

	<h1 style="text-align: center; color: red;">NEW Clarion</h1> <h2 style="text-align: center; color: red;">SAM 1066 newsletter</h2>	Issue 7.1
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MIDDLE WALLOP FUN FLY & TRIMMING DAY - 15th July

Just a reminder that we have the use of Middle Wallop for this day. Why not come to the sunny south and enjoy a good day's flying.

Get those models in perfect trim ready for the August Champs!

Entrance fee will only be £6 each flier.

There may be other users of the airfield and thus restrictions may apply.

APOLOGIES - GADGETS

The BEVEL BOX featured in last month's newsletter had the incorrect order number.

The Axminster tools (www.axminster.co.uk) order number should be 600513-05 and **NOT** 410242-05.

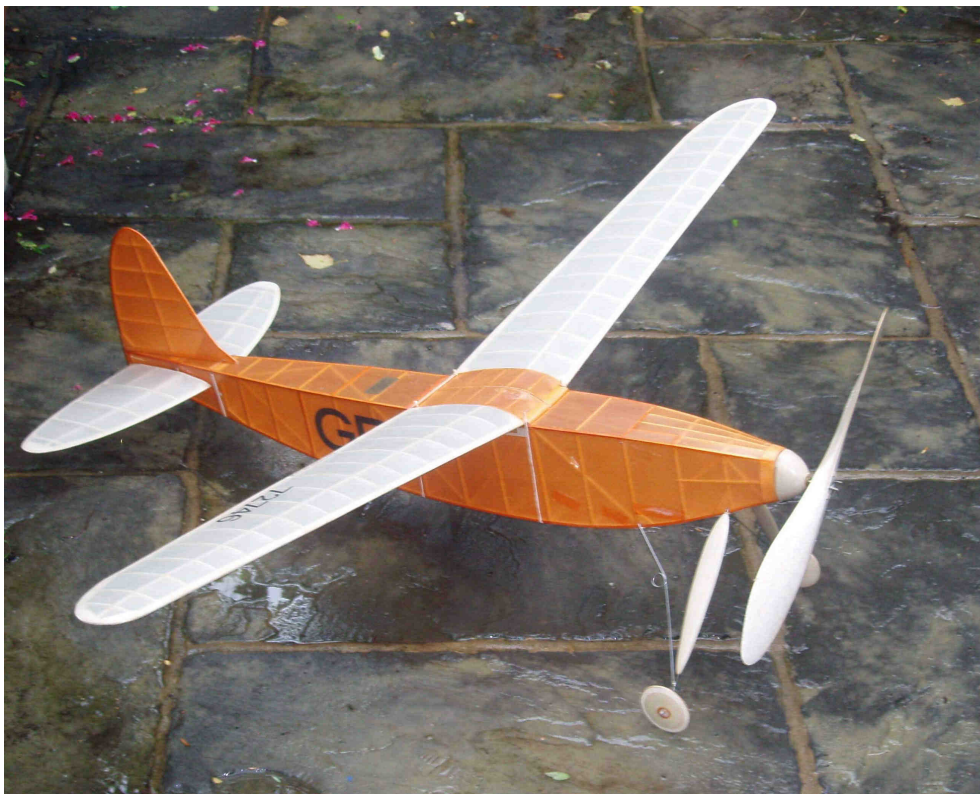
Obituary - Denis Fairlie 1917-2007

I Am sure that you would wish to be advised that Denis Fairlie died on Sunday 1st July after a prolonged illness. He was only a few days short of his 90th birthday. His wife Betty unexpectedly preceded him earlier this year and he had been determined to live alone at home with carer assistance. He will be best remembered for his team position in the Wakefield Trophy events of 1934 and 1936 which have been well recorded, and celebrated.

The cremation service will take place at the Breakspear Crematorium, Ruislip (opposite entrance to Ruislip Lido for quick reference in A-Z) from 3pm on Friday 6th July.

A long standing and Hon Member of Phoenix MFC and similarly honoured by SAM 35, Denis held strong views on R/C achievement certification and refused to comply. He was uniquely permitted to fly his scale models at the otherwise strictly controlled club until health imposed its own restrictions.

Ron Moulton



Peter Michel's recreation of Denis's 1936 Wakefield



*Denis Fairlie with the British Wakefield team at Detroit in 1936. From left: Justin Allman, **Denis Fairlie**, B.K. Johnson, Bob Copland, Alwyn Greenhalgh, J.C. Smith, H. Jones (?), and Bert Judge. The picture was taken outside the Wright Corporation offices.*

EDITORIAL

The see-saw weather patterns continue.

After Andy Crisp's annual Portmeadow (Oxford) meeting in sunshine and light breezes (albeit in an awkward direction), the weather held for the 4th Area meeting (at Beaulieu at least) and then went rapidly downhill for the SAM 35 Gala at Old Warden, which was very wet and quite windy.

So dismal in fact, that I wouldn't have gone except for the fact that I had arranged to meet someone there. This turned out to be lucky in a way because I managed to pick up a copy of Bill Winter's Model Aircraft Plan Handbook 1946/47.

