


	<h1 style="color: red; text-align: center;">NEW Clarion</h1> <h2 style="color: red; text-align: center;">SAM 1066 Newsletter</h2>	<b>Issue</b> <b>042014</b>
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## Editorial

Good news: Roger Newman, through persistence, has managed to get us another day at Wallop, Saturday May 31<sup>st</sup> which gives us another two day weekend.

There was an error last month in the 'Coupe Europa' add, the F1G event was listed as being for the 'Aeromodeller Trophy', which is not the case. There will be an F1G event counting towards the coupe league but the competition for the 'Aeromodeller Trophy' will be run by the Birmingham club at a different event.

Another error, (not mine I hasten to add,) but in the current BMFA Newsletter the competition days for SAM35 8oz Wakefield and Bungee Glider at the Free Flight Nationals are incorrect, the correct days are as listed in the SAM35 add at the end of this New Clarion.

This error was mine, the August Wallop dates in the events list were posted as Sat/Sun, they are in fact Sunday 24<sup>th</sup> Aug and Monday 25<sup>th</sup> Aug.

I had a pleasant day flying indoor at the Manchester Velodrome at the end of February. I personally did not do particularly well, nothing new in that, but I report the goings on as usual.

There is a piece by Dick Twomey on the seeming lack of interest in FF Records, Dick is one of the old school of aeromodellers and is hoping to promote a little support, so please let's have a few views on the subject. I automatically assumed there would be a series of single flight records for all FF classes but it appears not to be so.

Steve Riley from the 'Colonies' weighs in with a report on ex pats in competition in the USA and in addition voices support for the Gyminnie Cricket.

I've published another Paper Airplane design, I really would like to hear from someone who has had a go at one or two of the designs, failures or not.

Now that the 'Brownhills' hall has been lost for indoor meetings Ian James, who was always in attendance spectating from his wheelchair, has written a piece on the history of the meetings there. Good news is that Alan Price has one or two alternatives he is investigating.

I'm sure Dick Twomey will be pleased to see that we have had a response to the appeal for "Other Hobbies" articles from Jim Paton, maker of Harpsichords. How Jim finds time out from his aeromodelling to make the complicated instruments is a mystery to me. I also have another response in hand for the next issue.

We have received an email from Lars Karlsson in Sweden with details and a link to a plans website he has set up.

Jim Paton has also written in about a spring assisted Senator D/T, sounds good.

Finally another error, there is a mistake in the BMFA rule book, I'm not too sure what is affected but Trevor Grey explains in his letter.

*Editor*



The 'Velodrome' home of the National Cycling Centre

On the February 22<sup>nd</sup> the North West Area ran an Indoor Gala at the Manchester Velodrome. I fancied giving it a whirl so the wife and I dropped ourselves onto Kath and John Wingate in Deeside for the weekend, taking in the meeting on the Saturday. It became a bit of a Midlands invasion as Colin Shepherd, Terry Beese and Eric Hawthorn from the Birmingham clubs also decided on a day out to the meeting. It was a very well attended event, with a really good atmosphere and the large floor area meant plenty of room for all making it easy to find space to fly when required. My own performances were exceedingly lack lustre, my 'Penny Plane' needing far more rubber than the 0.75gms of rubber allowed and, although I had found time to make a new larger propeller for my 'Legal Eagle', the times for that were not looking good and I only submitted one score. My best flight was a test flight and all I got for that was a ticking off by Andy Sephton for interfering with the Scale Event.



The Brum invaders, Eric Hawthorn with F1M, Colin Shepherd and Terry Beese looking on  
Eric and Colin both featured on the prize list.





I ready my 'Penny Plane' whilst John Wingate stands by with his own

As a consequence of my inflicting myself on the Wingates for the weekend John W had set too, read some of his old books, spoken to me a few times on the telephone and, in short order, had built himself a 'Cezar Banks Penny Plane'. John trimmed out the model on full motor but not wanting to get mixed up with half motors and weight bars he declined to enter the competition, which was probably just as well as the way I was performing, I'm not so sure I could have beaten him.



A few pictures to wrap up with.

A happy John Wingate stands below his LPP, a rapidly built serious indoor model, as it circles overhead. Next is Eric Hawthorn readying his 'Legal Eagle'. Finally, your editor tending to his poorly performing 'Legal Eagle', my only consolation is that my one and only recorded flight was 10 seconds better than Eric's. Both our performances were well below our normal times achieved at the South Birmingham Thorns meetings and we have no excuses to offer. Full results follow.

*John Andrews*



## BMFA NW Area Indoor Gala Results

## Duration Events

F1D 1/3 Motor	Flight Times								Place	Points
Name	1	2	3	4	5	6	7	8		
Tom Tomlinson	6.11	6.29							1	3
Reg Boor	5.26								2	2
Dave Whitehouse	2.15	3.25	4.10						3	1

F1L 0.5g Motor	Flight Times								Place	Points
Name	1	2	3	4	5	6	7	8		
J. Heys	5.3	6.03							1	2
Reg Boor	5.04	5.21	5.15						2	1

F1M 0.75g Motor	Flight Times								Place	Points
Name	1	2	3	4	5	6	7	8		
Phil Roberts	5.47	5.20	5.10						1	6
Tom Tomlinson	5.17								2	5
E. Hawthorne	3.18	3.55	3.48	4.53	5.12	5.06			3	4
Dave Whitehouse	4.14	5.01	4.27	4.47	5.00				4	3
Reg Boor	3.51	4.38	4.16						5	2
Ken Bates	1.19	1.27	1.41	1.45					6	1

Limited Penny Plane	Flight Times								Place	Points
Name	1	2	3	4	5	6	7	8		
Phil Roberts	3.53	4.06	4.07	4.49	5.15	4.38	4.38	5.04	1	7
Tom Tomlinson	4.27	4.12	4.16	4.46					2	6
J. Heys	3.44	4.03	4.31						3	5
P. Dolby	4.30								4	4
R. Nall	2.09	3.03	4.27	3.19					5	3
Dave Whitehouse	4.07	3.46							6	2
J. Andrews	2.31	2.50	2.57	2.53					7	1

Legal Eagle	Flight Times								Place	Points
Name	1	2	3	4	5	6	7	8		
Ken Bates	2.11	2.24	2.15	2.21					1	7
D. Horsefield	2.17	2.17	2.23	2.20					2	6
C. Shepherd	2.01	2.04	2.05	2.08	2.20	2.23			3	5
T Home	1.30	1.58							4	4
J. Andrews	1.50								5	3
E. Hawthorne	1.40								6	2
Dave Crompton	1.36	0.55							7	1

No-Cal	Model Type Name	Flight Times					Place	Points
Name		1	2	3	4	5		
N. Stuart	Fike	2.20	2.18	2.10	2.33	2.52	1	5
J. Heys	Farman F180	2.16	2.16	2.20	2.30	2.26	2	4
P. Dolby	Fike	1.49	1.26				3	3
A.Sephton	Bonso	1.30	0.43	0.55	1.25	1.37	4	2
Ken Bates	Ford Stout	0.45	1.06	1.30	1.34	0.38	5	1

## Scale Events

Pistachio		Model Type	Scale Points	Flight Scores		Place	Points
Name	1			2			
	Reg Boor			0.25	0.22		
	Bristol Brownie	58			1	1	

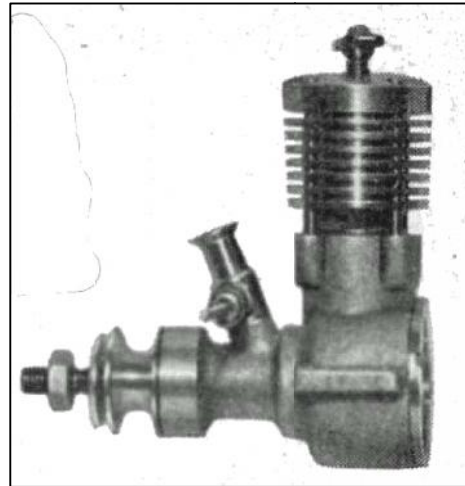
Peanut	Model Type	Scale Points	Flight Scores						Place	Points
Name			1	2	3	4	5	6		
Dave Crompton	Evans Volksplane	111	11	10					1	3
Reg Boor	Miles M 18	104	16	12					2	2
T Home	Herdt Monoplane	66	37	37					3	1

Open Scale	Model Type	Flight Scores				Highest Score	Place	Points
		1	2	3	4			
Peter Fardell	Faithchild 24	1507.5	1417.0	1635.0	1718.0	1718.0	1	8
J. Heyes	Lacey M10			1687.0	1657.0	1687.0	2	7
Ken Bates	Comper Swift	105.0	1602.0	1532.5	1678.0	1678.0	3	6
Tim Horne	Hergt Monoplane	1621.0		1603.5	1488.0	1621.0	4	5
Ian Lever	Comper Swift	1357.5	1417.0	1614.5	1590.0	1614.5	5	4
Peter Fardell	Polikarpov PW2		1378.5	1560.0		1560.0	6	
Derek Knight	Aironca Champ	1435.0	1322.5	1305.5	1478.0	1435.0	7	3
Reg Boor	Araldo			1373.0	1408.0	1408.0	8	2
Ian Lever	Tiger Moth	1245.0	1271.0	1365.5	1351.0	1365.5	9	
D. Crompton	Piper Super Cruiser	823.0	807.0	1309.5	1182.0	1309.5	10	1

### Event Overall Championship

[illegible]

**OLIVER  
TIGER CUB  
1.5 DIESEL  
Manufacturers.**  
J. A. Oliver  
(JAO Precision  
Products),  
136 Radford Rd.,  
Nottingham.



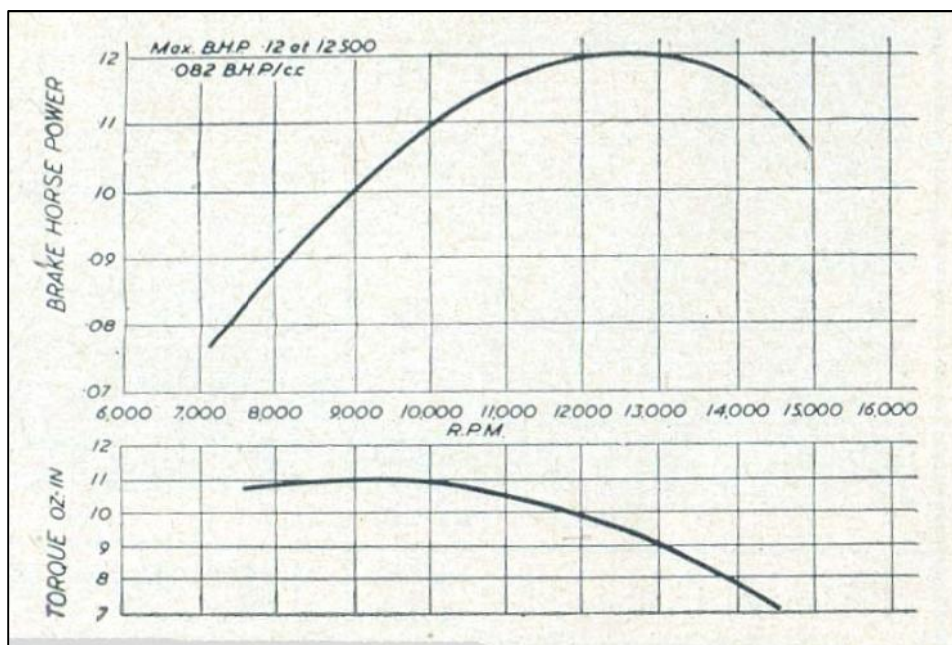
**Retail Price.** £6 (including tax).  
**Displacement.** 1.47 c.c. (.08974 cu. in.).  
**Bore.** .430 in. **Stroke.** .625 in.  
**Bore/Stroke Ratio.** .68.  
**Brake Horse Power per c.c.** .082.  
**Bare Weight.** 3 3/4 oz.  
**Mounting.** Beam 1 3/8 x 1/2 in.

**MATERIAL SPECIFICATION**

**Crankcase.** Aluminium alloy, sand cast, LAC 113B.  
**Crankcase Bearing.** Twin ball races.  
**Cylinder.** E.N.T. cyanide hardened; ground, lapped and honed.  
**Cylinder Casing (integral head).** Alloy.  
**Piston.** Brico cast iron.  
**Contra-piston.** Brico cast iron.  
**Carburettor Unit.** Aluminium, screw in.  
**Connecting Rod.** R.R.56.

**FUEL CONSUMPTION TEST  
PROPELLER TEST DATA**

K-K9 x 4, 9,500-9,720.  
Fuel used: Mercury No. 8.  
K-K 9 x 4, 9,520.  
Fuel used: Manufacturer's recommended.\*  
\* First Grade Paraffin 50%  
Ether ... 30%  
Castor, Castrol R or  
Castrol M ... 20%  
Amyl Nitrate ... 3%





**Tototl**

Carlos Gonzales de Cosio

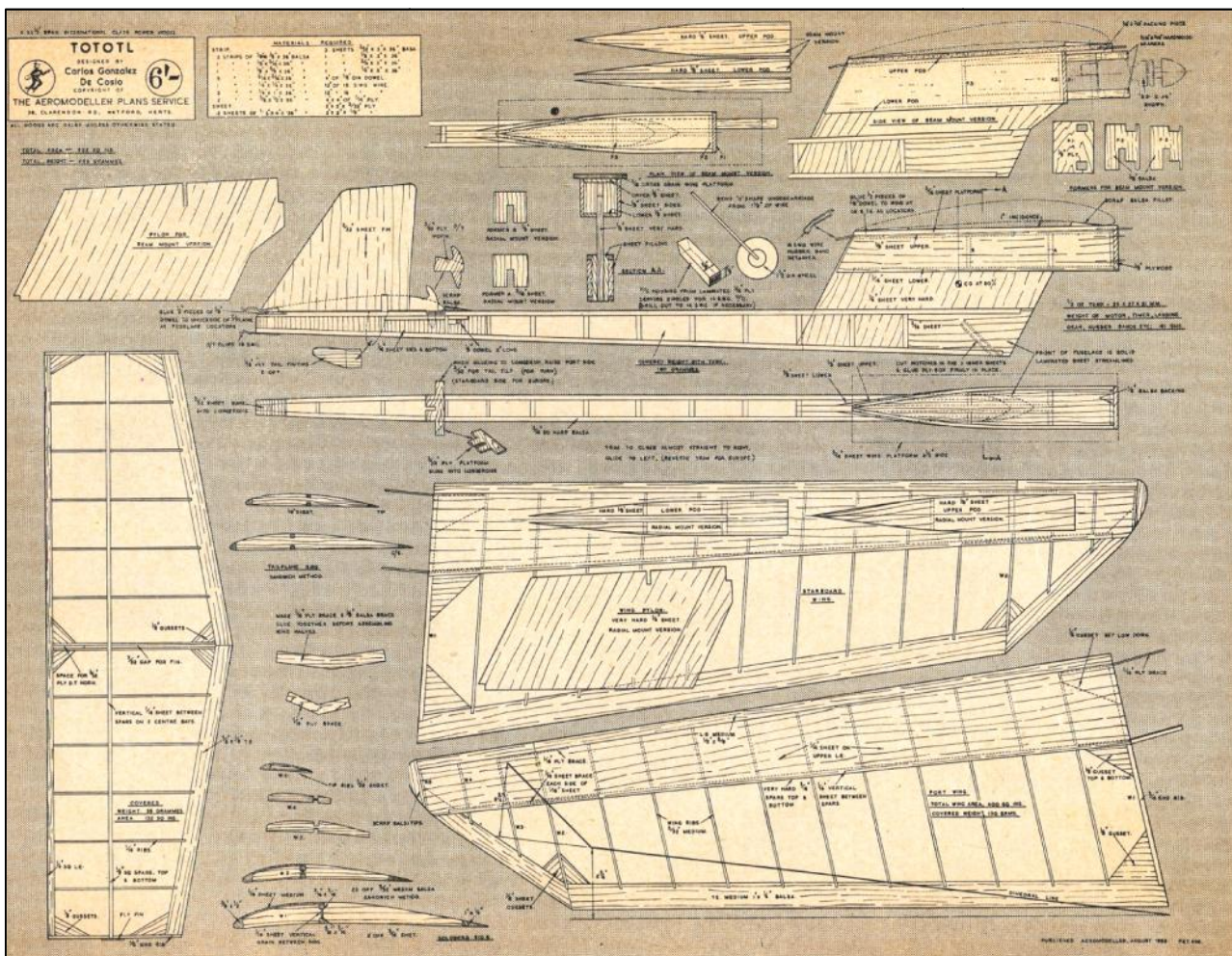
**TOTOTL***(Aztec, meaning 'bird')***Carlos Gonzales  
de Cosio's**

● **The MEXICAN**  
*high-thrust line*  
*design that flies as*  
*though on rails.*



THE NAME OF Carlos Gonzalez de Cosio first came into prominence in our report on the 1954 World Model Air Olympics in Long Island, New York. Carlos had the misfortune of losing his model at an early stage in the contest; but for his sportsmanship and high spirits he was unanimously awarded the unofficial honour as "Sportsman of the Meeting".

It was generally agreed that "Tototl's" high thrust design with a Torpedo 15 engine was the most beautifully finished model on the field and certainly one of the most promising of the many International entries.





