch of the propeller can be varied by varying the "X" dimension. The value of "X" is calculated from the pitch required—

$$X = \frac{\text{block width (W) x pitch required}}{2\pi \text{ x block thickness (T)}}$$

Actual pitch values for a 2 x 1¾in. block (which are independent of final diameter) are:

X	=	4	4½	5	5½	6	6½ ins.
Pitch	=	22	25	27½	30	33	36 ins.

Theoretically the end taper should be adjusted accordingly so that the pitch at the tip (π x diameter x T/W) is the same as the calculated or selected pitch, but more often than not this is simply made T/2 as with the standard layout.

Cutting the block to *blank* shape **6** often proves difficult for the inexperienced modeller. If you have a fret machine, or can use a fretsaw freehand accurately the job is simplicity itself. Actually only one-half of the blank edges are critical and so it will pay to give these particular attention and at least start cuts along their

length. Use a small stiff-backed saw for as much cutting as you possibly can as this will more or less guarantee "square" cuts if held upright. But before you do any cutting at all on the block, *drill the centre hole* whilst the block is still true and square.

The backs of the propeller blades are always carved first **7**. Carve from the centre to the tip and remove the *top right edge* for the first cut. Then continue carving carefully to reduce the blade to a substantially flat surface between the top left and bottom right edges of the blank. Do not try to remove too much wood with a single cut and watch for signs of the grain running off. If necessary carve in the reverse direction to prevent splitting off part of the blade. Finish carving with a slight undercamber in the surface and then sand perfectly smooth, right out to the edges. Check that the undercamber is the same on each blade.

The partly carved blank is then turned over and the top of each blade carved, in turn, in a similar manner. The secret of a good propeller is a good thin blade section with the maximum thickness well formed and the after portion thinning away smoothly to a very thin trailing edge **8**. The actual thickness of the blade should also taper from root to tip. A useful way of judging the section is by "feel" with the finger and thumb. Try to get the blade sections identical each side, sand the front surface to remove knife cuts but do not bother to finish smooth at this stage.

Each blade is then trimmed to a smooth outline shape **9**. You can either make a card template of the blade shape required and use this to mark out each blade; or trim one blade to a nice shape and make a template of this shape by marking around the blade on to card. The template is then used to mark out the second blade.

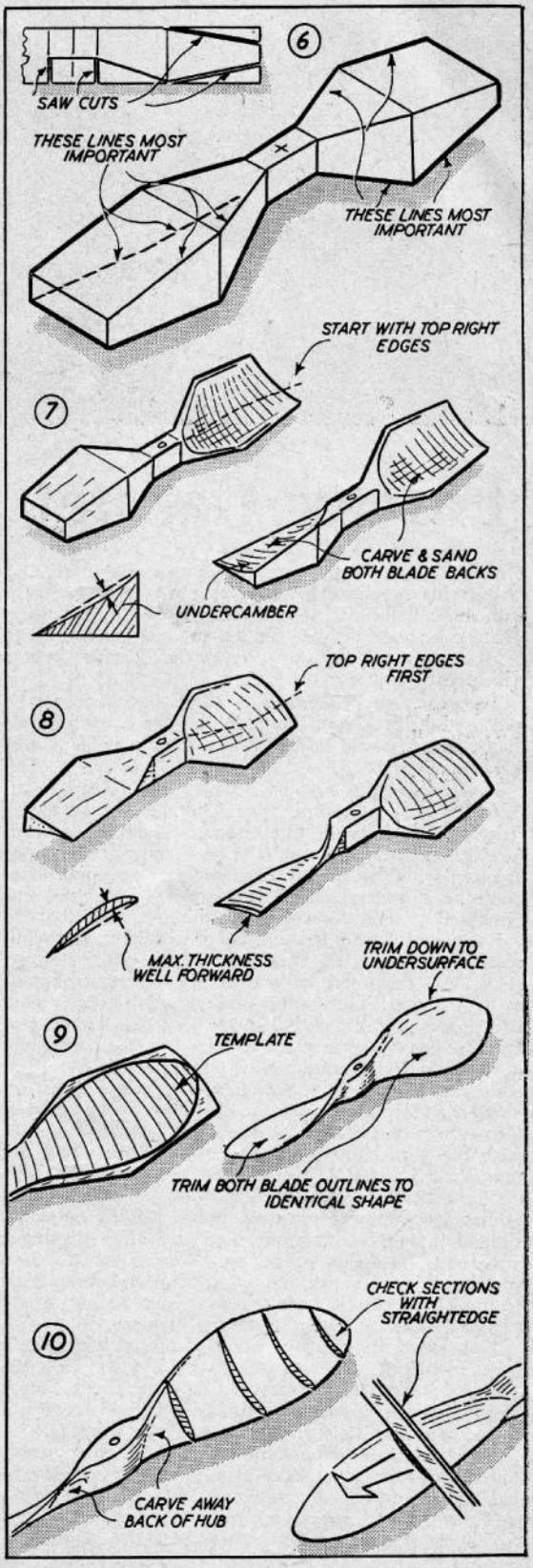
Where wood is trimmed away from the edges this will result in uneven sections. It is therefore necessary to work the upper surface to final shape, preferably with sandpaper. Do not work off any of the bottom surface (blade back) as this establishes the correct pitch. To preserve this pitch the top surface must be trimmed down to meet it.

Continue the smoothing down of the front surfaces right to the hub. Then turn the propeller over and work on the bottom surfaces near the hub **10**. Here, of course, we will be modifying the pitch angles slightly, but the shape will normally be most unsatisfactory if left untreated. Follow the changing pitch as much as possible so that the whole of the blade root blends smoothly into the hub, but avoid undercutting or "notching" which may drastically weaken the blade.

Before finishing the propeller completely with fine sandpaper it must be checked for balance by slipping on to a length of wire, sanding wood off the heaviest blade if unbalanced. Undercamber on each blade can be checked by sliding a straight edge along between the leading and trailing edges. Differences in thickness on the blades can readily be determined by "feel" and corrected by sanding.

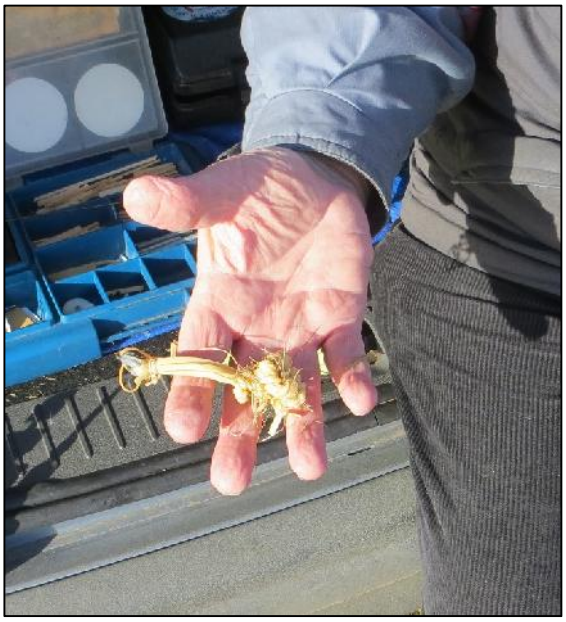
In balancing, remember that wood removed from the tip region of the heavier blade will restore far more rapidly than sanding away nearer the hub. If unbalance is due to the wood density being greater on one side than the other, then push scrap lengths of wire into the *lightest* blade to to get balance, rather than work the heaviest blade down excessively thin.

As to finish, many expert aeromodellers give no treatment to a balsa propeller, other than fine sanding. It usually pays, however, to give at least three coats of dope, sanding between each; or use filler plus dope and finally wax polish for a really smooth finish.



Outdoors & Indoors - John Andrews

My 2015 outdoor season started as my 2014 finished, with me flying my scrapbox coupe at North Luffenham, this time in the BMFA first area comp. Flying conditions were very good with light winds although quite cold. My performance was, to say the least, indifferent but I did get the five flights in. The flights were all trimming flights really and it took four broken motors but I did manage to get the trim right and the launch throw correct for my final flight. This flight was the only one to exceed 1 min, but I feel that that is all the model is capable of. I have acquired some carbon boom material from one of my sons broken fishing poles so a new model is on the cards. And as rumour has it that 12 strands of 1/8 is perhaps the normal motor configuration for coupes, I will be moving up from my current 10 strands.



I had my repaired 'Pinochio' with me, I have built a new wing and tail to replace the damaged ones from last year when they got somewhat crimped at Wallop, as shown, on the last flight of the day. The weather was ideal for trimming and in about four flights I got the 'Pinochio' well up in the air on 350 turns with a good glide and D/T, a textbook trimming flight. I do not get many of those. Pity there was not enough time left to enter Mini-Vintage.

We were set up alongside Ivan Taylor and as conditions were good he had his new scale Supermarine S-5 seaplane and his Focke-Wulf 190 out for us to photograph, also treating us to a flight with the Focke-Wulf.

All in all a reasonable start to the outdoor season for me, excepting for the fact that it would appear I'm going to need a lot more 1/8 rubber the way things are going with coupe unless I find out a bit more about lubrication and winding.

