NEW Clarion

SAM 1066 Newsletter

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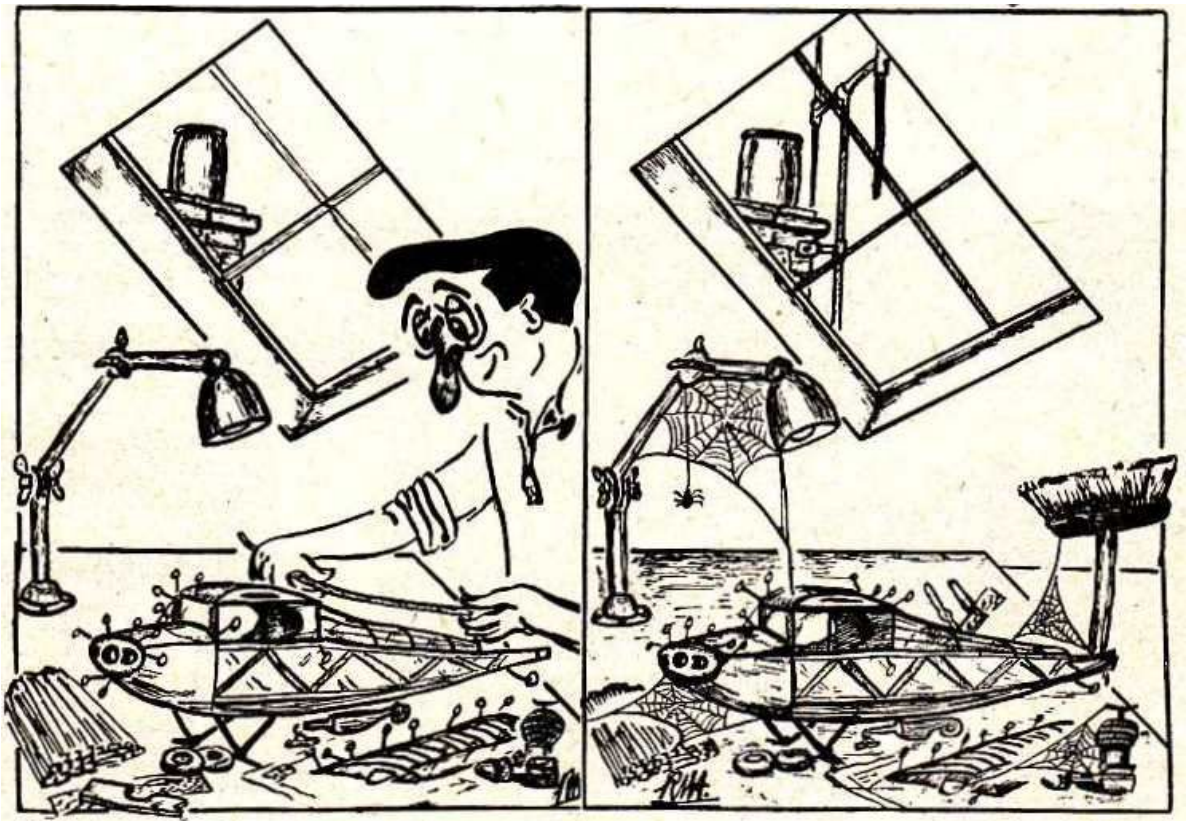
Editorial

This month we have the continuation of Martyn Cowley's article on the mechanics of RDT and an article by Dick Twomey, championing vintage flying as it used to be and putting the case against the use of RDT in vintage competition.
Dick's piece started me thinking about rules.
The **SAM35 and SAM1066 Free Flight Competition Rules** have just been finalised and appear elsewhere in this issue. These rules outline the specifications for the, eligibility, construction and competition flying of Vintage and Classic model aircraft and apply to SAM35 & SAM1066, we now sing from the same hym sheet so to speak.
These rules are effective from the date of publication and I would expect them to be formally ratified at the AGM.
As far as RDT is concerned, there is nothing in the SAM rules concerning the issue therefore we default to the rules of the BMFA and the use of RDT is thereby approved. If it was desired that RDT be banned for our competitions then a rule would need to be proposed and approved at an AGM but I see no merit in pursuing that course.
There is an option for Contest Directors to set variations to the rules for their specific meetings but these variations must be published in advance of the meeting.
Our Secretary, Roger Newman, has written a definitive article on RDT from the SAM1066 viewpoint, which appears later in this issue.

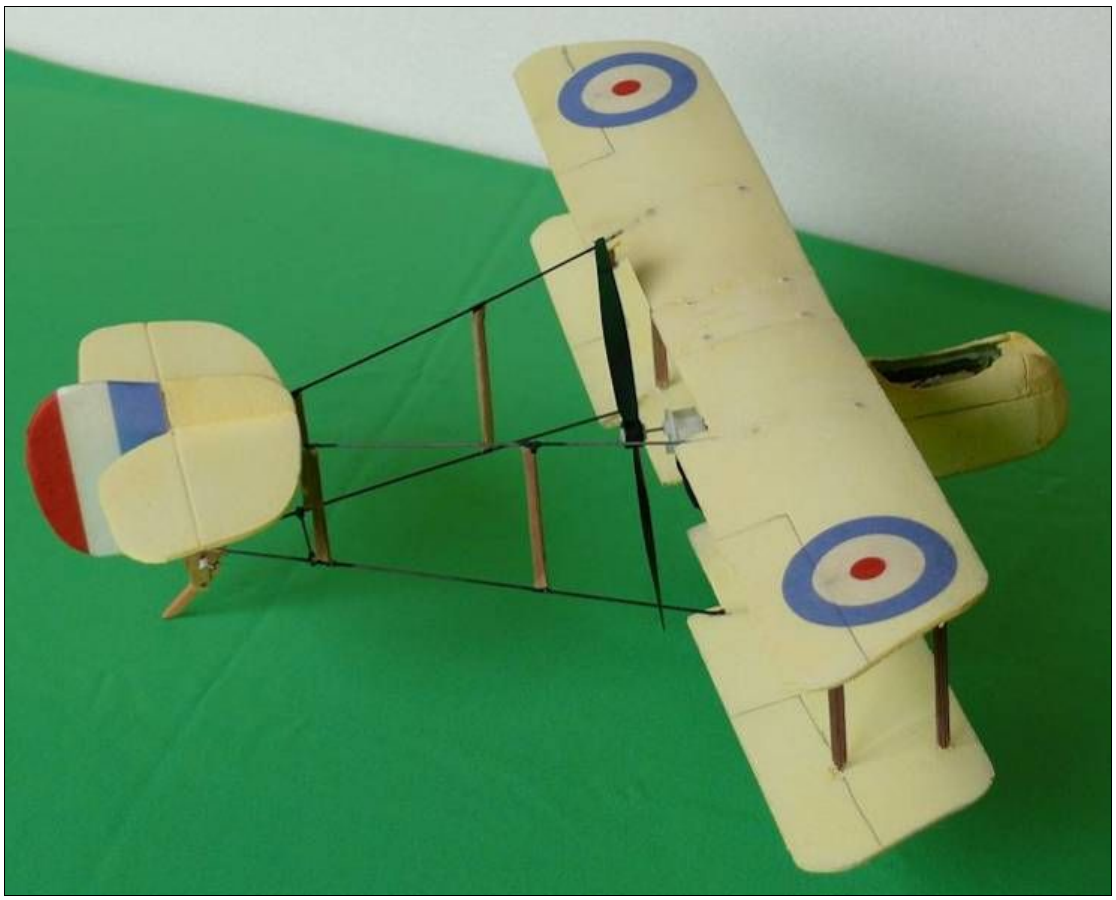


Took me a while to get this cartoon from the late 1950's

Indoor DH-2 - Mike Larlham

I have been a outdoor R/C flier for many years, and my favourite aircraft are scale biplanes. My friends had been getting on to me for ages to join the indoor fliers, so I at last agreed to give it a try. As I prefer power driven devices, i.e. not rubber motors, about which I know absolutely nothing, I looked about for suitable equipment and came across Atomic Workshop's offerings. I then had to decide on the model. I thought that a pusher would be best for reducing prop damage so I perused Google image for a likely candidate, downloaded some 3 view line drawings of the original DH2, and printed them to what I thought would be a suitable size. Thorns Indoor Meet Saturday 3rd March saw the results of my efforts - it flew!

My latest scratch built Hawker Hart Trainer,
alongside the original with kind permission of the RAF Museum, Hendon



DH2 Specification:

Wing span - 360mm (almost exactly 1/24th scale, by accident)

Weight: 33gm

Materials:
Depron sheet and 1mm carbon rods,
with a scattering of mirror ply, paper and balsa dressing for the struts etc.

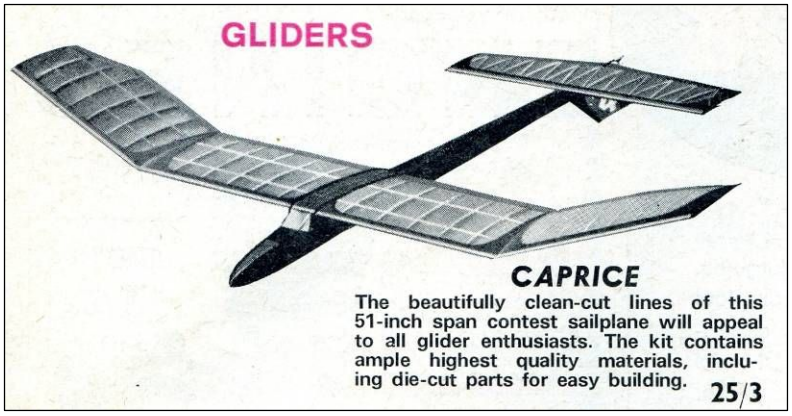
Markings:
printed on tissue and attached with photographic adhesive.

Propulsion:
Atomic Workshop Voodoo 25 geared unit with a GWS 127 x 75mm prop trimmed to 110mm (to fit inside the longerons)
Atomic Workshop Zombie Flight Profiler and 200mAh Lipo battery

I was obviously very pleased with the results,
but a little disappointed at the fragility of the Depron.
I am searching for more durable lightweight materials.

Mike Larlham

KK Caprice - What is the span? - Ron Marking



On the Sunday at Middle Wallop last year, as I was putting in a time for my 8oz Wake it was pointed out to me, in my capacity as Glider CD, that someone had entered a KK Caprice in the Classic Up To *50"* class but as we all know the span is *51"* and it should have been entered in the Saturday comp.
I therefore disqualified it!
At the end of the day I was called to control and there was Ken Bates with his Caprice wing and a tape measure. He hooked it onto one tip and then stretched it underneath, along the underside of the centre section and then up to the other tip where the tape showed *49¾".* Oh dear!!!
I told him that I would investigate and report back.
The next morning I thought that the best thing to do was to find someone who had flown a Caprice on Saturday and measure their wing. On the list was Chris Strachan and as I turned away from control there he was. When I explained the situation he said that actually he had measured his wing only last week to make sure and it was definitely over *50".* Ken had been listening to our conversation and had to accept the verdict but he told me that he had built his model from a plan and kit supplied by Replikit.

Back home I decided to investigate further to determine the actual span of the original design and so went up into the loft to find an un-started kit! I carefully measured the plan and found that the centre panel is *23¾"* and each tip is *13 3/8 "* to give a span of *50½".* I thought that this was rather odd but then remembered that there was an article by Neville Willis in a S35S May 1999. He states that a design requirement was that it would have to fit in a *24"* box which means that any strip would have to be less than that. Sure enough, the bundle of spars, LE, TE, etc measures *23¾"* exactly the same as drawn. How he drew the rib spacing for both the centre section and the tips to come up with these dimensions is beyond me, but I wonder if he drew it to sensible sizes and it was then photographically reduced.
All in all, an interesting exercise but I wonder how many more of the models which we build are not quite what the designer intended.

As I am Glider CD for SAM1066 at the August 2012 meeting and have recently been involved with the finalisation of 1066 rules, the span of a model is what it says "on the box" or the plan!!
Only if somebody has built a model obviously over size would I need to measure it, and then the span is "flat" not "projected".

Ron Marking

Itsme IV - Tim Westcott

Reading the article by John Wingate in the February Issue of New Clarion relating to R F L Gosling's 'Itzme III' prompts me to send you a couple of pictures of RFLG's original 'Itme IV'. It's in flying condition but the covering is decidedly brittle!

I note with sadness the passing of Mike Beach. Mike entertained me at his house on a number of occasions and was always a wonderful source of information - and tea! He also came to visit me at home and we'd spend a pleasant day just 'fiddling' with old aeroplanes and memorabilia from the former Alwyn Greenhalgh collection, with which I spend many hours of renovation and preservation!

I do so hope his models will be well cared for and that we will all be able to see them from time to time.

Tim Westcott

RDT – The case against - Dick Twomey

In the March New Clarion, Martyn Cowley our friend and man in the States really took the prize, with a record 8 pages on the subject of that controversial "Radio D/T". I understand that in this April edition Martyn will be adding some more detail. His expertise will be appreciated by many, BUT...for Vintage I am among those who have reservations on any official adoption of RDT for use in our antique modellers' competitions.
(For use when trimming: No problem, it makes a lot of sense!)

There are several reasons for saying "No thanks", and the first is explained in the original definition of Free Flight on which we were all brought up: That's quite simply "flight where there is no physical OR ANY OTHER CONNECTION THAT MAY CARRY DATA between the competitor and the model after the flight has commenced". I know, this changed years ago for FAI Competitions, and in my January 2009 issue of the Rule Book for Free Flight the BMFA followed suit. But SAM is not FAI-ambitious, we have old models that do not have, and do not need to incorporate, the latest technology. Instead we have strong memories of those youthful, glorious F/F days that in essence we are trying (pretty successfully) to reproduce in our mature years.

That's just the first reason for not making RDT an option (which all too quickly becomes a sine-qua-non) for those of us whose pleasure it is to compete in Vintage and Classic SAM competitions.

The second is practical: If RDT (God forbid, I hope He's listening!) were to be SAM-comp-adopted, we would for many years have a mixed field of competitors, some with RDT, some without. Would that be fair in the initial max rounds? Maybe! But would it be fair in the now-customary D/T Fly-off round? No way! We'd have to find yet another way to limit those wonderful fly-aways, (which I still consider contribute greatly to the satisfaction and excitement of our F/F aeronautics).

We humans have a tendency to be easily influenced, a habit which seriously reduces our in-built critical faculties. "Those who control the media, control mens' minds", said one wise man. But standing back and looking coolly at "Radio D/T", I can see very clearly that it is radio CONTROL...sorry, whatever you say, it just is! One can say the same for the popular "Radio Assist": This also is CONTROL, and we are in denial if we continue to label it as FREE FLIGHT: It just ain't!

Now let's get on with the trimming!

Dick Twomey

Wakefield Cup Winner 1973 - Charles Dennis Rushing

1973 Joachim Loffler, 31, DDR

Back to Wiener Neustadt, Austria the same venue used for the 1963 and 1969 WCs, but this time sharing accommodations with the crowd attending a "Home Show" in the village. Remember in 1963, contestants were accommodated in private homes. Also Wednesday August 15 was a holiday, and many spectators were expected. The crowd was not disappointed, the F1C winner was a local aeromodeller from Vienna, whose home flying field is Wiener Neustadt: Vaclav Horcicka! The Wakefield Champion in 1963 was Joachim Loffler, of Germany, another local boy who was 21 years old then. Here also was Albrect Oschatz, the 1969 Wakefield Champion, a Team mate of Joachim. The 1971 Wakefield Champion Joseph Klima of Czechoslovakia was also in this contest, so there are the ingredients for a good mix. Team USA was represented by Bob White who had the potential to win the Cup, Jon Davis, and Frank Parmenter. Thirty-one nations fielded eighty six contestants for the Wakefield Cup contest, which was scheduled for Thursday, August 16. Dickie Dickson writing in the Aeromodeller noted: "It was really delightful to find 31 nations on the field, all with their own ideas on details, but producing what to any visitor basically appeared an almost identical model..." (!) "It seems that the art is now at the stage when a simple 'broomstick' fuselage moulded round a tapered rod, very often in glassfibre though still predominately of balsa, cannot be improved upon. Add a suitable slight high-wing platform convenient for location of timer; attach a constant chord wing, a forward fin, and a simple tailplane..." Dickie is no longer with us in 1995. If he was, he would be astounded by the fact that these Wakefields have hardly progressed beyond his description, and are now available as such to the casual consumer. (IK: this remark might apply to visual inspection by a casual non-technical observer, but the reality of a modern F1B with composite construction and advanced propellers is indeed three decades in advance of the 1973 models).

ROUNDS 1-7: At 8:00am the weather was a warm 67 degrees F, with 2 mph winds and a slight cloud layer. Perfect conditions for the Wakefield Cup. Fifty-one contestants maxed the first round. Thirty-four in round two. Twenty-three in round three. Forty-five in round four. There were sixteen contestants with perfect rounds in round five, thirteen in round six, and by the end of round seven twelve survivors remained to decide the outcome, including A McDonald of New Zealand whose Wakefield was flown proxy by A Jack of GB.

