

NEW Clarion

SAM 1066 newsletter

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EDITOR

Vic Willson

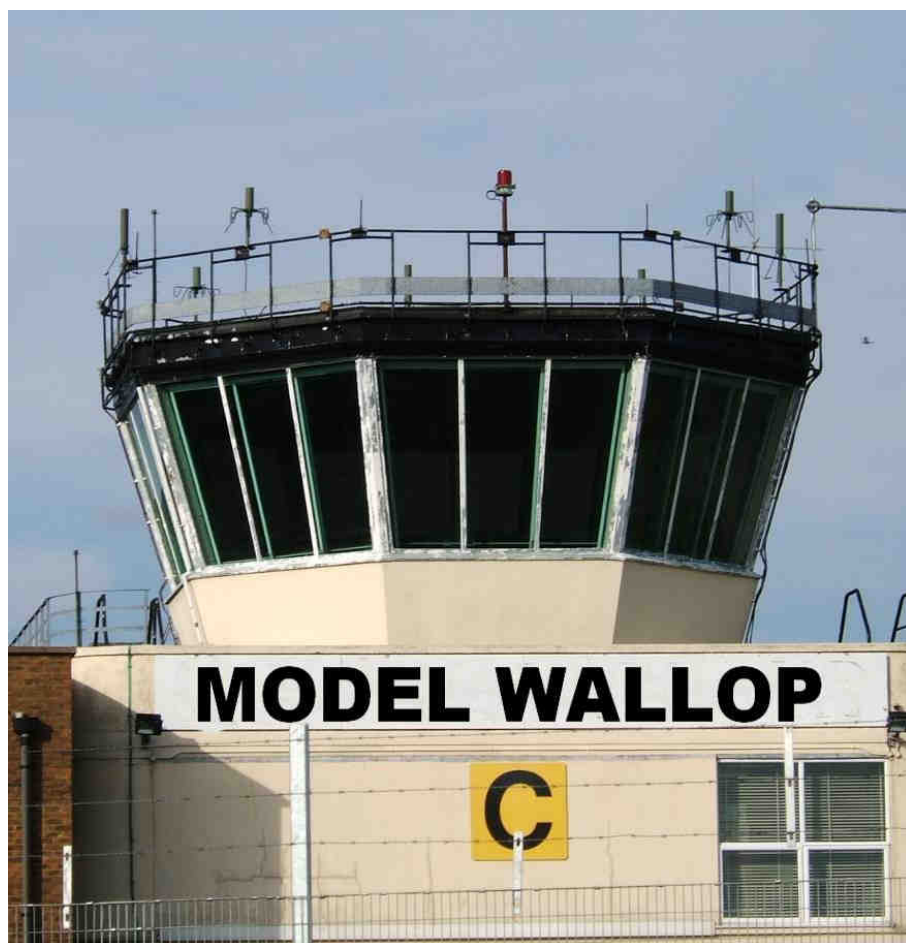
*14, Regent Close, Lower Earley, Reading, Berks.,
RG6 4EZ*

Tel: 0118 9756726

Email:

VW756726@AOL.COM

SAM 1066 CHAMPIONSHIPS
25-27th AUGUST 2007
at MIDDLE WALLOP



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Typical windsock activity for three days!

EDITORIAL

This newsletter was planned as an experiment to record not only the results, but some of the atmosphere of the weekend. It hasn't gone quite according to plan as there are some significant gaps in the event reports. Sincere thanks go to all those people who have contributed reports for this edition and to Mike Parker and Mike Woodhouse for supplying photographs.

After the magnificent weather conditions enjoyed at the Middle Wallop Easter meeting, it seemed too much to hope that we would have anything similar for the August Bank holiday, but if anything it was even better and lasted all three days!

Everyone I spoke to seemed to be having a great time and as I walked up and down the long line of cars (in some places three deep) I was amazed at the wide selection of designs on display, most of which were being regularly flown.



A 'squadron' of jets



A nice selection of power models



Groaning tables of silverware and liquid refreshment to round off the weekend

I'm sure you will all join me in expressing sincere thanks to Mike Parker, John Thompson and all the many helpers who contributed to such a memorable three days. An enormous amount of behind the scenes planning and preparation went on to ensure that we would be able to turn up and fly under such idyllic conditions.

My involvement was rather a mixed bag. I entered two events on each of the three days and out of the six events managed to get into the fly-off in Large Vintage Rubber, with my overweight Lanzo.

The rest of my efforts varied between the 'might have been' and the downright inept.

I spent too much time on Saturday moving from one location to another in an attempt to follow the changing wind direction. My usually reliable Gollywock failed to max on its first flight in Small Rubber, so I decided not to continue and to concentrate on the Flight Cup.

My Reich's Stick, built specifically for this event, exhibited a rocket like climb, but then proceeded to return to earth in the same manner!

I added some more packing to the tailplane for the second flight and nearly made the max. For the third flight I followed advice given by some VERY experienced onlookers to add some tailweight to bring the CG further back.

The result was that the model wound in from the launch, fortunately without damage. Thinking that perhaps it was a bad launch I wound up again and relaunched for a second attempt, but with the same result.

Logic pointed to the only change i.e. the tailweight, so I removed this and the model behaved normally again.

Having failed to record a time for my third flight I retired.

Sunday brought better fortune. The Lanzo performed in its usual reliable way and the Yankee IV, on its first comp outing, easily maxed on its first flight, but power stalled on the second. However a touch more downthrust seemed to cure that, without affecting its spectacular climb.

Monday was a day to be forgotten and my efforts in Coupe and Classic are best left undescribed!

*Results of the SAM Championships at Middle Wallop on
the weekend of August 25, 2007, were as follows:*

SATURDAY

PRE-4oz WAKEFIELD



Gordon Beal with winning Feinburg

Conditions: Minimal drift. Hot

Pre-4oz Wakefield (2.30 max)

1.- G.Beal (Feinburg) 7.30+2.31; 2.- A.Longhurst (Gordon Light), 7.30+2.29; 3 [toss-up] - J.Northrop (Feinburg), 6.20; 4.- R.Kimber (Kummer), 6.20; 5.- P.Jackson (Fineburg), 5.53; 6.- K.Horry (Gordon Light), 2.04.

Flight Cup (2.30 max)

1.- A.Longhurst (Rara Avis), 7.30+5.53; 2.- J.Knight (Percy), 7.30+2.35; 3.- M.Sanderson (Warring Lightweight), 7.30+2.26; 4.- J.Northrop (Bell Lightweight), 7.30+ 0.17; 5.- J.Minshull (Mick Farthing), 7.21; 6.- P.Jackson (North Star), 6.30; 7.- D.Beales (Torpedo), 6.18; 8.- J.Wingate (Bell Lightweight), 6.00; 9.- T.King, 5.36; 10.- M.Turner (Wallsall), 2.04.

