

	<h1>NEW Clarion</h1> <h2>SAM 1066 Newsletter</h2>	<p><b>Issue</b> 102013 <b>October</b> 2013</p>
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## Editorial

By the time this issue appears, the September Wallop will have taken place. As I write the weather forecast looks like the best its ever been, I hope I've not put the Kybosh on it.

First articles are the Cocklebarrow Tomboy meeting and Terry Kings glider report, both held over from last month, its good to see a piece about gliders. Who is up for reporting on bungee launch?

Sparky man Brian Martin is planning a series of events and outlines his intentions in his article.

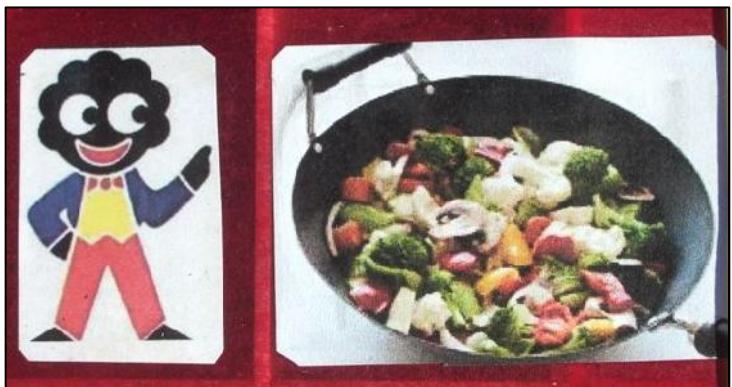
We have a letter of appreciation from Mike Myers, past president of SAM USA. Lindsey Smith reports on this years abandoned Wallop Bowl and takes us back to the first event for the trophy in 1990.

I managed to track down the model that P.E.Norman was holding last month. My guesses were 'Bristol Bulldog' or 'Gloster Gamecock' - wrong, turns out to be a 'Siskin IIIa'

Control-line Carrier is an event we free-fighters do not come across very often but this month Chris Hague relates his adventure into this sphere, or should I say circle? It is interesting to note that radio control has managed to inveigle its way into this unlikely event.

World Wide Postal man Jim Moseley has finally hung up his score sheets and passed the baton to Caley Hand who will coordinate from now on, see adds.

I bumped in to Tim Mountain at the Middle Wallop weekend just gone, and he showed me his new Gollywok. American planes very often have 'nose art', and Tim's Gollywok, being a U.S. design is no exception--difference is, it's 'wing art'. Not sure that the decor is politically correct but it is a nice pictorial acronym.



Tim Mountain's new 'Gollywok' and wing art acronym

Editor

## Vintage R/C 11.08.2013

After the disappointment of the cancellation at short notice of the first meeting in June, which would have been the first of three planned at Cocklebarrow Farm for 2013, the second meeting went ahead as planned on 11.08.13. The cancellation was due, at the very last minute, to the normal field being unavailable. Our thanks go to the farmer who found us another field, but this unfortunately turned out to be unsuitable for safety reasons, due to a large country fair taking place, in very close proximity.

Weatherwise we were lucky as it was dry and sunny for most of the weekend with only a couple of short periods when a gusty wind made flying difficult.

Although the main flying day is Sunday, a good numbers of fliers arrived on the Saturday for the two days. There were only a few short periods when models were not seen flying. The following day from 8.30 onwards close on sixty fliers signed on, bringing around 120 models with them.



Boycott Beal's line up



and a few more

Models as always ranged from the very small to the very large. The Chatterbox, by Richard Edwell and the Sharkface by Chris Bishop were probably the smallest with a number of Majestic Majors, Falcons, Scrams and Shrimpos often seen flying. Electric models seem to be more common at each event and Boycott Beal had brought along a 'squadron' of models. This consisted of a Thrush Mite, a Spearhead, a Gas Buggy and a Shrimpo, either large models in their on right or scaled up. Amongst some interesting models seen were the Mystery Man, designed by Albert Weathers and built by Paul Howkins, Dave Lovegrove's very stable Pou Du Ciel by and the 1923 Pander built by Chris Turner and powered with his own home produced horizontally opposed twin. A couple of early R/C aerobatic models were flown by John Mellor, these were an Astro Hog and A Half Tone. Tony Tomlin flew a tatty [my own words!] Vick Smeed Ballerina powered with a 'Boddo' 1.5 inline twin which sounds like a swarm of angry bees but could easily be identified. Tomboys as ever were there in a good number most flying in the popular Tomboy competition. It was also nice to see Derek and Val Foxwell there after a two year break following Dereks major heart problems.

### Tomboy 3

Numbers were down to half the entries we had at the same event a year ago with eight lining up for the flyoff having made their two qualifying flights. The contestants were mainly seasoned Tomboy fliers but we were pleased to be joined by John Salmon in his first event. Ian Andrews was the starter and as the start board was lowered all got away. Stephen Powell was out of luck with an engine cut as he launched and recorded 22 secs. John Salmon followed landing at 2 minutes having enjoyed his foray into Tomboys. Ted Tomlin who had qualified well also fell out of the sky finding no lift, landing 10 seconds later. All the rest had climbed to a good height with 13 year old James Collis the highest. Bob Young was doing well until he hit the well known Cocklebarrow 'hole in the air,' landing at 6mins 25secs, Tony Tomlin followed a few seconds later with Chris Bishop claiming third place spot on 9 minutes four seconds before Brian Brundell in second place leaving a very pleased James Collis the winner.



The Tomboyists

### Results Tomboy 3

1 <sup>st</sup> - James Collis	9min 40secs,	2 <sup>nd</sup> - Brian Brundell	9min 04secs,
3 <sup>rd</sup> - Chris Bishop	9min.00secs,	4 <sup>th</sup> - Tony Tomlin	8mins 41secs,
5 <sup>th</sup> - Bob Young	6min 25secs,	6 <sup>th</sup> - Ted Tomlin	2min 10secs,
7 <sup>th</sup> - John Salmon,	2min 00secs,	8 <sup>th</sup> - Stephen Powell,	22 secs.

### Tomboy Senior

Eight fliers made the mass launch flyoff for the Mills 1.3 powered, Tomboy senior class. Apart from Roger Briggs, from Sidcup in Kent, who was flying in his first TBS competition the others were regular Tomboyists. Again Ian Andrews was the starter [thank you Ian] and, with the conditions now more blustery, the models got away together and climbed, as a number of the many onlookers exclaimed, 'in formation'. There was no coming together of wings and within a short space of time the models were high all looking for lift, before their fuel run out in around two minutes. First down was Ted Tomlin, not having a good day, at 3min 28secs followed by Derek Collin, 24 seconds later. Peter Rose who has been the most successfull TBS flier this year was uncharacteristically down around 30 seconds later with a fuel blockage. He was followed by Tony Tomlin at 5min 07secs and then Chris Bishop a few seconds under 6 minutes. At this point

Barrie Collis and Bob Young were steadily descending, with Barrie claiming third spot a few seconds over 6 minutes and Bob a minute later. We all looked for 'new man' Roger Briggs who was literally cloud busting and seemed to be parked in the sky. It was suggested that Roger should get down or miss the prize giving! He eventually swept in to land squarely on the strip at 14mins 29secs. to applause from the fliers and members of the public.

### Results

1 <sup>st</sup> - Roger Briggs	14mins 20secs,	2 <sup>nd</sup> - Bob Young	6mins 59secs,
3 <sup>rd</sup> - Barrie Collis	6mins 02 secs,	4 <sup>th</sup> - Chris Bishop	5mins 53secs,
5 <sup>th</sup> - Tony Tomlin	5min 07secs,	6 <sup>th</sup> - Peter Rose	4min 44secs,
7 <sup>th</sup> - Derek Collin	3min 52secs,	8 <sup>th</sup> - Ted Tomlin	3min 28secs.

Shortly after the fly off the prize giving took place where the raffle was drawn. A mills .75 replica [donated by Peter Rose] was won by Dick Blenkinsop and a water colour of fliers at Cocklebarrow Farm painted and donated by Tom Payne was won by a delighted Garth Pierce. £117 was raised for the Air Ambulance Service.



Mr. & Mrs. Cocklebarrow, Paul and Val Howkins

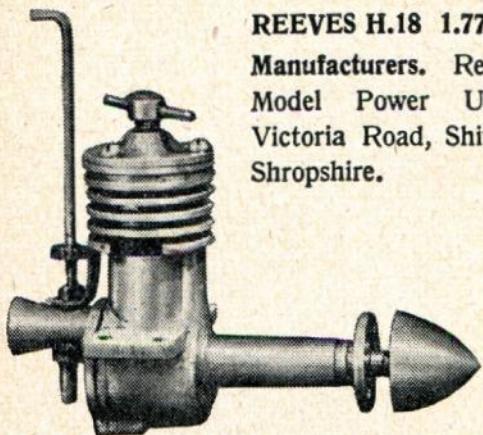


Derek and Val Foxwell  
[Old School Model Aeroplane factory]

The Cocklebarrow events that have been run by Paul and Val Howkins for +23 years with help from Mervyn Tilbury and friends do take a terrific amount of work to organise. Apart from liaising with the farmer there are the safety tapes and stakes to be fitted, The toilet tent to construct, the grass to cut for the strip, the car parking to marshall, the signing on and transmitter control to run and many other tasks. Any help in these tasks is always welcome.

**It should be remembered that the toilet facilities are for everyone in the field to use. The Farmer has made it very clear to the organisers that using the woods and adjacent fields is, for obvious hygiene reasons, not acceptable. Failure to follow this rule will lead to loss of this venue.**

*Tony Tomlin*

**REEVES H.18 1.77 c.c.**

**Manufacturers.** Reeves Model Power Units, Victoria Road, Shifnal, Shropshire.

**Retail Price.** 62s. 6d., including Purchase Tax.  
**Delivery.** Immediate.

**Spares.** Full spares and repair service by return of post.

**Type.** Compression ignition.

**Specified Fuel.** Equal parts paraffin, oil and ether, or Mercury No. 3.

**Capacity.** 1.77 c.c., .102 cu. in.

**Weight.** 3 oz. bare.

**Compression Ratio.** Adjustable.

**Mounting.** Beam, upright or inverted.

**Recommended Airscrew.** 8×6 in. or 8×8 in. for control line; 9×4 in. for free flight.

**Bore.** .510 in.

**Stroke.** .500 in.

**Cylinder Liner.** Case-hardened steel, ground, honed, and lapped.

**Cylinder.** Aluminium alloy casting, one piece with crankcase and integral fins, two exhaust ports and one transfer duct.

**Cylinder Head.** Plain aluminium alloy with three retaining screws.

**Crankcase.** Aluminium alloy casting.

**Piston.** Flat topped, case-hardened steel, ground and lapped, no rings. Silver steel gudgeon pin.

**Connecting Rod.** Case-hardened steel, ground and lapped.

**Crankshaft.** Case-hardened steel, ground and lapped.

**Main Bearing.** Plain.

**Induction.** Rotary disc valve.

**Contra Piston.** Case-hardened steel, ground and lapped.

**Special Features.** Extra long crankshaft bearing giving engine longer life. Anti-vibration carburettor needle. Will run in any position without any alteration to engine.

**TEST**

**Engine.** Reeves H.18 Diesel.

**Fuel.** Mercury No. 3 plus ether.

**Starting.** Very good under all conditions.

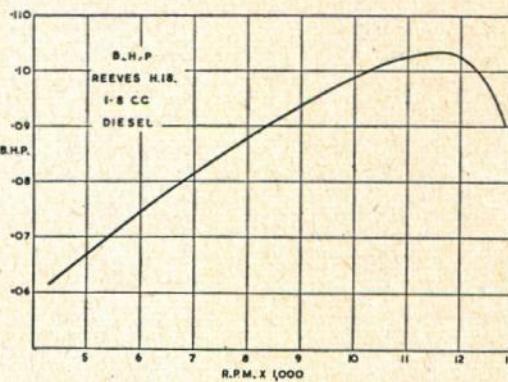
**Running.** Smooth and consistent at all speeds, with good flexibility of needle control. The extended needle is a great convenience, and the situation of the carburettor at the rear of the engine makes for safety for the fingers.

**B.H.P.** As mentioned, a rather unusual performance was evident at the lower speed range. At 4,000 r.p.m. the output was as high as .060 b.h.p., which rose steadily to a maximum of .1034 b.h.p. at 11,700 r.p.m. Although dropping rapidly, a power of .087 b.h.p. was obtained at about 13,000 r.p.m. The engine may be considered to be performing excellently at any speeds between about 9 to 12,000 r.p.m.—a wide range of variation.

**Checked Weight.** 3.25 oz. (without fuel tank).

**Power/Weight Ratio.** .510 b.h.p./lb.

**Remarks.** This engine seems satisfactory from all points of view. The hardened cylinder and liner, the hardened and ground crankshaft, and the long main bearing, should make for long wear. Engine controls are particularly well placed for convenient handling.



Sam 1066 August 10<sup>th</sup>/11<sup>th</sup>

The under 50" combined vintage & Classic glider on Saturday was greeted with warm sunshine and a light wind which increased as the day went on.

I teamed up with good friends Peter Tomlinson and Dick Twomey.

Peter was flying his 'Gillie Hatchet', Dick his Minnie Lep ?? As was I. We work well as a team, which makes things a lot easier when flying in competitions; a lot of time can be wasted trying to find help to launch and time when flying alone. We all managed to drop a flight so no fly off. A fly off which Dick & I unfortunately missed as we were looking for Dick's model which couldn't be picked up on his receiver; he found out later that he was on the wrong frequency which would account for our fruitless search. I believe there were at least four in the fly off won by Barry Etherton.

It's a pity that the spectacle of the fly off has been reduced to a D/T affair, but if it means keeping M/W we have to go with it.

Sunday dawned with grey skies and drizzle but soon dried up with warm sunshine breaking through.



The Three Musketeers - Peter, Dick and Terry

It was the day for over 50" gliders, with the wind speed forecast to increase later I was keen to get my flights in early. I was flying my reliable AV46 a Czech design with a span of 1,900 mm, Peter flew his lovely A14 24 ???, and Dick his Snook. Sadly both Peter and Dick had failed to max on one flight.

Picking the right moment to tow is all important. I usually wait for the calm spell and hope to go just before the infill arrives, some times I get it right, but that's what makes F/F interesting, at the age of 80 I am still trying to get things right.

