

The Folly Flyer

The Newsletter of Aylesbury & District Model Flying Club

Volume 14 Issue 2

www.admfc.co.uk

May 2006



Electroslot 2 - FVK clean sweep! - L to R, Mike Smart 2nd, Alan Johnson 1st & Richard Ginger 3rd



AULD 1
L to R
Mike Smart
1st =
Terry Rowe
1st =
Mick Stiff
3rd

CONTACTS

| | | | | |
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WEBSITE:- www.admfc.co.uk

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.

Cublington - 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**

| | | | |
|--------------|---------------------------------------|--------------|-----------------------------------|
| 1 July | Bob Playle (01442 825693) | 2 July | Peter Dunnett (334708) |
| 8 July | Richard Ginger (688030) | 9 July | NO TRAINING |
| 15 July | Robert Adkins (07792 511887) | 16 July | Mick Stiff (415997) |
| 22 July | Paul Thorne (613870) | 23 July | NO TRAINING |
| 29 July | Mike Smart (658142) | 30 July | Tony Wood (01844 218916) |
| 5 August | Richard Ginger | 6 August | NO TRAINING |
| 12 August | Bob Playle | 13 August | Peter Dunnett |
| 19 August | Robert Adkins | 20 August | NO TRAINING |
| 26 August | Paul Thorne | 27 August | Mick Stiff |
| 2 September | Mike Smart | 3 September | NO TRAINING |
| 9 September | Bob Playle | 10 September | Tony Wood |
| 16 September | Robert Adkins | 17 September | Peter Dunnett |
| 23 September | Paul Thorne | 24 September | NO TRAINING |
| 30 September | Mike Smart | 1 October | Mick Stiff |

THE NEWSLETTER

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

The Club Newsletter is a forum for all members and material for publication is invited, however the Committee do not necessarily subscribe to views expressed by contributors.

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EDITORIAL



Keith Pyott

I regret to inform you that shortly after the last newsletter was issued, we were advised of the death of Keith after a long illness. Keith had been very keen to take part in the new AULD competitions, but sadly this wasn't to transpire.

Personally, I didn't know Keith particularly well, but he took an active part in the Club, supporting our meetings and events and was a regular contributor to newsletter material.

I'm sure you will all join me in sending our sincere condolences to Keith's family and friends.

If any of you who knew Keith well would like to send in a tribute to him, I will of course be pleased to publish it

Model Flying Fatality in Hungary

A married couple attending an international model aircraft demonstration in southern Hungary were killed when one of the planes, a model Pitts bi-plane, suddenly crashed into the crowd.

Local news agency MTI reports the two were watching the show in Ocseny, a town about 90 miles south of the capital of Budapest. Emergency officials told MTI the couple were from the nearby city of Szekszard. Four others injured in the accident were taken to a hospital there.

It was the first time anyone in Hungary had been killed at a model airplane show, one of the show's organizers stated.

Chairman of the Hungarian Modelling Federation Andor Harmath told MTI he assumed the aircraft -- which was being controlled by who MTI described as an "experienced German operator," according to the Associated Press -- experienced interference in the signal between its controller and the receiver on the plane.

Club Meetings

Clive has been doing a great job booking some really interesting speakers, but sadly we are getting (frankly embarrassingly) low attendances.

We are slightly mystified by this - is it that we have a model aircraft club whose members aren't interested in aeroplanes? Is there something on the TV Monday nights that you all have to stay in for? Per-

haps you don't know where the meeting place is? We would dearly love to know because it is becoming a) embarrassing and b) not cost effective. Don't forget that you are paying for speakers whether you attend or not, so let's hear your thoughts please!

Use of the New Pegboard

As you will have noticed, our brand new shiny pegboard is now at the field and it also has a brand new shiny notice on it that says 'Do not use adjacent frequencies'.

Sadly, some of you appear to be unable to read and are using adjacent frequencies, which is contrary to Club Rules.

Whilst we are at it, there are also some non-standard pegs appearing - Club Rules state that only official pegs issued by the Club are to be used.

You voted on and approved the Club Rules, so please abide by them!

Rule clarification

There was a slight misapprehension at the first AULD concerning the ballasted weight.

