

## Sticks and Tissue No 21 - August 2008

I'd like to thank the following contributors, without whom this newsletter would not be possible: Bryan Targett, Alan Jupp for several of the plans, Ron Moulton, Peter Lambert, .

If you can contribute any articles, wish to make your point of view known etc please send to [james.i-parry@tiscali.co.uk](mailto:james.i-parry@tiscali.co.uk) or phone 01202 625825. Should you email me an article please don't use "Reply all" as it may be circulated to all recipients of the newsletter.

If you are using Word or Open Office the top and bottom margins are 2.3cm and left and right 1.9cm

The content does not follow any logical order or set out, it's "as I put it in and receive".

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R N Bullock's Wakefield model from 1929. Flown by Tim Westcott at Middle Wallop

## A Few photos from Bryan Targett

A few pictures taken at Beaulieu airfield 1970

I will send you some reminiscences of flying at Wanstead Flats in East London during the early 1950s, as there is a reference in the last S&T. I remember Dave Platt, but was not a member of his club, we normally flew on the marshes which are now covered in Docklands.



Boddo's PUP



A Druine Turbulent, I think it had a Supre Tiger 56



KWIK-FLI 3 HP61 and all tissue covered



A KLEM, again Tissue covered

## A Few Words from Ron Moulton

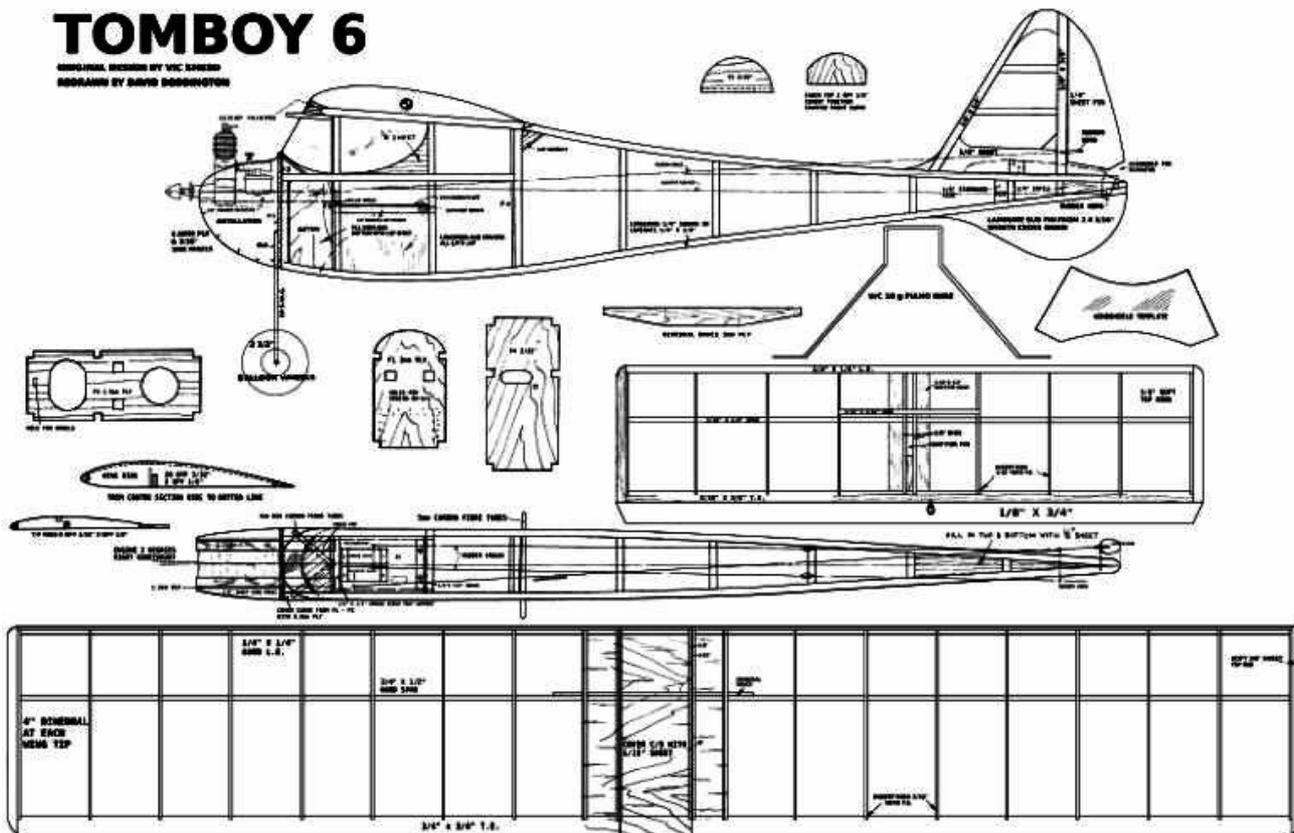


Just frittered a couple of hours on your latest, 'cos there's always something in there to look up and pass mental comment on. Apart from a predominance of uncaptioned and fascinating images that intrigue I really enjoyed seeing that Thermic 50 plan as only recently I parted from a complete pack of cut out parts for a Thermic 110, early R/C variant. It had been given to me by the great Frank Zaic when I visited his home in about 1974 and had a fine evening with him plus other guests Carl & Beth Goldberg. So there was a lot of sentiment in that "kit". It went to the only person who seemed to actually



understand the Thermic series. I'm hoping we may hear more of it when built. I no longer have either time or energy to build and fly it myself.

