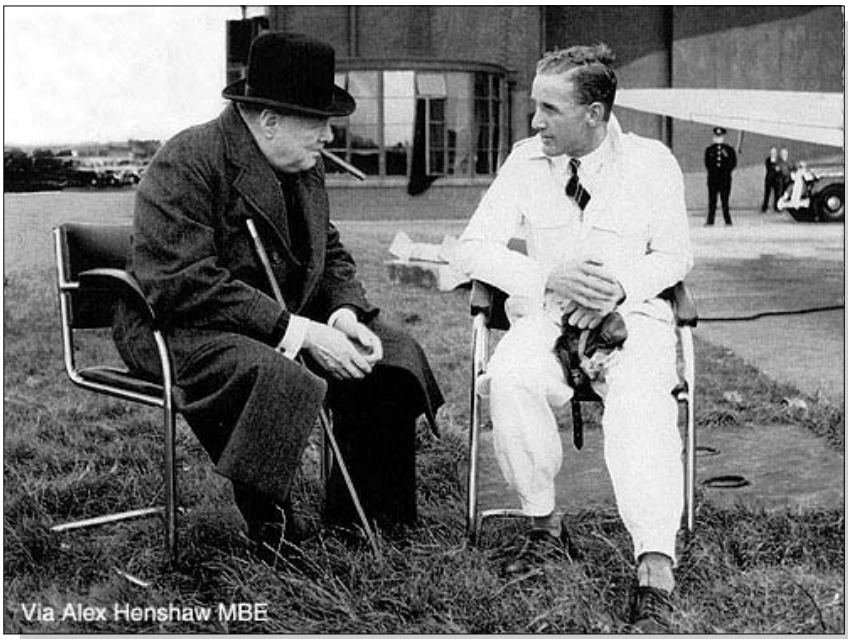
The Folly Flyer

The Newsletter of Aylesbury & District Model Flying Club

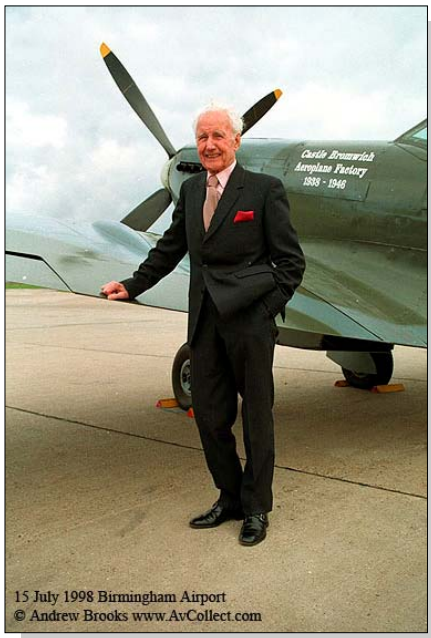
Volume 15 Issue 1 www.admfc.co.uk February 2007

Boxing Day + 1 Spot Landing Comp.
Dave Boddy - 1st

Martin McIntosh - 2nd.



Via Alex Henshaw MBE



15 July 1998 Birmingham Airport
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CONTACTS

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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.

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***

6 January	Bob Playle **(01442 825693)**	7 January	Robert Adkins **(07792 511887)**
13 January	Paul Thorne **(613870)**	14 January	Mick Stiff **(415997)**
20 January	Richard Ginger **(688030)**	21 January	Peter Dunnett **(334708)**
27 January	Mike Smart **(658142)**	28 January	Tony Wood **(01844 218916)**
3 February	Bob Playle	4 February	Richard Ginger
10 February	Robert Adkins	11 February	Mick Stiff
17 February	Paul Thorne	18 February	Peter Dunnett
24 February	Mike Smart	25 February	Tony Wood
3 March	Bob Playle	4 March	Richard Ginger
10 March	Richard Ginger	11 March	Robert Adkins
17 March	Paul Thorne	18 March	Mick Stiff
24 March	Mike Smart	25 March	Peter Dunnett
31 March	Robert Adkins	1 April	Tony Wood

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.
No responsibility is accepted by A&DMFC., it's Committee or membership, for any safety advice transmitted in the newsletter, or for the content of advertisements.

EDITORIAL

Happy New Year

It's a bit late I know, but read on and you will see that there have been some issues to resolve.
Thanks to those that turned up for the Paper Plane night in January and the 'No Speaker' night in February.
Those of you who have been flying this year will know that we have sheep in the field, the patch is in a bit of a state, some of the field is waterlogged and the parking has also been difficult, but hey, summers coming!

TV Terry

I'm sorry to have to inform you that Terry Rowe has suffered a heart attack, however he has been treated and is making a good recovery.
Unfortunately, this means that Terry will be unable to undertake his CD duties this year and at one time we considered cancelling the competitions. However, I'm pleased to say that Peter Dunnett has volunteered to take over the reigns and its game on again.
I'm sure that you will all join me in wishing Terry a speedy and full recovery and thanking Peter for stepping in. Thanks also go to Chris Reeves and Alan Johnson for offering their assistance.

The Patch

There seems to be a little 'excitement' about this, despite our advising you at the AGM that we would keep you fully informed.
I have received a letter from Les Edwards, which is published in this newsletter and there were also a few concerned voices at the February meeting.

For those that weren't at the AGM, Alan Johnson has very kindly offered to pay to have the patch levelled for us. On your behalf, the Committee accepted this generous offer on the understanding that our Landlord approved the idea, the Committee approved the method, specification and undertaking of the works and that measures could be put in place for an alternative or temporary patch.

The reason that we have not advised you further is that whilst our Landlord has agreed in principle, the final details, dates and temporary facilities have not been finalised. You can be sure that you will hear about it as soon as they are.

We would like to clarify that this has absolutely nothing to do with jet aircraft and the two issues should not be confused. I'm sure that we do not need to tell those of you who operate models with retracts, wheel spats or small wheels, that the surface of the patch is presently unsuitable for these types of model.

As far as the Committee are concerned, we are your elected representatives and we are perfectly capable of organising and approving these works without reference to the membership. We had assumed that you would also realise that we would not leave the members without patch facilities while the work is undertaken.

As discussed earlier, the details are not finalised and it is looking increasingly unlikely that the work will take place this year. However, if you feel strongly that this has to be approved by the membership, then you should call an EGM.

The fact that the patch has been in use for thirty odd years is commendable, but this does not mean that it is immortal, neither does it alleviate the problem. As Les mentions, there is a drainage trench passing across the patch and there may be a gas pipeline nearby. The drainage trench is part of the problem, but the subsoil in the field is clay and as the climate has changed in the last thirty odd years, so has the patch surface. It has never been maintained other than by occasional rolling and the elements that cause damage to models are the undulating surface and the smallish holes.

