



# NEW Clarion

## SAM 1066 Newsletter

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**Affiliated to**  
SAM 1066 Website:



**Club No. 2548**

[www.sam1066.org](http://www.sam1066.org)



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IPad users: If you are having trouble opening the New Clarion, hold your finger on it to display a menu, then select "open in new tab". You will find the new tab to the right of the SAM1066 tab.



# Merry Christmas



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## Editorial

Merry Christmas to one and all and hopefully a happy new year with bags of fine weather for flying, assuming we have somewhere to cast our models aloft.

I was short of material when I started this Xmas edition but fortunately a few folk responded to my round-robin email and a magazine emerged.

Right, what have we got?:

In desperation I threw a few words together charting the History of the 'New Clarion' and SAM1066. I think I've got the time line more or less correct but I'm open to corrections.

Pylonius has his usual sideways look at one or two subjects, starting off with the international glider teams keffuffle at the train station together with a swipe at the FAI. Next the location of Cambridge is pondered together with the inevitable discourse on the Nationals location. He winds up with a lurid description of terrain for rallies and the birth of tame timekeepers.

Nick Peppiatt answered my call for content by submitting his piece early and extended a little. I helped it along with a bit of FRED research, a Picture of one and a peanut plan for would be builders.

The November 1947 News Review tells of the Organisation of the second Nationals and its possible location.

Peter Hall & Roy Vaughn report and chart the final meeting of the Southern Coupe League where Alan Brocklehurst emerged as the worthy winner. His victory was somewhat marred by his nearest rivals being covidised and unable to compete.

The Engine Analysis is the ED Fury 1.49, this is a miniaturised ED Racer. I've never come across one and I'm not too sure I knew it existed.

Roy Tiller gets to grips with a Swedish magazine from the mid 30's. There is an interesting paper glider and an item on delayed prop release on rubber models and towline release on gliders. I don't think the prop release would be allowed as it relies on a release line in the hands of the launcher, that's if I'm reading it correctly. Maybe it's first towed up like a glider.

Heard at the Hangar Doors from 1956 is a mixed bag but contains an appeal from the SAME for funds to run The World Power Championships. The statement that the £1,000 estimate is beyond their resources indicates costs of event financing back in the day.

The agenda for the forthcoming AGM is reported and the Statement of accounts and report from our treasurer is included.

I picked out the unusual American 'Twin Mustang' as the full size aircraft of interest this issue. Wikipedia providing the details as usual.

I'm sad to report that we have lost another aeromodeller in the death of Don Thomson.

Don a stalwart supporter of the Southern Coupe League will be sorely missed. Don was still actively competing and flew at the Odiham event in August where he finished in 4th place.

Gavin Manion, with a model built by Robin Kimber, seeks provenance that it is a replica of a Ray Monks model in order that he could fly it in vintage events.

We wind up with our secretary's notes for December sent from Wales together with 3 plans from the archive.

I was in dire need of content for this Xmas issue, I literally had no articles in hand to start off with so I thought I had better pen something myself in order to get the magazine underway. To that end I thought perhaps a personal recount as to the origins of this magazine might fill the bill.

SAM1066 was formed around 1989 by our founder David Baker as the result of some long since forgotten dispute with the SAM35 committee.

David introduced the 'Clarion', a monthly hard copy magazine which was a photocopied collection of pages assembled into the magazine manually at his house in Weston Favell, the house being known to members as 'The Hanger'. Once each month a group of members would meet at 'The Hanger' and, with the piles of the photocopied pages spread around David's lounge, would perform a sort of ring-a-ring of roses procession picking up the pages and placing on the table in specific order to form the magazine. The piles on the table were the magazine and were folded and stapled ready for distribution to the membership.

I did not come onto the scene until just after the 'Clarion' had been handed to a publisher who produced the finished magazine. I assume SAM1066 had acquired funds to support this.

The paperback 'Clarion' ran as the SAM1066 magazine until David fell ill and the last issue of the 'Clarion' was August 2004. David was a bit of a one man band and without him active at the helm of the good ship SAM1066, it began to founder.

Sometime around 2006 SAM1066 was reformed and brought back from the dead by two stalwarts, John Thompson and Mike Parker, who re-invented the association as an online internet club with a website and written rules etc. The association, under their management, soon gathered strength and was back to normal with Middle Wallop meetings going full blast with large attendances.

Late 2006 Mike Parker persuaded Vic Willson to start up a monthly magazine and that was the birth of the 'New Clarion'. The first issue being January 2007.

Here is Vic's editorial from that first issue:



#### **Editorial Jan 2007:**

First, let me introduce myself.

You are probably thinking 'who is Vic Willson? Well, I am an active aeromodeller, mainly concentrating on vintage and classic rubber duration designs.

Although I have been aeromodelling for 50 years, off and on, I am a relative beginner to free flight, having only concentrated on this aspect of our hobby for the past 5 or so years.

In a previous life' I built and flew control line and RC models, (mostly scale).

However, due to a fortuitous coincidence I found myself working with Mike Parker a few years ago and inevitably his infectious enthusiasm and boisterous influence drew me into the free flight fraternity.

After a very hesitant start (from scratch really) I found that I was enjoying the hobby more than ever and since then my enthusiasm has grown from strength to strength.

This has been very much due to the unstinting help and encouragement from everyone that I have encountered.

Even the most famous of 'names' have been free with help and advice. In what other walk of life would you find this refreshing attitude?

It was Mike who cajoled me into having a go at editing this electronic newsletter, which will not be issued on a fixed monthly basis, but whenever there is sufficient material to justify an issue.

As it turned out there was sufficient material and the 'New Clarion' was issued monthly right from the kick-off and ran until January 2010 under Vic's editorial leadership.

The format of the magazine was settled as a straightforward easy read for computer screens, with no fancy distractions from the content. After all we, in the main, were as vintage as the models we built and many of us had failing eyesight.

Vic fell ill in 2009 and the last 'New Clarion' he edited was the January 2010 issue.

Whilst at Middle Wallop in late 2009 Mike Parker took me to one side and informed me that Vic had a terminal illness and asked if I would produce a newsletter when the inevitable happened.

I agreed and said to Mike " just let me know when you need me to start".

Vic was soon hospitalised and I produced the 2010 February and March issues of the 'New Clarion' as the guest editor and when Vic eventually passed on I took up the reins permanently with the April 2010 issue and have been beavering away as your editor ever since.

My first editorial as Guest editor for 'New Clarion' was February 2010:

Followed by my first as editor in April 2010

Guest Editorial Feb.2010:

Just in case it escaped your notice on page one, the New Clarion has a guest editor this issue. Our editor Vic Willson has reluctantly had to pass the reins to myself for this issue as he is currently in hospital. I'm sure I speak for you all when I wish him well. I trust that I will not let him down and if, in the words of Ernie Wise, you fail to see the join, then I'll be a happy man.

Editorial Apl. 2010:

It saddens me to report that our founding editor Vic Willson has died. His struggle with cancer ended on Sunday March 14<sup>th</sup>, he will be sorely missed. I cannot claim to have known him well, our friendship was mainly through e-mail communications concerning the New Clarion, I did have passing conversations at Wallop but never had the pleasure of flying alongside him, due I think, to Vic arriving early and myself late. I still claim the honour of calling him a friend. SAM1066 and many other modellers are indebted to Vic for the 'New Clarion'. When asked to produce an occasional newsletter, bang, he immediately produced a monthly magazine to be proud of. In taking up the reins as your new editor, I hope I can do justice to the legacy that Vic has left behind.

### Wallop Championships August 2010



At the Wallop Championships in August 2010 I had the honour of being awarded the 'Nuts & Bolts' trophy for services to the Association as editor of our magazine the 'New Clarion'.

Incidentally I also won the 'Jaguar' Trophy.

A memorable meeting for me.

*John Andrews*

# TOPICAL TWISTS

by pylonius

December 1954 Model Aircraft

## Topical Twists

### And So To Bed

Since the British Glider Team's journey to Bled was fraught with sabotage and skullduggery all along the line, it is a pity that none of the reports of same added just that little dramatic touch to transform it into a first class (or was it third?) trans continental express thriller.

Imagine the scene as the train, groaning under a payload of plot and counterplot, is about to leave the station. Suddenly events take a dramatic turn with the last minute arrival of a sinister group of coffin bearers, emerging from the gloom of the platform with their macabre burden. Can they make it? Even as they reach the compartment the train is beginning to move. Tension mounts to breaking point—something must crack. A voice cries out: "All right, keep your hair on. We'll pay for the flipping window!"

Unaffected by all the confusion, the little old lady in the corner seat calmly continues with the knitting of a long sleeved secret formula. The suspicious looking gentleman opposite her tugs thoughtfully at his false beard and addresses the intruders:

"Hist! I am a secret agent of M.I. 4. 79832."

"Don't you mean M.I. 5?"

"No. M.I. 4. 79832. We've been taken over by the F.A.I."

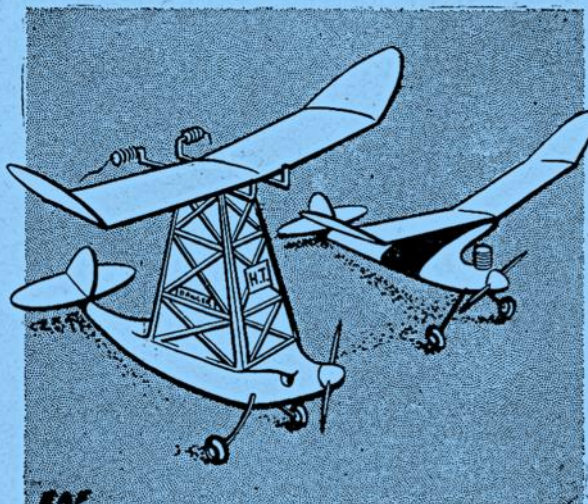
The old lady looks up quickly, startled out of her composure. In doing so she drops a stitch and there is a loud explosion. . . .

And so on, and so on.

But what about a suitable title for this supercharged thriller? The most promising one I could think of was "Night Train to Gunic."

### The Middle Way

The way certain correspondents seem to be jostling Cambridge all over the map must be most unsettling to the quiet dignity of that cloistered city. Latest report on its global location is some 300 miles from Glasgow and 220 from Plymouth. But even this near central position



appears much too far south for the spokesman of the new Scottish "Nationals-ist" movement.

Obviously the only possible remedy to this centralisation deadlock is to use a flying ground which, in aeromodelling terms, is the exact Centre of Lateral Area of the British Isles. After the most exhaustive research this was found to be Farmer Modhater's mangelwurzel field, on the outskirts of the little village of Chipping Balsa.

One particularly favourable aspect of this location, from the organisers' point of view, is its immense distance from the railway station—even more than Digby. Only accessible by car or oxcart the officials would not be embarrassed by all the rank and file model rabble who do not own cars or oxcarts.

A special amenity on the field is a small hut. This would come in useful as a control point or something. However, experience of present day organisation methods would lead one to believe that it would be more suitably employed in the "or something" capacity.

There is only one snag: Farmer Modhater threatens to shoot all aeromodellers on sight. Now where is Cambridge . . . ?

### Through the Barrier

There was only one regrettable omission from the extensive All Britain Rally prize list: an award in the retrieving section for the best time over the famous Radlett assault course.

Tougher than in previous years, the obstacles included two speed circuits, hundreds of wayward C/L fanatics crying bloody vengeance on all who venture near their cunningly concealed lines, a ten-foot-deep barbed wire entanglement a main railway line, a few odd ditches and sundry irate farmers.

On second thoughts it would have been sufficient to share the prize among the survivors.

Referring to the commercial jet contest held in conjunction with the All Britain Rally, the amount of solid fuel that went up outside the tent was nothing to the quantities of liquid fuel that went down inside it.

### Fifth Time Lucky

Club "scrambles" have now become so popular that the idea has been, more or less, adopted by the F.A.I., for all future International events.

As applied to Area Eliminators, the ability to find a model is secondary to the still greater test of finding a timekeeper. But here, unfortunately, is where the luck bogy creeps in. If the timekeeper happens to be a special crony of yours, you will naturally be given that very vital head-of-the-queue priority. If not, you'll have the dickens of a job getting that fifth flight in.

On the whole this is a reasonably fair system; giving everyone who matters an equal chance. Trouble is, the "wide boys" have found a loophole. A tame timekeeper is now considered an essential item of their contest equipment.

Incidentally, if, in the future, you see a power fiend frantically counting a handful of digits, he will not be checking on the possible mutilating effects of a back firing prop., but on the number of flights he has made.

A well-known kit designer was observed actually flying a model in an area contest. An act which can only be regarded as grossly unfair to this column.

Pylonius

I'm continuing with the CO<sub>2</sub> motor theme again this month. I thought I'd covered the subject reasonably comprehensively in my previous series of articles (NC December 2017 to October 2020), but the chance to examine the late Lindsey Smith's collection has shed new light on some topics. It turns out that this is one of the many subjects where the more you find out the less you know.

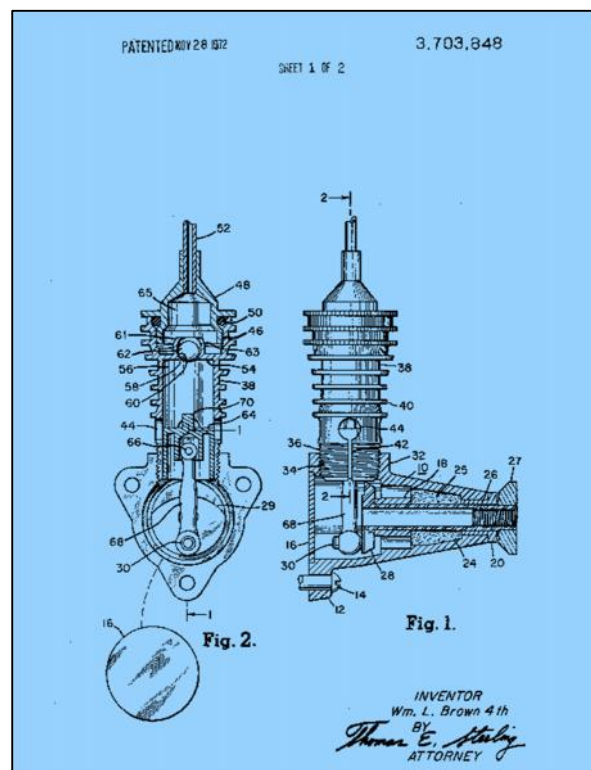
There is also something on Eric Clutton's FRED.

### The American CO<sub>2</sub> Model Engines

A little while ago, Mike Watters kindly sent me a copy of an article on 'The Carbonic Model Engines', compiled by Joe Clements, but the source of the publication was unclear. An enquiry was made to our friend in California, Buz Cederlof, and he confirmed that it was from the January 2005 edition of the Engine Collectors' Journal (ECJ), a publication that is not well-known on this side of the pond.



Cover of ECJ edition containing information on CO<sub>2</sub> motors produced in the USA



Drawing from Bill Brown's 1972 CO<sub>2</sub> motor patent (US3703848)

The article is 'a listing of all carbonic (CO<sub>2</sub>) engines manufactured in the U.S. over the years', in chronological order by maker. So in addition to the expected Browns, the Brown designed "OK" motors and the Davis/Cox conversions with the Bill Brown produced cylinder heads, valves, plumbing and tank assemblies, there are several others of limited production. Ted Brebeck's Mohawk of 1999 was based on the OK CO<sub>2</sub> motor and about 250 were produced. Daniel Baird produced some small single, two and three cylinder motors with Gasparin style pistons around 1996. The cylinders were each of 21mm<sup>3</sup> capacity. Tom Ogden in 1992 produced some twin cylinder motors using Modela cylinder assemblies and Stan Denton, featured on the front cover of the ECJ edition above, produced some larger single cylinder motors of 540mm<sup>3</sup> capacity. I am not aware that any examples of these small production batch runs has ever reached the UK.

If any reader would like a copy of Joe Clements' article, please contact me at [nickpeppiatt@hotmail.co.uk](mailto:nickpeppiatt@hotmail.co.uk)

### Brown Junior .005 ball retention



Brown Junior .005 with  
integral thin steel ball retainer



Brown Junior .005 with  
simpler chamfer ball valve seat

Following my Brown CO<sub>2</sub> motor re-visit (IIFE 57, NC October 2022)) which discussed the 0.005, which was first produced in 1969, Gerard Moore pointed out that his example has a thin steel ball retainer for the cylinder head valve, as shown in the photo above. So of the four so far examined, we have three methods of retaining the ball, two with wire clips, one steel retainer and one aluminium washer, shaped in a somewhat similar manner to the steel one.

I also have the photographs of a further example, kindly sent to me by Chris Hutchinson some years ago. The ball valve seat here is typical of Lindsey Smith's three motors. The question with Gerard's one is whether the retainer is a separate removable piece, or whether it is in one piece with the valve seat as shown in the drawing from US patent 3703848, which was filed in September 1970, above.

As the engine runs in a satisfactory manner, Gerard has wisely not attempted to dismantle it. 'If it ain't broke, don't fix it' is a good philosophy for CO<sub>2</sub> motors. However, from the photograph and careful examination the retainer does appear to be integral with the valve seat. So the question is how many were produced with this form of valve seat, as shown in the 1970 patent, as compared with the simpler chamfer seat?

I was intending to take a photo of the cylinder head with the aluminium washer retainer, but on opening up the motor I found it had gone AWOL. So I have a minor mystery as to what I have done with it. However, I can report that the motor runs quite happily without any retainer for the ball. The seal between the ball and the seat is good and the ball appears to ring itself to the seat.

I have just learnt of a further BJ .005 example in Mike Watter's collection, which has the chamfer seat and no retainer.

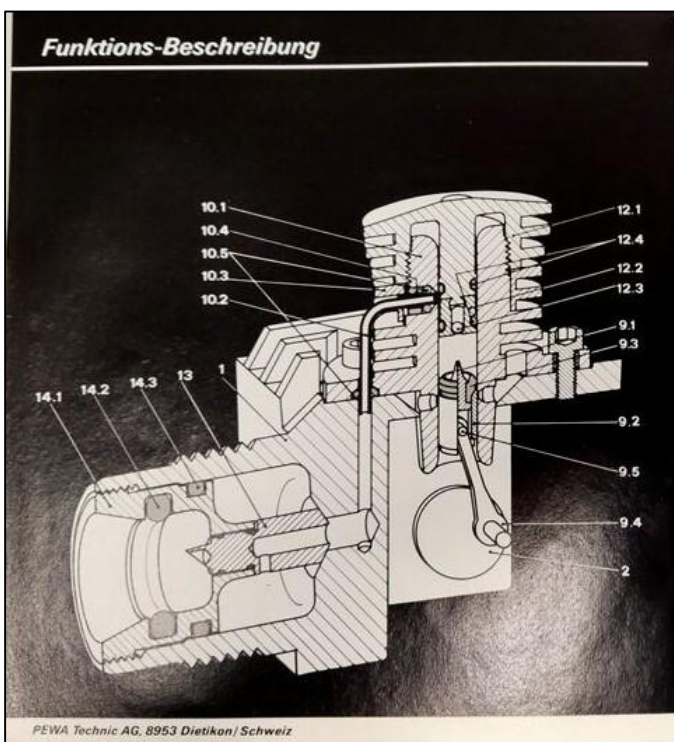
### PEWA CO<sub>2</sub> Racing Engine

There was a very unusual occurrence recently, in that Roy Tiller was unable to supply some information I had asked for - he has no copies of the Engine Collectors' Journal. However, in more than adequate compensation, he sent me a copy of an interesting article on the PEWA motor from Modellflyg Nytt, 1998 No2 (available from [www.rcbookcase.com](http://www.rcbookcase.com) ) by Klaus Jörg Hammerschmidt entitled 'It depends on the piston!' according to the Google translation of the Swedish. The PEWA motor was developed in Switzerland as kit of parts for a power unit for model cars introduced in 1985. Amazingly, a stock of them has re-surfaced and they are apparently available from [www.hobbyshop.ch](http://www.hobbyshop.ch) . After over 30y, there is no guarantee that there is any gas left in the CO<sub>2</sub> capsules shown in the kit of parts. The motor is fed directly from the capsule, in a similar manner to the OK CO<sub>2</sub> motor, and runs of up to 12min are claimed.

PEWA CO<sub>2</sub> Racing Engine box lid

Box contents showing the kit of parts.

