

# The Folly Flyer

The Newsletter of Aylesbury & District Model Flying Club

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[www.admfc.co.uk](http://www.admfc.co.uk)

July 2005



16 intrepid flyers at the inaugural AULD One Model Competition



Fun Fly Competition - L to R, Mike Smart 2nd, Martin McIntosh 1st & Phillip Alderman 3rd.

## CONTACTS

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**WEBSITE:-** [www.admfc.co.uk](http://www.admfc.co.uk)

## FLYING TIMES

<b>Folly Farm</b> -	Tuesday, Thursday & Saturday - 10am - 8pm. Sunday - 9-30am - 5pm. Bank Holidays 10 am - 5pm. Electric, rubber and gliders may be flown at any time.
<b>Cublington</b> -	There are no restrictions on flying times.

## CLUB SHOP

<b>'Meanad' add-on silencers</b>	-	£5.	-	Ring Mike Smart.
<b>Transfers</b>	- Sheet of three	-	£1.	Ring Bob Playle.
<b>Training Videos</b>	- 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**

2 July	Richard Ginger	<b>(688030)</b>	3 July	Peter Dunnett	<b>(334708)</b>
9 July	Robert Adkins	<b>(07900 497195)</b>	10 July	Mick Stiff	<b>(415997)</b>
16 July	Bob Playle	<b>(01442 825693)</b>	17 July	NO TRAINING	
23 July	Mike Smart	<b>(658142)</b>	24 July	Tony Wood	<b>(01844 218916)</b>
30 July	Paul Thorne	<b>(613870)</b>	31 July	Richard Ginger	
6 August	Richard Ginger		7 August	NO TRAINING	
13 August	Bob Playle		14 August	NO TRAINING	
20 August	Robert Adkins		21 August	Peter Dunnett	
27 August	Paul Thorne		28 August	NO TRAINING	
3 September	Mike Smart		4 September	Mick Stiff	
10 September	Bob Playle		11 September	Tony Wood	
17 September	Robert Adkins		18 September	NO TRAINING	
24 September	Paul Thorne		25 September	NO TRAINING	

## THE NEWSLETTER

*The newsletter is produced by Mike Smart, 85-87, Quanton 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

## David Walcroft



It is with deep regret that I have to inform you of the death of David on May 19th 2005, aged just 58.

David had only been a member of the Club for a couple of years and tended to fly largely during the week as a member of the 'Gentleman's Club', so many of you will not have met him.

As you may recall, I sent our wishes to him in the latter part of last year after he had a major operation and things started to look a lot better for him at the beginning of this year. Sadly, he deteriorated during April and May this year.

A total aviation person, David obtained his PPL at the age of 17, at one time owned a Tiger Moth I believe and had a lifelong interest in model aircraft. He was an Architect by profession and whilst I can't remember exactly how and when I met David, our friendship was re-kindled when he came to our offices a year or two back in connection with work.

David was always enthusiastic about our hobby and when I last saw him, we were discussing the Nuke Airborne system and all those old Keil Kraft rubber-powered scale models that we both built and could now be effectively flown radio controlled.

I attended David's funeral on 1st June and in keeping with David's interest, the opening and closing music was the soundtrack from the Battle of Britain film. One of the readings was also High Flight by John Gillespie Magee Jnr.

I'm sure you will all join me in sending our sincere condolences to David's wife Marion and his family. The Club will be making a donation to Iain Rennie Hospice at Home in David's memory.

## Curtiss Pitts

Sadly, another aviation figure has passed on to the great flying field in the sky, namely Curtis Pitts who died on June 10, 2005 at the age of 90.

I shouldn't need to tell you who he was, but for those who don't know, he was of course the designer of the famous Pitts Special. His last creation was the Pitts Model 14 which is a radial-engined modified version of the Pitts Special with 'squared-off' wing and tail surfaces.

## Electroslot Rules

Firstly, its been great to see the turn-out for the two competitions so far and thanks for your effort guys. Secondly, several of you have expressed interest in buying new models with brushless motors, but some are concerned that future rule changes may compromise this. We would therefore like to confirm that we have no intention in altering the rules to prohibit brushless motors or make the competition a one-model affair and we will guarantee this for 2006 and 2007 at the very least.

To be honest, the price of brushless motors and controllers is falling so rapidly, I doubt whether any of us will be using brushed motors by then. Whilst the one-model AULD has been a great success, we believe we need to leave the Electroslot open to development. If everything was the same, it *would* be boring!

