

The Folly Flyer

The Newsletter of Aylesbury & District Model Flying Club

Volume 15 Issue 4

www.admfc.co.uk

November 2007

Robert Adkins with his Extreme Flight 88" Yak.



And
Inside.....



Extreme Flight Extra 300 Review



Black Horse CAP 232 Review

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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 October	Bob Playle (01442 825693)	7 October	NO TRAINING
13 October	Robert Adkins (07792 511887)	14 October	NO TRAINING
20 October	Richard Ginger (688030)	21 October	Andy Bloxham (487104)
27 October	Mike Smart (658142)	28 October	NO TRAINING
3 November	Paul Thorne (613870)	4 November	Mick Stiff (415997)
10 November	Bob Playle	11 November	Richard Ginger
17 November	Andy Bloxham	18 November	Peter Dunnett (334708)
24 November	Mike Smart	25 November	Robert Adkins
1 December	Paul Thorne	2 December	Mick Stiff
8 December	Bob Playle	9 December	Andy Bloxham
15 December	Mike Smart	16 December	Peter Dunnett
22 December	Richard Ginger	23 December	Robert Adkins
29 December	Paul Thorne	30 December	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

Club Subs & Committee Elections

Your Committee have met to discuss subscriptions and we are proposing that there should be no increase for 2008. This will be proposed and voted on at the AGM.

All the current Committee members are prepared to stand for re-election, however, if you would like to stand for one of the posts, please advise our Chairman, Mick, as early as you can before the AGM.

Competition Meeting

There will be a meeting at the Rivets on November 19th at 8pm to discuss the 2008 competitions. Falling attendances in 2007, mean that we have to take a hard realistic look at the future of Club Competitions.

My personal view is that with attendances for some of four people, maybe there should be no competitions in 2008.

Whether you agree or disagree and you are interested, you need to attend the meeting. No doubt the Committee will base its decision on the outcome of this meeting.

It's a bit like your local shops - Use them or lose them!

Welcome to the Club Anthony Gower and Chris Prentice. We hope you enjoy your membership. Welcome back to the Club Trevor Whelton after an absence of nearly twenty years! We've all missed you Trevor and look forward to seeing you down the field.

Congratulations go to Tony Kenyon and Trevor Whelton on passing their A Certificates on Saturday 6th October. Well done both of you.

Best Wishes Peter Dunnett

For those of you who don't know, Peter has had a spell in hospital recently.

I'm sure you will all join me in wishing him a full and speedy recovery. We look forward to seeing you back at the field Peter.

Save the Planet, reduce your carbon footprint & Club costs

As you know, many members receive their newsletter via e-mail. I'm sure there are many more of you who could also receive it this way, especially as more and more of you get Broadband. We have to cut down a lot of trees to make the paper and Folly Farm is looking a bit bare now to be honest!

So, if you currently receive the newsletter by post, how about signing up to receive the Folly Flyer by e-mail?

All you have to do is send me an e-mail at msd@nildram.co.uk and tell me if you have dial-up or broadband. The bonus is that the electronic newsletter comes in colour, so you see all the photos clearly. It is delivered in a PDF file which is a commonly recognised format that you will be able to open easily. In addition, if you would like to receive weekly (mostly) aviation/model related photos, videos and articles, let me know and I will also add you to the 'Extras list'.

There is also another issue here, in that the more of you who go on the e-mail list, the more of you I can get in contact with if there is important and urgent club news.

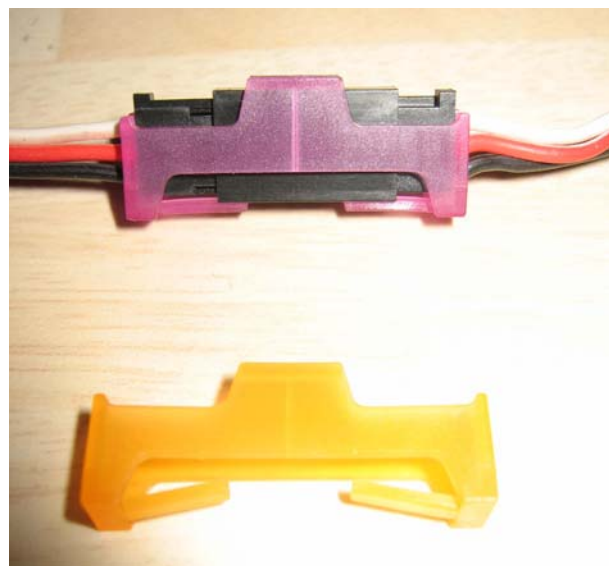
Please sign up to the e-mail newsletter today!

Safety Lead Lock

When you use extension leads, how do you make sure they stay together?

Well I know some of you stick them together with cyano, some of you wrap tape around them, personally I use heat shrink tubing.

However, when you have plug-in wings, none of the above are suitable.....Enter the safety lead lock.....



These are available from Ripmax and others - I paid £2-25p per packet of six on EBay - they simply push over the junction of the two leads and clip in place.

I hear you say - Do I need to do this? Well I think in some circumstances, you probably do. The available extension leads these days seem to be a fairly loose fit and if you are using a 3D model with violent aerobatics, the possibility of them parting is real and the consequences expensive, so at 75p per model, money well spent I would say.

Hacker X - 40 - SB - Pro ESC

For all you electric fans, Hacker have now started to bring out SB versions of their X series speed controllers. Illustrated below is the 40A version destined for my SebArt Katana.



The SB stands for switching BEC, which means the controller will divert enough power to run up to six servos safely without fear of loss of radio contact due to low power reserves. Not cheap at £67, but compared to the cost of a wrecked model and equipment, a reasonable proposition.

To my delight Hacker have also brought out a USB interface for the X series controllers, so that you can program them from your PC rather than going through the painful process transmitter stick programming. This is a bit more reasonable at around £10 and comes with its own CD of software. (This is not essential as the controller has 3S Lipo settings by default).



I have been using this method for some time now with Castle Creations ESC's and their USB interface and it is by far the easiest way to program controllers. You can see all the current settings at a glance and you can update the ESC software via the internet as new software versions become available. The software is particularly useful for setting a soft cut-off, which is what you really want for 3D.

I replaced the Castle Creations Phoenix 45 in the Katana with the X-40-SB Pro because I wasn't entirely happy with the former and gained 40W of power!