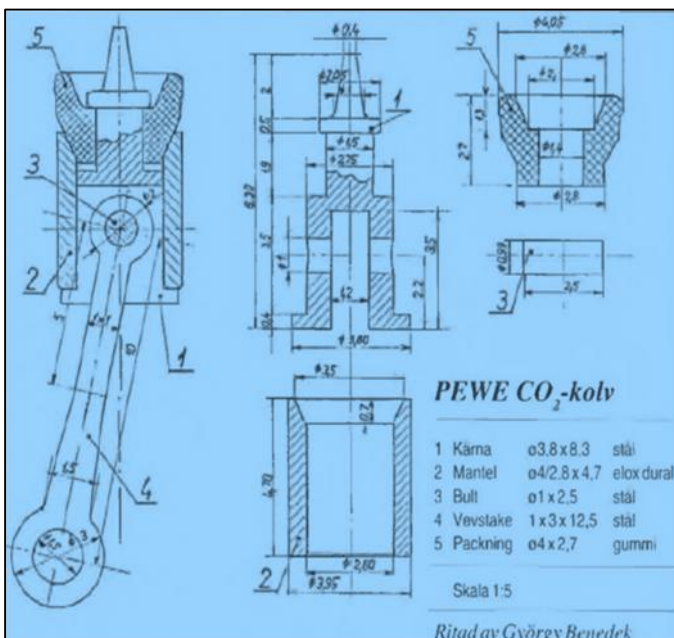
This is not the first application of CO<sub>2</sub> motors to model cars - Joe Clements' article from the ECJ lists an OK CO<sub>2</sub> Dragmaster motor variation with a direct drive wheel mounted instead of the propeller from 1961.



Klaus Hammerschmidt's article examines adaptations of the PEWA kit motor for model aircraft use. The first of these was the Swiss Heibi produced by Werner Heise. Werner Schaupp made a variation in Austria, and the Hungarian György Benedek produced the BH-88.

It is clear that the cylinder bore diameter of the PEWA motor is 4mm, but I have not found information on the stroke. However, the Benedek motor is of 88mm<sup>3</sup> capacity, indicating a stroke of 7mm. The cutaway drawing, left, indicates a relatively long stroke motor. The article reports that these motors were very successful as aero-engines.

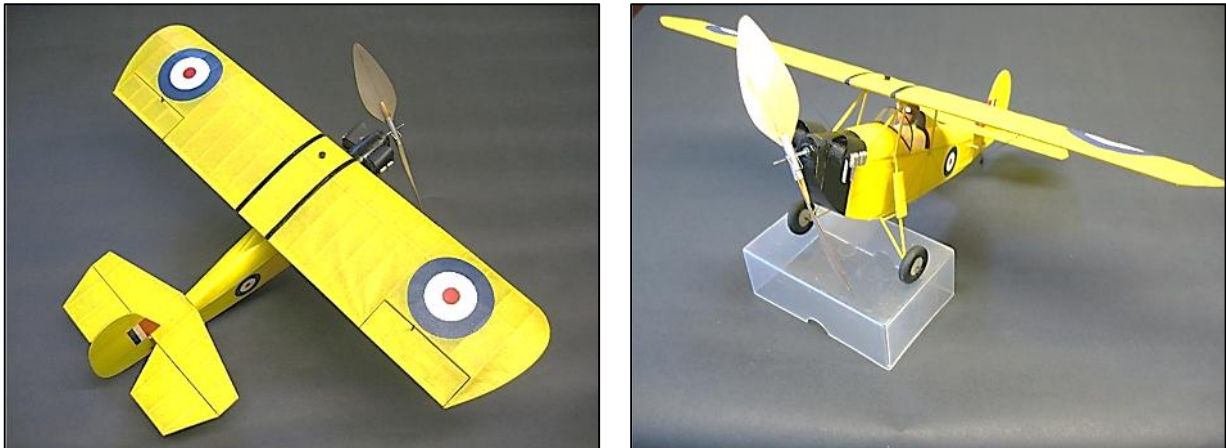
The piston design of the PEWA is particularly interesting, hence the title of the article. This can be seen from György Benedek's drawing, which shows a special rounded lip rubber cup type seal. The description of the material as 'gummi' i.e. rubber is not particularly helpful in view of the number of rubber compounds that are potentially available. My guess is that it would be oil resistant nitrile rubber (NBR), but of what hardness? This quite complex piston assembly compares with the one piece plastic pistons used on the Brown, Telco and Shark motors, and the Gasparin motors using a floating nitrile O-ring mounted on a plastic piston. One thing that surprises me is that the piston sleeve, 2, is Dural and not a plastic such as acetal.





## FRED

In his Secretary's Notes for September 2022, Roger featured the Clutton FRED, as he had encountered one at the Newark Air Museum, along with Siegfried Glöckner's plans for a Peanut Scale model.



Peanut Scale Clutton FRED. Weight without rubber 10.5g

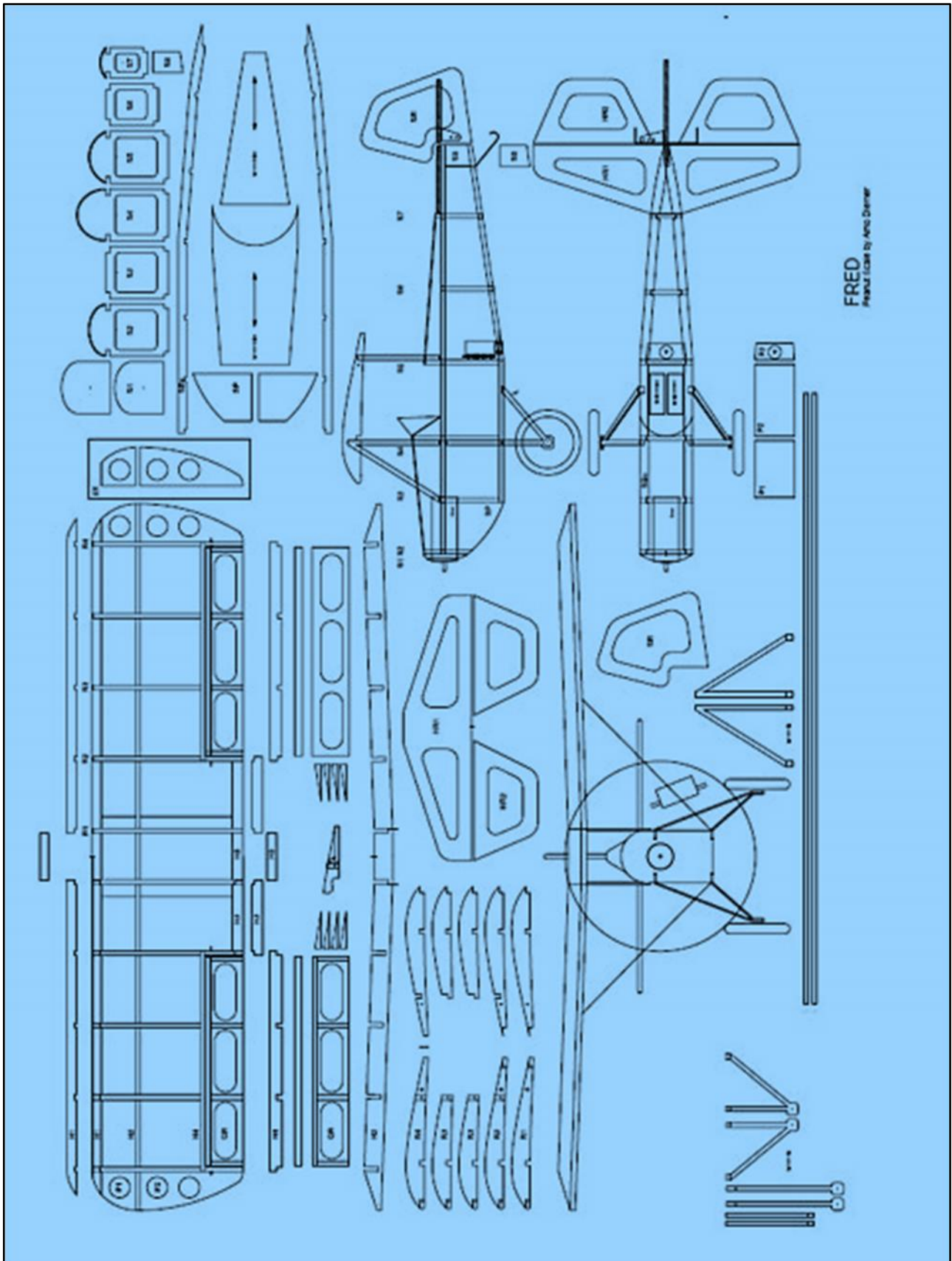
FRED (Flying Runabout Experimental Design) was the creation of Eric Clutton, a well-known aeromodeller (Sharkface and KWOD were among his published designs) and Ernie Sherry, AeroModeller cartoonist.

It first flew in 1963. The original has appeared in a number of guises over the years, with a number of different power plants, and changes to the landing gear and vertical fin and rudder. There is some information on its early development in the 1968-9 AeroModeller Annual in an article entitled 'One Stage Further-Building a Light Plane'. When Eric emigrated from Staffordshire to Tennessee in the U.S.A. in the late 1970s, his FRED went with him.

I built a Peanut Scale version some years ago using Siegfried Glöckner's plans published in the September 1983 edition of AeroModeller as a basis. I found some photos of the 1995 version in RAF trainer colours, which appears to be powered by a Continental engine, and finished mine to replicate this iteration. I have recently brought the model out of storage and am in the process of re-trimming it to fly using Super Sport rubber in the confines of the Trinity Sports Hall. The current power is 2g loop of 0.090" strip. It is trimmed to fly in right hand circles. It was previously flying with similar sized Tan II motors. I find that there is far less loss of torque after repeated winds of Super Sport motors compared with Tan II.



A full size FRED



Editor: - An internet Peanut plan if you fancy building one

*Nick Peppiatt*

November 1947

# NEWS Review

## Cover Story

Our cover picture this month was taken at the Northern Heights Gala at Langley while contests were in progress, and it is of a rogue glider flown by a non-competitor, just landing in the contest take-off area after narrowly missing landing amongst the competing machines.

The action of non-competitors attending major contests in flying their machines while the contests are in progress in close proximity to the competition area has been the cause of damage to competing machines on several occasions, and shows lack of thought or consideration on their part. If they wish to see the contest, they should refrain from flying their models during the period of the contest, or at least take them as far away as possible from the contest location to avoid the possibility of interference.

### The Site for the 1948 Nationals

Although the first British Nationals are still fresh in our memories, time marches on and we are now within six months of the 1948 Nationals. Attention to the problems involved therefore needs immediate consideration, particularly the all-important one of venue.

A number of expressions of disappointment concerning the southern location of last year's venue were received from clubs located in the northern part of the country and we know that the Council of the S.M.A.E. are very sympathetic towards these, and desires to hold the 1948 contests in a more central locality. In order to be able to do so, however, it is essential for the provincial clubs to assist them by supplying details of any suitable sites in their locality, so that they may be given due consideration, as it will be obvious that the Council cannot spend its time running around the country looking for suitable grounds.

Quite apart from the suitability of a ground from the purely flying point of view, it must also have a number of other amenities, such as catering facilities, adequate transport, housing or camping facilities, etc., if the National event is to be successfully held on it, and these details must be in the possession of the Council before it can make a satisfactory decision.

As there are so many items involved, the Contest Organising Committee of the S.M.A.E. have prepared a questionnaire which is being circulated to all Area Secretaries, and it would greatly help the Society if they could be returned at the earliest possible moment, with the relevant details of the best site in your particular area indicated thereon. There must surely be a number of sites about the country which are now available for this purpose.

This is a vital matter and one which should receive the immediate attention of all club secretaries and it is essential to attend to this matter *now*. It is no good waiting until the site is announced; it will then be too late.

If any club knows of a good site, they can help by getting into touch with their Area Secretary or by obtaining a copy of the questionnaire from the Secretary of the S.M.A.E., Londonderry House, 19, Park Lane, London, W.1.

### 1948 National Entries

As a result of a lengthy discussion at the recent S.M.A.E. Extraordinary General Meeting, held at Manchester, to define the 1948 Competition Programme, it was decided that pre-entry for the Nationals would be called for in order to give the organisers the opportunity of making adequate provision for accommodation, catering, etc.

It was also decided to restrict entries to holders of S.M.A.E. "A" Merit Certificates in order to raise the status of the Meeting above that of an ordinary rally. All modellers who have aspirations to enter the 1948 National Contests should, therefore, lose no time in qualifying for their Certificates.

It should be noted that the recent F.A.I. Conference approved of a new series of qualifying flights for the Merit Certificates which it recommended for adoption by all countries in order to unify the Merit Certificate system throughout the world, and doubtless the S.M.A.E. will be adopting the new system of qualification when it becomes effective on January 1st, 1948.

In the new regulations three categories of models are recognised for the Certificates, Rubber driven models, Gliders, and Power driven models, and it is necessary to qualify with three flights of 1 minute duration in each of two of these categories for an "A" Certificate.

The choice of the categories is left to the applicant, but the three flights in any one category must be made on the same day with the same model.

Qualifying flights in the different categories can, however, be made on different days so long as they are made within a period of one year.

Rubber driven models and Power driven models must rise from the ground and a maximum motor run of 30 seconds is imposed in the case of Power models. In the case of Gliders, any method of launching covered by the F.A.I. regulations can be employed with a maximum line length of 328 ft.

Performance with indoor models were not approved by the Conference, but the introduction of Power models more than offsets this. Would-be holders of the Certificates will therefore have to make six qualifying flights instead of three, as at present.

### *The S.M.A.E. Annual General Meeting*

A month or two ago we raised the question of the advisability of bringing forward the date of the Annual General Meeting of the S.M.A.E. to some time in November in order to enable members to have full details of the season's programme in their hands before January 1st, in handbook form.

This matter was raised at an Extraordinary Meeting of the Society held on October 5th in Manchester specially to go into this question and decide on the competition programme for 1948 and other matters, with the result that the meeting unanimously decided to hold the A.G.M. in November this year and in future.

This should result in much better working and overcome the short notice of contest rules which were such an undesirable feature of the 1947 competition season.

While it will mean a short financial year for 1947, it will not in any way affect the working of the Society, and should result in greater satisfaction to the flying members who form the backbone of the Society.

### *The A.B.A.*

By the time this issue is in circulation the A.B.A. will have ceased to be a separate entity and will have been absorbed into the Society of Model Aeronautical Engineers.

The model aeroplane movement can therefore look forward to unified effort in its specialised sphere in the coming season, and it is hoped that the combined resources of the two societies will lead to better model flying in the future.

### *The Library*

The most popular A.B.A. institution taken over by the S.M.A.E. is the lending library, and we are pleased to note that this is being carried on by the S.M.A.E.

There has, of course, been some slight hesitation in dealing with the distribution of the books during the change over, but we understand that the library is in full circulation again.

With the support of S.M.A.E. members it is hoped to extend the usefulness of the library by obtaining additional books and all S.M.A.E. members who desire to participate in the Lending Library facilities are requested to write to the Secretary of the S.M.A.E. for particulars of the books available, terms of lending, subscription rates, etc.

This library service enables you to obtain the use of expensive reference books for a reasonable period at a nominal charge, and is an extremely worthwhile service. To those who wish to improve their knowledge of all aspects of the hobby, the better the support given to this venture the better will be the service which the Society will be able to give to the members subscribing towards it.

### *Club News*

The continued, indeed increasing, control on paper usage, prevents us from devoting as much space as we would like to Club News, and it therefore becomes increasingly important for secretaries to keep their news as concise as possible, eliminating all items of purely local interest and confining it to matters which are of general interest only.

The Club News pages are not intended to be used to furnish information to a club's own members. This should be done by correspondence or the distribution of a duplicated "News Sheet." The purpose of the Club News pages is to propagate news of general interest to other aero-modellers, such as details of machines which make outstanding flights, forthcoming open events of general interest, the successful overcoming of club problems, local assistance received which would be of help to other clubs if they could negotiate similar assistance, etc., etc.

Attention to this aspect of club news would save a considerable amount of Editorial blue pencil and result in a more useful Club News section.

It would be also, appreciated if press secretaries would see that their reports, which should be written or typed on one side of the sheet only, are posted in time to reach the Editorial Offices by the 10th of the month.

Another point! Your Editor is a busy man and you are asking a lot from him if you expect him to write your club news for you! This is prompted by the action of some clubs who produce periodical magazines and send a copy to the Editor with a brief note that he might like to write their club report, using as a basis the information contained therein. While the Editor is delighted to keep in close touch with the club's activities through the reading of such journals, he quite definitely cannot find the time to sit down and write out your club reports for you.

### *Surplus Copies of "Model Aircraft"*

It is regretted that the paper situation still prevents us from meeting further demands for copies of MODEL AIRCRAFT each month, and a number of potential readers have to go short. Attempts are still being made to obtain a more equitable supply of paper, but in the meantime it is possible that some clubs who had the foresight to book in advance a good supply of the present series, may be receiving supplies which are slightly in excess of their actual requirements. It would be appreciated if clubs who are in receipt of more copies than they can use would review their requirements and notify the publishers accordingly, so that a fairer distribution may be achieved.

The paper position is so acute that we cannot afford to waste a single copy and club secretaries are asked to co-operate in the manner mentioned above. Such action will be welcomed as a practical effort to make sure that the limited circulation at present enforced is utilised to the best advantage and will also enable us to reduce to some degree our long waiting list of would-be subscribers.

**Coupe Europa Salisbury Plain Sunday October 9th  
Final Round of the Southern Coupe League 2022**

The best weather year since my records began in 2010. But Coupe Europa broke the spell and the wings of several competitors. Covid and other illness reduced attendance and only four flew in F1G and one in vintage coupe. The conditions prompted the C.D. to reduce the flights to three and the max. to 1.5 minutes. Dusan Jiricni took first place and won the Aeromodeller Trophy and Alan Brocklehurst won the Southern Coupe League trophy for the second year running. Very disappointing for Gavin Manion and Chris Chapman who were in close contention but were struck down with Covid.

**Dusan:** tells us -

*Arrived early from Stoke-On-Trent, the day was set with breezy weather. Not great but everybody had to deal with the same. I decided to make the flights as early as possible before the wind picked up to borderline gusts at lunchtime. The first flight was easy max. Second one was a bit tense for me - the model picked up a turbulence and was coming down fast. Looking at stopwatch comforted me - 5 secs above max. The third flight became a challenge - we all were struggling with strong gusts and wind direction towards the main road. Alan's decision not to further risk his models after second round and give up the third final one made my situation a bit easier - in order to win all I had to do just a token flight. Which I did just with*



*minor damage and landing safely well before the main road. The win also secured me second place in Southern league.*

**Alan Brocklehurst:** in second place writes -

*It was a pity that several competitors were absent due to Covid and perhaps others were put off by the windy forecast. Of course, the day before was glorious, while Sunday was quite mild and bright, but with a gusty southerly wind.*

*My plan had been to arrive early and put in as many flights as possible before the wind speed reached the forecast 15, gusting to 25, mph by mid-day, but I was reminded that this competition is usually in rounds...and, of course, I didn't arrive particularly early. I then proceeded to break a motor which took time to replace before I made my first flight. Wisely our CDs, Roger and Ray, had set a 1:30 max for 3 flights without rounds, to avoid models going as far as the main road. My first flight got away for a good climb and a nice glide, landing on a hillside across a track to the north. Unfortunately, Martin Stagg had a bit of a disaster when launching for his first flight, catching his hand in the prop and, in the unforgiving wind, the model broke in several places. Ben Hobb's model was off trim and somehow climbed straight, drifting backwards, and then came back down fairly quickly, straight into wind. Meanwhile Dusan Jiricny put in two maxes. On winding for my second flight a strand broke, so yet another motor change before getting away for another max. The model flew a long way in 90 seconds and landed within 75yds of the road, encountering rather turbulent, but generally helpful air. Unfortunately, when I reached it, I discovered that the port tip had parted company with the rest of wing.*

*I suppose I should have got out a spare model, but decided not to risk it and opted for a picnic lunch instead. Dusan bravely made a third flight. Personally, I was happy to settle for second place which was enough for me to collect the Southern Coupe League trophy for the second year running.*

*In Vintage Coupe, Tony Shepherd did two maxes, but returned from the second with a broken wing.*

**Benn Hobbs:** in third place comments -

*The Met Office was spot on with their 10-15 mph breeze, plus gusts up to 25, and my lack of windy flying practice showed as I gave the coupe a hefty chuck. The flight got away reasonably well, only to return to earth at a 30 degree angle in a down draft. More flights seemed futile, and I did not want to break the model. Hopefully, North Luffenham will have weather that tempts us to travel the distance.*

**Martin Stagg:** hors de combat, explains -

*It would take more than print to vent my frustration!*

*There is not much I can say about the Coupe Europa day. I got there in good time and was pleased to see that the comp had been reduced to three flights, no rounds, 1.5 min max. as it was already quite breezy.*

*Alan got away doing what he does best, i.e. a nice max though it went quite a long way in spite of the shortened max. I fuffed around as usual and finally got my usual model ready, started to wind then, ping! broken strand. More faffing around to change the motor. Wound up and launched, only for the propeller to catch on my sleeve which somehow caused the model to jerk round and break the fuselage where the boom joins, as well damaging the propeller. Oh well, end of days (potential) flying. By now the wind was gusting something like 20mph.*

*Alan did another flight, another max of course, but the model blew over on the ground and broke a wing tip. Alan decided to call it a day, leaving Dusan, our Czechoslovakian friend, needing only to make a token flight to win as he and Alan were the only ones with two maxes. So that was that. End (for me) of another pleasant but frustrating day.*

*Slightly worrying was that I heard of two flights going over the road. We need to be careful, if we lost the use of Salisbury plain it would be catastrophic.*

Next season opens, as is the tradition, with the 8th Grande Coupe de Birmingham at North Luffenham on 4<sup>th</sup> December 2022. So Dusan won't have so far to travel. Participation in the League has held up well this year and no doubt will improve further as more and more fliers come to realise that the coupe class is the perfect specification for the current constraints and opportunities of free flight. Yes, we all know the weather is the dominant factor and you hear very little discussion about design at events. We must change this. Next season I'm going to ask our correspondents to reveal their secrets.



