

	<h1 style="text-align: center; color: red;">NEW Clarion</h1> <h2 style="text-align: center; color: red;">SAM 1066 newsletter</h2>	<b>Issue 6.1</b>
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Affiliated to the  - Club No. 2548

**SAM 1066 WEBSITE — [WWW.CAVGROVE.FREESERVE.CO.UK/SAM](http://WWW.CAVGROVE.FREESERVE.CO.UK/SAM).**

<b>EDITOR</b> Vic Willson 14, Regent Close, Lower Earley, Reading, Berks., RG6 4EZ	Tel: 0118 9756726 Email: VW756726@AOL.COM
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## Editorial

Regular readers will notice some more changes to the way the newsletter is presented. This is in an effort to reduce the page count at the request of members who prefer to read a print-out (the majority?).

Those of you who fly at Chobham Common will know that, as a result of an someone having an unfortunate accident when lighting a DT fuse, at least one model was lost and a significant area of the Common was burnt, necessitating the attendance of the fire brigade. This incident has led to a complete ban on fuse DT's at this site, so Peter Michel's description of 'silly putty' timers is of particular interest this month.

## **SAM 1066 Euro Champs 2007 - *by Mike Parker***

### **Volunteers needed**

Following up on my request for volunteers for the August bash in a previous issue, can I please once more reiterate that the event will only go ahead if more people come forward to help. For many it is time to give something back instead of just taking. Being a member of SAM 1066 is about more than just joining in all of the fun and leaving all of the work to a handful of the others. In case you are a new member and are unaware of the previous request, below is an edited copy.

"Having had a large part in the recent SAM 1066 Euro champs I would appreciate a break this year and be able to fly once more, therefore the committee is seeking volunteers to act as coordinators for each of the three days. It really isn't difficult; just ensuring that things on the day are running OK and liaising with the CD's and control. I, with the usual team will be there so you will not be "on your own" so to speak. As an incentive the volunteers will get their gate entries free of charge."....."I have already made most if not all of the arrangements so there is virtually no admin to do. If the club is to continue to flourish then members have to be prepared to get involved, if you can help please contact me."

Thanks to those members who have already put their hand up.

### **Camping**

Camping is available on the Museum picnic site from Friday evening to Tuesday morning. After some negotiations the original cost of £8 per night (£32 for the 4 nights) has been reduced to £7 per night or £24 for 4 nights. To reserve your pitch, first come first served as usual, see the details on the web site.

After investigating alternatives to chemical toilets in the campsite, and after some deliberation, the committee have reluctantly decided that the cost of the alternatives is too great. Therefore tenters and those without their own facilities should be aware that there will only be chemical toilets as per the situation in previous years at Wallop.

The public toilets are only available during normal Museum opening hours.

### **Thinking ahead**

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

The committee is proposing to hold our first annual general meeting (AGM) later in the year at Middle Wallop, hopefully on the 14<sup>th</sup> October to coincide with the fun fly and trimming day. When confirmed, details will be posted in the New Clarion and on the club website. This advance notification gives you all time to consider how you wish to influence the future of the organisation.

*Mike Parker*

Membership Secretary & Treasurer

## GADGETS

Genrally I'm not one for collecting gadgets, in fact I regard myself as a bit of a technophobe, however once in a while a device comes along which enables an existing task to be accomplished more easily or efficiently. Such items as compass binoculars, model locators, hand-held GPS receivers and mini blowtorches (for lighting DT fuse) spring to mind.

Recently, as a matter of curiosity, I have been trying to compare the wing and tail incidences of each of my models. I found this a rather frustrating business using spirit level, protractors etc. so when I saw the device illustrated it seemed to be the answer to my problem and, indeed, this has proved to be the case.

It is also ideal for checking prop blade angles.

The trade name for this device is a BEVEL BOX and to quote the catalogue description, it is: A mini waterproof digital protractor that provides digital readings between +/-180 deg. with a resolution of 0.1 deg. and auto shut-off after 5 minutes.

The 'box', which is approx. 51 mm (2") X 51 mm (2") X 33 mm (1.3"), has a strong magnetic base to which I attach a 6" steel rule, for most purposes.

I purchased mine from Axminster tools (order No.410242-05, £23.25p inc. VAT) at [www.axminster.co.uk](http://www.axminster.co.uk).



*Wing mounting set at 0 deg.*



*Tailplane mounting = 2.7 deg. underelevated?*

The pictures show one of my GOLLYWOCK fuselages after a mishap at Portmeadow (the motor burst on full turns while carrying the model to the launch point) which severed the structure in front of the motor peg.

I rebuilt the rear fuselage and then compared the angles with those measured before.

Originally the tailplane platform was at 3.9 deg. (with packing, after trimming) and as this set-up had been good for several flights of 3 min.+ It seems a good geometry to aim for.

So it looks as though I have rebuilt the rear with a bit less 'curve' on the underside.