On my second max I did not set my G.P.S 'big mistake' well it was only 1 m 45 s it would be down before the perimeter track was reached. I came to the track with no sign of the model, across the other side was about 150 yds of waist high grass and beyond the dreaded bomb dump. I blundered about in the grass without success, as I was near to R/C bods flying their beautiful scale gliders which we had admired from afar I went to have a look at these enormous models I was told there were 40% full size, they were taken aloft by electric motor which as full size folded into a hatch when not in use, the hatch was made up of solar panels when in its element you could not distinguish it from the full size.

Asked if they had seen my model descend as luck would have it they had and I was pointed in the right direction. Just that last max to get.

I towed into lovely air, this time I set my G.P.S and walked almost to it. I then sat back and waited for the fly off. I thought I would give my Kavka a flight a beautiful semi scale A2 from the Czech Republic, by now the wind had increased the model shot up, the wings bending at an alarming angle, I ran forward as fast as I can these days and managed to zip it off half height, I decided not to fly it again.

I was surprised to find nobody else had a full house, so no fly off quite a relief in the windy conditions.

Vic Driscall had come 2<sup>nd</sup> with his lovely 'Snark' finished to a high standard as are all his models. Peter Tomlinson was 3<sup>rd</sup> with his AH 24 ???? Dick had the satisfaction of seeing his 'Snark' design in 2<sup>nd</sup> place.



Peter Tomlinson and Terry King pose with the past President of SAM (USA) Mike Myers who took time out from a family visit to spend a little time with us once again.

On the right Terry King picks up his 'Over 50inch' award from our Chairman John Thompson

So ended an enjoyable weekend flying with friends, and that's what it's all about.

*Terry King.*

I will be running competitions for all models powered by spark ignition engines at various Wallop meetings.

Note: 'Builder of the Model' (B.O.M.) rule does **NOT** apply.

The rules for these events are simple and the object is to fly and have fun.

The first event has already taken place over the August SAM 1066 Euro Champs for the John Maddaford Memorial Trophy and this event will be run each year to rules similar to the existing Tomboy duration event.

#### **John Maddaford Memorial Trophy Competition Rules**

1. Any model powered by an original or replica spark ignition engine. No modern converted engines will be allowed.
2. The event will run from 10.00 hrs on the Saturday to 14.00hrs on the Sunday
3. Any number of flights may be made and there is no engine run time limit.
4. The model **MUST LAND IN THE FIELD** to register a flight time
5. Competitors may enter more than one model.
6. The longest recorded flight over the two days will be the winner.
7. Prizes will be given for the first three places.
8. Times can be recorded either after each flight or at the end on each day.
9. Self timing will be allowed. *Let's be honest guys.*
10. The engine run should be timed as, in the event of a tie, the winner will be decided by ratio of flight time and engine run time.
11. Entrance fee will be £2.00 per model which will go to a charity chosen by the family of John.

I will also be running very low key fun events at other meetings to the rules below. These will be precision comps that will give the old cabin models a fair crack and also benefit those who cannot walk too far to retrieve their models. and the

#### **Brian Martin Spark Precision Rules**

1. Any model powered by an original or replica spark ignition engine. No modern converted engines will be allowed.
2. The event will run from 10.00 hrs to 14.00hrs on each competition day
3. Competitors will make three flights to a target time:
4. 1<sup>st</sup> flight target time 45 seconds
5. 2<sup>nd</sup> flight target time 60 seconds
6. 3<sup>rd</sup> flight target time 75seconds
7. Penalty points will be incurred for every second deviation from the target time
8. The winner will be the competitor with the lowest aggregate Penalty Points
9. In the event of a tie there will be a fly-off to a target time that will be announced 10 minutes before fly-off
10. Each intended competition flight must be declared to an independent timekeeper

The entry fee will be £2 to keep it in line with the other comps entry fees.

I hope to run one of these at every MW meet, keep the score sheets and give an engine to the flier who accumulates the least Penalty Points between the August meetings. The prize engine will be presented at the Euro. Champs.

Any further information can be obtained from:

Brian on tel: 01726 883726 or e-mail :- [brianmartin047@btinternet.com](mailto:brianmartin047@btinternet.com)

*Brian Martin*

## Thank You to SAM 1066

I've been home in Los Angeles for 10 days now (Sept. 2<sup>nd</sup>) and am still sorting out my thoughts from my trip to England. The family time was great—spending 5 weeks with our first grandchild at our daughter's home in London—but the modeling time was special as well.



I've been to Middle Wallop and other English SAM related events many times over the last 30 years. I've enjoyed every one of them. And many 1066 members visited Southern California or the US SAM Champs over the years bringing that special English touch to America. Since I had the pleasure of seeing John Maddaford at several of those SAM Champs, it was an honor to be asked to present a trophy named for him. . What made it even more special was that my oldest flying buddy, Charlie Yost of San Diego, had donated the engines that went with the trophy. That donation was a concrete expression of the affection and respect that so many of us in the USA have for the folks in SAM in England.

It was of course a pleasure to see and greet so many friends and acquaintances from events past—the Close family—John, Bob and Anthony; Peter Tomlinson; Roger Newman George Hollingsdale, Brian Yearly, Dave Wright, Peter Michel, Dick Twomey, Tim Westscott, Dusty Miller, Brian Martin and others. I know I missed a few names, but I get pretty excited when I'm at Middle Wallop, so forgive me if I've failed to mention anyone.

Middle Wallop always reminds me of all those friends, both English and American, who've competed on that field, or Englishmen who competed on the fields in the United States, but who are no longer with us. I believe that I'm not alone when I say that when I step out onto a flying field memories of old departed friends walk out with me. Middle Wallop in particular is full of such memories for me.

Frank Zaic spoke at a banquet I attended some 15 years ago. Frank said that free flight modelers are, "all in it together, competing against a common foe—Gravity." We've all fought that good fight—together—and the world is a better and happier place for it.

Thank you all for having me at Middle Wallop and at Bangers 'n Mash at Epsom Downs this year. Those are just two more of the wonderful memories I have of SAM and SAM modelers in England.

Mike Myers

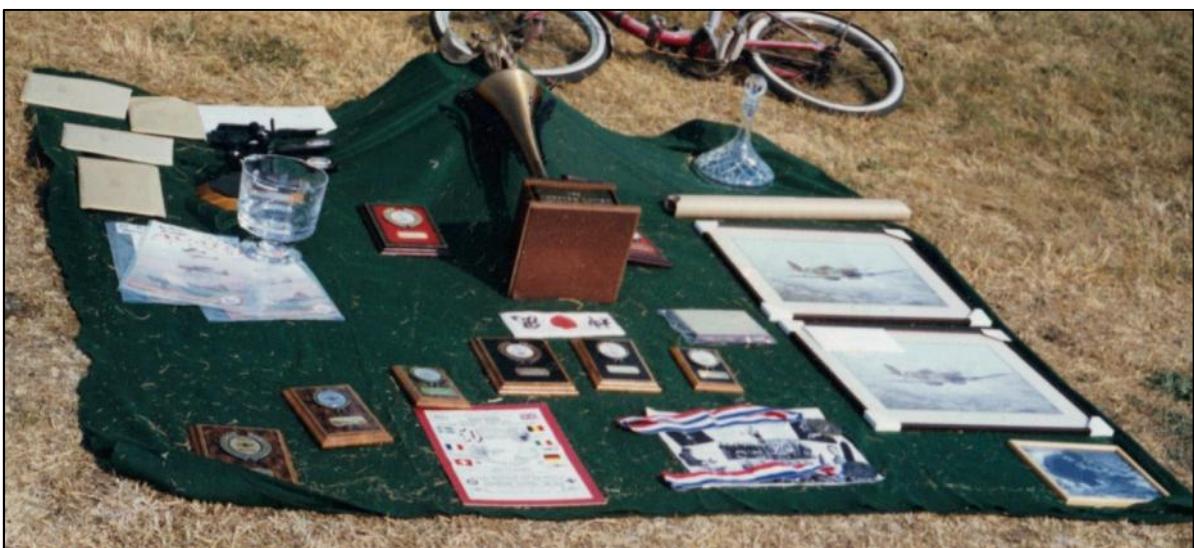
The August meeting at Middle Wallop was blessed with good weather, but the Scale participation was disappointing. Jane and I CD'd the Earl Stahl comp on Saturday, only two entries in low wing, both Magisters, and three in high wing so no fly offs. On Sunday, Pete Smart and I prepared to run the Wallop Bowl, but only Brian Stichbury entered, so as unfortunately I was feeling a bit under the weather, we cancelled it for this year,

Entries for the Wallop Bowl have been low ever since we changed the form of the event to it's being held under Flying Aces Rules. This was done originally to provide an alternative Nationwide free flight rubber powered scale event to that run at the B.M.F.A Nationals at Barkston, where the models have to take off and are judged for realism in flight rather than duration, but this has not proved as popular as we had hoped.

So I have proposed to the SAM1066 Committee that next year we should revert to the old rules for the Wallop Bowl. You will remember that the original comp held in 1990, was for models of the Auster V built from the plans published in the Aeromodeller. There were only four entries, and the models did not fly very well as they had scale wing sections. So next year, the rules were changed to a three flight duration comp for models of any AOP, Liaison, or Training aircraft used by any combating nation in the Second World War, no scale judging, just proof of authenticity, so for instance, the Auster IX would not be allowed as it is a post war design. But there are lots of possibilities. I campaigned a Stinson Reliant in Fleet Air Arm colours for several years with some success.

The Stahl Magister, Taylorcraft Grasshopper, Stinson O49, Fairchild PT19, are all good possibilities, as is the Comet Arado 96, And of course there are loads of Tiger Moth plans out there. So Search your plan collection, get building, and lets have lots of entries, All in correct colour schemes of course, at next years Wallop Bowl.

Here are some shots taken at that first meeting at Middle Wallop in 1990.



The prizes, not as many as nowadays..



The entrants for the first Wallop Bowl, with their models,  
Derek Ridley, George Hollingdale, John Blagg, Don Knight.



Eminent guests,  
Phil Smith, Ron Moulton, and Vic Smeed



the Poster advertising that first meeting



Brigadier Ed Tait presenting the Wallop Bowl to Don Knight.

*{Ed started out in the Army as one of my Subalterns, followed me into Army Aviation, and was later Director of The Museum of Army Flying at Wallop}*

*Lindsey Smith*



*Extract from Model Aircraft April 1960*

### Just a Sec.

Also from Club News comes this intriguing extract, " The Treasurer announced that funds had risen by about £17 and the Secretary resigned."

This, of course, is an extreme case, but it's a well-known fact that secretaries are the prima donnas of the modelling world, resigning, or threatening to resign, at the slightest provocation.

Hon. secs, are usually hard to come by and are consequently fussed over and protected like queen bees. Some clubs, however, manage to scrape up half a dozen or so between A.G.M.s, but, given a fair measure of tact and diplomacy on the part of the members, it is sometimes possible to keep one in good, non-resigning humour for a whole year.

The critical obstacle is always the A.G.M. Everything might be going swimmingly, with the secretary still intact at the halfway mark. True his hand has twitched upon his portfolio once or twice but hopes are still running high. Then, without warning, the treasurer gets a little out of line with a careless boast about the funds, and bang goes another secretary.

### A Quiet Nap

Donning our breeches and deerstalker we plunge once more into the vintage past, back to those early pioneer days of the movement, when the stalwart modeller looked hopefully towards the brave new world of the future. What did he envisage ? Something pretty incredible, you may be sure, but never in his wildest dreams would he have imagined a plastic kit of Napoleon as the ultimate in the model making art.

Come to think of it, though, we are just as amazed. We all know that every soldier has to carry around a field marshal's baton in his knapsack, but we are not too aware that every modeller should have his own Napoleon on the sideboard.

We could, of course, use it as a presentation for our redoubtable Major Draper, who, having flown under most of London's bridges, finally met his Waterloo at the handle of the Editor's team racer.

Would-be Nap constructors might be interested to know that the building instructions begin thus, " Stick each bone apart." All right, I'll go quietly.

### Take Cover

Blokes take up modelling for all sorts of weird reasons ; to mess about with engines, mostly ; for something to do, sometimes ; and for the sheer joy of it, seldom. For the most part we don't analyse ourselves on the subject. Just as long as we can put something into the air, if it's only an aerial, we're content.

Still, some people like to do a spot of soul searching now and again, and get it off their tool chest, as it were. Only recently we had an expert scale type waxing lyrical over his pet obsession, reaching a touching climax as his metal spoked, rubber tyred wheels homed on to the tarmac. And even the ordinary bod has his moments of poetic expression, grunting out an ecstatic " whacko " or " bang on " as his model describes some unusually graceful movement, like flying straight.

All that I can say of my own model flying is that it is indescribable.

Perhaps the only modelling type of whom I am deeply suspicious is the wild eyed character who takes up the hobby for the thrill of it. He doesn't just join the movement, but descends upon it like a bomb. In no time at all he has made the flying field quite uninhabitable with his noisy and dangerous antics. At one time his favourite trick was to whirl a livid stove pipe around on a piece of wire. Being a timid being I never got near enough to these fearsome weapons to identify their purpose, but was told by more venturesome friends that if you looked closely enough you could perceive a vague likeness to a model plane.

We must be thankful that the stove pipe brigade has now drifted off into motor cycle racing and go-karting, and we can all enjoy a brief respite before the inevitable arrival of the radio speed model.

