NEW Clarion

SAM 1066 Newsletter

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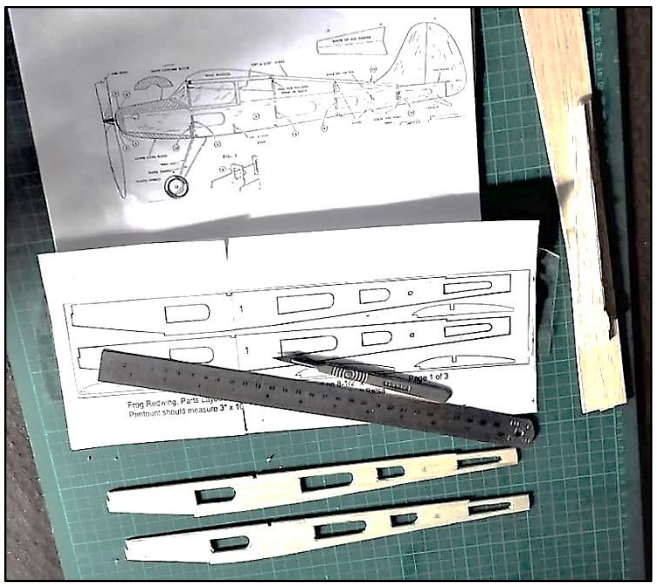
Editorial

Rachel and I are still self-isolating, the only time we sally forth is to get blood tests at the local hospital. Our day to day needs are satisfied by weekly supplies to order from my eldest daughter and family. Had a major scare the other day, **ran out of wine**. Good old tinternet soon brought a couple of cases of red to our door and there is another special case on the way. I hear that flying is beginning to take place here and there, mainly R/C, as clubs formulate social distancing measures. Not heard of any FF trimming but presumably flying sites are the problem.

I'm not hearing as much as I thought I would on lockdown building programmes, please take a few pictures and let me know what is being readied for an airing when restrictions are relaxed. Personally I cannot get started on anything.

In an effort to force myself to build the Frog Redwing that is the subject of the Thorns Indoor xmas comp, if it takes place, I brought my cutting mat down to the lounge table together with tools and material. Has not had much effect, though I do have two fuselage sides and some formers, but stuck nothing together as yet.



That's enough rambling, what have we got this issue?

First up is an interesting historic piece by Don Palmer on the Henley Model Club, its formation and demise. Makes good reading. Incidentally it was transmitted to me by handwritten letter from Don's wife Ruth as Don's eyesight is too poor to do much these days. I state this to illustrate that computer generated articles are not the only way to communicate.

There is the usual vintage Pylonius rendering, he wraps up his piece with yet another poetic offering.

Stewart Mason has put a little piece together showing his current project, a Pinochio. He also shows some old wooden models and a model railway truck just as a page filler. This article illustrates how easy it can be to put something together for members to read.

Tim Mountain follows it up with a piece on his manufacture of celluloid sheet for his latest Senator. He must really be looking for something to do to start celluloid sheet manufacture.

The one and only reply identifying the David Baker pictures came from Mike Myers in the States. His in depth knowledge of Mik Mikkelson in photo No.12 makes good reading.

There are a few more articles on this and that, vintage coupes from Gavin Manion & Don Thomson and the usual reports from Roy Tiller and Roger Newman wrapping up with the plans of the month.

The sad news is the loss of one of our iconic modellers, Dick Twomey. He passed away in Mauritius early in July. Dick was a regular contributor to this newsletter of ours and will be sorely missed. I personally will miss his email comments on various subjects, he had an extensive knowledge of matters aviation and was founder of The Aeronautical Society of Mauritius.

Editor

Henley Model Club - Don Palmer

Some Memories of Henley Model Club 1948-1956

In 1948 Mr William (Bill) Aston opened a toy and model shop at 16 Hart Street Henley. Soon afterwards the model club was formed, partly at his instigation I presume to help with trade from the local modellers. The first meeting was held at his house, where the committee was formed and rules decided upon. Fees were set at honorary members 10/- per quarter, seniors 7/6 per quarter, and juniors at 3/9 a quarter of which I was one.

The Club

Bill managed to rent a very large double garage brick built with wooden doors and windows along both sides, very nice in the summer, but very cold in the winter along with the fumes from diesel and dope, and the paraffin heater. The garage was in the grounds of Thamesfield, a large house which was a residential youth centre. It had extensive grounds and a long river frontage, which were useful for test gliding and sailing model boats (mostly Frog whippets) made on the side in the garage.

The rent was of £6 per half year plus £1 for electricity, the house has now been extended out of all proportion and is a very expensive old people's home.

' ?' - Phil Pengilly - Derek Wilkinson - John Sargent - Don Palmer - Ray Cooke - John Arlott
'?' - Dave Painter - Tony Cooke - Jim Waldron - Herb Dorey
'?' - Ken Arlott

Local flying

Just across the road from the club were two large fields, one with a small pond, known as "the Bins" for some reason. So here we could fly small rubber and glider models, and also control line. The pond came in handy with R.O.G off the ice in the winter, Brakspears the brewers also let us fly control line in a corner of the cricket ground, behind the Littler Angel Public house, We also flew small gliders with a bungee launch there as long as we didn't walk onto the actual pitch! Our main flying field was the lovely valley to the west of Henley on the Hernes estate,

Flying at other venues

This had to be done by cycle, or by hiring transport from Butler's coaches in Queen Street. I see from the records that arranged trips in 1949-50 were as follows Fairlop – 32 seater, £10.17.6, Langley – 32 seater £4.80.0 Aldermaston – 26 seater £3.11. 6d, Kidlington – 20 seater £4.10.0 There prices all included a tip for the driver. Once or twice we shared a coach with Reading clubs.

In 1950 someone suggested members spend their holiday at Eton Bray Sportsdrome and seven went (I could not go because the trip was not in my fixed holiday period), Dave Painter and Mick Wayman cycled it must have been are least fifty miles, but they got there. The other five got a local carrier, Mr Maguire with his Morris van, to take them and all the food, models, tents etc. one Saturday, and pick them up two weeks later. I don't know how much the van cost, but the bill from the sportsdrome was £4.17.6d. plus £1 for the four tents for two weeks.

Eaton Bray Holiday 1950
Top to Bottom: Dave Painter (Stunt King) - Bob Sandy - Tony Cooke - Phil Pengilley
John Arlott (Ram-jet) - Dave Dowcet - Mick Wayman

Then the club got mobile I remember a Ford Popular, a Morris minor soft top, a BSA 500, various BSA bantams and a James 125, owned by senior members.

We got permission to fly on Chalgrove airfield the home of Martin Baker and we witnessed some the of early low level ejection tests. We would hear their modified meteor start up and a van would bump its way across the airfield to ask us to stop flying for a while. The Meteor would take off fly a circuit, come round a second time and Bang – out would shoot the dummy, which floated to earth. The Meteor would land, out would come the van telling us we could

start flying our models again and he would go and pick up the dummy and parachute. All very relaxed. One weekend the local farmer who cut the grass did not even stop as the test took place. As I said very relaxed and a lovely place to fly model aircraft. Imagine trying to do that today with all the health and safety rules.

The Exhibition

The committee decided we would hold an exhibition in Henley Town Hall. So one Saturday we set up models, part finished models, plans etc., and R.T.P. flying. Custom was slow, so John Arlott said he would run his Ram-jet on the Town Hall steps as an advertisement. So this took place, with one member holding the model, one pumping, and John adjusting the flow. When the jet roared into life the effect on Henley market place was quite spectacular! We had completely forgotten that the Police Station was right next to the Town Hall, and within a couple of minutes the Police arrived. We could hardly hear what they were saying, but we got the message and John turned the fuel off. Later on, the caretaker proved to be not too happy about the ring of greasy fuel deposit were we had been flying R.T.P. on his dance floor !!

The end for me

A new warden and his family moved into Thamesfield and a while later he decided he wanted the garage back.. So the club moved into some old Nissan huts along the Reading Road. Then I finished my apprenticeship with Handley Page, and a week after that I had to start my National Service in the RAF. The club later folded, the new venue had never been as satisfactory, and members were moving on with their lives.

I was courting at this time, and when my National Service finished we got married, bought a house and raised our children. Building boats and sailing took the place of aeromodelling.

I kept in touch with Dave Painter and when our families were settled we became members of SAM 1066 and model aeroplanes again became a big part of my life. We enjoyed many happy days flying at Middle Wallop, Oxford and RAF Odiham. We also got into indoor flying at a club in Wallingford's old cinema. After Dave had to give up I carried on for a while, until old age took over.

Thanks to Dave Painter for the use of his paperwork.

He was club treasurer for the whole of its existence and kept immaculate records.

If you look through the results in the Aeromodeller Annuals, you will find Henley members pop up here and there winning some major cups, and having many placing, Also member Jim Waldron's articles and the design of his Pelican which was and still is a great glider.

Don Palmer

Extract from Model Aircraft November 1951

Corps Elite

Some time ago there was talk of forming a " 900 " club for that genius brood of duration demons who had recorded three maximums in a national comp. As nothing more has been heard of this worthy enterprise I can only conclude that it has been merged into that other more distinguished " hat trick " formation : the Size 8 Club.

Membership of this select society is limited to that rare modelling species, the cerebral gargantua ; eligibility-being based upon some noteworthy achievement in the field of aeromodelling, such as attending a rally in a large, expensive car or becoming a country member.

The insignia of the club, worn at all times by its members, is a perpetual sneer, and its chief activity that of mutual, back-slapping. It has a rigid code of behaviour; most serious violation of which is any form of fraternisation, however casual, with the despised lesser aerobod.
Illustrative of the stringent measures by which this code is enforced is the recent case where a distinguished member was seen conversing with a junior aeromod. Needless to say, he was summarily dismissed from the club without right of appeal. However, apologies and rein-, statement were immediately forthcoming when it was subsequently learned that the junior aeromod in question was no less a personage than the new C.O. of the local aerodrome.

The Sport of Wings

Funny the things you come across in old manuscripts. The other day I was browsing through some faded papyri and learned much of the strange history of ye anciente sportte of aeromodelle.
Apparently, long before model flying involved a tedious trip of 30 miles or more to a bleak and derelict airfield our rude forefathers were wont to disport themselves at leisure on large tracts of open ground, which in those spacious days were to be found in generous stretches in and about all the large cities, a proud and ancient privilege now buried for ever beneath a smothering tide of flats and council houses.
On these open spaces—known as "commons"—small family herds of club members could be seen roaming wild at the traditional hour of eleven of the clock on any of those sunlit, breathless Sundays which, if you remember, came to such an untimely end on the very week you started aeromodelling. Simple folk were they. So simple in fact as to regard model flying as nothing more than a gentle form of relaxation. Can you imagine that, you mud-splattered contest types, or you mitt-mutilated power fiends ? Yet such was the case in the tranquil elegance of yesteryear, when the Sunday air would be filled with the happy flutter of frisking little sport models, each with its long legged owner gambolling proudly in its wake.
And even the country folk were able to enjoy the gentle sport of model flying by the gracious courtesy of the local farmer, who would be only too willing to place a couple of fields at their disposal. But then, in those halcyon days farmers were invariably genial giants who slept on mangel-wurzels, unlike the irascible, feather bed breed of today with their vicious dogs and even more vicious tempers.

All in all the ancient aeromodellers flew their models under those ideal conditions of which we, in this present age, can only wistfully dream. And, perhaps, we would still be enjoying them to this day had not someone invented council houses, miniature engines, thermals, and weather forecasts.

For years I've tried to spread the creed,
And false opinion sway.
That model flying, act and deed,
Is adult in every way.
And thought to bring some prestige to
What people mostly think is
A childish pastime for a few
Grown up kiddiewinkies.
That this crusade has met with scorn
I readily admit,
But though my efforts be forlorn
Still my teeth I grit
While friends and neighbours bend on me
That sly, derisive smile
Which always breaks out when they see
The village imbecile.

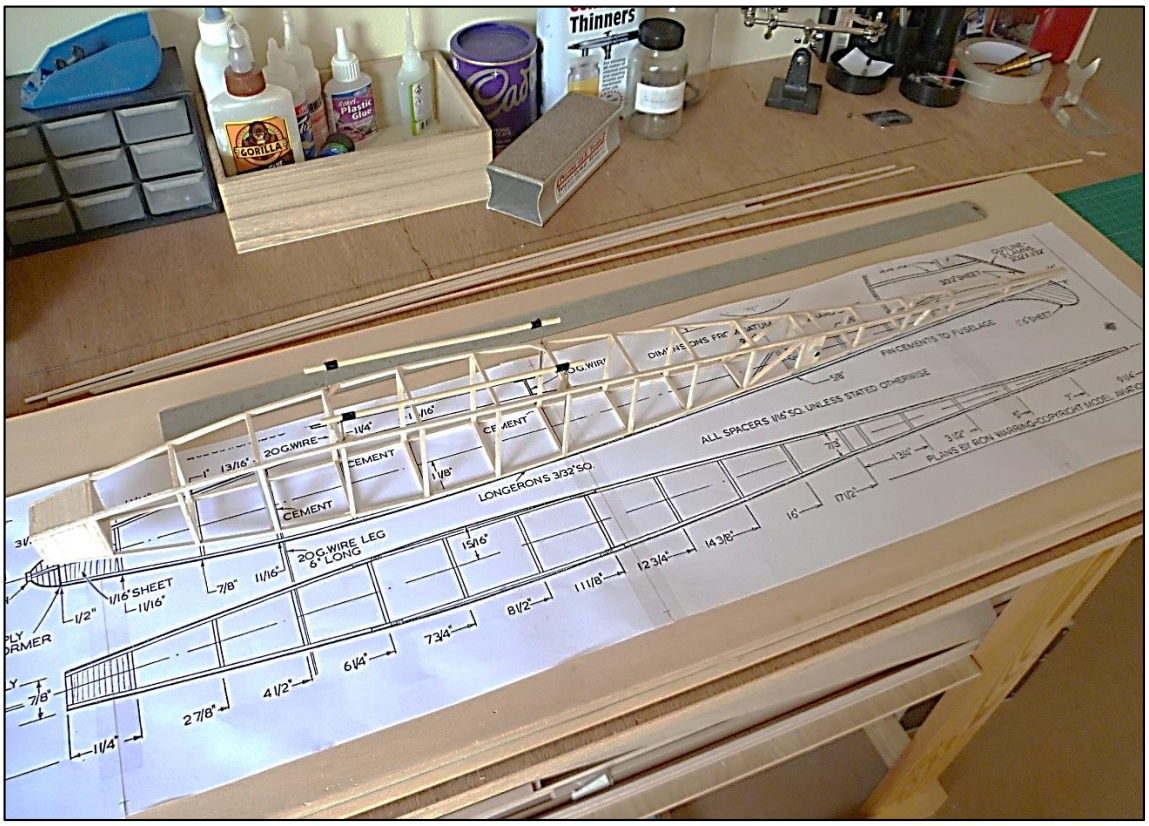
Thus I've suffered in the thought
That all aeromodelling kind
Identified our noble sport
With the ripened mind.
But I can see that I've been wrong,
As wrong as one could be,
Now the campaign's waxing strong
Against the new P.T.
For, it seems, we're all compelled
To resent the implication
That aeromodelling should be held
A grown-up recreation,
And must charm away the excise man
As air-struck youth who toy
With models to some future plan,
And not for simple joy.

Pylonius

Pinnochio Etc. - Stewart Mason

As it's a quiet Sunday afternoon, and the weather is, to put it in the words of my 7 year old son, 'Pants,' I thought I might bore the 'New Clarion' readers with some of my recent efforts at modelling.

I had a rush of blood to the head the other day and wondered what it would be like to build a free-flight rubber model out of 3/32 strip instead of nice, chunky 1/8th like my Senator. Laurie Barr's Pinnochio seemed to fit the bill, and after some weighing and assessing of my 3/32 stock, I went with pre-stripped wood and selected what I thought to be 'really quite stiff but light' for the longerons, and 'medium stiff and light' for the rest…
I found it takes a while for hands used to the more blunt instruments used in my day job (Equipment Foreman for a Fire Brigade Workshop) to get used to these fiddly, crack-happy bits of wood. Tweezers were called for in places...
In the picture, my nearly completed fuselage doesn't look too bad, well, not to my untrained eye anyway, and it's pretty straight and solid, but the thought of a fully wound motor in there fills me with dread.



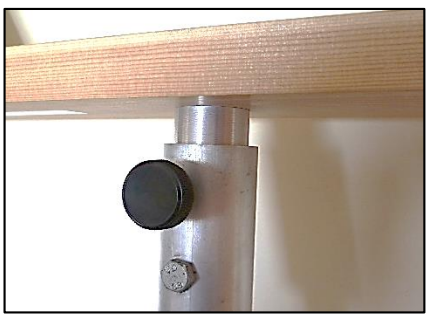
I built exactly to plan, so there's pretty much no space for a winding tube, and I wasn't even going to put a DT on it. It's really just an experiment to be honest, so if I lose it, then I will actually be quite happy because at least it will prove it fly's. I had no 'proper' bamboo, so the wing mounts are bamboo food skewers. I had to hunt through the whole pack for ones that were straight enough.
Next up is the wing. My first spar-less wing...I bet it will have more warp than Star Trek!

While clearing my workbench for the photo I thought I'd take a picture of two solid wood models of V1 'Doodlebugs' that have been in the family for years. They were built during WW2 by a relative, and used to stand each side of the mantelpiece on homemade brass stands, but yours truly, as a toddler, liked to play with them, so they are missing their 'rocket' engines. (I was Aeroplane mad even at that young age)


The paint has mostly disappeared, but I can't bear to part with them so perhaps I'll take pity and make some bits to make them look more like their subject, complete with new stands. I can put my new lathe to use and rustle up some bits out of brass. Sara will be unlikely to want them in the living room so I'll put them on the shelf over my workbench. I know it's hardly Aeromodelling, but at least's it's roughly 'on-topic'

In order to go completely off-topic, and to align with the occasional 'other hobbies' articles that turn up in the Clarion, the railway wagon picture is a 4mm to the foot scale model I put together of a north East 'Chaldron' waggon. (Chaldron was a unit of weight). These waggons carried coal from the pits to the staithes on the Tyne, and ran on wooden rails at first, and then Iron rails as technology developed. The kit is cast resin, and came with plain spoked metal wheels, but I substituted them for some more appropriate split-spoke types. I am building a layout that will show the transport of coal the old fashioned way, showing horse-drawn wagons and early locomotives. It's something different to do when my lack of skill with balsa gets me frustrated. God loves a trier!

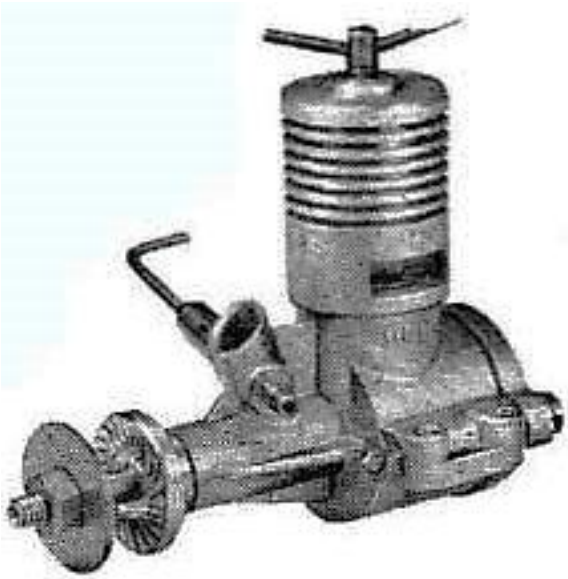
The last few photos are of my new winding stooge 'system'. The bottom 'upright' part slides over a peg in the ground as normal, and is held by guy ropes, the idea being that different sizes and shapes of top sections (the bit that holds the model for winding via the rear peg) can be then be fitted to this one base, to cope with different sizes and types of models.
I used my lathe to turn up some pieces of scrap aluminium from work as standard 'plugs' which can be fitted to each of my existing top sections, and these can then be clamped into the waiting bottom section.