An architect by profession, Carlos has been experimenting with many prototypes in the past few seasons and most of these were based upon the information he could obtain on the efforts of Britons R. H. W. Annenburg and Tom Smith (whose remarkable "Fried Fritter" design was published in our October, 1954, issue).

"Tototl" is the result of all the experience gained through these many prototypes and every effort has been made to obtain a maximum rate of climb and perfect glide "by keeping weight down to an absolute minimum. With its swept forward leading edge it does most definitely bear distant resemblance to the Annenburg/Smith models, but there the matter rests, for the many other design twists that have been added make it a most unique model.

Goldberg section has been chosen for its ability to give high lift at the fast climbing speed with a good glide at low speeds. The high thrust-line gives considerable control of the looping tendency and competition fliers will notice that the nose moment is extremely short—a safety point to be desired for any fast climbing model. Because of this short moment it is essential that the rear fuselage and tail structure be kept as light as possible to preserve balance at the design centre of gravity.

The plan for this model was prepared for us by Phil Guilmant, who maintains that thermals in Mexico circle to the left, whilst those in Europe circle to the right. For this reason Phil suggests that left climb and right glide is desirable in Europe— whilst Carlos' original was trimmed for right power turn and left glide. Whether this direction of thermal turns be true or not, it does certainly indicate that "Tototl" is flexible enough in trim to be turned safely either way. According to the Met. people, there should be no difference between Mexico and Great Britain, both countries being in the northern hemisphere. Further—they suggest that northern hemisphere thermals generally turn counter clockwise!

Since the K & B Torpedo 15 engine is not generally available in Britain, we have added further detail to Phil's drawing showing installation of beam mounting with a minor adjustment made to the length of the nose to allow for the weight of a heavier diesel. It is to be emphasised that intending builders would be wise not to alter anything except trim and should pay special care to the design of the propeller, which should be in the region of 8 in. by 4 in.

*Aero Modeller August 1955*

### **My Tototl**

-

John Thompson

Now this is one for the connoisseur of different looking models.

Designed and flown by Carlos Gonzalez de Cosio in the 1954 and 1955 world championships. I believe that these two events are the only times that a Mexican team has participated.

I recall meeting Carlos at Wiesbaden and have (had) a photo of him and I, but like so many things from the distant past it's somewhere in the loft, unfindable.

The plan was published in the August 1955 Aeromodeller.

I have never seen a replica fly nor has anyone that I have spoken to.

I suspect it was too "Outre" and that few probably would have been built.



All this was good enough to see how a model built in 2014, 60 years after the original was flown, would fly.

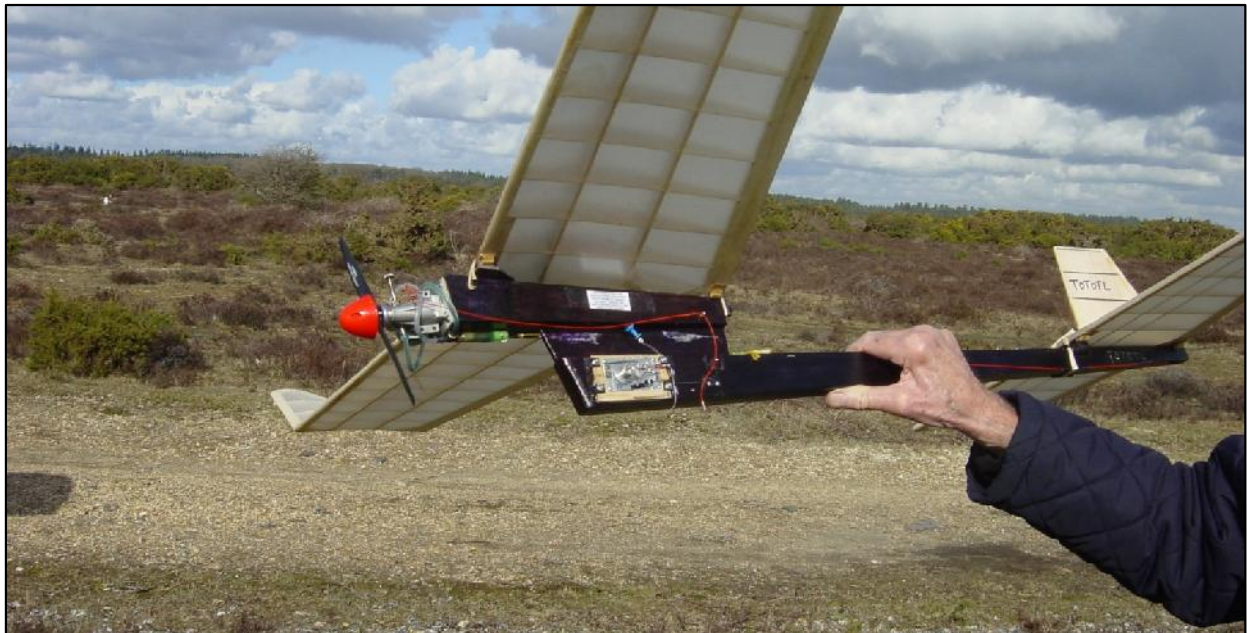
I scaled up the plans, the wing is swept forward by 4 degrees, fortunately the Goldberg section was named which allowed me to find and use the coordinates.

I altered the construction to using a sheeted box fuselage, tissue covered ones do not fair too well on the gorse at Beaulieu. On the wings I used two I spars rather than the sheeted leading edge shown on the plan.

Weights turned out:

Wing 106 g, Tail/Fin 30g, basic Fuselage 92g, engine/timer/prop etc. 179g resulting in a total weight of **407gm**, or **14.4 ounces** in old money.

Power is an OS FP 10 with Nelson head using an 8x3 master prop resulted in about 17.5 k on 40% nitro. Probably around 0.4 bhp. Possibly a touch more power than the original Glow Torp 2.5 cc.



My set up of the model is wing +3.5 deg, tail 0.8 deg. thrust line 5 deg down with no side thrust. CG is at 60 % MAC taking account of the sweep, this at the root chord is 43 %. The wing tip fins are washed out by some 3.5 degs, the main panels are flat with no warps ( big discussion, do swept forward wings, especially highly tapered ones need washout or what ?)

I took myself off to Chobham on Sunday January 19, it was miraculously calm. No one else was there, except for that chap who edits, produces and distributes Free flight news, Ian Kaynes who was flying his F1E 's halfway up Tank Hill. He came down later to fly an electric model.

I started with some trepidation, everyone says high thrust line models should fly to the left (something to do with side area and prop wash) however in my book being right handed to launch left is difficult and to get any consistency would be even worse. So set up was to be right, right. Initially I launched vertically, up to 3 seconds no problems, straight up, up to 5 the model showed a tendency to go either right or left. I played around with rudder and thrust line's but could not get any consistency, changes of direction happened of a Chandelle type. I was lucky on one



flight, it turned left at about 4 seconds put its nose down at this point, I had mentally written the model off, engine cut, DT pullout brushes through the heather, Oh what joy.

After that I changed my launch to more SLOP style, launch at about 80 degrees slightly to the right, hopefully this would ensure that the model would stay on course just to the right. This proved successful and I proceeded (some 25 flights) up to 11 seconds or so. The model goes away in about a 70 degree climb - very knife edge - getting more vertical and at engine cut continues up for some 15 feet or so and whips into the glide. There is no "rollability" to the model (lack of polyhedral ?) it fly's rather more like an under elevated VIT model. Be that as it is, it's quite nerve wracking to watch the fast absolute steady right hand spiral, one turn in 12 seconds.



A month later at Beaulieu, where the photos were taken by Roger Newman (I even bring my own photographer) it was reasonably calm say around 8+ mph, I gave it full 11 second runs and 40 seconds glides which were excellent. On the altimeter 676 feet, I believe with further careful trimming, higher is possible, as it is, the current performance is about what I would expect from a pylon type model similarly powered. An interesting experiment, not for the faint hearted though. I was lucky a few times during trimming, and it certainly looks different in the air. To show you how lucky so far I have been with this model it also managed to avoid the large amount of puddles (small lakes) that covered both Chobham and Beaulieu following this very wet winter. Mind you the walkers' dogs do enjoy the puddles.

*John Thompson*



Almost all of us would admit to being keen watchers of the Olympics, where events inevitably deal out winners, and frequently also breakers of records. Seeing or hearing of the achievement of a Record adds a new dimension, an extra "wow factor" to our appreciation of the race or the jump or the throw, and this characteristic is by no means reserved only for world athletics: On the contrary, just about every sport, hobby or activity has its record categories, performances and holders, and in most of them attempts on records are regular occurrences.

Regrettably in our chosen and very satisfying hobby of aeromodelling, record setting or breaking is seldom considered these days, and for some years now I have been wondering why? A culture of record-breaking can only inspire progress, in just the same way that competitions promote improvements in design and/or flying skill, as in the aftermath of a competition we resolve to ourselves that "I'll adjust this and this...and do better next time!" So why are we so shy of trying to make record flights? As an old-fashioned aeromodeller I recall the days when this reluctance or disinterest was not in evidence, and give as an example the occasion when a group of schoolboys bicycled with their models to the top of a big hill in Yorkshire one day in 1947 and returned with two British Glider Records, one of the happy fliers being 12 years old! In those days there were many record categories, yes, even in our now much sidelined area of Free Flight.

Years pass and rule-makers change. The old records list was archived. And this surely must be one reason why record-attempting has ceased to be of interest. We have to be content now with a list of FAI World Records, and a much-foreshortened British Records list that seems in Free Flight to recognize competition consistency rather than real out-and-out Record-setting.

### FAI WORLD RECORDS:

Take a look at the current FAI Record Categories for our chosen Free Flight: While there is a good raft of categories for Indoor F/F, the poor outdoor fliers get just three classes and the items starred\*

Type	Class	Propulsion	Duration	Distance	Altitude	Speed
Glider	Open	N/A	*	*	*	N/A
Aeroplane	Open	Extensible motor	*	*	*	*
Aeroplane	Open	Piston motor	*	*	*	

*(Ref. P.18 of BMFA Contest Rules section 2b)*

### BRITISH RECORDS:

Now we can ask if British Record Categories offer more scope? I would say not: It is true that there are more National Record categories than in the FAI Records case, but in only one Outdoor F/F Glider case is there a "single flight" category, this being for "Open FAI Glider Duration". The rest are for "Cumulative Duration" (i.e. consistency). Meanwhile the Altitude and Distance categories which existed in the past would seem to have been eliminated. Why? Rubber and I/C power are treated in the same way, each having only a unique "Single flight "duration category, and... unless

I am much mistaken... in no class is there any enticement to try for Altitude or Distance records any more.

In addition it is strange to find that there are no published "single flight" record categories in the cases of C02, E30 electric or Open Electric; while in contrast all the F/F record categories for Helicopter, Ornithopter or Seaplane are for "single flight" only! Where's the sense in that?

To date and not surprisingly, to the best of my knowledge, only two Outdoor F/F Records are on the books: John Bailey in April 1995 achieved a remarkable F1A Glider Cumulative Duration of 50mins 18 secs, consisting of 7x3min + 5min + 3x7min + 3min 18 secs in outstandingly consistent competition flying; and Phil Ball in September 2002 successfully claimed a single flight of 88minutes 16 seconds...in British weather!

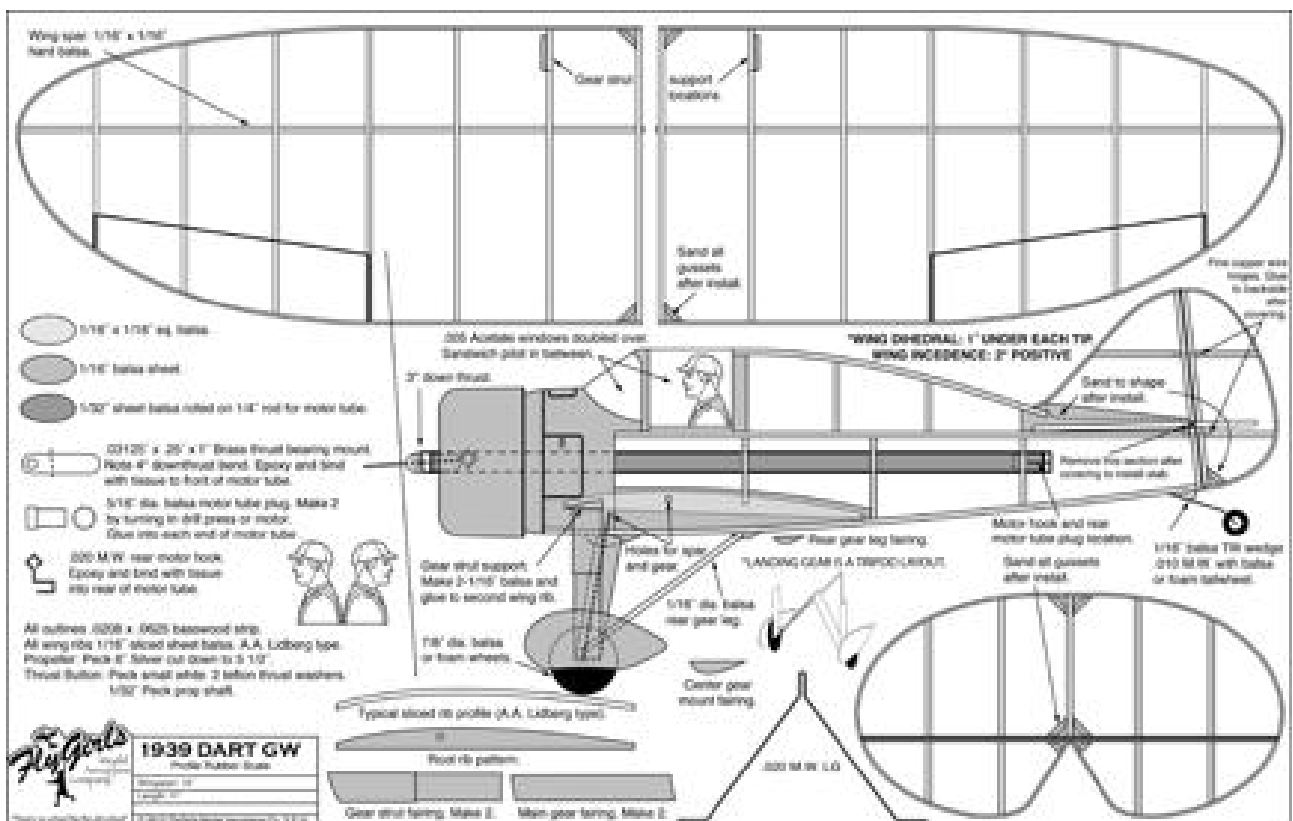
But as I write the other categories are empty!

*While we can't do much for the FAI, isn't it perhaps time for an overhaul of the British Record categories? I have written over the past years to ask for an explanation from the good old BMFA, but have not so far received a real answer.*

*Are Records important? What are your views?*

*Dick Twomey* (member of SAM 1066 and, of course, of the BMFA too).

## No-Cal 1939 Dart GW



*(Editor: I've just popped this plan in as a page filler, it's a bit fuzzy, it was in my 'Clarion Templates and Fodder' file but I have no idea where it came from.*



### Starting Up .

My association with the mechanical fuel sprayer—known in more respectful circles as a compression ignition engine—was a short and sticky one. The metallic honeymoon lasted only as long as my trousseau, which, at the time, consisted of two cement caked pairs of flannel bags and a moth eaten demob, suit. Having ruined my complete wardrobe (never was much good as a workbench) I could hardly venture onto the flying field clad only in my tattered combinations. An ex-Army gas cape came in useful for a time but after joining forces with the propeller at 5,000 revs, it was duly burned in the garden incinerator—the dustman refusing to cart it away, bribery notwithstanding.

All this, of course, goes back into the dim and distant "deezil" period when model engines consumed less than one hundredth part of the fuel input; the remainder being ejected over model and modeller, and anyone unwise enough to get within a 10 yd. radius. But I understand from the sprucer looking modeller of today that the modern engine is a much cleaner sort of animal—so clean, in fact, that it could be handled with kid gloves, although boxing gloves are recommended if you want to keep those wiggly things on the ends of your arms. Yet the vintage deezil had its points. Hewed roughly from a mixture of cast iron and putty it was not, perhaps, a pretty sight, but, come to think of it, neither was the oil-soaked wreck that clung on limply behind.

Still, its power output was tame enough to give even the dimmest modeller more than two flights from his model. Often it was a race against time; to get in as many flights as possible until the model disintegrated under the sheer weight of fuel. Nowadays, with 16,000 revs, being loosed off up front, anyone who gets more than three flights out of a power model is hailed as a national genius, and the number of such geniuses known to model science can be accommodated in one small car, which proceeds from contest to contest, picking up the spare hardware.

Somewhere between the early chug-chug fuel spray and the modern model mangler there appeared on the market engines that weighed next to nothing, started first flick, flew a model in a reasonably horizontal position, and was completely house trained. But the age of the model flyer had gone, and that of the engine fancier had arrived. It was not a question of how the model performed in the air but what it looked like on paper. It didn't matter much if it weighed 10oz. as long as it had a hiduminium connecting rod; and if it started first flick who cared as long as it was loop scavenged—whatever that might be. In fact, if any manufacturer was naive enough to boast that his product started first flick he would be right up a gum tree. The fascinating feature of the bench-bound engine of today is how and when it can be started at all. Some will not start on wet days, or if there is a Tuesday in the week. Others will come to life only if the tommy bar is pointing magnetic north. For the really expert there is the engine that requires to be completely rebuilt.