*Pylonius*

## The Siskin IIIA

P.E.Norman

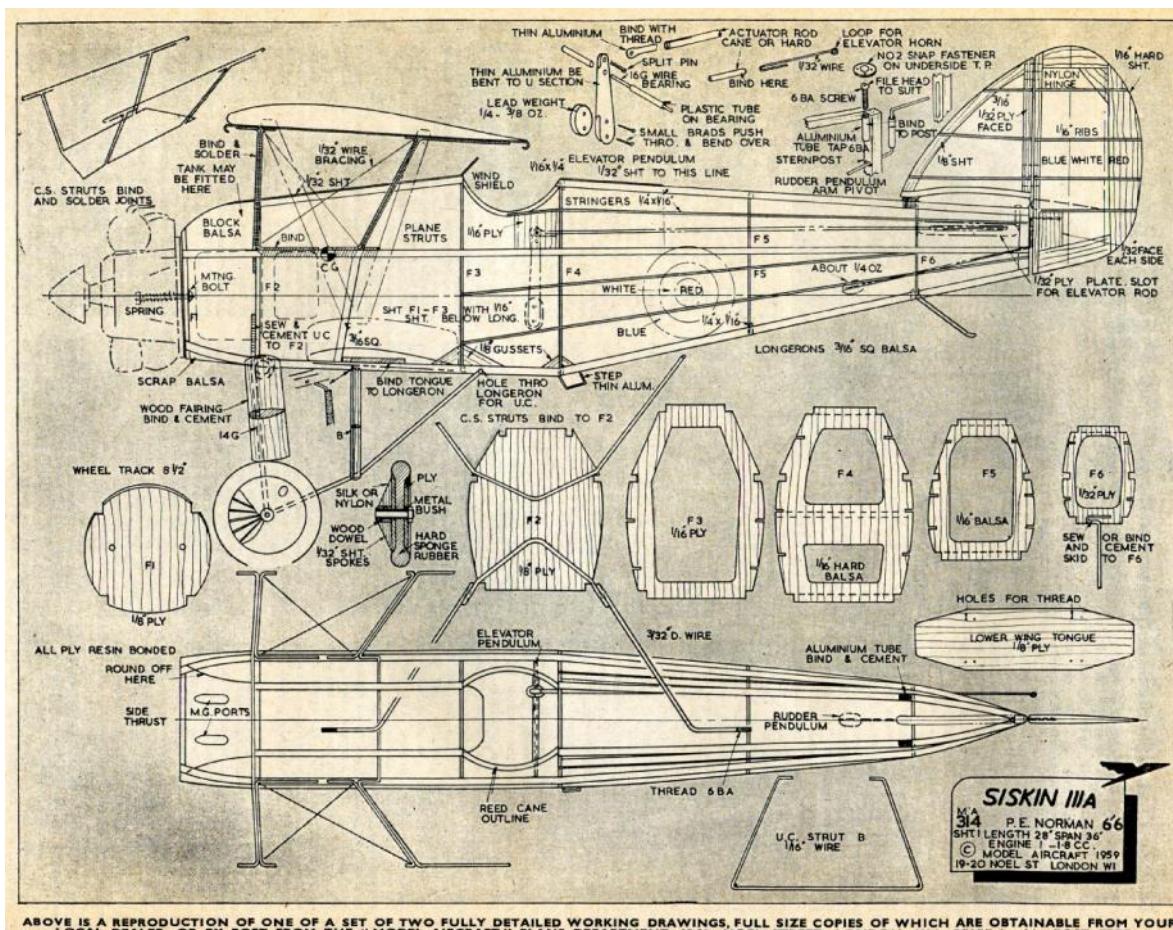
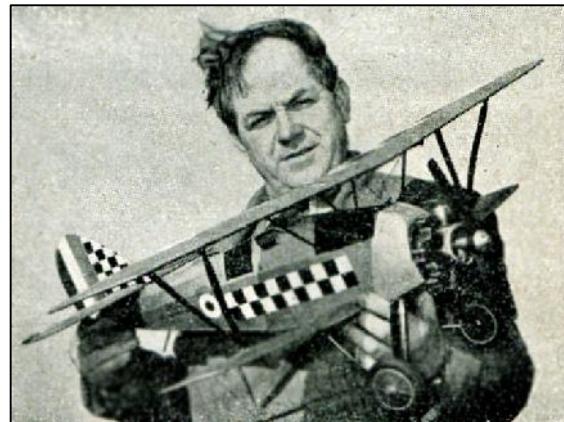
*Editor:*

Following on from the piece in September's issue I searched out the identity of the well known ? biplane built by P.E.Norman. Turns out to be a Siskin IIIA.

The *Siskin III* single-seat fighter entered service with the R.A.F. in 1924, when 41 and 111 Squadrons were equipped with it. It was an aircraft with several distinctive features, and was both liked and disliked by the pilots who flew it. Of rather gawky and angular appearance it had a slab-sided fuselage with angular decking and angular tipped wings and tail, but its most distinctive feature was its large broad chord upper wing and very small and narrow chord lower wing with "V" interplane struts.

The undercarriage, which had the then comparatively new oleo legs, was complicated and drag producing, and was rather long. This, coupled with the amount that the legs extended when in flight, gave it a rather " daddy long-legs " appearance. This tall undercarriage and the fact that the lower wing stalled easily made the machine rather tricky to land, and there are many old pilots still carrying a " Siskin nose," a distinctive feature brought about by that organ coming into rapid contact with the cockpit edge, or the trailing edge of the mainplane when the aircraft nosed-over on landing.

The engine, a 325 h.p. Jaguar two-row 14 cylinder air-cooled radial, appeared to be stuck onto the nose as an afterthought with a flatish cone spinner on the two bladed airscrew. An aluminium cone segment between the airscrew and front of the engine formed the only streamlining.



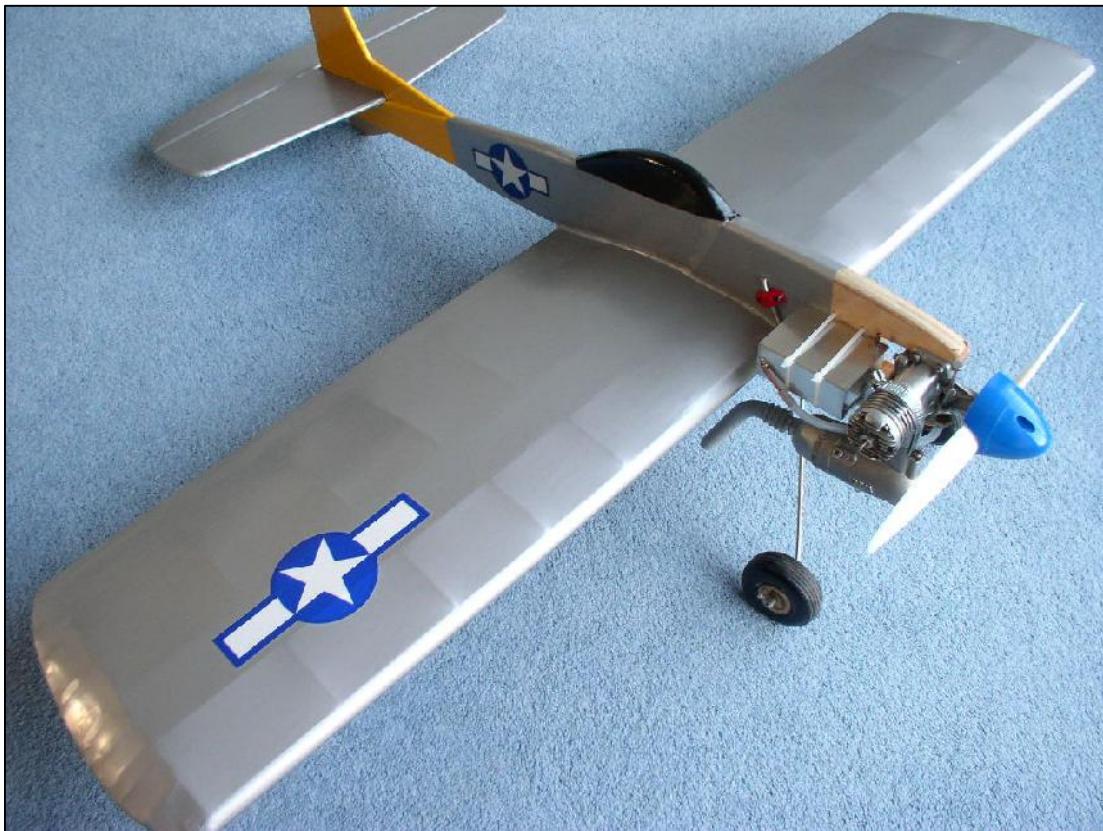
One sheet of the 2 sheet plan from Model Aircraft April 1960 note the use of the pendulum control on the Rudder and the Elevator      *Editor/P.E.Norman*

**C/L Carrier Deck & 2.4gig**

- by Chris Hague

As a teenager prone to dizziness when spinning around I seem to remember that five laps was one lap too many when trying to fly control line models, but then we had usually spent all day trying to start the diesel engine - that was the one that had an advert saying "easy starting, ideal for beginners!" However, it didn't put me off building model planes, although I did not try control line flying again until past retirement age, when - surprise, surprise - I got dizzy again, but by persevering I overcame that and now I can even do a few loops and bunts.

I had read about and seen pictures of the carrier deck events and thought that it would be a new challenge to attempt and it certainly proved to be so! Over the course of the past year I bought a three line handle from Ebay and was kindly given a double bellcrank by Paul Harris of Topco Kits. I planned to convert an existing model but the bellcrank was buried in the port wing and so converting to the double one was not going to be easy.



36" span profile model before conversion to basic carrier deck specification.

Having read the basic carrier Deck rules (from the excellent website: [http://carrier-deck.com/?page\\_id=122](http://carrier-deck.com/?page_id=122) ) and looked at a few photos and a YouTube video, I decided to convert a couple of existing 36" span models. The model was a sort of Mustang with coupled flaps and elevator. The flaps are not permitted so were disconnected and fixed in position using the existing control horn and an adjustable link. The plan was to experiment with the best compromise position of fixed down flap to help with the seven slow laps without slowing down the fast laps.

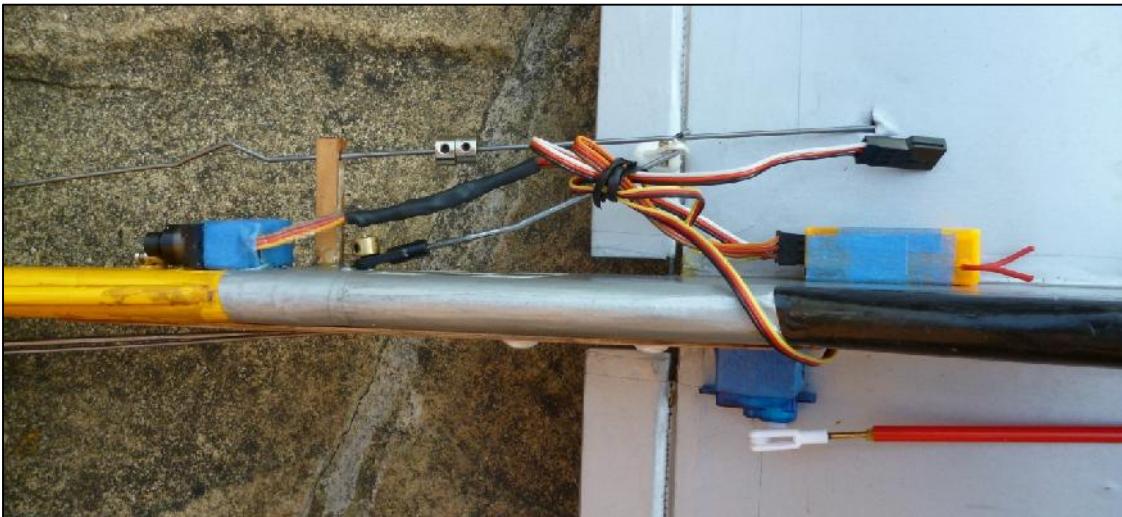


36" span profile model before conversion to basic carrier deck specification.

The model already had an OS40LA fitted with stunt venturi, so the excellent air bleed OS throttle carburettor was fitted. As I fly r/c with 2.4GHz radio I thought the easiest solution was to simply fit a servo for the throttle control towards the rear of the starboard wing root. I then placed the small receiver and four cell battery on the other side of the profile fuselage. Job done! (This saved me having to cut into the wing to fit the double bellcrank.) Now to test fly this set-up. With the transmitter on my usual neck strap I could control the throttle with my left hand in the same way as when flying my r/c planes. Easy! And to my surprise it made it easier to fly the plane (remember I'm still a control line beginner!) and I think it would have been easier to learn to fly with this set up. I just practised flying with fast and slow throttle commands and slow landings at the downwind side of the circle. It did highlight that the model may not be of the ideal design for a carrier-deck event, but it worked alright.

Now to the arrester hook. If the model was ever to connect with the arrester wires I could see that this was going to be a big strain on the balsa profile fuselage. So I shaped out some 1.5mm ply and glued it on the starboard side of the fuselage from the wing root rearwards. This proved to be a sound fixing for the fixed end of the flap, the arrester hook wire and the piano wire torsion bar that I had devised to hold the arrester hook in the desired deployed position. I experimented with wire size and clamping positions to get just the right tension on the torsion wire. By moving the inner clamp it is possible to gain further fine adjustment. To hold the arrester wire up until required after the slow run I used a servo on the port side with a short length of piano wire going through the fuselage and projecting just far enough to retain the wire. This servo was operated by a switch on my transmitter and it proved simple to deploy when required. Again I tested at my local flying field and it all worked fine. I even practised landing on a given spot each time, but without much success to start with. No-one said it would be easy! The UK Basic Carrier-Deck rules also stated that "You must provide a visible stranded steel safety cable of minimum bulk diameter 0.457mm (ie: heavy Laystrate) between the bellcrank and the engine."

Now I could not avoid cutting into the wing to attached this safety cable to the bellcrank. This task involved spacing the pivot bolt downwards to the under surface of the wing and twisting, clamping and soldering the heavy laystrate onto an electrical connector and then forming a loop at the motor end.



Top view showing arrester release servo, flap fixing, throttle servo and receiver.



Arrester wire, adjustable torsion bar and throttle servo.

Having finally converted both profile 36" span trainer type models and test flown them several times at the club field I decided to enter the event run by Mike Welch of the Marlborough MFC and Andy Housden. I read and re-read the detailed information about how to prepare and fly basic-carrier deck models on their website and felt reasonably well prepared for the event. To confirm a few points about location and time I phoned them both - to be rewarded with lots of further helpful advice. This was to be continued at the venue where they both could not have been more helpful to a carrier-deck virgin.

At the venue on a beautiful sunny day the deck was set-up and it all looked just like the photos, which was a good start. I took advantage of the time allocated for a practice flight and landed safely in the sea as I didn't want to risk any damage before having a real go. Three attempts are allowed and for two of them Mike came into the middle with me and talked me through the routine which was a great help. I raised a smile or two by using a brightly coloured hot water bottle as my marker to remind where to stand for the landing - it was a scorching hot day with temperatures over 30 degrees - but it worked for me on my third flight.

I would have landed on the deck with my second flight but I made the beginners error of stepping back to increase line tension and pulled the model off the inside of the deck - and into the sea. So near, yet so far away! Zero landing points. The third flight resulted in just missing the arrester wires on my first attempt at landing but I had enough presence of mind to open the throttle and steady the plane and land on the very next circuit. I put this down to using the same method of throttle control as with my r/c planes and it was therefore a natural rapid response on my part to power the plane out of trouble. Thanks to Andy shouting out "get in position", as I could readily see the hot water bottle out of the corner of my eye I stood over it in time to land correctly on my next circuit, arrested correctly on the deck, on the very last arrester wire. I was happy with that and greatly encouraged by the generous loud applause. As a bonus the model had survived to fly again.