The following Saturday it was off across country on the M40, M42 and north on the M5 to Brierley Hill for the February Thorns indoor meeting. We sat thumb twiddling for quite a while in traffic on the M5 where road works had reduced it to one lane and then closed it past our junction. We were late. I was not overly enthusiastic when we finally got into the hall and, after setting up my latest EZB, the first flight ran into the rear of another flyer walking across the floor, broken prop and flexing wing, this did little for my enthusiasm.
Retiring the first one to the box, I then managed a couple of 4 min + flights with an old EZB, after this I felt a little better. Then after a mug of hot chocolate even better. Next it was out with the old Wilco Foodbag covered Special and still having not sorted out a decent propeller for it meant a lot of messing about with the spares I carry until I got one to work. Snag was it was too good and up went the Wilco Special to land neatly on the top of one of the light fixtures. I could not see it but Colin Shepherd stepped in and batted it off with his pole but not without some damage.

A few pictures of the Wilco Special, first is model at rest before flight, second is an interested John A watching it fly away at last with a decent working prop then the debris after Colin's attention, broken prop detached wing posts. Not too bad really, it's survived worse. At the January meeting Dave Saul's +50% 'Twin Fin Terror', depicted above, managed to land on my table and chew off a few bits of the Special but the covering is remarkably tough and the framework was repaired and bits replaced and the covering which remained intact was re-secured. A bit of Prit-Stik tacked it back on.

After the demise of the special, it was everything back in my nice new box and homeward bound.

John Andrews

Vintage USA in Black & White - Col Williamson

These pictures are from a collection by Col. Williamson.
An excellent modeller and well known in vintage circles in England where lived for a long time.
The pictures are of his younger years around 1948 thru 1951.
Jerry Litschi


lim joon releases at nats '49


art lonergan winds muscle man 3 to win 1948 NSW Champs


CW with gypsy and AL with korda, '48


art lonergan winds muscle man 4 51 finals


bill holmes winds '51 nats final


lim joon winds king holds '49 nats

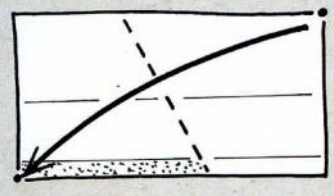
Paper Airplane: Fold Your Own - Nick Robinson

FOLD YOUR OWN

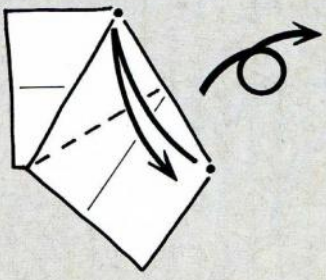
NICK ROBINSON

This simple design was developed from a dollar-bill design by Stephen Weiss and is intended to be made from a piece of cigarette paper. This is not a justification for the habit of smoking, but one packet will provide lots and lots of little gliders, all neatly creased in half and ready for folding! The title comes from a well-known expression amongst low-budget smokers.

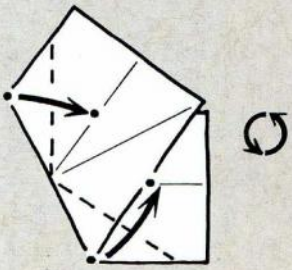
Start with a sheet of cigarette paper (the design won't work with normal paper). Turn it so the side with the gummed strip is on the lower edge of the upper side.



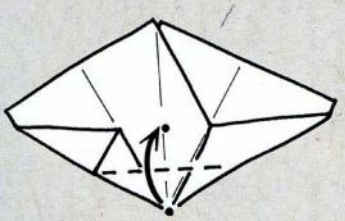
1 Fold the top right corner to the bottom left, licking and sticking the dotted area.



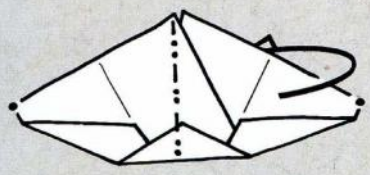
2 Take one end of the folded edge to the other, crease and return. Turn the paper over.



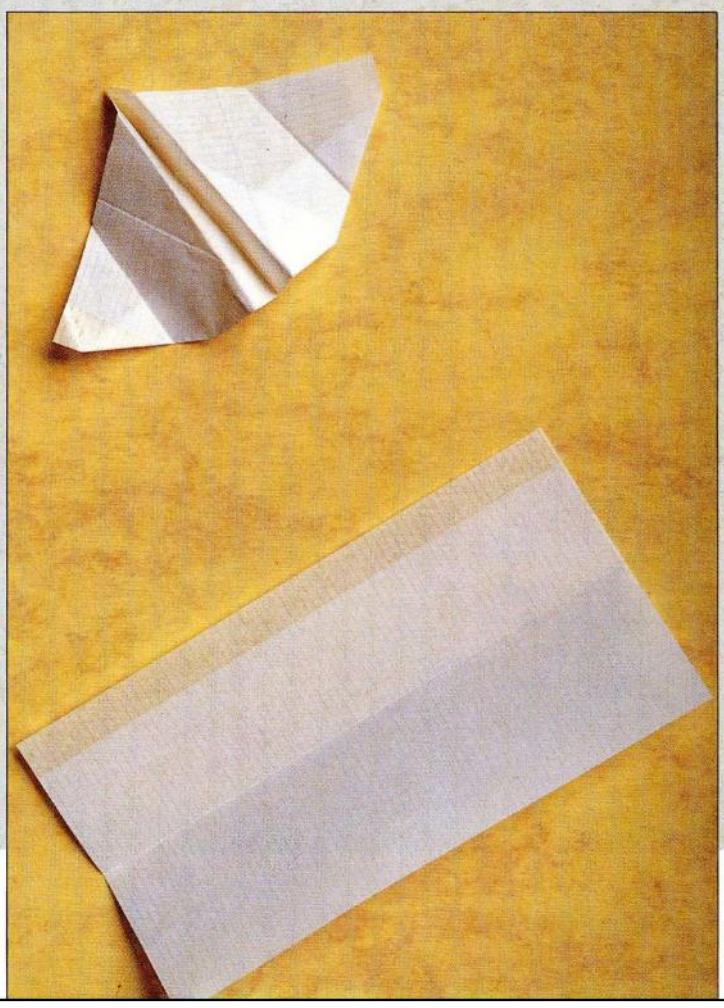
3 Fold both ends of the folded edge to meet the original halfway crease. Turn the paper slightly . . .



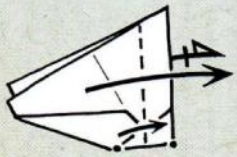
4 . . . to this position. Fold the lower corner to touch the approximate centre of the crease.



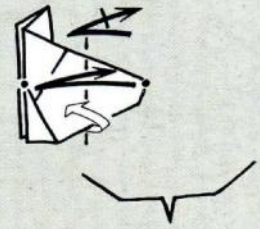
5 Fold in half behind from right to left.



FOLD YOUR OWN

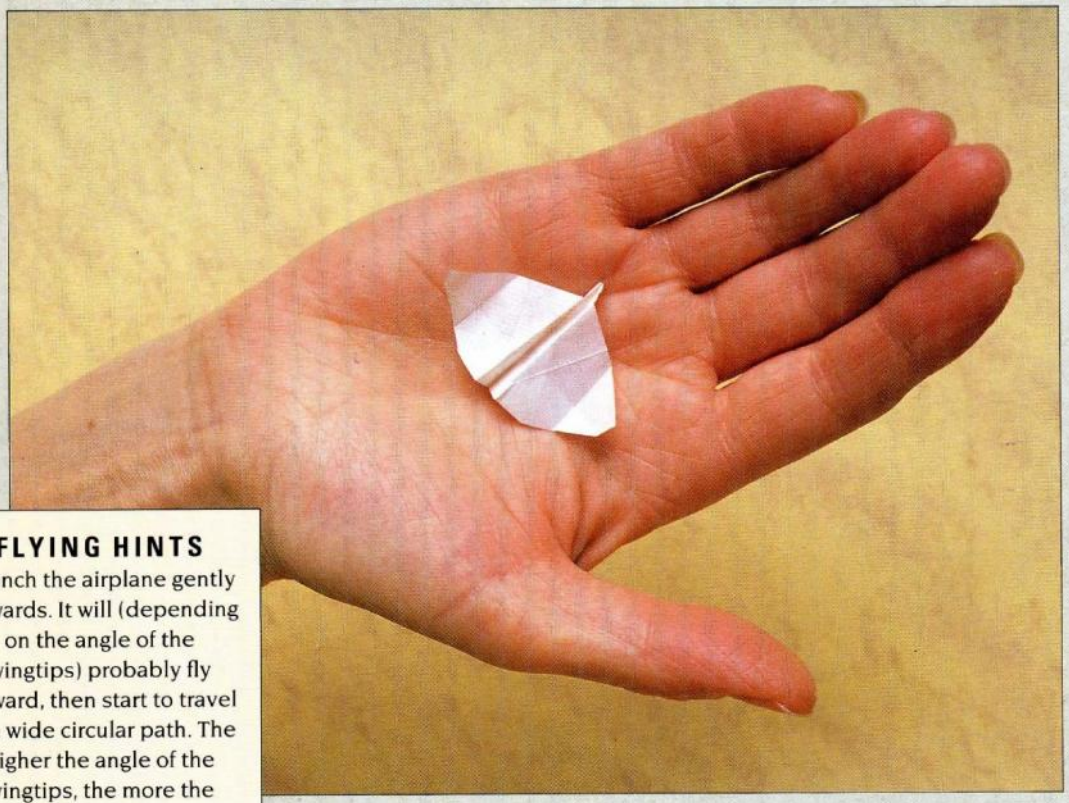


6 Fold a wing to the right (the lowest edge folds in half). Repeat behind.



7 Crease the wings in half again, then open them out to match the profile.

8 Ready for flight.



FLYING HINTS

Launch the airplane gently forwards. It will (depending on the angle of the wingtips) probably fly forward, then start to travel in a wide circular path. The higher the angle of the wingtips, the more the plane will circle. Since the paper is so light, it is difficult to crease accurately and each plane will have its own flight pattern.