This means I can have something small, light and narrow for vintage coupe, bigger and wider for old Wakefields etc, instead of trying to use the same stooge for every model. Will it all work in practice? I'm not sure yet.
Anyway, that's enough writing for now. Hopefully next time I'll have a bit more to show, maybe even a flight report!

Stewart Mason

Engine Analysis: Allbon Merlin .8cc - Aeromodeller Annual 1955/56



ALLBON MERLIN .8 c.c.

Manufacturers:

Davies Charlton, Ltd.,
Hills Meadows,
Douglas Isle of Man

Retail price 47/6 (including tax)
Displacement: .76 c.c. (.046 cu. in.)
Bore: .375 in.
Stroke: .420 in.
Bore/stroke ratio: 0.9
Max B.H.P.: .0575 at 13,000 r.p.m.
Power rating: .75 B.H.P. per c.c.
Bare weight: 1¾ oz.
Mounting: Beam (8 B.A. screws) or radial (6 B.A. screws)

Material Specification:
Crankcase: L.A.C. 113A
Crankcase bearing: Plain
Cylinder: S.90
Cylinder jacket: Dural
Piston: Meehanite
Contra-piston: Meehanite
Crankshaft: S.90
Con rod: R.R.56

Propeller dia. × pitch	R.P.M.
8 × 4 (Super Seru)	7,000
7 × 6 (Stant)	6,000
7 × 4 (Stant)	8,200
6 × 6 (Stant)	9,500
6 × 4 (Stant)	12,000
6 × 4 (plastic E-D)	12,200
6 × 3	12,400
5 × 3	13,600

Fuel: Allbon diesel fuel (ready mixed)

Celluloid - Tim Mountain

I ought to get out more often.

And so my Senator was born. A beautifully ugly plane, looking resplendent in its multi-coloured tissue covering. But one thing bugged me, and that was the material for the cockpit: and the original plan does show 'celluloid'. But none was included in the part kit that I had bought from Free Flight Supplies-nor could they supply any.

Having dope thinners and balsa cement at hand, I decided I would reverse engineer some transparent cellulose film.

The process started with a piece of plate glass, the stuff that might be used as the door on a drinks cabinet. Or it might be possible to beg a piece from a local glass merchant. Whatever, the glass is around 6mm thick.
The next step is to level it up on a steady and immovable work surface—I used my old B&D Workmate. The glass has to be packed completely level in both directions, and this was achieved with pieces of 0.4 mm plywood and paper of varying thicknesses. At this point it is essential to apply a release agent to the glass plate- I used silicone oil.

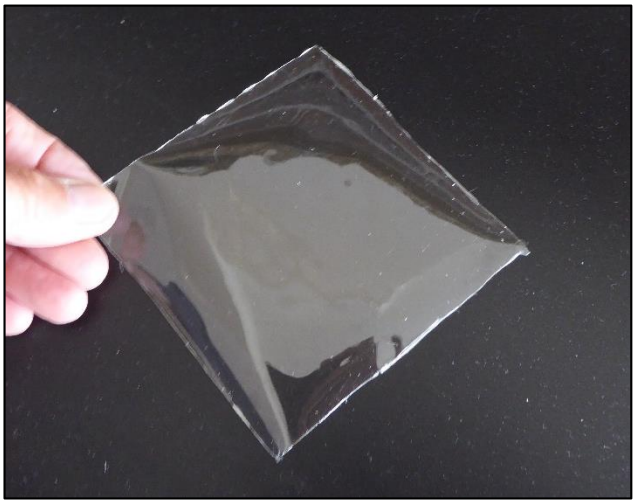
The next step is to construct a fence, in technical terms, a bund wall, on the glass. This I made from 1/2' x1/8' balsa, glue together using a water based glue, ie not balsa cement!. The fence was held in place with as many small weights as you can find to stop the fence from floating away. The picture above should make this clear.

At this point the whole thing is check levelled again using the best spirit level you can find, or maybe beg, borrow or steal.

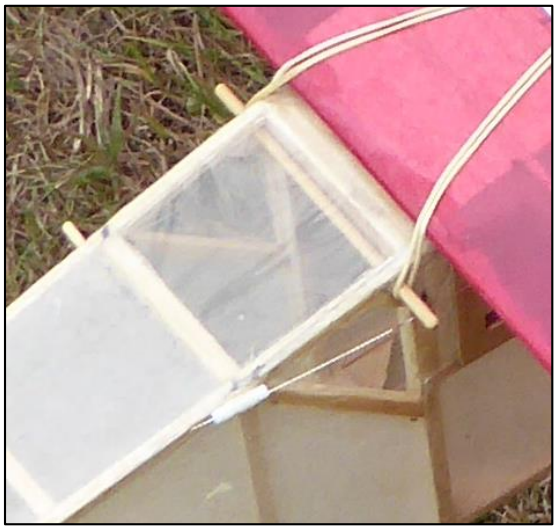
And now the fun bit-is to pour thinned dope into the reservoir (made by the fence), and is best done by doing the edges first and then the middle area. Next comes a several day wait for the solvents to evaporate, and a film of thin material to be left on the glass.
I use a knife to cut just inside the fence, which was carefully removed. It is now possible to gently lift the celluloid off the glass. Measuring the film at four points will tell how well you levelled up the glass.

I found that 4-5 thousands of inch makes ideal cockpit cellulose sheet. And this can only be achieved by trial and error. It depends on the dope thinner mix, and the ambient temperature when you do the pour, and thus how easily the dope covers the glass. If you get it right, you'll get 4-5 thou: if your get it wrong, then put it back into the pot where it re-dissolves and you can try again.

Below are pictures of the finished product.



This came from a mould 4.5 inches square. The dope used was 5 parts Flitehook non shrink plus 2 parts Rustins cellulose thinner, and I used about 1.25 tablespoons. This resulted in the piece seen in the pictures, and it measured about 3 thou thick, and weighed 1.3 grms.
For your info, I am going to repeat the test using Flitehook thinner, and perhaps a good 1.5 tablespoons.
The good thing about this homemade cellulose sheet, it is instantly balsa cement glue-able.



And so the Senator was completed.
Perhaps I ought to get out more often, responsible social distancing allowing!

PS. I must order up a Barmaster 2000. Get one from GOOGLE
https://www.youtube.com/watch?v=Lz3hAKO_NBM

Tim Mountain

PPS:
Made a couple more pieces, one using 5+2 non-shrink dope with flight hook thinners. Came out a little like very old window glass, but 100% clear.
Next using 5+1+1 NSD plus Rustins cellulose thinner plus flight hook thinners. Better, but not as good as with pure Rustins ketone solvent.
In all instances 2 tablespoons in a 5.5 inch frame yielded a piece around 5 thou thick.
However , the type of diluent/solvent seems to have some effect on the quality of the celluloid produced. However, temperature and humidity may have some, as yet untested bearing on the process. I really should get out more!

Tim Mountain

THE WAKEFIELD INTERNATIONAL TROPHY

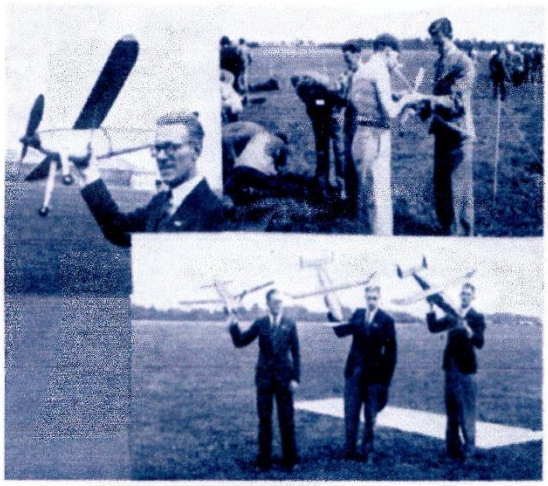
HELD ON AUGUST 1st, 1937, AT FAIREY'S AERODROME

(By Kind Permission of C. R. Fairey, Esq.)

Fully Illustrated Report by AERO-MODELLER Staff Reporters—All Photographs taken by our Special Staff Photographers

"I AM glad to be able to assist in this movement, a rivalry between nations which is pure enthusiasm and goodwill." With these words Lord Wakefield further evinced his appreciation of the fine international spirit which aero-modelling arouses; the Wakefield International Contest on August 1st, won by M. Fillon, of France, with an average of 253·23 sec., was, perhaps, one of the finest examples yet seen. In previous contests the international atmosphere has been lacking in both entries and personal contact, foreign machines usually being flown by proxy. This year twelve nations entered, and of these nine sent men and machines.

The early morning weather showed little prospect, wet and a freshening wind, and it was with dampened spirits that we made our way down the Great West Road in the early hours. The delight of the contestants can best be imagined when, at about 11.30 a.m., the sun broke through with ever-increasing intensity. (This seems a typical prelude to competitions, as we remember that the '36 trials in America were held under similar circumstances).



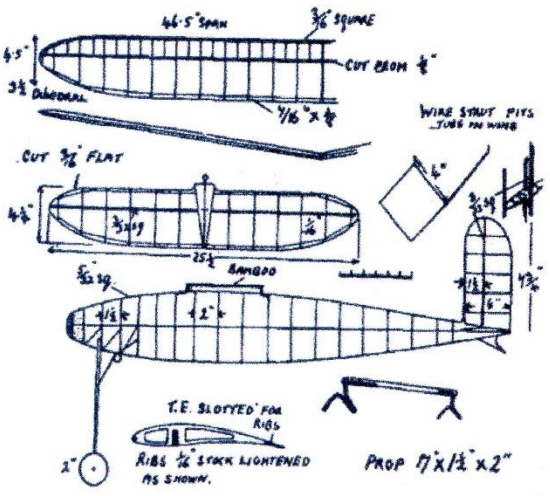
Top right: "Rushy" and helper prepare the Canadian entry. Bottom (left to right) Belgian and two Swedish entries. Top left: The Belgian model. Notice the clear design.

To those "not in the know" the constant arrival at the field of different foreign competitors was somewhat staggering; for so many years have countries made rash promises, and then on the actual day just the usual French, U.S.A. and British teams would appear! This year the world was represented *en masse*, the countries entered being France, New Zealand, U.S.A., Sweden, Holland, Germany, South Africa, Belgium, Canada, and Norway. As was perhaps only natural, the Yankee boys come in for most of the attention. Frank Zaic, perhaps the best known modellist in the world, was one of the first to try out his machine. Very nicely built, it had twin rudders, monocouque fuselage, and a spinner.

Resplendent in peaked cap and uniform were Messrs. Fish and Bodle, Akron representatives, whilst Alvie Daigne, of Tulsa, Oklahoma, and Mr. Beadlemann formed the remainder of the American contingent. Soon the "golden voice" of Mr. J. C. Smith, S.M.A.E. Competition Secretary, was heard over the "mike" calling all contestants in, and, taking the opportunity of the "lull" we made some sketches of the salient features of some of the foreign aircraft.

Soon the competition was under way. First off was France. The designs were not unorthodox, having flat-sided fuselages, with airscrews of a design first made popular by early American efforts. All were finished orange, with French tricolour stripes running across the wings and fuselage. The climb was fairly slow but steady, and in the air the impression was given that a 4 oz. job rather than 8 oz. was flying.

The Swedish entrant provided the first surprise. Whilst he wound up a study of the machine was made. The fuselage was very long, with a resultant large cross-section. Mounted on the top of this was a wing of unfamiliar design to British eyes. Of fairly high aspect ratio, about 10-1, seventy-five per cent of the surface was flat with no dihedral. The remainder in the form of wing tips was sharply inclined upwards, and gave the machine



M. Fillon's winning machine.

Top: Ready! A French competitor disengages his winder.
Bottom: M. Fillon with the winning model.

M. Fillon demonstrates the sunny smile induced by victory. Although but young, M. Fillon showed many an "old 'un" how to fly.

Top: M. Denois holds aloft the winner. This shows the profile of the machine very well.
Bottom: Another French model. Note the tri-colour stripes.

perfect stability. Twin rudders were also employed. Mr. Anderson then placed his machine on the board and released the prop. We were surprised! The model positively whistled across the ground and then pulled up to a terrific steep climb to about 200—300 feet. The spectacular nature of this flight earned a round of applause, and it was evident that some pretty stiff competition was going to be put up.

Next, the New Zealand entry had a little trouble and, unfortunately, had to retire.

Americans seem to have a perfect passion for making models at the last moment, and Mr. Bodle built his entire machine, bar the airscrew, while he was in England, staying up till 4 a.m. on the Sunday to finish it. His second flight with it put up 199·4 sec. Of the American entrants two employed polyhedral wings, while the others were of conventional design. Mr. Fish kept his rubber on ice to store its energy; he was using 26 strands of $\frac{3}{16}$ in. brown rubber in a single skein turning an 18 in. × $1\frac{1}{4}$ in. × 2 in. airscrew. How the fuselage could withstand so much "juice" is amazing! Mr. Struck's machine, flown by Beadlemann, was a diamond fuselage job with a midwing-taper. When launched the torque was so great that after taking off the model performed two rolls vertically before straightening off to a steep climb!

Mr. Fish was using a torque balance for recording the turns in his motor. The balance was hooked on to the propeller shaft, and when the requisite turns were obtained the balance weight would rise. A very cute idea!

The Belgians, of whom little model work was known, came to the fore with a vengeance. In general lay-out similar to the U.S.A. design the Belgian job had a climb just as fast and steep, with an even better glide. A Belgian entrant had a monocoque fuselage, spinner, spats, and a strut-braced wing, but unfortunately had some trouble with his rubber slipping the hooks.

The German entries were very neatly built, and gave smooth, very fast flights, and appeared to be employing hardwood airscrews. One machine had an airscrew 20 in. in diameter. An unusual design of theirs which was not very successful, was a low-wing with knock-out panels, a peculiar flattened fuselage of large proportions, and a tail plane mounted high on the rudder. One of the German machines was timed out of sight overhead. It is of interest to note that they were using a synthetic white rubber.

Against all these fast jobs the English models took a back seat when it came to spectacular flying, although Mr. Leadbetter's machine was extremely fast. Mr. Bullock had lost his original model in the Wakefield Trials, and had built an entirely new machine. This is worth mentioning, as his model was beautifully finished, with no trace of hurry of skimped work. All control surfaces were hinged and the fuselage was faired to a round section with stringers. In the air the machine was a picture of grace, rising smoothly with no wobble or deviation, and making a large sweeping circle, climbing all the time. There was a complete lack of brute force about the design, and the durations he obtained were the result of sheer good flying. (Mr. R. Bullock won the trophy in 1929).

Some excitement was caused by an unusual French entry coming to the take-off board. Employing two propellers running simultaneously, one at the front and one at the back, the aircraft had no wheels, but took off quite successfully on three wire skids. Unfortunately, bad luck

Top left: Mrs. Thurston speaking over the "mike."
Bottom: An unusual French job takes off. Note the twin airscrews.

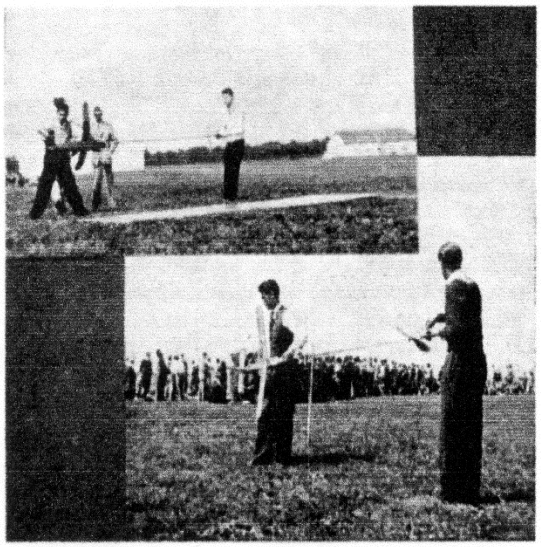
Top: Wakefield entrant taking off.
Centre: S. R. Crow flying the S. African model.
Bottom: The sole Norwegian entry.

trimmed with regard to its line of thrust, with the result that the first burst of power was lost in a series of terrific stalls, after which it would level out and start "going places"! Late in the afternoon, in order to speed up results, Mr. Smith declared the contest free for all, and instead of coming in strict rotation it was a question of "first come, first served." This appealed mightily to the Americans, and almost as soon as the words were spoken Bodle was out on the board with a couple of timers, and winding up! With things moving so fast it was almost impossible to check everybody's flight; in fact, on one occasion, five models were in the air together. M. Fillon, unaware that he had won the trophy, was scouring the countryside for it, and the model was eventually found by M. Denois, who returned in a highly excited condition, waving the model above his head! We must say that the trophy could not have gone to a more deserving winner, as the French have put up determined efforts to obtain the trophy for the past four years, sending a team of models and one man, M. Vincre, over to the States with the British team last year.

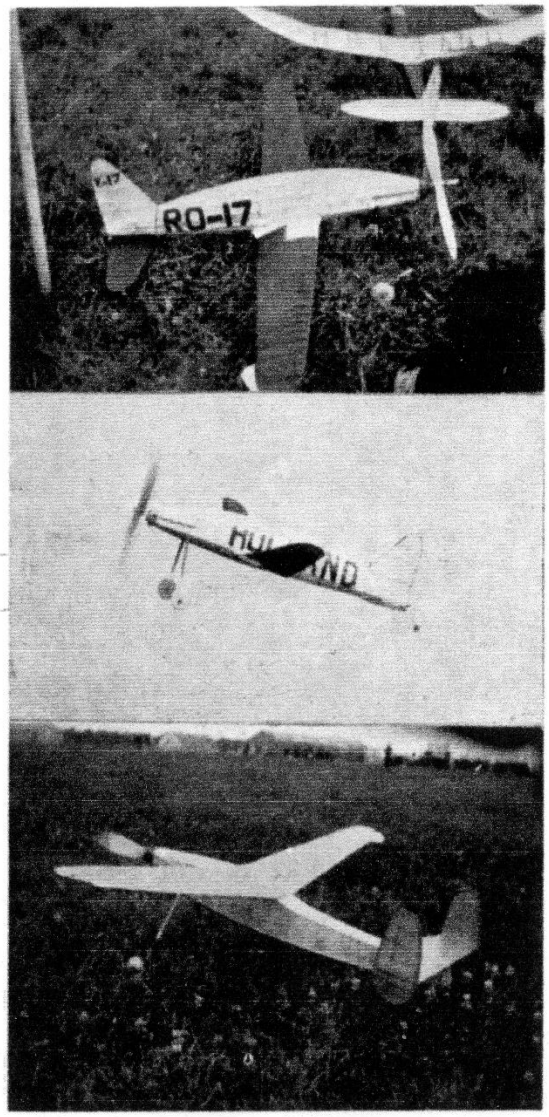
followed it, for just after taking off the rubber burst or slipped its hooks, holes appeared in the fuselage, and, amidst a shower of wreckage, the machine fell out of control to the earth some 100 feet below! (It appears that "push-pull" designs require careful synchronization of airscrews, otherwise there is a tendency for the rear to slide round if it develops too much thrust).

The Dutch team were fortunate in having with them the well-known modeller, M. Van Hattum, who, in conjunction with Mr. Pelly-Fry, produced a great number of designs some years ago. (M. Van Hattum also designed some excellent wing sections for model work). The Dutch machines were very nicely built, mostly of the twin rudder type, a low-wing job which flew quite well, and a cabin job. They seemed a trifle under-powered, however, and their take-offs were rather laborious.

The Canadian jobs were exceptionally well finished; in fact, the one Mr. Rushbrooke was flying was so neatly made that "Rushy" must have felt quite at home flying it. The general design was a flat-sided cabin fuselage finished in glossy red. Wings, straight in centre, with upturned tips, flying surfaces finished with silver tissue; very fast performer. On one occasion we observed two machines in the air together, a French and U.S.A. The French job had struck a "riser," and was going up rapidly. The other was only about 200 feet away and circling in the opposite direction, could get nothing at all, and was descending rapidly! (This serves to show how easily competitions are won and lost!) The sole Norwegian entrant was an extremely beautiful job, and was quite a surprise to many. The machine, however, was badly



These two pictures show contrast in power winding. Notice the tense air about the U.S.A. (above) compared with the easy way in which the French wind (bottom).