Coupe Europa			
Place	Entrant	Club	Score
1	D.Jiricny	Birmingham	12
2	A.Brocklehurst	B&W	9
3	B.Hobbs	Oxford	8

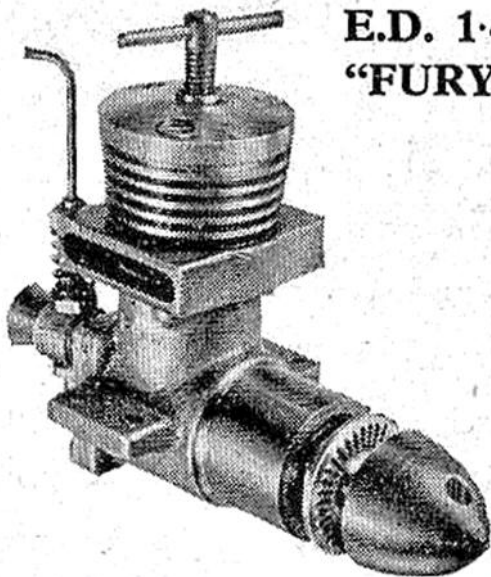
*Peter Hall*

## Southern Coupe League Final Standings

- Roy Vaughn

Place	Entrant	Club	Coupe De Brum	Second Area	London Area	Nationals	Fifth Area	Cagnarata (Blown Out)	Odiham	Southern Gala	Crookham Gala	Coupe Europa	Total
1	A. Brocklehurst	B&W		8	8		7		12	7	12	9	56
2	D. Jiricny	Birmingham	6	2	4	7				9	7	12	45
3	G. Manion	Birmingham		12	12	3	8			8			43
4	C. Chapman	B&W		5	6		6			12	8		37
5	R. Vaughn	Crookham		5	9		5		8				27
6	B. Hobbs	Oxford					3		6	3	5	8	25
7	D. Thomson	Croydon		7	1	4	4		7				23
8	R. Fryer	Oxford			5		9			6			20
=	I. Davitt	Moreley				8	12						20
10	B. Dennis	Oxford	3	9		6							18
11	R. Elliott	Croydon	2						9		6		17
12	A. Crisp	Oxford	7		3					5			15
13	M. Marshall	Impington	5	3		5							13
=	P. Hall	Crookham					2		5	4	2		13
15	C. Foster	Morley	12										12
=	S. Willis	Croydon				12							12
17	P. Woodhouse	Morley	4	7									11
18	C. Redrup	Crookham	9	1									10
=	A. Moorhouse	Vikings	1			9							10
20	R. Ewing	USA									9		9
21	D. Norwood		8										8
22	M. Stagg	B&W					1			2	4		7
23	W. Butler	Crookham							4		1		5
24	K. Taylor	E.Grinstead									3		3
25	B. Silcocks	B&W			2								2
=	T. Winter	CVA				2							2
27	S. Fielding	Morley											0
=	B. Taylor	E.Grinstead											0
=	K. Best	Birmingham											0
=	P. Ball	Grantham											0
=	J. Paton	Crookham											0

*Roy Vaughn*



**E.D. 1.49  
"FURY"**

*Manufacturers:*

Electronic Developments (Surrey) Ltd.,  
Island Farm Road, West Molesey, Surrey.

Price: £3/5/0 plus 14/- P.T. Total £3/19/0.

**Specification**

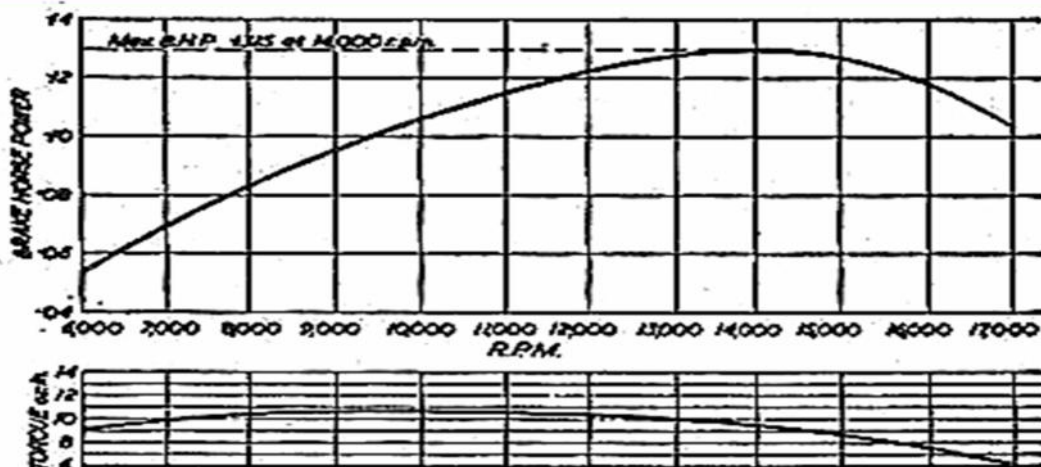
Displacement: 1.500 c.c. (.92 cu. in.).  
Bore: .500 in.  
Stroke: .468 in.  
Bore/stroke ratio: 1 : .92.  
Bare weight: 3½ ounces.  
Max. torque: 10.7 ounce-inches at 10,400 r.p.m.  
Max. B.H.P.: .1315 at 14,000 r.p.m.  
Power rating: .0875 B.H.P. per c.c.  
Power/weight ratio: .0364 B.H.P. per ounce.

**PROPELLER—R.P.M. FIGURES**

<i>Propeller dia. × pitch</i>	<i>r.p.m.</i>
8 × 3½ (Tiger)	12,000
8 × 4 (Tiger)	10,800
9 × 3 (Tiger)	8,600
6 × 9 (Tiger)	10,000
10 × 4 (Trucut)	5,000
9 × 4 (Trucut)	7,750
8 × 4 (Trucut)	9,800
7 × 3 (Trucut)	15,000
7 × 4 (Trucut)	12,500
7 × 5 (Trucut)	9,800
7 × 6 (Trucut)	8,500
6 × 6 (Trucut)	11,800
7 × 4 (Stant)	11,900
6 × 5 (Stant)	13,900
7 × 6 (Stant)	10,000
8 × 4 (Stant)	10,000
6 × 6 (Stant)	12,700
7 × 4 (Frog nylon)	10,000
6 × 4 (Frog nylon)	16,000

**Material Specification**

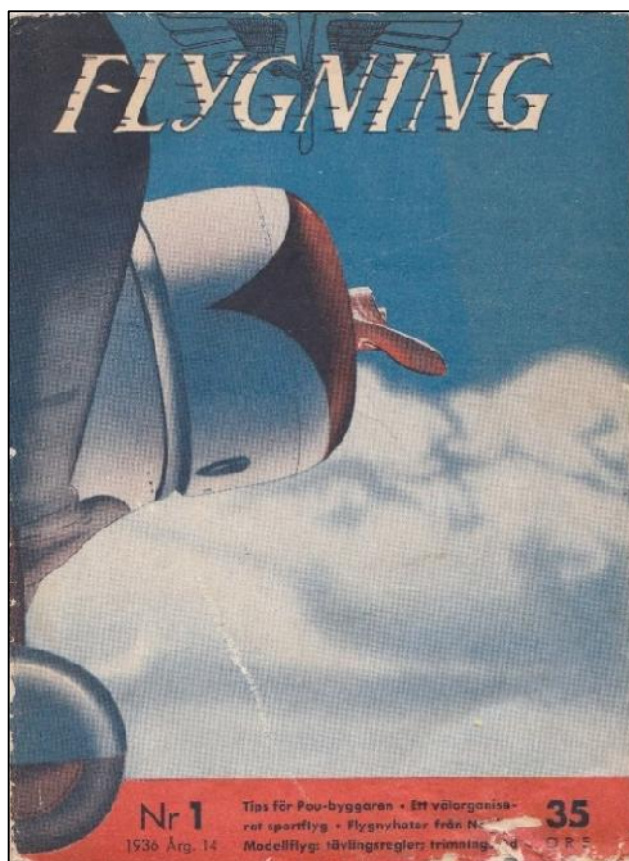
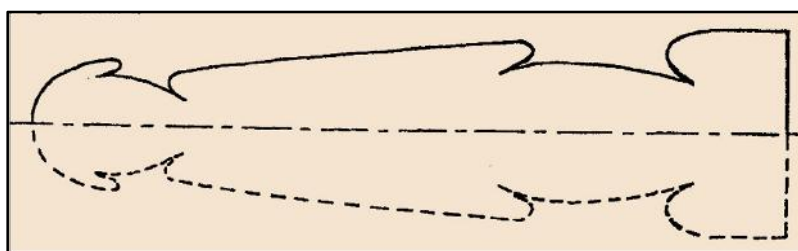
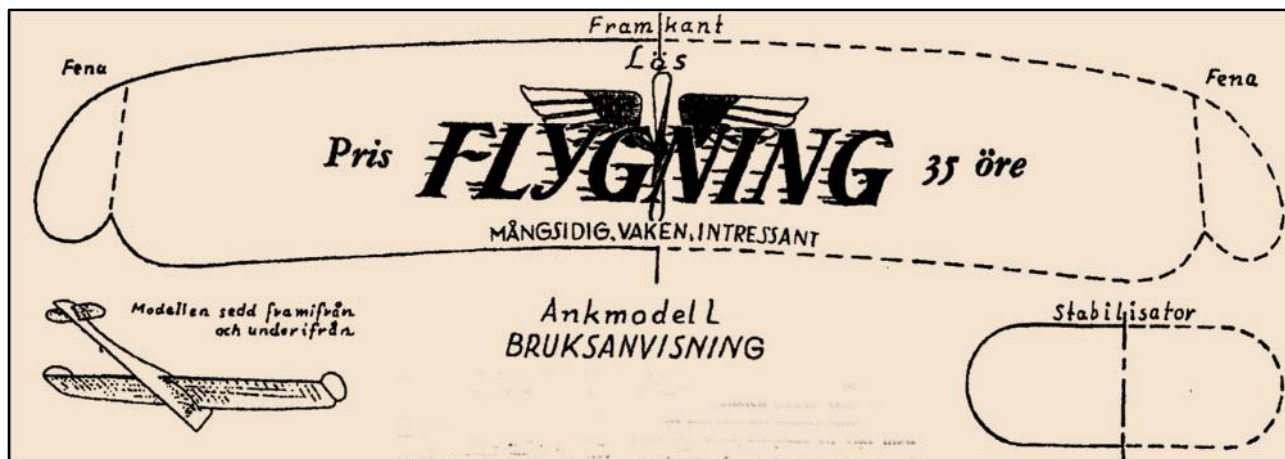
Crankcase: magnesium alloy pressure die-casting.  
Cylinder: hardened steel.  
Cylinder jacket: machined from dural.  
Piston: cast iron.  
Contra-piston: hardened steel.  
Connecting rod: hardened steel.  
Main bearings: two ball races.  
Induction: reed valve.  
Spraybar: brass.  
Needle valve: steel, silver soldered (coil spring lock).





## Report No. 142 Our earliest magazines, continued.

This month we look to Sweden where the earliest dated item in the library is a photocopy of a plan from the magazine *Flygning* issue No. 3 (1935). This paper or card glider is named "Flight Model No. 2" and is, as can be seen, a canard. The trimming procedure is to first; establish the C of G at the leading edge of the wing and then; adjust the incidence of the leading plane by moving the sides of the front of the fuselage together or further apart. It is stated that a difference of only a millimetre will change the model's flying characteristics.



### Modellplanen för dem som begära det bästa!

Dessa byggsatser för flygande modellplan i skala 1/24 — tillverkade av världens ledande fabrik — hava flugit raka vägen in i den flygintresserade svenska ungdomens hjärtan. Modellerna äro roliga att bygga, och Ni blir stolt över att visa den färdiga maskinen för beundrande vänner. Tusentals belåtna modellbyggare kunna intyga att bättre byggsatser för modeller i skala ej finnas — varenda maskin är superdetaljerad, och satsen innehåller material i överflöd — utom färg och lim. Svensk arbetsbeskrivning medföljer.



**Bayle's Gee Bee**  
Racermaskin som gjort sensation. Spännvidd 29 cm. No. D-17 Kr. 3.75.



**Waco C-3**  
Kurt Björkwalls nya trafikplan. Spännvidd 42 cm. No. D-37 Kr. 5.—



**Monocoupe**  
Populär amerikansk trafikmaskin — en utmärkt byggsats. Spännvidd 41 cm. No. D-28 Kr. 3.50.



**Boeing P-23**  
Ett av Amerikas mest moderna jaktplan — modellen är intill den minsta detalj lik den riktiga maskinen. Spännvidd 36 cm. No. D-23 ..... Pris Kr. 4.25.



**Comper Swift**  
Trevlig engelsk sportmaskin. — Spännvidd 31 cm. No. D-33 Kr. 2.25.



**Lockheed »Vega»**  
En vacker maskin med världsrykte. Obs.! spännvidden, 52 cm. No. D-24 Kr. 5.50.



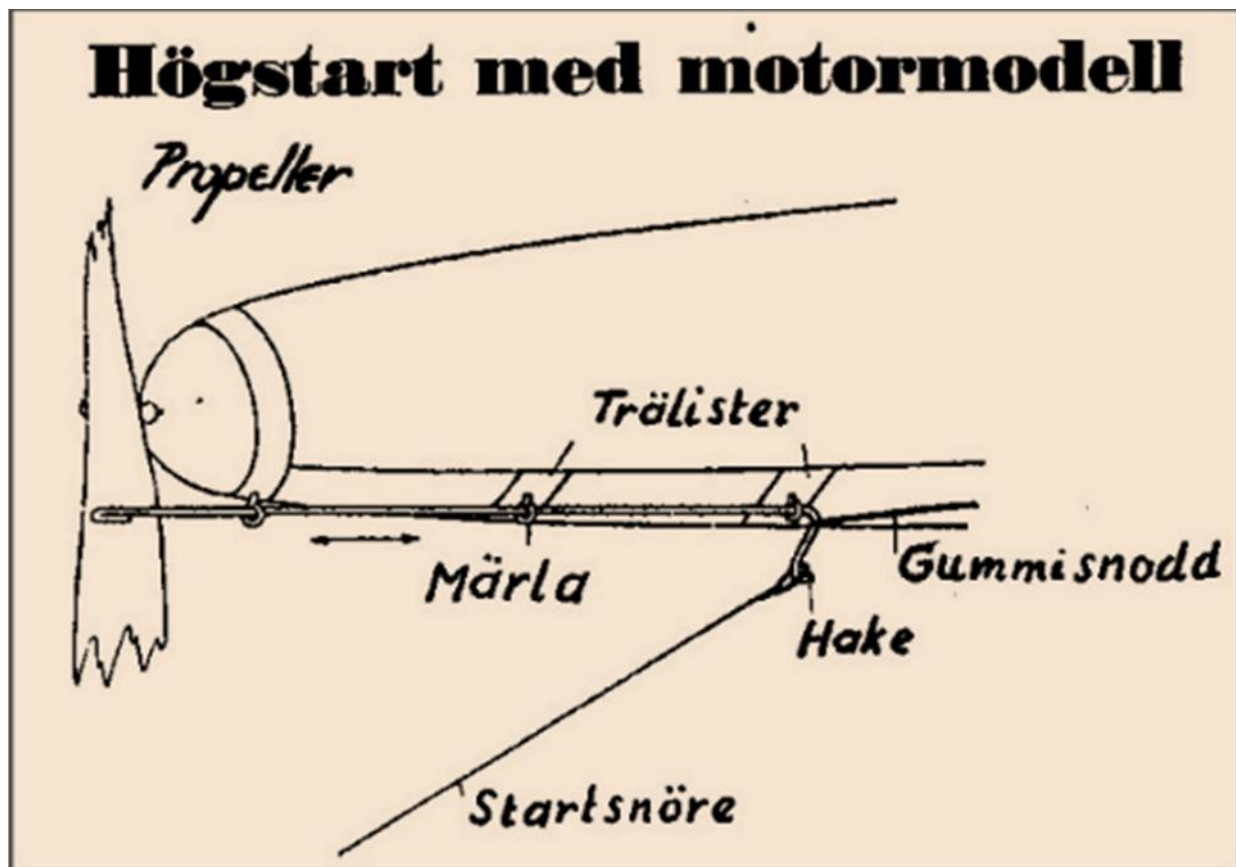
**Hawker Super-Fury**  
Englands troligen mest bekanta stridsmaskin. Vacker, detaljrik. Spännvidd 38 cm. No. D-20 Kr. 3.25.

Sänd in kupongen redan i dag!

Ing. H. VILÉN, Nybrokajen 7, Stockholm.  
Exp. mot postförskott à Kr. .... plus porto .... st. satser  
No. .... Om slut, exp. i stället ..... st. satser No. ....  
Namn .....  
Adress ..... F I A.

The earliest complete **Flygning** magazine in the collection is the issue No. 1 (1936). This is an A4 size publication of 36 pages devoted primarily to full size aircraft, which is reflected in the cover picture on all the issues in our possession. In the issue shown here, the aeromodeller has to be satisfied with two pages of debate on competition rules and an advertisement for a range of scale models, presumably imports as the advertiser declares that all kits include Swedish language building instructions.

The issue No. 11 (1937) includes an article entitled "Högstart". We know all about Hi-start as applied to gliders, but here is a system which is said to work with rubber powered models. Could an ingenious P30 competitor use this to gain an advantage, albeit unsporting, over the other competitors? What rule would it contravene? The flyer would hand launch the model much as usual but with the Hi-start line attached and thus gain a height advantage before the motor run even starts. I would call it "Enhanced Delayed Prop Release". Volunteer required to give it a try, not in a competition of course, just in test flights in order to avoid the possibility of that "unsporting" charge.

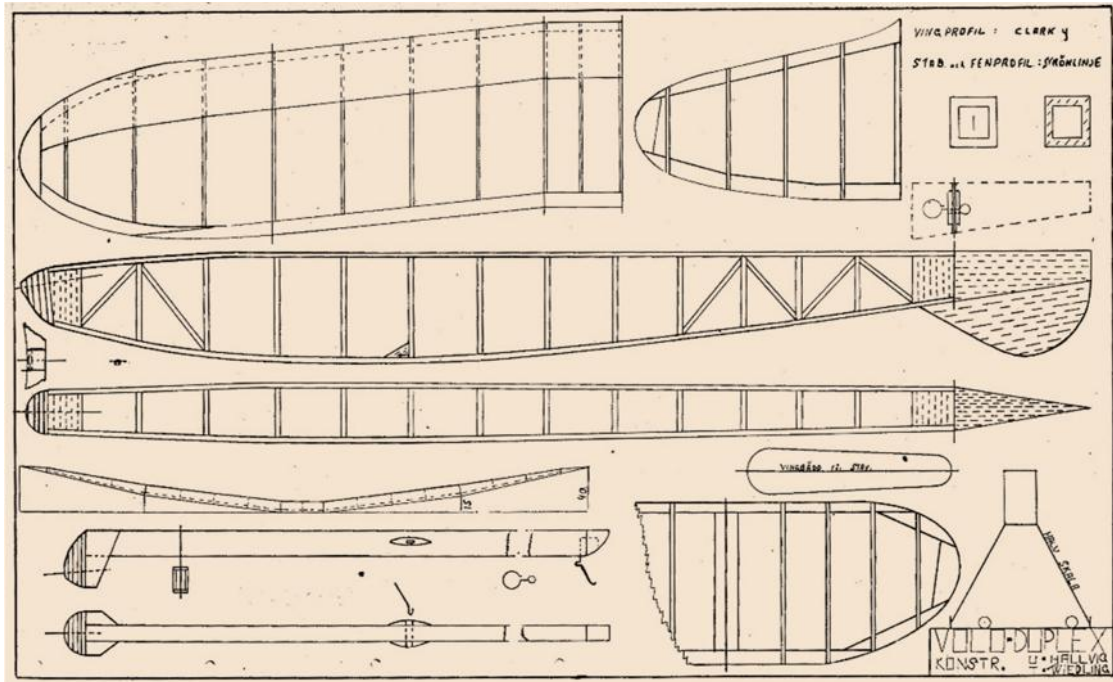


Below is a precis of the google translation of the article.