If you fly gliders or models with large open wheels, you will not have a problem, however, as a club, we have no facilities other than the field and the patch. Times have changed in the modelling world, RTF models with retracts fitted are common, as are smaller lighter electric models that have small wheels. More of our members operate these types of model and we don't see that it is unreasonable in the absence of any other facilities, that members should have a decent patch to enable them to take off and land without damaging their models.

2.4GHz R/C

Unless you have been on an extended holiday, I doubt that you will have failed to notice the arrival of the 2.4GHz radio control systems by Spektrum that are currently on sale and approved for use in the UK.
At present their use is not is not included in our Club Rules and therefore your Committee are introducing a temporary rule change to permit this, subject to ratification at the AGM. Rule 9 f 4 iv will be added as follows:-

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iv The use of 2.4GHz is permitted, but all transmitters should display a black pennant. Members will still be required to display an official 2.4 GHz peg on the pegboard.

The use of 2.4GHz is approved by the BMFA and

despite the usual 'Flat Earth Society' followers who are convinced that it will be interfered with by anything from a mobile phone to a biscuit, we are satisfied that it is as safe to use as any of the other frequencies, if not more so.

Despite the nature of the equipment, at least for now, you will be required to purchase a peg from the Club which is coloured according to your proficiency, has your name on and the number 2.4. The left-hand side of the pegboard will be used for 2.4GHz.

This has to be the biggest step forward in radio control technology for decades and should eliminate pegboard accidents, glitching of electric powered models and waiting for your frequency to become free.

As far as I know, at the moment, the only available equipment in the UK is the DX6 & DX7 by Spektrum, however they do produce modules for use in JR and Futaba transmitters. Please be aware that the DX6 is intended only for limited range Parkflyers and is not compatible with the DX7. Interestingly enough, these sets do not come with receiver batteries or chargers and you will need to buy a JR charger and a receiver battery as extras.
There is a Futaba 6EX 2.4GHz set about to be released in the US, where the DX6 & DX7 has been in use for over a year. I believe that Futaba will release a 2.4GHz set in the UK around August, but don't quote me on it. You may also be aware that Futaba have been producing industry systems on 2.4GHz for fifteen years, so they should have it sorted by now!

Multiplex AcroMaster

Further to my piece in the last newsletter, I have now finished the AcroMaster and flown it. I can confirm that it is a thoroughly nice aeroplane and it will even take off and land on our patch!
Mine is fitted with the recommended power set (Himax outrunner, CC 45 ESC, prop driver and APC 11" x 5.5" e prop) and a Flightpower 2150 3S Lipo and there is plenty of power.
The AcroMaster is not difficult to fly, relatively docile in fact. It just floats back on to the patch, but it is an accurate and capable aerobatic/3D model in the right hands. The thread on the E Zone has had almost 1800 postings and over 100,000 viewings, so it gives you some idea of the interest worldwide.

In one of the postings, someone described it as the Wot 4 of electric flight, referring to its anticipated popularity, rather than its aerobatic capability, which believe me is somewhat better than a Wot 4.

So there you are, if you want a nice electric aerobatic 'hack', you can't go far wrong with this (other than the price maybe). Having said that, a decent aerobatic model and a .40 motor would probably cost the same.

Alex Henshaw

Sadly, Alex Henshaw died in his sleep on the night of 24th February, aged 94.
Alex was one of the greatest pilots of all time. His pre-war record breaking flights have gone down in history and some of them will never be broken. His remarkable wartime career with Vickers Supermarine, flying Spitfires, Lancasters and other types as required made him a legend. He never lost his love for flying and was delighted when he was able to fly in the two-seat Spitfire, which he took control of once airborne, on more than one occasion recently.
Alex Henshaw will always be remembered by all aviation minded people. (see photos on the cover).

The Bring & Buy Sale is on Monday 12th March and there will be no April Club Meeting, as it is Easter Monday.

Material for the Folly Flyer

Don't forget that I am always looking for photographs, articles etc., for the Folly Flyer, preferably in electronic format, but that's not essential.
You could be famous and have your photo on the front cover!

Club Competitions

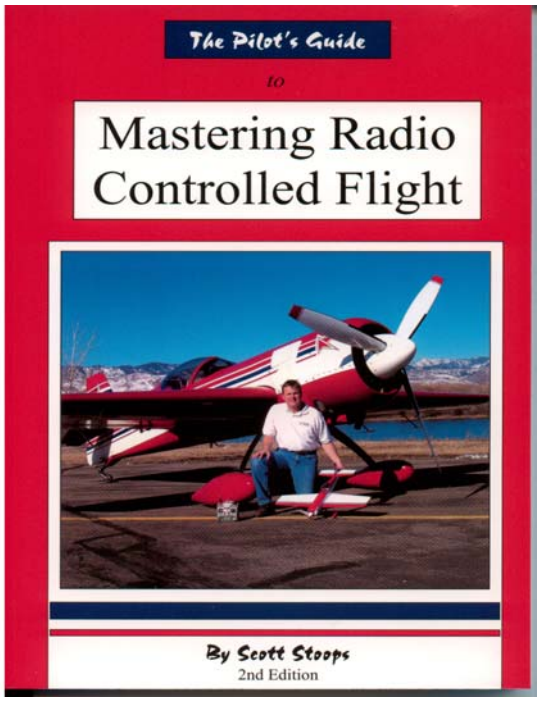
The competition diary for 2007 is published at the end of this newsletter. We were planning to start the season in March, but the current inclement weather has left the field and more importantly, the parking area, somewhat soggy. The long range weather forecast for the rest of March is not great, so the start has been pushed into April.
We can only hope that the rest of the year is good, because with the delayed start and delayed glider competitions it is all going to get a bit busy at the end of the season!

Mastering Radio Controlled Flight by Scott Stoops

If you want to get into aerobatics or 3D or come to that, enter the aerobatic competition, you need to know how to perform the manoeuvres correctly. Enter the above publication written by Scott Stoops, who is a full size and model aerobatic champion. This explains how to perform the manoeuvres accompanied by Aresti style diagrams, a picture of the model at each stage and a picture of the relevant position of the transmitter sticks at each stage.

As far as I know, you can't get it in this country, but I got mine easily and promptly from the official website in the US.

http://www.rcpilotguide.com/



Extreme Flight Extra 300

Santa very kindly brought me one of these for Christmas and as usual, it is still in the box, however I thought I would give you a sneak preview.

It is 45" wingspan, 42.5" long, has 400 sq in of wing area and weighs in at around 30 to 33oz. Again, much like the AcroMaster, it requires a 350W power system, which is available as a set with a Torque 2818/900 350W brushless outrunner, Airboss 35A ESC and prop-driver.

