

	<h1 style="color: red; text-align: center;">NEW Clarion</h1> <h2 style="color: red; text-align: center;">SAM 1066 newsletter</h2>	Issue 08.08
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SAM 1066 WEBSITE — WWW.SAM1066.ORG

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EDITORIAL

Not much outdoor activity to report at this time of year. I didn't go to The East Anglian Gala at Sculthorpe, but understand that it was pretty windy. However I did get to Barkston Heath for the Timperley Weekend. Saturday was very windy and a bit chilly at times; Sunday was bright and very breezy, but warmer.

Entries appeared to be a bit down on last year, but spirits were high and most people seemed to be enjoying themselves.

We now enter a busy end of season with 3 days at Middle Wallop, the Southern Gala at Little Rissington, BMFA 5th area meetings, a trimming day at Middle Wallop and the 'Septemberfest' at Portmeadow.

SAM 1066 Euro Champs 23rd-25th August 2008

See you all at a warm and sunny Middle Wallop!

Special notice from Lindsey Smith for entrants in the Rubber Powered Scale event on Monday 25th

Models must be presented for scale judging accompanied by documentation as proof of scale, colouring, markings, and details.

A scale three view, and a photograph of the aircraft modelled is the minimum.

DON'T FORGET YOUR FREE LUNCH

The committee has decided to reward the loyalty of its members and friends with a FREE on field Hog Roast social on the Sunday of the SAM 1066 Champs.

It is very much hoped that this will add to the "Garden Party" atmosphere of the event and encourage even more people to mingle and meet friends old and new.

This is obviously new ground for us and we hope that it receives a warm welcome. Please be aware that if, god willing, the weather is good that demand could outstrip supplies this year. If successful we can consider expanding it next year.

We will be issuing a ticket to the first 100 paying entrants through the gate, if you are offered a ticket and do not plan to use it please do not take it, it will benefit another member. Being in possession of a ticket does not guarantee you a meal, if you arrive late or its all already gone then there's nothing we can do about it, we do not plan to reinact the miracle of the 2 fishes and 5 loafs.

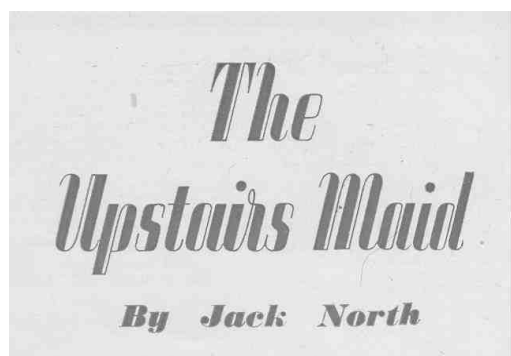
The Hog Roast consists of a whole Hog, carved for you and served in a bread roll accompanied by apple sauce and stuffing and a soft drink. The butcher is going to supplement the Hog (paid for by SAM 1066), with some more pork and sausages to enable those without a ticket to join in for a small charge.



Who said there's no such thing as a FREE LUNCH?

PLEASE NOTE: The Hog Roast is not an entitlement and may be cancelled at any time if the committee consider that circumstances dictate.

MODEL OF THE MONTH - *By Vic Willson*



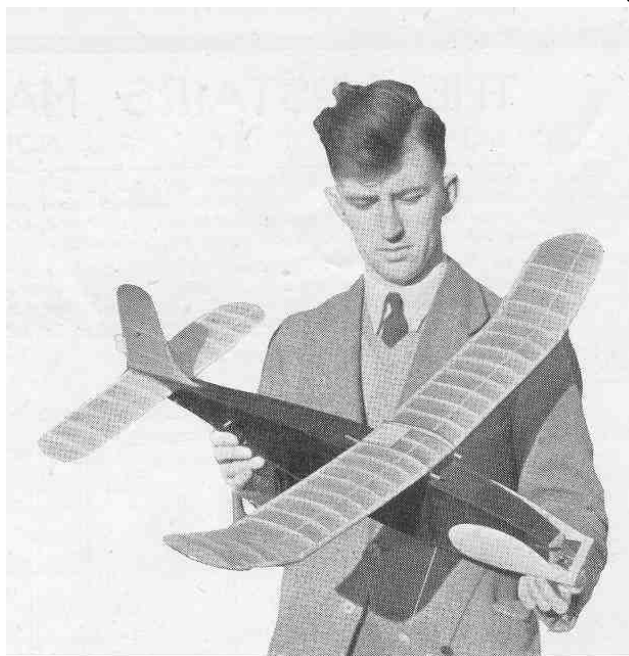
I have had this design on my build list for a long time, but due to its 'built-up' rib wing construction I have always managed to find something to jump its position in the queue. However, this month I decided that I wouldn't put it off any longer.

I've never attempted this type of construction before and frankly I can't see the point. When we consider that these vintage designs are at least 58 years old I think to myself 'this is an unusual and time consuming way of

constructing a model; if it had any real advantages there would be lots of subsequent designs using the same methods'. Of course there aren't and I think this proves my point.

Presumably the object was to save weight, but I suspect that even the most weight conscious builder would be hard pressed to make a wing to this design that was lighter than the same planform using conventional ribs.

To maintain strength the plan mentions using hard balsa in several places, and suggests cutting 25% more ribs than you expect to need, to allow for breakages. The ribs at the three dihedral breaks are backed by 1/32nd sheet, into the bargain.



