



NEW Clarion

SAM 1066 Newsletter

Issue
1112

November
2012

Affiliated to Club No. 2548
SAM 1066 Website www.sam1066.org



Editor:- John Andrews
12 Reynolds Close
Rugby
CV21 4DD

Tel: 01788 562632
Mobile 07929263602
e-mail
johnhandrews@tiscali.co.uk

Contents

Page

Editorial	-	2
Airfields	Mike Woodhouse	2
Our Airfield	SAM1066	3
Indoors Again	John Andrews	4
Paper Airplanes No1	Nick Robinson	6
Karoro	Devon Sutcliffe	8
Outdoors Here & There	John Andrews	9
Engine Test, Allbon Javelin	Aeromodeller Annual 1950	11
Wakefield Winner 1987	Charles Dennis Rushing	12
Secretary's Notes October	Roger Newman	15
Plans from the Archive	Roger Newman	16
Topical Twists	Pylonius Apl'54, Jul'59 MA	20
Letter to the Editor	-	20
The DBHLibrary (Magazines)	Roy Tiller	21
Picture Parade	-	23
Disco-Stu	David Brawn	26
2012 AGM Reports	Officers	27
Aero-Modeller On-Line	Martyn Cowley (USA)	30
For Sale & Wanted	-	31
Events & Notices	-	31 - 37
Provisional Events Calendar	-	38
Useful Websites	-	39

Editorial

In my editorial in the September issue of the new Clarion I made comment on airfield booking and licencing and admitted that I had no knowledge of the procedures followed to provide us with the venues we currently enjoy.

Mike Woodhouse, being involved in airfield procurement himself and having read my piece, was thoughtful enough to write and inform me of his views on the subject. I think his comments will be of interest to us all.

Airfields

-

Mike Woodhouse

Just been reading the September Clarion and your comments regarding fields. You say that you don't know about the issues regarding field bookings, so a few words from me, from a position of often being in the middle of these situations, might be of interest.

We have only a few MOD fields that are available and suitable for our needs for free flight and all of these have considerable limitations. I wish that we had spare fields but we don't.

Note in the very same issue Peter Tribe and the comments re Merryfield.

When it comes to our use we are at the bottom of the list and we are there under sufferance of the MOD. I know that we pay a fee but that is small beer and is no consideration as far as the MOD are concerned. Bookings can be made and are always subject to cancellation without reason, look at any licence and you will see in the small print. The permission to use the field is in the gift of the officer in charge and he can withdraw or withhold as he deems fit, we have no right of question or appeal.

When we do have access we need to be vigilant regarding how we behave and how we treat the field. Consider the way that the Northern Area now have to inspect for FOD.

Those of us who do these negotiations try to keep a low profile in order not to spook the "owners". These discussions are often fraught and a deal of tact is required in order that we maintain what we have.

Remember that we are beholden to the MOD for fields and if they make a last minute change, then sorry, it's tough, but that's the way the cookie crumbles.

I think the more who are aware of the airfield situation the better, they may then treat this invaluable resource with more care, attention and respect.

Keep on with the "Clarion", it's a good read and do come to Sculthorpe again where the bulls are actually quite friendly provided they have a regular diet of models!.

Michael Woodhouse

Editor: SAM1066 was founded on the use of Middle Wallop and your officers work hard to maintain good relationships with a number of parties and in doing so keep us rolling along with use of the best flying site in the country.

Chairman: I agree with Mike Woodhouse's comments, and further would add that similar type care needs to be taken in regard to any adjacent farmers fields.

Mike Parker and others do liaise, on our behalf, with the farmers surrounding Middle Wallop, as we do at Odiham, but again we must impress on our participants how delicate is the whole question of our access to all these sites.

Some people only want to pay lip service to restrictions, even when, under certain circumstances, they have been specifically told to not go into particular fields. We know this from having to police the boundary fences at MW.

Secretary: As the chairman states, generally, we do have a good relationship with the three farmers surrounding the Middle Wallop airfield but it only takes one foolish act to destroy it & a long time to rebuild.

Regarding other fields, after the cancellation, I had a really close look at alternative possible venues in the region & to be frank - there are none that could even be considered at present. So it's up to us to maintain good contacts with MW airfield management & the local MoD DEA.

Editor: One example of the co-operation we manage to engender is that of the MW Fire Service, they fill the pond for us and offer aid in model recovery.

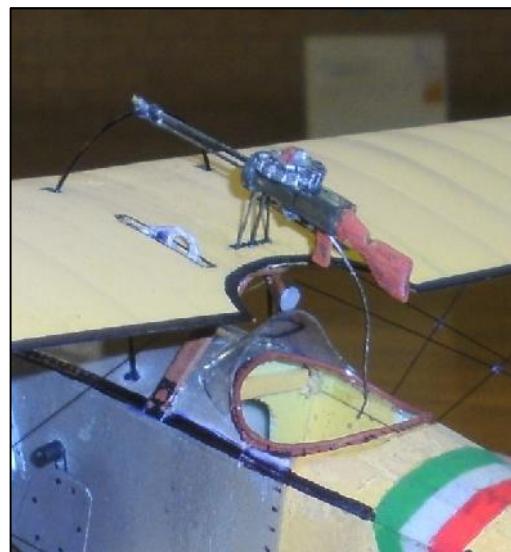
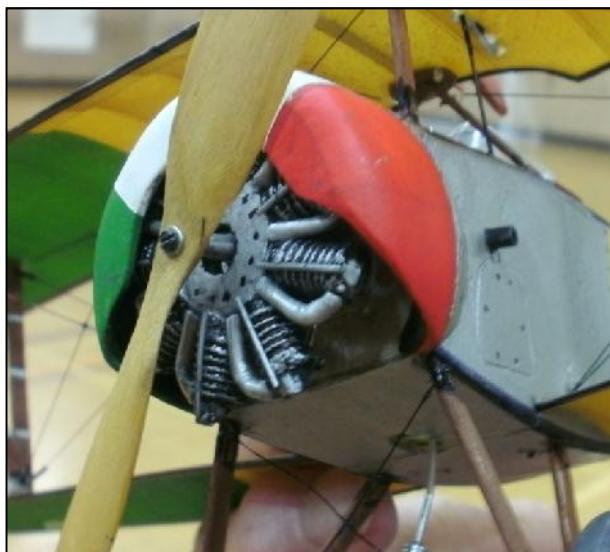
The letter below is a bit historic as finance runs a bit behind, but it is relevant.



My winter indoor season has now got underway, I've dug into my boxes in the garage, got a few models together and have been to Birmingham to Colin Shepherds meeting at Thorns and a week later to Tony Eadon-Mills do at Brownhills.

Getting models together was not without incident, being a little ham fisted, I managed to wreck both my Lightweight Gyminnie Cricket wings. I was trying to re-arrange them in their box which managed to overbalance on the edge of the bench and in the ensuing kerfuffle they both got damaged. I've managed to repair the original but my latest one got screwed up into a ball and I now need to make another.

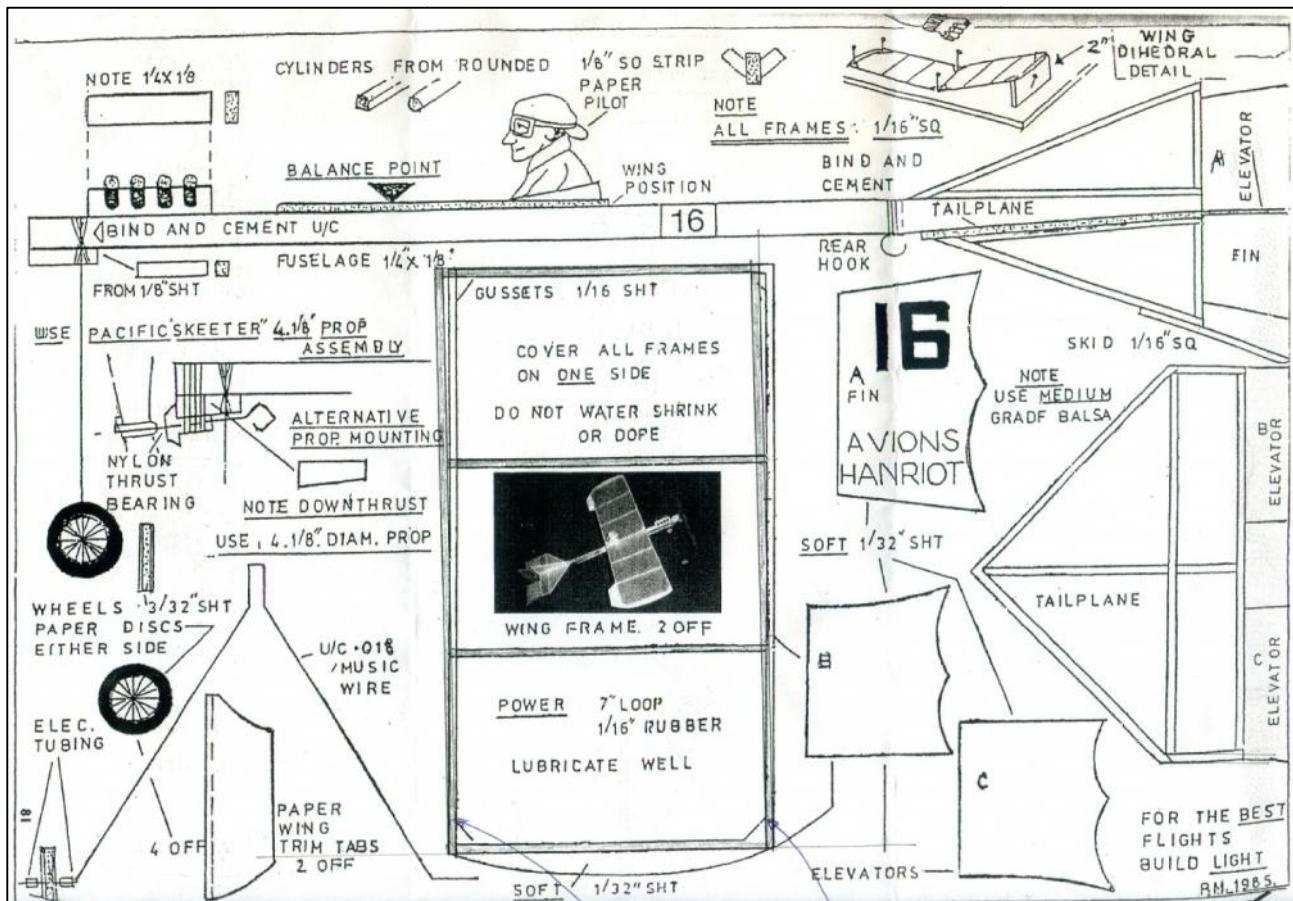
Whilst at Thorns I got one or two more pictures of David Vaughan's 'NewportII'



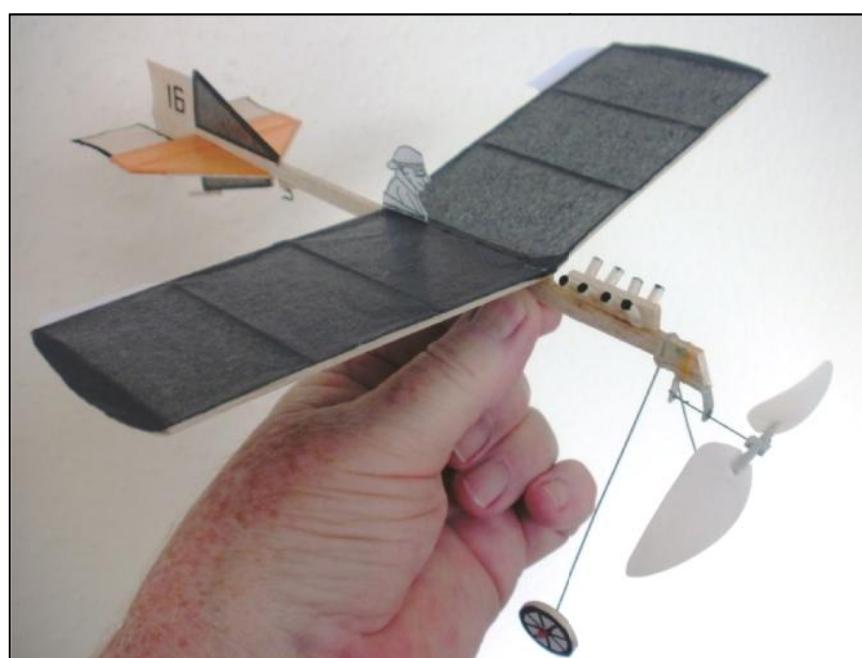
David continues to add detail, the engine and gun are wonderfull pieces of the scale modellers art and the aircraft flys smoothly from the hand launch, circling as though on rails.

The model chosen for the Thorns 2012 xmas award is Ray Malstrom's 'Avions Hanriot', the competition is for the aggregate of the best two flights from as many as possible between now and the Thorns December meeting.

I managed to build mine between the meeting at Thorns and the one at Brownhills, where I was able to get some trimming in away from some of the oppositions eyes. Best flight to date just over 1 minute.