Bon Voyage Jonathan

As some of you may already know, Jonathan Cooke has moved to France, near Lake Geneva and the Alps. He has promised to keep in touch and rashly offered to send me copy for the newsletter from time to time! I'm sure you will all join me in wishing Jonathan all the best in his new life.

Patch Work on 27th & 28th October

In addition to Alan and Mick for their time and Alan's money, spent in organising this, I would like to take this opportunity of thanking the following members who helped us with the work over the two days.....

Richard Ginger	Martin McIntosh
Brick Duborg	Phil Taylor
Clive Abbott-Stone	John McLarty
Percy Proctor	Adrian Davis
David Essex	Simon Yorke
Chris Reeves	Nick Hartgroves
Tim Cobley	John Houston
Tony Kenyon	Roger Bellingham
Ivan Bartlett	

Thanks guys, you were just awesome! When I arrived there Saturday morning to see just what 40 tonnes of sand actually looked like, my heart sank and I don't think that in anyone's wildest dreams, we thought that by 4.30pm, the patch would be rotavated three or four times and all the sand moved and mixed in with the soil.

A special mention goes to Chris Reeves who took it upon himself to organise and hire two tipper trucks. I also have to thank Bob Playle, as he and Chris have paid for the tippers between them as a donation to the Club. A very big thankyou to both of you! There is no way that sand would have been moved in a day without them!

Lastly and by no means least, a special mention goes to Victor and Candy, our landlords, who not only took delivery of the sand and hire equipment, stored the latter, put up with our disorganised pleas for help, lent us tools, rolled the patch, put up with the inconvenience and most of all, gave us permission to undertake the new patch.

Mike Smart

And Finally.....

Well, you know I said last time, my newsletters are a bit like buses, you get two come along together or you wait ages for one - this newsletter is one of the latter I'm afraid. Holidays, the new patch and to be honest, flying in this nice calm period we have had, have all conspired to make this one a somewhat late, but bumper issue.

Extreme Flight Extra 300 Mini Review

by Mike Smart

- Span 45"
- Length 42.5"
- Flying Weight 30 - 33 oz
- Wing Area 400 sq in.
- Motor used - Torque 2818/900 Outrunner
- Prop used - APCe 12" x 6"
- Lipo used - FlightPower 2150mA 3S
- Servos used - four Hitec HS-65 HB
- ESC used - Airboss 35Amp ESC
- Receiver used - Futaba R606FS 2.4 GHz
- Kit price - £109-95p from Freestyle RC, Sussex Model Centre, amongst others.
- Combo price for kit, Airboss ESC & Torque motor - £179-95p



Intro

Firstly, this is a beautifully made model, the quality and finishing is excellent. It is one of the current breed of laser-cut balsa & lite-ply airframes, like most these days, made in China. It was designed and is the brainchild of Chris Hinson and Mike Hall from the USA and like many others, the CAD files are sent to China and manufactured airframes come back and are distributed worldwide. It is a fully capable 3D aerobatic model and although light, it is more than capable of absorbing the flight loads. The wings are detachable (essential for me) and are supported by a large diameter carbon fibre tube joiner.

In the box

It comes fully covered and trimmed and the main components are fuselage, top deck (with canopy fitted and painted as you see above), two wings, tailplane, elevators, fin, rudder, pre-painted cowl, pre-bent aluminium U/C & spats (painted white). There is a good fittings set, including wheels and spinner (more later) and a set of stickers. I chose to Anglicize mine by having the registration G-MIKE made by a guy on EBay (very good quality). The canopy/deck is retained by carbon pins at the front and rare earth magnets (already fitted) at the rear.



Assembly



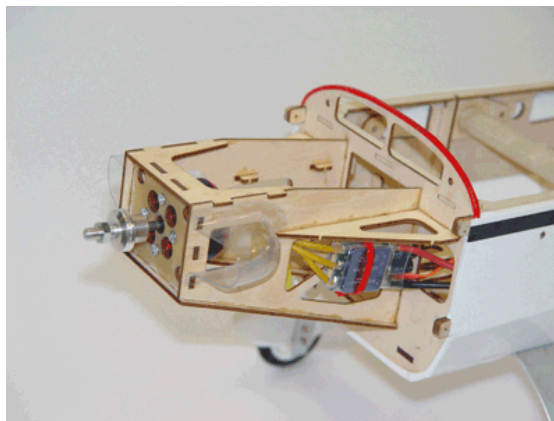
Assembly is minimal and is undertaken using thin and medium cyano with epoxy for the elevator joiner and is basically a couple of evenings work for the dedicated.

Its basically a case of fitting aileron servos, hinges, horns and linkages, gluing the elevators together, sliding through the fuselage gap, before fitting and gluing the tailplane in place. Fitting the fin, rudder and tail wheel assembly follows, the latter is a bit basic and glues in a slot in the base of the rudder. I choose to sew mine to the rudder with Kevlar thread for extra security. The elevator servo fits in the side of the fuselage at the rear, while the rudder servo is fitted forward in the fuselage with 'pull-pull' cable linkages.

As with most of these electric models, the main linkages are formed with rods which have a Z-bend at one end and use an EZ link at the servo end. The latter are almost like the terminals in a mains plug, where you push the wire through and tighten a screw down on it. These however have a threaded pin which passes through the servo arm and is secured underneath with a nut and rotates with the movement of the servo arm. I have used these successfully on foamies (against my better judgement, as they rely on friction), however, I couldn't bring myself to use them on this, so I reverted to metal quick links, threaded rod and ball joints.

The wings plug on the side of the fuselage on the carbon tube joiner and are located by pre-fitted carbon pins which pass through pre-drilled holes in the fuselage sides. The wings are retained by nylon bolts which are fitted from inside the fuselage and screw into a pre-fitted blind nut in each wing root.

The motor cage slots on the firewall and is reinforced by lateral braces, all secured with cyano. As you will see from the photograph, clear plastic air scoops are fitted either side of the motor to direct cooling air. The air exits via holes cut in the fuselage underside. The whole mount is made with side thrust built in. The cowl screws to projecting tabs forward of the firewall. The model is provided with a scale moulded lightweight spinner and when I first ran up the motor, the vibration was terrible. I turned it through 180 degrees on the backplate and there was a significant reduction to acceptable levels. I have however ordered a turned lightweight aluminium spinner. (Oddly, Alan Johnson has one of these and his spinner is absolutely fine, so it clearly depends on quality control).