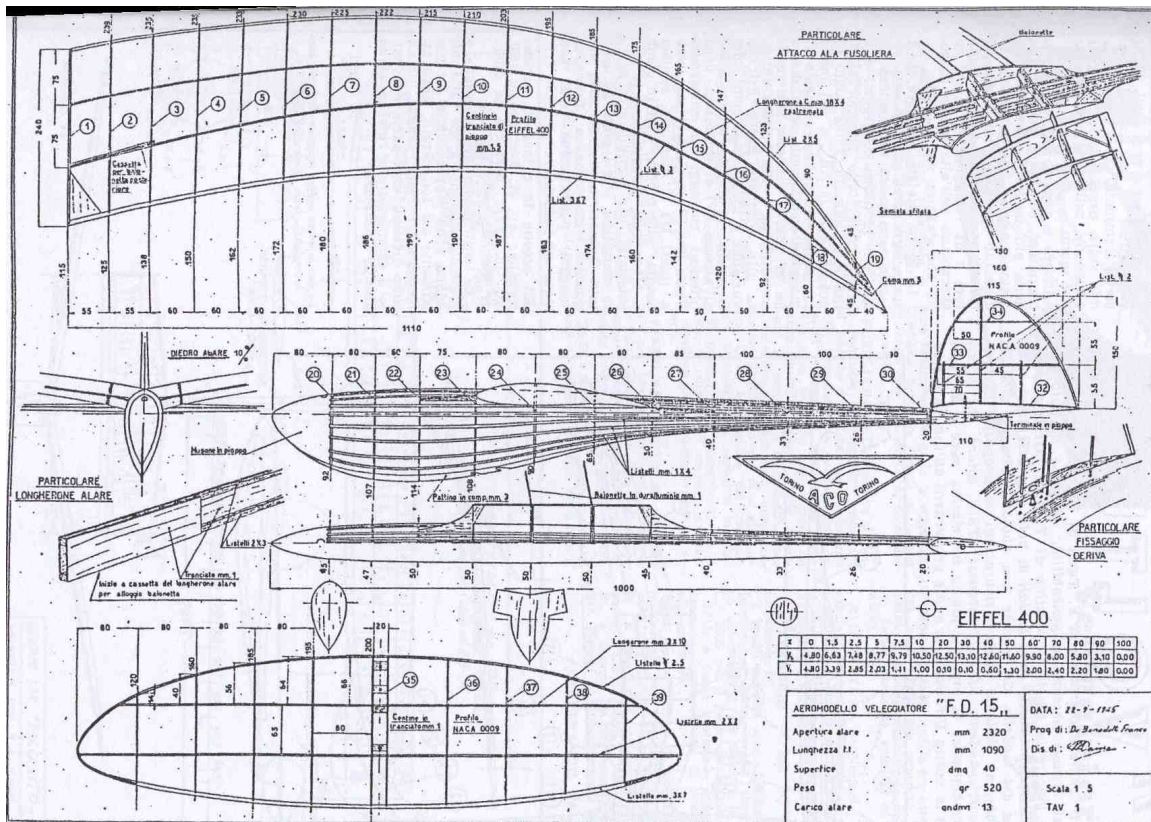
I have removed some packing from under the leading edge of the tailplane to restore the status quo.

It will be interesting to see how all this works out in the air!

## PLANS

This month's Italian plan from - **MODELLI VOLANTI D'EPOCA** is **FD15** from 1945, billed as - **Il Campione A.Italia** (perhaps there were no other entries?).

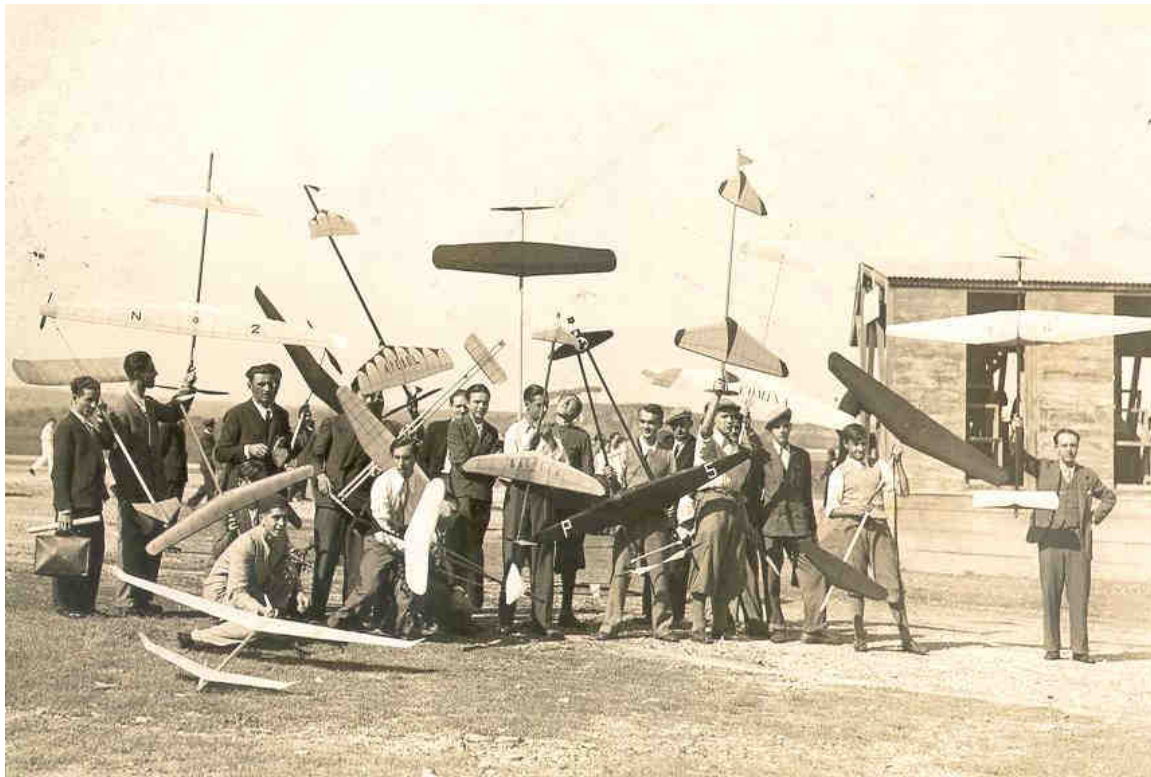
This will be a challenge for the glider buffs. How about it Peter!!