Top: Dutch low-wing on the ground, and, centre, in the air.

Bottom: Dutch twin-rudder job. Notice the paper trimming aileron.

STOP PRESS

The petrol competition for which *Practical Mechanics* were offering a prize of £50 was postponed until September, the weather on August 14th being so atrocious that flying was impossible. There were twelve entries.

Competitors for the National Trophy on Sunday, August 15th were badly handicapped by a very high wind which amounted to gale force at times! It is most unfortunate that a contest of this nature, which necessitates entrants coming from all over the country, should have such bad flying conditions, and such provincial aero-modellists as did appear deserve to be congratulated for their enthusiasm. Results were as follow:—

1st	Blackheath M.F.C.	115·63 sec.
2nd	T.M.A.C.	86·89 sec.
3rd	North Kent M.F.C.	79·42 sec.

WAKEFIELD CUP RESULTS, 1937.

			Average.
1. E. Fillon ...	France ...	...	253·23 secs.
2. R. Bullock ...	Great Britain	...	194·53 ,,
3. R. T. Howse ...	Great Britain	...	193·46 ,,
4. Chabot	France ...	...	157·6 ,,
5. R. Clasens ...	Belgium ...	...	156·83 ,,
6. B. Anderson ...	Sweden ...	...	155·73 ,,
7. M. Mckinney ...	Belgium ...	...	155·05 ,,
8. G. Stark	Germany ...	...	151·83 ,,
9. K. Schmidtberg ...	Germany ...	...	147·65 ,,
10. A. Dague	America ...	...	145·1 ,,
11. D. Bodle	America ...	...	136·16 ,,
12. B. Lindn	Sweden ...	...	132·73 ,,
13. A. Lippman ...	Germany ...	...	122·1 ,,
14. Ducrot	France ...	...	117·36 ,,
15. J. Leadbetter ...	Great Britain	...	114·0 ,,
16. A. Palmgren ...	Sweden ...	...	109·3 ,,
17. E. E. Olsen... ...	Norway ...	...	102·1 ,,
18. H. Fish	America ...	...	86·5 ,,
19. Robert	France ...	...	83·63 ,,
20. A. Van Wynerset ...	Belgium ...	...	82·23 ,,
21. E. Wentzel	Sweden ...	...	81·16 ,,
22. F. Zaic	America ...	...	78·7 ,,
23. J. Worden	Great Britain	...	74·0 ,,
24. W. G. Alexander ...	New Zealand	...	71·3 ,, * (R. Copland)
25. J. E. Adams ...	Canada ...	...	70·083 ,, *(C. S. Rushbrooke)
26. E. A. Davies ...	Great Britain	...	68·13 ,,
27. E. Endean	South Africa	...	65·73 ,, * (S. R. Crow)
28. J. Lemick	Canada ...	...	62·216 ,, * (A. G. Newton)
29. G. Haase	Germany ...	...	56·825 ,,
30. E. Klose	Germany ...	...	51·783 ,,
31. P. Dalgety	South Africa	...	51·36 ,, * (E. W. Evans)
32. A. Menzel	Germany ...	...	50·216 ,,
33. P. Armes	Germany ...	...	49·96 ,,
34. Blanchet	France ...	...	43·56 ,,
35. E. Chasteneuf ...	Great Britain	...	38·93 ,,
36. Parker	New Zealand	...	36·93 ,, * (R. Brigden)
37. H. Mosch	Holland ...	...	35·1 ,,
38. H. Struck	America ...	...	34·8 ,, * (J. Bieberman)
39. J. Besemer	Holland ...	...	26·25 ,,
40. H. Kerkhoff ...	Holland ...	...	24·6 ,,
41. Desnoes	France ...	...	19·0 ,,
42. T. Van Velsen ...	Holland ...	...	16·9 ,,
43. G. Collier	New Zealand	...	12·5 ,, * (H. W. Rexley)
44. Wazoo 11	New Zealand	...	11·46 ,, * (C. Buffery)

Entries.

South Africa	...	...	4	Great Britain	...	...	6
Canada	...	...	3	Holland	...	...	5
New Zealand	...	...	4	Germany	...	...	6
France	...	...	6	Belgium	...	...	3
America	...	...	5	Sweden	...	...	5
Norway	...	...	1				

Retired.

De Boer, Holland.
J. J. Haffey (T. Ives), Canada.
T. W. Harker (G. J. Liggett), South Africa.
A. Garvie (A. Judge), South Africa.

* Proxy fliers.

LOST, STOLEN, OR BORROWED

"The Council of the S.M.A.E., regretting that one of our French visitors lost a camera on the field at Fairey's which has not been returned, offer £1 for information which will lead to the return of the missing camera."

Round Table Photo No.12 - Mike Myers (USA)

The person in Photo 12 of July NC—launching a black and white rubber ship at the 1994 Middle Wallop Meet is the late Mik Mikkelson. Mik was a successful commercial artist in his day job. He lived in Beachwood Canyon in Hollywood. He was a member of the Southern California Ignition Flyers, but was not really an "engine" guy—rubber was his forte. And he was very, very good as a rubber contest flyer. His models were almost always black and white---that color combination was what he saw best at height. (For me it was black and yellow—but everyone's mileage and vision differs in that regard).
The 1994 European SAM Champs (aka the David Baker Fest) may have been the year that Mik brought his scale Fairey Barracuda. He was a great builder of Jumbo Rubber sized scale models. Whether 1984 was the year he brought the Barracuda or not, the model's performance was impressive. I overheard another observer watching Mik's Barracuda sailing high above Middle Wallop, " *s'truth that model is a Wakefield in disguise*". Well maybe-over the years I saw many other Mikkelson Jumbo Rubber models make magnificent flights. Mike was particularly close to both David Baker and Mike Hetherington.
Mik was also a force to be reckoned with in the Southern California Twin Pusher Wars of the late 80's and early 90's. We might have 15 or 20 guys with twin pushers at a local weekend club contest at Mile Square—and even more if we ventured north to Taft. Mik and his Burnham Twin Pusher were the combination to beat—he probably came first in over half of the contests. That leaves not much to share for the other 14 or 15 flyers. Mik could be beat at Twin Pusher—I did it myself once or twice---over a period of 5 or 6 years. There were twin pusher flyers who wrote "Beat Mik Mikkelson" on the tail plane of their twin pushers. Ah, hope springs eternal in some folk's minds. I can recall one contest at Taft where my Burnham was still 150 feet in the air—and Mik's was down at 50 feet. Everybody else was down, and by Gum I had Mikkelson! Then my fused DT popped the foreplane and my Burnham came down like a shot duck—passing Mik's model on the way. Mik's buddy Mike Mulligan was standing next to me and said, '*You didn't want it bad enough*." Now I'm normally a mild mannered guy, not quick to anger---but Mulligan was lucky to stay out of my range that day.
And as for the Burnham Twin Pusher? Mik corresponded with Don Burnham. I think Burnham had designed the model in 1931 or 1932. He may still have been in high school or just started college at Purdue University in Indiana. While at Purdue he roomed with Bob Cahill the older of the two Cahill brothers. Jim Cahill designed the 1939 Clodhopper rubber model. Jim was three years younger than Don Burnham and Bob Cahill. Bob Cahill ultimately was inducted into the SAM Hall of Fame in 1993 because he was credited with inventing the folding rubber propeller. Bob Cahill went to work for Chrysler upon graduation and ultimately headed up their performance engineering and racing department. Burnham graduated from Purdue in 1936 with a degree in Mechanical Engineering. He went to work with the Oldsmobile division of General Motors. While there he worked on the design of the cannon that was mounted in the P-39 Airacobra fighter airplane. Since the cannon fired through the nose of the propeller spinner, the engine was mounted aft of the cockpit. The engine drive shaft ran between the pilot's legs. Of course true to automotive form, (not really GM's fault since Bell Aircraft designed and manufactured the Airacobra) the pilot stepped out of the cockpit through something very like a car door.
Burnham was a good engineer. He worked in several divisions of General Motors and by the early 1950's was recognized as one of the nation's most talented manufacturing and automation executives. In 1954 he was hired away by Westinghouse—then the third largest manufacturing company in the USA. In 1963 he was promoted to CEO—at the age of 48. Westinghouse was headquartered in Pittsburgh, and Burnham bought a large house and farm outside Pittsburgh. Until the end of his life one or both of the Cahill brothers would visit Don Burnham a couple of times a year—and they would go fly model airplanes---and twin pushers of course—out on his farm.
Mikkelson had a letter from Burnham saying that he "kept a twin pusher hanging on the wall above his fireplace". Well it was all a long time ago—but as I reread this story I'm reminded of the many remarkable people that have built and flown and competed with vintage model airplanes.

Mike Myers (USA)

Lost & Found - Trevor Hahner

A Tomboy Tale

About 3 years ago I purchased a delightful PAW.55 diesel. Having bench run it I sat wondering what to build for it, when it occurred to me that of all the sport F/F models I had built over the years, Tomboy was not there. Shame on you I hear you say!!
So, having downloaded the plan, visited the local print shop to have it enlarged (remember when we could do such things without fear of catching some deadly virus?), a Tomboy was duly constructed.
Bolt in engine & test run---all good, now wait for a nice quiet sunny weekend to travel to Salisbury Plain for the best exercise & fun man can have!
Sunday June 3rd 2018, a lovely summer's day 26deg. very little drift & lots of thermals.
Assembled model, fuel in tank, flick, flick for about 15-20 minutes, PAW will not start! Exasperation, desperation, perspiration, embarrassment---all mixed in, until eventually, Bingo, the dear little PAW (which by this time had been given a few new names) burst into life. Right, now go & sit down & cool off for 10 minutes, I say to myself & don't make the schoolboy error of getting excited & launching its maiden trimming flight with too much fuel on board or too many revs.

OK so far, I sit down, drink, relax & watch others flying their models & thinking what a wonderful hobby this is that we all enjoy so much.
Get up, walk out to model, fill up tank, flick, flick---engine starts almost immediately & I'm sure you are ahead of me-----schoolboy error coming up---launch quickly before engine stops! IDIOT!
Model climbs away in a nice left hand circle, up, up, up----now wondering just how much fuel is needed to take a Tomboy OOS on engine run alone! After what seems an age, the engine stops & Tomboy settles into a lovely glide, but, of course, as this is the maiden trimming flight I have not put any right on the trim tab.

Tomboy merrily glides in a straight line out over the Army Airstrip showing no signs of losing any height & eventually is lost to sight. Oh dear!
I did walk up past the airstrip in the forlorn hope of finding the model, but the grass had not yet been cut & so was waist high further on. Gave up & trudged back to the car & the other flyers feeling downhearted & somewhat embarrassed for such a basic error, when Pete Carter cheered me up by saying " the glide trim is good, Trev"! I couldn't think of a polite answer to that, so kept quiet.
The days, weeks & months roll by, & no news of my Tomboy, so, what to do next? Not wanting to be beaten, a phone call to those very friendly people at the PAW works, plus a lump of pocket money spent, brings another PAW .55 to my door,
A second Tomboy was duly constructed & has since been trimmed & had many a flight over Salisbury Plain…..once last year only narrowly avoiding landing in the midst of the set of the '1917' film.
Fast forward to June 15th 2020, when to my astonishment & delight a phone call from an estate manager at Wylye informs me that a model aircraft with my telephone no. on it has been found on farmland by one of his staff. During our short conversation he explains that although the model has much deteriorated, the engine appears to be ok, & would I like him to email me photos or collect it when in his area? " I will collect it tomorrow a.m." was my instant reply.
"Right" he says I will put the bits in a box, & if you drive into the farmyard you will see a long open fronted vehicle shed & your model will be perched on the boot of a Rolls Royce Silver Shadow, so you won't miss it!!!
This has got to be a dream, from which I will awaken in a minute. But no! Next morning I drive down to Wylye & sure enough on the boot of said Roller is the remains of Tomboy, wonderful! The gentleman refused any offer of reward, saying that he was just pleased to reunite me with my model. It restores one's faith in human nature, Doesn't it?

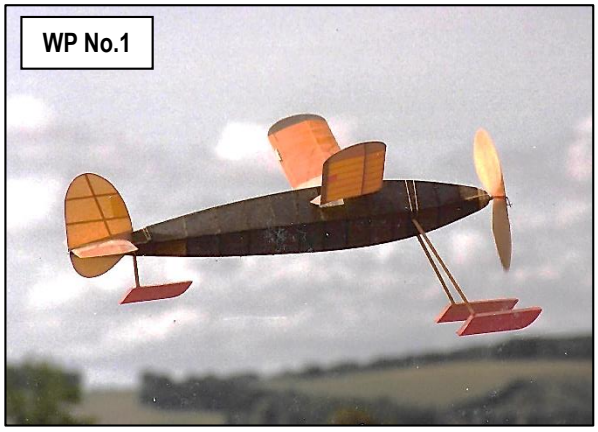
Wings are in two pieces & one U/C leg bent back. Looks as though it hit something hard or sharp on its landing. But, 2 years plus in the open, & the engine looked good.
Home, engine out, brushed off, after run oil applied, turns over nice & smoothly. Mounted in test stand on my garage bench engine fired first flick on prime & a further half a dozen flicks had it running as sweetly as though it had just left the factory……Amazing!!!

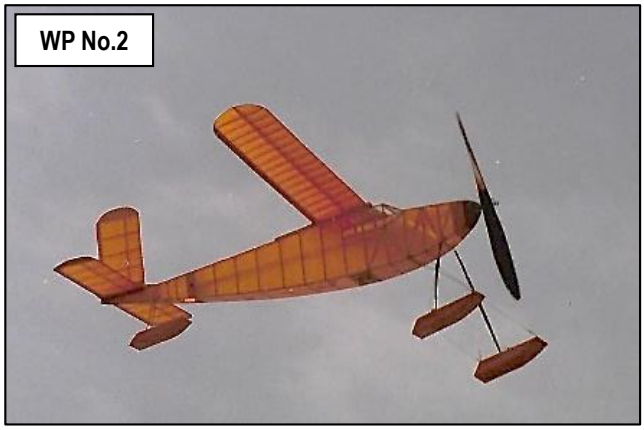
So now I have a spare PAW .55 engine I am wondering what to build for it whilst we are still in semi-lockdown times-: thinks…..I have heard it said that the VIC Smeed Tomboy is a good performer, I wonder!!!!!!!!!!!!!!!

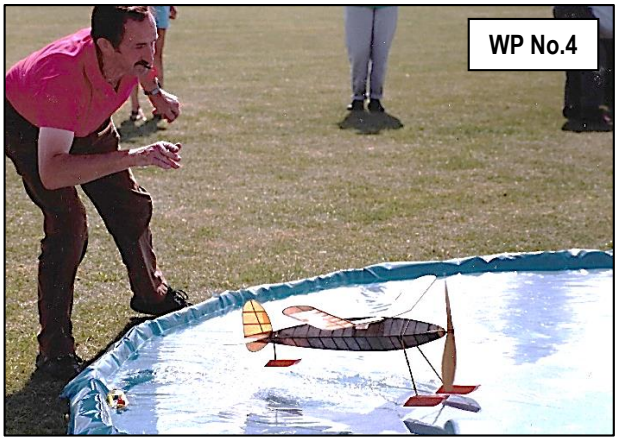
Trevor Hahner

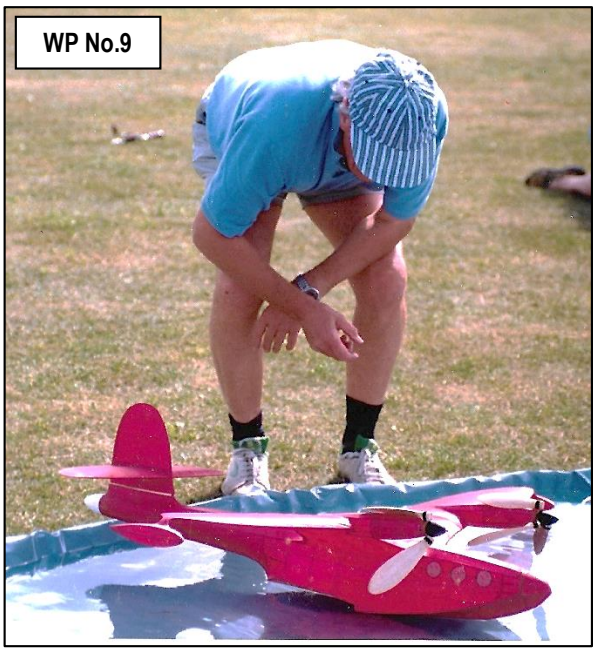
Water-planes at Wallop - Roger Newman

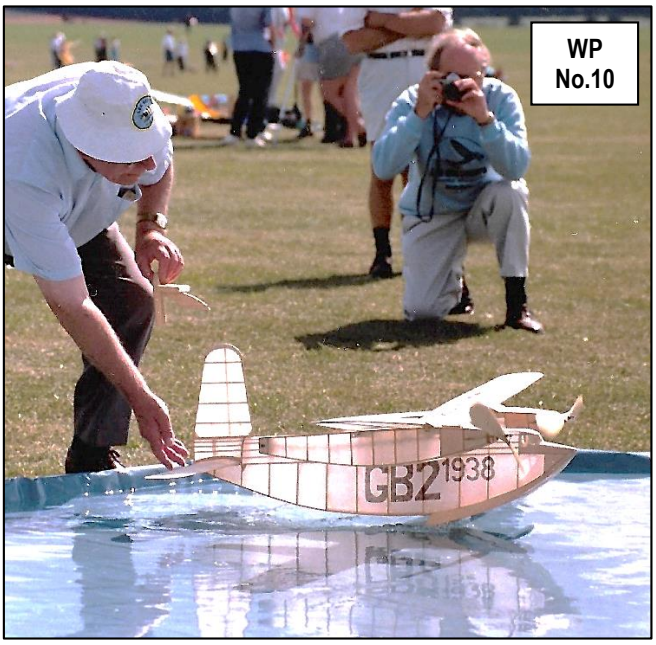
More photographs from David Bakers estate









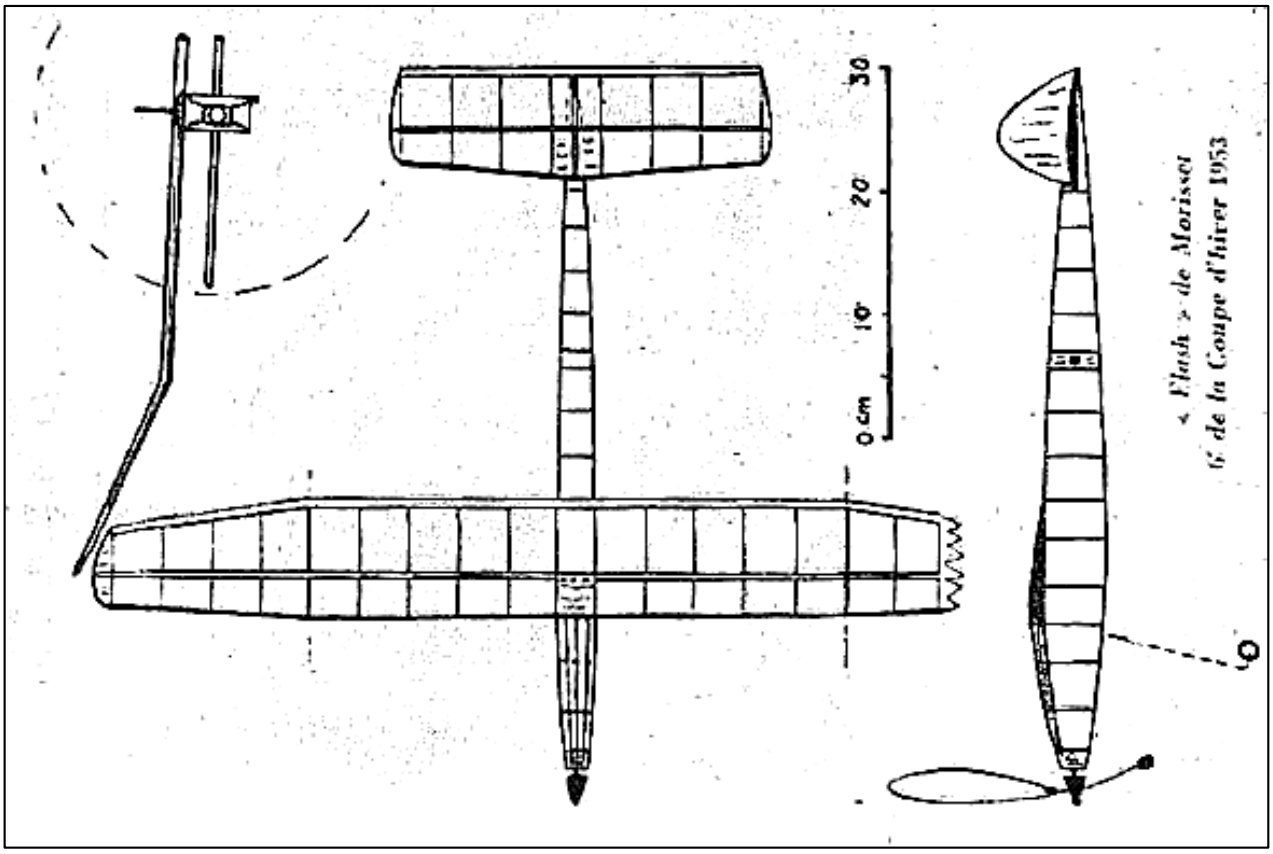


Roger Newman

Another Vintage Coupe - Don Thomson

Flash:

A Coupe d'Hiver by J. Morisset MRA April 1953



Fuselage:

Length 600mm, lever arm 262mm, construction 3 x 3 hard balsa with 2x 2 light stringers for the top deck. Retractable u/c 1.5mm piano wire.