SMALL VINTAGE RUBBER - By Vic Willson

Unfortunately, due to moving up and down the flight line in search of the wind direction(!), I didn't witness much of this very popular event. However, once again the Senator emerged victorious from a very large entry (42), beating a wide variety of other designs.
For those of you who like statistics the breakdown of entries was as follows:

Senator	11
Hepcat	6
Scram	5
RAFF V	4
Bazooka	2
Gollywock	2
Skyrocket	2
Buckeridge	1
Collector	1
Dinah-Mite	1
FA Moth	1
Link	1
Phony Tony	1
Pinocchio	1
Walthew	1

Small Vintage Rubber up to 36in. span (2.30 max)

1.- C.Chapman (Senator), 7.30+5.44; 2.- J.Foster (Hepcat), 7.30+4.39; 3.- G.Beale (Hepcat), 7.30+3.26; 4.- T.Hall, (Hepcat), 7.30+3.21; 5.- J.Wingate (Cherokee), 7.30+3.01; 6.- M.Howick (Bazooka), 7.30+2.43; 7.- R.Tiller (Senator), 7.30+2.23; 8.- J.Knight (Senator), 7.30; 9.- S.Fielding (Senator), 7.28; 10.- J.Watson (Scram), 7.27; 11.- J.Oulds (Hepcat), 7.25; 12.- A.Longhurst (Scram), 7.24; 13.- M.Turner (Skyrocket), 7.13; 14.- C.Strachan (Scram), 7.00; 15.- P.Halls (Scram), 6.59; 16.- J.Taylor (Gollywok), 6.58; 17.- M.Sanderson (RAFF V), 6.56; 18.- A.Chilton (Senator), 6.54; 19 M.Pressnell (RAFF V), 6.54; 20.- T.Challis (Senator), 6.52; 21.- K.Bates (Collector), 6.49; 22.- R.Marking (Hepcat), 6.48; 23.- E.Tyson (Buckeridge), 6.23; 24.- J.Andrews (Hepcat), 6.22; 25.- M.Pike (Senator), 6.02; 26.- A.Thorn (Skyrocket), 5.53; 27. R.Fryer (Senator), 5.53; 28.- R.Hope (Phony Tony), 5.44; 29.- A.Train (?), 5.36; 30.- P.Norman (Senator), 5.33; 31.- J.White (Scram), 5.23; 32.- J.Birnie (Link), 5.10; 33.- P.Jellis (RAFF V), 5.00; 34.- N.Farley (Pinocchio), 4.31; 35.- R.Willes (Walthew), 3.35; 36.- V.Wannop (Gollywock), 3.30; 37.- T.Hall-Willis (FA Moth), 3.04; 38.- J.Jones (Senator), 2.11; 39.- K.Taylor (Bazooka), 1.54; 40.- P.J.Harris (RAFF V), 1.53; 41.- G.Kent (Dynamite), 1.36; 42.- P.Williams (Senator), 0.47.

VINTAGE GLIDER UP TO 50in. SPAN



Winning NORD with proud owner

Vintage Glider up to 50in. span (2.30 max)

1.- P.Dickson (Nord), 7.30+2.25; 2.-A.Bogg (Lulu), 7.30; 3.- I.Wilkinson (Nord), 7.02; 4.- J.Howick (Lulu), 6.53; 5.- C.Strachan (Gillihatchet), 6.52; 6.- K.Burt (Nord), 6.47; 7.- R.Twomey (Leprechaun), 6.34; 8.- V.Driscoll (Nord), 6.20; 9.- R.Woodruffe (Gillihatchet), 5.30; 10.- A.Hall (Nord), 5.28; 11.- K.Bates (Nord), 5.20; 12.- R.Taylor (Nord), 5.02; 13.- A.Thorn (Sunnanvind), 3.48; 14.- R.Kimber (Nord), 3.30; 15.- R.Willes (Mick Farthing), 2.57; 16.- A.Whipp (Lulu), 2.30; 17.- J.White (Mick Farthing), 2.00; 18.- K.Taylor (Lulu), 1.19; 19.- G.Smith (?), 1.11.

Radislav Rybak A2 Glider (2.30 max)

1.- T.King (Kavka), 7.12; 2.- P.Tomlinson (AH-24), 3.- R.Sabey (Seraph), 6.43; 4.- D.Etherton (Corsair), 6.41; 5.- T.Clark (Seraph), 5.50; 6.- R.Audley (Corsair), 5.21; 7.- K.Burt (Nord), 5.13; 8.- T.McLaughlin (Vortex), 4.34. 9.- R.Marking (Seraph), 3.13; 10.- K.Taylor (Fred Boxall), 2.30. 11.- P.Michel (Kavka), 0.43.

CLASSIC POWER - By George Fuller

At the start of the Classic Power comp. One was under the impression that with models like Roger Wykes's TOP BANANA and others, that this would finish with a multiple fly-off. However, this was not to be.

Roger lost his model (returned by one of the farmers the next day - Ed.) and all the others dropped flights.

Congratulations to Tony Hall who lost a few seconds on his first two flights, didn't give up and carried on to win.

It just shows that when there's lots of thermals about there's also lots of downdraughts as well!

Well done Tony and Mike Parker, our organizer for the weekend, who was runner-up.

Classic Power (2.30 max)

1.- A.Hall (Dream Weaver), 7.14; 2.- M.Parker (Swiss Miss), 7.03; 3.- C.Shepherd (Y-Bar), 7.00; 4.- I.Wilkinson (Dixielander), 6.49; 5.- S.Fielding (Dixielander), 6.47; 6.- J.Thompson (?), 6.42; 7.- D.Chilton (Dixielander), 5.33; 8.- J.Andrews (Stomper), 5.28; 9.- E.Hopgood (Dixielander), 3.57; 10.- J.Leitch (Civy Boy), 2.30; 11.- A.Rogers (Dixielander), 1.00.

MAXWELL BASSETT TROPHY - BY John Down

As all those who were there appreciated the weather was absolutely perfect, so there was no excuse for the lack of entries on that score.

But, disappointingly there were only 4 entries, and of those 2 were by the same contestant. The winner, Keith Simmons, flew a Buzzard Bombshell powered by a McCoy 49. Unfortunately I didn't watch his flights.

I came second with an Alert powered by an O & R 29. For the first two flights the engine was a bit off-tune, but with the engine 'on song' the third flight was a max.

John Mayes, flying an O & R 60 powered New Ruler came third, with only two flights recorded, due to a temperamental engine and an out-of-trim model.

Both these problems resulting from a lack of pre-event trimming due to the appalling weather this summer.

Maxwell Bassett Spark Ignition (2.30 max)

1.- K.Simmons (Buzzard Bombshell), 6.05; 2.- J.Down (Alert), 4.27; 3.- J.Mayes (New Ruler), 2.36.

EARL STAHL SCALE RUBBER



Up, up and away!