Southern Coupe League - Peter Hall

Round One of the Southern Coupe League
at Ashdown Forest, Beaulieu, and Merryfield
B.M.F.A. First Area Meeting Sunday 8th February 2015

The last league event was Coupe Europa, September 28th. 2014. Over four months ago. That's one third of a year, one two hundred and fortieth of a lifetime. Surely in this long fallow period all manner of innovations in coupe design and practice must have been incubated? No?... No. Surely all the venues for the First Area would be crowded with eager coupe fliers determined to get the new season off to a good start? No?...No. Only ten flew, two at Ashdown Forest, one at Beaulieu but seven, thank goodness, at Merryfield. No one at Salisbury Plain because it had been reported that access was difficult so it was abandoned in favour of Beaulieu. Not one of the ten maxed out and only five completed the five rounds, all of these at Merryfield. The weather must have been dreadful? No?...No. The least favourable conditions were at Ashdown, the most at Merryfield but all perfectly flyable, nothing more than a northish breeze in the morning and in the afternoon, almost perfect.

So what went wrong then? Perhaps the long period of absence and the lack of practice was disabling rather than productive? Did the electrifying performance of E36 and the cosy reassurance of mini vintage tempt some away? Yes. Did the Plugge Points advantage in going for 2X3 round events rather than 1x5 tempt some away? Yes. Coupes are clearly disadvantaged in these circumstances. The remedy is obvious.

If I sound grumpy it's because I missed the event and all those league points going for a song. Martin Stagg just topped Dave Greaves to take first place and lead the league. Alan Brocklehurst, last year's league winner was third. The next round is at the London Gala Sunday 19th April. Spring will restore us, the plain will be accessible, the sun will shine, the winds will abate, the crowds they will come, won't they?

Peter Hall

(Table from Roy Vaughn)

Southern Coupe League at Round 1				
Position	**Entrant**	**Club**	**Maxes**	**Score**
1	M.Stagg	B&W	3	15
2	D.Greaves	B&W	3	12
3	A.Brocklehurst	B&W	2	10
4	D.Neil	B&W	1	8
5	C.Chapman	B&W	0	6
6	P.Seeley	B&W	0	5
7	N.Allen	E.Grinstead	1	5
8	D.Thomson	Croydon	0	3
9	K.Taylor	E.Grinstead	1	3
10	T.Winter	CVA	0	1

Caption Contest - Ken Bates

I came across this picture and thought it might be a bit of fun to have
a picture caption contest.
So send in your captions to the editor.

For my own caption

"Go and borrow some poles from someone".

Ken Bates

Secretary's Notes: March - Roger Newman

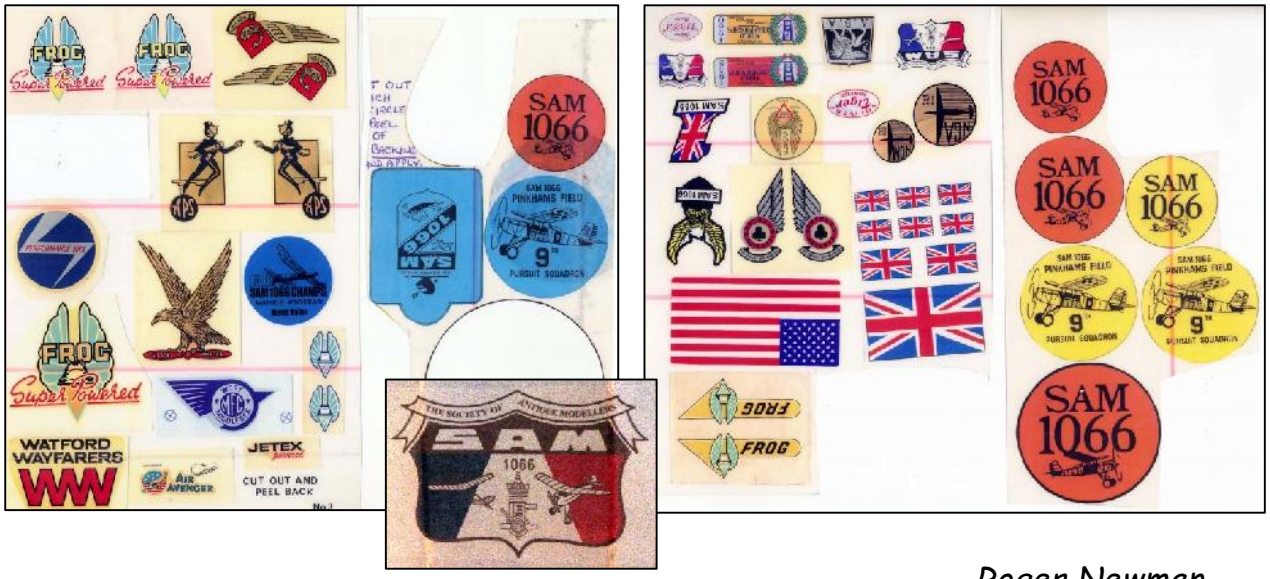
The status quo remains for Middle Wallop in that the license is still suspended. However, March brings a review so we'll have to await the outcome. Also according to the latest FFTC news, days on Salisbury Plain are now limited for this year, so fingers crossed for a positive outcome to the review. ***Don't forget to look at our website for the latest news.***

Flyable days remain in short supply. Having said this, I missed out a couple of weeks ago due to an accident blocking the M27 for some considerable time, hence no route to Beaulieu – it wasn't worth sitting in traffic for many hours & again last Sunday, having made the wrong call on the weather! Never mind, there should (?) be some good days coming soon.

Interesting to read about RDT in last month's NC. The data that didn't seem to be there is "how much" does it all cost, at least I didn't spot any details of this important part of the equation. Some budgetary figures would be very useful. Nevertheless, having decided to have a go at electric this year with the help of Tony Shepherd, the possibility of RDT looms on the horizon. Most of my models (power & glider) are still equipped with fuse dt – it works fine for me albeit not the most accurate method but I've got lots of fuse left!

This is the month of our annual BMAS Club Quiz – all prepared & ready for the next meeting. It's a relaxed affair with around 90 slides & questions, mostly on aeromodelling from the post war era with a few additional questions on other things like full size aviation etc. At a recent indoor meeting at Totton, one member produced a rather large diesel in pristine condition for identification that he had recently acquired. It turned out to be a Sparey 5cc, made by someone who evidently had good machine shop ability. Very nice!

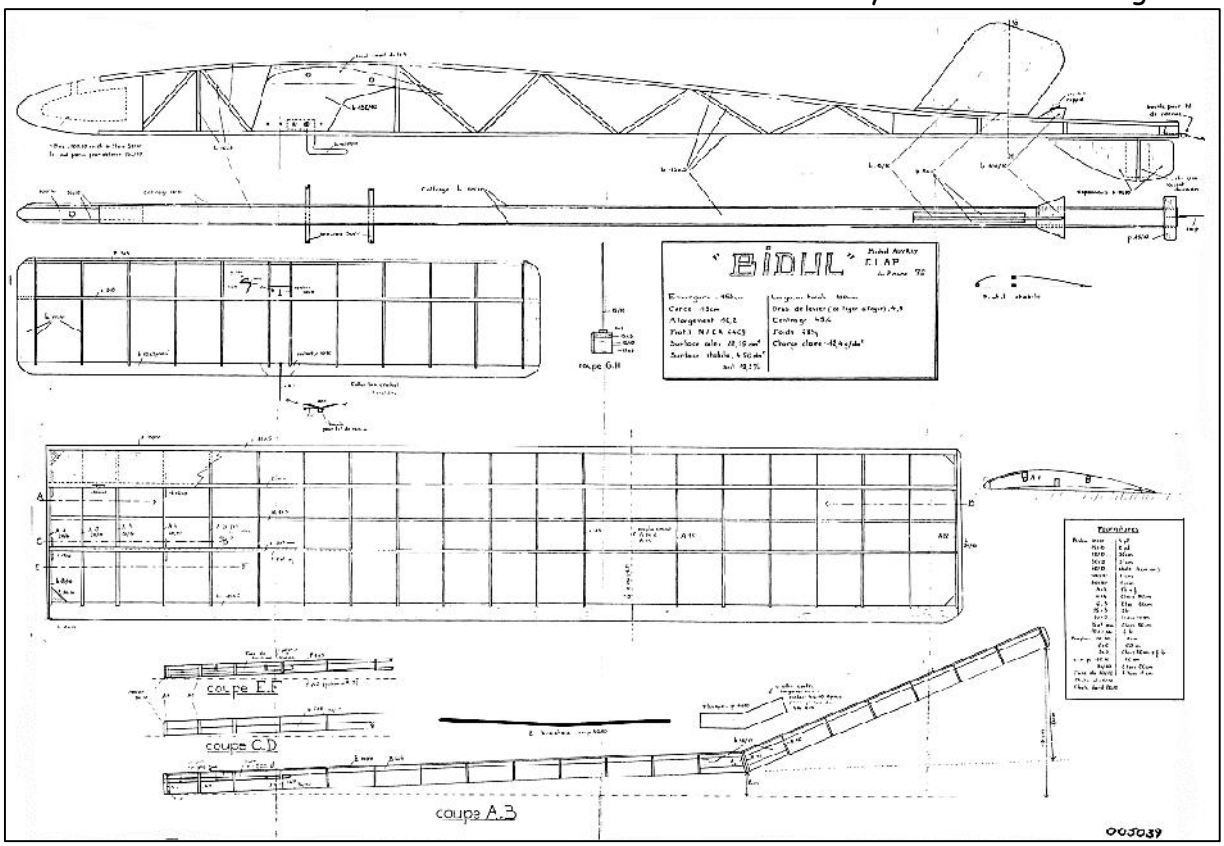
Whilst continuing a sort out, came across a couple of sheets of self adhesive logos. I've scanned these – if anyone would like a copy, email me & they are yours by return. It's easy to use Photoshop to separate out individual images, as nowadays it's simple to print an image on white tissue & then dope it on to the structure – rather than fiddling about to produce a transfer. Maybe it doesn't produce quite a crisp an image as a transfer but the end result is fine & the advantage is that the images can easily be scaled. An example from my Junior 60 wing of the SAM 1066 logo is shown doped & fuel proofed.