The undercarriage is a nicely made unit from bent alloy and screws to the underside of the fuselage in a slot and is fixed with two bolts. This slot is quite deep and looks a bit unsightly, so I covered mine with some white film. The wheels and spats are fixed via a bolt axle and there is a secondary bolt to keep the spats from rotating.

As you will see from the photograph on the left, the canopy and front deck removes in one piece to give excellent access for fitting the flight battery.

Settings

I generally use 30 to 40% expo on low rates and 60 to 80% on high rates. I am running around 20 degrees deflection on

aileron and elevator, 30 degrees on rudder, for low rates and more or less as much as I can get on high rates. Low rates are suitable for pattern flying and high for 3D.

What is 3D flying?

Well the definition of 3D flight is simply that the aircraft is performing aerobatics whilst the wing is in fact stalled (the wing is technically not flying). In order to achieve this, the model must be of lightweight design have oversized control surfaces and serious power.

Flying

It will take off and land from our patch, but even when the patch has just been cut there is quite a lot of drag on the spats from the grass and you need to hold a fair amount of up elevator initially to stop it nosing over. Landings are fine, but you need to keep a bit of power on and it stops very quickly, again because of the drag from the grass.

I am not as experienced in 3D as some of our fellow members, but I know enough to tell you that this model is a very capable 3D model and the power plant supplied as part of the package deal has more than enough 'grunt' to keep you amused. I never cease to be amazed by the performance of a model like this on a relatively small lightweight battery. If it wasn't for the lack of the exhaust note, you wouldn't know that it wasn't I.C.

It is not as easy to hover as a foamy, and I have found that I need to use quite a lot of rudder in knife edge (although my C of G may be a tad forward), but blenders and the resultant flat inverted spins are absolutely great and it can cope with a reasonable wind.

You can fly it fast or stooge around at high alpha, it is not difficult to fly on low rates, the stall is gentle and straight and anyone with aileron experience would be able to fly it (due no doubt to the low wing loading). At the time of writing, I have only had four flights on the model and have yet to get fully acquainted with it, but it is a very accurate and responsive model and probably my favourite to date (although the Multiplex AcroMaster comes very close).

Likes - Good value, high quality ARTF, beautiful looks and great performance - Highly recommended - everyone should have one!

Dislikes - The spinner and the supplied linkages.

CHAIRMAN'S CHAT

AULD - These don't have to be used in the AULD, but if any of you are interested, we have brand new 7 cell packs of GP1100 cells on offer at £11-50p while stocks last. We also have Orion E kits at £23-50p, which is an absolute bargain for an electric glider kit.

Whilst we are on the subject of the AULD, I have to say that I am very disappointed that those members that were so vocal in changing this competition to its present form have been regularly notably absent in taking part, this year and last year. The first two competitions this year have had just seven entries, the third nine and the last just six - around 25% or less of those that had undertaken to take part.

Mick

2007 A.U.L.D. Competition No.1.

Seven competitors had turned up for this event but we were a little short of the two timers/contest directors necessary to run the event. Fortunately Bob said he could oblige after going through the launching procedure for Dave Pamington. Also the Son of Phil Taylor assisted Bob (Apologies for not remembering his name) Many thanks to both. As I was flying in this event I am hard pushed to remember much other than my bad flying – I put it down to the extra 50g I was obliged to carry. Thank God I didn't have to put it in the plane!

The results and times are chronicled below.

Pilot	Time	Final Position
Mick Stiff	30.26	1 st
Terry Rowe	29.35	2 nd
Mike Smart	27.35	3 rd
Martin McIntosh	27.29	4 th
Phil Taylor	24.01	5 th
Peter Dunnett	22.20	6 th
Dave Pamington	11.06	7 th

2007 A.U.L.D. Competition No.2.

Again we had seven entrants for this competition although some of the names were different to the 1st AULD. After the weighing of each airframe and distribution of penalty ballast we were ready to start. Timers are usually in short supply but again we were able to depend on the good offices of the treasurer to lend a helping hand in the CD dept. Many thanks Bob.

Although the initial response to the idea of a single model competition was well received by the club fewer and fewer members have found the time to take part. I cannot understand why when almost anyone can win this competition. In this heat alone 6 ½ minutes separated the first six places so the one model rules have certainly levelled the playing field. However the event was enjoyed by all those that took part and the final results and times are chronicled below.

Pilot	Time	Final Position
Mick Stiff	29.57	1 st
Phillip Alderman	29.18	2 nd
Peter Dunnett	27.58	3 rd
Phil Taylor	26.03	4 th
Terry Rowe	23.58	5 th
John Bourne	23.13	6 th
Dave Pamington	19.09	7 th

Allen Ray Aldridge

1922 - 2007

Sadly, our long standing member Allen has left us. Following a period of illness he died on 24th July. An ADMFC representative attended the funeral to say farewell.

It is a while since we have seen Allen at our meetings because he had moved from his beloved home at the foot of Coombe Hill to live closer to one of his daughters at Chalfont. Encroaching age and deteriorating health prevented him from kneeling down to start model aircraft engines and worst, freedom became restricted when he was no longer able to drive.

But Allen never lost that aviation bug. He remained a full member of our club right up to the end. And his modelling continued albeit in the non-flying, 'Airfix' form.



In earlier years he travelled extensively with his job in the communications world. He and his family lived in various exotic places such as East Africa and the Caribbean. It was when working for the national radio network in Trinidad that he extended his aerial activities to flying the full sized aircraft. He gained his PPL there flying the local club's J3 Piper Cub.

Many of you will remember Allen's articles for our newsletter. His down-to-earth descriptions of how radio control systems worked were a joy to read especially for those of us who had no idea how that miracle was achieved. And, occasionally, strong advice came from his pen, usually warning our committee against excessive regulations being promoted to overcome perceived problems. Information from family members indicate that Allen used that same pen when he was chairman of his local Conservative Association to write to Lady Thatcher when she attended Chequers located on his 'old patch'.

The competitive streak remained a part of his life. Quite recently he took great delight in getting the most out of his mobility scooter. Success came when bent low over the machine, with coat tails flapping, he managed to get the local radar controlled speed sign to clock eight miles per hour!

Allen was a very generous man. Only now can it be disclosed that it was he who funded the silver cup and replicas for the Arthur Ambrose Trophy. He passionately believed in progress and correctly came to the same conclusion as Arthur, that electric flight was the way forward. So he wished to provide an inducement to that end. It is also known that Allen has bequeathed a useful sum of money to our club which he dearly loved.