I made 1/32nd ply templates for the upper and lower rib sections and merrily began slicing away. I found that the usual grade of sheet that I use for wing ribs was much too soft and kept breaking. I eventually settled on a harder grade and produced a bundle of bits that looked as though they would be rigid enough to make a wing.

I notched both the leading and trailing edges, which I found a great help in assembly and, contrary to the 'instructions' I put the spar in position before adding the top ribs. (*I expect Jack North is turning in his grave by now - Ed.*)

The tailplane was a bit easier, as it has a flat bottomed section, and I used 1/16th square stock for this, only having to cut the top profiles from sheet.

All the flying surfaces have bamboo tips and by a fortuitous coincidence I had just obtained some very nice bamboo shortly before commencing construction, so I stuck to the original in this case, although I'm not a great fan of this material.

The remainder of the model is pretty straightforward and follows conventional construction methods.

The Upstairs Maid

By Jack North

Published - Model Aircraft
December 1947



Airframe finally complete

The weights (grams) worked out as follows:

	Uncovered	Covered	Covered & doped
Wings	15.2	17.8(1)	19.5
Fuselage	18.5	22.5(2)	26.2(3)
Tailplane	4.3	5.9(2)	5.9(4)
Fin	1.2	1.8(2)	1.8(4)
TOTAL	39.2	48.0	53.4
Prop assembly	23.1	-	20.1
Motor	16 st x 30" X 1/8"	-	40.0
Ready to Fly	-	-	113.5

- (1) - 'Dilly' Jap tissue
- (2) - Lightweight polyester tissue
- (3) - Esaki Lite Flite over Polyester
- (4) - Undoped

Quoted weights for original:

Fuselage/fin	24.1
Wing	15.6
Tailplane	5.4
Prop assembly	15.0
Motor & hook	48.2
TOTAL	108.3

The wing component weights were:

27 top ribs - 1.5

27 bottom ribs - 1.4

Trailing edge - 4.8

Leading edge - 3.4

Spar - 2.3

Tips - 1.2

Glue, gussets etc. - 0.6

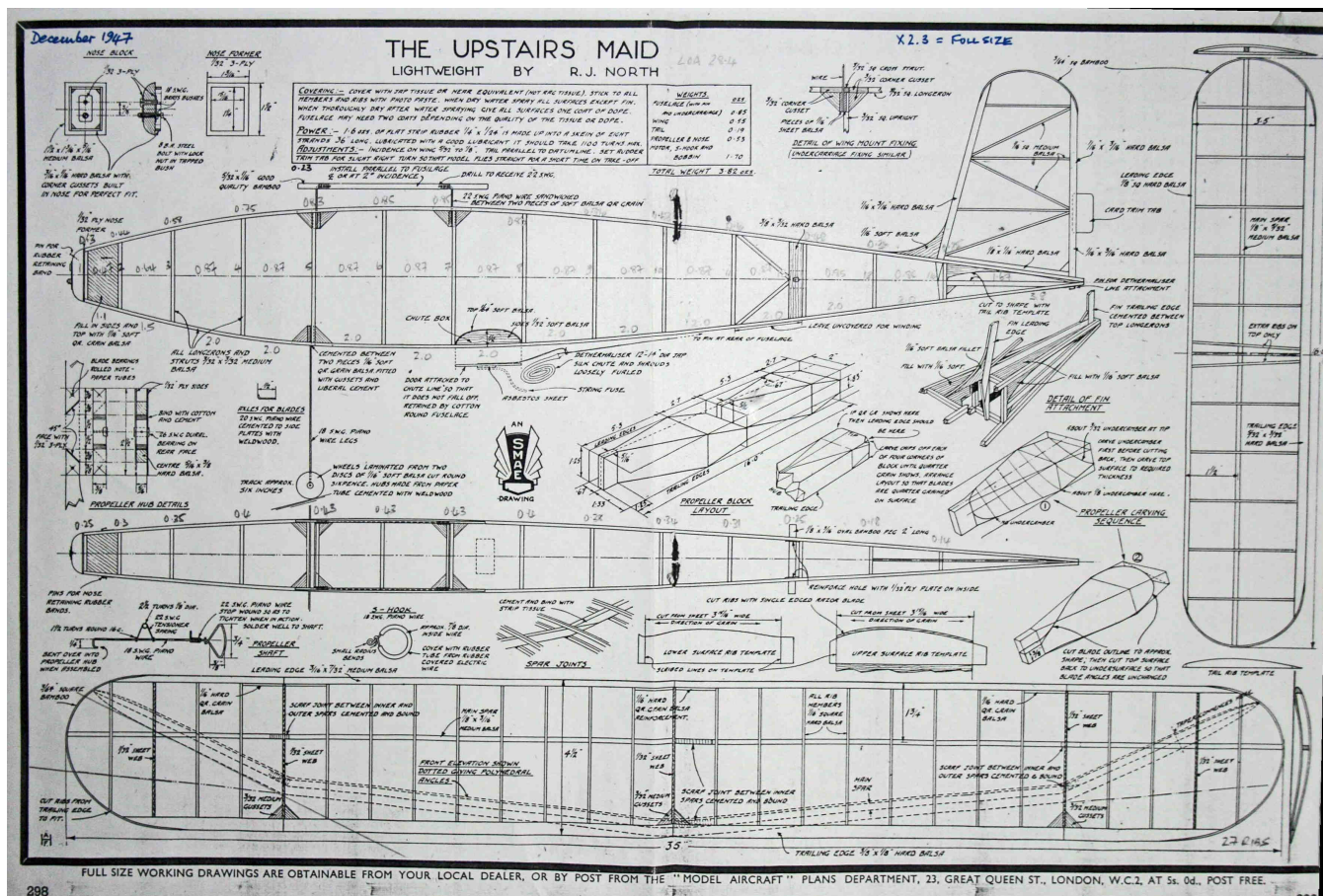
TOTAL - 15.2 (*This compares with a 'conventional' Gollywock wing of around 13 grams*)