We can reckon that the engine of tomorrow will be even more static than its present-day counterpart, and the publicity blurb of the future might go something like this:

"This new 2.5 c.c. engine has many fresh and startling features. The crankcase is of dehydrated crackerbarrel, with opencast obtruded lugs. The acoustic range is in the order of nine decibels at 5,000 yd., and the A.T.M. is 20,000 b.u.t's at 50,000 revs".

"The engine is supplied with built-in bench. We challenge you to start it! "

*Pylonius*



Every year for over 6 decades there has been a model contest in Arizona known as the Southwest Regionals. Mid January is the usual time of year for the contest as the weather in Arizona tends to be great for flying at that time of year.

Every year someone, usually Greg Tutmark, sponsors a special event. This year it was for the 'Planophore'.



Dave Harding



Colin Widdison

Dave Harding, a displaced Brit now living in California, won the event assisted by Colin Widdison, another British subject now living in Washington state.

Another regular from your side of the Atlantic has been Mike Woodhouse. My impression is that you have some damn fine folks over there messing with models.

### Gyminnie Cricket

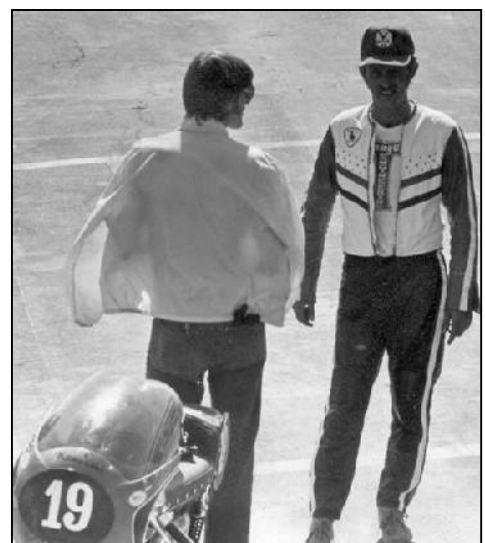
I am a big fan of truly "entry level" models. The key is minimum weights that put these models in reach of the beginner.

What usually happens is that the "indoorists" try to make a 30 minute model out of them. I think the idea behind the Cricket is spot on. Heavy enough to not require an investment in exotic materials or some of the skills required to deal with them.

Give the beginner some success right off and you will encourage him / her to continue in the hobby. Building and flying a 1.2 gram model is a tough thing to do for someone with no indoor modeling experience. Don't change a thing (well, it could use a larger stab).

(Editor please note:) You ran a picture of yourself sliding down a hill on a motorbike.

I did my sliding around on pavement. This picture was taken "100 years and 100 lbs. ago"



Steve Riley

Several years ago a small group of very enthusiastic Walsall Model Aero Club members namely Keith Horry, Tony Eadon-Mills and Alan Price got together to organise indoor flying in the locality. Tony finally found an ideal hall at Brownhills Community School and so activities took off.



At that time Margaret and Maureen, Keith and Tony's wives used to "man" the gate. Later Keith's tragic death robbed us of this popular and famous figure and shortly afterward Tony gave up model flying to look after Maureen who had become seriously ill.

The third member of the original group Alan has battled on since then, helped by his very supportive wife Jeni whom your worthy editor has seen fit to dub "er on the door"



**Margaret & Maureen**

Brownhills Community School has now become a Sports Academy and the use of the hall will be lost after the meeting on March 1<sup>st</sup>.

Alan is now busy with the search for another Hall which is of the right size, available at the right time, on the right day of the week and of course at a reasonable price.



**Jeni**

So let's thank Alan and Jeni for their efforts and trust Alan will be able to find a new venue. It is to be hoped that there will not be too much of a break in the loyal Brownhills indoor flyers activities and that their flying can soon be resumed.

*Ian James (spectating from a wheelchair)*

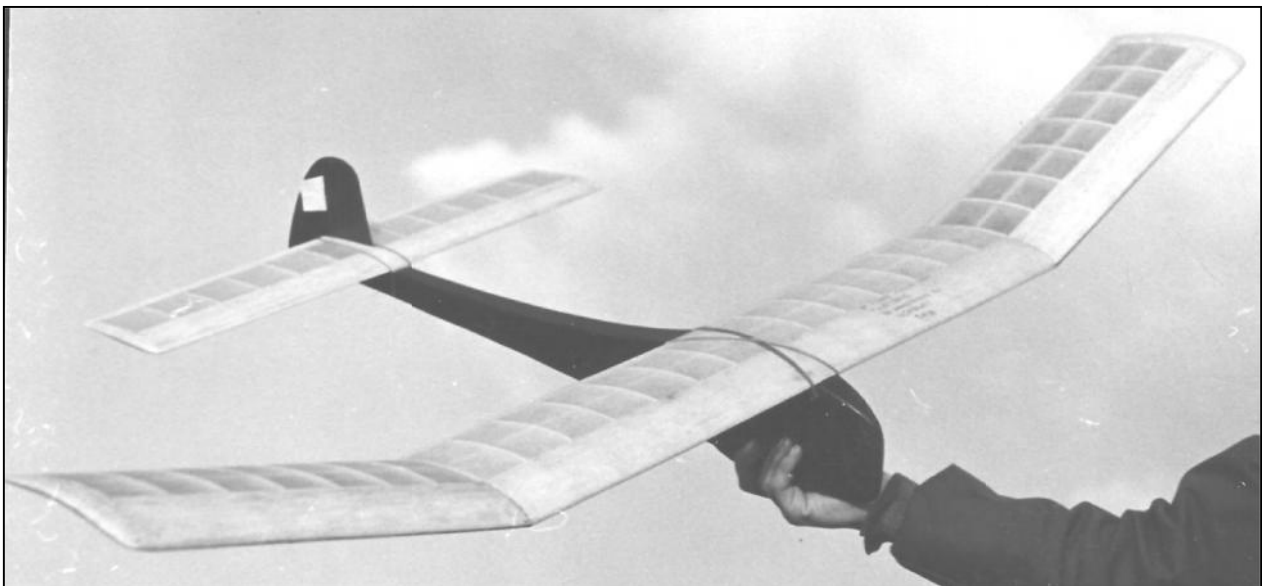




Ed Bennett launches Mick Dean's A2 glider at Epsom in late 40's/early 50's (Both CDMAC).



Norman Marcus (launches his "Screwball" 1950 South Coast Gala at the Chattri.

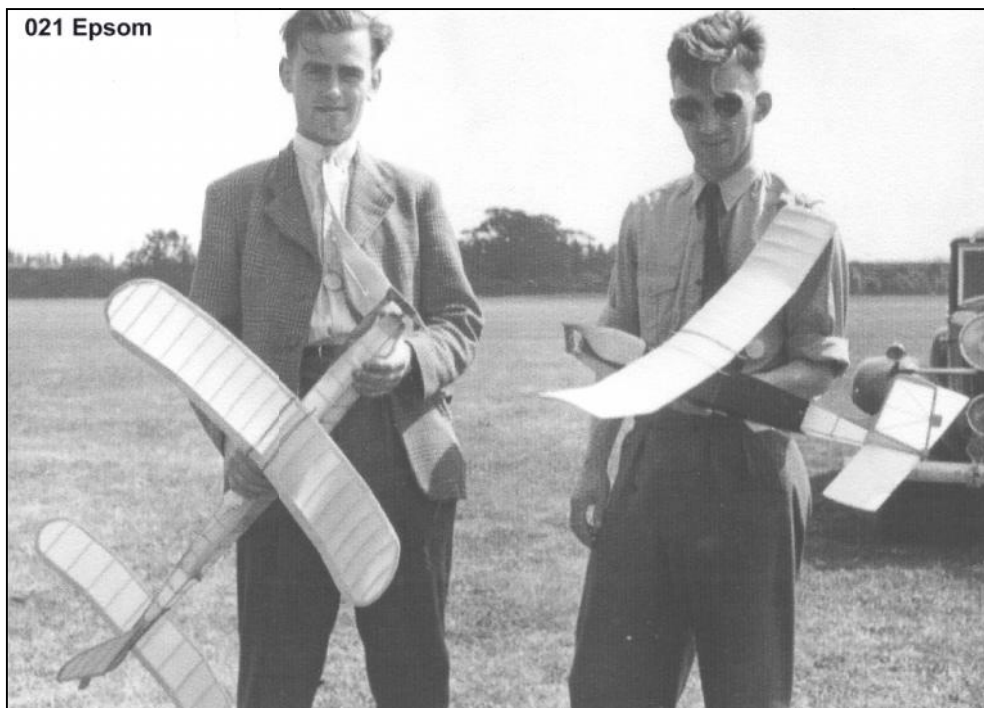


Alan Geesing's A2 glider at Epsom circa 1948. CDMAC member.





**John Hall ROW's his lightweight rubber seaplane late 40's watched by J L Picher and Tony Banfield who later became CO of the Battle of Britain Memorial Flight**



**Mick Farthing and Jack North at Epsom with their lightweight rubber models late 40's**  
*Photograph by Jack Marett FRPS*



**Croydon DMAC group at Epsom in the 40's.**  
**J.L.Pitcher, R.Yeabsley R.Ladd N.Standing J.D.Yeabsley E.Denyer H.Hills ? ? Miss Green L.Harris,**  
**N.Marcus J.Grover R.Ward M.Dean E.Setterfield E.Bennett J.Watkins J.Chester A.Geasing.**  
*Front row Unidentified ? ? ? (Photo by unknown photographer).*



**Alan Geesing's Amco 3.5 powered model in launch mode at Epsom circa 1948. CDMAC member.**

*Keith Miller*

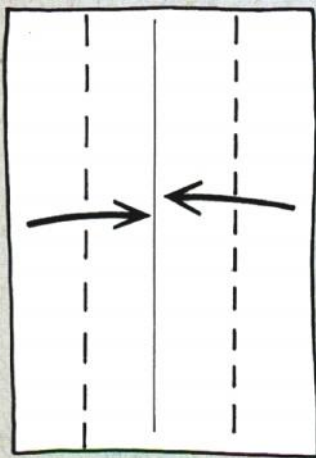


# BOMBER

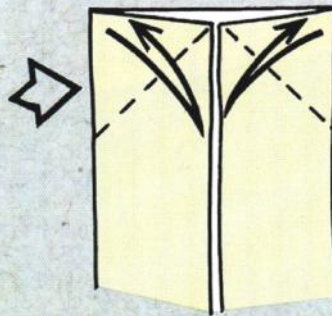
Whilst having elegant and simple lines, this design has a rather complicated folding sequence and should be attempted only after you have tried a few of the simpler planes. I have named it

"bomber" not because it carries bombs, but because the profile resembles one.

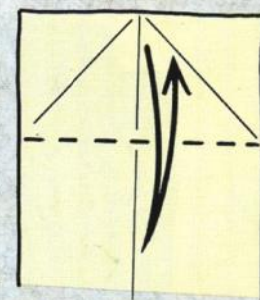
Start with a sheet of A4, coloured side down. Make a long vertical centre crease.



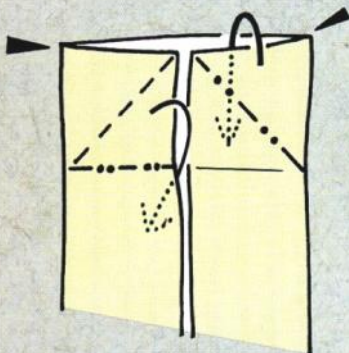
**1** Fold both long edges to the centre crease.



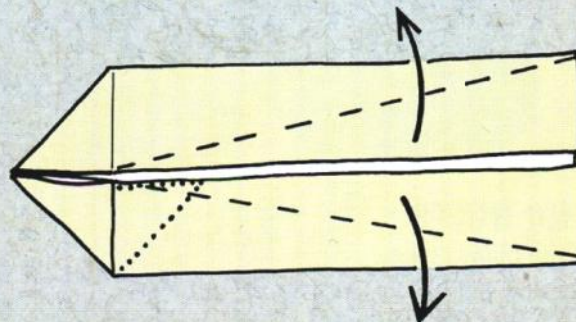
**2** Fold both corners at one end to the centre and return. Turn over.



**3** Add a valley crease using the locations shown and turn back over.



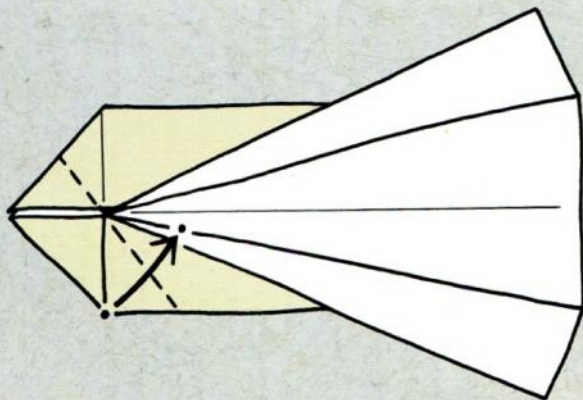
**4** On the left-hand side, use established creases to swing the corner within the paper; the dotted lines in step 5 show the finished position. On the right-hand side, inside reverse the triangle. Turn the paper horizontally.



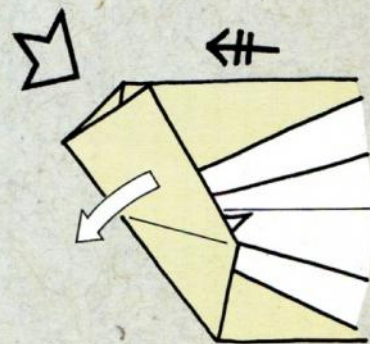
**5** Fold either flap out as far as they will go from the starting point on the left, making sure the crease meets the right-hand corners neatly.



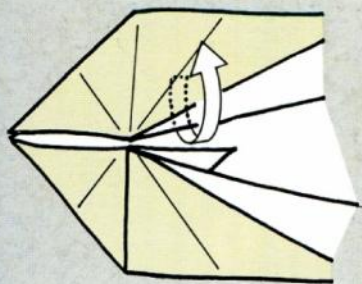
## BOMBER



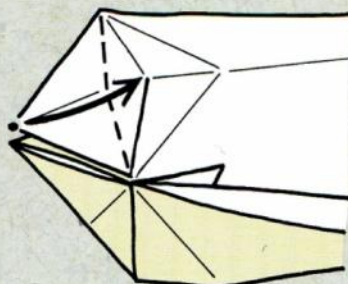
**6** Take the left-hand bottom corner to the inside folded edge of the wing ...



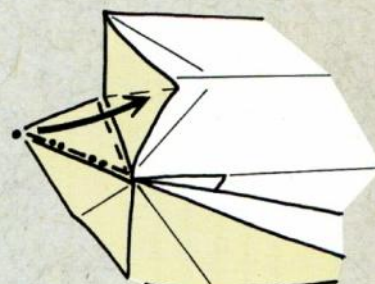
**7** ... like this. Crease firmly and return. Repeat on the upper side.



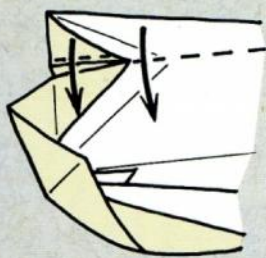
**8** Lift up the layer to open a "pocket". The paper is not flat at this stage.



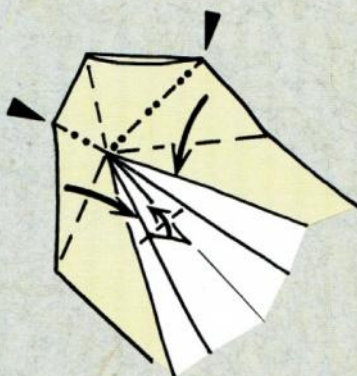
**9** Swing the first corner inwards on an established crease.



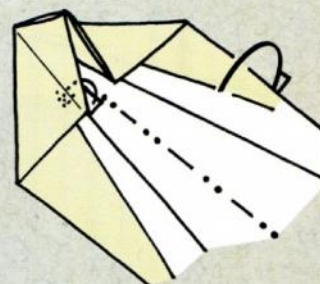
**10** Swing the second corner in as well. The near-side edge will rise slightly. The paper is still three-dimensional.



