

Sticks and Tissue No 2 January 2007

I'd like to thank the following contributors without whom this newsletter would not be possible, Peter Michel, Tony Tomlin, David Kinsella, Dave Day and Mike Cummings

If you can contribute any articles, wish to make your point of view known etc please send to james.i-parry@tiscali.co.uk or phone 01202 625825

Epsom Downs, Boxing Day, 2006. – Peter Michel

As any true sticks-and-tissuer will know, the Chobham (Common) Chiller has for many years been part of the Boxing Day festive aeromodelling scene. This year, however, genial organizer David Beales switched the venue to Epsom Downs for two very good reasons: A – Thickening gorse and bracken is rapidly rendering Chobham a no-go area; and, B – There are two decent pubs adjacent to Epsom racecourse which, in the event of dire weather, at least provide a place for a pint and a chat. (One of these, the Derby Arms, is the spiritual home of the Epsom Bangers & Mash set which meets there on the first Wednesday every month at 12 noon, race days excepted, thereafter to fly on the Downs in the afternoon. End of plug.)

This Boxing Day was the scene on the Downs for the inaugural Epsom Energizer and it was little short of idyllic. The dense fogs and mists of the previous few days had given way not, as many of feared, to wind and rain, but to a time of quiet stillness only to be dreamed about. Never once did the gentle east-west drift exceed 2 or 3mph, and our stick-and-tissue models were in their true element. There were even traces of buoyant air which took them to towering heights against the thin grey cloud cover.

Families and the like were quietly walking the north-south path, which bisects the site near where we, all seven or eight of us, chose to set up camp. A couple of hundred yards away was the radio-control patch at which there was the usual activity. However – and significantly, we felt – all attention from Joe Public was not upon these models, but upon our own! We heard comments, such as: "How can they get so high on just rubber bands?" (They have seen us all stretch-winding.) And there were spontaneous cries such as, "How lovely!" – this, when Terry Bird's KK Contester, or Andrew Longhurst's P-30s, were wheeling high above, gracefully and, above all, silently.

David had decreed a precision contest, the winner achieving the closest to a three-minute total for two flights. It was an amazingly close-run thing with Ted Horne's coupe d'hiver clocking 2min 59sec against my own John Godden-based tailless rubber model on 2min 58sec. Yes, only a second in it. The winner's prize, we were told, was a weekend in the Bahamas with Myrna Loy... Great fun!

All told, a great day for sticks and tissue, both for the participants and as a super PR job on what our form of flying is all about.



Rex Oldridge's picture from the Epsom Energizer bash. Shown here, from left, are Andrew Longhurst, Garreth Jones, Peter Michel, David Beales and Ted Horne with his winning coupe d'hiver. A great afternoon!

Remark concerning first issue by Dave Day

Your first issue had a piece entitled 'Batteries - Strikalite' which appears to be unattributed, unless it is by yourself. My comment is, "please, PLEASE, don't cycle NiMH batteries, they don't like it." The truth is that ni-cads don't either, but modelling myth says otherwise. The figures given for capacity are typical when checked in this manner.

I personally would not consider using NiMH batteries for receiver power, though they are great for transmitters.

I think I know the Tomboy 3 rules by heart now, having read them four, or was it five times!

(Dave has kindly written more about rechargeable batteries below)

Whither the Colin Rattray Trophy? By Dave Day

Colin Rattray was the editor of 'Aeromodeller' (now 'Aero Modeller') in the early 80's. Colin had been the editor of 'Model Maker' and was left in limbo when that magazine closed. Fortunately, the then editor of 'AM' had accepted a job with Paul McCready in the US and a job appeared for Colin.

As an example of the incredible level of organisation at MAP at that time, I had been interviewed and accepted for the job of 'AM' editor. I was then offered the job of Associate editor of 'RCM&E'. I accepted, but when I actually started, the job had been reduced (substantially) to assistant editor.

Back to Colin. He did a good job and introduced many new features and contributors to the magazine. Unfortunately, the circumstances around him led to such frustration that he actually broke his wrist when he smashed his fist down on his desk. He tendered his notice immediately.