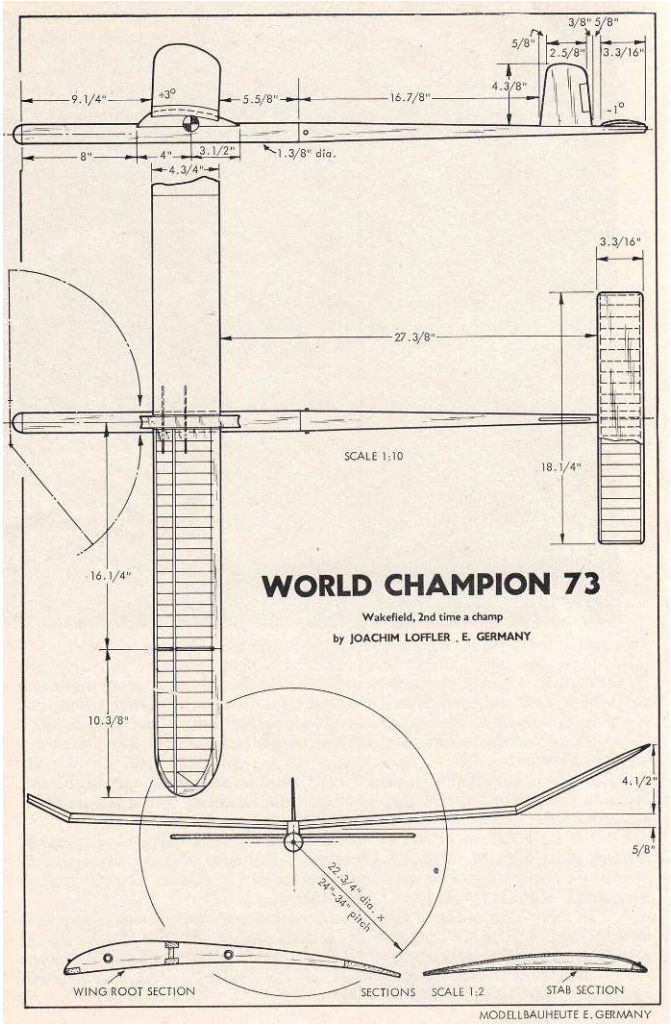
ROUND 8: The 240 second fly-off round. Time 7:15pm. Weather: Warm 82 degrees F, wind 2-5 mph, sky overcast with a thin cloud layer. Not bad weather conditions, but the thermals were going to be light, and difficult to pick. Bob White wasted no time getting airborne, and he was followed by Kim Dong Sik, who was followed by a plethora of F1Bs, including Joachim Loffler, who simply came down last. For the second time in this young man's life he joined the rare ranks of those who have won the most prestigious mantle in all of aeromodelling TWICE

Place	Name	Country	Round I-7	Round 8
1	J Loffler (1963 WC)	DDR	1260	225
2	K D Sik	DPRK	1260	200
3	M Kobori	JPN	1260	192
4	K Wetterberg	DEN	1260	181
5	R White	USA	1260	154
6	H Benedini	ARG	1260	149
7	A Szynaka	POL	1260	127
8	J Dobelmann	BRD	1260	121
9	B Kroon	NED	1260	108
10	A Oschatz (1969 WC)	DDR	1260	106
11	D Voinescu	ROM	1260	104
12	A McDonald (proxy A Jack)	NZL	1260	102

1973 Team Results for Penaud Cup						
Place	Country	Abbreviation	Total	Team member places		
1	Dem.Rep.Germany	DDR	3708	1	10	31
2	Poland	POL	3666	7	13	45
3	Austria	AUT	3619	14	30	32
4	Great Britain	GBR	3604	16	19	47
5	North Korea	PRK	3583	2	37	40
6	France	FRA	3578	17	20	53

Charles Dennis Rushing

The following images are courtesy Roy Tiller and the DBHLibrary



Above, Joachim Löffler the new champion, is chaired by team mates after repeating his victory of 10 years earlier on same site.

Roy Tiller

SAM35 RC Bowden - Bill Longley

I am promoting a new event for R/C Assist, particularly aimed at the vintage sport flyer, with simplicity being the essence

Effectively an R/C BOWDEN type event. Draft Rules as seen below

It is anticipated that 2 flights will be required and the aggregate of the two scores will decide the winner.

First events scheduled for :- Monday April 9th SAM GALA Middle Wallop
Sunday July 1st Pontefract

I hope to introduce further events should sufficient interest be shown

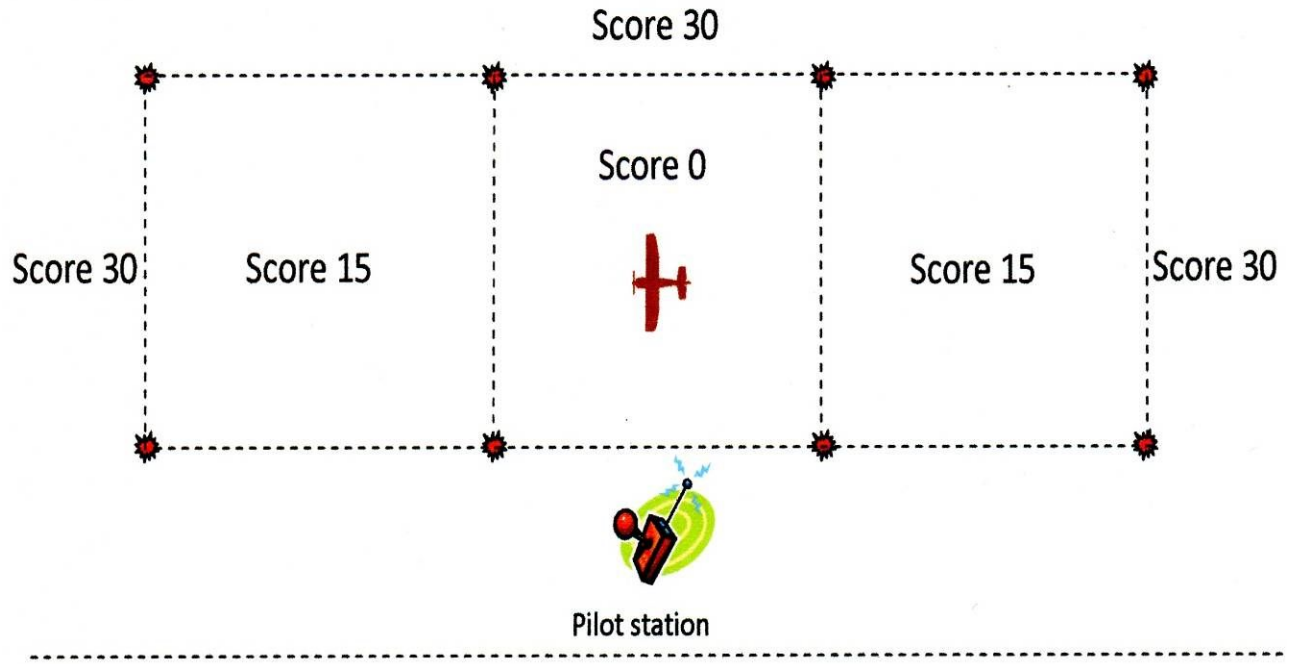
For the best result in the year, we have available the TEXACO TROPHY.

SAM 35 Vintage RC Precision Rules

This is unashamedly a Bowden type competition with a take-off, climb and then glide to achieve a target flight time but for RC it has the added requirement to land back at the take-off point. It is intended to be a 'fun' competition with the minimum of rules so that virtually anyone can have a go.

Mark out the landing area by positioning 8 markers on the flight line, as shown in the diagram, with approximately 12 paces between each marker (both along and across the flight line). This does not have to be accurate as it will be the same for all competitors. The spacing can be tailored to suit local conditions and the degree of difficulty sought. The markers can be small plastic flags, pieces of cloth or coloured board pinned to the ground, etc, so as to avoid any damage to models.

Landing Area Markers



Competitors must take-off from the centre position, cut the engine after a maximum of 1 minute from the start of the take-off roll, and then glide back and land.
The aim is for the model to come to a rest in the centre box exactly 2 minutes after the start.

The flight score is the landing position score (shown in the diagram) added to the deviation (in seconds) from the target of 2 minutes.

A number of rounds may be flown and the lowest total score wins.

The landing position is deemed to be where the nose of the model comes to rest. The CD will adjudicate if this is on a line sighted between markers.
A crash landing, in which the model does not remain intact or upright on its landing gear, is given a landing position score of 30.
Pilots should be assisted by a timekeeper.
Models may be from the vintage or classic eras, with IC or electric power. They must have a wheeled undercarriage although, depending on the local field conditions, the CD may permit hand launching.
Any form of braking, mechanical or aerodynamic (including flaps), is prohibited. Smooth film covering is prohibited.

The flights demand only basic flying skills but the precision required to achieve a low score is another matter. Clubs may choose to run their own local competitions and allow more recent models to compete.

Bill Longley

RDT part 2: Actuators - Martyn Cowley

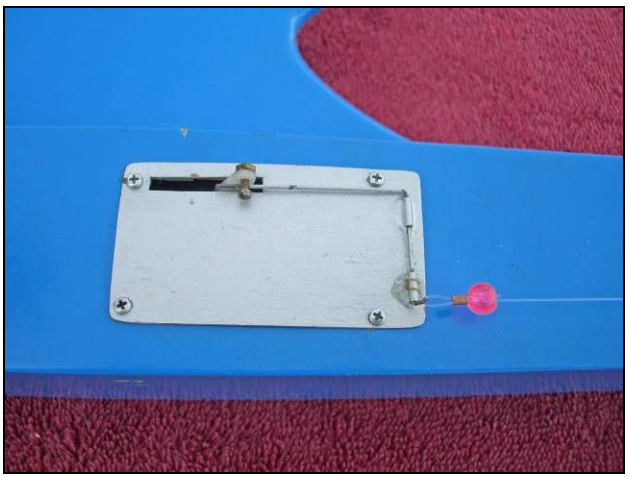
RDT reliability depends upon the design and implementation of an ingenious electro-mechanical actuator mechanism on the model.

Following on from last month's response to Peter Michel's request for information on RDT systems, let's investigate the cheap bit: the RDT Actuator, of which there a basically three types: R/C-type Servos; generic Pager Motors; and electronic DT timers (actually not so cheap) which can be triggered by a command from the RDT Rx.

Tom Laird's Jay's Bird RDT:

Tom Laird's Jay's Bird Vintage FAI Power model with RDT, can afford the extra security and weight of the slightly heavier HiTec HS-55 Feather Servo at 8g (0.28 oz), 0.44 inch wide (11.2 mm), necessary for the extra flight loads and vibration of a fast climbing power model.

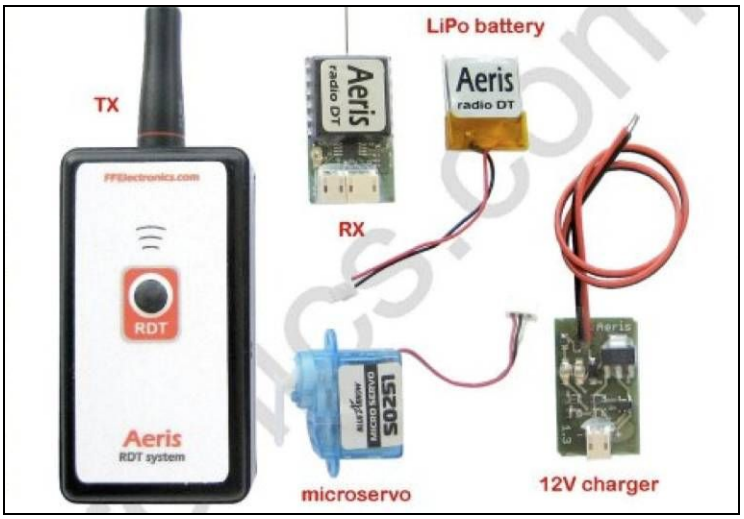
Tom relies solely on the RDT and does not use any other DT timing system on the model, other than the standard engine cut off clockwork timer. When the model has maxed he simply DTs the model. The servo is mounted on a thin plywood face-plate, which also acts as a cover for the cavity housing the battery and RDT Rx, making the installation quick and easy to swap from model to model. The RDT Rx is installed first in the rear cavity, with the antenna wire running rearwards inside a thin plastic tube (ie coffee stirrer) mounted inside the balsa fuselage. Not a problem for non-conductive materials, like balsa and tissue, but this internal antenna arrangement will NOT work inside a carbon or aluminum fuselage tube. This is followed by installing the battery also in the rear compartment with a small piece of foam rubber padding to stop things rattling around. Then the face-plate is fitted, with the servo fitting inside the front cavity, so that nothing can move during the flight to obstruct the movement of the servo. Note the small nut and bolt fitted to the standard servo arm, to capture the DT release arm and prevent engine vibration from releasing it prematurely.



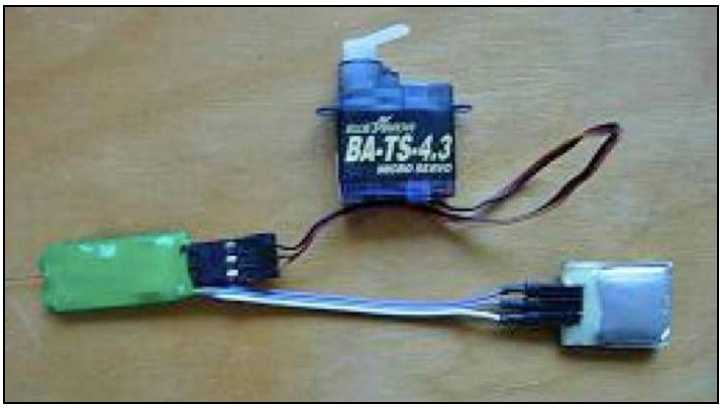
Tom Laird's Jay's Bird uses interchangeable RDT module:
LiPo; AirTek Rx and Hitec HS-55 servo; mounted to thin play face-plate.
Battery and Rx fit in rear compartment and Servo fits ahead of bulkhead divider.
Complete RDT system mounted inside fuselage
(Note extra screw through Servo arm to prevent engine vibration shaking DT arm loose prematurely)

If you plan on using a 2.4 GHz R/C Tx for your F/F RDT, then an R/C Servo is the only way to go. Conveniently, if you make an RDT installation, and the servo rotation happens to operate in the wrong direction than you had intended to release the DT line, then all you have to do is change the "servo-reversing" function switch (see instruction manual) for that channel on the R/C Tx- simple !

Of the various dedicated F/F RDT systems available commercially, both the Italian-made Aeris system and Ken Bauer's AirTek system can both operate using lightweight mini R/C Servos. However, Ken's AirTek system is also available to function with either a Pager Motor or many of today's electronic DT timers.



Italian made *Aeris* system dedicated F/F RDT by FFelectronics

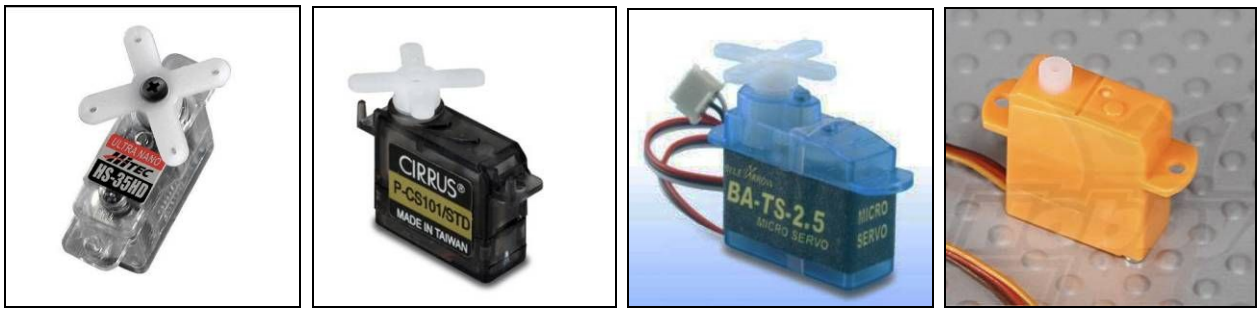


AirTec airborne RDT system: Rx; servo; and LiPo: Ken Bauer's wrist strap mounted AirTec RDT Tx

R/C Servos:

For some reason, the major brand manufacturers do not make particularly small and light servos, by F/F standards. Our salvation comes from the recent evolution of Indoor R/C equipment, typically flown in local Sports Halls, which have encouraged others within industry to develop all manner of small, light and inexpensive R/C servo actuators. These days there is a choice to be made between Analog (traditional) and Digital servos (a new type). Digital servos offer better performance (speed, accuracy, hold power, etc) for demanding R/C applications. But for simple F/F RDT on / off actuation such sophistication is not needed. One reason to choose a Digital servo is that they are generally available in smaller, lighter versions than Analog equivalents. However, Digital servos draw

more operating current than Analog, so the battery will be discharged sooner by comparison. Easy enough to carry some spare batteries at the flying field, but a consideration when deciding between absolute lightest weight versus longer running time.



Lightest HiTec servo the Ultra-Nano HS-35HD weighs 4.5g
Cirrus P-CS101 weighs 4g from Sussex Model Centre
Blue Arrow BA-TS-2.5, 8mm wide, weighs 2.5g
HK-5302 Ultra-Micro Digital Servo 6.2mm wide, only 1.7g

Standard R/C servos (with enclosed plastic cases, electric motor and gear-set) start with Digital servos available at just 1.7g compared to Analog at around 2.5g. A wide range of various brand products are available in the 3g to 4g range and on up. The HiTec brand, although at the slightly heavier end of the Mini Servo range, is highly regarded in terms of quality and reliability at a reasonable price, and are especially suitable for larger gliders and power models, where a little extra weight can be tolerated and vibration resistance and higher strength is essential. But there is no reason not to use the smallest lightest brands when excess installation weight becomes a penalty for small F/F models.
Due to the sheer diversity of manufacturers, it's probable best to just Google "Micro RC Servos" and select something to your liking which is available locally at the right price, which in the US can be as little as $5 each. Or look up available servo brand, size, weight and specifications at any website online, such as:

http://www.servodatabase.com/ or http://fatlion.com/sailplanes/servochart.html

The real secret with using all such tiny servos for F/F RDT applications is to design a release mechanism, which puts the minimum continuous load on the servo output arm and gears. Therefore, it is NOT recommended to hook a highly tensioned DT line directly on the end of the servo output arm and expect it to work for very long. Such applied loads, require the servo to perform continuous work to oppose this force, and hence will constantly consume a high rate of electrical current from the tiny battery. The result will be a rapidly depleted battery, with the possibility of an overheated servo and rapidly worn or stripped gears.
The solution is both simple and familiar to F/F modelers, in the use of a simple "mouse-trap" style hinged lever (similar to those used on standard clockwork DT timers) to provide a mechanical advantage to reduce the necessary hold-down force. The DT release arm geometry and installation should be designed to also to redirect the force axially to the servo output shaft (ie. up and away) rather than tangentially to the direction of rotation of the servo arm. DT release arms

of this type require virtually no electrical energy to be consumed to hold the DT line, as the servo arm acts more like a latch mechanism, until the servo briefly rotates to release the DT arm. Many examples of this type of mechanism are to be seen by those already using RDT for anything from Chuck Gliders on upwards.