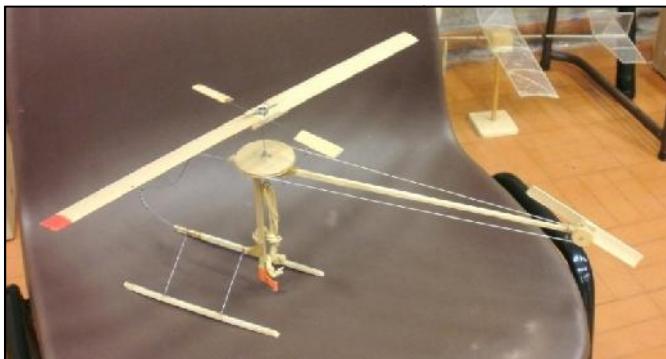


When I built my model I must have failed to cut the tailplane mounting at the correct angle resulting in the model being under elevated and requiring a large lump of plasticine on the tailskid to get some semblance of flight across the bedroom when initial trials were made. To attempt to increase the negative incidence of the tailplane would have meant its destruction so I opted to increase the wing incidence. The wing was



only tacked on with a touch of cyano at the leading and trailing edges so I was able to break the joint at the leading edge and insert a piece of 1/16th packing to increase the incidence. This did the trick. Problem now is that I will have to fight off cries for disqualification due to the model not being to plan.

I did not get much in the way of pictures from my Brownhills visit as I was busy trying to get the best out of my 'Hanriot' but there was a skeleton helicopter performing as well as I've seen. I forgot to get the modellers name but I did get a picture.



The ever present Mick Brown was in attendance airing one or two of his large stable of $\frac{1}{2}$ scale rubber models.

I had a few problems with the 'Hanriot', I managed to get flight times up to just over 1 min, but when attempting to increase motor size the trim disappeared, due, I think, to the CG being in front of the motor centre and the heavier motors moved the CG back producing stalling. I gave up on that and will use the 1 min motor next time I'm at Thorns to get a few flights recorded before I start messing with the CG.

John Andrews

Paper Airplanes No1

- Nick Robinson

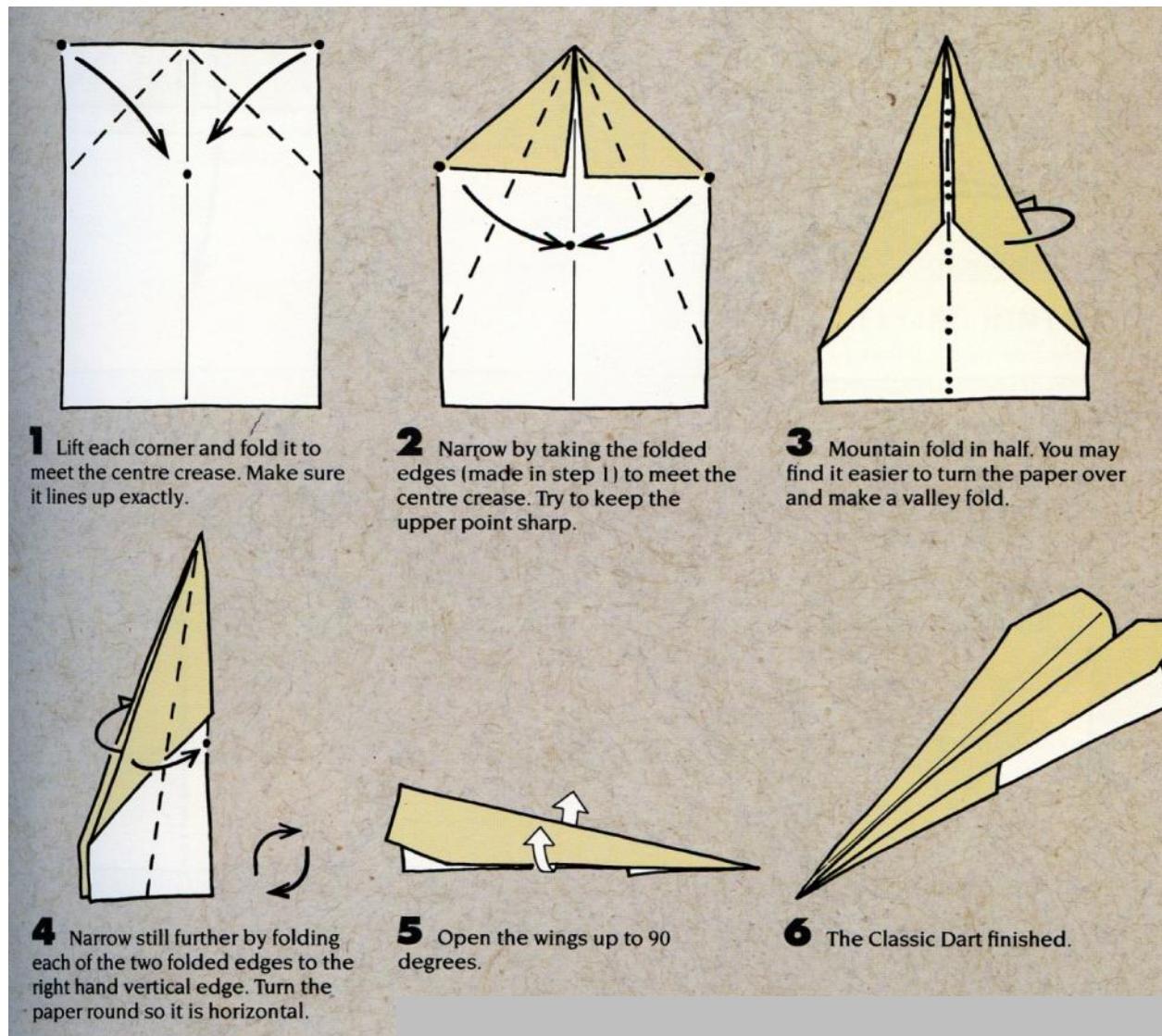
CLASSIC DART

This is without doubt the best known of all paper airplanes, probably because its simplicity and beauty have no equal. If you have never folded paper before, this is the best design to start with since it is almost impossible to get it wrong, providing you take your time. If you know how to make it, try to fold slowly and produce the neatest

example you have ever made.

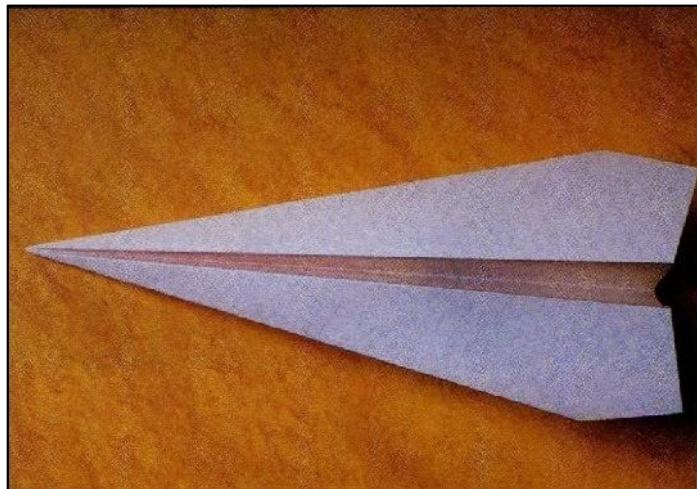
As with all airplanes that have a sharp nose, it is a good idea to cut a small section off to make it safe when throwing. The effect this has on the flight pattern will be negligible.

Start with a rectangle, coloured side down. Fold in half width-wise and open.



FLYING HINTS

Launch the dart firmly at a slight upwards angle. You may need to adjust the angle of the wings (dihedral) for the best results. Thrown properly, it will fly for more than 30ft (10m).



From the book 'Paper Airplanes' by Nick Robinson

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Last month I published a letter I received from John Cole asking for us for information on a model aircraft by the name of 'Karoro'. Thanks to Devon Sutcliffe from New Zealand, who provided our secretary with the necessary information, Roger was able to send the following data to John Cole. I hope John will send us a few details of the model when he gets it together.

January, 1953

21

AERO
MODELLER

KARORO

A 40 ins. FLOATPLANE FROM NEW ZEALAND

By John Sheppard

New Zealand farmer's son . . . country member
N.Z.M.A.A. . . . interested in all kinds of model
flying . . . holder N.Z. Waterplane (rubber) record.

KARORO is the Maori word for a Seagull, and since this little cabin floatplane originates from "down under" in New Zealand, it is a very appropriate term for a model that can alight and take off as gracefully as its namesake. Designed in 1950 so that John Sheppard could take advantage of nearby lakeside flying sites, the Karoro flew straight "off the drawing board"—the only adjustment required for perfect flight being an occasional twist of the E.D. Bee's compression vernier! First flights were made with hand launch, then an off water take off check was made. At the end of a beautiful 20 yard run, Karoro "unstuck" and made her customary left-hand climb and smooth glide back to water level. The flexible plastic 8 x 4 in. propeller was changed for a wooden equivalent, with the result that take-off was shortened considerably.

Long tail moment is a characteristic of this simple model which makes for a very high degree of stability—even if your interest is not inclined toward a floatplane, a land version would provide you with a smart sport model of the easy to build, easy to fly variety. Average duration using a 20 seconds power run with the Bee diesel is in the region of 1 : 20 for the floatplane.

Construction

Begin with the **fuselage** by pinning down two straight lengths of $\frac{1}{8}$ square longeron material and joining with spacers from F8 station rearwards. Make two sides, remove from board after marking positions for F3, F6. Pin sides upside down over plan view, add spacers from F8 rearwards, remove from board and fit F3, 4, 5, 6. Attach cabin roof, soft block, and F7, 14. Fit engine bearings and F1 and 2. Undercart boxes, gussets and d/t hook are fitted before sheeting top half and front sides with $\frac{1}{16}$ th. Celluloid screen is next, then wing dowels and engine cowling block. Sheet **fin** has portion cut out and hinged for trimming and d/t hooks added before sanding

smooth and prepared with sanding sealer. **Tailplane** and **wing** construction is straightforward, leading edge sheet covering is best applied whilst the components are still pinned to the building board. Make the wing in three panels, joined by dihedral keepers and then when wing is in one piece, pin each panel in turn onto board for sheeting . . . don't forget the tailplane **tip fins**.

The **floats** are made by half lapping the bulkheads over the keel then covering the bottom aft of the step with $\frac{1}{32}$ nd sheet, and forward of the step with $\frac{1}{16}$ th. Ply strengtheners are cemented on each side of the keel at the undercart points and the float tops covered with $\frac{1}{32}$ nd. Add the nose blocks, then when thoroughly dry, sand the whole down smooth and cut through top sheeting at undercart points, push wire saddles over keel and ply facings, add plenty of cement and seal the gaps with scrap balsa. An alternative is to bind the legs in place before sheeting. Sanding sealer is best applied liberally as a protective.

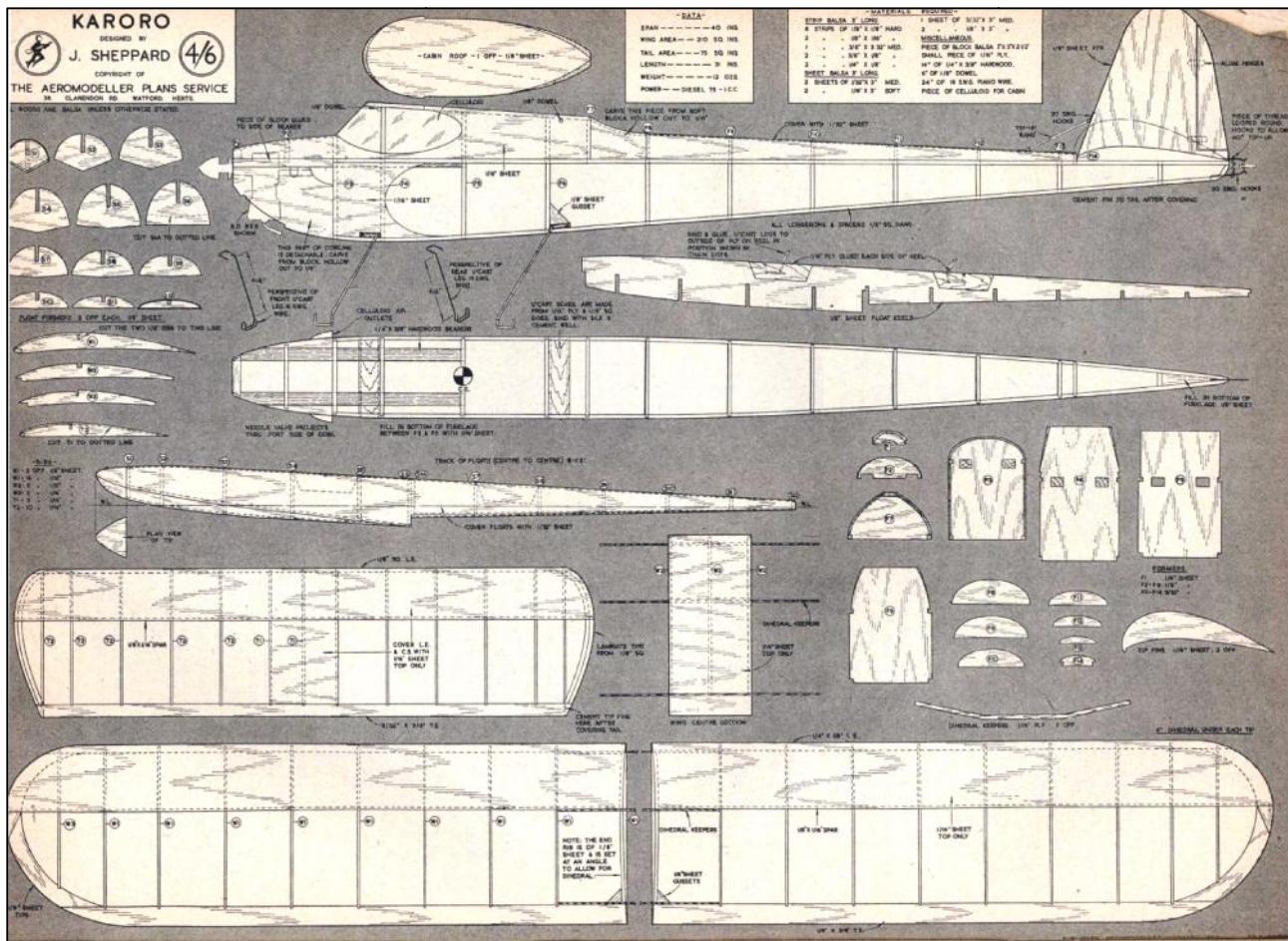
Cover the entire job with lightweight Modelspan, give two coats of dope to fuselage, wings and tail, three coats to the floats, followed by one of banana oil or similar non-shrinking waterproofing finish. Very little trimming will be necessary, perhaps an eighth inch movement at the trim tab t.e. and slight motor offset at the very most.