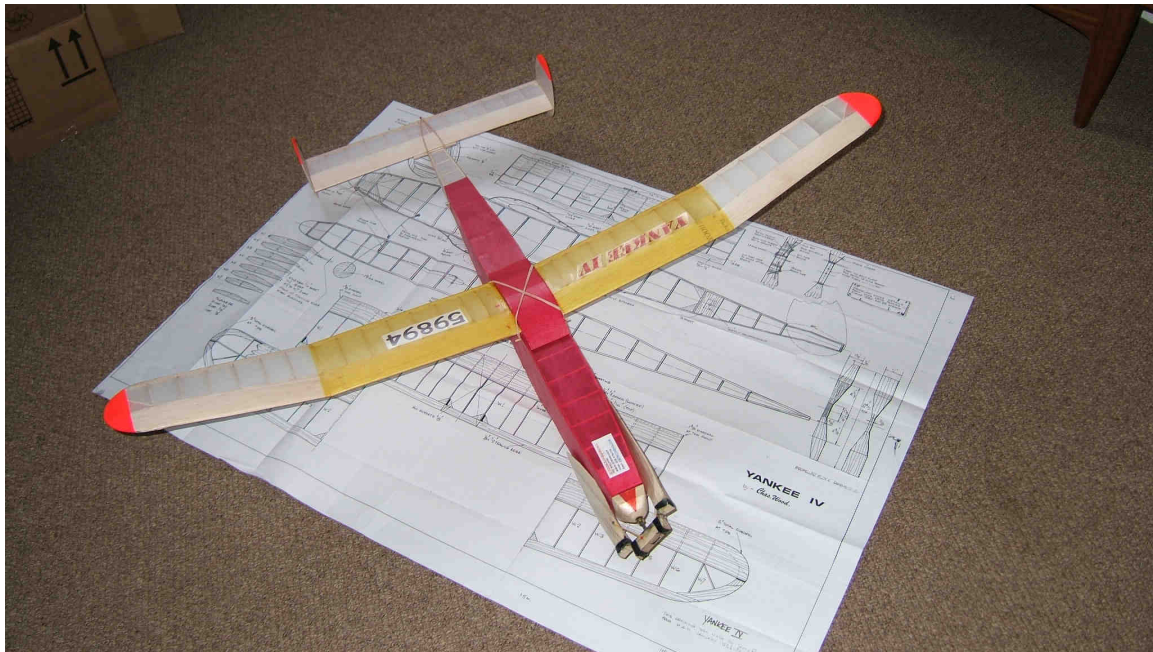
Amongst the many plans featured is George Reich's 'stick' design that finished 2nd in the 1946 US NATS. This looks like a good candidate for the

Flight Cup event at Middle Wallop in August, even though it has a freewheeling prop.

The only good thing about this wet weather is that it provides plenty of building time. No distractions such as mowing the lawn, outside decorating or even going flying!

I've managed to build a new 8 oz Wakefield; a YANKEE IV from the excellent plan drawn up by Terry Rose from the Model Airplane News $\frac{1}{4}$ scale drawing in the January 1951 edition.

This model went together very smoothly and has come out at just a shade over 8 oz with 12 strands of $\frac{1}{4}$ TAN Super Sport 30" long. Unfortunately, due to the weather I still haven't been able to start trimming it.



YANKEE IV designed by Chas Wood, published in Model Airplane News January 1951

I've also made a pair of GOLLYWOCKS (a brace?) which I covered in lightweight Polyspan and then applied one thin coat of banana oil.



Brace of GOLLYWOCKS in the Chobham heather

These two models were built together i.e. two sets of ribs were 'sandwiched', four fuselage sides were 'stacked', four prop blades were fabricated. This method certainly speeded up the building process, but not by as much as expected - about 25 hours work all told

They weigh 92 gm ready to fly, including 35 gm of rubber, but are a little on the fragile side for my liking - perhaps it's just a question of getting used to this level of frailty?

SAM 1066 Euro Champs 2007 - *by Mike Parker*

Volunteers still needed

Following up on my request for volunteers for the August bash in the previous newsletter, I would like to thank those who came forward to volunteer their services. However, any further offers of help would be most welcome.

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 £24 for 4 nights. To reserve your pitch, first come first served as usual, see the details on the web site.

After investigating alternatives to chemical toilets in the campsite, and after some deliberation, the committee have reluctantly decided that the cost of the alternatives is too great. Therefore tenters and those without their own facilities should be aware that there will only be chemical toilets as per the situation in previous years at Wallop.

The public toilets are only available during normal Museum opening hours.

Thinking ahead

The new SAM 1066 is only 6 months old but now has over 300 members from across the globe, welcome to you all.

