

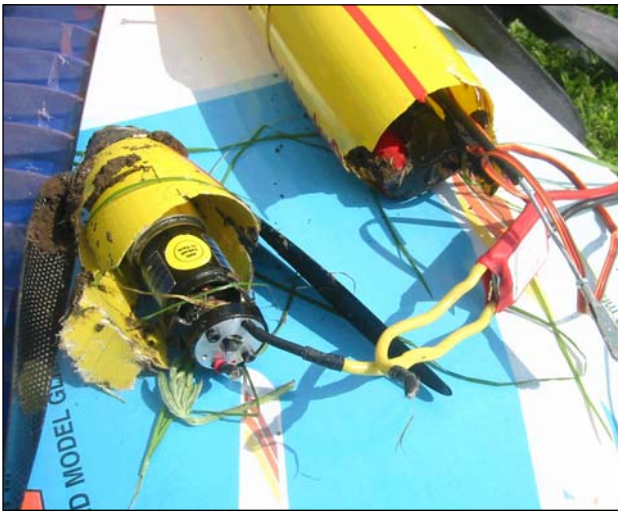
# The Folly Flyer

The Electronic Newsletter of Aylesbury & District Model Flying Club

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September 2004



Above left - The consequences of Terry Rowe's extended Little Star wings folding at height (I did tell him about the wing spars!).

Above right - Sadly Terry's next Electroslot model lost out in an argument with a lawn mower. If anyone would like the wreckage, please contact the Editor.



Electroslot 2 Winners - L to R, Alan Johnson 2nd, Peter Dunnett 1st & Terry Rowe 3rd

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## FLYING TIMES

**Folly Farm** - Tuesday, Thursday & Saturday - 10am - 8pm. Sunday - 9-30am - 5pm.  
Bank Holidays 10 am - 5pm. Electric, rubber and gliders may be flown at any time.

**Cublinton** - There are no restrictions on flying times.

## CLUB SHOP

'Meanad' add-on silencers	-	£5.	-	Ring Mike Smart.
Transfers	- Sheet of three	-	£1.	- Ring Bob Playle.
Training Videos	- for hire to club members.	-	-	- Ring Bob Playle.

## TRAINING

Fixed wing training takes place every Saturday and Sunday afternoon at Folly Farm between 2pm and 5pm **by appointment only with the duty instructor**. Please ring the duty instructor by 7.30pm Thursday for the following Saturday or by 7.30pm Friday for the following Sunday.

Please note *NO TRAINING* indicates that a Club Competition takes place that day. Telephone me beforehand if you wish to take a chance on the time available afterwards. **RG**

25 September	Tony Wood	<b>(01844 218916)</b>	26 September	NO TRAINING	
2 October	Richard Ginger	<b>(688030)</b>	3 October	NO TRAINING	
9 October	Mike Smart	<b>(658142)</b>	10 October	Mick Stiff	<b>(415997)</b>
16 October	Paul Thorne	<b>(613870)</b>	17 October	NO TRAINING	
23 October	Bob Playle	<b>(01442 825693)</b>	24 October	Peter Dunnett	<b>(334708)</b>
30 October	Richard Ginger		31 October	Tony Wood	
6 November	Mike Smart		7 November	Mick Stiff	
13 November	Paul Thorne		14 November	Richard Ginger	
20 November	Bob Playle		21 November	Peter Dunnett	
27 November	Richard Ginger		28 November	Tony Wood	
4 December	Mike Smart		5 December	Mick Stiff	
11 December	Paul Thorne		12 December	Richard Ginger	
18 December	Bob Playle		19 December	Peter Dunnett	
25 December	MERRY XMAS		26 December	BOXING DAY	

## THE NEWSLETTER

*The newsletter is produced by Mike Smart, 85-87, Quanton Road, Waddesdon. Aylesbury. Bucks. HP18 0LP.*

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# EDITORIAL

**W**elcome to the September newsletter. Apologies for the delay since the last one, but computer problems and holidays have intervened.