. . . and don't forget the d/t fuse, over water lift is by no means uncommon ! !

Full size copies of the $\frac{1}{4}$ scale plan opposite are available 4/6 post free through A.P.S.



Peaceful N.Z. lakeside scene as Karoro comes in on a 'landing'.



Outdoors Here & There

John Andrews

My first trip out since my incapacitation, with back trouble, saw me at the 'Grantham Grand Prix', that well known wine and cheese party with a few competitions thrown in for good measure. I had recovered but was wearing a body belt for safety's sake.



Kath Wingate & Myself relax with my models in the foreground

In the background some of the big guns, Mike Woodhouse, Spencer Willis and Chris Strachan John Wingate is out of shot, winding his BMFA rubber model in shot, for one of his three maxes.

I had my automatic recovery device, Rachel, with me for good measure. She is somewhat noisy if sent in the wrong direction but all things considered, she's almost as good as a tracker, but somewhat more expensive.

My day really finished with my first flight in BMFA rubber, using model 0-4 I failed to get anywhere near two minutes let alone the 2-30 that was required. Needless to say my subsequent flights using the old 0-3 were more than adequate. I am going to scrap the prop on 0-4 and replace it. It was a glorious flying day, very light winds, on one flight my model landed closer to base than where I launched it from.

Spencer Willis was on a trimming spree, producing models from the rear of his car one after the other in short order, all trimmed and flown whilst we watched.



Spencer with a 29" 'Korda Class C' from the 1936 Ziac year book.

Spencer builds models to order and he likes to see them fly before he delivers. He was trimming one ED Baby powered small 'Madcap' which did cause our bottoms to tighten each time he flew it. The model dropped its wing every time he launched it and spun round towards us, fortunately each time it picked its wing up and climbed away in a hair raising spiral, much to our relief.



My only useful participation in the event was holding John Wingate's winder attached to his half wound model whilst he fitted his d/t after he'd ferreted about in the boot of his car looking for his special thin brown d/t fuse. He has nearly run out of this fuse and he does not know where he can acquire some more, he got his last lot as a gift from some modeller whose name he cannot recall. Any ideas?

Good day out, pity about the flying.

John Andrews

ALLBON "JAVELIN."

Manufacturers. Allbon Engineering Co. (Sunbury) Ltd., 51A, Thames Street, Sunbury-on-Thames.

Retail Price. 55s. *

Delivery. Ex stock.

Spares. Full spares and repair service available.

Type. Compression ignition (Diesel).

Specified Fuel. Mercury No. 3 and No. 8.

Capacity. 1.49 c.c., .091 cu. in.

Weight (bare). 2½ ozs.

Compression Ratio. Adjustable.

Mounting. Beam, upright or inverted.

Recommended Airscrews. Free Flight : 9×4 ins., 8×5 ins.; Control Line Stunt : 7×6 ins.; Speed : 6×10 ins.

Flywheel. 1½ in. diam., approx. 2½ ozs. weight.

Bore. .525. in.

Stroke. .420 in.

Cylinder. Meehanite. Radial ports : 3 exhaust, 3 transfer. Cylinder screws into crankcase.

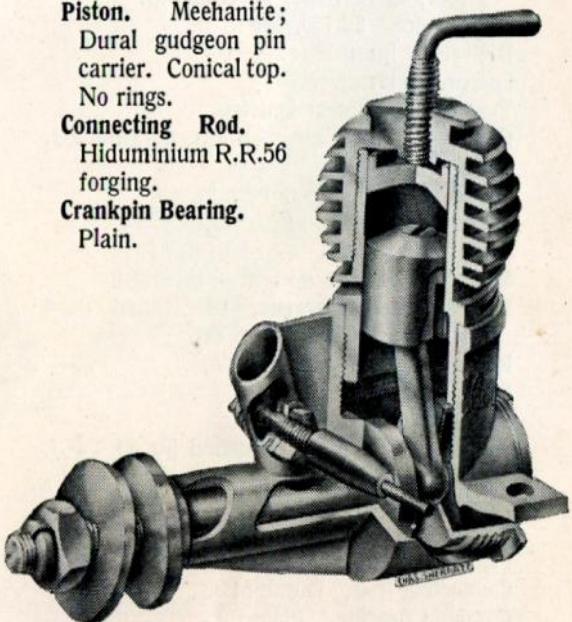
Cylinder Head. Dural. Screwed on to cylinder.

Crankcase. Aluminium alloy; adjusting screw in cylinder head.

Piston. Meehanite; Dural gudgeon pin carrier. Conical top. No rings.

Connecting Rod. Hiduminium R.R.56 forging.

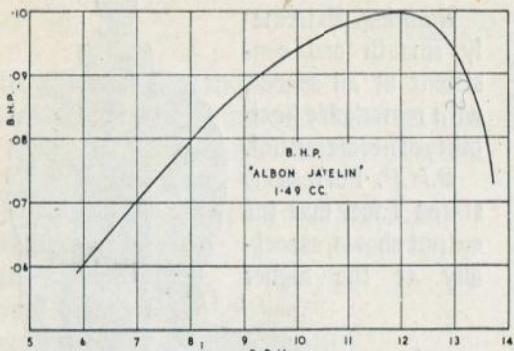
Crankpin Bearing. Plain.



Crankshaft. Heat treated alloy steel, ground and polished.

Main Bearing. Plain, no bush.

Little End Bearing. Plain.



Crankshaft Valve. Rotary shaft inlet valve.

Special Features. Gudgeon pin being retained inside piston prevents scoring of cylinder bore.

TEST

Engine. Allbon, Javelin, 1.49 c.c. Diesel.

Fuel. Mercury No. 3 and Mercury Special Ether, 1-1.

Starting. Pulley-and-cord for convenience of test; experimentally hand-started from time to time. Starting excellent under all conditions.

Running. This engine was exceptionally flexible for one of this type. Ran well and evenly at all speeds from 5,000 to 14,000

r.p.m. Throttle control not extremely sensitive, and this simplified starting. When cold, engine started more easily with compressing lever set for higher compression than was required for actual best running performance. As engine warmed up the speed increased as compression was lowered to correct amount.

B.H.P. The maximum output seems to lie in the region of 12,000 r.p.m., but very little variation appears between 11,000 and 12,500 r.p.m.; while for all practical purposes this range could be extended to include any speed between 10,000 and 13,000, as the loss between these points is only .005 b.h.p. A maximum output of .099 b.h.p. was recorded at around 12,000 r.p.m. Power dropped steeply after the 13,000 mark, but the fall was more gradual in the lower speed ranges.

Checked Weight. 2.4 ozs. (less tank).

Power/Weight Ratio. .665 b.h.p./lb.

Remarks. Engine performed well throughout tests: in particular, speed was extremely steady in the high ranges. In view of the small power loss over a fairly large speed range this engine should make a good control line unit. Engine was run-in for 1 hour at 4,000 r.p.m.

1987 Robert White, 54, USA



The French have been the host nation to so many FAI/CIAM events that a Free Flight World Championships is a mere formality. Yet this combined contest for Free Flight Glider, Rubber, and Power aeromodels marked only the second time the combined meet had been held in France. The last time was the near miss when Mark Cheurlot and the US Air Force jumped in at the last moment to save the 1959 Wakefield Championships.

Now that the FAI World Cup series had begun, and the Junior World Championships was about to begin, there had been a resurgence in the Free Flight events. Thours then was the place to be, and in the Wakefield Cup event alone there were 84 contestants from 28 nations including: (B), (CCCP), (SE), (N), (G), (P), (SP), (YU), (PH), (HA), (QE), (VH), (QY), (HB), (F), (4X), (I), (OH), (L), (ZK), (C), (LV), (LN), (CS), (XA), and (EC) to satisfy the acronymic among us.

Walt Ghio was back again with the USA Team, but now as the Team Manager, directing Bob White, Jim Quinn, and George Xenakis, all veterans, with Bob taking a seventh in 1985. Lothar Doring, the 1981 and 1983 Wakefield WC, Reiner Hofsass the 1985 Wakefield WC, and Bernard Silz, made up the veteran German FR Team. Team CCCP fielded Yuri Gulgouonov, Alex Andrijukov, and Stephan Stephanchuk; this year the team came loaded for (excuse the pun) bear, armed with aeromodels that featured: DPR with VPP, WW, AR, and VIT, all driven off of a clockworks timer, making "Murphy's Law" a real possibility. Unfortunately, all of these gadgets on the CCCP aeromodels relied solely on an aging stock of Pirelli rubber for a power source. Saturday, August 15, was selected as Wakefield day.

ROUND 1-7: The first 180 second maximum of the day was put up by Jim Quinn (USA). By round 2, the wind had reached a velocity of 12 mph, and now misreading their meteorological instruments caught both the 1979 WC Ben Itzhak and the 1981-83 WC Doring with less than maximum flights. Meanwhile the 1985 defending WC Hofsass was showing his invincible form: two maxes. Round 5, caught Jim Quinn with a 85 second flight, after having been perfect until now. Bob White was now the only hope of Team USA. Dupuis of Team France folded a wing on launch, lucky that it broke off in two pieces, to give him an attempt. He quickly recovered to max the round. Round 7, was almost the undoing of Whenyi Zhang of China who experienced gadget lock-up in the VIT; doing loop-d-loops into the ground, on launch, to buy an attempted flight. He was perfect on the replay, which earned him a place in the fly-off. Canada's great hope Dave Andrews blew the round with a 93 second flight, and could begin dreaming of 1989. Alex Andrijukov would not reach the fly-off today, experiencing the agony of being perfect through round 6, only to land with a 134 second round. His team mate Stephanchuk, had a first round gadget failure for 175 seconds, and he too was gone for the next two years, but Goulougonov was in the fly-off. Team USA now concentrated on getting their only hope, Robert White, ready for the fly-offs.

ROUND 8: The 240 second round, had sixteen extremely tense contestants, preparing to give it all, or nothing at all! This group included all of the Team China members! At the horn announcing the opening of the round Bob White quickly began winding only to crystallize a Pirelli motor. Meanwhile Zhiming Li, and Jifa Lu were the first to launch, followed by Sweden's Lenart Hansson, Dupuis of France. WC Reiner Hofsass began to wind-up, aided by WC Doring who read the meteorology instruments. The Chinese Team all had maxed! Now with five minutes remaining in the round Bob White again began to wind up, accompanied by clouds of soap bubbles, and cat-tail fluffies, which were all going straight up, indicating lo-tech, no-tech lift! Bob simply let Twin-Fins No.22 leap out of his hands. Into this environment also went Fauser of Australia, but Ivan Taylor of GB, and WC Hofsass, waited some more. Time was running out! What were they waiting for? Goulougonov launched, then Taylor, and finally Hofsass. You won't see Yong Bom Chang of Team Korea any more, and Guzzetti (Italy), Dupuis (France), and Hansson (Sweden) were gone too.

ROUND 9: The 300 second round, began at 7:20pm. Ivan Taylor wasted no time in this round he was up, and away at the blast of the horn, but so were all three of the Chinese Team! Again the "gadget bugs" awakened in Ivan's VIT, doing all manners of loop-d-loops in the climb, and whoop-d-doo stalls in the glide, landing at 160 seconds! GONE! Rozycki of Poland and Goulougonov (CCCP) launched simultaneously. WC Hofsass broke his, until now, faithful winder, and had to borrow WC Doring's, who had problems finding his. The delay, and the loss of his winder, created panic in Reiner's heart, because he now became conservative using the new winder. Mindfull that "stuff" happens Reiner slacked off on the winds, leaving his Pirelli motor unpunished for the task at hand. On Lothar's advice Reiner now launched

his "Espada", but something had gone totally wrong! There was no lift! "Espada" was climbing like a slug! At 250 seconds, all dreams of a repeat bounced along the ground. GONE! MEANWHILE... over at Team USA Walt Ghio, minding the lift-detecting stuff, advised Bob White "...if I were you, I'd go now...", and so Bob went off, and maxed the round! So did all three of the Chinese!