Right hand handle, left hand throttle.



Valuable assistance from Mike Welch.

After much debate and advice from the other contestants I remain convinced that my methods of throttle control and arrester wire release are successful and worth leaving on the model. After all, the model did land correctly arrested on the deck! I did pick up one or two pointers for further improvement to the model and will make a few changes before trying again. I then plan to build a model specifically for this event. After all it is a challenge and well worth the effort to have another go at some stage.



Take Off

I would like to thank all who helped make this such an enjoyable first experience for me of a control line carrier-deck event. There is a comprehensive set of rules and guide lines, clearly displayed on their website and this enabled me to attend my first event with a plane that did not look too much out of place. The rules were sensibly interpreted and common sense was applied throughout the day, which all contributed to a most enjoyable first time carrier-deck landing.



and an arrested landing!

I fly at Tarrant Hinton in Dorset and we propose to run a few control line days throughout the year and would like to include Carrier-Deck as yet another option. We run many other events in the Dorset, Wiltshire and Hampshire area and full details of dates, plans, rules and results are available on:

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

*Chris Hague*

A few pictures from the SAM1066 Champs August 2013



Jim Wright readies his 'Scram' in splendid isolation



John Taylor and his 'Vakushna' in similar circumstance



**Julian Close with his brothers 'Swayback'**



**Peter Michel gets his 'Northern Arrow' away**



**Rex Oldridge winds his 'RAF V'**



**The Tillers under tension readying for 'A Frame'**



**Tony Thorn with his 'Fullerton Flying Boat'**



**My 'Playboy Junior' which nearly made it to the John Maddaford Memorial comp.**

I was foiled by my Ohllson 23 which Brian Martin said was "time expired" or words to that effect and although he supplied me with a replacement which fired up beautifully before the event it would not cooperate for the competition.

*Roger Newman*

Southern Gala, September 7<sup>th</sup>

Eight a.m. Salisbury Plain, a crystal clear early autumn morning, tranquil air, Jim Paton prepares..... At nine, C.D. Dave Greaves' horn rings out from the western ridge. Jim launches his Bுkin coupe. By ten a.m. he has three of his five maxes secure. He has now added tactics to his increasingly impressive skill-set and dedication. The other seven competitors, slower off the mark, had to negotiate increasingly lively air. A sharp shower in the afternoon brought cooler conditions for the fly-off, but nimble Jim, launching at the hooter, caught a parcel of lift and took first place with a lovely flight, DT'ing high at over four minutes. Peter Hall waited in vain for another delivery and was down in 2' 30' for second place. He'd had his allocation of luck on his first flight when he failed to connect the V.I.T. Just missing the ground after a dramatic loop, he recovered enough to max.

We are told that in a thermal field the air on average rises faster than it falls so that the area of sink must be greater than that of lift (Wayne M. Angevine, Thermal Structure and behaviour) and of course the lift may dissipate or the model fly out of it. So no matter how skilled you are you need a bit of luck. For the rest of the field this was not forthcoming. Even so, Chris Chapman, Peter Brown, Roy Vaughn, and Alan Brocklehurst were only thirteen seconds apart and frustratingly close to maxing out. In Roy's case it was not the air - he took four confident maxes - but DT'd early on his first flight. Mike Marshall had a better excuse. Back home after his second place at Moncontour F1G he discovered he had broken his arm after a fall on his journey out. Now belatedly plastered, he was unable to grip or throw his coupe properly and launched into collision with a thermistor pole. Peter Tolhurst's Jedelsky profile, depron-winged coupe spiralled in with a prop. miss-fold. He changed to an Etievre but it wasn't his day.

Southern Gala Results

Place	Name	Club	Maxes	Score
1	J.Paton	Crookham	5.00	17
2	P.Hall	Crookham	5.00	14
3	C.Chapman	B & W	3.00	11
4	P.Brown	CM	4.00	11
5	R.Vaughn	Crookham	4.00	10
6	A.Brocklehurst	B & W	3.00	8
7	M.Marshall	Impington	3.00	7
8	P.Tolhurst	Crookham	2.00	5

One more round to go for this year's league and it's neck and neck and neck between Hall, Paton and Vaughn. Five event scores count so if you sum the best four so far Jim Paton emerges as the favourite. But the last round, Coupe Europa at Middle Wallop on the eighth of December is thirteen weeks away - thirteen weeks! Suspense cannot be sustained that long. The league organisers will need to craft a better dramatic structure for next year's programme.

## Southern Coupe League Table to Rd.6

Place	Name	Club	Crook Gala	London Gala	F1g at Stone henge	Oxford Gala	Sixth Area	South'n Gala	Coupe Europa	Total
1	P. Hall	Crookham	7	6	10	17	5	14		54
=	J. Paton	Crookham		8		13	16	17		54
3	R. Vaughn	Crookham		16		14	6	10		46
4	P. Tolhurst	Crookham	13		7	7		5		32
5	M. Marshall	Impington	10	6	8			7		31
=	P. Brown	CM			17	3		11		31
7	A. Brocklehurst	B&W		9			13	8		30
8	K. Taylor	E.Grinstead	8			10	10			28
=	C. Chapman	B&W		13	4			11		28
10	N. Allen	E.Grinstead			13		9			22
11	D. Greaves	B&W			5	8				13
12	G. Stringer	E.Grinstead		12						12
=	D. Chevenard	Beaujolais			12					12
=	M. Chilton					12				12
15	D. Thompson	Croydon				9				9
16	M. Richardson	E.Grinstead					8			8
17	A. Moorhouse			7						7
18	M. Stagg			3		2				5
=	R. Elliott	Croydon				5				5
20	P. Gibbons	Peterborough				4				4
21	M. McHugh	Peterborough				3				3
=	R. Willes	Crawley					3			3
23	T. Grey	Crookham				2				2
24	J. White	Croydon				1				1

## P.S.

I mentioned in my Sixth Area report Peter Tolhurst's lunch and discussion meetings at the Castle Grove pub at Chobham and its upcoming debate on air-picking. (The 'Chobham Chomp' is an echo of the long-standing Croydon Bangers and Mash meetings but with a less restricted menu.) The contributors' methods, unsurprisingly, turned out to be very similar. Wait for the lull, the rise in temperature, observe the streamer, the birds, the other models flying. Go on the blow, don't go on the blow, wait till the sun comes out, don't wait. Chris Redrup (who spends a good deal of his time in his glider at the height where all the bits and bobs of rising air have aggregated into real thermals) held that detecting lift amid the ground-level chaos depended upon high skin sensitivity coupled with long experience. This prompted speculation on ways to increase sensitivity. Dr. Paton, attending, cautioned that cocaine reduces it. A skin-sensitizing cream might be developed. Exposing normally clothed areas of the body to reveal virgin skin, as it were, was a method frequently used by several very successful and perhaps less self-conscious fliers, and so specially ventilated thermal detection trousers for the shorts-shy might be worth exploring. A more imaginative choice of body-part might be exposed to good effect. Lateral thinking of this quality is a feature of the Chobham debates in their later stages.

*Peter Hall*

For a start, I have definitely not yet arrived at the ultimate P30, but I am up against others who are getting close. Until this season I had thought that maximising the wing area with a broad chord was the answer, but Chris Redrup's very successful model is small and fast climbing.

My first attempt at this so called easy class started with a wing that eventually became part of a sports power model. I then bought a BMJR Kiwi P30 kit. It took me a long time to trim it and it was heavy but pretty strong. At a Port Meadow event I got praise from Andrew Longhurst saying it was flying quite well as they were very difficult to trim. In still air it did well under 2 minutes.

A couple more conventional, but home designed P30s later and I was getting about 1 minute 50 seconds. I also made a model with cut down Bukiin F1G (Coupe) wings which was better in windy conditions as the dihedral is excessive. I lost that with a sticking viscous d/t at Port Meadow this year. My viscous d/ts now have a ply disc either side of the cog to stop the line falling over the edge and putting the loop around the cog.

Having broken another pair of F1G wings, I decided on building an improved smaller model. Finished recently it weighs 55gms with rubber- my lightest yet. Improvements include a pylon rather than the wings on top of the fuselage, a better tail mount and a pair of screw adjusters for the tail trailing edge. I can now adjust the elevator and the tail tilt accurately and easily. It has a Gizmo Geezer prop unit which has a higher pitch and screw adjustment for the thrust line. The model has a little down and right thrust built in, and the unit is set in the nose block slightly lower so that it does not foul the rolled balsa fuselage.

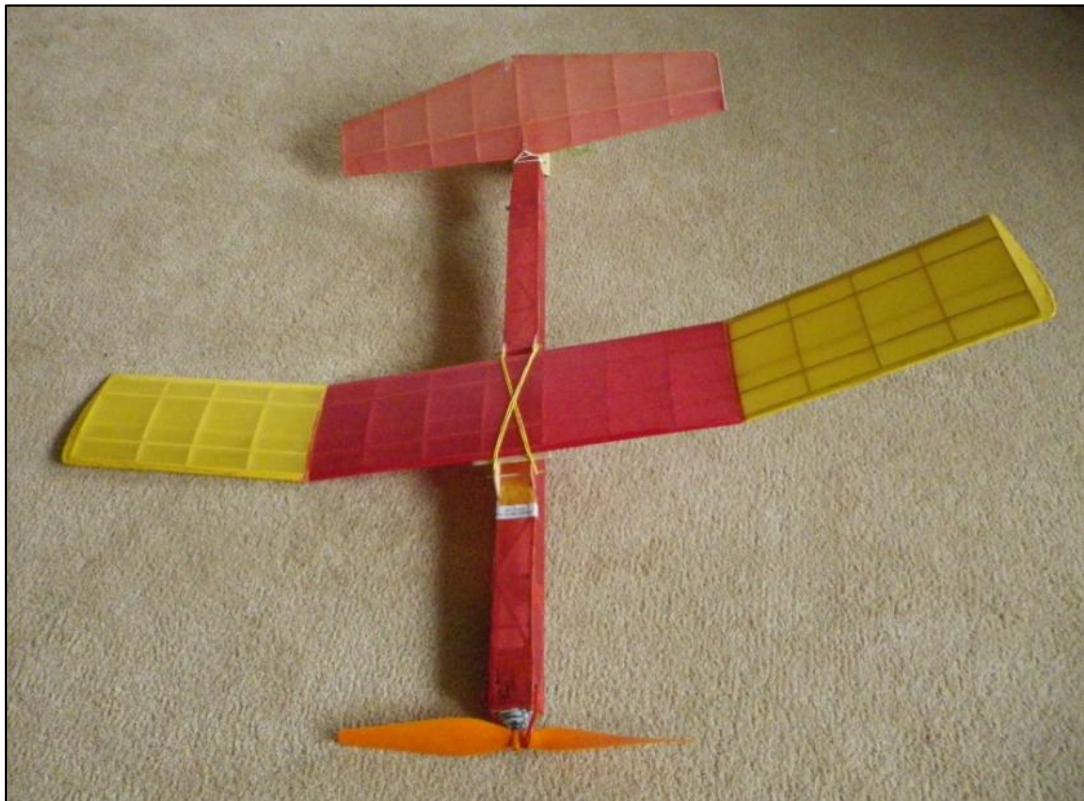


My Latest

The fuselage was rolled on a broom handle doped and covered in Profilm light which added only 1gm weight.

I have yet to get my rolled tubes perfectly cylindrical, but one method that I have not tried yet is to line it with lightweight glass cloth and resin. It certainly works for others.

I did make one P30 with a carbon tube but it was too heavy. I also made a Pirate P30 from FAI supplies in America. That had a tapered carbon tube which was tapered a bit too much for my liking. That also flew away at Port Meadow one year in a boomer, again with a viscous d/t failure.



**There is always my 'Hi-Tech' version when all else fails**

*Jim Paton*

Report No. 35. Plans from Kits, British made, excluding scale, cont.

**ASTRAL KITS:** Astral Kits are most well known for their range of scale kits from a trainer glider, through single engine fighters to four engine bombers and most of the plans for these kits are available.

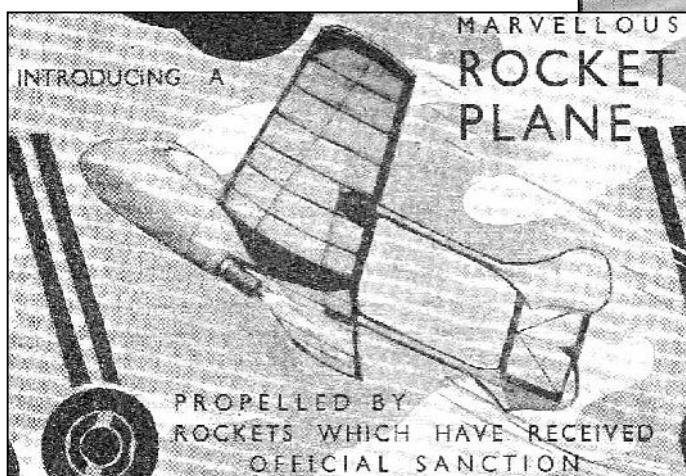


Looking at Astral adverts up to the end of 1950 produced a list of 20 plus non scale models but when checking for the plans availability on the SAM1066 list, the Co-Op-Plans list etc. just two were found, these being on Derick Scott's list.

Aeromodeller November 1945 carried a full page advert by Astral Aero Model Co of Astral Mills, Dixon Lane Road, Leeds 12 featuring "The mighty ATOM, the first kit of a tailless glider, designed by Roy Gallagher. Can do anything but talk, 17" span - constructed in 2 minutes". The advert seems to aimed at distributors, the address being prefixed by "Trade enquiries to". The advert advises that the model "Added to our 1/9 flying series and will sell by the million", which raises the

question what were the earlier kits in the 1/9 series?

In the December 1945 Aeromodeller the Astral advert featured another Roy Gallagher design, the "DO-DAH, a really exquisite little model which flies gracefully around the room". The wing span is not stated.

