



NEW CLARION

SAM 1066 newsletter

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March 2007



Affiliated to the - Club No. 2548

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

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Editorial



Due to a combination of poor weather, work and cycling, since Christmas, I haven't managed to get down to the Common (Chobham) anywhere near as frequently as I had hoped. However it has meant that I have managed to build several models (Bagatelle, Never Forget 14, Lanzo Stick, Gollywock and Yardstick) that otherwise wouldn't have seen the light of day until later in the year.

Recently our esteemed chairman has put his power models aside for a few weeks and built 3 (yes THREE) RAF V's! In conjunction with this project he has amassed a considerable amount of very detailed data relating to weights (not just airframe parts, but individual components and raw materials).

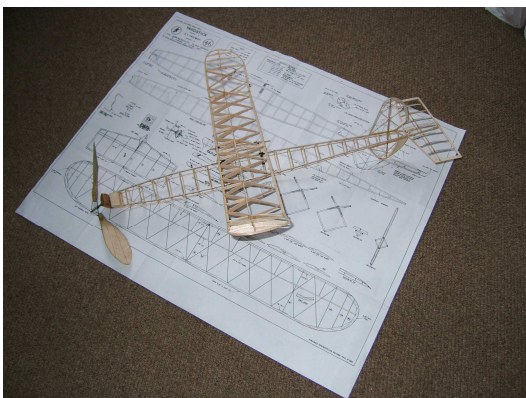
The result is that from the basic selection of balsa, before even reaching for a razor blade, the weight of a component can be calculated.

Hopefully John can be persuaded to relate his experiences in a future article.

I have never been 'weight conscious', always erring on the side of strength/durability and aware that my models were too heavy. Having assimilated some of John's philosophy, I quickly made a new GOLLYWOCK and without searching for any special balsa I managed an airframe weight of 65 grams with a 35 gram motor.

To the 'weight watchers' amongst you, this probably seems nothing special, but I have to confess that my previous GOLLWOCK weighed 100 grams and needed 40 grams of rubber!

Using this new 'mind set' I then built Brian Faulkner's YARDSTICK for Classic events (and perhaps BMFA Open Rubber with a 50 gram motor).

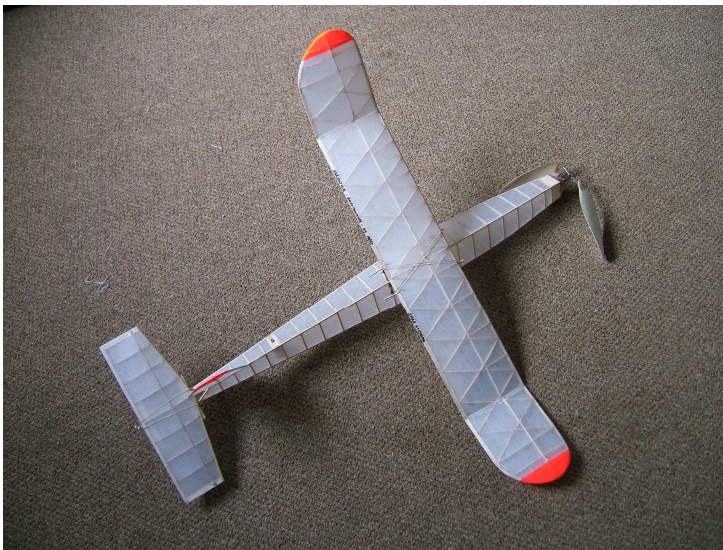


This 1953 design has a geodetic wing which I struggled with, this being only the second such wing that I have built (the first being John Pool's NEVER FORGET 14, but that's another story). It also has a diamond fuselage and I never have understood the *raison d'être* for this layout.

I always struggle with thrust line adjustments and the wing mount is always relatively complicated - so much easier with a square fuselage.

With a very light structure I was acutely aware of the risk of warps in the wrong places and decided to cover the whole model in lightweight POLYSPAN.

This all went according to plan and after waving a heat gun over it to remove some wrinkles, I gave it one (brushed) coat of very thin banana oil and the result came out much better than expected.