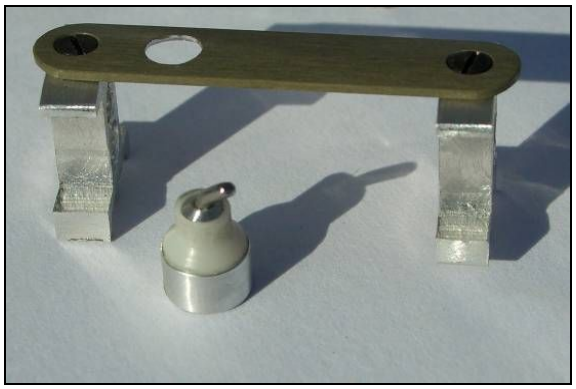
For Power models, one potential benefit of using an actual 2.4 GHz R/C Tx is to use more than one servo, using different channels: one for emergency motor shut-off; and the other for RDT. Alternatively, it is certainly not beyond the ingenuity of modellers, to devise two release arms from a single servo, so that partial movement (say half-way) allows the servo to release the motor shut-off if needed, whereas full travel will also release a second arm for DT. Such a set-up can allow a few extra seconds between commands, for the flight speed to decelerate somewhat after motor shut-off, before the sudden shock of DT activation, thereby hopefully preventing the wings from folding !

Artem Babenko's F1C RDT:

Another clever actuator design available from Ukrainian World F1C Champion, Artem Babenko, uses the concept of minimum torque load on the servo release mechanism, for highest reliability. The chosen servo in this case is the HiTec HS-45HD Feather Servo 8g (0.28 oz), 0.38 inch wide (9.7 mm), which has proven its reliability under very demanding conditions, contending with the vibration and flight loads aboard geared engine powered F1C models.

In his design, Artem has fabricated a neat servo adaptor cup, with internal splines that fits directly onto the servo output shaft splines to provide an axial release post, which minimizes servo load and friction. The release post is slanted at approx 45° angle to offer a captive direction and a release direction as the servo rotates. This RDT release mechanism can be fitted to any existing multifunction clockwork timer installation, such as on a typical Power model, in such a way that either the timer or the RDT can trigger the RDT release. The DT line is first run around the timer release arm and then on to the RDT release arm. This set-up would also be an ideal direct DT servo release to adopt for any larger model that can afford the extra weight of a servo. Artem does not have a website, but can be reached for supplies via email: <sashababenko@gmail.com>

Left: Roy Summersby, Australia, uses Artem Babenko's RDT servo release system installed in F1C model (Note DT line first passes around multi-function clockwork timer DT release arm and then onto servo release post, so that either mechanism can actuate DT)
Right: Servo release post has rotated to release DT line before clockwork timer has reached it's set time.

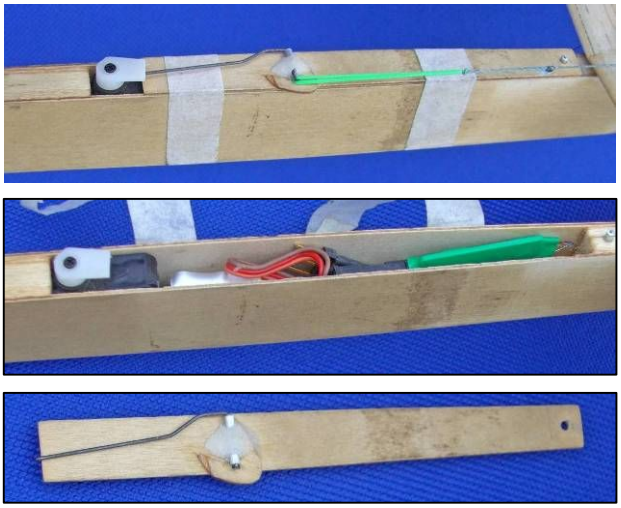


Detail of Babenko's internal release mechanism hardware, uses HiTec HS-45HD servo. Release post cup fits directly onto servo output splined shaft.

Todd Reynold's Discuss Launch Glider:

A member of the Colorado Springs Magnificent Mountain Men (MMM) club, Todd Reynolds uses a HiTec brand HS-35HD Ultra Nano Servo, just 0.3 inch wide (7.6 mm) weighing only 4.5g (0.16 oz) on his RDT F/F Discuss Glider, with a Ken Bauer Airtek 1g Rx and single cell LiPo.

Todd Reynolds Tip Launched Glider simply hooks DT line directly over servo arm (Note, only viable for low line tension)

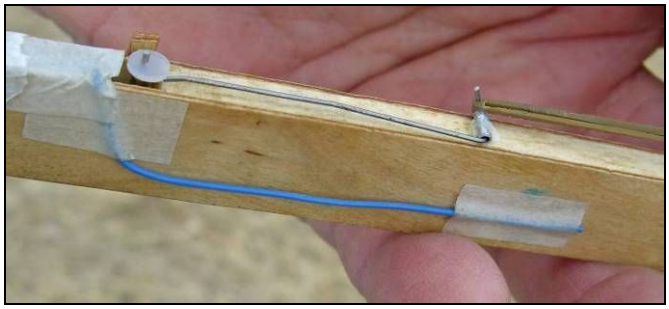


Paul Love's Tip Launched Glider uses DT arm trapped under RDT micro servo release arm DT arm cover simply taped on to contain AirTek Rx and LiPo battery (Note alum. tube peg and hole to ensure repeatable alignment relative to servo arm)

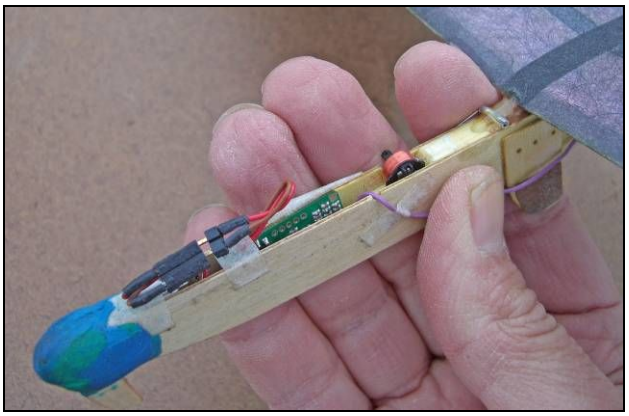
Magnetic Actuators:

One of the very lightest solutions available is to use a type of Indoor R/C micro-servo referred to as a "magnetic actuator". The Canadian brand Plantraco probably offers the absolute lightest equipment (somewhat fragile looking for the faint hearted — although Ken Bauer has used them successfully). The Plantraco MiniACT weighs 1.1g including Nano connector and an even smaller MicroACT weighs only 0.41g with connector ! These are unusual looking actuators which use a coil of fine copper wire to induce a magnetic field when triggered by the Rx, which jumps the output arm one way or the other, and can be rigged to release a suitable DT arm.

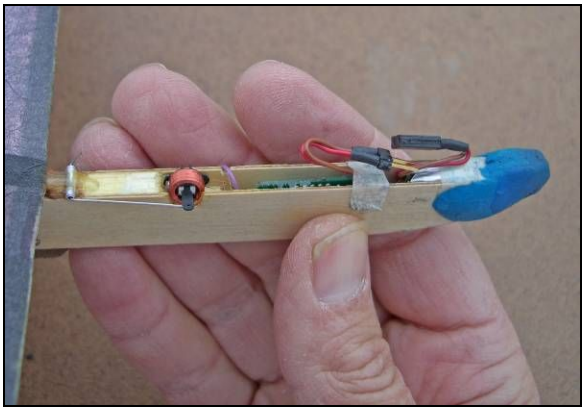
Plantraco MiniACT magnetic actuator weighs 1.1g



Ken Bauer's Tip Launched Glider uses asymmetric Nylon disc on Pager Motor shaft to hold and release DT arm (Note RDT Rx antenna taped to fuselage side)



Ken's own Catapult model, taped cover removed: LiPo battery; Rx; and Plantraco MiniACT actuator Purple wire is Rx antenna.



DT release arm firmly mounted to fuselage hooks under Plantraco MiniACT actuator arm

Ken Bauer's Airtek RDT:

Over the years, Ken has probably been the most prolific designer of RDT equipment and presently offers the smallest and lightest full range equipment suitable for just about any size of model. AirTek offers all three types of RDT Rx (as described last month), which have been the subject of many unique release trigger mechanism designs by modelers over the years.

More next issue. *Martyn Cowley*

Lulu Postal - Mike Howick

Lulu International Postal Competition

I regret to inform you that Jane and I will not be running the above competition in 2012. Over the winter months Jane has developed an ongoing serious illness (non-cancerous). This is curtailing her activities to an as yet unknown degree as treatment has now only been recently commenced following a spell in hospital.

As her husband I also cannot make the necessary commitment at this time to make the competition successful.

If anyone would like to take over the running of the competition we would of course give them every assistance to do so. *Mike Howick.*

(Editor: I think I can speak for all in wishing Jane well and trust she will make a full recovery in due course. Having carried the 'Lulu' banner so effectively over the past years it would be remiss of us not to thank her for her efforts in keeping the event alive.) ***Thank you Jane, we wish you well.***

Memories of Longcross - Gerry Ferer

The Times of 11th January reported that a working replica of a first-world-war tank was made for the recent film War Horse at the Longcross Film Studios where there was once a tank testing centre. The mention of Longcross brought back memories of flying at Chobham Common in the 1950's and 60's.

When I started serious aero modelling after National Service, I lived in Holloway, North London, not far from Henry Nicholls' model shop, and joined Northern Heights. The main flying site for Londoners was the disused Fairlop aerodrome at the east side of London. It could be reached by the Central Underground line which ran on a raised bank along one end. Approaching, we would look out and judge whether to get off at the Barkingside or Fairlop stations, depending on the wind direction.

When Fairlop was lost to intending development (it is now a leisure area with golf and sailing), Hounslow Heath in West London was used for club flying (now a nature reserve), and Chobham Common, about 30 miles to the SW, for BMFA contests. The Common was, and still is, a large rough area covered in gorse and head high bramble bushes, periodically burnt down by fires, and with only small clear parts. Without transport at that time, I travelled with my gliders wrapped up, by Underground to Waterloo station, then by train on the Ascot line which stopped at the edge of the Common at Longcross Halt, a stop with just a platform and nothing else nearby.

At that time the Fighting Vehicle Research Establishment (FVRE), known to us as the Tank Factory, occupied a large fenced off area of the common, and tracked vehicle testing took place on the public area, leaving large churned up parts. The Longcross Studios probably took over the large sheds of the FVRE.

After arriving at Longcross Halt, there was then at least a half mile walk on the road alongside the fence of the FRVE to the flying site. This was usually a fairly bare hill top near to a cross roads, about 100yds long, it was known as 'the clump' from the presence of half a dozen tall old fir trees at one end.

In the film 'The Beggars' Opera', (occasionally on TV), the scene where the highwayman, Macheath holds up the stage coach, the clump is in the background. The trees have all gone. Another hill across the road was used when the wind direction dictated. This hill also had a film connection, as the site of the reconstruction of a Japanese prisoners of war camp. Inevitably models flew into the Tank Factory, and if the guards were feeling helpful we were allowed in, or otherwise it meant a return journey on a weekday.

As the London Area flying site, it is now difficult to imagine how we managed on this small area with over a hundred entries in the preliminary team trials. Flying with the Northern Heights 'old boys' Copland, Chesterton, et-al was very relaxed. The procedure was to have a first contest flight in the morning, then off to a local pub to eat our lunch sandwiches with a beer, and then complete the flights in the afternoon. Happy Days.

Now the M3 motorway runs close to the clump.

Gerry Ferer

SAM 35 and SAM 1066 Free Flight Competiton Rules

The following rules apply to the main free flight contest classes run by SAM 35 and SAM 1066.
With immediate effect

Eligibilty of Models for Vintage and Classic Categories

A vintage model must be built in accordance with a design that was first flown, published or kitted prior to 1st January 1951, (January 1951 issues of magazines are accepted as published in 1950).
A classic model must be built in accordance with a design that was first flown, published or kitted after 30th December 1950 and before 1st January 1961 (January 1961 issues of magazines are accepted as published in 1960).
The eligibility of the model must be based upon the existence of a plan which was published between the specified dates. The purpose of additionally specifying "kitted" is to include those plans which were supplied as part of a kit but were not "published" elsewhere. Where multiple sizes of a design were published or kitted between the specified dates, the plan must be for the actual size model entered. In the special case where a table of model sizes, including lists of material sizes referenced to a plan, was published between the specified dates this information will be sufficient and need not be accompanied by an actual size plan of the model entered. In all these circumstances the plan, or table of sizes must be supported by photo-copies (or originals) of material which was published between the specified dates and confirms the date of publication or kitting.
A model is also eligible for Vintage or Classic contests where unpublished plans are informally certified by the designer or other independent expert as being authentic and the model was flown during the period for Vintage or Classic models as defined above. If it is an unpublished design the competitor must be willing to produce information that clearly demonstrates that the model was flown during the period appropriate to the contest in which it is to be flown. Other acceptable evidence for a model having been flown in the period includes details of contest results in an article accompanying the design or other published evidence or certification from the designer.

Construction

Models should follow the construction shown on the plan. No major alteration should be made to structures. Minor modifications may be made as follows:
Materials may be substituted for similar materials, e.g. spruce for obechi. Balsa laminated sections may replace bent cane.
Conversion from a one piece to a multi piece wing, multi piece fuselage or detachable fin and vice-versa are permissible but associated changes must not significantly change the external geometry of the model.
Plywood dihedral braces and local bandaging are permissible.
Local sheeting to improve handling of a fuselage is allowed and also local sheeting and/or sub-spars on flying surfaces to take the strain of fixing bands and wing to fuselage contact. However it is emphasized that this is to provide LOCAL strengthening and does not extend to fully sheeting a fuselage or flying surface that was designed as a tissue covered open structure.
Power models may have noses altered to suit engine mounting.
Minor alterations may be made to enable a D/T to be fitted to a design which was not originally so fitted.
Wheels must be of the same diameter as shown on the plan but the cross section may be changed.
Rubber model propeller block sizes must be adhered to, as must the type; single-bladed or twin-bladed; free-wheeling or folding. Note: The pitch, diameter and blade width of the propeller must not be altered from that which is outlined by the propeller block size. Free wheel clutches, rubber hooks and tensioning devices may be to the competitor's choice. Propeller hubs must be of the style and material shown on the plan (e.g. replacement of wooden hubs with bent wire or wire hubs with machined metal etc. are not permitted). Gears are not permitted unless shown on the original plan and vice versa. The rear rubber anchorage may be moved forward slightly to assist practicality.
Engine and D/T timers of a type not used on the original design may be used, but auto rudders and other trim-changing devices may only be used if shown on the original plans, or detailed in supporting documentation, except in the case of gliders, where an auto rudder operated by the release of the launching cable, and constructed in accordance with designs published prior to 1st January 1961 is permitted.
Power models may use any type of engine and propeller, other than folding propellers, and mechanical engine brakes cannot be used.
Turbulators may be added to any component of the model provided that the type of turbulator used has been described in a publication dated prior to 1st January 1951 for vintage models, or prior to 1st January 1961 for Classic models.
It should be noted that there is no restriction on the type of covering material that may be used, eg tissue, Mylar, heat shrink film. However the substitution of recognised covering materials with wooden paneling in not acceptable except as described in paragraph d. above.
Where plans fail to provide minor details of construction or design, then reasonable assumptions may be made consistent with the period and type of the design. For the purpose of these rules, minor details may include areas such as bracing and reinforcement of joints, but do not cover estimates of details which may affect flying characteristics such as wing profile or fin shape.

Format of Contests

Unless specified to the contrary in the Individual Class Rules below, the Format of Contests will be as described in the following paragraphs 2 - 5.
The duration of flights will be used for scoring purposes with a maximum of 2' 30" being recorded for each of 3 flights (or a shorter maximum time if specified in the Individual Class Rules below). However, if the Contest Director (CD) feels that weather conditions or constraints of the flying site are such that a reduction to the maximum flight time is appropriate, then he may make

such reduction prior to the start of flying. Should conditions change significantly throughout the day, and the situation is reached where each contestant has flown the same number of flights, then alterations to the maximum flight time may also made
Two attempts will be allowed to make one flight. An attempt of less than 20 seconds may be retaken, but the time of a second attempt will be registered as the time of the flight. If no second attempt is made then the time of the first attempt will be registered as the time of the flight.
All contestants registering 3 flights to the agreed maximum may take part in an unlimited fly-off at a time set by the CD. However, if the CD feels that weather conditions or constraints of the flying site are such that an unlimited flight is inappropriate, then he may call for a DT fly-off to a format to be decided on the day.
No electronic/electrical thermal detecting equipment may be used.

Individual Class Rules

NB Where wing span and wing area limitations are imposed within the Individual Class Rules below, these dimensions are based on totals for individual wing panels, ie the "Flat Span" or "Plan Span" and not the projected span.

