



NEW Clarion

SAM 1066 Newsletter

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	Contents	Page
Editorial	-	2
Helides 7	John Thompson	2
1066 and All That	David Lovegrove	4
My BMFA 6 th Area	John Andrews	6
It Was 1954	Tony Eadon-Mills	8
Bowden at the Grantham GP	-	10
Sport Flying	James Paton	11
The Walthew A2 Old and New	Tony Brookes	12
Wakefield Cup Winner 1950	Charles Dennis Rushing	13
Picture Gallery	-	16
Archive Action #3	Roger Newman	19
Miniature Entomopter	Roger Newman	20
Letters to the Editor	-	21
Topical Twists	Pylonius	24
Bazooka	Norman Marcus	24
Timperley Gala Saturday Pictorial	John Andrews	27
Forthcoming Events Notices		28 to 32
Useful Websites		33
Are You Getting Yours	Membership Secretary	33

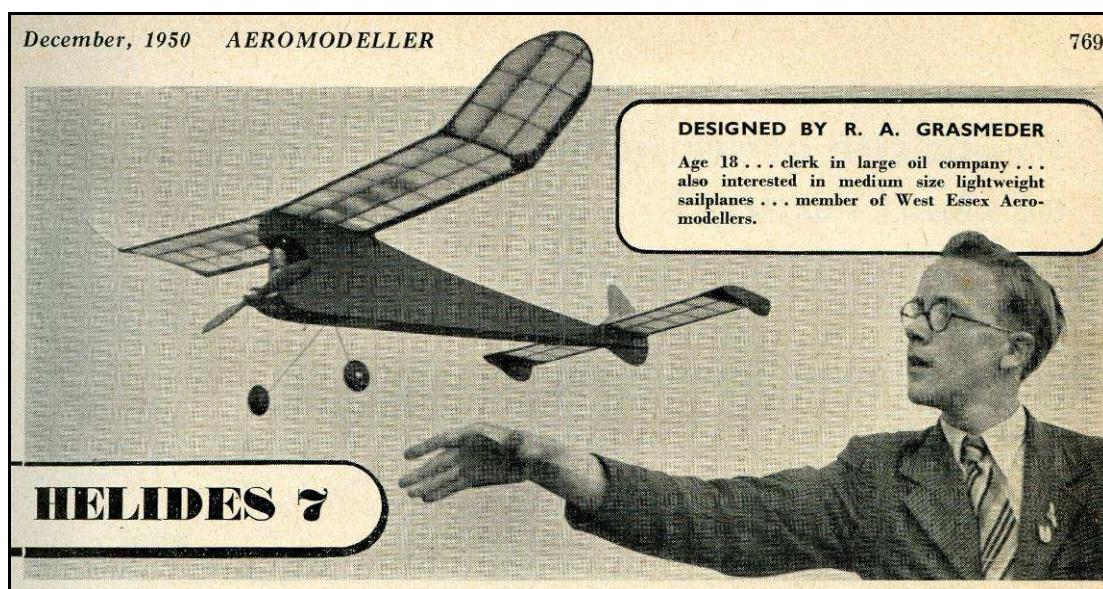
Editorial:

The Euro Champs are now behind us and I hope one or two of you will commit some of your experiences into print and let me have a picture or two. The indoor scene will start to beckon to many of us now and the weather will not be a factor we have to consider, so the 'Met Check' forecasts can have a bit of a rest. At the end of the month I hope to take a short break up Whitby way and compete in the 'Indoor Nationals' in a 65 foot high domed sports structure at the Boulby Potash Mine. I cannot seriously contest the real indoor classes but I can make a reasonable showing in the 'Gyminnie Cricket' and 'Penny Plane' events but I will have to build the models first and I'm only just recovering from my 'Pinocchio' build. Indoor models are reasonably quick to build and my classes have a minimum weight of 3 gm so balsa selection is not such a critical factor. I will of course report back, be it success or failure.

Helides 7

by

John Thompson



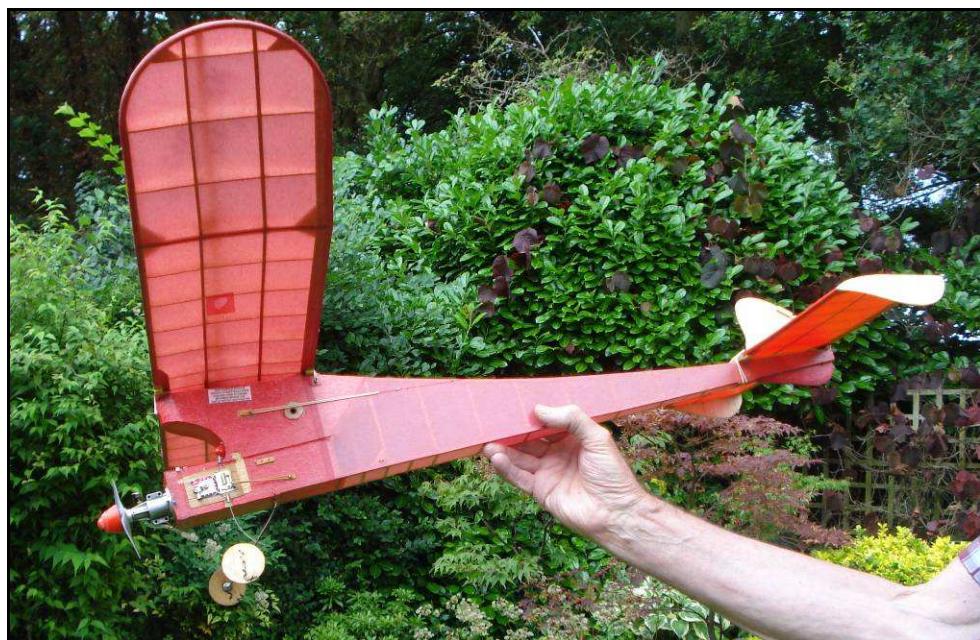
Helides was developed through 7 models, the 7th one being finalised in 1949 and published in the Aeromodeller in Dec 1950.

Named after Helides the nymph daughter of Helios the Sun (I looked that up) The designer R Grasmeder was 18 at the time and might still be out there, are you Mr Grasmeder?

There are not too many mini type vintage power models that were published before the end of 1950. This caught my eye some years ago (it also caught the eye of D Hipperson) as being suitable, especially as it has a near 3 times chord moment arm with a 32 % tailplane. Good things on a power model.

The model is a bit bulky, but is quite robust with straight forward construction. The wing is surprisingly strong (and quite light), the tail less so. The original was powered with a Mills 1.3 weighing in at some 9 ozs. The designer claimed a 2 1/2 min flight average on a 20 sec motor run. My model is powered with Stels 0.49 which I have dieselised (using an Ivor F head that he made available some years ago for Cox's) This turns an APC 5.7 x 3 at some 17.5 k running on pressure. But either the PAW 55 or 75 would fit the bill. Nose length was, as permitted, adjusted to take account of the lighter weight of this modern engine, compared to the heavy Mills.

The riggings on my model, wing about 6deg tail about 4.5 deg - a bit difficult to measure on these small models - cg 70% - same as on original - 1/8 washin under right centre panel, with some 1/8 washout in both tips . Engine is at 2deg down and 2deg left.



To ensure top performance with these small models careful attention to adding "less weight" should be made.

Weights are;

Wing uncovered 23.8gms - + 5 micron mylar + light esaki 32.2 gms
+ 4 coats of 50/50 banana oil - which is lighter than dope and also does not pull the structure too much - all up 33.2gms

(In case you are wondering, I had run out of white tissue, hence the red)

Tail uncovered 5.3gms - + liteflite, to avoid warping 9.9gms
+ fin and tip fins - all up 12.3gms

Fuselage, including undercarriage (which is a pain and very large) 53gms

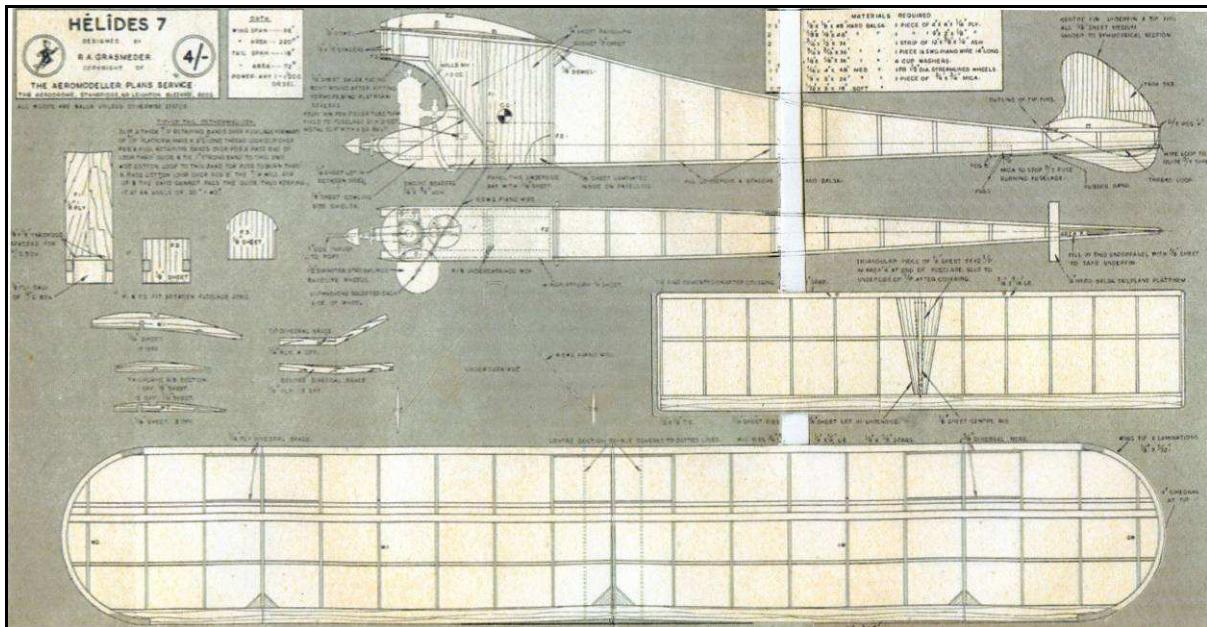
Complete model including tomy engine timer, engine and prop

all up 165.0gms or if you prefer 5.8ozs in old money.