**11** Lock the paper together by folding the top corner within on the crease shown.

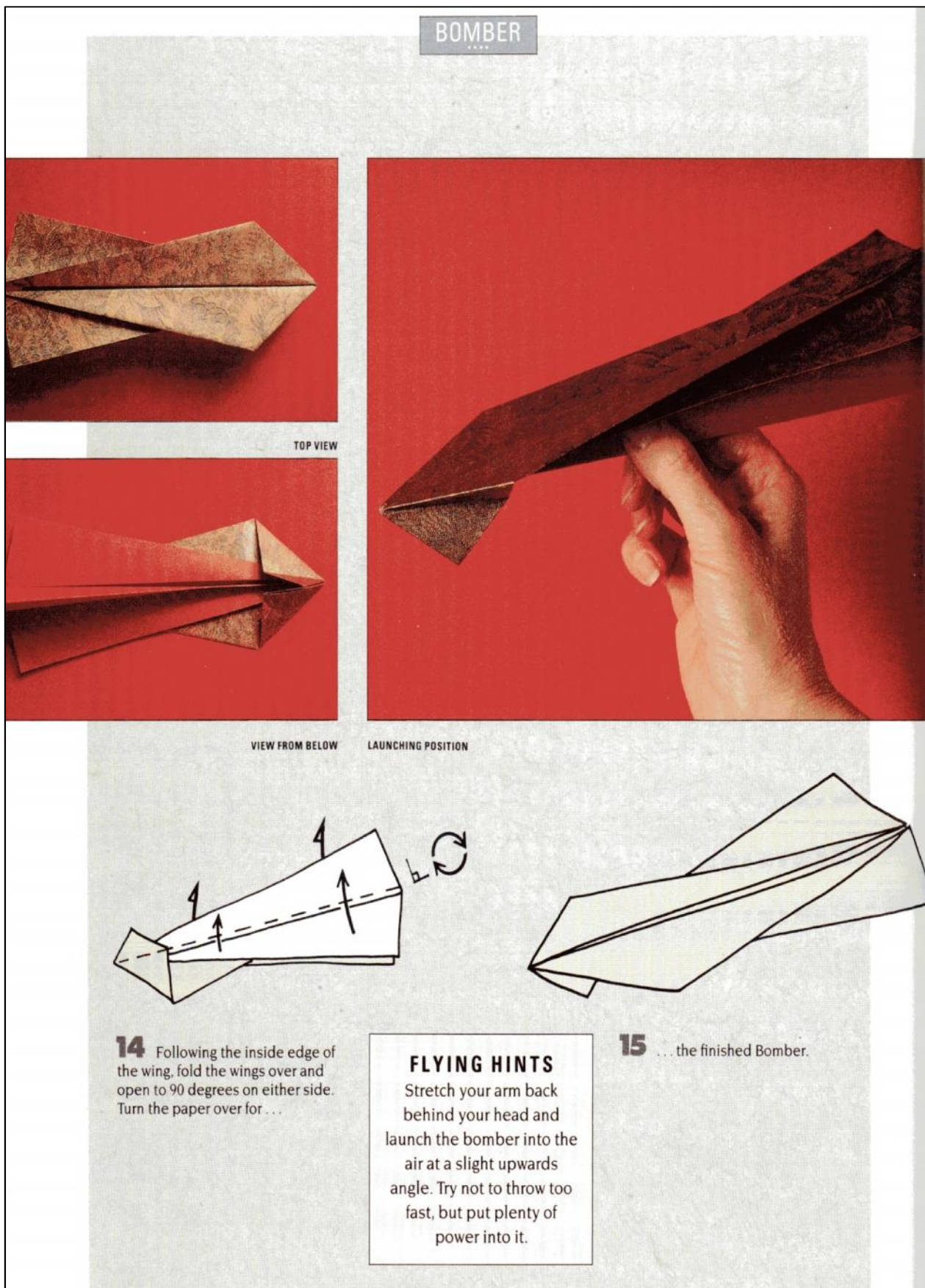


**12** Use the established crease to collapse the paper into a small tent-like flap. Fold over the tip of the small flap lying along the centre crease (optional).



**13** Fold the small flap inside a pocket on the left-hand side to help hold the layers together (optional). Mountain fold the plane in half behind.





From the book 'Paper Airplanes' by Nick Robinson

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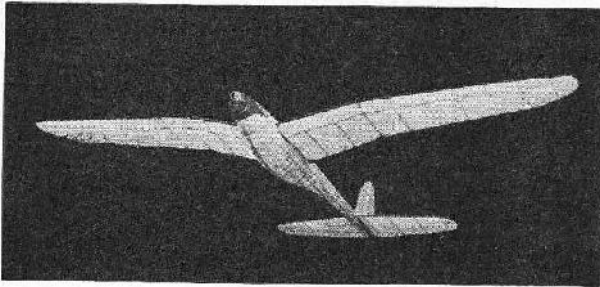


Report No. 41. Plans from Kits, British made, excluding scale, cont.

### SKYLEADA

"The Skyleada Story" by Peter Kelsey appeared in SAM35 Yearbook No. 12. Peter worked for Skyleada as a designer/draughtsman on a part time basis from 1947 to 1953. Read his article for Skyleada history.

## LET YOUR CHOICE BE A SKYLEADA!



Ask your local stockist for SKYLEADA kits. All British · Sturdy · Proved performers · Easy construction · First quality materials · Splendid plans · Detailed instructions.

### 5/6 GULL-WING SAILPLANE

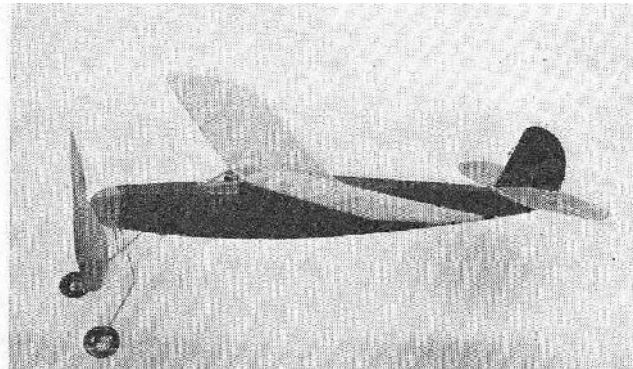
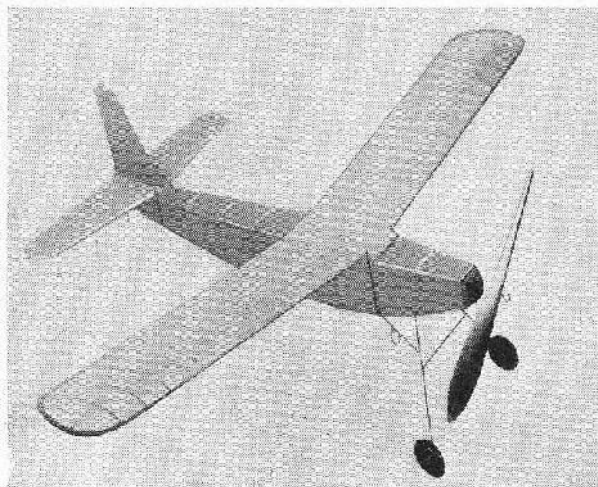
3-ft. wing span. A distinctive model with fine gliding and soaring qualities. Kit includes fully detailed plans, printed balsa sheets, etc., dowels, wire, tissue, balsa, cement, "Skyleada" tissue cement and dope, and 4,000 word instruction leaflets on building and flying. Wings and tail-plane detachable. Can be launched by hand, catapult, towline, pulley or winch.

### THE NEW SKYLEADA 'SWALLOW' 3/6

20-in. wing span cabin model (re-designed). A low-priced kit containing all necessary materials for building the model, including a hand-finished propeller.

### SKYLEADA 'MINOR'

28-in. wing span. A special feature is the inclusion of riblets as well as ribs in the wing. Kit is absolutely complete and includes dope and a hand-finished propeller.



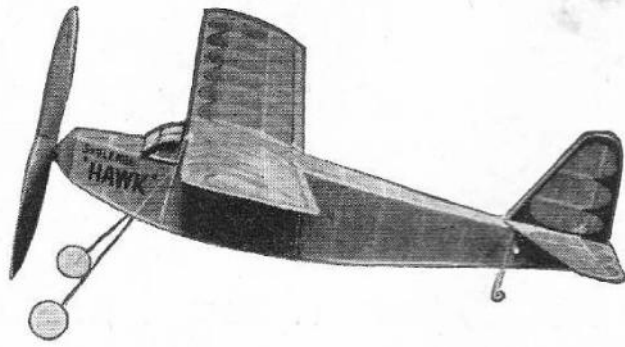
Skyleada was the brand name of the British Model Aircraft Manufacturing Co. of Mitcham, Surrey. The adverts from 1935 to mid 1940's were by Skyleada Models, 5 South End, Croydon, then from 1945 to 1947 by A Hunt Ltd., at the same address. From 1947 onwards the adverts were by British Model Aircraft Manufacturing Co., Mitcham.

Skyleada had a large range of flying scale models but this article is just about the non scale models.

Those first advertised were the Swallow, 20" wing span, and Minor, 28" wing span, both rubber powered models which were advertised in Aeromodeller December 1939.

Then came the Gull Wing Sailplane of 36" wing span in the advertisement in Aeromodeller May 1940.

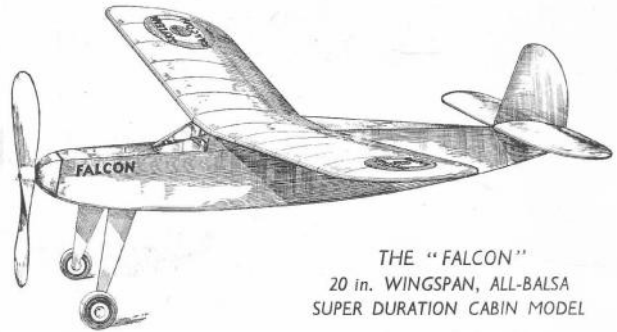




24-in. wing span Skyleader "HAWK" duration model. Designed for flying performance, easy to construct and attractive in appearance. Kit includes ample material, full-size drawing and instructions, as well as hand-finished propeller and dope.

**5/**

The Swallow was revised having its wire undercarriage legs replaced by a plywood undercarriage and was renamed Falcon, this appeared in the advertisement in Aeromodeller 1942. Was there a shortage of piano wire?



THE "FALCON"  
20 in. WINGSPAN, ALL-BALSA  
SUPER DURATION CABIN MODEL

SKYLEADA KIT	SPAN	NOTES	DESIGNER	PLAN
MINOR	28	Rubber		
SWALLOW, wire u/c	20	Rubber		SAM35 Yearbook 12
GULL-WING SAILPLANE	36	Glider		
HAWK	24	Rubber		SAM35 Yearbook 12
FALCON, 1942, revised Swallow	20	Rubber		SAM35 Speaks Jan 96

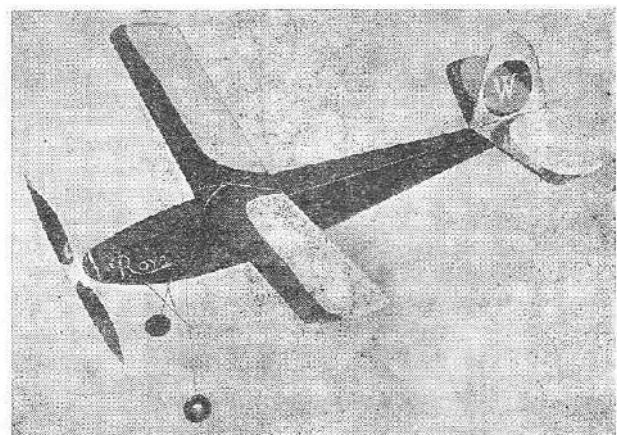
As you can see from the chart we do not have a designers name for any of these models and just reduced plans for three of them. If you can supply any information or plans please get in touch.

More Skyleada kits next month.

Another plan sought!  
Can anyone help with a plan of the  
Worcraft Rova?

It is a 24" span rubber powered model first advertised in Aeromodeller 1946 at only 4/11 for a kit complete with propeller blank and dope.

Contact Roy Tiller 01202 511309, e-mail [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)



**Worcraft ROVA** PRICE 4/11  
24 in. WING SPAN DURATION MODEL

*Roy Tiller*

I certainly am not in the same league as Dick Twomey! My other interest is woodworking, and as my email address suggests, making harpsichords. It is a fact that most professional harpsichord makers in England in the 1970s were previously aeromodellers. And the 1970s was the heyday for these people, when many educational establishments were buying these instruments. The "Early Music" revival was at its peak. Lots of aeromodellers I come across are



engineers and metalworkers, but not many seem to be woodworkers. For me harpsichord making is engineering in wood.

The harpsichord is the precursor of the piano. It went out of fashion when the piano came in. Interest was revived by performers like Wanda Landowska in the 1930s and some awful "improved" instruments were made. The hammer action of the piano was invented in the early

1700s and was considered as progress, as the volume of the note could be varied with the pressure on the key. With the harpsichord, the string is plucked and no matter how you hit the key, the volume is always the same, as is the length of the note. As a result the harpsichord gave way to the piano. Up to the time of Mendelssohn, music was nearly always contemporary. He, however, decided that J.S.Bach was the bees knees and really started a revival of interest in older music. Then came the Arts and Crafts Movement of which we aeromodellers are a great beneficiary. It was championed by William Morris who believed that everybody should be given a chance to create and design. Also in the movement was Arnold Dolmetsch. He was an amateur musician who believed all school children should be given a chance to play music. He was at the forefront of the Early Music revival, and is responsible for all us oldies learning the recorder and having woodwork lessons. Both of these activities have of course been side lined by modern educational "experts".

My children did pathetic CDT and were taught to get in an expert rather than have a go, at school. For us the end point of all this is RTF models, like my Bukin F1Gs!!

Being of the other mentality mostly, I spent a lot of time in the woodwork room after school and during the lunch break. My teens were spent learning every pop tune in the 1960s, but at university I broadened my outlook, and got more interested in the classical stuff. I soon realised it was no different, just better, and it actually bore repetition. I ended up focussing on the early composers. My friend, who had no woodworking experience, built an excellent harpsichord from a kit. I followed suit with a very poorly executed, badly designed specimen from a series of articles in the Woodworker magazine.



A bit comparable to my first Senator which did 45 seconds in good air. I soon realised "authenticity" was the buzz word in harpsichord society. From then on I built copies of original instruments. Museums publish plans and there are several books about construction. I have built about a dozen over the years. Most were sold abroad. I have kept the best and the very worst for myself. The original makers had tools comparable to the modern DIY enthusiast. Over the years I have accumulated lots of tools, jigs and machines.

The harpsichord is made up of a stand, a case, a keyboard and then the mechanism. This consists of a "jack" with a quill at its top end. This plucks the string which is laid over the bridge on the soundboard to amplify the sound. The shape of the instrument results from the Pythagorean shortening of the strings from bass to treble. Woods used are variable. The Flemish makers were the best. They used Poplar for the case, which would be painted. The soundboard is best quality spruce, *Picea excelsior*, quarter sawn and as close grained as possible.



To use this, trees were harvested from north facing slopes in the Alps. The same wood was used by Stradivarius for his violins. Nowadays Yamaha buy up most of it for pianos! Lids were painted with pastoral scenes. English makers used Walnut and Mahogany and Oak for their cases, and the Italians used Cedar and Cyprus. Flemish keyboards were topped with ebony and ivory. Italian makers used Boxwood.

I have now run out of space for more instruments and the market is very much smaller. I prefer my pension and aeromodelling to working for a living. I am making one last instrument for my Granddaughter. It is a copy of a Johannes Couchet original, a Flemish maker. It will make good use of my remaining materials. The instrument I play is a Dulcken. The original dates from 1720. It is a large instrument with long strings in the base, which improves their tone. It has two keyboards. Each plucks a different pair of strings, which alters the tone. My son painted the lid. Like with aeromodelling, the ratio of time spent playing, to construction, tuning and fiddling is very low. On the positive side, I have not had to rebuild one after crashing yet, and there is no rubber or diesel fuel involved.

*Jim Paton*



## Letter to the Editor

**From:** Lars Karlsson, (Sweden) *(temporary plans website)*

Hi All,

Hope you all are doing well.

While waiting on the official plan library on the SMOS website. I have a temporarily open on <http://www.smosritning.uavteknik.se>

It is not sophisticated , but the plans scanned so far are there.

Please enjoy a visit. If you need a full resolution copy please contact me.

Best regards: *Lars*

email: [lars.049312236@telia.com](mailto:lars.049312236@telia.com)

**Lars Karlsson,** Tel: 0493 12236 or  
Nejlikevägen 10, 070 7652236  
594 31 Gamleby

## Senator D/T

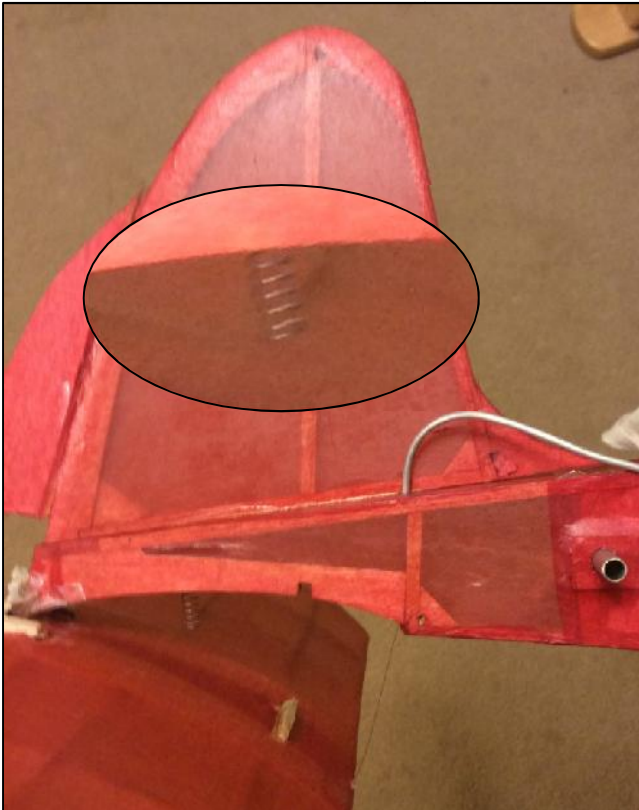
-

Jim Paton

### Tip of the Month!!

I hate wing DTs, and with a hinged rear fuselage I find it impossible to make it without a wobble or stiffness.

I find with a wing d/t it is difficult to have sufficient tension to retain the wing in the wind, while still allowing the Tomy to turn.