Talking of things Italian, the photograph below was sent to Mike Parker by Bob Scott.

How marvelous and intriguing.....



This Italian image dates from 1933 and was sent to Bob Scott by Nino Ridenti of SAM 2001. The wing of one of the models advertises 'APEROL', a non-alcoholic cocktail that is still available today. Probably good as a fuel proofer!

The models look like giant chuck gliders and all have 'stick' fuselages (including one A frame), very long moment arms and most, sharply tapering wings.

John Thompson also observed that they seem to have very large diameter props, whereas it is generally thought that the efficiency of large props was not discovered until after the war.

It appears that all are rubber powered so perhaps they were designed to a specific formula for competition purposes?

## WEATHER

Recent competitions have been accompanied by see-saw weather patterns. The two day meeting on Salisbury Plain was very windy (and wet at times), followed by Mike Kemp's Odiham day, which was idyllic - sunny and calm all day. Next came the NATIONALS, with calm sunny weather early on Saturday, followed by rain.

Sunday and Monday were very windy and very wet; in fact a lot of seasoned competitors were heard to say it was the worst in living memory.

At Portmeadow, for Andy Crisp's annual meeting it was back to sun and light breezes (albeit in an awkward direction).

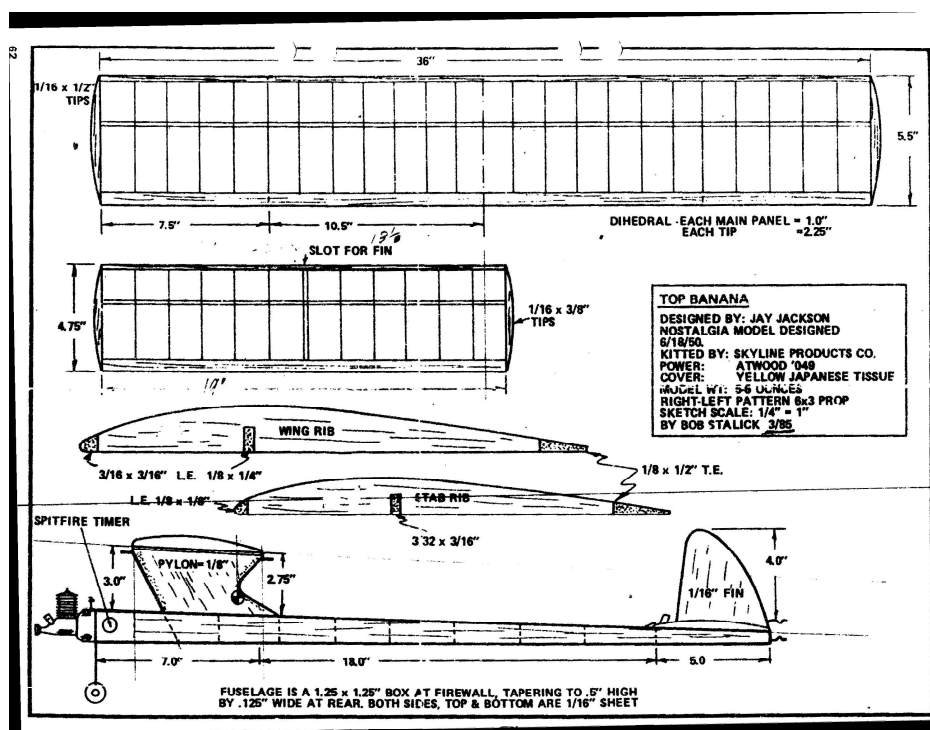
The following is an account of our Chairman's efforts in the Combined Power event at Odiham.

## TOP BANANA - Carelessness and Luck *by John Thompson*

At Odiham I started to fly at around 3 p.m.; about 90 mins. before the end of the competition. There was a light breeze, but the direction was variable to say the least. It was here there and anywhere.

It necessitated a long walk to the main runway to ensure no landings on hangars or outside the 'drome. Vic Willson was my trusty timer (the reason John flew so late was the fact that he had spent the day timing for me and Mike Parker Ed.).

As the competition was run on the basis of HALF normal engine runs, I had a couple of check flights.