The marvellous weather has meant that AULD 3 and the Quiet Flight Night were washed out, but the former has been re-scheduled, as you will see in the diary. It wasn't possible to run Fun Fly 2 due to the lack of competitors and regretfully, this won't be re-scheduled.

**Congratulations** go to Graham Bowles and Dave Harbour on passing their fixed wing A Certificate recently. Well done, both of you!

**Our Best Wishes** go to Keith Pyott and David Walcroft, who unfortunately, have both had spells in hospital recently. I understand that Keith is back in action, but I do know that David has to go back in for an operation this month. I'm sure you will all join me in wishing them a full and speedy recovery.

## September Club Meeting

Ron Doble will be coming to speak to us about his experiences as part of bomber aircrew in the Second World War.

Ron says that he is not a great speaker, but he will be putting up boards bearing lots of old photos and the idea is that we ask him questions based on these.

So this is interactive, you start asking questions and I'm sure Ron will get into his swing.

Please come along - we have had speakers earlier in the year, where there has been an embarrassingly low turn out. Don't forget that we have to pay a fee for speakers and it would be nice to get value for money, so to speak, i.e. cost per head present.

## October Club Meeting

Best Model Competition - Let's see how many of you can still build models?

This is open to **any** models that **you have built**, no ARTF's.

The idea is, you bring along your models (of any type, even unfinished) and put them on the tables. We will number them and those present will vote for their favourite while we have a drink and a chat. We count up the votes at the end and there might even be a small prize for the winner.

Let's see some **real** balsa wood models!

## Competitions

Attendance has not been great this year, indeed the Helicopter and Fun Fly 2 competitions were cancelled due to lack of bodies.

It still seems to be the same old faces - it seems to be that there is a generation of competition flyers missing. What can we do to encourage some of the newer (and younger) members to enter? Answers on a postcard please.

It was glorious weather and we were able to run the Daryl Hooper glider competition on Sunday, but only just, with eight entries. It is all still to play for in the Glider League, as there are three competitions yet to come, so lets see you out in force at the next one. I know that there are some new hi-tech machines lurking about, so I look forward to them breaking cover.

I have the report for this thanks to Bob Playle, but I will save it until the next newsletter so I can include the photos.

The AULD competitions are still only 50% completed, so once again, its all to play for!

## An American touring Spain

An American touring Spain stopped at a local restaurant following a day of sightseeing.

While sipping his sangria, he noticed a sizzling, scrumptious looking platter being served at the next table. Not only did it look good, the smell was wonderful.

He asked the waiter, "What is that you just served?"

The waiter replied, " Ah senior, you have excellent taste!"

"Those are bulls testicles from the bull fight this morning. A delicacy!"

The American, though momentarily daunted, said, "What the hell, I'm on vacation! Bring me an order!"

The waiter replied, "I am so sorry senior."

"There is only one serving per day because there is only one bull fight each morning..

If you come early tomorrow and place your order, we will be sure to save you this delicacy!"

The next morning, the American returned, placed his order, and then that evening he was served the one and only special delicacy of the day.

After a few bites, and inspecting the contents of his platter, he called to the waiter and said...

"These are delicious, but they are much, much smaller than the ones I saw > you serve yesterday!"

The waiter shrugged his shoulders and replied, "Si senior. Sometimes the bull wins."

*(Thanks to Clive Abbott-Stone)*

## And Finally.....

No doubt I have forgotten to put something in, but you will have to excuse me, as changing computers is a bit of a nightmare. I should be up to speed by next issue.

## **FIXED WING TRAINING UPDATE**

Congratulations to Graham Bowles and Dave Harbour who passed their 'A' test on 21<sup>st</sup> August; many thanks to Mike Smart for carrying out the examinations. This brings the total 'A' passes to six this year and there will hopefully be two more before very long. If anybody wants instruction during the week, i.e. Tuesdays or Thursdays, I normally get down to the field on both days, but please check with me first. I've been out and about many times this Summer – it is extremely interesting to see how other clubs operate / fly / run their training schemes (if any). Let's be clear on one thing – the Folly Farm site is EXCELLENT, WE ARE, INDEED, FORTUNATE.