ROUND 10: Bob White wound-up, and launched, as the horn sounded, so did Rozcki. All this was now being accompanied by cheering from the throng, which gathered now, in the gloom. Down at Team (CCCP), Gulougonov was bursting Pirelli rubber like it was unlimited. It wasn't. Finally assisted by Andrjukov, Gulougonov was able to get off, but had no power from the decomposing Pirelli rubber, and hit the ground at 188 seconds, considerably short of the 360 seconds required to stay in the chase. GONE! In fact, everyone was gone except Krystopher Rozycki of Poland and Robert White of the United States of America. The cheering became epidemic, Bob was so loved by the Wakefield Community.

ROUND 11: The 420 second round opened to the tune of the horn at 8:40pm, it was becoming gloomy! The gathering throng was keen to the height of the drama. They kept up a steady cheer. It had been twelve hours since this drama began. The two players now waited to see who would make the first move. Official consternation had occurred when an American and a Pole had been drawn as timers, so a redraw was made. Rozycki began to wind, and all that could be heard in the stillness that was prevailed by his move, was the whirrr, whirrrr, whirrrrr! Krysto was ready. Bob stood to his stand, and began to wind-up. Kristo let go of his propeller, and his Wakefield silently climbed away, but it swung right as the torque came in! AR (auto-rudder) failure? Something had caused the spiral instability! Some malfunction in the gadget array. Now it was climbing again, but all of the power had gone into the ring-around-the-rosy, and all eyes in the glooming turned toward Bob. Bob was focused, he had watched Krysto's play, and he knew now that he had him. Bob took "Twin-Fins" off the stand, and with no hesitation let it jump from his hands for the final time that day.

IT WAS OVER ! His Wakefield flew straight, and perfect, a red and white streak in the dusk, hard on the torque, up, up, up, up, up! Passing Krysto's plane as it glided in at 175 seconds. Maybe the last "simple" Wakefield to win the Wakefield Cup. Robert White of the United States of America, was the 1987 Wakefield World Champion.

Individual Placings

Place	Name	Country	Round 1-7	Round 8	Round 9	Round 10	Round 11
1	R White	USA	1260	240	300	360	420
2	K Rozycki	POL	1260	240	300	360	175
3	K Jusufbasic	YUG	1260	240	300	315	
4	J Lu	CHN	1260	240	300	277	
5	W Zhang	CHN	1260	240	300	238	
6	Z Li	CHN	1260	240	300	232	
7	Z Alipiev	BUL	1260	240	300	230	
8	Goulougonov	CCCP	1260	240	300	188	
9	R Hofass	BRD	1260	240	269		
10	H Kucharski	POL	1260	240	243		

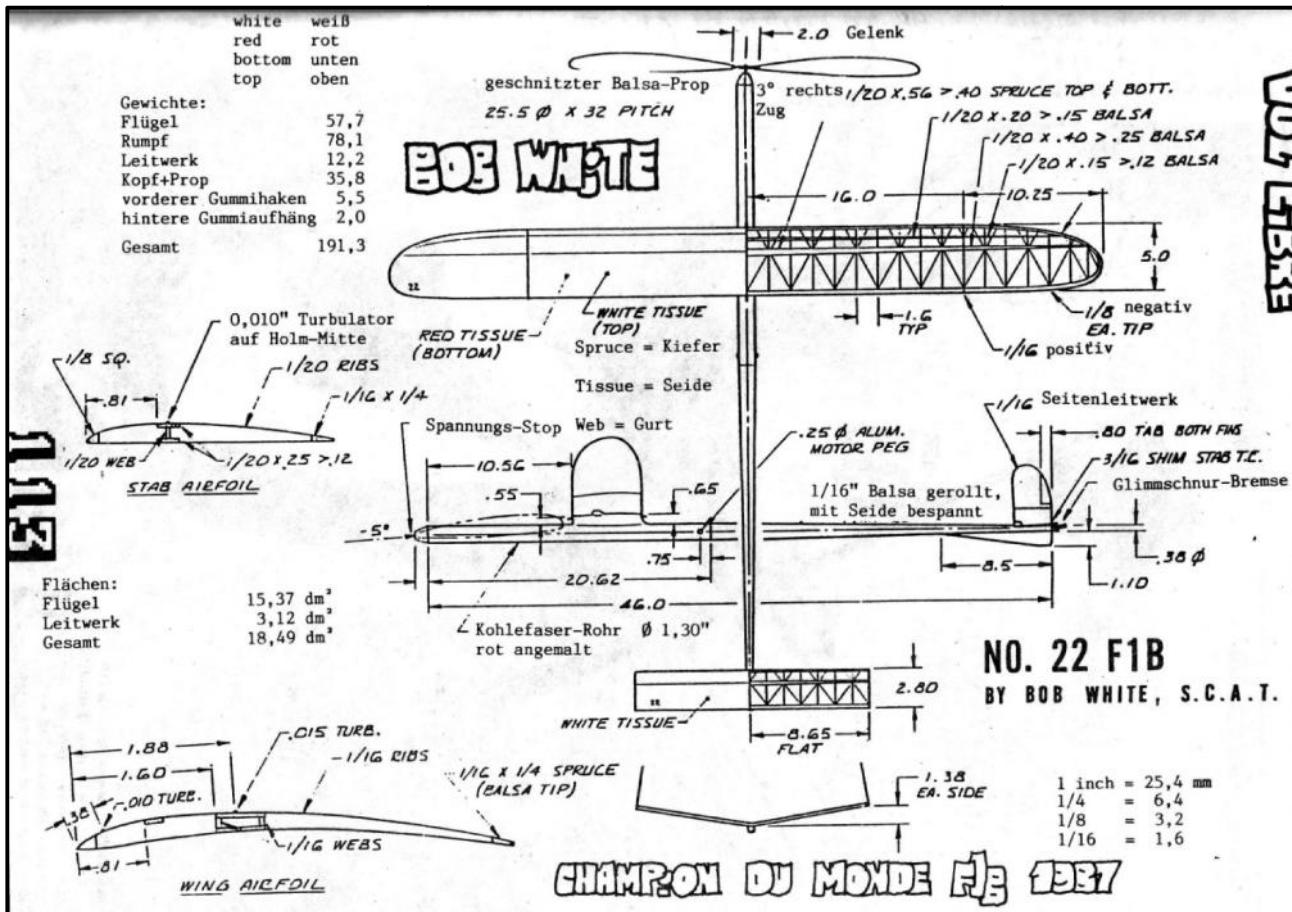
1987 Team Results for Penaud Cup					
Place	Country	Abbreviation	Total	Team member places	
1	China	CHN	3780	4	5
2	USSR	USSR	3729	8	17
3	Fed.Rep.Germany	BRD	3682	19	25
4	Sweden	SWE	3667	16	28
5	USA	USA	3666	1	19
6	Great Britain	GBR	3664	12	25

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Charles Dennis Rushing

The following images are Courtesy of Roy Tiller and the DBHLibrary:



Far left: Victory smiles after the flyoffs for Wakefield hero Bob White, flanked by US team manager Walt Ghio and Assistant Manager Ken Phair. Famous twin-fin design reflects Bob's own philosophy – the ultimate sophistication is simplicity.

What's current

Plus or minus a few cock-ups on my part, we should have had a full two days at Middle Wallop. The Crookham Coupe events should have taken place on the Saturday & thanks to volunteer effort there is also control line & RC assist flying.

An application has been made to Middle Wallop airfield for 14 days in 2013. Assuming there are no hiccups, the next stage will be to submit the formal application to our local Defence Estates Agency for the grant of a licence.

On the home front, when will the weather take a turn for the better! Flying at Beaulieu currently requires wellington boots & a healthy constitution to survive at present.

The Officers reports to the AGM appear in this issue and the minutes of the meeting will follow in the December issue.

Readers requests

We had an informative response from Adam Beales regarding last month's request for information on the Parham Wakefield, which has been forwarded to Vincenzo Canestraro in Italy. Vincenzo is now a happy man.

Now for another one - this time for Malcolm Allen, who is seeking the plan of Fillons twin rubber powered floatplane design called Hydravion Monaco. We have a Hydravion listed in DBHL but not the right one. Have a look at the photo & see if anyone can come up with the goods - if so, email me.

The request made by John Cole in last month's NC was for info on what turned out to be another float plane called Karoro. (*see article page 8*). This time the answer came from Devon Sutcliffe in New Zealand - appropriate as the designer was John Sheppard also from New Zealand & later to become famous as one of the Cranfield 5 from the power fly-off at the 1960 World Champs. The Karoro was published in January 1953 Aeromodeller & could well be a suitable candidate for our present flying conditions!



First up:

I happened to have a browse through some old Model Aircraft during the month and came across yet another Dick Twomey design - this one for a power model called Minotaur from February 1951.

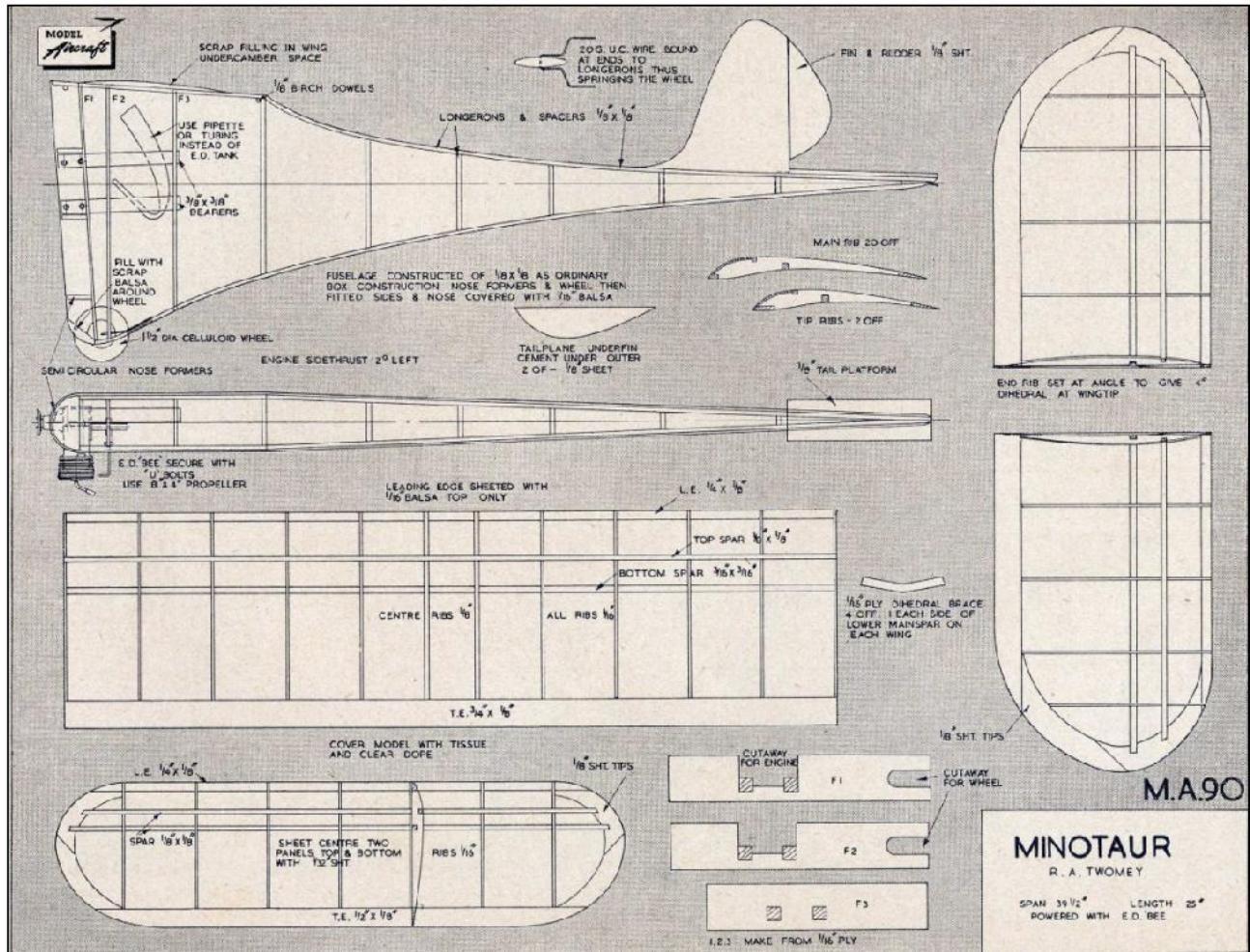
It is the style of a Wedgy & a nice size at $39\frac{1}{2}$ " span - just right for a PAW 80, which I happen to have going spare.