Propeller:

Single blade, moulded balsa, 300mm dia x 450mm pitch,
blade 40mm wide. 0 side/down thrust.

Wing:

Span (flat) 765mm, chord 102mm, dihedral 80mm (tip only). Area 7.36dm^2 , aspect ratio 7.65, incidence 0.5deg. Aerofoil undercambered, 6.7mm thickness, 6.1mm camber at 37%.
LE 3 x 3mm hard balsa, TE 10 x 3mm, ribs 1.2mm balsa. Top spar 4 x 4mm hard balsa.

Tailplane:

Span 285mm, chord 93 → 87mm, area 2.51 dm^2. Aerofoil slight camber, aspect ratio 3.
LE 4 x 2mm balsa, TE 8 x 2mm balsa, spar 4 x 2mm balsa, ribs 1mm.
Central fin 1.5mm balsa, 75mm high, area 0.53dm^2, incidence 2deg.
Fin slightly to left (trim L/L)

***CG* 60%** Motor 10g Dunlop or Pirelli.
Weights; wing 17g, tail 5g, prop 11g, fuselage and u/c 23g, ballast 13g at 6cm in front of *CG*.

Don Thomson

Peterborough Flying Aces - John Andrews

Extract from old paperback Clarion circa 2003

The Peterborough Flying Aces Nationals took place at Ferry Meadows, Nene Park at the beginning of September. This is a small field event with the accent on small model competitions and fun flying. Peter Martin gets the blame again as he introduced me to this event a couple of years ago. Last year I built two models during the week before the event and lost them both on the day.

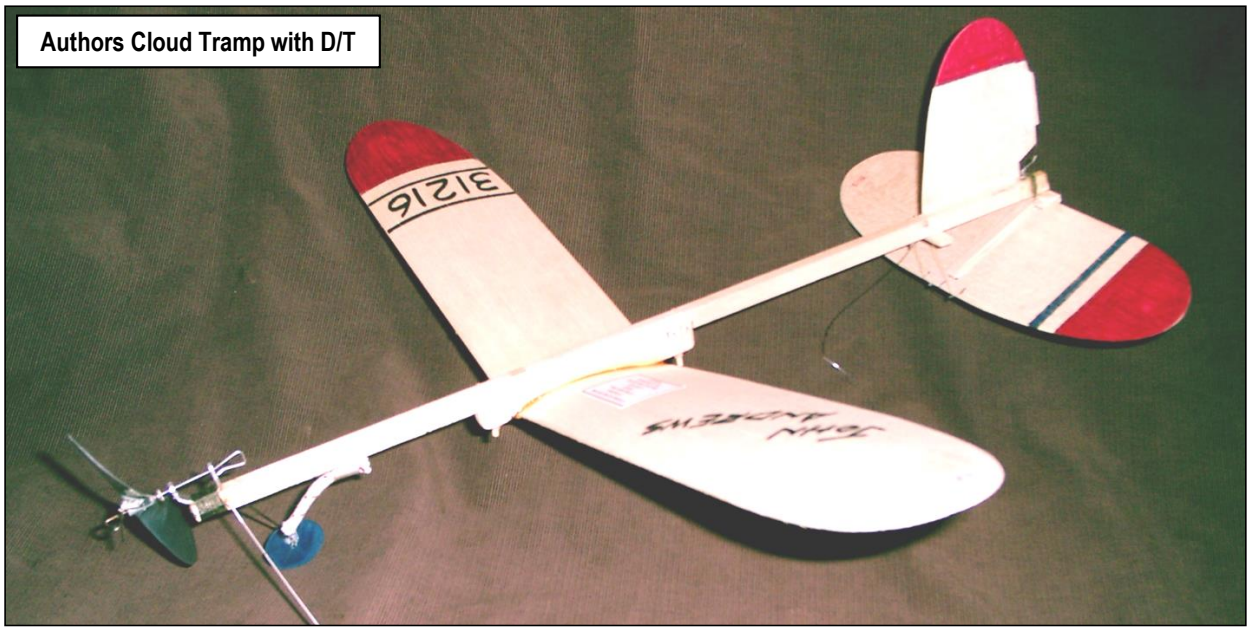
I built a low aspect ratio rubber job for the rubber ratio event, flight time divided by wingspan is the format, hence the low aspect ratio. The model was of course untrimmed, I did manage to record three flights but I was not able to use full turns as it kept spinning in. I did manage a last flight of three minutes plus, but the model D/T'd over the other side of the preserved railway and could not be found.

I did get a phone call a month later, from a chap who had found the fuselage in a wood alongside the railway track. I imagine the model must have been stuck up a tree until the wind blew. He only had the fuselage body, no prop, wing or tailplane so I thanked him and suggested he consign it to the dustbin.

I also built a Cloud Tramp, which looked very promising on the day last year and I got one flight of a minute plus on record. The glide trim was not quite right and the prop freewheel was a bit iffy, but I did sort it out and promptly lost it, off over the lake and the town in big lift on a trimming flight.

Historically this event has a record of good weather so, ignoring a diabolical weather forecast for day of this years' event, I went anyway. The weather turned out to be superb once again.

I had repaired the Archilles from Wallop and once again built another Cloud Tramp.



Authors Cloud Tramp with D/T

This time the Tramp was equipped with a fuse D/T on a tip down tail. With the extra bits and bobs and a heavy undercart, the model would not perform for me on 4 strands of 1/8th.so it was 4 strands of 3/16th. for me. The performance on this 10gm motor was more in tune with my style of flying, but the rocket climb was very launch angle dependant. Too straight and she looped on me, angled too much and a fast flat circle robbed me of altitude. I think I only got it right on the last of the five flights but I got lift as well. Next year may well see a significant improvement.

I teamed up with Bert Whitehead to make our competition flights. Bert's Tramp was quite competitive, he had a carved balsa prop without any freewheel but it did not seem to affect the glide. Bert's model flew on 4 strands of 1/8th. exceeding a minute comfortably on most flights. I am sure he could have done better if he had wound his motor to maximum. He was winding his 1/8th. motor with his winder on the floor and the model in his other hand, achieving a modest 1000 turns or so. I was stretch winding my 3/16th. motor and I was getting 1000 turns on that. I'm sure Bert could have

got 1200 or more if he had used my winder and jig but he was not really bothered, such is the atmosphere of the event.

A couple of Tramps, Author and Bert Whitehead

Bert entered the results from this event in Jim Moseley's WorldWide Postal Competition.

Our personal results as follows, Bert getting the better of me.

Bert Whitehead	***67***	*69**	*60**	***66***	***61***	*Total* ***194 secs.***
John Andrews	***57***	*39**	***68***	***43***	*130**	*Total* ***168 secs.***

*The * times are the non-counting scores, as the best and worst scores don't count*

I must point out that my overall score, counting all flights, was greater than Bert's, well I've got to get some credit from somewhere. For the record we did not feature in the prize list for the event on the day.

For would be Cloud Trampers, if you can build one to give regular flights over one minute, you've got yourself a reasonably competitive Tramp.

After the tramping, I turned my attention to the Archilles, hoping to fly it in rubber ratio. I still could not get it to fly on full turns, it was OK up to about 600 turns on the same 10gm motor as the Tramp but full wack and round and round till it spun in.
I seem to remember reading somewhere about the Archilles being difficult to trim. Eventually I broke the prop so that was that for the day. Repairs have been affected and I have invested in a little more wash-in on the right hand wing. If this fails, I will try flying it right/left.

Pride was restored somewhat, when I was returning from yet another unsuccessful Achilles foray, another competitor remarked "It's good to see that you experts can't get it right all the time". Me an expert? I can only think perhaps he was either taking the pee, or never reads the CLARION.

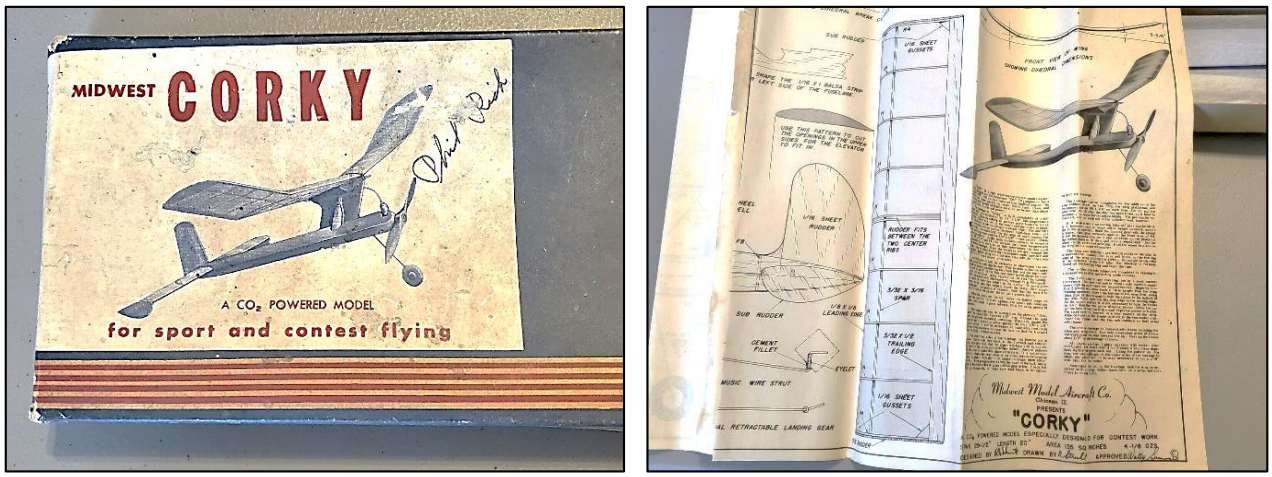
John Andrews

Indoor isn't for Everyone Pt.41 - Nick Peppiatt

Vintage CO_2 models continued

More designs for the OK CO_2 motor

This is the final instalment of the review of plans of models designed for the OK CO_2 motor and looks at those published after June 1949. These are given in the accompanying table, along with details of R.G. Schmitt's Midwest kit, Porky, which, according to information from the December 1991 SAM35 Speaks is dated 1947, so I should have listed it earlier! According to Bill Hannan in his book 'Peanut Power', Roland G. Schmitt was a famed Wakefield flyer. He also designed a published plan for a Peanut Scale Wittman Bonzo racer. I also stumbled across another Midwest kit, the Corky, an example of which, not necessarily complete, was available on ebay for a small fortune, but I have not found a current plan source.



Photos of the Midwest Corky kit found on ebay

The rate at which plans for this motor were published was clearly declining, as I have found only four that were published from July 1949 to the end of our vintage period, January 1951. However, these do include a nice Cessna 195 plan by Earl Stahl, this being the only post-war radial engined aircraft from this company, and a radial engine Curtiss Hawk by Joseph Wherry

Cessna 195

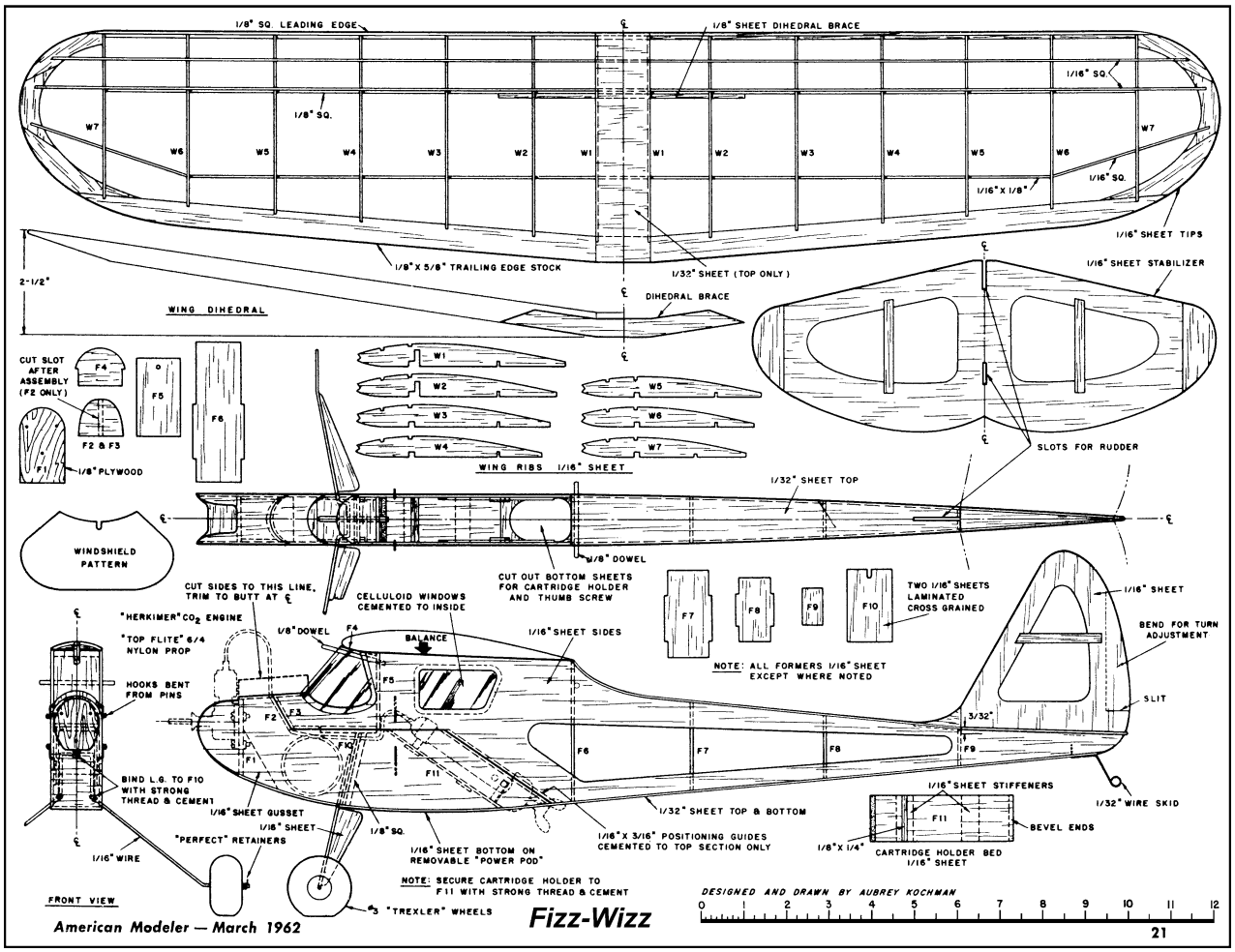
Curtiss BFC-2 Hawk

There were several designs published in the 1950s. The most recent Herkimer advertisement featuring this motor that I have found was in Model Airplane News, October 1951, so demand and interest were clearly waning. The BLM-3 plan is unattributed and undated on Outerzone (www.outerzone.co.uk), but I was able to track it down as there is a copy of the associated Boy's Life magazine (October 1952) available on Google books. It looks to be part of another beginners' series by Howard McEntee. The Hogan Twanger is also something of a mystery – a reduced size unattributed drawing was published in the 1953 AeroModeller Annual with the

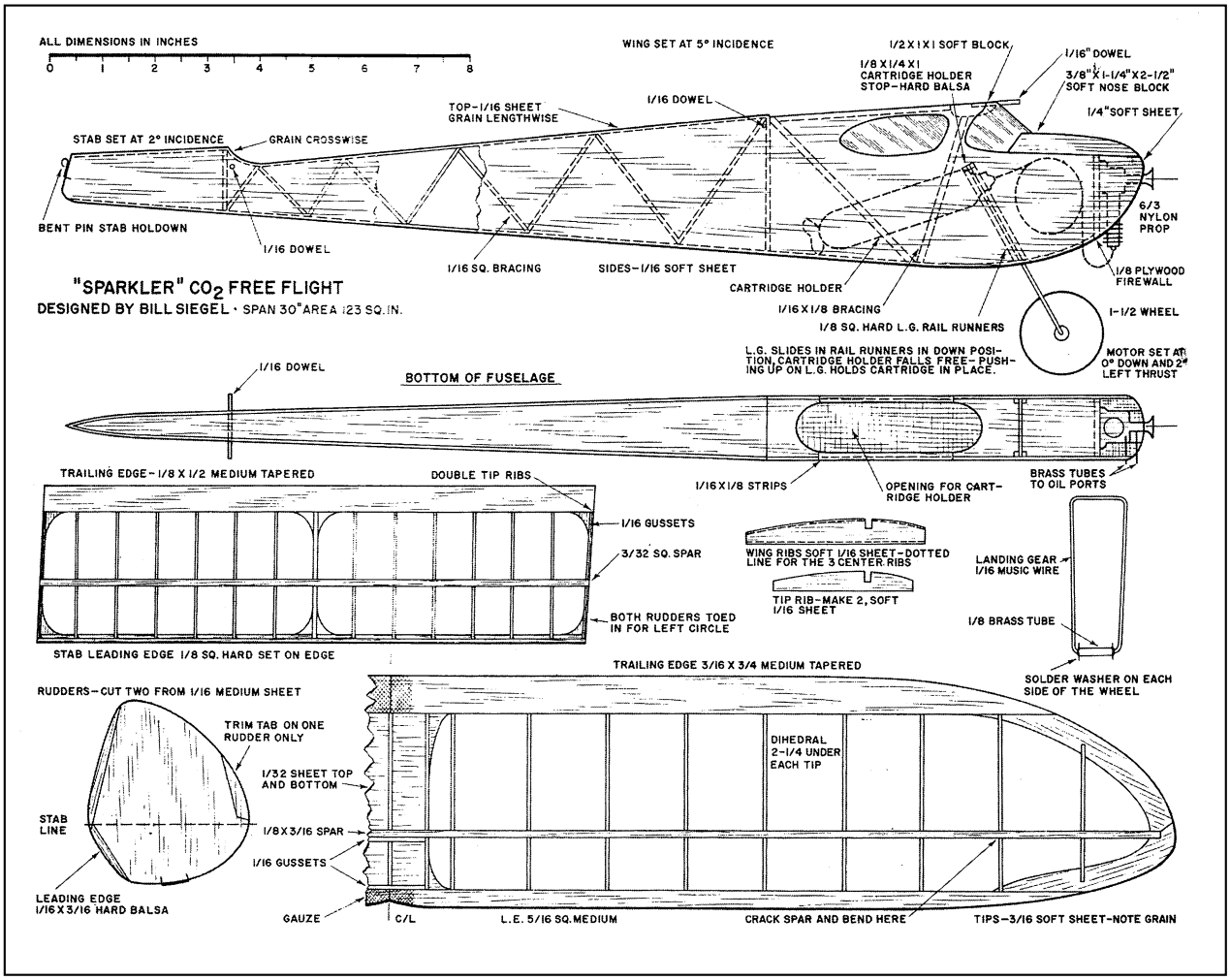
comment 'designed for CO_2, but suitable .5cc. After the "Sandehogan"'. The installation of a Frog 50 is shown on the drawing. The website Aerofred (www.aerofred.com) attributes the Hogan Twanger to Dennis Davis, designer of the original San de Hogan.