All models must have a minimum weight of 550 grams, hence if you are success ballasted, this becomes a minimum weight of 600 grams.

The 50 grams ballast applies on top of your model weight, so if it weighs 575 grams un-ballasted, it will be 625 grams with success ballast, if you have finished in the top three of the previous competition. If it weighs 575 grams, it will not weigh 600 grams with success ballast!

Indoor Flying

Myself and a few other would dearly love to do some more indoor flying.

Does anyone know of any reasonably priced suitable venues locally?

Welcome to the Club Ben Brown and Richard Verhoeven

We have two new members, Ben Brown & Richard Verhoeven, I'm sure you will all join me in welcoming them to the Club. We hope you enjoy your membership guys.

And Finally.....

The competition season is in full swing now and having had the first two AULD competitions, it is clear that the revised format is working, it's very evenly matched and too close to call yet.

We are getting around 14 or 15 entries which is great, but we would like more. There are some notable faces missing who were staunch supporters of this format and promised to fly in it. Come on guys, where are you?

Power Duration & Spot landing Competition 26-3-06

C:D-Mick Stiff

A few years ago the prospect of entering a power duration competition with an electric model would have been considered futile, or to receive the sympathy score! Of the seven chilled and windswept chaps on this brand new year of competition, four were sporting electric powered beasts of the high performance electroslot glider ilk. The others consisted of two modified gliders with IC lumps grafted on their noses and a loan IC powered fun fly. At the end of round one, the first three places were held by the electric powered gliders, only four pilots had managed a landing bonus score in the blustery conditions, with a costly arrival by R.G. broken wing an all. Round two saw a few better times for some, but only one minor landing bonus. R.G reverted to his back up model IC powered this time, fortunately no more mishaps and no rain. The end results are as follows :-

| PILOT | MODEL & POWER TYPE | | SCORE | POSITION |
|-----------------|--------------------|----------------|-------|----------|
| Alan Johnson | Graphite | Electric Power | 1057 | 1 |
| Martin McIntosh | A.A. | IC Power | 750 | 2 |
| Terry Rowe | Highlight Modified | Electric Power | 597 | 3 |
| Richard Ginger | Simply The Best | Electric Power | 482 | 4 |
| Mick Stiff | ALPHA | IC Power | 439 | 5 |
| Phil Taylor | SWIFT | Electric Power | 434 | 6 |
| Phil Alderman | Fun Fly | IC Power | 420 | 7 |

Terry R

Paul Yorke received the following e-mail regarding Modelbarn fittings. I have the price list, but I don't have room to include it, so if you are interested, let me know and I'll e-mail it to you.

Dear Paul,

I am taking this opportunity to contact you as a representative of Aylesbury and District Model Flying Club, as listed on the BMFA website.

My name is Nigel Dell and I have been involved with aeromodelling in one way or another for over 35 years! I have recently started a new enterprise called Modelbarn, which offers good quality, reasonably priced fixings to modellers.

Fixings are available as both mixed multi packs or separately in smaller quantities.

I have attached a current Modelbarn price list. I would appreciate it if you would forward my details to all your Club members. I am offering a 10% discount to all members of the Aylesbury and District Club.

Orders through Modelbarn@aol.com. Multi packs can be viewed on Ebay under seller name Modelbarn.

I hope this is of interest to you and your Members.

Happy Flying!

Nigel Dell.

Electro slot 1 Competition 9-4-06 CD: Bob Playle

Modified Simply The Bests in triplicate, a brace of Orion E's, an infamous Organic, a pretty Little Star and Swift, and new kids on the block a pair of Pike, all to challenge for electro slot one.

Power trains varied from brushed, brush less with or without gearbox and a spread of cell packs all crucially within the weight limit checked on site by the digital scale god!

Running two slots of five pilots, multiplied by the mandatory four rounds seemed the best ploy to beat the threatening rain clouds, and so to the plot, overseen by the contest director for the day Bob (bring the beer) Playle.

The first slot of round one saw the three 2.5metre Pike's and Organic pitted together, with an Orion E and Swift drawing the short straws. With patchy lift and a cool breeze, thermal assistance was at a premium, only the Organic managed a ten-minute flight and secured a full landing bonus.