His generosity has left our club much richer but with his passing we are far poorer.

BP

2007 A.U.L.D. Competition No.3.

I don't know if it was just a long winter but a few more faces have made it up to the flying field for the AULD 3. Even Bob came along equipped to fly which although it is always a pleasure to see extra people flying in competitions did leave us with a problem of who could take on the job of CD. Fortunately Micks daughter ? agreed to take the job on and despite the threat of rain we managed to complete the competition in the dry and even completed the prize awards before the rain started.

I would like to thank for standing in as CD and the results were as follows:

Pilot	Time	Final Position
Mick Stiff	25.16	1 st
Mike Smart	24.54	2 nd
Phil Taylor	22.42	3 rd
Terry Rowe	22.40	4 th
Martin McIntosh	22.29	5 th
Phillip Alderman	18.55	6 th
Peter Dunnett	18.07	7 th
John Bourne	18.05	8 th
Bob Playle	8.53	9th

2007 A.U.L.D. Competition No.4.

Despite the wind blowing what seemed like a gale the six competitors who turned up voted to fly. Miraculously there were no mid airs or heavy landings although my wing did seem to have an undue amount of flex in it, however it wasn't until later that I found out that the main spar and d box sheeting were cracked – could have been a lot worse. Because of the conditions times were half of what they would usually be.

The final results were as follows:

Pilot	Time	Final Position
Martin McIntosh	14.54	1 st
Mick Stiff	14.16	2 nd
Peter Dunnett	11.47	3 rd
Mike Smart	10.54	4 th
Terry Rowe	10.19	5 th
Bob Playle	7.39	6 th

FIXED WING TRAINING UPDATE

No news is good news – or is it? There has been precious little to report for 2007 so far. Several factors contribute to this, notably:

- lack of trainees/new members;
- apart from April, poor weather – wet, windy or both; and
- work/other commitments on the part of those needing flying instruction.

I also have to say that my own attendances at Folly Farm have been far more limited than in previous years. This is not because I've done less flying – on the contrary – I just haven't been flying so much at my "home" patch. Nor, it appears, have a good many members who do **not** have other venues open to them. All this must inevitably contribute to a less busy and enthusiastic atmosphere. On the plus side, however, this means more time for those who do turn up.

Several members have not renewed for 2007, including Tony Wood – one of the team of Instructors. Thanks, Tony, for your input over the years and good luck in your new leisure time pursuits. I am pleased to welcome Andy Bloxham (who is also our Membership Secretary) as a Fixed Wing Instructor. Andy therefore has the initial knowledge of who is new and who needs instruction. He is also young(ish), highly responsible and a talented pilot but, above all, an active modeller.

PLEASE remember – if you require training then you MUST ring the Duty Instructor AT LEAST TWO DAYS BEFORE to confirm his attendance. If you would like (exceptionally) training at any other times (subject to normal flying rules) I will try to help out but RING ME WELL IN ADVANCE.

Finally, in case people wonder exactly what I've been up to – new models for 2007:

- a) ¼ scale DH53 Humming Bird 90" span, OS Gemini 120 twin four stroke, (scratch built from plans with Mike Smart's guidance).
- b) ARTF CAP232 81" span (Black Horse Models) 13lbs, ASP 180 (30cc) glow – probably the best value big I/C plane around at £180 retail. See "Review" elsewhere in this issue. As flown in the recent "Scale" competition.

The DH53 has so far appeared at five scale meetings including the pukka BMFA 'do' at Warboys, near Ramsey. Some big names here – Mick Reeves, Pete McDermott, Mike Trew, Terry Manley, John Carpenter, Martin Fardell, John Ranson – to drop a few. 12 entries, RG finished eighth – mainly because four others had problems! Believe me, this is serious stuff – the full Monty. I was, however, made most welcome. My model is simply not up to the exceptional standard required at this level; we are talking 1,000 – 2,000 hours build times!

The DH53 just goes in the car underneath the Morane Saulnier – not bad for two genuine ¼ scale sized aircraft.

Have fun! RG

ADMFC 2007 Electroslot 2

With a reasonable turnout of 8 competitors we eventually started the comp about 10.45am, after we had managed to sort out a little printer problem with the laptop.

First off in Round 1, slot 1 were Mick Stiff flying his 'Simply High', Alan Johnson with the Organic, Terry Rowe with the Pike and Mike Smart flying a 'Simply the Best'. The flyers soon found out where the lift was situated and all recorded 10 minutes with ease and landed max landing bonuses except Terry who came up a little short on the landing.

Slot 2 Featured Phil Alderman (Pike), Percy Proctor (Highlight Mod) Peter Dunnett (Kingfisher) and Phil Taylor (Swift). Peter's Kingfisher crashed after a generous 6 seconds but did attain a max landing bonus. A warning here, don't try to fly a glider on a shockie set up – it doesn't work! Phillip kept up with the others in the 1st slot by doing a max with IC Phil coming in second with 8:45 plus max landing bonus and Percy with a respectable 7:45 and no landing score.

Rd 2 Slot 1.

Mike was flying against Alan, Percy and IC Phil in this slot and once again all pilots hit lift to fly out the 10 minute slot and all except Percy made it inside the landing circle.

Rd 2. Slot 2

With Peter out of the Competition Terry Mick and Phil A fought it out in some pretty mixed air. Phillip came out top with 8:55 and a max LB with Terry in hot pursuit with 8:02 also a landing bonus. Mick was not far behind with 7:42 but alas no bonus.

Rd 3. Slot 1

At the halfway stage Mike, Alan and the 2 Phil's launched into sink and the best time was by Phillip with 7:24 but no bonus, second came Alan on 6:46 plus 50 points landing bonus followed by IC Phil on 4:13 and Mike with only 3:52 although he attributed this to "the lousy pack of GP cells".

Rd 3 Slot 2

In this slot, much to Terry's delight the air improved and with a max flight and landing bonus he was well ahead of Mick on 7:18 and Percy on 5:33 even though Percy did get 50 extra points for the landing.

Rd 4 Slot 1

With Mike's cells giving a poor climb out it was no surprise when he failed to keep up with Terry, Phil A and IC Phil who all maxed out but to be fair to Mike he did get the landing bonus.