The weights are as follows:

	Uncovered	Covered	Banana oiled
Wings	11.2	18.0	17.9
Fuselage	18.5	26.8	25.7
Fin	1.8	on fus.	
Tailplane	2.9	4.0	4.0
TOTAL	34.4	48.8	47.6

Prop assembly	12.3
Motor	35.0
Bobbin	2.0
READY TO FLY	96.9

How did I manage to reduce the weight by banana oiling the covering! Have I got some special scales? Is there some magic anti-gravity banana oil!?

Well the answer seems to be this: I attached the POLYSPAN to the structure using dope, I then weighed the model soon afterwards, but didn't banana oil it until a few days later.

The theory is that the dope evaporated during those few days and the banana oil didn't quite weigh as much. All this may seem a bit far fetched, but having spoken to others who have carefully weighed and recorded similar processes, this is not uncommon.

When you next dope a structure or some covering, go back to it after several days and 'sniff' it, you will smell dope as it is still evaporating.

Out on the Common, with both models, the weight saving exercise certainly seems to have paid off. Each model feels eager to go and although there isn't sufficient space to let them go on full turns the signs are very encouraging on a 'short' DT.

Having built a series of models that are grossly overweight at least I have an easy target to beat when I build new versions!

Middle Wallop 11th March 2007

Billed as a trimming day, with the possibility of some impromptu comps organized on the field, this turned out to be a very windy day. To complicate matters the wind direction meant that to keep safely clear of the full-size aircraft we had difficult downwind terrain to cope with.

Unfortunately any realistic max would have meant models going out of the field and into trees or houses etc. so a decision was made not to run any comps.

Despite the conditions there were over 70 cars on the flight line at one stage and at least John Hook kept busy all day. The 'usual suspects' were out flying, including Peter Michel and David Beales, the latter trying out an own design coupe with extra rubber as a possible BMFA open rubber model. It seemed to handle the blustery conditions pretty well.

There were several elegant gliders in evidence, but you will have to forgive my ignorance about the design names and owners of the models.

A couple of 'housekeeping' issues arose at this meeting, the first of which concerned leaving items behind on the field (binoculars, toolboxes etc.) which apart from being inconvenient and costly for the owner could have serious safety implications on an airfield used by military helicopters.

Having only recently managed to establish regular usage of the drome again it would be a pity to jeopardise the situation due to carelessness/forgetfulness.

The second problem relates to models with no name and address label. This causes problems when models are brought to control, found while searching for other models, or found by farmers etc. In one case it was revealed that the model did have a label, but it was hidden under the wing where no one could see it!

Please have a clear label, in a prominent position, with your mobile and home phone numbers, and your name and address. If you have a mobile phone please make sure that control have your number and that it is switched ON.

In fact it would be a great help if we could compile a master list of mobile numbers for modellers who fly at Middle Wallop. All you need to do is email your name and number to me and we will add it to the existing list.

EASTER at MIDDLE WALLOP

For the 1066 Easter extravaganza we have the following program:

Saturday 7th — GLIDER DAY, with events for:

Vintage/Classic/Open/Radislav Rybak Classes

Sunday 8th — events organized by:

Crookham Contest Modellers — Combined Power

Bournemouth MAS - Rubber/cabin power(precision)/vintage glider events and
A Frame mass launch

Monday 9th — events organized by:

Croydon MAC — WAKEFIELD DAY for 4oz & 8oz classes

[See SAM 1066 website for full details of all the events.](#)

CAMPING AT MIDDLE WALLOP AT EASTER

The picnic site has been booked by the West Surrey Caravan Club centre for a Rally.

If and ONLY if you are a Caravan Club member, you may book on to this rally (space allowing).

Contact the rally marshal:

Gerald Storr

Tel. 01483 561486

SAM 1066 FINANCE

Just a short note to say thank you to the people who have recently sent donations to SAM 1066.

As you know membership is free at present (we hope that continues) and the club is being financed through a levy on the Middle Wallop events, just £1 per gate entry.

From this revenue the committee has agreed the following for clubs running contests at Middle Wallop:

For each competitor that enters the contest* (competitors are only those who actually put in a score), SAM 1066 will pay the club 50 pence. This should enable some smaller clubs who take some financial risk (however small) in running contests, and help redress the balance between the contest and fun flier's contribution to the event.

*Clarification: If Fred Bloggs enters 3 classes and/or re-enters a class twice, it is only counted as one competitor.