Colin moved on and became the head of Technical Illustration at Middlesex Polytechnic. When he succumbed to cancer a couple of years back, two of his colleagues there decided to donate a Trophy in his name to be flown for at the SAM 35 Gala. From this we can see that Colin's love of modelling was evident to all he worked with.

So, gentlemen, buy a copy of the SAM 35 rulebook and what do you find? NOTHING. A short piece in SAM Speaks at the time informed us that the Trophy would be awarded for Vintage F/F models converted to electric R/C. Nothing more. A later piece informed us that it would be flown to amendment X, as detailed in SAM Speaks issue so-and-so, all of which is just about incomprehensible. because it relates to IC powered models.

As a long time friend of Colin, I built a model for the event, this being a 'Jersey Javelin'. As the first event drew near (there were 3 entries), I found myself unable to finish the model for lack of information. It's still unfinished.

I searched SAM Speaks and all other publications for some mention of an event in 2006 and found nothing. It seems that SAM 35 were eager to get their hands on yet another trophy and that's it.

Mick Clanford's Antique model engines book

According to Peter Mason this fantastic reference book for model engines has been very recently reprinted and is available from
123 Westminster Road, Rosehill, Sutton, Surrey SM1 3NQ.
Phone: 02086413636.

How to get yourself into a right flap - Peter Michel

PERHAPS this electronic magazine ought to be renamed Sticks, Tissue and Wire in view of a project suggested by Tim Westcott, owner of the amazing Alwyn Greenhalgh collection of vintage model aircraft. He emailed me with details, and later the plan, of a gull-winged ornithopter of a good 48in. projected span by the great German aviation pioneer Alexander Lippisch, which came into his possession.

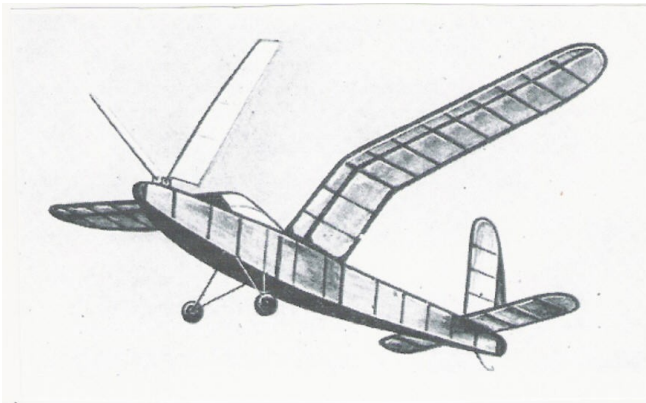
Lippisch was at the heart of pre-war full-size tailless research and reputedly designed the revolutionary World War II Me 163 Komet rocket interceptor. He was certainly working with small free-flight ornithopters in the late 1920s and, with compatriot Adalbert Schmidt, he was experimenting with amazing man-powered ornithopters in the 1930s. Schmidt was reported to have achieved level flight in one such machine, traveling 900m after being towed to a height of 20m. outside Munich.

Lippisch had plans for a Kratmo 4cc-powered ornithopter in 1938, an artist's sketch of which is shown below. No details are shown of the engine installation, which would have a daunting task in view of the airframe configuration. However, the plan, which Tim sent me is obviously of a virtually identical smaller version. All I have to do now is to get busy with the sticks and tissue –

