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EDITORIAL

This edition heralds the beginning of my third year as editor of the NEW Clarion and I would like to take the opportunity of expressing my sincere thanks to all the members who have contributed material during the past 12 months.

All I can say is, don't hesitate to let me have anything that you think would be of interest to the readership. It doesn't matter what format it is in - just because the newsletter is generated and distributed electronically doesn't mean that hand written/typed text and photographic prints can't be used. We have the technology!

I had planned that this edition of the NEW Clarion would be 'dedicated' to that most versatile of power designs, the DIXIELANDER, by George Fuller. Several eminent 1066 members have contributed their thoughts and experiences on the subject and, as I'm sure you are already aware, 2009 is the 50th anniversary and is being celebrated by a special event at Middle Wallop in August.

My editorial plans were put in their place by the sad news that David Baker had passed away on New Year's day.

As many of you will know David had been ill for some time and a recent deterioration of his condition made this news less of a shock, but nevertheless a considerable blow to the Vintage aeromodelling community.

I barely knew David, so am in no position to describe him from the point of view of a friend or colleague, but the following obituary and sample of tributes will reveal the depth of affection and respect that he had generated during his involvement in the Vintage movement, both within SAM 35 and SAM 1066.

All the tributes can be viewed on the SAM 1066 website and you are welcome to add your own. Just go to NOTICE BOARD and click on the link to MESSAGES OF CONDOLENCE.

In last month's editorial I highlighted a new event for 2009 - a SAM 35 Gala on May 9th/10th. However, SAM 35 have had second thoughts and decided that they don't want the use of the superb facilities at Wallop, so these dates will now be used for a SAM 1066 Gala; details to follow.

DAVID BAKER



We have lost one of the most influential individuals in the affairs of Vintage Aeromodelling in the United Kingdom or even World-Wide.

For Vintage Modellers everywhere, his legacy will be the continued existence and health of the two U.K. Chapters of the Society of Antique Modellers: SAM35 and SAM1066.

**Our sympathies go out to his daughters Julie and Alison, and their respective families.
David, we will all miss you.**

David Baker

I first met David in 1977 at Biggleswade Common, the then Mecca of our embryo Society of Antique Modellers (SAM) Chapter. He was our centre of gravity, prime mover for all SAM activities and the most enthusiastic hobbyist I ever met. He always looked to the bright side, full of ideas, encouraging others to build and fly, yet with an endless ability to create his own masterpieces faster, lighter and truer than all others, and mostly they always flew straight from the building board. Not-with-standing, he also had the highest "loss to build" ratio of any of his contemporaries because he always flew with full fuel tanks and never with a DT. Amazing!

An endless library of magazines, plans and articles, fluttered like confetti from the boot of his car yielding mass encouragement for anyone and everyone who cared to show interest. If a needed subject was not immediately available it was usually dispatched the very next day, generally at nil cost. My long held belief is that all his balsa cutting, copying and mailing came to his disciples, courtesy of our mutual tax collector, the UK Treasury. Why not, we paid our taxes?

Known worldwide, his name was synonymous with Vintage Model Flying in the UK, Europe and as far afield as the Antipodes. Of all his achievements, apart from spawning both SAM35 and SAM1066, he created a lasting legacy of no less than four Mecca's; Biggleswade Common, Old Warden, Pinkum Field and Middle Wallop. The latter now universally recognized as the true home of Vintage Aeromodelling in the UK. I mean, who else do we know who could create four such powerful and evocative UK memory banks for all who experienced them? Another fantastic accomplishment was his untiring energy in presenting SAM35 to the entire UK world of model making with its jaw-dropping presence at the Model Engineering Exhibitions held at Wembley and Alexandra Palace during the 1980's and early 90's. Stunning is an under-statement of what he personally achieved with the help of his friends at those remarkable events.

From the outset, David single handedly launched SAM35 and SAM1066 in the UK and whilst the former flourished with an organising committee, following his many years of outstanding success as the sole driving force of SAM1066 it became difficult for him to sustain the effort due to the loss of his wife and soul mate, Hilda, and a subsequent bout of very poor health. Yet, during that period of personal gloom he encouraged the rebirth of SAM1066 by his staunch friends and colleagues, as the first ever digital chapter of the Society of Antique Modellers, and David (who else), was re-elevated to the figurehead position of founder and honoured president.

There are many of us with saddened hearts this New Years Day, 1st January 2009, a day indelibly marked in our consciousness when we lost one of our best ever friends. He is, was and will remain forever, a revered member of our worldwide society and I count myself fortunate, indeed, to have known him, and in some very small way tried to follow in his giant footprints. Our thoughts are with his daughters Julie and Alison and their families for the heart ache they are feeling, much greater than ours, at the loss of such a dear friend.

R.I.P.

Ramon Alban



Messages of condolence

I heard the sad news about David by E-Mail on New Year's Day. I first met him in the late 1970's at HJN's model shop in Holloway Road North London. I was with my young son Alastair who would have been about 8 years old. We were buying wood to build a vintage Italian control line stunter and leaning over the plan with Henry Nicholls on the shop counter. I heard someone muttering behind me-well YES - I suppose there is no reason why we should not have Vintage control line models! David swept us out of the shop and like the pied piper led us to Muswell Hill following his VW Beetle, whereupon we were introduced to Hilda and armed with teas and cakes from her kitchen and were given an escorted tour of his model room. Alastair was given all sorts of aeromodelling goodies and we were introduced to the wonderful world of Vintage model aircraft. Anyone who met David in those early pioneering days was swept off their feet by his enthusiasm, energy, kindness, modesty and all empowering knowledge of all matters Vintage. His early newsletters were masterpieces of wonderful information with the print coming in every direction to maximize the use of space! The result in my case of that early meeting was the creation of the Peterborough Cabbage Patch Nationals which became the biggest single day Vintage control line meeting in the world. Of course David had so many friends and as a result created the stimulus for events and organisations world wide. We have lost a true pioneer of the Vintage movement whose whole being will be impossible to replace.

*At this sad time our thoughts and prayers are with his family.
God Bless You David may you and Hilda have light thermals forever.*

*Brian Lever
President SAM 35.*

I have had the pleasure to be a close friend of David Baker for nearly twenty years. David was a very private individual, but he was also open to virtually anyone who he came into contact with, willing both to encourage and to advise on aeromodelling: as he did in Italy since he promoted with us the Gorizia Free Flight International Meeting in 1992 and contributed in establishing in Rome SAM 2001. David was a reliable constant in a changing world, a 50's radical who still looked it, still fighting the good fight. He was also a brilliant researcher with an encyclopaedic mind concerning the history of aeromodelling and as the organizer of meetings, contests and competitions: the most important and famous "Middle Wallop". Virtually everywhere you turn in the world of SAM and the rest of the Vintage history, you find his name, generally in connection with champions, drawings, technical texts, work like assembling journals and books, founding clubs, the kind of work which, though unglamorous and not usually a source of great praise, has held an entity like the

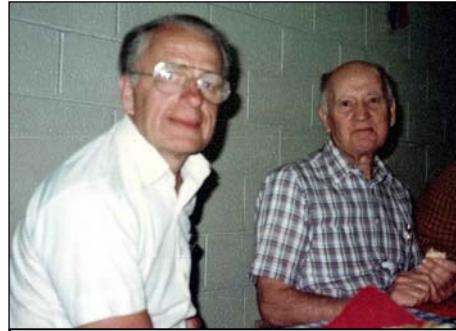
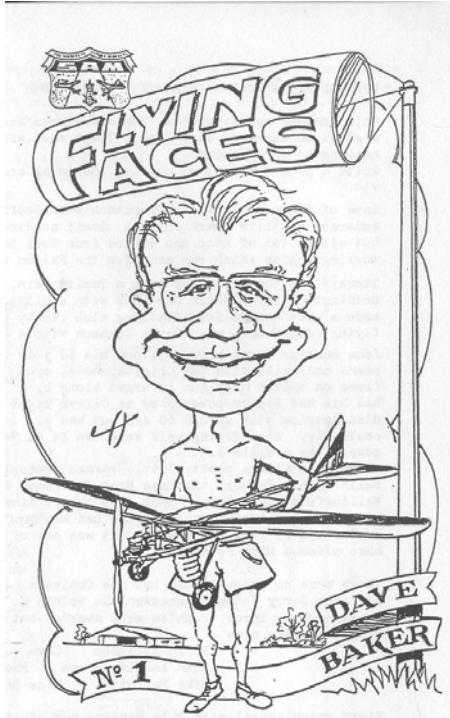
SAM community together, maintaining the memory of our hobby. David will be missed by many Italian friend modellers. He has done so much for all of us without our knowledge. To David's family and all members of SAM 1066 & SAM 35: My deepest condolences together with all modellers from Italy.