Vintage Open Power

Any model designed for i/c power from the Vintage period as described above may be flown.
Any spark ignition, glow or diesel engine may be used. Spark ignition engines may be used with electronic amplifying or switching circuitry to improve the reliability of spark plug operation.
The maximum engine run allowed from the moment of release of the model will be 15 seconds for glow and diesel engines, and 18 seconds for spark ignition engines.

Classic Power

Any model designed for i/c power from the Classic period as described above may be flown.
Any spark ignition, glow or diesel engine may be used. Spark ignition engines may be used with electronic amplifying or switching circuitry to improve the reliability of spark plug operation.
The maximum engine run allowed from the moment of release of the model will be 12 seconds.

Max Bassett Trophy

Any model designed for i/c power and built in accordance with a design that was first flown, published or kitted prior to 1st January 1942, (January 1942 issues of magazines are accepted as published in 1941). With the exception of the date, the rules on Eligibility of Models and Construction described above will apply.
Any spark ignition engine may be used. Engines may be used with electronic amplifying or switching circuitry to improve the reliability of spark plug operation
The maximum engine run allowed from the moment of release of the model will be 20 seconds.

Up to 50" Vintage Glider

Any model designed as a glider with wingspan up to and including 50", from the Vintage period as described above may be flown.
Maximum towline length 100 metres

Over 50" Vintage Glider

Any model designed as a glider with wingspan over 50", from the Vintage period as described above may be flown.
Maximum towline length 100 metres

Up to 50" Classic Glider

Any model designed as a glider with wingspan up to and including 50", from the Classic period as described above may be flown.
Maximum towline length 75 metres

Over 50" Classic Glider

Any model designed as a glider with wingspan over 50", from the Classic period as described above may be flown.
Maximum towline length 75 metres

Jarislav Rybak A2 Glider

Any model designed as an A2 glider and built in accordance with a design that was first flown, published or kitted prior to 1st January 1953, (January 1953 issues of magazines are accepted as published in 1952). With the exception of the date, the rules on Eligibility of Models and Construction described above will apply.
Minimum weight of model 410g
Maximum towline length 100 metres

Pre 4oz Wakefield

Any Wakefield model built in accordance with a design that was first flown, published or kitted prior to 1st January 1934, (January 1934 issues of magazines are accepted as published in 1933). With the exception of the date, the rules on Eligibility of Models and Construction described above will apply.
The model's flying weight is unrestricted.
The model's tailplane area is unrestricted.

4oz Wakefield

Any Wakefield model built in accordance with a design that was first flown, published or kitted after 1st January 1934 and prior to 1st January 1937, (January 1937 issues of magazines are accepted as published in 1936). With the exception of the date, the rules on Eligibility of Models and Construction described above will apply.
The model's flying weight must not be less than 4oz.
The model's tailplane area is unrestricted.
The model's fuselage cross-section area must comply with the L2/100 rule

8oz Wakefield
Any Wakefield model built in accordance with a design that was first flown, published or kitted after January 1937 and prior to 1st January 1951, (January 1951 issues of magazines are accepted as published in 1950). With the exception of the date, the rules on Eligibility of Models and Construction described above will apply.
The model's flying weight must not be less than 8oz.
The model's tailplane area is unrestricted for designs of 1937 but not more than 33% of the area of the wing for designs of Jan 1938 to 1st January 1951.
The model's fuselage cross-section area must comply with the L2/100 rule.
Under 25" Vintage Rubber
Any model designed for rubber power with wingspan under 25", from the Vintage period as described above may be flown.
Model must incorporate a 2 leg, 2 wheel undercarriage as shown on the original plan.
Propeller to be any freewheel non-folder of maximum 8" (200 mm.) diameter, regardless of what may be shown on the original plan.
Contests comprise two flights to a maximum to be decided on the day, followed by one flight of unlimited duration. Two attempts will be allowed to make one flight. An attempt of less than 15 secs may be retaken, but the time of a second attempt will be registered as the time of the flight. If no second attempt is made then the time of the first attempt will be registered as the time of the flight.
More than one model may be entered by the same competitor.
Small Vintage Rubber (Vintage Lightweights)
Any model designed for rubber power with wingspan up to and including 34" from the Vintage period as described above may be flown.
Flight Cup (Vintage Middleweights)
Any model designed for rubber power with wingspan over 34"and wing area up to 190sq ins, from the Vintage period as described above may be flown.
Vintage Large Rubber
Any model designed for rubber power from the Vintage period as described above with wing area over 190sq ins and which for any reason is not a 4oz or 8oz Wakefield may be flown.
Vintage Coupe d'Hiver
Any model designed for rubber power and built in accordance with a design that was first flown, published or kitted prior to 1st January 1957, (January 1958 issues of magazines are accepted as published in 1957). With the exception of the date, the rules on Eligibility of Models and Construction described above will apply.
The maximum permissible weight of the lubricated rubber motor is 10g.
The minimum permissible weight of the model and motor is 80g.
The duration of flights will be used for scoring purposes but the maximum will not exceed 2' being recorded for each of 3 flights.
Vintage Unorthodox (Combined Glider, Rubber and i/c Power)
Any model in categories Spar Tractors, "A"-frames, Canards, Tailless, Tandem or other unusual formats, from the Vintage period as described above may be flown.
There is no restriction on model size, weight or power.
For i/c powered models, the maximum engine run allowed from the moment of release of the model will be 15 seconds for glow and diesel engines, and 18 seconds for spark ignition engines.
For gliders the towline length shall be 100m.
It is the intention that this is normally, but not exclusively flown as a combined event with the possibility of separate awards as decided by the organiser.
Unorthodox models may also be used in other classes if eligible.

The use of RDT in SAM 1066 Competitions

We were treated to a very comprehensive expose of RDT by Martyn Cowley in last month's edition of the NC, with more to follow this month. As Martyn indicates, RDT has been legal for some three decades & is approved by BMFA in the UK.

However, to forestall any questions about "can we use RDT in Sam 1066 comps", your Committee thought it prudent to set out the following points:

As Martyn also states, the use of commonly available 2.4Ghz kit for RDT is probably restricted to power models & large gliders due to the weight penalty. He presents alternative solutions for lightweight vintage rubber or Coupe models, which all sound practical but potentially a bit expensive. Hence we may not see it in profusion on these latter classes of model for some time yet.

For those who want to use RDT implemented with general purpose commercial RC kit on large gliders and/or power models in competitions, your Committee has agreed this can be done with these provisions:

a) only the use of 2.4Ghz commercial kit is permitted;
b) the use of RDT must be declared when entering for a competition;
c) anyone using RDT with 2.4Ghz commercial kit must NOT take the transmitter downwind. The transmitter must be switched off after activating your RDT & left with your nominated timekeeper.

There are no restrictions on the use of dedicated function RDT as described by Martyn, other than declaring it's use when entering for a competition.

In summary, no problem in using RDT in SAM 1066 comps, including limited DT fly-offs.

To be crystal clear, SAM 1066 adheres to the BMFA Tech Committee definition concerning the use of radio in free flight competitions, as published in FFTC News Issue 46. This definition also includes for motor stop in power classes & is published with this note.

FFTC Definition regarding the use of radio in Free Flight competitions

(i) A flight where there is no physical or any other connection that may carry data between the competitor and the model after the flight has commenced. This prohibits the use of transmissions of any type to the model in flight for the purposes of controlling any of its functions, except as noted below:

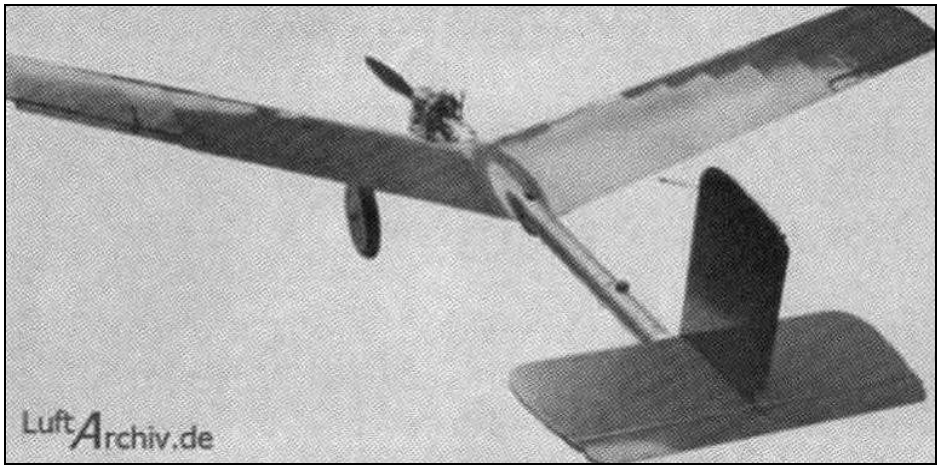
The use of transmissions to the model is permitted for DT in all classes and for motor stop in IC and Electric classes only. All such transmissions are only permitted for once-off, irreversible actions.

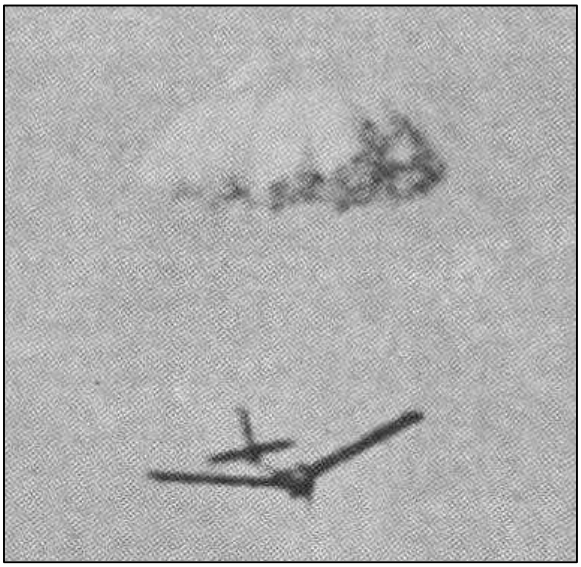
The use of the 40 MHz, 35mHz and 27mHz transmission bands is specifically prohibited.

The FFTC recommends the use of the 2.4 GHz band.

Roger Newman, Secretary

RDT, is nothing new? - Peter Michel





This has to be the first example of RDT! It is one of 100 Germany "spy plane" models produced between 1937 and 1939. The Argus As 292 is described in the current [January-February] edition of the American SAM Speaks. Maximum speed was 100 k.p.h [62 m.p.h.] The wing span and power unit details were not given. Apparently it successfully demonstrated aerial photography to a group of Luftwaffe officers. At the end of each mission the engine was cut and a parachute deployed to bring it down vertically. Amazing technology for the time!
Eut Tilseston in the States is thinking of making a replica.

Peter Michel

Topical Twists MA Feb 1959 - Pylonius

Topical Twists

by PYLONIUS

Olde Tyme Flying

Those people who suspect aeromodellers of being slightly touched become completely convinced of it upon reading in the popular Press that the premier modelling award is competed for by models powered with elastic bands. Such denizens of the jet age can be excused for thinking this form of primitive toy power went out with crinolines, or whatever it was that enabled big sister to keep small brother in good supply of the stretchy stuff. No doubt they happily thought of us playing contentedly with our model sputniks and miniature *Comets*, and it must come as a shock to them to learn that we are still deeply entrenched in the bow and arrow scheme of things.

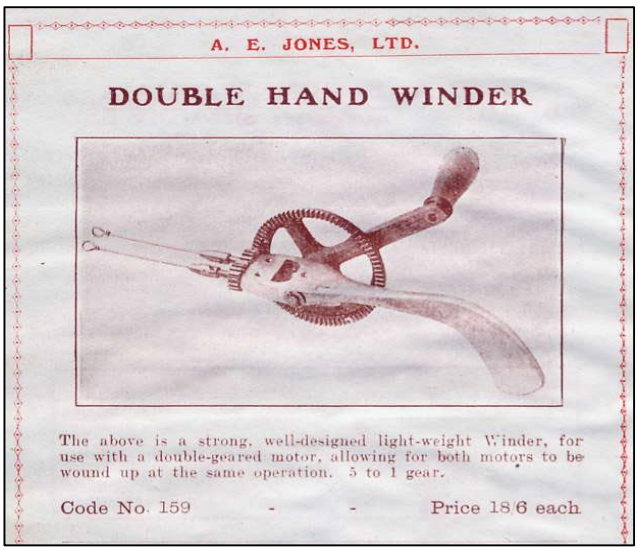
But the bow and arrow modeller might not be so daft as they might think. The fate of the modernistic power modeller is only too well known. He has only to approach to within flicking distance of an open space to have the vigilantes out in force. Park-keepers, local councils, ratepayers and other public-spirited citizens fight for the privilege of being the first to kick him off. But who's going to take exception to the presence of some harmless nitwit with an elastic powered toy? People generally show great tolerance towards dogs and children, and the elastic band model fits unobtrusively into the general playground picture of scampering bow-wows and hula-hooping kiddies. So, if the rubber modeller is regarded as a rather old fashioned child he's better off than his power counterpart. After all it's not much good being a space age flyer if you've only got plenty of age but no space.

Then there are other advantages in being a rubber modeller. If, for example, you and Joe Bloggs are flying models with similar engines, you haven't much of a face saving excuse if the Bloggs model out-performs yours by umpteen minutes, but if his rubber job knocks spots off your deck loving effort you can always plead rubber fatigue, or threaten to take proceedings against the local model shop for selling coloured string as rubber strip.

And if Joe Bloggs happens to be an expert, so much the worse for him. Instead of just going green with envy at the sight of him collecting the hardware you can accuse him of using that super special brand of rubber available only to experts. Waving your " Unfair to Beginners " banner under his nose you can ask him how he'd like to buy his rubber over the counter. He'd probably reply that he'd very much like to, but as this contest-going keeps him short of ready, he'll just have to keep going with his three-year-old stock.

And now for something different! - Roger Newman

Bournemouth MAS has run a mass launch A-Frame competition for several years at the Easter MW meeting, sadly with diminishing entrants due to a variety of reasons, not the least of which is the possession of an egg-whisk winder to wind contra-rotating motors – aka illustration below from A E Jones catalogue of May 1920.



A. E. JONES, LTD.

DOUBLE HAND WINDER

The above is a strong, well-designed light-weight Winder, for use with a double-geared motor, allowing for both motors to be wound up at the same operation. 5 to 1 gear.

Code No. 159 - - Price 18/6 each

In the long term interests and pursuit of knowledge regarding real vintage aeromodelling, to compliment his already extensive experiences & to combat diminishing entries in the annual A-Frame competition, BMAS Club Chairman John Taylor has delved down the track of a unique high technological experiment – the electric powered radio controlled A-Frame. This in the hope that it will attract & encourage others to pursue similar ventures!

The Intrepid Modeller John Taylor (& the first public static airing)

Vital dimensions: span 37", chord 5½", length OA 40". Mounted on piano wire skids (for reasons to be mentioned later). Two electric outrunner motors dissipating 42 watts in total & each turning an 8" dia x 3.8" pitch prop with separate speed controllers for each motor, powered by a single 2 cell Li-Po mounted aft of the foreplane. Props are contra rotating on 10½" centre. Covered with polyspan, doped & then painted with water based light oak floor stain to create that antique finish. 2.4 Ghz radio with Rx mounted amidships in centre of wing panel. Fitted with ailerons & elevator. Total all up weight 13 oz.
Design loosely based on Burnham A-Frame.

Initial Flight Tests

Early ground testing had been done at a quiet & secluded location to make sure the model responded to basic commands & would "taxi" on its wire skids. These were fitted as an ROG was anticipated – the prospects of a conventional A-Frame hand launch with two props rotating at high speeds in the nether regions was a bit much to contemplate! These tests indicated that there was plenty of power, with a few runs & one or two touch & go bumps.

However at the commencement of "proper flight tests", a new plan was devised. Your author being 6' tall with quite long arms was selected to execute an overhead launch so the pilot could devote full attention to control! Three flights were attempted with increasing confidence without damage to the launcher or pilot – each flight improving on the previous & proceeding from the dance of a demented moth to some semblance of control after much incidence was removed from the foreplane. Then a ROG was tried from a hard surface track – alas, disaster as the take-off was rapid & the descent equally rapid back onto the track. However, apart from the tips of the props suffering, not much other damage occurred. Next stage is to introduce some clever tweaks to the radio side & maybe to have another think about incidences, aileron & elevator throws & CG positioning – then it's back to waiting for good calm weather.

To be continued. *Roger Newman*

Mike Beach – Obituary - Steve Betney

These words are to record my appreciation of my great friend Mike Beach's life, achievements & the many influences he has had on my & many other modellers' activities over the years. Mike passed away in his nursing home at Hampton on Sunday 19th February after a long illness.

I first met Mike at the gliding club on the Long Mynd in August 1966 when we both happened to have booked onto the same residential glider flying tuition course, & we discovered our common aeromodelling interests & struck up a friendship that was to last over 45 years. Mike was already collecting vintage spark ignition engines & building vintage control line & free flight models, but it was a few years before I caught these habits. I used to watch Mike's adverts for M. L. Beach products in the Exchange & Mart publication with interest, & when my father retired a couple of years later my brother & I decided to buy him a set of lapidary equipment as a retirement present so I made contact again & went to his Church Street, Twickenham shop as I was by then living in London. Mike helped me a great deal to put together a super set of equipment for cabochon & facetted stone cutting as well as his well known tumble polishing kit which I just had to test out very thoroughly before handing it all over to my Dad up in Hull. By this time Mike was a fully qualified gliding instructor, but I had realised that models were my main interest, so whilst I was up Ivinghoe Beacon flying slope soarers at the weekends he was at Dunstable, Halton, Lasham , White Waltham etc., though we still managed to meet up fairly regularly.