That Electric Jr 60 revived memories of the one made for my retirement Yr '89 and presented after the Old Warden meeting as a complete surprise at the village pub by a group of valued close friends. It had to be re-motored with a geared Astro 15 and double pack of NiCads before it became a regular flyer for several seasons. . . until I sent the wrong rudder movement twice, a familiar but rarely admitted pilot error.



When David Boddington redrew the Tomboy plan for Tomboy senior I got a copy and redrew calling it Tomboy 6, this being some time before it was published as a plan. So here is my reproduction of David's hand altered drawing with a bit of re-arranging. Also called it Tomboy 6 as opposed to Senior. The actual DB plan, different to the above, is available from Radio Control Model Flyer plans service.



### From Peter Lambert - Tasmania

I've just been reading your latest issue of Sticks and Tissue which a fellow ex pat (and another ex Chobham Common flyer of yesteryear) Mike Hawkins passed through to me.

It's so good to see that there is still an enthusiastic following for traditional aeromodelling, especially as these days we seem to be surrounded by a plethora of ARTF models. Yes, even here in Hobart, Tasmania, although Mike and a few others including yours truly, do our best to keep the old skills alive.

The vintage hard to obtain plans are much appreciated



and already several designs have been added to my long list of 'must build' models!  
 I was particularly interested to read the item about the 'electrification' of a Junior 60. Yours perhaps?  
 Anyway, I thought I would send you a picture of my Junior 60 taking aloft a 1 metre 2 channel glider for release at altitude. This combination works most successfully and many long thermal flights have been obtained.

A bit of information about my Junior 60. It started life about 12 years ago, fitted with a Taipan 2cc diesel and as one would expect of a Junior, performed faultlessly.

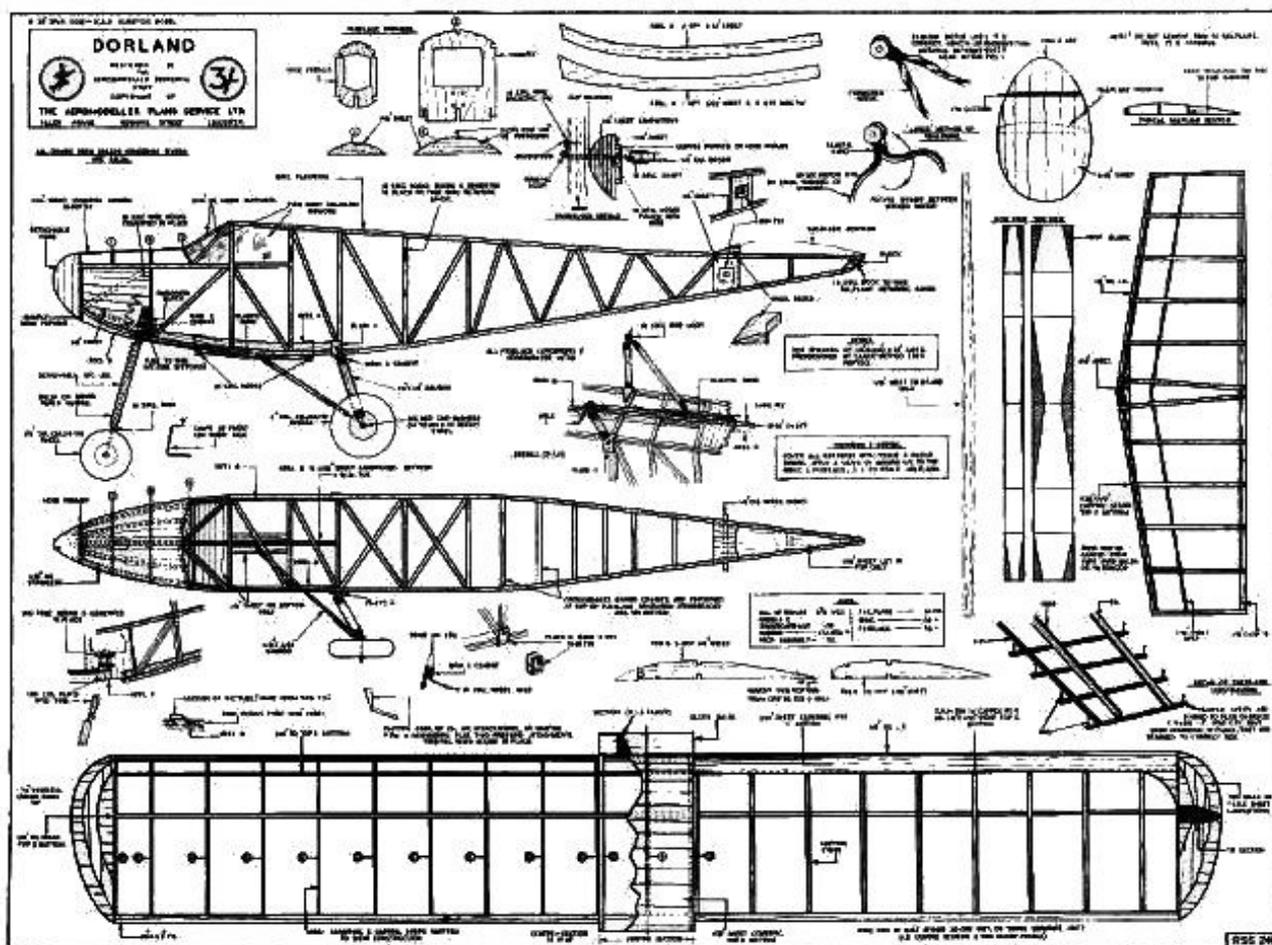
After two years of regular flying, the diesel was removed, (together I might add with a thick layer of congealed diesel fuel) cleaned up, and a geared 3:1 Speed 600 brushed motor was fitted, driving a 11" x 7" prop.