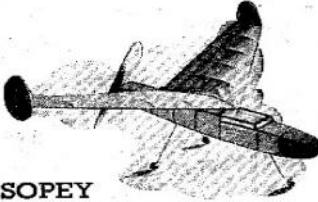


The "Marvellous ROCKET PLANE", shown in the advert in Aeromodeller October 1946 "is propelled by rockets which have received Official Sanction". No indication of price of kits or price of rockets is given. Information from elsewhere gives a wing span of 22" and the designer as Roy Selwyn.

The advertisement in Aeromodeller in March 1947 offers R.H.Warring's record breaking helicopter. "British record holder, first model helicopter to rise off water, world record pending". The kit was ready for distribution at the price of 6/9d.

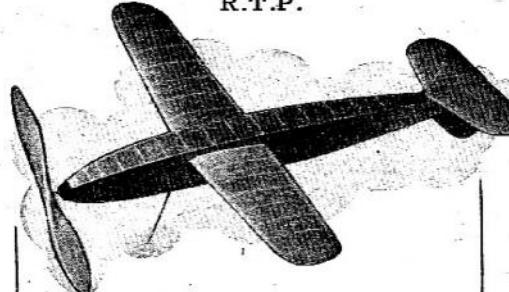
Next a leap from one model per advert to "Bill White's and the 7 dwarfs" in Aeromodeller May 1947. Bill White's is his most successful RTP model of 26" span with a kit price 4/9d. The 7 dwarfs are "7 splendid proven and tested flyers by E.P.Anderton, Roy Gallagher and Saunders". All are 15/16" span and are 2/- per kit. The set comprises SOPEY tailless pusher, SOC biplane, WUMPY polyhedral, SNAPPY taper wing, WEEPY pylon type, KNASHFULL low wing and BREEZY canard.



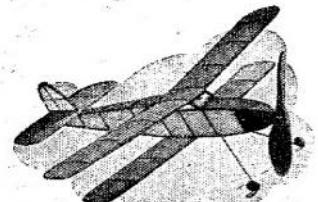


**SOPEY**  
Tailless Pusher

**BILL WHITE'S**  
R.T.P.



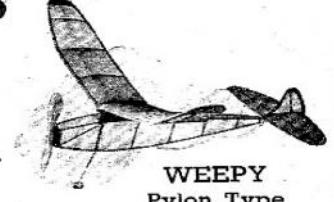
**SOC**  
Bi-plane



**WUMPEY**  
Polyhedral



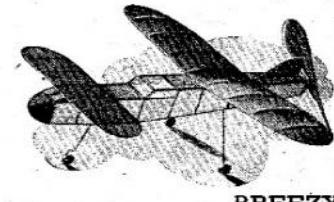
**SNAPPY**  
Taper wing



**WEEPY**  
Pylon Type



**KNASHFULL**  
Low wing



**BREEZY**  
Canard

## **BILL WHITE'S AND THE 7 DWARFS**

Bill White's most successful  
R.T.P. model  
26 in. span - - - Kit 4/9

7 splendid proven and tested  
flyers by :—  
**E. P. ANDERTON  
ROY GALLAGHER and  
SAUNDERS**

15/16 in. wingspan  
Price of Kits - - - 2/-

Trade enquiries to :  
 Astral Mills - Dixon Lane Road - Leeds, 12.  
 'Phone : 37021 (3 lines)

More Astral kits next month, if you have plans for any of the above models, except Rocket Plane, or any info on Astral kits please get in touch.

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

Roy Tiller

## George Fuller Memorial

- John Thompson

The first contest for this Memorial Trophy took place at Salisbury Plain on the 8<sup>th</sup> of September. The weather was reasonably kind for a change.

The winner was Peter Watson, with a fly off time of some 4minutes odd, (remember he was the F1C world Champion few years ago).

I came second a few seconds behind. I hasten to add that Daniel Chilton offered and did all the retrieving for me - The Ups and downs of the Plain I think would have defeated me -- Bravo and Thanks Dan.

The Trophy was carved by Dave Greaves from Marble, very handsome and instantly recognizable as to what it represents, a very impressive effort Dave. The photo shows Peter holding the Trophy, and myself chatting to George's daughter Tina, who Fred Chilton had arranged to attend and present the prizes.



Winner & Past F1C World Champion Peter Watson Holds the Trophy  
 Runner-up John Thompson chats to George's daughter Tina after the presentation  
 Background left, Trophy Sculptor Dave Greaves surveys the prize table

*John Thompson*

**Secretary's Notes for October**

- Roger Newman

**September Meeting**

Once again the weather gods came out in our favour. A really good turn out & some splendid flying - even if control & results recording became a little chaotic on Sunday! Moving the tent is a major operation - not to be undertaken lightly & one where a few volunteers are always most welcome. In consequence our Chairman & I are reflecting on the possibility of investing in something that is rather easier to put up & take down - appropriate to our ever increasing age!



We had one unreported lost model, fortunately found by Airfield Services & notified to me this week. Apparently the owner did search for it but his message failed to reach us. A rare occurrence but one that cannot be repeated too often - read on! As most of you will know, we have a new Chief Flying Instructor for the Army Flying Association, who perform the majority of full size aircraft movements at weekends. He has been tasked with writing a comprehensive document, inclusive of covering health & safety, for all Users of the Airfield - which includes us. So in respect of our usage, all of us who attend SAM 1066 flying meetings need to be on our toes at all times, particularly as he indicates that there are likely to be more weekend movements by the AFA over coming months. Having had a recent lengthy phone conversation with him, I am hoping to meet with him face to face to establish & maintain the level of good relationships that we already have with Airfield Management.

**Middle Wallop results, September 21/22**

**Saturday.** Overcast. Light breeze. 1min.40sec. max.

**Bungee Glider (36in. Hi-Start):**

1 <sup>st</sup> - G.Smith (Corsair),	4.24.	2 <sup>nd</sup> - E.Horne (Dream Bogey),	3.30.
3 <sup>rd</sup> - P.Michel (Dream Bogey),	3.27.	4 <sup>th</sup> - R.Taylor (Conquest),	2.20.
5 <sup>th</sup> = A.Thorn (Dream Bogey)	2.00	5 <sup>th</sup> = R.Kimber (Nord),	2.00.
6 <sup>th</sup> - D.Etherton (Corsair),	1.27		

**Combined Vintage/Classic glider, over 50in.:**

1 <sup>st</sup> - R.Marking (Thor),	5.00 +1.30.	2 <sup>nd</sup> = T.King (AV-46)	5.00 + 1.10
2 <sup>nd</sup> = G.Smith (Mantis),	5.00 +1.10.	3 <sup>rd</sup> - V.Driscoll ( Arch Angel),	5.00+1.05.
4 <sup>th</sup> - P.Michel (Lunak),	5.00.	5 <sup>th</sup> - C.McKenzie (Pelican),	4.52.
6 <sup>th</sup> - R.Kimber (AH-24),	4.45.	7 <sup>th</sup> - E.Horne (Jinx),	4.09.

**Large Open Rubber:** J.Paton, 3.29.

**Sunday.** Overcast. Warm. Minimal drift. 2.00 max.

**A1 Glider:**

1<sup>st</sup> - V.Driscoll (Syncopator), 4.41. 2<sup>nd</sup> - D.Cox (O/D), 4.01. 3<sup>rd</sup> - D.Etherton (?).

**E36 (Crookham Club rules):**

1 <sup>st</sup> - J.Pennington (Pearl),	6.00 +1.10.	2 <sup>nd</sup> - T.Grey (O/D),	6.00+1.07.
3 <sup>rd</sup> - M.Cook (Top Banana),	5.47.	4 <sup>th</sup> - F.Chilton (O/D),	5.41.
5 <sup>th</sup> - C.Redrup (O/D),	5.37.	6 <sup>th</sup> - A.Shepherd (Top Banana),	5.33.
7 <sup>th</sup> - J.Paton (O/D),	5.28.	8 <sup>th</sup> - D.Chilton (O/D),	5.25.
9 <sup>th</sup> - P.Hall (Top Banana),	5.14.	10 <sup>th</sup> - R.Marking (Pearl),	3.48.

**Combined mini-Vintage to BMFA rules:**

1 <sup>st</sup> - A. Longhurst (Helides),	6.00+2.22.	2 <sup>nd</sup> - C.Redrup (Scram),	6.00+2.08.
3 <sup>rd</sup> - R.Vaughan (Scram),	6.00+1.57.	4 <sup>th</sup> - J.Lancaster (RAFF V),	6.00+1.29.
5 <sup>th</sup> - E.Stevens (Hepcat),	6.00+1.09.	6 <sup>th</sup> - J.Down (Kerswap),	5.51.
7 <sup>th</sup> - M.Holamby (?),	5.35.	8 <sup>th</sup> - J.Hayes (Scram),	5.13.
9 <sup>th</sup> - J.Wright (Scram),	5.07.	10 <sup>th</sup> - K.Taylor (Lulu),	5.04.

**Combined 4oz/8oz Wakefield:**

1 <sup>st</sup> - R.Marking (Lim Joon),	6.00+ 2.12.	2 <sup>nd</sup> - M.Holamby (Gypsy),	6.00+2.10.
3 <sup>rd</sup> - P.Michel (Lim Joon),	6.00 + 2.01.	4 <sup>th</sup> - J.Paton (Duplex),	6.00+2.00.
5 <sup>th</sup> - G.Kent (Simon),	6.00.	6 <sup>th</sup> - R.Kimber (Leshner),	5.49.
7 <sup>th</sup> - K.Taylor (Gypsy),	5.44.	8 <sup>th</sup> - R. Owston (Lim Joon),	5.39.
9 <sup>th</sup> - D.Beales (Flying Minutes),	5.20.	10 <sup>th</sup> - J.Andrews (Korda),	5.04.
11 <sup>th</sup> - J.Lancaster (Duplex),	3.49.	12 <sup>th</sup> - D.Grieves (Copland),	1.28.

Good to see the entries in Bungee Glider & E36 continuing to rise. Both are new comps this year & will certainly be continued next year.

**October Meeting: 26<sup>th</sup> / 27<sup>th</sup> Oct**

Both days - sports flying & trimming

**Competitions: Saturday**

Combined Open Power: E36 Electric Power: Tailless: Small Vintage Rubber

**Competitions: Sunday**

Combined Vintage/Classic Glider up to 50": 4 oz Wakefield: HLG/CLG  
Jimmie Allen Mass Launch Competition at 2.p.m

**AGM 2013 Sunday October 27th**

Competitions will finish at 3.00pm on Sunday & all flying at 4.00pm as we shall be holding our AGM in the usual meeting room at the Museum.

The agenda for our 2013 AGM will be posted on the SAM 1066 website in the next few days.

If anyone wishes to raise a topic under "Any Other Business" please forward a short note to our Chairman at least 14 days before the AGM.

## Majestic kit plan

I mentioned this last month but nothing has turned up - if anyone has a copy of Majestic Miniature Motors class B contest model plan that can be loaned to Derick Scott, please let me know on usual email address.

[rogerknewman@yahoo.com](mailto:rogerknewman@yahoo.com))

& I'll sort out the logistics of getting to and from Derick.

## Correspondence from Italy

Gianni Lofredo continues to make steady progress in his recovery from an operation for cancer. He has sent a few photos of earlier life & a couple of pictures of an indoor chuck glider - just to prove he is still active.



His notes on the photos:

Libya-Tripoli May 1958 - Suani Barracks ( UK Army) polo field immense flat open space . I am 18 years old testing with my new Wakefield with 50g. of rubber which later took part at the Italian nationals in Catania Sicily Italy.

It was a very windy day chosen to trim the model for that type of weather which could have been possible during the competition in Sicily. Balsa, piano wire, trust racer, modelspan etc. from Roland Scott model shop.

Note the last sentence! Gianni still gets modelling bits from the UK whenever possible.

The Chuck Glider (for which he promises a drawing) follows:

Before the operation I designed a simple model for beginners (and older people like us). The drawing (the simplest) was requested by Sam 2001 Genoa for training course of young modellers for their first construction and flying experience. I never sent my drawing. It is made with one balsa thickness (1/16"), weights 2.0 g.



Wingspan 10"; All straight lines (no curves; trapeziums wing, tail, fuselage) and can be done with four (cardboard) templates; Half wing, Half h.& v. tail and the fuselage. CA medium glue for wing and tail.

Flies beautifully indoor and outdoor.

#### More Photos

Last weekend, Keith Miller (long time excellent photographer) gave me a dvd containing some 250 monochrome photos, mostly of his Croydon Club in the '50s & some from the '80s. Absolutely fascinating - I believe a copy has also been given to our Hon Editor. It replays as a slide show & I want to see if it is possible to get single still photos - so far haven't had enough time or brains to work it out. If I succeed, a few examples will make their way to these pages.



Happy Snapper Keith Miller on the right relaxes with our esteemed Editor



Annie Stevens  
Spar Tractor Winner

#### Spar Tractor

This was won by Annie Stevens at the August SAM Champs. The trophy eluded her as it was held by Andrew Longhurst from 2012, who couldn't make the August meeting. However, Andrew came complete with trophy to the Sept meeting & it has now ended up with Annie - well done & come prepared to defend it next year!