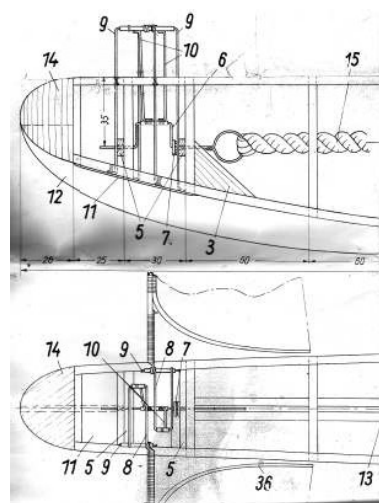
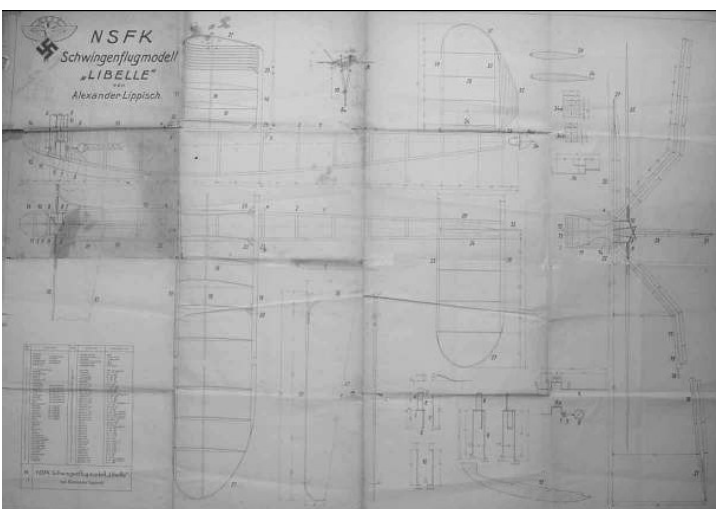
and with all that wire bending... I'll let you now how the project has progressed in the next edition. There, I've committed myself!



Schmidt's man-powered machine achieving "level flight" in 1942



The Lippisch spark ignition ornithopter of 1938



THIS is the plan of Lippisch's rubber powered Libelle, a 1930s flapper, which is obviously the forerunner of the ambitious spark ignition version.



And here is the great man himself

Ace Carrier by David Kinsella

Bandsman Alex Ross of the Seaforth Highlanders had greatness thrust upon him in a most unusual way. At Dover Castle when World War II broke out, a medical orderly when it came to it, his chosen instrument was the saxophone. But a stray shot put him in hospital, and then on to Stalag V111b to care for POW's – one of whom was Douglas Bader, in "solitary" for an escape attempt. A Friendship developed.

When Bader was transferred to Colditz Castle Ross volunteered to go with him, little realising what lay in wait! Always a difficult man for the Germans to handle, the famous Bader legs were confiscated from time to time, this making it necessary for "Jock" Ross to carry the fighter ace on his back, up and down winding stairs, along narrow passages, to and from the salt-water bath. Ross was small, Bader was rigger-developed and heavy. Frequently Bader was still wet from his ablutions, and then Ross too would be soaking well before journey's end. Facing oncoming German officers Bader would urge his mount by digging in his stumps, his field grey captors stepping smartly aside!

In 1943 Ross saw a Red Cross letter confirming his repatriation. Bader exploded at the news and the Scotsman remained at Colditz for a further 18 months! He was, after all, his skivvy as if chained.

There's endless stories about Douglas Bader: insisting on the old fashioned headgear, "DB" on his Spitfire, amazing chats over the R/T with Johnnie Johnson during combat, thrashing Kenneth More over 10 holes, several escape attempts, dumping boring paperwork, grounding his men until spares arrived – and, of course, that low level roll in the RAF Display Team Bulldog that started the whole Bader story.....

Built by Alan Walker, my Class C Tanti-vvy VTR is McCoy 60 powered and carries "Sir Douglas Bader DSO DFC" on the starboard wing. Below is "Bader's Bus Company Still Running", this from Johnnie's famous Mk 1x. It's all silver save for a blue and gold nose stripe after St Edward's, Sir Douglas Bader's old school in Oxford. I met him a couple of times and he signed books for me at his London home.

Comment by Dave Day

More comment on your newsletter, specifically the Merco story. This was Bill's article and I couldn't presume to comment.

However, the motor in the Thunderbird that Bob Palmer flew at Woburn was actually a prototype Veco 35 Series 100 with a sandcast case. Leaving aside any comment on whether the model/motor

that we have is actually the one that was flown, Bob himself was convinced in later years that this motor was one of his favourite Veco 29's. Again, no comment on the implications.