The plan is not (yet) in the library so I scanned the magazine page & took it to my local print shop (yes - one has been found in Gosport that does a good job) who scaled it up to the correct span. Once built, I'll get the full size plan scanned & added to the library.

In the meantime, a quick email dialogue with Dick resulted in him being posted a copy of the plan together with the article from the mag! Who knows, we might even see one or more at Middle Wallop next year.

Second up :

The final plan for this month is for scale buffs - one of Harold Towner's exquisitely drawn models from the collection his daughter kindly donated to SAM 1066. A bit unusual but could be regarded as a challenge! It is the Jodel DR 315 "Petit Prince" powered by a 125 hp (later downrated to 115 hp) Lycoming O-235.



Minotaur

A POWER CONTEST MODEL

By R. A. Twomey



THE original "Minotaur," so the dictionary tells us, was a "fabulous monster" of ancient Greek times. This model being both noisy and monstrous (in shape though not in size), though far from fabulous; the name seemed appropriate.

This particular *Minotaur*, unlike the original Greek beast, was designed as a contest power model for the popular E.D. Bee 1 c.c. diesel. It has proved satisfactory in every way and offers a change as well as a challenge to the larger model. The need for a cumbersome undercarriage is eliminated, and props are saved, by fairing the sprung mono-wheel into the fuselage. The tailplane underfins give a firm three-point stance, and on its first trials the *Minotaur* left the deck with an ease that startled even the poor designer.

The climb is near-vertical, but it is on the glide that this model really scores, thanks to the wing section, which is from the well-known Swedish Sigiard Isacson series. Ratios of 7 and 8 : 1 in still air are common, and it was not long before the *Minotaur* had pushed the Ampleforth College club power duration record successively to 7 min. 43 sec. and 10 min. 31 sec, o.o.s. Later the ratio record was also smashed, when the model disappeared into cloud after 9 min. 15 sec. on a 15 sec. engine run. (Ratio 37 : 1). Needless to say, the occasion was a trimming flight prior to a national competition! The *Minotaur* was not recovered in time for the event, but when it was found it was discovered to have stayed in the air for 1½ hours. (Work that ratio out!) In addition it had established a new club distance record of 11.7 miles.

Fuselage

First build the two slabsides of $\frac{1}{8}$ in. strip on the plan; then join them with ply formers F₁, F₂ and F₃, and add the remaining spacers. Next drill bolt holes in bearers and cement them firmly in place. Add bolts, and at this point bind undercarriage also in place. Now sheet the fuselage sides with $\frac{1}{16}$ in. sheet, add semi-circular nose formers, bend $\frac{1}{16}$ in. sheet carefully around nose and cement firmly. When you are actually fitting the engine, just cut away the necessary amount of sheeting to allow you to bolt the engine in place. It is recommended that

you use "U"-bolts, if these are available, as they greatly simplify mounting of the engine. The "Bee" is mounted sidewinder fashion, with the "pot" on the port side. Before covering the fuselage, add the $\frac{1}{16}$ in. sheet fin, noting that its base goes down level with the bottom longerons of the fuselage.

Wings

The wings are quite straightforward. When built they are all in one piece but construction is best done in three pieces—the centre section and the two dihedralled tips. The three are then joined and braced with $\frac{1}{16}$ in. ply as shown.

Tail

The tailplane is quite orthodox and it is intended to be strong. You are not advised to deviate from the plan, by building it lighter, for two good reasons:

- (1) In take-off position the tailplane supports a lot of the weight of the model.
- (2) If the model trips on landing, as it may easily do on rough ground, a lighter and flimsier tailplane would crack due to the upward jolt of the rudder.

Dethermaliser

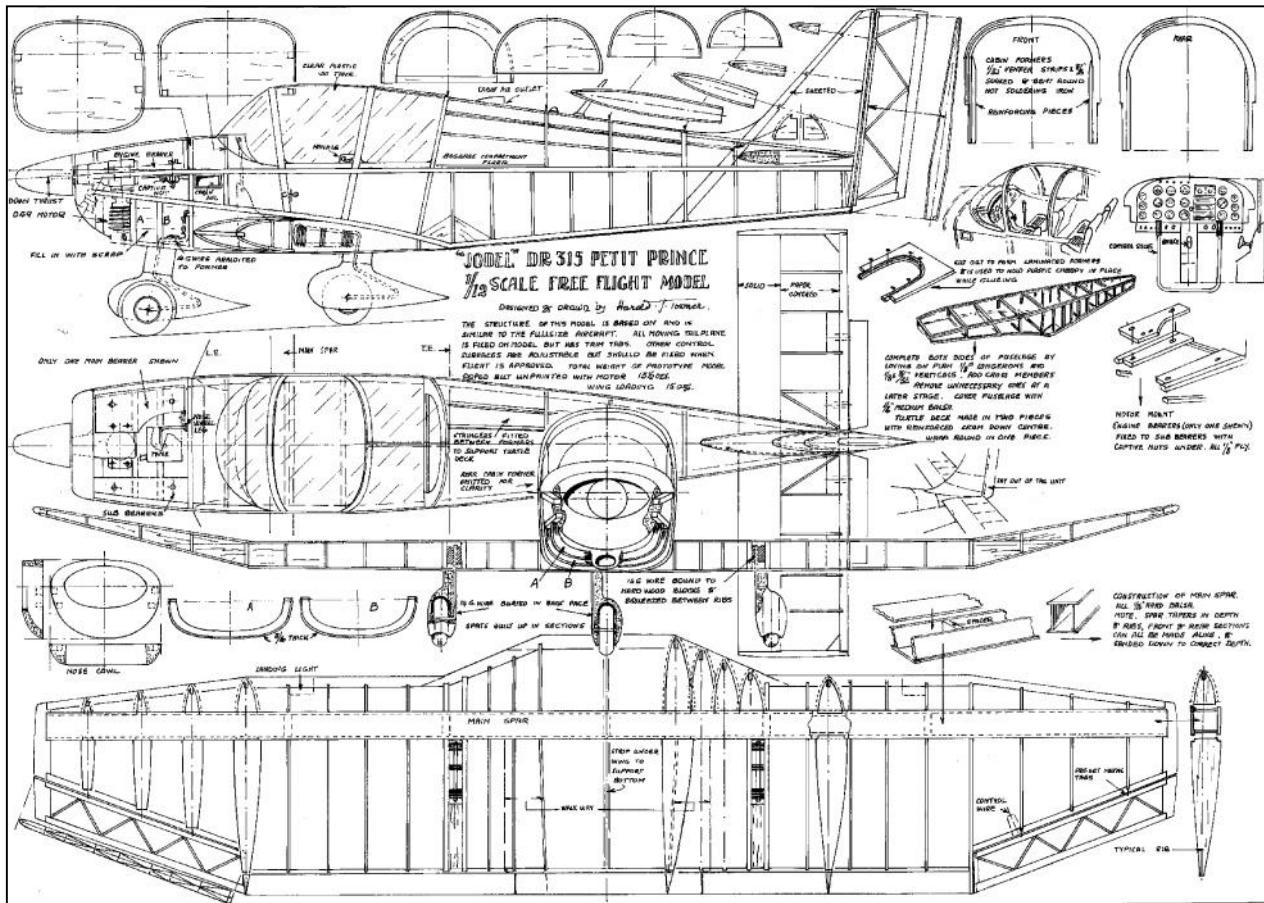
A dethermaliser is a useful addition to the *Minotaur* whose layout is ideal for the tip-up tailplane type, operated either by a timer or a simple fuse. In the writer's opinion the tip-up-tail is by far the most effective method yet devised. The parachute type is *not* recommended.

Trim

As world record holder Henri Varache once said: "The first flight of a power model may also be its last"—so go easy on trimming. The *Minotaur* climbs either straight or in a wide left circle, and glides to the right, therefore, use right rudder and compensate with generous left sidethrust.

FULL SIZE DRAWINGS ARE OBTAINABLE FROM YOUR LOCAL DEALER, OR BY POST FROM THE "MODEL AIRCRAFT" PLANS DEPT., 23, GREAT QUEEN ST., LONDON, W.C.2.

4s. 6d. POST FREE.



& a photo of the real thing for colour scheme purposes.

Turning now to books.

Over the months, Roy Tiller (our Magazine Librarian) has been given various books which he has passed to me. Originally our thoughts were to donate them to the BMFA - as indeed we did with a couple of hundred modelling books from David Baker.



But on reflection, we thought it better to put them up for sale on Ebay to raise funds for SAM 1066. Before this is done, here is an opportunity for SAM 1066 members to make a bid or two.

The general rule of thumb is to offer them at 50% of the going rate listed by Amazon or Abe books on the web plus postage & packing at cost but make a bid for any item.

Have a look at the list & if anyone is interested in one or more of these, drop me an email with your request.

In general p & p will probably be between £1 & £2 per item.

Title	Publication Date	Author	Publisher	State for year of pub.	Type	Amazon or ABE	Comments lowest price
Petrol Engines for Model Aircraft	1944	Dr J F P Forster	Harborough	Good	Monograph	£20	
Petrol Engines for Model Aircraft	1944	Dr J F P Forster	Harborough	Good	Monograph	£20	
Design of Wakefield Models	1946	S B Stubbs	Harborough	Good	Monograph	£20	Revised edition
Practical Design	No date	L B Mawby	Harborough	Good	Monograph	£6	Probably around 1943 daye of publication
Definitions & Formulae for Students	1930	Frier	Pitman	Good	Book	£2	For aeronautical students. A6 size.
Radio Control for Model Aircraft	1942	Peter Hunt	Harborough	Good	Monograph	£2	
Design & Construction of Flying Model Aircraft	1937	D A Russell	Harborough	Good	Book	£15	Hardback
Model Airplane Design & Theory of Flight	1944	Charles H Grant	Air Age Inc	Good	Book	£22	Hardback
Rubber Motors	1950	R H Warring	Harborough	Poor	Monograph	£10	No back cover. Front cover detached.
The World of Model Aeroplanes	1983	W Winter	Charles Scribners	Good	Book	£35	Softback
Collectors Guide to Model Aero Engines	1977	OFW Fisher	Argus Press	Good	Book	£35	With dust cover
Model Aircraft Handbook	1982	Howard McEntee	Robert Hale	Good	Book	£3	With dust cover. 2nd edition reprint
Flying Scale Models	1965	R G Moulton	MAP	Good	Book	£6	2nd reprint. With dustcover
Flying Scale Models	1965	R G Moulton	MAP	Average	Book	£6	2nd reprint. With dustcover (torn)
Radio Control Manual	1964	H G Nicholls & T Dowdeswell		Average	Book	£10	Hardback with dustcover
Aerofoils for Aeromodellers	1977	M Pressnell	Pitman	Good	Book	£10	A4 size Softcover
How to go Aeromodelling	1984	Les Netherton	Patrick Stephens	Average	Book	£0.50	With dust cover
The Complete Book of the Model Aeroplane	1955	Norman Taylor	Cassell	Poor	Book		No covers but complete text.
Design for Aeromodellers	1959	R G Moulton	Argus Press	Average	Monograph	£19	
Model Glow Plug Engines	1949	C E Bowden	Percival Marshall	Good	Monograph	£19	Hardback ex school prize
The Model Aircraft Handbook	1946	W Winter	Harrap	Good	Book		Ex library. 2nd reprint 1968 edition
Modern Aeromodelling	1963	R G Moulton	Faber	Good	Book		
Design Notes & Nomograms for Aeromodellers	No date	R H Warring	MAP	Good	Monograph	£10	
Radio Control for Models	1950	G Honnest-Redlich	Harborough	Average	Book	£10	
Airfoil Sections	1981	John Malkin	Malkin	Good	Book	£20	Soft Cover. Revised edition
World of Model Aircraft	1973	Guy R Williams	Andre Deutsch	Good	Book	£0.50	With dustcover
Do you speak Model Airplane	1992	Dave Thornberg	Pony X Press	Good	Book	£152	Soft Cover
Airscrews	1942	R H Warring	Harborough	Good	Monograph	Sold	
Airfoil Sections for Aeromodellers	1942	R H Warring	Harborough	Good	Monograph	Sold	
Airfoil Sections for Aeromodellers	1946	R H Warring	Harborough	Good	Monograph	Sold	
Model Flying Boats	1942	J A Sizer	Harborough	Average	Monograph	£15	Original Edition. Cover spine lightly sellotaped
Model Flying Boats	1946	J A Sizer	Harborough	Good	Monograph	£10	Revised Edition
How to make Model Aircraft	1954	P G F Chinn	Percival Marshall	Poor	A4 Book	Soft covers loose but text complete. 1st reprint	
Plans Handbook No 1: Aeromodelling	1973		MAP	Good		2 copies.	
Plans Handbook No 2 (1975)	1975		MAP	Average		2 copies.	
Plans Handbook No 1 (1978/79)	1979		MAP	Good			
Plans Handbook No 1 (no date)	?		MAP	Average			
Plans Handbook No 1 (1983/84)	1984		MAP	Good			
Plans Handbook No 1 (1999/2000)	2000		Nexus	Good			

BMFA AGM

All BMFA affiliated clubs have received notification of the BMFA AGM. For those SAM 1066 members who may be interested to attend, details are given below.