The batteries used are nothing more high tech than 8x 1300 M/Ah Nicads.

The electric Junior has put in so many flying hours over the past 10 years, as to warrant three new motors. Not too bad considering the hundreds of flights it has made during that period, many at the hands of complete novices.

When rigged up to carry the glider, the total weight goes up by about a pound and a half although the climb performance is only marginally affected probably due to the glider wing contributing extra lift. The combo becomes in effect, a biplane.

The fact that my Junior performs so well using what must now be considered old electric technology, i.e. a brushed motor and NiCad batteries, the latest outrunner motors and LiPo batteries would offer even greater power/weight advantages to anyone considering electrifying one of those wonderful vintage designs.



## So, just who IS the enemy? By Dave Day

A few years ago the SMAE (now BMFA) was facing an insurance crisis. The society's insurance company wanted to increase the premium by a factor of three. In conversations between the Society Secretary and the insurance companies representative it became clear that the problem was the number of claims made by R/C sport flyers. Their suggestion was to load the premium according to the type of model being flown:

Times five for R/C sport flyers.

Times three for other R/C flyers.

Times two for F/F.

No change, or even a REDUCTION for C/L flyers.

At roughly the same time the society was faced with sweeping new changes by the CAA which would make it almost impossible to fly anything more than 2 Kg. in weight. Except that is for C/L, where the only thing they wanted was a maximum line length - like 100 METRES!



Before we go any further, I'd better point out that both problems were resolved by the SMAE Secretary, Roy Nudds, who made a lot of enemies among Council and Elected Officers in the process. I was Hon Secretary at the time and remember the Chairpersons displeasure at discovering that the insurance problem had been solved by a £3,000 backhand.

So, neither the CAA, nor the insurance companies have a problem with C/L - so who does?

I have been flying C/L for just about 60 years. In that time I have only twice seen someone let go of the handle - both more than 40 years ago. One landed safely on the airfield and the other wrapped itself round a church spire.

In the same period I have only once seen a model break both lines and fly away. Actually this was fairly recently and the pilot concerned was infamous for leaving his lines lying around for people to trip over...

Now you would assume that C/L flyers would be left alone to do what they had been doing for the last 60 years or so. Well no. The last few years have seen the compulsory introduction of wrist straps and line pull tests. We are talking mainly about BMFA events, but SAM 35 also require wrist straps. Wrist straps are, at best, inconvenient and, at worst, downright dangerous. I have seen a team race pilot being steadily wrapped up in steel wire with the situation being saved by another pilot taking the handle from him. OK, the idea is to save spectators not the pilot, but I think the pilot is at much greater risk. When I flew combat I regularly changed hands to get out of line tangles. With a big stunter it can be a great relief to change hands to fly out the tank.

I'm not saying that pull tests are unnecessary, though we managed without them for 50 plus years and modern lines are much better than the stuff we used to use. As an engineer I would say test a new set of lines once and issue a certificate of use for, say 12 months.

Things started with a pull test at every meeting, or one a day at the Nats. Now the normal situation is a pull test before every flight. If the lines disconnected before the flight, they have to be re-pulled. Just what are we testing here? The pilots ability to connect his lines correctly?

What we are doing is to introduce a greater possibility of error and a lot more work for everybody. It also introduces the need for somewhere to leave lines lying around (with the consequent possibility of damage) and the need to transport the complete assembly of lines and model from place to place. I have yet to see someone garrotted by this dangerous practice, but it can't be far away. If safety regulations are required, this is the place they are needed.