Keith Horry with winning P51B Mustang

Earl Stahl Scale Rubber

1.- K.Horry (Mustang); 2.- A.Thorn (Spitfire); 3.- J.Knight (?); 4.- R.Tiller (Grasshopper); 5.- J.Ralph (Rearwin/Magister); 6.- M.Rainer (Tailorcraft/Mustang); 7.- C.Strachan (?).

High-wing: 1.- J.Ralph (Rearwin Speedster); 2.- C/Strachan (Powered DGA); 3.- J.Knight (Interstate Cadet).

Low-wing: 1.- J.Knight (Magister); 2.- C.Strachan (Mig 3); 3.- K.Horry (Mustang).

SUNDAY**8oz WAKEFIELD & LARGE VINTAGE RUBBER – By Chris Strachan**

8oz Wake. 28 entries with an excellent win for John Knight flying his own design followed by the Horrys of Laurie Barr and Peter Michel. The models and flyers are perhaps a pretty fair description of the current state of 8oz Wake flying.

This year saw the return of American designs up to 1950. There was little impact as the two people who flew the dreaded Yankee IV were both unsuccessful, finishing 16th and 23rd. This is not the place to discuss the pros and cons of the decision - suffice to say that it was discussed with a number of competitors last year all of whom gave it their blessing.

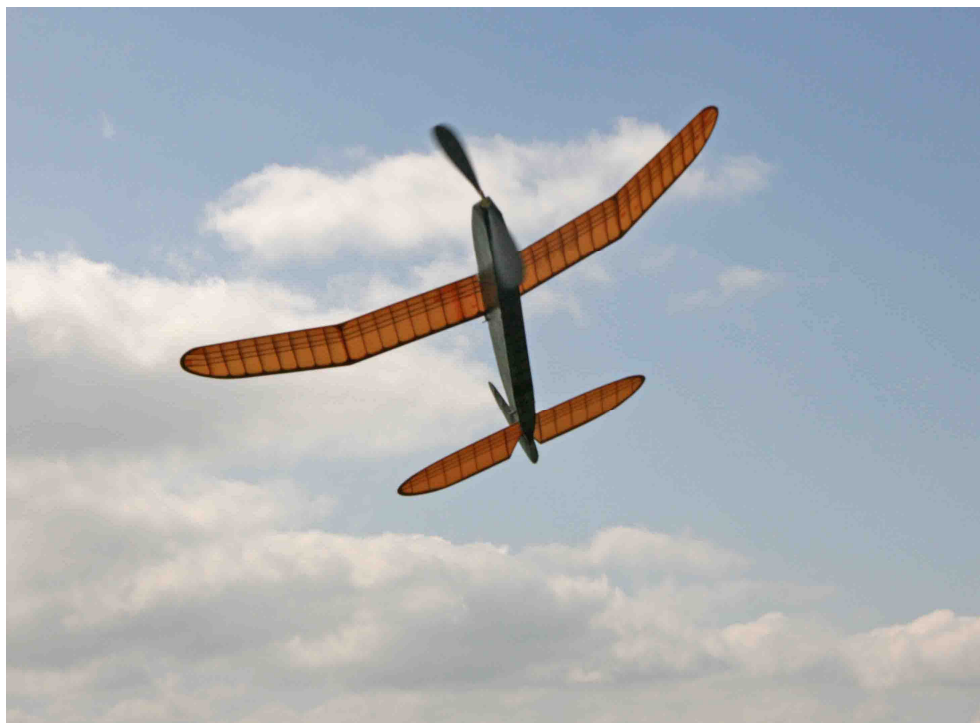
Large Rubber had 12 entries and was dominated by Lanzo Sticks and Challengers. A fine win for Chris Chapman with his Lanzo.

Conditions: Drift, 4-6mph. Sunny, warm

8oz Wakefield (2.00 max)

1.- J.Knight (Knight 1950), 6.00+12.18; 2.- L.Barr (Horry), 6.00+10.57; 3.- P.Michel (Horry), 6.00+10.49; 4.- M.Turner (Heeb), 6.00+9.22; 5.- B.Biddlecombe (Contestor), 6.00+7.00; 6.- J.Andrews (Jaguar), 6.00+6.48; 7.- A.Thorn (Voodoo), 4.29; 8.- A.Hope (Korda), 6.00+4.25; 9.- J.Minshill (Horry), 6.00+3.37; 10.- R.Marking (Fullerton), 6.00+3.20; 11.- K.Palmer (Ellila), 6.00+3.12; 12.- M.Sanderson (Voodoo), 6.00+3.11; 13.- E.Tyson (?), 6.00+3.05; 14.- C.Chapman (Korda), 6.00+3.01; 15.- P.Jackson (Flying Wake), 6.00+2.50; 16.- C.Strachan (Yankee IV), 6.00+2.33; 17.- R.Allen (Contestor), 6.00+2.18; 18.- G.Beal (Fullerton), 6.00+1.03; 19.- J.Donn (Korda), 6.00; R.Allen (Korda), 6.00; 21.- J.Ralph (Clipper), 5.50; 22.- S.Fielding (Korda), 5.45; 23.- V.Willson (Yankee IV), 5.43; 24.- J.Wingate (Gutteridge), 5.41; 25.- M.Howick (Korda), 5.40; 26.- D.Beales (Flying Minutes), 5.20; 27.- P.Norman (Gypsy), 4.10; 28.- J.Ellison (Korda), 3.54.

LARGE VINTAGE RUBBER



M.Marshall's Lanzo gets away in the fly-off

Large Vintage Rubber (2.00 max)

1.- C.Chapman (Lanzo), 6.00+8.51; 2.- J.Foster (Lanzo), 6.00+7.27; 3.- K.Taylor (Challenger), 6.00+6.01; 4.- D.Davitt (Lanzo), 6.00+5.13; 5.- V.Willson (Lanzo), 6.00+4.21; 6.- G.Kent (Lanzo), 6.00+4.01; 7.- G.Ferrer (Challenger), 6.00+2.48; 8.- M.Marshall (Lanzo), 6.00+2.26; 9.- D.Beales (Apex), 6.00+2.15; 10.- R.Kimber (Lanzo); 11.- K.Palmer (Golden Eagle), 5.36; 12.- J.White (Mick Farthing), 5.18.

UNDER 25" VINTAGE RUBBER - By Bill Morley

The format for this event was the usual three flights - two at a max set on the day and a third of unlimited duration. The weather was superb, brilliant sunshine and a slight breeze which, combined with the burgeoning popularity of this event, no doubt accounted for the very creditable entry of 24 contestants.

One of the charms of this light hearted fixture is that every year seems to bring forth some designs from the past which are little or unknown. Typical of this trend was John Wingate's pretty Sheffield Aero Kits "Pioneer", a useful looking 24 incher.

In the contest itself third place was taken by Peter Jackson flying his redoubtable Veron Fledgling to a total time of 5:09. This model had placed second in the under 25" competition at the Bournemouth MAS Rally at Middle Wallop in April.

Second place went to John Russell with a total time of 6:08. John flew his Micron, an Italian design from 1949 with which he won the same under 25" event as above at Easter.