Like many of the modern ARTF's, the airframe is pre-constructed from laser-cut parts and pre-covered. It is superb quality, very light and comes very highly recommended by the 3D experts. The thread on the E Zone attracted over 4,800 postings and over 264,000 viewings, just to give you an idea of its popularity!

There is also a similar sized Yak 54 available and an Edge 540T on the way.

Again, not cheap at around £120 for the airframe or £215 complete with power set, but it is high quality and will do the business. (I have seen the airframe new on EBay for £90, which is a pretty good buy).

I will report again when it has flown.

Precision Aerobatics Mini Katana

No I'm not on commission from Als Hobbies, but he is offering a bargain on his website at the time of writing and I thought some of you may be interested.

Normally this 40" span ARTF model is £74-99p, but its on offer at £55, which after internet order discount, comes down to £52-25p—a REAL bargain! A Hacker A30-28S is a popular motor choice and this model is a real performer.

And Finally.....

Apologies for the late newsletter, but all good things come to those who wait.

Lets hope that nicer weather is on its way, I managed to get the hood down today (06/03) so summer must be on its way!

Does anyone want to own up to setting fire to the speed camera near the prison roundabout? I reckon there must be a lot of people who want to buy you a drink if it was you? Don't forget to be up bright and early for the Comps. TTFN

READERS LETTERS

At last year's AGM it was mentioned that one of our club members had submitted a proposal to the committee for him to finance a contractor to carry out the levelling of our flying patch, the reason being that on a number of occasions he had damaged the undercarriage of his jet powered aircraft. Apparently there were two ideas put forward one was to remove the turf from our existing patch level it and replace the turf or to construct a second strip parallel with our existing patch

The committee stated that they would carefully investigate any proposals put forward and make a decision whether to proceed or not. However I feel very strongly that this is not a decision the committee can make on their own once the details are known to proceed or not should be voted upon by all club members.Our present patch has been in use for over forty years and during this time many visitors have complimented us on the field and said how lucky we are to have such a nice area to fly in.

I should just like to raise the following points for consideration.
1. Is the work going to be carried out by a contractor not just a man with a wheel barrow and a shovel will that contractor have sufficient third party indemnity bearing in mind the field has a number of drainage channels running through it and also the possibility of a gas pipeline.
2. If the turf is removed and relayed whose responsibility is it to keep it watered bearing in mind it can take months for the grass to re-establish where do we fly in the meantime what if there is a continuation of the hosepipe ban.
3. What guarantees are there if there is subsidence on the patch in the future.
4. Most important are all monies going to be paid up front into the club funds so that should there be a change of mind the club is not going to be financially out of pocket
5. Who is responsible for overseeing that the work is carried out in a accordance with the contract the club or the club member.

With regard to the second proposal of an additional strip apart from the comments in 1.4.5.above will this strip involve the club in an increase in our rent and who will be responsible for paying this increase. However providing our landlord completely understands what is involved I personally would not object to this course of action

We share our field with horses sheep and at least once a year a hay crop is taken more importantly members of the public use the bridle path and also the public footpath which runs to the right of our field. I question whether jet aircraft sometimes flying at speeds of 150 mph should even be allowed. Many of us will have seen last year a burn mark running the full length of our flying patch coupled with two burnt areas in the field at the bottom the mind boggles as to what might have happened should there have been a" laying" hay crop.

This is not a vendetta by myself against another club member I don't believe I have ever met the gentleman concerned I am given to understand that he is an enthusiastic model flyer and is a member of at least one other club where the flying of jet aircraft is encouraged.It does seem to me that we are risking an awful lot for what might what might turn out to be the occasional flight of a jet aircraft.

Mr L Edwards

BOOKS FOR SALE

No doubt some of you will remember that sadly, David Walcroft, one of our members, died in May 2005. You will probably also recall that I circulated a list of his models for sale on behalf of his widow later in that year. David's wife Marion has sorted out his books as part of a house move and has asked me to sell these as well. If you are interested in any of these, please ring Mike Smart on (01296) 658142 or 07973 720291

The Lancaster Story by Peter Jacobs (2003 Reprint) hardback	£7
The Spitfire Story by Alfred Price (2003 Reprint) hardback	£7
Wings over Wiltshire by Rod Priddle 2003 hardback	£7
British Experimental Turbojet Aircraft by Barry Jones 2003 hardback	£7
Inside AMARC by Jerry Fugere 2001 hardback	£5
Jet Pioneers Gloster & the Birth of the Jet Age by Tim Kershaw 2004 hardback	£6
Wrecks & Relics The Album by Ken Ellis 2003 soft cover	£4
Battle of Britain Remembered (Issue 4) soft cover	£2
Elstree Aerodrome The Past in Pictures by Richard Riding 2003 soft cover	£4
Bomber County by Terry Hancock 2004 soft cover	£4
Spitfire by Robert Jackson 2003 hardback	£5
British Secret Projects: Jet Bombers since 1949 by Tony Buttler 2003 hardback	£7
British Secret Projects: Jet Fighters since 1950 by Tony Buttler 2000 hardback	£7
Restoring Museum Aircraft by Robert Mikesh 1997 Hardback	£7
Wings over Woodley (Miles aircraft) by Julian C Temple 1987 hardback	£4
Action Stations Revisited No2 Central England by Michael J F Bowyer 2004 hardback	£4
The Desert Hawks by Leo Nomis 1998 hardback	£4
The Flying Flea by Henri Mignet 1988 reprint hardback	£4
Shoreham Airport Sussex by Webb & Bird 1999 hardback	£3
Liverpool Airport by Phil Butler 2004 soft cover	£3
Manchester Airport by R A Schofield 1998 soft cover	£3
A Sunday Flyer by Maurice Brett 200 soft cover	£1-50p
Blossom – a biography of Mrs F G Miles 1998 soft cover	£1-50p
Microlight Pilots Handbook 7th Edition by Brian Cosgrove 2002 soft cover	£2
In Wiltshire Skies by Colin Cruddas 2004 soft cover	£2-50p
Radio Control Primer by David Boddington 1974 soft cover	£1
The Typhoon at War (Through the lens series) by Ken Rimell 2002 soft cover	£1
The Chang Onbury crashes by Martin Mace 1998 soft cover	£1
German Fighters over the UK 1939-45 by Alexander Nicoll 2001 soft cover	£1
The Fifties Revisited by Peter Campbell 1999 soft cover	£1-50p
The Mighty Eighth in the Second World War by Graham Smith 2003 soft cover	£2
Ghost Fields in Norfolk by Roderick McKenzie 2004 soft cover	£1
Paths in the Wood history of RAF North Witham by Martyn Chorlton 2003 soft cover	£2
Airfield Focus – **No 63 Poddington** by John N Smith soft cover	£1
No 65 Sutton Bridge by Alastair Goodrum soft cover	£1
No 66 King's Cliffe by John N Smith soft cover	£1
No 67 Wolverhampton (Pendeford) by N D Welch soft	£1
Thames Valley Airfields in the Second World War by Robin J Brooks 2002 soft cover	£2
Herts and Beds Airfields in the Second World War by Graham Smith 2000 soft cover	£2
Oxfordshire Airfields in the Second World War by Robin J Brooks 2001 soft cover	£2
Original Sprite & Midget The Restorer's Guide by Terry Horler 1993 hardback	£5
Haynes MG Midget Restoration Manual by Lindsay Porter hardback	£5
MG Midget & Sprite Service Guide soft cover	£2
MG Midget Gold Portfolio 1961 – 1979 soft cover	£2
MG Midget & Sprite Restoration, preparation, maintenance soft cover	£3
MG Sports Cars by John Heilig	£2
MG Midget Reborn by Peter Berkin hardcover	£2