In 1975 Mike established, with others, the Early Aircraft Constructors' Group to build a full size flying replica of the WW1 FB5 Vickers Gunbus aeroplane, & I joined this group &

was introduced to many other wonderful chaps including David Deadman, & then became a Committee member. Mike was in parallel to the EACG activities building his 7/8ths or 85% scale SE5A replica in his garage/workshop at 24 Cole Park Road Twickenham & this won the PFA Best Homebuild award at Sywell in 1978. Sadly, Lottie, Mike's first dear wife became terminally ill with cancer around this time & the EACG activities dwindled to the point where in 1983 I helped to wind it up with the remaining members' consent by donating the parts, probably 50% of a completed replica, & remaining funds to the Brooklands Museum Trust who were prepared to take it over. Their intention was to complete it, but this has never happened so the parts are still stored somewhere at the site. At least they are close to some other pieces of Mike's completed replica & renovated full size aircraft which are also there, such as his Bleriot Monoplane (G-LOTI after his wife), Curtiss Pusher, A.V. Roe Triplane, Pou du Ciel & Prince Bira's blue Slingsby Gull 3 glider, which were to be just some of his many projects over the years. I cannot recall every one, but there were also Slingsby Cadet A, Slingsby Type 1 Falcon, Scud, Kronfeld Drone & Rheinland gliders as well.

Along the way over these years, Mike's business interests had expanded into the metal detector business, & as he was in at the very start of this he had great success & 3 or possibly 4 shops around the UK selling them, Brighton being one location he mentioned. Lapidary & metal detector activities supported not only his family of Lottie & children Wendy & Rowan but also his many hobby interests.

Mike sponsored the Fireball Trophy vintage control line event at the Aeromodeller Old Warden Vintage Weekend from 1976 & he made & donated the Trophy which is still actively competed for at our SAM 35 meetings. This was to be my major downfall as I was back on the hook very severely, & I joined SAM 35 & have never missed a year since then & have attended nearly every OW aeromodelling event since. I got to know Ron Moulton through Mike & the Fireball & we became very good friends over the years, so hopefully these two are now reunited & happily chatting away over modelling & other matters. SAM 35 vintage control liners owe much to these great men! Ron, Mike & I met up for a regular get together, lunch & natter quite a few times each year until recent times, often being joined by Keith Simmons, & I shall have to make some pilgrimages to the Bulls Head at Strand on the Green, Kew which we frequented, to relive these treasured times.

Mike had commissioned a plan for RGM's historic Voetsak control line model drawn by A.A.P. Lloyd (sorry, don't know his first name) in 1975, getting Ron to authenticate it & then building a replica model which is still in existence & flyable. Both Mike & Ron mislaid their plan copies, so I persuaded Alan Walker to prepare another super drawing (which is actually a bit more accurate) from Mike's model & other sources in 2005 for the SAM Gala at which RGM was Guest of Honour, & Ron kindly authenticated this one too, though he eventually found the earlier drawing in his loft before he died & I had it copied. I now organise several Voetsak races for SAM each year, & we have a dozen or more racing replicas built & flying with O&R 60 sideport sparkies as a tribute to Ron, but also to Mike, as the design would be extinct without his interest & efforts. We have a LOT of fun doing this.

Mike also introduced me to Middle Wallop vintage free flight & David Baker in the 1980s, & also the MECA/Keith Harris Mansfield swapmeets & later the RAF Halton aeromodelling events. He pointed me in the direction of 1/24th scale fairground modelling at Halton, which has consumed several thousands of hours of my time subsequently, though he didn't actually make such models. Also, tethered racing cars were brought to my attention & membership of the Retro Racing Club (with Peter Hill editing the RRC Newsletter) ensued, & I build these regularly too, though Mike rather lost interest because of the lack of UK tracks on which to run .60 powered spark ignition cars as he wished. Mike marketed simple finished

model marine steam engines & kits to make these at one time, & I believe that they are possibly still available under some other badge name, & yes, I made some steam powered boats along the way too. Some of Mike's other interests were in firearms & crossbows, but I was never really attracted into these areas.

Along the way over the years, apart from the SAM folks already mentioned, I was introduced to other great blokes such as John Maddaford, Alan Callaghan, Don Knight, Eric Offen, Ken Croft, Alan Jupp, Hugh Blowers, Stuart Robinson and Mick Wilshere to mention but a few, all of whom I know will be saddened hugely by Mike's passing. I did manage to repay a small part of the large debt I owe for all of the above by in return introducing Mike to the Barkston c/l Nationals, Peterborough Cabbage Patch Nationals, Bilston Swapmeets & Gilding's auctions, being the driver to these & other events as Mike's mobility reduced.

How can we ever forget Mike's massive contribution to the SAM movement, or mark it with some suitable remembrance? SAM35 President, Brian Lever has suggested a Mike Beach Memorial Trophy to be presented to the most unusual model entry in the Fireball Trophy event annually & held for a year until the next event. SAM's Dave Banks, master pilot modeller who prepares the prized RGM bronze busts for the Voetsak race winner awards has kindly agreed to sculpt a lost wax master for a mini bust of Mike from photographs. Brian Lever & I will fund the cost of this being cast in a quality substance such as silver gilt & mounted as a SAM 35 trophy with a suitable inscription. This will be awarded for the first time at the Fireball event at Old Warden on Sunday 9th November 2012, so let's make this a fitting tribute by seeing many new entries as well as models from previous years to add to the spectacle – dust those models off, chaps!

Mike, old friend, thanks for everything, and **RIP**. *Steve Betney.*

Middle Wallop: 18th March - Roger Newman

After watching the weather forecast on XC Weather for a week, with dire predictions for the Sunday, it was a relief to leave home at 7.00 am under a clear blue sky & next to no wind – albeit the windscreen required a good scrape!

For a change, we used a gazebo instead of the regular tent – just as complicated to put up but very satisfactory as we can get a table right inside if necessary. By the time it was sorted, cars had started to arrive & we ended up with a total attendance of around 70 fliers.

The alternative accomodation

As the Crookham Gala in February was held in good weather, it was decide that we could run a few "informal" comps. So these were a late edit in last month's NC. They comprised CLG/HLG, Lightweight Rubber, Combined Open Glider & Combined Open Power with no entry fee for any of these. Wind speed & direction

was pretty well as forecast, 6 – 8mph from the west in the morning & swinging to the north during the day, so the max was set at 2 mins.

CLG/HLG was won by Bruce Kimball from the USA flying his Hoosier Kitty 2 CLG after a close battle with Mark Bevins, who flew a discus launch model with considerable success, as did Paul Seeley. Quite a sight to see these guys launching them! Unfortunately Bruce lost his model on the last flight – which was a max after the wind direction changed so he was just outside the field, not that he seemed perturbed. 5 entries.

Bruce Kimble, CLG Winner with an empty model box to take home

Pete Jelliss winds his "Raff V" in Lightweight Rubber.
(a Keith Miller picture)

Lightweight rubber was won by Peter Hall with three maxs, flying a Buckeridge as was Ted Tyson who dropped 2 seconds on his first flight & 1 second on his second! Ted Horsey came 3rd recording a first round max to his delight. 5 entries.

Combined Open Glider had 8 entries, with Dave Cox & Robin Kimber both maxing, but Robin lost his model & had departed by the fly-off, so Dave was declared winner. No photo as I didn't get a chance to track Dave down. Peter Michel was flying a very elegant Italian design – 'El Piazza' (I think I've got the spelling correct) from the 1940's – as always beautifully constructed.

Peter Michel's 'El Piazza'
(a Keith Miller picture}

It was left to the Combined Open Power event to produce the only fly-off of the day with Roy Vaughn flying a glow powered "No Frills" & Tony Shepperd an electric "Top

Banana". Roy won a dt limited fly-off, but with the model going outside the field into Nether Wallop – fortunately recovered after the prize giving. Tony cunningly arranged his fly-off to land just inside the airfield boundary! 5 entries.

Roy preparing watched by an anxious Peter Hall & Chairman JT

Tony & Peter Tolhurst ready for the launch

Our Chairman duly presented bottles of wine to the respective winners & two consolation prizes of CLG fibre glass launch sticks (donated by Bruce) given to the two lowest scorers in CLG/HLG as an encouragement to do better. They shall remain nameless!

There were quite a few sports fliers trimming & indulging in some good flights. Roy Tiller was taking exercise with his new Hawker Fury, busy sorting it out. Likewise Ken & Bob Taylor were observed putting Bob's latest model through early trimming sessions – a Penumbra tailless glider. Just like John Taylors Penumbra, it meandered around the sky with a very flat glide. Nice to see.

Roy Tiller & his 'Hawker Fury'
(a Keith Miller picture)

Ken & Bob Taylor with Bob's 'Penumbra'
(a Keith Miller picture)

All In all, a pleasant day with no problems & some good flying. We can now look forward to the Easter meeting.

Roger Newman

Engines Old Not New - No1. - Dick Roberts

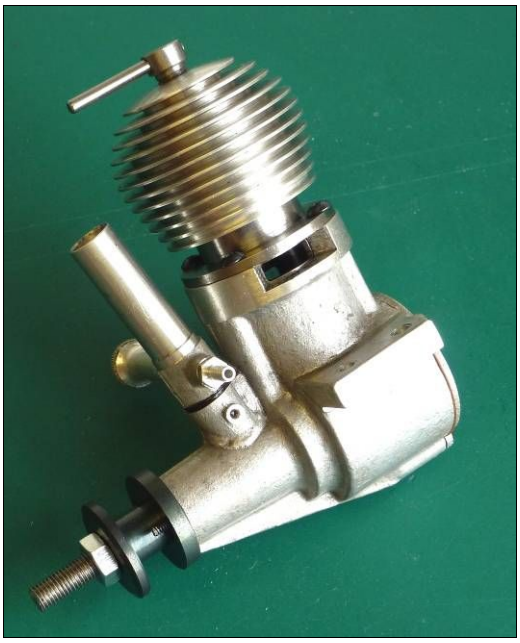
This is the first of an intermittent series of articles relating to the older engines used in our model aeroplanes. The idea is to provide you the reader with such information that comes to hand regarding replicas, repairs, and tips on operating some of the older beasties that I have to play with from time to time. Some of it will be near repetition of work in my Engine Ear column that I write for SAM Speaks, but not too much I hope!

The first go is to describe the history and my attempts at producing reproductions of the 10cc MOVO D10 and G10 model aero engines that date from 1947/ 48.

Like most old timers, I was aware of the goings on at Eaton Bray in those early post war years, and have built a replica of the MOVO M31 speed model, powered by an onion headed and front induction MOVO D10, which flew at the site, from the A/M Annual. My version had a McCoy 60 to drag it around, doing so in a most un- 1948 like manner, eventually reaching 143 mph!

In 2006 I saw a drawing in Speaks of this interesting looking engine, the second version of the MOVO D10 with parallel fins and long screws securing the liner and head. I was looking for a new project at the time, so I spoke with my very good friend Salvi Angeloni about the possibilities of an engine on loan to measure and photograph. Fortunately he owns one and said that I could measure and photograph it in Portugal, September 2007, when we both attend Julio Isidro's annual control line bash. Alongside this, I researched the engine to find out more about it, with considerable assistance from Salvi, Ninetto Ridenti and other Italian modellers, as well as Ron Chernich's website www.modelenginenews.org

Onion Head D10 Rear Induction Model



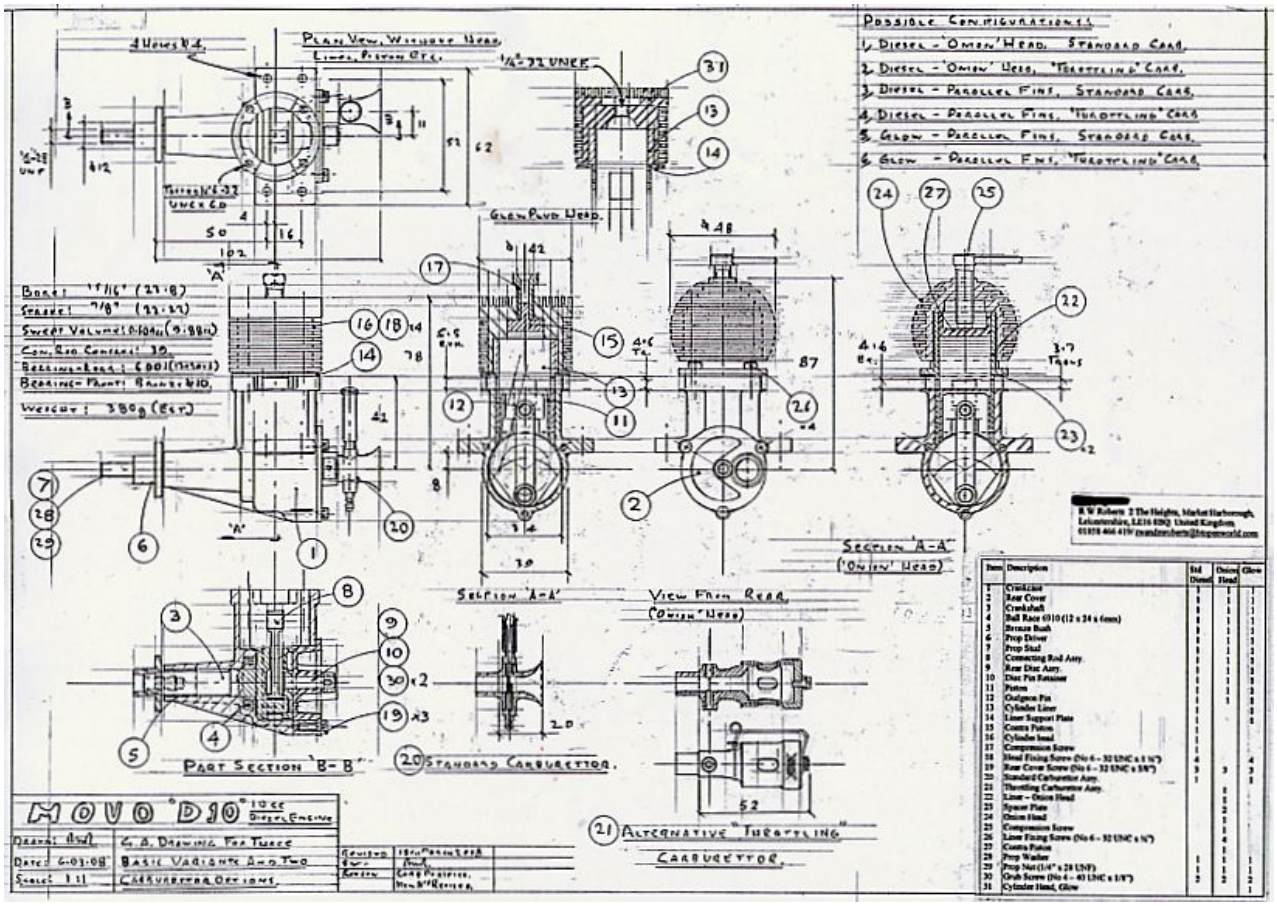
Onion Head D10 Front Induction Model

The first engines were part spherical or "onion" headed diesels, rear induction, with the flanged liner secured to the case by four short screws, the onion head then being screwed onto the liner. This was closely followed by a front induction version needed for the Italian Giant free flight model. It was also used in the M31 speed

model, the one alleged to have a counter balance weight in one blade of the propeller! Only three of these are alleged to have been made, one rotating clockwise, the others anti clock. The clockwise engine was used in the Giant and is reputed to have been lost OOS at Eaton Bray. The engine was produced by welding a blob onto a rear induction case, into which the induction tube was screwed after suitable machining. Problems experienced with early engines are – Cast iron liner breaking off across the ports and fixing screws pulling out of the case in the event of a heavy landing and breaking of the crankshaft on the front induction version. For these reasons and a couple of others my repros are "improvements" on the original, utilising steel liners, bigger crankshafts and somewhat larger fixing screws whilst still looking like the "real thing". I presume, but do not know for certain, that the parallel finned version came about to avoid the liner breaking, as it has the liner secured by four long screws passing through the head, fins and into the case. It was also accompanied by a glow plug engine. No one knows for sure how many of each type was built, but not many. Ninetto tells me that he understands that only three F/I engine got built, and the R/I onion head diesel totalled about 12, with maybe another 12 or so parallel finned diesel and 2 or 3 glow engines being made. I was recently given a copy of the MOVO catalogue dating from 1947 or 1948 that lists all the products stocked at that time. The D10 is not mentioned, the only 10cc diesel listed being the OSAM GB17. I did note that they list a range of British tether cars amongst the native Italian products. I wonder how many they sold and where they are now?

Photo of the only known original front induction D10 possibly the engine out of the Italian Giant lost at Eaton Bray ?

My original idea was to produce a pattern and castings for me to make a couple of engines and to maybe sell castings and drawings to some others almost as daft as me! This was slightly blown out of the water by a phone call in February 2008 from Bob Scott, a Brit resident in Italy. At that time I did not know Bob, but he asked "when will these MOVO D10 repros be available?" Seemingly, no one in Italy can make engines of this size, and Bob told me that the market existed for some 15 engines and a good few casting sets. I am not set up or interested in making more than a couple of anything so ended up chatting to John Maddaford about low volume production. A plan was hatched between the three of us, with Bob producing a list of customers for engines and casting sets, me doing the drawings, patterns and making prototypes and John undertaking to make the bulk production. Our deadline for showing the initial engines was the Engine Collecto at Bassano del Grappa in November 2008.



Bobs list, John's own requirements and my three prototypes meant a run of some 18 engines and around 24 casting sets plus drawings. My tasks were to prepare all the drawings, make patterns, obtain castings, build and test run three engines in time for our visit to Italy in November. The plan was for John and I to go to northern Italy and to present and demonstrate the engines in November.