AULD	Frequencies for 2005 season
Frequency	Pilot
55	TERRY ROWE
56	PERCY PROCTOR
57	ROBERT ADKINS
58	
59	BRIAN VAUGHAN
60	TREVOR MINES
61	MICK STIFF
62	JOHN HOUSTON
63	MIKE SMART
64	KEVIN COLLINS
65	PETER DUNNETT
66	DAVE HARBOUR
67	CHRIS VAUGHAN
68	CHRIS REEVES
69	MARTIN McINTOSH
70	BOB PLAYLE
71	PAUL YORK
72	JOHN BOURNE
73	ROGER BELLINGHAM
74	CLIVE ABBOTT-STONE
75	RICHARD GINGER
76	CHRIS RYLE
77	PHIL ALDERMAN
78	PETER STAMMERS
79	PAUL BAKER
80	IAN STIFF
81	IVAN BARTLETT
82	
83	PERCY PROCTOR
84	BILL HOCKEY
85	MARK VAN ROOYEN
86	
87	DAVE PAMINGTON
88	KEITH PYOTT
89	PHIL TAYLOR

# ALL NEW, ALL UP, LAST DOWN COMPETITION No.1

Folly Farm 5<sup>th</sup> May 2005

## Entries ....

1. Trevor Mines
2. Mick Stiff
3. Kevin Collins
4. Peter Dunnett
5. Dave Harbour
6. Chris Vaughan
7. Chris Reeves
8. Martin McIntosh
9. Paul Yorke
10. Clive Abbott-Stone
11. Richard Ginger
12. Peter Stammers
13. Percy Proctor
14. Ivan Bartlett
15. Tony Woods
16. Phil Taylor

**Weather** .....Overcast with a 10 knot westerly wind.  
Some thermic activity ... our near resident buzzard told us.

**Competition Director** .... Philip Alderman

So what cost £2591.44?

Answer ..... all the kits, bits and bobs for the club's revised 'All Up, Last Down' competition. And that figure only originates after massive discounts were brilliantly negotiated by our Chairman Mick.

The large sum is also an indication of the massive support for the arrangement where the club supplies to members, at cost, an identical model kit, direct drive electric motor, folding prop and seven cell battery. Special purchase of small servos and electronic speed controllers being optional extras for those who needed them.

Prior to this first of four AULD competitions this year, thirty two club members had joined the fray and had bought the necessary items. Several bought more than one kit and many had doubled up their purchase of batteries.

The first competition was going to be really interesting. Would all thirty two people really turn up? Would those who campaigned for the change in the rules turn up and fly? Would those who had finished their models early gain an advantage by getting more practice under their belts. Would poor Joe Bloggs now be able to keep pace with pundits that previously flew very expensive super models? Read on .....

Answers to the first couple of questions were, sadly, no. But there were apologies for absence! Our ex-Chairman and fervent supporter of the revised rules, Roger Bellingham was booked to fly a model for a University that competes in a 'Heavy Lift' challenge up in Yorkshire each year. Can't argue with that! If Roger won the trophy there he would be Dr. Bellingham (Hon) by now. And stalwart Terry Rowe, the man you can always rely upon, was away on holiday. Mike Smart managed to make it to Folly Farm but his 97% complete model didn't. He found that his standard practice of working through the night before a competition cannot be achieved any more so we will have to wait until comp number two to see his new creation. An important lunch date for the Van Rooyen family kept Mark's model locked away in it's hangar but that ensures it will also be factory fresh for the next event.

Poorest excuse for being at Folly Farm without a model came from Bob Playle who stated that pressure of work had prevented it's completion .... err, rewind .... commencement. The penalty for that was to write this report.

But sixteen members did appear from over the horizon with elegantly made Orion 'E's. All sorts of colours. All sorts of coverings from Solarfilm, Profilm, Litespan and even doped tissue. They looked good. And it was also good to see so many new faces. A pretty good turn out for a club event!

Weighing time. This was achieved, as best we could, using electronic scales on case perched upon an old car tyre behind a thick hedge out of the wind and above 'pokey' bits of foliage. Weights varied between 530 and 649 grams for models in ready to fly trim.

Larger than life, Phil Alderman called all competitors together and made sure they were aware of the simple rules. After that the big line up across the field, a grand photo-shoot, a quick control check then Phil's start whistle.

