

	<h1 style="text-align: center; color: red;">NEW Clarion</h1> <h2 style="text-align: center; color: red;">SAM 1066 newsletter</h2>	Issue 12.1
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MERRY CHRISTMAS & A HAPPY NEW YEAR



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EDITORIAL

It is now 12 months since I took on the task of editing the NEW Clarion. I had serious misgivings about my suitability for the task, but as there didn't seem to be anyone else keen to do it I eventually decided to have a go.

Originally it was envisaged that it would be an irregular production, appearing only when there was some important news for the members or a build up of available material. However, thanks to the support received from contributors and ideas passed on from members, it has become a regular monthly production.

After a few problems (mainly associated with computer literacy) I managed to produce the January 2007 edition and with the help and encouragement of many members it has become easier as time passed.

As I have been at pains to point out to those kind people who have commented favourably on the newsletter, it is the contributors who deserve the credit - I just assemble the 'package'.

So, I say thanks to everyone who has contributed in any way to the NEW Clarion. Please don't hesitate to send me your input. As I've said before, it doesn't matter what format it takes - hand written, typed, email, whatever - I can easily 'digitise' it.

For 2008 I would like to see more coverage of power flying, and engines, to balance the content a bit.

SAM 1066. The First Year!!

Well here we are at the end of the first year of the New SAM 1066, it only seems like yesterday that I was sorting out all the original administration to enable it to work.

After any doubts as to whether there was a wish for it to continue, it has become abundantly clear that there is. Certainly as far as the 400 plus people who have joined so far are concerned.

If you are not aware, the AGM decided to continue a policy of NO SUBSCRIPTIONS for 2008, therefore all members' details will be transferred to the 2008 membership list unless otherwise instructed. No further action is required other than that senior and junior members should re-new their BMFA membership.

Looking back on 2007 I think it will be remembered as the year of the weather. For most of our events at Middle Wallop we were blessed with as near perfect conditions that I can remember (but I am only a youngster!!). In contrast however the Coupe d'Hiver event in December suffered just about the worst conditions that I can remember!, and that after some poor weather last year.

Looking Ahead

Looking ahead to 2008 there is good news from Middle Wallop. We have been successful in being offered all 12 days that we applied for. What?, when?, I can hear you shouting; your committee is working on the program as you read this.

Details to follow, but I can confirm that the Crookham Gala is scheduled for February 10th, there are 3 days at Easter (which is early next year, 22-24th March), 3 days over the August bank holiday (23-25th) for the SAM 1066 Champs and the Coupe Europa on November 30th.

Camping is already booked for Easter and the August bash. So those of you who are in the same situation as me, still working (there can't be many!!), can go ahead and book your holidays.

As soon as the program is completed you will be notified, here's looking forward to some more David Baker weather in 2008.

At this special time of year our thoughts are with those friends and members whose are suffering poor health, and those who have lost loved ones this year, let's hope that they can look forward to better times in 2008.

Have a very merry Christmas and a happy and healthy 2008.

*Mike Parker
SAM 1066
Membership Secretary & Treasurer*

A Tailless Tale

Due to the generosity of Fred Smith* and fellow members of the Golden Cross Aero Club a new trophy will be presented next season. To be known as the HALCYON TROPHY it will be awarded for the winner of a new Tailless League.

I have agreed to 'administer' the league. I will collate the results and report on the events which, hopefully, will generate some fresh interest in this neglected class.

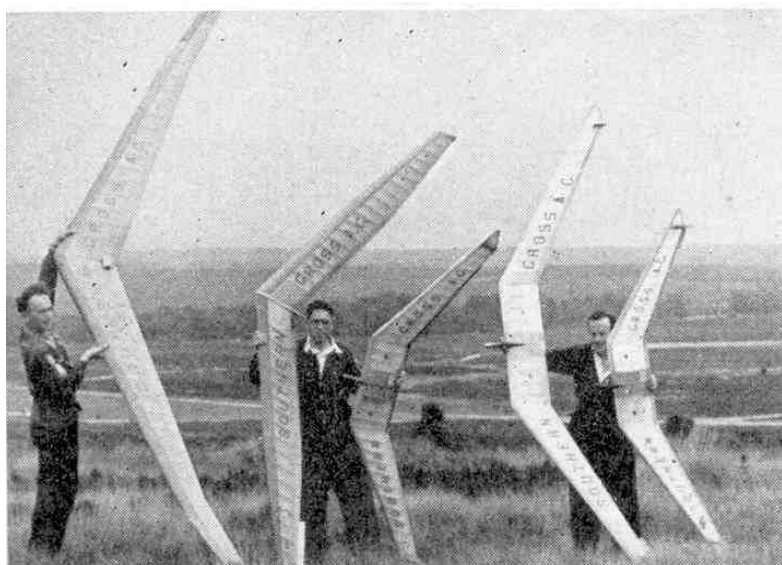
The events will all be run to BMFA rules (which accommodate rubber, glider and power).

Provisionally there will be 5 events to count:

3rd BMFA Area meeting - 20th April
BMFA Nationals - 24th May
Portmeadow - ??June
Portmeadow - ??July
Sculthorpe - ??August

There may be others, but details will be circulated as soon as available, together with the points system etc.

**Fred designed and built the winning model for the tailless international competition held at Terlet in Holland in 1956. Due to health problems he was unable to attend, but the model was flown to victory by clubmate Ray Delves. Fred also won the Lady Shelley trophy at the Nationals in '53, '54' and '55.*