*Nino Ridenti
SAM 2001 President
Rome
Italy.*

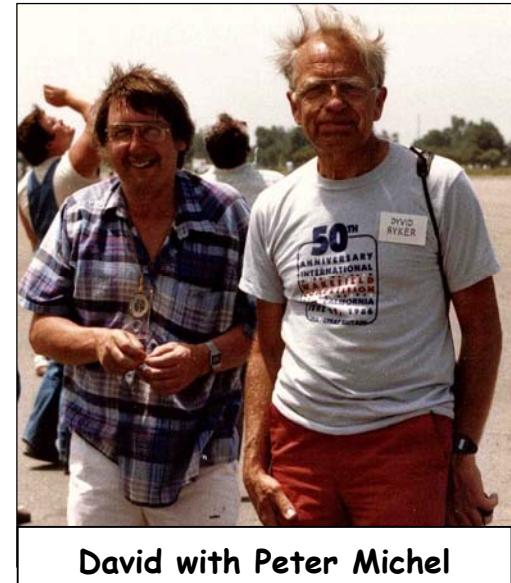
I cannot be sad for David, who...as we all now know...died on 2009's New Year's Day, but only for us who are still here. We shall miss him very much, and this is why: David had a special brand of humanity, a quality and talent for making everyone he talked to feel special themselves. Thank you, David, for giving so much to so many! Small wonder you made and kept so many friends! David was one of those lucky men who married his childhood sweetheart and stayed with her always. When Hilda died in September 1999 a great part of David died too; we all knew it, we all saw it. And this is why I cannot be sad for David, believing (as I do) that, with his years of sorrow over, he is now once more with his beloved Hilda. I count on it that we shall meet them both, in the company of a smiling God, one day.

I hope to get to Northampton for the funeral

Dick Twomey - 1066 mauritius



David with Frak Zaic



David with Peter Michel

MODEL OF THE MONTH - Dixielander - By John Thompson

The first reports of this model referred to it as the 'Dixieland', a misprint or did the 'lander' sound better?



This model is clearly an evolution of the 'Zoot Suit' type of model; moving from a flat bottomed section to an undercambered one, in the search for a better glide. The construction had evolved to a simple and easy type, which allowed quick building and rapid repair. In fact the wing and tail construction are near ideal, dividing the whole structure into small 'boxes' which are essentially warp proof. My only criticism is that the wing leading and trailing edges are bigger than necessary. However, they can be obtained ready shaped and back in the 50's I suspect lighter ones could be found than those commercially available today.

This design really took off (*no pun intended - Ed.*) after Yeoman produced a

kit of it (this could have enabled the designer to retire to a Greek island, if he had managed to secure a better royalty deal)!

This power model has probably been modelled by more people throughout the world than any other. Possibly the only other contenders would have been some of the US $\frac{1}{2}A$ models of the early 50's, but few of these have survived the intervening years.

The design is highly competitive in Slow Open Power (SLOP) events and most importantly is easily trimmed to an excellent performance. Aside from the easy construction, this is one of the few power models which builds to being nose heavy (i.e. ideal for a kit model, where wood selection can cause CG problems).

The Yeoman kit plan has been chosen for the 2009 50th anniversary competition as it produces a consistent form for what constitutes a Dixielander. Various, small 3-view drawings have been published over the years and these have been scaled up in the past, to produce variations on the basic design; some have 'gagets' - VIT, auto-rudder etc.

The plan is quite straightforward, the moment arm being an odd measurement of 20 5/16ths inches because the fuselage itself is shown on the plan as exactly 36" long, obviously to use standard size wood.

The plan also shows that it was essential to install the timer so that it obtained adequate lubrication!!

Construction points can be made, the pylon can be strengthened at the triangle point with some 1/64th ply either side of the junction, made before sheeting the pylon can help here.

I use the 3/16th sheet wing platform; this actually strengthens and makes a more rigid pylon.

One further point, the fin extends beyond the fuselage end some way; make sure the under-fin is good, strong wood, to prevent the fin warping. I've had mine break in a hard D/T landing. If it was not for the 36" wood length, I suspect the fuselage would go further back.

I have built 3 or 4 versions, variously powered with OS15, Big Mig 15, AM 25 & 35, and they all flew well. The set up shown on the plan is satisfactory for diesels and more moderate glow power. With higher powered engines, reducing the wash-in on the right wing can become necessary to avoid over-rolling, due to the extra speed. Remember if you do this, that the decalage shown on the plan will have to be increased.

My latest one is powered by an OS FP10 with Nelson head. It turns a 7x4 APC prop at about 18,500 rpm, using 40% Nitro and pressure feed. This gives in the order of 0.4 BHP, according to published prop charts.

The model reaches around 660 feet (checked by on-board altimeter) in 12 secs. With this amount of power, it is doubtful (in common with many other designs) that it will hold the pattern for much longer than this.

This is a big trimming problem with Vintage models using an 18 sec. Engine run, when one is trying to stuff too much power into them!

Anyway, from this height it should be able to max, although on occasion the model will sit into wind and sink rather rapidly, before it turns into the glide pattern.

I've never really come up with a satisfactory explanation for this behavior. Perhaps the fin is too big? Or perhaps it is connected with the 100% CG position?

The latest model is built from the lightest wood I have available. One has to be very disciplined at every stage of construction to ensure a lightweight airframe.

Each model takes about 30 hours to complete, over a 2-3 week period.

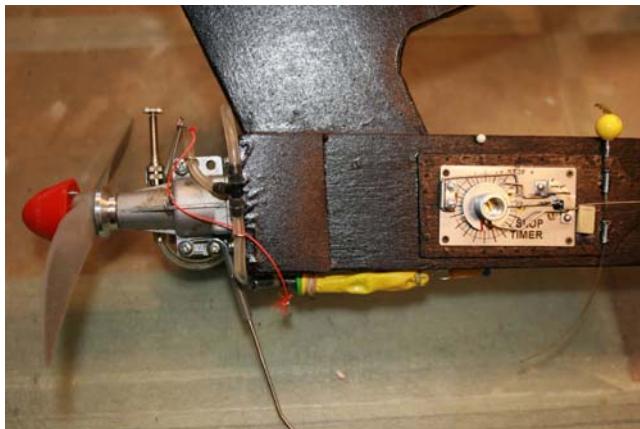
The weights (grams) worked out as follows:

COMPONENT	WEIGHT
Fuselage - Bare box	39
- Pylon	20
- Firewall, fin, timer + finishing	92
Wings - Uncovered	60
- + 10 micron Mylar + Esaki Lite-Flite + 4 coats 50/50 dope	91
Tailplane - Uncovered	14
- + 5 micron Mylar + Esaki Lite-Flite + 4 coats 50/50 dope	24
Ready to fly	375 (13.2 oz)

I think that I could have built the wing structure a bit lighter, if some really soft wood had been available for the LE and TE, but it is impossible to get away from the 30 gram for covering.

One final comment on the tips; they are flat, not tipped up or down (look carefully at the plan).

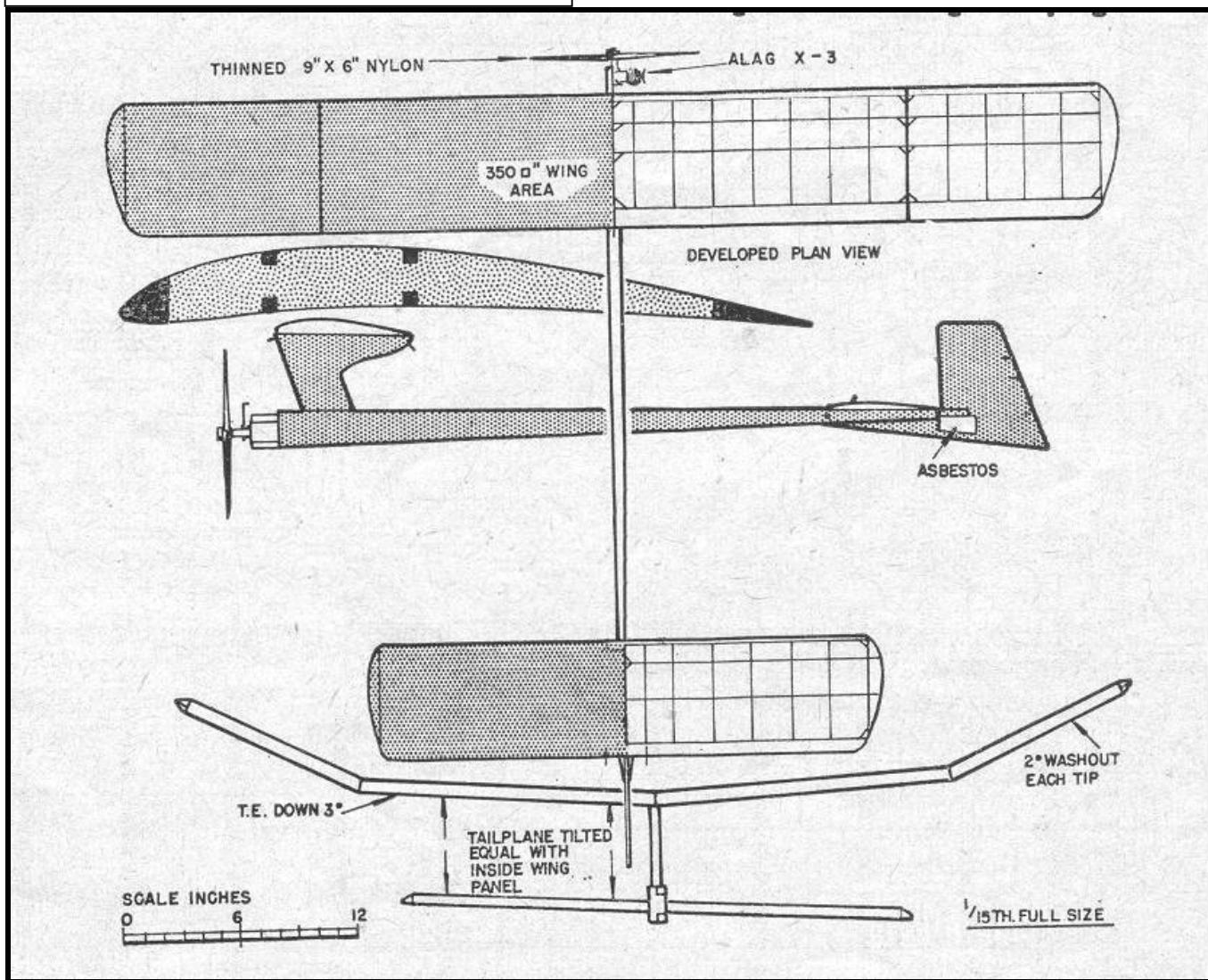
I am really looking forward to the August comp, where hopefully the air will be filled with examples of this excellent design.