Slot two and all the S, T, B's rocketed skywards closely followed by the remaining Orion E and the Little Star, very close this one, no maximum times and only one landing bonus for the winning STB.

Slot one round two, and an Orion viciously bit the tail off its twin sister, some sibling rivalry I suspect, or lack of parental discipline perhaps! Fortunately that was the only mishap of the day.

As the rounds progressed, times and scores varied somewhat, pilot skills were put to the test wringing every second from the less than perfect conditions, the Swift performed particularly well at low level.

With twenty-five landing bonus scores out of thirty-eight flights, it was neck and neck, twas not till the final reckoning that the winning score was apparent.

| PILOT | MODEL | ROUND 1 | ROUND 2 | ROUND 3 | ROUND 4 | TOTAL |
|----------------|-----------------|---------|---------|---------|---------|-------|
| Richard Ginger | Simply The Best | 1000+50 | 1000+0 | 793+50 | 1000+50 | 3943 |
| Terry Rowe | PIKE | 833+50 | 1000+50 | 898+50 | 843+50 | 3774 |
| Phil Alderman | PIKE | 853+0 | 1000+25 | 1000+50 | 738+50 | 3716 |
| Alan Johnson | ORGANIC | 1000+50 | 1000+50 | 781+50 | 708+50 | 3689 |
| Phil Taylor | SWIFT | 703+50 | 903+50 | 1000+50 | 822+50 | 3628 |
| Mick Stiff | Simply The Best | 808+0 | 1000+50 | 695+25 | 1000+50 | 3578 |
| Mike Smart | Simply The Best | 658+0 | 350+50 | 521+50 | 920+0 | 2549 |
| Ivan Bartlett | LITTLE STAR | 729+0 | 395+0 | 626+0 | 358+50 | 2158 |
| Harry Storey | ORION E | 443+0 | 235+50 | 390+0 | 238+0 | 1356 |
| Percy Procter | ORION E | 278+0 | 56+0 | DNF | DNF | 334 |

Top marks to R.G taking the win with a rudder elevator model. Although the airframe of his STB has been tweaked to except an eight pack, and weighs a gram less than a half starved gnat, the motor is still only brushed, just shows what you can achieve with practice, skill, a lick of luck and dogged determination!

Terry R

100" Glider Competition. 16-4-06 CD: Paul Yorke

Bank holiday Sunday, perhaps the wives and girlfriends would insist on a weekend away, or at the very least a visit to friends or relations! Evidently fourteen pilots plus several helpers obviously couldn't face the holiday traffic and grannies cucumber sandwiches, or perhaps had bribed their other halves with expensive promises they may later regret!

Even the competition secretary arrived on site early, and with lots of help from the guys, managed to get all the lines out with minutes to spare.

Paul our CD for the day, cranked up his trusty laptop entered the contestants, pressed the random select key to draw for slots, and our fate was sealed!

Not a bad day either, although the cloud increased a little ominously as the morning progressed. There were fair thermals present, giving some good times and close competitive flying. With everyone lending a hand towing, timing and scoring, and Percy providing a radio link from flight line to control (CD: Paul) the slots quickly progressed.

As I recall we only had three mishaps on the day, IC Phil didn't switch his models receiver on, probably going for the title (free flight Phil), but fortunately got away with a mild thump to earth. Mick lost site of his optima in the cloud of a huge thermal, but luckily regained control. Mike almost crashed his Organic on the line due to his transmitter losing part of its program, possibly interference from his blue tooth phone! (*Not proven - Ed*)

The final tragedy of the day was Alan winning the fly off against me for the 100" trophy (*I'm crying—Ed*).