The winning UK team at Terlet. Fred's model is second from right

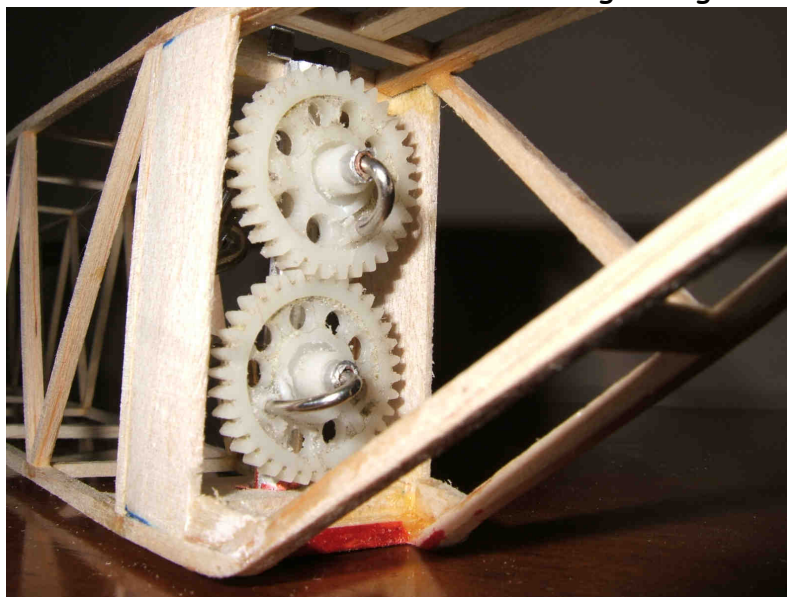
A comprehensive report, with pictures and results appeared in Aeromodeller Aug '56 and a detailed description of Fred's tailless designs is featured in SAM 35 Yearbook No.14.

VORTIC III

Having enjoyed some success with Vortic I was spurred on to build Vortic III. This design has roughly the same dimensions as Vortic I, but embodies several different ideas, the most significant of which is that it incorporates return gears.

I also redesigned the wing, so that it now has the ribs aligned with the fuselage (unlike the previous effort where the ribs were at right-angles to the leading and trailing edges). I don't know whether this has any effect on the flight performance, but I think it looks better.

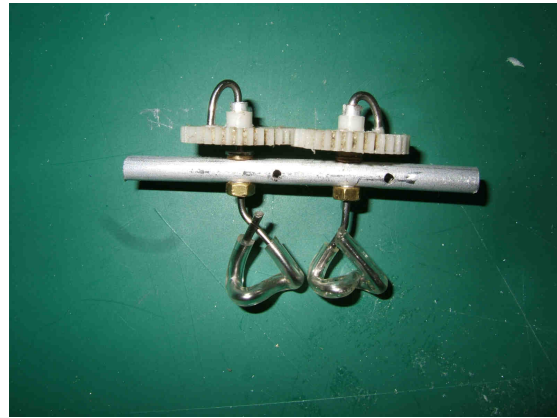
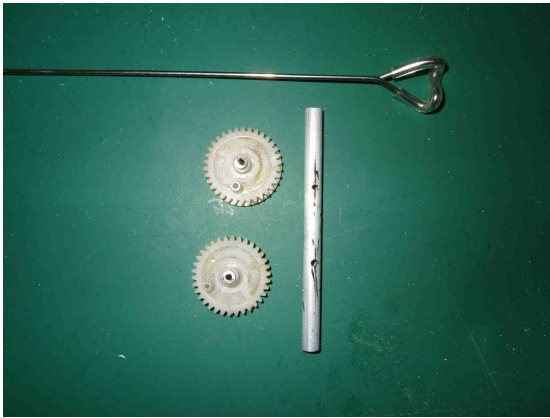
The tips have 10 deg. washout, but no dihedral. This is achieved by having a 'break' in the trailing edge and a rib angled in the opposite direction to the main ribs. This leaves the leading edge straight and progressive washout from the 'break' to the tip.



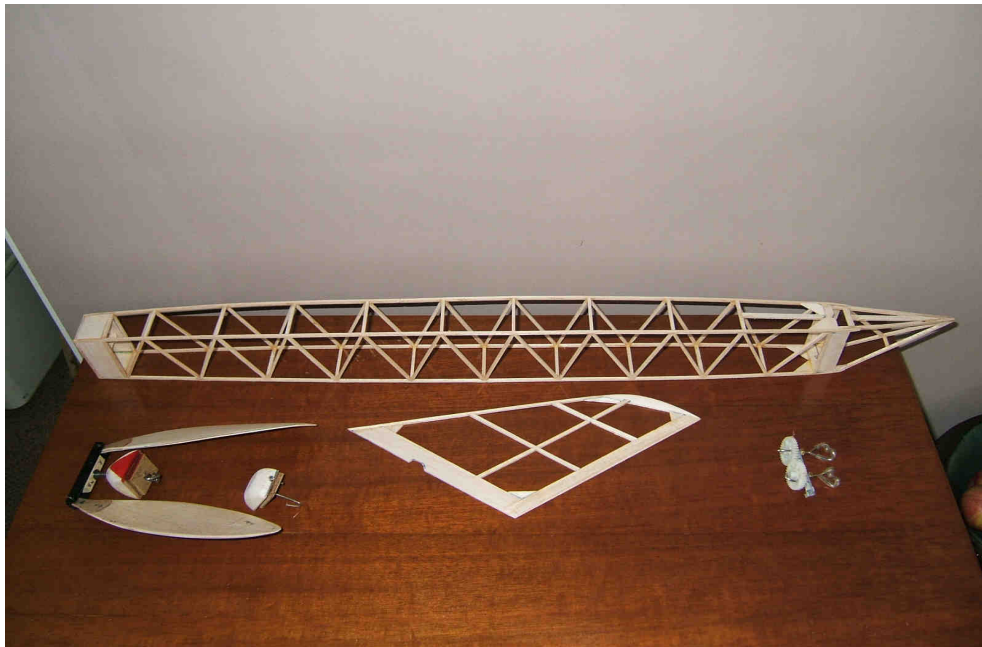
The return gear set up was something I had wanted to try for a while, but I had been reluctant to make my first effort a full-blown 8 oz Wake. However the tailless route seemed a good way to get to grips with the various problems that would inevitably arise.

After rummaging in various scrap boxes I found a couple of nylon gears that had been part of a film scanner in a previous life. The diameter is a little on the large size, but they have proved to be OK in practice. They do have the advantage of keeping the two motors well apart (there have been reported cases of the two motors becoming intertwined during flight!) and more importantly a blast tube can be used.

The resulting fuselage is quite deep, but short, which concentrates the mass around the centre of gravity. The gears are mounted on a vertical alloy tube and the whole unit is easily removable from the rear of the fuselage. The



lower motor has a dummy noseblock with a fixed hook and the usual locking pin, passed through the gear shaft loops, is used when winding the separate motors and for short flights, using the top motor only.





