



NEW CLARION

SAM 1066 newsletter

Issue 2.1

February 2007



Affiliated to the - Club No. 2548

SAM 1066 WEBSITE — WWW.CAVGROVE.FREESERVE.CO.UK/SAM.

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Editorial

The response to the first edition of the NEW Clarion has been 100% positive and most encouraging.

Together with a lot of complimentary comments there have been a number of contributions (most of which are included in this edition) and one or two

suggestions for improving the layout.

You will notice that this edition uses a full page format which a number of members requested as an aid to reading the newsletter 'on-screen' as opposed to printing a hard copy.

As I have been at pains to point out, the success and regularity of future editions depends very much on the contributions received, my role is merely to put the whole lot together in a digestible form.

If the worst comes to the worst I might start boring you with my experiences of building and flying various vintage and classic models — you have been warned!

The first of the 2007 events at Middle Wallop took place on a very breezy 11th February. Despite the conditions (and a consistently dire forecast over the preceding few days) there was a good turnout and plenty of flying, at least in the competitions. It wasn't a day for trimming or even 'sport' flying, although a few hardy souls took the plunge.

A summary of the results (full results are on the website) appear elsewhere in this newsletter.

FOUND

I flew in the Mini-Vintage event and whilst recovering my Gollywock, after its second flight, I came across the remains of an electric TOMBOY (see photo). It looks as though it has been exposed to the elements for a very long time, but although there are no wings or tail and the fuselage is just about extant the motor still turns!

However, someone may recognize the remains. I have them stored just in case.



AUGUST BASH

TIME TO GET ORGANISED – Mike Parker

Euro Champs back to normal

Following talks between Lindsey Smith and the Chief Flying Instructor (CFI) the Army Flying Association (AFA) have agreed to move their operations over the August bank holiday weekend to Old Sarum. They will leave Middle Wallop early each day and return in the evening, leaving us clear to operate in safety during the day. So it's business as usual with the SAM 1066 Euro champs on Saturday, Sunday and Monday 25th/26th/27th August with all of the usual contests, fun and frolics.

The committee apologises to those members who would have preferred to return to Little Rissington this year, but they have also considered that the majority would prefer Middle Wallop.

Volunteers needed

Having had a large part in last years SAM 1066 Euro champs I would appreciate a break this year and be able to fly once more, therefore the committee is seeking volunteers to act as coordinators for each of the three days. It really isn't difficult, just ensuring that things on the day are running OK and liaising with the CD's and control. I, with the usual team will be there so you will not be "on your own" so to speak. As an incentive the volunteers will get their gate en-

tries free of charge. A volunteer is also required to act as "campsite warden", ensuring that all have booked and paid, and monitor the site for cleanliness etc. This would obviously suit somebody who is camping, so as an incentive the volunteer will get their pitch free of charge. I have already made most if not all of the arrangements so there is virtually no admin to do.

If the club is to continue to flourish then members have to be prepared to get involved, if you can help please contact me.

Camping

Camping is available on the Museum picnic site from Friday evening to Tuesday morning. After some negotiations the original cost of £8 per night (£32 for the 4 nights) has been reduced to £7 per night or a special rate of £24 for the 4 nights.

To reserve your pitch, first come first served as usual, see the details on the web site.

After enjoying such good toilet facilities at Little Rissington last year the pressure is on to improve the toilet facilities for campers this year. I have made some initial enquiries as to the alternatives but they are not cheap, ranging from about £350 to £1000 for a "Toilet Trailer". They are still in essence "Chemical" toilets as we do not have a water or sewage connection to the camping field, but they are a little more posh. I am still investigating but if you have any thoughts please let me know.