Of course, this couldn't possibly be a plot to take all the fun out of C/L flying and make it less popular. Who would want to do such a thing? Who would want to go to all that trouble?

## David Kinsella's Column

### Help!

It's von Hippel over Surrey in his Albatross! In fact this super replica was operated by Leisure Sport at Thorpe Park. Several classic aeroplanes flew there when the complex first opened in 1975, but the collection was transferred to Southend in Essex with a change in ownership. Large areas of water enabled float planes to be seen near London Airport! Further, it was the waters of Thorpe that received the detached port engine of 707 Whiskey Echo on its last flight in April 1968.



### Paint it Red!

Scale warplanes need not be drab. Stunning but little known was Arthur Coningham's DH9a. As CO of 55 Squadron when in Iraq, his Mosul-based biplane was bright red and carried a large 55 on the engine cowling.

Sir Arthur Coningham's wartime HQ is now part of York University.

### Club Stuff

Colourful and professional, newsletters are fun to receive. Four Team Racer plans in Barton MFC's Circle talk recently, and on the cover of Maidenhead SMC's Wheel Bearings a fine Handley-Page WW1 bomber. In May a control wheel for the HP 0-400 sold for a cracking £1,080!

### Hendon



These days it's the super collection of aeroplanes that take us there. But in the age of the biplane hordes from London would head north by the car, bus or train to see the boys in blue do their stuff. Mock forts were bombed, silver Bulldogs would draw gasps from the crowd and Heyfords and the like would cast long shadows across the airfield. All so simple then: 'Switches off, petrol on, sucking in. Contact!'

### Clockwork

Following a Hendon visit I took my 30 inch speedboat to the pond at Broomfield, its Bassett-Lowke motor (with original ticket) performing well. In the 1930s it cost 7/6 from Bond's of Euston, the model supplier when Stanier's locos ran from the station nearby. Engaged in vital war work, State funds provided a standby workshop in case of bomb damage.

### That Button

We saw it in Piece of Cake on tv and in countless photographs of aircrew. That button, undone, may puzzle but it was there for a very good reason, as fighter ace Tom Neil explained to me. Constant looking to left and right and above chafed the neck. A fine silk scarf eased the problem, the ends tucked into the tunic, this made easier by neglecting the top button. It became the famous mark of the fighter pilot. Bomber crews wore heavier kit.

### The Old School

Briggs Swift Cunningham flew aeroplanes, defended the America's Cup, built race cars assisted by German staff, collected classic cars etc.

At Wimbledon this year I met an American who had attended the Hill School years after Cunningham. Ever generous throughout his life, Briggs would sometimes call up and award boys at his old school steaks for lunch and supper! During several Le Mans attempts Briggs stood treat at the cafes and bars around the circuit, and years later let me helm his huge Bugatti Royale around

Costa Mesa, California. He owned the first Ferrari in the USA and the great Moss sometimes drove for him.

### Signing Up

Just five minutes from St Paul's I'm early for a book signing, the hero of the tale being Roger Pocock – founder of the Legion of Frontiersmen in 1904 – who once rode from Northern Canada to Mexico City, unarmed!

Members of the services, excellent munchies and lively speeches made it a day to remember. Lord Lonsdale, of boxing fame, was the Legion's first President.



### Hail Hasegawa

Thirty years ago three static scale kits were planned by Hasegawa: the SE5a, Sopwith Camel and a memorable Fokker Triplane (re-launched in 2004). A mighty box of 30 inches held more than 1,000 parts in wood, brass, alloy and plastic, when assembled producing a museum quality model of some 40 inch span. Rarely seen these days, Noel Barker's Hasegawa SE5a was willed to the Brooklands Museum where it may be seen today. Ex RAF, Noel was a keen modeller, enjoying Gauge 1 live steam and appearing more than once on the cover of Aeromodeller. The kits cost £150 to £200 in 1983.

### Horse Power

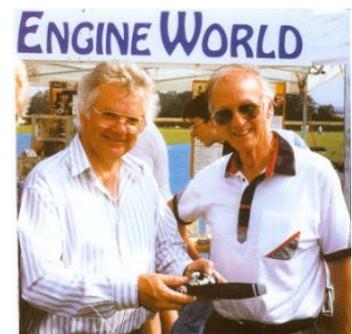
Ages ago the great Whitbread Shire horses, famously painted by Terry Cuneo, were cared for by a Mr Checksfield in London's Chiswell Street. Son Ron remained at home, a self-taught engineer busy in his workshop in the family home. Elsewhere Bill Morley, inspired by Bob Palmer and Howard Bonner flying at Woburn in 1957 with the Veco 35 Thunderbird, decided to manufacture his own engine. Ron Checksfield produced detailed drawings and wood patterns for early sand casting, this by a model railway firm in Shepherd's Bush. Dennis Allen rendered vital introductions, especially to the hayers of Balfour Engineering of Lower Edmonton, where there was a vacant space. Good runs on Wanstead Flats observed by Ivor Roffey of West Essex MAC inspired a Gold Trophy entry in 1958, the Morley Thunderbird coming in second. I visited Chiswell Street a few times but could not know that Merco's architect had preceded me when calling on Dad.