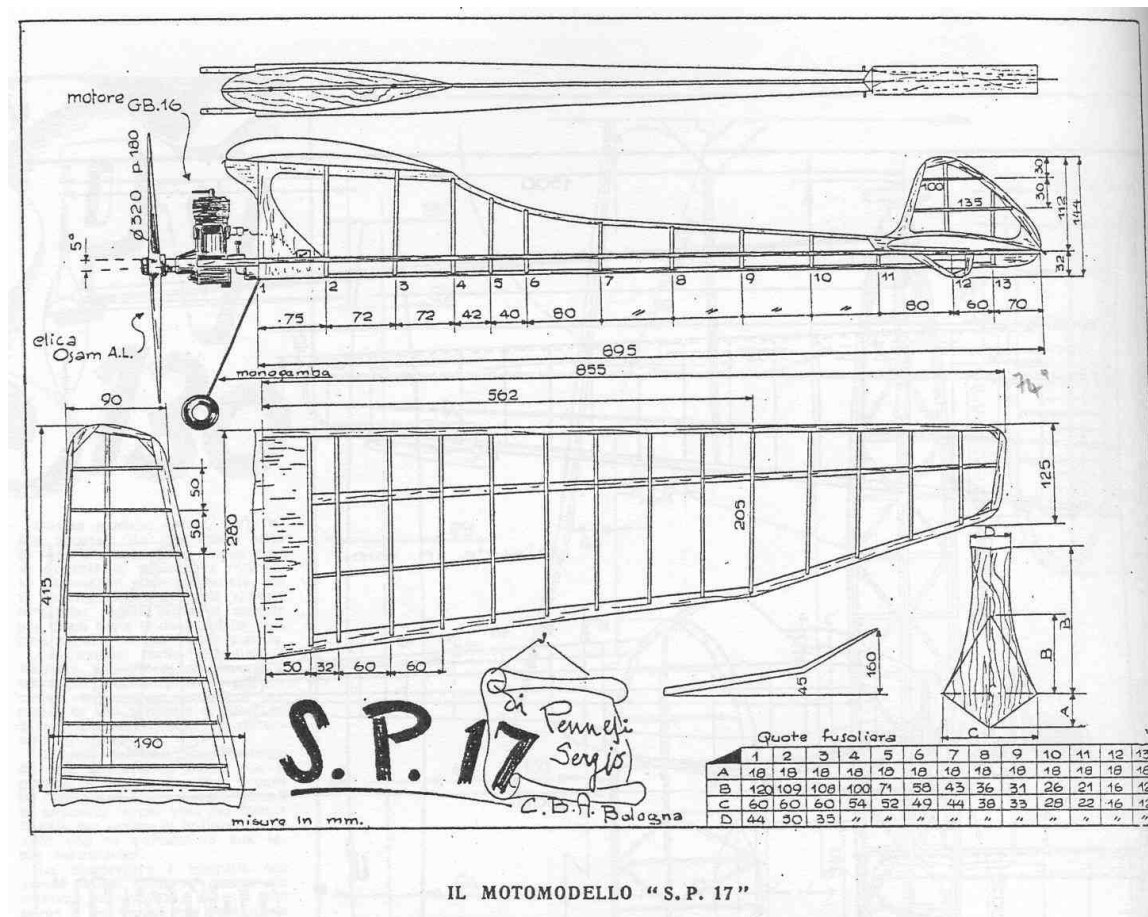
The committee is proposing to hold our first annual general meeting (AGM) later in the year at Middle Wallop, hopefully on the 14th October to coincide with the fun fly and trimming day. When confirmed, details will be posted in the New Clarion and on the club website. This advance notification gives you all time to consider how you wish to influence the future of the organisation.

Mike Parker

Membership Secretary & Treasurer

THE ITALIAN CONNECTION

This month's Italian plan from - **MODELLI VOLANTI D'EPOCA** is simple power model which should have a good performance.