Engine, balloon tank & timer
installation



John's two latest Dixielanders



A Life of Aeromodelling - By George Fuller

The age I grew up in was at the time when the aeroplane really started to be developed and when a new aircraft took to the air, there were doubts whether it would fly. Test pilots were going into the unknown, not like today with computers - they know that the aircraft will fly.

I have always been fascinated by aircraft. I can remember, as a boy, whenever an aircraft flew over, I would look up and shout "Hello, Amy Johnson", who was the hero of the day. I used to make mock-ups of aircraft out of orange boxes, sit in them, and act like a pilot.

As far as I can remember my very first encounter with model aircraft was at our local paper shop, they sold Japanese made, cardboard chuck gliders. The wings slipped through the fuselage and were very good. They cost around $\frac{1}{2}$ penny. I would spend hours and hours throwing them up and modifying them by cutting wings and adjusting to get a better performance, obviously this helped me with learning about the theory of flight and how to trim for best performance.

I was born in Islington, North London, quite a down market area at that time. Things have changed a lot since then as our ex-Prime Minister Tony Blair has lived there in recent times.

Being very interested in aeromodelling I paid a visit to a new model shop which had just opened. In the window was an indoor model. A single-surface rubber model covered in red tissue.

That was it I was hooked. I rushed home to my mother for the money to buy balsa wood strips and tissue, but alas at 8 years old I could not build one and I went through a very frustrating period trying to build models.

My first 'nearly' built model was a Megows kit of a biplane. The reason I say 'nearly' built was I was so eager to fly it that I tried it with only the lower wing in position and, needless to say, the attempt ended in disaster and tears.

Along came the war and our house got bombed and I finished up in St. Albans, Herts. Nothing really happened regarding aeromodelling until peace was declared. I then helped to restart the St. Albans Model Aero Club, who went on in later years to organise the famous All Britain Model Aircraft Rallies at Handley Page's Radlett aerodrome.

I was very lucky, one of my school teachers was a top class aeromodeller and the help and several models he gave me to fly were my pride and joy.

Time went by and restrictions were lifted and model kites and engines etc. started to come into the country once again. One of the kits I built was a Frank Zaic Floater, which was quite a large glider to me.

A top aeromodeller of the time was Ted Buxton and a new member of our club, who was a friend of Mick Farthing who had set the trend in this country with very light, Marquardt S2 wing sectioned, rubber models.

I can remember Ted, who by the way went to work in the USA in the late 40's and regretfully I have never seen since. He was one of my idols.

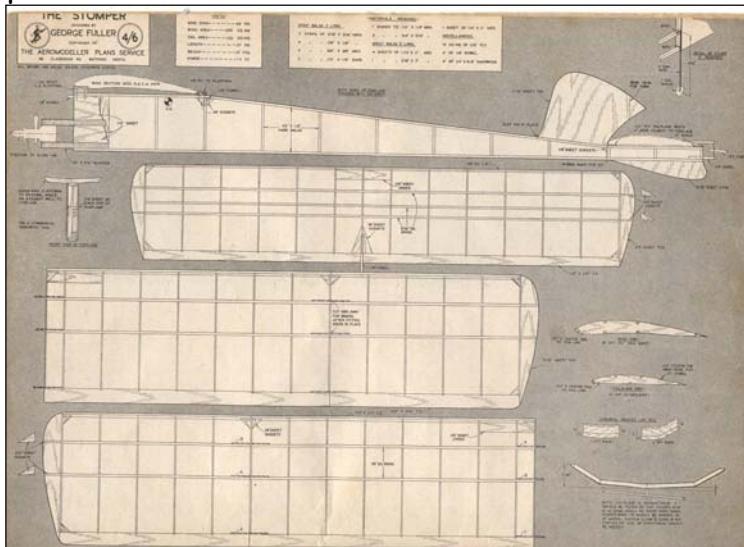
I tried to copy one of his models. I shall never forget his look when he saw it - it really brought me down to size!

I gradually improved my building, which was mainly lightweight rubber models and Wakefield (old F1B).

I worked in a model shop until I was called up for National Service, to the RAF, in 1948. After 2 years service I came out and met up with Ron Hinks, who later represented Great Britain in Wakefield and A2 glider teams.

I worked as his manager in his Luton model shop. Ron was also a partner in A.A. Hales Ltd who later produced Yeoman kits.

I got married and when my wife was expecting our son found that she couldn't help me with holding my models for winding or launching gliders, I decided to concentrate on power models.



I had gone for some weird designs in the early days, influenced by the continental designs, pendulum rudders etc. which I saw fly at the International meetings held at Eaton Bray Model Sportsdrome.

My first serious, successful power model was designed to be as simple as possible. It was called 'Stomper' and was featured in the February 1953 Aeromodeller.

It is still very popular down in Australia and comes within their Vintage class.

From the knowledge obtained from the Stomper came 'Zoot Suit', which got me a place in the 1953 British Team. I nearly won, but was pushed into 2nd place by Dave Kneeland from the USA (see November 2008 NEW Clarion).

Just for interest I timed Joe Foster's winning fly-off flight in the Wakefield competition the next day.

From the earlier designs I eliminated various snags etc. and developed the Dixielander, which seemed to make winning a lot easier. This model worked out just right. At this time I was working for the Yeoman company, who kitted the design around 1959. As it was such a simple model to build and fly, it became very popular in the 1960's.

This clipped my wings somewhat. I kept getting beaten by my own design!

Designed for Flight

50" span DIXIELANDER
designed by GEORGE FULLER
TAKES 1.5-3.5 c.c.
MOTORS

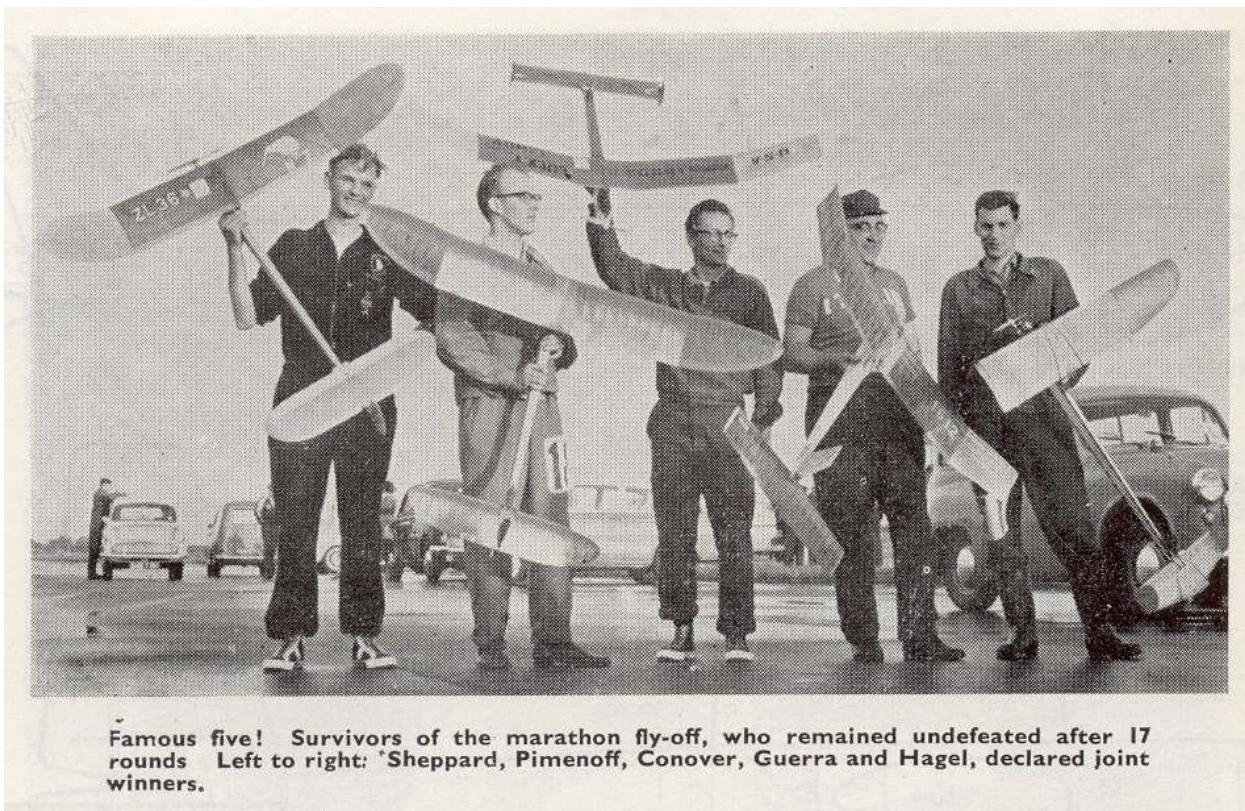
Easy to build—easy to fly! The "Dixielander" features rugged, straightforward construction with built-in trim. All ribs die-cut—just assemble right over the plan. The TOP free flight power kit.