The winner was Chris Strachan also with a Fledgling, which he flew to a total for the three flights of a magnificent 8:04.

I had the opportunity to closely examine this model at Oakington last year and it is truly exquisitely built.

All three podium winners had achieved a full set of two 1:30 maxs, so a quick calculation indicates that there were some formidable third flights!



John Russell with Flying Aces "Moth" and Italian "Micron"



Roy Tiller readies his Veron Fledgling for a comp flight

Under 25in Rubber (1.30 max)

1.- C.Strachan (Fledgling); 2.- 5.04; J.Russell (Micron); 3.- P.Jackson (Fledgling); 4.- D.Davitt (Fledgling); 5.- J.Wingate (Pioneer); 6.- R.Tiller (Fledgling); 7.- J.Foster (Fledgling); 8.- A.Train (Moth); 9.- K.Miller (Sandgrown Jenny); 10.- A.Hall (Fledgling); 11.- K.Horry (Commando); 12.- N.Peppiatt (Fledgling); 13.- E.Horsey (Hump); 14.- R.Hope (Tubby II); 15.- M.Sanderson (Elite Petrel); 16.- V.Sasoon (Condor Curlew), R.Tiller (Fledgling); 18.- B.Stichbury (Frog Spite); 19.-

K.Bates (Achilles); **20.-** S.Church (Achilles); **21.-** Rebecca Johns (Achilles); **22.-** H.Willis (Achilles).

VINTAGE GLIDER over 50in.



Mick and Jane Howick with Jane's KK Chief

Vintage Glider over 50in. (2.00 max)

1.- G.Beal (Dovorian), 6.00+12.38; 2.- R.Kimber (Lord), 6.00+ 6.40; 3.- P.Dickson (Sperber), 6.00+4.16; 4.- J.Northrop (Guillotine), 6.00+3.17; 5.- T.King, (AV-46), 6.00+2.47; 6.- P.Tomlinson (AH-24), 6.00+1.37; 7.- V.Driscoll (Archangel), 6.00+1.07; 8.- P.Michel (Lunak), 5.30; 9.- R.Marking (Thor), 5.28; 10.- Jane Howick (Chief), 5.25; 11.- K.Taylor (Hyperion), 5.21; 12.- J.Knight (Howard's Hatchet), 4.56.

TEXACO SPARK IGNITION - By John Down

Weather again no problem, although the drift line meant that launching had to take place well out into the airfield.

There was only one entry, that of Keith Simmonds with a Civvy Boy powered by a McCoy 60. Unfortunately he did not return a score due to writing off the model prior to the contest.

The only other potential entries that I knew of were to be myself with a Playboy Senior, powered by an O & R 60 and John Mayes with an Acko 75

powered PAAload Winner. Sadly, due to temperamental engines and untrimmed models neither model was flown in the competition.

As an observation, on both days there were eligible models for both events (Maxwell Bassett and Texaco), either on the ground or in the air, but flyers preferred to 'sport' fly.

In fact they probably put in more air time than if they had entered.

There are only these two dedicated SPARK IGNITION events on the modelling calendar and it would be a pity if they disappeared due to lack of entries.

So come on you 'SAPRKIES' support the 2008 events before it is too late!

Texaco Spark Ignition, post December 1942

1.- K.Simmonds (Civy Boy)

Jack Humphries Vintage Cabin Power

1.- J.Thompson (Cadet), 5.34; 2.- A.Laycock (Star Flight), 3.41; 3.- J.Leitch (Civy Hearse), 1.18.

JIMMIE ALLEN MASS LAUNCH



Ready for the 'off'

Jimmie Allen Mass Launch

1.- N.Peppiatt (Skokie), 2.28; 2.- R.Tiller (Skokie), 1.38; 3.- Barbara Tiller (J.A.Special), 1.04; 4.- L.Smith (Skokie), 0.45; 4.- E.Horsey (J.A.Special), 0.35; 6.- E.Stevens (ROG), 0.08; Anne Stevens (ROG), 0.08.

WIRELESS ASSIST EVENT - By James Parry

For the last couple of years this event has been much missed. Due to the stirring efforts of Mike Barton, 'cor he could get us all running around and towing the line (Not in the glider sense). My ears still ring to the sound of a bellowed "Airey what do you think you're doing". This is now all but folklore. A couple of times I stood to attention, I think someone was trying to communicate something from above!

It was with great relief to myself and fellow conspirator Tony Tomlin that at kick off time, flyers briefing, there were a fair number of Tx's booked in and models ready for the Go. 24 in all including a couple of the club that uses MW.

The weather was just about as good as it could possibly be and with the flying box marked out, gazebo up frequency board ready (Thanks to Wimborne MAC) all the I's dotted and T's crossed flying began.

A couple of large models flew sedately those being a Shrimpo and 3x Ma'mselle. The Shrimpo at about 84" seemed to fly on rails, very slow and the epitome of radio assist.

Peace didn't last long as the Wee Snifter's were brought out to play. The original size 30" as Doug McHard designed these two models were both powered by MP jet 1cc diesels. Three channel control. One couldn't call them sedate but they put on a fine performance along with an enlarged version also owned by Tom Airey. Tony Tomlin's model was it's first proper outing after trimming trials.

It was gratifying to see a couple of new faces attend such as Dave Ashenden from my club flying his Cardinal and Veron Aeronca. Geoff Goldsmith from Surrey Club had his Falcon and Mercury 111 and no event would be complete without John Laird and his 3x Ma'mselle.

There were no competitions this year although if asked to organise next year and given three or four months notice that may well change.

It was interesting that whilst we were all flying R/C most did spend time over at the F/F side of things including myself at which point Tom Airey took charge of things for an hour or so.

In all the event went ahead with only one minor incident that damaged the Mam'selle wing and myself and Tony learnt a lot about the do and do nots in organising and setting up.

Tony and I would like to thank all those who came along and made it such a good day.



*Scorpion**Tom Airey and Tony Tomlin's Wee Snifter's 30" span****ELECTRIC POWER PRECISION - By Tony Hall-Willis***

I'm afraid there is little to tell about the event, as there were only 3 entrants, including myself.

I was second, Dick Twomey was first and Ted Horsey from the Bournemouth Club finished third.

Electric Precision

1.-R.Twomey (Apprentice); 2.- E.Hall-Willis (Mini Cumulus), 3.- E.Horsey (Bitsa).