Rd 4 slot 2

Consisted of Percy, Alan and Mick. Percy had just enough battery left to get him airborne although he needed every second of his 60 second launch to give him a flight time of 3:18s although he did have the

satisfaction of gaining 50 points on the landing. Meanwhile his two fellow competitors were battling it out with Alan coming out the slot winner with 7:12 and 50 points landing and Mick second on 6:17 also with the 50 points.

With all the scores fed into the laptop it eventually printed out the scores which were as follows:

1st Phil Alderman 4150 points. 2nd Alan Johnson 4114 points. 3rd Terry Rowe 4051 points. 4th Phil Taylor 3595 points. 5th Mick Stiff 3567 points. 6th Mike Smart 3003 points. 7th Percy Proctor 2903 points. 8th Peter Dunnett 60 points.

Well done Phillip for winning in fine fashion and by the way that was the most expensive top gun point I have earned so far.

Freestyle Aerobatic Competition 2007

It was with some trepidation that I approached this new competition as the format was completely untried and however well thought out the rules might be there is always an element of doubt. However upon my arrival at the field there was a good turnout of 9 entrants and I sensed that all were willing to give the format a fair trial.

For those of you who have not read the rules, the competition, as the name implies, is open to any style of aerobatics and is judged by fellow competitors and scored orally to the CD in the pit area at the end of each flight whilst the competitor is still on the patch. Probably sounds a lot more complicated than in fact it is. The aircraft used varied immensely from a Katana Shockie to a ¼ scale Yak.

Each entrant flies 2 rounds of 4 minutes duration. First to kick off was Richard Verhoeven flying his SE31. After 4 minutes of spirited flying a score of 25 points was awarded out of a possible 40 points. 2nd to fly was Martin McIntosh with a Dalotel flying fairly conventional aerobatics scored 31 points mainly I suspect because of the higher degree of flying accuracy. Next was Robert Adkins with a Yak, flying a higher proportion of 3D manoeuvres gave him a slight edge in the eyes of the judges to the tune of 33 points. 4th in line was Chris Vaughan who despite the freshening wind opted to fly the Katana shockie. Despite unfavourable conditions he gave a very able demonstration of 3D aerobatics and earned a ripple of applause at the end of his flight as well as 30 points. Despite shaking all over Phil Taylor still opted to fly his Extreme with a mix of aerobatic manoeuvres scoring 18 points and still shaking when he made it back to the pits. Another brave lad was Mark Hopkinson who chose to fly a Cougar perhaps better suited to funfly but at least he had a go and still scored 16 points. It was about this time that it was realised that scoring from 1-5 in 1 point increments was a bit limiting. So it was agreed that for the second round we would score in ½ point increments. Although I did get to watch most of the flights I was also watching and listening to the judges to make sure that they were paying attention which they were. You could have heard the proverbial pin drop such was their interest – amazing!

Moving on with the first round Mick Stiff gave a display with his Air Speed gaining a score of 17 points. Alan Johnson flew the very large Yak which looks very imposing as he put it through its paces and even managed to hover it. The flight seemed to be well appreciated and scored 30 points. Last to fly in the round was Mike Smart with an Acromaster, only the second electric powered craft in the competition and despite the musical ESC flew a varied display for 25 points.

The second round followed the same course as the first with the exception of Phil who had to leave early and Mark who conveniently kept quiet when I omitted to call him for his flight but fortunately someone squealed. As I mentioned earlier ½ point increments were allowed to the scoring in the second round and there was one less judge so the maximum score was less. Still flying well Richard notched up 23.5 points for his second flight out of a possible 35 points, Martin gave another equally good flight to score 27.5pts. Robert improved proportionately on his first with 30.5pts. The wind sprang up again just when Chris went to fly and probably knocked his score down to 26 pts. Mick improved his first round to notch up 16.5 pts. And despite Marks reluctance he also improved on his first round score. Alan gave another competent performance to be given 27.5pts and last to fly Mike also improved to score 24pts.

The final scores in reverse order were:

9th Phil Taylor 18pts (1Rd) 8th Mark Hopkinson 33 pts. 7th Mick Stiff 33.5 pts 6th Richard Verhoeven 48.5 pts. 5th Mike Smart 49 pts. 4th Chris Vaughan 56 pts. 3rd Alan Johnson 57.5 pts. 2nd Martin McIntosh 58.5 pts. 1st Robert Adkins 63.5 pts.

Overall it was judged by those taking part to be a successful addition to the competition calendar. Perhaps the scoring may need a little refining but generally quite workable as long as there is the interest. Maybe you have some thoughts on this?

Thank you all for turning up and supporting this new competition and a special vote of thanks to Brian Vaughan who helped greatly in the running of this event.

2007 Funfly

Looking out of my window on the morning of this competition it looked overcast so I decided to take a coat just in case. Upon my arrival at the field the sky looked brighter as Terry and I put up the limbo poles.

After a few practice flights by competitors the order of flight was decided by ballot.

This was won by Martin so he eagerly ran to the start line with his aptly named electric powered Limbo Dancer. Starting with a schedule of Limbo, Touch & Go and Inverted limbos, Martin was going well until the limbo tape brought his plane down in a heap towards the end of the patch. Martin opted to fly his back up plane – Whirlwind which he went on to finish his first round with a score of 605 points including a 10% bonus for flying an electric powered plane.

Next to fly was Mick Stiff with an IC powered Cougar. He flew a programme of T&Go's, limbos and 3 rolls and with a landing bonus of 180 points scored a first round total of 483 points.

Third to fly was Alan Johnson with an electric Sniper which he soon found out was not best suited to T&Go's, which, added to an argument with the limbo tape resulted in a first round score of only 178.2 points.

4th on the grid was Terry Rowe with his new love K Factor. Sticking to a tight schedule of Limbo, T&Go and 3 rolls Terry totted up a very useful 570 points.

The next entrant was Phil Taylor with this years biggest plane, an Xtreme 3D. He launched into a routine of Limbo, 3 roll and T&Go's and not only was he shaking so was I! Nevertheless Phil notched up 544 points including 160 landing bonus but this was unfortunately spoilt by a 9 second engine overrun which brought down the score to 454 points.

Last in the first round to fly was Mike Smart with another Sniper. Quick to learn from Alan's mistake Mike flew a routine of limbo, 2 roll, 3 roll and with a modest landing bonus notched up 541.2 points.