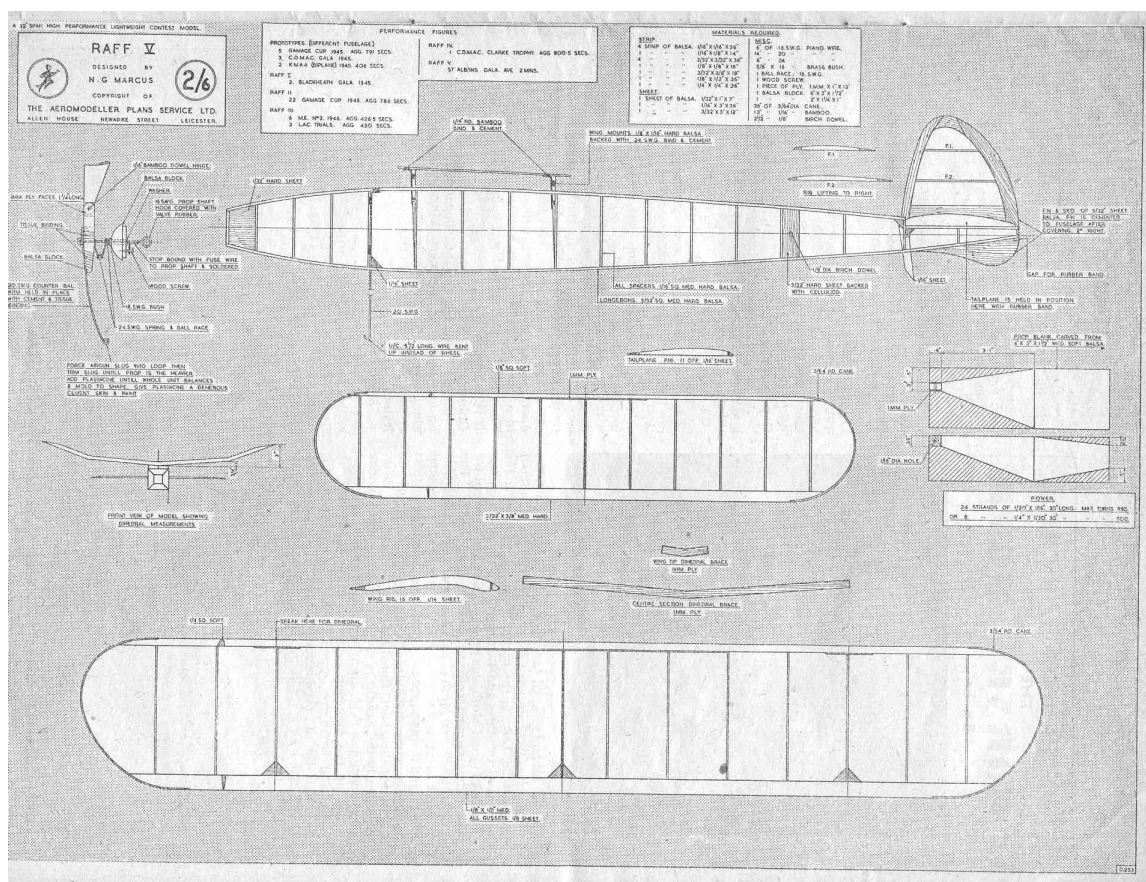
Talking of things Italian, I have received some more interesting photographs via Bob Scott from the collection of Ninetto Ridenti of SAM 2001. Unfortunately there isn't room for them in this month's newsletter, but I will include them in a future edition.

RAFF V Escapade - By John Thompson

The last rubber job I built was a Wakefield in 1955, with which I placed 2nd from bottom in that year's World Champs (at Weisbaden in Germany)! (However John did achieve 19th place out of 72 in power, but that's another story - Ed.).

Being a 'power' flier, Vic (our editor) encouraged 'goaded' me to build a Mini Vintage rubber model so I thought I'd try the RAFF V. Having heard about its death spiral (the RAFF V dive), it added a bit of spice.

I obtained a copy of the original Aeromodeller Jan 1947, Norman Marcus plan from Ted Tyson.



I have no 'feel' for the lightweights; wood weight and strength etc. referring to my power model notes was no help - different animals. It seems incredible how alien it all was and difficult to come to terms with.

I built a fuselage, but knew it was too strong and heavy, so this was discarded. I rang John O'Donnell and asked for advice and, like virtually all aerobods he gave this freely and generously. He (like myself for my power models) has detailed records of the weights of all components of all the models he has built.

I started to build by carefully weighing and selecting suitable balsa. This was time consuming and somewhat difficult due, as I said before, to having no 'feel' for what was required (*John T provided me with a VERY detailed breakdown of weights. Not only finished components, but the raw materials from which they were built - Ed.*).

Anyway a model was completed and the weights came within the 'ball park' figures given by J. O'D.

Some construction details were discussed with Ted Tyson, who recommended laminated tips, rather than the cane shown on the original plan. These were constructed of 0.6 mm ply and glued together with Ambroid balsa cement, which is the lightest of all suitable adhesives. I tried using cyano to glue the 1/16 X 1/16 spacers to the 3/32 fuselage longerons, but it proved unsatisfactory as they could be 'pinged' out quite easily. Perhaps the odourless cyano that I have to use doesn't produce such a good bond as the standard product?

I covered the fuselage and wing in 5 micron mylar and then with Esaki lite-flite Jap tissue (no need to pre-shrink this). The wing was then covered with pre-shrunk tissue over the mylar and the tailplane was covered in pre-shrunk tissue only.

Pre-shrinking was done by spraying with water and then ironing. The process being repeated four times.

The final covering is a bit crinkly in places and wouldn't suit a perfectionist, but won't warp the structure and at a 1000 ft (*this is presumably looking DOWN on the model from a light aircraft! - Ed.*) one can't tell the difference (it might also add turbulence)!

I built the first one exactly to plan incidences, a decalage of some 2 1/2 degrees and the CG at 58%.

I measured the incidence using a spirit level by blocking up the fuselage so that the wing mount is at 0 degrees and then packing up the tailplane mount until it is at 0 degrees.

Measure the thickness of the packing and then calculate the incidence from this figure and the chord dimension. It's not a perfect way, but it works (since then I have used the BEVEL-BOX featured in last months newsletter).