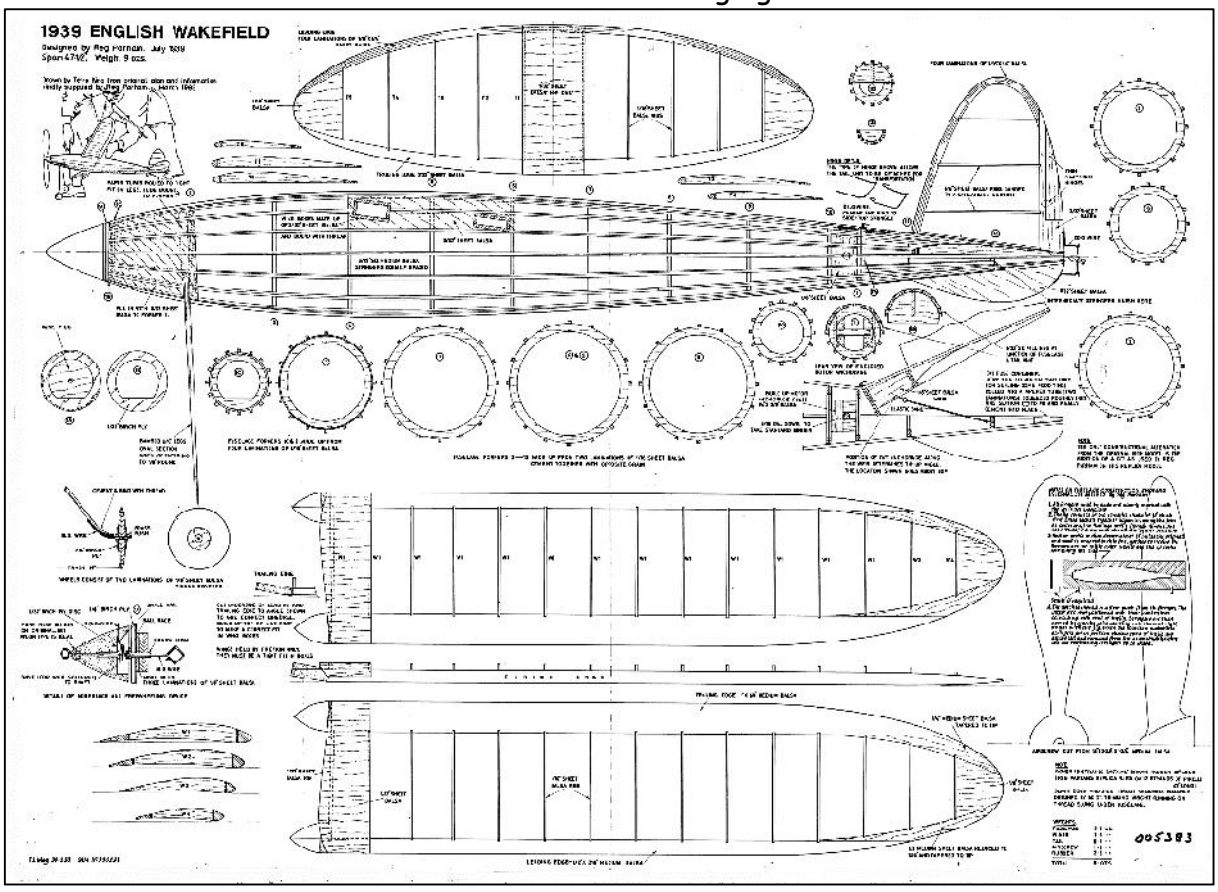
Roger Newman

Plans from the Archive - Roger Newman

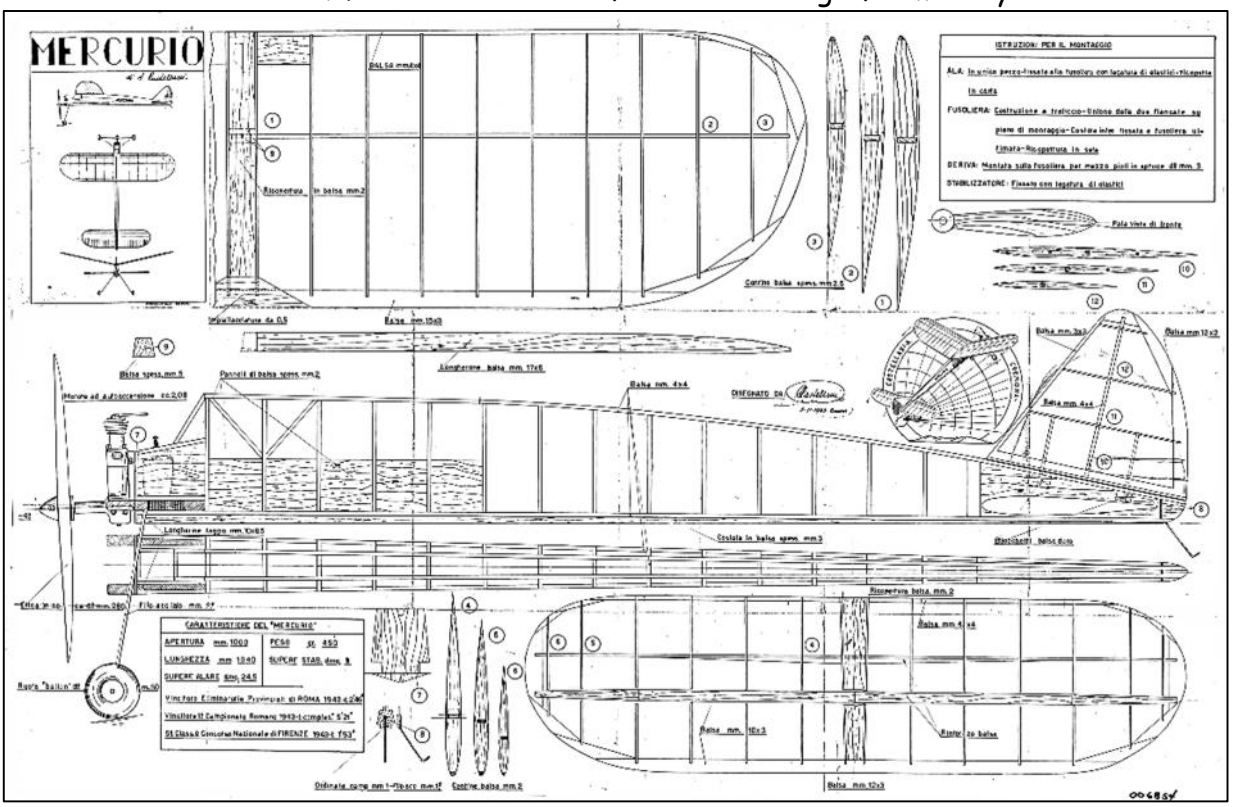
Glider: Bidul – a neat model from France – scale it down by 20% for 50" bungee!