Ready to go (apart from undercarriage and wheels)

The original article in Model Aircraft (December 1947) introduces the model thus: "*We do not present this model as one which has achieved extremely long flights, or one which will return fantastic average durations, in calm air; nevertheless, it may be said to be one of the best models that never won a competition..... It was flown on full turns only sixteen times and the average flight worked out at just 3 min. It put up the best time at the Blackheath New Year Contest on January 5th; it was best at Gravesend in the inter-area contest.*"

All this seems a bit contradictory. We shall see - I haven't had the opportunity to trim it out yet.



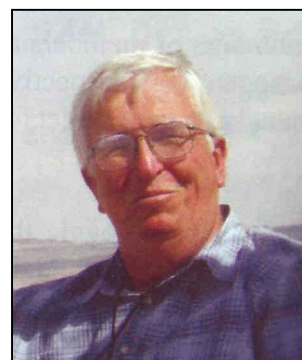
BEWARE REVERSED HOCKEY STICKS - By Peter Michel

I KNOW I am not alone in regretting that Mike Myers, the larger-than-life lawyer from Los Angeles, has come to the end of his Presidency of SAM, our parent body in the States. During his two-year term of office he has held up a mirror to SAM life as it is here and now. In his valedictory editorial in the July-August edition of SAM Speaks (that's the US magazine; not ours) he ends on an optimistic note about the ageing problem in our movement, but cannot avoid gloomy thoughts in the preamble to it. Here's the gist:

"All new SAM Presidents express the hope that, when their term is up, they will leave SAM in as good a shape and with as many members as SAM had when they first took office. That's a risky hope when the average age of SAM members is about 75." [Heaven help us. Can that REALLY be the case?] "None of us are getting out of here alive, and there's the worry that at some point the membership numbers will decline drastically in the dreaded 'reverse hockey-stick' style.

"But we add new members at a pretty fair pace, and SAM hasn't seen a dramatic drop in membership numbers yet. I could grin and say, 'I dodged the bullet' and challenge Jim O'Reilly [incoming President] to do as well, but it wouldn't be fair. I surely hope that membership numbers will stay up for at least a dozen more years."

For at least a dozen more years... And what then? These days a dozen years goes in a flash. (1996, 12 years ago, seems like yesterday, if I only could remember yesterday.) Mike hopefully evokes jousting, of all things, to demonstrate that what was a wildly-popular activity centuries ago is still with us. Apparently there are 180 jousts now



Mike Myers, outgoing SAM [US] President

jousting away worldwide in themed medieval happenings and the like. Mike hazards the guess that, like jousting, aeromodelling could still be with us in centuries to come.

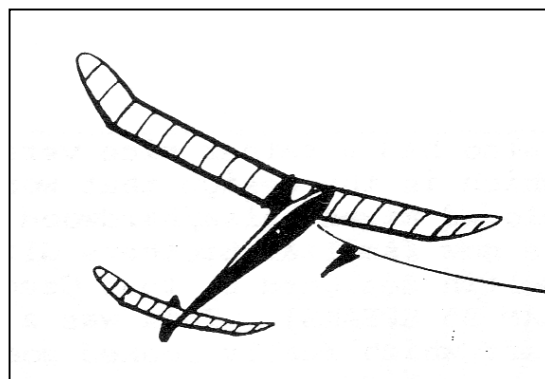
One can only hope that he is proved to be right, but I would rather cite kite flying. How many years has it been going on? Thousands, probably, since China invented everything. Have we seen a decline in kite flying? Certainly not. There is something of the beauty of free-flight in a kite soaring high on a kite-flyer's wind as I am sure we would all agree, and in this country at least there is an ancient bond between the two disciplines which found root in the early years of the last century in the Kite and Model Aeroplane Association. Me? I refuse to believe that there will be no model aircraft flying in, say 100 years from now. But if aeromodelling itself is to survive the two SAM organizations in this country must surely have a part to play. (Why two, incidentally?) (*Indeed, why TWO?* - Ed.)



FUNNY how associations with models built decades ago stay with you. For me, one of many such models is the 40in. Mick Farthing Lightweight Glider which appeared in the September 1943 *Aeromodeller*. I can remember building it in 1946 when I was 14. Still have the pin-holed plan to prove it and am building another on that same plan for two reasons: A — I saw Robin Willes's current version whiz up on a 100m line at Epsom last month and sail away for what would have been an easy contest max had it not DT'd down; most impressive for so small a model. And B — I'm determined to get a flight in with this elegant little design. Which brings me to the picture on the left, that of "Pop" Vincent, vice president of the Portsmouth and District Model Aircraft Club, at the Southern Counties Rally in September 1946. The report of the rally refers to his "startlingly effective-crowd control, the mallet" (*Better remember to pack one for Wallop!* - Ed.). Pop it was who ruined my day at that wonderful rally on Portsmouth's Wymering race course, now long gone. Many great names were there including Phil Smith and Bill Foster from the Model Aircraft Stores, Bournemouth, and

Portsmouth's Jim Coxall, a pre-war Bowden contest man with his 48in. Judy, massively over-powered with a 2.8cc Micron but which put in a "great performance" nevertheless. As a schoolboy I remember feeling over-awed by the occasion. But I did pluck up enough courage to ask Pop to launch my newly-completed Mick Farthing Lightweight for its first tow. He made a complete bish of it, crushing the tender longerons and folding the sparless wing in the moderate breeze that prevailed that day. So, my lovely glider, by far and away the best model I had produced at that date, was reduced to a wreck and that's the last I remember of it.