A CONTEST WINNING DESIGN!

SUITABLE ENGINES -
A-M 25 FROG 24088
A-M 35 FOX 15
A-M 43 PANTHER
D-C RAPID PAW SPECIAL
E-D 246 RIVERS
ENYA 150

There was an FAI version of the Dixielander built, but I failed to make it into the team. However, one of my fellow club members (the late Carl Simeons) flew one in the 1960 World Championships at Cranfield the year of the 'stalemate*'. Incidentally I was our team manager that year.

(*This was the occasion on which 13 fliers achieved five 3 min. max's to qualify for the fly-off. After 12 rounds, over a 6 hour period, the fly-offs were abandoned with 5 fliers having managed a further 12 max's! The five were declared 'joint champions').



My FAI version was quite consistent; it jointly won one of our FAI comps when we both agreed to stop flying after 10 max's! Needless to say the rules were changed the next year.

The Dixielander seemed to carry on winning and John West was one of our top fliers and swept all before him with a lighter version.

In 1965 I read that the US Nationals had been won with a standard Dixielander. At this period I had stretched the model in span and length and upped the power to 5cc. I called this version the E-Type Dixielander (E for extended). This version had 'gadgets' on it i.e. auto-rudder, VIT etc. It was quite potent, but never as good as the original.

Because of the Dixielander's success at our Nationals I decided to go over and compete in the US Nationals in 1966, held at Glenview, Chicago.

At that period our motor runs were 10 secs, but when I got to the event I discovered that in the US the motor run was 15 secs.

On my first flight the model got very high and although modellers could still see it, the Naval timekeeper said he couldn't and clocked it off in the clouds after 3:52 (5:00 Max), so I finished up in 3rd place. That's life!

A moment I will always remember from Glenview is while I was trimming I had a DT failure and a young lad joined me in the chase. Luckily I got the model back. When we were walking back he enquired if I was English and did I know his grandfather who had shoe shops in England.

I said "I don't think so, what was his name"? He replied "Scholl"!

I've never been too serious with the F1C class. Every time I thought I've cracked it another development came along. I did get back into the British Power Team in 1969 for the championships flown in Austria, flying my Trad Lad design. I managed to make the fly-offs, but overdid the glide adjustment and developed a stall which resulted in a 9th place.

A happy moment in my life was when my son Chris won the Open Power event at the 1969 British Nationals. Although I have won the other classes at the Nats, the Open Power had eluded me. I had the PAA class down to a fine art and won that event 2 years in succession, then the rules were changed.

I had a rest from Aeromodelling for a few years to run a business, but the bug started to bite again and I started modelling again. I moved down to Devon in 1985 and joined the Bristol and West MAC.

It took a few years to get back into my stride, but in 1995 I finally won the Open Power event at the Nationals. Not only did I manage that, but I became Nationals Power Champion for that year also.

I was now flying a shoulder wing model, powered by a Super Tigre 5cc engine. I called the model 'Jazzer'. In my humble opinion this is the most potent Open Power model I have ever flown.

One of the proudest moments of my life was when I was awarded the US National Free Flight Society (NFFS) 'Model of the Year' award in 1972, for the Dixielander.

A great honour, especially considering the number of great US designs to chose from.

I was also awarded a plaque, in 1996, by SAM1066, as a tribute to the Dixielander design.

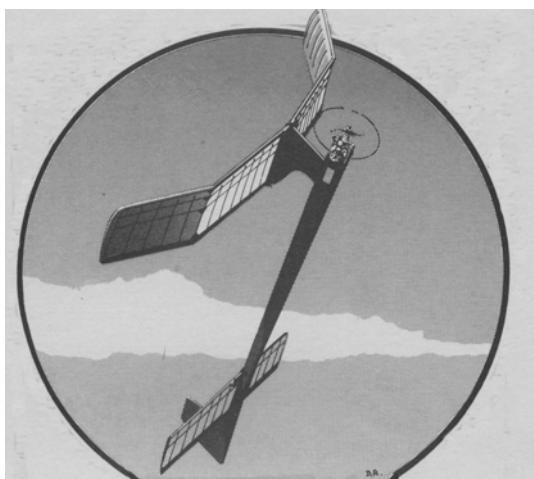
I went to the very first British Nationals in 1947 and exactly 50 years later, in 1997, I won the Slow Open Power event, flying a modified Dixielander - something that can never be equalled and something that gives me a great feeling of satisfaction.

You can tell that I love Jazz and where my model names come from: Stomper, Zoot Suit, Dixielander, E-Type Dixielander, Mini-Dixielander, Trad Lad, Jazzer, Mini-Jazzer, and if my new design F1J flies to expectation I will call it 'Jazzman'.

My life in Aeromodelling has been so interesting and even helped me in business. Aeromodellers are a type of person you are pleased to associate with, regardless of politics and nationalities etc.

I have found wonderful kindness and friendship throughout the world.

The Power Struggle - By John Close



As any Fule noe or as all Gentlemen Flyers of Perception will have discerned, SAM1066 are making 2009 a special Year of the Dixielander since it is 50 years from the Standard Yeoman kit. There is to be a Grand One Model Contest at the Famed Eurochamps at that Perfect Venue of Middle Wallop. Your Humble Scribe has been persuaded by the Chief Scribe (MP) that this event requires some comment. Of the Power Strugglers the other two are mainly sport fliers, I have been known to build a contest model although not at all successful. When I returned to model aircraft the model I built first, apart from Ebeneezers, was a Half Wild Goose, Model Airplane News Dec 1951. This has quite a lot of down thrust and is trimmed to climb in a wide left

circle at about eighty degrees and when the power stops the glide is a tighter circle. This seemed to work so I have used it ever since, mainly on French or Italian models. My other models are high thrust line such as the Starduster and the Zero which have to climb left

so I am not familiar with Dixielander trim. I am therefore not best qualified to write this article, however needs must. The trim described later gives a climb turning right but with a left rolling warp so as to climb vertically round the outside of a cylinder. All pylon models without functions seem to have adopted this trim culminating in modern SLOPs and Brit Power models.

In Aeromodeller April 1959 p154 George gives the instructions for trimming the Dixielander. First set the warps correctly, 2 degrees washout on the tips and 3 degrees wash in on the star'bd inner panel. Set the wing at 3 degrees incidence and the tail at also 3 degrees. Any changes in glide trim should be done using tail tilt and the weight box at the rear of the fuselage after the power trim has been fixed. With the CG at the trailing edge do a test glide and adjust with the weight box until just on the stall and slightly to the right. No side or down thrust is required.

Set the timer for 5 seconds at about 3/4 power. Launch at 75 degrees. This should be quite safe as if things are not quite correct the motor should cut before anything drastic happens. A looping or diving tendency is cured using 1/32 ply packing at rear or front of the wing, use ply as balsa can squash. When satisfied with the climb the glide can then be readjusted using the weight box. Now try full bore launching vertically with 5 seconds run and the DT set. All changes in trim should be made in small increments and then glued in. When satisfied with 5 seconds run try the appropriate run for the contest,

The Dixielander has formed the basis of one class contests here OOP NORTH at Church Fenton. Various trimming aids and strengthening have been adopted to accommodate the more powerful 2.5 cc engines, two of which are the OSMax3 and the Fox15. The strengthening also makes damage by a hard DT landing on to a hard runway less likely. A wire skid can also provide a bit of bounce. The SAM1066 website gives the permitted modifications and specifies the Yeoman plan with the upright fin not the later sloping one.