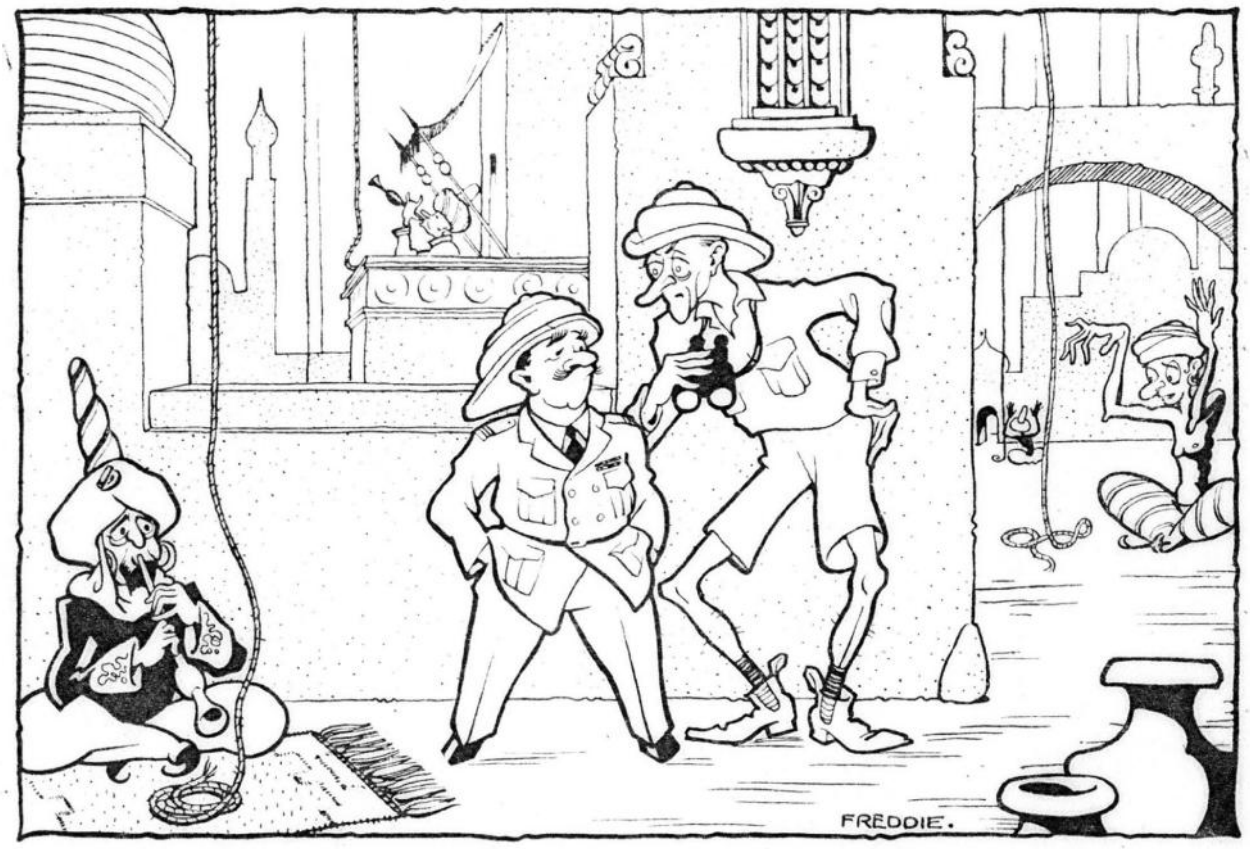
Rubber: 1939 Parham Wakefield – challenging build for next Winter.



Power: Mercurio – nice old fashioned design from Italy

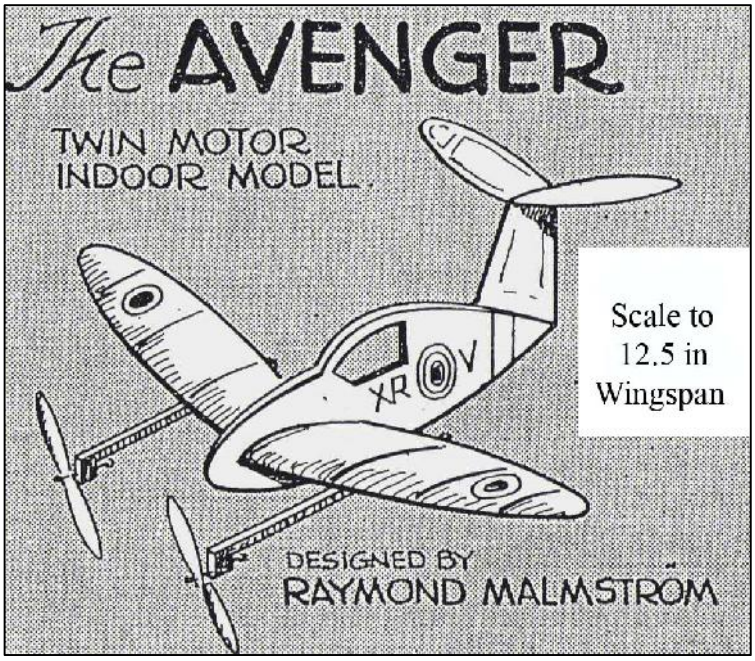


Roger Newman



"WE GAVE UP USING BARRAGE BALLOONS AGES AGO"

Ray Malstrom's Model of the Month - Chris Strachan



Fuselage.
The fuselage shape is drawn on 1/8 in. sheet balsa and sanded to the sections indicated. The cockpit and rear of the fuselage are cut away, the former being covered with cellophane, and the latter with two pieces of thin note paper.

Wings,
These are quite straightforward, the plan furnishing all details. The blocks shown at A on the plan, are cemented under rib No. 2. Cement completed wings to fuselage at correct dihedral angle and give one coat of No. 2. banana oil

Motor Stick's.
Shape from hard 1/8 in. square balsa. Small wire hooks are bound to the rear of each and cemented. To these sticks the propeller bearing blocks, suitably drilled (noting down thrust angle), are cemented, and secured by two thicknesses of tissue. A brake is fitted to the starboard motor, details at B on the plan. The motor sticks are then cemented to the blocks under each wing.

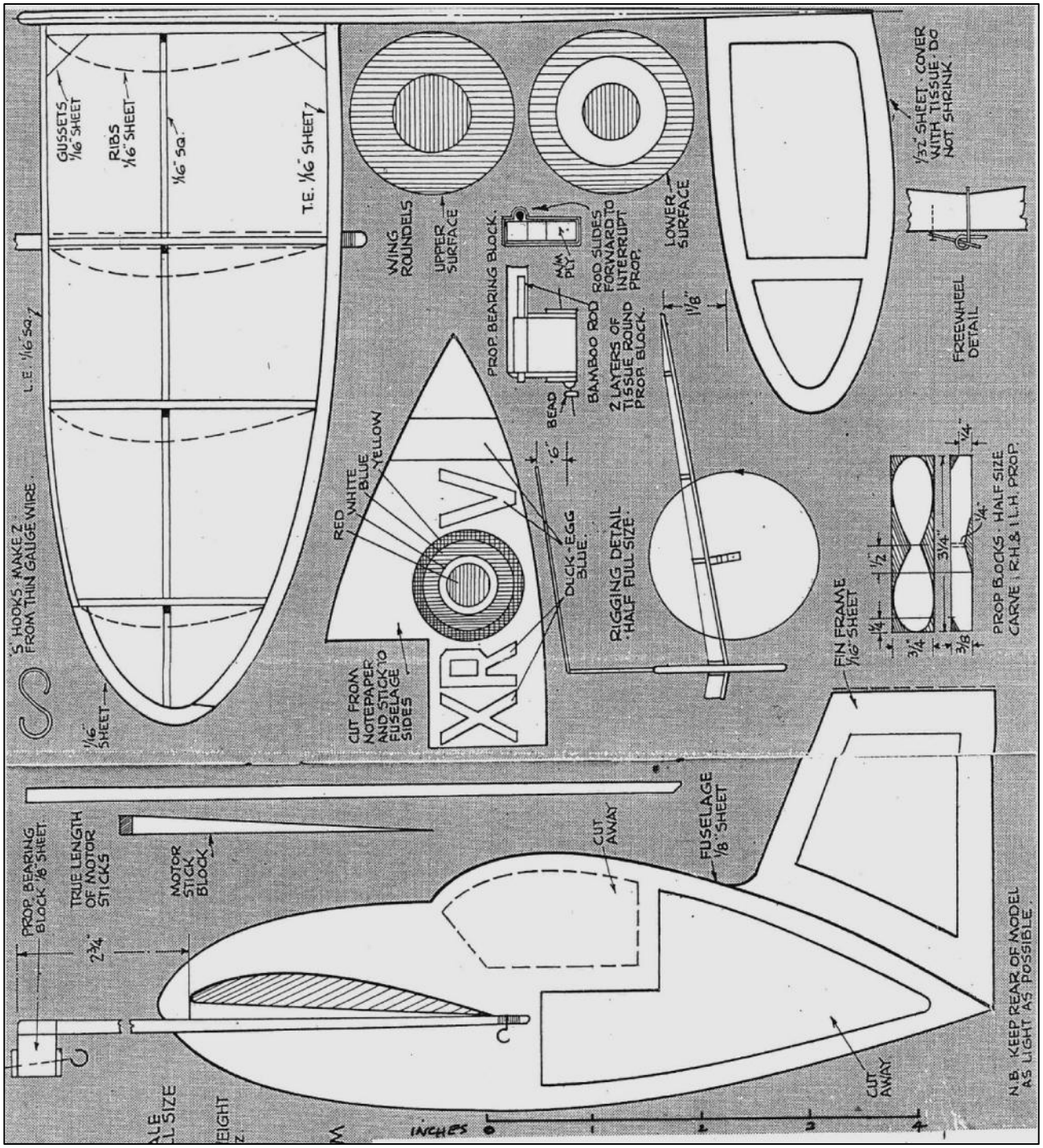
Tail Plane and Fin.
These are from 1/32 in. and 1/16 in. sheet, covered with tissue on one side only. Leave the tissue unstretched.

Propellers.
Dimensions for the propeller blocks are given on the plan. One must be a left-hand and the other a right-hand propeller. These must be the same pitch, and as near the same weight as possible. A simple free-wheel may be fitted. Without this refinement, as it were, the glide suffers accordingly.