MONDAY

4oz WAKEFIELD



Good to see Ted Challis back in action, with '36 Copland

Conditions: Drift, 4-6mph. Thin cloud, warm

4oz Wakefield (2.30 max)

1.- A.Longhurst (Copland '36), 7.30+5.20; 2.- J.Minshull (Copland '36), 7.30+4.45; 3.- C.Strachan (Copland '36), 7.30+ 4.29; 4.- R.Taylor (Copland '36), 7.16; 5.- M.Hollamby (Copland '36); 6.- J.Foster (7.06); 7.- J.Ellison, 7.95; 8.- J.Wingate (Northern Arrow), 6.59; 9.- J.Knight (Lanzo Duplex), 6.55; 10.- P.Jackson (Copland '36), 6.48; 11.- C. Chapman (Lanzo Duplex), 6.46; 12.- M.Marshall (Lanzo Duplex), 6.44; 13.- T.Challis (Copland '36), 6.19; 14.- N.Farley (Lanzo Duplex), 6.06; D.Wright (Copland '36), 6.06; 16.- M.Sanderson (Judge), 5.20; 17.- R.Willes (Judge)

BOURNEMOUTH CLUB CLASSIC RUBBER - by Martyn Pressnell

Once again this proved a marvellous weekend at Middle Wallop, the Metcheck weather forecast for Monday estimated winds at 7/8 mph from the north, with a little cloud and a good deal of sunshine, temperatures climbing to 20 deg. C by mid-afternoon. Indeed this is how it was, giving rise to spectacular thermals with many models climbing away to be lost, including my two Last Resorts (*one at least being subsequently recovered - Ed*).

Certain flyers asked me if the event could be staged next year on the Sunday, because Monday flying finished at 3.30 pm and they felt the Club Classic event merited a full day's effort. Of course this may mean moving something else, but it is up to anyone so wishing to make this proposal to the organising committee via Mike Parker please.

As CD my job was again very straightforward, having chosen a 2min 30 sec maximum, it resulted in eight being eligible for the fly-off, in a field of eighteen contestants. Thanks to everyone for a good clean fight.

Club Classic Rubber proved to be a well-supported event with seven types of model represented. Jim Baguley's Last Resort was the most popular model with five entries, followed by three Marcus', three Tripsticks, two each Boxall and Yardstick, one each Mentor, Winding Boy and Urchin. There was a very clear winner in Jack Foster (photo) taking the honours a second time in this event. Congratulations, and many thanks to all for supporting Club Classic Rubber.



Our treasurer & membership secretary with the winner - Jack Foster



John Taylor ready to launch his LAST RESORT

The results for those managing three maximums:

1	Jack Foster	Tripstick	+9.09
2	Mike Turner	Last Resort	+4.18
3	Andrew Longhurst	Marcus	+2.23
4	Geoff Kent	Tripstick	+2.20
5	John Taylor	Last Resort	+2.12
6	Ted Tyson	Last Resort	+2.09
7	Chris Chapman	Last Resort	+1.56
8	Jim Arnott	Winding Boy	+0.00
8	Martyn Pressnell	Last Resort	+0.00

Bournemouth Club Classic Rubber (2.30 max)

1.- J.Foster (Tripstick), 7.30+9.09; 2.- M.Turner (Last Resort); 3.- A.Longhurst (Marcus), 7.30+2.23; 4.- G.Kent (Tripstick), 7.30+2.20; 5.- J.Taylor (Last Resort), 7.30+2.12; 6.- E.Tyson (Last Resort), 7.30+2.09; 7.- C.Chapman (Lst Resort), 7.30+1.56; 8.- J.Arnott (Winding Boy), 7.30; M.Pressnell (Last Resort), 7.30; 10.- P.Jackson (Marcus), 7.15; 11.- R.Biddlecombe (Urchin), 7.05; 12.- B.Stichbury (Mentor), 4.04; 13.- R.Willes (Mentor), 3.44;

VINTAGE COUPE - By Ed Bennett

I must apologise for falling down badly on this part of the exercise as I was preoccupied with a long retrieve during the latter part of the afternoon. No one informed me of any noteworthy activity. Looking at the result sheet indicates a reasonable entry with only two full houses. The fly off times were what one might expect from well trimmed models on such a day. A number of folk came close to a full house. So near but yet so far!

Vintage Coupe d'Hiver (2.00 max)

1.- D.Davitt (Fuit), 6.00+1.56; 2.- C.Strachan (Jump Bis), 6.00+1.48; 3.- N.Peppiatt (Etienvre), 5.46; 4.- E.Tyson (Jump Bis), 5.40; 5.- D.Beales (Barbar), 5.27; 6.- P.Tolhurst (Fuit), 4.53; 7.- J.Oulds (Fuit), 4.48; 8.- J.White (Etienvre), 3.36; 9.- V.Willson (Etienvre), 2.00; 10.- A.Longhurst (Bagatelle), 1.09;

Classic Glider and Unorthodox (Max 2.30)

1.- C.Hutchinson (Caprice), 7.30+4.51; 2.- T.McLaughlin (Vortex), 7.30+1.00; 3.- T.King (Adiba), 7.30; R.Sabey (Inchworm), 7.30; 5.- M.Howick (Quickie), 7.25; 6.- P.Dickson (Optimist), 6.51; 7.- R.Sabey (Seraph), 6.38; 8.- K.Bates (Seraph), 6.31; 9.- V.Driscoll (Inchworm), 6.25; 10.- P.Tomlinson (Seagull), 5.28; 11.- J.Taylor (Penumbra f/wing), 5.19; 12.- A.Clark (Seraph), 5.18; 13.- J.Northrop (Optimist), 5.00; G.Beal (Optimist), 5.00; 15.- R.Twomey (?), 4.58; K.Burt (Caprice), 4.58; 17.- I.Wilkinson (Caprice), 4.47; 18.- K.Taylor (Caprice), 3.24; 19.- D.Etherton (Caprice), 2.30; P.Michel (Kavka), 2.30; 21.- A.Bogg (Caprice/Corsair), 1.58; 22.- ? Duncan (Sans Egal), 1.27.

OPEN VINTAGE POWER - By John Thompson

Excellent weather but tricky to pick lift though.
 Team Rogers with their "Rapier" maxed out, "foiling" Tony shepherds shy "Le Timide", which in turn "rubbed out" Richard Wykes "Flying Pencil" (the latter breaking his lead, as in pencil, by some big stalls).
 There were some other game competitors but all in all a grand day.



Team Rogers

Open Vintage Power (Max 2.30)

1.- A.Rogers (Rapier), 7.30; 2.- A.Shepherd (Le Timide), 7.19; 3.- R.Wykes (Flying Pencil), 7.03;
 4.- J.Bailey (Helides), 6.45; 5.- J.Leitch (Civy Boy), 6.25; 6.- R.Kimber (Interceptor), 6.10; 7.-
 R.Woodruffe (Junior Mallard), 5.55; 8.- S.Church (Mallard), 3.38.

A-FRAME MASS LAUNCH - By Peter Michel

I hate having to make decisions but this year I thought that the A-frame flyer with the highest time, and not the "last man down", should be declared the winner. "Last man down" sounds simple, but how, for instance, can you tell who that might be when there are two or three twin-pushers about to touch down in the far distance at various parts of the field, or indeed, when some might be in the grip of a typical Middle Wallop thermal?