Mike Parker

Membership Secretary & Treasurer

The Condor Curlew

This is an old Veron parasol slabsider model of just 20 ins span. I can't remember why I built it but I did. It proved to be a great flyer and taught me a lesson about how small is beautiful. I trimmed it out on a calm day and I suppose it was capable of about a minute or so. Then one Sunday morning I was longing to go out flying and the old dog needed a walk but it was well windy. "Ha Ha" I thought, it will be fun flying the Curlew in these conditions and I thought it was small enough to survive the inevitable prangs. It had no DT but I didn't expect it to fly very far.

Out on the park I set the dog off on a snuffle (he was blind and deaf so he tended to stay more or less where he started going round in circles) and piled on some turns in the upwind corner of the field. Chucking it up, whilst running backwards as specified by Mike Kemp, it shot off and was whirled away by the wind. Far from being bashed up, it climbed away in exhilarating swoops, rolls and turns eventually landing in the far corner of the field after a roller coaster glide. I strolled over to get it and then battled my way back upwind to my circulating Spaniel and had a couple more fearsome flights.

Small models prove to be much more stable in the turbulence than large ones for a number of reasons not least being the short distance between wing and tail but it is certainly a thrill to watch the cavorting Condor Clipper in inclement conditions. Why stay at home just because there is a gale blowing I never forgot that morning.

Plans are available from Phil Smith, 32 Verwood Cres. Southbourne, Bournemouth, Dorset, BH6 4JE

Andrew Longhurst

HOME SWEET HOME

By Peter Michel

SO here we are, back at Middle Wallop, with 11 flying days there this season. We can hardly believe it. Needless to say, this didn't happen by chance, and we have Mike Parker, aided and abetted by John Thompson, to thank. The first of the season's outings at MW, on chilly, windy February 11, was something of a downer when you think of the idyllic conditions during the days leading up to it. (Not that it mattered. We were there!) On the previous Wednesday, for instance, the Bangers & Mash club was in aeromodelling heaven out on Epsom Downs where two-minute flights were ending in the middle of the race course.

But then, you have to take things as you find them in free flight, although anyone could have been forgiven for not turning up at MW on February 11. Metcheck foresaw 8mm of rain at 8am and winds up to 24mph in the afternoon. They were so right about that wind! I reckon there were gusts nearer 30mph around 3pm while launching my trusty vintage AV-46 which did a complete loop at the start of a hairy two-and-a-half minute flight way out into the boondocks.

The retrieve took me out of the airfield and through a virtual assault course to the badlands which look so pretty in the binoculars but which are in fact vast acres of muddy fields surrounded by impenetrable hedges, electric fences and the like. These fences, I feel sure, were the cause of spurious signals on my tracker from ever-changing directions. By this time I was getting to be a trifle exhausted, and I was mindful of the fact that those back at base might be worrying about my long absence, which was indeed the case. So I there and then abandoned the search, and began the trudge back.

But what do you know? My tracker suddenly began to perk up again with the faint *tick...tick...tick...* becoming stronger as I followed my own foot-prints in the muddy field. Then (joy of joys!) a couple of icons appeared on the receiver dial. As I plodded on and on, the signal became stronger, so I dug out my pocket binos and scanned the scene. And there, right in the far distant corner of the field, was Dick Twomey no less (he is even older than me), waving my AV-46 overhead. He had seen it in the corner of another field and I must have

passed right by it, although why my tracker failed to find it on the way out I shall never know. Dick, sensing that something was amiss, had come out to find me and was I glad to see him!

The moral of this story is that we oldies should at all times take a mobile with us on retrieve, having left its number with the CD. We may say we are fit for our age and so on. But none of us, young or old, can rule out falling foul of heaven-knows-what out there. The mobile phone could well save lives in these circumstances. And in any case if you don't take your mobile (switched on!) the CD can't decide if you are in trouble or just on an extra-long retrieve.

SO, what do we think of the new electronic Clarion? In my book it is hitting the spot, and all praise to Vic Willson for taking on a formidable task. However (why does there always have to be a however?) there is one built-in drawback to e-mail literature of any sort, and that is you have to read it on screen. (Up to a point, Lord Copper. See later in these scribblings.)