SOCIETY OF MODEL AERONAUTICAL ENGINEERS LIMITED

ANNUAL GENERAL MEETING, EXHIBITION AND ANNUAL DINNER/PRIZE GIVING 17th NOVEMBER 2012

This year the AGM will be held again at HINCKLEY ISLAND HOTEL, Watling Street, Hinckley, Leicestershire LE10 3JA. Signing in will be from 10am.

Exhibitions of models from the various Technical Committees will be on display. Lunch will be available from 12noon until 1.30pm.

The AGM will start at 1.30pm.

The Dinner and Prize-giving will be held in the evening commencing at 7.15pm.

Dinner Tickets will be £26 and the overnight room charges will be £52pppn for a single room and £80pn for a double room all including full English breakfast. Dinner Ticket and overnight booking forms will be available from the BMFA office from the 17th September 2012.

Toasts and short after dinner speeches will be made and the presentation of the Society's Trophies to the current years' winners will take place. It is quite a spectacle to see all the gleaming trophies lined up – if you have never seen it, you do not know what you are missing!

After the excitement of the Award presentations, we adjourn to the music and dancing accompanied by a late bar to help things along.

The Free Flight Forum starts at 10am on Sunday morning 18th November, or you could visit the Sports Centre in the hotel, so why not make a weekend of it.

We look forward to seeing you there.

For your interest the Menu for the Evening Dinner is as follows:

Broccoli & Blue Cheese soup, buttered croutons

Beef braised in beer, horseradish potato

Vegetarian Alternative: Aubergine & Ratatouille roulade

Sticky toffee pudding, caramel sauce

Freshly Brewed Tea or Coffee

Roger Newman



Modelling Ranks

I am asked to state that the Brian Horrocks, referred to in the West Bromwich report, is not a retired general flying a hotted up Black Rod, but a civilian type Australian living in perfidious Albion. I admit I was a bit puzzled at first over the idea of a general flying model planes. As a general rule, generals are too busy writing to engage in that sort of boyish fun, but it does raise the whole question of what ranks are allowed to fly model planes.

As far as I know, retired admirals aren't on the list, not even for half payload models, but protocol does allow them an occasional duffy on the round pond. Colonels on the other hand, can indulge to their heart's content, but they don't abound quite as much in the model world as they did a few years ago. Whether this is due to the fact that fewer modellers take up colonelling, or vice versa, we don't know. To some extent the deficiency is made up by a modest sprinkling of squadron leaders, but above this rank the R.A.F. seems to clamp down quite firmly, and the most that the modelling wing-commander can hope for is the spectacle of a rally on his airfield.

My own rank on the field is quite a lowly one—that of a private flyer.

Entente Discordiale

I don't know what happens behind the scenes at our International governing institute; it means sweet F.A.I., to me, but their habit of changing rules is even worse than the propensity of our area officials to ignore them. Particularly annoying to me is the change in the cross section rule, which now makes my 1954 Wakefield obsolete. Lucky thing I haven't built it yet!

I now find that I have got to eat my words. I don't know how I shall fare since nobody else seems to be able to swallow the things I say. But to put the whole thing in a literary digest, I stated some time ago that at least the team race boys were immune from the caprices of the F.A.I. How wrong I was; a recently published set of International rules have got the team race types running round in circles.

Pylonius

Letter to the Editor

I thought Clarion readers might be interested.

Mike Woodhouse in BMFA News asked readers what sort of abrasive paper they used. I have been a woodworker for as long as I have been a balsa basher. I bought 50 sheets of "Tri-M-Ite Freecut" 100grit about 20 years ago. I am just running out. It is silicon carbide paper for woodworkers and not wet'n'dry. Used on balsa a sheet it lasts about 35 years. It cuts better than garnet or aluminium oxide or anything else sold at hardware stores. 50 sheets cost £27 on the 3M website. After you die they can be passed on to your grand children. This is the link

<http://www.3mselect.co.uk/p-2769-3m-free-cut-tri-m-ite-abrasive-sheets-618-p400-230-x-280mm-box-of-50-sheets.aspx?gclid=CLra3qTRgrMCFYFepQod2FKAHA>

Jim Paton - Yewlands, Crundalls Lane, Bewdley, Worcs, DY12 1ND, England - Tel 07967325447

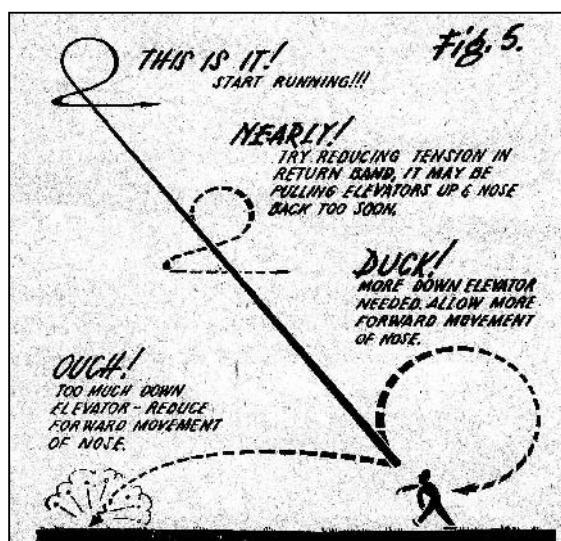
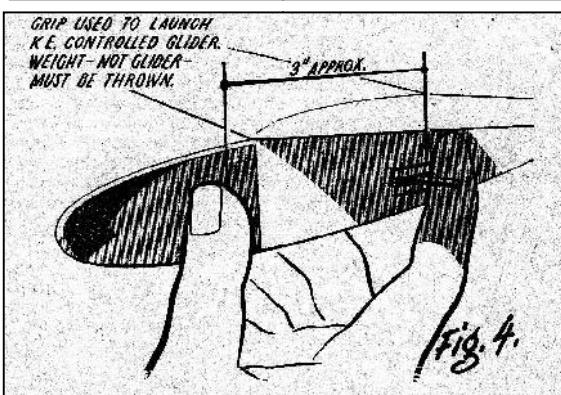
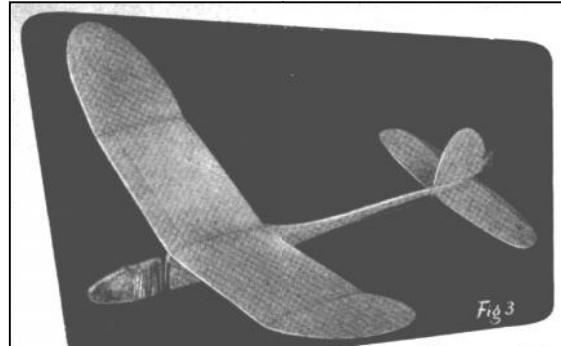
Report No. 24

George Woolls, continued:

Next in 1956 December Aeromodeller he started experimentation with Kinetic Energy Control for chuck gliders. This was an attempt to control the looping tendency of fast launched chuck gliders. George explains "All we have to do is to mount the weighted nose of our glider in such a way that when it (the weight) is thrown it will move forward a little before towing the rest of the plane behind it. The nose is connected by thread to the elevator which is pulled down against the tension of a light rubber spring. When the energy in the nose weight subsides, this return band lifts the elevator to gliding trim, at the same time returning the nose to its rearward or static position, fig 3."

Would it work even better for a CLG? Article and plan available by e-mail for experimenters.

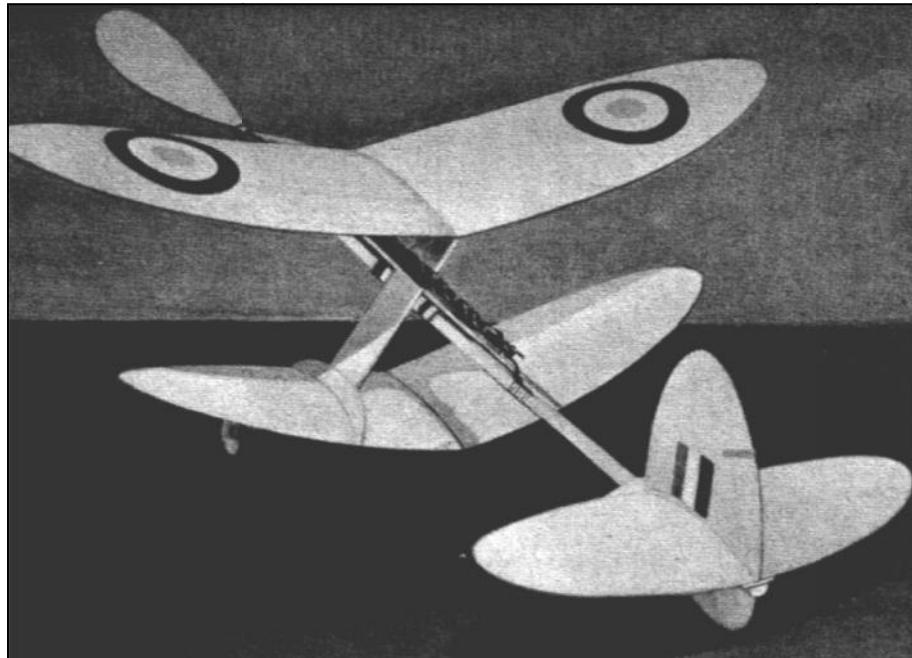
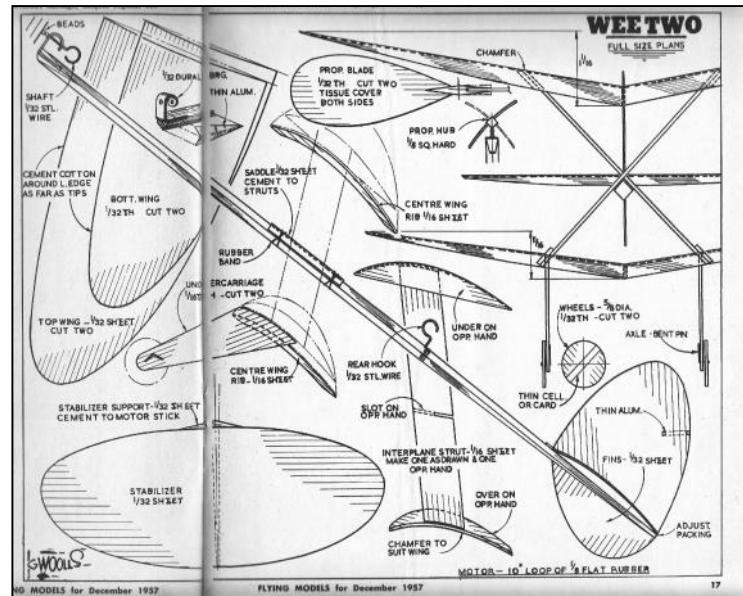
Before I put away the December 1956 Aeromodeller I could not resist scanning the cover picture which shows the gunner of a FE2B standing on the edge of his cockpit to fire his Lewis gun back over the top wing to discourage the attentions of the Red Baron. The full story is on five inside pages with a charcoal drawing by Laurie Bagley.



It is across the pond next to U.S.A. for Flying Models Dec 1957 and again I could not resist the cover but inside we find full size plans of George's WEE TWO an indoor all sheet bi-plane.

We learn a little more of the man himself as George writes "There came the day when one of the boys started flying models in the office at lunch time.

As a draftsman in a large Aero-engine company our office is pretty big, and soon many tissue covered models were monotonously drifting around and around in lazy circles.



Oh, so nice! But, to us, oh so boring! Hence, WEE TOO, a little bipe that can leap unaided off the top of a cleared reference table, whip up amongst the rafters, and glide down smoothly without damage, despite regular collisions with roof rafters and drafting boards."

More G Woolls plans next month.

Wanted

Catalogues. We have some of the following but would welcome any donations to help build the collection.