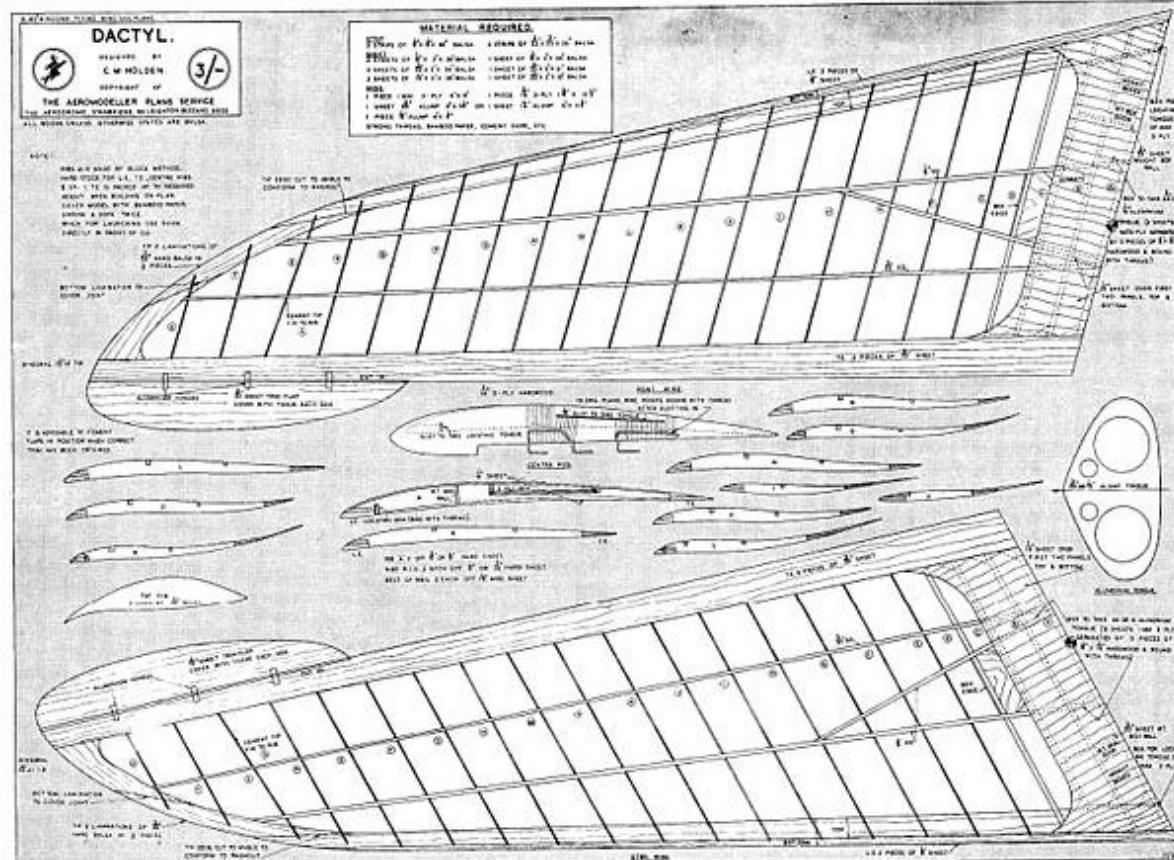
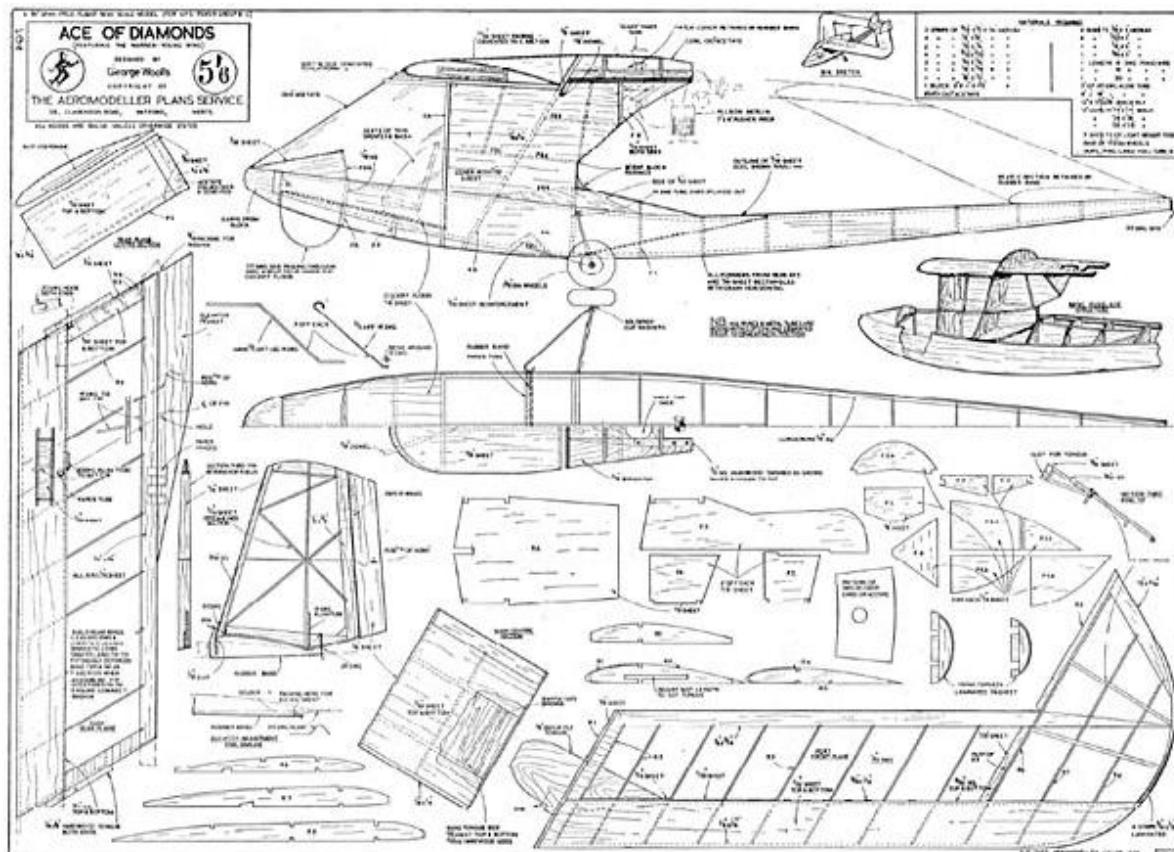
Roger Newman

## Plans from the Archive

Roger Newman

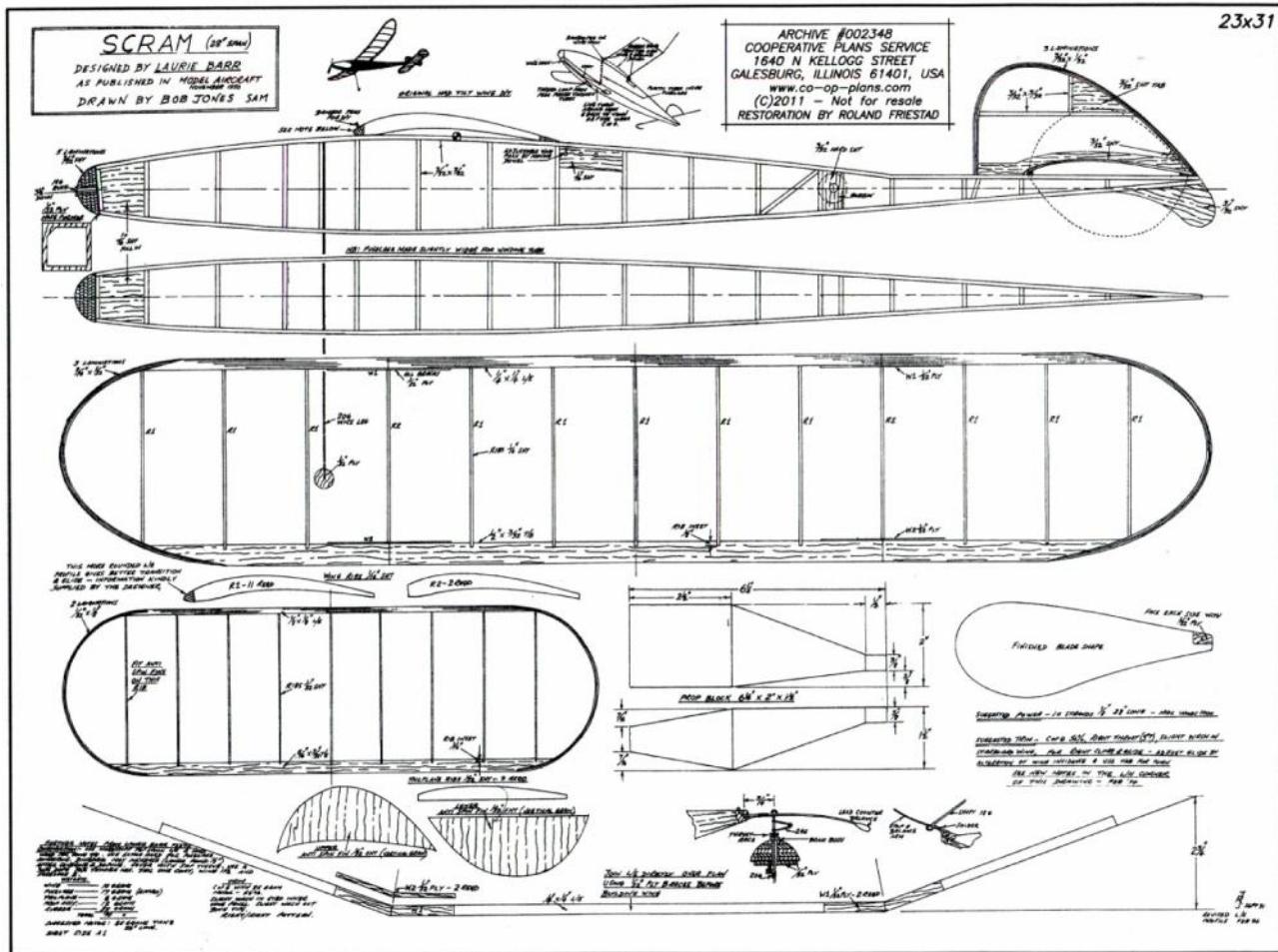
**Power:**

Did anyone see this model flying at Wallop. Very good indeed. I have the plan but as with most plans, it sits in the pile of projects that might get done one day.



**Glider:**

Dactyl - Another of my youthful failures - couldn't get the reflex section right so it never flew very well.

**Rubber:****Scram:**

Several of these performed really well in the mini-Vintage comp on Sunday, but not quite well enough to beat Andrew Longhurst with his Merlin powered Helides.



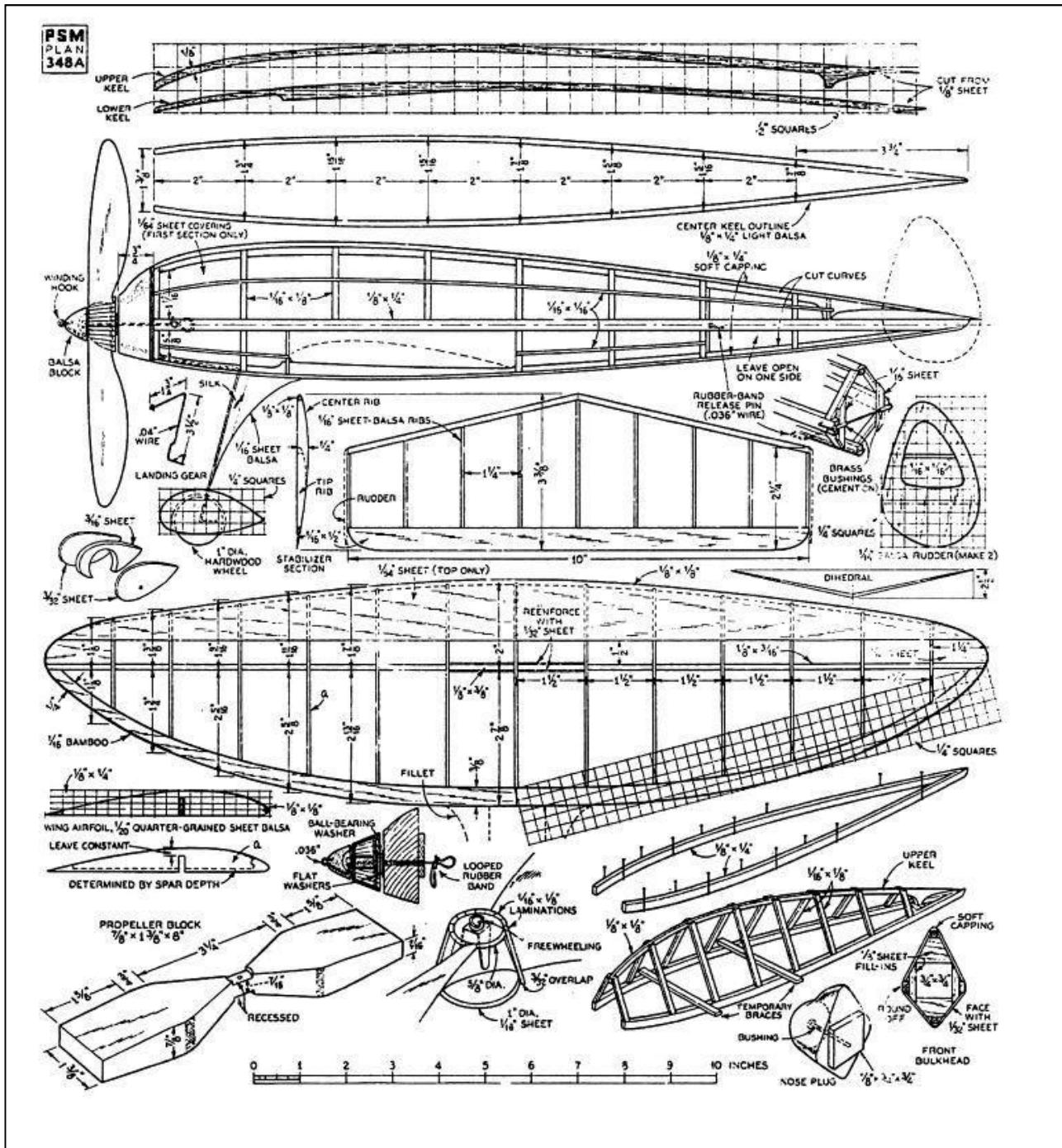
These three versions competed in the inaugural Laurie Barr Trophy at the 2010 Championships at Wallop

Roger Newman

August 1938 - Popular Science Monthly.  
From the article titled 'Building a Contest Winner'.

This plan is from our side of the pond but was lifted from "outer Zone" which is the best source of plans around right now. Cheers, Steve Riley.

Several new ideas for the 1938 contest season are embodied in this easily built model plane, the Experimenter No. 3. First is the single strut landing gear, which reduces parasitic drag, and the double rudders to provide ground stability. Second is the simplified keel construction, which aids in streamlining. Third is a new method of making a propeller spinner and an improved rear-hook assembly.



### Fuselage.

The pre-cut upper and lower longerons are shaped from sheet balsa after the plans have been drawn full size. Place the balsa sheet under the drawing and prick pinholes along the curve. Then superimpose the side longerons over the plan and pin in place.

Set the upper longeron above the sides with temporary supports and cement in the braces. The end of each brace that is glued to the side longerons is cut at an angle, but the other end is allowed to protrude and cut to size after the brace has been fixed. When all the braces are in place and cut, cover the upper longeron with a soft capping strip. Cement temporary cross braces in place, and remove the assembly from the pin jig.

Make the lower portion similarly, but before completing the nose, make the plug from balsa as shown, with a square piece cemented in the rear. Using the plug as a guide, fill in the nose portion with  $1/8^{\text{th}}$  in. sheet balsa. Arrange the rear hook as shown. The brass bushings are best inserted before the upright pieces are cemented in place. Cement the  $1/16$ -in. square stringers as indicated. The landing gear may now be cemented in place.