As it happened on the Monday this year there would have been no such problem because the models were launched in poor air (chosen by the CD - me!) and only two of the field of seven bettered the two-minute mark. [See results.] The winner, Tony Thorn, beat Tony Hall by just one second...

There was a moving start to the proceedings when the ashes of John Aaron (Jack) Clampitt, a great A-frame enthusiast, were scattered in the light breeze as the models climbed away.

A-Frame

1.- A.Thorn (Burnham), 2.04; 2.- A.Hall (de la Mater), 2.03; 3.- J.Taylor (Burnham); 4.- M.Turner (Burnham), 1.37; 5.- R.Tiller (Burnham), 1.23; 6.- M.Ambrose (Grant), 0.58; 7 R.Lindridge (Grant), 0.39.

THE MIDDLE WALLOP BOWL - By Lindsey Smith

This contest was inaugurated at the first 1066 Meeting at Wallop in 1990 and was a duration contest for models of the Auster MkIV built from a plan published in *Aeromodeller*. There were only four entries, none of which flew very well as the plan had a scale biconvex wing section. The trophy is a beautiful glass bowl engraved with a picture of an Auster.



Middle Wallop 1990, the 1st MW Bowl comp - l to r, Derek Ridley, George Hollingdale, John Blagg and Don Knight with Auster AOP IV's

In later years the contest was widened to include models of any aircraft used by any combatant Nation in WW2 in the AOP, Liaison or training role, and in order to prevent it becoming a one horse race for high wing monoplanes, the event is run to Masfield rules to encourage a diversity of types taking part.

Over the years entries have fluctuated, but this year there were only four. Roy Tiller won with an 18" Tiger moth with 180 seconds flight time over the three flights and a 60 point bonus giving him a total of 288. Tony Hall Willis was second with an 18" Auster MkV also with 180 seconds but only a 20 point bonus giving a total of 216. M. Rainer was a gallant third with a Stahl Taylorcraft and a flight time of 167 seconds but no bonus, and I was fourth with an 18" Harvard but only 61 seconds flight time which with 50 bonus points gave me a total of 91.5

It is a fun event which does not take a lot of time or expertise, so lets hope for a larger entry next year. How about an 18" Queen Bee Tiger Moth on floats? 80 bonus points almost doubles your flight time!

Middle Wallop Bowl (Max 1.00)

1.- R.Tiller (Tiger Moth), 3.00; 2.- T.Hall-Willis (Auster); 3.- M.Rainer (Tailorcraft); 4.- L.Smith (Harvard)

THE HILDA BAKER MEMORIAL COMPETITION - By Nick Farley

Sadly, the entries for the Hilda Baker Tomboy competition were well down this year despite the brilliant weather. There were 22 entries and of those only 18 actually recorded flights, which was very disappointing when we remember the 120 entries of just seven years ago.

However, those that did fly flew magnificently in the perfect conditions. Flights of over 4 minutes were commonplace and there were seven flights over 6 minutes which, for sport planes not exactly famous for their gliding qualities, is no mean achievement.

As usual at Middle Wallop, when it's hot, you can always hear a distant spluttering sort of dieselly noise high in the sky and eventually you will find the dot which is responsible and it is invariably a Tomboy recording a flight. On one occasion this year that spluttering speck high, high in the sky belonged to David Beales who, as we all strained our eyes to see it, said casually "is anyone timing this?" and, of course, no-one was. So, this stupendous, and model-risking flight was entirely wasted as we all gawped in admiration but with not an active stopwatch in sight!

Once again Equipe Allen took the magnificent Hilda Baker Vase with a stupendous winning flight of 9m 1s from Maria Allen, although husband Richard managed only a mere 5m 26s.

Another repeat winner was Paul Barford who took the Tomboy Tankard again with 11 flights of over two and half minutes each, including one of 5m 50s and two over 6 minutes. That is a terrific record.

The Radford Trophy, which is for people who have made contributions to the competition above and beyond the call of duty, was this year awarded to David Baker for.....well, simply for being David Baker.

here were no Junior entries this year and so the Reg Roles Trophy was not awarded. However, we are hopeful that Paul Barford's grandson and also Mike Parker's daughter, Sarah, will be getting their BMFA membership during the year and will be competing for the trophy in 2008. The gauntlet is thrown down.

In fact, we look forward to more entries from everyone next year. There are so many Tomboys flying over the weekend and this is such an easy competition to fly that we wish every one of them would enter as they used to do.

Thanks to everyone who flew this year.

Results:

Hilda Baker Vase for longest flight:

- | | | |
|-----|----------------------------|------|
| 1. | Maria Allen | 9.01 |
| 2 = | Paul Barford & Pete Carter | 6.47 |
| 3 | David Beales | 6.00 |

Tomboy Tankard for most flights over 2.5 minutes:

Paul Barford 10 flights over 2.5 minutes each

MY WALLOP 2007 - by John Andrews



Just a small section of the very very long flight line

The internet prefix WWW. now has another meaning for me, it stands for,
Wonderful Wonderful Wallop.

The David Baker weather returned to us for the full three days this year together with David looking well and trotting about like his old self.

Although I have collected four different tents with the idea of camping I, once again, chickened out and travelled the 220 mile round trip each day.

Saturday Day 1, - I arrived, did a detour round the netting, paid at the gate, splashed my boots in the café toilet and drove down the flight line, there were cars everywhere, right left and centre. I parked, (perhaps abandoned might be a better word), the Volvo in the middle of the wide peri track and got out to sniff the air. I did not like the drift and, as there no gaps in the field line, I decided that it was not the best place to fly from anyway. I wandered the line but did not see anyone I knew well, so it was back in the car for me. It then struck me that, as control was at the start of the line, I was going to be miles away when I found somewhere to fly from, so back I went and entered small rubber, classic power and Tomboy. Back in the car and off to the end of the line, still did not like the drift angle and, noticing a small group well round the bottom corner, I concluded that that was the best place for me. I found a spot and my luck seemed to be really in when I realised John Wingate, my flying companion, together with Kath the timekeeper, were only one car away.

That was the end of my luck for the day, if I had read my own report from last Easter, and I quote, "I can only conclude that down in the dip is where nobody goes, including thermals." I would have realised what the outcome of my day's efforts would be. I won't bore you with details, suffice to say that John and I put up nine competition flights and I believe we had one max between us.

I did get a couple of Tomboy flights in but even one of those was a clanger when I launched underpowered and flew into the cars, what a day.

Sunday Day 2, - Much better day all round, arrived accompanied by Rachel, the wife, and found John Wingate and Reg Biddlecome straight away including the parking space they reserved for me, all pals together.



Reg Biddlecome & Jean, Kath Wingate & my Rachel, John Wingate, yours truly & Martin Pike

This is what Wallop is all about for me, a good group of friends, proper picnic atmosphere with a bit of model flying thrown in for good measure. One point of note is the thanks we owe to Dr. Martin Pike who acts as medical support for the meeting, every time he flies he recovers with a rucksack on his back in case he gets a call for medical assistance.