A half Casting Box and a collection of Bottom End bits

After a great deal of perspiration and a bit of cussing I had three engines built and running by mid September 2008. Patterns proved to be reasonable to both make and cast from so I pretty soon had castings so could start on machining of them. My original plan was to use a hardened steel liner combined with a hardened steel piston, something common in team race diesels. This proved to be my biggest mistake, as I could not find a balance between a cold fit that gave decent compression seal and a hot fit that did not seize up. My work proved most effective

in proving the connecting rod and crankshaft strength as I experienced at least three sudden stoppages when the piston stuck firmly in the liner, without damage to any of the other parts! Eventually I went for the hard liner, but using a cast iron piston and contra piston. This provided a nice "nip" around TDC when cold and a good seal when hot. Life so far has been excellent but it is most important to clean all the parts thoroughly after lapping, especially the cast iron bits, to avoid an extended lapping process wearing out the fit! I eventually made four rear induction engines, two prototypes for me, a third one for the Italian Giant and the first production engine for Bob Scott, three of them just in time for the do in Italy!

All of the engines started easily by hand on a 14" x 6" Windsor Master propeller, turning it at around 8,000 rpm after a few minutes of running. Fuel used was 15% Klotz, 30% ether, 55% kerosene plus 2% IPN. Fuel consumption has not been measured but it is pretty reasonable, a 30cc tank lasting for around 2 minutes at full chat. The glow engine was run on a 15% nitro, 15% Klotz mix and comfortably exceeded 8,000 rpm on the 14" prop and slightly over 10,000 rpm on a 12" x 6" APC.

John and I duly went to Italy in November 2008 and were driven around by Giorgio Fabbri, a very nice guy who has subsequently become a very good friend. I took the MOVO engines to show and run and casting/ drawing sets for those who had ordered them. John took examples of his work, mainly sparkies, to demonstrate and we both had an excellent reception and confirmation of what was needed and by who. The event turned out to be a swap meet and a series of presentations by people who had made or are in the process of making, model engines of all sizes and types. Fortunately, I had the assistance of Bob Scott translating for me during our time in the hot seat so we managed quite well. Upon our return, John's real work could begin, as I had, by this time, made the alterations to the drawings found during initial build and placed an order for castings.

Bob Scott's engine had been passed over to the man building the repro Italian Giant and was flown in February 2009, so I rapidly then finished what was really the first production engine for Bob. Due to some weird EU or Italian domestic rules, the Giant is no longer permitted to fly free flight, so was built to incorporate simple R/C, when it performed just as expected. As a result of fitting the R/C tackle, it is now somewhat heavier than the original.

The Italian Giant, with a rear induction D10, flown in February 2009

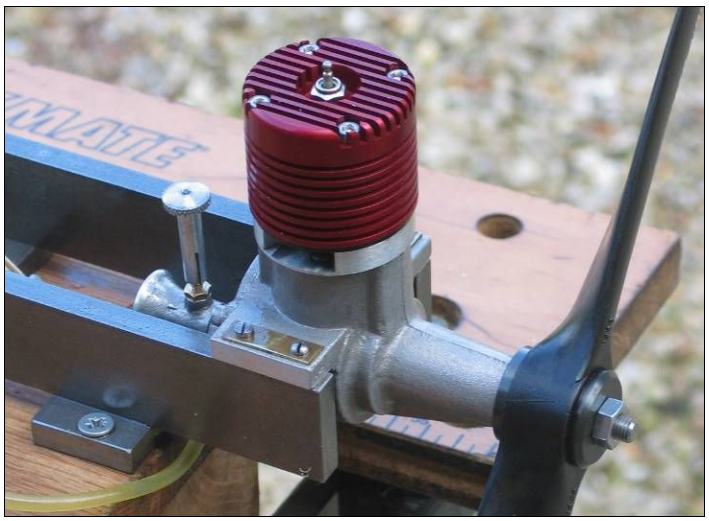
John made good progress with the production engines, the first six being completed in July of 2009. As is only right and proper, each engine was tested on our standard

Windsor prop and they all achieved close to 8,000 rpm and hand started both cold and hot! The balance was completed in time for the Nationals at Barkston so that the engines destined for Italian owners could be taken back by Salvi Angeloni. We had considerable problems with one engine going to Italy, it "got lost" in the system and eventually was returned after about 6 weeks. Apparently, in spite of having the correct address, the postman could not find it. Vince told me that he has lived in the house for over 25 years so was at a loss to understand the problem, as he said, "the so and so tax man can find me"!

Six Rear Induction D10's laid out ready for testing

Of the casting and drawing sets sold, Bernard Aslett and Jan Huning have built and run examples, whilst my other Italian pal Gianmauro Castagnetti has built three but has not run them.

My Prototype D10 and G10

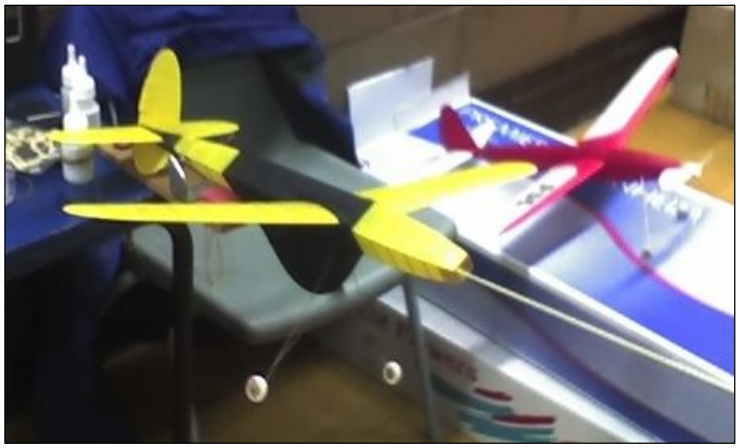


An attractive rear induction Red Head G10

I am aiming to build a MOVO M31 for my front induction engine, but other things have got in the way, as often happens. It would be good to see one in the air in this country.

Dick Roberts

Indoors, Here and There - John Andrews



Saturday March 3rd I zipped over to Birmingham to the Thorns indoors meeting, not a lot to report. I forgot my camera and my mobile phone is ancient but it does take photos of a sort. Problem is, I cannot get them off the phone. I have to forward them to the wife's phone so she can extract them from hers. Upshot is that I only got one useable picture. The picture is a half size 'Jaguar' being wound and Mike Browns 'Copland Streamliner' in the background. There have been two streamliners built and from what I gather, much swearing in the process. My phone camera takes the picture when you release the button and I did not find that out until after the event when I was wondering why all the pictures were useless save for the one above. I must have kept the camera still after pressing the button on this one.
I did not do too much flying, put a couple of flights in with my Rule bending 'Frog Junior' so that I now have the necessary three maximums but I still fear disqualification but I hope they wait until after whatever fly-off is decided.

Saturday 10th March and I shot up the A5 to the Brownhills indoor meet. I took an old 'LPP' and my 'Wilco Special', so called because of the 'Wilco Economy Food-bag' covering material. It has an old 1/32" rolled tube fuselage dating back to the 1970's with relatively new flying surfaces. It comes out reasonably light and four minute flights are on the cards under the eight metre ceiling. Pete Hales was there again sporting yet another coat of many colours.

Colourful Pete Hales

Editors 'Wilco Special'

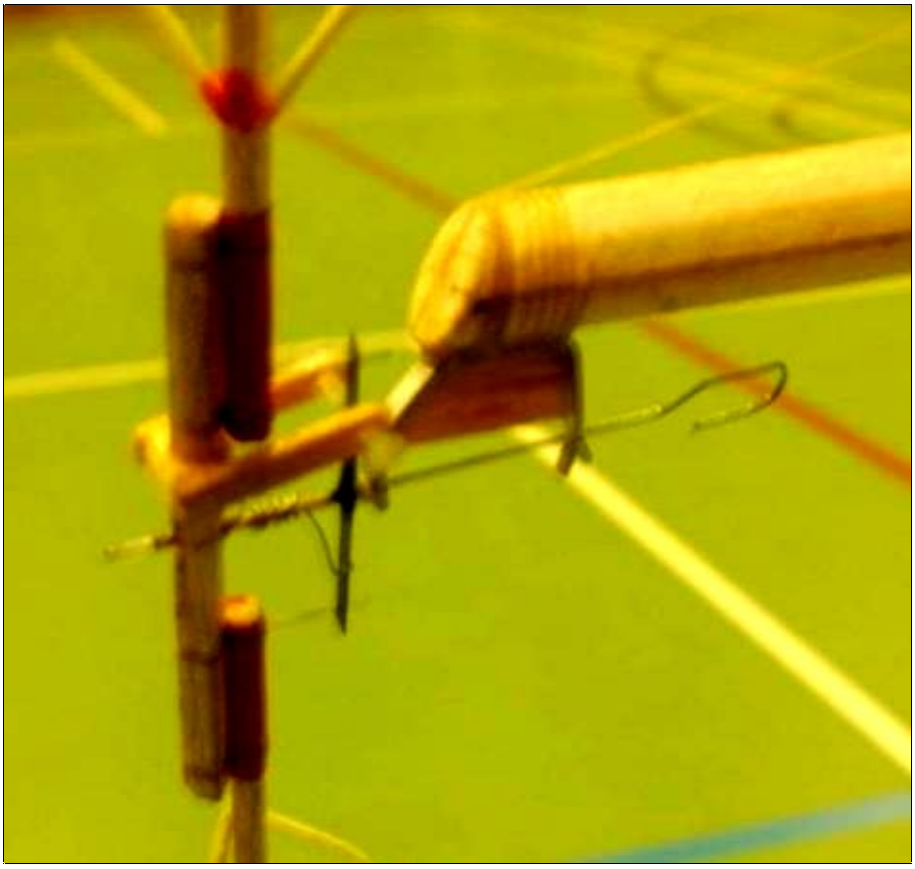
The covering material on the 'special' can be treated like Mylar, stuck with spray-mount and cut with a soldering iron, so long as you proceed a little more slowly.

Saturday 17th March, I went to John Shaw's meeting at Eynsham near Oxford to mix it with the big boys of indoor.

General view, note the camera tripods use to mount the motor winding jigs

John limits the meeting to lightweight models only, the reason being to give the F1D flyers a bit of quiet air to trim in. 3gm Penny Planes and Gyminnie Crickets are OK so long as you watch where and when you fly them, they can still make a mess of an F1D in a collision.

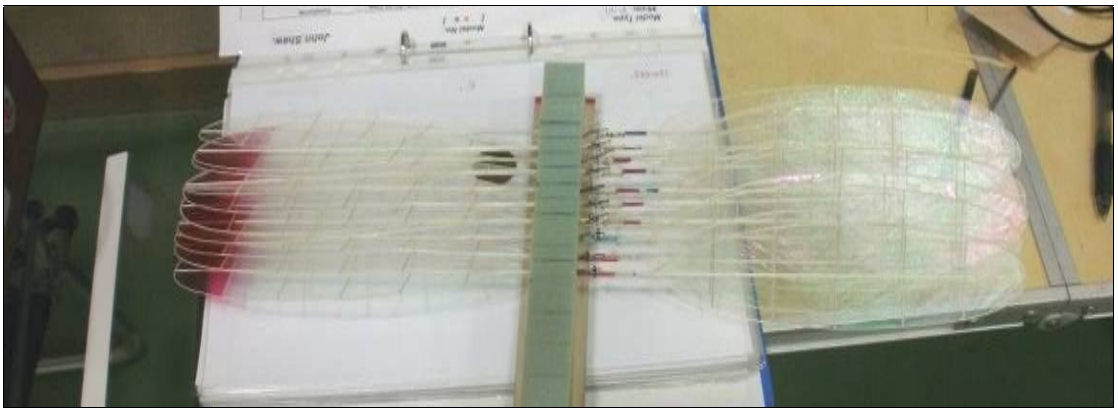
I had my camera with me this time and I tried to get some pictures of the Variable Pitch prop hubs, unfortunately the best focused shots did not depict the hub as well as the fuzzy one below. I need a tripod for Macro pictures.



I am still unsure exactly how these hubs work. There appear to be three adjusting screws. The two in the arms, I assume, set the course and fine pitch angles and the third alters spring tension to set the switch over point.

A lot of the trimming process is to determine the switch point which ideally should occur after the maximum altitude has been reached and the descent started, at least that is what I'm told.
Each prop blade is mounted in a tissue tube which is in turn mounted on the hub using only two figure eight thread attachments for each blade. It is difficult to see in the pictures. This method of attachment allows the blade tube to rotate slightly for the two pitch angles. I promise I will get a good picture one day.
I had a good day, I had built a new Penny Plane during the week and it had had one flight across the bedroom, one low turns test at Eynsham then 1200 turns and a flight of 3-51. Never altered the trim one iota from as built.

A couple of pictures to wrap up with.



John Shaw's collection of F1D propellers

John Shaw's F1D waits in its stand, beside the tripod mounted winding jig
In the background Roy Wilson, back in harness after a layoff, assembles his EZB

John Andrews

Tailless & 8oz Wakefield 2012 - Spencer Willis

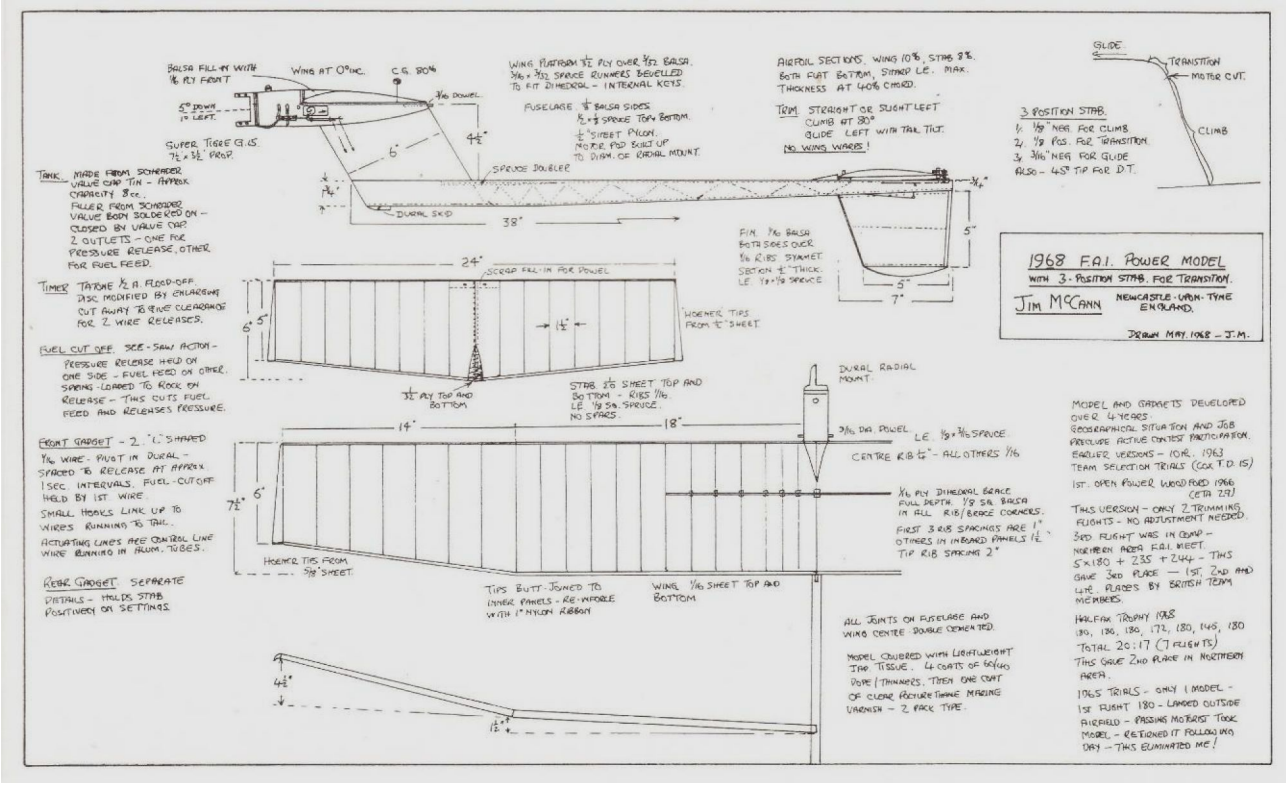
I will be running the Tailless and 8oz leagues again this year, well adding up the scores anyway!
For those that don't know, the lovely Halcyon trophy is up for grabs in Tailless and as per last year I will throw in a bottle of plonk and a ready to use Tomy timer for the first 3.
Qualifying events are- Nat's, 5th Area , Oxford (Andy Crisp), Oxford (Charlie Newman), Odiham, East Anglian Gala and a new event- The Timperley Weekend on 18th August.
Gerry Ferer and co. did actually include it last year but I found out too late for it to count in the league. The entries were low so I had to convince Gerry it was worth running again. So make a point of supporting this new event please.
I'm hoping to see more tailless models in the air this year, quite a few of my kits have been sold. Some may have gone to non competitive fliers but even they can easily earn some plugge points by flying in the 5th area meeting.
The scoring system as previous years is as follows-
1 point counting from the bottom plus a point for everyone beaten e.g. 1st out of 10 would be 10 points + 9 bonus =19 points. The 3 highest scores in the league to count.
The events counting towards the 8oz League are- Croydon, Nats, Odiham, Timperley and Sam Champs.