We don't need thousands of pounds to operate but we do need some funds. We have just purchased a large flag and flagpole to ensure everybody knows where control is, and we are currently researching the purchase of a new tent which is essential for the SAM 1066 Euro Champs, and can be used at the other events if needed. We thank John and Pauline Hook for the donation of their old tent 2 years ago, it did us proud and also Andy crisp for the loan of his in the past, but we need something a little easier to erect. If any member is in the "tent" business please get in touch.

Mike Parker

SAM 1066 — Membership Secretary & Treasurer

WEATHER

This is a perennial talking point for free flighters (and politicians) and so far this season it hasn't been kind to us.

The first BMFA area meetings on 4th March were in some cases washed out (Beaulieu for instance) and all over the country flying was reduced to a hardy few. Both Middle Wallop meetings have been very windy and generally conditions haven't been conducive to enjoying flying in the first few months of 2007.

However, we do get days and periods of sublime conditions that others in various parts of the world envy and the following contribution gives an insight into the extremes of weather that fortunately we generally miss.

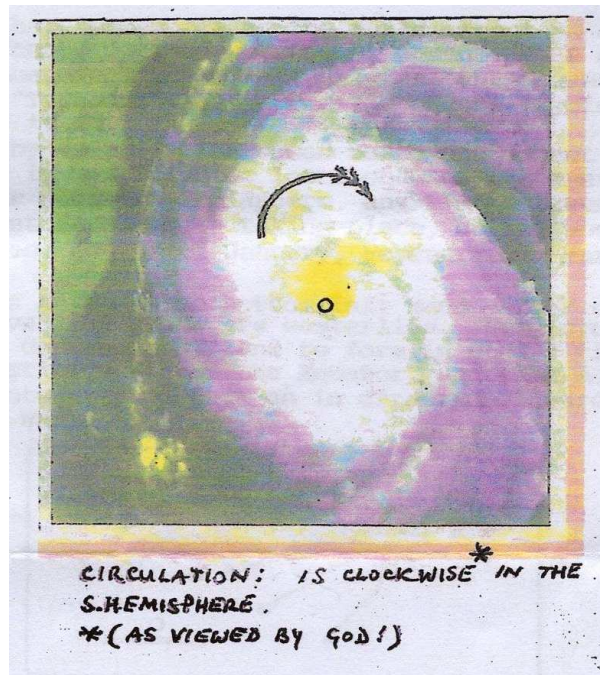
As many of you will know, long time aeromodeller and SAM 1066 stalwart Dick Twomey now resides in Mauritius, but still manages to get to Middle Wallop regularly. Here is an insight into another kind of weather!

CYCLONES by Dick Twomey

As my UK (and Ireland) friends often ask me "what's it like in Mauritius?" I'm sending you a few ramblings about CYCLONES.

February is our hottest month, so we've just had one (again). I should add, however, that the public image of "Mauritius = Sun and Sand" is correct.

We need the tourists and the truth is that I spend 99% of my time in shorts and sandals, imagining to myself all you SAM lot, with me too when I can get there, blistering in the rain and gales of Middle Wallop. Phenomena like cyclones are, thankfully, very rare occurrences.



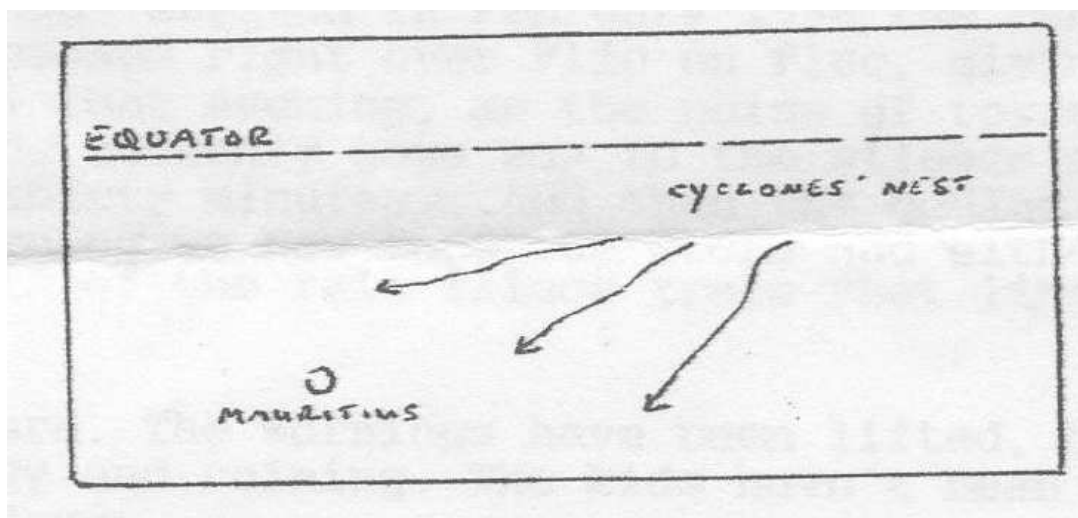
Apparently , about 80 of these occur.....somewhere in the world, usually over warm tropical oceans.....every year.