Just to get a little variety in, I was pleased to be alongside one Richard Wykes, whose models contrast quite sharply with mine size wise.



Richard Wykes the big power model man

Richard's car was full of very large power models, one being the attractive 'Top Banana' pictured above which is powered by an HP40 Gold Cup turning a 9x4 prop at 18,500 rpm and the rate of climb is absolutely phenomenal.

Digression over, back to the nitty-gritty, 8oz Wakefield was the order of the day with Reg campaigning with the Keil-Kraft 'Contestor' which he won with in 2004 whilst I was using the 'Jaguar' I acquired from Colin Shepherd. Reg had his three max's on the board in quite short order but I myself took a little longer as I was continually pinching Reg's winding tube having left all mine at home.

My maxes were not without incident, I had been trimming the 'Jag' using 90gms of rubber in 20 strands of 3/16 and all seemed OK but I had never really wound it up. I had a quick check flight then gave it the works. The 'Jag' climbed away a bit on the quick side and was soon well up in good

air. When the power ran out the model must have been on the edge of the lift as the left wing kicked up and a tight glide circle verging on a spiral ensued. After a few nail biting moments normal service was resumed and reasonable glide circle maintained until D/T.

I figured that the tight circle had occurred due to the wing being kicked up and perhaps the large 'Jag' keel contributed lift attempting to hold that side up. After that brainstorm I took off a small amount of rudder turn and wound up for the second flight. I noticed a broken strand but as it was well wound in I just carried on winding stopping short of maximum.

A nod to Kath on the watch and I pushes the 'Jag' into the air, off it goes straight up into a near vertical climb, no hint of the power turn for about 50 feet, prop hangs for a bit, then into the normal climbing turn and the wider glide circle was OK so max No2 was in the bag. A quick change of underpants and I was off for recovery.

Flight number three, I scratch about in my rubber motors looking for a replacement and the only pre-tensioned one I had was 80gm in 20 strands of 3/16. I figure 2 minutes should be easy so I install the 80gm motor and winds up. When I launch the model it goes up like a rocket straight into an absolutely vertical climb and as the power ran down the model helicoptered about for a while before tumbling into the climbing turn, another max and change of underpants, three max's, were in the fly-off.

I now started thinking again, always a mistake, what motor to use for the fly-off. I really wanted to use 14x1/4 but I couldn't figure how to strand it for pre-tensioning. My brain was hurting so I gave up and decided to knot and re-strand the original 90gm motor. There were actually 3 breaks in it as it transpired so I knotted the bits together and with Rachel holding her arms high in the air I stranded the motor up hanging the loops from her fingers, then pre-tensioned ready for the fly-off to come.

Fly-off time, Reg and I decided that 6 minutes to the edge of the field was about right, neither of us are into losing models, so D/T's it was.

The fly-off, I put a bit of business card to give a little right/down thrust to tame the straight climb and, if you remember, I was using Reg's winding tube so he wound first and I waited for the tube. I inserted the tube in the 'Jag' and hooked up to wind. When I stretched the motor and started to wind, I immediately noticed something was amiss, the pull was too much. I backed off the turns and got Kath Wingate to count the motor strands, you guessed it 24 strands, that's equivalent to 18 strands of 1/4. I did not have time to change the motor and panic set in. Kath, cool as a cucumber, says don't put so many turns on and so I calm down and chickened out at only 540 turns.

I move out to launch, Reg was already away and I waited for a while but detected no warmth so I gave the 'Jag' the old 'heave ho'. The bit of business card had done the trick, I have never seen a Wakefield climb so fast, it went up like a bullet. The climbing turn was perfect and the model was quite high in no time flat but, of course, the 540 turns were soon gone but after settling into the glide, good air was found and we were away.

I D/T'd and was down in 6-48 one yard short of the edge of the airfield, job well done but not without the need of another pair of underpants when I had found out the size of the motor. Reg had done 7 minutes or so and did not find his model until the next day, we were well satisfied with our performance and, as it transpired, I had won the 'Jaguar Trophy'.



A proud author receives the magnificent Jaguar Trophy from our hard working organiser Mike.

Monday day 3, - no competition models so a few flights with my new open rubber model O-4 with the new prop assembly and a 14 x 3/16 motor, looks better but I may well go to the same motor as O-3, a '12 x $\frac{1}{4}$ ' or '16 x 3/16'. All in all a wonderful meeting, and a credit to our organisers.

That's all for now folks, John Andrews.

Lost TOMBOY found

Whilst searching for a competition model at Middle Wallop on the Thursday after the three day event I spoke to a farmer who told me he had found a model aircraft some time ago and didn't know what to do with it. I took the model from him which turned out to be a Tomboy in good condition but the tail is missing. The model has a blue heavy weight tissue fuselage and yellow tissue covered wings with a blue band in the centre. If the owner will contact me and for means of proof of ownership give me details of the engine, propellor etc. I will make arrangements with them to return it.

Joe Northrop. Tel 01132581292 or joenorthrop@tinyworld.co.uk.

JAGUAR Found - By Pete Ashmore

My friend Dave Wright lost his Jaguar 8oz wake and despite a long search could not find it.

Dave did not make it to the prize giving when the model was handed in. He would like to express his most sincere thanks to the finder and is keen to know where it was found. Perhaps the finder would be kind enough to reveal his identity and let Dave know via this email address - Pete.ash1@blueyonder.co.uk

It would then be my pleasure to relay this information to David.

Annual General Meeting

***'APACHE' Restaurant
Museum of Army Flying
Middle Wallop***

October 14th 2007

16:30 hrs

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

The first annual general meeting (AGM) will be held at Middle Wallop, on the 14th October to coincide with the fun fly and trimming day. This advance notification gives you all time to consider how you wish to influence the future of the organisation.

Mike Parker

Membership Secretary & Treasurer

Agenda:

- 1. Welcome to members old and new for the season 2007/8***
- 2. Chairman & secretary's report***
- 3. Treasurer & membership secretary's report and accounts***
- 4. Report on Middle Wallop liaison, Lindsey Smith***
- 5. Election of Officers***
 - a) Chairman***
 - b) Secretary***
 - c) Treasurer***
 - d) Membership Secretary***
 - e) Committee Member***
- 6. Annual subscriptions for 2008***
- 7. Events for 2008***
- 8. Any other business***

Light refreshments will be provided

***All nominations and details of any other
business to be received by the chairman by
7th October 2007***

[John Thompson](#)

***Beachmede
Meadow Lane
Hartley Wintney
Hants.
RG27 8RP***

[Email: Johnd.Thompson@btinternet.com](mailto:Johnd.Thompson@btinternet.com)

NOTES

When nominating committee members the following should be taken into consideration:

SAM 1066 is an Internet based club and therefore it is essential that all of the committee members have:

- *Access to internet via a broadband connection.*
- *The use of the necessary hardware and software to enable the club to function efficiently.*

Currently the club does not own or provide such facilities necessitating that committee members provide their own. However expenses for consumables such as paper and inkjet cartridges etc. are refunded.