Subsequently the Tomy broke and was replaced with the only other small timer I had at the time a Tatone tick off which added a little weight.

At first I tried trimming the model with no wash-in, but these slower flying models respond better with some wash-in. The model goes up in vertical rolly-polly climb, good transition, with quite a good glide, but dragged down by that large frontal area on the fuselage. It must reach some 6/700 feet as it is difficult to hear the engine cut. It is capable of some 3'.30" to 4 minutes from a 20 seconds run in so called neutral air.

Altogether very pleasing and well worth building. One day I might get around to building one with a Mills, now that would be interesting.



(The plan was across the page join so we had to fiddle it about a bit)
John Thompson

1066 and All That

by

David Lovegrove

When our esteemed editor recently made a plea for more "copy" for the *New Clarion*, I confess I took it upon myself to bolt on the suggestion that it would be good to hear any topics regarding the future of SAM 1066, these for discussion at the forthcoming AGM. Having started that particular hare running, here's my own two-penn'oth.

To begin with, let me say I understand and, to a large extent, sympathise with the SAM 1066 ethos, i.e. that "free-flight and none other is our game". However, it also appears to me that at the time of SAM 1066's formation, our Death Certificate was also signed and dated!

If now were 1965 or even 1985, that wouldn't matter too much. But aeromodelling has evolved into something almost unrecognisable from those days - the briefest glance at any model mag. will confirm that. Very few, if any, newcomers are entering *our* orbit. Looking at our present membership, many of whom started in the hobby 40, 50, even 60-odd years ago and who still enjoy the models from that era, I wonder how many will be left to populate Middle Wallop of a sunny August Bank Holiday weekend in 2020? How many *Scram* and *Pinocchio* flyers will be lining up for the group photo in *that* golden autumn?

Let's face it, sight, hearing, mobility, not to mention libido, are all failing fast at our ages. For evidence you need only look at the Minutes of last year's AGM where Secretary Mike Parker reported steadily falling attendances at our events over the past few years. Of course, it's possible there are other reasons for the fall-off but given the tenacity of the aeromodelling virus, I'm sure we need look no further than advancing age.

So, that's the problem. Being pessimistic, you could say '1066 won't go on forever anyway, whatever solutions we might attempt. But if we were to accept that limitation, how in the meantime could we hope to get more bums on seats?

In answering that, we need to address just the one question. Are we determined to stick to our founding principle and see SAM 1066 slowly disappear beneath the waves, or could we embrace the changes that will help us stay afloat a bit longer?

Now would be a good moment to take a peek over the hedge at SAM 35 and ponder *their* fate, ten years ahead. To begin with, they have significantly more members than us, which means the membership fee obviously isn't an issue. The reason for their success must be that they espouse all the aeromodelling disciplines under the "Vintage" umbrella, rather than imposing restrictions. Many of our members are in SAM 35 as well, from which one could construe that '35's demographic probably isn't vastly different to ours. But, all things being equal, with its wider appeal to new members, it will probably survive for longer.

The most important difference between our two societies is that SAM35 encourages r/c. In the interests of survival, why could we not also concede the legitimacy of r/c at our events? To me, this seems a very sensible and a pragmatic solution to the problem of our dwindling attendances. It's an appropriate concession to the effects of old age, which could help us to

retain some members who will otherwise stop coming to our events, as many have before them.

The details and practicalities could all be sorted out, quite painlessly (the arrival of the 2.4 GHz frequency band is a godsend in this respect). Who knows, we might even succeed in recreating the atmosphere of those delightful "rallies" some of us remember from days gone by, with all the various disciplines interacting and socialising. What a treat that would be! Not least, by giving our members the ability to control how far their sports models go across MW's vast savanna, we could hope to keep more of them as active participants, for longer than we might otherwise. Arguably, to deny them this facility amounts virtually to ageism!

A final thought. I'm categorically not agin competition f/f (I used to be a keen competitive r/c thermal soaring participant). Nevertheless, it's indisputable that our f/f comp flyers are a minority of SAM 1066's total membership, and their flying fun is only possible because of the greater numbers of sports flyers who support the MW events! Don't misunderstand me - I don't begrudge anyone their enjoyment of our wonderful hobby - I'm just saying it like it is! And doesn't this just add force to the argument that we ought to try to accommodate the changing needs of the sports flyers, before we lose them altogether

I think that's enough. Time to put my tin hat on *David Lovegrove
Membership Secretary (FTB)*

My BMFA 6th Area

by

John Andrews

Barkston Heath 8th August saw your editor competing in Mini Vintage attempting to accrue, successfully as it transpired, Plugg Cup points for my club Timperley.

I only had my old aged 'Hep Cat' to fly and its weight now is such that it requires 8 strands of $\frac{1}{4}$ to get it to climb. She always requires a trim tweek every time I take her out and this time was no exception, the glide turn had tightened up and the turn trim was adjusted. Just in case that sounds like I have mechanical



adjusters, rest assured that I just cut a bit off the 1/8th already stuck on the side of the fin. Having altered the glide turn, a bit of side thrust was required to get the climb back on song and ready to go.

First comp flight, I put 700 turns on the 28gm motor and as I walked clear of the cars to start sniffing the air for thermals a passing modeller said "I should launch it now if I were you, look up there". I glanced up and there way above my head was a glider so I nods to Pete Martin and up shot the 'Hep-Cat' into the boomer. 2 minutes was the requirement and the model was still climbing in lift when the d/t went. I followed the first max with two more, adequate but not all that high on d/t, still I was in the fly-off.

Things then went wrong as I decided to do a bit of trimming with my 'Dixielander' and stuck my finger in the prop when adjusting the needle. I knocked a big gash in the knuckle and two first aid kits and some insulation tape later I was ready to rest on my laurels until fly-off time.

I took time out for a few pictures.



Peter Martin was trimming his 'Bim-Bam' floatplane ready for the annual Peterborough Flying Aces event at Ferry Meadows. Peter has a history of successes in the floatplane event there.



There are a few ifs and buts here. I had a very oblique conversation with, I believe, Frank Boneham above who was flying, I think, his 'Flipper' biplane designed by, probably, Vic Smeed with, possibly, a KPO1 electric motor set-up. The eagle eyed amongst you will have spotted that Frank has dispensed

with the biplanes bottom wing and is operating the model as a parasol, this typifies the whole tone of the interview.

Not withstanding the unreliability of my reporting, it is with certainty that I can say the model looked neat and tidy and very good in the air.

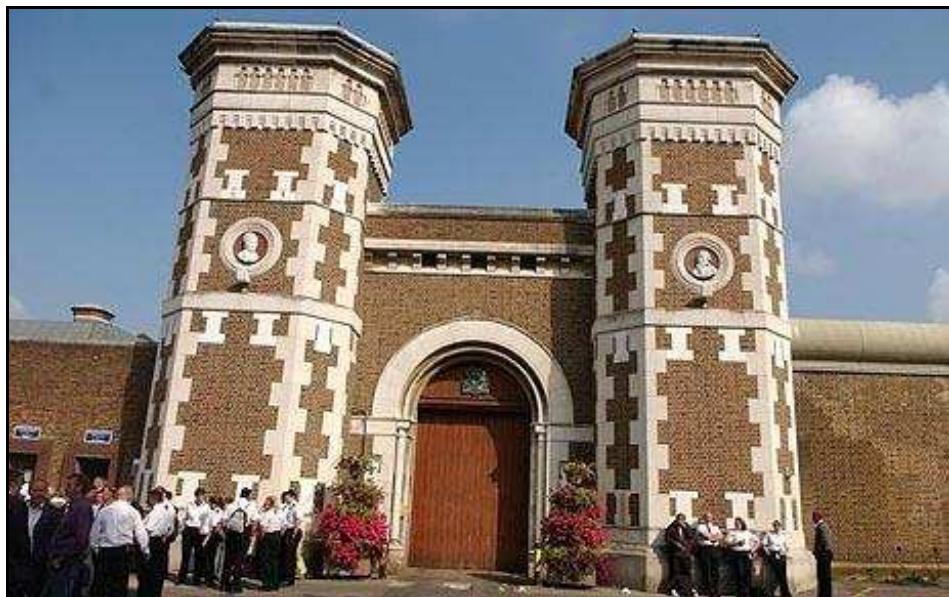
Back to Mini Vintage, by fly-off time the wind had swung round so Pete and I packed up and went round to the far side of the drome to give me the full length of the field for my fly-off attempt. Need not have bothered, up and down in 2.12, sad isn't it. I packed away my winding jig and went off to retrieve whilst Pete took my time back to control. Having only done just over the two minute mark I was expecting a short walk to get the model back, oh no, I kept walking and walking and in the end I spy the model all but on the peri track back not far from control. If only Peter had a mobile phone, no such luck, I had to frog it all the way back. Peter was waiting for me when I returned and we said our goodbyes and headed home. Next day I was in A&E at Rugby hospital where they kindly, boy did the injection hurt, put six stitches in my knuckle, messy then but looking good at the moment.