The conditions of this sale are:-

1. If you ring me and ask me to save a book for you, I expect you to honour that commitment.
2. If you ring me and ask to look at the item, I will hold it from sale to others for 5 days only.
3. All purchases must be paid for in cash – no cheques or trade-ins!

COMPETITION RULES 2007

ADMFC Top Gun

Every competition that members enter this year will give them an opportunity to collect points for the 'Top Gun' trophy. The points will be awarded as follows and the person with the most at the end of the year will win. 1st—10 points, 2nd—8 points, 3rd—6 points, 4th—5 points, 5th—4 points, 6th—3 points, 7th—2 points, 8th—1 point.

ONE MODEL AULD COMPETITION

Description.

The competition is a duration event for electric powered models only. The object of the competition, as the title implies, is to be the last down, i.e.; have the longest flight, without re-charging the batteries.

Model Specification.

a. The model is a West Wings Orion E 1510mm span electric powered 2 function glider to be supplied via the Club. No other model may be used.
b. The model will have a minimum weight of 550 gms and the top three finishers in each competition will have to carry 50 gms penalty ballast in the following competition. Any model weighing less than 550 gms will be disqualified unless ballasted to meet the limit. The competitors who finished in the top three places in the last competition of 2006 will start the first competition of 2007 with a 50gm weight penalty.
c. The motor is an Overlander Electramax Delta 400 electric motor to be supplied via the Club. No other motor may be used. (You may run this in underwater if you choose to do so).
d. The propeller is a Ripmax 6" x 3" folding prop with spinner, part No RA00/3 to be supplied via the Club. No other propeller may be used.
e. The batteries are a seven cell Overlander KAN 1050 or GP 1100 Nickel Metal Hydride pack to be supplied via the Club. No other cell pack may be used.
f. You are recommended to use a BEC type speed controller so that you don't carry the weight penalty of an additional battery and you are free to choose any type of speed controller. Non-BEC models may not use the receiver battery as a secondary power source to the motor.
g. Gearboxes are **not** permitted, you must use the motor and prop as direct drive
h. No part of the model may be discharged during flight, i.e. ballast or cells.
i. Cells may not be carried externally - they must be contained within the structure of the model.
j. You must build the kit as standard; however you are allowed to use your own preferences for rudder and elevator linkages if you wish. You may also convert the wing mounting to a bolted fixing if you wish.
k. You may cover the model in any medium you like, but obviously the use of heavier coverings will put you at a disadvantage.
l. You may **not** alter the motor, propeller or batteries in any way. You may use any type of connectors between them however.
m. You may use any type and size of receiver and servos that will fit inside the model.
n. You may use 35 or 27 MHz, or 2.4 GHz radio, but you must agree you frequency or colour with the Competition Director in the case of the former two, as these will be allocated on a personal basis.

The Competition.

a. The models will be weight checked at every competition, although we will allow a positive and negative margin for error.
b. The competition will commence promptly at the start times noted in the Newsletter Club Diary.
c. If you have not registered an allotted frequency, entry will only be permitted on the day, if there are no frequency clashes.
d. For this competition, all frequencies may be used.
e. There will be one round only and all models will be launched simultaneously.
f. The contest director will assemble all competitors ready for launch. The launch will take place on his whistle. He will blow his whistle again five seconds later and any model not in the air will be disqualified. The stopwatch will be started on his first whistle and will be stopped as the last model touches the ground. Interim times will be recorded as the models land.
g. The last pilot to land will be declared the winner, second last, second and third last, third, et al.
h. In the unlikely event of a tie (a tie is considered to be within five seconds of each other), the relevant competitors will be awarded joint places.
i. The contest director's decision is final.
j. The winner of the League will be the person with the best three out of four aggregate flight times. In the unlikely event of a tie, there will be a special fly-off arranged.

FREESTYLE AEROBATIC COMPETITION

Description.

Simply put, you just have to fly the best demonstration of aerobatics that you can manage in four minutes.

1. Model Characteristics.

a) The competition is open to models of any type of fixed wing aircraft (including gliders if you think you can mount a four minute display).
b) A competitor may only have one entry, but a back-up model may be used in the case of damage or malfunction.
c) The model will comply with the DoE 82dB (A) noise limit.

2. Ownership of models.

a) There are no rules governing the ownership of models, however points and places will only be awarded to the pilots of the models.

3. Degree of difficulty.

a) There is no set pattern; you may fly any manoeuvres within your ability.

4. Competition Rounds.

a) There will be two flying rounds; each of 4 minutes duration, after which time the competitor will be asked to land. Failure to do so in reasonable time may result in a penalty at the discretion of the Contest Director.
b) There are no set manoeuvres other than take off and landing. It is up to the competitor to demonstrate the model in the most favourable manner.

5. Disqualifications.

a) A flight may be cancelled and scored zero and/or the pilot disqualified if the contest director decides that the rules are not being adhered to or the model is being flown in a dangerous manner.

6. Transmitter Control.

a) The Contest Director will not start the competition until all transmitter frequencies have been logged and noted against the competitor's names.

7. Judges.

a) There are no official judges, however, all competitors will be required to assess which model and pilot combination they consider to be the best.
b) Each competitor will be given a voting slip to record who they consider should come First, Second and Third. You are not permitted to vote for yourself.
c) You are voting for the aerobatic performance, not your favourite model.
d) The voting slips will be returned to the Contest Director at the end of the competition, who will calculate the winning score.

8. Scoring.

a) Scoring will be very simple, 10 points will be awarded for each First vote, 8 points for each Second vote and 6 points for each Third vote.
b) The maximum possible score will depend on the number of competitors.
c) The winner of the competition will be the competitor with the highest aggregate score, but in the event of a tie, the winner will be decided by a second ballot of the competitors on slips of paper. If there is a tie again, the CD will decide the winner (providing he is not one of the competitors involved in the tie).

9. Competition Management

a) The contest director will appoint helpers to assist in the running of the competition at his discretion.
b) No entries will be accepted after 10:15am, with competition flying commencing as near as possible to 10:30am.