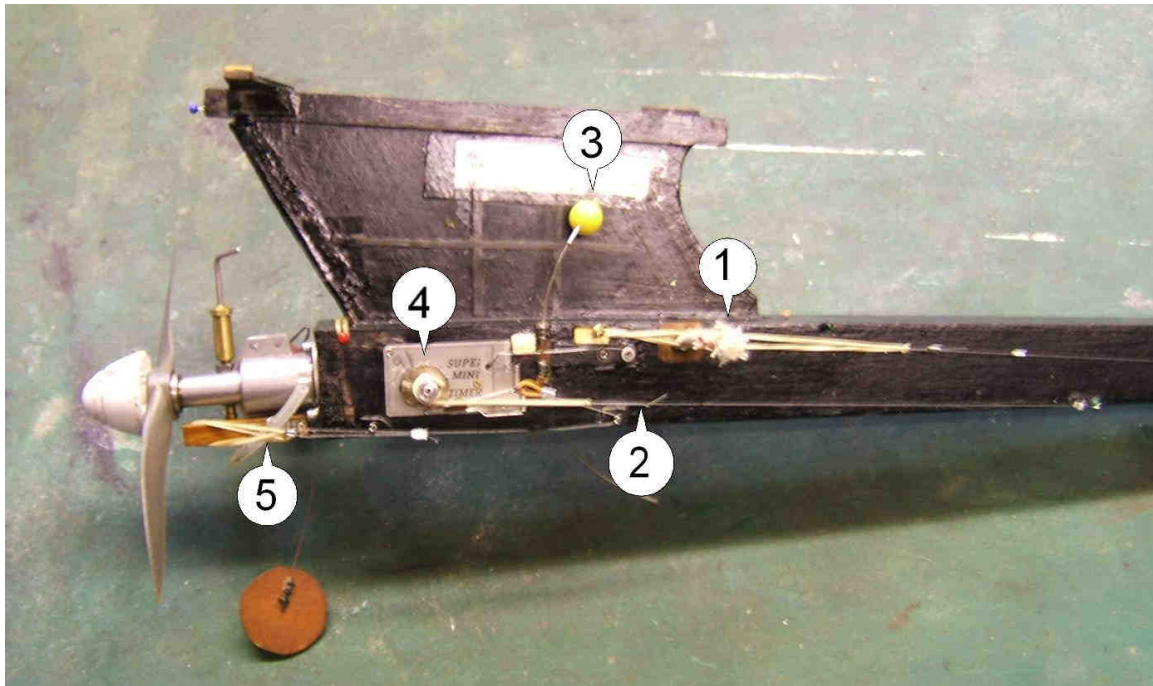
The eagle-eyed of you will have noticed that this plan is dated 3/85. However, the original was designed and built by Jay Jackson, well within the Vintage qualifying date of Jan 1950. It was subsequently kitted in small

numbers under the Skyline Products banner during 1950, in collaboration with Vic Holz.

Authentication of its Vintage credentials is a story in itself and credit must go to Tony Shepherd for his persistence, which finally paid off in the form of a letter from the designer himself.

On my mini-vintage models, to save weight I use a TOMY timer (4) for the fuel shut-off (5) and a fuse D/T (1) with a snuffer tube running right through the fuselage. A timer 'pin' (3) is used to release the mechanism before launch.

The TOMY requires a 'false' line plus rubber band (2) wound round the spindle exerting a pull on the timer to give reasonable accuracy.



This arrangement is of course different to my other (larger) models where weight saving isn't so critical. This, without sufficient practice, can lead to a cock up!

Thus I managed on the first flight to forget to pull the fuse through before launch, but I was lucky and did not contact a thermal and was down in approx. 2:30 (2:00 max.).

The second flight, the timer started just before I launched, instead of clearing it all down I wound the timer back to an approximate position, but concentrating on this made me launch the model badly. It went into a loop and finished up no higher than 100 ft. Of course it maxed and I only had to walk 100 yds to retrieve it!

The third and last flight was perfect, except that it went to 1000 ft, again with little drift, and landed well within the 'drome.

The moral of this story is: Try to keep all timer set-ups etc. the same on all models, don't rush, and take care.



The only reason I won was LUCK. This is not an situation I am very happy with, but if it comes along, so be it. Tony Shepherd was unlucky not to max on his second flight.

Tony Shepherd's TOP BANANA was trimmed equally well, but uses a regular (clockwork) timer and weighs 6.5 oz (184 gms), whereas my model weighs 5.5 oz ( 156 gms). This weight saving brings a big advantage on such small models and with the same engine (PAW 55), it goes higher, but are the complications worth it?

Well, I'll leave you to be the judge.

For my efforts and to my surprise, I was presented with an historic trophy. This is the SOUTH COAST PETROL TROPHY, originally awarded by the Brighton Club in 1939 to J. Coxall and now passed on to Mike Kemp (together with several other fine cups).

Looking at the roll of honour engraved on the cup reveals several famous names:

1950 Norman Marcus  
 1959 George Fuller  
 1960 Dave Posner  
 1961 George Fuller  
 1963 Dave Posner  
 1965 Mike Gaster  
 1966 John O'Donnell  
 1983-85 Russell Peers

It would be interesting to look at the different designs (and engines) used to win the trophy, during this 50+ year period.



*The South Coast Petrol Trophy*

Over to JOHN ANDREWS

### **A Bit of Success** *by John Andrews*

Having made such a mess of my competition flying at Wallop over Easter, I travelled to Barkston for the BMFA 3<sup>rd</sup> Area comp with a little trepidation, although I was comforted somewhat by my final test flights at Wallop with my modified open rubber model O-3. The model had been shortened by four inches at the nose to bring the CG to the right place when fitted with the new shorter 24" 50 gram motor. The old 90 gram motor used to be about 36" long and now O-3 had had to have the rear motor peg moved forward about 6". The test flights had looked promising.

Everything went to plan, *(that is if you believe I ever have a plan)*. First flight in a boomer, 5 min to the edge of the field. This told me nothing about the potential performance but the next two flights were both comfortable maxes in what I considered ordinary air. I was chuffed to 'N.A.F.F.I. Breaks' *(army slang for happy)* as I chucked it up in the fly-off for 4.26 if memory serves correct. A good day all round.

Phil Ball had cycled back with me from my first flight and in the course of conversation commented that he thought my model was about the right size for the new rules. Phil's observation confirmed my opinion that the model size was OK for the new 50 gm BMFA rubber rules so, I had a rush of blood, and built another model in no time flat and trimmed it on the Wednesday before the Nationals.



*My first new model for a while - O-4  
(40" wingspan x 5½" chord, Woodhouse wing section, 80gm airframe)*

I had a spare prop assembly, 16" dia. x about 15" pitch *(I say 'about' because my prop pitch gauge is of the 'Heath Robinson' persuasion, cobbled together for indoor props)*. I wanted to reduce the motor cross section so it was

pressed into service and the motor finished up as 12 strands of 3/16" which according to my turns table will take about 950 turns.