The wing was built flat and then, after covering with mylar, 3/16" wash-in was twisted into the right-hand inner wing panel and a heat gun or iron applied. The tips generally assume a small amount of wash-out, after covering, due to the design of the structure.

The first hand glides revealed that the model was under-elevated and was diving into the ground. I had to add 2.5 mm of negative packing to the tail and move the C of G to 70% before all was OK.

With this set-up the model trimmed out easily using TAN Super Sport (12 strands X 1/8", = 30 gm and takes 1200 turns). The difficult bit is making fine adjustments on many flights at full turns.

I then built a second model, with more incidence built in (tail at zero), which flew straight off - no problems.

A third model, covered in lightweight Polyspan, also flew 'off the board' and due to pilot error did a 5 mile+ OOS flight from Chobham Common (retrieved from a tree the next day, care of BioTrack).

All three models trimmed right/right (models go where I want them) and as John O'Donnell says "you don't wait for lift and then chuck them up so that on the glide they fly out of the bump to the left".

All this added up to a very interesting and absorbing exercise, getting such models to 95%? competitive trim. The other 5% probably takes another 50 years or so!

I got my own back on Vic, 'cos when he saw the weights he realised that this was the core problem with most of the models he had built in the last two years. He then built a new Gollywock that weighed 50 % less than the previous one.

The trouble is it flies 200% better and is almost a match for my RAFF V's!

It is essential to have a good, accurate weighing machine - electronic ones can be bought for around £20.

The TOMY timer I use is mounted on the outside of the fuselage by means of 10/15 amp fuse wire through the two mounting holes in the timer casing - simple and light (John Worsley recommended this method).

I am still waiting for the RAFF V DIVE! (*you need to fly them in a comp!!* - Ed.)

Looking at other RAFF V's I'm not sure that many of them have the 'reflex' trailing edge shown on the plan (..... "The section has a slight reflex which helps to hold a stall" - Norman Marcus, Aeromodeller Jan 1947).

TARGET WEIGHTS FOR RAFF V

	UNCOVERED	COVERED/DOPED	NOTE
Fuselage	9.7 gm	14.7 gm	A
Wing	10.3 gm	16.0 gm	B
Tailplane	3.0 gm	4.8 gm	C
Fin		1.0 gm	C
Prop assy.		13.2 gm	D

NOTES:

A. Includes motor peg. Covered in 5 micron Mylar + Esaki Lite-Flite + one coat 50/50 dope/thinners.

B. . Covered in 5 micron Mylar + pre-shrunk Esaki Lite-Flite + one coat 50/50 banana oil/thinners.

C. Covered in pre-shrunk Esaki Lite-Flite + one coat 50/50 banana oil/thinners.

D. Carved blade, including ply doublers = 2 gm. + 18 SWG prop shaft.

Typical total weight, ready to fly, but less motor = 56.7 gm.

This includes:

Tracker 'bug' - 3.5 gm

Bobbin/hook - 2.0 gm

Rubber bands - 1.5 gm

Ready to fly, with 30 gm motor = 87 gm

RAFFV. No2 Feb '07			
4 LONGERONS OVER LENGTH		2.5	
Box complete, without ply front panel		5.0	
+ ply strengthen at rear panel		5.6	
+ Ply REAR + FRONT FORTHOUS		7.4	
+ PLYON (NOT RUNNERS)		8.0	
+ GUSSETS - some surplus		8.9	
+ MILAR SHIELD			
+ Turnee			
+ SPIRO BANA OIL	11.2		
+ TAMPINER HOOPS	12.6		
+ UNDER E-11			
Runner	0.8		
Complete	13.3		
3/16 All Pes	0.7		
Furclage complete McTurnee	18.6		
NO (1)		NO (2)	
only to SO	58.2	52.8	
runner	3.9	3.9	
	62.1	56.7	
runner	30 sm + Short		
	2.2		
TAIL			
LE 1/8 x 1/4 Soft	0.5		
1/4 Ply 25 long	0.1		
RIBS 12 1.5mm Soft	0.7		
TE	0.8		
Type Right	0.2		
Left	0.2		
	2.5		
Del not weight before carving?			
Turner 1.5	2.9		
covered in pre-shrink. Kahi Light	4.4		
Turner, structure well done	4.6		
+ 25175 Stronging Dope	4.6		
+ 50150 Banana Oil	4.6		
WINGS			
RIBS 15 off	1.7		
LE 23 1/4 (6x6) before carving. 2 x 25 = 4.9			
after carving = 3.3			
Cut to 18"	2.2		
Cut to 15 1/2" exp 2 x 11	1.7		
TE = 38" cut + 2.48"	0.6		
Cut to 15 1/2"			
Ply Brace 10" LONG			
Type SLAMS 0.6mm Balax 2			
PL 1/2 x 2.5mm = 1.2	1.2		
	2.2		
PROP			
BEACH CUT TO SHAPE			
+ 1/2 Ply ROOTS 1" LONG + BOTTOM	18.3		
Sandee	2.2		
+ CYND 0.8 !! Sealed in	3.0		
NOTE BLOCK + TIN	1.9		
HUB + TIN	2.4		
COMPLETE	13.7		
FIN			
FRAME	0.6		
+ Shaker Pre Shrink	1.0		
Turner	0.9		
+ 50150 Banana Oil	0.9		
+ 50150 Low Tension Dope	0.9		
FRONT BOARD	7.2		
+ 1/2 Ply ROOTS 1" LONG + BOTTOM	0.5		
TURNER READY FOR	7.7		
COUSINS	7.9		
+ GUSSETS 0.1mm, RIBS 0.1mm	8.6		
+ 2 COATS 50150 Dope	10.2		
+ 50150 MILAR	14.1		
+ 25175 + 160000 SURF	14.4		
BEACH LIGHT			
+ 50150 Banana Oil			