POWER DURATION AND SPOT LANDING COMPETITION RULES.

a) The object is to obtain the longest flight from a 30-second motor run, and to land and stop as near as possible to a marked spot. Measurement will be taken from the spinner nose or tip of the crankshaft where the model comes to a stop, to the marked spot.

b) Timing will start when the model leaves the ground, or the hand, in the event of a hand launch and a countdown will be given to assist the pilot to shut off the motor at 30 seconds.
c) A 10-second penalty will be deducted for each second the motor runs over 30 seconds. If the motor is still running after 35 seconds the flight is void.
d) Two rounds will be flown, the sum of both deciding the result.
e) There will be a 10-minute maximum for each flight. Scoring for duration will cease after 10 minutes. Scoring is to be one point for each second with a maximum score per flight of 600 points. Pilots must land as soon as this time is up, to release the frequency.
f) The flight finishes when any part of the model touches the ground.
g) 200 points will be awarded for landing on the marked spot, reduced by 20 points for each complete metre from where the model stops to the target spot up to a maximum of 10 metres.
h) The competition will start at the time listed in the Newsletter Club Diary.
i) The model will comply with the DoE 82dB (A) noise limit.

DARYL HOOPER MEMORIAL OPEN GLIDER COMPETITION RULES.
LES EDWARDS 100" GLIDER COMPETITION RULES.
ADMFC LEAGUE 100" & OPEN COMPETITION RULES.

1. Model characteristics.
a) Maximum projected wingspan of 100" For Les Edwards and 100" League competition. No limit for Daryl Hooper and League competition.
b) A competitor may use a maximum of two models, but they must both be on the same frequency. They may be flown alternately in the competition if desired and in the event of model number one being damaged in an attempt at a flight (within 60secs), model number two may be substituted, but this must take place within the 10 minute slot.
c) Component parts of the two models may be interchanged, but not with those of other competitors.
d) All ballast must be carried internally and fastened securely within the airframe.
e) Any number of channels may be used.
f) Braking devices (other than airbrakes or crow braking) fitted to the model to slow its progress on the ground are not permitted.
g) Variometers are not permitted.

2. Ownership of models.
a) Any one model may only be flown by one entrant in any competition, i.e.
i) A model that has been flown in the competition may not be lent to another competitor. However, a spare model may be lent to another competitor, providing it has not been flown previously in the competition.
ii) Although the use of two models is permitted, a competitor may only have a single entry in the competition.

3. Competitor and helpers.
a) Each competitor is permitted two helpers, namely a timekeeper and a tow-man.
b) Only the pilots, respective timekeepers and CD are allowed on the patch when the landings are being made. For safety reasons, there should be no-one else in attendance

4. Competition flights.
a) The competitor will be allowed at least two official flights.
b) The competitor will be allowed a maximum of two attempts at each official flight.
c) There is an official attempt at a flight when the model has left the hands of the competitor or their helper under the pull of the launching apparatus.
d) If for any reason the official flight is timed at less than 60 seconds in duration, the competitor will be allowed one second attempt, which must be made, within the allocated time slot.
e) No entries will be accepted after 10.15 am.

5. Disqualifications.
a) A flight may be cancelled and scored zero and/or the pilot disqualified if the Contest Director decides that the rules are not being adhered to or the model is being flown in a dangerous manner.

6. Flying Slots.
a) The flying order shall be arranged at the Contest Directors discretion in slots of 3 pilots, taking into account the radio frequencies in use, and the number of competitors present.
b) The flying order will be varied between rounds to ensure that no identical combination of pilots in a slot is repeated.
c) The slot time shall be of 10 minutes duration, within which a maximum flight of 6 minutes duration may be completed.
d) Flight scoring ceases at the completion of the time slot and the timekeeper of any model still airborne

must stop the watch immediately on hearing the announcement of the end of the slot.
e) Any model airborne at the completion of the time slot must land immediately.

7. Transmitter Control.
a) The Contest Director will not start the competition until all transmitters have been handed over to the organisers.

8. Launching.
a) The launch of models will be by the turn-around pulley and towline method and/or electric winch.
b) The effective line length for launching by turn-around towline will be 200 metres from the model to the pulley prior to the launching run, when tested under a tension of 2Kg (4.41 lbs).
c) The maximum breaking strain of the line will be 100 lbs.

9. Landing.
a) A landing target will be marked as a 15m-diameter circle.

10.Scoring.
a) The flight will be timed from the moment of release from the towline to the moment the model first touches the ground, or if the model is still airborne at the end of the slot, at completion of the time slot.
b) The flight score will consist of one point per second of flight time.
c) 50 Points will be awarded if the model stops wholly within the landing circle. 25 points will be awarded if any part is within the landing circle when it stops. (Any part does not include a lost part of the model with the remainder outside the circle!)
d) The competitor who achieves the highest flight score will be awarded a corrected score of 1000 points for that slot. The remaining competitors in that slot will be awarded a percentage of the slot winners flight score (uncorrected) calculated from their own total score, as follows;

$$\text{Points} = \frac{\text{Competitors score} \times 1000}{\text{Highest score}}$$

e) Landing bonuses will be added to the score after correction.

11. Final Placings.
a) The three competitors with the highest aggregate scores after three rounds will be awarded 1st, 2nd and 3rd places in order of highest scores, respectively. In the event of a tie for any place, a fly off will be undertaken.

12. Frequencies.
To aid management, only frequencies allotted for the AULD competition or 2.4 GHz will be used. Any would-be competitor who has not been allotted a frequency should contact the CD.

PETER HALES MEMORIAL SCALE COMPETITION RULES.

1. Model Characteristics.
a) The competition is open to scale models of any type of aircraft, including helicopters and gliders.
b) The model must be a recognisable representation of a full size aircraft.
c) A competitor may enter a maximum of two models but only the highest placed one will secure points for Top Gun.
d) All ballast must be carried internally and fastened securely within the airframe.
e) The model will comply with the DoE 82dB (A) noise limit.

2. Ownership of models.
a) There are no rules governing the ownership of models or whether they were scratch-built or they are ARTF's; however points and places will only be awarded to the pilots of the models.

3. Degree of difficulty.
a) Documentation is not mandatory, but it may be considered if provided.

4. Competition Rounds.
a) There will be two flying rounds; each of 5 minutes duration, after which time the competitor will be asked to land. Failure to do so in reasonable time may result in a penalty at the discretion of the Contest Director.
b) The 'static' judging will take place informally during the course of the competition, the 'judges' being the other competitors.
c) There are no set manoeuvres other than take off and landing. It is up to the competitor to demonstrate

the model in the most favourable manner.