Roy Tiller's 'plansinmags' spreadsheet, available from the David Baker Vintage Heritage Library on the SAM1066 website, lists an intriguingly titled 'Air-Model Design Competition Small Free Flight Design Competition Bi Baby' from Air Trails January 1952. On investigation, this appears to be a concept design drawing with a caption that it was 'originally a CO_2 design by Harris Hyman'. As it is un-dimensioned, it is difficult to know what CO_2 motor it was originally designed for. In any case, I am very suspicious of the practicality of biplanes with zero decalage and zero longitudinal dihedral!

Somewhat to my surprise, I found two more designs for the OK CO_2 motor published in the early 1960s; the Fizz Wizz by Red Kochman (he of the earlier Curtiss Junior CW1) and Bill Siegel's Sparkler CO_2. Reading the accompanying texts reveals that the Herkimer Tool and Model Works had relaunched their CO_2 motor. Both these models attempt to address the problem of loading the gas capsule easily. The Fizz Wizz has a removable front fuselage section to enable easy access to the holder and allows bulb replacement without distorting the pipework. This also enables an extra forward fuselage pod to be made to take a Tee-Dee .010 as an alternate power source. The Sparkler has a removable mono-wheel undercarriage, which retains the bulb holder.



In these two models, the intention of the designers appears to be to run the CO_2 motor like a small i.c. engine. The propeller specified for the Fizz Wizz is 6x4in, and the Sparkler 6x3in. The earlier designs for the OK CO_2 motor generally specified 8in diameter props, or 7in props with a higher pitch e.g. 7x8in. The instructions for the Sparkler suggest setting the motor to run for 18 s.



This seems surprisingly short to me. As a comparison I carried out a run test on my Modela powered Air Trials Cruiser. The displacement of the OK CO_2 motor (29mm^3) and the Modela (27 mm^3) are similar. A typical CO_2 bulb holds about 8g of gas. The Cruiser is fitted with two tanks, one Modela and one Telco, which give a combined capacity of 8cc. The density of liquid carbon dioxide varies considerably with temperature but under ambient conditions is around 0.8g/cc, so the capacity is similar or slightly less than a CO_2 bulb. The excellent Modela propeller is 7x8 in. As a check, I filled the tanks of my Cruiser with a liquid charge and got a motor run of some 100 s. This was at a throttle setting that gives the Cruiser a reasonably vigorous climb.

No weight is given for the Sparkler, but the Fizz Wizz weight is 5oz or 140g, made up of 70g for the airframe and 70g for the motor and accessories. In comparison the weight of my Air Trails Cruiser, which is of similar size, is about 90g. So the Herkimer system is clearly somewhat heavy and, perhaps, one reason why the motor did not really catch on the second time around. If you have been tempted to build one of the somewhat obscure designs that I have mentioned in this vintage COseries, please let us know via our esteemed editor.

Walt Mooney Cook-up

For evidence that stick and tissue modelling is alive and well, please go to:

www.hippocketaeronautics.com/hpa_forum/index.php?topic=25295.0

where you will find photos of 55 completed models. What a tribute to this prolific designer!

Nick Peppiatt

OK CO2 Designs - Nick Peppiatt

Model Aircraft Designs for the OK CO_2 Motor July 49 onwards

Design	Designer	Source	Date	Span (in)	Secondary plan source	Description	Construction
Aloha	Henry Jex	Air Trails	Jul-49	32	Outerzone	High wing pylon	All sheet
National Record CO_2	Phil Sargeant	Air Trails	Sep-49	37		High wing pylon F.Zaic drawing	Stick and tissue
Cessna 195	Earl Stahl	MAN	Apr-50	34	Outerzone	Scale, high wing	Stick and tissue
Curtiss BFC-2 Hawk	Joseph Wherry	Flying Models	Jun-50	20	Vic Smeed 'Model Flying the First Fifty Years'	Scale biplane. Alternative power rubber	Stick and tissue
Porky	R.G.Schmitt	Midwest kit	1947	29	S35S Dec-91/May-07	High wing cabin	Stick and tissue
Corky	R.G.Schmitt	Midwest kit	Pre 1950	29.5		High wing pylon	Stick and tissue
BLM-3	Howard McEntee	Boy's Life	Oct-52	27	Outerzone	High wing cabin	Stick and tissue wings, sheet fuselage and tail
Hogan Twanger	Dennis Davis	AeroModeller Annual	1953	32	S35S Apr 84 Tony Brookes' version for Modela AM Jul-99	High wing pylon, originally designed for CO_2, small diesel shown	Stick and tissue
Fizz Wizz	Aubrey (Red) Kochman	American Modeler	Mar-62	28	Outerzone	High wing cabin	Stick and tissue
Sparkler CO_2	Bill Siegel	MAN	Feb-63	30	Outerzone	High wing cabin, twin fin, monowheel u/c	Stick and tissue, sheet fuselage

Nick Peppiatt

Garap Vintage Coupe - Gavin Manion

Editor: This article is Gavin's response to a query by Peter Michel.

Hi Peter,

A response to your email to John A regarding the Vintage Coupe Garap.

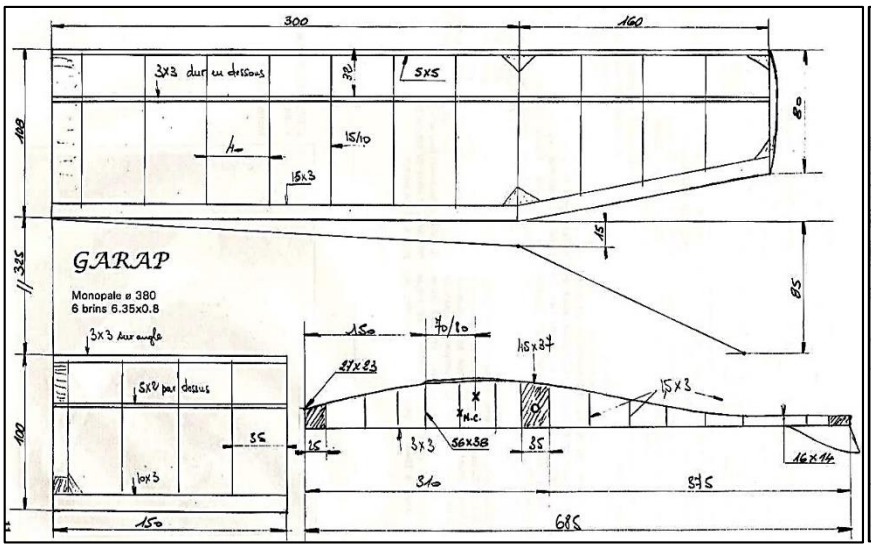
Since you've presumably seen the article I did about it in Clarion (Nov 2019 if you haven't) I thought it might be helpful if I shared the route I went down to find it, then you might be tempted to continue the search.

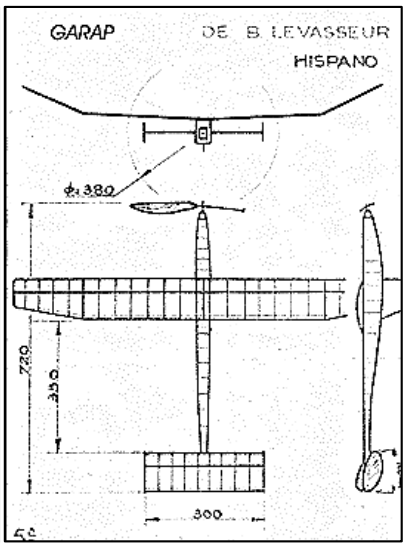
I knew of the model because of a photo in Pete Tolhurst's series in Hippocket under the heading of "more vintage coupes" or some such. An email conversation with Roger Newman produced a searchable excel file of part of the DBHL database sorted by "F1G" or "coupe". It is a veritable treasure trove.

There's Garap under "AAAA" so another email to Roger who explained where, on the SAM1066 website, to find the French AAAA newsletters; here we go...SAM1066 homepage, on the left, near the bottom click "SAM International". Then on the left again and 6th from the bottom click "Newsletters"; on the bottom left of this page under SAM70 is the link to the archived AAAA journals. Garap is in journal 9401 by date or 039 by number. Add to that information a single sheet plan from Pete Tolhurst's private collection and you have all that I had.

The "modification" I did to the Gott123 airfoil section was to use the curve generated by the fuselage at the wing mount area as the undercamber whilst retaining the "proper" top camber line. A practical solution I thought.

The Tolhurst plan marked "Hispano" apparently, and this is a suggestion of Roger Newman's, refers to a French club of the time "Hispano Suiza" presumably based at the Paris factory post WW2.
You see them referenced occasionally in the results lists reproduced in some issues of AAAA.





You now know as much as me. I've built one, and very handsome it is too. If I can manage on this ancient Kindle I'll send you a photo.
Thanks for the interest.

Gavin Manion

THE S.M.A.E. AND MODEL AERONAUTICS

By A. F. HOULBERG, Chairman

EXPERIENCE has clearly shown that a certain amount of organisation is necessary in all classes of sport in order that the various events forming part of the yearly programme should be run satisfactorily and efficiently.

It has also been proved that satisfactory organisation in all fields of sport can only be achieved if the contests are all run under the same established rules.

For instance, imagine what would happen in the football and cricket worlds if every club was entirely independent, and formulated its own contest rules; chaos would exist, and interchange of fixtures would soon die out owing to the uncertainty of the conditions encountered.

For any sport to grow healthily it must be properly organised, with sufficient rules to eliminate uncertainty and the possibility of evasions, yet, at the same time, without so many rules as to restrict free development and expansion.

Models and Organisation.

The sport of aero-modelling is no different to any other in its need for proper organisation, and this need was felt so long ago as 1910, when the society known as the Kite and Model Aeroplane Association, then the largest club interested in model aircraft, found it imperative to seek official recognition from the Royal Aero Club of Great Britain, and obtain powers to control the proper conduct of model competitions and record attempts throughout the country in order to counteract certain malpractices which were being indulged in by some less scrupulous competitors.

Post War Development.

The advent of the Great War unfortunately suspended the activities of the K. and M.A.A., and though an attempt was made to revive it after the cessation of hostilities everyone was so war-weary that the attempt failed.

In 1922, however, a band of "model aeroplane" enthusiasts revived another pre-war club, known as the London Aero Models Association, and this eventually grew rapidly under the able guidance of its officers and Mr. A. E. Jones, its first secretary, until it reached the the position of the premier model aero club in the country. It was then felt that its sphere of operation should extend beyond the confines of the London area if it was to assist in the revival of the model aeroplane movement, and the club was renamed The Society of Model Aeronautical Engineers, negotiations being opened with the old K. and M.A.A. for the acquisition of its many assets in the way of cups, trophies, etc. In this it was successful, thus becoming the legal successors of the K. and M.A.A. and the owner of the valuable trophies which had been accumulated before the war.

Official Status.

With many attractive trophies being competed for in open competition, the need for proper control of these contests was again felt, and the Royal Aero Club was approaching with a view to obtaining for the S.M.A.E. similar controlling powers to those granted to the K. and M.A.A. before the war. After satisfying the Royal Aero Club on the soundness of the constitution of the S.M.A.E. and its rules, the Royal Aero Club agreed that the S.M.A.E. should become the body controlling model aeronautics in Great Britain under their ægis.

A National Body.

This sequence of events brought the S.M.A.E. to the stage where it ceased to be a local club and transformed it into a national society bringing with it three important duties; firstly, the development of the model aeronautical movement throughout the country; secondly, the conduct of model flying in this country on sound and safe lines; and thirdly, the maintenance of British model interests in the international model movement.

The Development of the S.M.A.E.

Having due regard to the limited funds in the movement and at its disposal, it was felt in the first instance that the best way of stimulating the development of model aeroplane flying was to encourage sound competition by making the contests for its trophies as open as possible.

This scheme was adopted and proved successful, but, owing to the lack of organised provincial clubs, in the first stage these competitions were perforce held in the London area. When the movement in the provinces had grown to dimensions which justified it, the S.M.A.E. immediately instituted the decentralised competitions which enable all provincial clubs to compete simultaneously for the leading S.M.A.E. trophies on their own ground, thus extending the interest of their members and providing them with an increased incentive to turn up regularly at the flying meetings. This incentive has lately been added to by the allocation of the Plugge Cup as a national championship cup, based on the results gained in the decentralised contests throughout the season.

Some of the trophies are still competed for as centralised contests, but these are few and of a special nature, which renders decentralisation impracticable. These include, of course, the Wakefield Cup Team eliminating trials and those for the King Peter Cup.

The Venue of Primary Contests.

From time to time the S.M.A.E. has received requests to hold these important events somewhere in the Midlands, the persons making the request nearly always being under the impression that this will simplify the travelling problem and make things much fairer for everybody, as the travelling distance will be approximately the same in all cases. Actually, when one goes into this question carefully this proves not to be the case, owing to the fact that the railway systems of this country all converge on London, and thus make it easier for the *majority* of people to reach London than any other part of the country.

In addition, the question of organisation arises, and it is much more simple to organise these contests in the London region, where the very necessary personnel and equipment are available, than to do so in the provinces, where a large percentage of both personnel and equipment would have to be imported from London or other local clubs.

Actually the S.M.A.E. has held some of the Wakefield contests away from London; several at Halton, and one at Warwick, and it was its experience at the latter venue in particular which has been the deciding factor in holding subsequent important contests in the London district.

A break away from this decision will, however, be made this season in the case of one of the centralised petrol model contests, which will be held at Cranwell Aerodrome, Lincs., in an endeavour to assist the power-driven model enthusiasts of the North.

Reconstitution.

The introduction of decentralisation in connection with the S.M.A.E. contests coincided with its reorganisation as an association of affiliated clubs, each of which has an equal share in its organisation, as distinct from a club composed of individual members, as it was originally. All the clubs affiliated now have an equal representation on the Council, and can exert an equal influence in its affairs.

The geographical position of some of the affiliated clubs has, however, prevented the regular attendance of their representative at Council meetings, owing to questions of cost, and the system of proxy-delegates in such cases has not always proved entirely successful, since no proxy-delegate can possibly function as effectively as an actual member of the club.

In addition to this the number of affiliated clubs now approaches the 150 mark, and it is becoming increasingly difficult to house a Council meeting of this size, to say nothing of handling it and preventing the discussion from becoming too protracted.

The Area Scheme.

In view of this the S.M.A.E. at its last annual general meeting, approved of the institution of an Area Scheme, in which the country will be divided into a number of areas or districts, in each of which the clubs will be grouped and expected to co-operate on matters affecting model aeronautics in that area. Each area group will be entitled to one representative on the S.M.A.E. Council, who will have voting power in accordance with the number of clubs forming his group. Full details of the area scheme, including the proposed areas, will be in the hands of all club secretaries by the time these lines are in print, and the Council of the S.M.A.E. ask all clubs to get into immediate touch with the other clubs in their area with a view of forming their area councils and electing their representative on the S.M.A.E. Council, so that this scheme can be put into operation with the least possible delay.

By grouping the clubs in this way it is felt that they will be brought into closer contact with each other, to the general improvement of the movement, since they can then discuss their local conditions more readily, and at the same time contribute towards the expenses of sending a representative to the council meetings of the central body.

It must be remembered that the S.M.A.E. is a group of clubs governed by the clubs themselves, and that it is in your own interests to see that you are properly represented on the Council through the Area Scheme.

Competition and Record Rules.

Regarding rules for competitions and records, the S.M.A.E. has evolved a set of sound regulations covering both of these aspects of model flying, which includes the famous fuselage formula, which is now in almost universal use, and has even been adopted by the F.A.I. for their regulations covering international competitions and records.

For the benefit of those who are not familiar with the history of this formula, we would point out that it was produced by the S.M.A.E. in order to prevent the construction of models with freakish proportions which, while perhaps advantageous from a model point of view, would be quite useless when translated into a full size machine.

No one will deny that it has had the desired effect, or that its influence has been beneficial to the movement as a whole.

Petrol Rules.

In addition the S.M.A.E. has laid down a set of rules for the safe flying of petrol models, which it is sincerely hoped *all* petrol model enthusiasts will comply with, whether they are members of affiliated clubs or not.

It is surprising the number of owners of petrol models who fail to realise the need for these rules or the reasons for their institution.

Petrol models, by reason of their size and weight, to say nothing of their high speed propeller and inflammable fuel, are more prone to inflicting damage to persons and property than are rubber-driven models. *It is, therefore, logical that more care should be exercised in the conditions under which they are flown.* Due to inexperience or thoughtlessness, this additional care is unfortunately not always exercised, and it is to protect the petrol model flyers themselves that the S.M.A.E. have drawn up their rules, and to obviate the possibility of official interference with the progress of petrol flying, such has occurred in America, where indiscriminate flying of petrol models brought about an official ban, which was only lifted after involving the movement in great trouble and expense, and forcing them to accept rules which are almost identical to those formulated by the S.M.A.E.

It must be remembered that the civil laws of this country concerning damage to persons and property are much more severe than those of America, so that the situation is more acute here, and it behoves every flyer of petrol models to exercise the utmost care, particularly when flying on spaces to which the public have access.

The International Aspect.

Years of patient work on the part of the S.M.A.E. has succeeded in establishing the Wakefield Cup as the premier international model aeroplane trophy and the most popular international event.

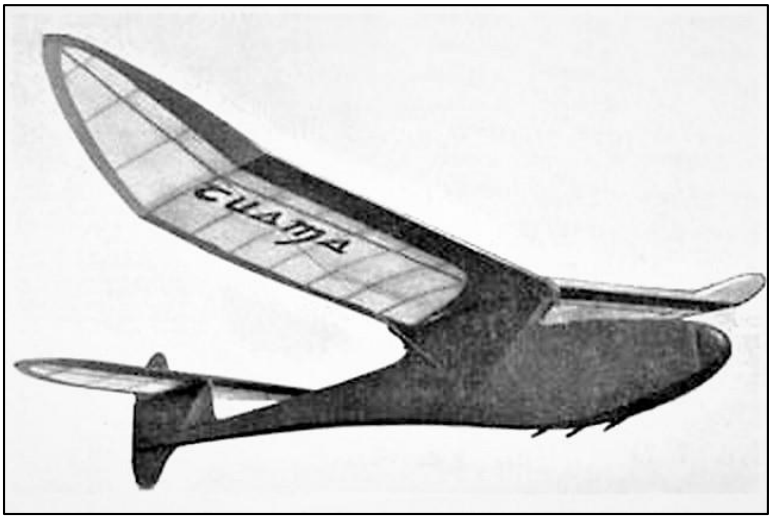
The contests for this cup have been instrumental in cementing many international friendships, and in spreading international goodwill amongst model aeroplane enthusiasts all over the world.

The gratifying success of the team sent to Yugoslavia for the King Peter Cup further helped in establishing the prestige of British model flying, which it is hoped will be maintained during this year's contest.

The F.A.I. rules governing models have in the last few years undergone extensive revision from the impossible

Aeromodeller Departed: Dick Twomey

Sadly we report that Dick passed away on Thursday July 9th in Mauritius.