Aeromodeller Plans Handbooks, Ben Buckle Plans Handbooks,
Model Aircraft Plans Catalogues, KeilKraft Handbooks
Contact, Roy Tiller 01202 511309, e-mail roy.tiller@ntlworld.com

Roy Tiller

Picture Parade

A delightful 'Fillons Champion'
By Ted Horne

The model flew beautifully
At
September Wallop

(Pictures by Keith Miller)





John Wingates version of the 'Seafly'

John Observes

**I can't entirely recommend this Seafly.
It has a bi-convex lifting tail, which is difficult to seat and less easy to make.
The wings are quite sharply tapered, so I have given both some washout.
However, it is showing some promise but needs more trimming.**



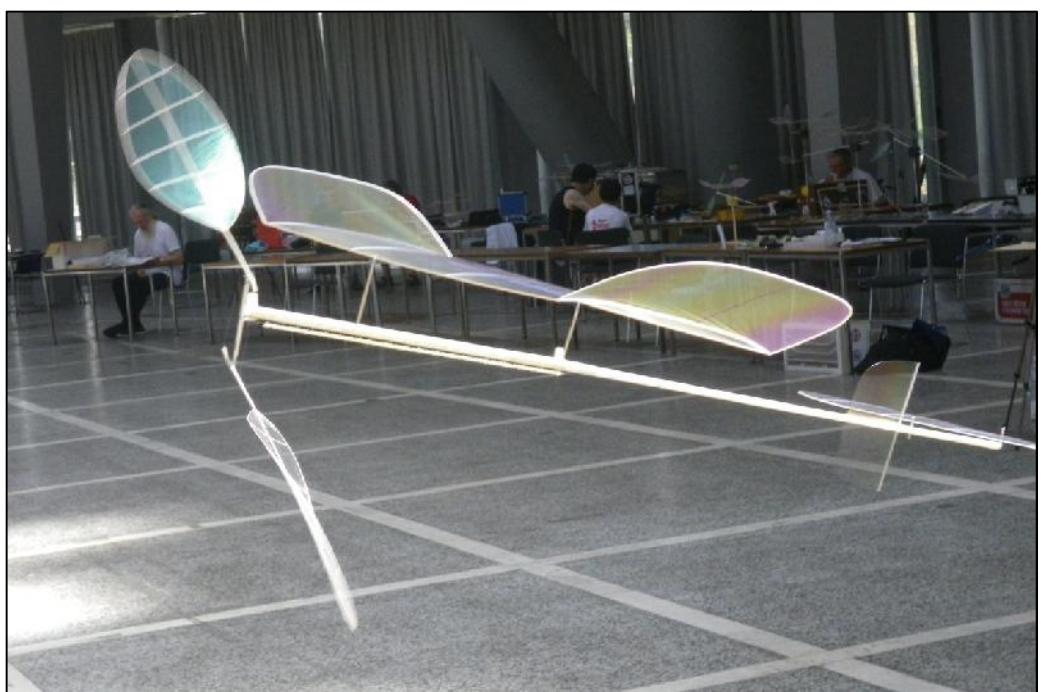
(John Wingate)

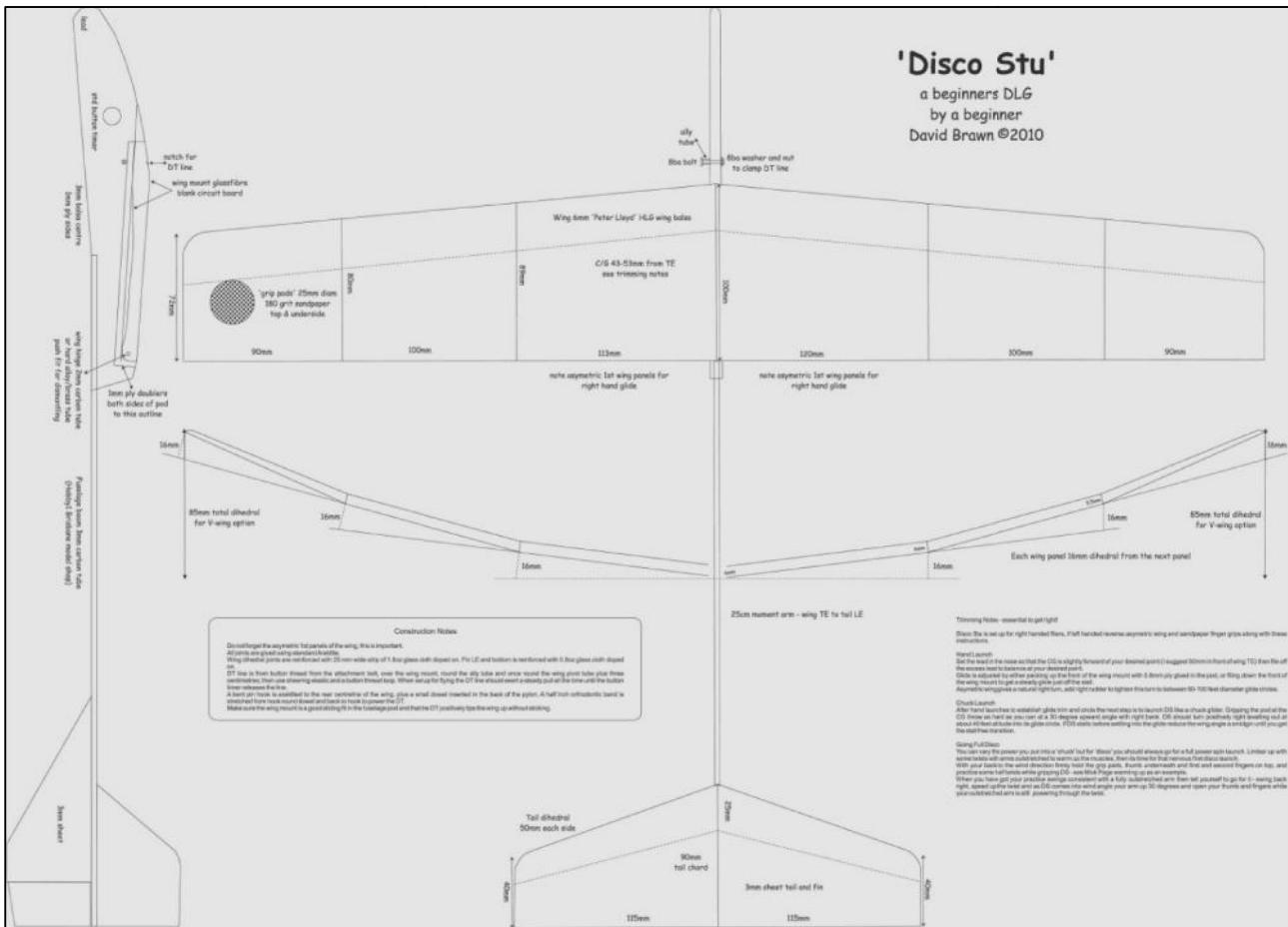


This picture (taken by John Shaw) is of Butty Rene of Switzerland and his model, Sporting a Variable Diameter Prop (V/D), flown at this year's World Championships.

This was the only V/D prop used at the championships, it has been tried by some of the Americans in the past, but they have gone back to Variable Pitch V/P hubs.

(Editor) As I understand it the V/D prop is at full diameter at launch which helps to dissipate the high torque and slows prop revs. At the top of the climb, when torque drops off, springs allow the blades to move to the position in the photos which reduces the effective prop diameter to increase revs and maintain sufficient thrust for the cruise part of the flight. The trick is to get each prop spring to work at the same time and the right time and this difficulty is the main reason that most flyers use variable pitch props today. PS, I could well be wrong.





Construction Notes

Do not forget the asymmetric 1st panels of the wing, this is important.

All joints are glued using standard Araldite.

Wing dihedral joints are reinforced with 25 mm wide strip of 1.6oz glass cloth doped on. Fin LE and bottom is reinforced with 0.8oz glass cloth doped on.

DT line is from button thread from the attachment bolt, over the wing mount, round the ally tube and once round the wing pivot tube plus three centimetres; then use sheering elastic and a button thread loop. When set up for flying the DT line should exert a steady pull all the time until the button timer releases the line.

A bent pin hook is araldited to the rear centreline of the wing, plus a small dowel inserted in the back of the pylon. A half inch orthodontic band is stretched from hook round dowel and back to hook to power the DT.

Make sure the wing mount is a good sliding fit in the fuselage pod and that the DT positively tips the wing up without sticking.

Trimming Notes - essential to get right!

Disco Stu is set up for right handed fliers, if left handed reverse asymmetric wing and sandpaper finger grips along with these instructions.

Hand Launch

Set the lead in the nose so that the CG is slightly forward of your desired point (I suggest 50mm in front of wing TE) then file off the excess lead to balance at your desired point.

Glide is adjusted by either packing up the front of the wing mount with 0.8mm ply glued in the pod, or filing down the front of the wing mount, to get a steady glide just off the stall.

Asymmetric wing gives a natural right turn, add right rudder to tighten this turn to between 50-100 feet diameter glide circles.

Chuck Launch

After hand launches to establish glide trim and circle the next step is to launch DS like a chuck glider. Gripping the pod at the CG throw as hard as you can at a 30 degree upward angle with right bank. DS should turn positively right levelling out at about 40 feet altitude into its glide circle. If DS stalls before settling into the glide reduce the wing angle a smidgin until you get the stall free transition.

Going Full Disco

You can vary the power you put into a 'chuck' but for 'disco' you should always go for a full power spin launch. Limber up with some twists with arms outstretched to warm up the muscles, then its time for that nervous first disco launch.

With your back to the wind direction firmly hold the grip pads, thumb underneath and first and second fingers on top, and practice some half twists while gripping DS - see Mick Page warming up as an example.

When you have got your practice swings consistent with a fully outstretched arm then tell yourself to go for it - swing back right, speed up the twist and as DS comes into wind angle your arm up 30 degrees and open your thumb and fingers while your outstretched arm is still powering through the twist.

A PDF File of full size Plan is available from Editor on request

Chairmans Report 2012: John Thompson

Firstly, thank you for attending this meeting. The committee does not hold any formal meetings during the year but keep in regular touch by telephone and emails, thus keeping all up to date.

I will not comment on matters that will be covered by the other committee members. Early in the year the 1066/35 competition rules were agreed and have been published on our website. Thanks go to our lead Tony Shepherd and John Close of SAM35, together with the others involved in getting this issue settled, hopefully for many years to come.

A 1066 representative, Peter Tolhurst, attended the FFTC Technology Workshop (the overall report is on their website). We continue to believe that for safety and other reasons that so called "Radio Assist" belongs alongside the RC activities not adjacent or amongst the free-fighters.

However we continue to encourage RDT as a valuable addition to FF models, by assisting in preventing fly-aways or models going into prohibited areas.

During competitions we will continue to set sensible maxs and to utilise DT fly offs to prevent exit from the Drome. Some folk find this a little contentious, but by maintaining excellent relations with the local Farmers and the Authorities we can continue to ensure use of the site here at Wallop.

I value the advice, energy and accomplishments of the other committee members, Roger, Lindsey, Ed and Mike, together with the efforts of John Andrews - New Clarion - and Roy Tiller - Library service-, without these people there would be no 1066. (May I ask the meeting for recognition for these people in the usual way).

I would also like to take this opportunity of thanking the Museum staff and the fire service for their, much appreciated, continuing assistance during the year, and to say to the MW Authorities how grateful we are for their permission to use the airfield.

During the year I've noticed some faces have disappeared, either because of infirmity or that long journey that we will all take in the end. You are missed .

Treasurer's Report 2012: Ed Bennett

During last winter your Committee gave consideration to ensuring that we retained sufficient funds for our needs, whilst avoiding unnecessarily large balances of members' money. Entry fees were waived for the Sam Champs competitions as a step in that direction.

2012 has proved to be a year during which we have been bombarded with all manner of memorabilia for one reason or another, so it is not surprising that we headed in the same direction when seeking an alternative to the perennial prize plaque. As a result of Roger's brilliant suggestion the top three competitors in each competition will receive a commemorative mug with the 1066 logo on one side and Her Majesty on the reverse. These were sourced at a sum marginally less than the cost of last year's plaques.

Our only regular income continues to accrue from the £1 gate levy. The total for 2011/12 is £583, which would have hopefully been more had we not lost two full days due to impossible weather.

Income from entry fees to competitions organised directly by SAM 1066 amounted to £104 for the year. This is a reduction on the previous year due to the loss of one day at Easter due to the weather and by the decision to waive fees at the SAM Champs.

The re-scheduling of the Sam Champs will result in any income from the October weekend being shown in 2012/13 accounts.

Due to the continuing, much appreciated, efforts of Roy and Roger in the disposal of the DB collection and the sale of copies of plans and articles, we have received windfall amounts of £150 plus the promise of further unspecified amounts. This credit will feature in the accounts for 2012/13 as the cheque did not come to hand before 30th September.

In conclusion; Given a conservative estimate of our income over the next six months combined with a liberal estimate of expenses, I would suggest that our end of year balance of £1263.18 is adequate to our needs.

Secretary's Report 2012: Roger Newman

Thanks to some careful briefing by Mike (Parker) & the help of other Committee members for which I am most grateful, the transition of secretarial duties has gone fairly smoothly (so far!), albeit with the inevitable hiccups which I trust will be forgiven.

This year's weather has probably been no worse than previous years - it's just unfortunate that we have encountered two really bad days, where no flying was possible. Sadly one of these days - over Easter, was our shared meeting with SAM 35. This (bad weather) inevitably has lead to cancellation of competitions. Added to this, we experienced cancellation of the SAM Champs over the August Bank Holiday for reasons beyond our control - quite a baptism of fire for me. Nevertheless, we have managed to get in some decent flying on the days that were available & a few of the cancelled comps have been or are still to be held, so not all is lost.

Relationships with local farmers & the authorities at Middle Wallop remain on a sound footing. We work hard to keep them informed of our meetings & depend on good co-operation from all those who fly to keep it that way.

My thanks to all who have volunteered to help "on the day" as CDs & with gate entrance. Finding willing volunteers is never easy & any help is always welcome.

Next year

14 days have been earmarked & an application for approval of dates has been made this month to the Airfield Manager of the Army Aviation Centre. Again, we have offered a shared meeting with SAM 35 & assuming their agreement this is likely to be included in the Easter program. Subject to approval by the Middle Wallop Authorities & granting of the licence by MoD Defence Estates Agency, dates & provisional programs will be published on the SAM 1066 website as soon as practical.