While trying to figure out a tip down tail leading edge d/t for my Senator, I decided to use a spring at the quarter chord position. It is epoxied in a shallow recess in the bottom of the fuselage, and is compressed when the tail is put in the glide position, when setting the DT. It works well and I think I will include it in other models.

Mike woodhouse sells them.

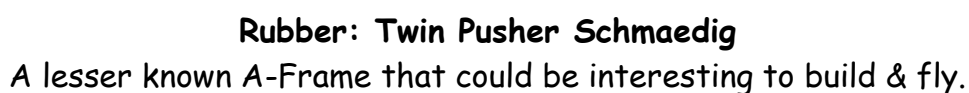
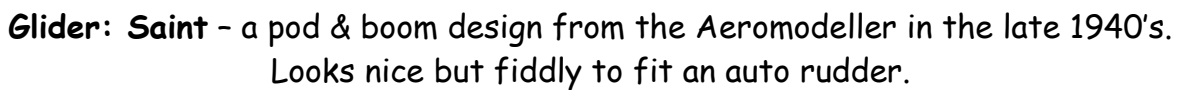
The logic is that the tail needs a push out initially when the rubber bands are very inefficiently pulling forward. Once the tail is given the initial impetus the elastic band tension easily produces the rest of the movement.

There is nothing like a good d/t failure for finding that boomer.

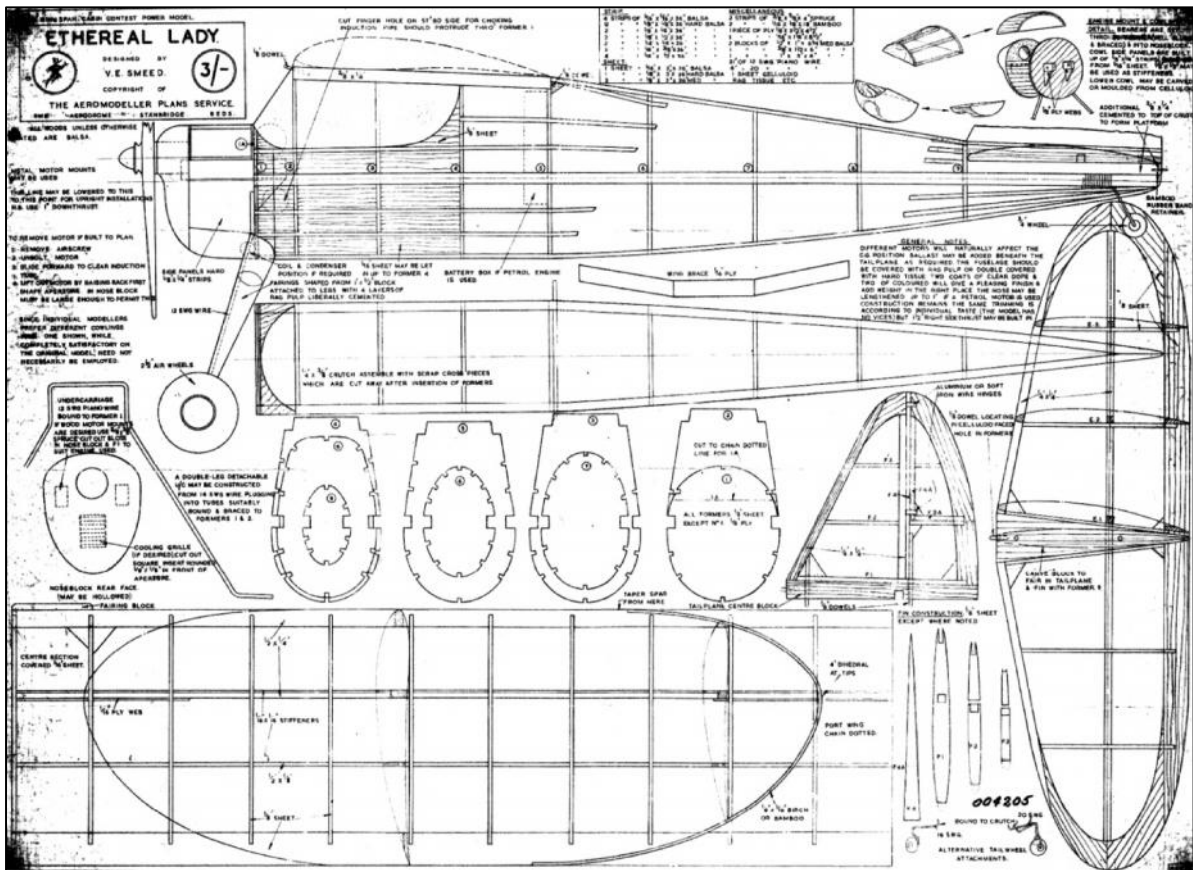
The advantage over a hinged-tail-end-of-fuselage is that any free play in the hinge only produces a very small amount of tail

tilt. The t.e. wire-in-tube hinge needs to be well secured. I used tape and epoxy. This model also has Spektrum radio dt with a linear servo. Too much line tension and the servo stalls. Too little and the tail l.e. is loose. It needs 1p of nose weight. I will take that off and use a higher capacity battery.

*Jim Paton*







### Power: Ethereal Lady

One of Vic Smeed ever popular designs & a very good flyer. Last summer at Beaulieu, Dennis Underwood was flying his Ethereal Lady & it caught a Beaulieu boomer. We thought we had seen the last of it, but just after getting home that evening Dennis received a phone call to say that the model had been picked up very near to Lyndhurst. We went & collected it later that week & the gentleman who found it told us he watched it come in for a perfect landing. Lyndhurst is some 7 miles from Beaulieu airfield.

*Roger Newman*

### Secretaries Notes for April 2014

-

Roger Newman

Flying weather is still at a premium, so here's hoping that our meetings in April will be blessed with sunshine & low winds. One spark of sunshine on the horizon - the authorities at Middle Wallop have kindly agreed that we can have an extra day on 31<sup>st</sup> May.

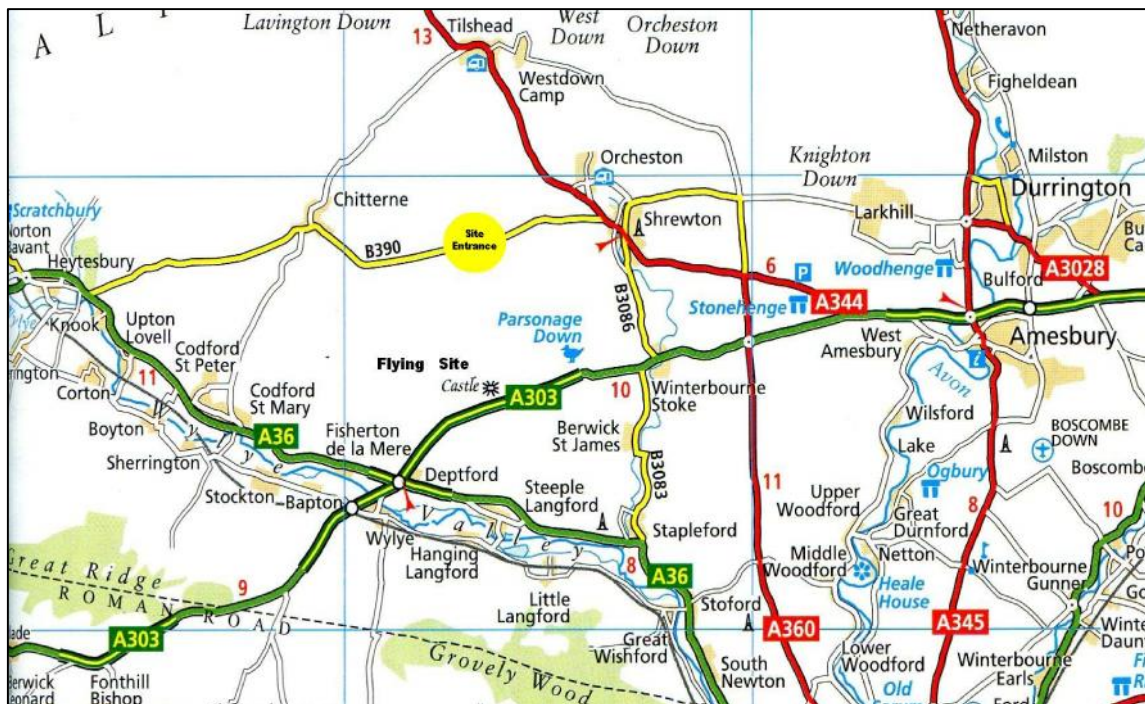
This gives us a second full weekend of activity in the year & consequently gives rise to a reshuffle of events for that weekend.

A preliminary program for the weekend of 31<sup>st</sup> May/1<sup>st</sup> June is set out below.

To reiterate last month's message about 20<sup>th</sup> April Crookham Gala, here is the information once more:

### Crookham Gala - Sunday 20th April 2014

Due to the non availability of Middle Wallop, and with the agreement of the FFTC, this year's Crookham Gala will be held on Training Area 8, Salisbury Plain. The following classes will be flown, with the aim of providing something for everyone.



#### Events

Combined Glider: Combined Rubber: Combined Power all to BMFA rules  
 E36 Crookham rules – 3 flights at 10 sec motor run, fly-off 5 sec  
 Coupe d'hiver (inc vintage coupe) – a Southern Coupe League event

The route to the contest site (dependent on wind direction on the day) will be signposted from entrance P (papa) on the B390 Shrewton to Chitterne road. For those with GPS the coordinates are 51°11'29.53"N, 1°57'32.59"W.



The entry fee (for any number of classes flown) is £8 which includes the MoD site charge. In coupe, a prize will also be awarded for the top vintage model. The competition will start at 9.30 am and finish at 5.30 pm with any fly-offs shortly thereafter.

For further information please contact Peter Hall [phall789@btinternet.com](mailto:phall789@btinternet.com)  
or Peter Tolhurst [peter.tolhurst@ntlworld.com](mailto:peter.tolhurst@ntlworld.com)

Note that there will be sport flying for SAM 1066 members at the same location. There is a flat area of approx 400 yds x 400 yds, suitable for trimming flights & small models. Come & get ready for the 27<sup>th</sup> April meet at Middle Wallop.

### **Middle Wallop - Sun. 27<sup>th</sup> April:**

We have the first meet of the year at our traditional location, events are combined with the Croydon Wakefield Day. Details for the day are:

#### **Croydon Wakefield Day**

*(Following events to be confirmed)*

4oz Wakefield: 8oz Wakefield: F1B: Norman Marcus event

#### **SAM 1066 Events**

Combined Vintage/Classic Bungee Glider: Vintage / Classic CLG/HLG: Ryback Glider:  
E36 Electric Power: Combined Vintage/Classic Open Power: Jimmy Allen Mass Launch  
R/C Assist (Tomboy etc): Control Line

Plus of course traditional sport flying & trimming for all. Turn up & have a day out enjoying yourself!

### **Middle Wallop - Sat. 31<sup>st</sup> May & Sun. 1<sup>st</sup> June: Preliminary Schedule of events**

#### **Saturday 31<sup>st</sup> May**

Vintage / Classic CLG/HLG: Over 50" Combined Vintage/Classic Glider: Vintage Open Power:  
Club Classic Rubber to BMAS Rules: Under 25" Vintage Rubber  
Natsneez (P E Norman) – use this as useful practice for the SAM Champs event in August.  
Sport flying & trimming for all

#### **Sunday 1<sup>st</sup> June**

Combined Vintage/Classic Bungee Glider: Under 50" Combined Vintage/Classic Glider:  
E36 Electric Power: Vintage Lightweight Rubber: Combined 4oz/8oz Wakefield  
Tailless (Combined Glider, Rubber and i/c Power): Jimmy Allen Mass Launch  
R/C Assist (Tomboy etc): Control Line: Sport flying & trimming for all

### **What else?**

I confess to a total inertia on the modelling front in respect of building anything. This is the first year for a very long time that I haven't built & completed a model in the winter months. Probably due, as mentioned in previous notes, to a surplus of flyable models that have accumulated over time & compounded by not losing any for a couple of years! Plus there are three boxes of plans to be catalogued that sit on the floor of my small study, reminding me that they are still there! It is also very noticeable this year that the requests for plans have dropped considerably - maybe a sign that we are all getting older & less capable of free flight, compounded by a lack of suitable flying space.

Enjoy your flying!

*Roger Newman*

**BMFA Rule Book Error**

Trevor Grey

Please note that there is an error in the 2014 FF Rule Book.

Rule 3.11.1 Mini Contests, para (c) should read:

*(c) In mini contests competitors are entitled to make five official flights for F1G, F1H and F1J classes. For BMFA 1/2A Power, CO2 Duration, Mini Vintage, E30 and P30 competitors shall be entitled to make three official flights.*

*Please note that in E36 there is a schedule of flights as defined in rule 3.11.7. In all cases the maximum shall be 2 minutes, or less at centralised contests if conditions dictate.*

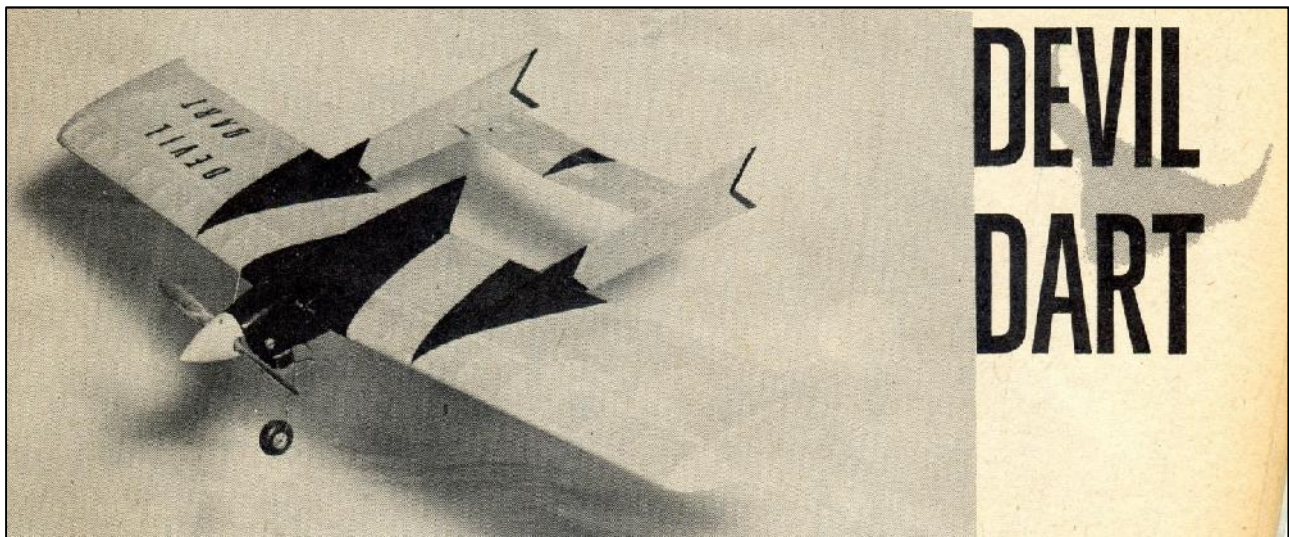
Also note that this error does NOT occur in the amendments to the 2013 FF Rule Book (to produce the effective 2014 FF Rule Book) available from the BMFA Office. Please save this correction and add to your 2014 FF Rule Book.

Thank You,

*Trevor Grey (FFTC Rules Officer)*

**Airplane from America: Devil Dart**

Larry Scarinzi



If this design resembles a neon sign you've seen somewhere, it's because that's where the idea originated. Looking at the profile of the fuselage and booms alone, you will notice a striking resemblance to many arrow shaped signs seen blinking on and off throughout the country. Hmmm . . . everything else has been copied so why can't we copy a neon sign?

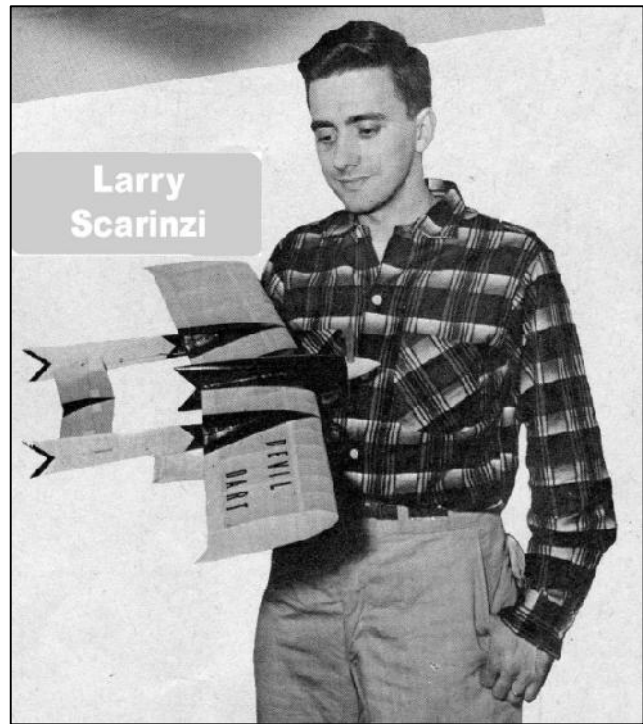
The design is sound and there are no tricks in building or flying the model. We cannot claim that this ship has taken years of development or that it has been flight-tested over a long period of time. The fact of the matter is, that after we got our idea from the neon sign at the local hamburger stand we sat down and designed and built the model in two nights. It has only 15 flights to date. Do not however, let this discourage you as it is reasonably conventional.