Many thanks to my smashing wife, Lynn, who has typed this at very short notice – I am eternally grateful to her for her unstinting support of my model flying activities. Thanks, love. **RG**

## **ROGER'S RAMBLINGS**

**OLD WARDEN SCHOOLS DAY** On June 16<sup>th</sup> I turned up at Old Warden to help run the model flying at the OW Schools Day. OW invited children from local primary schools to visit the Collection to enjoy a flying display of Shuttleworth aircraft and to experience model flying at first hand.

The BMFA was asked to arrange for pilots with trainers and buddy boxes together with a toffee bomber to attend. Around a dozen pilots attended including our Richard Ginger and Chesham's Dave Anderson. We had 2 hours following the full size flying display within which to provide flying experiences for over 200 children.

On average each child had about 5 minutes flying. The reaction of the children to the flying the aircraft varied immensely from those who just held the box and thought they were flying to those who actually made use of their brief opportunity.

The size of child varied from very tiny to some so tall that you had a job to believe they were primary school pupils. They were held at the airfield gate close to the control tower and only allowed airside when they were called. Many dashed towards their pilots with great enthusiasm, worryingly so sometimes. They clearly had no idea what a turning propeller could do. Fortunately there were enough marshals to ensure that they came to no harm.

We broke briefly while a full size machine took off and once that was out of the way Brian Cooper flew the toffee bomber. Anarchy reigned for a short while and some children were seen picking up more than one sweet. Those who came back without sweets were handed one as they left the airfield.

With the toffee bomber back on the ground the guided flying experience re-started. The look on the face of the children as they finished their flight really made the exercise worth while. Each child was given a certificate to say that they had flown a model aircraft.

A mid-air accident involved RG's plane with another flown by Keith Setchell. Richard was able to land his with half the horizontal tail missing while Keith's model landed itself in several pieces and was a write off. Considering that there were around a dozen machines in the air together it was not really surprising that there was a coming together.

The pilots worked very hard, stopping only to re-fuel. I didn't get a chance to talk to Richard afterwards. However I did see Dave Anderson some days later and he said that he felt quite shattered after he had finished.

The pilots obviously enjoyed themselves. Many come back year after year.

**UNIVERSITY CHALLENGE COMPETITION** This competition is run annually by the BMFA Northern Area, usually at the airfield at Elvington. Northern Area Chairman Dave Kerswell asked if I would help to run things on competition day so I travelled up to York on the Saturday and stayed overnight on a B&B at Cuckoo Farm.

The aim of the competition is to carry the maximum load that an airframe is capable of. The winner is de-

cided by a formula based in the ratio of the weight of the aircraft unladen and the maximum weight of the laden aircraft after successfully completing the flying course. The important specification limits for the airframe are that there will be a 3m maximum wing span and an Irvine 40 power source. The course to be flown consists of lifting off with a maximum 60m long takeoff roll, completing a 360-degree circle and landing back on the 60m runway. We were located at the end of Elvington's main runway.

The competition started on the Friday evening when the models were checked and weighed. Each team gave a short dissertation on the design philosophy of their aircraft. Some of the aircraft looked as if they would carry a reasonable load and others didn't. My job was to time the speakers to see that they didn't overrun their allotted time.

Next day, Sunday, dawned and it was obvious that the day was to be hot and almost windless. On arrival at the airfield I asked Dave Kerswell what he wanted me to do, expecting to be told to timekeep or some other such task. To my surprise I was asked to fly both entries from Coventry University.

I met my teams and asked about their aircraft to be told that 1 had flown once but had not carried a load and the other had yet to fly! The one that had flown was a taildragger and had a very long fuselage. The main wheels were mounted on the engine bulkhead which was a long way in front of the centre of gravity. The unflown model had a tricycle undercarriage and a very small rudder. More of that later.

Two rounds are flown. Each round consists of a 10-minute slot within which time you can make several attempts to take off successfully. Lots were drawn to decide the flying order.