There is another strand to this little story which brings us up to date. I found the picture of Pop first go in the *Aeromodeller* because I happen to remember the issue date. But with no general index, finding that picture would have taken a deal of searching. Now only recently I read a plea for just such an index to be produced. What a task, you might say, and with reason. Well, yes, but not an impossible one. Two or three years ago I had the pleasure of compiling a general index for the 25 volumes of SAM 35 *Speaks* which you can see on the 1066 website. I decided to do this in daily sessions of 20 minutes' typing which proved to be a great joy rather than a chore. It led me through articles which I had not remembered reading to such an extent that I frequently found myself engrossed in the content rather than indexing it! I'd love to do a similar index for the *Aeromodeller* up to the end of the 1950s, but alas my A/M files for those years are far from complete. What might be done is to form an indexing pool so that the task could be shared.



The Mick Farthing Lightweight

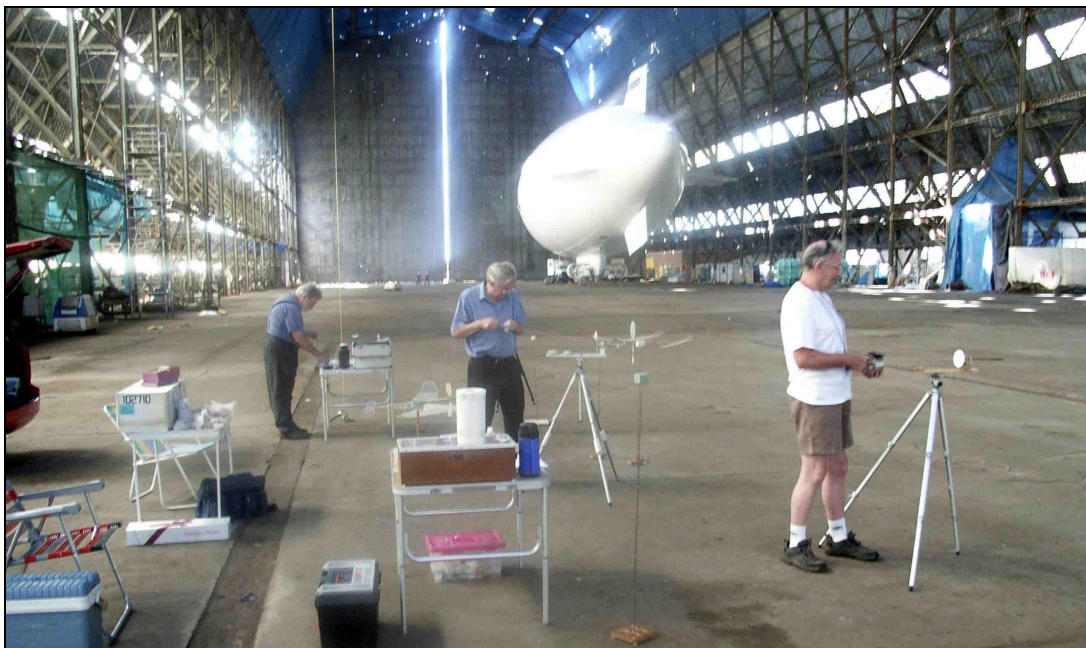
The requirements would be a computer, broadband, and an identical format for all to work to in Word to enable cut-and-paste assembly which I would be prepared to undertake.

And just to round off this month's offering... How did I know where to find the info on the Mick Farthing Glider, plus Derek Ridley's cute little drawing of it? Why, I looked it up in the SAM 35 General Index, and there it was in the November 1985 edition, page 43. Indices? Who'd be without them?

Cardington Again - by John Andrews

I have no outdoor flying to report, I've built nothing and the weather being as it has been, no competitions since the Nationals, apart from an abortive 4th area. Everything I have is supposed to be trimmed (*where have I heard that before*) so roll on Timperley weekend at Barkston.

I have managed a couple of forays to Cardington, first to up my *Gyminnie Cricket* time using my new lighter version. I was able to stick over a minute on my Velodrome time. It was not done without incident however, one flight with a motor that was too strong saw the *Cricket* appear to run out of turns quite high up and when the prop stops turning the model goes anywhere. This occasion the model glided through the main structure into the sidewall and slid down onto one of the upper window ledges. I went back across the hanger to fetch my pole and returned together with Dave Greaves to see if we could retrieve the model. We looked in vain where we thought it was but no signs of it, then Dave says what's that behind you? I turn around and there is my *Cricket*, out in the main hanger circling about still flying about 30ft up, how it got there is anybody's guess. Lucky for me, usually models on the upper window ledges are lost forever or at best destroyed if you dislodge them.



General view of the Hanger with some experts busy with their winding jigs and torque meters.