With a good .09 the ship is fast and will turn extra tight when you want. The original is capable of performing vertical eights in about 40° on 40-foot lines. It will turn the extra tight and fast winding loops that you have perhaps admired occasionally on your local flying field. Before we go further, let us give you some statistics on attaining this performance.



The original weighed only 7 ounces complete. Sig lightweight balsa was used along with a clear finish to keep weight down. A light wing loading is essential if you want your ship to perform these extra fast consecutive loops that continually grow tighter and tighter before your eyes. If your ship weighs in at under 8 ounces and it is built with reasonable care, you can expect the performance described above.

A good engine is of course essential. There are several good .09 engines currently available. A Torp .09 and Thermal Hopper fuel was used in the original with good results. To the modeller who simply wants consistent sport flying performance and feels that his finished model will weigh 9 ounces or more, we advise lengthening the nose by 1/2 in order to keep the C.G. located close to the point indicated.



Construction of the model is quite easy and conventional. The wing framework is built first. A flat board is helpful if you wish to pin it down. Block up sections where necessary. The center-section is sheeted with 1/16 balsa. Note that there is a reinforcing 1/4 x 1/8 spar in the center-section and on the bottom only. This serves also as a bellcrank support. Mount the bellcrank as indicated by inserting the 1/16 Ply bellcrank mount and passing the mounting screw through the lower spars as well as the plywood. Complete the wing by adding tips, lead-outs pushrod and outboard wing weight.

Cut out fuselage sides from 1/16 and cement in the motor mounts. Join the two sides with the firewall and cement the unit in place on the wing. Make your tank from tin stock or buy a Perfect No. 6 tank and modify the fuel outlet and vents. The fuel draw tube should be located to draw fuel from a point 1/2 way down and about 1/4 in from the rear end of the tank. One vent is used. This vent runs through the bottom of the tank and ends as close to the top as possible. Install the tank in the position shown, cut through the center sheeting where necessary.

Bend the one wheel gear to shape and mount it to the 1/16 ply firewall. Drill the engine bearers to suit the engine used. Complete the fuselage by adding the remaining formers, top and bottom. Sand the entire wing and fuselage.

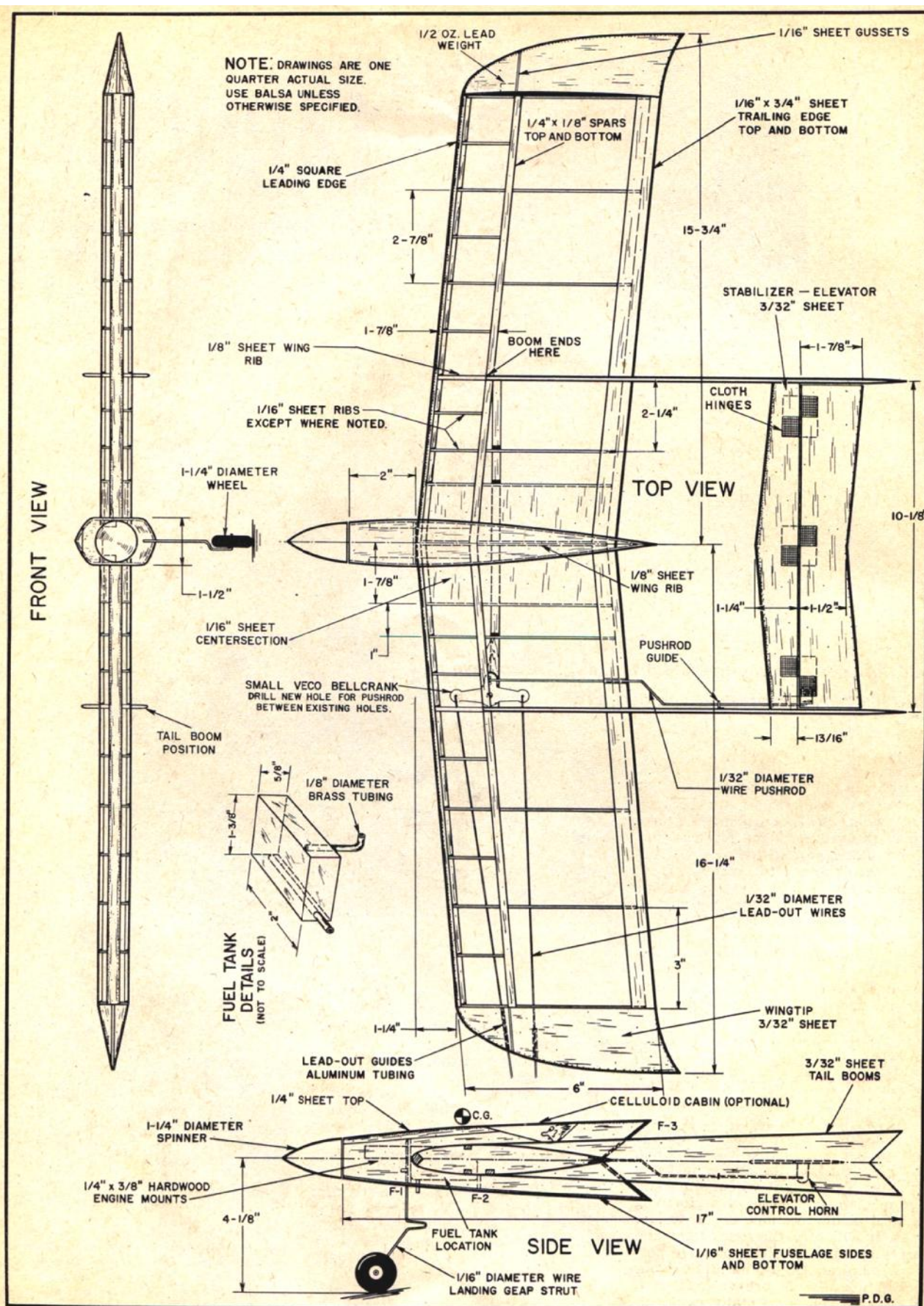
For convenience, we advise covering the wing at this point. Be sure the covering is securely stuck to the 1/8 ribs that serve as boom mounts.

The two 1/8 booms and horizontal tail may now be cut out. Cement the booms in place being sure to align them properly. Bolt the control horn to the elevator. We advise bending the pushrod wire before cementing the stab in place. Then you may slide the stab forward or back to give equal amounts of up and down. Add the pushrod guide and you are ready to finish the model. Apply several coats of thinned down clear dope and trim to your liking. We preferred the arrow like trim shown in the photos.

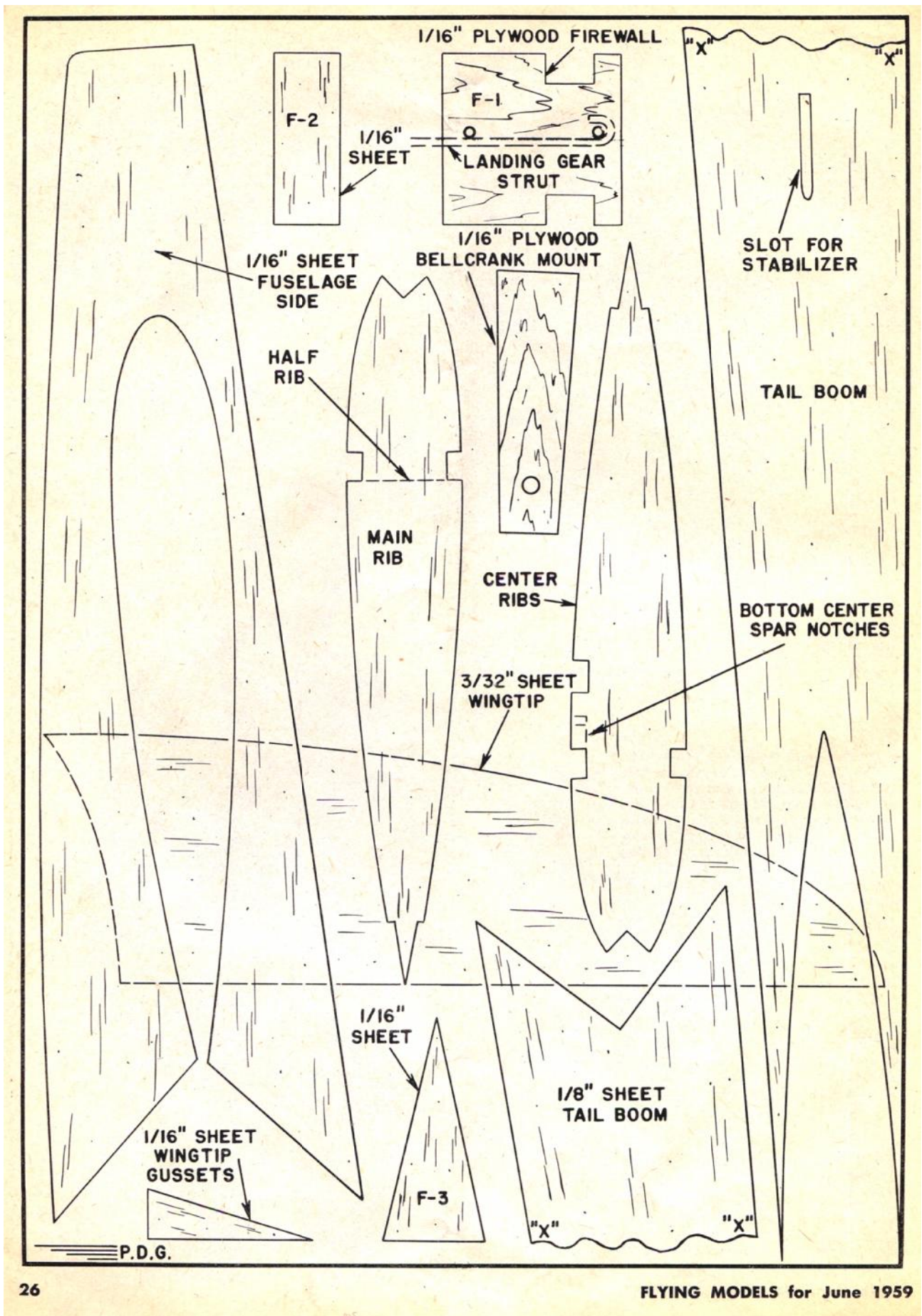
Flying is straight forward. We used 40-foot .010" diameter lines with a small handle.

When using the one vent tank described, fill the tank by holding the nose straight down and the inside wing low. This allows the tank to "breathe" through the fuel draw tube while fuel is being pumped in through the one vent.

When the engine is set, have your helper hold the model pointed out slightly and release it as you would any conventional model. Feel the ship out through several safely high and wide maneuvers and then, depending on your experience, proceed to more advanced maneuvers.







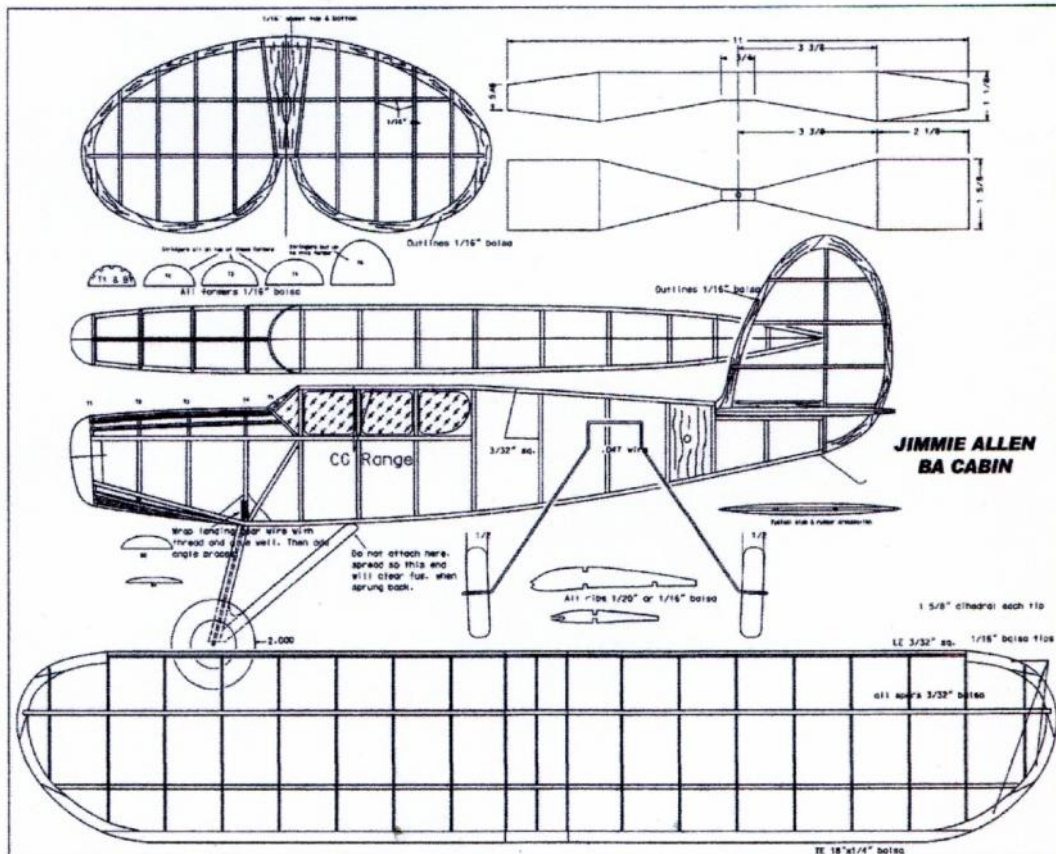


# JIMMIE ALLEN 2014

Four Jimmie Allen Competitions again this year at  
Middle Wallop Army Airfield, Stockbridge, SO20 8DY

The dates are 27<sup>th</sup> April, 1<sup>st</sup> June, 24<sup>th</sup> August and 28<sup>th</sup> September

They are all Sundays, after lunch, mass launch at 2pm



E-mail [rogerknewman@yahoo.com](mailto:rogerknewman@yahoo.com) for plan files of the following models:-

J.A. BA Cabin aka Skokie 25" span

J.A. BA Parasol aka Racer 28" span

J.A. Monsoon Clipper 29" span

J.A. Silver Streak 32" span

J.A. Yellow Jacket 26" span

J.A. Bluebird 38" span

J.A. Special 20" span

J.A. Sky Raider 26" span

J.A. Thunderbolt 24" span

There is even a pack of all the above plan files available by e-mail, check them out on your computer, decide which to build, and take the file to your local print shop for a full size paper plan.

The competition is a one flight mass launch, last model down wins. Any queries or should you need printed paper plans please contact Roy Tiller, e-mail [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com) tel 01202 511309



The chart shows some qualifying models.

### Plans from:-

SAM1066	e-mail Roger at	<a href="mailto:rogerknewman@yahoo.com">rogerknewman@yahoo.com</a>
Buckle	visit Colin at	<a href="http://www.benbucklevintage.com">www.benbucklevintage.com</a>
Scott	visit Derick at	<a href="http://www.model-plans.co.uk">www.model-plans.co.uk</a>
Smith	e-mail Colin at	<a href="mailto:csmithbmth@gmail.com">csmithbmth@gmail.com</a>
Woodhouse	visit Mike at	<a href="http://www.freeflightsupplies.co.uk">www.freeflightsupplies.co.uk</a>
X List	visit	<a href="http://www.myhobbystore.co.uk">www.myhobbystore.co.uk</a>

**THE COURIER**  
 1/2 Full size plan  
 by  
**ARCHIE MILLAR**





## News from SAM 35



Many of you will know that Sam 35's traditional home is Old Warden. This year, as usual, we are supporting ModelAir and running competitions/events at their meetings. This is especially true for control line as a full programme of competitions are scheduled for both the Saturday and Sunday of all the meetings. New this year are competitions for Vic Smeed's Scatterbrain biplane stunter, the APS plan T Tray and Profile Thompson Trophy racers. These coupled with the vast array of control line activities and competitions make these meetings unique and a not to be missed spectacle. The dates are May 3/4, July 19/20 and September 27/28.

This year we will be running single channel spot landing competitions on all three Sundays. The Mayfly will be for the Mercury Magna, the Scale Weekend is for any model and as described below, the Festival of Flight for Vic Smeed designs. These comps are proving very popular and a great spectator sport!

The Scale weekend Sunday is where the KK Trophy is awarded to a sports free flight model that catches the eye of the judges. Low key yes, but this year it could be you! Additionally, there is emphasis on control line scale in various categories with the award of a splendid silver mounted decanter donated by Andrew Housden, SAM35 Secretary, to the entry adjudged to be the best overall in terms of scale fidelity, construction and flight performance.

The September meeting in particular is special for many reasons. We honour one of the Modelling giants, Vic Smeed, by holding a single channel spot landing competition for any of his designs that would have been powered by a Mills 75, and displaying models of his designs for all to see and select a winning model. Also at this meeting there will be a competition for models powered by any original Mills engine. 2014 marks the 50th anniversary of the ceasing of production of the famous Mills range of diesels, and to commemorate this SAM35's Andrew Housden has put up a "Mills Diesel" trophy. Basically, this is for any type of model aircraft (ie control line, FF, RTM, etc) powered by an original Mills diesel – so no Boddos, Attachports, Irvines, Hobbs, Giles, Indian et al. Marks will be awarded for originality of the engine, workmanship in the model's construction/use of period materials, and flight performance. Turning up with a Mills 2.4 and a can of Mills Blue Label fuel could well earn extra points! Again these models will be presented for all to see and someone will win this special silver trophy that can be retained in perpetuity; there are also second and third prizes!