### Wing.

Make a full-size drawing and cut ribs and trailing edges to shape from sheet balsa. The edges are made like the longerons. Cut all ribs the same size because they are tapered by measuring the distances from the spar cut-in to the leading and trailing edges. Before cutting off the lower flat camber, make the two tapered spars,  $1/8^{\text{th}}$  by  $3/8^{\text{th}}$  in. at center and  $1/8^{\text{th}}$  by  $3/16^{\text{th}}$  in. towards the tip. Mark the rib positions on them and insert the corresponding rib. Note how much the rib protrudes below when the spar is pushed into the slot, and cut off the excess. Towards the tips, the rib ends may be larger than the edges, but just sand the upper camber to suit.

The wing is made in two pieces. First slip the ribs on the spar while it is superimposed on the drawing; then cement the pre-cut trailing edges. Bend the leading edge while cementing it.

Remove from the jig, sand trailing edge to taper, clean up tips, and bevel spars for the proper dihedral angle. Cement the two wing halves together, being sure they have identical incidences. Finally, cement  $1/64$ -in. sheet balsa along the leading edge as shown.

### Stabilizer and Rudder.

Follow the drawings and be sure the wood is strong. The rudders are fixed to the stabilizer after they are covered. An extra cement coat over the rudders will allow adjusting without cracking.

### Covering.

Use yellow paper, covering wing and tail first. Then cement wing to fuselage. Run an extra piece from the side longeron to the center spar through the paper. Cover the fuselage, and use several small pieces at fuselage and wing junction. Note that  $1/64$ -in. balsa is used on the section behind the nose plug. Mist-spray the whole job and coat with clear dope.

Filletting can be done, if desired, by cementing a piece of sheet balsa to the trailing edge and then filling the deep triangle with stiff writing paper. Paint the nose and wing with blue dope or enamel approximately as illustrated. Masking tape will help in outlining the painted area.

### Propeller.

Note that the blank is tapered from the center to the halfway point before the carving is begun. The lower camber is first completely carved and finished, and be sure to give a bit of undercamber. The upper camber is carefully cut to correspond and so that it tapers from the center out, forming a sort of airfoil. The outline is easily made if the sharp corners where the various diagonals cross are rounded before carving; then only the tips need shaping after carving. Sand smooth and apply several coats of dope and a final coat of color after the spinner and freewheeler are fixed.

Cement disks of balsa on the hub so the spinner shape can be built up by cementing several balsa strips to them. If the propeller shaft is fixed and no freewheeling is used (in that case, increase the dihedral to 3 in. to take care of the still prop in the glide), extend the strips to a point, and also extend them over the larger disk to cover the ball-bearing washer. If freewheeling is used, make a balsa cone tip and cement it to the winding end of the shaft. Insert the shaft into the plug bushing and bend the motor hook. Note the extra hook-back on which a rubber band is started and ended to bind the hook into a ring when the rubber is in place.

### Checking and Flying.

The motor—six strands of 1/8<sup>th</sup>in. flat rubber—is inserted by dropping it through the nose opening. A rear opening is not essential because the motor can be seen by holding the model in front of a light or against a bright, sunny sky. When the rubber end is in position over the rear bearings, the pin is pushed through. If a small opening is made at the rear, the rubber may be threaded through with a wire hook, and the hole covered with cellulose tape.

The model balances by holding it at the tips where the spars are. If necessary, add a bit of modeling clay to bring the center of gravity to about this point. Check the incidence and look out for warpage, especially on the stabilizer.

When it comes to inside dope on contest flying, model airplane champions everywhere rely on Frank Zaic's "Model Aeronautics Year Book" An outstanding authority in his field, he gives in this exclusive article his ideas for improvements it will pay to use. Set the model on ground, lift the tail slightly, and give a gentle push. It should rise about a foot off the ground and commence a shallow glide. Then wind the motor about 100 turns. After that, if conditions permit, try it fully wound. If tests are unsatisfactory, check for warpage. Bend up the stabilizer's trailing edge to correct diving.

The original model has been duplicated several times, and every one has performed well. One was a high-speed job that clocked about 50 m.p.h., but solid wings and a hardwood prop with plenty of power were used. In calm weather with light risers, a minute and a half was clocked, and the model has traveled well over 1,000 ft. in windy weather.

Frank Zaic

### Books for Sale

Martin Dilly

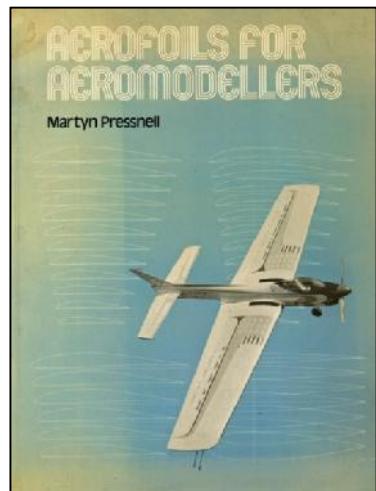
One copy of Martin Pressnell's Aerofoils for Aeromodellers, currently available on Amazon for £45 +postage for a tatty-looking used copy.

This one is pretty good, with some fading of the spine and edges of cover, as seen in the photo.

Yours from Martin Dilly for £12

(+postage at £1.90 or collect at a contest by arrangement).

Proceeds to the BMFA FF Team Support Fund.



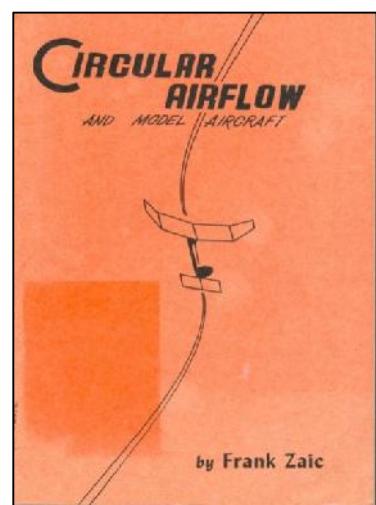
One copy of Frank Zaic's Circular Airflow, autographed by Frank.

Some front cover fading as seen in photo. £16 from Amazon (un-autographed)

or from Martin Dilly for £10

(+postage at £1.40 or collect at a contest by arrangement).

Proceeds to the BMFA FF Team Support Fund.



Please contact Martin Dilly  
[martindilly@compuserve.com](mailto:martindilly@compuserve.com)  
 or call 020-8775533.

**Lost Fleece**- **Antony Close**

**A fleece top was lost at the Champs in August at Middle Wallop.**

I somehow left or lost a grey fleece sweatshirt with a "Wierdfish" emblem on it during the Championship Meeting at Middle Wallop on August 10<sup>th</sup> or 11<sup>th</sup>.

It is a pullover top with a short zip.

I was visiting from Canada and my sister had just given me this item on my arrival in the UK.

My dad is Bob Close and if the top is located he can be contacted in Norwich:

on tel: 01603 454 838 .

Thank you very much,

*Anthony Close.*

**Friend Departed: Derrick Knowlton**

-

**Editor**

**Derrick Knowlton:**

With deep regret I have to report the passing of Derrick Knowlton our friend and the museum's man on the gate for more years than I care to recall.

Derrick was for many years the constant happy face to meet us at the entrance to Middle Wallop, his enduring sense of duty and mischievous sense of humour could always be relied upon as he greeted us in all weathers.

Derrick suffered a fall at home that led to a serious head injury, although fully conscious immediately after the accident he was taken to Southampton hospital where his condition worsened and sadly he passed away.

Derrick lost his wife some 14 years ago and has enjoyed the great friendship of his "lady friend" Jenny for as long as we can recall. Our sincere condolences go to Jenny and his 3 daughters.

**R.I.P.**

**PS:**

Our Chairman and secretary attended the funeral and a donation of £150 was made on the Society's behalf to Derrick's charities:

'The Royal Society for the Protection of Birds' & 'Medicines sans Frontieres'

these being the nominated charities. The donation was divided equally between the two charities.

*Editor*

**TAKE “ THE ROAD TO WIGAN”  
“SWAP MEET”**

**Sunday 24 November 2013**

**AFTERNOON**

Setup from 1.45 Public/buyers 2.30 till 5.00

St. Aidan's Parish Centre,  
Highfield Grange Ave,  
Winstanley,  
Wigan, WN3 6TB

Simple to find - only 1.5 miles from Junction 25 on M6

Ample free parking on doorstep, flat loading,  
quality function room, licenced bar, snacks via local takeaway.

Admission **£2-00** Ladies and kids FREE

Tables : small @ **£1-50** , large @ **£3-00**

Limit of one complete airframe per large table.

Show more in car park.

Sellers goods should bear some relevance to aeromodelling.

For more details, directions, bookings, etc. contact :-

John O'Donnell 01942 211742

20 Manderville Close, Winstanley, Wigan, WN3 6HL

email: john@odonnell3737.co.uk

**Magazines Wanted  
SAM Speaks (USA)**

**any from 1971 to 1975**

**1976 May and August,**

**1977 November,**

**1978 January, March, May, July, November,**

**1980 March,**

**1981 May.**

**These required by our cousins across the pond  
to update their Archive Disc.**

**If you can help contact Roy Tiller**

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

# 2013 GRANTHAM GP

**Sunday October 13<sup>th</sup> Barkston Heath**

Combined Rubber, Glider, Power - Mini Vintage  
 Combined Cat/Hlg (Best 5 From 9)

£5 Entry enables you to fly in all events  
 Free Buffet (All Welcome)

The aim is to make this an enjoyable, friendly contest  
 running from 9 am to 4 pm,  
 the Buffet will commence at 3:45 with fly offs from 4:30.

A one off fee of £5 allows you to fly in all events  
 (if you have the energy)  
 on England's premier airfield; sport flyers are welcome  
 but please donate your £5 to the CD and enjoy the buffet.  
 Fantastic silver trophies for all events including  
 the magnificent Silver Art Deco Falcons Trophy for Combined Rubber

# 2013 BMFA FREE FLIGHT FORUM

The twenty-ninth BMFA Free-Flight Forum will be held on

**Sunday, Dec. 1<sup>st</sup>,**

the day after the BMFA AGM;  
 please note that the AGM date has been changed  
 from that announced late last year, though the venue remains the same  
**Puma Island Hotel, Hinckley LE10 3JA.**

Please up-date your diaries, book that weekend and contact Martin Dilly at  
[martindilly@compuserve.com](mailto:martindilly@compuserve.com) or on 020 87775533  
 with your offers of papers to present on any free-flight topic  
 from FAI to Vintage, Indoor to Scale.

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

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

**Model**

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

**Engine/motors**

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

**36" WINGSPAN**

I.C. Engines:

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

Electric Motors:

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

?? **-450 Mah 2 cell LiPo**

- ?? separated batteries pack for Rx alimentation is allowed

**48" WINGSPAN**

I.C. Engines:

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

Electric Motors:

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

**-500 Mah 3 cell LiPo**

- separated batteries pack for Rx alimentation is allowed

**Flights and results**

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

**Awards :**

A diploma for all competitors and prizes for the first three in each version rank.

Special prize for best flight in float version.

**Results**

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

Many pleasant flights and happy landings to ALL !!!

**SPECIAL PRIZE VIC SMEED**

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

Good ROW and flight

**SPECIAL PRIZE DAVID BECKER**

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

Good thermals

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

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

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

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

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

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

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

email: caleyannhand@yahoo.com

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

**Caley Hand**

**See below for events**

## World Wide Postal EVENTS:-

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

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

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

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

**P30 Rubber** - Standard P30 rules. Three flights to 120 second maximum followed by 60 second increments thereafter. No gears or movable surfaces, other than for d/t operation.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Biplane scale build is the Antonov AN-2

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

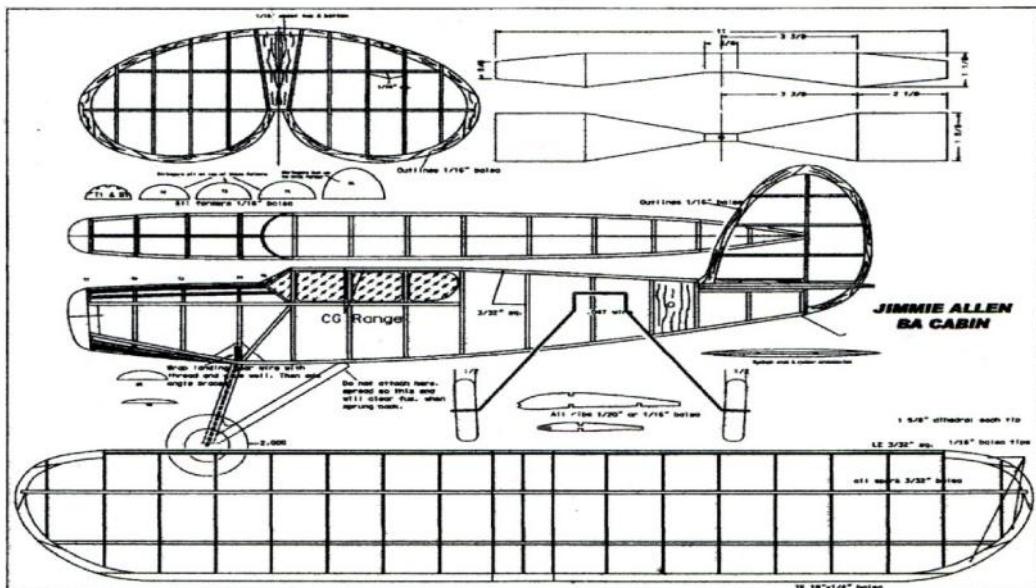
**NOTE:** Scale is still an experiment. Based on participation, next year will see scale Postal flying expanded to many of the Flying Aces categories. There is no scale scoring.

## JIMMIE ALLEN 2013

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

The dates are 31<sup>st</sup> March, 5<sup>th</sup> May, 11<sup>th</sup> August and 27<sup>th</sup> October

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



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

J.A.BA Cabin aka Skokie 25" span	J.A. Bluebird 38" span
J.A.BA Parasol aka Racer 28" span	J.A.Special 20" span
J.A. Monsoon Clipper 29"span	J.A. Sky Raider 26" span
J.A. Silver Streak 32" span	J.A. Thunderbolt 24" span
J.A. Yellow Jacket 26" span	

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

The competition is a one flight mass launch, last man (or woman) down wins. Any queries or should you need printed paper plans please contact the C.D.