### Skipper Knew Best

A Halifax flight engineer of ages past told me the following. Heading home in the early morning the tail gunner piped up that a fighter was closing fast – but appeared to be on fire! In the nick of time the skipper cancelled the gunner's request to open up on the enemy as, with a few feet to spare, the V1 flying bomb slipped over the tail fins and continued on its fiery journey to England. Two close shaves in seconds!

### John's The Man

John Goodall always put on a good show at Old Warden. He founded Model Engine World and later wrote the Oliver history. These days he carries a huge stock of model engines and kits and trades as Barton Model Products (01283 713715). And here he is with John Oliver on his left.



### Good Scout

Colin Walker's fine book on the dawn of Scouting (162 pages, many pictures) is a grand read. There's 29 million of them now, Baden-

Powell's writings in the Windmill on Wimbledon Common getting things going in 1907. Colin's book may well be ordered on 01977 794147.

### Food for Thought

Ian Fleming, not put off by Eton sock, prepares scrambled eggs at 16 Victoria Square. A serious first edition collector (1,000 plus including Volta on Electricity 1800, Scouting for Boys 1907, Galton on Finger Prints 1892) signed and inscribed 007 tales have exceeded £51,000 (Fleming to Chandler). Check those old book shops today!



### Straight Through!

Captain Slater MC DFC was an ace with 64 Squadron flying SE5a fighters. Noted for his great spirit, through-hangar flights were a speciality at RAF Sedgeford! At 8am on Saturday mornings he'd beat up Hunstanton, buzzing his girlfriends at chimney pot height. At a display the Queen told the CO to get Slater down before he killed himself. Flying as an instructor at Upavon he failed to take over in time.... Son Robin was a Halifax pilot, gaining the DFC and AFC.

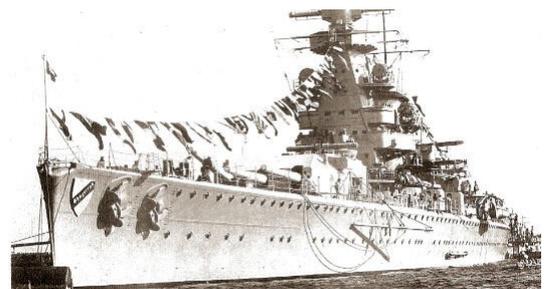
### All Should Read It

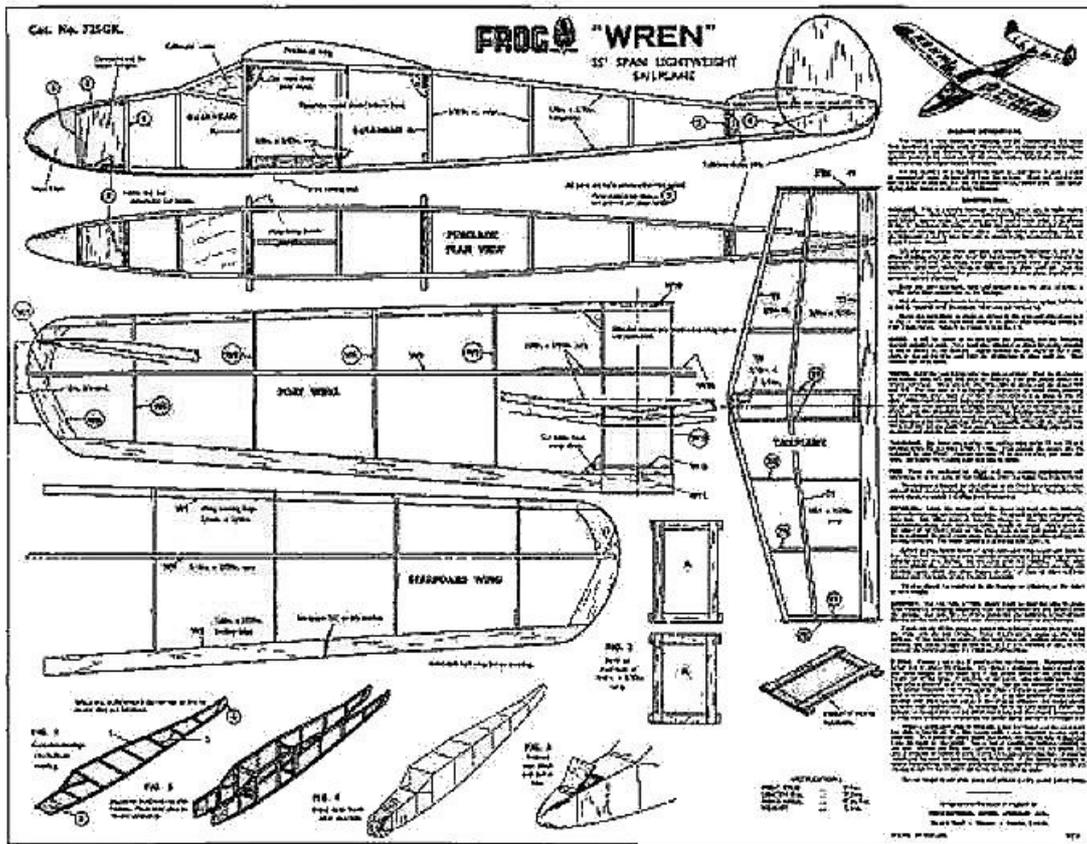
AMI, of course! In August the edition good shots of a Nordec and Fox 59 on test. North Downs was really a garage more or less, on the side making Les Bellamy split front axle units and twin rotor Roots type superchargers for the sporting motorist. Practically all Allards (1900 or so) employed the axle and a few had the big blower for extra urge, notably the white Candidi Provocatores team cars of Imhof, Burgess and Appleton. Pictured is Appleton's car in later years – 140 on A20 a memorable breeze. North Downs also produced a Nordec sports car, like the Allard pictured but smaller and powered by the Ford 1172 engine.