One of the delights of aeromodelling is, or used to be, the arrival of the magazines by post - not that there are many of them nowadays in my house since the tragic demise of the real Aeromodeller and the old Clarion. Now there's just SAM 35 Speaks, the excellent Northern Area News, plus Mike Myers's Flightplug from California. Oh yes, and the BMFA News. But that's mainly radio.

Unsurprisingly there is a corresponding increase in the number of e-mags. In addition to the New Clarion, there's James Parry's Sticks and Tissue and another goodie, AVANZ News, from New Zealand. Ron Firth does one too.

However, I must be honest. I find downloading and scrolling through them all, page after page, a real chore (...hope the full width format helps—ed.). And it's so difficult to remember where you saw something you need to look up. Oh for the days of printed magazines when you could read them at leisure over a cup of coffee and come back to them at any time, instantly, without having to stoke up the PC. I was reading the other day that people are now finding that they spend quite enough time, thank you, staring at a computer screen for one necessity or other without having to do so for pleasure. In fact, one well-known American modeller is on record as saying that the personal computer is the biggest waster of time every invented.

OK, enough moaning. What to do about it? The only answer is it to print the New Clarion out. After all, if you are reading this on screen, you will have a printer. The first edition of the New Clarion took up 20 pages on screen. That

represents a lot of paper and a lot of ink, even in draft printing mode.

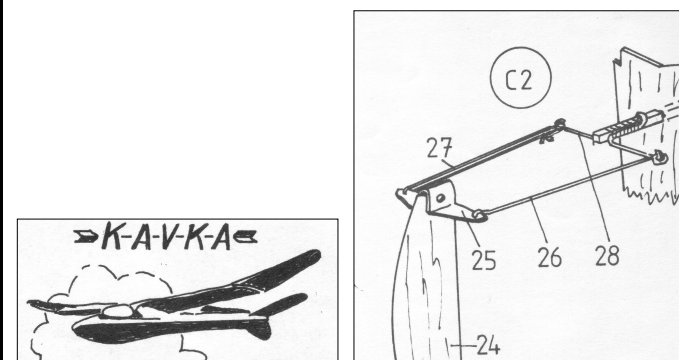
However the cost of ink and paper is neither here nor there when you consider that the New Clarion is a free issue and that membership of 1066 now costs nothing.

Needless to say we old-'uns will be accused of lagging behind the times, as ever, and not being up to speed by the very act of printing out. Who needs hard copy, you'll hear it said, when you've got it all transferred to disc? Well I do for one. I find myself becoming more and more reluctant to look on screen for anything.

Another thing... I've got scads of digital photographs on disc, few of which are ever likely to see the light of day as print-outs. In fact, only five have made their way into the family album. How unlike the old days when you took your roll of film to the local chemist and got actual pictures back!

Ho-hum. It's the way of the world, so I suppose we've got to rub along with it. However, I know I am not alone in believing that there really is a lot going for real words and real pictures on real paper.

THANK goodness for good old snail mail. Out of the blue the other day there arrived a packet of plans, rubber, glider and scale, from Jan Vodicka, a vintage Wakefield and glider flyer in the Czech Republic. It contained the drawing of a 1953 A2 called the Kavka of 65in span which I intend to build. [Not to be confused with the Czech Kavka canard glider.] However, there is a detail on the plan which has me foxed, and that is the auto-rudder arrangement which is reproduced here. I can't for the life of me see how it works. Not that it will cause any trouble in the build because I shall use my standard A/R arrangement. (Simple line and tension band.) but I shan't sleep o' nights until I know how the original was supposed to do.



John Andrews Rides Again

I signed up to the new SAM 1066 over the Christmas break and boom, out of the ether came the great NEW CLARION, what a great idea and the best of luck to Vic Willson our new editor.

I don't intend to be left out of this new venture so, editor permitting, I will try and get some of my somewhat less than interesting activities and thoughts onto paper once again, brace yourselves.