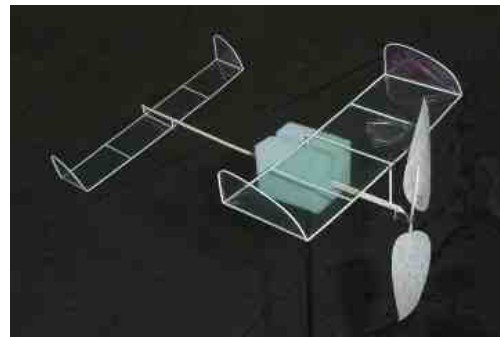
Turned up at the Nationals on the Saturday full of the joys of spring and hit an immediate problem, I had two good open rubber jobs, which to use? I don't normally have a quandary of this nature. I stuck with O-3, old faithful, 650 turns on the  $12 \times \frac{1}{4}$  motor and once again first flight boomer. D/t'd at 3 min and it was so high it took 4 min to come down. My grandson was using my new compass bins and I picked the wrong clump of trees to head for and spent about an hour and a half looking in the wrong place, no O-3. I returned to base and we checked the bearing, realised my mistake but I had to use my new O-4 to complete my flights whilst Reg Biddlecome set off with his GPS system to attempt recovery of O-3.

I put 900 turns on O-4 for my second comp flight and dipped out in indifferent air at 2-47. I thought the turn was a little tight so I opened it up and waited for a bump in the mylar streamer and the 3<sup>rd</sup> flight maxed OK. Reg failed to locate O-3 and I put in another hour searching on the way home but to no avail. Sunday was a washout, Monday stayed in bed.

*(Stop Press:- as I write this epistle I have just received a phone call from Bert Whitehead who has somehow retrieved my model O-3 with just wing damage, whoopee!)*

**Change of subject** a little indoors.

I treated myself to a trip to Cardington early May, I have not built any new indoor models but I dug out some old ones for a day out. I took a few photos of other folks models that I think might interest you.



*A couple of living room stick models, seven inches wingspan*

These models were doing 7 to 9 minute flights and you require good eye sight to pick them out when they are way up at 180 feet or so in the roof of the hanger.

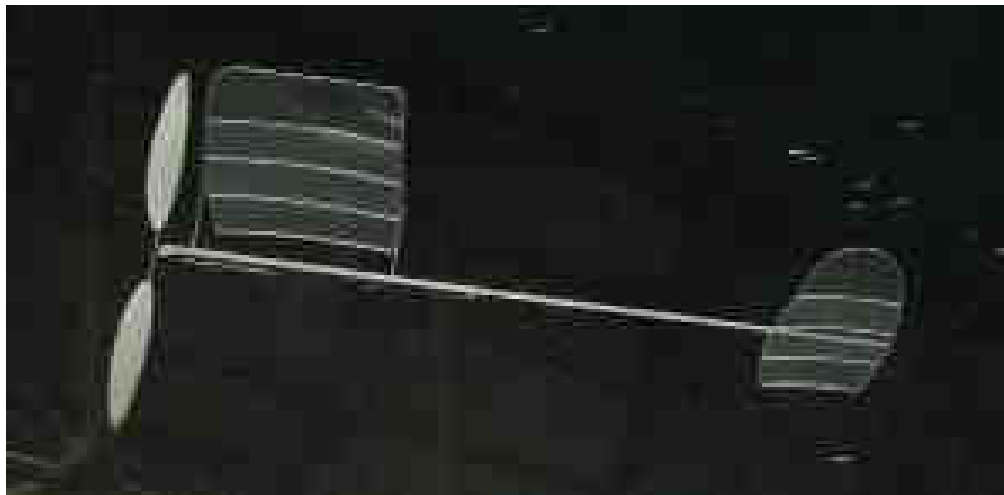
The No.1 hanger, as I understand, is due for total refurbishment but not this year so the indoor crowd are getting a good series of meetings in whilst the goings is good.





*An F1M model, Goeff Lefever's I believe*

These models do near 20 minute flights, I have lost touch with the specification but I think they are 55cm wingspan, minimum weight 3gm with a 1.5gm motor. They used to be called F1D Beginners class.