5. Disqualifications.

a) A flight may be cancelled and scored zero and/or the pilot disqualified if the contest director decides that the rules are not being adhered to or the model is being flown in a dangerous manner.

6. Transmitter Control.

a) The Contest Director will not start the competition until all transmitter frequencies have been logged and noted against the competitor's names.

7. Judges.

a) There are no official judges, however, all competitors will be required to assess which model and pilot combination they consider to be the best.
b) Each competitor will be given a voting slip to record who they consider should come First, Second and Third. You are not permitted to vote for yourself.
c) The voting slips will be returned to the Contest Director at the end of the competition, who will calculate the winning score.

8. Scoring.

a) Scoring will be very simple, 10 points will be awarded for each First vote, 8 points for each Second vote and 6 points for each Third vote.
b) The maximum possible score will depend on the number of competitors.
c) The winner of the competition will be the competitor with the highest aggregate score, but in the event of a tie, the winner will be decided by a second ballot of the competitors on slips of paper. If there is a tie again, the CD will decide the winner (providing he is not one of the competitors involved in the tie).

9. Competition Management

a) The contest director will appoint helpers to assist in the running of the competition at his discretion.
b) No entries will be accepted after 10:15am, with competition flying commencing as near as possible to 10:30am.
b) Competitors will be asked to complete an entry form on their arrival, which is to be returned to the contest director as soon as possible. These will be available for the other competitors to view to enable them to identify models they may vote for and determine details about the model that may influence their decision.

FUN FLY COMPETITION RULES

Competition Description.

a) The competition will consist of two identical rounds, with the highest aggregate score of both rounds determining the winner. Each round will consist of a 4 minute timed slot.
b) Each entrant is allowed one entry and a maximum of two models, but no aircraft may be flown by more than one pilot.
c) One short test flight per nominated aircraft is allowed prior to the start of the competition. No entries will be accepted after 10:15 am.

The Model.

a) The model will be fixed wing and powered by I.C or electric motors.
b) The use of external ballast is forbidden.
c) The use of autopilots is forbidden.
d) The model will comply with the DoE 82dB (A) noise limit.
e) The model must be fitted with throttle/motor control.
f) The model must be capable of rising off of the ground under its own power, unassisted by the pilot or helper.

The Competition.

a) Only one aircraft is allowed in the air at any one time after the start of the competition, but the following competitor must be ready and waiting to commence their flight within one minute of the previous model having landed.
b) Each competition round is to consist of one timed slot per pilot lasting 4 minutes. No person is to be allowed forward of the pit line except for the pilot, one judge, a timekeeper/scorer, and one pit crew.
c) After indicating to the timekeeper that they are ready on the start line with the engine running, each pilot

will be given a five-second countdown to the start of the slot. At the start of the slot, the model will be released from the start line by the pilot or pit crew.

d) The pilot will take-off from the start line - no points will be awarded for passing under the limbo tape or performing a touch and go, from the take-off.
e) The entrants must now perform manoeuvres from the schedule to gain the highest score they can within the 4-minute time slot. No manoeuvre is mandatory but none may be repeated until two further different manoeuvres have been completed. If two rolling manoeuvres are called in succession, they must be in opposite directions of rotation.
f) All manoeuvres must be called in advance by the pilot and performed to the satisfaction of the judge and repeated if necessary. In the case of spins, the number of spins attempted must be called in advance. Failure to complete the nominated number will result in the manoeuvre having to be repeated or replaced with another. The judges must indicate immediately to the pilot or the pilot's helper if they have not accepted the manoueuvre.
g) Manoeuvres may not be combined. A touch and go and a limbo may not be performed in the same pass over the landing area.
h) Touch and go manoeuvres must be performed in one continuous line with touch down on the landing area. If the engine stops due to a touch and go manoeuvre, no points will be awarded for that touch and go.
i) If the engine stops during the slot time, the aircraft or spare aircraft may be used to complete the slot, but take-off must be from the landing area and into wind. A hand launch is acceptable.
j) Towards the end of the 4 minute timed slot, the timekeeper will countdown the last 30 seconds in the form of 30, 20, 10, 5, 4, 3, 2, and 1. The pilot may ask for the elapsed time at any stage during the slot and at the end of the time slot the engine must be cut and a spot landing attempted.
k) Points will be deducted for every second of engine run beyond the end of the slot time or metre away from the spot, as detailed below.
l) The distance to the spot will be measured where the model stops, from the spinner nose or crankshaft tip.
m) Penalty points will be deducted for each instance of low or dangerous flying over the pits area after one warning from the judges.
n) Schedule of manoeuvres and points:-

i) 2 successive rolls - 5 points.
ii) 3 successive rolls - 12 points.
iii) 2 inside loops - 5 points.
iv) 2 outside loops - 12 points. (may be performed from inverted or upright)
v) Spin per rotation - 5 points (maximum 50 points) - number of spins must be stipulated.
vi) Touch & go - 25 points.
vii) Limbo - 25 points.
viii) Dangerous flying - minus 25 points.
ix) Inverted limbo - 50 points.
x) Spot landing
- 0 to 1m - 200 points
- 1m to 2m - 180 points
- 2m to 3m - 160 points
- 3m to 4m - 140 points
- 4m to 5m - 120 points
- 5m to 6m - 100 points
- 6m to 7m - 80 points
- 7m to 8m - 60 points
- 8m to 9m - 40 points
- 9m to 10m - 20 points
- Over 10m - Zero points

xi) Engine over-run - minus 10 points per second.

Scoring.

a) Each round will be scored according to the schedule of manoeuvres above. Similarly points will be deducted as applicable.
b) Any pilot who competes with an electric powered model will receive a bonus of 10% on their final score, i.e.; their score will be multiplied by 1.1.
c) The winner of the competition will be the entrant with the highest aggregate score from two rounds after deductions and additions described above.

ELECTROSLOT COMPETITION RULES

Model Characteristics

a) This competition is for electric powered aircraft of **any** size or configuration.
b) Any type or size of motor and gearbox is allowed.
c) Only Nickel Cadmium or Nickel Metal Hydride cells may be used.
d) There is no restriction on the number of cells that can be used, although there is a limit on the weight of the power pack, **which shall not exceed 460 grams** (as it is removed from the model, i.e., including leads and connector). You will be permitted a 1% scales error, which brings the pack weight to 465 grams maximum.
e) The receiver battery pack (if used) is not counted as part of this weight. Recharging or replacement of batteries is **not** permitted after each competitor has had his first flight.
f) No part of the model may be discharged during flight, i.e. ballast or cells.
g) Cells may not be carried externally - they must be contained within the structure of the model.