Almost as soon as I had introduced myself to both Coventry teams, each of 4 people, we were told that Coventry 1 was expected to fly in the second slot. This meant that there were about 15 minutes available to look the machine over. It was a case of start the motor, make sure that it ran and stopped on command and to make check that the controls worked in the right sense. I found that the rudder control was on the left-hand stick. Since the machine was rudder only the rudder control was swapped from the left-hand stick to the right so things were pretty hectic. 2 kgs were loaded into the cargo bay and we were called to fly.

Each team is allowed to send one helper with the pilot to the flight line. My assistant started the engine and let the machine go when I told him to. It took off easily but as soon as it was flying I realised that I had no rudder control. This is quite serious for a rudder only model and the machine was heading for the crowd line so I closed the throttle and dumped it.

In the ensuing hard landing the motor and nose wheel and everything in front of the leading edge of the wing came off very cleanly. The disconsolate team gathered round the model and took it back to their van before my assistant and I got back to the pits. By the time I got there they were loading everything into the van. I looked at the wreckage and realised that they had a full set of parts and that with superglue we could fly again. They cheered up when I told them that.

Really looking at the plane for the first time I realised how lightly built it was. The nose assembly consisting of the tank bay and the front former with engine. This complete unit was butt jointed onto the fuselage former placed at the wing leading edge. The whole assembly consisted of 4 stringers with 1/16" ply side and bottom sheets glued to them as well as the engine bulkhead with the whole glued onto the fuselage leading edge former. No wonder the assembly broke away under the stress of the heavy landing. In a way it was fortunate that it had been built like this as it made repair easy. The undercarriage nose leg was fixed to the 1/16" ply tank bay floor with saddle clamps and self-tapping screws. As a structure it was very poor.

While I was inspecting the model I looked at the rudder assembly and could see at once why there it didn't work. The control horn was fixed to the TRAILING EDGE of the surface so full deflection was about 1/4" each way! The control horn on the elevator was attached at the trailing edge too but I didn't have time in the model's short flight to realise that there might have had insufficient deflection. Anyway I got the students to correct this problem as well.

While Coventry 1 was being fixed I was called to fly Coventry 2. This was the taildragger with the undercarriage a long way in front of the CG. With 2kg on board it took off just within the 60m-runway allowance. (A rope is laid across the runway and if the machine isn't airborne at the 60m mark it hops as the wheels cross the rope.)

The plane didn't want to rise on its own and I had to haul it off just before it got to the rope. Once airborne it didn't want to know about climbing and it flew down the runway about 4 feet above the ground. Some 200

yards from the 60m rope there is an earth bund at the end of the runway which is supposed to catch full size aircraft when their brakes fail. I hadn't enough height to try to turn the model so pulled in up elevator. The plane hurdled the bund and I shut the throttle as it disappeared out of sight. The recovery team found it sitting on its wheels undamaged except for a broken propeller.

While Coventry 2 took off it didn't want to fly, or rather it didn't want to climb. There was nothing obviously wrong. What could we do to improve it between the rounds? The options were limited short of a complete re-design and the materials to hand were limited. To give the team something to do and to give them a bit of optimism I told them to increase the angle of attack of the wing.

Coventry 1 was ready for Round 2. The nose leg was held on with the saddle clamp screws back in the 1/16" ply plate. In addition it was reinforced with a rubber band and some cellotape. Everyone hoped it would hold. With 2kg of cargo on board the nose leg collapsed as the take-off run began grinding a bit off the prop on the hard runway. My helper and I looked at the machine and we decided to put the nose leg back in place pushing the screws back into the ply and adjusting the rubber band and cellotape. I held in up elevator and opened the throttle before my helper let the plane go. This lifted the nose leg clear of the ground as the machine moved forward. As it appeared about to fly I relaxed the up elevator and the nose leg touched the ground, collapsing again and grinding some more off the prop. Even though we still had some time left in the slot I thought that's it, we're finished, and we started back to the pits.