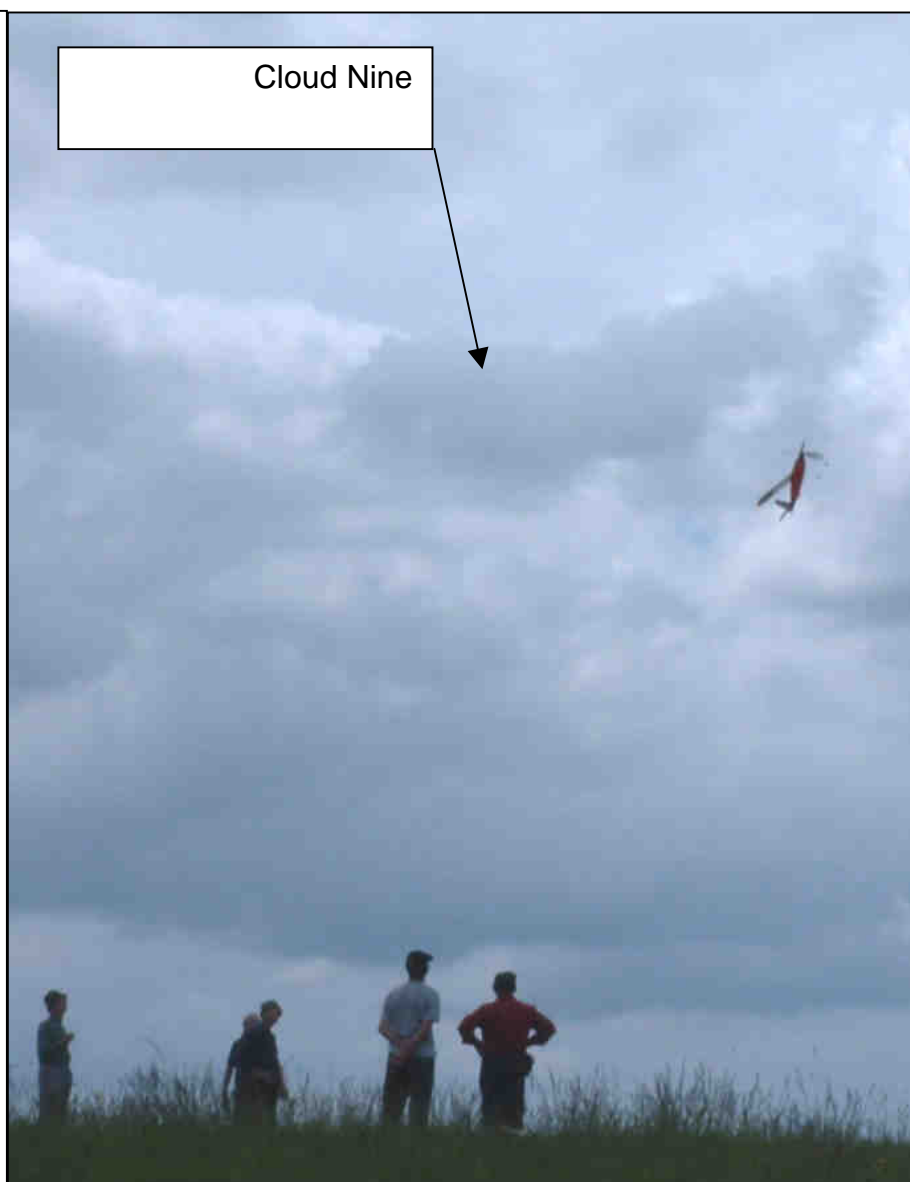
*The model circles high in the air on a test flight with what looks like a 1/3<sup>d</sup> test motor*

Due to the long potential flight times, these types of models are trimmed using reduced rubber motor lengths with a ballast stick to make up the weight. This enables the flyer to trim the model for full torque without having to wait 20 minutes for the flight to terminate. That'll do for this month.

Good Flying

*John Andrews*

HERE is a picture which tells all about our wonderful day at RAF Odiham on May 20. Second from left is Mike Kemp watching his Flying Wakefield climb out beautifully for its third 2:30 max. As contest director he did not take part in what would have been a three model fly-off for fear of winning it! However, he just had to accept a really well deserved third place because, amazingly, no one else on that most perfect of days could achieve three maxes in Vintage



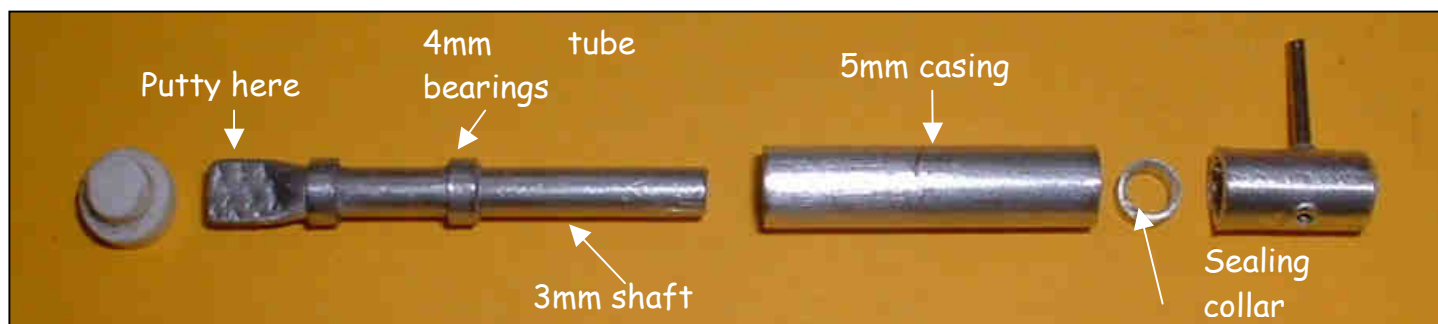
## TUBE-IN-A-TUBE DT TIMERS - *by Peter Michel*

FOLLOWING the piece in May's New Clarion about silly putty DT timers John ("Gadgets") Worsley has sent me the latest gen on the subject. It is fascinating stuff and I rushed out to the workshop to try it for myself.

The basic idea comes from the newsletter of the Scale Staffel Model Airplane Club of San Diego whose members were concerned with the possibility of fuse DTs causing fire storms in tinder-dry areas - and as we all know, California has had a number of major bush fires in recent years. So, one club member came up with the tube-in-a-tube timer which is basically a greatly improved version of the well-known button timer.

It is all so simple using three sizes (outside diameter) of K&S aluminium tube - 3mm, 4mm, and 5mm - which are available in UK model shops. By some miracle they slide into each other perfectly which makes the construction of the tube timer a doddle.





Please refer to the picture. The shaft (3mm) rotates within the casing (5mm.) on two bearings cut from 4mm tubing. One end of the shaft is flattened to form a "paddle". This is the essential bit which churns away in the silly putty, slowing everything down. A sealing collar, also cut from 4mm tubing fits into one end of the casing. A plug spun up from a piece of plastic rod goes into the other end, retaining the tiny amount of putty required. The dimensions are not critical so long as you have a space of at least 1/2in. between the bearings.