**Retro/Vintage event:** Pontefract on 8th June.

This fabulous event will be running again for the third year. Sam 35 is running duration and single channel competitions at the meeting as well as flying vintage CL in two circles. See <http://www.pandasaaero.co.uk/vintage.html> for all the details.

**Sam 35 Indian Summer Meeting:** Barkston Heath Sun 21st September

This one day meeting will be the same format as last year's Oktober Fest with Free Flight, Control Line and RTM, and possibly radio control. Some comps may well be forerunners for the Retro Nats to be held in May next year also at Barkston. Keep checking the SAM 35 web site for details and of course the monthly SAM 35 Speaks magazine.

For more details contact Ian Lever 01706 659603 email: [ian.lever@ntlworld.com](mailto:ian.lever@ntlworld.com)

To join Sam 35 contact Kevin Richards 01609 772818

email: [kevin.richards2@tiscali.co.uk](mailto:kevin.richards2@tiscali.co.uk)





## Great News!

### Sam 35 will be running a Rally at the 2014 Free Flight Nationals

**Sam 35** are pleased to announce that they are once again participating in the Free Flight Nationals. In cooperation with the Free Flight Technical Committee there will be a full programme of competitions and activities to cover all of Sam's main interests. The draft programme is shown below as they may be able to add some control line flying on the Monday as well additional competitions in the same vein as those already confirmed.

The great news is that RTM ( Radio Trimmed Models) flying can take place on all three days from the Sam 35 flight line for the various competitions and practise. It must be emphasised that **no** Radio Control flying is allowed **anywhere** and all RTM flying must be from the Sam flight line only and to the guidelines published jointly by the BMFA and Sam35. These are available from the BMFA or Sam 35 web site and will be available on the day.

SAM35 Contact for event is Ian Lever Chairman SAM35 tel 01706 875875 and details are on the Sam 35 website: [sam35.org.uk](http://sam35.org.uk)

#### **Saturday 24th May**

C/L Vintage Team Race Class A

C/L Phantom Speed

C/L Weatherman Speed

C/L Baby Biplane

FF Combined 4oz. Vintage Wakefield with midi sized rubber, i.e. span more than 34" and wing area less than 190sq. in.

RTM Practice for duration and precision events

#### **Sunday 25th May**

C/L Vintage Team Race Class A

C/L Phantom Speed

C/L Weatherman Speed

C/L Baby Biplane

RTM Precision competition and practice

FF 8oz. Vintage Wakefield

Car Boot Sale near the hanger

#### **Monday 26th May**

FF <25" span Vintage Rubber

Up to 36" span bungee launched gliders

RTM Vintage Power Duration competition and practice

All SAM activities start at 10.00 am

Andy Brough PRO Sam35

## Crookham Gala

### Sunday 20th April 2014

Due to the non availability of Middle Wallop, and with the agreement of the FFTC, this year's Crookham Gala will be held on Training Area 8, Salisbury Plain. The following classes will be flown, with the aim of providing something for everyone.

Combined Glider )

Combined Rubber ) to BMFA rules

Combined Power )

E36 Crookham rules – 3 flights at 10 sec motor run, fly-off 5 sec

Coupe d'hiver (inc vintage coupe) – a Southern Coupe League event

The entry fee (for any number of classes flown) is £8 which includes the MoD site charge. In coupe, a prize will also be awarded for the top vintage model.

The competition will start at 9.30 am and finish at 5.30 pm with any fly-offs shortly thereafter.

The route to the contest site (dependent on wind direction on the day) will be signposted from entrance P (papa) on the B390 Shrewton to Chitterne road. For those with GPS the coordinates are 51°11'29.53"N, 1°57'32.59"W.

For further information please contact:

Peter Hall [phall789@btinternet.com](mailto:phall789@btinternet.com)

or Peter Tolhurst [peter.tolhurst@ntlworld.com](mailto:peter.tolhurst@ntlworld.com)



## **Croydon Wakefield Day**

**Sunday, April 27<sup>th</sup> 2014**

**Middle Wallop, SO20 8DY**

**51° 08' 59.18"N, 1° 34' 25.15"W**

F1B, for the Thurston Trophy  
4oz Vintage Wakefields for the Fairlop Cup  
8oz Vintage Wakefields for the Ted Evans Trophy

SAM-eligible models will be allowed  
10 second bonus for r.o.g. in the Vintage classes.

**Marcus Lightweight Challenge**  
for the four Marcus lightweight designs  
Raff V, Supa Dupa, Dynamite and Bazooka.

**The start is 10 a.m.**

F1B will be flown in rounds starting at 10.00  
The airfield is available for other free-flight trimming

Contact : [martindilly@compuserve.com](mailto:martindilly@compuserve.com) or call 020 8777-5533

Contact : [ray.elliott8@btinternet.com](mailto:ray.elliott8@btinternet.com) or call 020 8997 7745

## **Coupe Europa**

**Sunday September 28th**

**Middle Wallop SO20 8DY**

**51° 08' 59.18"N, 1° 34' 25.15"W**

F1G, coupe league event  
Vintage Coupe d'Hiver for AAA Cup.  
Flitehook Europa Team Trophy for F1G teams

**10 a.m. start. F1G in rounds.**

**Contacts:**

David Beales on +44 (0)1795-2553721  
or e-mail; [addickab@aol.com](mailto:addickab@aol.com)

phone/fax Martin Dilly on +44 (0)20 8777 5533  
or e-mail: [martindilly@compuserve.com](mailto:martindilly@compuserve.com).

Ray Elliott on +44 (0) 20 8997 7745  
or e-mail: [ray.elliott8@btinternet.com](mailto:ray.elliott8@btinternet.com).





## BMFA Indoor Technical Committee

We wish to announce a new worldwide postal event for - **Indoor hand launched gliders (FIN).**

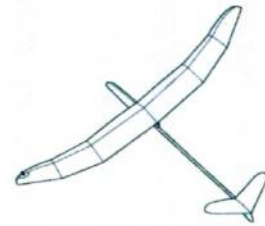
The event will run from January 2013 through to June 13th 2014 and anyone is invited to participate. Any model can be flown and in any site, indexing will be applied to the submitted times to reflect the category of ceiling. The winner will be announced at the British Indoor Nationals in June 2014. The rules will be uncomplicated following the FAI FIN rule book. All of the times, photographs, models and plans received from the entrants will be publicised on the Indoor Technical Committees website

<http://www.indoorduration-gbr.co.uk/>

Details, applications, score cards, prizes etc. will be announced in the next few weeks, in the meantime if you wish to participate please contact me

[mark.benns@ntlworld.com](mailto:mark.benns@ntlworld.com)

Mark Benns  
Indoor Technical Committee



## BMFA South West Indoor Flying

organised by

**Cornwall Vintage Aeromodellers**

at

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

Flying from 1200 to 1600 on

Sunday	17 <sup>th</sup>	November 2013
Sunday	15 <sup>th</sup>	December 2013
Saturday	18 <sup>th</sup>	January 2014
Friday	14 <sup>th</sup>	February 2014
Sunday	9 <sup>th</sup>	March 2014

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

Admission: **Flyers £7, Spectators £3**

Contact:

Cornwall - David Powis on 01579 362951  
([dave\\_powis@hotmail.com](mailto:dave_powis@hotmail.com))

Devon - Roger Bellamy on 01752 311786  
([randmbellamy@gmail.com](mailto:randmbellamy@gmail.com))



Indoor Flying with the South Birmingham MAC

Free Flight Only

**Thorns Leisure Centre.**

**Stockwell Ave.**

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

Saturdays 1pm until 4pm

**2014**

**18<sup>th</sup> January;**

**15<sup>th</sup> February**

**15<sup>th</sup> March;**

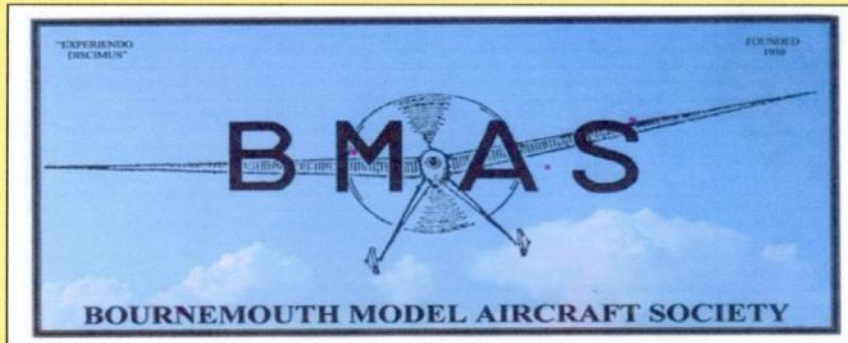
**12<sup>th</sup> April;**

**10<sup>th</sup> May**

Admission - Flyers £5.50 - Spectators £2.00

For further information phone Colin Shepherd 0121 5506132

or e-mail [colin@colinwilliam.wanadoo.co.uk](mailto:colin@colinwilliam.wanadoo.co.uk)



## INDOOR MODEL FLYING

**TUESDAY 28<sup>TH</sup> JANUARY 2014**

**TUESDAY 25<sup>TH</sup> FEBRUARY 2014**

**TUESDAY 25<sup>TH</sup> MARCH 2014**

**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 £5**

**Spectators £1.50**

**CONTACTS: JOHN TAYLOR TEL.No 01202 232206**

**ROY TILLER e-mail [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)**



# **SOUTH HANTS INDOOR FLYERS**

[www.wcaff.info](http://www.wcaff.info)

## **2013 -2014 INDOOR FREE-FLIGHT MEETINGS**

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

**All events on Thursday evenings 18.30 until 22.00  
excepting Xmas specials**

**2013**

**October 31<sup>st</sup> November 28<sup>th</sup>**

**XMAS Daytime Special: Sunday December 29<sup>th</sup>. 10:00 – 16:00**

**2014**

**January 30<sup>th</sup>. February 27<sup>th</sup>. March 27<sup>th</sup>  
April 24<sup>th</sup>. May 29<sup>th</sup>. June 26<sup>th</sup>.**

### ***SUMMER BREAK***

**September 25<sup>th</sup>. October 30<sup>th</sup>. November 27<sup>th</sup>.**

**XMAS Daytime Special: Monday December 29<sup>th</sup>. 10:00 – 16:00**

The Main Hall at Wickham Community Centre is suitable for indoor free flight models  
of all types, with a ceiling free of obstructions.

Tables and chairs will be available in the hall.

The organisers are always grateful for help with moving furniture.

Please note that NO remote-control models may be flown at these meetings.

Admission will still be £4 for adult fliers and £1 for junior fliers and spectators,  
due to continued generous support from SABMFA,  
accompanied junior spectators will be admitted free.

Fliers MUST be insured and proof may be required by the organisers.

Flitchhook, 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 [info@wcaff.info](mailto:info@wcaff.info)

## **Control-Line Stunt Competitions**

### **Cofton Park,**

Low Hill Lane, Longbridge, Birmingham, B31 2BQ.

**Sunday April 27<sup>th</sup> 2014**

**South Birmingham MAC 3 in 1 C/L Comp**

### **Old Warden**

**Saturday May 3<sup>rd</sup> 2014**

**Vintage Stunt; for the Hewitt Shield  
&**

**Mick Taylor's Taster Stunt**

Details contact Eric Hawthorne:

tel – 01384 423647 email – [erichaw33@hotmail.co.uk](mailto:erichaw33@hotmail.co.uk)

**L'AQUILONE SAM 2001  
TOMBOY RALLY INTERNATIONAL POSTAL CONTEST  
01/06/2013 – 31/05/2014**

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

**Model**

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

**Engine/motors**

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

**36" WINGSPAN**

I.C. Engines:

- ?? Any engine with 1 cc. maximum displacement;
- ?? Fuel tank : 3 cc.
- ?? R/C carburettor is admitted.

Electric Motors:

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

**48" WINGSPAN**

I.C. Engines:

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

Electric Motors:

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

**Flights and results**

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

**Awards :**

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

**Results**

Results, address, photos and technical specification about model must be forwarded to the Organization within the 31<sup>st</sup> July 2014 to: Curzio Santoni (cusanton@tin.it) or to Gianfranco Lusso ( gfl@orange.fr ).  
Many pleasant flights and happy landings to ALL !!!!

**SPECIAL PRIZE VIC SMEED**

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

**SPECIAL PRIZE DAVID BECKER**

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

Good thermals



## **22nd Annual Worldwide Postal Competition 2013/2014, Includes the KK Senator Postal**

The purpose of this postal contest is to encourage friendly participation between aeromodellers worldwide with the prime emphasis being on low-key, leisurely flying without the pressures of 'regular' competition. A wide variety of events are offered including classes for types and sizes of models which have been overtaken and/or outclassed by modern developments or are perhaps too small to be considered for 'serious' competition work, such as 20" and 25" Rubber and Cloud Tramp, many of which can be flown at any time on smaller local sites without the necessity of travel to more formal contests at larger areas.

Flights may be made outdoors between **August 9th 2013 and June 30th. 2014** inclusive; it is not required that all flights in any event be made upon the same day but each is to be pre-nominated as 'official'. The general format (with exceptions as noted) is for three or more flights to the specified maximum; after three (or more) maximums further flights will be made to a score increasing by increments until the model fails to reach the duration target for that flight. The final score will be the total of all flights, recorded in seconds; the purpose of this scoring system is to reduce the possibility of models being lost in an 'unlimited flyoff' and as flights may be made at any time within the contest period it does not entail unduly arduous flying sessions to complete same. In classes where maximum sizes are established, the span shall be measured as per plan, not as 'projected span'. 'Vintage/Oldtimer' classes are for designs authenticated to have been flying outdoors prior to December 31<sup>st</sup>. 1950, even though plan publication may be of a later date in any kit, commercial magazine, SAM publication, club newsletter, etc. Multiple entries with different models may be made in all events but flights in one event may not be 'doubled up' with any other class for which a given model is eligible – separate flights, please.

The 20" Rubber class is to encourage the flying of all such models designed for outdoor use and not usually considered competitive against larger designs. There is no restriction on publication or production date and all designs 'published' in/on freely available sources i.e. newsletters, websites, etc are acceptable provided such source and/or details are made available to others.

To maximise flying opportunities there is ample scope for rubber models and gliders to be flown in multiple events and you are encouraged to take stopwatch, pencil and notepad with you each time you go to your local field, or to a contest, as an added incentive to your flying enjoyment. Bear in mind, also, that any number of individual models may be flown in any event for which they are eligible.

A full report will be forwarded to each entrant by mail or e-mail as appropriate. To assist in the compilation of same a brief account of weather, site, flying anecdotes, photographs, etc. would be appreciated when scores are submitted. Please ensure that all scores are forwarded to arrive by July 15th 2014 as I have limited time thereafter to collate, print and distribute results; earlier submissions would be most gratefully received! I welcome any comments regarding amendment to any event rules that might make same more attractive, or suggestions for other classes that might be considered of general interest in any future Contest.

Please advise if you have an Email address; transmission of entries/scores/reports/results to me by this means helps to reduce overall costs, eases communications and enables wider distribution of submitted photos. Please return your entries to:- Caley Ann Hand 6639 Datura Avenue Twentynine Palms, California 92277 USA

email: [caleyannhand@yahoo.com](mailto:caleyannhand@yahoo.com)

**GOOD FLYING - GOOD LUCK - and ... above all ...  
HAVE FUN!**

**Caley Hand**

**Competition Rules Below**



## World Wide Postal EVENTS:-

**20" Rubber** - For any published outdoor designs not exceeding 20"/51cm span . Three flights to 60 second maximum followed by 30 second increments thereafter.

**25" Rubber.** Any models up to 25"/63.5cm span. Three flights to 60 second maximum followed by 30 second increments thereafter.

**30" Vintage/Oldtimer** - For designs pre-1951, not exceeding 30"/76cm. Three flights to a 90 second maximum followed by 30 second increments thereafter.

**42" Vintage/Oldtimer** - For designs pre-1951, with spans greater than 30"/76cm but not exceeding 42"/107cm. Three flights to a 120 second maximum followed by 30 second increments thereafter.

**P30 Rubber** - Standard P30 rules. Three flights to 120 second maximum followed by 60 second increments

thereafter. No gears or movable surfaces, other than for d/t operation.

**Freewheel Rubber** - Any published outdoor design with a freewheeling propeller is eligible, wing span not exceeding 36"/91cm. Three flights to 90 second maximum followed by 30 second increments

**Unlimited Rubber** -any rubber model with wingspan not exceeding 42"/107cm. No auto surfaces. Three flights to a 120 second maximum, followed by 60 second increments thereafter.

**KK 'Senator'** A one-design class for this popular design. Three flights to 120 second maximum, followed by 60 second increments thereafter.

**Cloud Tramp** - Any version of the Cloud Tramp design as published. 8" prop (plastic OK), any type of prop bearing. Five flights, no maximum; longest and shortest will be discarded and balance totaled for score.

**Small Bungee Launched Glider** - Any glider to a maximum span of 36" Bungee will consist of two parts, a 22.5 meter towline and 7.5 meters of 1/8 inch rubber. Three flights to 60 second maximum followed by 60 second increments.