Bob allegedly made it clear to Ron Moulton that he would like the motor back, though friends of Bob deny this. On finding that the motor was not the one he thought it was, he sent it to George Aldrich for renovation - thus destroying a piece of history. George proceeded to chrome the liner and then set about honing it. He heard a regular clicking noise and investigation revealed that the liner had split from top to bottom.

He then pulled a standard liner from stock and found that it wouldn't fit because it was a prototype case. So, he machined the case, chromed the liner, rebuilt the motor and returned it to Bob. This motor is now in the hands of Ian Russell. If the model ever sees the light of day again it will be one new head and two new handles.

None of this information is new, but I seem to be the only one who remembers.

Cycling by Dave Day

Nickel Cadmium (Ni-cads)

Cycling of cells seems to have become part of modelling mythology, with no-one really knowing where the idea originated. If you consult a ni-cad applications manual from a battery manufacturer it will tell you that deep charge/discharge cycles are harmful. For 'deep charge/discharge cycles', you could read 'electric flight'.

All rechargeable batteries are subject to a loss of capacity in normal use. The internal resistance will also rise. This means shorter flights and less power. The general theory is that 'cycling' will bring back the lost capacity. Quite how it is supposed to do this, we are not told. What is clear is that cycling will give an apparent increase in capacity. The truth is that this 'increase' will disappear the first time you return the batteries to their normal duty cycle.

If the batteries are used for electric flight, you are cycling the batteries every time you charge and fly them. Why waste several flights on more cycling? You are throwing away useful life. It used to be accepted in the electric car world that the best batteries around at the time, the 'SCR' (alas, now gone) cell, should only be charged about once every four days. The 'SC' cell could be charged once per day but gave inferior results.

Another accepted maxim was that you harder you charged a cell, the more power it gave ('the faster you put it in, the faster you can take it out'). One professional car racing team were said to charge their 6 cell packs by connecting them directly across a healthy 12 volt car battery. Less publicised was the fact that a good percentage of cells only lasted one cycle!

If you are using the cells to power an R/C system, the situation is a little different. In most cases you will be carrying far more battery capacity than you really need so you need not worry about lost capacity. The biggest problem here is the possibility of a cell going bad in flight. In fact, the real problem here is if a cell goes bad and you carry on flying. Most systems will work with bad cell - giving reduced range - but not for long.

A 'fail-safe' system that cuts the motor when the battery voltage drops below a preset figure is a far better investment than a battery cycler. Give the battery a full 10-14 hour charge before you go flying and forget about it.

No I haven't mentioned 'memory' here.

- a) Because it's a different subject, and
- b) Because I've never experienced it - not with ni-cads, anyway.

At this point I find myself wishing that I had kept better records of all the ni-cads that I have used over the last 40 years or so. Much of what I think I know is not backed up by real evidence. I suspect that this is true of most people.

For use as an R/C receiver battery pack, I think that ni-cads are still by far the best option. Their flat voltage curve and ability to survive ill-treatment makes them second to none.

Nickel Metal Hydride (NiMH)

Modellers being what they are, the cycling mythology has been carried over into the use of NiMH batteries. This is strange because one justification for cycling is to eliminate 'memory' effects and we are told that NiMH batteries don't suffer from these.

It is common advice to give Nickel Metal Hydride batteries at least one charge at the C/10 rate before you start fast charging them. This works for me, but I have learned that NiMH batteries don't like changes in their duty cycle. It used to be common advice on a well-used mini helicopter forum to give your batteries a slow charge after every 10 fast charges. The result would be a poor flight. This might be expected, but it took up to 5 normal fast charges before you got back to anything near 'normal' performance.

These cells also operate in a fairly narrow temperature window. Change the temperature and they will give poor performance. Doesn't all this sound like memory? Sorry, we know they don't suffer from that.

Cycling them - like flying them - does nothing except wear them out.