Quickly glancing down the first round scores it was evident that almost anyone could win this. The second round continued with Martin who started out with the same combination of manoeuvres as the first. After about a minute the limbo tape came into play again throwing his plane to the ground but hanging onto his motor, ESC and battery. I assumed that was the end of that but a short time later, Martin asked how much time he had left as somehow he had managed to fit it back together so he flew a few more moves before running out of time but dashing his hopes of victory by adding only 224 points to his score for the second round.

Mick flew the same combination for the second round and ended up with almost the same score – 480 points. One thing I have learnt about competitions its not always the one-off great flights that win, its consistency.

Next was Alan who also learnt from the first round and adjusted his schedule to limbo, 3 roll & bunts, including bonuses he achieved a considerable improvement of 467.7 points for the round.

Terry settled into the same routine for his second round just upping the tempo a little to add 1 more limbo & T&Go plus a landing bonus to score the highest round in the competition of 792 points.

Phil's flight was extremely similar to his first scoring slightly more points but then losing them again on the engine overrun to leave him with 460 points.

With just one more flight left Mike continued with the same routine not wishing to try inverted limbos just yet as he had only flown the model for the first time that very morning. With a couple more limbos and rolling manoeuvres but alas no landing bonus he upped his score to 551.1 points.

Such was the pace of the competition we finished in good time and I for one found I was suffering from a little sunburn. As you may have gathered the weather turned out to be hot and sunny and everyone who attended seemed to enjoy the event.

The results in reverse order were:

6th Alan Johnson 642.9 pts. 5th Martin McIntosh 851.4 pts. 4th Phil Taylor 914 pts. 3rd Mick Stiff 963 pts. 2nd Mike Smart 1092.3 pts. 1st Terry Rowe 1362 pts.

Well done to all of you for an entertaining spectacle and especially Terry.

Peter Hales Scale Competition 2007

This is the first year that we have flown the scale competition under different rules from its inception. For those that have not read them the rules are judged on an amalgam of the scale outline, build and ability to fly in a scale like manner all rounded up into one score per competitor voted by your fellow entrants. The event is still run as two flying rounds per entry.

With a stiffening breeze and threatened rain, not the ideal, 8 competitors and nine models waited for the off. 7 of them IC powered and two electric.

First to launch was Richard Ginger with his CAP 232 to give a very realistic round which rated a healthy 44 points from his peers.

2nd in line was Andy Bloxham with the only helicopter in the event, a very large scale ECI 45 complete with a gas turbine. Shortly after a good scale take off, it was perceived all was not well. A heavier than usual landing resulted in a foreshortened round because a little tail damage. Resultant score was 14 points.

Martin Mackintosh was next with a Mew Gull giving a very authentic flight considering the conditions to score 48 points.

Phil Taylor was flying his much admired Spitfire to score the highest so far in the competition with a tremendous 53 points.

5th in line was Mick Stiff with his electric powered A10 Warthog and a bit of a pig it turned out to fly with more glitches in his four minutes than I had in my life. It did keep everyone's attention so they would know when to dive for cover! By the way the score was 23 points.

Next in line was myself with the Fokker DVII. I have to fly it every so often as Sue kindly bought it for me some years back. Its funny how ones knees start knocking at these events but I did manage to score 43 points.

Martin flew his second entry next being another Spitfire, again another convincing performance earning him 54 points.

Mike Smart flew an Extra 300 - only the second electric model in this competition, with an aerobatic routine and despite coming perilously near the pits on a few occasions survived to score 40 points.

Last to fly was Alan Johnston with the 1/3 scale Yak 55 – truly a sight to please the eye when it flies. The judges certainly thought so to the tune of 50 points.

The second round followed on with Andy managing to make suitable repairs but he flew a little further down the order.

Richard managed to improve one point on his first round to score 45 points.

Martin's Mew Gull repeated his first round of 48 points and Phil managed a 2 points increase to 55 points. Andy scored a max of 10 points from one judge in his second round to obtain the comps highest individual round score of 59 points.

Mick still managed to stagger around the sky – how it kept airborne I'll never know to score 20 points.

I had a much less scale performance to score 40 points and Martin's second plane the spitfire still score well with 51 points.

Mike improved on his first round to the tune of 44 points and Alan brought up the rear, so to speak with a best score of 54 points. After the photos and awards it started to tip down so we managed to beat the weather!

To save you adding up the points the final positions were as follows: 1st Phil Taylor 108pts, 2nd Martin Mackintosh (spitfire) 105pts, 3rd Alan Johnston 104 pts. 4th Martin Mackintosh (Mew Gull) 96pts, 5th Richard Ginger 89pts, 6th Mike Smart 84pts, 7th Peter Dunnett 83 pts, 8th Andy Bloxham 73 pts, 9th Mick Stiff 43pts.

As you can see the final scores were quite close and the new rules were perceived as reasonably successful although they may be tweaked for next year. Many thanks go to all who participated this year.

BLACK HORSE CAP 232

Manufacturer's Specification:	Wingspan	2060mm	81"
	Wing Area		1290 sq.in.
	Length		72.5"
	Weight		12.8lbs
	Engine		1.60 cu.in. 2 stroke (Glow) 1.50 – 2.00 cu.in. 4 stroke
	Radio		4 channels 6 servos (high torque on surfaces)

This ARTF, made in Vietnam, is just about the cheapest large-scale aerobatic model currently on the market, at £180. I bought it expressly for the performance potential – there is no doubt that large models can be flown in a more realistic manner and they “present” well in the air.

Let's open the box, which not surprisingly, is HUGE and just goes in my Ford Escort hatchback. All the components – there aren't many – are neatly bagged.

FUSELAGE: Fully built up ply and balsa, very light. Closed loop for the rudder already installed, all servo trays pre-cut. Wing seat captive nuts installed, ditto undercarriage. Covered in Profilm (really!) with a canopy (painted black on the inside) already fitted. All ply parts indicate extensive use of laser cutting.

**RUDDER, FIN
TAILPLANE &
ELEVATORS:** All built up balsa construction. Individual elevator halves. Separate fin, fin fairing and stabilizer. Large rudder. All items well covered to match the fuselage.

WING: Fully built up, ditto ailerons. Two halves joined with a substantial alloy tube. Servo locations pre-cut.