The following modifications are from OOP NORTH, don't blame the Humble Scribe if you disagree and please check with SAM1066 before using them. Apart from the strengthening, which I think is necessary, I would stick with George's trim myself:-
CG position. This is given on the Yeoman Plan as on the trailing edge but is better 3/8 to 1/2 in behind the trailing edge. There is also a weight box for balance at the rear but see fuselage modifications.

Wing: Ply dihedral braces and spruce spars on inboard panels. Without these a clap hands situation can develop. The built in warps are reduced to 1/8 washout on tips and 1/8 on inboard starboard panel. Any additional wing trim can be done using a Gurney flap.

Fuselage: The engines with wider crankcases can be accommodated by using 1/8 sheet instead of 3/16 for top and bottom.

The engine can be moved back to just in front of the pylon which puts the CG in the optimum position but this requires the bearers to be extended through the pylon to eliminate a weak point. The bearers can be tapered. This leaves no room for the tank which can be fitted on the bearers opposite the engine, incorporated into the pylon or a bladder can be used. There is another weak point behind the pylon which can be strengthened by adding doublers to the sides.

Fin: The fin on the plan has only one anti-warp strip. It is better to build the fin of four triangular pieces with grain running parallel to the edges and to edge the sheet with 1/8 sq. spruce and also edge the under fin. Even with all this extra wood the weight to aim at is 13 to 14 oz. It would be 17.5oz. to be at FAI weight.

Bon Chance!

For contrast check-out the plan from the USA of the Frisco Kid from Flying Models April 1955 by John Tatone of Tatone Timers which also uses the Dixie trim. To investigate the evolution of the FAI Model up to the time when the models became more technical with aluminium wings etc, go to FAIModels.com/models. This site promotes the idea that all FAI models can compete together in one contest each one using the rules and engine run for that era. This site has lots of plans which can be printed, but not one of the Dixielander or indeed many other FAI models. Most of the plans are taken from Aeromodeller Annuals. This site also gives the FAI specifications which have changed many times since their introduction but at this time (1953 to 1959) were ROG with power loading of 200g/cc and wing loading of 12g/sq. decimetre (wing plus tail) and cross section of fuselage, wing and tail areas divided by 80. This then changed to 300g/cc, 20g/sq. dm and hand launch.

*John Close 32 Hollins Lane, Marple Bridge, Stockport Cheshire SK6 5BB
0161 427 3292 close_j@sky.com Note between e and j*

BY GEORGE! WHAT A CRACKER - By

Peter Michel

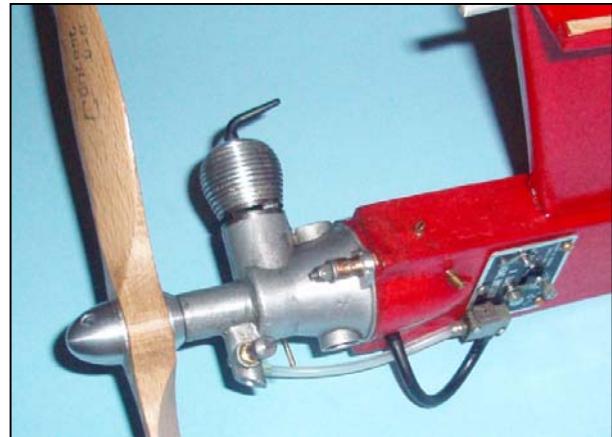
THE Dixielander is one of those models I had always greatly admired but somehow never got round to making. All that changed, however, with the announcement of the event at Middle Wallop next August to commemorate the 50 years since George Fuller's famous model was kitted by Yeomans.

My Dixielander went together in no time at all. Working from a plan supplied by Flitehook I was struck during the build by simple elegance of its construction and line — a sure, if indefinable, sign of a good model. Square is beautiful. I decided to go for lowish power for a model of this size, an Elfin 1.8 — one of the early ones with a socking-great hole down through the back of the crankcase which at one time accommodated a large diameter plastic tube by way of a tank.

Everyone I spoke to thought the 1.8 was really a bit on the small side for the model, but I well remember the amount of poke that engine gave us lads in the very earliest days of stunt control-line flying. Plus the fact that I hadn't flown pylon power for something like 25 years and you will understand my decision to play safe, with a gnarly 9x6 wooden prop — the worst that I could find in my tatty-box — to tame things down even more.

The only real problem in the build was getting the radial-mount Elfin to fit the Dixie's extremely small nose cross-section. There was nothing for it but to mount it diagonally with a rear fairing, as the picture shows. I think it looks quite neat. (Only later was I to learn that George's rules allow for the depth of the fuselage to be increased to accommodate awkward engines.) But that apart, it was an easy build.

Covering: Flitehook heavy Jap for the fuselage and wing and some of the last of my remaining stock of Modelspan lightweight for the stab. Actually I needn't have bothered about trying to keep things light at the back because I had to add a bit of tail ballast anyway to bring the balance point to the position shown on the plan.



THE WORKS: An early Elfin 1.8, a wooden club for a prop, and a steam-age clunk-off timer. All so old hat as to be really cool!

So...a couple of coats of thinned clear dope and a lick of Tufkote and the Dixie was ready for the off at 14.5oz (411 grams) all up — encouragingly light. I had worked in some wing warps which differed somewhat from the plan. I'd heard there had been some trouble in this department; apparently something to do with drafting by Ron Warring, of all people. George himself put me right. The pukka set-up is 3/8in. wash-out on the left outer panel and 3/16in. wash-out on the right. The centre panels are flat which is a good thing because it is so easy to check for flatness.

With the CG and tail-tilt both as per plan, the Dixie needed no trimming apart from a tad of right on the fin. It glided on the cusp straight from the hand. And on the first power flight I could have lost it through a stupid mistake. As I launched I thought, goodness knows why, that the arm of the KSB clunk-off timer was moving through its arc. But it wasn't. I hadn't pushed the starter button far enough. The result was that the Dixie spiralled beautifully up to about 500ft and would have disappeared vertically had not the short DT kicked in. (At least I got that right.) The result was rapid consecutive loops — yes, the Elfin 1.8 was always good at those — until the tank ran out. The Dixie then came down about 300 yards away and all was well. Phew! Definitely my lucky day. Just think. If I'd used a new-fangled scroll timer incorporating a combined engine cut-out and DT function, I might never have seen my Dixielander again, having forgotten to activate it. My advice to those who, like me, haven't flown pylon power for yonks is to trust George's plan and trimming advice explicitly. And I still think it's better for a model to be under-powered and safe rather than over-powered and smashed to bits. In any case, the climb with the Elfin 1.8 is good enough for me at the moment, even with that Fred Flintstone prop.



My Dixielander... Square is beautiful

Indoor Reminiscing - by John Andrews

Late in December I flew indoors with the Birmingham lads at Thorns and, as my box of Gymminie Crickets contained three models all needing repairs, I dug out some old EZB's for the afternoon's entertainment. The oldest was EZB 6, it had not seen light of day for some time and sported several strips of invisible tape repairs to split covering but it flew well enough and started me thinking about times past. The only picture I could dig up of the model is this one extracted from a much larger photo.



This model in its original form, based on a Bernard Hunt design, was the first indoor model I made that weighed under 3 grams and made my milestone first flight over 10 minutes. I've dug out my indoor record book and an entry under Cardington 26 Jul 98 reads; 110 x 17 1800 11-00 2nd launch high.

That means a 17 inch loop of 0.110 inch wide strip with 1,800 turns and a flight time of 11 minutes dead. The remarks column must mean that the model wound in on first launch and was re-launched. I think the 'high' is self explanatory.

The model has seen several modifications during its life, the wing has been down on the fuselage and high up on posts, the tail has had twin fins and under-fin, and of course numerous props. Somewhere below (see page 19) is the original Bernard Hunt design, a really good jumping off point for serious indoor.



Pictures from Thorns

As I write this article on New Year's day, I have just received the sad news that our founder David Baker has passed away. I will miss him, I recall with fondest memories, that he published a letter that I wrote to him in the old Clarion and that started my association with our publication. I spent many enjoyable Friday afternoons at his house, 'the hanger' as he referred to it, when delivering my hard copy for the magazine. He always welcomed you with a firm handshake and followed later with tea and biscuits all round for the assembled gang. Happy Days. David was a globe trotting aero modeller extraordinaire and I count myself fortunate to have called him a friend.

My indoor reminiscing continues with some dodgy photos taken from the screen of my bedroom TV set. I take quite a bit of video tape and have 12 VHS tapes full of aeromodelling, that's 30 to 40 hours of sleep inducement.

I keep a tape in the bedroom TV and often watch a bit with my morning or bedtime cuppa. This Xmas, up comes some indoor from 2000/2001 taken in the old Coventry Hippodrome where Brian Roberts of the Coventry club had negotiated some Sunday lunch time sessions whilst the cleaners were in. The theatre was then a Gala bingo hall as the pictures following show.