When I started using these cells, I decided that I would keep some record of their use. My main usage was to power mini R/C helicopters (*MS 'Hornet'*). I have logged their use for over 1200 flights to date. Now a helicopter gives a pretty good indication of battery performance, particularly if flown indoors, because you start with a fully charged battery and fly until the model can't lift itself off the ground. It soon became clear that the best flight from any battery pack was on about cycle number 4 or 5, from there on, it was downhill all the way. I've already recorded that a change in the cycle gave a poor flight. Flying the cells when warm immediately after charge gave better performance. That isn't surprising, but leave the cells for an hour and the model may not fly at all.

Every flight in this situation is a cycle and cycling the cells would be completely pointless. With this treatment, the average cell life is around 100 cycles. I bought a large quantity (48) of *Vanson* 700 mAh 'AAA' cells from *Maplin Electronics* for future use at an attractive price. I made the mistake of taking all of them out of their packages and giving them one slow charge before storage. When I came to use some of them some 18 months later, I got 2 or 3 good flights and then a rapid tail off in performance. Most of these ended up being scrapped after 20 cycles or less, yet some of the first packs that I made up are still in use. It's clear I should have left them in the containers until needed.

In desperation, I tried cycling some of the useless packs - well, I'd nothing to lose and proving yourself wrong can be character building. They would then accept what appeared to be a normal charge with the normal mAh input. The model would lift off with what appeared to be normal

power - and literally fall out of the sky after 30 seconds or so. At this point (sometimes earlier), my *Graupner* charger would refuse to charge them.

What is interesting about those 700 mAh cells is that the first charge may well accept 700 mAh, or more, but number two will be about 680 mAh and they will be down to 600, or less, after 10 flights/cycles. Leave them for 3 months and you may get close to 700 for one charge. The chances are that it will give a poor flight.

The far more expensive *Sanyo* 'Twicell' batteries, rated at 720 mAh give virtually identical results.

I would have severe doubts about using NiMH batteries for an R/C receiver battery pack. They are excellent for transmitters where there is a steady current demand. I think it would be all too easy to get an in-air failure of these cells, only to have them check out as healthy.

Lithium-Ion (Li-Ion) & Lithium-Polymer (Li-Poly)

So far, nobody seems to have suggested that these batteries should be cycled. GOOD, let's keep it that way. Old ones (say, 50 cycles) do suffer from the temperature window effect. They don't like cold anyway. Sounds remarkably like human beings to me.

Tomboy 3s - Tony Tomlin

The Tomboy 3s competitions, originally devised by David Boddington and held at various flying events over the past 18 months, have turned out to be very popular. The number of entries has increased at every event and the last one, held at the Cocklebarrow Farm vintage meeting in October 2006, had 10 models in the flyoff! These high enjoyment and low cost competitions are to continue in 2007

Basic Rules

A Vic Smeed 36" Span Tomboy is required powered with any type of Mills .75 with the standard 3cc tank fitted and 2 channel R/C on the elevator and rudder. A throttle or fuel cutout can also be used. The competition consists of a number of preliminary flights [the number decided on the day] with normally a 4-minute max. and if required a mass flyoff to decide the winner.

As a Tomboy flyer I have been asked by a number of modellers for my opinion on the best covering materials, servos, batteries etc to use and if any structural mods are required. I have detailed my ideas as follows: -

Engines

I have used both the original [Mk2] Mills and the Irvine Mills. The *Irvine* generally is faster revving than the normal Mills with a little over 8000 rpm using a 7X5 Master or APC prop. The normal Mills seems to be happy with an 8X4 Master or even a 7X6 APC. The Mills normally revs at about 7000 rpm. The Indian Mills with careful setting up is on par. with the Irvine. The fuel I have been using with the Irvine Mills is a 50/50 mix of Model Technics D1000 and D2000. As a matter of interest it has been found that some of the Indian Mills fuel tanks have a capacity of a little over 2cc as have some of the early mills, certainly worth checking. Engine runs are normally 2mins.20secs. + with 3cc of fuel. It does pay to get the engine to full temperature before launching.

Radio and Servos

I use the Webra Nano S6 and the Hitec 04MG receivers, these weigh 19 grams and have proved very reliable. There are available now a good selection of mini/micro servos and I have used Hitec HS 55s and also Tower Pro 9 gram Micro Servos.