H A R D W A R E , Good quality M3 steel clevises, carbon rod, control horns definitely fit for purpose. Two piece cast alloy engine mount. Sufficient screws, nuts, bolts and washers (supposedly). ?16oz tank, fuel tubing, clunk, etc. “Furry” Mylar hinges, plastic spinner. Wheels, axles, undercarriage, GRP wheel parts and servo covers. Large GRP cowl. Instruction book. Tail wheel assembly. Sheet of Decals.

**CHOICE OF
ENGINE:** Having inspected the whole thing (in the model shop) for complete contents and got it home, I made a few phone calls to assorted model shops, plus the Ripmax Helpline, to see if anyone actually had first hand experience of this model. Dave (my supplier) had used a Moki 180 which he assured me was more than adequate. For proper aerobatics (as the full size) you need at least 1¼ times the model weight in static thrust or you will run out of steam on the verticals. The Moki is a potent beast but it doesn't like Nitro in excess of 5% and preferably none at all. I already had an OS 160 FX in my Loaded Dice which turns a 16"x16" APC pattern prop at 6,500 static and pulls the 11lb model vertically off the patch at ¾ throttle on the supplied muffler. The Instruction Book showed, in fact, a 160 FX up front. I had, however, needed a new piston/ring and liner assembly supplied under warranty (failed piston ring peg) and am on my third set of crank shaft bearings. Coarse pitch props and several gallons of fuel soon take their toll! I use Contest 10 in all my two strokes so it looked like another OS 160 – but hold it! A phone call to Jenny Landels (lovely lady) at Just Engines talked me into an ASP 180 – 30cc's of Glow Power. I quoted the manufacturers' all up weight and stated that I intended to fly scale aerobatics – i.e. decent grunt was required at sensible RPM. Most big two stroke glow engines are ported to run at between 7 and 9 thousand at the top end and I would be using something in the region of an 18"x10" propeller. Jenny thought 7,000 would be pushing it. The manufacturers quote BHP outputs for all engines but what we really need to know is how fast will it turn prop AxB where A is diameter and B is pitch. Furthermore, there are often significant differences between, for example, an APC and a wooden prop of the same nominal dimensions. Brian Winch (aka the Wizard of Oz) who reviews for RCM&E always makes these comparisons. Although there is a close relationship between BHP and Torque it is the ability to swing a propeller (Torque) which really counts. Incidentally, I had ruled out a big four stroke on grounds of vibration and/or inadequate output (with apologies to the YS 160 – which also needs its own “dedicated” fuel). So an ASP 180 it was. The silencer supplied with this engine is frankly awful and has no baffles. Only viable in very large open spaces such as the Arizona desert. I therefore ordered an in cowl Pitts style BAFFLED job at £57 to fit a sidewinder engine installation, plus a locking prop nut set. This lot set me back about £228 including postage and the parcel ARRIVED NEXT DAY (SIGNED FOR DELIVERY). Excellent service!

ASSEMBLY:

Dave (Model Shop) had already sold three of these aircraft and supplied (for another twenty quid) a modified undercarriage using a welded alloy plate to join the two legs together and provide a large load distributing area which was pre-drilled to line up with the captive nuts in the fuselage. It's much easier to work on the fuselage with legs on it. Using the supplied two piece engine mount I discovered that the casting had not been machined at all but had slots for the engine bolts and four holes to take the radial bolts into captive nuts. Fortunately, the bulkhead was left un-drilled to cater for various engine types. After a lengthy session with various files, I managed to achieve alignment of both faces of the mount to the engine which I then bolted to it. I then discovered that (on a sheet of plate glass) the two end supports – which would have to bolt on to the bulkhead – were not square. More filing and work with grinding paste (engine well wrapped) finally got an acceptable result. Out of the box, the supplied mount was NOT good enough and I seriously considered buying one from Just Engines. I also binned the supplied engine fasteners in favour of high tensile cap-head bolts and nyloc nuts. Plus, I used longer bolts to secure the mount to the firewall with nyloc nuts behind.

Lining up the cowl and centralising the engine was a tricky operation and the hardest part of the whole model process. The firewall (½" of ply laminations) incorporates about 3 degrees of right thrust and the cowl was moulded likewise. I modified the cowl locating fixings by beefing up the mounting points with ¼" ply blocks and adding two more so my cowl has three screws each side. I use caphead long servo screws inside hardish (diesel) fuel tubing and drill holes in the cowl to take the larger diameter. This gives a better vibration resistant fixing. Virtually all the I/C ARTFs I've seen develop "wobbly cowl" syndrome with screws pulling out or the cowl holes enlarging themselves. I also reinforced the inside of the cowl with large plates of 1/32" ply around the whole of the fixing screw area. Cyano sticks ply to GRP quite well.

Servos went in easily for the rudder and throttle although I dumped the supplied throttle wire (Z bend) in favour of a decent (Sullivan) snake with a ball joint at the throttle end plus a rotating EZ collet at the servo with a wire end secured inside the snake inner. This means you can easily adjust the final length of the pushrod. Above all, I ensured that the linkage to the servo was TOTALLY free and in as straight a line as possible. I've seen some horrendous lash ups which all but stall the poor servo. If it "buzzes", sort it. The supplied tank looked grotty and used plastic fill and vent pipes. It would do for running in. Why can't these people supply a quality tank and fittings?

Next job was joining the two (detachable) wing halves – superb using the alloy tube and dowel location at the rear to set the roots together. I had to ease the pre-drilled holes in the fuselage to take the two wing locating dowels – obviously these had not been trial fitted at the factory. With the wing on and leaving the undercarriage in place (minus wheels) I dry fitted the stabilizer and fin. These were roughly in alignment in all planes. I decided to bin the "furry mylar" hinges – in my opinion a model of this size and weight cries out for quality in this crucial area. Thus I fitted Kavan (steel pin) hinges – five on each aileron and three on each elevator half. The rudder would have to be detachable for two reasons. Firstly, the model would be a real pain to get in my car; secondly, the huge rudder is a very vulnerable projection and can suffer acute "hangar rash". Again using Kavan hinges this is not difficult if you line everything up carefully and remove all the steel pins. A length of thin piano wire then drops through the hinges. A right angled bend at the top is then taped in place. The resultant "hinge" is virtually friction free. The piano wire is "parked" in the detached rudder for storage and transport. I use a similar method on the 'Loaded Dice' – suggested on the plan by Terry Westrop himself.