I paid a second visit at the end of July and spent most of the day trying to find some rubber motors that would be suitable for the indoor nationals at Digby and the Gyminnie Cricket finals at the Velodrome. Both events are under 30ft or so ceilings and require motors that only reach that sort of altitude. I believe the best times will be achieved by banging about a bit on the ceiling so I was selecting motors that topped out about 40ft as near as I could tell. When you get the strip width about right you then play with the loop

length to use up all the turns. One inch on the loop length makes a lot of difference. More turns, more weight, less height, longer run.



Laurie Barr "*Archbishop of Cardington*" is a study in concentration as he checks the pitch on one of his EZB's props.

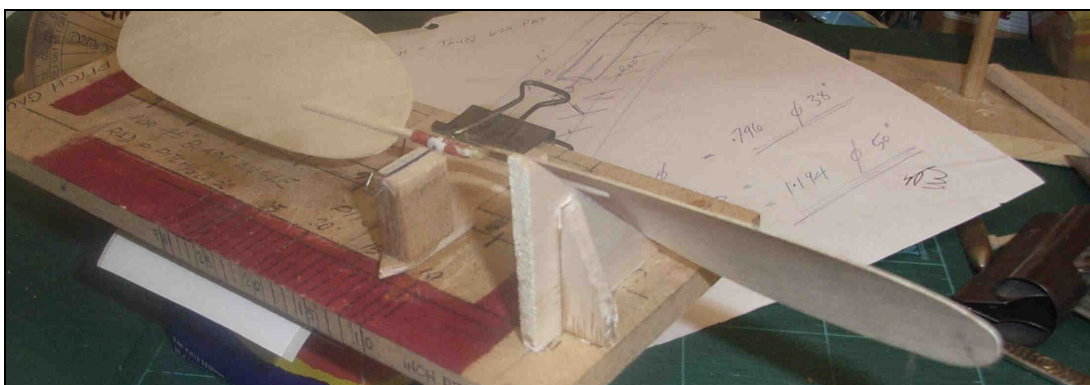
I must admit, as you might well guess, to being a little less meticulous in my prop settings. In fact when I wrote in one article that I changed prop blades on my first *Cricket* and set the pitch by eye, Laurie passed by at the next meeting commenting that he was not sure he should associate with a guy that sets prop pitch by eye.

For the record, I do have a pitch gauge, a bit 'Heath Robinson' but better than nothing. There is a basic formula:

$$\text{Pitch} = 6.28 \times \tan. \text{ prop blade angle} \times \text{Radius from shaft}$$

I worked it out from basic principles a few years back, then I got it from a book somewhere, I hope it's right. One end of my prop gauge is where I first started, using a 45deg. angle and a moving shaft support to determine the pitch.

ie Pitch = 6.28 x radius from shaft (as tan 45deg is 1)



The 45 deg. end of my prop pitch gauge



The protractor end of my prop pitch gauge

I find that using the 45 deg. angle is a little iffy for lower pitch props as it comes a little too near the prop root. All my props are formed on a cylinder and are certainly not anywhere near a true helical twist. I now use a protractor at the other end of my gauge and set my prop pitch at 70% radius calculating the blade angle accordingly.

$$\text{Tan. blade angle} = \frac{\text{Pitch}}{(\text{Rad. at 70\%}) \times 6.28}$$

The gauge has a tube to take the prop shaft, the tube being fitted into one of a series of holes along a scale, which allows it to be positioned at 70% radius according to the prop diameter.

It all sounds very accurate but suffice to say that usually my indoor models initial test flights exhibit the typical wagging front end of an asymmetric pitched prop and require a tweak to one of the blades to sort it out.



*I'll finish up with a nice clean new example of a 'Cezar Banks Penny Plane '
by Clive King.*

Just look at that wind shovel on the front of this thing. The large prop area in front of the prop spar is to allow the blade to flare under full power to increase pitch during the early part of the flight.

Should have some outdoor failures to report next issue as we have Barkston, Wallop and Little Rissington on the horizon.

CARDINGTON – *From Laurie Barr*

Please (Please) would you print that Laurie Barr, is the primary source of information about the use of Cardington, for model flying, and dates for flying etc.

Ideally, you need to be on my address book laurie.barr@emailcentre.co.uk, to get via email, the latest information, as to any meeting is on or off, just prior to any date. So email me with your name & email address etc.

The hanger is weather dependent, and there are security issues involved,

If you do not have a computer, or a friend who has one, to apply to be on my list, then contact me at 01628 487544 with your details & phone number.

This will avoid any conflicting information.

Tailless Matters - By Vic Willson

Tailless League for the Halcyon Trophy

The abandoned Dreaming Spires FF rally at Portmeadow on 6th July has been rescheduled for September 28th (see separate announcement elsewhere in this issue).

So this will be the final event counting towards league positions. The scoring system is the same as that for the Wakefield League, as described in the May issue.

Three competitors recorded scores at Sculthorpe and the results were;

Position	Competitor	Points	'Bonus'	TOTAL
1	Spencer Willis	3	2	5
2	Chris Strachan	2	1	3
3	Colin Foster	1	0	1

The updated league table, including the Sculthorpe results, is as follows (counting the best 3 scores so far):

Position	Competitor	3rdArea	Odiham	Nationals	Portmeadow	Sculthorpe	TOTAL
1	Chris Strachan	11	-	7	5	3	23
2	Spencer Willis	9	-	5	-	5	19
3	Vic Willson	5	1	1	9	-	15
4	Andrew Longhurst	-	-	-	11	-	11
5	Peter Woodhouse	-	-	9	-	-	9
6=	John White	1	-	-	7	-	8
6=	Colin Foster	7	-	-	-	1	8
8	Ken Bates	3	-	-	3	-	6
9=	Roy Tiller	-	1	-	-	-	3
9=	Andy Crisp	-	-	3	-	-	3
10	Tony Thorn	-	-	-	1	-	1

So it looks as though Chris has it 'sown up', Unless Spencer and I lock him in his car at Portmeadow in September!