John Andrews

It Was 1954

by

Tony Eadon-Mills



It was 1954, and it was a gorgeous day, and I was standing in the middle of Wormwood Scrubs!

Now do not get me wrong, Wormwood Scrubs for those of you who may not be familiar, was a huge common, and standing at the edge of it, on the DuCane Road is the world famous prison. (*Of Porridge fame*)

Also on the DuCane Road, stands the Hammersmith Post Graduate hospital. Between them is a little lane, and at the end of this lane stood Gunsite Camp, and that was where Her Majesty's Government had decreed that I should serve the majority of my National Service, in the Home Postal Depot., Royal Engineers.

Before going into the army I had been a member of C.C.M.A.C. and that meant Cannock Chase Model Aero Club, which eventually became the Outlaws, and we mainly flew control line in those days, and some of the names that I fondly remember were Brian Harper, Mick Jarvis, George Burton and Ray Thompson.



Ray is still an active flyer, and spends time each month indoor flying with the Brownhills Indoor Flyers, at Brownhills, and I still marvel at his expertise after all these years..... and George Burton became a world champion full size glider winner.

Anyway, back to my story. I was flying a KK Senator, and it was a cracker, or so I believed at the time, along with my KK Topper and various other types. My army pay (twenty Two Shillings and Sixpence per week) did not run to winders and stooges and blast tubes and the like, and I was using the kit prop, which was Balsa, and needed a bit of work to get some sort of efficiency out of it, but I managed to get some serviceability out of it.

So there I was, in the middle of the scrubs, finger winding until I assumed that I had enough turns on it, a quick wet finger to establish which way the wind was blowing, and ready to launch. Now I had already trimmed it, so a gentle push into wind and away she went beautifully, I was of course thrilled, you know that feeling, and when the power ran out a remarkable glide followed.

It just so happened that it was gliding in the direction of some trees, and behind them a twenty foot prison wall!

You can imagine my relief when it cleared the trees, but then it was out of sight, and I searched for half an hour, but still could not find my beloved Senator, but finally came to the conclusion that it must also have cleared the prison wall!

Have you any idea how daunting it is to walk up to those much filmed, and forbidding doors on the most famous prison in Britain? Then....I had to

knock the door, which was eventually opened by a huge hairy-arsed warder who said, "What is it boy", (I was 19 yrs at the time!) and a soldier!! But more cringing than that, I uttered those immortal words, "Can I have my model aeroplane back please!!"

He closed the door, and went somewhere, I presume it was to take advice, and shortly came back and said "I'll see what I can do", Going through my mind was the thought that they may think that I am trying to smuggle a message or something into their prison, and what happens to me if they do.

Well, I hung about for half an hour, waiting for something, and then this huge door opened, and there holding my aeroplane was a grinning warder and his mate.

Now whether it was his words of "Do not let it come over again" or the menacing way that it was said, but that was the last time that I flew on the scrubs.

Tony Eadon Mills

Bowden at the Grantham GP

Inaugural Free Flight Competition at Grantham Grand Prix June 19th.

We must thank Harry Perkins and Tony Wilson for organising a "Bowden"-type cabin duration competition in memory of Tony Dunsterville. Tony was a superb aeromodeller and also made models for TV and films. I'm sure he was looking on as the event took place on the coldest and windiest day of the year! With Stan Horne as CD we were treated to his unique brand of gallows humour and despite the weather there were 16 entries. Well done Grantham member Ron Smith! Ron finished third in the Nationals Bowden earlier this year and is now the first holder of the Tony Dunsterville Memorial Shield.



Ron managed a miraculous score to trounce all opposition. Congratulations to Peterborough flyers Brian Waterland and Ted Szkarluk who finished second and third. Presentations were made by Tony's son David who also produced a superb DVD of the event.

Sport Flying

by

James (Jim) Paton



The Dixielander is an electric F1Q but my e-timer did not work so I converted the DT servo to closed loop rudder and added a light weight receiver, and discovered a very painless way of trimming a pylon model. The first flight produced a left turn under power so I added some right side thrust. On the second flight I did several 18 second power climbs from a safe height. I gradually adjusted the right rudder till I got a good spiral climb. When the new e-timer arrives it should be already in reasonable trim.

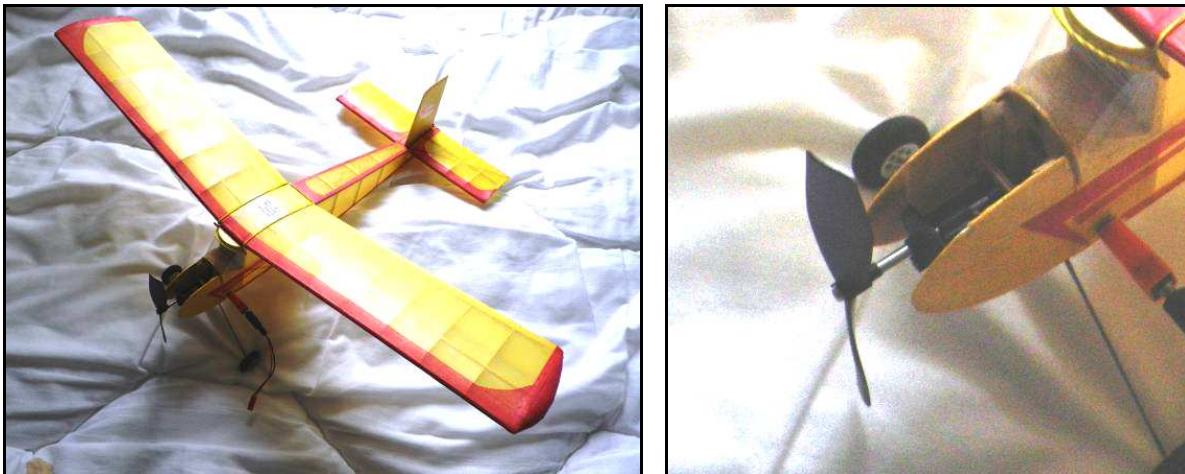
I love Old Warden and Middle Wallop! Off to Salisbury Plain on Sunday to fly F1G and my Senator in mini-vintage. If I mess up either of these then it is P30.



jedelsky wing, mills 0.5 Boddo replica



Simplex, mills 0.375 David Banks



A Ndege with KP02 Electric

I took delivery of a Boddo Mills twin during the week and ran it today-- lovely. I am not sure what to build for it yet. I normally build a model when I go to Tanzania.

Kwaheri (Swahili word!!)

Jim Paton

The Walthew A2 Old and New

by Tony Brookes

Earlier this year Tony Brooks requested a 'Walthew' A2 plan having, after 54 years since building his first one, decided he would like to build another. The plan was sent & Tony was kind enough to e-mail photos of the model as below, having made some successful flights at Old Warden.



Then he followed up with a story about the original article!

The Walthew A2 - A Favorite Of The Fifties

When I was a teenager radio control was beyond my means, but I had the idea that a rubber powered actuator, typical of the technology of the time, could be operated by using a single channel punched paper tape mechanism powered by a miniature electric motor to provide a pre-programmed flight pattern facility. I imagined that a suitable model would be a Walthew A2, so I went ahead and built one.



Belper & District M.A. & E.C. 1956
I am on the back row, third from left, holding a Mimi and a Walthew A2

I never got round to building and installing the control mechanism (I doubt it would have worked very well anyway), because I enjoyed the model so much in its free-flight form. It was one of those models which seem to attract strange incidents. One of these has already been related in the pages of SAM 35 SPEAKS, and there were several others during its eventful life. Eventually I simply wore it out.

So, now I have another. I wonder what strange adventures this one will have.