What followed was a delight. Fifteen identical motors powered by identical batteries and driving identical props turned the air into something akin to a hornets nest being poked by a stick. Competitors and spectators, of which there were quite a number, were all amazed by the spectacle and glorious sound of the models climbing away without incident.

But why only fifteen? One was missing. That one, belonging to Clive, was still sitting in his hand and not doing what it should. A wrongly placed servo lead and poor control check left this model on the starting blocks. A simple mistake which most of us have made at sometime but one which we never make again. A helping hand from Mike Smart soon had this model flying although no longer part of this contest.

Now we had sixteen identical planes in the dark sky. Colours could not easily be identified so it was imperative for pilots to keep their eyes on their model otherwise very interesting things would happen.

The quality of flying was excellent. Newcomers to competition flying were not phased by the experts and for a long time it was anyone guess who would be first to land. Then, after nearly seventeen and a half minutes Tony's model, first flown that morning just before the competition, settled into the long grass. Not a bad flight especially as it was only its second and was achieved with a fresh, un-cycled battery. Longer flights are a certainty in future.

Then over the next six or seven minutes we had a flurry of landings from Peter S, Percy, Kevin, Trevor and Chris R. That kept the Comp Director and timekeepers on their toes.

After that a jump of more than five minutes before further comings to earth. Ivan and Paul were fairly close followed by Chris V about a minute later.

Then, after twenty eight minutes, serious trouble to stay airborne seemed to plague the remaining flyers. In came Phil with Peter D. only three seconds behind. Then Martin with that amazing newcomer Dave just four seconds later, enough to secure third position.

Now that question as to whether Joe Bloggs would be up there with our pundits can be answered. The answer is ... maybe! We still had regular comp winners Richard and Mick slogging it out so it looked as if experience really does pay irrespective of model being flown. And that probably is the case as Mick landed some three and a half minutes after Dave and Richard scraped another thirteen seconds beyond that. A well deserved win for Richard with commiseration's for Mick being so close.

But congratulations must go to all competitors for their excellent performances, especially Dave Harbour who, in only his second competition, has cornered yet another 'podium' placing.

Well done all and thanks to Philip for keeping an orderly meeting.

Finally, a big thanks to our spectators who helped create the great atmosphere. One of them, Keith Tuckey, only left after buying the necessary bits and pieces thus becoming our thirty third AULD prospective competitor.

**Results: (over page)**

Position	Name	Time	Model Weight (grams)
1st	Richard Ginger	32m 58s	530
2nd	Mick Stiff	32m 45s	547
3rd	Dave Harbour	29m 14s	570
4th	Martin McIntosh	29m 10s	560
5th	Peter Dunnett	28m 35s	550
6th	Phil Taylor	28m 32s	593
7th	Chris Vaughan	27m 28s	559
8th	Paul Yorke	26m 36s	548
9th	Ivan Bartlett	26m 10s	575
10th	Chris Reeves	20m 53s	608
11th	Trevor Mines	20m 23s	578
12th	Kevin Collins	20m 00s	588
13th	Percy Proctor	19m 12s	649
14th	Peter Stammers	18m 12s	613
15th	Tony Woods	17m 28s	556
16th	Clive Abbott-Stone	d.n.f.	556

## Electroslot No1. 12-06-2005

Hot on the success of the first new AULD, came our second electric powered competition of 2005. Twelve competitors signed in, on this cool mid June morning facing a fresh northwest blow.

Pilot	Model
Phil Alderman	Terry's Old AULD
Ivan Bartlett	Orion E
Peter Dunnett	Little Star
Richard Ginger	Simply The Best
Dave Harbour	Orion E
Alan Johnson	Organic
Percy Proctor	Girlie Pink
Chris Reeves	Orion E Modified
Terry Rowe	Highlight Modified
Mike Smart	Simply The Best Special
Mick Stiff	Simply High
Phil Taylor	Orion E Modified

Round One

**Slot One.** Richard and Phil T gained the ten-minute maximum flight time with Dave wishing his Orion had a bit more grunt.

**Slot Two.** Alan and Mick with an easy ten-minute flight plus a landing bonus each, leaving Phil A in their wake, nursing a sick power train retrieved from his electro-slot model (crashed twice in practice).

**Slot Three.** Peter flew a maximum time plus a half landing bonus; Mike had a maximum flight time except,

The model landed out of sight.

Disaster, disaster would it be all right.