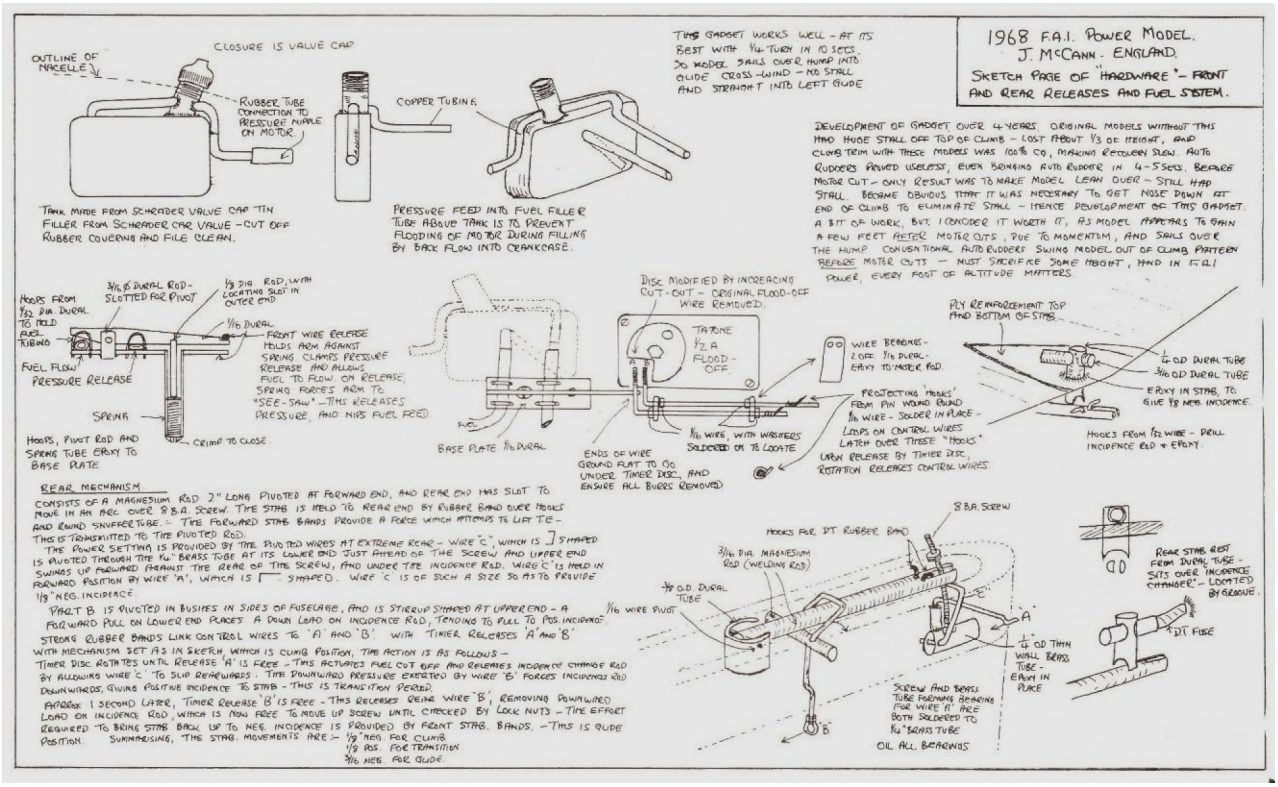
A couple of my P30 Flying Wings

Spencer Willis

Jim McCann's Bunter 1968 - John Thompson

In the back of my mind I knew Jim McCann had published plans of his power model with a bunt. Well I came across it today whilst sorting out some magazines. See the drawings below.
This I believe is the first mention of a bunt on a power model anywhere .





These plans came from the NFFS Digest in the USA when in Oct 1985 they published as of 1968 a "new " "model aeronautic yearbook" from material that Frank Zaic had accumulated but had never got around to issuing. In other words material that would have been published as a 1968 year book if circumstances had permitted.
The mechanism is a tad complicated but as he was the first it is not surprising and it looks as though this was in use in 1967 or before , quite remarkable.
In my opinion Jim McCann should get more than a little credit for his innovation, remember this was over 40 years ago.
I think the power flyers of today will appreciate Jim's ground breaking work.

John Thompson

Scanner Found - John Thompson

A scanner was found at Middle Wallop, it had been out some time---since one of the last meetings I should imagine---- , but it appears to be drying out now it's been brought indoors into the warm.
If owner wishes to contact me direct, it will be returned with sufficient proof given and also a rollicking for leaving Foreign Objects on the 'Drome !
In the past when, on the fortunately rare occasions, it has happened I have also suggested that a donation of say £10 is made by the owner to a charity of his choice .

John Thompson

Who was John Haggart - Roger Newman

Request for information: John Haggart/Haggert

Mike Myers from California has emailed a request to me. Mike (along with other visitors from the USA) was a regular attendee at MW in years gone by & enjoyed meeting with everyone, so it would be good if we can help in his quest for information, as follows:

Mike asks:
"I have a question that you may be able to answer for me. The Southern California Antique Model Plane Society (aka "SCAMPS") hold an annual contest early in the year. They style it the "Haggert-Bowden Contest". It's a two minute precision event for OT models with original spark ignition engines only. They do know that Haggert's first name was "John".

I went out to see the contest this year. I sure know who Colonel Bowden was--he's a hero of mine and I've built three or four of his designs. But I asked the SCAMPS, "Who was John Haggert?" I figured maybe it was an early day SCAMP

who had got the annual precision contest going. No one knew who John Haggert (or it may be properly spelled "Haggart") was.
Is there anything in the Baker library that would say anything about a John Haggert/Haggart who was involved in precision flying contests in England?

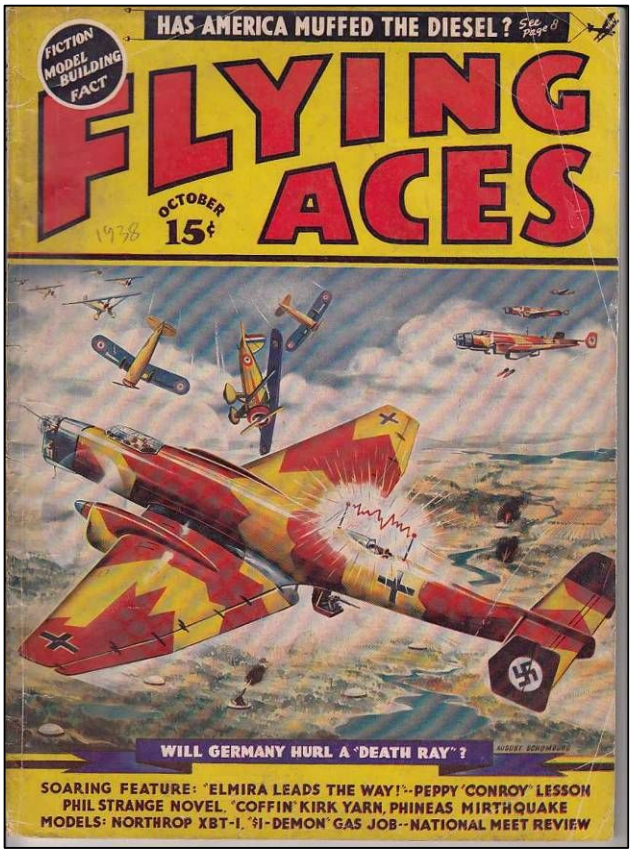
I'm probably going to wind up writing a short piece for SAM Speaks in the United States. I've got some photos of Bowden models, and know how this particular contest turned out. But I'd sure like to know more about John Haggert. Can you help at all?" *Mike Myers*

Well – Roy Tiller has been through the SAM 1066 library & found nothing. Dennis Underwood unearthed a short reference to a John Haggart, from the early 1980s, who flew precision power somewhere in the West Country but we haven't managed to find anything else. Can anybody else provide Mike with more information? If so, email me (rogerknewman@yahoo.com) & I will collate all responses before sending them on to Mike.

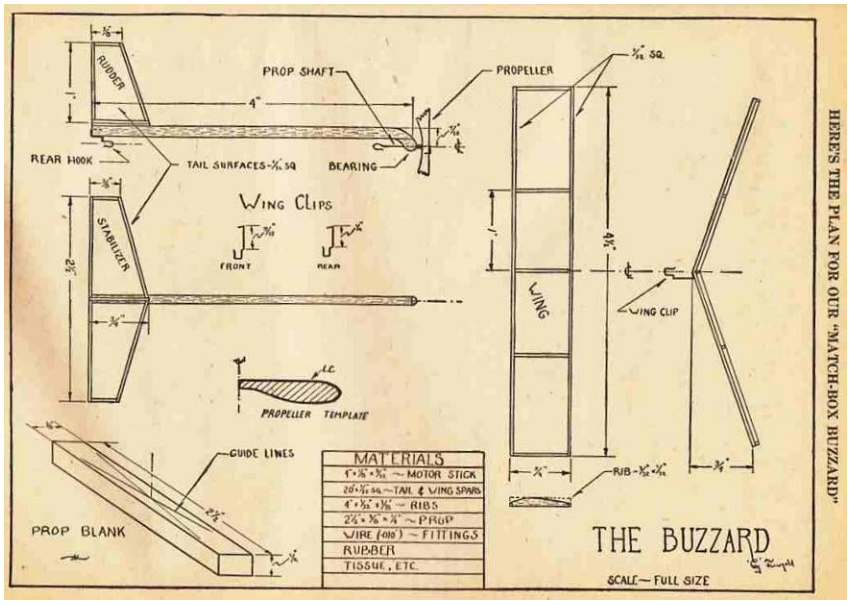
Roger Newman

The DBHLibrary (Magazines) - Roy Tiller

Report No. 18
That's odd.



Here is the cover of Flying Aces for October, the reader is left guessing the year, but inside it tells us Volume XXX, October 1938, No. 3. The cover story is "Will Germany Hurl A Death Ray" and the picture shows diesel engined German bombers equipped with "a startling apparatus which throws piercing ultra short waves capable of choking off all electrical ignition engines". Note the attacking fighters falling from the sky. Just as well that only the diesel engine part was true.Work your way through to page 34 to find the model content which includes the "Match Box Buzzard" a 4½" wingspan rubber stick model. I will give you a taste of the instructions, "And now your best bet is to go to your model supply store and ask the dealer to fill your order. After much figuring, dickering, and so forth the price should be somewhere between 3 and 4 cents. Using a slide rule the price will be somewhere in the vicinity of 3.1416 cents; in

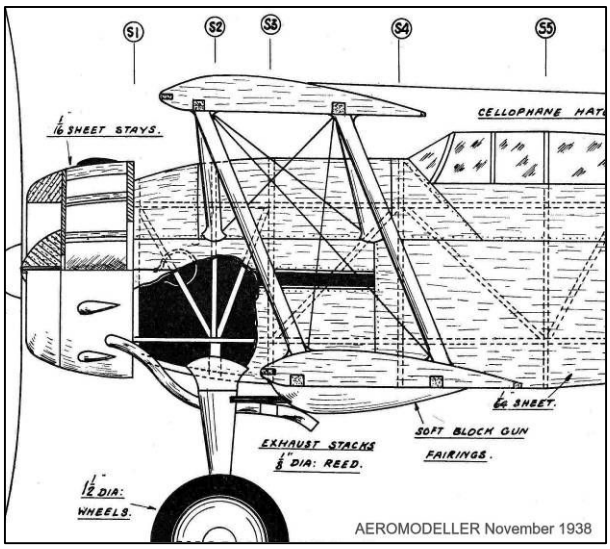


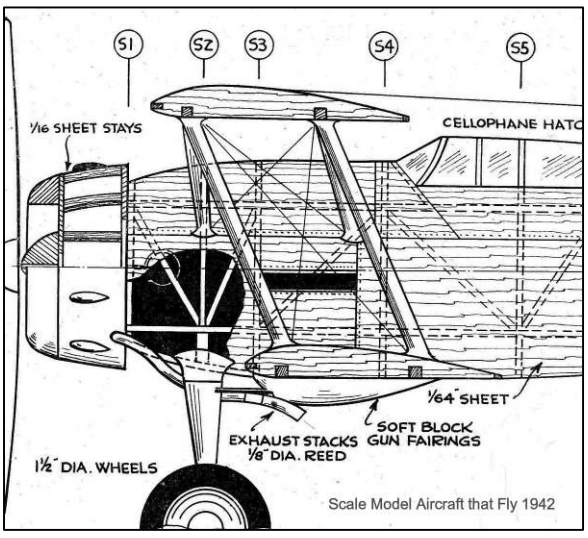
short, financing this ship is pie" and "if something seems screwy about your plane you merely say "something ails it!" Your French friends will catch the middle word and immediately look at the wings-ailes to them-and commence taking them apart.

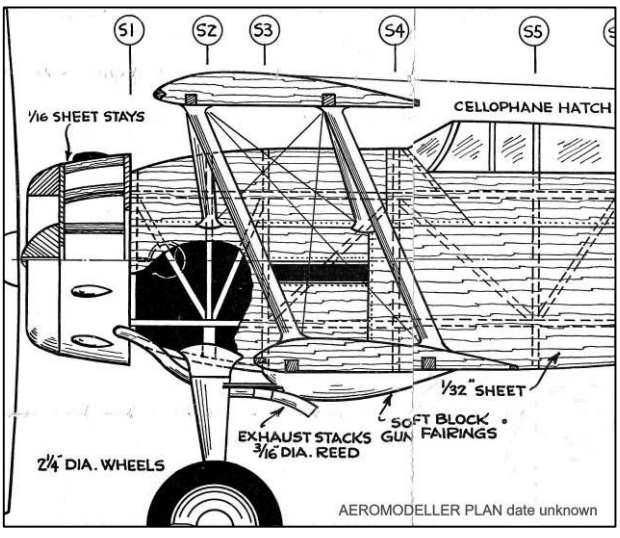
Your English friends, the bloomin' blokes, will be reminded of that old British beverage and will escort you to the nearest tavern".

Words and drawing all by Cy Finegold.

Now move forward one month and come back across the Atlantic to Aeromodeller November 1938. Cy Finegold reappears to present his full size plan of the Gloster Gladiator an 18" wingspan rubber powered model. Must surely be the same man although his prose is more constrained but still racy for Aeromodeller in 1938. "Wind the propellor about 75 turns and hand launch the model. When it starts climbing and heading for the blue skies, I bet I know what you will be thinking of. Roaring motors, a control stick, 'n rudder bar……. Happy landings!"







Sorry chaps for that meandering lead into "Spot the Difference". The Gloster Gladiator part plans are firstly by Cy Finegold from Aeromodeller November 1938 and second from "Scale Model Aircraft That Fly" 1942 by H.J.Towner and Howard Boys. At a glance the same drawing, both 18" wingspan and the structure the same but the style of representing the sheet wood and celophane are quite different. What happened and why? Was one traced over the other?
The third part plan is from a full size plan for a Gloster Gladiator which measures at 27½" wingspan. It looks like a photographic enlargement at 150% of the Towner and Boys drawing with wheel sizes changed from 1½" dia to 2¼" dia etc.. The drawing carries notes "Copywrite of Aeromodeller Plan Service." and "A 26½" span scale model" . I have not found a 26½" or 27½" span rubber scale Gloster Gladiator in any Aeromodeller magazine or plans list.
So the questions are:-
Who was Cy Finegold, Brit or Yank, did he have any other designs published?
Why did Aeromodeller enlarge a Towner & Boys plan rather than their own from Aeromodeller November 1938?
But the most important question is when/where was the 27½" Gloster Gladiator published or listed?
Any information or ideas or thoughts on this please contact.
Roy Tiller Tel. No. 01202 511309 e-mail roy.tiller@ntlworld.com

Roy Tiller

SAM Natter Nights - John Harvey

Once upon a time, many years ago and far away and over the hills. (Well, Aldershot.) The late, great Mike Kemp presided over the Old Ford Set. Once a month for many a year I joined this crowd of wonderful SAM folk. I received friendship, advice and suggestions and learnt so much. The years rolled by and after advice and encouragement from Mike it was decided there would be an equivalent set up near Southampton, at British Aerospace Social Club at Hamble. This would, we thought, assist some SAM folk who had to journey too far to get regularly to the Old Ford.

We have now been at Hamble every month until we are now in our 21st year. April this year will be our last meeting at Aerostructres which British Aerospace has become. From May we will have a new meeting place. We will be at Stoneham House, courtesy of Wit Lai, which is in Bracken Place at Chilworth Southampton. For those wishing to find it who have sold their soul to the great God satnav it is at SO16 3NG. For the rest Bracken Place is immediately to the left of the main entrance of the Hilton Hotel. Quite a land mark and signed and lit up. The Hilton is off the roundabout and fly over where the slip roads from the M3 feed into it if coming South. The Avenue, one of the main roads out of Southampton feeds into the same roundabout if going North. There is also a road up to the

same roundabout from the M27 from the Eastleigh Airport turn off. Basset Green Road. Vehicles from Romsey also feed onto the same roundabout. How handy is all that!

Once in Bracken Place just continue on. Over the single lane Motorway bridge which is there for use of the few houses on the far side. Immediately over the bridge turn right. There is a notice in front of you indicating to turn right for Stoneham House. You will soon come to the electric gates for the house. Press the button, easily reached from the drivers window and they will open. (No intercom, just come in.) Park where you like. Bags of room. No more jostling any more to try to get in an already full car park. Ring the door bell and one of the care home staff will let you in, unless I or Wit Lai have seen you drive in.

We have a big meeting room downstairs. Just for our use. No more sharing with a big TV showing football. No, it's not underground, there are a row of patio doors looking out over the grounds. There is a lift which goes to just outside our meeting room door, so no problems with stairs or creaking joints. Unlike Hamble there is not a bar but we will arrange tea, coffe or soft drinks. You may bring alcohol if you wish. We will not now have the use of Hamble's dance floor for miniature RC helicopters. But there is a lounge up on the entrance floor which is big enough, but has a lower ceiling. It is adequate, we have tested it. Again use the lift, it takes you to the short corridor to the lounge.

We look forward to seeing SAM mates old and new. And anyone who just wants comfortable suroundings where fluent modelling is spoke! Your support will keep the meetings going.

First Wednesday evening of every month, you will be most welcome.
For more details or directions
email johnharvey111@yahoo.co.uk or phone 02380 552517.