Power.
Excellent motors can be made from 1/8 in. by 1/32 in. strip, which has been cut carefully down the centre. Loops are then made approximately 9 in. long (one loop to each motor).
Wind from the rear by means of the little "S" hooks shown at Fig. C. The starboard motor is arrested by the brake until the port is wound.

Launching is a matter of practice. One hand prevents the two propellers from turning, and the model is thrust gently forward with the other.

The Avenger with both motors in action presents a pleasing picture in the air, and may be relied upon to enliven any indoor meeting.



Avenger – Aeromodeller June 1943 .
A super little indoor twin – I have one and it flies beautifully.
The original was 12.5 inches wingspan but I would imagine any scaling up would still produce an interesting model.

Chris Strachan

Not-the-Stonehenge-Cup

Sunday 3rd May 2015

CANCELLED

Contact: - roy.vaughn@btinternet.com

Croydon Wakefield Day

Monday May 4th 2015

Middle Wallop, SO20 8DY 51° 08' 59.18"N, 1° 34' 25.15"W

F1B, for the Thurston Trophy
4oz Vintage Wakefields for the Fairlop Cup
8oz Vintage Wakefields for the Ted Evans Trophy
SAM-eligible models will be allowed.
Marcus Lightweight Challenge,
for the four Marcus lightweight designs
(Raff V, Supa Dupa, Dynamite and Bazooka.)

The start is 10 a.m.
F1B contest will be flown in rounds starting at 10.00.
The airfield is available for free-flight trimming & Fun Fly.

Contact :
Ray Elliott ray.elliott8@btinternet.com
or call 020 8997 7745
David Beales maureenbeales@googlemail.com
or call 01795 530656

OXFORD MODEL FLYING CLUB

FREE FLIGHT RALLY 2015

PORT MEADOW, WOLVERCOTE, OXFORD
SATURDAY 20th JUNE & SUNDAY 21st JUNE

Saturday – starting at 6.30 P.M.
"champagne" fly-offs – FIG, FIH, H.L.G/cata

Sunday – starting at 10.00 a.m.

FIG (CD'H)
FIH (A1)
E30/P30/CO_2 (comb) } 5 flights, in rounds - flown from line

VINTAGE RUBBER (34" max span)
* VINTAGE/CLASSIC Glider (comb.)
TAIL-LESS (R+G comb.)
† Hi-start GLIDER (36" max span)
H.L.G/Catapult (comb – from "box") } 3 flights - no rounds from line - 7 flights

All TOWLINES 50 Metres
* Vintage gliders 10 sec flight bonus
† Launching line - 30 m inc. 7.5 m rubber

NO streamers on poles, thermistors, bubbles etc
NO i/c POWERED MODELS TO BE FLOWN
ALL FLIERS MUST BE INSURED

CONTACT: ANDREW CRISP
4, GROVE STREET
SUMMERTOWN
OXFORD OX2 7JT

Telephone:-
01865 553800

2014 BMFA FREE-FLIGHT FORUM REPORT

The new 2014 BMFA Free-Flight Forum Report has just been published.

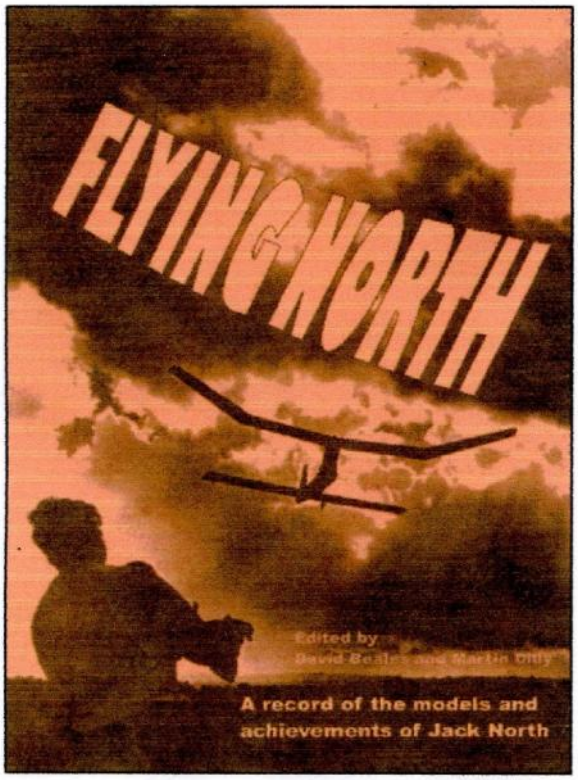
Simple Coupes, by Gavin Manion; BMFA Rubber - Not Just an Over-powered Wake, by Ivan Taylor; In Praise of Simplicity: Tilting at Windmills, by Alan Jack; P-30 - Does Size Matter? by Chris Redrup; What's All the Flap About? by Alan Jack; One Man's Way with F1A, by John Carter; GPS Tracking System, by Ian Kaynes; The Free Flight Programme, Its Future and the FFTC Philosophy, by Mike Woodhouse; E-36 - What Now? by Peter Tolhurst and Tony Shepherd; What Did You Do at the Weekend, Si? by Simon Firth. Additionally there are plans and articles on six of Britain's most successful contest free-flight models: Ivan Taylor's BMFA Rubber model, Steve Barnes's Slow Open Power designs, Chris Strachan's E-36 Ramrod, Steve Brewer's Catapult Glider, Dave Hipperson's T-34 1/2A model and Chris Redrup's P-30.

The UK price is £12.00 including postage; to Europe it's £14 and everywhere else £16. Sales of the Forum Reports help to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling, drawn on a bank with a UK branch; you may also order by credit card, which is a lot easier (and cheaper).

Copies are available from :

Martin Dilly
20, Links Road,
West Wickham,
Kent,
BR4 OQW

or by phone or fax to: (44) + (0)20-8777-5533,
or by e-mail to martindilly20@.gmail.com



Flying North is a 163 page book covering the model flying career of Jack North, and including 23 previously un-published plans of his aircraft. Access to Jack's drawings and notes dating back to 1938 means that there are a number of designs in the book likely to be tempting to the nostalgia-minded.

Contact: Martin Dilly on
020 8777 5533 or write to:
20, Links road,
West Wickham.
Kent BR4 OQW or e-mail:
martindilly20@gmail.com

The price in the UK is £18; airmail to Europe £20 or to anywhere else £22. Cheques should be payable to BMFA F/F Team Support Fund, in pounds sterling only, and drawn off a bank with a branch in the UK, you may also order by credit card, all proceeds help to fund the expenses of those representing Great Britain at World and European FF Championships

IMPINGTON VCMAC INDOOR MEETING

Sunday March 15th 2015

at Impington Village College, Cambridge.

9.00am to 5.00pm.

£6.00 Come and fly indoors all day.

RTP and small electric helicopter and radio flying in separate hall.
Competitions for Ray Malmstrom's **'Canard-Air'** and Bostonians.
Also rubber powered car race.

Talk by Ivan Taylor on his starting in Free Flight Scale.
Talk on 'Kit Scale' competitions and building.

Flyer with details and free plan contact Chris Strachan
Tel:- 01223 860498 email: chris.strachan@btinternet.com

Bloxwich Indoor Flyers

Free Flight

Sneyd Community School

Vernon Way, Sneyd Lane,
Bloxwich, WS3 2PA

Saturdays 2pm until 5pm
Flyers - £8 Spectators £2

2015

Jan 10th - Jan 31st – Feb 28th
Mar 28th – Apr 25th

Contact:- Allan Price
Tel: 01922 701530 - e-mail: montrose32@btinternet.com

Indoor Flying with the South Birmingham MAC

Free Flight Only

Thorns Leisure Centre.

Stockwell Ave.

Off Thorns Road - Quarry Bank - West Midlands - DY5 2NU
Saturdays 1pm until 4pm

2014 - 20th Dec.

2015

17th Jan - 14th Feb - 14th Mar
11th Apl - 9th May

Admission - Flyers £5.50 - Spectators £2.00
For further information phone Colin Shepherd 0121 5506132
or e-mail colin@colinwilliam.wanadoo.co.uk

Flitehook

Indoor Free Flight Meetings

Totton Community Centre,

Hazelfarm Road,
Totton,
Southampton,
SO40 8WU.

10.00 a.m. to 4.00 p.m.

Contact Flitehook
Tel. No. 02380 861541

Sundays

12th October 2014 9th November 2014
11th January 2015 8th February 2015
8th March 2015

Bournemouth MAS

Indoor Flying Meetings

at the Allendale Centre,

Hanham Rd,
Wimborne,
Dorset, BH21 1AS,
7.00 p.m. to 10.00 p.m.
Free Flight only.