Tailless News Extra No.2 Summer 2008 - By John Pool

This latest edition of John's Tailless newsletter should be (or will shortly be) on the SAM1066 website as a PDF file and can be downloaded or printed as before. This is highly recommended reading for all tailless fans and contains some fascinating information from several acknowledged experts in the field.

Wakefield League - By Vic Willson

Since the last report, there have been Wakefield events at Sculthorpe (20th July) and Barkston Heath (16th August). I didn't make it to Sculthorpe, but understand that it was pretty windy which may account for the low entry of one in each class.

Sculthorpe

4oz

Position	Competitor	Score	'Bonus'	TOTAL
1	Bob Taylor	1	0	1

8oz

Position	Competitor	Score	'Bonus'	TOTAL
1	Peter Jackson	1	0	1

However I did go to Barkston and again it was very windy (gusting to 20 mph at times) where there were three qualifiers (all 8oz).

Barkston Heath

8oz

Position	Competitor	Score	'Bonus'	TOTAL
1	Peter Brown	3	2	5
2	Mike Sanderson	2	1	3
3	Vic Willson	1	0	1



Peter Brown's Copland Streamliner



Mike Sanderson launches his Earl Stahl Gypsy

The resulting, updated, league tables (with only Middle Wallop to go), stand as follows:

4oz

Position	Competitor	Total
1	Chris Strachan	11
2	Bob Taylor	10
3	John Minshull	9
4	John Knight	6
5=	Peter Jackson	5
5=	Roy Tiller	5
7	Mike Marshall	4
8	Terry Ellison	3
9	R. Brownson	1

8oz

Position	Competitor	Total
1	Vic Willson	27
2	Peter Jackson	26
3=	Peter Michel	25
3=	Ron Marking	25
5	Mike Marshall	17
6	David Beales	16
7	Ted Tyson	15
8	Ray Elliott	14
9=	Reg Biddlecombe	9
9=	Chris Chapman	9
11=	Tony Rushby	7
11=	Ed Bennett	7
11=	J. Lancaster	7
14=	John White	5
14=	Peter Brown	5
16=	Chris Strachan	3
16=	Tony Thorn	3
16=	Mike Sanderson	3
19	J. Knight	1