As I reviewed the second attempt in my mind I realised that if I had held in up elevator the machine would have taken off so I decided to try once more. There was nothing to lose and if successful the team would be pleased to see their plane fly.

With the screws pressed back into the 1/16" ply, the rubber band repositioned and the sticky tape rearranged the motor was re-started. I got my helper to lift the nose leg clear of the ground, opened the throttle and held in full up elevator and told him to let go of the model. To my great delight the nose wheel stayed clear of the runway and the model staggered off the ground to cries of Yeeees from the watching crowd.

However I found that the plane would only turn right. It made the 360-degree turn and I lined the plane up on the runway to make the landing. All went well until I closed the throttle to lose height and the rudder stopped working! It obviously worked when in the propeller slipstream gave the small rudder enough authority to control the plane. I tried opening the throttle again and the engine died. The plane veered away from the runway and made its own mind up about where it landed, fortunately well away from the crowd line. Nil Points.

On its second flight Coventry 2 still wouldn't rise more than 4 feet above the runway so I landed it before it got to the bund. The team took the cargo out and we tried again unladen. It flew empty but handled very badly and I made a very heavy landing. However the team were satisfied having seen it fly. I still really have no idea why it wouldn't climb when laden.

Because I was dealing with the Coventry University models I wasn't taking much notice of what else was going on around me. There WERE several models that behaved well when laden. The heaviest lift of the day was around 8kg. The winning team was awarded a specially commissioned painting of a Me 323 Gigant and each team member got a cash prize too!

This is a superb competition. However the standard of entries varies immensely. Universities who enter year on year probably do better than those who have no stock of experience to draw on. The rules issued to the teams do not include simple guidance leaflet on model aircraft design. It might be an advantage to some a guidance was available.

I spoke to the organiser, Dave Kerswell, after the competition and asked why guidance notes were not provided. He replied that we were dealing with university students who have access to model aircraft design sources. They are supposed to research the subject adequately. Fair comment I suppose. This policy certainly keeps the pilots on their toes.

**BONZER BURN UP** My son-in-law has recently completed a Daimler V 12 engined hot rod. He used the engine, automatic gearbox and rear axle from a scrapped Daimler/Jaguar. The engine is standard except for a pair of 4 choke Holley carburettors. He took it to the Shakespeare Country Raceway that is just north of the village of Long Marston, south of Stratford-on-Avon. This used to be a 91 Group bomber station during the Second World War.

Anyone can turn up at these meetings, get their car scutineered, take their place in the queue and then

drag down the quarter mile. Since neither Anthea or I have never seen drag racing it was too good a chance to miss.

The track is very shiny and black. It looks as if there is a special surface put down to race on. It lies between 2 high earth banks that are clearly in place to throw the exhaust noise up into the air. The old runway 050/230 is the drag strip and points almost straight at Long Marston village. At the starting end of the track which is nearest the village there is a complex of buildings, which include a very tall wall to shield the village from engine noise.

Clearly they were holding a BMC Mini event but there were many other makes on show as well. There seemed to be no restriction about what or when anybody raced. They queued up and when they got to the head of the queue they raced. This meant that you never knew who you were to race against and there were many races in which you had say a Mini up against a dragster. When Malcolm lined up for the first time he found he was up against a Porsche which he blew away in pleasing style. His run took a fraction over 13 seconds achieved a speed of 113mph. When he got back to the pits and was talking to us the Porsche driver went past, stopping to explain that his car wasn't running well. This amused me very much.

Malcolm had a couple more runs and then decided it was time to go home. We decided to go too and on the way back to our car Anthea and I walked round the Paddock looking at some of the very specialised machines and paused by a couple of cars with huge exhausts. Closer inspection revealed that these were powered by jet engines. I asked a man who was bending over one of them if there was any drive to the rear wheels or did they just rely on thrust from the tail pipe? The answer was of course thrust from the tail pipe.

He told me that a McDonnell Banshee engine powered the one he was working on and the other car had an engine from a helicopter. They were readying the Banshee powered car for a run in half an hour. It had a red button close to the steering wheel that operated the after burner. After hearing that it was to race of course we turned round and went back to wait the half-hour to see this car in action.