Tony Brookes

Wakefield Cup Winner 1950 by Charles Dennis Rushing

1950 Arne Ellila, 27, Finland

Jamijarvi, Finland, at the Finnish Gliding School, July 20 to 24, the venue for the Worlds most famous Free Flight Aeromodelling Event: The Wakefield International Cup to be officiated by the Suomen Ilmailiitto. The Contest was to be conducted at night, during the phenomenon of the "Midnight Sun". There would be no thermals, and so no lucky flights. Attending this year were Wakefield Teams or aeromodels to be flown proxy from Finland, Great Britain, Italy, Holland, USA, Switzerland, Sweden, Belgium,



Yugoslavia, France, Canada, New Zealand, Monaco, and Denmark. There were 62 contestants in all, from 14 nations. This was of course also the home of the 1949 Wakefield International Cup Champion Aarne Ellila who wrote in the February 1951 Model Airplane News: "My model is a direct development of the one which won the Wakefield Cup contest in 1949. The first flights were not promising. The glide was difficult to trim and therefore I was rather uneasy, this being the middle of June. I made experiments with a small turbulator strip on the leading edge of the wing. The effect could be noticed. The glide, before so difficult to trim, became steady. New difficulties arose now. The long rubber motor of 71 inches, did not work very well. The fuselage seemed to be too constricted at the rear, and there gathered some knots. which changed the centre of gravity. Besides, I could not get the rudder to turn steadily and the model had a tendency to tremble so much that I was scared that it would break to pieces in the air! With only three more weeks until the contest something had to be done, quickly. I made up my mind to build a new fuselage for two motors; consequently I wanted to use the "crac's" or gears as in my 1949 model. The evening before the contest I tested my new model for the first time under full power. I wound in 600 turns per motor, which was double (two motors, author) 1/4"x 1/24" Dunlop, 29.5 inches long, for a two minute motor run. The take-off was not successful, and due to my mistake the airscrew broke. I was not able to fly any more that evening - as happened just the year before when I went to the starting place, for making my first flight I did not know what would happen." (We all know now what happened!)

ROUND 1: July 24, 1950, Wakefield Cup DAY! Again quoting Aarne Ellila: "... flying began at 7:10pm, after much rain had fallen throughout the day. I wound to the maximum (1200 turns - author) and looked at the model, then I released the model. As the model reached the height of 67 feet, it made smaller circles, (lacking spiral stability - author), the nose beginning to sink slant- wise toward the earth. I thought the contest was done for me (it may have been - author), but as the model made an entire circle, it began to climb."

Ted Evans of Team UK was leading this round with 209 seconds, but then Aarne Ellila's time was announced: 238.0 seconds! The round closed just as Leardi of Team Italy posted his time: 224 seconds.

ROUND 2: The round began at 8:00pm. There was a slight wind 3 to 4 mph, and no thermals. Still quoting Aarne Ellila: "...I altered the trim (he probably took some turn out of the rudder) and changed the motors... there was nothing wrong with the second flight, which was the best time of the round." Meanwhile Ted Evans had launched at about the same instant as Ellila, and both were now in the glide attitude. Ellila's Wakefield got much higher then Ted's who was down in 232.8 seconds. Ellila did 271.5 seconds to remain in first place. Ted Evans second with 323.8. Seton third with 200.7 seconds. Leardi fourth 192.1 seconds. Stevens fifth with 214.1. Salisbury, flown proxy by Johansson, was sixth with 199.2. Lustrati was seventh with 196.5. Bachli eighth with 207.0. Sadorin ninth with 192.6 seconds, and Ron Warring tenth with 174.8 seconds. It was close, and now the fog was coming in, this was sure to jangle the nerves of the leaders, because there was sure to be a delay in flying.

ROUND 3: The last round was scheduled to begin at 2:30am, but by now the flying field was submerged in dense fog. This condition did not abate until the sun went down at 4:30am, and than came back up at 5:00am! The contestants lit bonfires to keep warm, and simply waited and watched for the round to begin. By now many contestants may not have slept for more then 20 hours. Now all thoughts of sleep vanished, as the round opened!

Ted Evans wasted no time, he wanted to gain the psychological advantage by : winding up, and launching now! Why not there were no thermals, and this put the pressure on everyone else! As Evans' Wakefield glided down in 217.6 seconds, quick calculations indicated that all Ellila

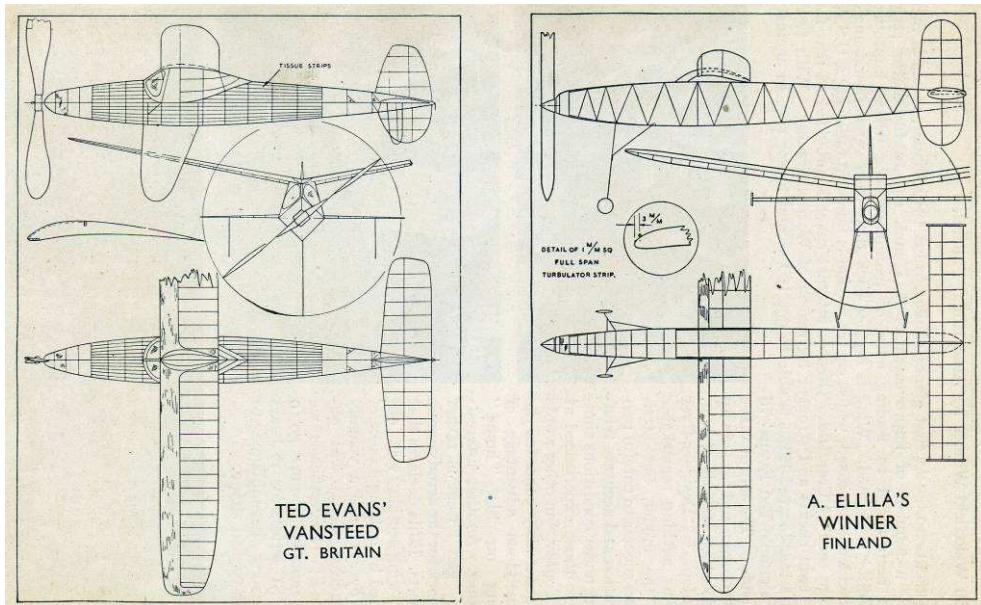
needed to beat Evans was 150.5 seconds, Aarne had a 120 second motor run! Now the pressure was on the reigning Champion! Reporters formed a wall of popping flash bulbs all around him! He had to wind each motor to its maximum 600 turns! Aarne began winding, and unlike last year, when he was all alone, the crowd was distracting! One motor wound! On to the next! 300, phew! 400 pphew! 500 pphew! 600 pphew! Heavy breathing now at the nose block! FLASH, FLASH, POP, POP! FIX THE BLOCK! CHECK THE TRIM! SET IT DOWN ON THE TAKE-OFF BOARD. PHEW! PHEW! ... now he looked hard at the two official timers, ready? Hold the tips of the wing and prop! Now Aame looked into the morning breeze and let go! "Clackity clack!" Aarne's Wakefield moved forward on the board ROG, it was up! "Clackity, clackity, clack!" It was climbing that slow steady climb, the gears resisting the torque, "clackity, clack, clackity clack!". The freewheeling propeller turning so slowly, "clackity, clack", you could count the turns "clackity, clack". This sound, and this sight transfixed the throng, and all that was heard until the end of the motor run was the gears "clackity clack". A murmur swelled up now as Aarne's Wakefield glided past the 150.5 second limit set by Ted Evans, Aarne would win! The Hurrahs burst from the throng of Ellila's supporters, and he was chaired on the shoulders of his Team! Not since Joe Ehrhardt had won in 1930, and 1931, forty- nine years ago, had anyone won "The Cup" twice in succession! Aarne Ellila was the 1949 and the 1950 Wakefield International Cup Champion!

There had been no funds to send the USA Team to Finland this year. There had been an economic recession and unemployment, so their Wakefields came in boxes. They were to be flown proxy, the Team included Futo Takagi (p. Spring), L L Salisbury (p. Johansson), R G Schmitt (p. Hokkanen), W Mickelsen (p. Lumes), and A Leftwich (p. Deurell).

The biggest question in 1951 on the minds of all Wakefield contestants world wide, will be "How do we beat Ellila?" He is so consistent, using his twin geared, twin rubber motors system. Ellila could become the first person ever to win three Wakefield International Cup contests in a row. So of course, if you can't beat him, then change the rules. This time the SMAE would leave this up to the rules governing committee of the FAI/CIAM. Now what...?