Dick's famous ugly duckling

The Leprechaun

Editor: A few years back I mistakenly wrote a short obituary for Keith Miller and it was published for just one day before it was realised that Keith was still with us. (We became good friends afterwards.) I wrote my abject apologies in the New Clarion but my sense of guilt was somewhat overpowering until I received an email from Dick which put the whole thing into perspective. I reproduce his words without editing and I feel this indicates the sensitive nature of the man I had the privilege of calling my friend.

John,
Never mind the laws of Sod or Murphy, you are doing a fantastic job!
Your claimed glitch made me think that in fact it is a much better thing to read one's obit than to miss it! So you can write mine any time you need a space-filler. It could go something like:

" He was a schoolboy during WW2, and probably remained one for many decades after. Looking up at the fighter or bomber-filled sky, he delighted in the shapes of aeroplanes, and decided to be an aircraft designer when he "grew up" (if he ever did); but his first such job- application was returned with the fatal summary: No Physics, so not a chance!
What then to do? The gods of National Service offered a pilot course (really a miracle), but DESIGNING remained THE THING. If it couldn't be full-size then it had to be models, isn't the satisfaction is in the same league anyway? "No Physics" meant not much belief in the more sophisticated aspects of Aerodynamics either, so... ignoring the accepted wisdom... he spent his time sketching fat fuselages (that became famous), chubby wings (that grabbed tightly onto thermals), inadequately-winged gliders (that broke records), and portly jets (that won trophies). ...with most of them sporting home-made aerofoils just because "they looked nice". Sacrilege?
But who says that God doesn't love a joke? He even awarded this feller the initials "D/T" to bring him down to earth! "

John, New Year's Resolution: Not to take life (and all that) too seriously.
PS: Trophies, records, grossly exaggerated, just to make better copy !

Dick

R.I.P.

Timperley at Tatton Park - Gerry Ferer

Timperley Model Flyers Report for 2nd July 2020

Terry Ian GF's kit Doug Mike Roger

Photo showing that we kept 2meters apart

When Tatton Park was declared open on 3 June there was a delay in allowing model flying until Knutsford had submitted their rules for dealing with Covid-19 to the park authorities. Permission was received on 9th. (Knutsford members should have received the rules direct)

Ian suggested we should start contest flying with something simple, like the Don Fletcher.
The first scheduled Thursday 18Jun. had rain all day, and the next week was called off as too hot, Forecast as up to 30degs, though GF and JP did go, and found it bearable in the strong cooling breeze.

The next Thursday 2nd July was a perfect flying day. Just a light drift, varying from NW to NE, with light thermals. We flew from left of the path opposite the seat.
DgB's first flight without a dt caught a thermal and went oos over the car-park. He continued with a P30. GF's first flight circled in a thermal with little drift right overhead. MM had a thermal flight to the east appearing to be nearing the copses: we were willing him to use the RDT.

TD was also there, trimming a new Senator built as a lock-down activity. Rather underpowered on half a 50gm motor.
We decided the next contest to be P30 on 16th July. At present we are uncertain whether to fly gliders, requiring handling, and possible virus contamination.

DON FLETCHER (max = 3x span) 2 July 2020

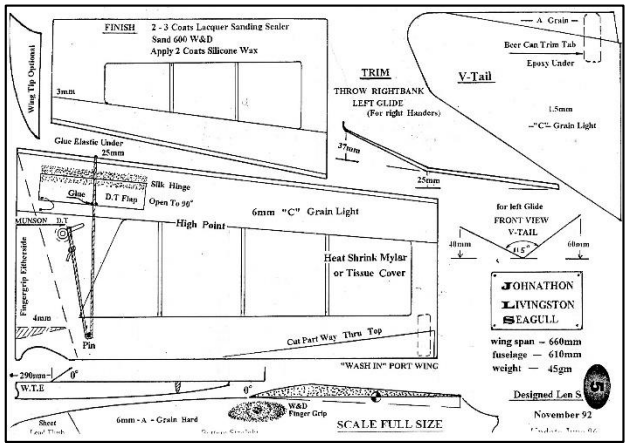
Name	Model	Span	Max	1	2	3	Total	**Total %**
MM	Thermal Bug	30	1.30	1.34	1.44	2.07	4.30	**300**
GF	Senator	31	1.33	1.55	1.18	1.30	4.21	**280**
DgB	Bim-Bam & P30	30	1.30	2.52	47	33	2.50	**189**
RgS	Eaglet	24	1.12	44.0	35	43	2.02	**169**
IW	Kidsstuff	24	1.12	38.0	28	46	1.52	**155**

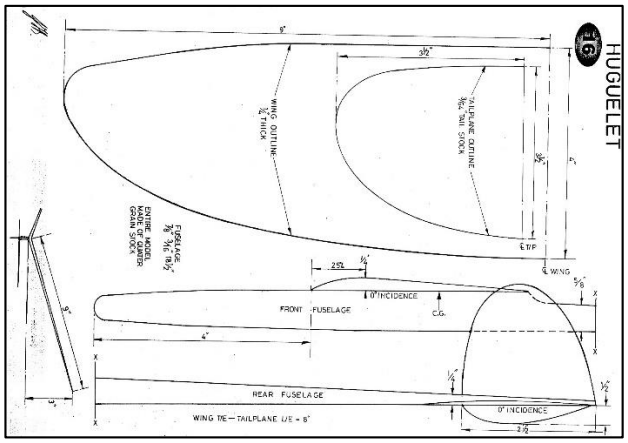
Gerry Ferer

Report No. 114 Tidy up, continued.

Last month's report recorded that we now have a full set of "Heave Ho", a hand launch glider newsletter. These included plans in almost every issue, many of them published at full size or at least with full size template drawings for the wings, stabiliser and fin. Here is a list of the plans in alphabetical order by designer's name. Plans as published available by email.

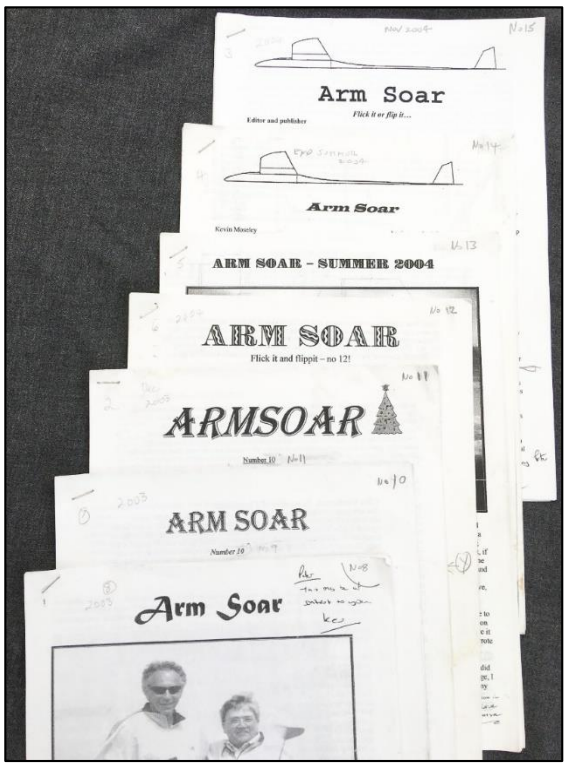
MODEL NAME	Origin/Drg by/other info	DESIGNER	SPAN	NOTES	SOURCE
HLG by Adrian Able	BENNS M drg	ABLE Adrian	22	HLG	HH9711
LOW CEILING HLG	BARKER J drg 1995	ABLE Adrian (ABELL A?)	16	IHLG	HH9711
MONSTER	MAN5001	ACORD Ray O	30	HLG	HH9803
INDOOR HLG		BALL Phil	18	IHLG	HH9811
SUPER DOT 24		BROWN Kevin	20	HLG	HH0003
TERRAPLANE 22		BROWN Kevin	22	HLG	HH9703
SLOW POKER	MAUS9206?	BUDDENBOHM Stan	24	IHLG	HH9911
SWEEP UP 10/97		BUDDENBOHM Stan	18	HLG	HH9811
ZENITH	PETERSON D txt & drg?	BUDDENBOHM Stan	18	HLG	HH9711
ZOHIGH		BUDDENBOHM Stan	12	IHLG	HH9711
PROTEUS XI 1999 IHLG		BUSKELL John	22	IHLG	HH9911
NXT3		BUXTON Jim	23	IHLG	HH0011
POKER DOT, original, calm evening flying 26g		CAMERON Alex	20	HLG	HH9911
HEAVE HO	FM5006	CAYTON Earl L	18	HLG	HH9903
MR SHIFTER		CHAPMAN Mike	19	HLG	HH9807
THERMAL SCOUT	CHAPMAN M txt,drg	CHAPMAN Mike	18	HLG	HH9911
CLASS 'C' 12min	ZAIC35	CHERNOFF Max	28	HLG	HH9811
CLASS 'C' 12min	AJC drg	CHERNOFF Max	28	HLG	HH9811
DEPRON WING INDOOR HLG 1997	CRISP A J drg	CRISP Andrew J	18	IHLG	HH9811
DEPRON WING INDOOR HLG 1998	CRISP A J drg	CRISP Andrew J	19	IHLG	HH9811
CANARD CUTIE	FM6106	DEL GATTO Paul E	12	CLG	HH9903
DRIFTER standard class	PALRANG M drg	DESHIELDS Bob	13	IHLG	HH9803
DRIFTER unlimited class	PALRANG M drg	DESHIELDS Bob	16	CLG	HH9803
APOGEE RC HLG	DRELA M drg	DRELA Mark	36	RC HLG	HH0007
ROLL OUT		DUNHAM Robert II	16	HLG	HH9903
OPITEC WINNER 1999		EDGE Chris	19	HLG	HH9903
CHE Spanish HLG Nats Winner		GARRIDO Santiago Rodriguez	19	HLG	HH9811
SWEEPETTE 18, Lee Hines Classic		HINES Lee R	18	HLG	HH9911
HUGUELET HLG	Benson J drg,Page M txt	HUGUELET Milt	18	HLG	HH9611
HLG flown by RISBY Antony	BROWN K drg	JOHNSON Harry	14	HLG	HH9611
BRITISH BULLDOG	KIMBALL B drg	KIMBALL Bruce	24	HLG	HH9903
DING BAT		LONERGAN Art	17	HLG	HH9711
RATIO. BEAM BALANCE	LONERGAN A drg	LONERGAN Art	NA	Weighing	HH0011
PEST	CRISP A drg	O'DONNELL Hugh	18	HLG	HH9703
PEST as midified by A J Crisp	CRISP A drg	O'DONNELL Hugh	18	HLG	HH9703
PEST Mk 6	CRISP A drg	O'DONNELL Hugh	18	HLG	HH9703
BUTTERFLY 5 Mk 1 hinged fuselage DT		PAGE Mick	24	HLG	HH9803
FD1 foam meat tray Delta glider	PEARSON S txt/drg	PEARSON Stan(Funf)	6	CLG/HLG	HH9703
GG3 foam meat tray glider	PEARSON S txt/drg	PEARSON Stan(Funf)	14	CLG/HLG	HH9703
HIRUNDO(SWALLOW)	PEARSON S drg	PEARSON Stan(Funf)	14	CLG	HH9611
NEEDLENOZZLE 1959		PENTLAND Geoff	30	HLG	HH9803
British Indoor 1997 Nationals Catapult Winner		PETERSON Dick	12	IHLG	HH9711
B POLLY RECORD GLIDER	MAN4903	RAMBO Carl	17	HLG	HH9703
JOHNATHON LIVINGSTON SEAGULL 1992 updated1996		SURTEES Len	26	HLG	HH9611
QUANTUM 20	SURTEES L drg	SURTEES Len	20	IHLG	HH9707
SLOW POKER MODIFIED , version of Buddenboem original	SURTEES L drg	SURTEES Len	22	IHLG	HH0003
The 1/3, 2/3 Theory of Designing Hand Launch Gliders	VARNAU K drg	VARNAU Keith	18	HLG	HH0003
CLASS A INDOOR GLIDER(VARTANIAN)	MAN4109	VARTANIAN Leo	12	IHLG	HH9911
VARTANIAN(CLASS A INDOOR GLIDER)	MAN4109	VARTANIAN Leo	12	IHLG	HH9911
World record paper plane HLG, 20.9secs flown by Chris Edge	FANTHAM M drg layout	WHITE Andrew	9	Paper/card	HH0003
BIG UN	CRISP A J drg	WILLIS Spencer	32	HLG	HH9611
PHANTOM 22 Outdoor 28g		WITTMAN Ron	22	HLG	HH9903
PHANTOM 22 Cat III 20g, Cat IV 24g		WITTMAN Ron	22	IHLG	HH9903





Peter Tolhurst responded to the "Heave Ho" request as indicated last month, but that was not the limit of his information, see below.

"Onto other things, namely HLG/CLG newsletters. When I took up flying the class in circa 2001/2002 I got talking to a chap named Kevin Moseley (son of Jim Moseley) who was producing a similar newsletter and I subscribed to it whilst it continued. I have numbers 8 to 14, and then it stopped. It was called ARM SOAR. If you would like copies of the ones I have got, please give me a shout. Cheers, Peter"



Well, having never even heard of "Arm Soar, I certainly did give Peter a shout and we now have seven copies of "Arm Soar" commencing with issue No8

The photo shows the seven issues supplied by Peter, who is quite clear that these are the complete run from issue number 8 through to the last one produced. They are not all numbered and not all dated but fortunately the front page heading is different in every case. The content includes plans which are being listed with the source being identified by the issue number of the newsletter. Those that were not originally numbered have been sequenced either according to the stated date/season or as best that I can determine by the contents i.e. dates of past contests or advice of dates of future meetings.

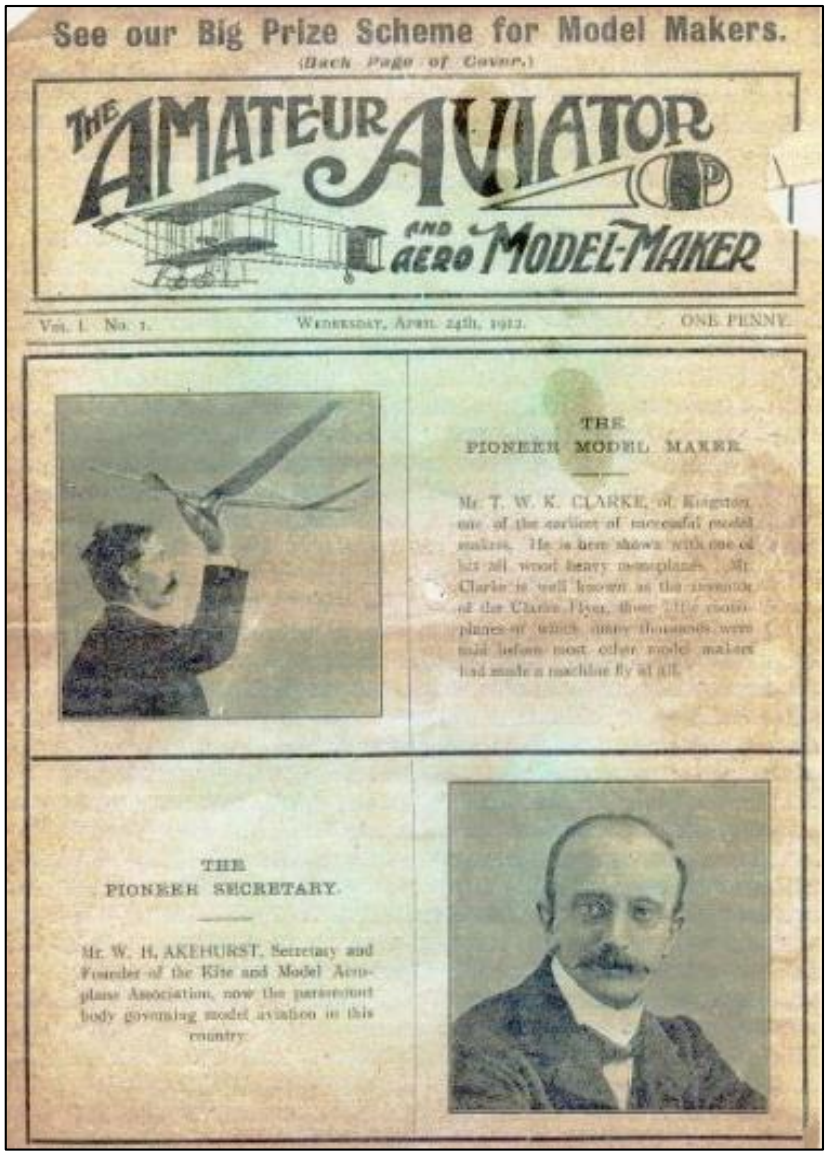
The first one shown has a picture of Len Surtees and Mick Page at the 2002 Nats and includes the words "Welcome to issue number 8", so that is clear enough and the date would seem to be about April 2003. Now we are into a bit of detective/guess work, be sure to let me know if I have got it all wrong. It would seem that there was no Number 9. The next is headed Number 10, the date being about September 2003. The next issue is also headed Number 10, date about Dec 2003. Then came Number 12, about March 2004, with a note that the second number 10 should have been Number 11, so I have pencilled that in on the cover. The next issue is headed Summer 2004 and I have called that Number 13. The next had no number or date but would seem to be about Sept 2004 and I have called it Number 14. Finally came an issue again with no number or date stated which would seem to be from about December 2004 and which I have called Number 15.

The newsletters carried an email address for the editor, Kevin Mosely, but unsurprisingly considering that it is near 20 years old, it does not work and I have not been able to contact Kevin. Should you have any of the first seven issues or anything else to add to the "Arm Soar" story please get in touch.
My story of losing our Aeromodeller Annual 1948 first edition and being left with just the reprint, dated February 1949, has come to a happy ending thanks to Peter Appleyard.

"Hi Roy, I was reading in the SAM New Clarion about you wanting a first edition Aeromodeller Annual 1948. I have one with a decent dust cover on it I am happy to let you have. I got 8 annuals off ebay very cheap, but I assume you have all the others. Regards Peter Appleyard"

Thank you Peter, the very scruffy and worn annual which I threw away has now been replaced by a very smart copy complete with dust cover.

John Russell emailed concerning the "Air Stories" magazine, of which we have just the December 1939 issue featuring a Hawker Hurricane and a Beginners Model Monoplane, both complete with plans. I asked for feedback on the aeromodelling content in other issues of "Air Stories". John advised that he had the issues for December 1937 and April 1938, both of which contained plans for 1/72 scale display models but no flying model articles or plans. The cover of the April 1938 issue carries the words "Model Aeroplanes" but clearly that cannot be taken to mean flying models, so I will have to be a bit careful about any "Air Stories" magazines offered on ebay.


See our Big Prize Scheme for Model Makers.
(Back Page of Cover.)

THE AMATEUR AVIATOR AND AERO MODEL-MAKER

Vol. I. No. 1. WEDNESDAY, APRIL 24th, 1912. ONE PENNY.

THE PIONEER MODEL MAKER.

Mr. T. W. K. CLARKE, of Kingston, one of the earliest of successful model makers. He is here shown with one of his all wood heavy monoplanes. Mr. Clarke is well known as the inventor of the Clarke Flyer, these little model planes of which many thousands were sold before most other model makers had made a machine fly at all.