The state of it made Mike cry and cough.

But it was fine once he'd scraped the cowpats off.

Percy slipped Girlie Pink in for the full landing bonus.

**Slot Four.** Terry with a time of 5mins 36secs squeezed the win over Chris and Ivan.

Round Two

With time against us, slots were increased to four man events to speed things up.

**Slot One.** Alan scored his second maximum flight and maximum landing bonus of the day, followed by Peter, RG, and Dave.

**Slot Two.** Mick with his second double max left Phil T, Ivan and Percy to watch in awe.

**Slot Three.** Terry took the win over Mike by two points with Phil A and Chris scrapping for third.

Round Three

Round three saw Alan take his third win complete with landing bonus. Leaving Mick, Peter and Terry in hot pursuit praying for a miracle, whilst Phil A sheared his tail off in a scrappy landing attempt.

Round Four

Round four and Alan turned the screw with his ten-minute flight and full landing bonus, the rest fought on bravely except Mike, whose model growled menacingly but never left his hand.

Results

Pilot	Round One	Round Two	Round Three	Round Four	Total Score
Alan Johnson	1000+50	1000+50	1000+50	1000+50	4200
Mick Stiff	1000+50	1000+50	820	1000	3920
Peter Dunnett	1000+25	836	1000	1000	3861
Terry Rowe	1000	1000	943	716	3659
Richard Ginger	1000	683+50	1000+50	732+50	3565
Phil Taylor	1000	418	405+50	813+50	2736
Mike Smart	1000	948+50	426	d.n.f.	2424
Ivan Bartlett	503	358	966+25	446	2298
Dave Harbour	246	251	576	293	1366
Chris Reeves	281	304	289	328+50	1252
Phil Alderman	538+50	370	266	d.n.f.	1224
Percy Proctor	271+50	248	315+50	228	1162

Terry R

## **AEROBATIC COMPETITION. 19-6-2005.** CD: Martin McIntosh.

Two days from the summer solstice, and the hottest day of the year thus far, the event the Aerobatic competition ADMFC style. The aerobatic schedule was devised and overseen by Martin McIntosh, drawing on his experience in national competitions and modifying it to accommodate we lesser mortals.

Martin gave a demonstration flight to show what was expected of us, in particular the three pilots who hadn't practiced.

Pilots	Models	Engine
Robert Adkins	Majestic	YS 63S
Phil Alderman	Sapphire	OS90FS
Richard Ginger	ExtraWot	Laser 150
Alan Johnson	Evolis	YS 140FZ
Terry Rowe	The K Factor	Irvine 53
Mick Stiff	Speed air 40	OS46FSR

Richard won the toss and took off first into an unhelpful cross wind, a good flight and respectable score of 173, his lowest points for the double Immelman and vertical roll.

Alan's flight scored 173, this should have been higher but his manoeuvres were all slightly right of the judges centre line.

Robert next, flying well to score 168, the vertical roll was his Achilles heel!

Mick headed skyward, the OS needing a little persuasion to run sweetly his score came in at 76, his weakest manoeuvres, the Cuban eight and spins.

Terry with his fun fly, tried to chase the pattern ships but only scored 94, blew out on the vertical roll, horizontal eight and spins, must turn the rates off next flight.

Last in round one, Phil, scoring 69, losing his way on inverted flight and spins, but declaring that he thoroughly enjoyed the experience!

Richards's second flight was well executed, he scored 174, would have been around 185 if he hadn't miscounted the rolls!

Alan's flight was dogged from the start with a bent undercarriage leg. His first four manoeuvres scoring higher than round one, but he became distracted by the exhaust note of the YS as it became detached. Alan aborted the round, saving engine and plane for another day.

Robert increased his score, a very well flown schedule accruing 180 points.

Mick lost his way on rolls; double Immelman and spins again, but still increased his score to 82.

Terry now with a practice round under his belt squeezed another 27 points out of The K Factor, completing all manoeuvres this time to score 121.

Phil was determined to better his first round, and despite losing his way on 5 tasks pulled in 95 points.

#### RESULTS

Pilots	Round one score	Round two score	Total Score
Robert Adkins	168	180	348
Richard Ginger	173	174	347
Alan Johnson	171	72	243
Terry Rowe	94	121	215
Phil Alderman	69	95	164
Mick Stiff	76	82	158

This competition is difficult to fly well, but its great fun; there are three fundamental elements to a good score. One, an aerobatic style model, a flying partner to talk you through the schedule giving constructive comments, and of course practice, practice, practice.