***The following members of the present committee will
be seeking re-election for 2008:***

- *John Thompson*
- *Michael Parker*
- *Lindsey Smith*

The Generosity of Aeromodellers Draw Results

- By Brian Martin

The draw took place during the SAM 1066 event at Middle Wallop on Monday 27th August 2007. In all there were 30 prizes donated by suppliers and friends to all of whom I thank, most sincerely, on behalf of the Merlin Project Charity to build a therapy centre in Cornwall for sufferers of multiple sclerosis. There was a second draw for two original 'Brown Junior' engines donated by Charlie Yost of San Diego, California.

It was felt that, as so many people had bought tickets and many would not be at the draw, each prize following the first five would be numbered and these drawn as each winning ticket was picked out. This would be the fairest way to all those who had so generously bought tickets for this worthy charity.

The draw raised a total of £787.00 less £41.49 postage and packing leaving £746.51. Together with the original donation from the Derek Welch's raffle of £250.00 gave us a grand total of £996.51, just short of the hoped for £1000. However, mentioning this to a local flyer on Sunday, he donated £5.00 to give us the magical sum. A cheque for £751.51 was sent to the Chairman of the 'Merlin' project, Dr. Derek Murphy on 8th September 2007.

We have gone some way to help those who are far less fortunate than ourselves. Next Time when walking on a long retrieve please spare a second or two in thought for those confined to a wheel chair through Multiple Sclerosis and are unable to enjoy such a wonderful hobby as ours.

There are three of our ladies who, I feel, should receive special thanks, Pauline Hook who has helped sell tickets at all the events Flitehook attended and assisting with the draw, Caroline Marking and Ann Benson wives of two CVA members for volunteering for the unenviable task of folding the ticket stubs and filling in a lot of names and phone numbers.

Thank you

Brian Martin SAM 1066 / BMFA 74431

Prize #	Prize	Donated by	Tkt. #	Winner
1 st	Forster 29 NIB ign.	Brian Martin	0410	Les Law
2 nd	Hornet 09 r/c NIB	David Baker	0334	John Ralph
3 rd	H.P. Jet Classic NIB	Flitehook	0143	Martin Ambrose
4 th	Enya 19 r/c NIB	Brian Martin	0408	Les Law
5 th	H.P. Jet Classic NIB	Flitehook	0310	John Phillips
186	Super Tacho	St Austell Models	0442	Phil Baker
187	Digital Calipers	Derek Knight	0103	R. Emery
188	Flying Aces Vol. 3	David Baker	0521	Ivan Norman
189	Flying Aces Vol. 2	David Baker	0413	Mike Parker
190	1930s Aviation Jigsaw	David Baker	0345	Roger Bellamy
191	1930s Aviation Jigsaw	David Baker	0181	D. Richards
192	Intruder Rubber	Sussex Model	0839	John Arnest

	<i>Model</i>	<i>Centre</i>		
193	<i>Eagle Indoor r/c Elec.</i>	<i>Sussex Model Centre</i>	0526	<i>Geoff Pomfret</i>
194	<i>Raven L/W r/c Elec.</i>	<i>Craig Mellows, Truro</i>	0532	<i>Alan Wynn</i>
195	<i>Coyote r/c Glider</i>	<i>Millers, Truro</i>	0429	<i>Jenny Turner</i>
196	<i>Paul Plecan Hepcat</i>	<i>Geoff. Stubbs</i>	0950	<i>Dr. D. Pepper</i>
197	<i>The Olivers & a Tiger</i>	<i>John Goodall</i>	0078	<i>G. Hollingdale</i>
198	<i>The Olivers & a Tiger</i>	<i>John Goodall</i>	0435	<i>Mrs. Warden</i>
199	<i>Plastic Field Box</i>	<i>Sussex Model Centre</i>	0825	<i>Tony Hallwillis</i>
200	<i>BMFA Polo Shirt</i>	<i>BMFA</i>	0803	<i>Suzanne Blackwell</i>
201	<i>BMFA Jumper</i>	<i>BMFA</i>	0049	<i>Gary Whitcombe</i>
202	<i>BMFA Baseball Cap</i>	<i>BMFA</i>	0542	<i>Handley</i>
203	<i>BMFA Dart Kit</i>	<i>BMFA</i>	0831	<i>Tom Thompson</i>
204	<i>Used Enya 09</i>	<i>Late Ron Schneiter</i>	0307	<i>Kingsly Martin</i>
205	<i>C/Line Handle</i>	<i>Late Ron Schneiter</i>	0309	<i>Bill Groombridge</i>
206	<i>Merlin Glider Kit</i>	<i>Westwings Models</i>	0484	<i>Dick Twomey</i>
207	<i>Merlin Glider Kit</i>	<i>Westwings Models</i>	0870	<i>Bob Close</i>
208	<i>Merlin Glider Kit</i>	<i>Westwings Models</i>	0061	<i>Simon Firth</i>
209	<i>10sq mtrs Nylon</i>	<i>Bob Close</i>	0490	<i>Syd Hylan</i>
210	<i>Scale Plastic Pilots</i>	<i>Lindsey Smith</i>	0071	<i>G. Hollingdale</i>
====	<i>Brown Junior 1</i>	<i>Charlie Yost (USA)</i>	0582	<i>Charlie Bruce</i>
====	<i>Brown Junior 2</i>	<i>Charlie Yost (USA)</i>	0941	<i>Bob Parry</i>

CONTACTS:

SAM 1066:

David Baker—Honorary President
 24, Pinetrees
 Weston Flavell
 Northampton.
 N3 3ET
 Tel: 01604 406822

John Thompson—Chairman & Secretary
 'Beechmede'
 Meadow Lane
 Hartley Wintney
 Hants.
 RG27 8RF
 Tel: 01252 842471
 Email: johnd.thompson@btinternet.com

Mike Parker—Treasurer & Membership Secretary
 6, Woodlands Grove
 Caversham
 Reading
 Berks.
 RG4 6NB
 Tel: 0118 9481392
 Email: michael@cavgrove.freeseerve.co.uk

Lindsey Smith—Committee Member & Middle Wallop Liaison
 Spring Meadow
 Fyfield
 Andover
 Hants. SP11 8EL
 Tel: 01264 773487
 Email: lindsey.smith5@tiscali.co.uk

Forthcoming Events 2007

with competitions for Vintage and/or Classic models

<u>Date</u>	<u>Venue</u>	<u>Event</u>
16th Sept	Area Venues	BMFA 5th Area Comps.
23rd Sept	Portmeadow Oxford	Rubber/Scale/Tailless
- see last month's NEW Clarion for details		
29th Sept (Saturday)	Salisbury Plain	BMFA Southern Gala
7th Oct	Area Venues	BMFA 6th Area Comps.
14th Oct	Middle Wallop	Fun-Fly & Trimming day
+ SAM 1066 AGM		

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