*I went for my favourite 2 blade folder with laminated blades.
Dummy noseblock for lower motor on right*



Vortic III, less elevons, but otherwise ready to go (note the 'reverse' angle ribs at the trailing edge break)

Fortunately 24 hours after finishing the model there was a break in the weather enabling some test flying. The first flight tests revealed that the CG was too far forward resulting in determined nose down flight. Once the wing had been moved forward the model flew very stably but only climbed to about 20' where it stooged around.

I then adjusted the elevons from their initial 30 deg to about 35 deg, This produced a steady climb, but confirmed my suspicion that more rubber was needed.

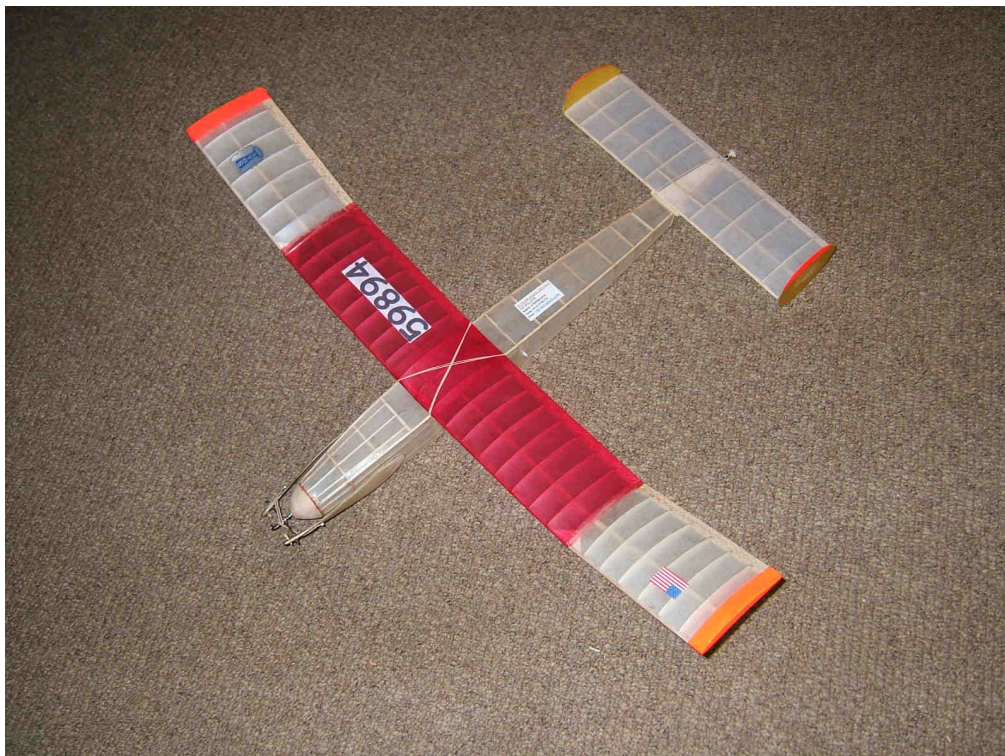
Next time out, with another loop of $\frac{1}{4}$ in each motor, the model climbed away briskly and after a few flights, on increasing turns, it landed in a tree. Luckily it slipped down from the branches (I've noticed that tailless models seem less prone to getting caught in the branches, for obvious reasons) and landed softly in the heather that makes Chobham such a good trimming field. I took this as a wake up call and packed up, to resume at a venue with more space.

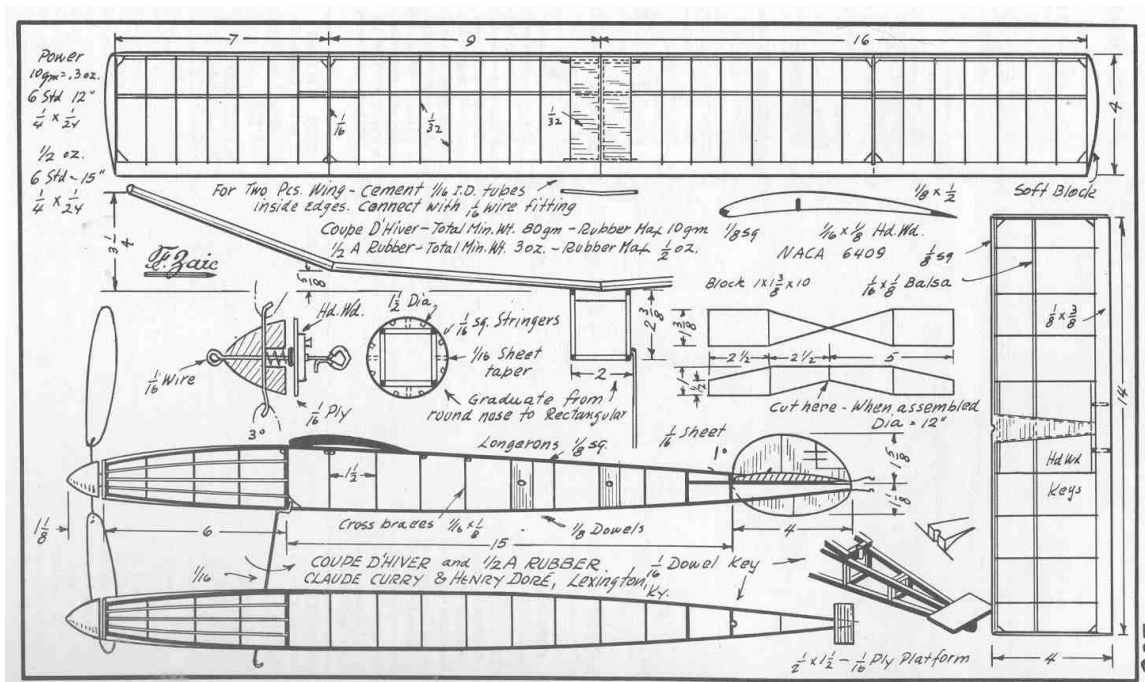
US Vintage Coupe

Next I looked at the calendar and realized that the Coupe Europa event at Middle Wallop was only two weeks away. This was the only excuse I needed to build another Vintage Coupe. After pondering various alternatives I decided on the unnamed US Coupe (the only US Vintage Coupe?) that was featured in Franc Zaic's Yearbook of 1951-52, designed by Claude Curry and Henry Dore.