*"In Germany, very interesting attempts have been made with high start for rubber motor-driven model aircraft, whereby good results were achieved.*

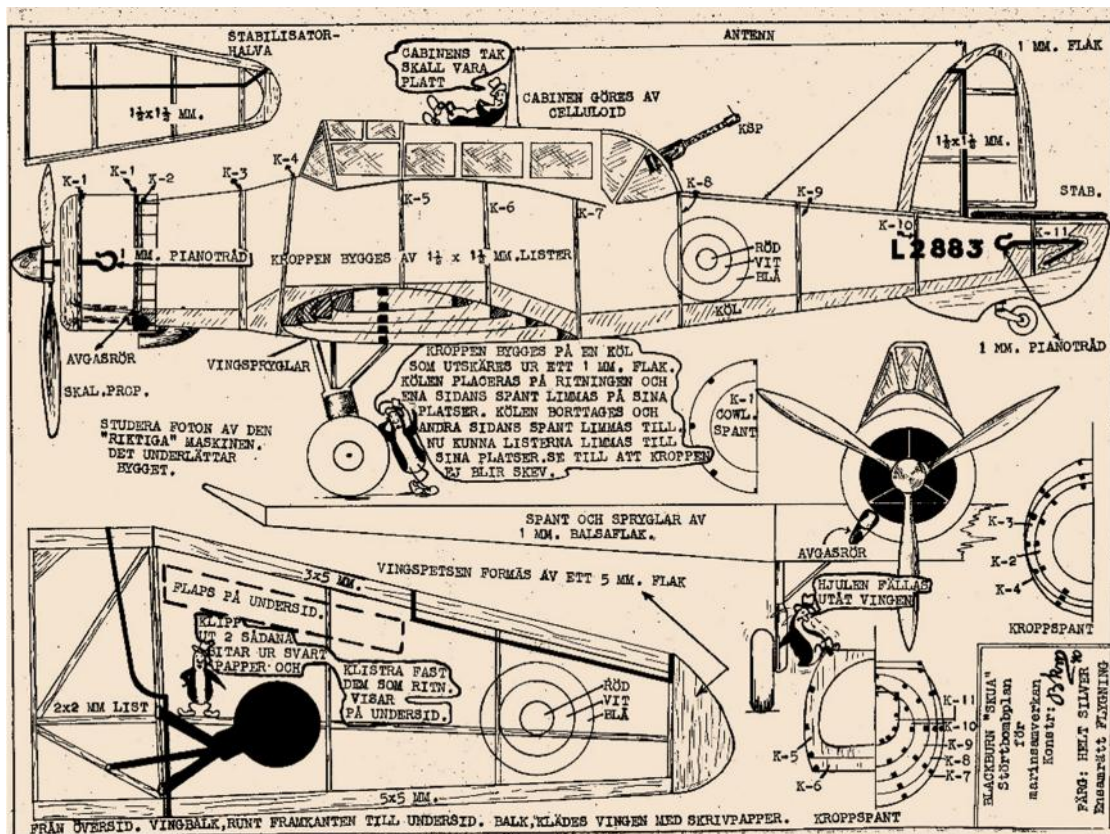
*The method, illustrated by the image above, is ingeniously simple. In short, it means that the propeller is kept locked by a steel wire which runs in three loops attached to the underside of the fuselage nose. The steel wire is held forward by the starter peg. When the model was started in the usual way and reached high height, the propeller is started by pulling back the steel wire. This is achieved by a short rubber cord. The interesting experiments made with this propeller trigger have shown that high starts can be done just as well with a rubber motor models as with glider models."*

Issue No. 3 (1940) has an interesting plan of the "Volo-Duplex", described as follows.

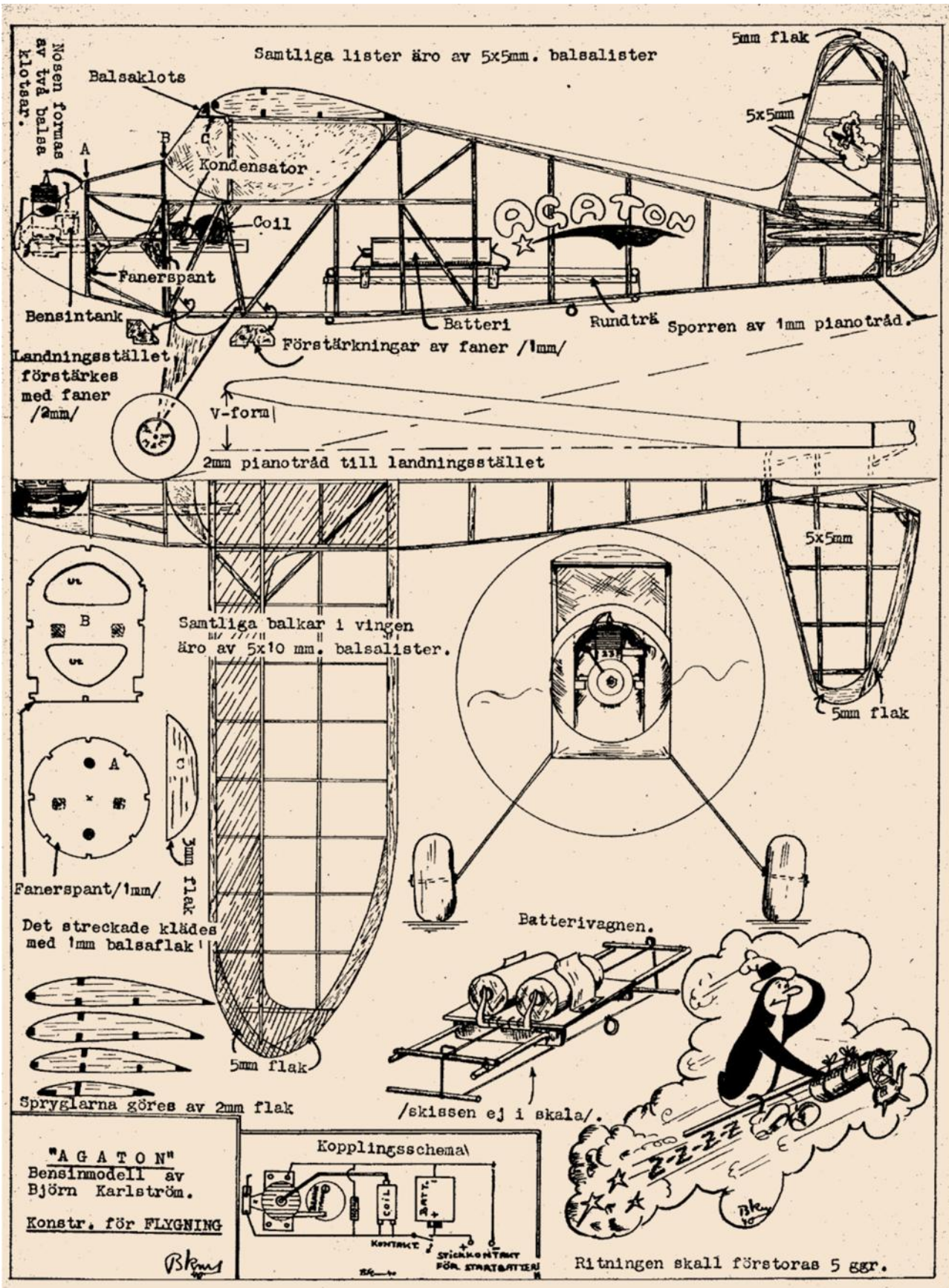


"The name of this model makes real reason for itself: "VOLO" means "YES IT FLIES" (Latin!), the name "DUPLEX" means "DOUBLE" and so is this model double. Either it can fly as a fuselage model or as a stick model, it can be flown with a normal decoupling rubber motor or with gears. The latter method should be used in competitions when, after all, it's about getting as long a motor run as possible."

Issue No. 8 (1940) features a plan for a rubber powered "Blackburn Skua". The plan which would seem to be full size in the magazine at 13" wingspan is available by email to any interested Peanut class builder. The constructor or designer of the "Skua" model has signed the drawing but neither Google Translate nor I can be sure of the name. The accompanying article is signed off on two lines, the first of which reads "Pingvinen AGATON", which Google translates as "Penguin Agaton" but could it mean pen name? The second line gives the name Bjorn Karlstrom.



Bjorn Karlstrom appears again in issue No. 13 (1940); as the designer of the featured plan of a power model named "Agaton". This model has the battery pack mounted on rails with a cord running around guides to the underside of the fuselage. Is this a trimming aid, what do you think? Plans can be seen below.



More from Sweden next month.

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

Roy Tiller

## HEARD AT THE HANGAR DOORS



### The Sharks Teeth fly again

Solid modellers will be interested in the Sabres of 112 Squadron, based at R.A.F. Bruggen, as shown in our heading picture. Story behind this distinctive marking is that, when the 2nd Tactical Air Force in Germany decided to adopt distinctive markings for its fighter squadrons similar to those used by home defence units since the early twenties, one squadron made a special request. For traditional reasons 112 Squadron wanted to decorate its aircraft with sharks teeth as painted on its Tomahawks and Kittyhawks in the Western Desert during the second world war.

The Air Ministry rule is that fighter squadron markings should broadly conform to geometric patterns e.g. squares, triangles, rectangles etc., but gave approval in this instance with the result that 112 Squadron Sabres now have a wicked look on their faces.

### Famous Biplanes

Whilst on the subject of solid modelling it would seem that our new series on the construction of 1/48th scale biplanes has been well received by scale enthusiasts, to judge by letters that followed publication of the Curtiss SBC-4 Helldiver in the February issue. These articles will be appearing bi-monthly and in the April issue we shall be featuring the Fairey Fantome, probably one of the most attractive biplanes ever designed. We invite suggestions for future subjects in this series and remind readers that 1/48th scale drawings are available of *all* the aircraft which have appeared to 1/72nd scale in our "Aeroplanes in Outline" and "Aircraft Described" features.

### Russian records

Recent F.A.I. news gives details of new records recognised by the International body. One of these carries the distinction of absolute World Record, the Russian Ivan Ivanikov setting up a speed of 275 k/hr. (170.8 m.p.h.) in the jet section of Control Line Speed. The highest speed recorded in Great

Britain is that set by R. Davenport on the 11th July, 1954, with a figure of 152.17 m.p.h. using a 10 c.c. engine, so it is obvious we have a long way to go to catch our Russian contemporaries.

Another Russian, Petr Velitchkovski, just exceeded the requisite 2% increase to push Frank Bethwaite's (N.Z.) radio control duration record into the background, the new time for Record No. 20 being 3 hr. 6 min. 38 secs.

One further record for publication (in addition to that for Record No. 27 mentioned in our columns last month) is No. 22, height-above-the-point-of-departure for radio controlled models, the successful applicant being the well-known Jean-Pierre Gobeaux of Belgium whose flight of 1142 metres made on the 15th August, 1955 has been officially recognised.

For those British modellers who may be interested in International Record attempts, the following categories are entirely open, no claim having been made to date:—

- No. 11 Height—Rubber driven Helicopter
- No. 12 Speed— " " "
- No. 13 Duration—Power driven Helicopter
- No. 14 Distance— " " "
- No. 15 Height— " " "
- No. 16 Speed— " " "
- No. 21 Distance—Radio controlled aeroplane
- No. 25 Distance—Radio controlled Glider
- No. 26 Height— " " "

### Sid Allen Memorial Fund

A number of further donations have been received towards the above Fund following publication of the list and appeal in our January issue. At the time of going to press the position was as follows:—

	£	s	d
Previously acknowledged	20	10	6
West Essex Aeromodellers	1	2	6
M. Coxhill	—	0	0
J. Martin	—	0	0
M. Willaret (Spain)	—	10	0
Pacific B/C Society (U.S.A.)	2	0	0
S. W. Sarll	1	1	0
J. P. Webster	—	10	0
Bob Linn (U.S.A.)	—	15	0
Critical Athletic and Social Club	—	10	0
M. L. A. Andrews	—	2	0
Regents Park M.F.C.	—	1	0
"Rebels" M.A.C. Maidenhead	—	1	1
Bushey Park M.F.C.	—	2	10
	£32	12	0

### S.M.A.E. fund appeal

The following letter received from the S.M.A.E. speaks for itself, and we trust that our readers will respond generously in their support of this very vital appeal.

*"As a result of the magnificent performance of our team in the 1955 World Championships held at Weisbaden which resulted in Great Britain winning both the individual and team World Championships for power-driven models, the S.M.A.E. has the*

honour to run these two World Championships in this country in 1956.

"The date August 4th to August 6th has been fixed on the F.A.I. Calendar for this event which will be run at Cranfield, and the Society is looking forward to the opportunity of welcoming a record entry for this event and repaying in some measure the welcome which has been extended to our teams when they have travelled abroad in recent years.

"Based on previous experience the running of this contest will involve the Society in an expenditure in the neighbourhood of £1,000, which is considerably beyond the normal resources of the Society and it becomes necessary to appeal to all interested in the sport and development of aeromodelling for help in raising the required funds. All avenues for raising money should be exploited by clubs and individuals without delay.

"Let us show the rest of the world that we are not behind in organising ability and that we can at least match their hospitality.

"Subscriptions to the contest fund should be addressed to the Secretary of the S.M.A.E., Londonderry House, 19 Park Lane, London, W1

A. F. HOUJBERG

Chairman

### Likes and Dislikes

Following the paragraph in our December 1955 issue entitled "What did you like best" we received a number of cards from readers, some as far distant as the U.S.A. Dislikes include control line plans, this, expressed by a free-flight enthusiast; contest reports, this by a scale enthusiast. In short, many of our critics tended to allow personal tastes to bias their choice of magazine content, which is not altogether surprising.

In general, contest fans were more outspoken with their criticisms than the rest, one of their main points being a dislike of results which only give the top three places. This we have done to economise on space on the assumption that detailed results were obtainable from the S.M.A.E. lists circulated to all clubs. We can only assume that the inevitable bottleneck of Club Secretaries who "stick" to results is sabotaging information, and will endeavour in the coming season to give results down to the first 12 places. To give full results is impossible, shades of last season's K. & M.A.A. with 254 entries! We were also taken to task for giving several small photos in contest reports instead of fewer pictures of a larger size, but with more discernable detail, which is a point worthy of consideration. Same correspondent states we give too much space to overseas modelling at the expense of coverage of British modelling. Answer here is that overseas sales of "AEROMODELLER" represent one-fifth of the total readership and we certainly do not devote this proportion of space to overseas coverage. In addition we are certain that the majority of our readers are keenly interested in the activities of modellers in other lands, and shall continue to provide topical and informative "World News".

Another popular misconception quoted on

several postcards was in the following vein: "AEROMODELLER" is a model magazine. Why do you devote space to full size aircraft? This can be obtained from the many full size magazines. All we can say to this is "Pity the poor solids enthusiast for whom these features are prepared. Isn't he entitled to his pound of flesh? And why should he have to buy another magazine when it is our job to cater for his needs in a specialised form that cannot be obtained from other journals.

Yet another criticism was the "good old days" chestnut, i.e. "Look back over the postwar 'AEROMODELLERS' and notice how the magazine gets less and less interesting", etc., etc. Well we do look back through our files very frequently, at some things we glow with pride and at others blush with shame, but on a general basis know that the standard of the magazine has improved tremendously since the "good old days", as indeed it should.

On the "likes" side of our postcards we were complimented even by the contest boys, on the standard of our plans. Scale plans earned special mention, although one correspondent thought our drawing of the P.I "a little imaginative". He was right at that, but even now there is a severe shortage of information on this particular aeroplane. Free flight scale features were appreciated by many, and our technical, as distinct from theoretical articles, earned praise.

In general the average reader is well satisfied with the modelling material we provide and "mixture as before" sums up his requirements.

One thing is certain, that we cannot do this without the support of our readers. Only by their letter, complimentary and otherwise, can we accurately gauge a balanced editorial content. For this reason we are giving a free 6/- voucher to all those people who were interested enough to send in a postcard. The prize of one year's Free Subscription for the best postcard submitted goes to reader M. W. Wilson of Guildford who showed appreciation of the "other fellow's" requirements; was the only man to point out our P.I mistake; and made sensible suggestions for future articles.

### Turbulent Prices

The Popular Flying Association informs us that the price of £6 per set of working drawings for the light French aircraft, the "Turbulent", is incorrect—though we were quite in order as the lower price was that quoted a short while ago. We understand that later versions, accompanied by a full translation of all instructions and remarks on the drawings, are now priced at 9 gns., which includes one year's annual subscription (£1 1s. 0d.) to the Association.

### Sorry we are late!

Owing to the recent printing dispute this issue of AEROMODELLER is necessarily a few days late. We ask readers' indulgence in this respect and hope to resume normal publication with the April number



Performance
Maximum speed: 461 mph (742 km/h, 401 kn) at 21,000 ft (6,400 m)
Cruise speed: 286 mph (460 km/h, 249 kn)
Range: 2,240 mi (3,600 km, 1,950 nmi)
Service ceiling: 38,900 ft (11,900 m)
Armament
Guns: 6 .5 in (12.7 mm) M3 Browning machine guns
Rockets: 25 5 in (130 mm) rockets
Bombs: 4 1,000 lb (450 kg) bombs

Role	Long-range escort fighter Night fighter All-weather interceptor
National origin	United States
Manufacturer	North American Aviation
First flight	15 June 1945
Introduction	1946
Retired	1953
Primary user	United States Air Force
Number built	272
Developed from	North American P-51 Mustang

The **North American F-82 Twin Mustang** is the last American piston-engined fighter ordered into production by the United States Air Force. Based on the North American P-51 Mustang, the F-82 was originally designed as a long-range escort fighter for the Boeing B-29 Superfortress in World War II. The war ended well before the first production units were operational.

In the postwar era, Strategic Air Command used the aircraft as a long-range escort fighter. Radar-equipped F-82s were used extensively by the Air Defense Command as replacements for the Northrop P-61 Black Widow as all-weather day/night interceptors. During the Korean War, Japan-based F-82s were among the first USAF aircraft to operate over Korea. The first three North Korean aircraft destroyed by U.S. forces were shot down by F-82s, the first being a North-Korean Yak-11 downed over Gimpo Airfield by the USAF 68th Fighter Squadron.

### Design and development

Initially intended as a very long-range (VLR) escort fighter, the F-82 was designed to escort Boeing B-29 Superfortress bombers on missions exceeding 2,000 mi (3,200 km) from the Solomon Islands or Philippines to Tokyo, missions beyond the range of the Lockheed P-38 Lightning and conventional P-51 Mustangs. Such missions were part of the planned U.S. invasion of the Japanese home islands, which was forestalled by the surrender of Japan after the atomic bombings of Hiroshima and Nagasaki and the opening of Soviet attacks on Japanese-held territory in Manchuria.

In October 1943, the North American Aircraft design team began work on a fighter design that could travel over 2,000 mi (3,200 km) without refueling. It consisted of a twin-fuselage design, parallel to the experimental German Messerschmitt Bf 109Z "Zwilling." Although based on the lightweight experimental XP-51F, which would later become the P-51H Mustang, it was actually a new design. North American Design Chief Edgar Schmued incorporated two P-51H Mustang fuselages lengthened by the addition of a 57 in (1,400 mm) fuselage plug located behind the cockpit where additional fuel tanks and equipment could be installed. These were mounted to a newly designed center wing section containing the same six .50 caliber (12.7mm) M3 Browning machine guns as a single-engine Mustang, but with more concentrated fire.

The first XP-82 prototype was equipped with a removable centerline gun pod housing eight additional .50 caliber M3 Brownings, but this did not feature on production aircraft. An even more powerful centerline gun pod containing a 40 mm (1.6 in) cannon was considered, but was never built.<sup>[1]</sup> The outer wings were reinforced to allow the addition of hard points for carrying additional fuel or 1,000 lb (450 kg) of ordnance. The two vertical tails were also from the XP-51F, but incorporated large dorsal fillets for added stability in case of an engine failure. The aircraft had a conventional landing gear with both wheels retracting into bays under each fuselage center section.

The XP-82 was to be powered by two Packard-built Rolls-Royce V-1650 Merlin engines. Initially, the left engine was a V-1650-23 with an additional gear in the propeller reduction box to allow the left propeller to turn opposite to the right propeller, which was driven by the more conventional V-1650-25. In this arrangement both propellers would turn upward as they approached the center wing, which in theory would have allowed better single-engine control. This proved not to be the case when the aircraft refused to become airborne during its first flight attempt. After a month of work North American engineers finally discovered that rotating the propellers to meet in the center on their upward turn created sufficient drag to cancel out all lift from the center wing section, one quarter of the aircraft's total wing surface area. The engines and propellers were then exchanged, with their rotation meeting on the downward turn, and the problem was fully solved. The first XP-82 prototype (44-83886) was completed on 25 May 1945, and made the type's first successful flight on 26 June 1945. This aircraft was accepted by the Army Air Forces on 30 August 1945, whose officials were so impressed by the aircraft, while still in development, that they ordered the first production P-82Bs in March 1945, fully three months before its first flight.