The Competition

The object of the event is to gain the longest four flights, up to 10 minutes, from 1 battery pack with maximum **power duration of one minute at the start of each slot.**

a) The event will consist of competitors flying four rounds with 10-minute slots; this includes the 1-minute climb time at the start.
b) There will be a spot landing task at the end of the slot, but to qualify for this, the model must have landed within 12 minutes of the start of the slot. 50 Points will be awarded if the model stops wholly within the landing circle. 25 points will be awarded if any part is within the landing circle when it stops. (Any part does not include a lost part of the model with the remainder outside the circle!). These points will be added to the competitor's score after calculation of the percentage score, just as the glider competitions.
c) This event will be run like a glider competition comprising three or four competitors per slot depending on the numbers attending, subject to the CD's discretion.
d) There will be a two minute time limit to launch after the CD announces the next slot until the starting whistle is blown. If you are not ready to go on the whistle, you will forfeit flying in that slot.
e) Timing will start at the starter's whistle. The whistle will be blown again one minute later, at which time motors will be turned off. Any models not airborne will be disqualified from that round.
f) The competitors may launch at any time within the one-minute climb time, they may stop their motors before the one minute expires, they may stop and start their motors within the one minute and they may use varying throttle settings within the one minute climb time.
g) Timing will cease the moment that the model touches the ground, or if the model is still airborne, at completion of the time slot.
h) The score will consist of one point per second of flight time.
i) The competitor who has the highest score in the slot will be awarded a corrected score of 1000pts for that slot. The remaining competitors will be awarded a percentage of the slot winners score (uncorrected) calculated as follows:- $\text{Points} = \frac{\text{Competitors score} \times 100}{\text{Highest score}}$
j) The winner will be the person with the highest score. If it happens that two or more competitors have equal scores, there will be a fifth climb on the same batteries to decide the winner.
k) The Arthur Ambrose Trophy competition will be Electroslot 4.

Frequencies

To aid management, only frequencies allotted for the AULD competition or 2.4 GHz will be used. Any would-be competitor who has not been allotted a frequency should contact the CD.

BALLOON BURSTING COMPETITION RULES

a) The competition is open to any fixed wing propeller driven model. Multi engines are allowed. Electric sports planes and electric gliders are encouraged.
b) A number of toy balloons will be filled with helium and anchored by cotton lines to various points on or near the 'patch'.
c) All models will be scrutineered before entry is accepted. Propellers, propeller nuts and spinners must comply with BMFA guidelines – definitely **no** needle noses; there must be no dangerous projections or sharp edges to any part of the model. No trailing wires ropes or parts, which detach in flight, are allowed. The scrutineer's decision is final!
d) The object of the competition is to burst as many balloons as possible in a predetermined time, timing to commence at take off from the ground or at the point of release from a hand launch. Intermediate

restarts are allowed if the referee / timekeeper decide the model is still safe to fly.

e) Each pilot is allowed one helper.
f) The timekeeper / referee and helper will stand adjacent to the pilot during his “slot”.
g) The pilot must start from the position specified by the CD and is not allowed to move from this position during his or her timed “slot”. No flying will be permitted between the pilot and “dead” airspace.
h) Points will be awarded for each balloon burst by the model and for each balloon cotton cut, resulting in the balloon’s ascent. Any pilot who cuts a cotton and bursts the ascending balloon will be awarded a huge number of points.
i) “Slots” will be flown on an individual basis.
j) Pilots may enter more than one model.
k) The Club pegboard will be used for frequency control.
l) This is a “**strictly for fun**” event and there are no formal prizes.

AEROBATIC COMPETITION RULES

This set of manoeuvres is designed to improve the flying skills of anyone who has a model which is capable of performing a set of fairly simple aerobatics but as yet has to try putting them together into a flowing schedule which will test their piloting skills to the extreme. The emphasis is on positioning the manoeuvres rather than the accuracy of them, which will allow fun fly models to compete on an equal level with a fully blown F3A 2 metre model. Note that there are changes from the 2006 version.

THE SCHEDULE

1. Take off and turn 90 deg. away from judges then turn 270 deg. back down flight line.
2. 3 superimposed inside loops.
3. 3 rolls in 5 sec.
4. Double Immelman (1/2 inside loop, 1/2 roll, 1 sec. level flight, 1/2 outside loop, 1/2 roll out).
5. 3 superimposed outside loops from the top.
6. Flat 8 as per "B" Schedule.
7. Cuban 8. 3/4 inside loop, 1/2 roll at 45 deg, inside loop to 45deg, 1/2 roll, 1/4 inside loop to exit.
8. Inverted flight for 5 sec.
9. Stall turn. Exit upright.
10. 3 spins.
11. Rectangular approach. Model to fly parallel to landing strip and perform a rectangular landing pattern losing height on each leg.
12. Landing. Model to perform flared landing and run to a stop in a straight line.

Usually a figure is awarded a score of 10 points with at least one point deducted for each error, but to be fair we shall start with 20 points. You will see from the following downgrade reasons why a very low score is easily attainable.

As a guide, a 20-30% score is expected from a newcomer. 40-50% is getting quite good. 60-70% and a podium is in sight.70-80% should win you the Nationals!

Downgrade reasons.

(a) Less than 50m level flight on entry.
(b) Less than 50m level flight on exit.
(c) Loops not round.
(d) Manoeuvres not centred.
(e) Entry and exit at different height.
(f) Manoeuvre not level.
(g) Crossover point not on centre line.
(h) Veers from straight line. Entry and exit on different heading.
(i) Loops not superimposed.
(j) Rolls take less than 4 sec or more than 6 sec (3 rolls and slow roll).
(k) Model not vertical.
(l) Any spins are spiral dive.
(m) Model impacts ground due to lack of flare.
(n) Model misses landing circle - minus 50% of landing score.
(o) Model misses patch - zero score for landing.
(p) Model outside + or - 45 deg horizontal or 60 deg vertical "flight box" during manoeuvre.

(q) Any manoeuvre not completed shall score zero.

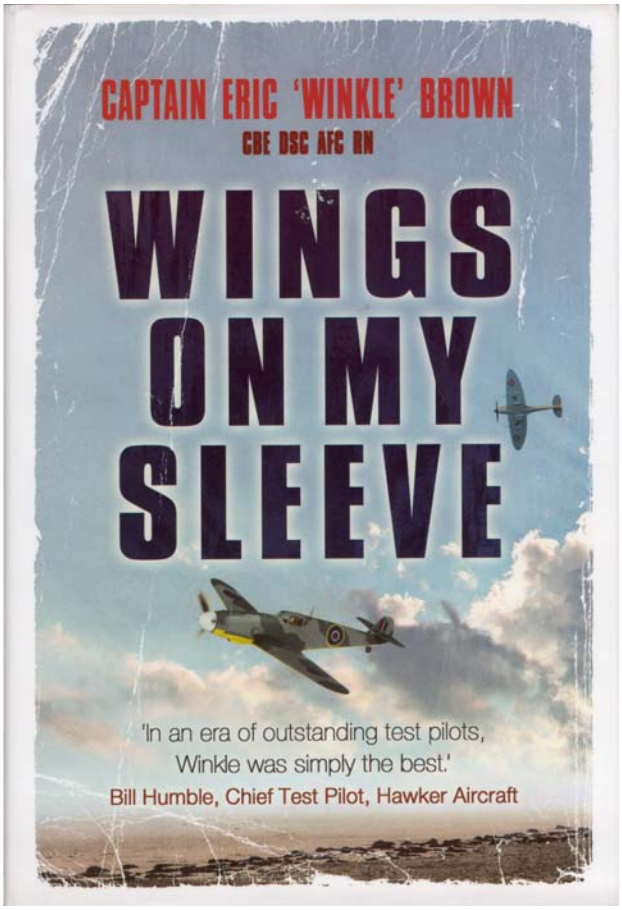
No fly-byes in front of judges except after take off, stall turn and spins.
There shall be no time limit for the flight.