The car was towed a position close to the starting line and several people bent over it. We heard the engine start to whine into life and huge clouds of smoke billowed from its rear covering the buildings behind the car as well as the pit crew. As the warming up process continued the smoke decreased in volume until eventually a huge plume of flame appeared from the rear of the engine. This seemed to be longer than the car itself. As the engine got hotter the flame disappeared and suddenly there was a great roar as the after-burner fired. This was pulsed several times until it was clear that the operating temperatures had stabilised and they were ready for the run. The car eased up to the line and then with a huge bellow that made my chest reverberate the car streaked to the end of the timed section. There was silence when the engine shut down and the braking parachute deployed. It was all over in 7.3 seconds with a speed of 231mph at the end of the quarter mile. Stupendous. Well worth waiting for. The drive home seemed very tame!

**SOLO, OH NO** Recently a model flyer was found by fellow club members lying on the ground with serious injuries to his face and head after his aircraft collided with him. He was lying alone at the flying site when he was found. It is believed that he had not been lying injured for very long but this is not certain as nobody was with him when the accident occurred. He is still in intensive care. The final outcome of his injuries is not known at present but it is thought that he has lost the sight in one eye, is possibly deaf in one ear and there may be mental damage as well. Since he was alone on site when the accident occurred it is quite likely that the sequence of events leading up to the accident will never be established.

His club have a rule which specifically bans lone flying. It could be argued that this rule would not have prevented his model from hitting him in the face. It could also be argued that his injuries would not have been less if another model flyer had been with him.

Page 14 of the BMFA Members Handbook paragraph (p) states Flying alone should be avoided if at all possible. There have been many cases on record where model flyers have been injured or incapacitated on the flying field and have only been saved from permanent injury or worse by prompt actions of fellow flyers.

Our club rules do not specifically ban lone flying. However Flying Rule 9b) does end flying should be in accordance with the general rules governing model flying laid down in the latest edition of the BMFA Member's Handbook.

How many of us have flown on our own? I know that I have. I will not be flying alone in future.

That's it. R.A.B.

# PETER HALES MEMORIAL SCALE COMPETITION 2004

Once again the weather for this annual competition was excellent, blue sky, a few clouds and a light variable wind, perfect.

An interesting array of models were assembled for this year, one in fact having midnight oil poured over it the night prior to the competition. It is a pity we cannot encourage a few more members to enter and enjoy the very relaxed atmosphere of this competition.

The highlight this year had to be the appearance of Alan Johnson's 1/3 scale Sukhoi SU31 with it's 215cc 5 cylinder radial engine. The model had never been flown and it was felt by Alan that it would be too risky for a maiden flight but that a run-up and taxi round in between rounds 1 and 2 of the competition would be more appropriate.

All present were treated to Alan giving a test of engine and taxi runs on the patch. The sound of the radial engine and the acceleration of the model were quite awe inspiring and had to be witnessed.

Something else that will stick (pardon the pun!!) in the mind was the starting procedure. The chicken stick was the size of a **BASEBALL BAT!!!**

The judges, Bob Playle & Clive Abbott-Stone look forward to seeing this model entered next year, but flying. Will you accept the challenge Alan?

The static judging completed, the order of flying was issued. The judges then took up their places by the patch and awaited the first model to be flown.

## Round 1

Mark van Rooyen was first to start with his Camel/ Puppeteer. A little on the fast side on take off, circuits and fly-byes were flown but disappointingly, aerobatics were not demonstrated; but, oh! what a landing to finish his slot.

Martin McIntosh with his Supermarine Spiteful was next. A realistic taxi out and in turn a good take off with a realistic undercarriage retraction, very scale like.

An extremely realistic flight pattern with 'ace rolls was demonstrated and was completed with a curved approach and near perfect landing.