### Big Guns

Zeiss equipped and ready, Admiral Scheer rides at her mooring buoys in 1939. HMS Hood at 860ft was bigger and faster, her 15in guns audible over 200 miles, but she was old and Bismarck was brand new. It was over in six minutes. Ages ago I met Esmond Knight RNVR, he seeing the action from HMS Prince of Wales. It was 24 May 1941, Empire Day. Many warships employed kites and aeroplanes for spotting purposes.





## Mike Hawkins - Hobart

Pictures of the Veron Avro 504N kit that I have as promised. Also electric powered 'Black Magic', speed 600 motor with homemade belt drive similar to the Olympus commercial unit and 8 NiCad's, no 'high tec' stuff here! It fly's well and I have had 50min flight out of it.



## **Boddo CS .75 Mills stand off lookalike**

Well they've been around for a month or two now and I believe sold like hot cakes.

With regard to running them I can only speak of a few where people have run in a test bench and there seems to be a similar pattern evolving.

Out of four I've heard of these were the points to all of them:-

1. They start very very easily.
2. They won't run out a whole tank of fuel, stop before tank is empty, despite several dozen tankfulls. One to date having used 750cc.
3. Seem to get over hot before stopping.
4. Compression lever unwinds.
5. Cylinder head becomes loose.
6. Seem to be taking for ever to run in.

I put off running mine due to other things happening and never enough hours in the day. With the benefit of these comments I decided to forgo the guarantee and modify, mess about with, do things I don't understand you name it as follows:-

1. Took off the carb and tank. Used a piece of gasket paper to create a better seal between cylinder and carb nut. Now I did this but on a whim and possibly it made absolutely no difference whatsoever. I felt it had to be done.
2. Took off the backplate as I couldn't see a seal between it and the crankcase. Needn't have bothered as there is a seal in the form of an O ring.
3. I took off the cylinder and fins thus exposing the piston etc. Using 12 thou gasket paper (I know because Tony Tomlin told me) I cut a gasket (Strange that with gasket paper) and put on bottom of cylinder which I then carefully bolted back onto the crankcase. This had the affect of raising the liner etc by 12 thou less crushage (probably a technical term somewhere but beyond my scope). The sub piston induction all but disappeared.

When few of the neighbours were around (shame as I wanted to compare the neighbourly feedback of noise created to that of trimmers, lawn mowers, chain saws, horses bolting, singing in the bath etc) got out engine doobery and lump of wood it's attached to and balanced on bird bath (good height) bunged some fuel in tank. Here is what I wrote to DB (Boddington not Bishop).

"I thought I'd let you know that I've just run up my engine for the first time. Having heard various accounts from others many saying they can't run a full tank, overheating, taking a long time to run in and poor fuel economy etc I decided on changing mine.

I put in a gasket between the crankcase and cylinder. This virtually removed sub piston induction and of course raised the cylinder/liner.

Using Southern Model craft sport fuel that I suspect has more castor than the recommended D1000? and a Kavan 8x4 yellow prop I started up. Took a while to get it to run, finding settings, but once found started easily. First six tank fulls went fine, rich under compressed ran out full tank in 1 minute 20 - 30 seconds. First two runs a little trace of dark grey castor but that disappeared by tank three.

Tank four and five leaned a little and comped up a little but engine still burbling.

Tank six a bit more leaning and comp but still burbling but economy giving a 1 minute 35 second run.

Tank seven the same.