I had persuaded Tony Hansell to bring his version of this design up to Chobham at the same time as I was testing Vortic III. A quick look suggested that he might have built the fuselage on its side, in other words it is wider than it is deep. Anyway to demonstrate its potential Tony put on some modest turns and launched, whereupon the model climbed away to a good height and started to glide down, but then stabilized at about 100' before starting to climb again! Eventually it disappeared over the 'tank factory' never to be seen again!

A quick check on the plan revealed that Tony hadn't made a mistake; the fus is wider than it is deep, presumably to provide a more stable wing mounting. I started building on Sunday and finished on Friday, the whole operation taking 21 hours work. There are no fiddly bits, no pylon etc. and the whole thing is very straightforward.





The weights worked out as follows:

	Uncovered	Covered	Doped
Fuselage	11.7	14.3	16.2
Wings	16.6	19.8	20.6
Tailplane	3.8	5.4	5.7
Fins	1.7	2.0	2.7
TOTAL	33.8	41.5	45.2
Prop assy.	-	-	15.7
Motor	-	-	10.0
READY to FLY	-	-	70.9

This is underweight for competitions, but by the time it has some packing, DT fuse etc. it will be up to 80 grams. There may even be the possibility of a coat of Johnson's KLEAR (as recommended by Peter Michel) to waterproof it.

ii. The fuselage and wings are covered in Lite Flite Jap tissue and the tailplane in lightweight Polyspan.

The first trimming session required a minimum of adjustments and the future looks bright, as they say.

COUPE EUROPA - *Middle Wallop 2/12/2007*

Unfortunately, for the second year running, the forecast was for strong winds a steady rain. On the day the forecast proved to be accurate, the only positive aspect was that the rain held off after midday.

The wind gusted to 20-30 mph at times, but several hardy souls flew in FiG and Vintage.

I wimped-out after watching Peter Michel attempt to fly his Michel Etienvre in Vinatge, although Tony Shepherd's version seemed to cope with the conditions OK



There seemed to be tremendous 'roll-over' where we were flying, which battered several models down after a few seconds, but the alternative of walking out further had its problems as well.

I saw Roy Vaughan's model have its wings ripped off the pylon (retaining band peg failure?) and Peter Hall's pylon sheared off the fuselage tube.

The most memorable sight for me was watching Spencer Willis launching his model DOWNWIND, by running and throwing the model into the air. However unlikely this may sound it worked, but I am still trying to get to grips with the aerodynamics of this technique!

Andrew Longhurst gets away successfully in F1G

RESULTS (1:30 max.):

F1G - for the Aeromodeller Trophy (8 flew)

Pos.	Competitor	Club	Total flight time
1 st	Neil Allen	E. Grinstead	3:48
2 nd	Andrew Longhurst	SAM 35	3:33
3 rd	David Beales	Croydon	2:00

Vintage -for the AAAA Cup (5 flew)

Pos.	Competitor	Club	Total flight time
1 st	Tony Shepherd	SAM 1066	3:03
2 nd	Spencer Willis	Croydon	2:45
3 rd	Peter Tolhurst	Hayes	1:40

Coupe Europa (cont)

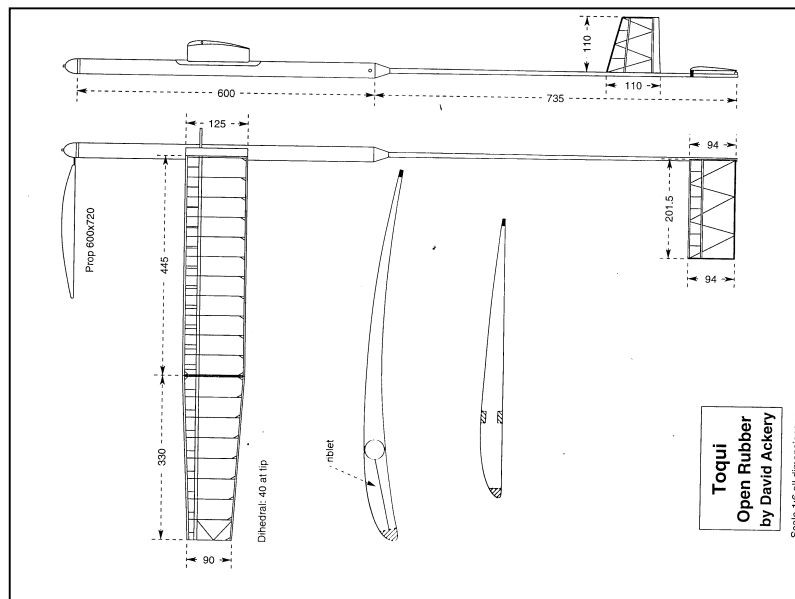
Flitehook F1G Team Trophy - Won by Crookham Contest Modellers

Reverse gear - By Peter Michel

WHAT a good thing, we all thought, when the new Open Rubber rules were announced Out would go the 14-minute-plus monsters. In would come the 50g-powered new concept jobs. Right! We would all be able to enjoy some sensible contest flying once more.. (Might even dig out my old Skywalker [Dave Hipperson O/R] which has been doing nothing in the loft for about 20 years.)

Wrong! Within a matter of weeks we were to be disillusioned. Actually, with a few moments thought you could have worked out what was likely to happen, and it did. All you had to do was to take a state-of-the-art modern coupe, with every known system, stretch it a little here and there, insert your 50g of rubber, and you would have, not perhaps a 14-minute model, but probably an eight-minute one in amenable weather. Result: A BMFA Rubber design

very much like the one on the right, in this November's Free Flight News. After all, if a modern coupe can do three minutes on 10g of rubber - and it can, easily - an enlarged version is going to fly for ever on 50g. With no weight restriction and in the right hands it must easily out-fly F1Bs. And you know what they are capable of on 30g. I'm sure the Open Rubber rule-changers meant well, but if I am right



in the above reasoning they need hardly have bothered.