The Pilatus PC9 of Mick Stiff was next to taxi out and unfortunately failed on take-off. Small wheels and a dip in the patch resulted in a nose-over. Not deterred, Mick then made a fresh attempt and was aloft to demonstrate an extensive flight pattern, albeit a little on the fast side. His display finished with a bouncy landing and a rapid deceleration, again the result of grass and wheel size. Good taxi back to windsock.

Trevor Mines brought his Boeing Stearman out to give a good taxi out followed by a slightly short take off. Beautiful flight performance but a limited routine. The engine note added to the realism along with the sound of the 'wind in the wires'. Excellent final approach was spoilt on landing by a tip-over. Good job there was not a wing walker on board aka Utterly Butterly Stearmans. It was felt that the patch has a dip/bump and was the cause.

The second aircraft of Mark van Rooyen, an Extra 300 was then made ready for take-off which was good and followed by an extensive and realistic display of loops, rolls, knife edge and negative g routines. Bold flying indeed considering it was only its second flight and the model was only finished the night before. Good final approach was spoilt by an abrupt landing. Shame the previous nights midnight oil burning did not allow the pilot to be fitted.

The Percival Mew Gull of Martin McIntosh was next up and another to have it's take off spoilt by a bump in the patch, but oh! what a near perfect display of pylon racing, taking the mind back to Kings Cup air racing of the 1930's. The approach and landing really was something to witness,



really superb.

## **Round 2**

That man van Rooyen again, displaying the Camel/ Puppeteer. Good take off but a little fast. Airborne very quickly and not helped by a bump in the patch again! Excellent flight routine but limited. This is an aircraft that needs to be displayed with aerobatics of the period in mind. Really good final approach and landing.

The Supermarine Spiteful was also a problem for Martin McIntosh when he connected with a patch bump on take off. Shame, as the flight was as before, very realistic. Good final approach followed by a heavy landing. Unfortunate start and finish to Martins 2<sup>nd</sup> round.

Mick Stiff had the Pilatus PC9 in the air again for his second round attempt with a better all round display with a much better landing. Mick seemed more relaxed for the second round.

The Boeing Stearman demonstration by Trevor Mines for this 2<sup>nd</sup> round was as the previous round, with a much improved landing.

That very aerobatic Extra 300 of that man from the Rainbow Nation was again displayed brilliantly, in fact slightly better than the first round. A great pity the very realistic final approach was spoilt by the aircraft 'dropping in' feet short of the patch. Nett result, loss of undercarriage in the long stuff.

A great shame Mark after such a good flight.

Martin McIntosh excelled himself in this round. His display with the Mew Gull was as the first round with a grand finale of the most perfect landing the judges had ever seen in this competition. It had to be 25/25 i.e. maximum marks. Congratulations Martin we believe this to be the first ever maximum marks being awarded for a landing. (Judges note:- Must check to see if he is using ground condition radar)

The standard of the models presented for the static judging this year was again of a very high standard and reflects the time and effort put in by all who entered. Well done guy's.

Once again this event was enjoyed by all present, flyers, non flyers & judges alike and was as in the past held in memory of the man who so enjoyed scale models so much – Peter Hales.

### **The Results**

1 <sup>st</sup>	Martin McIntosh	–	Percival Mew Gull	278pts
2 <sup>nd</sup>	Martin McIntosh	–	Supermarine Spiteful	258pts
3 <sup>rd</sup>	Mark van Rooyen	-	Extra 300S	253pts
4 <sup>th</sup>	Trevor Mines	-	Boeing Stearman	249pts
5 <sup>th</sup>	Mick Stiff	-	Pilatus PC9	216pts
6 <sup>th</sup>	Mark van Rooyen	-	Sopwith Camel/Puppeteer	210pts

*(Thanks Clive & Bob for your services. I have lots of photos that Martin McIntosh sent to me, but cover space is limited. Some will be featured on future covers—Ed)*

## **SIMPLY NOT GOOD ENOUGH**

I make no excuses for hijacking the title (and some text) of Richard's earlier newsletter article and I would like to make some personal viewpoints about the AULD and Electroslot competitions for your consideration, comment and discussion.