The XP-82 prototypes, and production P-82Bs and P-82Es, retained both fully equipped cockpits so that pilots could fly the aircraft from either position, alternating control on long flights, while later night fighter versions kept the cockpit on the left side only, placing the radar operator in the right position.

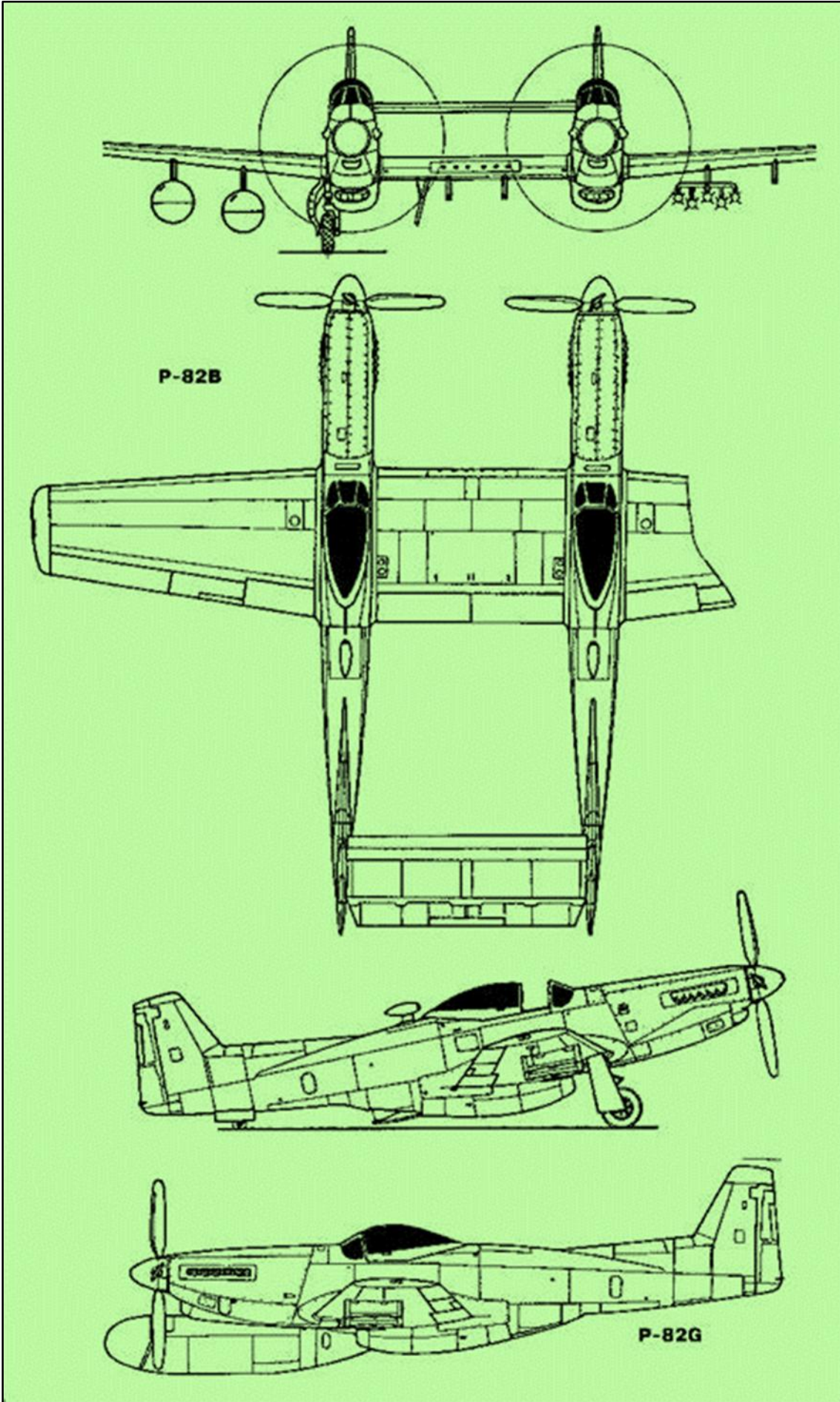
Although some P-82B airframes were completed before the end of World War II, most remained at the North American factory in California waiting for engines until 1946. As a result, none saw service during the war.

Like most versions of the P-51 Mustang, the first two prototype XP-82s as well as the next 20 P-82B models were powered by British-designed Rolls-Royce Merlin engines, re-engineered for increased durability and mass-production, and built under license by Packard. These provided the fighter with excellent range and performance; however, the Army had always wanted to give the Twin Mustang a purely American and stronger engine than the foreign-designed P-51's V-1650 (built at Packard plants, dismantled after the war). In addition, the licensing costs paid to Rolls-Royce for each V-1650 were being increased by Britain after the war. It therefore negotiated in August 1945 with the Allison Division of the General Motors Corporation for a new version of the Allison V-1710-100 engine.<sup>[2]</sup> This forced North American to switch subsequent production P-82C and later models to the lower-powered engines. It was found that Allison-powered P-82 models demonstrated a lower top speed and poorer high-altitude performance than the earlier Merlin-powered versions. The earlier P-82B models were designated as trainers, while the "C" and later models were employed as fighters, making the P-82 one of the few aircraft in U.S. military history to be faster in its trainer version than the fighter version.

In 1948, the 3200th Proof Test Group at Eglin AFB, Florida, fitted the 4th F-82B Twin Mustang with retractable pylons under the outer wings capable of mounting 10 High-Velocity Air Rockets (HVAR) each, which folded into the wing undersurface when not in use. This installation was not adopted on later models, the standard "tree" being used instead. The 13th aircraft was experimentally fitted with a center wing mounted pod housing an array of recon cameras, and was assigned to the 3200th Photo Test Squadron, being designated, unofficially, the RF-82B.









Don, who was a long-time member of Croydon DMAC, passed away on the 11<sup>th</sup> November after a short illness.

He started modelling when he was at school in Blackpool and continued with the hobby for the rest of his life. On leaving university he worked in Bristol for a few years, joining the Bristol and West club during that time. He went with the club to the World Championships at Wiener Neustadt in 1969 as a supporter and helper for his fellow club member Elton Drew, who was crowned A2 world champion. At that time Don was primarily a glider flyer.

In the early 70's Don moved to London and joined the Croydon club. He continued to be mainly a glider flyer, both A2 and A1, although around 1977 he issued me with a challenge that if I built an A2 then he would build a Wakefield (my favoured class at the time). I duly

built a model based on Elton's Lively Lady but can't remember Don ever finishing the Wake. I still have my model, it being my one and only A2.

An important aspect of Don's flying activities from his earliest days with Croydon were trips to fly in French contests. He was not alone in this, of course, as a number of club members were in on the act, as well as other UK flyers. Whilst the primary purpose of these trips was to participate in the contests it was also important to experience the cultural and culinary delights of France (naturellement). For the first few years Don travelled with the rest of us but after getting married in 1978 he and Anne- Marie travelled under their own steam. They continued to go to the Moncontour / Poitou contests up to 2018, staying at the "Chapeau Rouge" in St Loup. Additionally for several years in the 90's Don, with Peter Jellis and I, went to the excellent comp at Cambrai. Early ferry Saturday morning, mini events in the afternoon, slap up dinner at a restaurant in the evening, Wake etc Sunday, late ferry back in the evening - perfect.

From the early 80's Don began to take an increasing interest in flying Coupe (F1G) and this soon became his primary class. He was never a prolific builder but was very meticulous. Over the years he built a number of deceptively simple no frills models (he eschewed gadgets) with which he had considerable success. One particular result that comes to mind was coming first in the fly-off at Moncontour in 2006. He also built a couple of Vintage Coupes, a George Batiuk 60's Coupe, a few P30's and recently finished a La Mouette to fly in Classic A1. He came 4<sup>th</sup> earlier this year in the HPA worldwide postal comp for 60's Coupes.

As well as being an active contest flyer he was Croydon's Secretary and Treasurer for nearly 50 years, a role he carried out in his usual calm manner without any fuss. For many years Don and Anne-Marie hosted the club's AGM with Anne-Marie providing a delicious buffet supper. Don will be remembered for his easy going, unflappable nature and wry sense of humour.



## A "Monk's Wakefield" ?

Gavin Manion

Roger Newman wrote an article in the January 2022 *Clarion* in which he described how the Wakefields of the late Robin Kimber had been collected and photographed and identified. Roger was offering them free to anyone who wanted them.

8oz Wakes are not normally my cup of tea; to be honest they frighten me! but after all the pictures and descriptions there was, almost as an afterthought, the little bombshell "and an unidentified Monk's Wakefield"

I've been a member of Birmingham MAC for maybe 35 years with the odd sabbatical but Ray Monks was a Birmingham flyer for nigh on 80 years. Since Ray's death there's been a deal of interest in his old models within the club and a number have been recreated. To be clear Ray had a way with his old models which normally involved their total destruction, so old originals are a rarity.

The opportunity to have a replica "Monk's Wakefield" was too good to miss and Roger immediately agreed that I could have it. Our noble and esteemed editor arranged to deliver it to me at a summer contest at Barkston Heath. It was in a box marked "Monk's Wakefield", and was nicely made as Robin's models always were, the only thing missing was the wing joining tongue. The picture shows it in all its loveliness although the quick-fix balsa wing tongue probably lacks some dihedral.



So the million-dollar question, **what is it** ? Who out there in SAM land can tell me what Robin built so nicely and put in a box with Ray's name on it?

In BMFA terms it's useless without some references and I would really like to fly it in Classic rubber as it's surely an early '50s design.

Answers please, maybe not on a postcard to [gavin.manion84@gmail.com](mailto:gavin.manion84@gmail.com)

And thank you.

*Gavin Manion*

**Croydon Coupe Europa / Sam 1066 Comps  
Salisbury Plain 9<sup>th</sup> October 2022**

The omens for this contest were not good. Firstly I had received emails to the effect that we would be without 6 of our Coupe stalwarts because of health issues, including 3 with Covid, and, secondly, the weather forecast was showing wind speeds up to 17mph with gusts of nearly 30.

On arrival at the site at 8.30am it was actually quite calm but we knew that wouldn't last and by 10 it had started to pick up. The wind was from the south and in an ideal world we would have flown from the airstrip. However, access to that part of Area 8 has become quite difficult so it was decided to set up control on the plateau and reduce the max to minimise the chances of landing on or crossing the main road. Thus all classes were flown to a 1.30 max and furthermore the number of flights for F1G was reduced from 5 to 3 as per the other classes.

Given the above it was no surprise that entries were low in all events but some good flights were put in nonetheless, Damage to models was not too extensive given the conditions and none were lost. F1G had 4 entries with Alan Brocklehurst and Dusan Jiricny each making 2 comfortable maxes, whilst Ben Hobbs was down in 41 seconds and Martin Stagg broke his model on launch. Alan's model suffered wing tip damage and as he was reluctant to fly another model in the wind this left Dusan needing to make a token flight to win.

Vintage Coupe had 1 entry, Tony Shepherd, who maxed his first 2 flights but didn't make his third flight because he broke the wing on retrieval.

The other 2 events, Combined Vintage/Classic Glider and Mini Vintage, were both won with some impressive flying by windy weather specialist, Dave Cox. He maxed out in both. Dave Etherton was second in Combined Vintage/Classic Glider and Nick Peppiatt second in Mini Vintage.

The Flitehook Trophy for F1G teams was won by Birmingham in the person of Dusan.

Many thanks to Roger Newman as co-CD.

## Results

### F1G

Dusan Jiricny	3.52
Alan Brocklehurst	3.00
Ben Hobbs	0.41
Martin Stagg	0.00

### **Vintage Coupe**

Tony Shepherd (Etienvre)	3.00
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### **SAM 1066 Combined Vintage/ Classic Glider**

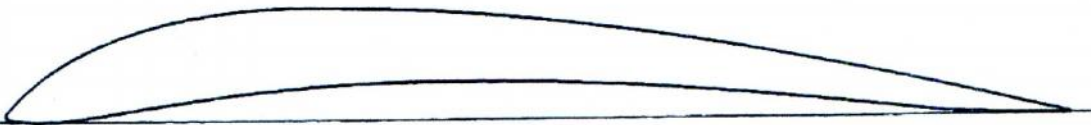
David Cox (Hyperion)	4.30
David Etherton (Inch Worm)	2.35

### **SAM 1066 Mini Vintage**

David Cox (Nord)	4.30
Nick Peppiatt (Pinocchio)	4.22

32

AEROMODELLER ANNUAL



SIGURD ISACSON 73503

Station ...	0	2.5	5	10	20	30	40	50	60	70	80	90	100
Upper ...	0	3.0	5.0	7.6	9.9	10.3	10.0	9.2	8.0	6.5	4.6	2.7	0.4
Lower ...	0	-0.4	-0.4	0.4	2.0	3.0	3.5	3.4	3.0	2.3	1.4	0.4	0

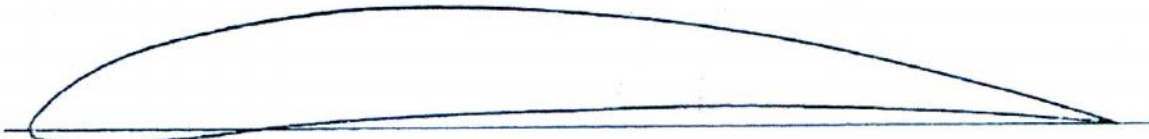
This also shows up to the best advantage on lightly loaded models. Notice that all these "Turbulent flow" designs have very small nose radii for low "critical VL." Here it is 0.4 for critical VL=7.0.



SIGURD ISACSON 64003

Station ...	0	2.5	5.0	10	20	30	40	50	60	70	80	90	100
Upper ...	0	2.6	4.6	7.0	9.6	10.5	10.5	9.7	8.3	6.7	4.8	2.7	0.2
Lower ...	0	-0.5	-0.6	-0.3	0.6	1.3	1.8	2.0	2.0	1.8	1.3	0.6	0

Designed for larger models than those given previously, this section allows adequate spar depth. Nose radius is only 0.3%, but the critical VL fairly high, being somewhere between 9 and 19.



SIGURD ISACSON 53003

Station ...	0	2.5	5.0	10	20	30	40	50	60	70	80	90	100
Upper ...	0	3.4	5.1	7.3	9.0	9.6	9.2	8.5	7.2	5.8	4.1	2.2	0.2
Lower ...	0	-0.6	-0.8	-0.6	0.1	0.6	0.7	0.7	0.7	0.6	0.2	0.1	0

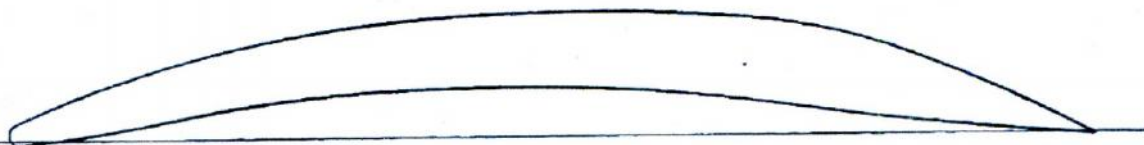
This has less camber than the one above and is suitable for models of medium size and loading. The critical VL is between 10 and 12, and the nose radius 0.8%.



SIGURD ISACSON 03010

Station ...	0	2.5	5.0	10	20	30	40	50	60	70	80	90	100
Upper ...	0	1.5	2.5	3.6	4.8	5.0	4.9	4.5	4.0	3.5	2.8	1.5	0
Lower ...	0	-1.5	-2.5	-3.6	-4.8	-5.0	-4.9	-4.5	-4.0	-3.5	-2.8	-1.5	0

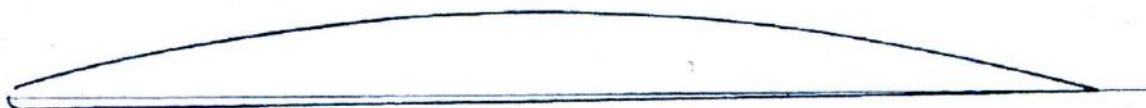
With a thickness of 10% and a critical VL of approximately 10-12 this section is ideal for tailplanes on large models: when the chord is at least six inches say. If the ordinates are reduced by 40% it serves equally well in a tailplane for any class of model, and its critical VL is reduced to about 7. In its original form, it may also be used for wings of stunt control-liners, whilst the thinned down version is excellent for speed. Nose radius is 0.5%.



PAYNE 8C16

Station ...	0	2.0	5	10	20	30	40	50	60	70	80	90	100
Upper ...	0	2.0	3.4	5.3	8.2	10.1	11.2	11.7	11.7	11.0	8.8	5.0	0
Lower ...	0	-0.7	0	0.9	2.6	3.9	4.5	4.4	3.9	3.0	1.9	0.7	0

This has been designed for wooden airscrew blades, and provided it is accurately carved its performance is superior to that of orthodox types. Its efficient angular range is rather small and thus care should be taken with the blade angles. Critical VL=13 and nose radius =1%.



PAYNE 8C23

Station ...	0	1.0	5.0	10	20	30	40	50	60	70	80	90	100
Upper ...	0	1.1	2.2	3.4	5.3	6.7	7.4	7.8	7.3	6.4	4.8	2.7	0
Lower ...	0	-1.0	-1.0	-0.9	-0.8	-0.7	-0.6	-0.5	-0.4	-0.3	-0.2	-0.1	0

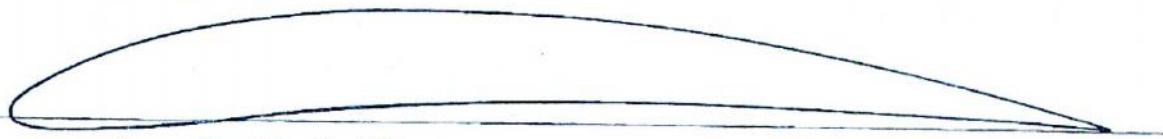
Although designed for airscrew blades where a rigid material such as "Hydulignum" is used, this section has proved excellent for "lifting" tailplanes. Critical VL=9 and nose radius=1%.



DAVIS (A=0.9; B=0.1)

Station ...	0	2.5	5.0	10	20	30	40	50	60	70	80	90	100
Upper ...	0	2.2	3.3	5.1	7.5	8.5	8.9	8.6	7.8	6.4	4.6	2.5	0
Lower ...	0	-0.1	0.1	0.9	2.3	3.2	3.7	4.0	3.8	3.3	2.5	1.4	0

An excellent section for ultra lightweight and indoor models: for microfilm models the upper surface ordinates should of course be used.



DAVIS (A=1.0; B=0.2)

Station ...	0	2.5	5.0	10	20	30	40	50	60	70	80	90	100
Upper ...	0	3.4	5.0	7.2	9.8	11.1	11.5	11.0	9.9	8.2	6.1	3.4	0
Lower ...	0	-1.0	-1.2	-0.9	-0.2	0.6	1.2	1.7	1.9	1.9	1.6	1.0	0

A reliable section for the average model.



CLARK Y

Station ...	0	2.5	5.0	10	20	30	40	50	60	70	80	90	100
Upper ...	3.45	6.5	7.9	9.6	11.4	11.7	11.4	10.5	9.2	7.4	5.2	2.8	0
Lower ...	3.45	1.65	0.9	0.4	0.03	0	0	0	0	0	0	0	0

An "old faithful" of the aeromodelling movement which can always be relied upon for general purposes. Its chief virtue lies in the absence of any vices.



N.A.C.A. 6409

Station ...	0	2.5	5.0	10	20	30	40	50	60	70	80	90	100
Upper ...	0	2.96	4.3	6.31	8.88	10.13	10.35	9.81	8.78	7.28	5.34	2.95	0
Lower ...	0	-1.11	-1.18	-0.88	*0.17	1.12	1.65	1.86	1.92	1.76	1.36	0.74	0

This has been found particularly successful with medium-sized power duration models. N.A.C.A. 6412, 4409, and 6512 are related sections which have proved their worth, and ordinates may be found in *Airfoil Sections*, by R. H. Warring.



N.60

Station ...	0	2.5	5.0	10	20	30	40	50	60	70	80	90	100
Upper ...	3.4	6.76	8.24	10.14	11.98	12.41	12.03	11.06	9.55	7.66	5.5	3.04	0
Lower ...	3.4	1.46	0.96	0.4	0.04	0.04	0.22	0.48	0.71	0.78	6.4	0.37	0

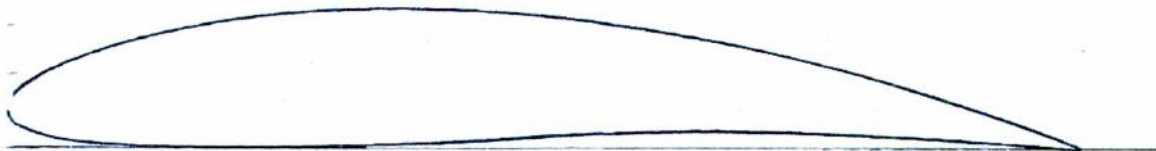
An excellent general purpose section for use when chords of the order of 8 ins. are permissible. Critical VL=13.3 and nose radius =1.4%.