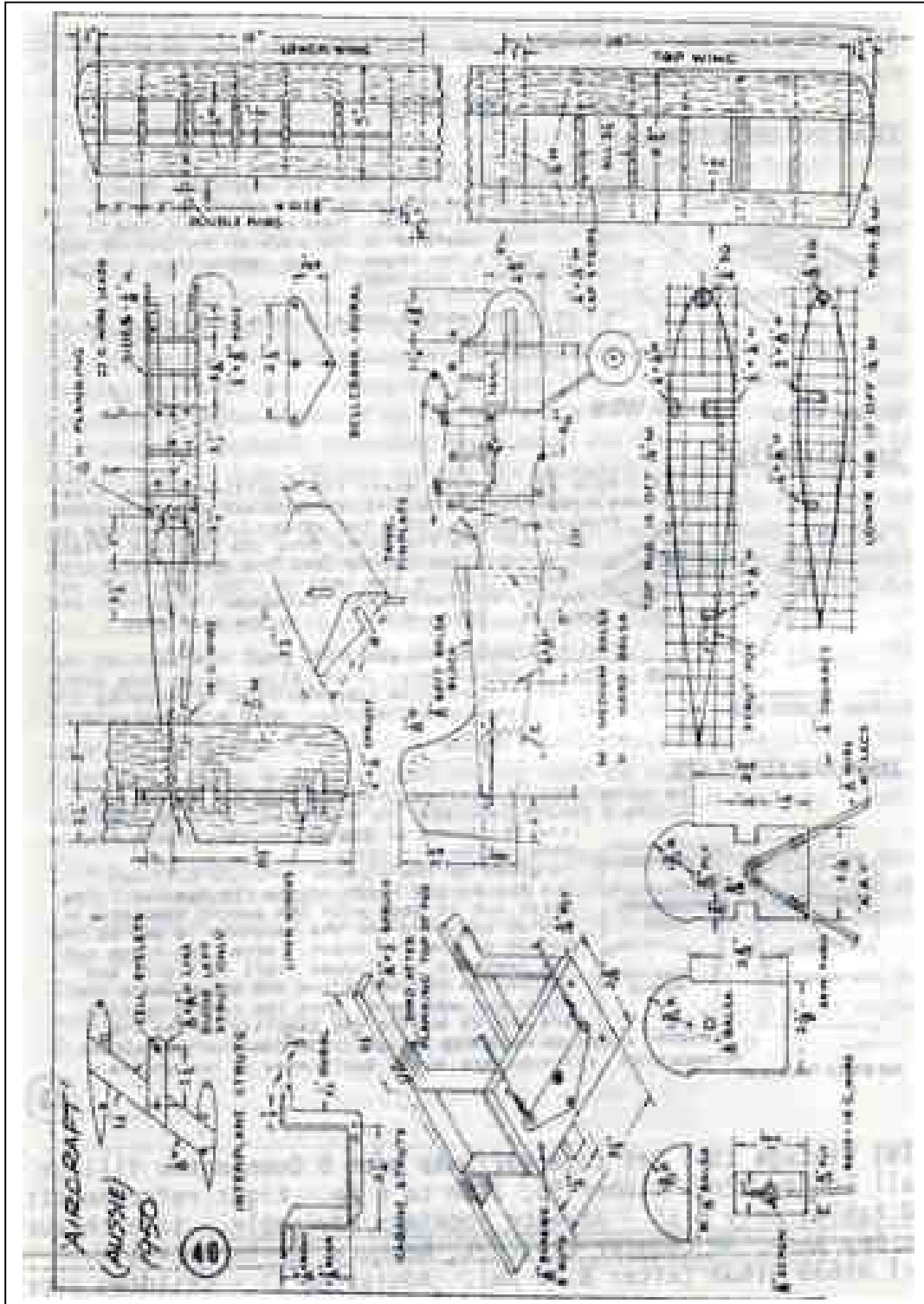
NAME THAT PLANE No. 2

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 Clarion Sept. 1995. Clues:- Very few, a 34" span biplane Control Line model, possibly published in "Aircraft" an Australian mag. from 1950.

Points will be awarded to all giving the correct answer. Results and Plane No. 3 next issue. Answers to roy.tiller@ntlworld.com

Plane No.1 was the "IN-B-TWEEN", identified by Tom Andrews, 2 pts to Tom.





“Septemberfest” 2008

Just like last year the Dreaming Spires Rally fell foul of the weather.... so we will be re-running the event at the end of September..

The events are as follows..

L/W Vintage Rubber

Tailless

Coupe d'Hiver

Vintage Coupe d'Hiver

Vintage and Classic Glider

R30

Vintage HLG inc Catapult

Scale

All glider events A2 Max, 50 meter towline

Sunday 28th September 2008, 10.00am

Scale event starts at 1.30

Contacts

Laurence Marks 01993 700051

Charlie Newman 01865 426129

marks_witney@btopenworld.com



Impington Village College - Cambridge

Indoor flying on 26th October 2008 9 am to 5 pm

We will once again be using the large (100 x 50 x 28 ft) sports hall at the College. The only restrictions are Max. AUV 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. See the reverse of this sheet for details of the models and where to obtain plans. 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. Bostonians to be flown ROG and they will be weighed (minimum 14grams without rubber motor)! Get your flights timed and reported to control. Entrant must be the builder of the model. As many attempts as you like. Awards in each event for overall winner and best junior (under 18).

Exhibition

To go with the flying we will base the exhibition on FROG designs but would also like lots of scale models built from kits in order to accompany the seminar.

Seminar

Simon Firth and John Scates of Bluebottle Squadron will talk about their experiences in importing Free Flight Scale kits and more recently in setting up as kit manufacturers. This is a chance to learn and discuss what is involved and to find out why nobody kits that model that you always fancied. Their latest kit release will be announced at the end of the seminar.

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

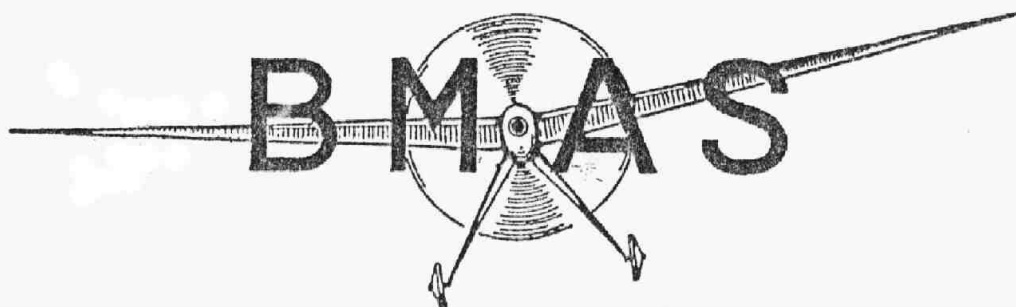
Directions to Impington Village College:

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

"EXPERIENDO
DISCIMUS"