My modelling activities waned a little at the back end of 2006 and I had a backlog of repair work that I just had not got round to. I fly Open Rubber (it was the easiest) and I had to give some thought to what to do with the new 50gm rubber limit. I'm no prolific builder so I took my one and only competitive open model (O-3), checked out the motor length and set about the model with the scalpel. I lopped 4 inches off the nose, repositioned the rear motor peg, and made up a motor, ready to see what happens before I build a new one.

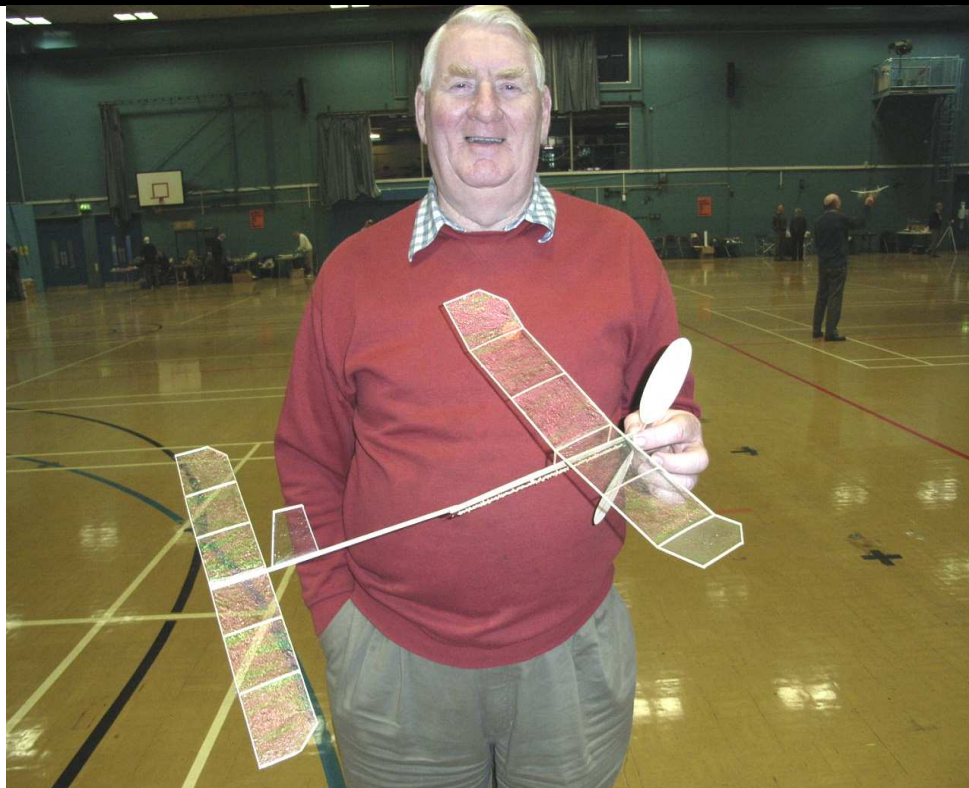
Next job was my nostalgia or is it classic, any way Stomper No2. This poor thing had been resting in the garage since 2006 Nationals, it had been lost overnight, wet and windy in ploughed field, was much knocked about and very mud spattered. I washed it best I could, made the repairs and it still looked scruffy (it don't take long before my models do anyway) so I thought to hell with the weight and gave it a good coat of dope all over, it looks better now and it always needed lift to max. anyway.

Two models ready for trimming and the wind seems to have been blowing a gale every day since Christmas so I am still waiting to start throwing them about.

The renewed activities livened me up a little and I started looking to indoor meets, my good friend Pete Ashmore still manages to keep meetings at Alumwell afloat so I dug out my boxes of models and off I goes.