#### Terry R

### **FUN FLY. 15-05-2005 - CD: Mick Stiff**

An unexpected beautifully sunny day with a light easterly breeze greeted all for our 2005 Fun Fly.

Pilots	Planes
Phil Alderman	I.D.K.
Dave Harbour	TUTTI-FRUTTI
Martin McIntosh	LIMBO DANCER
Mike Smart	COUGAR
Mick Stiff	COUGAR
Terry Rowe	THE K FACTOR
Phil Taylor	EASY 3 D

Dave's competition was almost over before the start with a split fuel tank, but a swift drive home, and some deft work in the pits, saw his Tutti-frutti ready at the end of round one.

Meanwhile Phil Alderman was first to fly, his repertoire of 3 rolls, limbo then touch and go, all went well till a heavy touch stopped his trusty Irvine, fortunately a quick restart accrued a reasonable score.



Mick's flight was away from terra firma with a series of rolls, loops and bunts.

Mike had a good round of rolls, T&G's plus limbo's and a very lucky escape as his Cougar clipped the top of a pole on a tight circuit.

Terry next, with a steady eight circuits of the favoured triple, marred only by a five second engine overrun and a nil point landing.

Martin followed the trend and scored the best landing bonus of round one, 80 points.

Electric Phil Taylor, now to be known as IC Phil, had a good round, placing him second at this juncture.

Dave 'new tank Harbour' ended round one with a series of loops, rolls and bunts.

Round two

Phil A improved his first round score and secured a handy landing bonus of 180 points.

Mick's score was virtually identical to his first, with no landing bonus on either despite planting his Cougars nose firmly in the dirt.

As nerves settled scores increased, Mike added two circuits to his flight, but no landing bonus.

Terry clawed a few extra points in flight, but being greedy and slow to learn, the old sod didn't allow enough time for his slow engine cut, minus 70 points!

Martin excelled himself with an inverted limbo and maximum landing bonus 200 points.

IC Phil was flying well until the engine stopped during a T&G; it took hours to restart, wrecking his chances of a winning score.

Dave's round was much improved, by opting for spins instead of two rolls; he more than doubled his first flight score.

RESULTS

PILOT	Round one score	Round two score	Total	Final Position
MARTIN	526	696	1222	<b>1</b>
MIKE	466	550	1016	<b>2</b>
PHIL A	414	565	979	<b>3</b>
TERRY	463	468	931	<b>4</b>
MICK	406	400	806	<b>5</b>
PHIL T	479	170	649	<b>6</b>
DAVE	181	399	580	<b>7</b>

Terry R

## **Electroslot No2. 26-6-2005.**

I don't believe it! After the resounding success of the new AULD 1, and Electroslot 1 competitions, the entry for Electroslot 2, was up! We numbered thirteen for the day, unlucky for some you may say, all will be revealed, as the tale unfolds.

Pilots	Power	Plane
Phil Alderman	Cobalt 400+Terry's AULD battery	Terry's Old AULD
Ivan Bartlett	!	Little Star
Peter Dunnett	Cobalt!	Little Star
Richard Ginger	Cobalt +3.3:1 gearbox	Simply The Best
Dave Harbour	400+4:1 gearbox	Orion E
Alan Johnson	Brushless	Organic
Martin McIntosh	Brushless	Orion E
Percy Proctor	!	Recovered Girlie Pink
Chris Reeves	400+4:1 gearbox	Orion E
Terry Rowe	Cobalt	Highlight Modified
Mike Smart	Hacker B20-15L Brushless + 4.4:1 gearbox. KAN 1050	Simply The Best Special
Mick Stiff	Cobalt	Simply High
Phil Taylor	480	Orion E

The first slot of round one saw Dave's Orion E spin back and dump it's self unceremoniously on the start line, something to do with set-up! No mishaps in slots two and three, top scores for Mike, Peter, Alan and Mick.

Round two, slot one and Dave's Orion was doing well and then, the wings fell off, probably due to its earlier bump. Slot two ran without a hitch and in slot three, four pilots landed within 41 seconds, pretty close stuff, with maximum scores for Terry and again for Peter and Alan.

Round three and Dave flew his reserve model, passing his bad luck to Martin in the form of motor problems. Best in round, Alan, Terry, Peter, and Mick 'smack it on the ground hard for the landing bonus' Stiff.