63 contestants						
Place	Name	Country	Round 1	Round 2	Round 3	Average time
1	A Ellila	Finland	238.0	271.5	222.6	732.1
2	E W Evans	GB	209.0	232.8	217.6	660.0
3	A Leardi	Italy	224.0	192.1	228.7	644.8
4	P W Seton	Holland	208.5	200.7	210.4	619.6
5	H R Stevens	GB	177.6	214.1	226.7	618.4
6	L Salisbury (proxy Johansson)	USA	207.0	199.2	199.8	606.0
7	S Lustrati	Italy	193.0	196.5	208.2	597.7
8	B Bachli	Switzerland	184.1	207.0	206.0	597.1
9	E Sadorin	Italy	176.8	192.6	204.0	573.4
10	R H Warring	GB	182.0	174.8	196.9	553.7
11	A Blomgren (1952 WC)	Sweden				548.6
12	S Stark (1951 WC)	Sweden				531.2

WINNING WAKEFIELD		
component	inches	mm
wing	46.5 x 4.68	1181 x 119
tail	21.5 x 3.93	546 x 100
fuselage	39.5	1003
propeller	17.63 dia 24 pitch	448 dia 610 pitch
weight	8.8 oz	249.5g
rubber	2 motors 4.75oz, 600 turns each	



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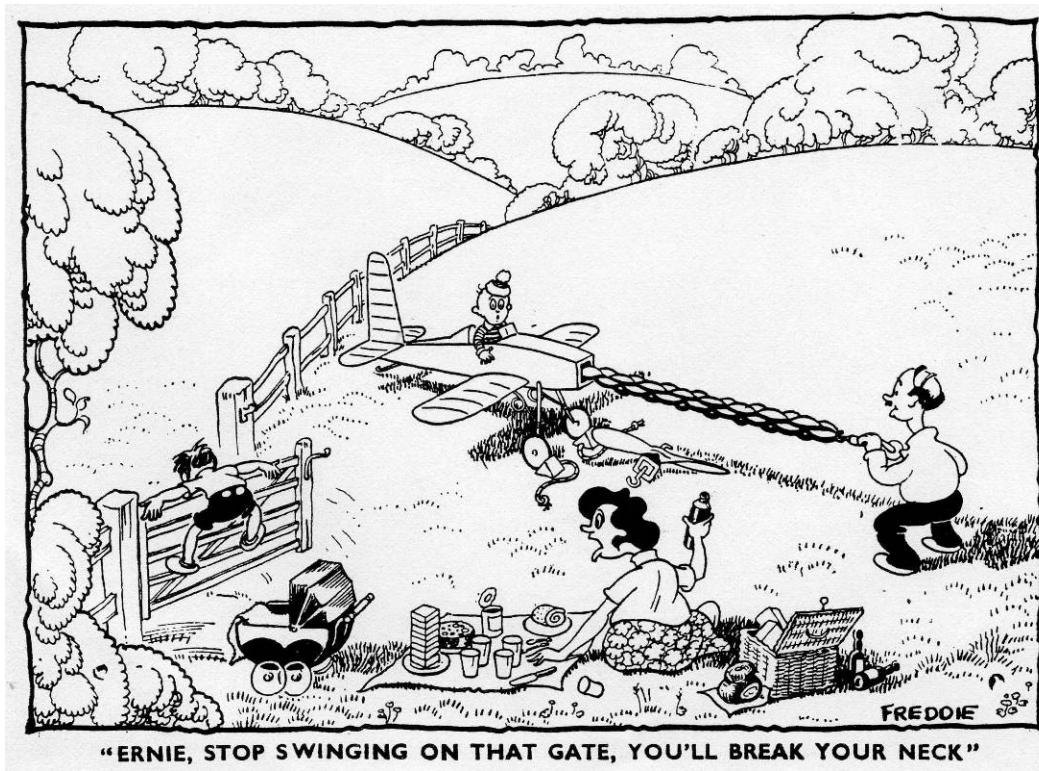
Picture Gallery



Never to be forgotten, our first Editor Vic winding at a previous Wallop

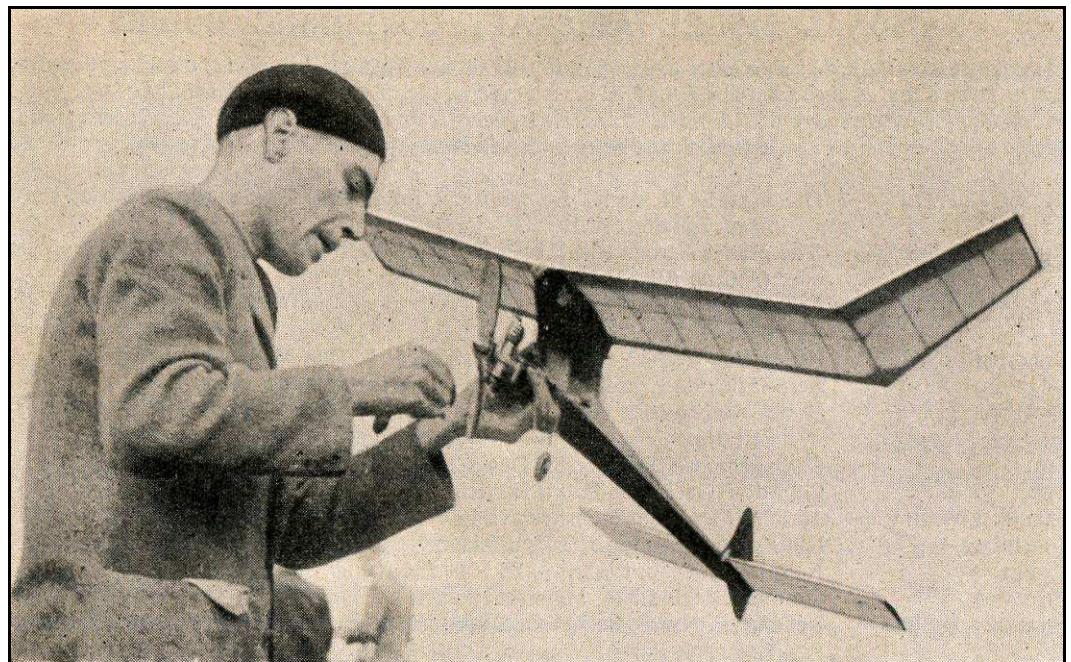


Richard Wykes 'Flying Pencil' looks even bigger indoors





The 2010 '*Cloud Tramp*' mass launch at Barkston
Reg Kinsey, David Leeding, John Saunderson, Ian Hibbert, Brian Stout, Bill
Cox, Ken Norton, Diane Hibbert, Bert Whitehead.
Eagle eyes will spot nine flyers and only eight Tramps, who let go too soon?



J. A. Gorham of Ipswich, S.M.A.E. Senior Champion for 1950, shown here starting his engine in the Sir John Shelley Contest at the Nationals, one of the many events in which he figured prominently



I thought I would pop this in as a sign of the times, our advancing age demographic is illustrated by members turning up at the prize presentation at the 2010 Championships with chairs.

Archive Action #3

by

Roger Newman

An update on progress as it's been a couple of months since the last article - last month was taken up by thoughts on archiving. It would be good to get some feedback on the subject from 1066 members.

Eight boxes of plans have now been shipped to the USA, plus a small package to Derick Scott in Lancashire, for him to scan. So far all the Glider & Rubber plans have been sent - these are idents ID 2000 - 2408 & ID 4000 - 5140 and Power plans 1 - 404. To repeat the previous message: *If anyone wants a copy of a plan within these ranges, it can still be done but may take two - three weeks. This is because the plan has to be found, then scanned & the scanned image sent back to me. As I mentioned in the first column, please bear with us during this phase of digitization.*

This leaves about another 900 Power plans to ship and I now have quite a few more plans that are not yet catalogued to add to the list.

The combined list of plans from AVANZ & the DBHL libraries was completed on time for AMA, which we needed to do to maintain our funding for shipments. Work has now started to add the already digitized plans from Roland in the USA to this combined list - eventually there will be an Excel spreadsheet of around 5000 plans, which I estimate should be done around October time. Mind you it will take some time to complete the digitisation process for all the plans.

Some 35 requests to date have resulted in more than 70 plans being mailed out or sent as digital files and a second donation is almost ready to be sent

to our Hon Treas. Most requests have come from the UK, some from New Zealand - latter batch were sent back to NZ as pdf files rather than paper, which is the way we want to go for the future, but there are a few issues to sort out before that becomes commonplace. One recent request was from Canada - for a model last seen in the 1960s when our requestor was living in Coventry. The request was made to our Hon Editor, routed on to me & was duly fulfilled last week. Elsewhere, you will see a snippet on one happy UK based customer!

Roy Tiller has made commendable efforts on the magazine side and he is keeping you all well in touch with progress. A slow start has been made to look at the remaining boxes of books & assorted articles - problem is that the odd bit of model building & flying does tend to slow me down. Nevertheless, it's got to be done as I want my garage back!

Roger Newman

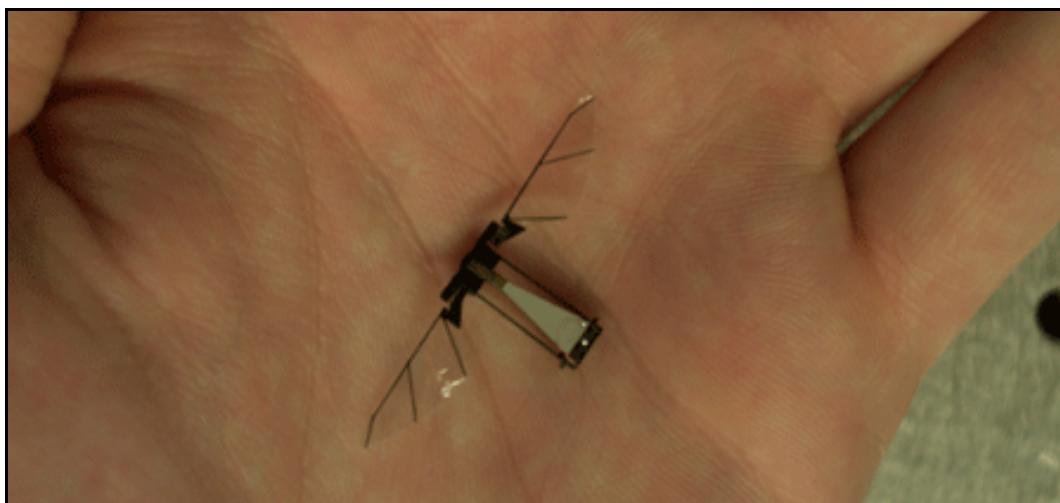
Miniature Entomopter

from Roger Newman

Harvard University's insect-scale robot fly flies

A tiny mechanical entomopter using insect-like wing dynamics has achieved tethered flight following [US Defense Advanced Research Projects Agency](#) funding of a "robotic fly" project at [Harvard University's School of Engineering and Applied Sciences](#).