We had some entertaining sessions and it was a great place to fly until sadly it was demolished in 2001 ready for the construction of 'The Millennium Square'.



Left above a view from the Circle as a model circles below and Right your author releases a model over the balcony rail to continue its flight.

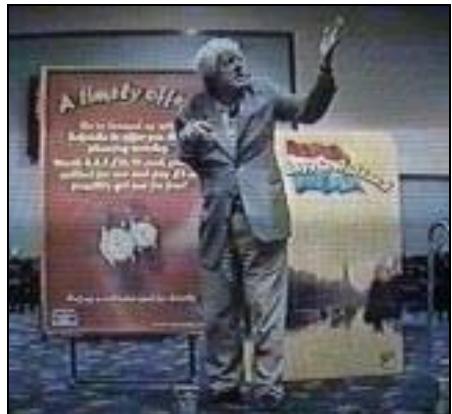


Here Brian Roberts 'Kenny Penny Plane' circles above the circle heading up towards the Gods or the Upper Circle. It was a handy spot to be with your roach pole to make adjustments.

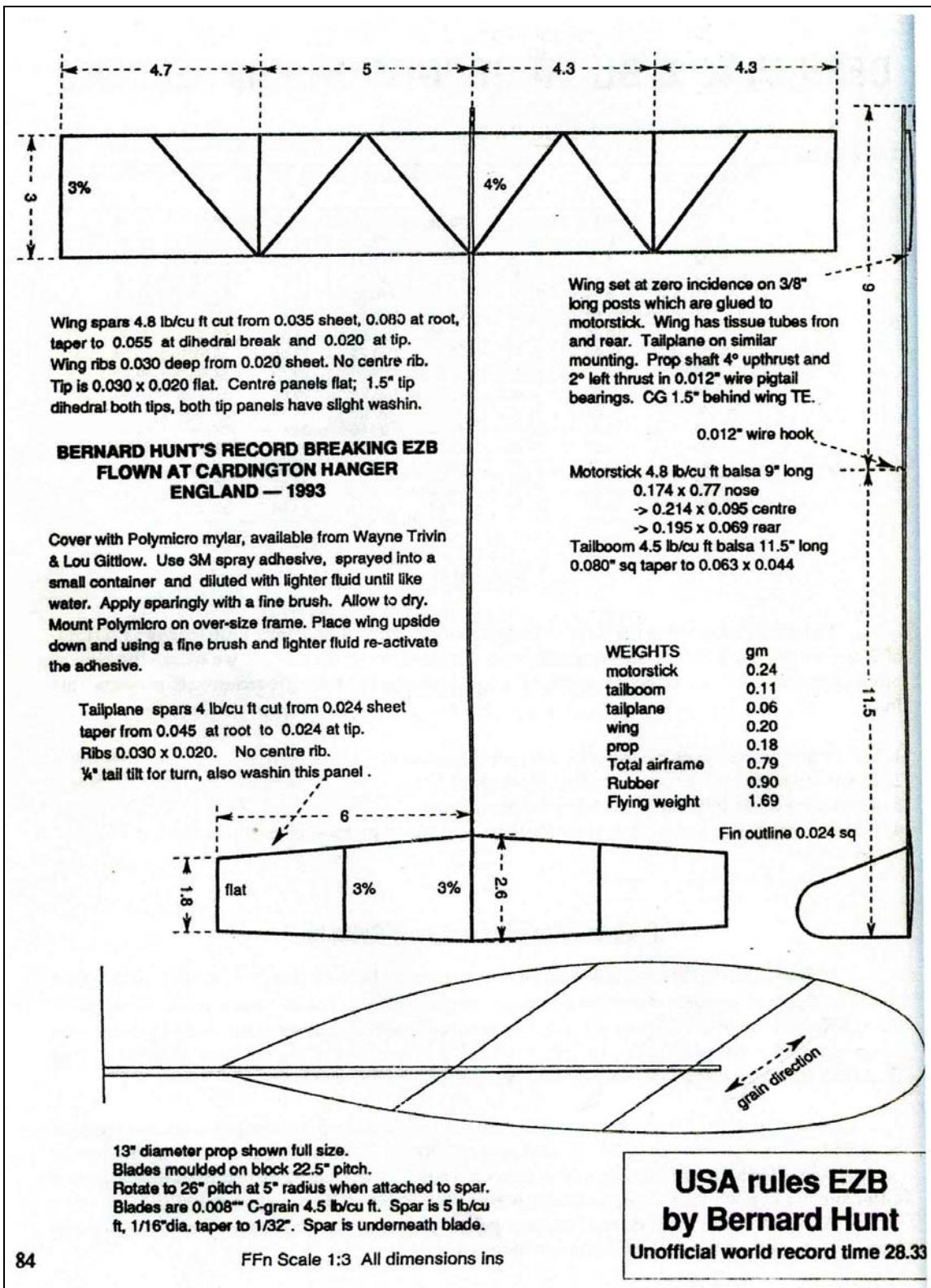
Some flights got drawn over the stage area and this proved to be the calmest place for the later stages of a flight. Outside and above the stage were several air vents and up there models were somewhat disturbed when they neared the vents.

The best performance on the stage was given by the Birmingham flyer Graham Walker who, one

Sunday, gave us his impromptu version of Richard III; act 1; scene 1; " Now is the winter of our discontent etc." pictures below.



We all dissolved into uncontrolled laughter when Graham finished his soliloquy by shrugging off his shortened arm and concluding with "How's that then?". It's one of the best bits of video I've had the pleasure of recording.



The Gurney Flap

Following my article in last month's newsletter I received the following email from John O'Donnell. Although I was vaguely aware of earlier claims to the origination of the device I was unaware of the specific dates and references, but John has provided these - Ed.:

Please let me comment on your piece in the December "New Clarion" about "Gurney Flaps".

Contrary to your article, Dan Gurney did not invent the device (*in my defence I didn't actually state that he invented it, only that he 'came up with it' as a cure for certain handling difficulties - Ed.*) to which his name is now attached. He utilised it to good effect - and (more importantly) had a good PRO. He was not the first person to manage this trick - and is unlikely to be the last.

If you and your readers would like to know more about the history, operation and benefits of the "GF", then you should read the Free Flight Forum report for 1997, where there is a long article by George Seyfang that will tell you more than you want to know!

Vintage modellers should look in Frank Zaic's Year Book 1964/65 to read about applications to Chuck Gliders.

To go further back, read Ron Warring's article on the "Airflow Mite" in the first "Model Aviation" magazine published in 1948. Knowingly, or not, he used a "GF".

If this is not enough, I did hear a rumour that the idea was the subject of a patent back in the 1920's.

In essence, what's new is what you haven't seen before!!

Regards,
John O'Donnell

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INDOOR H.L. GLIDER SECTION

Bill Gieskieng, Jr.

Denver, Colo.

Winter time in Colorado is not designed for outdoor flying. So I switched to indoor and experimented with H. L. Gliders. I surprised everyone including myself when I won four contests in a row with my gliders. (First time, to my knowledge, anyone doing so in Colorado.)

The outstanding feature of my gliders that bugged most flyers is that while they thin the trailing edge to paper thickness, I built mine up to 3/32! This runs so contrary to modeling "instinct" that it takes a stop watch and several flights to convince most flyers that he is not nuts. Hal Blubaugh tested this idea on his glider at the last meet and topped his best previous efforts by several seconds. Hal showed up at the last Elims with a Wakefield so equipped. He calls it a "fence" while I call it a "kicker."

Pitch on my indoor section is weird. I have to use a more forward C.G. and considerable decalage to keep the glider from diving in launch. It takes an act of Congress and horrible tail warping to get even a suggestion of a loop. Stability in glide is amazing — the extra decalage needed for launch really shows up at the glide speed.

Unfortunately, this effect does not hold true for my outdoor versions, and I am still stuck with the 0-0 setting for them. Does the "kicker" slow up the climb? It seems to have no detrimental effects and I believe it enhances performance.

GIESKIENG INDOOR "KICKER" (APPROX.) 30-40FT.

BLUBAUGH'S "FENCE" EXACT LOCATION NOT CRIT.

OUTDOOR VERSION

NOTE: Do not pass this "kicker" too quickly. Similar idea used for build-in "wash-in" adjustments Just cement enough trailing edge stock to obtain the required roll.