Competitions including Gyminnie Cricket League.
Flitehook normally in attendance.
Free parking in public car park in Allendale Road.
Contacts John Taylor Tel. No. 01202 232206
Roy Tiller e-mail roy.tiller@ntlworld.com

2015 Tuesdays
27th Jan - 24th Feb - 31st Mar - 28th Apr
22nd Sept - 27th Oct - 24th Nov

BMFA South West Indoor Flying

Cornwall Vintage Aeromodellers
at
Saints Health and Fitness Centre
St Austell Rugby Club
Tregorrick Park, St Austell
Cornwall, PL26 7AG

Flying from 1200 to 1600 on the following dates,

2014	2015
Sunday 9 November	Sunday 18 January
Sunday 14 December	Sunday 15 February
	Sunday 8 March

The meeting planned for 16 November has now been moved to 9 November

Mainly free flight
but some micro R/C (fixed wing & helicopters)

Admission: Flyers £7 Spectators £3
Contact:
Cornwall - David Powis on 01579 362951
(dave_powis@hotmail.com)
Devon - Roger Bellamy on 01752 257826
(randmbellamy@gmail.com)

SAM35 Postal Competition

For

KK Ajax or Condor Clipper

As temporary F/F sec of Sam 35, I am to run a decentralised contest for the KK Ajax or the Condor Clipper (either not both) to be flown on any one day in May this year, at any venue to suit yourself.
Three flights to be made to a 2 minute max., followed, if necessary, by an unlimited fly-off. Results to be sent to me, to arrive by June 7th for publication in the July issue of Sam Speaks and first available Clarion. Please include any interesting aspects, location, time of day, thermals, OOS, disasters (!) etc.
This is intended as a fun event, but get a witness to sign your results, preferably a BMFA member.
As I have a gripe about the Ajax, as it does not have enough support for the wing across the centre section, I will allow an extra wing rib anywhere and redistribution as deemed necessary, but not so as to increase the wingspan.

John Wingate for SAM35
Contacts:
Phone No. - 01244 900423 or email john_wingate@sky.com

13th Annual SAM RC European Championships

June 22 to 26 2015

At

Model airfield "Czech Heaven"
Ivancice, near Brno, Czech Republic
11 classes flown
Information, rules, local accommodation,
in English, from www.SAM78.cz
UK contact: neilsommerin@gmail.com

2015 WESSEX AERO. LEAGUE

600RES + C/LINE + Ebeneezer + 36" FF glider events

March 2015				
Saturday 7	600RES	Practice day	DMFG	Blandford
April 2015				
Sunday 12	Control line only	Open	Wimborne MAC	Cashmoor
Sunday 19	Only C/L + Ebeneezer	36" FF glider ONLY	DMFG	Blandford
Sunday 26	Wessex Aero. League	600RES R 1	Wimborne MAC	Cashmoor
May 2015				
Sunday 10	C/L + Ebeneezer	36" FF glider ONLY	DMFG	Blandford
Sunday 17	Wessex Aero. League	600RES R 2	DMFG	Blandford
Saturday 23	Only C/L + Ebeneezer	36" FF glider ONLY	DMFG	Blandford
Saturday 30	Scale + Vintage r/c		DMFG	Blandford
June 2015				
Sunday 7	Wessex Aero. League	600RES R 3	Salisbury MFC	Flamstone Farm
Saturday 20	Only C/L + Ebeneezer	36" FF glider ONLY	DMFG	Blandford
July 2015				
Saturday 25	Wessex Aero. League	600RES R 4	DMFG	Blandford
Sunday 26	Alex Perkins Memorial	Scale + Aerotow	DMFG	Blandford
August 2015				
Sunday 16	Wessex Aero. League	600RES R 5	Marlborough MFC	Collingbourne Kingston
Sunday 23	Electric day			Throop
Sept 2015				
Sunday 6 reserve	Wessex Aero. League	600RES	Marlborough MFC	Collingbourne Kingston
Sunday 13 reserve	Wessex Aero. League	600RES	Wimborne MAC	Cashmoor
Sunday 27	Only C/L + Ebeneezer	36" FF glider ONLY	DMFG	Blandford
October 2015				
Sunday 4 reserve	Wessex Aero. League	600RES	or Gala	Blandford
Sunday 11	Control line only	Open	Wimborne MAC	Cashmoor
Sunday 25 reserve	Wessex Aero. League	600RES	or GALA	Blandford
Saturday 31 or later....	Wessex end of season day & pub day	600 RES	Fly'n'Feast'n' Freeze'n'Prize giving	Blandford
Nov 2015				

WAML Low-Cost 600RES League: Best 4 scores to count.

WAML Monthly postal events, Low-Cost 600RES: April to September. Best 4 scores to count.

36" FF glider: Events are weather dependent and extra dates may be added at relatively short notice. The provided bungees will be used for the competition (7.5m of rubber + 22.5m of line). Any 36" span (maximum tip to tip) built-up FF glider (no foamies or larger models), D/T is advised.

Contact **John Bainbridge (01258 458 749)** or **James Parry (01202 625 825)** or email: Christopher.hague@ntlworld.com Details on our website: www.wessexaml.co.uk

L'AQUILONE SAM 2001
TOMBOY RALLY INTERNATIONAL POSTAL CONTEST
01/06/2014 – 31/05/2015

We wish to present this competition to all the lovers of this nice model with the only aim of having fun in a postal contest which is organized to provide some fun flying together or at the same time as are all postal contests. The Tomboy Rally wants to prove the performance of this model alongwith the ability of the builder and pilot, without reaching the peak agonism of usual contests and only wishing to fly the model having fun in a relaxed manner. After having carried out some tests we have decided to admit the use of i.c. engines and electric motors trying to reduce the gap between them.

Model

The **36" or 44"** wing span (as per plan Aeromodeller) and **48"** (Boddington plan or 36 " scaled up) models are admitted; Models may be fitted with floats as per plan (scaled-up for 48" version); - no minimum weight; - reinforcement or lightening of the structure with respect of the basic outline of the original model are admitted; - materials to be used are those found on the plan; - plastic covering in place of tissue, silk or other is admitted. - More than one person can use same model; - Same model can flight in L.G. or float version; - Lone fliers can self launch and time.

Engine/motors

I.c. engines and electric motors are admitted within the following limits:

36"/44" WINGSPAN - I.C. Engines:
Any engine with 1 cc. maximum displacement; - Fuel tank : 3 cc; - R/C carburettor is admitted.

Electric Motors:
Any electric motor is admitted with direct drive; - The engine cannot be stopped and started again: - the motor must run continually without interruptions till the end of the battery charge or competitor's decision; - no folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band;
freely assembled admitted batteries: - **450 Mah 2 cell LiPo** - separated batteries pack for Rx alimentation is allowed.

48" WNGSPAN - I.C. Engines:
Any engine with 2, 5 cc. maximum displacement; - Fuel tank : 6 cc.- R/C carburettor is admitted.

Electric Motors:
Any electric motor is admitted with direct drive; - The engine cannot be stopped and started again: the motor must run continually without interruptions till the end of the battery charge or competitor's decision; - no folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band;
freely assembled admitted batteries: - **500 Mah 3 cell LiPo** - separated batteries pack for Rx alimentation is allowed.

Flights and results

Each competitor may fly as many flights as wished during the admitted period but only the best flight will be considered for the final result; - Hand launches are admitted; - The flight time start when the model is released or takes off. The flight time ends when the model lands or hits a fixed obstacle. In case the model flies out of sight the timekeeper will time for 10 seconds after losing sight of the model . Timing will continue if model is seen again or stopped after 10" deducting this time from the total time of theflight.

Awards :

A diploma for all competitors and prizes for the first three in each version rank; - Special prize for best flight in float version.

Results

Results, address, photos and technical specification about model must be forwarded to the Organization by 15th June 2015
Curzio Santoni cusanton@tin.it or to Gianfranco Lusso gfl@orange.fr)
Many pleasant flights and happy landings to ALL !!!!

SPECIAL PRIZE VIC SMEED

SAM 2001 have scheduled an extra Diploma that will be awarded to the best flight in Tomboy floatplane version (36",44" or 48") taking off from water. The Editor will send to the winner a Diploma signed By SAM 2001 President and a bottle of special Italian Wine to drink to Vic Smeed!

Good ROW and flight

SPECIAL PRIZE DAVID BAKER Free-Flight

The 2012 was the 5° edition of SAM 2001 Tomboy Rally and we have scheduled a special prize for the three best flights obtained with 36" Tomboy F/F. Only engines diesel max 0.75 c.c. shall be used. The other rules are the same for 36" or 44" wingspan type. It is possible to use a R/C Tomboy, however, being this a free-flight contest,the time must be stopped when transmitter is used, since the aircraft model should fly freely from any control from the ground.

Good thermals

Michael Woodhouse
mike@freeflightsupplies.co.uk & http://www.freeflightsupplies.co.uk

Plans of models designed by Geoff Lefever

47.	OTTAIR 80gram Wakefield flown in the 1956 Championships	£5.00
48.	FEVAIR 50gram Wakefield flown in the 1958 Championships	£5.00
49.	1963 Wakefield Team place 1965	£5.00
50.	1967 Wakefield first of the "long" models	£5.00
51.	ALTAIR 1955 A/2 team qualifying glider	£5.00
52.	MANTIS A 9 foot span vintage glider	£5.00
53.	OPEN RUBBER MODEL Mid 1960's model, a simplified Wakefield	£5.00

DBHL Plan Service

The rules for obtaining plans.

If you want a copy of any plan from our library, please read the following:

As from 31st July 2011 only digital files of plans from the DBHL will be available. It is up to the recipient of such files to get them printed, as my local Copy Shop has closed & at present there is no alternative source for me to get plans printed at an economic rate.

The process for obtaining a digital file of a plan is:

Email request to rogerknewman@yahoo.com,
quoting Plan Name & I.D. number (1st & 2nd Cols respectively in the list).

If the plan has already been digitised, the requester will receive an email with an attachment of the plan in a digital format that can be printed at a local Copy Shop. The easiest ways to do this is either to download the plan from your PC to a memory stick & take the memory stick to your copy shop (but check with them first that they can handle digital files!), or – if your copy shop accepts emails, send them an email with the attachment, asking them to print the attachment. Scaling is automatic.