Some tips.

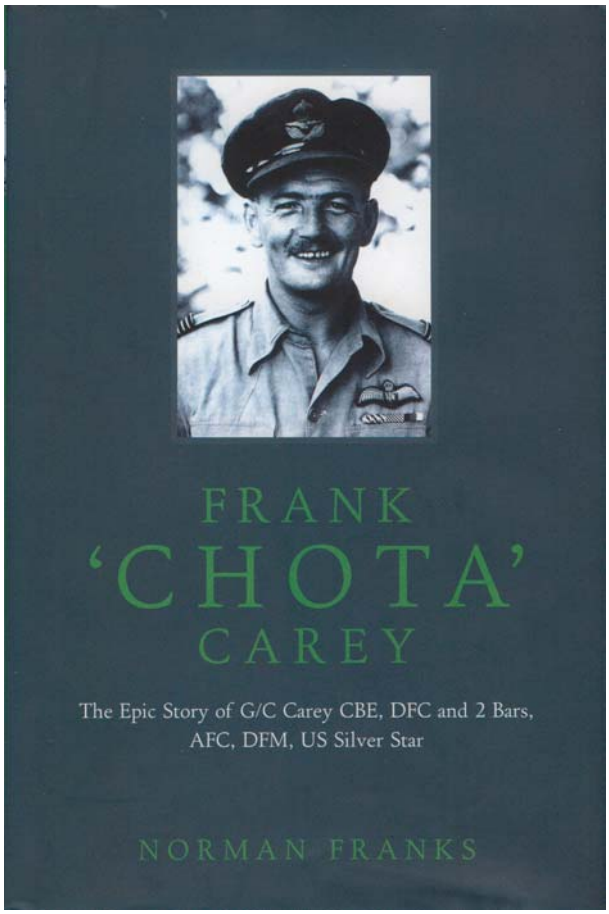
Take your time to set up manoeuvres.
Set aileron throw on low rate to give 3 rolls in 5 sec - quite slow. Get a helper to time you. Use this on 3 rolls and Cuban 8.
Set high rate elevator so that model will only just spin.
Set C of G so that when controls are neutralised, model continues to spin for exactly one half turn.
Keep the model about 50 to 100m away from you, depending on its size and speed, to make the manoeuvres easy to see and above all to judge.
Nominate the start and finish of all manoeuvres.
The downgrades which apply to each manoeuvre should be fairly self explanatory.

GOOD LUCK! Martin McIntosh.

Armchair Aviation



No test pilot in history has flown so many types of aircraft as Commander Brown and certainly no other test pilot writes as clearly and interestingly as he does. "Wings on my Sleeve" was first published in 1961 in a much shorter form. In this new edition he answers so many questions that come to mind when reading his other books - notably "Wings of the Navy" and "Wings of the Luftwaffe" - and sets these books into a much wider context of his amazing life.
A great read - highly recommended.



Frank Reginald Carey is a name well known to aviation historians. As an NCO pilot, before the war finally erupted into action in May 1940, Carey had already been in combat and received the DFM. Commissioned just before 'the balloon went up', he was sent to France and fought doggedly for four days, shooting down more than a dozen German aircraft and winning the DFC and Bar. He then returned to England and the Battle of Britain, scoring 18 by mid-August 1940, all on Hurricanes, before being wounded.

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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.

March 12th	7.30pm	Rivets	-	**Bring & Buy Sale**.
April 9th		**NO CLUB MEETING**		
April 15th	10am	Folly Farm	-	**Power Duration & Spot Landing Competition**
April 29th	10am	Folly Farm	-	**Electroslot 1**
May 14th	7.30pm	Rivets	-	**Corfu Revisited** - Chris Vaughan - Flying again in Corfu with Brian & Chris - their most recent experiences on the Island for R/C flyers.
May 16th	7.00pm	Folly Farm	-	**AULD 1** (Evening Comp - back-up Friday 18th)
May 20th	10am	Folly Farm	-	**Fun Fly**
May 30th	7.00pm	Folly Farm	-	**AULD 2** (Evening Comp - back-up Friday 1st)
June 3rd	10am	Folly Farm	-	**Electroslot 2**
June 11th	7.30pm	Rivets	-	**Collecting 2 strokes and 4 strokes from the USA** David Brown takes us through the years of change of these engines.
June 13th	7.00pm	Folly Farm	-	**AULD 3** (Evening Comp - back-up Friday 15th)
June 17th	10am	Folly Farm	-	**Freestyle Aerobatic Competition**
June 23rd & 24th				**Wings & Wheels Model Spectacular**
July 4th	7.00pm	Folly Farm	-	**AULD 4** (Evening Comp - back-up Friday 6th)
July 9th	7.30pm	Rivets	-	TBA
July 15th	10am	Folly Farm	-	**Peter Hales Scale Competition**
July 29th	10am	Folly Farm	-	**Aerobatic Competition**
Aug 12th	10am	Folly Farm	-	**Electroslot 3**
August 13th		**NO CLUB MEETING**		
Aug 19th	10am	Folly Farm	-	**100" Glider Competition**
August 26th - 28th				**THE NATIONALS**
September 2nd	10am	Folly Farm	-	**Open Glider Competition**
September 10th	7.30pm	Rivets	-	TBA
September 16th	10am	Folly Farm	-	**Daryl Hooper Open Glider Competition**
October 7th	10am	Folly Farm	-	**Les Edwards 100" Glider Competition**
October 8th	7.30pm	Rivets	-	**Ali Machinchy** of Als Hobbies takes us through his flying experiences, assisted by one or more of his EXOTIC models - NOT TO BE MISSED!!!!
October 15th	10am	Folly Farm	-	**Electroslot 4**
November 12th	7.30pm	Rivets	-	**Bring & Buy Sale.**
December 10th	7.30pm	Rivets	-	**AGM**.