We've seen a few.

Where? Over warm tropical oceans. What are they? They are weather phenomena know variously as "hurricanes" in the Atlantic, as "typhoons" In the Pacific and as "cyclones" in the Indian Ocean (not to be confused with "tornadoes": they are something else!).

We know them by their Indian Ocean name, and expect to feel their presence here in Mauritius at least once or twice every summer: that's in our Southern Hemisphere, any time between November and April; greatest development taking place, as you would imagine , in those hottest months of January, February and March.

Mauritius lies towards the bottom left hand corner of this ocean, where the prevailing winds are easterlies. Young cyclones (then just tropical depressions) tend to form in the centre right of the picture, and still south of the Equator, and then make their progress in intensity as well as in direction towards the South and West:



Simply

shown, you can see that we are fair game!

At the end of February this year (so more than halfway through the season) we've just been doing battle with the seventh cyclone inside our region. Each one has a name, alphabetically listed; it's *GAMEDE* that has been blowing and flooding us over the past three days.

Everyone knows that hot air rises, but not so many (aeromodellers exempt, of course....) are aware that low pressure air rises also. Cyclones, hurricanes, or whatever they're called, form when the sea surface is hot and the air is..... It would be, wouldn't it?.....humid. In this situation the air goes up and the pressure ("hectopascals", which used to be called millibars) goes down. More hot,

humid air is sucked in at the base, rises and flows out at the top: the result is an enormous, circling wall of cloud, laden with water, often growing to a diameter of seven or eight hundred kilometers. A vast, active area such as this will cover a lot of ocean, blank out a great chunk of the sky, and consequently affect many places which are still a long way from the cyclone's own centre. For example, Gamede has just passed us by, at over 200 kms range from our island, yet winds here reached over 140 kms per hour and the country was drenched with tons of water.

Interestingly too, when rain falls with a sideways velocity of this order, shut doors and closed windows are but a poor barrier: we've been mopping up in three rooms of our concrete-block-built house, and many people had to quit their homes to find shelter elsewhere.

SOUNDS BAD?

But there's also a good side to this potential natural disaster, and it's this : Cyclones move slowly, say 10 to 30 kms per hour, and weather information is plentiful, thanks to experts in Met offices and cameras in satellites. As a result one can expect at least two days notice before disaster hits. The warning system in Mauritius is excellent. You just need to be ready with a battery operated radio, since loss of mains electricity can be expected in the late stages of a cyclone's approach and while it is raging overhaed. Of course, if you are very rich or running a hotel, you can avoid all that trouble by having your own generator. Us, we manage to keep our candles alight and the freezer door shut!

Damage this time was not excessive, some trees and power lines came down of course, but it was not as bad as it could have been.

When "Hollandia" arrived in February 1994, the centre, or eye of the storm, passed over Flic en Flac (Dick's home village Ed.), giving us an eerie feeling late that evening, as the noise of torrential rain and howling winds suddenly gave

way to the silence of complete calm...for around thirty minutes...and then the bedlam started up again.

The next morning we saw that the storm had either snapped off or uprooted half of the tall filaos trees that lined the Flic en Flac beach.