What to do about it? Well now... Here is my idea for a new set of rules that would indeed limit performance. 1.- Unrestricted rubber weight. 2.- Total all-up weight of 8oz. 3.- Free-wheel propellers and fixed undercarriages. 4.- All flights to be RoG. 5.- Minimum fuselage cross-section in square inches of length-squared over 100. How about that?

If those were to be the rules (in my dreams!) I think the Arne Ellila geared Wakefield, which shook the aeromodelling establishment to the core when it won the Wakefield in 1949, would take some beating. This stupendous victory in a gale by a totally out-dated pre-war model, and Ellila's unparalleled feat of retaining the cup the following year, came to mind with the arrival of the latest Free Flight Quarterly from Australia. It contains a definitive history of the all-too-brief geared rubber model period with a comprehensive break-down of design and construction from the leading lights of the day, including Ron Warring.

About 20 years ago there was a short-lived renaissance in the UK of the geared Wake among vintage flyers. At that time I built the 1950 Ellila which was essentially the same as the 1949 design only smoothed out somewhat. However, like others who constructed the beast, I couldn't make it go. It would race round in flat circles before starting to climb, due undoubtedly to the massive positive incidence on the tailplane, giving "down elevator" when the prop thrust was at its greatest. How Ellila got over this is even now open to debate. Suffice it to say that it would be unwise to allege "design error" in a concept that twice won the Wakefield Cup competition. I discussed the point in email correspondence on this and other matters with Laurie Barr, who also built a 1950 Ellila with similarly disappointing results. He replied:

"I gave some thought on why it is so difficult under full power, and I suspect it is because modern rubber is so much more powerful than that of yesteryear. I can remember just how gutless it was, and only Dunlop, when new, gave the sort of 'oomph' we are used to today, but only for 30 seconds or so. From records at the time, it seems that Arne flew under long and gentle power.

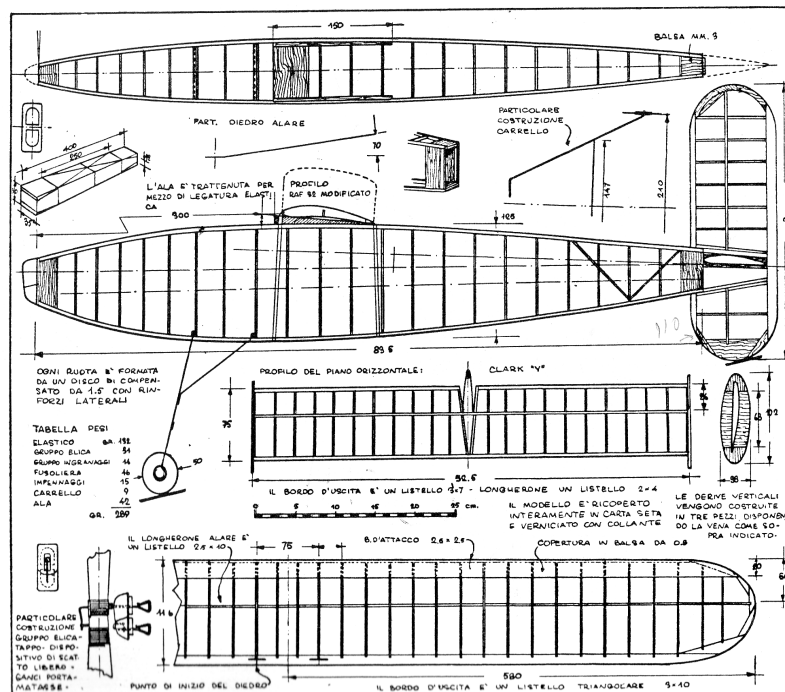
As for the Zombie, this was 'my' period, and I clearly can 'see' Ron Warring flying his awesome Wakefields, which were outstanding, even by today's standards.

We had the use of Fairlop, and the stars were all there - Warring, Bill Dean, Gus Gunter, Yeabsley, Norman Marcus, Mick Farthing and many more. It was pure magic, as every summer Sunday, our club(s)- Pharos-West Middx-Greenford, would gather at Perivale Station and a dozen or so would take over an underground carriage for all 22 stops across London on the Central Line. Pete Gilbert and I used to tie up our Thunderking fuselages along a row of the hanger straps at head height. We would arrive at the exit station and this part of the track was high up an embankment with a clear vista of the whole landscape of the 'drome. The abiding memory of seeing the Yeabley's big red glider(s), circling gently upwards into a deep blue sky, dotted with fluffy clouds, stays with me today.

Then the motor-cycle lunatics took over, someone got killed, and that was that.

Oh happy days!"

Laurie



Pylonius's View of Vintage - *Dug out by John Andrews*

An extract from a 1951 copy of Model Aircraft

1066 And All That

But, talking of history, the vintage wallahs don't have it all their own cap-back-to-front way; the humble model can do the 1066 act with the best of 'em. To illustrate the point we publish this exciting extract from the action packed pages of the recent autobiography of Aphraim Prang, "Oiled Silk and Old Elastic."

"My first machine was of the pusher type. It featured an open cockpit, four-wheeled undercarriage, dummy silencer, and was operated by manual propulsion. As a result of some erratic piloting on the part of my big sister I took my first nose dive. Thus my introduction to model flying was a classical one.

"Our big problem in those early days was finding suitable materials. Balsa was unknown, which was perhaps a good thing, as it would have been madly frustrating to have had such tempting razor fodder in such a bewhiskered world. We explored many woods, but soon found that models flew better over open ground. This was how we came to use Wimbledon Common. Chobham, it should be remembered, was as yet undiscovered, which was possibly one reason why these were called the good old days.

"In our unremitting quest for model making material we tried almost everything, but achieved our first real success with the pages of school exercise books. Birch followed, and it struck us that this might prove ideal for our purpose, and its use as such met with the fundamental approval of the other students.

"For surface covering we used oiled silk, and this was how my first real model came to be called 'The Cape of Good Hope' and also why the headmaster got so wet cycling home. Motive power was another thorny problem, owing to the acute shortage of younger sisters. However, by good fortune, I made a fascinating discovery about golf balls, and my 1,000-strand motor caused quite a sensation at the time—almost as big a one as the closing down of the local golf course.