Battery

Recently I have been using 400mA Nmh cells manufactured by Overlander and also a company new to me called Strikalite. These batteries are carefully cycled before use. These are known as KAN cells and weigh approx 18 grammes. It is possible to use smaller capacity /lighter cells but normally with the Tomboy I find I can have a full days flying without charging the batteries. [Nothing worse than being in a flyoff not knowing if the batteries will last]

Airframe.

As the wing has to be built as per the plan with only a bottom spar I laminate a length of 1/8" sq. spruce to the top edge of the 1/8"X 3/8" hard balsa wing spar using cyano. The ribs are then slotted deeper to take the spar. I extend the dihedral brace by 1/2" each side and also fit small gussets at the wing tips to the L/E and T/E. Other methods I have seen are a carbon fibre tows cyanoed to the spar and also the spar being replaced by spruce. I modify the tail plane and fin for R/C using approx 50% of the fin for the rudder and reducing the tail plane chord to enable a 1/4"x 1/8" T/E with a 3/4" x1/8" elevator. Variations I have seen are an all moving tail and on one Tomboy the rudder was on the sub fin. The main criteria does seem to be that the elevator needs to be powerful enough to get out of strong lift. Incidentally I attach my fin/rudder to the tail plane, which is retained by rubber bands, some fliers fit the whole assembly permanently to the fuselage, which can be a problem if an incidence change is required.

The fuselage needs very little alteration. I have replaced the former F3 [under wing L/E] with a 1/16" ply former with two large cut outs to allow the battery to be moved forward directly behind the front bulkhead F1. I have replaced F4 [under T/E] with a 1/16" ply former the centre being cut right out to leave approx 5/16" around the edges. I also fitted two 1/8"sheet gussets between F4 and the bottom longerons. Some modellers [including myself] carry the side sheeting back an extra bay to give a little more protection to the RX and Servos. A modification I have found necessary was to reduce the wing incidence by packing up the T/E, in my case by 3/32". This improved penetration in windy conditions. I intend to increase the height of F4 on my next Tomboy with a very slight change in the top longeron curve.

Covering

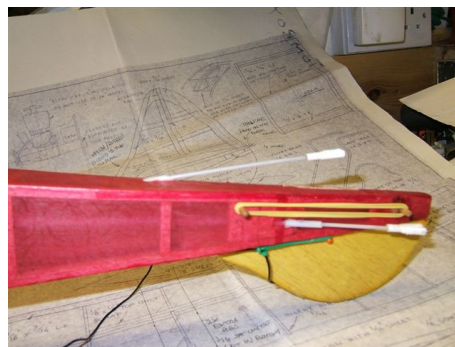
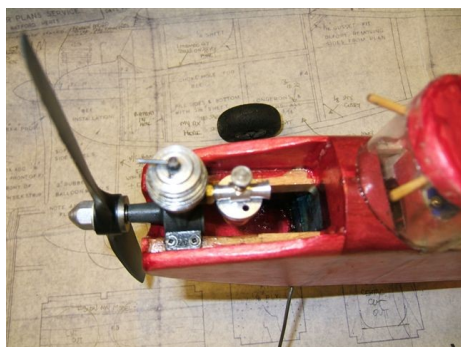
The covering method I am presently using is Esaki Lite Flite Tissue over 5 micron Mylar. This needs very little dope and gives a very strong structure. Other coverings I have seen used are Starspan, Polyspan and Litespan these can be obtained from Free Flight Supplies and Flitehook.

Installation

Most models have the RX and servos as far forward as possible. I mount my RX on soft foam tight up against F3 and the battery. The servos are mounted directly above on a removable ply plate. I am using lightweight snakes from the servos to the control horns attached to the fuselage spacers with thread and a drop of cyano. Other popular systems used are push rods and closed loop [closed loop is possibly the lightest].