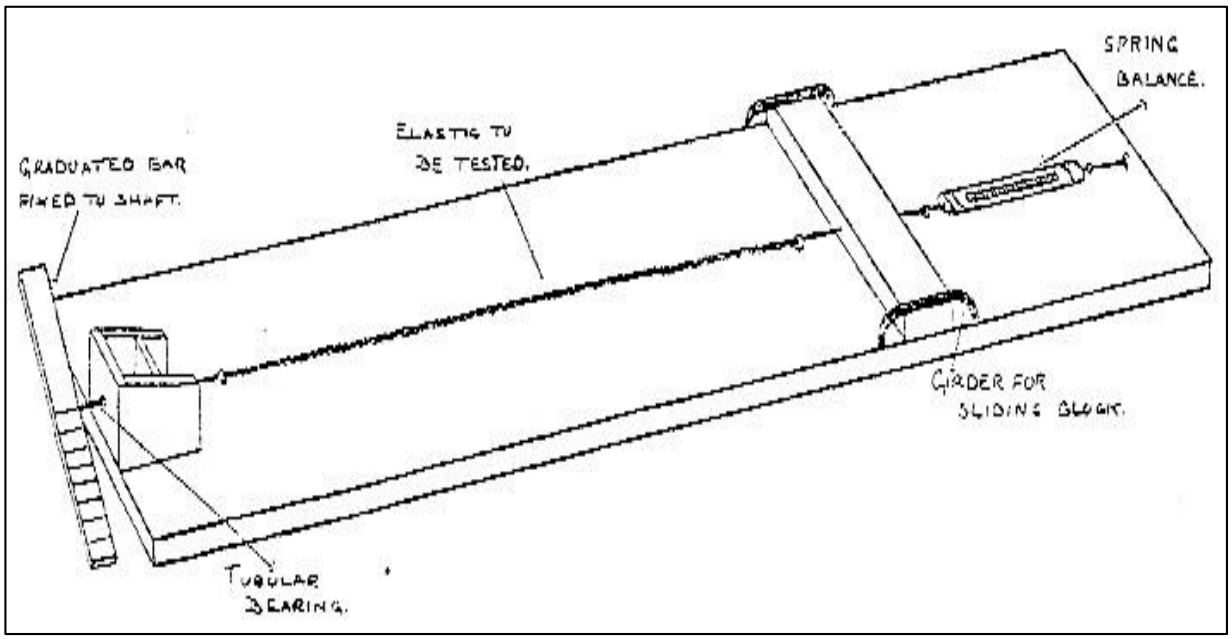
THE PIONEER SECRETARY.

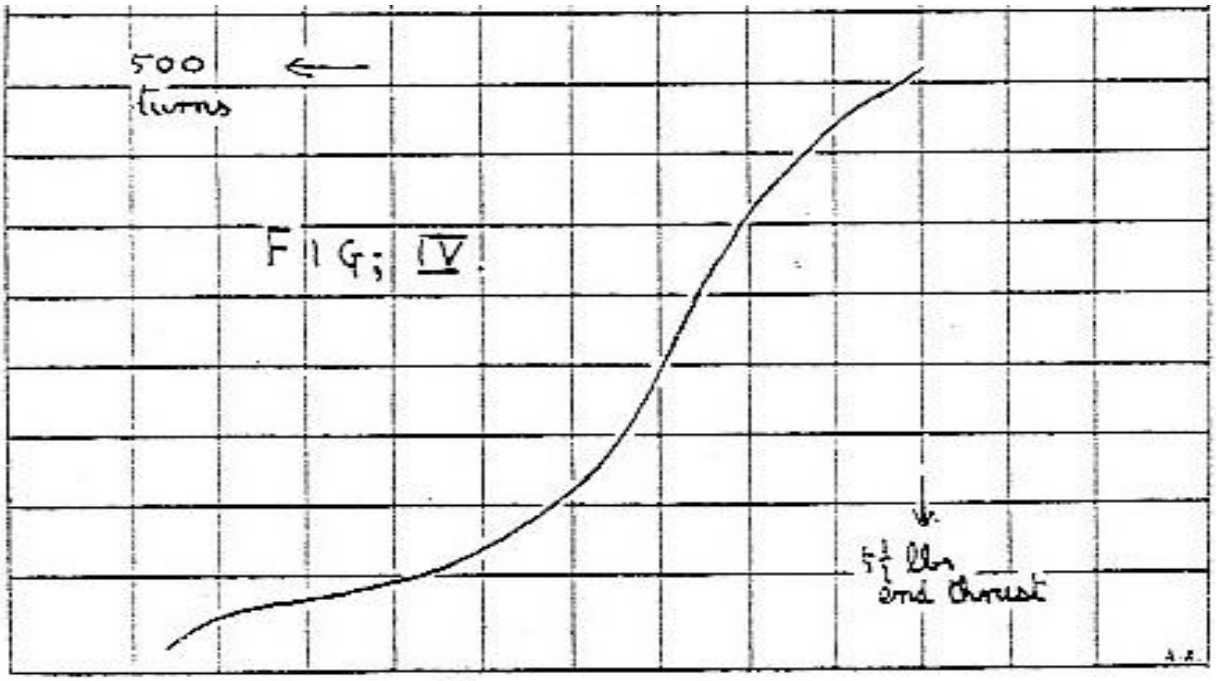
Mr. W. H. AKEHURST, Secretary and Founder of the Kite and Model Aeroplane Association, now the paramount body governing model aviation in this country.

Now for another item from the Miscellaneous Box. Three pages of "The Amateur Aviator and Aero Model-Maker issue No 1, dated April 24th 1912", were downloaded from the web. The cover, shown here, has a picture of Pioneer Model Maker Mr. T. W. K. Clarke holding one of his canard rubber powered all sheet Clarke Flyers. If you would like to build one we have some reduced plans and instructions for the 1907 and 1912 models.

We have also a quite clean and clear photocopy of all 20 pages of issue No 3 dated June 24TH 1912.
"The Editors Notes" include the following.
"We think that in a year or so the ordinary elevator in front type of model will have disappeared. (N.B.- It has been nearly vanished already in France, except for French models sent over here to guile the uninitiated)."

The column headed "The Rubber Motor" refers to testing rubber motors, has a sketch of a test bench and graphs which would not surprise us today.
Nor would we be surprised by the comment in correspondence from The Salisbury Model Aero Club "We are greatly handicapped here by want of a really good flying-ground."





A further web search found "The Hayes & District Model Aero Club, The Early Days" which includes the following. "W. E. Evans was a modeller from 1909 and started up the country's first aero model periodical "The Amateur Aviator and Aero Model-Maker" in 1912.
W. E. Evans became Hayes first SMAE representative. He owned and ran a woodworking family business, which was the first to import and machine Balsa for models."
Was W. E. Evans a relation of E. W.(Ted) Evans of Jaguar Wakefield fame or just coincidence?
How many issues of this periodical did Mr. Evans manage to produce?
If any reader has any information or any copies other than No 3 of June 1912, please email or telephone.
Roy Tiller, tel 01202 511309, email roy.tiller@ntlworld.com

Roy Tiller

Secretary's Notes for August 2020 - Roger Newman

Writing these notes in the midst of summer with the rain hammering down, there seems to be no respite from unwelcome news. As you will have seen from a recently circulated email to the membership, our planned Cagnarata Day at RAF Colerne on 9th August has been postponed. In retrospect, it was probably inevitable given what is happening all over the country, but sad nevertheless. On a local basis, the Forestry Commission changed its mind regarding flying free flight at Beaulieu & re-imposed a ban citing the perennial ground nesting birds that must be protected excuse. Totally irrational considering dog walkers, walkers, horses, cows etc that tramp all over the old airfield. The only small glimmer of light is that Area 8 on Salisbury Plain is again available – for now. Downside being that the weather has conspired against us for most weekends since permission was granted. Other than that, everything is fine!

On the home front, it seems that my little rdt system failure is not unknown. A similar occurrence happened to someone else. Other than still feeling stupid for not switching off the Tx power, I don't feel so bad. Our Chairman also kindly came to the rescue, loaning me his Tx box so I can continue as before, when we eventually get back on the fields.

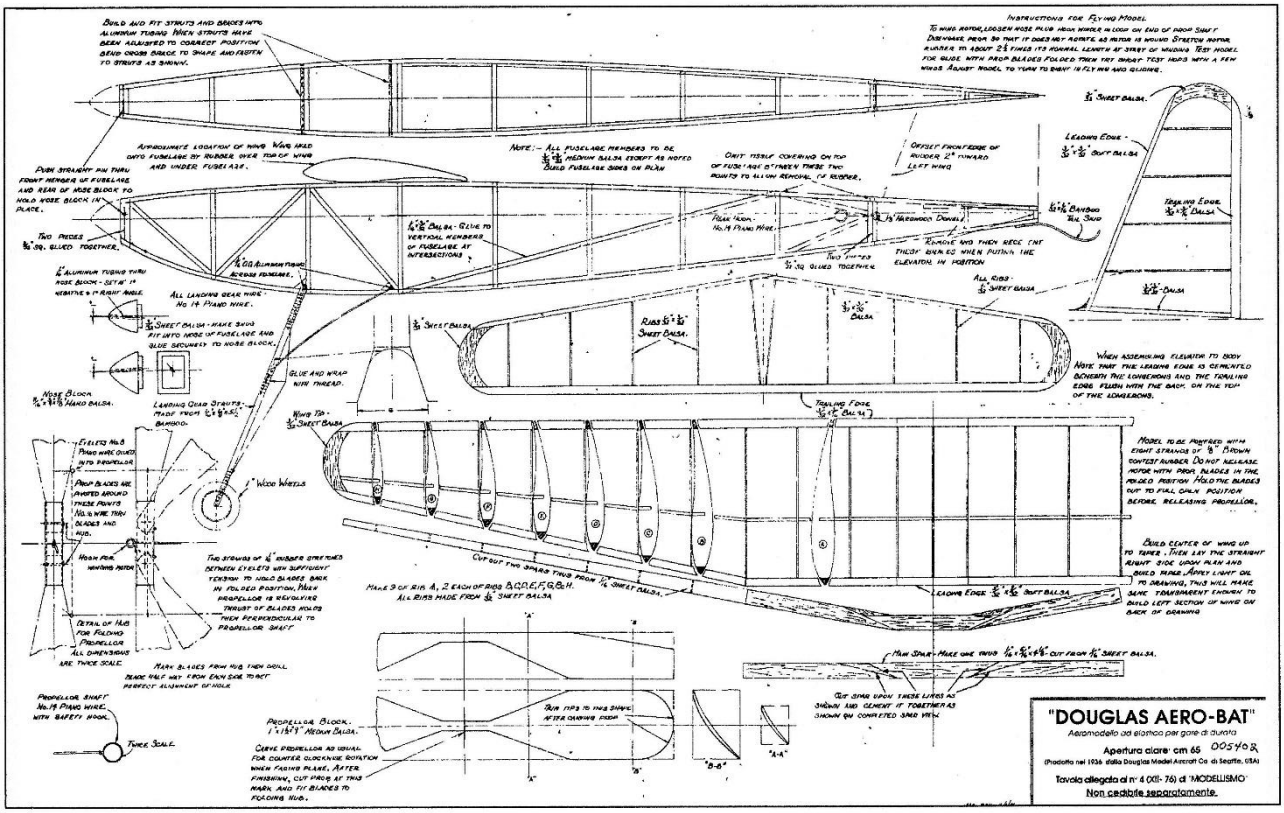
Very little else to report as enthusiasm has waned somewhat with all of the non-activity. Nothing of any substance has happened in the modelling room other than converting another couple of models to rdt. No progress on the Red Raider even tho' it wouldn't take very much effort to complete it.

Instead, I've taken the opportunity to collect all the paper plans from the garage loft & transport them to Derick in Morecambe, where he will scan those that are not already in our plans list & dispose of the rest. It made a very nice break.

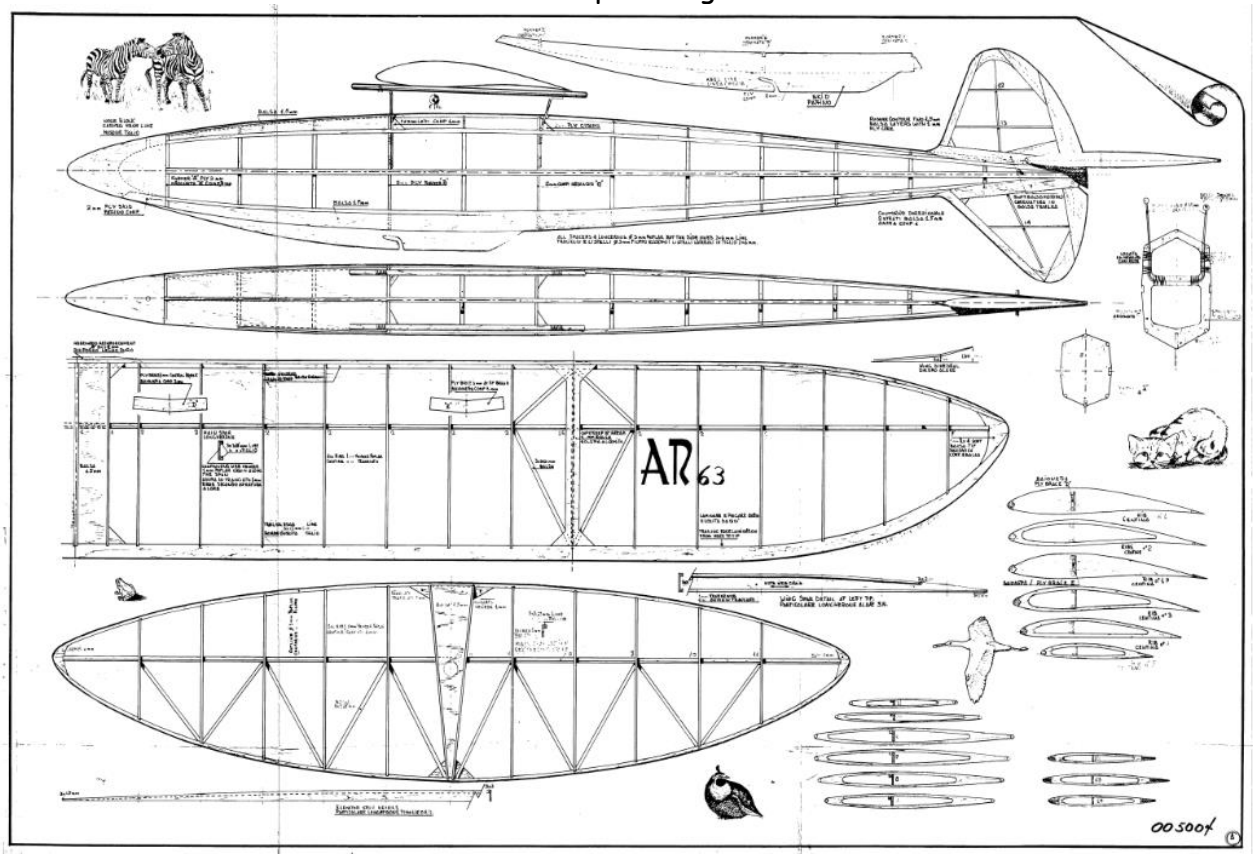
Nothing seems to be occurring publicly on the BMFA/Drone regulation front but no doubt there may be work going on behind the scenes – I guess we shall find out in due course.

Plans for the month – three from Italy

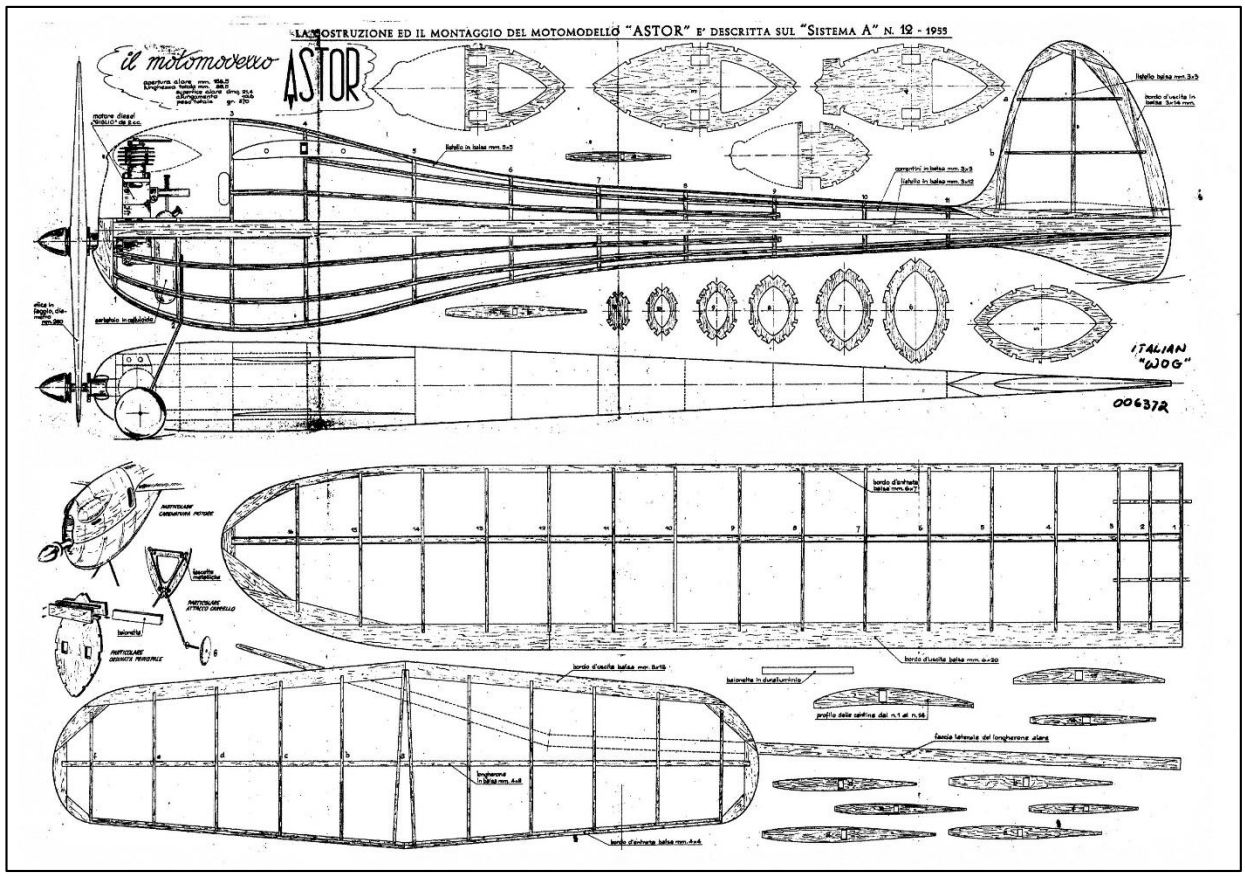
Rubber: Douglas Aerobat.



Glider: AR63 – parasol glider of old



Power: At the risk of being politically incorrect, the Astor Wog



Roger Newman

2020 BMFA FREE FLIGHT FORUM

It is intended to hold the thirty-sixth BMFA Free Flight Forum on Sunday, Nov. 15th, the day after the AGM, at the National Centre at Buckminster, starting at 10.00. This year's Forum depends on several things. The COVID-19 situation in November is unknown, and at present we need at least six more papers to make a viable Forum.

Because of that it is important that you check on the BMFA website news page: https://bmfa.org/News/News-Page before travelling. The decision will be made and announced by Nov. 1st, so do make sure to check.

You'll need to bring your own lunch and the finish will be around 5 p.m. The cost for the session is just £10, with proceeds going towards the expenses of the teams that represent us at World and European F/F Championships. Pre-booking will ensure that you get a seat, so send your cheque, payable to 'BMFA F/F Team Support', to the BMFA office at 31, St. Andrews Road, Leicester LE2 8RE.

Meanwhile, please think what you can offer by way of a presentation that might be of interest to fellow free-flighters, whether Vintage, scale, indoor, theory, practical, structures, aerodynamics, trimming, retrieving, thermal detection or how-to-do-it and contact Martin Dilly at martindilly20@gmail.com with your flood of offers.

Sculthorpe Trimming Meeting

1st. & 2nd. August 2020.

Sculthorpe Airfield,

Sadly there cannot be a Gala Competition this year due to prevailing health issues. However there is an opportunity to offer two days of test and trimming flights. Access to the flying field will be between 9 am and 6pm each day.

a. For entry you must have BMFA membership and use a portable telephone on arrival to obtain the gate lock code.
b. Usual conditions apply, no dogs and no motorised retrieval.