John Harvey

The DBHLibrary (Magazines) Surplus Items

BOUND VOLUMES FOR SALE

Aeromodeller	Dec 1936 – Dec 1937 (No Nov.)	Photocopies in ring binder.
Aeromodeller	Jan 1938 – Dec 1938	Photocopies in ring binder.
Air Trails:	Mar 1950 – Sep 1950.	Binding Fair, Contents OK
Model Airplane News:	Sep 1946 – Dec 1946	Binding Poor.
Model Airplane News:	Dec 1949 – Nov 1950	Binding Poor
Model Airplane News:	Jun 1961 – May 1962	Good
Model Airplane News:	Jan 1966 – Dec 1966:	Good
Model Airplane News:	Jan 1967 – Dec 1967.	Good.

All the above at £5.00 each, proceeds to SAM1066.
Order by phone or e-mail and collect at Middle Wallop.
Roy Tiller Tel. No. 01202 511309 e-mail roy.tiller@ntlworld.com

DBHL Plan Service: IMPORTANT:

The rules for obtaining plans have changed.

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.

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

MSP PLANS PRESENTS FOR 2011

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 A0 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.martyn.pressnell.btinternet.co.uk

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.
ODENMAN'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 GLIDER Designed by Bill Farrance twice winner of the SAM Radislav Rybach trophy.
CRESTA A 38 in wingspan low-wing design for small diesel power and including electric motor installation.
FRED BOXALL'S 1956 OPEN RUBBER MODEL successful open rubber model. Twin plan with Boxall's ***SEAPLANE.***
FRED BOXALL'S SEAPLANE (1965) Completing this duo of contest machines,Twin plan with the ***1956 OPEN RUBBER MODEL***
LAST RESORT 1956 CLASSIC RUBBER small Open Rubber Model designed by Jim Baguley, Twin plan with ***FIRST RESORT.***
FIRST RESORT 2006 Designed by Martyn Pressnell for the BMFA Rubber Class. Twin plan with LAST RESORT.
WINDING BOY II 1956 design by Urlan Wannop, a 38 in.span, V dihedral wing. Twin plan with ***McGILLIVRAY'S LIGHTWEIGHT.***
JACK McGILLIVRAY'S LIGHTWEIGHT 1958 36 in. span Canadian lightweight rubber model Twin plan with ***WINDING BOY II.***
CAPRICE 1959 GLIDER The renowned lightweight glider of 51 in span, Twin plan with ***GAUCHO.***
VAKUSHNA 1959 A2 Designed by Brian Dowling this glider won the 1960 Pilcher Cup
GAUCHO 1960 POWER DURATION A first class model for 1.5 cc engines. Designed in 1959 Twin plan with ***CAPRICE.***

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 descendent of his 1936 Wakefield Cup winner,
HERMES MAJOR A 150% enlargemant to 61½ 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, England, in 1949.
GHOST WAKEFIELD 1951 John Gorham's 1951 Wakefield, One of the most successful rubber models from the early 1950's.
RON WARRING'S 1952 WAKEFIELD The geared geodetic model, developed by Ron Warring for twin motors,
NIGHT TRAIN Mk II 1960 George French's Night Train which pioneered the use of VIT systems in the UK

TO ORDER:

To order plans for UK delivery please write with cheque (£ sterling) made payable to Martyn Pressnell, 1 Vitre Gardens, Lymington, Hants, SO41 3NA.
For overseas delivery of Popular Plans send local bank notes equivalent to £10.00.
Enquiries: please write or email martyn.pressnell@btinternet.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 0QW
or e-mail: martindilly@compuserve.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 on 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.

ITC Indoor Events Planned for 2012

15th Jan and 12th Feb at Werrington Sports Centre, Peterborough. Lightweight Indoor Duration day.
Contact mark.benns@ntlworld.com

John Shaw organises monthly Lightweight Indoor Duration days
at Bartholomew Sports Centre, Eynsham near Oxford.
21st Jan is the first date in 2012. Contact johnshaw@alvere.wanadoo.co.uk

18th Feb Manchester Velodrome, NW Area FF Gala, L/wt radio, Scale, FF classes.

25th Feb Manchester Velodrome. Normal Indoor Fly In with 30 min slots for Light and Heavy classes.

11th Mar Impington Village College, Cambridge. Contact chris.strachan@btinternet.com

25th Mar Manchester Velodrome, Normal Indoor Fly In with 30 min slots for Light and Heavy classes.

Your Velodrome contact is Dave Whitehouse at dave.whitehouse@aone.uk.com

Mid Jun (Date to be finalised) Boulby, Cleveland, Indoor Nationals Lightweight Duration. Details will be published in the BMFA magazine. Contact Allan Weighell at littleal28@btinternet.com

Early Aug (Date to be announced) Belgrade, Serbia, DORCOL Cup events.
Contact Tony Hebb for further information. Followed by F1D World Championships.

Mid Sep (Date to be finalised) Boulby. Events for Heavier classes of duration models. Details to be published later.

Indoor Flying with the South Birmingham MAC

Free Flight Only

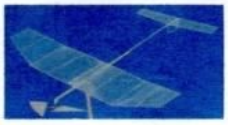
Thorns Leisure Centre. Stockwell Ave.

Off Thorns Road - Quarry Bank - West Midlands - DY5 2NU

Saturdays 1pm until 4pm

2011 dates

May 7th



Sep 17th; Oct 15th; Nov 12th; Dec 10th

2012 dates

Jan 7th; Feb 4th; Mar 3rd.

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

Brownhills Indoor Flying – Free Flight

Brownhills Community Association,
Deakin Ave. Brownhills WS8 7QG
Just off the A5
Saturdays 1-15pm until 4-15pm - £6

April 21st;

Further dates are being negotiated

Contact:- Tony Eadon-Mills
Tel: 01952 240451 - e-mail: tonyeadonmills@gmail.com

Waltham Chase Aeromodellers

2011-12 INDOOR FREE-FLIGHT MEETINGs

Ken and Bev Brown, with Waltham Chase Aeromodellers, are pleased to announce a new series of Indoor Free-Flight Meetings at
Wickham Community Centre, Mill Lane, Wickham, Hants PO17 5AL.

DATES are

September 29th	18:30 – 22:00	
October 27th	18:30 – 22:00	
November 24th	18:30 – 22:00	
December 29th	10:00 – 16:00	XMAS Daytime Special
January 26th	18:30 – 22:00	
February 23th	18:30 – 22:00	
March 29st	18:30 – 22:00	
April 26th	18:30 – 22:00	
May 31st	18:30 – 22:00	
June 28th	18:30 – 22:00	

The Main Hall at Wickham Community Centre is particularly suitable for indoor free flight models of all types, with a ceiling free of obstructions. Tables and chairs will be available in the hall. Please note that NO remote-control models may be flown at these meetings.

Admission to the meetings will be £4 for adult fliers and £1 for junior fliers and spectators, whilst accompanied junior spectators will be admitted free.

Fliers MUST be insured and may be required to show proof of insurance by the organisers.

Flitehook, who carry a large stock of indoor models and accessories, will attend many of the meetings. There is also now a drinks machine on site

For further details please contact:

Ken Brown (Tel. 023 8057 8866) or Alan Wallington (Tel. 01489 895157)

or see our web site: www.wcaero.co.uk

BMAS

BOURNEMOUTH MODEL AIRCRAFT SOCIETY

INDOOR FLYING

TUESDAY 27TH MARCH 2012

COMMENCING AGAIN

TUESDAY 25TH SEPTEMBER 2012

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY

COMPETITIONS incl GYMINNIE CRICKET LEAGUE

ALL FLYERS MUST HAVE BMFA INSURANCE

FLITEHOOK NORMALLY IN ATTENDANCE

Adult Flyers £4 Accompanied Juniors & Spectators £1.50

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

SAM Euro R/C champs
17th to 22nd June 2012
Slovakia

Dear antique modeller friends,

The SAM Euro Committee
(International Committee of SAM Aeromodeller Clubs in Europe)
on the 22nd June meeting held in San Marino has appointed the Club of Friends of Antique Modelers and Engines SAM 119 Slovakia, under the leadership of President Mr. Alojz Pajdlhauser, to organize the 10th SAM RC European Championship Jubilee.

The Championship will be held from on the airfield of the Dubnica nad Vahom Aeroclub, near Slavnica village.

The Rules applied will be those approved by the SAM Euro Committee including the latest additions.

If you wish to see the airfield go to Google "maps" and search Slovakia, you will see it 2 kms South-East from the Slavnica village.

More information on the airfield facilities may easily be found on internet: http://www.sam119.sk.

We would be happy to welcome all SAM members at this event.

Best regards: Domenico (Nick) Bruschi
SAM Euro Committee chairman

VINTAGE RADIO & CONTROL LINE
at MIDDLE WALLOP, 2012
Courtesy of the Army Air Corp Centre, MAC

SUNDAY APRIL 8TH SAM 35 Gala
Control Line [no combat wings] Mini Speed & Spitfire Scramble.
Tomboy 3 & Tomboy Senior Competitions
R/C Vintage Power Duration Competitions including George Fuller designs RC class

SUNDAY MAY 6TH SAM 1066 Wakefield Day
Control Line [no combat wings] Mini Speed & Spitfire Scramble.
Tomboy 3 & Tomboy Senior Competitions
R/C Vintage Power Duration Competitions including George Fuller designs RC class

SUNDAY AUGUST 26TH SAM1066 Eurochamps
Control Line [no combat wings] Mini Speed & Spitfire Scramble.
Tomboy 3 & Tomboy Senior Competitions
R/C Vintage Power Duration Competitions including George Fuller designs RC class

SUNDAY SEPT 23rd SAM1066 Fun Fly + Trimming Day
Control Line [no combat wings] Mini Speed & Spitfire Scramble.
Tomboy 3 & Tomboy Senior Competitions
R/C Vintage Power Duration Competitions including George Fuller RC designs RC class

***NB....ALL R/C MODELS, No Ailerons please!!**
Vintage Radio to December 1969

ALL FLIERS MUST BE COVERED BY BMFA INSURANCE, this is the only acceptable insurance at the venue and must be produced when signing on

For further information contact:
[C/L & George Fuller RC comp] James Parry, 01202625825, email.JamesIParry@talktalk.net
[R/C] Tony Tomlin, 02086413505, email. pjt2.alt2@btinternet.com
[VPD] Bill Longley, 01258488833, email. tasuma@btconnect.com
More details of mini speed, Spitfire Scramble and George Fuller RC class see http://www.wessexaml.co.uk/

The above events take place at the far side of the airfield, follow peri track to control

TIMPERLEY GALA

Saturday 18th August 2012

Barkston Heath, 10am-5.30pm

Contests
Comb-Rubber, Comb-Glider, Comb-Power (no electric)
Comb-HLG/CLG, Comb-Tailless. Mini-Vintage.
All to BMFA rules.
F/F Sport flyers welcome. BMFA membership required.
Airfield charge.

Contact---Gerry Ferer, 0161.928.4955, **gferer@hotmail.com**

Note: this is only a Saturday event

Salisbury Plain Trimming 2012

Changes in use for free-flight trimming on Salisbury Plain for 2012

For 2012 almost every weekend will again be available for free-flight trimming and training by BMFA members on Area 8 on Salisbury Plain, subject to the usual call to Peter Tribe on 01225-862748 on the Friday before you plan to fly to check that there is no Army activity.

However, a small number of non-season ticket holders have been using the site without paying the single day fee. Therefore in future Area 8 will be available ONLY to those holding a valid pass for the year. The good news is that a 2012 pass will cost only £15. Send an SAE and your cheque, payable to BMFA, to Bernard Aslett, 25, Honeyhill, Wooton Bassett, Swindon, Wilts, SN4 7DX; in return you will receive a sketch map showing where we fly on Training Area 8, and a 2012 pass to display on your windscreen. If you come as a passenger, bring your pass anyway. Your name will be included on the Army security list (unless you're already on it). Please send Peter Tribe (petertribe46@talktalk.net) your e-mail address in case of any short-notice changes.

Those flying any free-flight classes will be welcome, as well as those practicing for FAI FF contests. This is one of the best free-flight venues in Britain, and the aim is to improve overall free-flight standards in the UK. The following dates have been agreed, but because of the current military situation short-notice changes are more likely, so don't forget to check your e-mail every Friday or call Peter Tribe on 01225-862748.

Dates

January	7th/8th	14th/15th	21st/22nd	28th/29th	
February	4th/5th	11th/12th	18th/19th	25th/26th	
March	3rd/4th	10th/11th	17th/18th	24th/25th	31st
April	1st	7th/8th	14th/15th	21st/22nd	28th/29th
May	5th/6th	12th/13th	19th/20th	26th/27th	
June	2nd/3rd	9th/10th	16th/17th	23rd/24th	30th
July	1st	7th/8th	14th/15th	21st/22nd	28th/29th
August	4th/5th	11th/12th	18th/19th	25th/26th	
September	1st/2nd	8th/9th	15th/16th	22nd/23rd	29th/30th
October	6th/7th	13th/14th	20th/21st	27th/28th	
November	3rd/4th	10th/11th	17th/18th	24th/25th	
December	1st/2nd	8th/9th	15th/16th	22nd/23rd	

R/C Tomboys all set for 2012

The Tomboy events in 2011 were well supported, although three out of the nine planned events were lost to the weather. There was a new venue for the sixth round of the competition at the North Berks Club, Vintage Event in July, that went very well and following this we have been invited back in 2012. In total there are 10 events planned with certificates and small prizes for the winners at each meeting and a league award for both the Tomboy 3 [36"] and the Tomboy Senior [48"] class.

The League will as before be based on a competitors best 5 results.

Meeting Dates and Venues:

08.04.2012 Middle Wallop, 06.05.2012 Middle Wallop,
13.05.2012 Cashmore Dorset, 02.06.2012 St Albans,[a Saturday].
17.06.2012 Cocklebarrow Farm Nr Aldsworth Glos.
08.07.2012 North Berks Radio MAC A338N of Wantage,
12.08.2012 Cocklebarrow Farm, 26.08.2012 Middle Wallop,
23.09.2012 Middle Wallop, 07.10.2012 Cocklebarrow Farm.

For Further details: Please contact Tony Tomlin. Tel: 02086413505
Email pjt2.alt2@btinternet.com.

Cancellation

Jun 17th Spring Gala – Odiham – Cancelled

I have been informed that, for Operational reasons,
RAF Odiham cannot host the Spring Gala this year
I therefore, with regret announce, its cancellation
We are however welcomed back for next year
John Thompson

Combined Power at Wallop Easter Monday

"Late comp addition".
As well as the SAM 35 competitions for Easter Monday,
It's agreed that SAM 1066 run a Combined Open Power Competition.
Rules are as published for the Crookham Gala earlier this year. "

BMFA rules	
Models with bunt	5 Second motor run
Models with functions except bunt	7 Second motor run
Models not fitted with any moving trim surfaces other than DT	9 Second motor run
SLOP models Glow	10 Second motor run
SLOP models Diesel	12 Second motor run
Classic models	12 Second motor run
Vintage models	18 Second motor run
F1Q electric models	Motor run calculated per FAI/BMFA rules *Note: The contestant shall be responsible for providing a wattmeter suitable for measuring the wattage at full power, and shall demonstrate the reading to the CD using the battery(ies) to be used in the competition.*
BMFA (Open) Electric Brushless motors	20 Second motor run
BMFA (Open) Electric Brushed motors	25 Second motor run

Provisional Events Calendar 2012

With competitions for Vintage and/or Classic models

January 29th	Sunday	BMFA 1st Area Competitions
February 12th	Sunday	Middle Wallop – Crookham Gala
February 19th	Sunday	BMFA 2nd Area Competitions
March 4th	Sunday	BMFA 3rd Area Competitions
March 18th	Sunday	Middle Wallop - TBD
March 25th	Sunday	BMFA 4th Area Competitions
April 6th	Good Friday	BMFA Northern Gala – Church Fenton
April 7th	Easter Saturday	Middle Wallop – Glider Day; Club Classic
April 8th	Easter Sunday	Middle Wallop - SAM35 Gala
April 9th	Easter Monday	Middle Wallop – SAM35 Gala
April 28th/29th	Sunday/Monday	BMFA London Gala - Salisbury Plain
May 6th	Sunday	Middle Wallop–Croydon Wakefield day
Jun 2nd	Saturday	BMFA Free-flight Nationals
Jun 3rd	Sunday	BMFA Free-flight Nationals
Jun 4th	Monday	BMFA Free-flight Nationals
Jun 17th	Sunday	Spring Gala – Odiham - Cancelled
June 24th	Sunday	BMFA 5th Area Competitions
July 21st/22nd	Saturday/Sunday	BMFA East Anglian Gala - Sculthorpe
August 5th	Sunday	BMFA 6th Area Competitions
August 18th	Saturday	Timperley Gala - Barkston
August 25th	Saturday	Middle Wallop – SAM 1066 Euro Champs
August 26th	Sunday	Middle Wallop – SAM 1066 Euro Champs
August 27th	Monday	Middle Wallop – SAM 1066 Euro Champs
September 1st	Saturday	BMFA Southern Gala – Salisbury?
September 16th	Sunday	BMFA 7th Area Competitions
September 23rd	Sunday	Middle Wallop – Crookham Coupe Day
October 14th	Sunday	BMFA 8th Area Competitions
October 21st	Sunday	BMFA Midland Gala – N Luffenham
October 27th	Saturday	Middle Wallop – TBD
October 28th	Sunday	Middle Wallop – Trimming & A.G.M.
November	Sunday	BMFA 28th Free Flight Forum - Hinckley
December 2nd	Sunday	Middle Wallop – Coupe Europa

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

For up-to-date details of SAM 1066 events at Middle Wallop check the Website – www.SAM1066.org

For up-to-date details of all BMFA Free Flight events check the 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.martyn.pressnell.btinternet.co.uk
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).

That's all folks! *John Andrews*

See You at Wallop