"Flying at that time was always a tricky business. Conditions had to be just right. I can well remember walking out to the centre of Wimbledon Common and taking out my handkerchief. I retired to bed immediately with a heavy cold.

Streamers were just as fashionable in those days, Combat or no Combat.

"Our models were a trifle heavy by present day standards. In fact the state of the common was the subject of a spate of angry letters to the council, protesting over the ploughing up of this historic public space. But, as time went on, our models became lighter and less agrarian. A typical example of our progress was my V-frame puller. I was never a great interpreter of plans even in those days, but the thing flew, and I've never looked backwards since . . ."

By Pylonius

My Outdoor Season's End - by John Andrews

My swansong for the 2007 free-flight season was to have been the Falcons do at Barkston on November 11th but the weather forecast and the wind velocity forecast on www.xcweather.co.uk tempered my ardour

(if you remember, I procrastinate until its too late then chicken out).

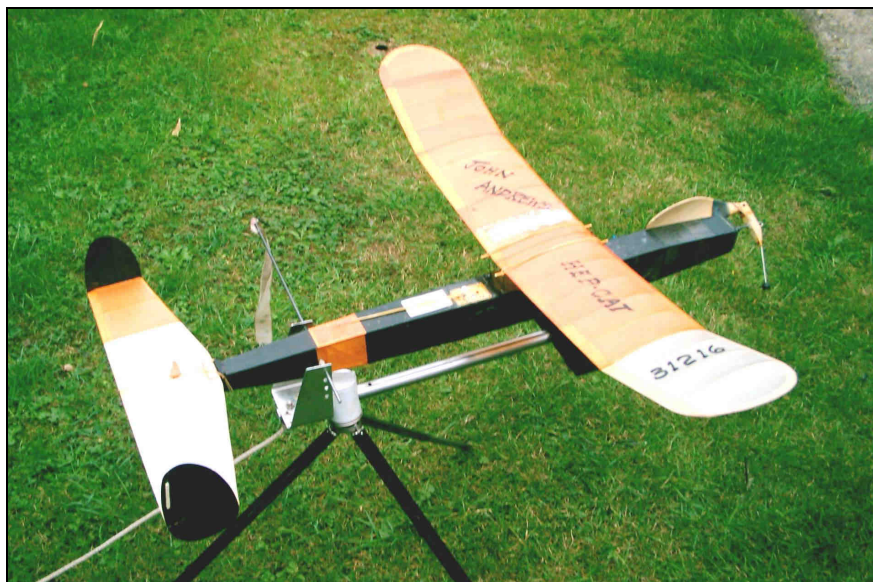
This meant my swansong was the Midlands Gala at Barkston the previous weekend November 4th. Well more like a Daffy Ducks Lament really.

The whole day went pear shaped before I got there in fact. I travel by way of the A14 then A1 then across country to pick up the A52 shortly before the turn off to Ancaster, which goes by the aerodrome. I had followed a car all the way from the A1 and when we got to the Ancaster turn there was a road closed sign, the car in front hesitated, as I did, then carried on up the A52. I concluded that the car in front was another aeromodeller or at least someone on the way to Ancaster. We convoyed up the road for a few miles then the guy turned left into an unsigned country road. This guy knows where he's at thinks I, as I follow his path down very minor roads. I did feel a little discomfort when we went along a right fork in the road with a sign to Ancaster going left, however I was committed (I suppose I should be). A couple of miles later we enter a small hamlet and the guy turns sharp left up a dead end road marked Village Hall.

OK, got that all wrong, I retrace my path to the fork I remembered to Ancaster, then a couple of miles down even smaller roads and another hamlet, road closed again. Regroup, could not find myself on the road map so I back track to the last turn off and progress to a village named on my map. I find a villager out for a walk and he's never heard of Barkston but he did point me to another village on my map and there, more by good luck than good judgement, I turned left away from Ancaster and eventually emerged from a side road half a mile from the airfield entrance.

I was a little late.

I drove down the flight-line looking for John Wingate and my new Timperley club-mates but missed them completely, the attendance was large and later I found John was actually parked wrong side of the peri track, not the norm. I finished up at the end of the flight line, which seemed better to me due to the swinging drift and some of the Birmingham lads were there so I set up camp with them. I unlimbered the bike and back up the flight-line to enter mini-vintage and SLOP, £5 all in. Back to base and start nailing the first model together, I attack mini-vintage with my much battered ageing Hepcat.



My Hep-Cat, much repaired

I had had a bit of back trouble, from lifting bags of compost, for the two days previously so I had done no preparation and just threw my kit in the car with only a perfunctory check. As I readied the model for flight, I found all three rubber motors had broken strands. I knotted the strand in one of them and prepared for a test flight. I have to test fly each time I take it out as the wing, being much repaired with many shades of tissue, develops washout on the left wing. I start to wind and another strand goes. Out with the motor, knot again and re-strand. Two test flights later, with a bit of balsa on the fin to bring back the glide turn, and I'm ready.

I wind on 750 turns, I am using 10 strands of 3/16 so should be OK for 2 minutes. No signs of any lifting air so I launch and the Hep-Cat zooms up into a nice near vertical turning climb for the first 50 feet or so then settles down. Prop folds at a reasonable height, and an unspectacular max is recorded. Broken strands again, so I change motors knotting one of the others.

I wind to 750 again and motor feels a little tight but I press on. The climb had been good on the first flight so I got a bit too enthusiastic with the launch on the second. I hurled the Hep-Cat near vertical and it shot up over 50 feet or so, up into the sun. I turned away and waited for it to come round into sight again and found the perishing thing about 12 feet off the deck about to stall. The model must have power stalled or looped, it did recover and went on its way but too much height had been lost and it was down short of requirements. Broken strands again but I just knotted, put a few turns on and made another short flight just to complete the set.

A small digression, some time back I e-mailed a photo to Ray, an old aeromodelling mate of mine, and told him about the demise of Tan II, he sent back the photo of my Hep-Cat with his suggestion for a power source.



Ray reckoned it should sharpen up the climb a bit.

Having failed in mini I put my Stomper together but in the calm neutral conditions I knew I was on a loser as the model only does about 2 minutes without help. I put in three good clean flights but all short of the 2-30 requirements, the Stomper is not light enough to do well off the height attained with the 1.5 PAW but too light to take a bigger motor.