The entomopter has a 30mm (1.18in) wingspan and weighs just 60mg (0.002oz). With the concept of stealth surveillance robots in mind, researchers had to use laser micromachining and electroactive polymers to manufacture the entomopter's components. Electroactive polymers change shape when a voltage is applied, creating muscle-like action.



The team abandoned the idea of using bearings and joints because conventional manufacturing processes could not cope with the entomopter's tiny scale, and rejected microelectromechanical systems because they are too expensive and would take too long to produce.

"Simply scaling down existing macro-scale [manufacturing] techniques will not come close to the performance that we need," says Robert Wood, robotic fly project leader and professor at the School of Engineering and Applied Sciences, which collaborated with University of California, Berkeley researchers on the work.

Instead laser machining was used to cut thin sheets of polymer and carbon fibre into two-dimensional patterns with a 2 micrometre tolerance. The arrangement of fibre and polymer created functional parts that can bend and rotate.

Apparently there is a similar program running at Delft University in Holland, with equally startling results. For those who are interested – have a look at www.delfly.nl

Roger Newman

Letters to the Editor

Witch 1 from Dr Roy Carlyle

Dear Mr Andrews,

May I first congratulate you and your team on a wonderful monthly magazine. It keeps me in touch with what is going on and makes me realise I am not the only model making dinosaur on the planet! Most of my flying is confined to small rubber models in our local playing field, usually in late evening so one can enjoy the peace and quiet. It is a strange thing this model plane making, once you are inoculated it never goes away. I have built model boats, full size sailing boats, telescopes (and observatories), furniture and clocks but for sheer pleasure with minimal outlay the classic model plane has no peer. The smell of Ambroid and dope sends me back to happy days building and flying throughout my life. I don't smoke or drink but I am addicted to glue, balsa and tissue!

I built my Witch 1 in 1955 when I was in the 4th form at my grammar school. I thought it elegant then and still do. It had the great advantage of breaking down into many parts so making it easy to carry to the school field or to HMS Siskin airfield which was in our town of Gosport. It was easy to trim and seemed to fly "off the board" as they say. Certainly it had none of the unpredictability of the "Jaguars" that we had all built at that time. I had a wonderful Headmaster who let us model fliers go flying on Wednesday afternoons rather than play various ball games. We also had a geography master who ran a model club and encouraged RTP flying in the school hall. My Witch often performed at lunch times as did a range of rubber and jetex models! Even the Jags were tamed by flying round and round! The local Gosport club also had some members who gave unstinting assistance to us lads. One ran a workshop in his back garden where one learnt the correct way to lay up fuselages etc and most important how to carve props. No worries in those days about Police checks etc! My Witch flew well enough to be lost out of HMS Siskin several times and I flew it

with club outings to the Northern Heights gala and other rallies. It went into its box during upper 6th year and followed me to London as a medical student where I flew it in Peckham park amongst the peacocks with my long suffering girlfriend from school (now my wife). I have often meant to build another and the Wizard which followed it. My Witch was covered in Orange Jap (by mail order from Evan's model shop, a great treat) and black model span fuselage.

Your article brought back a lot of very happy memories both for me and my wife. Flying as we often did on the school field we had a excuse to watch the girls playing hockey, my future wife was one of them!

Keep up the good work, *Roy Carlyle*

Copyright

from *Martyn Cowley* to *David Brawn*

Dave,

- Just read your Digital Revolution comments in SAM 1066. As a piece of relevant information, the AMA digitized all their own Model Aviation magazines a few years back, up to year 2000 (so far). Any member can type in their membership details and access the archive, which is very useful.
- However, the really interesting part, and why I am contacting you, is that although these were obviously scanned in some way from real magazines (many of which were published in the pre-computer age) and appear as pdfs — you can enter a search word, such as the name of a model, a flyer or author, or indeed any word, and it will search the entire archive to locate and highlight all of the times this search term appears in the text of the scanned magazine pages! So for any term, you may find numerous entries and can step from issue to issue, page to page, until you find the exact information you are seeking.
- Not being a computer expert, I don't know how normal this capability is for scanned documents, but if anyone is planning to scan a similar published magazine archive, then this is surely a must-have way of doing it.
- Are you familiar with how AMA might have done this, or is this the way all scanning is done ?
- One other thought, regarding your sobering comments on Copyright. What is the position of a Non-Profit organization, who is simply making a historical record of old documents in this digital age? The Library of Congress (supposedly) keeps a record of all published material here in the US(!) Perhaps the British Library does similar? Isn't Google trying to scan books and offer them publicly? So how are Historical Societies able to preserve history, with or without legal consent, and how are libraries able

to lend out copyrighted books? Is there such a thing as non-governmental, private and/or commercial libraries? Can what SAM does, the study and recreation of vintage artefacts, be considered historical research?

Regards, Martyn

Copyright Extract from David Brawn to Martyn Cowley

G'Day Martyn,

Copyright, difficult question first, as this is a complex area with its own legal specialists.

Libraries are generally exempt so long as they are 'official' and shown to be 'not making a profit'. Obviously any charges can be said to be generating a profit for digital charges as there are no costs; hence my suggestion to only charge for the creation of the digital product after which the service becomes free.

There would be legal advantages in Sams1066 and other organisations becoming 'official' libraries of aeromodelling information and in UK/EU funding may be available for this, depending upon the public spending cuts. Operating outside library status by offering a Plans Service, printed or digital, will eventually produce a 'breach of copyright' action as no one really knows who owns the copyright and it lasts a long time - 70 years from death of author.

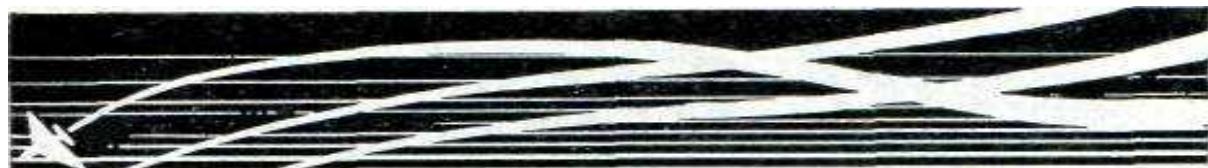
For a 'breach of copyright' the action has only to show 'breach' (copying), which is usually backed up by showing 'loss' (of sales) for compensation to be awarded by the high court. In addition BoC cases usually have a penalty compensation applied as a financial smack on the wrist for the defendant for not settling out of court, so benefiting the litigant further. It is all very costly.

Be interesting to see how the Full Size Plans project develops - commercial or library with the associated legal commitments of the two approaches.

Word, and phrase, searches are a standard feature of pdf documents; its how we put our book indexes together. My guess is that the 'search results' for each magazine have been compiled into a total database which is itself searchable. An easy, if lengthy, exercise if you have the time.

Wishing you all the best from wet and grey Northampton.

David (Broone) Brawn



TOPICAL TWISTS

by pylonius

Weekly Wash-in

All of us, I suppose, are getting just a wee bit tired of that "Wishy washin' tail tilt action" publicity which comes to us in our monthly Baguley wash, and we can only hope that the power climb down to the 0.85 self propelled chuck glider will give us cleaner lines in our backyard flying fields.

Come to think of it, some of these off-beatnik super power jobs are so corkscrewed up with warp and tilt that they could do a few circuits inside a washing machine without touching the sides. And, altogether, the shape-of-things-to-come-spiralling-in is becoming as formidable as the scalping flight pattern. Fortunately, the number of geniuses who can safely handle these ground to ground missiles can be counted on the scarred fingers of one oily hand. Other less expert agriculturists have at last cried faints, and come to realise what cheap, jolly fun can be had with a tame little 0.85.

This will come as heartening news to the timid rally goer of the future. Without the menace of the explodable type power job rally going might become a pleasure—even to Chobham Common.

But, returning to our earlier theme, how many of us, I wonder, have become psychologically disturbed by this intensive warp and tail tilt indoctrination? Before being brainwashed (in and out) you were quite happy to leave the tailplane sitting up the pillion end, minding its own business, and, if you could squint along the wing without getting seasick you were all set for a fair day's flying. But now, the merest glance at the tailplane throws you into a mental turmoil: "If tilted to the left, it turns the model right on the glide—or is it left?" And, as far as I'm concerned, just wait till I find the bloke who told me to warp in the inboard wing panel only. This parlour trick had me completely baffled, and I have ten ruined wings to prove it.