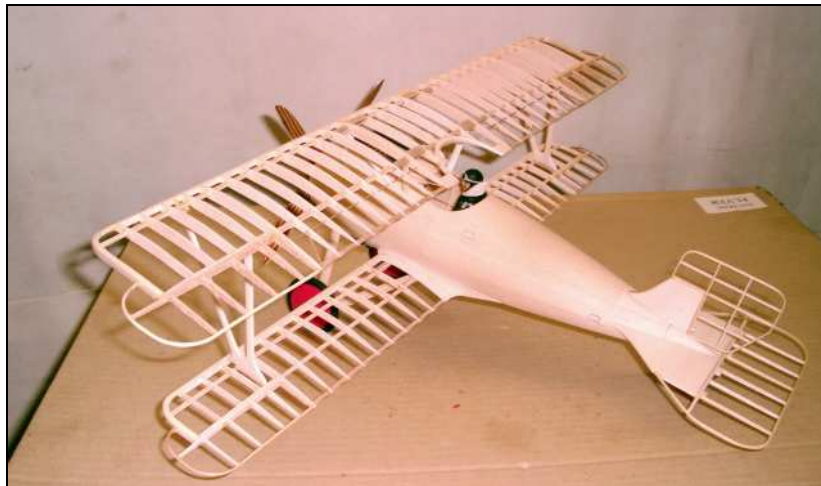
Now I'm back in the saddle and John Hook's do at the end of the year at the Oasis Swindon was not to be missed as I have been to every one since he set up the freebee for his 60th birthday. Once again, I had been using old models and they soon get tatty so I built myself a new one.

I like EZB's, they are a nice size and easy to trim. I build heavy with model shop wood, as mine are for the rough and tumble of sports hall flying, they come out about 3.5 gm which is twice the weight they should be for ultimate performance. They last fairly well, survive ceiling bashing and midairs without too much repair work, but still do 5-minute flights if I'm lucky with the ceiling contacts.



Author with his latest EZB at Swindon

Whilst I'm on the subject of new indoor models I had the pleasure of seeing Pete Illiffe's latest scale Siemens Schuckert DIII, if I've got the name right (it is now—Ed.), fly at Swindon. it's a beautiful aircraft and flies well from hand launch but is causing problems with takeoffs as it veers off line, which is not good for fine scale jobs as the sports hall walls could cause serious damage.



Pete's Schuckert DIII framework



Finished model, it's not as pink as it appears here.

There are other pictures on the 'Meetings' page of my web-site

www.freewebs.com/johnandrewsaeromodeller

Pete's model, as always, is an absolute work of art and should get some scale honours at some point in time, if he can keep it away from the sports hall walls. If you want to see it flying, I have a new web-site where I am experimenting with video clips, it's a bit new as I'm still trying to get to grips with it but there is a small clip of Pete flying the Schuckert at Swindon.

www.freewebs.com/jaaeromodellervideos

So much for indoor, I digress, back to vintage, although, come to think of it, I don't think I've been there yet, never mind.

Now the B.O.M. rule is gone I'll be able to fly some of my inherited models, I've got:

a Jaguar and Gipsy ex Colin Shepherd and a 39 Korda, so vintage Wakefield here I come.

That reminds me, I've repair work on the Korda to do. I have been sport flying it with 80gms made up into 16 strands of $\frac{1}{4}$, it gives a powerful short climb on a few turns, spectacular, but it doesn't go too far.

I flew it when it was a bit breezy at Wallop last year and it got rolled over and broke the wing, the tissue is a bit old and brittle. That's another job I forgot. The fuselage is silk covered and when I got it, it did not have the USA lettering on it so I scrounged a plan off Pete Ashmore and used the nearest text on my computer to print some letters and cut round them and stuck them on the model. It's more authentic now.

Incidentally, the wonderful patterned tissue on Pete Illife's Schuckert is also computer printed and it looks great.