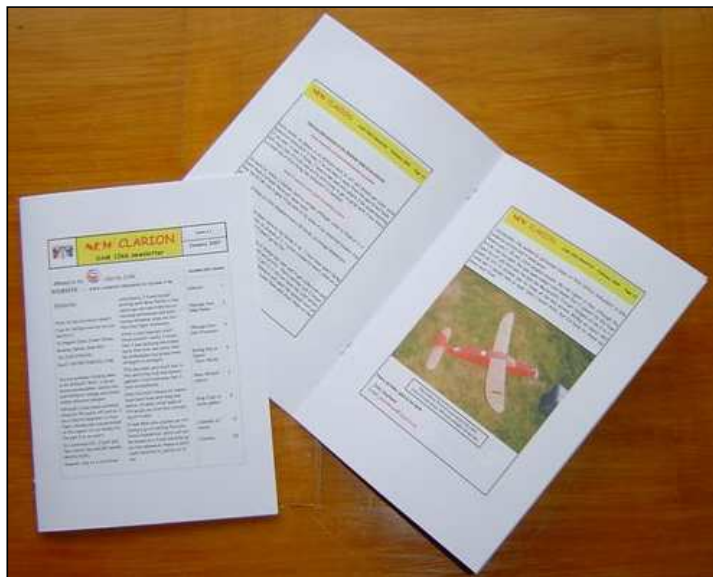
So here we are. The warnings have been lifted, but it is still cloudy, windy and raining. The kids haven't been to school for the past three days.....
Maybe blue skies again tomorrow?

Anyone for a spot of free flight?

Peter Michel's column

Print it!

I STAND corrected and abashed. There was yours truly in February's New Clarion banging on about the chore of viewing on screen and having to print out electronic magazines - in total and embarrassing ignorance of what can be done, simply and cheaply, on modern printers, my own included! *Over to an Rubber Band stalwart Ramon Alban.*



"Just seen your baby rant in the 1066 Clarion about reading the magazine on screen. My Canon iP4000 printer (not expensive) produces the printed magazine as in the attached image. [above]. For a 20 page magazine it uses five sheets of paper and magically reverses the paper all by itself. You only have to set it to 'Booklet Printing' in 'Preferences' and just staple the centre using a regular stapler. I think a lot of modern printers might have the same feature."

By jingo it works! And Ray's picture proves it. Perhaps everybody knows this trick, but I certainly didn't, and my printer, a Canon Pixma iP1500 (a brilliant little job) is basically the same as Ray's. My only excuse for this lack of know-how about my own machine is that several years ago I had a printer which purported to print booklets and the like. Well, I could never make it deliver the goods and gave up on it, concluding that such functions were the work of the devil and not for me. The march of progress has proved me wrong.

Have you seen Ramon's website <<http://www.vintagemodelairplane.com/>>?

It's a must.

LOTS of chums have had a go at solving the riddle of the Kavka glider's auto-rudder which was introduced to a head-scratching readership in last month's New Clarion. The emailers included:

Roy Tiller: "I am no glider pilot, but if one assumes that '26' is a piano wire link and that '27' is a rubber band and further that '24', the rudder, is hinged somewhere, then if you push the rod from the tow hook, and therefore '28', back and forth, the rudder might wobble from side to side. Arrange a couple of stops on the rod and perhaps you have a working system."

John Thompson: "My guess is that one side is elastic the other is either rigid or can't stretch. The tow hook auto-rudder is probably a slide-forward sort. When towing, the line pulls the rudder to tow position. Then, when the pull is released, it goes to glide position. Could this be an attempt at circle towing? If you got the tension right one might have some control during towing. In other words the tow pull is always stronger than the rubber band."

Dave Dent: "I expect you've had a number of solutions to your Kavka query. My own theory is that the drawing shows how the circle setting is produced - on one side is the rubber band for tension. The other side uses a flexible thread to limit the travel. The method of pulling the rudder straight is not shown in the sketch. Using a thread cannot have been very positive as weather conditions would have altered the length and hence the turn. Brian Baines used a similar system in the 1970s where he had a tightly coiled spring on one rudder arm and a wire fishing trace from the towhook end to the coil - the wire was pulled through the coils to adjust the deflection."