For many years now, we have run broadly similar programs for the August Bank Holiday meeting. Maybe the time has come to consider changes. Any thoughts on competitions for next year would be welcomed.

DBHLibrary (Magazines) Report 2012: Roy Tiller

The magazine library thanks all those members who have responded to our requests for magazines to fill gaps in the collection. Magazines have arrived by post; via many hands and model meetings; and delivered to meetings at Middle Wallop. Within these donations have been many magazines not needed by the library, i.e. doubles/spares, and these have been offered for sale at flying meetings to raise funds. This year the library has been able to pass a sum of £150 to the SAM1066 treasurer.

If you are having a clear out of aeromodelling magazines, books or plans please do consider donating them to the library where they will either add to the collection or be offered for sale for the funds. Either way good for your library good for SAM1066.

Look at the SAM 1066 Website. Click on "David Baker Heritage Library" and then "Magazines held" to see the Excel chart with a list of the magazines held, and the gaps in the collection. If you can help to fill any of the gaps please get in touch. Also on the website is the "Index of Plans in Magazines". Again this is an excel file and to best use it I suggest that you download the file. You can then sort the data by any of the headings i.e. model name or by designer or by magazine title/date etc... You can sort by multiple factors, select DATA, SORT and then, for example, by Designer, Type and Model Name. Look under Dick Toomey and you will find not only the gliders that we all associate with Dick but also control-line scale, power including Jetex and rubber models. Similarly for Vic Seed you will find not only free flight power but also control-line, glider, indoor and rubber models. Sort by any factor and I am sure you will find something of interest.

DBHLibrary (Plans) Report 2012: Roger Newman

We continue, albeit slowly, to add more plans & to digitise them. There are now over 3400 plans listed in the DBHL plans library, with some 15% of them digitised. Approx 300 plus remain to be added.

Digitisation is done by volunteer effort & as such, some requests for plans are taking longer to fulfil than has been anticipated. Apologies for this. Nevertheless approx 160 requests have been made since August 2011 with only 11 currently outstanding. Requests are mostly from the UK & also from France, Australia, New Zealand & the USA.

A new release should be ready during this winter, incorporating the latest additions. Remember - if you have plans for disposal, think of the plans library.

As per the magazine library, plans donated include many duplicates. These are sold for knock down prices (£1 & 0.50p) with proceeds going to SAM 1066 funds.

Membership secretaries report 2012: Mike Parker

As you may be aware I have been absent from events this year. This is due to taking time out to ensure that my daughter is settled in university and that my son is steered on the correct path for his GCSE's. I have also been renovating a second home (my retirement plan) which as most of you may relate to has taken somewhat longer than it would have done when I was thirty!! However I plan to return to flying toy aeroplanes in 2013.

During this absence I have continued my duties of keeping the membership records up to date and updating the club website, neither is too demanding and thus I have managed these keep pace (I think!!).

Membership numbers are still good with over 500 members on the books. The joining of new members has slowed, but that is to be expected as us old timers diminish in numbers. The inclusion of control line and radio assist can only help our organisation and I would encourage the membership support these events and embrace any changes that will allow continued enjoyment of our hobby.

I would like to thank the committee for their hard work this year, perhaps next year I can share the load a little more.

Aero-Modeller On-Line

Martyn Cowley (USA)

Aero-Modeller Announcement to New Clarion Readership



News of the pending re-launch of AeroModeller magazine, now scheduled for December 18th.

For the computer savvy modeller, an electronic version of the publication will also become available (for your Computer, Smart Phone, or iPad device) from the first launch issue onwards, at approximately half the price of the snail mail version (due to associated printing and postal charge cost savings).

Details to be announced shortly.

It is also intended to make use of the ADH website to post free plans, extra content and photos of additional material, that will not fit into each month's issues, so keep an eye on their site:

www.aero-modeller.com

Martyn Cowley

For Sale & Wanted

For Sale:

Twice size Elf Biplane from the Ben Buckle Plans service.
 Well built, nylon covered, rigged for rudder, elevator and throttle.
 Gentle flyer.
 Airframe only £60. Buyer collects from Northampton.

Roger Brown, Northampton Model Aero Club

Email: robar1@btinternet.com

65th Southern Area Rally **RAF Odiham 23rd June 2013**

Provisional

An application has been made to the RAF for permission to hold the 65th annual rally on 23rd June 2013 (in 2012 permission was withdrawn as all airfields near London were subject to various restrictions to ensure Olympic safety).

The airfield users meeting will be held in November and we are really hopeful that permission will be granted.

The David Baker Heritage Library MAGAZINES FOR SALE

AEROMODELLER & MODEL AIRCRAFT

**e-mail YOUR WANTS LIST
 collect at Middle Wallop.**

**Roy Tiller Tel. No. 01202 511309
 e-mail:- roy.tiller@ntlworld.com**

DBHL Plan Service: IMPORTANT:
The rules for obtaining plans have changed.

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

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

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

Email request to rogerknewman@yahoo.com,
 quoting Plan Name & I.D. number (1st & 2nd Cols respectively in the list).

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

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

This service is provided at no charge.

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

Michael Woodhouse

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

Plans of models designed by Geoff Lefever

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

MSP PLANS PRESENTS

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

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

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

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

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

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

Enquiries: please write or email martvn.pressnell@btinternet.com

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

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

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

2012 FREE FLIGHT FORUM - CALL FOR PAPERS

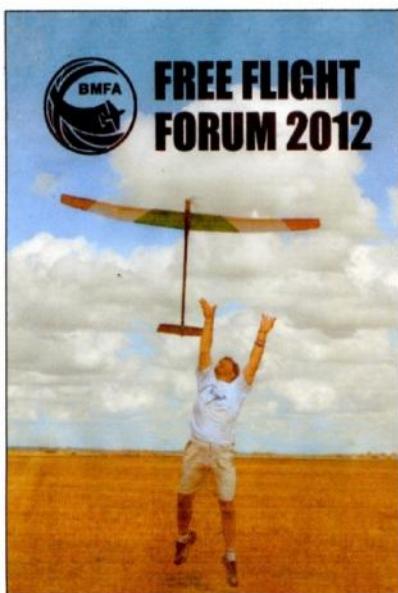
November 2012 sees the twenty-ninth BMFA Free Flight Forum and your help is needed to make it all happen. As usual, we aim to cover the widest possible range of free flight, with the papers presented at the Forum published later as the Forum Report. Topics can range from how-to-do-it items, theoretical pieces and building and flying techniques to the philosophy of what we do and how we do it in free-flight.

Please contact Martin Dilly (martindilly@compuserve.com), phone 020 8777 5533, or Mike Evatt (mikeevatt@hotmail.com), phone 01327-842746 before Oct. 4th with your offers; better still, do it now, while you think of it.

The continuing success of the Free Flight Forum depends on you.

HOT OFF THE PRESS – THE 2012 FREE FLIGHT FORUM REPORT

The new 2012 BMFA Free-Flight Forum Report has just been published, this time with a full colour cover. It's the 28th year that these Reports have been produced and this one is packed with useful information on new developments in a wide range of free-flight activities, as the following contents list shows.



Anodizing - Simon Dixon; Playing with Pistachios - Paul Seeley; Model Aircraft Construction with an Emphasis on F1G - Neil Cliff; Experiences with Electronic Timer Design and Use - Alan Jack; F1D Indoor Topics - Mark Benns; Model Aircraft Technology – A Review of Invigorators as an Aid to Stable Flight - Neil Cliff; Model Construction Using Brown Paper Gumstrip - Ivan Taylor; Printing Tissue for Models - Paul Seeley; Indoor Rookies Abroad - A Flyer's Perspective - Tony Hebb; Indoor Rookies Abroad - A Team Supporter's View - Allan Weighell; Experiences in BMFA Electric in 2011 and the Rule Changes for 2012 - Chris Strachan; Grappling with a Slippery One (Low Drag Airfoils) - Chris Edge; Rice Pudding Skin Pullers - 2011 Rules for E30 - Peter Tolhurst; Some Notable Models from 2011, selected by Phil Ball.

The UK price is £12.00 including postage and sales of the Forum Reports provide funds to defray the heavy expenses of those representing Great Britain at World and European Free-Flight Championships. Cheques should be payable to 'BMFA F/F Team Support Fund'; you may also order by credit card.

Copies are available from :

Martin Dilly
20, Links Road,
West Wickham,
Kent,
BR4 0QW

or by fax to: (44) + (0)20-8777-5533, or by e-mail to <martindilly@compuserve.com>



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

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

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

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




2012 Dates

1st September 29th September
20th October 17th November
15th December

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

Brownhills Indoor Flying – Free Flight

**Brownhills Community Association,
 Deakin Ave. Brownhills WS8 7QG**

Just off the A5
Saturdays 1-15pm until 4-15pm - £6

Oct 9th – Nov 10th
Jan 5th – Feb 2nd – Mar 2nd – Apl 6th

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

Flying from 1200 to 1600 on the following dates,

Sunday 23 September 2012

Sunday 21 October 2012

Sunday 18 November 2012

Sunday 16 December 2012

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

Admission: Flyers £7 Spectators £3

Contact:

Cornwall

David Powis on 01579 362951

(dave_powis@hotmail.com)

Devon

Roger Bellamy on 01752 311786

(rogerbellamy9@hotmail.co.uk)



INDOOR FLYING

TUESDAY 25TH SEPTEMBER 2012

TUESDAY 23RD OCTOBER 2012

TUESDAY 27TH NOVEMBER 2012

TUESDAY 22ND JANUARY 2013

TUESDAY 26TH FEBRUARY 2013

TUESDAY 26TH MARCH 2013

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

Coupe Europa

Middle Wallop 2nd December

(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

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

STOP PRESS.

Croydon club are offering enhanced cash prizes in both events,
in addition to the usual wine and engraved glasses.

Salisbury Plain Trimming 2012

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

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

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

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

Dates

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

BILSTON M.A.C.

SWAPMEET 25th November 2012

Note New Venue

**Daisey Bank Community Centre
Ash Street, Bradley Bilston.
Nr Wolverhampton.**

WV14 5UP

(Junction 10 M6)

Opening Times

Table Holders 9 am. All Others 10 am

Entrance Fee £4 Tables £5

For Information and Booking

Contact:-Keith Garbett 0121 556 0115

Refreshments Available

Model Related Items Only No Fuels

Provisional Events Calendar 2012

With competitions for Vintage and/or Classic models

January 29 th	Sunday	BMFA 1 st Area Competitions
February 12 th	Sunday	Middle Wallop - Crookham Gala
February 19 th	Sunday	BMFA 2 nd Area Competitions
March 4 th	Sunday	BMFA 3 rd Area Competitions
March 18 th	Sunday	Middle Wallop - TBD
March 25 th	Sunday	BMFA 4 th Area Competitions
April 6 th	Good Friday	BMFA Northern Gala - Church Fenton
April 7 th	Easter Saturday	Middle Wallop - Glider Day; Club Classic
April 8 th	Easter Sunday	Middle Wallop - SAM35 Gala
April 9 th	Easter Monday	Middle Wallop - SAM35 Gala
April 28 th /29 th	Sunday/Monday	BMFA London Gala - Salisbury Plain
May 6 th	Sunday	Middle Wallop-Croydon Wakefield day
Jun 2 nd	Saturday	BMFA Free-flight Nationals
Jun 3 rd	Sunday	BMFA Free-flight Nationals
Jun 4 th	Monday	BMFA Free-flight Nationals
Jun 17 th	Sunday	Spring Gala - Odiham - Cancelled
June 24 th	Sunday	BMFA 5 th Area Competitions
July 21 st /22 nd	Saturday/Sunday	BMFA East Anglian Gala - Sculthorpe
August 5 th	Sunday	BMFA 6 th Area Competitions
August 18 th	Saturday	Timperley Gala - Barkston
August 25 th / 27 th	Fri/Sat/Sun	Middle Wallop - SAM1066 Champs Cancelled
September 16 th	Sunday	BMFA 7 th Area Competitions
September 22 nd	Saturday	BMFA Southern Gala - Salisbury Plain
September 22 nd	Saturday	Middle Wallop SAM1066 Champs Pt 1
September 23 rd	Sunday	Middle Wallop SAM1066 Champs Pt 1 & Crookham Coupe Day
October 14 th	Sunday	BMFA 8 th Area Competitions
October 21 st	Sunday	BMFA Midland Gala - N Luffenham
October 27 th	Saturday	Middle Wallop SAM1066 Champs Pt 2
October 28 th	Sunday	Middle Wallop Champs Pt 2 & A.G.M.
November 17 th	Saturday	BMFA AGM & Annual Dinner - Hinckley
November 18 th	Sunday	BMFA 29 th Free Flight Forum - Hinckley
December 2 nd	Sunday	Middle Wallop - Coupe Europa

Please check before travelling to any of these events.

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

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

www.SAM1066.org

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

www.freeflightuk.org or www.BMFA.org

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

www.SAM35.org

Useful Websites

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

Are You Getting Yours? - Membership Secretary

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

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

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

Editors PS: If you've got this far you must be appreciative of your newsletter, Copy gets a little thin this time of year so how about putting pen to paper or fingers to keyboard and seeing yourself in print.

That's all folks! John Andrews