An example of John's detailed weight record



Piling on the turns



Fiddling with the timer



Away she goes (did I remember to release the timer??)



It's as easy as that!

Over to JOHN ANDREWS

Self Analysis -by John Andrews

I think that in the past I have conceded that I am not a prolific builder of models by any stretch of imagination and my build standard is on the rough side of mediocre, but, I built an open rubber job in less than a week before the Nationals. Added to this I had had another rush of blood when my lost 'O-3' from the Nationals was returned via Bert Whitehead, Martyn Sibson and Peter Watson. I picked up the damaged model from Pete's place on a Wednesday, built two new centre panels for the broken wing on the Thursday and re-trimmed the model on the Friday.

This burst of modelling caused me to reflect on my activities over the past couple of years and it dawned on me that the only new model I had built was an EZB for indoor. All my modelling had been repair work of one kind or another. The only new model I have under construction is a 'Jimp' and I can't even remember when I started that.



*The Jimp fuselage with ED Competition Special power plant
now on the building board in the hope of spurring me on to continue construction*

I trimmed the above picture top and bottom to hide my extremely untidy working environment (*not as untidy as mine, I'll bet* - Ed.), which contrasts sharply with that of Peter Watson. When I went to Peter's to pick up my model 'O-3', he gave me a tour of his workshop, what a difference to mine. Clean and tidy: half a dozen white wooden model boxes stacked against one wall; ex Gordon Cornel Myford lathe against another wall; a row of bright red FAI wings against another wall; bench in the centre with a large low aspect ratio SLOP wing pinned down and the pleasant smell of paint from, not one but two power model fuselages recently sprayed. No wonder this was the world power champion.

I stood there with my scruffy rubber model in hand with broken wing and tissue faded from a few days in the rain and sun, Nowhere to hide.

Peter then produced one of his latest acquisitions, a beautiful electronic multi-function timer with neat adjustment buttons for the various function timings. This prompted me to enquire how the adjustments were made on the mechanical timers and he opened a cupboard and took out a box full of timers, picked one out and explained in detail how the cams were moved.

I was on a roll now, "do you use geared motors?" I asked with the nonchalant air of someone who knows what he's talking about. "Yes" says Peter and opening up one of the boxes he produced a fuselage with a Nelson motor fitted with a 4 to 1 gearbox that looked little bigger than a front bearing housing. He explained that the motor would run at about 32,000 rpm and the gearbox enabled the use of the 12" x 12" folding prop. I strongly resisted queries as to the cost of all these items in the likely event that his wifey thought they all came from Woolworths or car boot sales.

One item he did demonstrate, which is currently a small chink in his armour, was his F1C folding wing design. The principle is to enable the use of a low speed glider type wing section converted to a low drag symmetrical one when the wing tips are folded under for the power climb. The chink is hinge failure, but he's working on it.

Oh Boy was that a digression, back to the psychology, first in defence of my very low model output is the fact that I have always had several parallel interests, currently golf, small-bore rifle shooting and air-pistol shooting. I have always been competition minded and have league commitments. However I should be more model productive as I do like flying in competitions and old models get heavier and heavier and non-competitive.

Why did I get stuck into the open rubber models? The new rubber weight restriction had got the brain-box working and the experimental alteration of 'O-3' kept my interests going and resulted in a new model, 'O-4'.

I like flying vintage rubber, why had I not produced more than three models? Historically in my youth I never built from plans, everything was, in the main, my own design and I made a lot of it up as I went along. I built rough and quick, everything was straight lines, no curves for me. I've got the plan for the Lanzo 'Detrouiter', big model, folding prop. two different size tail-planes for Wakefield or Open, a perfect model for vintage rubber. Why have I not yet built it?



The ex Colin Shepherd 'Jaguar', the distinctive Ted Evans design somewhat ugly but it has a certain air of elegance.

*I would have nightmares if I ever contemplated building one myself
I had enough trouble fitting the Tomy d/t timer*

I think I've figured it out, I do not have any great liking for the building process, it's flying I like. Curves bother me as they extend the building time and I really don't enjoy building from plans, but this unfortunately for me is the essence of vintage modelling.