GRANT X—9

Station ...	0	2.5	5.0	10	20	30	40	50	60	70	80	90	100
Upper ...	0	3.37	4.78	6.97	8.84	9.47	9.3	8.57	7.44	5.97	4.24	2.2	0.05
Lower ...	0	-1.5	-2.1	-2.48	-1.73	-0.8	-0.47	-0.54	-0.74	-0.83	-0.63	-0.37	-0.05

The Grant series of "X" sections vary in thickness to suit practically any size of model. The X—9 has proved very successful for power-duration, and both this and the thinner designs are suitable for rubber models. The complete range can be found in Grant's "Model Airplane Design."



R.A.F. 32

Station ...	0	2.5	5.0	10	20	30	40	50	60	70	80	90	100
Upper ...	3.42	6.52	7.84	9.72	11.92	12.98	13.1	12.46	11.06	9.1	6.56	3.6	0.12
Lower ...	3.42	1.5	0.88	0.3	0.0	0.3	0.7	1.1	1.46	1.6	1.46	0.92	0.12

Models using this section have been consistent prize winners since early times. It is probably the best orthodox section for general use, due to its maximum camber being so far back.

The aerofoils given above are, with one or two exceptions, all comparatively new or unknown to British readers, but their publication does not, of course, mean that all other sections are now out of date. Many of the Gottingen range for example will always have their supporters amongst sailplane enthusiasts; the N.A.C.A. sections have a variety of uses; while the famous Eiffel sections will continue to enjoy a deserved popularity. Thirty-six sections (of which four only are duplicated here) will be found in *Airfoil Sections* by R. H. Warring (Harborough 2/-) covering all the better known aerofoils suitable for model use. These incidentally are also available as airfoil sheets containing thirty-one accurately drawn profiles of each section ranging from 9in. chord to 3in. chord by 1/5in. steps at 6d. per sheet from the same publishers, and have proved a boon to many enthusiasts who lack confidence in their ability to re-draw profiles.



### AGM Agenda

The agenda remains pretty well the same! As below:

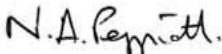

1. Welcome to members old and new for the season 2022/23
2. Apologies for absences
3. Chairman's report
4. Secretary's report
5. Membership secretary's report
6. Treasurer's report and accounts
7. Report on the David Baker Heritage Library
8. Election of Officers: Chairman, Secretary, Treasurer, Membership Secretary,  
Committee Members
9. Annual subscriptions for 2022
10. Any other business

Members views on the future of SAM1066/what to do with the increase of funds.

Any nominations for Committee positions and details of any other business to be discussed should be received by the Chairman at least 14 days prior to the meeting.

Tony can be contacted on [tonyshepherd50@hotmail.com](mailto:tonyshepherd50@hotmail.com)

### Accounts 2021-2022

SAM 1066. INCOME EXPENDITURE AND PETTY CASH ACCOUNTS, 1ST OCTOBER 2021 TO 30TH SEPTEMBER 2022							
INCOME		EXPENDITURE		AMOUNT	AMOUNT	CHK. No	BNK BAL
Date	Details	Date	Details	IN	OUT		
01/10/2021	Balance carried forward from 2020/21						474.38
	Sales of Lindsey Smith's effects			919.00			1393.38
			Post and packaging for sale of above		41.78		1351.60
		16/05/2022	Renew Daily linux home pro		86.26		1265.34
		23/08/2022	Daily co.uk E Mail plus till 17/09/23 and Domain renewal sam1066.org		27.49		1237.85
		07/09/2022	Colerne gala 24th July, license and wine prizes		67.00		1170.85
			<b>BALANCE AT BANK 30/09/2022</b>				<b>1170.85</b>
SECRETARY'S CASH ACCOUNT							
INCOME		EXPENDITURE		Amount	Amount		BALANCE
Date	Details	date	Details	In	out		
01/10/2021	Balance b/f from 2020/21						45.34
09/10/2021	SAM1066 Comp entry fees			18.00			63.34
		09/10/2022	Cost of wine prizes		19.75		43.59
18/04/2022	SAM1066 Comp entry fees			17.50			61.09
		17/04/2022	Cost of wine prizes		29.85		31.24
			<b>BALANCE IN CASH ACCOUNT 30/09/2022</b>				<b>31.24</b>
Signed 							
Nick Peppiatt Treasurer							
I have reviewed the SAM 1066 accounts for 2021/2022 as presented to me and find them accurate.							
Signed 							
DAVID COX							

### SAM1066 Chairman's Report for AGM 2022

Annual speeches and presentations, or at least mine, always begin with a quick look at what was said a year earlier so this time I'll remind you that the hot topic was the effect of covid. It's still with us but certainly the flying this year has been much less disrupted by it though almost inevitably other things have come along.

My first event of the year was area meeting No 1 which I flew on Salisbury Plain in a howling, southerly gale. Somehow I managed to get four flights away as I'd chosen to fly that push-button-and-go class, BMFA Electric, but I wouldn't have risked many other options. And that set the tone for much of the rest of the year with the weather Gods having a good laugh at our expense. Whether it was wind, rain or even excessive heat, there so often seemed to be something that popped up in time to put a spanner in the works and I've desperately missed the chance to get out and have a few days sport flying where vintage models just stooge around overhead.

The Comp flying has been ok but as with all sectors of free flight the numbers continue to drop and once again I've found it difficult to get that level of enthusiasm that makes me want to build something new. However towards the end of the flying season I started to get excited by the idea of flying some rubber again and I'm optimistic that 2023 will see that happening. The negative side to this is that much of this has been the result of the arrival of models from those that have retired from the hobby or passed away but it will be good to keep their memories alive.

Fortunately SAM 1066 has kept going by producing the full complement of New Clarions and even running a few comps (though not as many as planned) for the more energetic. We have every intention of continuing with these activities and with bit of help from the membership that's what will happen.

As with all committees, occasionally the faces change and 1066 is no exception. By now many of you will know that Mike Parker and Roger Newman have announced that they wish to step down from the roles that they have filled so admirably for many years. They will be very hard acts to follow but I'm pleased to say that we have already managed to fill Mike's position and have had a temporary stay of execution for Roger's secretarial role, more detail of which will unfold during the AGM.

And now it's time to thank those that do the work!

Some of you will be aware that our editor, John Andrews, the man that produces that which is the glue that holds 1066 together in the form of the New Clarion, had a big health scare earlier in the year. Yet despite this, within just a few days of coming out of hospital, with a pacemaker doing it's bit, he was back at the keyboard putting together the next edition. What a diamond he is! Every month the NC comes out, sometimes he has loads of articles at his disposal whilst if they're thin on the ground he seemingly magics them up out of thin air. So here's a huge thank you to both John and Rachel.

Mike Parker has kept the website and membership activities running since 1066 became an IT based society. These are demanding tasks and certainly beyond the capabilities of many of us yet we hear little of his work as he just gets on and does it. However he has had significant health issues in recent years and adding this to his intention of moving house, as mentioned below, he has handed over his role. So I'd like to say a huge thank you to Mike for everything he's done for us - he will be missed greatly.

In between writing his regular and highly informative articles on his indoor flying exploits, Nick Peppiatt continues to keep a watchful eye on how are finances are behaving so thank you to him for all of his work and also for Dave Cox for doing the auditing.

Roy Tiller, ably assisted by Barbara, continues to maintain the library and despite our number of active members gradually decreasing, they still get additions to the vast collection of books and magazines. I've never visited their home in Bournemouth but I can only imagine the amount

of storage space it takes. It is a huge undertaking to store and catalogue so much information so thanks for all their work and please remember that this source is there for the membership so for goodness sake use it.

Roger Newman looks after so many aspects of SAM 1066. As well as dealing with much of the planning of society activities Roger is the man behind our competitions and more often than not acts as CD and without him we wouldn't be in the healthy situation that we enjoy. In the last year he has also looked after the disposal of the aeromodelling effects of Robin Kimber and Lindsay Smith which have greatly helped both their relatives and the 1066 coffers. Roger told us a little while ago that he wants to stand down from the role of Secretary but fortunately he has agreed to stay on until a successor is found - though we need to be actively searching for the new person! Thank you so much Roger.

So to finish off, let us hope that this winter isn't too long and that we all have a healthy 2023, blessed with idyllic flying conditions.

*Tony Shepherd*

### **SAM1066 Secretary's Report for AGM 2022**

Once again reflecting on my last report (for 2021) - have things changed a great deal? I guess the answer is "yes" but in somewhat different & unwanted context. In spite of relaxed Covid-19 regulations, we have suffered more this year from a lack of participation in the very few events that have been held during the year - a sign of the times with members getting ever older & less active, not to mention the effects of mortality.

Sadly the only meeting of significance - at RAF Colerne was blown out by high winds & the Easter meeting (shared with Croydon) saw very few entries.

This year, amongst several others, saw the passing of Lindsey Smith. As many of you will know, he very kindly left his modelling effects to SAM1066 & in consequence we have greatly benefited in terms of financial gain. Our Hon Treasurer has included the injection of funds in his accounts statement. The burning question is now - what should we do with the increase in funds, bearing in mind the paucity of flying fields & our ageing membership?

We have been kindly invited back to RAF Colerne in 2023 by our friends at the South Bristol Club, which I recommend we accept. It is likely that there will be the two Croydon Club events on Salisbury during the year, in which we provide supporting comps, albeit the Croydon Club membership is also diminishing - so it's in the lap of the Gods? Additionally & late in the day but nevertheless very welcome is the news that possibility exists for some flying at Merryfield for the Bristol & West Club, perhaps the opportunity may exist for some form of collaborative event - your Committee is in touch with those concerned to explore possibilities.

Area 8 of Salisbury Plain remains the only viable flying site for competitions in the central south of the country, with ever diminishing prospects of getting back on Middle Wallop. Indoor flying beckons at several venues as being at least available & accessible to those who wish to take part but a poor substitute for real outdoor flying.

As always, our esteemed Editor of the New Clarion continues to provide us with a staple & interesting monthly diet of news & information about our beloved hobby. For that I thank him very much, as indeed I do for all other Committee members who contribute their time & energy to keep us going.

Finally, with passing time & increasing age, thoughts of standing down have arisen but I suspect there may not be a rush of volunteers to fill the Secretary's position. So it is probably wise to suggest I give a year's notice at the AGM in the hope that someone will step forward.

There is very little else of note to report.

*Roger Newman*

### **SAM1066 Treasurer's Report for AGM 2022**

2022 sees the SAM1066 accounts in a healthy position, thanks entirely to the generosity of the late Major Lindsey Smith in the donation of his aeromodelling effects to the Society.

Of course, these have had to be sold, thanks primarily to the efforts of our Secretary, Roger

Newman, and to a considerably lesser extent, mine. We have raised very nearly £900 this year. Roger also submitted a number of items for the BMFA Auction held on 29<sup>th</sup> October and these have raised close to a further £400, which will be included in next year's accounts. We still have a number of smaller value items remaining to dispose of.

As a result of the good state of the accounts, it was decided not to charge entry fees for the Colerne gala. Unfortunately, the weather that day was not particularly conducive to free-flight model flying.

The other major club expenditure, now at around £114 a year, is on providing the website, which is the club's primary means of communication, and which stores a number of resources including all issues of the New Clarion and the details of the David Baker Heritage Vintage Library. As the accounts stand the Club has sufficient resources for a considerable number of years.

So what is the best way of using our current funds? One idea would be continue with free competition entry and to offer cash prizes as well as the traditional bottles of wine. Let's hope for better weather at next year's events.

I have also arranged on-line access to the SAM1066 bank account. This has been of great help in monitoring the income from sales and payments which can now be made by bank transfer rather than by cheque.

Many thanks to Dave Cox for reviewing the accounts as presented.

*Nick Peppiatt*

#### **SAM1066 DBHL Plans Library Report for AGM 2022**

This year has been characterised by a minimal number of requests, mostly from overseas but with a steady trickle from the UK. Outerzone have now embedded our digital files that were donated to them into their website & I'm guessing that most people use that site as plans can be directly downloaded.

I have in my possession some seven large boxes of accumulated paper plans ready to transport to Derick Scott for scanning. In view of the lack of demand, I do not propose to add these to the plans list, but to let Derick merge them into his vast collection as & when he can find time to sort & scan them. As he is in the process of moving house, this will not be in the immediate future.

As a final comment, I pay tribute to Roy who has diligently & ably given great service over the years into making our magazine library into probably the best privately held accumulation of aeromodelling magazines in the country, which serves our members as a valued reference source. Added to which he has generated & maintained an incredible index of the documents held in it. Well done Roy!

*Roger Newman*

#### **SAM1066 DBHL (Magazines) Report for AGM 2022**

This year the library has again been able to cover its operating costs. The library fund currently stands at £45.36 and I anticipate that this will cover the normal expense and minor purchases for a further year.

Donations of magazines and books to the library have continued this year, unfortunately not always for a good reason as they are often from a deceased modeller's estate.

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.

*Roy Tiller*

#### **SAM1066 Membership Report for AGM 2022**

Our membership is now at 330, a rise of 59 from last year. Unfortunately, I have received many notices of members passing away over the last year, but new members are still coming in from all over the world.

Once again this year I applaud the hard work and dedication of all of our committee members, with special thanks to Tony Shepherd and Roger Newman who have remained so positive in the

face of the many problems thrown at them in the past few years. Many thanks to John Andrews for his continued efforts in providing the New Clarion every month, without this cementing us together we would not be able to continue. Thanks to our new Treasurer Nick Peppiatt who is doing a grand job.

I am becoming increasingly pessimistic of us returning to our activities at Wallop in the future, Salisbury Plain remains a much needed alternative. As to the future of SAM 1066 the truth is "we" are all getting older and many can't do now what they did even quite recently, this combined with the loss of Middle Wallop will only accelerate our demise.

I continue to fly some radio control models locally, an activity better suited to my health issues these days, but at least I am still flying.

However on a personal note after some 16 years I have finally decided that it is time to resign my position as membership secretary.

Some of you may remember my daughter Sarah, who from aged 14 used to help out at control at the SAM champs at Wallop. Well as you know they grow up. She is now a qualified doctor and will be a qualified GP by next autumn. She has bought a house in Gloucester with her partner and they plan to get married in July 2023. With this in mind my wife has decided that we are moving to Gloucester in the hope of grandchildren, so my time is getting somewhat limited.

I wish my successor well and hope that SAM 1066 will continue to evolve and continue for many years to come.

*Mike Parker*

## Secretary's Notes for December 2022

-

Roger Newman

Still away - but home end Nov. In the meantime, our Chairman has kindly sorted out the AGM - now set for 22<sup>nd</sup> Dec & commented upon elsewhere on our website.

So far as I am concerned, nothing has been done on the modelling front for the last two months, thus very little news from me. The BMFA Auction was held & appears to have been very successful - at least from a SAM1066 viewpoint as it realised close to approx £500 to add to club funds. This means we are in good financial shape for next year & hopefully beyond, as our Hon Treasurer will report at the AGM.

Next year? Notification has been received from the Oxford Club of dates for their Open FF Scale Event - Saturday June 3<sup>rd</sup> at Port Meadow, back-up Saturday 8<sup>th</sup> July. Dates have yet to be set for a possible meeting at RAF Colerne (courtesy of our friends at South Bristol). It is probable that we will collaborate with the Croydon Club in annual Wakefield & Coupe Days but again no dates yet, additionally the Croydon ranks have been sadly diminished by the passing of Don Thomson (reported elsewhere). There may also be the possibility of a collaboration with Bristol & West for a date at Merryfield but that is at an early stage. Once the FFTC calendar is released, it should be possible to plan a little better. We will seek views at the AGM regarding what events we put on - there is little point in having comps with one or two entries. I personally still favour a Cagnarata style event as it has the potential for a wider range of models to be flown.

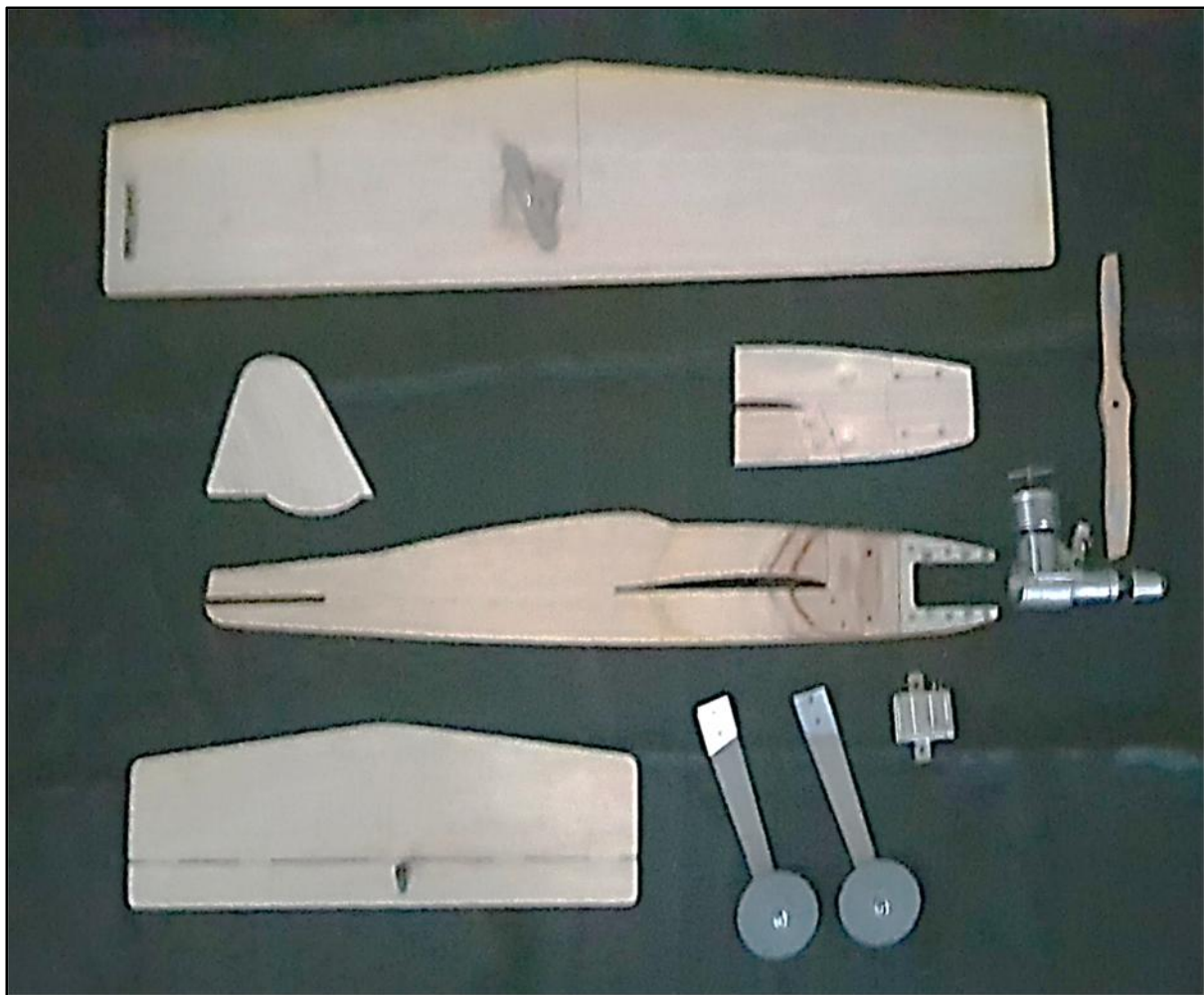
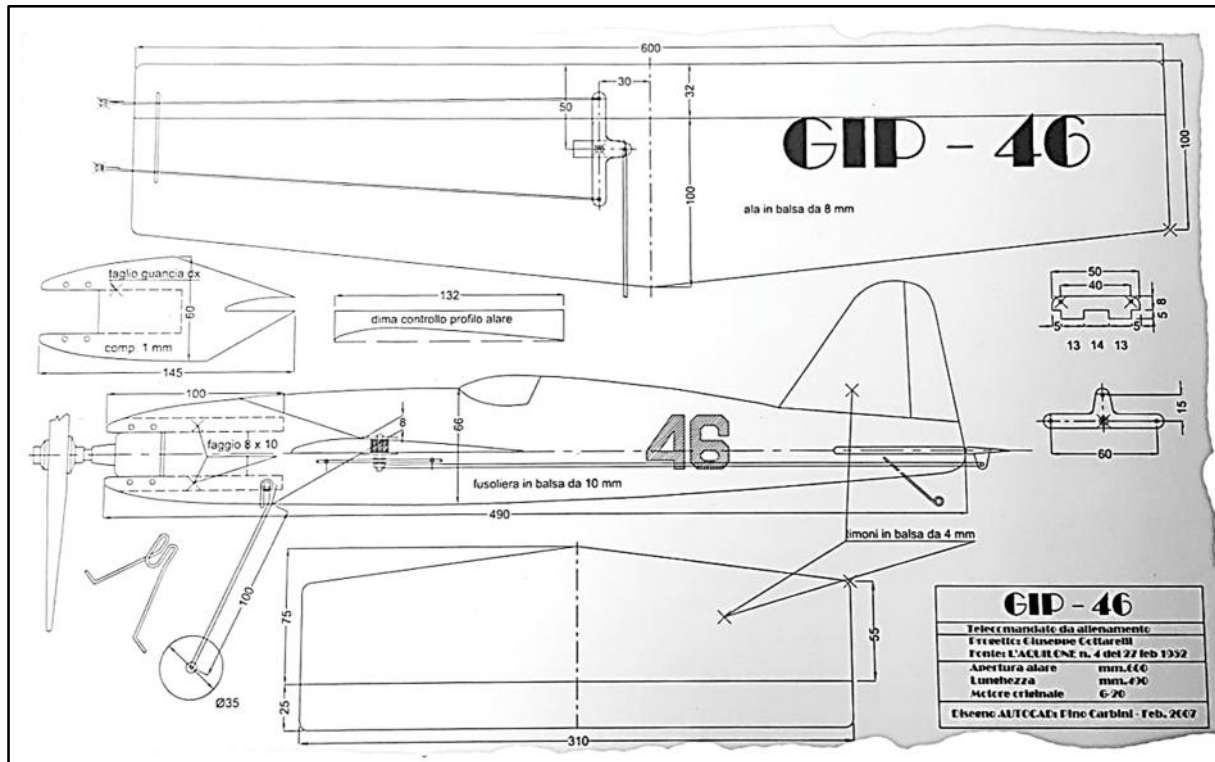
To finish, a note from Gianni in Rome about his latest activities:

*Roger,*

*This is my last u-control model.*

*Started maybe 10 years ago but should be finished before I could try to fly my last stunt model almost completed.*

*It is a model that Sam 2001 members fly almost every month in a speed model contest for 2.5 cc diesel & Glow. engines. The model named GIP 46 (designed in 1946) is a model aircraft vintage easy to built (not really) very similar to a team racer but with a flat fuselage. The engine is a PAW 2.5 cc. built under request to compete against the Supertigres, Eta, OS etc.*



As you can see from the picture it is ready to be assembled and then covered with modelspan, painted etc etc. I still have the lines and KK handle of my team racers in Libya !! 55 years old which I flew with Ken Day. Attached a picture of the model before assembled and copy of the full size drawing made by Pino Carlini in 2007.