Where was I. Oh yes, other people's models. My one regret is that, although the B.O.M. rule has gone, the new open rubber rules means that I cannot fly the huge open fly-off job that was the late Ian Macdonald's, I've got 160gms of old $\frac{1}{4}$ in it, made up into 16 strands and its flown all the way across Wallop on about 400 turns and it should take at least 1400 I would think, but I'd have to check my turns chart first.



The Korda at Warwick racecourse Feb 2005
a bit of L/side thrust, 500 turns straight off the bat.

That's all folks, glad to be back.

John Andrews

E-mail: johnandrews@tiscali.co.uk

The Horace Sayer GB2 Flying Boat — Malcolm Rainer

In the 1930s the North Kent MAS was using Danson Park, which has a large lake. This caused an interest in waterplanes to develop. Three-float duration models predominated, but there were also some early attempts at flying boats, with little agreement on the best configuration.

As a schoolboy in 1937 I went along to watch the Roberts Cup competition which was for flying boats. All kinds of shapes were evident, even some duration models with a single large float appended underneath. Most of the flights were short and uncertain.

Two visiting modellers appeared with two very large well-known models, *G-OOSE* and *G-ANDA*. They were realistic semi scale designs with propellers geared to multiple skeined motors in the two nacelles. They could not compete because, being very heavy, they needed a strong push to start the takeoff run. In demonstration flights a slow climb for about half a minute was followed by a smooth descent to a "landing" on the lake.

Everybody was captivated, especially Horace Sayer who, as a spectator, saw intuitively that what was needed was something with the same layout but much more lightly built.

Aided by photographs of Short flying boats, he devised a light and robust model which still looked realistic. Fig. 1 is a photograph which I took of the original in 1938. Some of the differences from the later *GB2* can be seen, including the three-piece wing of larger span, with dowelled-in outer panels, and a higher mounted tailplane. The nose shape was also different at first. This model survived through the 1940s, and Fig.2 shows a later attempt, about 1950, to convert to twin diesels. Horace is in the left foreground.

The revised shape dates from about 1940, and held the British record until 1947, It had the more pointed nose and a lower set tailplane. The wing was in one piece with the span reduced from 52 to 47 inches, possibly to fit into Horace's 4-foot box.

The *Aeromodeller* for December 1941 contained the plans and building instructions, written by George Bruce, a fellow Yorkshireman of Horace.

George was an ebullient character, well known for his pedantic debating. However, he was a good model builder from the earliest days, having previously been an airframe rigger in France in World War 1. He could also write and draw well. Some of the changes in the design suggest his influence, especially the closer rib spacing and the washed-out wingtips. I found his building instructions clear and well worth following.

The one-eighth scale plans are fully dimensioned and will scale up to the preferred size on a copier or computer, but I found that drawing the outlines of the wing, tail and slabsides to a different scale (see later paragraph) on to a building sheet took only minutes,

The first replica that I saw was at MW in 1993. Having heard about SAM, I went along to see what was happening and met several helpful people, including Bill Lewis who had some replicas that I recognized. His GB2 must have inspired some of the others that followed.

Unfortunately a pond for the August competition has not been available for several years. In 2002 and 2003 the waterplane event was run hand-launched, which was better than nothing, and some of us thought it a pity not to go on doing so. At the last August MW meeting in 2005 there were various flying boats on the field including at least six GB2s. We managed to get together four in a single photo, fig 3.

Some people have said that they fancied making one, but were put off by the large size and the need for an assistant for winding and launching although Bill had managed single-handed takeoffs with a yoke to hold the propellers, One solution is to reduce the size, I have shown that a $\frac{3}{4}$ scale version will perform very well, with a minimum of modification to details. Launching single handed is possible, and by fitting tail blocks to the nacelles, winding can be done unaided from the rear on a frame (just visible on fig. 3).

If $\frac{3}{4}$ scale seems too small, $\frac{7}{8}$ (about Wakefield size) should be manageable. Here's hoping a few people will consider a build, of whatever the size.