Assembly: Cyano the bearings in place on the shaft. Fix the sealing collar into the casing. Slide the shaft into the casing. Tamp in silly putty around the paddle and insert the end plug. Don't glue it in, though, until you are sure that everything is running smoothly.

There only remains to fit the winding drum which is another length of 5mm tube packed out with an identical length of 4mm tube to fit on the shaft. Drill a hole for the spigot (18 or 20swg). Cyano it in place and the job's done.

A few notes on construction. I learned only late in life that aluminium tubing can be cut cleanly by rolling a scalpel blade across it. Make the first revolution very carefully so that you have a continuous cutting line. Then work the blade to and fro until the component separates off. But beware! Small sections, such those 1/16in.-wide bearings, can easily ping off into outer darkness never to be seen again. To prevent this, insert a length of thin wire - 22swg or thereabouts - so that the tube sections slide out on to it as they are cut. I don't know who thought of this workshop dodge, but it's a good'un.

There is, wouldn't you know, a slight snag. The cutting action creates a small flange on the inner surface of the tubing which must be removed if all the parts are to fit together smoothly. The way to do this is to insert the shank of a drill bit into the component and run it backwards and forwards lightly over a hard surface. I use the upturned surface of a Stanley smoothing plane held in the woodworking vice. At all events, every component of a tube timer must be free of burred edges so that assembly is an easy fit and friction minimised.

Buff up all components with fine steel wool before assembly.



I found that a thin 2.5in. rubber band stretched to 5in. when you hook the line (braided cotton) on to the timer, right, provides enough pull for a positive release which is, of course, essential. My workshop experiment, at 60deg F, worked out like this:

**1 turn = 50sec. 2 turns = 1:22. 3 turns = 2:05. 4 turns = 3.28.**

All of which was pretty encouraging. I am now waiting for a meaningful rise in temperature to see what difference that makes. It's fairly obvious that temperature changes will affect viscous timers such as this. But as Ramon Alban wrote in his memorable article on the Senator [SAM 35 Speaks, May 2007] button timers can be quickly calibrated on the field.

At 76deg F (obtained on June 2<sup>nd</sup> - Derby Day - the results were:

**1 turn = 29sec. 2 turns = 54sec. 3 turns = 1:07. 4 turns = 1:25.  
8 turns = 2:10. 10 turns = 2:29.**

Beyond 10 turns the tension from the rubber band becomes too great for further meaningful readings. But then, maxes are rarely set above 2:30 these days.

The silly putty itself comes in egg-shaped containers from toy shops such as Toys-R-Us. John W. kindly sent me a lump of it the size of a cube of sugar and that was enough for at least a dozen tube timers. (I obtained some, by return of post through AMAZON.CO.UK - Ed.)

Many years ago there was a breakthrough in Vintage Rubber with the invention of the tube-in-a-tube freewheel prop assembly. Now we have the tube-in-a-tube timer which costs next to nothing and weighs next to nothing (1.3gm.), I think you will agree, it is as neat as ninepence.

DURING the Monday of the most miserable end-of-May bank holiday that anyone can remember (I chickened out of going to the Nats on that account, shame on me) I took the opportunity to run up my nice old Ohlsson 60 before finally installing it in a Voetsak for the Great Voetsak Team Race at Old Warden in June. It had not been fired up since I acquired it in the 1960s. The strange thing was that the motor had not locked up with solidified oil over the years - unlike my several unused diesels which have to be simmered in a saucepan of water before you can turn them over. The prop flicked nicely with that satisfying "plop" beloved of all engine men.

So... There was nothing for it but to clean the points and the massive 3/8in. plug, hook up the electrics, plug in the booster, and hope for the best. Believe it or not, the Ohlsson roared into life on the fourth flick, furiously blowing every light object off the bench and scaring the socks off yours truly.

Scary, yes. But...this was one of those moments in aeromodelling which are so rewarding. To be honest, I never thought that the beast would start at all. I can only hope now that it bursts into life as readily on the field at Old Warden.

CONGRATULATIONS to Bangers & Mash founder member David Beales who finished second to Phil Ball with a flight of 5min-plus in the new BMFA Rubber class on the Saturday of the FF Nats - the only flyable day. It was very much a case of the calm before the storm by all accounts, with fly-off models, including David's, landing in the field at this showing, to be reducing

the old Open Rubber times by a considerable amount, perhaps as much as 50 per cent. Even so, in any wind, flights of five minutes and over (Phil's model did seven) are still going to go one heck of a distance.

**Peter Michel**

*Tel: 01372 722093. Email: peter.michel@btinternet.com*

### **Memories of Laurie Glover** *by Rex Woodruffe*

In the March Clarion was the sad news that Laurie Glover had passed away. I enclose a picture of Laurie and myself taken a few years ago when I visited him with the intention of doing some control line flying which he always loved.

I first met Laurie many years ago when we were both members of the Swindon Model Aero Club and he was responsible for my introduction to control line model aircraft which we flew for many years. He eventually left Swindon and I moved to free flight, but we always kept in touch over the years.

A few years ago he sent me the plan of his Devil Bat which he designed in 1950. Having finished it in his original colour scheme (photo below) I spent a weekend with him at Haverfordwest, but due to the typical British weather we were unable to fly and spent the weekend reminiscing.

Laurie will be sadly missed and always remembered particularly when control line flying is mentioned.