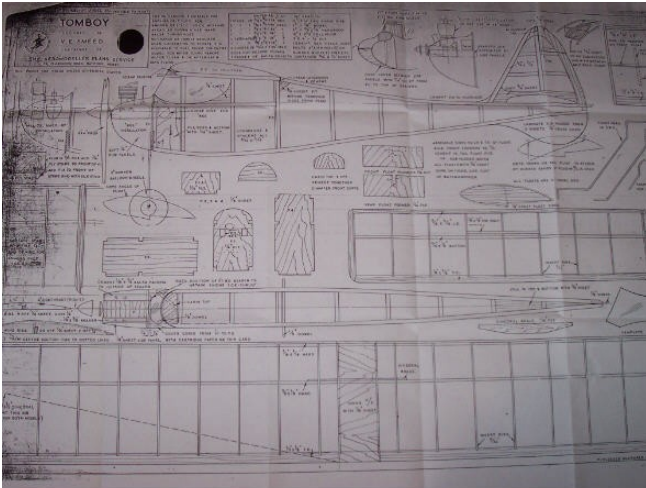
Thrust line/ C/G and weight

I use the thrust settings as shown on the plan and my C/G is 2 1/4" back from the L/E, both seem to be OK. Tomboys normally weigh between 11 and 16 ounces, mine both weigh around 13ounces.



I am happy to help if you have any queries and can be contacted on
02086413505 email pjt2.alt2@btinternet.com

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The Vintage calendar as far as I know it, R/C and free flight

11 February	F/F	Middle Wallop
11 March	F/F	Middle Wallop
7/8/9 April	F/F	Middle Wallop
12/13 May	Old Warden (Tomboy 3's comp)	Old warden
20 May	R/C vintage	Cashmoor (Wimborne MAC)
2 June	R/C vintage	St. Albans
10 June	R/C vintage	Ripe Eastbourne MAC)
17 June	R/C vintage	Cocklebarrow Cotswolds Nr Alsford)
23/24 June	SAM35 gala	Old Warden
8 July	R/C vintage	Keevil (Warminster MAC)
15 July	F/F	Middle Wallop

12 August	R/C vintage	Cocklebarrow
10 September	R/C vintage	Ripe
7 October	R/C vintage	Cocklebarrow
14 October	F/F	Middle Wallop
2 December		Middle Wallop

K K Dolphin

During the winter of 2005/6 I organised a couple of meetings at Epsom Downs with one competition designed purely for the above model. I know a few were built e.g. Alan Jupp, Malcolm Jagger, myself and Tony and Ted Tomlin, I seem to remember there were others but who escapes me for the moment, but due to really awful weather on each of the chosen dates the comps never happened.

Therefore anyone with a Dolphin or wishing to make one and fly it with others I suggest that you bring it along to the Middle Wallop meetings and we'll see what happens as regards flying them informally but together.

The kit is available from Replikit as below should you want to join in but not have a model, plan etc. www.replikit.com

REPLI - RKK – Dolphin - Kit type - LASER CUT – Plan, formers, ribs. £13.95



Plan - £5.95 + p&p.



I opened up a book I'd bought ages ago at Watford swapmeet and low and behold what dropped out but a pair of Frog transfers. Here is a scanned copy to jog a few memories. (You should be able to lift this off of the letter and print out yourself onto vinyl etc).



Here is Mike Cummings' restored Elfin 2.5 powered Ambassador. More below.

RENOVATION IN PROGRESS BY MIKE CUMMINGS OF RAYNES PARK CLUB

Ambassador C/L Stunt c.1951 APS Plan published in Festival of Britain year.

I recently started work on the above design, an example borrowed from John Perry (the builder is unknown). John fortunately loaned the Elfin 2.49, the correct period motor for this project, and those who attended a Club Night a few weeks ago, were no doubt woken by the loud noise from the test bed that it produced.

The model itself is obviously old, possibly 40 years or more, is reasonably well constructed but required careful removal of old tissue and sanding (a painstaking process as we all know). It has since been recovered in heavy weight orange tissue (old stock) and a new undercart fitted.

Weight of the original was 11 ozs. I hope to use the model at Old Warden for vintage stunt events. The rather sad coincidence is that when the model was dug out of storage and work started in June, we learnt through Ron Moulton's article, the designer Alan Hewitt had died on 26th June, aged 79. Alan was of course the brother of Brian Hewitt of 'Stunt Queen' fame who fortunately survives him. Alan may not be around but his design work is and will live on.