With Martin retired, Ivan and Percy having previous appointments round four ran just two slots of five pilots each. Maximum scores from Phil A, Mike, Mick and that Alan again.

#### Results

Pilot	Round One	Round Two	Round Three	Round Four	Total Score
Alan	1000+50	1000+50	1000	1000+50	4150
Mick	1000	909	1000+50	1000+50	4009
Peter	1000+50	1000	1000	915	3965
Mike	1000	958+50	571+50	1000	3629
Phil A	625	929+25	834+50	1050	3513
Terry	653	1000	1000+50	686	3389
Richard	434+50	844	705	893	2936
Phil T	381	338	548+50	403	1720
Martin	451	639+50	Motor problem	d.n.f.	1140
Chris	351	277	193	248	1069
Percy	343	307	248	d.n.f.	898
Ivan	365+50	390	d.n.f.	d.n.f.	805
Dave	16	78	213	90	397

A great days flying into gentle southerly breeze, with some fair thermals, the competition heating nicely along with the weather. There is much talk from the Orion E pilots, of 'kick-arse' brushless motor set-ups and possible new airframes!

MAY THE "E" FORCE BE WITH YOU!

Terry R

<b>TOP GUN 2005</b>	<b>Power</b>	<b>100"</b>	<b>Fun</b>	<b>AULD</b>	<b>Electro</b>	<b>Aero</b>	<b>Electro</b>	<b>Total</b>
<b>PILOT</b>	<b>Duration</b>	<b>Glider</b>	<b>Fly</b>	<b>One</b>	<b>One</b>	<b>batic</b>	<b>Two</b>	<b>Score</b>
Robert Adkins						10		10
Phil Alderman		10	6			4	4	24
Ivan Bartlett					1			1
Roger Bellingham		6						6
Peter Dunnett		5		4	6		6	21
Richard Ginger	4			10	4	8	2	28
Dave Harbour		4	2	6				12
Alan Johnson					10	6	10	26
Martin McIntosh	8		10	5				23
Bob Playle		2						2
Percy Procter		1						1
Terry Rowe	6	8	5		5	5	3	32
Mike Smart	5		8		2		5	20
Mick Stiff	10	3	4	8	8	3	8	44
Phil Taylor			3	3	3		1	10
Chris Vaughan				2				2
Paul Yorke				1				1

## 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>

### Winslow TV & Radio

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etc. Also good deals on JR radio and Saito  
engines. Ring Terry on (01296) 712886.

### Mike Smart Designs

Plans & parts for scale aircraft and sailplanes.  
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<http://www.smart.nildram.co.uk>

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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.

### Start Time

<b>July 6th</b>	7pm	Folly Farm	-	AULD 2
<b>July 11th</b>	8pm	Club Meeting	-	<b>British Land Speed Records</b> - Come and meet Mark Newby, British Land Speed Record Holder. Listen to and watch video clips of his record-braking experiences and involvement in the recent E-Motion record attempt in the U.S.A. An entertaining evening is anticipated.
<b>July 17th</b>	10.00am	Folly Farm	-	<b>Peter Hales Scale Competition</b>
<b>August 7th</b>	10.30am	Folly Farm	-	<b>Open Glider Competition</b>
<b>August 10th</b>	7pm	Folly Farm	-	AULD 3
<b>August 14th</b>	2pm	Folly Farm	-	Electroslot 3
<b>August 28th</b>	10.30am	Folly Farm	-	<b>Daryl Hooper Open Glider Competition</b>
<b>September 12th</b>	8pm	Club Meeting	-	TBA
<b>September 18th</b>	10.30am	Folly Farm	-	<b>Les Edwards 100" Glider Competition</b>
<b>September 25th</b>	10.30am	Folly Farm	-	AULD 4
<b>October 9th</b>	10.30am	Folly Farm	-	Electroslot 4
<b>October 10th</b>	8pm	Club Meeting	-	TBA
<b>November 14th</b>	8pm	Club Meeting	-	<b>Bring &amp; Buy Sale</b>
<b>December 12th</b>	8pm	Club Meeting	-	<b>AGM</b>



Open Glider Competition - L to R Terry Rowe 2nd, Phillip Alderman 1st & Roger Bellingham-3rd.



Electroslot 1 - L to R Mick Stiff 2nd, Alan Johnson 1st & Peter Dunnett 3rd.