I packed away and went off to find John Wingate and view the fly-offs.
The only plus for me was the easy recoveries due to the light wind.

Miscellaneous Photos from Midlands Gala Barkston November 4th



John Wingate and Cherokee up and away in fly-off John O'Donnell winds for fly-off



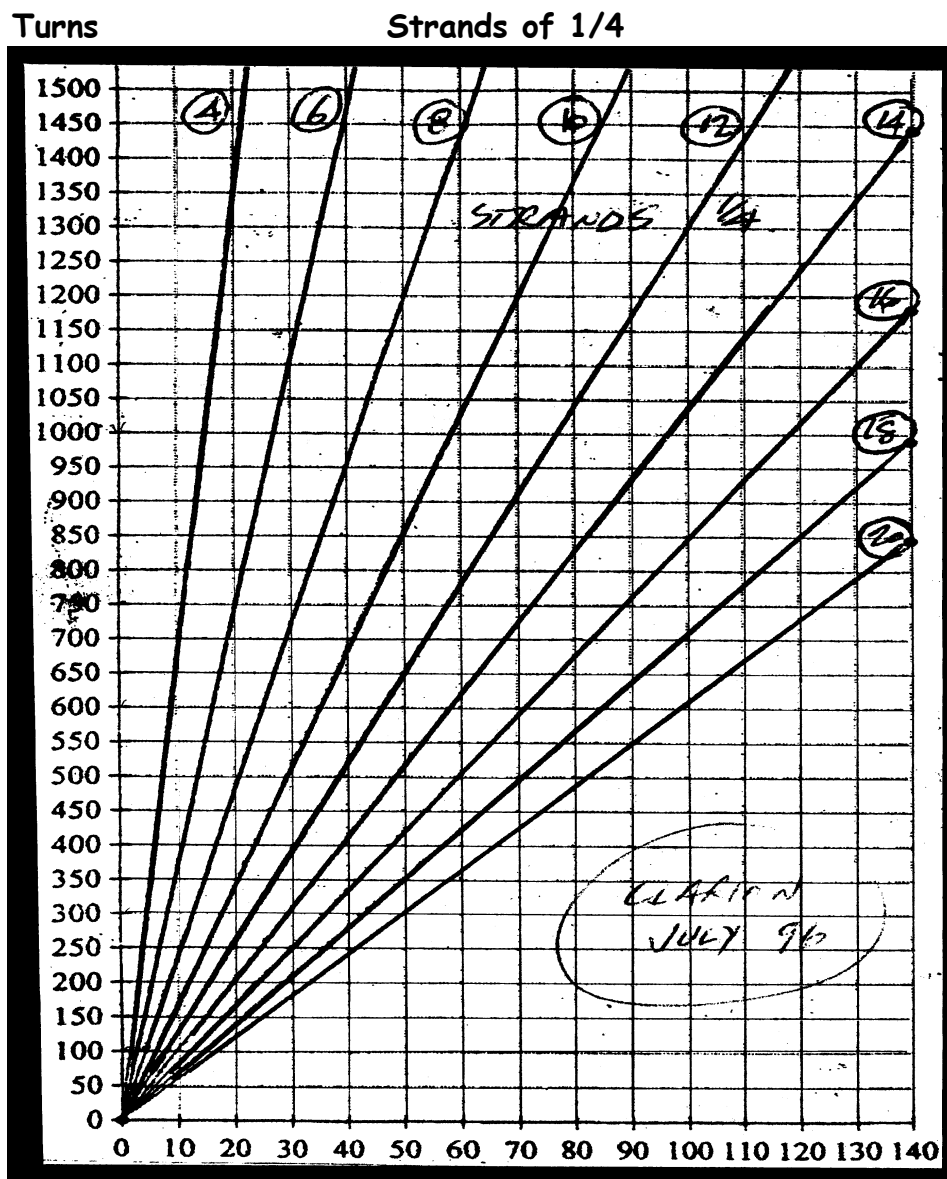
*Our worthy Editor Vic Willson piles on the turns for the fly-off
(my shortest flight of the day coming up! - Ed.)*

That's about it for this year so I'll wish you all a Merry Christmas and a happy prosperous New Year. Get building.

John Andrews

URNS TABLE - by John Andrews

A little while back I think I said I would reproduce the rubber motor turns table that I use, I got it from a copy of the old Clarion from July 1996.



I find this table OK for all sorts of TAN, it's safe turns in reality and is somewhere to start. You will find you can exceed it in most cases, but how much will still depend on strip quality and your feel and experience.

LOST & FOUND - *Mike Parker SAM1066 Membership Secretary & Treasurer*

I received an email from Joe Northrop concerning a TOMBOY that he had been given whilst out looking for his own model at Middle Wallop. It had apparently been found by a farmer about 3 years ago, and he didn't know what to do with it as it had NO NAME & ADDRESS on it.

It is very good condition but is missing it's tailplane. It is now with me in Reading, if you own it or know who does, please contact me.



'My dad and I don't just build gliders you know!'
 - Owen Twomey, aged seven. Is dick's lad the youngest SAM 1066 member?

OBITUARY - Roberto Marzoli 1936-2007

The following is an appreciation of Roberto Marzoli, by some of his friends, received via Bob Scott.

Arcore, Italy, 22nd November 2007

And sadly it is over. Roberto Marzoli has left us, quietly and without complaint despite his long illness and attendant suffering. He carried this burden with dignity as he knew how and



as his life had taught him. He had made a treasure of this teaching, had always shown humility, honesty and modesty notwithstanding a resolute desire to live, but always with decorum, for an ideal that he embraced with a rare gift that was all his own. He was a religious man and this was an essential part of his being.

His life had been a special one and he had made him many friends in many branches of aviation. His enthusiasm for modelling began in the early '50s and he studied in order to gain a pilot's licence himself in 1957.

Roberto with John Oliver in the 90's

A year later he increased his pilot's status and obtained a second licence which allowed him to pilot light aircraft but with passengers. His next step was to become a glider pilot, a sport which he loved. He was obliged to abandon his flying in 1985 because of a spinal problem.