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

## **Coupe Europa, Sunday December 8th,**

**Middle Wallop**

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

**F1G for Aeromodeller Trophy**

**Vintage Coupe d'Hiver for AAA Cup.**

**Flitehook Europa Team Trophy for F1G teams.**

10 a.m. start. F1G in rounds.

Contact David Beales on +44 (0)20 8858 2714 or  
e-mail; [addickab@aol.com](mailto:addickab@aol.com) or

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

## SALISBURY PLAIN

### Free Flight on Area 8 For 2013

There are several planned Army exercises in 2013, and apart from that the following dates are provisionally available.

Jan. 5/6, - Jan 12/13, - Jan. 19/20, - Jan. 26/27,  
 Feb. 2/3,  
 March 9/10,  
 April 6/7, - April 13/14, - April 20/21,  
 May 4/5, - May 18/19, - May 25/26,  
 June 1/2, - June 8/9, - June 15/16, - June 22/23, - June 29/30,  
 July 6/7, - July 13/14, - July 20/21, - July 28,  
 Aug. 3/4, - Aug. 10/11, - Aug. 31  
 Sept. 1, - Sept. 7/8, - Sept. 14/15, - Sept. 21/22,  
 Oct. 5/6, - Oct. 12/13, - Oct. 19/20, - Oct. 26/27,  
 Nov. 2/3, - Nov. 9/10, - Nov. 16/17, - Nov. 23/24, - Nov. 31  
 Dec. 1, - Dec. 7/8, - Dec. 14/15.

For those using satnav the coordinates of the only permitted access point is:

(Point Papa). - 51°11'29.53"N, 1°57'32.59"W  
 (Point Oscar now blocked)

Send an SAE and your £15 cheque, payable to BMFA, to Bernard Aslett, 25, Honeyhill, Wootton Bassett, Swindon, Wilts, SN4 7DX; in return you will receive a sketch map showing where we fly on Training Area 8, and a 2013 pass to display on your windscreen. If you come as a passenger, bring your pass anyway. Your name will be included on the Army security list (unless you're already on it). Please send Peter Tribe ([petertribe46@talktalk.net](mailto:petertribe46@talktalk.net)) your e-mail address in case of any short-notice changes.

### 2013 WESSEX AERO LG. COMPETITION DATES

April 2013				
<b>Sunday 7</b>	<b>Wessex Aero Lg.</b>	<b>Tomboy R 1</b>	<b>WMAC</b>	<b>Cashmoor</b>
<b>Sunday 14</b>	<b>C/L Open day</b>	<b>Wessex AML Speed &amp; Spitfire Scramble</b>	<b>WMAC</b>	<b>CASHMOOR</b>
<b>Sunday 21</b>	<b>Wessex Aero Lg.</b>	<b>600RES R 1</b>	<b>WMAC</b>	<b>Cashmoor</b>
<b>Sunday 28</b>	<b>Wessex Aero Lg.</b>	<b>Tomboy R 2</b>	<b>Wincanton Falcons</b>	<b>Templecombe</b>
May 2013				
<b>Saturday 25 or if wet Sun 26</b>	<b>Wessex Aero Lg.</b>	<b>600RES R 2</b>	<b>Wincanton Falcons</b>	<b>Templecombe</b>
June 2013				
<b>Sunday 2</b>	<b>Wessex Aero Lg.</b>	<b>Tomboy R3</b>	<b>Peter Rose</b>	<b>West Winterslow</b>
<b>Sunday 9</b>	<b>Wessex Aero Lg.</b>	<b>600RES R3</b>	<b>SMFC</b>	<b>Flamstone Farm</b>
<b>Sunday 16</b>	<b>Fly-in demo</b>	<b>Tomboy &amp; 600RES</b>	<b>Stan Yeo Rick Farrer</b>	<b>South Devon</b>
July 2013				
<b>Sunday 21 NEW DATE</b>	<b>Wessex Aero Lg.</b>	<b>Tomboy R4</b>	<b>SMFC</b>	<b>Flamstone Farm</b>
<b>Sunday 28 double event</b>	<b>Wessex Aero Lg.</b>	<b>600RES R4 Tomboy R5</b>	<b>Marlborough MFC</b>	<b>Collingbourne Kingston</b>
August 2013				
<b>Sunday 18 reserve date</b>	<b>Wessex Aero Lg.</b>	<b>600RES R4 Tomboy R5 reserve date</b>	<b>Marlborough MFC</b>	<b>Collingbourne Kingston</b>
Sept 2013				
<b>Sunday 8</b>	<b>Wessex Aero Lg.</b>	<b>600RES R5</b>	<b>Wincanton Falcons</b>	<b>Templecombe</b>
<b>Sunday 29 reserve date</b>	<b>Wessex Aero Lg.</b>	<b>600RES or Tomboy reserve date</b>		<b>TBA</b>
October 2013				
<b>Sunday 6 reserve date</b>	<b>Wessex Aero Lg.</b>	<b>600RES or Tomboy reserve date</b>		<b>TBA</b>
<b>Sunday 13</b>	<b>C/L Open day - the final</b>	<b>Wessex AML Speed &amp; Spitfire Scramble</b>		<b>TBA</b>
Nov 2013				
Dec 2013				
Friday 6 or 13 proposed	Wessex end of season practice & Pub food day	Tomboy and 600 RES	Trophy presentation day	TBA

*Dates subject to change, always check events before travelling.*

Full details from our own website: [www.wessexaml.co.uk](http://www.wessexaml.co.uk)

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

Plans of models designed by Geoff Lefever

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

**DBHL Plan Service: IMPORTANT:**

The rules for obtaining plans have changed.

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

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

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

Email request to [rogerknewman@yahoo.com](mailto:rogerknewman@yahoo.com),  
quoting Plan Name & I.D. number ( 1<sup>st</sup> & 2<sup>nd</sup> Cols respectively in the list).

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

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

This service is provided at no charge.

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



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

Contact: Martin Dilly on 020 8777 5533  
or write to 20, Links Road, West Wickham, Kent  
BR4 0QW  
or e-mail: [martindilly@compuserve.com](mailto:martindilly@compuserve.com).

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

# MSP PLANS PRESENTS

Vintage, Classic, Sport and other Duration Designs

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

The list below includes Vintage Models generally pre 1951 and Classic Models 1951 to 1961.  
Photos of most models can be seen on my website - [www.msp-plans.blogspot.com](http://www.msp-plans.blogspot.com)

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

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

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

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

To order plans for UK delivery please write with cheque (£ sterling) made payable to  
Martyn Pressnell, 1 Vitre Gardens, Lymington, Hants, SO41 SNA.

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

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

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

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

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

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

**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

**2013**  
**7<sup>th</sup> Sep. - 5<sup>th</sup> Oct. - 2<sup>nd</sup> Nov.**  
**30<sup>th</sup> Nov. - 21<sup>st</sup> Dec.**

**Admission - Flyers £5.50 - Spectators £2.00**  
 For further information phone Colin Shepherd 0121 5506132  
 or e-mail [colin@colinwilliam.wanadoo.co.uk](mailto:colin@colinwilliam.wanadoo.co.uk)

**Brownhills Indoor Flying – Free Flight**

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

**14<sup>th</sup>.Sept. 19<sup>th</sup>.Oct. 16<sup>th</sup>.Nov. 14<sup>th</sup>.Dec.**

**Contact:- Allan Price**  
 Tel: 01922 701530 - e-mail: [montrose32@btinternet.com](mailto:montrose32@btinternet.com)

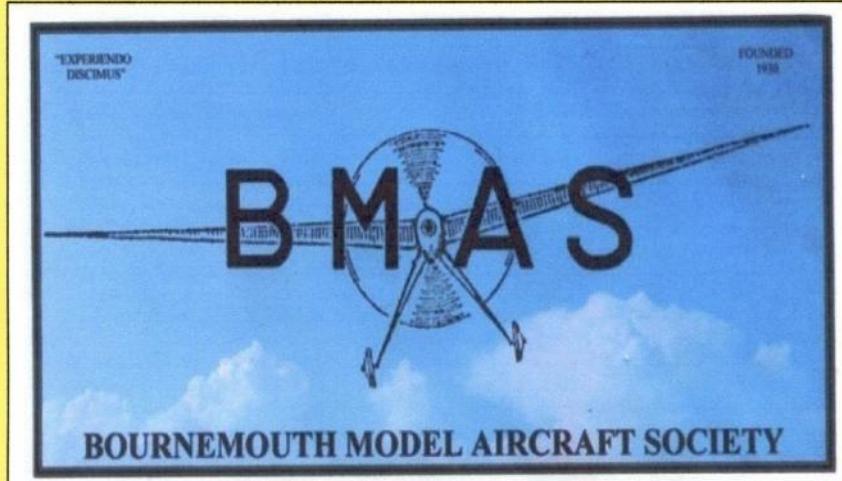
**BMFA South West Indoor Flying**  
 organised by  
**Cornwall Vintage Aeromodellers**  
 at  
**Saints Health and Fitness Centre**  
**St Austell Rugby Club**  
**Tregorrick Park, St Austell**  
**Cornwall, PL26 7AG**

**Sundays**  
 Flying from 1200 to 1600 on the following dates,

**29<sup>th</sup>.Sept. 20<sup>th</sup>.Oct. 17<sup>th</sup>.Nov. 15<sup>th</sup>.Dec.**

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

**Admission: Flyers £7 Spectators £3**  
 Contact:  
**Cornwall** - David Powis on 01579 362951  
[\(dave\\_powis@hotmail.com\)](mailto:(dave_powis@hotmail.com))  
**Devon** - Roger Bellamy on 01752 311786  
[\(randmbellamy@gmail.com\)](mailto:(randmbellamy@gmail.com))



## INDOOR FLYING

**TUESDAY 24<sup>TH</sup> SEPTEMBER 2013**

**TUESDAY 22<sup>ND</sup> OCTOBER 2013**

**TUESDAY 26<sup>TH</sup> NOVEMBER 2013**

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

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

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

**7pm to 10pm**

## **ALLENDALE CENTRE**

**HANHAM RD. WIMBORNE BH21 1AS**

**FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD**

**FREE FLIGHT ONLY**

**COMPETITIONS incl GYMINNIE CRICKET LEAGUE**

**ALL FLYERS MUST HAVE BMFA INSURANCE**

**FLITEHOOK NORMALLY IN ATTENDANCE**

**Adult Flyers £4 Accompanied Juniors & Spectators £1.50**

**CONTACTS: JOHN TAYLOR TEL. No 01202 511502  
ROY TILLER e-mail [roy.tiller@ntlworld.com](mailto:roy.tiller@ntlworld.com)**

**Provisional Events Calendar 2013**  
**With competitions for Vintage and/or Classic models**

January 27 <sup>th</sup>	Sunday	Middle Wallop - Crookham Gala
February 10 <sup>th</sup>	Sunday	BMFA 1 <sup>st</sup> Area Competitions
March 3 <sup>rd</sup>	Sunday	BMFA 2 <sup>nd</sup> Area Competitions
March 29 <sup>th</sup>	Good Friday	BMFA Northern Gala - TBD
March 30 <sup>th</sup>	Easter Saturday	Middle Wallop - Croydon Wakefield Day
March 31 <sup>st</sup>	Easter Sunday	Middle Wallop - SAM35 Gala
April 1 <sup>st</sup>	Easter Monday	Middle Wallop - Sam35 Gala
April 14 <sup>th</sup>	Sunday	BMFA 3 <sup>rd</sup> Area Competitions
April 28 <sup>th</sup> /29 <sup>th</sup>	Sunday/Monday	BMFA London Gala - Salisbury Plain
May 5 <sup>th</sup>	Sunday	Middle Wallop - competitions
May 25 <sup>th</sup>	Saturday	BMFA Free-flight Nats, Barkston
May 26 <sup>th</sup>	Sunday	BMFA Free-flight Nats, Barkston
May 27 <sup>th</sup>	Monday	BMFA Free-flight Nats, Barkston
June 16 <sup>th</sup>	Sunday	BMFA 4 <sup>th</sup> Area Competitions
June 29 <sup>th</sup> /30 <sup>th</sup>	Saturday/Sunday	BMFA East Anglian Gala - Sculthorpe
July 14 <sup>th</sup>	Sunday	BMFA 5 <sup>th</sup> Area Competitions
July 21 <sup>st</sup>	Sunday	65 <sup>th</sup> Southern Area Rally - Odham
August 10 <sup>th</sup>	Saturday	Middle Wallop - SAM 1066 Championships
August 11 <sup>th</sup>	Sunday	Middle Wallop - SAM 1066 Championships
August 11 <sup>th</sup>	Sunday	BMFA 6 <sup>th</sup> Area Competitions
August 18 <sup>th</sup>	Sunday	Timperley Gala - North Luffenham
September 7 <sup>th</sup>	Saturday	BMFA Southern Gala - Salisbury Plain
September 15 <sup>th</sup>	Sunday	BMFA 7 <sup>th</sup> Area Competitions
September 21 <sup>st</sup>	Saturday	Middle Wallop - Competitions
September 22 <sup>nd</sup>	Sunday	Middle Wallop - Competitions
October 6 <sup>th</sup>	Sunday	BMFA 8 <sup>th</sup> Area Competitions
October 20 <sup>th</sup>	Sunday	Midland Gala - North Luffenham
October 26 <sup>th</sup>	Saturday	Middle Wallop - Competitions
October 27 <sup>th</sup>	Sunday	Middle Wallop - Competitions & <b>AGM</b>
December 8th	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](http://www.SAM1066.org)

For up-to-date details of all BMFA Free Flight events check the websites  
[www.freelfightuk.org](http://www.freelfightuk.org) or [www.BMFA.org](http://www.BMFA.org)

For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website  
[www.SAM35.org](http://www.SAM35.org)

## Useful Websites

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

Are You Getting Yours? - Membership Secretary

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

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

To get back on track, email [membership@sam1066.org](mailto:membership@sam1066.org) to let us know your new cyber address (snailmail address too, if that's changed as well).

*That's all folks! John Andrews*

*PS:*

*If you have submitted anything that I have not acknowledged or used please let me know, I do make errors in my file housekeeping and do not want to lose potential contributors through neglect. Emails can go astray if you miss the second 'h' from my address: - [johnandrews@tiscali.co.uk](mailto:johnandrews@tiscali.co.uk)*

*PPS: Don't forget I can always use some extra articles, don't be shy.*