Malcolm Rainer
Malcolmrainer1@aol.com



FIG. 1



FIG. 2



FIG. 3

THE GENEROSITY OF AEROMODELLERS — *Brian Martin*

Whilst attending Cornwall Vintage Aeromodellers indoor meet in November I was selling many of my vintage plans collected over many years, the proceeds to go to the Merlin Project Charity. This charity is trying to raise funds to build a Multiple Sclerosis Therapy Centre in Cornwall.

David Baker was there having been visiting John Ralph and he bought a couple of plans from me and showed a lot of interest in this charity.

A few weeks later David phoned me to say that he had a cheque for me for £215, being the sum raised by Derek Walsh from raffling his Tomboy fitted with a mint, original Mills .75 plus a few other items. David also offered one of his engines should I wish to run another sale or start a raffle.

Thinking about this and what a good cause this charity is supporting I decided to try and run a full UK draw. Hopefully making the draw at the Euro SAM champs in August. I could not believe the support I received from all the suppliers whom I deal with.

1st. Prize N.I.B. FORSTER .29 FRV. SPARK IGNITION

Other prizes include :- engines, kits, plans and accessories

Prizes have been donated by :- Brian Martin, David Baker, BMFA. John Goodall (BMP), John and Pauline Hook (Flitehook), Keith Harris, Geoff Stubbs (Oundle Models), Paul Evans (St. Austell Model Centre), Millers (Truro), Sussex Model Centre, Liskeard R/C Models and Westwings.

I hope to be at most of the major functions throughout the year but if anyone would like tickets please send cash or a cheque made payable to :- B.Martin Charity Account. Cost of tickets are £1.00 each or £5.00 for a book. I will need name, telephone number and e-mail address if you have one. Anyone willing to take a few books to sell for me I would be truly grateful. If Derek's enthusiasm is anything to go by we should be able to help the sufferers of MS in a big way. If anyone or club could run a raffle for this cause similar to Derek then that would be of a great help to us.

Please help me to help those who can not run after the toys as we can or enjoy the great outdoor life so freely as ourselves.

Thanks

Brian Martin (SAM 350312, BMFA 74431), Meadowfield, Mill Lane, Grampond, Truro, Cornwall, TR2 4RU. Tel/Fax 01726 883726 e-mail slickermaker@tiscali.co.uk

Crookham Gala

As the traditional season opener for Vintage competition enthusiasts, this event sometimes catches people unawares. All those months of toiling in the workshop and doing very little flying can lead to 'rustiness' out on the field.

However, despite the weather, there was a healthy entry in all classes .

Due to the strength of the wind there were some epic flights and equally epic recovery efforts (Peter Michel recalls some details in his column).

Perhaps the most fortuitous story belongs to David Beales whose glider flew away OOS. Later in the day David phoned home and discovered that a farmer had spotted the model from the road, about 10 miles away near Barton Stacey! Not only that, but when David contacted him on his mobile he offered to bring the model to Middle Wallop and so David duly waited in the car park for its return - how fortunate can you get.

Even more dramatic was the rescue of Richard Wykes 'Flying Pencil' from a very, very tall tree (80 ft). No poles would reach it, but the station fire brigade offered to help. Unfortunately, even they didn't have sufficiently long ladders, so as a last resort they deployed their power hose. The briefest of 'squirts' lifted the model 20 ft into the air and clear of the tree!

Richard' s models are STRONG.