Johnny

*Roger Newman*

Glider: Keil Kraft Aquarius - a later kit of an A2 of plastic rib construction

**KEIL KRAFT**

**AQUARIUS**  
AN A2 CLASS SAILPLANE 1/8" x 24"

Designed by Jim Rogulsky  
Drawn by Cliff Gostler

005023

Rubber: Keane Ace - a Golden Age reproduction of a 1937 Flying Aces design

**Bill of Materials**

Right angle 1/16" lead holes for components, etc.  
Two pieces 1/8" by 1/4" by 1/8" for landing gear.  
Two pieces 1/8" by 1/4" by 1/8" for landing gear.  
Two pieces 1/8" by 1/4" by 1/8" for landing gear.  
Two pieces 1/8" by 1/4" by 1/8" for landing gear.  
Two pieces 1/8" by 1/4" by 1/8" for landing gear.

005857


**GOLDEN AGE REPRODUCTIONS**

**Keane Ace**

By Jesse Davidson  
FLYING ACES JUNE '37

Dwg. 114

**Power: - Fledgling - not the Veron rubber powered model but a 1950 1/2 A design by Claude McCullough - from the USA - complete with parachute DT**



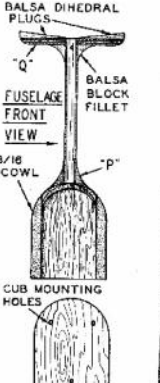
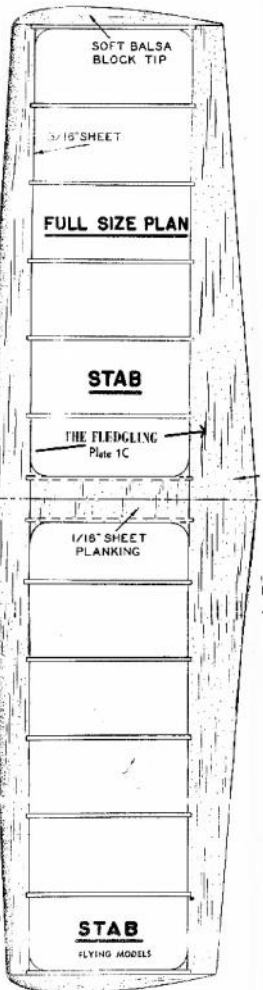
## FLEDGLING

**Build this beautiful Class WA free-flight job and go after those trophies! Full-Size Plans**  
by Claude McCullough  
**OCTOBER 1950.**

As a typical modeler, you will find the "Fledgling" a beautiful job and one that will bring you a lot of trophies. The "Fledgling" is a Class WA free-flight job, and it is a beauty to behold. It is a Class WA free-flight job, and it is a beauty to behold. It is a Class WA free-flight job, and it is a beauty to behold.

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**SOFT BALSA BLOCK TIP**

**3/16" SHEET**

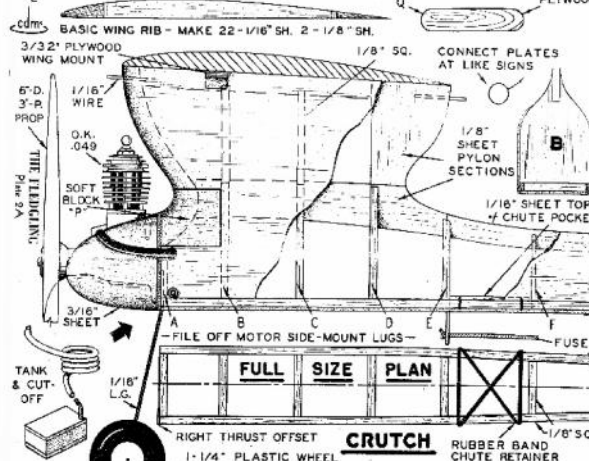
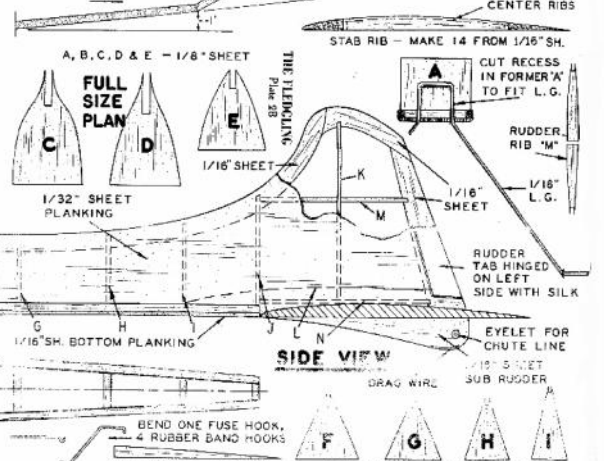
**FULL SIZE PLAN**

**STAB**

**THE FLEDGLING**  
Plate 1C

**1/16" SHEET PLANKING**

**STAB**  
FLYING MODELS

**RIGHT WING HALF**

**1/8" X 1/8" SHEET BALSA T. E.**

**3/32" PLYWOOD**

**BASIC WING RIB - MAKE 22 - 1/16" SH. 2 - 1/8" SH.**

**3/32" PLYWOOD WING MOUNT**

**1/8" SQ. CONNECT PLATES AT LINE SIGNS**

**A, B, C, D & E - 1/8" SHEET**

**1/16" SHEET TOP 1/4" CHUTE POCKET**

**1/32" SHEET PLANKING**

**1/16" SHEET**

**SOFT BALSA BLOCK TIP**

**DIHEDRAL VIEW**

**WORK DOWN L.I.E. TO 3/16" - THICKNESS AT TIP**

**STAB RIB - MAKE 14 FROM 1/16" SH.**

**CUT RECESS IN FORMER "A" TO FIT L.G.**

**RUDDER RIB "M"**

**1/16" SHEET**

**1/16" L.G.**

**RUDDER TAB HINGED ON LEFT SIDE WITH SILK**

**EYELET FOR CHUTE LINE**

**10" X 3" SUB RUGGER**

**DRAG WIRE**

**BEND ONE FUSE HOOK, & RUBBER BAND HOOKS**

**"N" - MAKE 2 - 1/16" SH.**

**MAKE ONE EACH FROM 1/16" SHEET**

**FULL SIZE PLAN**

**RIGHT THRUST OFFSET**  
1-1/4" PLASTIC WHEEL

**CRUTCH**

**RUBBER BAND CHUTE RETAINER**

**1/8" SQ.**

Roger Newman

"He sayeth he's trying to invent a Hobby—whatever that meaneth",



## Wanted: - crankcase for ETA Diesel 2.5 cc

I'm after a crankcase for an ETA 2.5 cc Diesel,  
(or a damaged/worn out engine to plunder).



The story is that I met "Louis" a French team race champion in the 1950's while camping at Lake Annecy and his winning ETA engine was missing its crankcase, so I sent him my whole engine! He has sent back the Bits less the case.... Now I need one.

David Bintcliffe.

Contact email - [bintcliffefamily@yahoo.co.uk](mailto:bintcliffefamily@yahoo.co.uk)

## Kits for Sale

I recently bid for and bought much of the Aeromodelling stuff left by Alan Wiggs who passed away last year. Alan was a great pioneer of the vintage rubber brigade. I first met him the 80's at the model Engineer Exhibition when it was at Wembley. He was manning the SAM 35 stand and got me to join. My membership was rewarded with a free plan of the Prefect rubber model. I still have it (but I have never built one).

I was interested in all the models but had to pay quite a lot because there were some nice unused kits including a pre-war Club Kits Super Duration - so old and yet it's all there. Anyway, I loaded up my hatch-back to the roof with various kits, propellers, wheels and loads of built models and got them home. I am busy refurbishing eight of Alan's models but there are many complete kits in original boxes which I will never build (see list).

Pre War Club Kits Super Duration 40ins
Arden Geared Propulsion Unit
CM Products Soaring Glider 30ins (repro)
Comet Sparky 32ins Rubber Model
Cosmo R1 Spar Tractor - Tissue on bamboo frame 19ins
Easybuilt Jimmie Allen Skokie
Frog Redwing Senior Series 18ins
Hyper Cub Plan and Gearbox no wood
KK Achilles
KK Ajax 30ins
Sleek Streak 14.5ins
Star Flyer (like Sleek Streak)
Veron Comper Swift
Veron Swordfish
Original KK 7 and 12 ins Props

So, if you are interested, I would like to sell the kits to SAM readers before they go on Ebay.

Call or e mail me anytime. Andrew Longhurst  
Tel: 07948 706402 or email: [andrewlonghurst@yahoo.com](mailto:andrewlonghurst@yahoo.com)

## Books & Journals from Lindsey Smith's Estate

All proceeds to SAM 1066 Funds

*the asking price excludes postage & packing*

*(see note at foot of ad regarding postage & packing costs)*

Item	Description	Asking Price	Package & Postage (see notes at foot of table)
1	SAM 35 Year Books – Complete set of 16 volumes: most are “as new!”. <i>Sold only as complete set.</i>	£80 for set	£6.95
2	Aeromodeller Annuals: all well used but complete. Years: 1948; 1949; 1950; '55-56; '62-63; '64-65 (2 copies); '65-66; '66-67; '67-68 (2 copies); '68-69; '69-70; '70-71; '71-72; '72-73 (3 copies); '73-74 (3 copies); '74-75 (2 copies); '77-78	£3 each	£2.15 per volume or Small/Med parcel rates for multiples
3	Zaic Year Books: 1937; 1957-58; 1964-65	£3 each	£2.15 per
4	Fifty Years of Aeromodeller by Vic Smeed (as new)	£3.00	£2.15
5	Bill Dean's Book of Balsa Models	£2.00	£1.65
6	Flying Models – Favourites of the Fifties by Vic Smeed (as new)	£3.00	£2.15
7	Model Flying – the First Fifty Years by Vic Smeed (as new)	£3.00	£2.15
8	Plan Parade compiled by Vic Smeed	£2.00	£1.65
9	The Best of the Golden Age of Flying Models	£2.00	£2.15
10	Rubber Scale Vintage Plans Volume 3: (189 pages – poor cover but content ok)	£3.00	£2.70
11	Peanut Power by Bill Hannan (80 pages/A4 size)	£3.00	£2.15
12	Scrapbook of Scale, 3-views & Nostalgia Vol. 1 by Bill Hannan (56 pages/A4)	£3.00	£2.15
13	Model Plans & 3-Views International by Bill Hannan. Vols 1 & 2. (25 pages/A4)	£2 for both	£2.15 for both
14	Models & International Modellers by Bill Hannan. 3 Vols. 26 pages/A4)	£3 for all	£2.15 for all
15	Aeroplans for the Creative Modeller & Aviation Historian by Bill Hannan. 5 Vols. (30+ pages/A4)	£5 for all	£2.70 for all
	<p style="text-align: center;"><b>Packaging &amp; Postage: All P &amp; P prices are based on Royal Mail current price list for 2<sup>nd</sup> Class Standard delivery. If an alternative is required, please ask – it will cost more. Email me at <a href="mailto:rogerknewman@yahoo.com">rogerknewman@yahoo.com</a></b></p>		

## L'AQUILONE SAM 2001

### TOMBOY RALLY INTERNATIONAL POSTAL CONTEST

01/07/2022 - 30/06/2023

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" or 44" wing span (as per plan Aeromodeller) and 48" (as per Boddington plan or 36" scaled up) 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;
- Lane fillers can self launch and time

#### Engine/motors

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

##### 36"-44" 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:
- 400 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 15th July 2023 to Curzio Santoni ([cusanton@tin.it](mailto:cusanton@tin.it)) or to Gianfranco Lusso ([gfl@orange.fr](mailto:gfl@orange.fr)). Many pleasant flights and happy landings to ALL !!!

#### SPECIAL PRIZE VIC SMEEDI

SAM 2001 have scheduled an extra Diploma that will be awarded to the best flight in Tomboy floatplane version (36", 44" 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 Smeedi

Good ROW and flight

#### SPECIAL PRIZE DAVID BAKER

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/P. Only engines diesel max 0.75 c.c. shall be used. The other rules are the same for 36" or 44" 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 aircraft model should fly freely from any control

from the ground.

Good thermals

## Salisbury Plain Permits

Salisbury Plain Area 8 will be available for General Sport Flying and Trimming every weekend (Saturday and Sunday) plus Bank Holiday Mondays, in 2022, from January to December.

During this period flying on area 8 is subject to clearance being granted by Army Air Operations on the preceding Friday. When the clearance is given, a clearance number and the times available will be notified to users via their email addresses.

Users must be in possession of a current permit. To apply for a permit you must complete the application form to be found on the 'Free Flight Technical Committee' website. The cost is £20. Retain the conditions of issue and code of conduct for future reference.

It is important that you read and understand the conditions of issue and code of conduct before submitting your licence application.

Please note that the use of Salisbury Plain Area 8 for Model Flying is delegated by the MOD DIO (SPTA) to the BMFA via the management of the FFTC.

**No other use is permitted.**

### Flying on Area 8.

Flyers are reminded that it is Military (and therefore BMFA FFTC) requirement, that when civilians are accessing areas away from public rights of way that an adequate number of Red Card holders must be present. A Red Card holder is deemed to be responsible for up to 6 non-Red Card Holders.

It is also imperative that a Red Card holder phones 24 Hrs. Ops. before any flying takes place, and at the conclusion of flying. 24 hrs. Ops. need to know that there are civilians on a restricted Area, and that air movements are likely to take place. Remember that we have authorised, controlled access, and these requirements are for the safety of all concerned. Failure to observe these simple requirements could have consequences.

Anyone wishing to obtain a Red Card, can obtain one by attending a briefing at Westdown Camp.

I can arrange this.

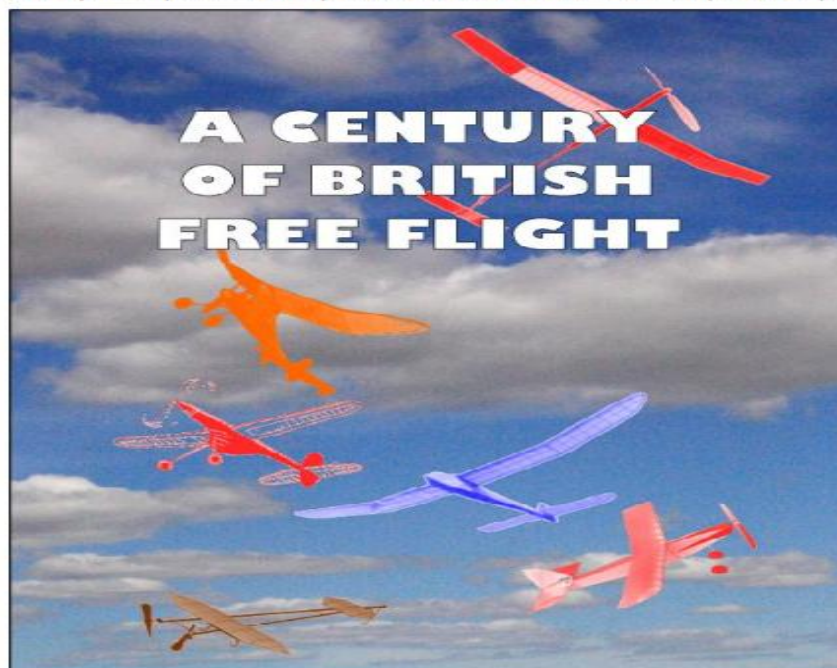
Peter Watson. e mail. [peterwatson47@hotmail.com](mailto:peterwatson47@hotmail.com)

## A CENTURY OF BRITISH FREE FLIGHT

A new book, A Century of British Free Flight, has just been published to mark the BMFA's centenary. 155 pages of text, plans and photographs in colour and black and white trace the development and history of free flight from before Bleriot crossed the Channel to the present day. Nine authors have pooled their talents to cover everything from the rise of the Vintage movement to electronic timers and GPS tracking.

The histories of gliders, scale, rubber, electrics, power models and indoor are all explored by people who've spent most of their lives flying their classes. Although there's no 2022 Free Flight Forum Report we think A Century of British Free Flight will more than fill the gap. All proceeds will go towards defraying the expenses of those representing the United Kingdom in teams competing at the World and European Free-Flight Championships.

The UK price is £20.00 on the flying field or £22.00 by mail; to Europe it's £25.00 and anywhere else it's £28.00. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling, drawn on a bank with a UK branch; you may also order by credit card, which is a lot easier (and cheaper).



Copies are available from:  
 Martin Dilly, 20, Links Road, West Wickham, Kent BR1 OQW  
 or by phone: (44) + (0)20-8777-5533,  
 or by e-mail to [martindilly20@gmail.com](mailto:martindilly20@gmail.com) .

## La Eighth<sup>eme</sup> Grande Coupe de Birmingham

With the approval of the FFTC this event will take place  
at its traditional home

MOD North **Luffenham** on:

**Sunday DECEMBER 4<sup>th</sup> 2022 starting at 10:00**

**F1G** for the Aeromodeller Trophy: Two flights between 10:00 & 12:00  
then three rounds to published timetable.

**Pre 1970 Coupe** Three flights (no rounds) start 10:00.

Within this event models which meet our pre 1958 cut-off date  
will fly as Vintage Coupe.

Pre 1970 Coupe may double up with F1G as at last year's event.

Contacts below for details if unsure.

Both events finish at 14.45 followed by fly-offs as required (Not DT!)

Maxes will be determined by conditions on the day.

Prizes for 1,2 & 3 in F1G, Pre 1970 Coupe and Vintage Coupe.

The winner of F1G will be awarded the Aeromodeller Trophy  
and in Vintage Coupe the Vintage Plate.

**Entry Fee £10** covers both events

(includes £5 field fee for ALL competitors)

For further information contact:-

Gavin Manion at:

[gavin.manion84@gmail.com](mailto:gavin.manion84@gmail.com) tel 01543 422509

Or Stuart Darmon at ;

[stuardarmonf1a@yahoo.com](mailto:stuardarmonf1a@yahoo.com) tel 01858 882057

## Petit Classique de Brum

**MOD North Luffenham, 16<sup>th</sup> April 2023**

A relaxed day out – or will we be April Fools?

A competition of 3 flights, no rounds. Start 10.00 end 16.00,  
followed by Fly-offs as required.

Max and Fly-off (not DT) to be determined by the CD on the day  
with regard to weather and other conditions.

Classes will be:

pre 1970 Coupe (incl. Vintage Coupe), - Classic A1,  
Combined E36 + 1/2A power (both 8 second run),  
Classic Glider (50m line) and Mini Vintage.

Competitors may enter two models, separately, in each event.

Highest placed entry to count,

NO SUBSTITUTION of parts nor model permitted.

Entry £10 for the day, prizes for 1,2&3 in each class.