I have been gifted two vintage 8oz Wakefields, a 'Korda' from Pete Ashmore and the beautiful 'Jaguar' below from Colin Shepherd and whilst I enjoy flying these, I do not get the same satisfaction as flying a model of my own construction. With the B.O.M. rule gone I think I can now fly these models in BMFA Vintage but I'm sure I would get more satisfaction if I can kick myself into making the 'Detroiter'.

Let's see if I can get the 'Jimp' built first, perhaps writing about it will get me going again. The ED Comp is a good one and, as the picture shows, it has a homemade venturi but it runs well. I have an old ED clockwork timer to fit as well, so all vintage it will be.
Wish me luck.

John Andrews

e-mail - johnhandrews@tiscali.co.uk

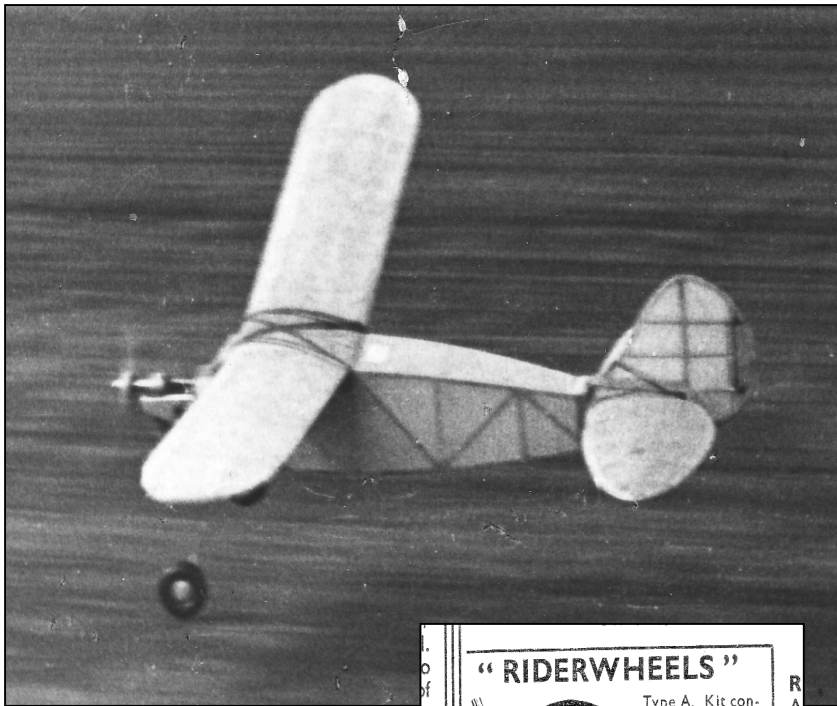
Nice old engines - By Peter Michel

LES ("Guru") Duffy writes in the June edition of SAM 35 Speaks on the subject of sheer durability of some old engines. Another Speaks writer, Terry McDonald, had asked if they last longer than new ones. Les answers with the history of his 1947 ED "Slot-head" 2cc and 3.46 ED Twin Ball Racer, both bought new and neither showing any trace of wear despite 40 or more years of use. I would be ready to bet that we all have a shelf stacked out with motors of the past, most of which could be started up tomorrow despite, perhaps, never having been used for decades.

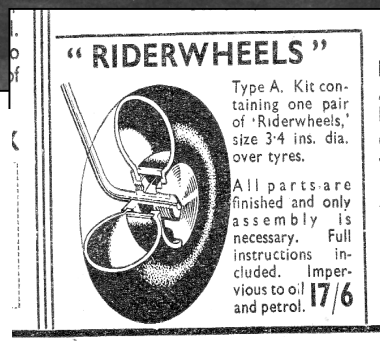
Of course it could well be argued that these motors are still in perfect working order for that very reason. I well remember an American modeller explaining at Taft in California, during a SAM 35 visit of hallowed memory in the 1980s, why there were so many US spark ignition motors still about, despite the fact that many of them, while not exactly flimsy, were certainly not over-engineered.

His conclusion was that thousand upon thousand of them were bought in the years leading up to World War II by doting fathers, anxious to provide their "air minded" sons with the very latest equipment. Then, having not the faintest clue on how to start them, the doting fathers would sling the Ohlssons, Bunches, Bantams or whatever into the back of a cupboard where they would remain forgotten and unused until the birth of the SAM movement decades later when they would emerge in pristine condition, long after little Johnny had fled the nest.

That's one explanation, and a good one. However, it does not account for my old Mills 1.3cc which I bought soon after they came out with a fiver bequeathed to me by an ancient, ancient relative. (That, plus a week's pocket money, was enough to buy the engine and prop but NOT a can of Red Label fuel to go with it! Ah, Mills Red Label! Has there been anything to beat it? Certainly not the "new improved" Blue Label with which Mills replaced it. Am I right here, or is this just so much fond reminiscence?)