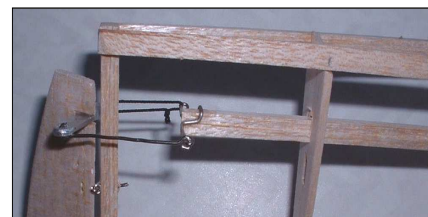
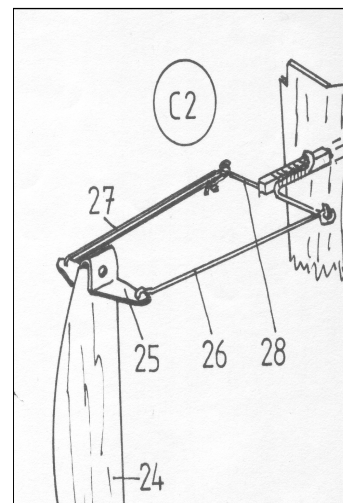
Martyn Pressnell: "Having scratched my head over the diagram in the latest SAM 1066 Newsletter, may I suggest the following operation: We are looking at a fuselage former through which protrudes a push/pull rod. At its end is fixed a 'T' piece taking the movement to the outside of the fuselage. On the nearside is a taught cord attaching the push/pull rod to the auto-rudder, on the other side a connection is made by an elastic band. Had this elastic band been attached to the fin or fuselage it would have operated in exactly the same way

as a conventional auto-rudder system. However connecting it to the T piece ensures that backlash is always removed from this part of the system. When the glider is released from the tow line the push/pull rod is released at the front end (not shown) so that the cord goes slack. Sufficient tension must remain in the elastic band to hold the rudder against its stop. The system as shown is intended for a left gliding model. Why a push/pull rod is preferred over a piece of flexible cable I cannot tell. I think you are wise to ignore this part of the model and use your familiar method."

Laurie Barr came to much the same conclusion as Martyn. Thanks, gentlemen for your response to this little conundrum.

Well now... There was nothing for it but to make a mock-up to see what actually happens, and here it is, depicted right.. The stirrup (28) and the connecting rod (26) were made from paper clips and the tensioning band is a short loop of shirring elastic. The whole shooting match works beautifully and once you see it in action you wonder what the problem was. In fact it is so satisfying that I might well build the rest of the model on to it! (Martyn gets the Editor's 1,000 guinea prize for the best answer...) [I think Peter's got his zeros mixed up! - Ed.]

HOW nice it was to see such a good turn-out at Middle Wallop on March 11, scheduled as a fun-fly. More fun than fly, though, such was the wind on an otherwise perfect day. I left the field at 4pm-ish having spent an excellent few hours with my jolly chums, and getting in three good trimming flights on the big field.



MYSTERY SOLVED: A mock-up of the Kawa auto rudder. The top picture shows the stirrup (28) pulling the rudder into the straight position for towing and stretching the tension band (27). On release of the push-pull rod, which is operated by the tow-hook, the band pulls the rudder left for circling. Only slight tension is required for a smooth an entirely satisfying movement. Please excuse the annoying flash shadows. I am no photographer!

One of them caused some amusement and ribald comment, I have to say. My reproduction of John Godden's neat tailless design (smallish at 33.5in, tip to tip, but with Senator-type potential in its class) was well into its flight, nose up and looking great, when it suddenly exploded! Wing halves fell apart and the whole contraption plunged to earth in the most undignified fashion due to a DT glitch. No harm done though and the fault was ironed out on the bench come Monday morning. Isn't that what trimming's about?

SAD to relate, one of my oldest flying pals, Laurie Glover, has died in Haverford West at the age of 78. Laurie it was who regaled us young lads in Portsmouth back in 1946 with the wonderful exploits of big-time control-line stunt in those days when the revolutionary Elfin 1.8s first came out. At 18, Laurie was "in" with the glamorous West Essex crowd in those far distant days and hobnobbed on the CL scene with such legendary characters as Dennis Allen, "Funf" Taylor, Ken Marsh and Ron Prentice. He also flew against Pete (Kan-Doo) Cock in the 1948 Gold Trophy.

Laurie, a life-long CL stunt man whose best-known model was the Elfin-powered Thunderbug, had the nearest thing to a photographic memory that I have ever encountered. He was genuinely amazed that I did not recall who had won, say, CL Stunt at Lasham in 1949, or who it was who produced a McCoy 60 stunter on the United Services ground in Portsmouth at about the same time. And so on.