The Results.

| PILOT | MODEL | SCORE | POSITION |
|---------------------------|------------------|-------|----------|
| Alan Johnson | ORGANIC | 4200 | 1 |
| Terry Rowe | OPTIMA PRO | 4086 | 2 |
| Percy Proctor | OPUS 25 modified | 3075 | 3 |
| Ivan Bartlett | ALGEBRA | 2952 | 4 |
| Mick Stiff | OPTIMA PRO | 2836 | 5 |
| Phil Taylor | ELAN 100 | 2828 | 6 |
| Peter Dunnett | ALGEBRA | 2673 | 7 |
| Martin McIntosh | OPUS TWO | 2449 | 8 |
| Richard Ginger | OPTIMA | 2303 | 9 |
| Mike Smart | ORGANIC | 2206 | 10 |
| Harry Storey | MANTA | 2176 | 11 |
| Bob Playle/Dave Pamington | OPTIMA 100 | 2070 | 12 |
| Chris Boll | FAIR SUNRISE! | 1988 | 13 |
| Ian Stiff | ALBATROSS | 1586 | 14 |

A brilliant day's flying, and congratulations to Alan, he's a tough nut to crack, also Percy's bronze was a terrific effort on his gliders debut, an amalgamation of Opus fuselage and "a wing"!

Terry R

Electro-slot 2 Competition. 30-4-2006. CD: Paul Yorke

I received numerous frantic phone calls before ten a.m. from worried participants, informing of heavy rain in Aylesbury, would this spell an early bath for our intrepid electro-slot pilots. Great joy, the rain passed by, and after a few token practice flights all was ready for another crack at the Electro-slot title.

Most of our flying competitions seem to fall on breezy days, or much stronger wind conditions. In fact the wind direction varied around the four points of the compass throughout the morning, causing somewhat bewildered looks, as the pilots pirouetted at the start of each slot, trying to feel a breath of air on their faces!

The competition started in five and four man slots, with some reasonable thermals present, but only appearing every other round. With virtually no wind and grass wet from the earlier rain, the first few attempts at spot landings were quite amusing. Models approached at much higher ground speed than with a nice steady head wind, and on touch down proceeded to slide straight through the circle and on almost to end of the patch. Percy Procter had receiver range problems and took the early bus home.

In electro slot one, R G's small lightweight model had stolen the honours over three heavier 2.5meter machines, would the breathless warm conditions help or hinder the big boys? As the rounds commenced it was hard to call, with many slots giving everyone maximum glide times. As the grass dried and flying skills were honed quite a number of landing points were gained to boot.

RESULTS

| PILOT | MODEL | SCORES | TOTAL |
|----------------|-------------------------|-------------------|-------|
| Alan Johnson | ORGANIC 2.5m | 4000+150 bonus | 4150 |
| Mike Smart | SIMPLY THE BEST SPECIAL | 3729+200 bonus | 3929 |
| Richard Ginger | SIMPLY THE BEST SPECIAL | 3785+100 bonus | 3885 |
| Phil Alderman | PIKE 2.5m | 3819+50 bonus | 3869 |
| Terry Rowe | PIKE 2.5m | 3473+100 bonus | 3573 |
| Mick Stiff | SIMPLY THE BEST HYBRID | 3370+150 bonus | 3520 |
| Ivan Bartlett | LITTLE STAR | 3356+50 bonus | 3406 |
| Peter Dunnett | LITTLE STAR | 3339+25 bonus | 3364 |
| Percy Procter | ORION E | Receiver problems | |

Alan (the man) Johnson stole the win, but Mike and RG squeezed the Pikes off the podium for medal positions.

Phil and I reckon we're still learning to fly the Pikes, it's the best excuse we can come up with. If we don't do better in Electro-slot three perhaps we should get S.T.B's or an Organic, or retire gracefully! (*perhaps the latter?* - Ed)

Terry R

NEW AULD.1. 10-5-06 C/D: Brian Vaughan

The second year of the new one model AULD, with a few rule tweaks. First an optional battery type change from KAN 1050 to GP1100, second a compulsory minimum flying weight of 550 grams, and in a final effort to penalise the top pilots a 50 gram penalty weight (lump of play clay) to be carried by the top three pilots of the previous competition.

After a winter of speculation as to the amount of entrants we might attract for this year, it was pleasant surprise that fourteen guys turned up, and with another two apologies from holiday makers we equalled last years average.

Fortunately Brian Vaughan turned up to support son Chris and was quickly press-ganged into running the show.

All models were duly weighed to check they complied with the 550g's rule and Ivan, Mike and Mick had their models stuffed with the 50g penalty weights.