**NOTE TO POTENTIAL FLIERS: -**

April is traditionally a bit showery, so much so that they write songs about it.

If the forecast is for VERY INCLEMENT weather, then WE WILL POSTPONE the event to the alternate date of 23<sup>rd</sup> April.

To avoid an unnecessary journey if you think you'll be there PLEASE TELL GAVIN MANION BY EMAIL. The decision whether we go ahead will be notified by email by the evening of Thursday 13<sup>th</sup> April.

Gavin Manion - [gavin.manion84@gmail.com](mailto:gavin.manion84@gmail.com)

Stu Darmon - [stuardarmonf1a@yahoo.com](mailto:stuardarmonf1a@yahoo.com)

tel 01858 882057

# Indoors in Wales

At

**Canolfan Hamdden Plas Leisure Centre**  
**Coetmore New Road, Bethesda LL57 3DT**

Free Flight rubber and Small electric RC, Scale,  
 small helis and small quads etc.

**Sundays 1.00pm til 4.00pm**

2022

**Oct 2<sup>nd</sup> - Nov 6<sup>th</sup> - Dec 4<sup>th</sup>**

2023

**Jan 8<sup>th</sup> - Feb 5<sup>th</sup> - Mar 5<sup>th</sup>**

Contact:

**Martin Pike:** [martin.pike.xray@btinternet.com](mailto:martin.pike.xray@btinternet.com)



## Flitehook Indoor Free Flight

West Totton Community  
 Centre  
 SO40 8WU



### 2022 Autumn/Winter Dates

**Weds: 21<sup>st</sup> Sept; 19<sup>th</sup> Oct;**

**16<sup>th</sup> Nov; 21<sup>st</sup> Dec;**

**12.00 noon – 4.00 pm**

**BMFA Membership mandatory**

**£8 per session**

**Easy access; Café; Toilets; Parking**

### **Flitehook Sales Table**

Spectators & Juniors are free of charge

Any queries – email [rogerknewman@yahoo.com](mailto:rogerknewman@yahoo.com) or phone 02392 550809



Supported by Southern Area BMFA



**Waltham Chase Aeromodellers**  
**Indoor Free Flight Meetings**

At  
**Wickham Community Centre**  
**Mill Lane, Wickham**  
**Hants, PO17 5AL**

**Thursday Evenings 7-0pm til 9-30pm, £5**

**2022 Dates:**

**Jan 20<sup>th</sup> - Feb 3<sup>rd</sup> - Feb 17<sup>th</sup> - Mar 3<sup>rd</sup>**  
**Mar 17<sup>th</sup> - Mar 31<sup>st</sup> - Apl 14<sup>th</sup> - Apl 28<sup>th</sup>**  
**May 19<sup>th</sup> - Jun 9<sup>th</sup> - Jun 23<sup>rd</sup> - Jul 7<sup>th</sup>**  
**Sep 22<sup>nd</sup> - Oct 6<sup>th</sup> - Oct 20<sup>th</sup> - Nov 3<sup>rd</sup>**  
**Nov 17<sup>th</sup> - Dec 1<sup>st</sup> - Dec 15<sup>th</sup>**

Due to current restrictions, for the immediate future the organisers will need attendees to pre-book their slot at each meeting with the maximum number of attendees being set at 14. If the number of pre-bookings is significantly less than 14 then the organisers may have to reduce the meeting duration to avoid running at a significant financial loss. Hopefully, in the not too distant future, the coronavirus situation will calm down and we will enjoy greater numbers of attendees such that pre-booking and event duration adjustment will not be necessary. For the time being it is also a requirement that you wear a face mask.

**To book a slot** at a meeting (and for any further information) contact the meeting organiser, Alan Wallington, via email at [alan@ajwallington.co.uk](mailto:alan@ajwallington.co.uk) or by phone on 01489 895157. This should be with Alan by the morning of the Wednesday before the meeting you wish to attend. You will receive confirmation of your slot on the Wednesday evening.

And finally all flyers must be current members of the BMFA. Please bring your 2022 certificate with you to your first meeting or alternatively email it to Alan with your first pre-booking request.

**Peterborough Model Flying Club**

**Free Flight Indoor Flying**

at the Veracity – Bushfield Leisure Centre,  
 Orton, Peterborough, PE2 5RQ.

Car Park on site.

Contacts Brian Waterland 07717461000  
 or Martin Skinner 07774863008.

Small Rubber/electric or Co2. No R/C, Drones or shockies.

**Dates**

30/10/2022.	Sunday.	10:00 AM to 1:00 PM.
12/11/2022.	Saturday.	10:00 AM to 1:00 PM.
26/11/2022.	Saturday.	10:00 AM to 1:00 PM.
7/1/2023.	Saturday.	10:00 AM to 2:00 PM. Extra hour.
5/2/2023.	Sunday.	10:00 AM to 1:00 PM.
4/3/2023.	Saturday.	10:00 AM to 1:00 PM.

## **E30/RDT/BMK/E20 Batteries**

The 75mAh lipo's which I sell for E30 now come with Micro JST plugs which make them suitable for BMK timers etc. Since they do not have the current limiter, they work well with the Band Burner and can also be used as lightweight E20 batteries. Just send me £10 and I will put 4 in a Jiffy bag. I still have some without connectors which are now 5 for £10. Ron Marking, Pros Kairon, Pennance Road, Lanner, Redruth TR16 5TF. Alternatively, use PayPal but e-mail me your address. ron.marking@btinternet.com

## **FREE FLIGHT SUPPLIES**

**MICHAEL J. WOODHOUSE**  
**12 MARSTON LANE, EATON, NORWICH**  
**NORFOLK, NR4 6LZ, U.K.**

**Tel/Fax: (01603) 457754 International Tel +44-1603-457754**

**e-mail: [mike@freeflightsupplies.co.uk](mailto:mike@freeflightsupplies.co.uk).**

**Web site: <http://www.freeflightsupplies.co.uk>.**

**Face book <https://www.facebook.com/groups/266212470107073/>**

I supply items, which are needed by the free flight modeller, or any other modeller, items that cannot be readily obtained through the normal model shop outlets. I also believe in the builder of the model principal so what you will find, on my list, are components, plans and kits etc. Although I am not a shop, if you are passing through Norwich, you are welcome to call in, a quick telephone call first to check that I'm at home will save a wasted diversion.

### **ORDERS and PAYMENT**

Place your order by telephone, by e-mail, CASH, DIRECT TO FREE FLIGHT SUPPLIES BANK ACCOUNT, CREDIT/DEBIT CARD, MORE!

WESTERN UNION, PAYPAL

### **AVAILABLE**

LIGHTWEIGHT COVERING MATERIALS - HI-TECH MATERIALS - FIXINGS - RUBBER - RUBBER MODEL PROPELLERS - TIMERS - KP AERO MODELS - TOOLS - PLANS - KITS - "HOW TO DO IT" PUBLICATIONS - BOOKS.

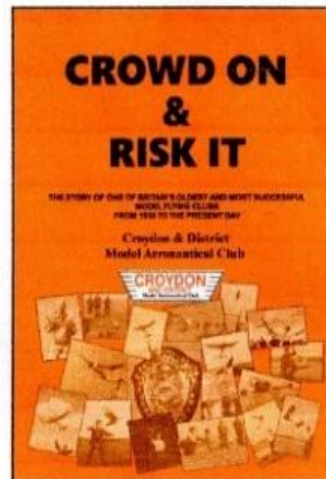
Full details of the above items are on the Free Flight Supplies Web site.



## CROWD ON & RISK IT

This is the story of one of Britain's oldest and most successful model flying clubs, Croydon & District MAC, from 1936 onwards. The club contributed much to aviation, both model and full-size, and the late Keith Miller compiled its history till around 1960. Now, this up-dated 73 page version of the club's history, copiously illustrated with many previously unpublished photos, takes the Croydon saga up to the present. Contributions by past and present members vividly capture the atmosphere of the heyday of free-flight, with almost weekly contests at Chobham or Bassingbourn.

53 designs by Croydon members have been published in the model press and 24 of its members have represented Great Britain in World and European Championship teams. Several have gone on to notable careers in aerospace. Crowd On & Risk It covers all this and more.



Just £8 by PayPal or cheque.

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

## DILLY JAP IS BACK

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

To re-cap on the details, it's 12 gm/M2 and has a strong unidirectional grain. It's white and low absorbency, so remains very light when doped. For those of you old enough to remember, it's identical to the Harry York tissue sold at his South London model shop in the 1950s.

Anyhow, since the last roll came in 2015, the price is slightly higher (maybe as a result of you-know-what ...xit and its effect on sterling), but it's still only £13 for a five yard roll a yard wide, or £15 by mail to the UK. I normally sell it in rolls at contests, but lately many people have had it sent lightly folded, so I can do that if you prefer.

I'm on 0208-7775533 or e-mail: [martindilly20@gmail.com](mailto:martindilly20@gmail.com)

### INDEPENDENT REVIEW OF DILLY JAPANESE TISSUE

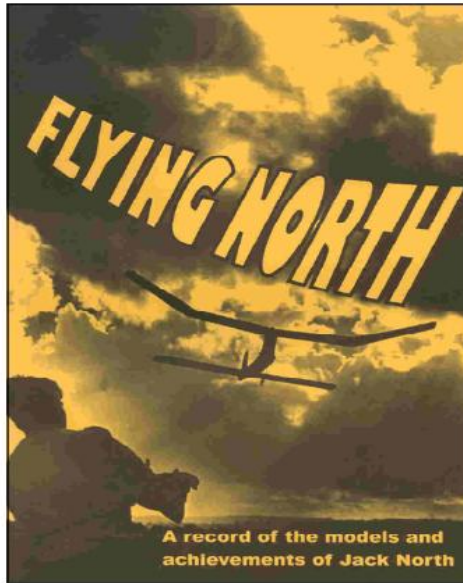
The following appeared on the Hip Pocket Aeronautics Builders' Forum. Nine different tissues were tested, doped and un-doped.

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

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

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

### THIRD RE-PRINT JUST ARRIVED



#### **FLYING NORTH** A goldmine for vintage and nostalgia model flyers -

FLYING NORTH traces the model flying career of Jack North, one of only three people to represent the UK on all three outdoor free flight teams, - Wakefield, Power and Glider. It covers his flying and models from 1938 onwards and includes no less than 24 of his previously-unpublished designs.

FLYING NORTH was compiled and edited by two of Jack's Croydon clubmates, David Beales and Martin Dilly, who had access to Jack's extensive notebooks, photographs, drawings and his original models.

FLYING NORTH is a fascinating 163 page book and includes 130 photographs, reminiscences by colleagues, re-prints of all Jack's published plans and articles, including his later extensive work on thermal detection, and an outline of the professional career that also made him such a respected name in high-speed aerodynamics.

FLYING NORTH proceeds go towards the costs of the national teams representing the UK at World and European Free-Flight Championships.

Price £20.00 in the UK, £24 airmail to Europe and £30 elsewhere.  
Contact Martin Dilly on +44 (0)208-7775533 or e-mail [martindilly20@gmail.com](mailto:martindilly20@gmail.com)

ISSUE 285

OCTOBER-DECEMBER 2022

# SAM SPEAKS

THE WORLDWIDE VOICE OF VINTAGE AEROMODELING



*In this issue:*

- RC Ramrod 600
- "Flip Stick" 1942 HLG
- Garofalo's "Arch Angel"
- Midwest SAM Champs
- Speed 400 replacement motor
- Shulman's "Zoomer"
- Receiver Pack Considerations
- Ed Swinton's C Stick

This bi monthly emagazine can be obtained from the  
Society of Antique Modellers. Web site

<http://www.antiquemodeler.org/>

for the modest cost of \$30 pa.

Quite a few UK people already belong,  
but a few more might help our Parent Body!

## FREE FLIGHT FORUM REPORT 2021

Indoor Duration - A Challenge to Conventional Design - Tony Hebb  
 Coupe in a Box - Gavin Manion  
 Building Other People's Mistakes - Stuart Darmon  
 The Models of Ray Monks - Simon Dixon  
 Simulated 3D Flight Dynamics - An Approach to Gain Insight for Trimming and Aircraft Development - Peter Martin  
 Building During Lock-down - Phil Ball  
 Tame Your F1B and Related Thoughts - Mike Woodhouse  
 What Next for a Lady Flyer - Sue Johnson  
 F3 RES - RC for the Aging Free Flighter - Andy Sephton  
 From Wichita to Robin III - Mike Fantham  
 Further Thoughts on Carbon-Skinned Wings for F1A - Stuart Darmon  
 Geo Fencing and Electronic Stability - John Emmett

The UK price is £13 including postage; to the rest of Europe it's £16 and everywhere else it's £20. Forum Report sales help to defray the heavy expenses of those who represent Great Britain at World and European Free Flight Championships. Cheques should be payable to 'BMFA FF Team Support Fund' in pounds sterling and drawn on a bank with a UK branch. You can also pay by credit card, which is far easier (and cheaper).



Copies are available from: Martin Dilly,  
 20, Links Road,  
 West Wickham,  
 Kent  
 BR4 0QW

Or by phone: +44(0)2087775533  
 Or e-mail: [martindilly20@gmail.com](mailto:martindilly20@gmail.com)

### FREE FLIGHT FORUM REPORTS OVERSTOCK SALE

There's an excess stock over the years of the following Free Flight Forum Reports – 1997, 1998 and 2016. There's an enormous amount of information there on a wide range of free flight topics as the following contents list shows.

1997- Slow Open Power - One Man's View by Dave Clarkson; Vintage Lightweights by Andrew Longhurst; Testing Balsa Quality by Bernard Hunt/ John Taylor; Return of an Old Tosser by Chris Edge/ Mike Fantham; Some Rambling Thoughts on Free-Flight Aeromodelling Design Trends by Andrew Crisp; Electronic Timers - An Overview by Chris Edge/Martin Gregorie; Selecting Slippery Stuff by John Barker.

1998 - Computer-Aided F1A Fuselage Layout by Mike Fantham; Fast Track to F1C Flying by John Cuthbert; Micro-Meteorology and Thermals by Mark Gibbs; The Latest Thinking in F1B Trimming by Peter King; F1A Tailplane Structures by Mike Fantham; Is the Weather Better on a Sunday or a Monday? by Phil Ball; A Practical Introduction to Electric Free-Flight by John Godden; Avionics and the Future of Free-Flight by Mike Fantham; GPS - A Global Position Paper by Julian McCormick; Builder of the Model - Where Next? by Mike Fantham

2016 - Indoor Scale Free Flight Gliders by Andy Sephton; Juniors in Free Flight by Mark Gibbs; Carbon Fibre for Aeromodellers by Mick Lester; The Making and Testing of F1B Rubber Motors by Peter Brown; Computations at Low Reynolds Number and a New Aerofoil for F1G (Coupe d'Hiver) Models by Alan Brocklehurst; Carbon Fibre Covered Prop Blades from Simple Tooling by Phil Ball; Weather Forecasts - How Good Are They and How to Interpret Them by Mark Gibbs; Capitalising on Low Drag Aerofoils and All That by Alan Brocklehurst; Basic Propeller Theory by Andy Sephton; Methanol to Lithium by Peter Watson; Some Interesting & Successful Models from 2015 by Phil Ball; Dave Greaves 1942-2016 - An Appreciation

To clear the excess we're offering all three Reports together at a special discount price of £15.00, a saving of £21 on the single copy prices. To Europe the cost is £18 and anywhere else it's £21. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling, drawn on a bank with a UK branch; you may also order by credit card, which is a lot easier (and cheaper). Copies are available from :

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

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

## Provisional Events Calendar 2022

With competitions for Vintage and/or Classic models

All competitions are provisional and Covid restrictions may apply, **Check websites before attending**

February 27 <sup>th</sup>	Sunday	BMFA 1st Area Competitions
March 27 <sup>th</sup>	Sunday	BMFA 2nd Area Competitions
April 3 <sup>rd</sup>	Sunday	Le Petit Classique de Brum, N Luffenham
April 15 <sup>th</sup>	Good Friday	Northern Gala, Barkston
April 18 <sup>th</sup>	Easter Monday	Croydon Wakefield Day + <b>SAM1066</b> , Salisbury Plain
May 1 <sup>st</sup>	Sunday	BMFA 3 <sup>rd</sup> Area Competition
May 7 <sup>th</sup>	Saturday	London Gala, Salisbury Plain
May 8 <sup>th</sup>	Sunday	London Gala, Salisbury Plain
May 29 <sup>th</sup>	Sunday	<b>FF Nationals, Mini</b> , N Luffenham
June 4 <sup>th</sup>	Saturday	<b>FF Nationals</b> , Salisbury Plain
June 5 <sup>th</sup>	Sunday	<b>FF Nationals</b> , Salisbury Plain
June 19 <sup>th</sup>	Sunday	BMFA 4 <sup>th</sup> Area Competitions
July 10 <sup>th</sup>	Sunday	BMFA 5 <sup>th</sup> Area Competitions
July 24 <sup>th</sup>	Sunday	SAM1066 Club (BMFA) Centenary event. RAF Colerne
July 30 <sup>th</sup>	Saturday	East Anglian Gala, Sculthorpe
July 31 <sup>st</sup>	Sunday	East Anglian Gala, Sculthorpe
August 6 <sup>th</sup>	Saturday	Southern Area BMFA Gala, RAF Odiham
August 21 <sup>st</sup>	Sunday	Southern Gala, Salisbury Plain
September 3 <sup>rd</sup>	Saturday	Peterborough Flying Aces, Ferry Meadows
September 3 <sup>rd</sup>	Saturday	Stonehenge Cup, Salisbury Plain
September 4 <sup>th</sup>	Sunday	Equinox Cup, Salisbury Plain
September 11 <sup>th</sup>	Sunday	BMFA 6 <sup>th</sup> Area Competitions
September 16 <sup>th</sup>	Friday	Indoor FF Nationals, Daventry Leisure Ctr.
September 17 <sup>th</sup>	Saturday	Indoor FF Nationals, Daventry Leisure Ctr.
September 18 <sup>th</sup>	Sunday	Indoor FF Nationals, Daventry Leisure Ctr.
September 18 <sup>th</sup>	Sunday	Crookham Gala, Salisbury Plain
October 2 <sup>nd</sup>	Sunday	BMFA 7 <sup>th</sup> Area Competitions
October 9 <sup>th</sup>	Sunday	Croydon Coupe Europa + <b>SAM1066</b> Salisbury Plain.
October 16 <sup>th</sup>	Sunday	BMFA 8 <sup>th</sup> Area Competitions
October 29 <sup>th</sup>	Saturday	Midland Gala, Venue T.B.C.
November 13 <sup>th</sup>	Sunday	Buckminster Gala
December 4 <sup>th</sup>	Sunday	Coupe de Brum, N Luffenham

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

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

For up-to-date details of SAM 1066 events at Salisbury Plain check the Website -

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

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

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

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

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

## Useful Websites

SAM 1066	-	<a href="http://www.sam1066.org">www.sam1066.org</a>
Mike Woodhouse	-	<a href="http://www.freeflightsupplies.co.uk">www.freeflightsupplies.co.uk</a>
BMFA	-	<a href="http://www.bmfa.org">www.bmfa.org</a>
SAM 35	-	<a href="http://www.sam35.org">www.sam35.org</a>
National Free Flight Society (USA)	-	<a href="http://www.freeflight.org">www.freeflight.org</a>
Ray Alban	-	<a href="http://www.vintagemodelairplane.com">www.vintagemodelairplane.com</a>
Belair Kits	-	<a href="http://www.belairkits.com">www.belairkits.com</a>
Wessex Aeromodellers	-	<a href="http://www.wessexaml.co.uk">www.wessexaml.co.uk</a>
US SAM website	-	<a href="http://www.antiquemodeler.org">www.antiquemodeler.org</a>
Peterborough MFC	-	<a href="http://www.peterboroughmfc.org">www.peterboroughmfc.org</a>
Outerzone -free plans	-	<a href="http://www.outerzone.co.uk">www.outerzone.co.uk</a>
Vintage Radio Control	-	<a href="http://www.norcim-rc.club">www.norcim-rc.club</a>
Model Flying New Zealand	-	<a href="http://www.modelflyingnz.org">www.modelflyingnz.org</a>
Raynes Park MAC	-	<a href="http://www.raynesparkmac.c1.biz">www.raynesparkmac.c1.biz</a>
Sweden, Patrik Gertsson	-	<a href="http://www.modellvänner.se">www.modellvänner.se</a>
Magazine downloads	-	<a href="http://www.rclibrary.co.uk">www.rclibrary.co.uk</a>
South Bristol MAC	-	<a href="http://www.southbristolmac.co.uk">www.southbristolmac.co.uk</a>
Vintage Model Co.	-	<a href="http://www.vintagemodelcompany.com">www.vintagemodelcompany.com</a>
John Andrews	-	<a href="http://www.johnandrewsaeromodeller.webs.com">www.johnandrewsaeromodeller.webs.com</a>

control/left click to go to sites

### 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).

P.S.

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

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

Your editor  
*John Andrews*