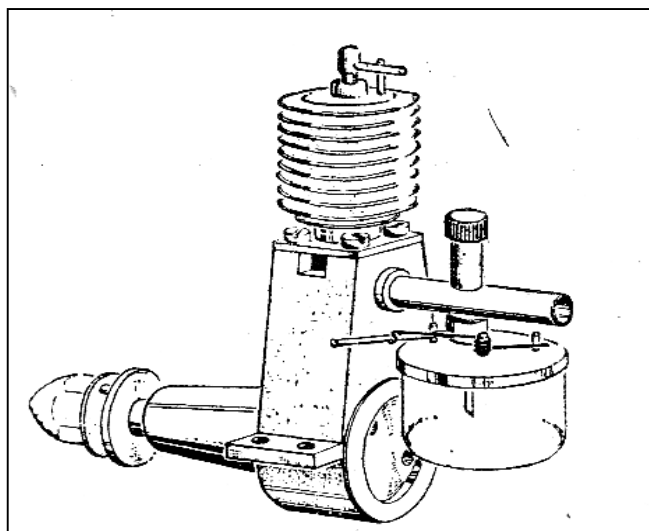
My old Mills-powered Judy taking off at RAF Thorney Island sometime in 1947. Note its posh Riderwheels. The Riderwheels ad (right) first appeared in the January 1947 Aeromodeller



But to the point. My Mills, now in a Judy (Coxall cabin duration) survived the control-line revolution in which it consumed can after can of fuel in such models as the Weatherman, the twin-boom Veron Speedee, and (of course) the Phantom. It also went into a Slicker, an Ethereal Lady, a Hell's Angel, a Dizzy Diesel and various own-design free-flighters. (Thanks: Either my DT-ing technique must have been 100 per cent or I didn't know how to fly them; otherwise my old Mills would surely have been lost.) Be that as it may, after

the mandatory 20-year lay-off necessitated by raising a family, out came the old Mills again for use at such places as Biggleswade Common during the formation of the SAM movement in the early 1980s, leading up to its installation in a Berkeley Brigadier (RC, Flying Fifteen) and latterly in a Hi-Ball and the latest Judy which flew in the Bowden two years ago.

So, my Mills has certainly been through the mill, as it were. And yes, like the Guru's Slot-head ED and 3.46, it too is showing no sign of wear. It has had a new tank assembly, true, but the compression is virtually 100 per cent. Oh, I just remembered. At one point the contra-piston lost its grip and would slacken off. (I've heard that some would actually rattle up and down in the cylinder lining.) This was cured by one Pop Vincent, chairman in those days of PADMAC, the Portsmouth and District Model Aircraft Club. He put the offending contra-piston on the back end of his huge metalwork vice and tapped it once or twice with a light hammer. Job done. And that is the only maintenance my Mills 1.3cc has had in the 60 years that I've had it. My only regret is that it has the "narrow" cooling fins. I missed out on the original batch with the



The wide-fin Mills, last advertised in the Aeromodeller in Dec. 1946. When Mills switched to the narrow fins they lost a lot of the original's charm. Others may disagree

17
wide fins by what must have been just a few weeks, but over the years I
have learned to live with that.

A NEW SERVICE FOR 1066 MEMBERS!

It is proposed that a rest home be established for tired and exhausted TAN Super Sport competition motors. A place where, after one max turns flight, they can rest and relax in a darkened room for at least seven days before being asked to give their all once again.

A memorial garden will be attached to the home where happy memories of previously revered motors, Dunlop, Caton's, Pirrelli, TAN II etc. can be recalled.

SUPPLIERS

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
Tel: 01623 842167

TERRY ROSE - Plans service
35 Old Orchard,
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Essex
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USEFUL WEBSITES

SAM 1066—www.cavgrove.freeseve.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.vintagemodelairplane.com

Forthcoming Events 2007

with competitions for Vintage and/or Classic models

<u>Date</u>	<u>Venue</u>	<u>Event</u>
7th/8th July	Woodbury Common	Devon & Cornwall Rally
<i>Contact: Ron Marking on 01209 213245</i>		
15th July	Middle Wallop	1066 trimming day
21st/22nd July	Old Warden	Scale days
11th/12th Aug	RAF Sculthorpe	Summer Gala
<i>Lots of Vintage/Classic events – contact Michael Marshall on 01223 246142 for details (including special rate accommodation)</i>		
18th/19th Aug	Barkston Heath	Timperely Gala
<i>Lots of Vintage/Classic events – contact John Wingate on 01407 831383 or 0777 394 3456 for details of Saturday events. Contact Dave Clarkson on 0161 4777647 or Gerry Ferer on 0161 9284955 for details of Sunday events</i>		
25th/26th/27th Aug	Middle Wallop	SAM 1066 Championships
<i>Refer to SAM1066 website for full details</i>		
31st Aug (Friday)	RAF Little Rissington	BMFA Southern Gala

Please check before travelling to any of these events. Access to MOD property can be withdrawn at very short notice!

For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website — WWW.SAM35.ORG

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