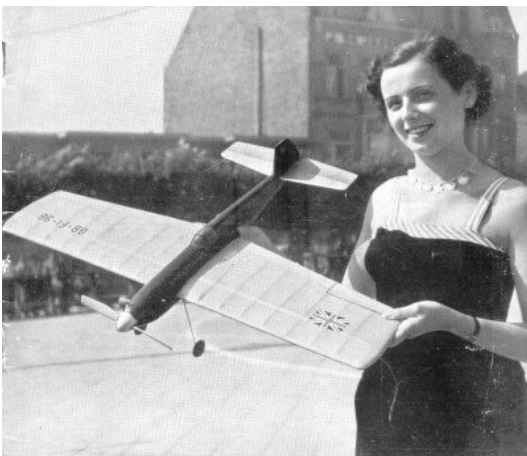
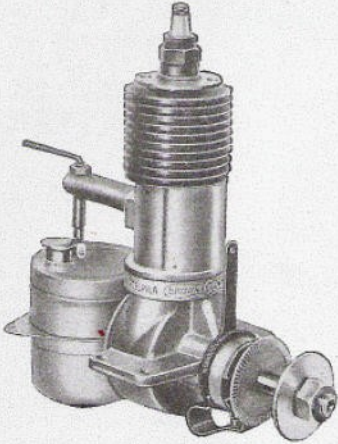


Image from Aeromodeller December 1951



MODEL D SPECIFICATIONS
 Bore, $\frac{1}{2}$ in. Stroke, 1 in. Weight (bare) 6 $\frac{1}{2}$ oz. $\frac{1}{2}$ h.p.
 R.P.M. 1,200 to 10,000. Height, $\frac{4}{8}$ in. (including spark
 plug). "Z" metal counterbalanced crank-shaft. Con-
 necting rod of forged aluminium alloy.
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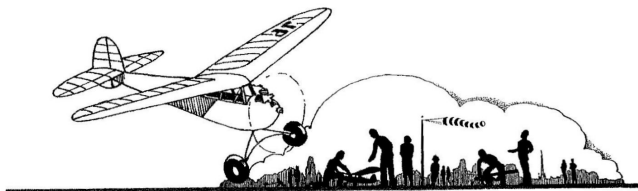
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Copy of an old advert for a Brown junior

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SUNDAY 20 MAY 2007 09.30 – 17.00



LOCATION

The flying site is at Cashmoor, between Blandford Forum and Salisbury, off of the A354 approx. 300 metres East of the Inn on the Chase pub. This is just East of Chettle, West of Gussage St. Andrew. The Southside of the A354 there is a gate leading off of at an angle of 20 degrees. Proceed up the track .4 mile to the parking area. The track is single and narrow, there is no

possibility of passing. At start and finish of the event helpers will be at either end acting as traffic lights.

OS explorer map number 118, 987 141 puts you on the flying field.

MODELS

Models to be of up to 3 channel vintage design although post vintage but sympathetic to the era will be acceptable. I.C or electric.

EVENTS

1. Tomboy three to the David Boddington rules.
2. Spot landing.
3. Other events to be decided on. Contact the above nearer the date.

REQUIREMENTS

All those flying **must** have BMFA insurance. Regrettably frequency restraints mean only 35 MHz, UHF, 2.4 GHz only. **NO 27mhz.**

PARKING

There is on site parking however there is a limit as to the numbers of cars that can be accommodated. There is no limit on the numbers attending but regrettably cars will have to be restricted to 25. Therefore please contact James Parry to register for the event. Anyone turning up having not registered may find parking impossible and be left with a long walk although we will do everything to prevent this. Please please please where possible share a car with a fellow modeller.

ACCOMMODATION

There are B+B, campsites, Hotels etc local to the flying site. Salisbury and Blandford Forum are the nearest towns with Poole about 21 miles or 37 minute drive away.

CONTACT

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