These are unusual circumstances but if you have spent the lock down time repairing old and building new models this may be the chance to get them into the air.
Guide lines incorporated within the risk analysis for our continued use of Sculthorpe airfield.

c. Identify yourself and sign in on arrival.
d. Social distancing to ensure the minimum 2 metres, or more, separation from other people for setting up and car parking at all times
e. You must bring your own personal sanitiser and gloves.
f. Latex/Nitrile/ Vinyl gloves to be worn or hand sanitiser used immediately before and after opening/unlocking and closing the gates and padlocks.
g. If you must handle other peoples models use gloves.
h. No sharing of model flying equipment or personal items.

There will be additional sanitiser and gloves on hand.
Adhere to these requirements and keep everybody safe.
And finally there will be no charge but donations gladly accepted. (Say £ 5.00)

Contact: Michael Marshall 01223 246142 or mandrshall@gmail .com

How to find us…

OS map TF852300. 100 metres in a NE direction along the B1454 from its junction with the A148 road from Kings Lyn to Fakenham

PETERBOROUGH MFC POSTAL FLYING ACES

At Any Flying Site You Choose

FRIDAY 4™ SEPTEMBER - SATURDAY 12™ SEPTEMBER 2020

This competition is a replacement for the Flying Aces Meeting
at Ferry Meadows on 6th September which has been cancelled due to COVID19

EVENT.
A free postal competition for Flying Aces Supporters to overcome health concerns associated with multiple gatherings and a chance to air your small field models.

WHERE.
Any flying field of your choosing suitable for small models and modest max times.

HOW.
Competitors record your own times for 3 flights in each class you decide to fly in.
A photograph (where possible) of the models flown, plus times achieved in seconds and your name, address with full post code.
Results may be sent by e-mail to :- therealchrisrita84@btinternet.com or
by post to:- Chris Blanch, 2 Bell Meadow, Martham, Great Yarmouth, NR29 4UA.
To help compilation of times please show:-
Event, Model, Times for each flight in seconds, and total cumulative time achieved.

All results must be in the hands of Chris Blanch
by Monday,21st September 2020. Thanks.

EVENTS.
3 Flights in each event. Results per flight in seconds.

KK ROBIN (Brian Lever has kits available:- blever@btinternet.com)
VMC PILOT
OPEN RUBBER SCALE (Any rubber powered scale model)
OPEN CO2/ELECTRIC SCALE (Any CO2/electric powered scale model)
JETEX/RAPIER PROFILE SCALE (Any scale profile Jetex/Rapier model)
CLOUD TRAMP
FROG SENIOR
RUBBER RATIO. Please provide model wingspan in inches.
Measure carefully tip to tip (NOT flat span). Only 15" to 25" models eligible.
CATAPULT GLIDER. (2 grams rubber 6" handle max.)

Max requirements.
Non Scale Models any propulsion 30 seconds.
Scale Models Rubber/Co2/Electric 25seconds.
Scale Models Rapier/Jetex Profile 20 seconds.
Attempt. One attempt per competition flight of less than 5 seconds.
Awards. Certificates will be posted for each individual class
where the competitor has achieved three consecutive max flights.
GOOD LUCK AND ENJOY THE FUN!

FLITEHOOK

Indoor Free Flight Meeting

West Totton Centre,
Hazel Farm Road,
Totton, Southampton.
SO40 8WU

Contact: Tel. 02380 861541
E-mail flitehook@talktalk.net

Café on Site

Flyers £8
Juniors & Spectators Free
Flyers must be BMFA Members

Sundays 10.00a.m. to 4.00p.m.

13th Sept. 2020 **11th Oct. 2020**

Further dates T.B.A.

Free Flight Supplies

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

Free Flight Supplies is still operating. I have made arrangements to both receive and despatch materials. If you need stuff I can supply, it just might take a bit longer to get things to you. Carry on building!
Stay safe and look after yourselves.

We are only posting on an occasional basis. Any calls or e-mails asking "where's my order" will receive a curt load of invective from me or June.
If you get June the reply will leave you stunned!

Currently all events up to September 1st are cancelled. If the situation changes dramatically it will be reported on websites: www.sam1066.org &/or www.bmfa.org

New Clarion will report as the situation develops but things change more rapidly than issues of NC so I advise you to monitor websites for latest developments.

Southern Coupe League 2020

The latest schedule of events counting toward the Southern Coupe League is as follows. The loss of the First Area meeting means there is a gap until the next event in April, plenty of time to get your models trimmed.

01/12/19	Coupe de Brum	N Luffenham	
26/04/20	London Gala	Salisbury Plain	
14/06/20	Oxford Gala	Port Meadow	
28/06/20	4th Area	Area venues	
23/08/20	Southern Gala	Salisbury Plain	
13/09/20	Crookham Gala	Salisbury Plain	
17/10/20	Coupe Europa	Salisbury Plain	

BMFA road shows

There are a number of Achievement Scheme events coming up this year.

To start with there are 2 achievement scheme roadshows the first in Ely on 28th March, then a further Roadshow in Newcastle on 18th April.
These roadshows are a good opportunity to talk to the achievement scheme review committee, area chief examiners and club examiners and ask any questions about the achievement scheme or raise any issues or improvements you feel could be made. There is no charge to attend and the roadshows are open to any BMFA member, refreshments and lunch will be provided. Places are limited so it is a good idea to reserve your place as soon as possible.
It is anticipated the topics for discussion will be

- The ethos and administration of the Achievement Scheme
- CAA Registration & Competence
- Upcoming regulatory changes
- On-line Developments
- Video Guidance
- Open discussion
- Q&A Session

To reserve your place at the Ely roadshow go to http://tempURL
and for the Newcastle roadshow http://tempURL

There will also be 2 Achievement scheme hosted fly-ins at BMFA Buckminster, these are a relaxed fly-in format with opportunities for training, testing and trial lessons. Why not bring along a non flying friend? Camping available. These flyins will be on the weekends of:

30th/31st May and 8th/9th August.

Contact Andy Symons on andy@bmfa.org if you would like to attend these flyins.

Best Regards
Andy Symons on behalf of the Achievement Scheme Review Committee
Tel: 0116 2440028 email: admin@bmfa.org

CROYDON COUPE EUROPA

17th October(Saturday)

Salisbury Plain Area 8.
F1G (in rounds), Vintage Coupe.
Flitehook trophy for F1G teams.
Start 10am.
Entrance to Area 8 is approx 2 miles west of Shrewton on B390 to Chitterne.
For fiurther information please contact:
Ray Elliott, tel 020 8997 7745, email ray.elliott8@btinternet.com.

Cocklebarrow Vintage R/C

5th July - 16th August - 27th Sept...er

The three 2020 meetings due to be held on Sunday 5th July, Sunday 16th August, Sunday 27th September are cancelled due to the Covid-19 Pandemic.

It is planned to run these events in 2021.

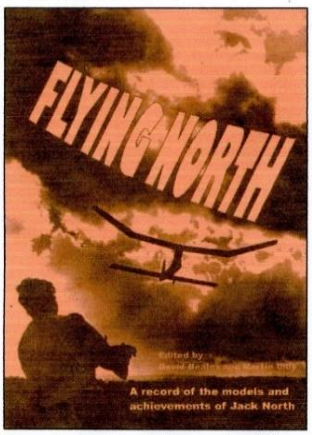
Contact Tony Tomlin for details:02086413505 pjt2.alt2@btinternet.com.t

...13505 mobile: 07767394578
email: pjt2.alt2@btinternet.com

Salisbury Plain Area 8. 2020.

Bids have been submitted to use Area 8, Salisbury Plain, for free flight, every Saturday and Sunday, plus 3 Bank Holiday Mondays in 2020.
At present these bids have been formally authorised until the end of March, although I do not anticipate there will be any problem with the later bids.
For those wishing to sport fly/trim, an annual permit must be obtained through: donna@bmfa.org for £20.
The terms and conditions remain the same as in previous years.
On contest days only, non-permit holders can sport fly/trim on payment of a site access fee of £5.
All flyers entering a contest must also pay the site access fee. This applies to Club Galas, Centralised, and Decentralised BMFA events. The exception to this is for BMFA Contest Season Ticket holders, who will not be required to pay the site access fee for BMFA Centralised events, and the World Cup events.
We have been politely asked not to create any new vehicle tracks on the area and to ensure that we stick to the established tracks when driving.
Most of you will be aware that part of the area was used as a film set in the spring of 2019. This has resulted in the access track being improved. The set was a French farm, the film is 1917, and will soon be showing at a cinema near you.

Peter Watson.

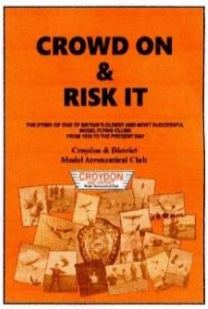


Flying North is a 163 page book covering the model flying career of Jack North, and including 23 previously un-published plans of his aircraft. Access to Jack's drawings and notes dating back to 1938 means that there are a number of designs in the book likely to be tempting to the nostalgia-minded.

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

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

CROWD ON & RISK IT



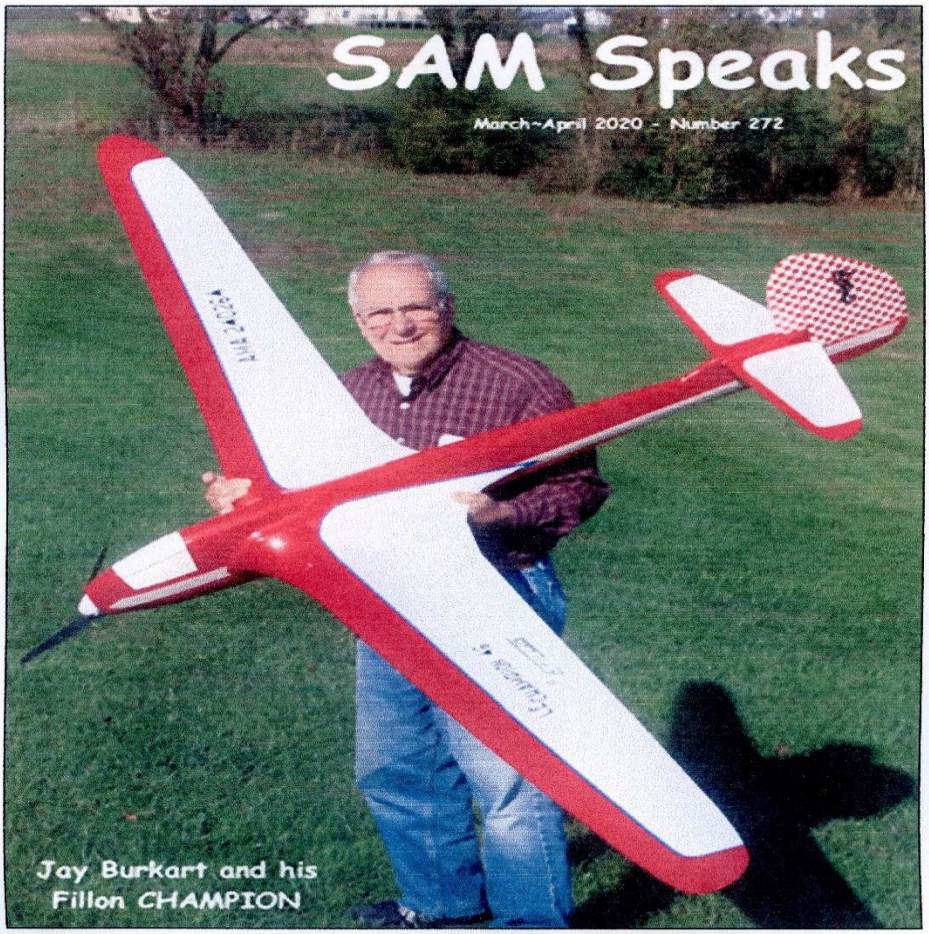
This is the story of one of Britain's oldest and most successful model flying clubs, Croydon & District MAC, from 1936 onwards. The club contributed much to aviation, both model and full-size, and the late Keith Miller compiled its history till around 1960. Now, this up-dated 73 page version of the club's history, copiously illustrated with many previously unpublished photos, takes the Croydon saga up to the present. Contributions by past and present members vividly capture the atmosphere of the heyday of free-flight, with almost weekly contests at Chobham or Bassingbourn.
53 designs by Croydon members have been published in the model press and 24 of its members have represented Great Britain in World and European Championship teams. Several have gone on to notable careers in aerospace. Crowd On & Risk It covers all this and more.

Just £8 by PayPal or cheque.

Contact Martin Dilly (martindilly20@gmail.com), phone/fax 020 8777 5533 or write to 20, Links Road, West Wickham, Kent BR4 0QW for your copy.

SAM Speaks USA.

This bi monthly emagazine can be obtained from the Society of Antique Modellers. Web site http://www.antiquemodeler.org/ for the modest cost of $30 pa.
Quite a few UK people already belong, but a few more might help our Parent Body!



FREE FLIGHT FORUM REPORT 2020

Warps - Right way? Wrong way? What way? – Mike Woodhouse;
Moment Arm - A Novel Stability and Control Arrangement - George Seyfang;
How Big Should I Build My Next Coupe? - Alan Brocklehurst;
Scale Matters - Ivan Taylor;
Evgeny Verbitski - An Appreciation - by Mike Fantham, Ken Faux and Peter Watson;
Do Freewheelers Drag? - Spencer Willis;
The Hammer and the Feather - Aram Schlosberg;
The Performance of Rubber Motors - John Gibbings;
Gurney Flaps - George Seyfang;
Gyros in Free Flight Scale - Ivan Taylor;
A Glass Act - Russell Peers;
A Glider for Every Occasion - Stuart Darmon;
A Love Letter to the Free Flight Community - Bernard Guest.

The UK price is £12.00 including postage; to Europe it's £15 and everywhere else £17. Sales of the Forum Reports help to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling, drawn on a bank with a UK branch; you may also order by credit card, which is a lot easier (and cheaper).

Copies are available from :

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

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

DILLY JAP IS BACK

After a bit of a gap since the final 5 yards came off my last bulk roll of Japanese tissue several people have asked if it will be available again, so I've just received my sixth roll. Doing the sums, that means that there's now just under a mile of Dilly Jap covering models all over the world.

Anyhow, since the last roll came in 2015, the price is slightly higher (maybe as a result of you-know-what …xit and its effect on sterling), but it's still only £13 for a five yard roll a yard wide.

To re-cap on the details, it's 12 gm/M^2 and has a strong unidirectional grain. It's white and low absorbency, so remains very light when doped. For those of you old enough to remember, it's identical to the Harry York tissue sold at his South London model shop in the 1950s. I normally sell it in rolls at contests, as it's a shame to fold it for mailing, but I can do that if you prefer.

I'm on 0208-7775533 or e-mail: martindilly20@gmail.com

INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

The following appeared on the Hip Pocket Aeronautics Builders' Forum. Nine different tissues were tested, doped and un-doped.

"I am really impressed with how well this tissue performed. Dilly Jap tissue with 2 coats of thinned nitrate dope is around 8% stronger than the old 00 silkspan with 2 coats of dope, yet Dilly Jap is 0.09 grams per square foot lighter. Here are the test results:

Test#	Tissue Type	gm/sq ft	Avg Ten Str lb	Spec Str lb/gm
9a	Dilly Jap tissue (UD)	1.20	14.74	12.28
9b	Dilly Jap Tissue (D)	2.04	19.70	9.66

So far, the Dilly Jap tissue has the highest specific strength of all the tissues and silkspans tested. Doped Dilly Jap has nearly double the strength of doped Japanese Esaki tissue and yet doped Dilly Jap weighs 0.1 grams per square foot less than doped Esaki. Dilly Jap can't be beat for weight critical contest models requiring the torsional rigidity afforded by tissue papers!"

CARBON BOOMS
For Hand Launched Gliders

If you need tapered carbon tubes for HLG booms I may have what you want. As supplied they are 99cm long, taper from 5.2mm to 2mm and weigh 6.4gm. As a rough test a 58cm length, suitable for a Yashinskiy type of model, weighs 3gm after a little application of wet-and-dry paper (used wet, of course) and it looks as if there's quite a bit more that can come off. The thin end that's left is good for a catapult glider.

Price is £7.00. In normal times I'd sell direct at contests, but postage and packing would be extra, depending on how many you need.

Contact Martin Dilly to order

Tel: 0208 7775533 or e-mail martindilly20@gmail.com.

Provisional Events Calendar 2020

With competitions for Vintage and/or Classic models

March 1st	Sunday	BMFA 1st Area Competitions
March 15th	Sunday	BMFA 2nd Area Competitions
March 29th	Sunday	BMFA 3rd Area Competitions
April 10th	Friday	Northern Gala, Barkston Heath
April 11th	Saturday	Croydon Wakefield Day & SAM1066, Salisbury Pl.
April 25th	Saturday	London Gala, Salisbury Plain
April 26th	Sunday	London Gala, Salisbury Plain
May 9th/10th	Sat/Sun	Mayfly, Old Warden
May 23rd	Saturday	BMFA Free-flight Nat[illegible]arkston Heath
May 24th	Sunday	BMFA Fre[illegible]arkston Heath
May 25th	Monday	BMFA Free[illegible]ght Nats, Barkston Heath
June 28th	Sunday	BMFA 4th Area Competitions
July 12th	Sunday	Southern Area Gala, Abingdon
July 19th	Sunday	BMFA 5th Area Competitions
July 25th/26th	Sat Sun	Scale Weekend, Old Warden
August 1st	Saturday	Sculthorpe Trimming meeting, **this event is ON**
August 2nd	Sunday	Sculthorpe Trimming meeting. **See adds**
August 9th	Sunday	SAM1066 Cagnarata Day, RAF Colerne **Postponed**
August 23rd	Sunday	Southern Gala, Salisbury Plain
September 5th/6th	Sat/Sun	Stonehenge Cup/Equinox, Salisbury Plain
September 13th	Sunday	Crookham Gala, Salisbury Plain
September 19th/20th	Sat/Sun	Vintage Weekend, Old Warden
September 20th	Sunday	BMFA 6th Area Competitions
October 3rd	Saturday	Buckminster Gala
October 4th	Sunday	Buckminster Gala
October 5th	Monday	Buckminster Gala
October 11th	Sunday	BMFA 7th Area Competitions
October 17th	Saturday	Croydon Coupe Day & SAM1066, Salisbury Plain
October 24th	Saturday	Midland Gala, Barkston Heath

Cancelled

All events cancelled up to September 1st due to Convid19 lockdown.
Events may continue to calendar when lockdown is relaxed.
New Clarion cannot keep up with developments so watch websites,
www.sam1066.org & www.bmfa.org

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 Salisbury Plain check the Website – www.SAM1066.org

For up-to-date details of all BMFA Free Flight events check the websites www.freeflightuk.org **or** www.BMFA.org

For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website www.SAM35.org

Useful Websites

SAM 1066	-	www.sam1066.org
Flitehook, John Hook	-	www.flitehook.net
Mike Woodhouse	-	www.freeflightsupplies.co.uk
BMFA	-	www.bmfa.org
BMFA Southern Area	-	https://southern.bmfa.uk
SAM 35	-	www.sam35.org
National Free Flight Society (USA)	-	www.freeflight.org
Ray Alban	-	www.vintagemodelairplane.com
Belair Kits	-	www.belairkits.com
Wessex Aeromodellers	-	www.wessexaml.co.uk
US SAM website	-	www.antiquemodeler.org
Peterborough MFC	-	www.peterboroughmfc.org
Outerzone -free plans	-	www.outerzone.co.uk
Vintage Radio Control	-	www.norcim-rc.club
Model Flying New Zealand	-	www.modelflyingnz.org
Raynes Park MAC	-	www.raynesparkmac.c1.biz
Sweden, Patrik Gertsson	-	www.modellvänner.se
Magazine downloads	-	www.rclibrary.co.uk
Aerofred Plans	-	www.aerofred.com

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Are You Getting Yours? - Membership Secretary

As most of you know, we send out an email each month letting you know about the posting of the latest edition of the *New Clarion* on the website. Invariably, a few emails get bounced back, so if you're suddenly not hearing from us, could it be you've changed your email address and not told us?

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

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

P.S.

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

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

Your editor *John Andrews*