Tank eight I leaned out a lot and comped up quite a bit but engine was still burbling - just. No black in exhaust. Ran for 2 minutes 58.1 seconds with great thrust. Don't know what revs were as haven't got a rev counter and can't measure thrust but by the wind being chucked out the back (engine) there

was ample for a Tomboy.

After and during each tankfull I felt the cylinder head and it was cool. Even after last tank I could hold the fins without burning. (Very technical here in Dorset. A lot of hospitals though!) No problem with head unscrewing (or the engine's) or comp screw doing the same."

Since writing this I have run several more times and using a borrowed tacho. The maximum revs were 7,400 using same prop and fuel and on two occasions towards the very end of the tankful it stopped dead. I've also discussed at Middle Wallop with several others and all without exception have had the same problem. Next step it to put in my Tomboy again and fly it in calmer conditions. As DB said there will be better cooling in the air.

David's reply was as follows: \_

"Many thanks for your interesting E-mail, pleased to hear that the .75 is performing well. I have had mostly good reports from purchasers, I think that some forget that you do need to run-in diesels of this type.

The two I have been operating, one in my new low wing free flight and the other in an R/C little biplane have both ran well, although it is a while before you get good economy.

Cheers, David."

My thoughts were that the engine would be absolutely great for free flight but where a long run and tweaking was needed for the Tomboy 3 competitions it may not be so good? At £52.00 + P&P it would still be good value especially as it started so well. And would run comfortably for 60 seconds which is all I'd want for a FF model.

By the way the theory behind the above messing around and being pretty much ignorant on such matters, so don't you try it, stems back to AM engines. I had an AM15? In a John Stroud Bouncer no not a Bouncer a something something something I'll look at the plan one day, CL model (Is JS still around and aeromodelling?) and the engine would go well but after ¼ of a lap would harden up go all stressed and stop. Send it off under comped and it would last a couple of laps or just putt around while I waited for the grass to grow or grass grabbed said model. Now I can remember in the distant past people saying that AM's took a lot of running after which they were immediately clapped out especially in CL models. The theory espounded being due to a tapered liner that was just too tapered. With that in mind I decided that raising the Boddo Mills liner by a fraction may do something if that were the case to help the piston from being forced into too small a hole when reaching TDC. Also removing sub piston may help with fuel economy at cost of a few revs. Now all this could leave you with the impression that I'm talking out my ....! I would agree and bow to those who understand such things so any comments would be appreciated (Not rude). Would I buy another Boddo Mills, well I've got another on my shelf which I was going to let anyone have at cost but not now, having got 6 of the engines, four for other aeromodellers, but no it's mine for good as they are no doubt perfect for FF and my original Irvine and Mills can be flogged to death in my Tomboy 3!

Next month I hope to have more information from others who have been running their engines. If you have one and would like to add to the above please email me.

## Bryan Targett and his Tomtit



This is the Tomtit nearly finished, made from an original Veron Kit.

The colour scheme is my idea of an RAF finish IF, it had been accepted as their Trainer instead of the Tutor, but really it is so I stand some chance of seeing it, a bit small for me now, eyesight is not what it used to be. I tried all Silver planes before, Moraine, Mustangs Very difficult. It is electric powered, battery, 4s goes in under the engine.

It needs some Fin lettering but I ran out of

suitable letterset ( About as old as the kit)

The Spinner was difficult it is So Short on the prototype, this home made one is OK for photos but I need to get a



better concentric fitting for flight.



## Tony Penhall Photos and a few words

I've recently resurrected a 'standard' Buccaneer for my son Chris. The framework was gifted to me about 12 years ago, so I put three channel R/C aboard with an Irvine 39. It was built by Barry lalonde. The radio was very kindly given to my son by Richard Bavin much to our surprise and delight! The model has been aloft, side by side with my now ancient Comet 11 powered by an OS48 Surpass. Built in 1987 for free flight with the Baby Cyke! Now converted. Such a stable design by A E Brooks of the Leicester MAC in 36' or 37', who also designed the Skyrocket for the 18cc Comet engine.



Buccaneer take off 1<sup>st</sup> flight 2008



“The pilot” Chris Penhall with Buccaneer and Tony in 2008



## GUFF BEFORE THE RUDDER BUG – BY MICHAEL CUMMINGS

Most modern radio-control flyers, who would almost certainly not be required to construct their own radio equipment as well as building their own model, may not be aware that the technical and manufacturing advances of today were pioneered by the Americans and British, e.g. Colonel Taplin and George Honnest-Redlich.