As an innovative member of the old Portsmouth Royal Aeronautical Society MFC (Airspeed Ltd) he revolutionised CL flight in our small world, acting as a mentor to us younger members with our Mills 1.3 and E.D. 2cc-powered "goats".

Laurie once told me that in the year following Pete Cock's amazing Gold Trophy win with the improbable Kan-Doo he [Laurie] and his upbeat CL friends turned up at the Nats but were thwarted in their attempts to fly by the vast milling throngs who attended such events in those days.

The problem was solved in the following manner, which would have any of today's health and safety officials foaming at the mouth: Laurie would attach the lines to



Laurie at the Southern Gala in July, 1982, with a new Thunderbug. The original 'did the book' back in 1949

his model (yes, the Thunderbug), and run them out through the crowd to his flying position. Then, he would signal to his launcher to start the Elfin and launch the Thunderbug vertically. He would then do tight over-head circles, widening them out slowly lower and lower, so causing the crowds to scatter and creating a CL stunt circle!

Laurie, a commercial graphics artist who was badly hit by the computer revolution, latterly took to radio control following his move down west, but his love of control-line stunt never left him. He is survived by his wife Valerie and son Robin to whom we send our sympathy.



HAPPY DAYS AT RAeS: Members of the RAeS Portsmouth MFC at the Southern area rally, RAF Odiham, in September, 1949. Laurie is third from left with his Utility Yulon with which he won the stunt event that day. Those in the picture are (from left), Peter Michel, Len (?) Druce, Laurie, Bernard Taylor, Ray Brown (later a Gold Cup winner) and 'Tosh' Elliot (?)

SLOW OFF THE MARK by John Andrews

I thought I had got underway with the 2007 season, as I told you last issue, I had repaired my Stomper and re-jigged my open rubber model for the 50gm motor, all was well with the world. I had managed to get two calm sessions at my Warwick racecourse trimming site and both models were ready to go.

The open job looks good, but then it ought to, its lighter. Goes up well on 350 turns but I imagine I will not get much more than 600 for full whack. It remains to be seen how high it gets, how long the motor run is, and how much im-

provement there is on the glide. I shall wait until I have flown it in anger before I build a new one.

The Stomper, true to form, only took a tweak on the rudder to get back in the groove but a late D/T dropped it down heavy and a large portion of the old wing tissue gave up the ghost. I repaired it again and the warp looked the same so should still be on trim. Crookham Gala here I come thought I.

The day before Crookham I was at Pete Ashmore's Allumwell do flying indoor with the Birmingham lads but come Sunday with the diabolical weather forecast I just could not bring myself to face the 220 mile round trip to Wallop. My standard procedure is to procrastinate until it becomes too late to go, then decide there is not enough time to get flights in with the long retrieves. Bullshit really, I just chickened out. That was the first non-starter.

First Area comp 4th March, bush telegraph said it was at Barkston, not such a long round trip for me, 150 miles but I followed the same procedure as Crookham: Duff weather forecast; procrastination; chickened out again. That was the second non-starter, now waiting for Wallop on the 11th.

Will the outdoor season ever start for me I wonder? I am forced to admit now that I appear to be a fine weather flier, perhaps if I had a kindred spirit nearby? I've got my eldest grandson flying indoors, so you never know.

Indoors however I was still at it, weather doesn't bother me much indoors, I visited Oundle's school hall Friday evening meeting, a 100 mile round trip with a 10-00pm finish and the three hour session comes at a very economic entry fee. They now run three twenty minute radio control slots, with all these ready to go small radio models. The air is simply buzzing with them, they are amazingly good performers, snag for me is that they really stir up the air and my lightweights suffer so I finish up with only two hours flying time, I'm not sure it's worth the trip for me?

Next indoor meet was Colin Shepherd's session at the Thorns Leisure Centre, Birmingham lads again, and I saw the beginnings of Pete Illiffe's latest scale job, well up to his usual standard. There are also a number of half scale Vintage Wakefields flown by Colin and Mike Brown, Colin's 'Gipsy' is a very steady performer. This class of model used to be flown when David Baker ran the indoor meets at the Moulton Leisure near Northampton a few years back. Three flight

A small digression, I found this piece by Pylonius in a 1960 Model Aircraft, it would appear that he saw the situation then much as we do today 47 years on.