**Catapult/Handlaunch Glider (small)** - For any glider with wingspan no greater than 12"/30.5 cm. Six flights, 60 second maximum (flights under ten seconds need not be reported). If six maximums scored, 30 second increments thereafter. Catapult - a 9" loop of 1/4" flat rubber attached to a 6" handle. Multiple entries permissible.

**Catapult/Handlaunch Glider (large)** - For any glider larger than 12"/30.5cms. Rules as above.

**Embryo** - FAC rules apply for structure size (see Flying Aces Club website for rules) Maxes are 120 seconds with each successive flight increasing by 30 seconds

**NOTE: The following are for those who are new to the hobby with less than 3 years experience**

**Novice Basic Stick Fuselage** - rubber powered, wingspan 13 inches or less (example: AMA Cub, Squirrel, Denny Dart) 3 flights Max is 45 seconds for the first three flights with successive flights increasing 15 seconds each flight .

**Novice Basic Built-up Fuselage** - rubber powered, wingspan up to 18 inches . (examples are the Pusycat and Big Pusycat) Maxes are the same as the Basic Stick Fuselage

**Novice P-30** - Basic P-30 rules apply with the following exception. Maxes are 90 seconds for the first three flights with each successive flight increasing by 30 seconds each flight.

**Scale** - This year we have one builds for three categories of scale.

Low-wing scale build is the P-40, any version

High-wing scale build is the Pilatus Porter, any version

Biplane scale build is the Antonov AN-2

Flights of less than 20 seconds can be re flown. Five official flights are required. The longest and shortest flight are discarded, and the remaining three are totalled for your flying score. Maximum wingspan is 22 inches..

**NOTE:** Scale is still an experiment. Based on participation, next year will see scale Postal flying expanded to many of the Flying Aces categories. There is no scale scoring.



# Salisbury Plain Dates 2014

## Free Flight On Area 8

Those who are regular users of Area 8 on Salisbury Plain for free-flight trimming and contests will know that there is now only one access point, 51°11'29.53"N, 1°57'32.59"W (Point Papa).. The more easterly point is now blocked off.

At present only two major Army exercises are planned that are likely to affect Area 8, Jan. 9-17th and May 6-16th, but as usual, in case of any short-notice military changes, you must send your email address to:

Peter Tribe ([petertribe46@talktalk.net](mailto:petertribe46@talktalk.net))

### The following dates are provisionally available.

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

Send an SAE and your £15 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 2014 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 it's already on it).



## VINTAGE RADIO & CONTROL LINE

at MIDDLE WALLOP, 2014

(Courtesy of the Army Air Corp Centre. MAC)

(Vintage Radio to Dec 1959)

Radio 27MHz. 35MHz +2.4GHz

### **SUNDAY APRIL 27<sup>th</sup>**

**SAM 1066**

Control Line [no combat wings] Mini Speed & Spitfire Scramble.  
Tomboy 3 & Tomboy Senior Competitions  
R/C Vintage Power Duration Competitions + Vintage Precision

### **SUNDAY JUNE 1<sup>st</sup>**

**SAM 1066**

Control Line [no combat wings] Mini Speed & Spitfire Scramble.  
Tomboy 3 & Tomboy Senior Competitions  
R/C Vintage Power Duration Competitions + Vintage Precision

### **SUNDAY AUGUST 24<sup>th</sup>**

**SAM 1066**

Control Line [no combat wings] Mini Speed & Spitfire Scramble.  
Tomboy 3 & Tomboy Senior Competitions  
R/C Vintage Power Duration Competitions + Vintage Precision

### **MONDAY AUGUST 25<sup>th</sup>**

**SAM 1066**

**Note:-** only 2.4GHz to be used on Mon Aug 25th

Vintage Power + Vintage Precision

### **SUNDAY SEPT 28<sup>th</sup>**

**SAM1066**

Control Line [no combat wings] Mini Speed & Spitfire Scramble.  
Tomboy 3 & Tomboy Senior Competitions  
R/C Vintage Power Duration Competitions + Vintage Precision

## **FLYERS MUST BE COVERED BY BMFA INSURANCE,**

this is the only acceptable insurance at the venue  
and must be shown when signing on

For further information contact:

[C/L] James Parry, 01202625825, email, [JamesIParry@talktalk.net](mailto:JamesIParry@talktalk.net)

[R/C] Tony Tomlin, 02086413505, email, [pjt2.alt2@btinternet.com](mailto:pjt2.alt2@btinternet.com)

[Vintage Power Duration + Vintage Precision]

Bill Longley, 01258488833, email, [tasuma@btconnect.com](mailto:tasuma@btconnect.com)

For more details of mini speed, Spitfire Scramble etc.

see <http://www.wessexaml.co.uk>

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



# WESSEX AEROMODELLERS LEAGUE + C/LINE

## 2014 COMPETITIONS

website: [www.wessexaml.co.uk](http://www.wessexaml.co.uk)

April 2014				
<b>Sunday 6</b>	<b>Wessex AML</b>	<b>Tomboy Round 1</b>	<b>WMAC</b>	<b>Cashmoor</b>
<b>Sunday 13</b>	<b>Control line only</b>	<b>Open</b>	<b>WMAC</b>	<b>Cashmoor</b>
<b>Sunday 20</b>	<b>R/C Vintage</b>	<b>Open + VPD+ c/line + TT</b>	<b>DMFG</b>	<b>Blandford</b>
<b>Sunday 27</b>	<b>Wessex AML</b>	<b>600RES Round 1</b>	<b>WMAC</b>	<b>Cashmoor</b>

May 2014				
<b>Sunday 11</b>	<b>Scale &amp;</b>	<b>Aerotow</b>	<b>DMFG</b>	<b>Blandford</b>
<b>Sunday 18</b>	<b>Wessex AML</b>	<b>Tomboy Round 2</b>	<b>Winc'n Falcons</b>	<b>Templecombe</b>
<b>Sat 24 S 25 M 26</b>	<b>Vintage</b>	<b>event</b>	<b>Brize</b>	<b>Norton</b>
<b>Saturday 31</b>	<b>Wessex AML</b>	<b>600RES Round 2</b>	<b>DMFG</b>	<b>Blandford</b>

June 2014				
<b>Sunday 1</b>		<b>Control line</b>	<b>SAM 1066</b>	<b>Middle Wallop</b>
<b>Sunday 8</b>	<b>Wessex AML</b>	<b>600RES Round 3</b>	<b>SMFC</b>	<b>T B A</b>
<b>Sunday 22</b>	<b>r/c Vintage</b>	<b>Open + VPD + c/l</b>	<b>DMFG</b>	<b>Blandford</b>
<b>Sunday 29</b>	<b>Wessex AML</b>	<b>Tomboy Round 3</b>		<b>West Winterslow</b>

July 2014				
<b>Sunday 13</b>	<b>Wessex AML</b>	<b>Tomboy Round 4</b>	<b>Ilmin'r SAM 35</b>	<b>Merryfield</b>
<b>Saturday 26</b>	<b>Scale &amp; WW1</b>	<b>+ Military</b>	<b>DMFG</b>	<b>Blandford</b>
<b>Sunday 27</b>	<b>Wessex AML</b>	<b>600RES Round 4</b>	<b>DMFG</b>	<b>Blandford</b>

August 2014				
<b>Sunday 17</b>	<b>Wessex AML</b>	<b>600RES Round 5</b>	<b>Marlboro' MFC</b>	<b>Collin' Kingston</b>
<b>Sun 24 &amp; Mon 25</b>	<b>Bank holiday</b>	<b>Control line</b>	<b>Sam 1066</b>	<b>Middle Wallop</b>
<b>Sunday 31</b>	<b>Wessex AML</b>	<b>Tomboy Round 5</b>		<b>West Winterslow</b>

Sept 2014				
<b>Sunday 7 reserv.</b>	<b>Wessex AML</b>	<b>600RES Round 5</b>	<b>Marlboro MFC</b>	<b>Collin' Kingston</b>
<b>Sunday 28</b>		<b>Control line</b>	<b>SAM 1066</b>	<b>Middle Wallop</b>

October 2014				
<b>Sunday 5 reserv.</b>	<b>Wessex AML</b>	<b>600RES/Tomboy</b>	<b>DMFG GALA</b>	<b>Blandford</b>
<b>Sunday 12</b>	<b>Control line only</b>	<b>Open</b>	<b>WMAC</b>	<b>Cashmoor</b>
<b>Sunday 26 reser</b>	<b>Wessex AML</b>	<b>600RES/Tomboy</b>	<b>DMFG GALA</b>	<b>Blandford</b>

Nov 2014				
<b>Friday 7 or Saturday 8</b>	<b>Wessex end of season/pub day</b>	<b>Tomboy &amp; 600 RES</b>	<b>Fly/Feast/Freeze Prize giving</b>	<b>Blandford</b>
<b>Friday 14 or Saturday 15 res'</b>	<b>Wessex end of season/pub day</b>	<b>Tomboy &amp; 600 RES</b>	<b>Fly/Feast/Freeze Prize giving</b>	<b>Blandford</b>

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

Website: [www.wessexaml.co.uk](http://www.wessexaml.co.uk)

Contact: [Christopher.hague@ntlworld.com](mailto:Christopher.hague@ntlworld.com)



### Michael Woodhouse

mike@freeflightsupplies.co.uk & <http://www.freeflightsupplies.co.uk>

Plans of models designed by Geoff Lefever

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

### DBHL Plan Service: 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 31<sup>st</sup> 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](mailto:rogerknewman@yahoo.com),

quoting Plan Name & I.D. number ( 1<sup>st</sup> & 2<sup>nd</sup> 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](http://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.



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](mailto: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.



# MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

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

The list below includes Vintage Models generally pre 1951 and Classic Models 1951 to 1961.

Photos of most models can be seen on my website - [www.msp-plans.blogspot.com](http://www.msp-plans.blogspot.com)

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

<b>MICK FARTHING 1942</b>	The 40 in span Lightweight Contest rubber model with a diamond fuselage.
<b>MICK FARTHING'S THE PAPER BAG'</b>	Mick Farthing's last lightweight rubber model of 1946.
<b>RAFF V 1947</b>	Designed by Norman Marcus who was National Champion in 1946.
<b>ODENUAN'S 1950 NORDIC A2</b>	Swedish Championship glider, placed second in the first World International in 1950.
<b>SENATOR 1950</b>	RUBBER Designed by Albert Hatfull and kitted in 1950. Twin plan with Ace
<b>ACE 1950 RUBBER</b>	Designed by Bill Dean and kitted in 1950. Twin plan with <b>SENATOR</b> .
<b>ENGLISH VIKING 1953 A2 GUDER</b>	Designed by Bill Farrance twice winner of the SAM Radislav Rybach trophy.
<b>CRESTA</b>	A 38 in wingspan low-wing design for small diesel or electric motor installation.
<b>FRED BOXALL'S 1956 OPEN RUBBER MODEL</b>	Twin plan with Boxall's <b>SEAPLANE</b> .
<b>FRED BOXALL'S SEAPLANE (1965)</b>	Twin plan with the 1956 <b>OPEN RUBBER MODEL</b>
<b>LAST RESORT 1956 CLASSIC RUBBER</b>	Open Rubber Model designed by Jim Baguley, Twin plan with <b>FIRST RESORT</b> .
<b>FIRST RESORT 2006</b>	by Martyn Pressnell for the BMFA Rubber Class. Twin plan with <b>LAST RESORT</b> .
<b>WINDING BOYII 1956</b>	by Urtan Wannop, 38 in. span, Twin plan with <b>McGILLIVRAY'S LIGHTWEIGHT</b> .
<b>JACKMcGILLIVRAY'S LIGHTWEIGHT 1958</b>	36 in. span lightweight rubber model Twin plan with <b>WINDING BOYII</b> .
<b>CAPRICE 1959 GLIDER</b>	The renowned lightweight glider of 51 in span. Twin plan with <b>GAUCHO</b> .
<b>GAUCHO1960</b>	power duration model for 1.5 cc engines. Designed in 1959 Twin plan with <b>CAPRICE</b> .
<b>VAKUSHNA1959 A2</b>	Designed by Brian Dowling this glider won the 1960 Richer Cup

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

<b>JUDGE 1945 WAKEFIELD</b>	by Bert Judge to the 1945 rules as a direct descendant of his 1936 Wakefield Cup winner,
<b>HERMES MAJOR</b>	A 150% enlargement to 61% in span, of the 1949 <b>HALFAX HERMES</b>
<b>FRANK LOATES' 1949 WAKEFIELD</b>	Canadian Wakefield 5 <sup>th</sup> in the World Championships at Cranfield, England, in 1949.
<b>BORJE BORJESSON'S 1949 WAKEFIELD</b>	Swedish Wakefield 6 <sup>th</sup> in the World Championships at Cranfield, in 1949.
<b>GHOST WAKEFIELD 1951</b>	John Gorham's 1951 Wakefield, a successful rubber model from the early 1950's.
<b>RON WARRING'S 1952 WAKEFIELD</b>	The geared geodetic model, developed by Ron Warring for twin motors,
<b>NIGHT TRAIN Mk I 1960</b>	George French's Night Train which pioneered the use of VIT systems in the UK

To order plans for UK delivery please write with cheque (£ sterling) made payable to

Martyn Pressnell, 1 Vitre Gardens, Lymington, Hants, S041 SNA.

For overseas delivery of Popular Plans send local bank notes equivalent to £10.00.

Enquiries: please write or email [martyn.pressnell@btinternet.com](mailto:martyn.pressnell@btinternet.com)

## MSP-PLANS ARE PLEASED TO PRESENT A NEW BLOGSPOT

This has just been produced to replace my former website which BT have declined to support and which I am now unable to maintain The new address is; [www.msp-plans.blogspot.com](http://www.msp-plans.blogspot.com)

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

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

## Provisional Events Calendar 2014

With competitions for Vintage and/or Classic models

February 23 <sup>rd</sup>	Sunday	*BMFA 1 <sup>st</sup> Area Competitions
March 16 <sup>th</sup>	Sunday	*BMFA 2 <sup>nd</sup> Area Competitions
April 6 <sup>th</sup>	Sunday	*BMFA 3 <sup>rd</sup> Area Competitions
April 18 <sup>th</sup>	Friday	Northern Gala - Barkston/Church Fenton
April 20 <sup>th</sup>	Sunday	Crookham Gala & <b>SAM1066</b> - Salisbury Plain
April 27 <sup>th</sup>	Sunday	Middle Wallop - <b>SAM1066</b> competitions
May 24 <sup>th</sup>	Saturday	BMFA Free-flight Nats, Barkston
May 25 <sup>th</sup>	Sunday	BMFA Free-flight Nats, Barkston
May 26 <sup>th</sup>	Monday	BMFA Free-flight Nats, Barkston
May 31 <sup>st</sup>	Saturday	Middle Wallop - <b>SAM1066</b> Competitions
June 1 <sup>st</sup>	Sunday	Middle Wallop - <b>SAM1066</b> Competitions
June 15 <sup>th</sup>	Sunday	*BMFA 4 <sup>th</sup> Area Competitions
June 28 <sup>th</sup>	Saturday	BMFA East Anglian Gala - Sculthorpe
June 29 <sup>th</sup>	Sunday	BMFA East Anglian Gala - Sculthorpe
July 6 <sup>th</sup>	Sunday	Brumfly - Barkston
July 13 <sup>th</sup>	Sunday	*BMFA 5 <sup>th</sup> Area Competitions
July 19 <sup>th</sup>	Saturday	BMFA Southern Area Gala - Odiham
July 26 <sup>th</sup> /27 <sup>th</sup>	Saturday/Sunday	London Gala - Salisbury Plain
August 10 <sup>th</sup>	Sunday	*BMFA 6 <sup>th</sup> Area Competitions
August 17 <sup>th</sup>	Sunday	Timperley Gala - North Luffenham
August 24 <sup>th</sup>	Sunday	Middle Wallop - <b>SAM1066</b> Competitions
August 25 <sup>th</sup>	Monday	Middle Wallop - <b>SAM1066</b> Competitions
August 30 <sup>th</sup>	Saturday	Southern Gala - Salisbury Plain
September 14 <sup>th</sup>	Sunday	*BMFA 7 <sup>th</sup> Area Competitions
September 28 <sup>th</sup>	Sunday	Middle Wallop - <b>SAM1066</b> Competitions
October 12 <sup>th</sup>	Sunday	*BMFA 8 <sup>th</sup> Area Competitions
October 25 <sup>th</sup>	Saturday	Midland Gala - North Luffenham

\* **Note:** Flyers using Salisbury Plain Area 8 for BMFA Area competitions

"All F/F Classes. Essential to contact:

Bernard Aslett at 25, Honeyhill, Wooton Bassett, Swindon, SN4 7DX to pay fees and get on Army security list, and always contact Peter Tribe on 01225 862748 on the Friday before travelling."

**Please check before travelling to any of these events.**

**Access to MOD property can be withdrawn at very short notice!**

For up-to-date details of SAM 1066 events at Middle Wallop check the Website -

[www.SAM1066.org](http://www.SAM1066.org)

For up-to-date details of all BMFA Free Flight events check the websites

[www.freeflightuk.org](http://www.freeflightuk.org) or [www.BMFA.org](http://www.BMFA.org)

For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website

[www.SAM35.org](http://www.SAM35.org)



## Useful Websites

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

### **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](mailto:membership@sam1066.org) to let us know your new cyber address (snailmail address too, if that's changed as well).

*Tail end Charlie:*

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

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