Pylonius – Model Aircraft July 1960

Bazooka

by

Norman Marcus



A 29±' SPAN RUBBER CONTEST MODEL, DESIGNED BY N. G. MARCUS

WITH the introduction of the present F.A.I. rules during 1948, a new type of rubber model design for competition work was indicated. Fortunately, these rules showed some foresight in the actual layout of the model, but, for rubber models of small dimensions at least, they also imposed a rather heavy weight loading. Large models, of the Wakefield type, may be superior, but they are too expensive, and take too long to build, for continuous competition work.

In "Bazooka" we have the type of job that would previously have been rejected on appearance alone. The writer, however, succeeded in astounding certain London Area critics with the model's amazing climb—superior to many "hot" duration gas models. A study of its brief flight record should convince most that the model definitely has possibilities.

The wing and tail areas were kept as small as was thought possible, so as to keep the total weight down to a minimum.

Now for the competition details, which are few as the model has only been flown in three competitions to date. The actual flight times are as follows :

1949 Flight Cup: 5 mins. +, - 76 secs., - 3 mins. 40 secs.

Model Aircraft Cup: 2 mins. 53 secs., - 5 min +,

Farrow Shield: 1 min. 30 secs., - 5 mins. +, - 5 mins +.

Both the under 2 minute flights were due to inferior or fatigued rubber. The second flight at the Nationals was the cause of considerable controversy: the model flew o.o.s. for just over 5 mins. (the actual timekeepers and various witnesses can verify this) but the flight was recorded as 66 secs. !!! Nufi said Anyway, it was not the model's fault that it did not win the Trophy 1

These flights average at over three and a half minutes which is up to the best contest standard.

The Model.

As usual, in the writer's designs, the construction is essentially simple, being easy to build and more important, easy to repair.

The fuselage has diagonal bracing so as to relieve the covering of some of the torsional strain due to the large motor. The top longerons at the tail should be steamed to shape before pinning in position on the plan. The covering on the original fuselage was red Bamboo paper, but the Burmese tissue available would be excellent. The Burmese should preferably be sprayed with thinned coloured dope, after shrinking, so as to aid visibility.

The wing should present no problem. A good method of doing the sheeting is to cement the edge of a piece of 1/32 in. sheet (cut slightly over-length) to the top of the mainspar, fix with pins (small) and let it dry. Now cement the top of the ribs from underneath and the leading edge. Bend the sheet over, and allow to set whilst fixed by pins. Trim surplus sheet away when pins have been removed and sand to the desired section.

The tailplane and fin assembly are self-explanatory. Note that the fin is cemented to the port longerons of the fuselage. Cover all flying surfaces with Jap tissue, water spray and dope with discretion.

The propeller may seem a trifle large for the model, but it must be remembered that it has to absorb a large amount of power from the rubber motor. A smaller propeller would result in a very short and inefficient power run. The blades should be carved from even-grained medium block, to maximum thickness of 1/8 in. (except near hub, of course) with a maximum undercamber of 1/16 in. All plywood joints must be "Durofixed".

2 $\frac{3}{4}$ ozs. of rubber (arranged 36 ins. long) brings the weight of the finished model to above that required by the rules. This may seem terrific power for such a small model, but with propeller illustrated it gives a motor run of over 45 secs, on 800 turns. And the climb is something that must be seen to be believed)

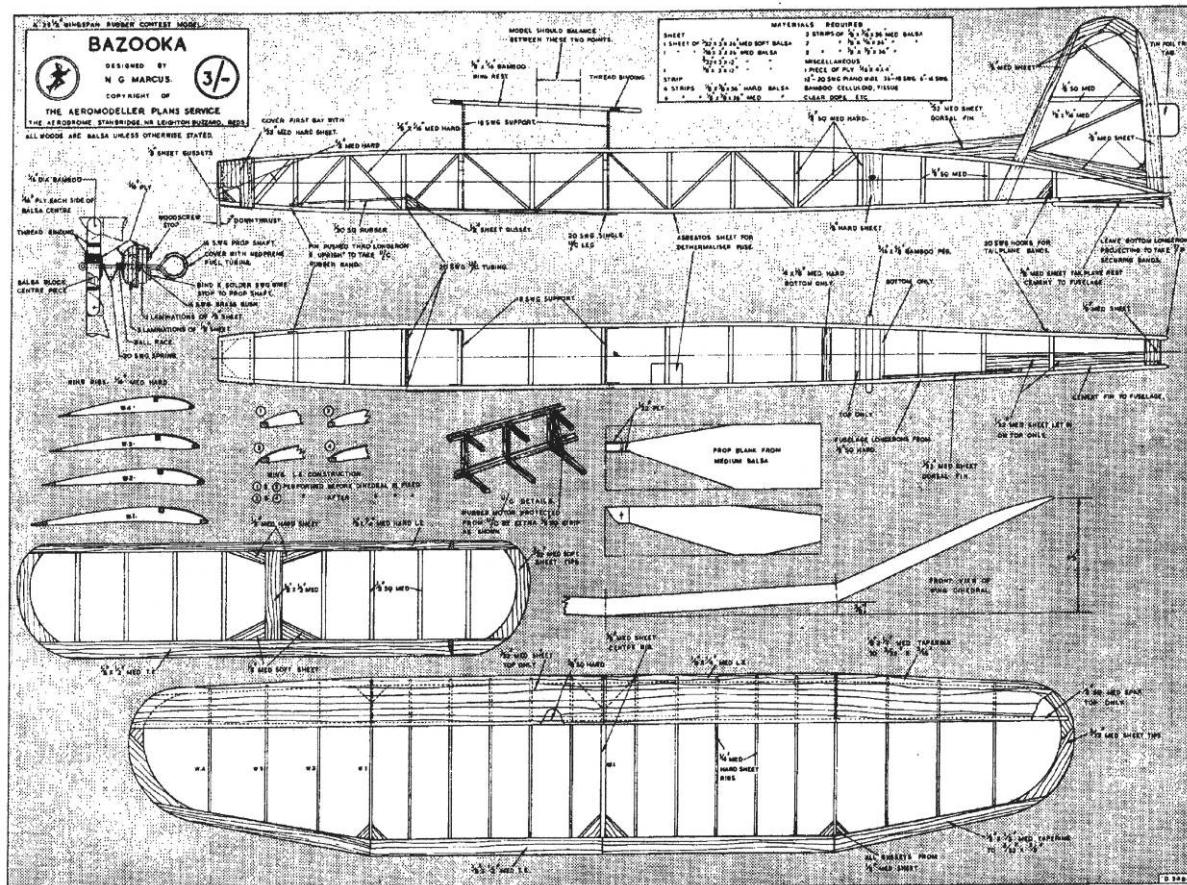
To trim "Bazooka" successfully, one has to be very careful about one thing, which is "do not add more turn that is necessary for the power-flight." Keeping this in mind take the model out one calm evening. Adjust for glide by moving wing. If still incorrect, cure by increasing positive incidence of wing for diving, and positive to tail for stalling (remember, add slivers of wood to T.E. for positive incidence on tail). Check glide by having a low power flight. "Bazooka" glides best in 100 ft diameter circles to the right, when just on the stall.

Now start "putting on the winds"; the model should—if you are lucky—turn in about 100 ft., during the last circle, before the prop folds. Add turn as required. It is important that this last power circle should be no sharper. From here-on do not touch the rudder. Correct all power stalls by increasing the downthrust. The reason for this procedure is, if the initial power stalls are cured by side thrust, it will be found that after the first burst, i.e. high torque has died off, the right hand turn will gradually increase with time until the model spins in—I know, I have had some!

Now wind her up to the limit. Let her go and watch one of the most amazing climbs you have ever seen!! The prop will fold some 300-400 feet up, according to the rubber, etc.

Well, there she is, a few hours work and you too can have a body (and a wing and tail, etc.) like mine!

NOTE. A parachute dethermaliser was used. The 'chute was fixed externally just behind wing.



THIS IS A $\frac{1}{4}$ SCALE REPRODUCTION OF THE FULL SIZE PLANS WHICH ARE AVAILABLE PRICE 3/- POST FREE FROM THE AEROMODELLER PLANS SERVICE

Editor: A Mini Vintage? model after my own heart, all blood and guts performance. I don't know why I've not built one myself.

Timperley Gala Saturday Pictorial

by

John Andrews

It was another windy day at Barkston Heath on August 16th that saw only the brave performing, I satisfied myself sitting alongside the 'Control' desk nursing my infected finger and offering encouragement or sympathy to the competitors as required.



Here we see CD's Chris Hawke and Kath Wingate, Chris taking time out for a bit of shut-eye and Kath anticipating arrival of a rare flight card.



Peter Jackson was one of the brave and here we have his story of the day. First up preparing his '39 Korda', then casting it skyward with gay abandon and finally stepping up at the end of the day to reap his just rewards:

A handshake from John Wingate;
A bottle of wine and a selection from the Kath Wingate prize table.





Another pair of flyers always undeterred by the weather are the brothers Rushby. Frank above left, with one of his more diminutive power models and winning Tony on the right stepping up for his handshake and prize selection. Tony competes in mini vintage with a KeilKraft 'Ace' which seems to thrive in windy conditions. The model appears to be well filled with rubber, climbing like a scalded cat from the launch and, although often performing a few aerobatics in gusty conditions, rides rough weather well and seems to find any lift available.