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Childhood II

This being a vintage edition it's appropriate that this be-whiskered column should make its tottery contribution, even if it's only to give a few wrinkles of one sort or another.

Usually on these harrowing occasions I trot out a few hoary old gags on von Richthofen's socks and retire to a safe distance, but just lately I've been genning up on this old tyme modelling routine. I am now in a position to inform the novice that W.W.I is not a postal district, and that anything with less than two wings is definitely a missile.

But it's not only the vintage model that's making the news these days, there's quite a bit of daddy-o publicity flying around. The great white hope of the movement is the white haired boy. Efforts to arouse Junior from his adolescent torpor having dismally failed, attention is now focused on spry old dad, gamely shaping up to his second childhood. Some old modelling timers are still going like clockwork, and other superannuated types are revving up their bath-chairs for a final flying field fling.

It is hoped that many old stagers will still be piling on the turns into ripe old age—which is as good a way to wind up as any.

<----->

Digression over back to outdoors, I finally got myself out of bed in time to travel to Windy Wallop on the 11th March, not a large turn out and I managed to confirm my earlier assertion that I am a fair weather flier. I had my Stomper, Korda, Jaguar and open rubber job with me but they never saw light of day.

Did manage to allow John Hook to relieve me of some cash for a large jar of dope and four propellers so the journey was not in vain. Did meet our worthy editor Vic. and did a spell as fuel can holder, retrieval support and chit-chat companion for Peter Martin who had five flights with his Pageboy.



Peter Martin and the 'Pageboy' by Vic Smeed

The colour scheme for the model is 'Natural', saves adding the brain thinking up fancy schemes with go fast stripes, logos, control surface outlines and the like. An 'Allbon Spitfire' powers the 'Pageboy'. Peter put it together from a collection of bits and had to turn up a set of fins to complete the job. He recons the new cylinder head, which he has dyed a delightful deep red, is the best part of the whole motor. It's a bit tired but it runs well enough.

March 18th I was back indoors again at Thorns Leisure Centre with my grandson in tow, we had re-jigged his John Hook Hanger Rat after a smash-up retrieval from basket ball netting at Alumwell only to stick it in the hall divider netting at Thorns. Much work with the roach pole got the model down but the undercart is still up there. We then spent the rest of the afternoon flying his 'Butterfly' another John Hook supplied model. Colin Shepherd and Mike Brown attended with more half scale Wakefields, pictures next time.

Finally on the subject of indoor flying, Laurie Barr has secured the use of the No.1 hangar at Cardington for 2007 and is putting together a series of meetings. For those not on his mailing list or have not received any e-mails lately and are interested in the dates please contact Laurie on his new address laurie.barr@emailcentre.co.uk

That's all folks **John Andrews** johnhandrews@tiscali.co.uk

2007

Forthcoming events

with competitions for Vintage and/or Classic models

<u>Date</u>	<u>Venue</u>	<u>Event</u>
6th April	Church Fenton	BMFA Northern Gala
7th April	Middle Wallop	SAM 1066 Glider day - Vintage/Combined Classic Open/Radislav Rybak A2
8th April	Middle Wallop	SAM 1066 Combined power
8th April	Middle Wallop	Bournemouth Club — Club Classic/Mini-Vintage/P30/Under 25"/A Frame Rubber & Vintage/Classic/HLG/ CLG Glider events. Cabin Power (precision)
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	BMFA Spring Gala*
26th/27th/28th	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 web-site—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

Pre-registration is essential for the SPRING GALA at RAF Odiham — BMFA No./Car Reg. No./Names of driver and passenger(s)/Cheque for £3 made out to SE Area BMFA: Send to Mike Kemp, 6 Larkfield Road, Farnham, Surrey, GU9 7DB + SAE



DEVON & CORNWALL RALLY

WOODBURY COMMON

7th & 8th JULY

Saturday:



Classic Rubber
Classic Power
Classic Glider
Mini Vintage
Combined $\frac{1}{2}$ A/F1J/Brit Power



Sunday:

BMFA Open Rubber
BMFA Slow Open Power
BMFA Open Glider

Combined Vintage Power/Glider/Rubber

All enquiries to Ron Marking 01209 213254

**Please note that the entrant must be
the builder of the model**

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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 OPA
Tel: 01623 842167

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

Ray Alban—www.vintgagemodelairplane.com