CROOKHAM GALA (Middle Wallop) - 11th February 2007
 (NOTE: Full results are posted on the CROOKHAM CONTEST MODELLERS website— www.cavgrove.freeserve.co.uk)

| Combined | | Power | | | | |
|-----------------|-------------|----------------------|-----------------|-----------------|-----------------|-------|
| Pos. | Name | Model | 1 st | 2 nd | 3 rd | Total |
| 1 | T.Grey | Electric F1Q | 2.00 | 2.00 | 2.00 | 6.00 |
| 2 | R.Wykes | Vintage | 2.00 | 2.00 | 0.37 | 4.37 |
| 3 | D.Chilton | Classic | 1.19 | 0.51 | - | 2.10 |
| Coupe | | d'hiver | | | | |
| Pos. | Name | 1 st | 2 nd | 3 rd | 4 th | Total |
| 1 | R.Wilkes | 2.00 | 1.44 | 1.44 | 1.23 | 6.51 |
| 2 | A.Longhurst | 1.18 | 2.00 | 2.00 | 1.08 | 6.26 |
| 3 | P.Hall | 1.27 | 0.58 | 1.35 | 0.59 | 3.79 |
| Combined | | Glider | | | | |
| Pos. | Name | Model | 1 st | 2 nd | 3 rd | Total |
| 1 | T.Clark | Classic | 1.49 | 1.26 | 0.54 | 4.09 |
| 2 | P.Michel | Vintage | 2.00 | 2.00 | - | 4.00 |
| 3 | J.Oulds | Modern | 1.14 | 0.27 | 2.00 | 3.41 |
| Mini | | Vintage | | | | |
| Pos. | Name | Model | 1 st | 2 nd | 3 rd | Total |
| 1 | T.Sheppard | Le Timide (Power) | 2.00 | 2.00 | 1.50 | 5.50 |
| 2 | R.Taylor | Skyrocket | 2.00 | 1.19 | 2.00 | 5.19 |
| 3 | V.Willson | Gollywock/Buckeridge | 2.00 | 1.47 | 1.31 | 5.18 |

2007

Forthcoming events

with competitions for Vintage and/or Classic models

| <u>Date</u> | <u>Venue</u> | <u>Event</u> |
|----------------|--------------------|---|
| 11th March | Middle Wallop | Fun flying & trimming - <u>Hopefully some competitions to be organised on the day</u> |
| 25th March | Area Venues | BMFA 2nd Area comps. |
| 7th April | Middle Wallop | SAM 1066 Glider day - <u>Vintage/Combined Classic Open/Radislav Rybak A2</u> |
| 8th April | Middle Wallop | SAM 1066 Combined power |
| 8th April | Middle Wallop | Bournemouth Club — Club <u>Classic/Mini-Vintage/P30/Under 25"/A Frame Rubber & Vintage/Classic/HLG/ CLG Glider events. Cabin Power (precision)</u> |
| 9th April | Middle Wallop | Croydon Wakefield day |
| 22nd April | Area Venues | BMFA 3rd Area comps. |
| 6th May | Salisbury Plain | BMFA London Gala |
| 7th May | Salisbury Plain | BMFA London Gala |
| 20th May | RAF Odiham | Mike Kemp's Vintage Day |
| 25th/26th/27th | RAF Barkston Heath | BMFA F/F NATIONALS |

[Please check before travelling to any of these events, as access to MOD property can be withdrawn at very short notice!](#)

For up-to-date details of SAM 1066 events at Middle Wallop check the website—WWW.CAVGROVE.FREESERVE.CO.UK/SAM.HTML

For up-to-date details of all BMFA Free Flight events check the website—WWW.VENGI.DEMON.CO.UK

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SUPPLIES

John & Pauline Hook
FLITEHOOK—www.flitehook.net

MIKE WOODHOUSE—www.freeflightsupplies.co.uk

KEITH HARRIS—Plans service
21, Burns Lane
Warsop
Mansfield
Notts.
NG20 0PA
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USEFUL WEBSITES

SAM 1066—www.cavgrove.freemove.co.uk/sam.html

BMFA—www.bmfa.org

SAM 35—www.sam35.org

Martyn Pressnell—www.martyn.pressnell.btinternet.co.uk

Loc8tor—www.loc8tor.com

X-List Plans—www.xlistplans.demon.co.uk

BMFA Free Flight Technical Committee—www.vengi.demon.co.uk

National Free Flight Society (USA)—www.freeflight.org