John Andrews

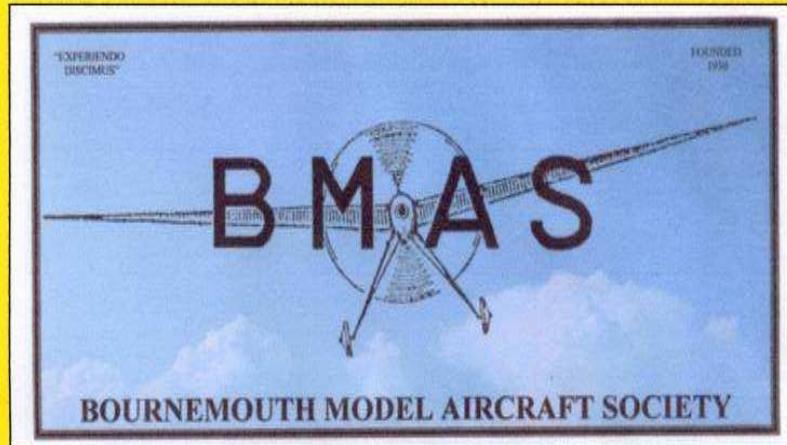
SAM35 F/F 2010 SEPTEMBERFEST SUN. 26th

On Barkston Heath, Lincs.

This event is being held concurrently with FAI team trials with their kind permission. Start time 10 am. Finish 5 pm. + flyoffs. All flyers must have BMFA insurance and an airfield charge will be payable. Sport flyers welcome. No Radio Control or Control Line models. Events as follows:-

- 1) **Open Vintage Rubber.** Cut off date Dec 1950.
Max rubber weight 50 grams.
- 2) **Vintage & Classic Gliders** below A2 area size, max. span 60 in.
Cut off date Dec. 1960. This includes early A1 models,
no min. weight. Towline 75m. No circle towing.
- 3) **Vintage & Classic Gliders** of A2 size and above. Cut off Dec 60
Towline 75m No circle towing.
- 4) **I/C Power duration** for **Vintage & Classic** models up to a cut off
date **Dec 1955.** Motors must be diesels not larger than 1.5 cc.
Motor run probably 15 sec. which may be reduced on the day.
- 5) **Bowden Type** precision power.

C.D.: - Wingate & Co. Contact 01244 812686 or
kwingate@madasafish.com



INDOOR FLYING

TUESDAY 26TH OCTOBER 2010

TUESDAY 30TH NOVEMBER 2010

TUESDAY 25TH JANUARY 2011

TUESDAY 22ND FEBRUARY 2011

TUESDAY 22ND MARCH 2011

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY

INFORMAL COMPETITIONS

ALL FLYERS MUST HAVE BMFA INSURANCE

FLITEHOOK NORMALLY IN ATTENDANCE

Adult Flyers £4 Accompanied Juniors & Spectators £1.50

CONTACTS: JOHN TAYLOR TEL. No 01202 511502

ROY TILLER e-mail roy.tiller@ntlworld.com

Brownhills Indoor Flying – Free Flight

Brownhills Community Association,
Deakin Ave. Brownhills WS8 7QG

Just off the A5

Saturdays 2-00pm until 5-00pm - £6

2010 dates:

Sep 4th - Oct 2nd - Nov 6th - Dec 4th

2011 dates:

Jan 15th - Feb 12th - May 12th

Contact:- Tony Eadon-Mills

Tel: 01952 240451 - e-mail: tonyeadomills@gmail.com

Indoor Flying with the South Birmingham MAC

Free Flight Only

Thorns Leisure Centre. Stockwell Ave.

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

Saturdays 1pm until 4pm

2010 dates:- Sep 18th – Oct 16th – Nov 13th - Dec 11th

2011 dates:- Jan 8th – Feb 5th – Mar 5th.

Admission - Flyers £5.50 - Spectators £2.00

For further information phone Colin Shepherd 0121 5506132

or e-mail colin@colinwilliam.wanadoo.co.uk

Wickham Community Centre

Mill Lane, Wickham, Hants, PO17 5AL

INDOOR FREE-FLIGHT DATES

2010

Thursdays 6-30pm until 10-00pm

**March 25th, April 29th, May 27th, June 24th,
September 30th, October 28th, November 25th.**

&

Wednesday December 29th 10-00am until 4-00pm

New Drinks Machine on Site

&

FLITEHOOK in attendance at most meetings



BMFA 2010 Indoor National Championships



At Boulby Potash Mine, North Yorkshire.

Saturday & Sunday 25th & 26th September 2010

This year the Indoor Nationals are to be held at a new venue, a 65ft high domed sports structure situated a few miles North of Whitby at Boulby Potash Mine, Yorkshire.

The flying format will differ slightly from last year but still retaining all of the regular classes including this years ITC Challenge Trophy (awarded to the winner of the No-Cal event). The Dome has 50ft of clear flying height with a good floor space. Both days will be carefully organised to accommodate all with rounds set up for the various classes.

The Classes range from the International Class of F1D to the popular Penny Plane through to the ever appealing Gymminie Cricket. Spectators, fun fliers and youngsters are as usual encouraged to join us and enjoy the proceedings.

Many thanks to Cleveland Potash Limited who have kindly offered us the use of this wonderful building to hold this years BMFA Indoor National Championships.

Saturday (entry from 9am flying through to 5pm (doors close at 6pm after Prize giving)

L.P.P, F1M, No-Cal, 36cm, Gymminie Cricket – (All full motors) & F1N (HLG)

Sunday (entry from 9am flying through until 5pm - Prize giving at 5-30pm)

F1D (1/3rd motors) , F1L & LRS (Full motors)

Flying will be flown in rounds – competition flying will be from 10am through to 5pm Saturday & Sunday. Trimming & other fun flying will be permitted on all days but may be restricted by the Contest Director throughout the day.

Pre Registration is essential for all wishing to attend including any Foreign Nationals wishing to attend, therefore all must complete the pre registration & entry form by the required date on the form. We would kindly ask all those wishing to attend to complete the pre registration & entry form in order that we can minimise logistical complications on the day/s.

Gym shoes or other suitable footwear should be worn and tables and chairs are not available. Other helpful information may be found on the

<http://www.bmfa.org/tech/indoor/index>

Cleveland Potash Ltd.

Boulby Mine, Loftus, Saltburn by the Sea, Cleveland, TS13 4UZ

Contact: Mark Benns or Alan Weighell email itc@bmfa.org

The indoor Technical Committee

Provisional Events Calendar 2010

with competitions for Vintage and/or Classic models

January 31st	Sunday	BMFA 1st Area Competitions
February 7th	Sunday	Middle Wallop - Crookham Gala
March 7th	Sunday	BMFA 2nd Area Competitions
March 21st	Sunday	BMFA 3rd Area Competitions
March 28th	Sunday	Middle Wallop - Trimming Day
April 2nd	Good Friday	Church Fenton - Northern Gala
April 3rd	Easter Saturday	Middle Wallop - Glider Day
April 4th	Easter Sunday	Middle Wallop - BMAS Day
April 5th	Easter Monday	Middle Wallop - Croydon Wakefield Day
April 18th	Sunday	BMFA 4th Area Competitions
April 24th/25th	Sunday/Monday	Salisbury Plain - BMFA London Gala
May 9th	Sunday	Middle Wallop - Trimming
June 13th	Sunday	BMFA 5th Area Competitions
June 20th	Sunday	Odiham BMFA Southern Area Gala
July 10 th /11 th	Saturday/Sunday	Sculthorpe - BMFA East Anglian Gala
August 8th	Sunday	BMFA 6th Area Competitions
August 28th	Saturday	Middle Wallop - SAM 1066 Euro Champs
August 29th	Sunday	Middle Wallop - SAM 1066 Euro Champs
August 30 th	Monday	Middle Wallop - SAM 1066 Euro Champs
September 4th	Saturday	Salisbury Plain - Southern Gala
September 19th	Sunday	BMFA 7th Area Competitions
September 26th	Sunday	Middle Wallop - Trimming
October 10th	Sunday	Middle Wallop - Trimming
October 17th	Sunday	BMFA 8th Area Competitions
December 5th	Sunday	Middle Wallop - Coupe Europa

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

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

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

GAD -	www.greenairdesigns.com
SAM 1066 -	www.sam1066.com
Flitehook, John & Pauline -	www.flighthook.net
Mike Woodhouse -	www.freeflightsupplies.co.uk
BMFA Free Flight Technical Committee -	www.freeflightUK.org
BMFA -	www.BMFA.org
BMFA Southern Area -	www.southerarea.hampshire.org.uk
SAM 35 -	www.sam35.org
Martyn Pressnell -	www.martyn.pressnell.btinternet.co.uk
X-List Plans -	www.xlistplans.demon.co.uk
National Free Flight Society (USA) -	www.freeflight.org
Ray Alban -	www.vintagemodeLLairplane.com
David Lloyd-Jones -	www.magazinesandbooks.co.uk
Belair Kits -	www.belairkits.com
John Andrews -	www.freewebs.com/johnandrewsaeromodeller
Wessex Aeromodellers -	www.wessexaml.co.uk

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).