*The late Laurie Glover and Rex Woodruffe*





*Devil Bat designed by Laurie*

### **THE GENEROSITY OF AEROMODELLERS UPDATE - *by Brian Martin***

Further to my previous letter I thought that there are many who have bought tickets would be interested in the prizes available.

The list does increase as the message gets around. The latest addition came from San Diego, California. Charlie Yost, a member of SCAMPS, came over for the SAM 1066 Easter event at Middle Wallop. He stayed with David Baker who told Charlie of the draw and the good cause it was for. On his departure back to the USA Charlie left two Brown Junior engines to be included in the draw. Well guys, that's got to be worth a few more books of tickets!!

### **List of prizes**

#### **DONATIONS**

<b>PRIZE</b>	<b>DONATED BY</b>
Vintage NIB Forster .29 FRV spark ignition engine	Brian Martin
2 NIB MP Jet Classic .6cc diesel engines	John & Pauline Hook Flitehook
NIB Enya 19-6BBT.V. R/C engine	Brian Martin
AP Hornet 09 cu. In. R/C engine	David Baker
Super Tacho 'MULTIBLADE' Digital/optical	Paul Evans St. Austell Model Centre
Choice of Plans from Keith Harris vast collection	Keith Harris

Günther models 'INTRUDER' rubber power kit	Sussex Model Centre
Phase 3 'EAGLE' indoor / still air outdoor R/C kit	Sussex Model Centre
'ANDERSON' plastic field box	Sussex Model Centre
Ben Buckle vintage 'HEPCAT' (Paul Plecan) F/F or R/C kit	Geoff Stubbs Oundle Model Supplies
Ripmax ARTF 'COYOTE' Electric Aerobatic Glider	Millers Toys Truro
Het-RC 'RAVEN' 3D Flyer 700	Craig Mellow Mellow Models, Truro
1 hard back & 1 soft back copies of 'The Olivers and a Tiger' books signed by author	John Goodall Barton Model Products
Various BMFA sales items and reviewed books	BMFA
Enya 09-IV T.V bench run Inst-A-Just C/L handle	Memory of late Ron Schneiter Now in that great thermal above with his wife Doreen who suffered from MS for 40 years
Brand New LINER TOOLS 6 inch Electronic Digital Caliper	D. Knight (Knight & Pridham electric motors)
New copies of 'Flying Aces' magazine reprints Volumes two & three	David Baker
2 Aviation orientated jigsaw puzzles of airport scenes in the 1930's period	David Baker
2 Brown Junior Engines	Charlie Yost, California, USA

## SUPPLIERS

**John & Pauline Hook**  
FLITEHOOK—[www.flitehook.net](http://www.flitehook.net)

**MIKE WOODHOUSE**—[www.freeflightsupplies.co.uk](http://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



## **CONTACTS:**

### **SAM 1066:**

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

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

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

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

## **USEFUL WEBSITES**

**SAM 1066**—[www.cavgrove.freeseve.co.uk/sam.html](http://www.cavgrove.freeseve.co.uk/sam.html)  
**BMFA**—[www.bmfa.org](http://www.bmfa.org)  
**SAM 35**—[www.sam35.org](http://www.sam35.org)  
**Martyn Pressnell**—[www.martyn.pressnell.btinternet.co.uk](http://www.martyn.pressnell.btinternet.co.uk)  
**Loc8tor**—[www.loc8tor.com](http://www.loc8tor.com)  
**X-List Plans**—[www.xlistplans.demon.co.uk](http://www.xlistplans.demon.co.uk)  
**BMFA Free Flight Technical Committee**—[www.vengi.demon.co.uk](http://www.vengi.demon.co.uk)  
**National Free Flight Society (USA)**—[www.freeflight.org](http://www.freeflight.org)  
**Ray Alban**—[www.vintagemodelairplane.com](http://www.vintagemodelairplane.com)

# Forthcoming Events 2007

with competitions for Vintage and/or Classic models

<u>Date</u>	<u>Venue</u>	<u>Event</u>
<b>23<sup>rd</sup>/24<sup>th</sup> June</b>	<b>Old Warden</b>	<b>SAM 35 Gala</b>
<b>1<sup>st</sup> July</b>	<b>Portmeadow</b>	<b>Vintage rubber Vintage &amp; Classic glider/HLG glider/Tailless/E30P30/R30 and all-in Scale</b>
Contact: Charlie Newman on 01252 838800		
<b>7<sup>th</sup>/8<sup>th</sup> July</b>	<b>Woodbury Common</b>	<b>Devon &amp; Cornwall Rally</b>
Contact: Ron Marking on 01209 213245		
<b>15<sup>th</sup> July</b>	<b>Middle Wallop</b>	<b>1066 trimming day</b>
<b>21<sup>st</sup>/22<sup>nd</sup> July</b>	<b>Old Warden</b>	<b>Scale days</b>
<b>11<sup>th</sup>/12<sup>th</sup> Aug</b>	<b>RAF Sculthorpe</b>	<b>Summer Gala</b>
Lots of Vintage/Classic events – contact Michael Marshall on 01223 246142 for details (including special rate accommodation)		

**Please check before travelling to any of these events. Access to MOD property can be withdrawn at very short notice!**

**For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website — [WWW.SAM35.ORG](http://WWW.SAM35.ORG)**

**For up-to-date details of SAM 1066 events at Middle Wallop check the website—[WWW.CAVGROVE.FREESERVE.CO.UK/SAM.HTML](http://WWW.CAVGROVE.FREESERVE.CO.UK/SAM.HTML)**

**For up-to-date details of all BMFA Free Flight events check the website—[WWW.VENGI.DEMON.CO.UK](http://WWW.VENGI.DEMON.CO.UK)**