In America, the brilliant Doctor Walter Good and his brother were experimenting with radio control in the 1930s. In 1937 they were very successful with what is recognised to be the first radio-controlled model aeroplane. This model had the unusual and simple name of the, “Guff”, (shown below)



with a wing span of 96" and a length of 72" powered by a Brown Junior. The total weight was 8lbs including radio-control equipment of 2lbs. The radio-control equipment was, of course, valve and had two receivers operating on different frequencies; one for the rudder and one for the elevator. The batteries weighed 1lb. and the escapements were built in to the fin and rudder with the rubber running both vertically and horizontally. In those days there were no frequencies allocated for model use and Bill Good, Walter's

brother had to use his ham radio licence to operate the model. A final point to note that a successful presentation was made to Henry Ford who was suitably impressed by this major achievement.

To vintage enthusiasts, Reginald Denny, the British film actor who co-starred in Rebecca with Laurence Olivier, is well-known for his Dennykite engines. His Company also produced target drones in the 1940s for the United States Army and Navy Ack-Ack gunners for target practice. The

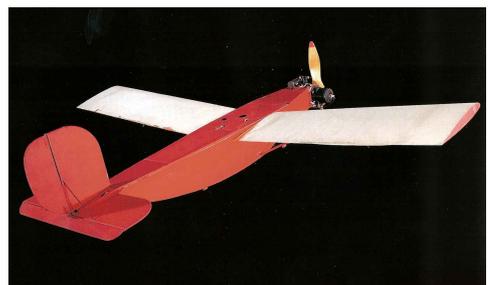


photo below shows one example of the radio-controlled aeroplane TDD-1 (shown below) which had a wing span of 140" and a length of 90".

## Events

21 September Middle Wallop Including next Veron Juior combi comp. Details from me JP

23 September Bournemouth MAS Indoor meet, Allendale Centre, Wimborne, 19.00 – 22.00

5 October RC vintage at Cocklebarrow

12 October Middle Wallop. Including Junior Combi comp

19 October Wimborne MAC Control Line day. More info from me James Parry

## Middle Wallop Saturday 23 August 2008

I attended Saturday and Sunday, the weather Saturday probably being the best of the three days. Certainly a good turn out with aeromodellers as far as you could see. Here's Saturdays photos



Alan Jupp's shop



Twin Mills











## Middle Wallop Sunday 24 August

This day was for not only FF but also RC and CL. The RC and CL were placed about a mile from the FF so not many model clashes. An excellent turnout despite the awful conditions, rain until about 10.30 and strong winds thereafter. One gust was recorded at 25mph. 38 attended for RC with 68 models, not bad considering. 18 models were Tomboys. CL was left to a handful of gallant modellers including Stan Robinson, Chris, John Huntley to name a few. There were more models there but the wind put most off, including moi. Tomboy comps were run the results as follows:

### T3

1 <sup>st</sup>	Tom Airey	6 mins 40 secs
2 <sup>nd</sup>	David Boddington	4 mins 55 secs
3 <sup>rd</sup>	Peter Netton	4 mins

### Tomboy senior

1 <sup>st</sup>	David Boddington	9 mins 15 secs
2 <sup>nd</sup>	Tom Airey	7 mins 29 secs
3 <sup>rd</sup>	Tony Tomlin	7 mins 21 secs



Raynes Park hospitality tent



John Wingate hatching a cunning plan for Tomboy 3



DB after a succesful flight



Dave Ashenden's Aeronca



John Huntley's Quaker Flash

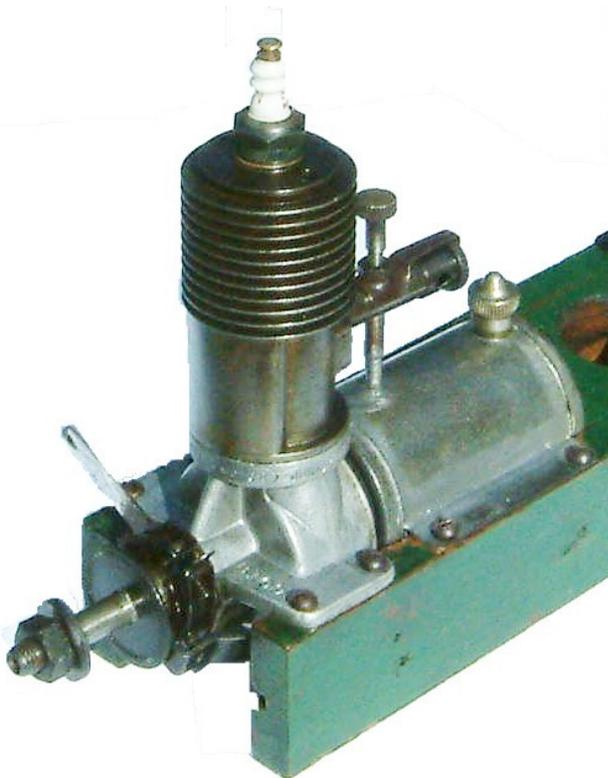




Alan Holmes with J 60 and below



A 1935 second batch Brown junior



Apologies for this S&T. Poor excuse I know but I got bogged down with too much work, same most Summer periods the result being few plans, articles held over etc. I'll do my best to make up for it next month. James Parry