If the plan has not yet been digitised, a scan of the paper plan has to be done but this could take up to two weeks, sometimes longer if a clean-up is necessary. Once I have received the digitised file back, the requester will receive an email with an attachment of the plan.

This service is provided at no charge.

You are reminded that many more plans are available through our cooperative venture with partners in the USA, New Zealand & Slovakia. The combined list of these plans can be accessed via www.co-op-plans.com. Any plans requested via the Coop incur a small charge – see the web site for details. Exactly the same principle applies in that only digital files of **plans are available.**

MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

MSP PLANS drawn by Martyn Pressnell, offer a collection of model aircraft designs selected for their aesthetic qualities or unique origins. 'Popular Plans' are stocked, the more complex 'Collectors Plans' are printed to order including Historic Notes. All drawings are AO size, some as twin plans.

The list below includes Vintage Models generally pre 1951 and Classic Models 1951 to 1961.
Photos of most models can be seen on my website - **www.msp-plans.blogspot.com**

POPULAR PLANS • £7.00 EACH INCLUDING UK POSTAGE. FOLDED FOR POSTING

MICK FARTHING 1942	The 40 in span Lightweight Contest rubber model with a diamond fuselage.
MICK FARTHING'S THE PAPER BAG'	Mick Farthing's last lightweight rubber model of 1946.
RAFF V *1947*	Designed by Norman Marcus who was National Champion in 1946.
ODENUAN'S 1950 *NORDIC A2*	Swedish Championship glider, placed second in the first World International in 1950.
SENATOR 1950	RUBBER Designed by Albert Hatfull and kitted in 1950. Twin plan with Ace
ACE 1950 RUBBER	Designed by Bill Dean and kitted in 1950. Twin plan with ***SENATOR.***
ENGLISH VIKING *1953 A2 GUDER*	Designed by Bill Farrance twice winner of the SAM Radislav Rybach trophy.
CRESTA	A 38 in wingspan low-wing design for small diesel or electric motor installation.
FRED BOXALL'S 1956 OPEN RUBBER MODEL	Twin plan with Boxall's ***SEAPLANE.***
FRED BOXALL'S SEAPLANE (1965)	Twin plan with the 1956 *OPEN* ***RUBBER MODEL***
LAST RESORT 1956 CLASSIC RUBBER	Open Rubber Model designed by Jim Baguley, Twin plan with ***FIRST RESORT.***
FIRST RESORT 2006	by Martyn Pressnell for the BMFA Rubber Class. Twin plan with ***LAST RESORT.***
WINDING BOYII 1956	by Urtan Wannop, 38 in.span, Twin plan with ***McGILLIVRAY's LIGHTWEIGHT.***
JACKMcGILIVRAY's LIGHTWEIGHT 1958	36 in. span lightweight rubber model Twin plan with ***WINDING BOYII.***
CAPRICE 1959 GLIDER	The renowned lightweight glider of 51 in span. Twin plan with ***GAUCHO.***
GAUCH01960	power duration model for 1.5 cc engines. Designed in 1959 Twin plan with ***CAPRICE.***
VAKUSHNA1959 A2	Designed by Brian Dowling this glider won the 1960 Richer Cup

COLLECTOR'S PLANS - £10.00 EACH FOLDED OR ROLLED. WITH HISTORICAL NOTES

JUDGE 1945 WAKEFIELD	by Bert Judge to the 1945 rules as a direct descendant of his 1936 Wakefield Cup winner,
HERMES MAJOR	A 150% enlargement to 61% in span, of the 1949 *HALFAX* ***HERMES***
FRANK LOATES' 1949 WAKEFIELD	Canadian Wakefield 5th in the World Championships at Cranfield, England, in 1949.
BORJE BORJESSON'S 1949 WAKEFIELD	Swedish Wakefield 6th in the World Championships at Cranfield, in 1949.
GHOST WAKEFIELD 1951	John Gorham's 1951 Wakefield, a successful rubber model from the early 1950's.
RON WARRING'S 1952 WAKEFIELD	The geared geodetic model, developed by Ron Warring for twin motors,
NIGHT TRAIN Mk I 11960	George French's Night Train which pioneered the use of VIT systems in the UK

MSP PLANS PRESENTS NEW PLANS

HI-START GLIDERS 2013 - 36 in span

AVENGER 1952	John Gorham's classic A2
CAPRICE 1959	Neville Willis' classic lightweight glider
VINTAGE A2 1950	Odenman's.

HI-START GLIDERS 2014 – 36 in span

SATU 1950	J Bennett's vintage A2
PETREL1964	Frog's beginner's kit glider
MAD'S DREAM 1959	Brian Dowling's classic A2.

To order plans for UK delivery please write with cheque (£ sterling) made payable to Martyn Pressnell, 1 Vitre Gardens, Lymington, Hants, S041 SNA.
For overseas delivery of Popular Plans send local bank notes equivalent to £10.00.
Enquiries: please write or email **martyn.pressnell@btintemetcom**

Check my website : **www.msp-plans.blogspot.com**

This identifies the collection of plans that I have produced for aeromodellers together with the rules for the Bournemouth Club Classic Rubber class. There is also a sample of the publications produced over the years with 'Rubber Motors - Maximum Turns' as the current offering.

I hope you find this a useful website which will be updated with more information from time to time. Martyn Pressnell

Provisional Events Calendar 2015

With competitions for Vintage and/or Classic models

February 8th	Sunday	BMFA 1st Area Competitions
March 1st	Sunday	BMFA 2nd Area Competitions
March 22nd	Sunday	BMFA 3rd Area Competitions
April 3rd	Friday	Northern Gala – North Luffenham
April 4th	Saturday	Middle Wallop – **SAM1066** competitions
April 5th	Sunday	Middle Wallop – **SAM1066** competitions
April 6th	Monday	Middle Wallop – **SAM1066** competitions
April 18/19th	Sat/Sunday	London Gala
May 3rd	Sunday	Middle Wallop – **SAM1066** competitions
May 4th	Monday	Middle Wallop – **SAM1066** competitions
May 23rd	Saturday	BMFA Free-flight Nats, Barkston
May 24th	Sunday	BMFA Free-flight Nats, Barkston
May 25th	Monday	BMFA Free-flight Nats, Barkston
June 7th	Sunday	BMFA 4th Area Competitions
June 13th	Saturday	Middle Wallop – **SAM1066** competitions
June 14th	Sunday	Middle Wallop – **SAM1066** competitions
June 28th	Sunday	BMFA 5th Area Competitions
July 12th	Sunday	BMFA 6th Area Competitions
July 18th	Saturday	BMFA Southern Area Gala - Odiham
July 25th/26th	Saturday/Sunday	East Anglian Gala - Sculthorpe
August 22nd	Saturday	Southern Gala
August 30th	Sunday	Middle Wallop – **SAM1066** Competitions
August 31st	Monday	Middle Wallop – **SAM1066** Competitions
September 13th	Sunday	BMFA 7th Area Competitions
October 3rd	Saturday	Middle Wallop – **SAM1066** Competitions
October 4th	Sunday	Middle Wallop – **SAM1066** competitions
October 18th	Sunday	BMFA 8th Area Competitions
October 24th	Saturday	Midland Gala – North Luffenham
November 15th	Sunday	Middle Wallop – **SAM1066** Competitions & **AGM**

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 –
Currently issue of licences for Middle Wallop events is suspended pending review in March 2015
www.SAM1066.org
For up-to-date details of all BMFA Free Flight events check the websites
www.freeflightuk.org **or** **www.BMFA.org**
For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website
www.SAM35.org

Useful Websites

SAM 1066 - www.sam1066.com
Flitehook, John & Pauline - www.flitehook.net
Mike Woodhouse - www.freeflightsupplies.co.uk
GAD - www.greenairdesigns.com
BMFA Free Flight Technical Committee - www.freeflightUK.org
BMFA - www.BMFA.org
BMFA Southern Area - www.southerarea.hamshire.org.uk
SAM 35 - www.sam35.org
MSP Plans - www.msp-plans.blogspot.com
X-List Plans - www.xlistplans.demon.co.uk
National Free Flight Society (USA) - www.freeflight.org
Ray Alban - www.vintagemodelairplane.com
David Lloyd-Jones - www.magazinesandbooks.co.uk
Belair Kits - www.belairkits.com
John Andrews - www.freewebs.com/johnandrewsaeromodeller
Wessex Aeromodellers - www.wessexaml.co.uk
US SAM website - www.antiquemodeler.org
Peterborough MFC - www.peterboroughmfc.co.uk/index-old.htm

Are You Getting Yours? - Membership Secretary

As most of you know, we send out an email each month letting you know about the posting of the latest edition of the *New Clarion* on the website.

Invariably, a few emails get bounced back, so if you're suddenly not hearing from us, could it be you've changed your email address and not told us?

To get back on track, email membership@sam1066.org to let us know your new cyber address

(snailmail address too, if that's changed as well).

P.S.

I still need articles/letters/anecdotes to keep the New Clarion going, please pen at least one piece. I can handle any media down to hand written if that's where you're at. Pictures can be jpeg or photo's or scans of photos. I just want your input. Members really are interested in your experiences even though you may think them insignificant.

If I fail to use any of your submissions it will be due to an oversight, please feel free to advise and/or chastise

Your editor John Andrews