SEE PG. 72

NAME THAT PLANE No. 6

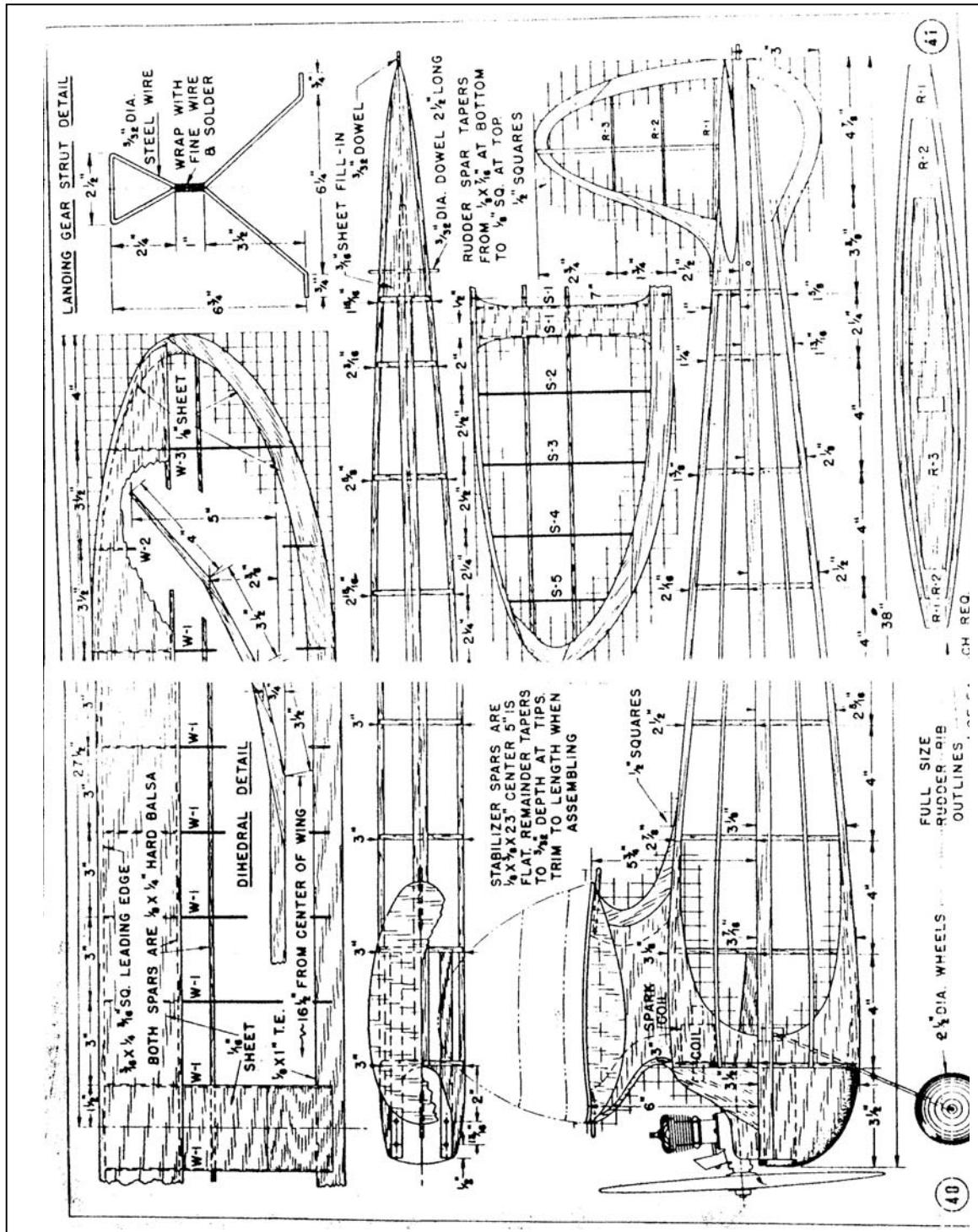
THE COMPETITION WITH A DIFFERENCE, WE DO NOT KNOW THE ANSWERS.

Some reduced plans in magazines held in the BMAS Library were published without the name of the model. Can you name the model & designer of this plane from SAM 1066 Clarion November 1996..

Clues:- Very few, a 55"span pylon model fitted with a spark motor, full size ribs shown on a separate page

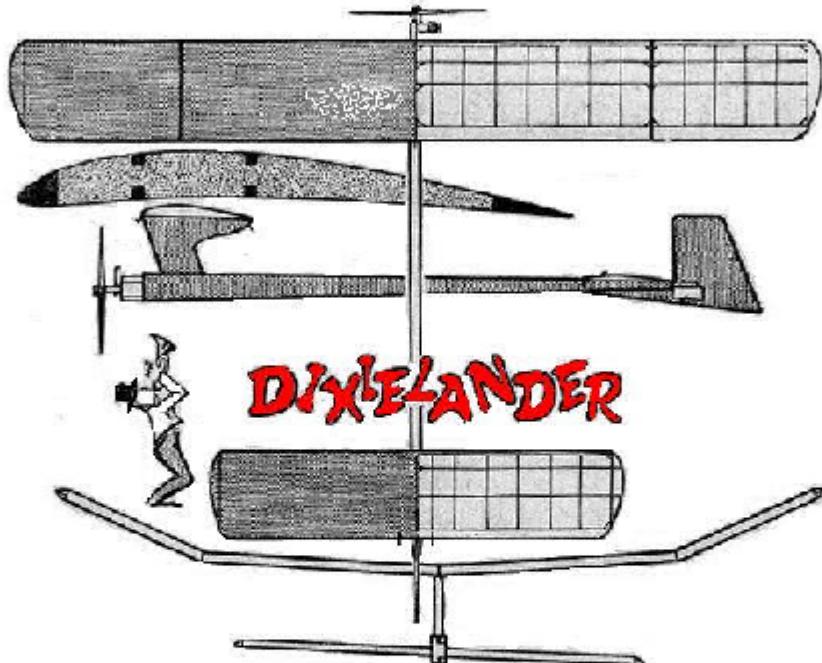
Points will be awarded to all giving the correct answer. Results and Plane No. 7 next issue. Answers to roy.tiller@ntlworld.com

Plane No.5 was identified by Leigh Richardson as the "KEWPIE" and was published in Model Airplane News April 1941. Two points to Leigh.



A 50 YEAR CELEBRATION

Sunday 30th August 2009
Middle Wallop Army Airfield
Hampshire
England



Society of Antique Modellers (SAM)1066

Presents a 50 year celebration of one of the most popular contest power models of all time. A special trophy and cash prizes for the winning competitors presented by the designer George Fuller. Join us at Middle Wallop Army Airfield this August bank holiday for 3 days of the best Vintage & Classic Free Flight flying in Europe. Camping available on-site. Accommodation available nearby. Fun Flying. Hog roast. Jazz music. English garden party atmosphere. Museum of Army Flying.

SAM 1066 will provide field equipment and fuel for overseas visitors.

Check out our web site for further details.

www.sam1066.org

SAM 1066 EURO CHAMPS 2009

**August 29th -31st
Middle Wallop Army Airfield
Hampshire
England**

**4oz & 8oz Vintage Wakefield
Large and Small Rubber
Dixielander Celebration
Vintage Coupe d'Hiver
Classic Rubber
Vintage Power
Classic Power
Spark Ignition
Vintage Glider
Classic Glider
Rubber Scale
Waterplane
A-Frame
Fun Flying*
Radio Assist Vintage
Vintage Control Line**

**Home of the
Museum of Army Flying**

**Camping on site
Hotels & guest houses nearby
Hog roast
Great atmosphere**

**Overseas visitors and
competitors welcome**

"THE LARGEST VINTAGE & CLASSIC FREE FLIGHT EVENT IN EUROPE"

WWW.SAM1066.ORG

*BNFA Members only



Impington Village College - Cambridge

Indoor flying on 15th March 2009

9 am to 5 pm

We will be using the large (100 x 50 x 28 ft) sports hall at the College. The only restrictions are Max. AUW 20gm for radio models (please note 20gm, not a mistake, this will be strictly enforced - ring before if in doubt) and no internal combustion engines, jets or catapults.

Also Round The Pole (4.5 metre lines) and small electric helicopter flying (radio or infra-red) in a separate hall.

SAMS MODELS will be in attendance to supply all your needs on the day.

Competitions:

There will be three low key free flight competitions:

- A duration event for FROG junior models. Super little all sheet designs that some of us are able to remember in the shops. You can use the duration designs or the scale designs. These were so popular at our last meeting (over 24 examples present) that we are featuring them again this time. See the reverse of this sheet for details of the models and where to obtain plans. There are some more designs now available compared to last October. There will be special concours awards for the best example of both duration and scale FROG Juniors.
- The usual duration event for Bostonian models. Any design to the Bostonian formula (If you are unclear about the Bostonian formula rules please ring or email the contact below).
- A duration event for the Butterfly ready to fly rubber model - available on the day, or before, from SAMS. Tel: 01763 287606

Each competition will be for the total of best three flights. Get your flights timed and reported to control. As many attempts as you like. Awards in each event for overall winner and best junior (under 18). Bostonians to be flown ROG and they will be weighed (minimum 14grams without rubber motor)! Also for Bostonians the entrant must be the Builder of the Model

Exhibition

All of you models, either for the new season or interesting old faithfuls, will be welcome. To go with the seminar we would especially like to see lots of Jetex/ Rapier models of all types and vintages.

Seminar

Roger Simmonds will be speaking on the subject of "Jetex Reborn". Any of you who are familiar with his Smoke Trails columns in the SAM 35 magazine (not to mention the smoke trails from his models at Old Warden, Middle Wallop and elsewhere) will know that Roger has an encyclopaedic knowledge of the subject. We can also expect a nostalgia trip driven by Andy Blackwell's collection of vintage rocket motors and model designs.