He earned much respect and affection among modellers and in June 1986 he was a founder-member of **SAM 62** of which he became president in 1989, a position he was to hold until December 1995. It is not easy to forget his efforts on behalf of SAM Italy. In particular one recalls his management of the Wakefield Cup at Gorizia in 1990 with the help of enthusiastic fellow members. We doubt whether we shall be fortunate enough to see this again because, as so often happens with the loss of an important component of a group of friends, one feels that the loss of Roberto means that a part of the history of SAM 62 has been lost also.

Thus a civil pilot and a keen and scholarly admirer of all that touched on aviation, he was not only an enthusiastic modeller but loved all that flew and had a profound ability to discern and appreciate its characteristics in great detail and even at a distance - such was his culture in the field of aviation.

He was liberal with advice and help to modellers and was always ready to listen to people devoted to the hobby - in particular to novices in this great game of ours as Roberto understood that the source, the animating principle, the thing which makes or keeps a thing alive, lies in the future.

This is merely a brief chronicle of a great friend of ours - born in 1936 and lost to us in 2007. We feel that we must record this sad moment and want to share our feelings with you and show that his life and passing have left a tangible mark on us also.

Donato Corno, Serafino Corno, Antonio Corno, Carlo Panceri, Carlo Brambilla

'Tonbridge Gassers & Rubber Fanciers Indoor Dates

15th December 07 (Christmas bash.... bring an item of nosh or non-alcoholic drink for the buffet table)

26th Jan 08

1st March (couldn't get the last Saturday in Feb)

29 March

26 April

24 May

28 June

26 July

The Venue is The Angel (Sports) Centre, Tonbridge. and the meeting times are 6.00pm till 10.pm. Free Flight, radio after 9.30 pm. restrictions do apply to models. Before travelling please contact Stuart on 07956 066463.

Indoor Flying at Community College

Thorns Leisure Centre

Stockwell Avenue, off Thorns Road,
Quarry Bank,
West Midlands

Forthcoming Dates:

15th December 2007, 19th January 2008, 16th February 2008,
15th March 2008, 19th April 2008, 17th May 2008.

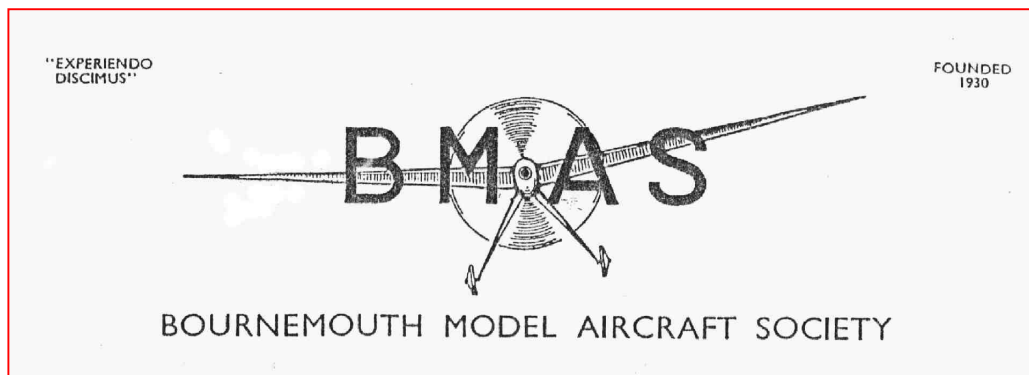
Saturdays 1pm to 4pm, Free Flight only, no radio.

Admission: - Fliers £5 - Spectators £2

Further Info: Colin Shepherd 0121 550 6132



View of the Hall with coordinator Colin in pensive mood



INDOOR FLYING

TUESDAY 22nd JANUARY 2008
TUESDAY 26th FEBRUARY 2008

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD, WIMBORNE, BH21 1AS

FREE PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY

PRIZES FOR LONGEST FLIGHT AND LONGEST SCALE FLIGHT

FLITEHOOK IN ATTENDANCE

CONTACTS: JOHN TAYLOR TEL.No. 01202 511502

ROY TILLER e-mail roy.tiller@ntlworld.com

SUPPLIERS & CONTACTS NOW LISTED ON WEBSITE -
WWW.SAM1066.ORG

USEFUL WEBSITES

BMFA—www.bmfa.org

SAM 35—www.sam35.org

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

Loc8tor—www.loc8tor.com

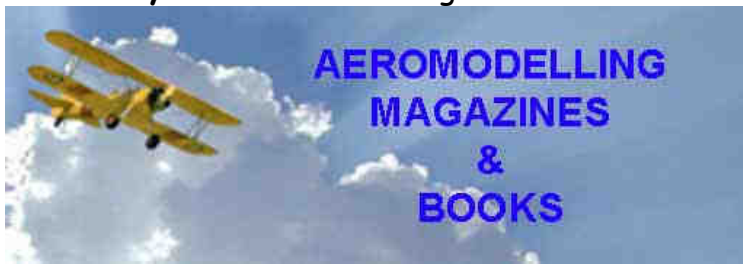
X-List Plans—www.xlistplans.demon.co.uk

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

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

Ray Alban—www.vintagemodelairplane.com

David Lloyd-Jones - www.magazinesandbooks.co.uk



Vintage aeromodelling literature from the UK and the US, bought and sold from 1930 to date. 5000 plus magazines in stock at any one time and approximately 500 books on the subject too!

ATTENTION ALL CHOBHAM COMMON USERS

Many thanks to all those who turned out in Nov/Dec

There will be more 'Chobham tree chops' on the following dates:

4th February 2008

18th February 2008

Meet at Staple Hill car park at 10 a.m. – wear suitable clothes and bring gloves, loppers, secateurs, pruning saws etc.

Please come and lend a hand – this is one of very few flying sites available in the area.

Forthcoming Events 2008

with competitions for Vintage and/or Classic models

Date	Venue	Event
10th Feb	Middle Wallop	Crookham Gala
2nd March	BMFA Area Venues	BMFA Vintage
21st March	Church Fenton	Northern Gala (Mini-Vintage)
6th April	BMFA Area Venues	BMFA Classic Rubber

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 1066 events at Middle Wallop check the website—WWW.SAM1066.ORG

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