FOUNDED
1930



BOURNEMOUTH MODEL AIRCRAFT SOCIETY

FREE FLIGHT ONLY
INDOOR FLYING

TUESDAY 23rd SEPTEMBER 2008

TUESDAY 14TH OCTOBER 2008

TUESDAY 11TH NOVEMBER 2008

TUESDAY 9TH DECEMBER 2008

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD, WIMBORNE, BH21 1AS

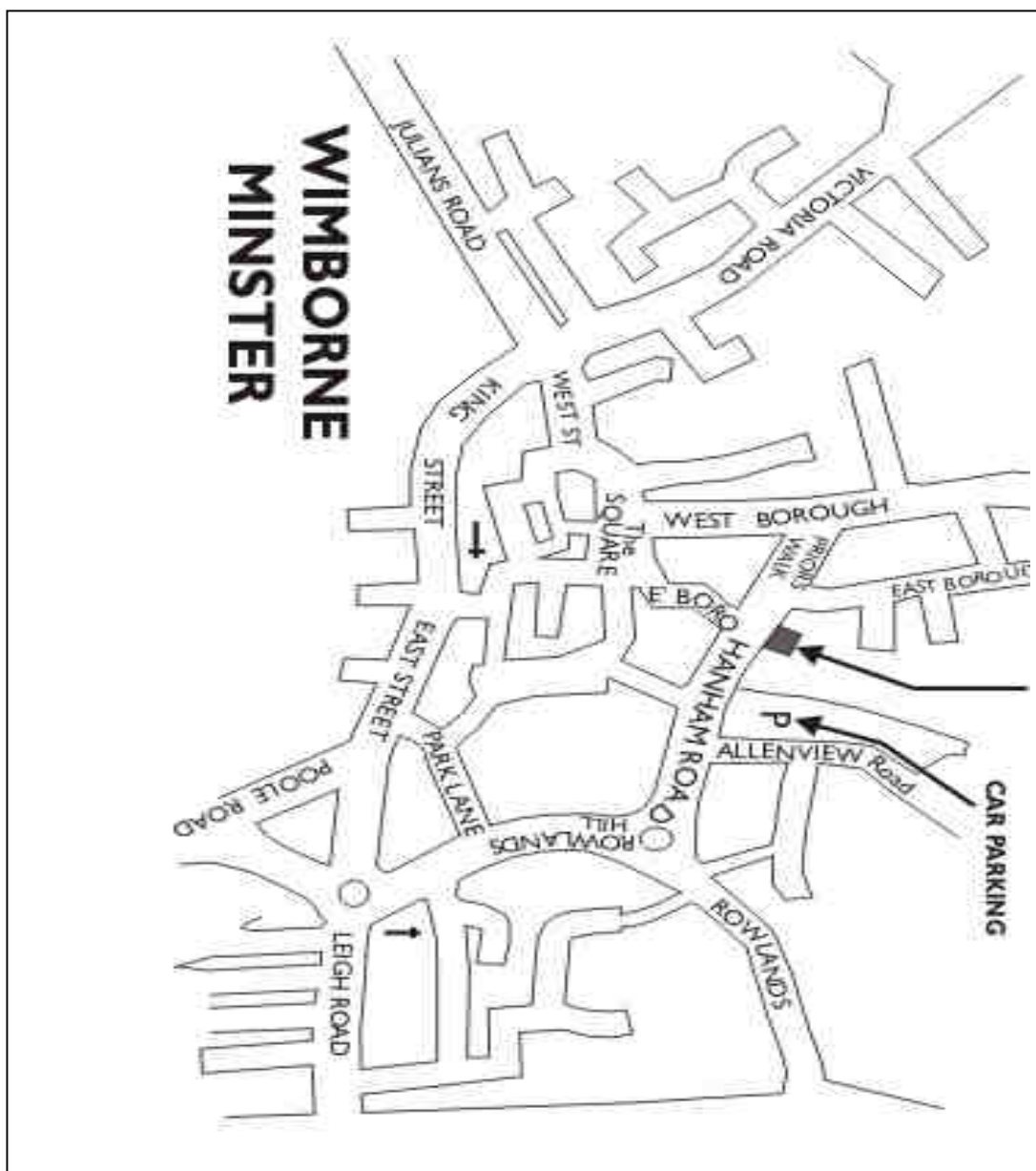
FREE PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

PRIZES FOR LONGEST FLIGHT AND LONGEST SCALE FLIGHT**FLITEHOOK IN ATTENDANCE**

Adult Flyers £3 Accompanied Juniors & Spectators £1

CONTACTS: JOHN TAYLOR TEL.No. 01202 511502

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



SUPPLIERS

John & Pauline Hook
FLITEHOOK—www.flitehook.net

MIKE WOODHOUSE—www.freeflightsupplies.co.uk

KEITH HARRIS—Plans service
21, Burns Lane,
Warsop
Mansfield,
Notts.
NG20 0PA
Tel: 01623 842167

TERRY ROSE - Plans service
35 Old Orchard,
Harlow
Essex
CM18 6YG
Tel: 01279 422301

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.vintagemodelairplane.com
David Lloyd-Jones - www.magazinesandbooks.co.uk
Belair Kits - www.belairkits.com

DIXIELANDER CELEBRATION EVENT

50 YEARS
(1959 - 2009)

Join SAM 1066 at Middle Wallop Army Airfield on Sunday 30th August 2009 (Please note this date is provisional. Do not make travel or accommodation reservations until it is confirmed.) to celebrate 50 years of the Dixielander.

Special prizes for the top 3 Dixielanders to be presented by the designer Mr. George Fuller.

A SOCIAL TOO!

It is hoped to hold an on-field social possibly with a Hog Roast and Barbeque lunch accompanied by Jazz music. There will be an opportunity to ask George all of those

unanswered questions about the model and it's pedigree and time to mingle and reminisce with old friends over a bite to eat and a drink.

If you do want to join in, how about a celebration T-Shirt. £7.50 + £1 P&P (available in S, M, L, XL & XXL)

UK ONLY: Buy 2 shirts and only pay postage for 1
Overseas orders please enquire for postage costs

Please send a cheque for £8.50 made payable G. Fuller with the size required to:

George Fuller
Homelea
Payhembury
Honiton
Devon
EX14 3EA

Forthcoming Events 2008

with competitions for Vintage and/or Classic models

Date	Venue	Event
23rd/24th/25th August	Middle Wallop	SAM 1066 Euro Champs
<i>Refer to website www.sam1066.org for all details</i>		
29th August (FRIDAY)	Little Rissington	BMFA Southern Gala
14th September	BMFA Area venues	5th Area Competitions
21st September	Middle Wallop	Fun-Fly and Trimming Day
28th September	Portmeadow	Septemberfest
<i>See separate announcement, in this newsletter, for details</i>		

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