Round the Pole and Small Radio Helicopters

David and Will Beavor will be bringing their equipment, using Ballard's 4605 connectors at the model and will share the second hall with small R/C helicopters.

Refreshments:

Once again the excellent fare from our trusty team will be available all day. No one need go hungry!

Cost of admission: Indoor Flyers - Adults £5.00, under 18s £1.00, Spectators and Chatters - £1.00

Directions to Impington Village College:

Leave A14 at the first junction East of M11 J14, signed Cambridge B1049. At the roundabout take B1049 to North signed Cottenham, Histon. In $\frac{3}{4}$ km at 2nd lights turn right into New Road. Pass hospital entrance on right. Village College is next on right (two entrances, 1/3 and 2/3 km). Entrance to be used and car park will be signed.

Contact:- Tel no: 01223 860498 Email: chris.strachan@btinternet.com

WORCESTER INDOOR FREE FLIGHT

Rubber, Electric and CO2 at

The Sports Hall, Bishops Perowne College

Merrimans Hill Road

Worcester WR3 8LE

Sundays 2pm till 5pm

Bmfa Insurance Mandatory,

bring your own tables and chairs

8th Feb 2009,

8th Mar 2009, - 5th Apr 2009

details Ed Garner 01905 381579 or 07866 923674

Chobham Tree Chop

The confirmed dates for the Tree Chop for 2009 are:

Monday 9th February 2009

Monday 23rd February 2009

Meet in the Staple Hill car park at 10am as usual



INDOOR FLYING

TUESDAY 14th OCTOBER 2008

TUESDAY 11th NOVEMBER 2008

TUESDAY 9th DECEMBER 2008

TUESDAY 24th FEBRUARY 2009

TUESDAY 28th APRIL 2009

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY

PRIZES FOR LONGEST FLIGHT AND LONGEST SCALE FLIGHT

FLIGHTHOOK IN ATTENDANCE

Adult Flyers £3 Accompanied Juniors & Spectators £1

**CONTACTS: JOHN TAYLOR TEL. No 01202 511502
ROY TILLER e-mail roy.tiller@ntlworld.com**

INDOOR FREE-FLIGHT DATES 2009

At

Wickham Community Centre, Mill Lane, Wickham, Hants. PO17 5AL

For location put the postcode into <http://www.streetmap.co.uk>

These events will be held on the following dates, with Thursday events running from 6.30 p.m. to 10.00 p.m.

Thursday 26th February 2009

Thursday 26th March 2009

Thursday 23rd April 2009 NOT the last Thursday, but prize for the best flying dragon!

Thursday 28th May 2009

Thursday 25th June 2009 - No Flitehook (see Old Warden)

O.F.M.A.C.

Indoor Free-Flight

2009 Season Dates
at the Castle Leisure Centre
Wallingford

Sundays 10.00am til 6.00pm

January 25th 2009

February 22nd 2009 - March 29th 2009

Free-Flight Fun-Fly for all

Rubber - CO2 - Electric

Flighthook in attendance

Refreshments available

contact Dave Dobson 01491 837789

Brina your own tables & chairs

Southern Area BMFA

Invites you to
Planning
for 2009

at Middle Wallop Museum

30 Jan 2009

Free entry to museum
on the night from 17.30

All model flyers welcome



Please advise your intention to
attend this **FREE** meeting at
www.sabmfa.org.uk

OXFORD M.F.C
FREE FLIGHT RALLY
2009

PORT MEADOW, WOLVERCOTE, OXFORD
G+J JUNE '09

SAT: FROM 6.30 P.M.:-

COUPE D'HIVER (FIG), AI GLIDER (FIH), H.L.G./CAT (COMB.)

SUN: FROM 10 a.m.:-

C'dH (FIG)
 AI (FIH)
 E30, P30, CD₂

VINTAGE RUBBER (34" max span)
 VINTAGE GLIDER (72" max span)
 CLASSIC GLIDER (1951-1960 inc)

TAIL-LESS R+G (combined)

H.L.G./CATAPULT (combined) 1 min. max.

All gliders 50m. towlines.

SPECIAL AWARDS:-

GALA CHAMP, TOP LADY & Ian MacDonald Trophy

NO THERMISTORS, STREAMER POLES, BUBBLES etc.,

NO MOTOR HEATERS

NO I/C POWER MODELS TO BE FLOWN

INSURANCE REQUIRED FOR ALL FLYERS

LIGHT REFRESHMENTS!

CONTACT:-

ANDREW J. CRISP
 4, GROVE ST, SUMMERTOWN, OXFORD OX2 7JT
 TEL: 01865 553800

2009 BMFA Free Flight Nationals

The 2009 Free Flight Nationals is now just a few months away - time for our annual visit to RAF Barkston Heath.

Many visitors to the "Free Flight Show Case" at the 2008 August R/C and C/L Nationals hadn't realised how much Free Flight has moved on and how big the Contest Free Flight scene is. Now's your chance to see these models flown in anger. Fix the date today: Spring Bank Holiday weekend - 24/25/26th May.

International, BMFA, Vintage, and even Scale classes, are all there and will decide the year's "Nationals Champions". The Space Modelling Championships are back again with plenty of events for those with a taste for the future, and this year we have a bigger mix of non-championship and SAM35 events as well.

Above all this is a 'flying' event, and we want everyone to participate, but with all this going on this year we've had to make everything pre-entry. However, if you still want to enter on the day you can for just 50% extra - not the previous 'double' fee. Pre-entry though does give you the advantage of advance information, car pass, stickers and a complimentary barbecue ticket...for those who like to camp we even have the added luxury this time of 'hot' showers!

This event is the biggest Free Flight meeting in Europe. If you've never been before come and find out for yourself what it's all about, and enjoy Space Modelling and SAM35 Vintage at the same time. If you just want to come for the day and spectate, or even fly in the odd event, then just turn up and pay on the gate - £5 each or £10 per car for a day, or £10 and £20 for the whole weekend. Make sure you book the dates in your diary now for a great weekend.

Full details, entry forms and camping applications will be in the March issue of BMFA News... Rules for the main events are of course in the BMFA rule book, if you want to know the non-championship event rules, or want more information in the meantime contact Mike Woodhouse at: mike@freeflightsupplies.co.uk, phone 01603 457754.

USEFUL WEBSITES

SAM 1066 - www.sam1066.org

BMFA - www.bmfa.org

BMFA Southern Area - www.southerarea.hampshire.org.uk

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.vintagemodelearplane.com

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

Belair Kits - www.belairkits.com

Provisional Events Calendar 2009

with competitions for Vintage and/or Classic models

February 8 th	Sunday	Crookham Gala, Middle Wallop
March 8 th	Sunday	BMFA 1 st Area
March 15 th	Sunday	Fun Fly & Trimming, Middle Wallop
March 22 nd	Sunday	BMFA 2 nd Area
April 5 th	Sunday	BMFA 3 rd Area
April 10 th	Friday	Northern Gala - Church Fenton
April 11 th	Saturday	SAM 1066 Glider Day, Middle Wallop
April 12 th	Sunday	Bournemouth MAS, Middle Wallop
April 13 th	Monday	Croydon MAC Wakefield Day, Middle Wallop
April 18/19 th	Sat/Sun	London Area Gala, Salisbury Plain
May 9 th	Saturday	SAM 1066 Gala, Middle Wallop
May 10 th	Sunday	SAM 1066 Gala, Middle Wallop
May 23-25 th	Sat/Sun/Mon	Nationals, Barkston Heath
June 6 th /7 th	Sunday	Portmeadow (Andy Crisp) - now <u>confirmed</u>
June 14 th	Sunday	BMFA 4 th Area
June 20/21 st	Sat/Sun	East Anglian Gala, Sculthorpe
June 21 st	Sunday	Odiham - now <u>confirmed</u>
July 5 th	Sunday	Portmeadow (Charlie Newman)
August 15/16 th	Sat/Sun	Timperley Gala, Barkston Heath????
August 29 th	Saturday	SAM 1066 Champs, Middle Wallop
August 30 th	Sunday	SAM 1066 Champs, Middle Wallop
August 31 st	Monday	SAM 1066 Champs, Middle Wallop
September 4 th	Friday	Southern Gala - Little Rissington
September 20 th	Sunday	BMFA 5 th Area
September 20 th	Sunday	Fun Fly & Trimming, Middle Wallop
October 4 th	Sunday	Midland Gala, North Luffenham
October 11 th	Sunday	Fun Fly & Trimming, Middle Wallop
October 18 th	Sunday	BMFA 6 th Area
December 6 th	Sunday	Coupe Europa, Middle Wallop

Any dates followed by ????? are more or less guesswork by the editor and await confirmation. The remainder of the calendar is as accurate as possible at this stage of the year, but: 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.FREEFLIGHTUK.ORG or WWW.BMFA.ORG

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