### **AULD**

For those of you who don't know/bother/care, this year's change in the All Up Last Down rules has resulted – as anticipated and intended – in a substantial swing away from the 'expensive' ultra light weight models. However, rather than giving the owners of existing ARTF's, using direct drive or geared 540 motors a chance, it has resulted in a swing in part towards the 'expensive' medium weight models! The idea was to 'handicap' last year's winners and give the rest a chance, but by and large, last years winners have switched set-up and performed their 'magic' with larger motors and models.

What is worse in my view, is that the flight times have steadily increased to the stage where it will probably be won with a 1.1/2 hour flight by the end of the season. The other idea of the rule changes was to reduce the flight time and it is my personal belief that the prime reason why attendance has fallen away from this competition is the length of the flights being achieved. Having flown for over two hours to win this competition, I can tell you that not only is it extremely boring and cold by the end of the evening, but your concentration and quality of flying reduces dramatically towards the end.

Now to my mind, it doesn't matter whether you win by three minutes after two and a half hours or whether you win by three minutes after half an hour, you still win. Most of our members probably have not flown a model in excess of twenty to twenty-five minutes for a single flight and are unlikely to be attracted to a 'marathon' session of an hour and a half or more or the prospect of buying and trying several different sets of motors, gearboxes, props, models and cells, to win.

There is no way that this competition can be considered a 'level playing field' and that will surely lead to its demise. Sadly, those who do not want to make radical changes to the format seem to forget that there won't be a competition to fly in when there are only three or four entries.

I have discussed this with some of you, but I think we should make radical changes next year and I would propose that all models are limited to a stipulated motor, direct drive, without a gearbox and a seven cell pack of stipulated cells. Any other parameters, i.e. propeller, model weight and size are open to variation and hence development.

I know that this means that some of your current models may become redundant and I too may have some expensive loft insulation, but I don't see any option if we are to encourage fair participation. We have seen development of models within the current rules, so there is no reason why this should not continue. Why not actually build one from balsa?

### **ELECTROSLLOT**

Not my favourite competition this one, as to my mind it is just another glider competition without turn-around pulleys. Once again, there is no way there is a 'level playing field', but its closer than the AULD. Personally, I'm willing to go along with it for now, but I would like to see the use of brushless motors permitted. I'm fed up with 'killing' brushed motors after three minutes running and grinding down motor shafts and fitting pinions. The cost of brushless motors is dropping rapidly to the stage where some are of a similar price to the Cobalt motors that are currently being used. I'll admit that the controllers are still a bit pricey, but these are getting cheaper as well. I'm sure it won't be long before brushed motors are a thing of the past (and so they should be!).

**Mike Smart**

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Below—A couple of shots from the Scale Competition



## CLUB DIARY

Club Meetings are held on the second Monday of each month at the Rivets Sports & Social Club, Whitehead Way, Mandeville Road, Aylesbury. 7.30pm for 8pm.

<b>September 12th</b>	<b>10.30am</b>	Folly Farm	-	<b>AULD 3.</b>
<b>September 13th</b>		Club Meeting	-	<b>Ron Doble presents an interactive talk on his experiences as a crewman in Wellingtons and Lancasters.</b>
<b>September 19th</b>	<b>2.30pm</b>	Folly Farm	-	<b>100" Glider Comp (Field closed 1.30pm)</b>
<b>September 26th</b>	<b>2.00pm</b>	Folly Farm	-	<b>Electroslot 4 (Field closed 1.45pm)</b>
<b>October 3rd</b>	<b>10.30am</b>	Folly Farm	-	<b>Open Glider Competition</b>
<b>October 11th</b>		Club Meeting	-	<b>Best Model Evening</b>
<b>October 17th</b>	<b>10.30am</b>	Folly Farm	-	<b>Les Edwards 100" Glider Competition</b>
<b>October 31st</b>	<b>2.00pm</b>	Folly Farm	-	<b>AULD 4.</b>
<b>November 8th</b>		Club Meeting	-	<b>Bring &amp; Buy</b>
<b>December 13th</b>		Club Meeting	-	<b>AGM</b>