Brian shouted five minutes or something to the start and there was a mass scrabble to install batteries, ballast, fix wings, and canopies, with elastic bands, sticky tape and sealing wax. And we all launched except Bob who had detached a lead changing from his practice battery to the competition one, he fixed the problem and took off a bit later (flight didn't count). The second casualty was Chris Vaughan, who's speed controller cooked after a short while, the rest powered for what seems an eternity when your flying, waiting for the next model to land.

RESULTS

| PILOT | MODEL | WEIGHT | TIME |
|-----------------|---------|----------------|-----------------|
| Terry Rowe | ORION E | 550grams+ | 29 mins 59 secs |
| Mike Smart | ORION E | 550grams + 50g | 29 mins 58 secs |
| Mick Stiff | ORION E | 550grams + 50g | 29 mins 49 secs |
| Peter Dunnett | ORION E | 550grams+ | 29 mins 14 secs |
| Dave Harbour | ORION E | 550grams+ | 28 mins 43 secs |
| Phil Alderman | ORION E | 550grams+ | 27 mins 50 secs |
| Phil Taylor | ORION E | 550grams+ | 26 mins 35 secs |
| Martin McIntosh | ORION E | 550grams+ | 25 mins 55 secs |
| Ivan Bartlett | ORION E | 550grams+ 50g | 20 mins 46 secs |
| Chris Ryle | ORION E | 550grams+ | 18 mins 04 secs |
| Percy Proctor | ORION E | 550grams+ | 16 mins 26 secs |
| John Bourne | ORION E | 550grams+ | 16 mins 19 secs |
| Chris Vaughan | ORION E | 550grams+ | 10 mins 12 secs |
| Bob Playle | ORION E | 550grams+ | 22 mins 32 secs |

The top eight places spanned four minutes and four seconds, obviously the concept is working. Only time will tell if I can still beat Mike and Mick by one and ten seconds respectively with a fifty-gram penalty ballast? (I think the answer may be no! - Ed)

P.S. AULD rules state times within five seconds count as a draw, so for league and top gun scores Terry and Mike tie!

Terry R

CLASSIFIEDS

The X-List Plans

Former Model Aircraft, MAP, Argus, Nexus plans now available from 22, Old Brewery Close, Aylesbury. Bucks. HP21 7SH.
Tele/fax (01296) 424997.

<http://www.xlistplans.demon.co.uk>

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Plans & parts for scale aircraft and sailplanes. SAE for free list or ring Mike on (01296) 658142.
<http://www.smart.nildram.co.uk>

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.

| | | | | |
|-----------------------|---------|--------------|---|--|
| June 4th | 10.30am | Folly Farm | - | Fun Fly 1 |
| June 12th | 8pm | Club Meeting | - | We have Flightpower who will be presenting their range of Lithium Polymer batteries and brushless motors and enlightening us as to how to use them safely—if you are interested in electric flight, this is NOT TO BE MISSED! |
| June 25th | 10.30am | Folly Farm | - | Aerobatic Competition. |
| June 28th | 7pm | Folly Farm | - | AULD 3 (evening comp - back-up evening Friday 30th June) |
| July 9th | 10.30am | Folly Farm | - | Electroslot 3 |
| July 10th | 8pm | Club Meeting | - | Thames Valley & Chiltern Air Ambulance will be visiting to tell us about the history and running of the service. |
| July 19th | 7pm | Folly Farm | - | AULD 4 (evening comp - back-up evening Friday 21st July) |
| July 23rd | 10 am | Folly Farm | - | Peter Hales Scale Competition. |
| August 6th | 10.30am | Folly Farm | - | Fun Fly 2 |
| August 14th | | Club Meeting | - | NO CLUB MEETING |
| August 20th | 10.30am | Folly Farm | - | Open Glider Competition. |
| September 3rd | 10.30am | Folly Farm | - | Daryl Hooper Open Glider Competition |
| September 11th | 8pm | Club Meeting | - | TBA |
| September 24th | 10.30am | Folly Farm | - | Les Edwards 100" Glider Competition |
| October 9th | 8pm | Club Meeting | - | TBA |
| October 15th | 10.30am | Folly Farm | - | Electroslot 4 |
| November 13th | 8pm | Club Meeting | - | Bring & Buy Sale |
| December 11th | 8pm | Club Meeting | - | AGM |