On the CAP the elevator servos are installed in the rear of the fuselage under the stabilizer. Servo extension leads are required. There is a problem here if you do not have a high end computer radio with the facility to reverse one of the servos. I use a Field Force 6 with an in line servo reverser / 'Y' lead to the receiver. It is absolutely essential to install the horns in an identical mirror image on each elevator half and also to ensure that you have equal and progressive movement up and down. If you don't, you will have "elevator half differential" which means that one half rises/falls more than the other. This makes accurate flight impossible. With care and your radio switched on it can be done. The carbon rods and supplied fittings were OK and slop free. Use loctite on all screw threads.

The tailwheel assembly is substantial and locates in a hard plastic tube in the bottom of the rudder to give a steerable system. In practice this works very well and keeps the rudder off the ground. Everything seemed to line up with a modicum of fettling – i.e. minor sanding of the fin leading edge fairing and the tailplane seating. Time spent here is repaid amply in the air. I use 30 minute epoxy having carefully removed the covering material slightly undersize to get a good wood to wood joint, but no bare wood showing. Have set the model up "assembled" in sufficient space to allow "walk round" access for alignment/measurement purposes, I then put a spot of cyano at one or two places on the rear end components. This effectively locks

the whole thing while the epoxy cures. How often have we suffered the 30 minute epoxy “droop” having walked away from what seemed to be an “all square” fin/tailplane?

The whole model was then checked for integrity of glue joints and treated with cyano or epoxy as appropriate. Nothing actually fell apart but the Instruction Book does tell you “check all glue joints”. In some ARTFs they ought to rephrase this as “check all joints for glue” as some are sadly lacking. The Vietnamese appear to use a strange form of epoxy (I suspect it is the one shot polyurethane ‘Gorilla Glue’ product) which doesn’t come close to two pack adhesives. There is no fuel proofing whatsoever. Do so. I use clearcoat (polyester resin, one of the Solarfilm product range).

The wheels supplied are light and seem strong enough. I used these plus the axles, but used star washers and Loctite to fit them to the undercarriage legs.

I did not use the atrocious plastic spinner which fails on two counts: 1) the plastic backplate and self tapping screws are rubbish, plus 2) all these spinners require that you work out the precise position of the backplate whilst tightening the prop nut. Nightmare! Furthermore, I also believe that they do not comply with the BMFA recommendations on “pointedness”. So I bought a decent 3” alloy spinner. This did, however, require a special adaptor nut which I turned up on my mate’s lathe from some ½” hexagon stainless stock.

So far, so good.

The wing actually has provision for TWO servos per aileron but no mention of this is made in the instructions or on the box. All you have to do is cut away the covering and drop your servos in. You will need extension leads again here and I wrap sellotape Diamond round the connections. Heatshrink also works. The factory thoughtfully provide a thread “pull through” in each wing half; these aren’t really necessary because you can drop the leads down through the huge wing section via the ribs, all of which have substantial lightening cut outs.

That’s just about it. The instruction leaflet clearly states (and gives a diagram of) the required C of G position and suggested control throws. These are:

Ailerons	20mm up/down
Elevator	20mm up/down
Rudder	30mm right/left.

The model balanced at the forward end of the recommended C of G range without any additional ballast. I set the ailerons and elevator to these figures on low rates with more movement available on high rates. The rudder, however, I set at as much as I could get. The wheel pants were left off, by the way.

The engine was removed complete with mounts and set up in a test rig. Running in (stage one) was done on an 18” x 10” Zinger wooden prop using an Enya No 3 plug (nice and ‘hot’) at the Chesham Club site where a solid wooden bench and vice is located adjacent to the offloading point in “dead” airspace. It proved a real pain to start mainly due to extremely low compression. Eventually I ran two or three tankful through in fits and starts. Second stage running in was done at Folly Farm with the engine in the model. A “dead stick” with something this big is certainly not welcome. However, the ASP now showed much improved compression – the single plain ring was obviously “bedding in” nicely and the wooden prop produced a huge amount of draught. I also modified my model restraint using a large loop of 2” webbing over the rudder and fin.

FLYING:

Some reviews start here and many readers go straight to this section. I have heard on the grapevine that some magazines now insist that the reviewer is at least capable of a high standard of flying appropriate to the model, i.e. (in this case) the F3A or IMAC basic schedules. Indeed the CAP232 is advertised a “a practical introduction to large scale aerobatics”. The CAP really is BIG and at 13lbs needs proper restraining and care when starting and running the engine. You do not want bits falling off this one.

I test flew at Newground (Chesham main field) which has a huge open area in case of problems. The wind was light. The model flew virtually “off the board” with only a little “up” trim and aileron correction required. The stall, checked at a huge height, was a non-event – no wing drop (unlike smaller CAPs). I knew the C of G was “safe”, i.e. at the forward limit (on the main spar). Inverted flight needed very little forward stick. The engine thrust line was checked in a vertical climb. Ample power for this but a tendency to pull right at more than half throttle. Loops, however, showed a tendency for the model to roll and this was traced (as men-

tioned earlier) to a very slight inequality of movement on the elevator halves. Cured by winding in a couple of turns on the appropriate elevator horn stand off. Elevator response was very positive. I then dialled in 40% exponential on the elevator and ailerons. A further flight showed rolls to be reasonably axial but the slower the roll the more rudder input is needed. A small amount of aileron differential helps. Four point rolls revealed a fairly sharp pitch down (towards the undercarriage) in the knife edge elements so using a programmable mixer I set 10% up elevator with both left and right rudder movements.

Spins are very controllable and recovery is virtually instant although I suspect the slightly forward C of G favours a nose down position. I fitted a huge 24oz Dubro tank with an anti-kink brass tube in the clunk feed and the change in C of G is noticeable as the flight progresses. Duration is not a problem and ten minutes is probably enough anyway.

The engine needs running well rich because the 18x12 G Sonic Graupner prop (excellent) unloads significantly in the air – I guess at least another 500 RPM on top of the 6,500 static revs.

The model lands easily but even at a slow idle the 12" pitch prop is still moving a lot of air and it needs the full length of the Folly Farm patch after a careful approach. If you dump it too hard the undercarriage will bend – it's certainly not aircraft grade alloy. Above all, its large size needs respect and accuracy.

Obviously my flying style and set up will not suit everybody but this, I think, is a very well produced ARTF and is exceptional value for money. I've flown the Hangar 9 big CAP and this product is more than equal at nearly half the price. It also compares favourably with the 27% Glens Models CAP. In no way is it an accurate pattern ship (unlike the Loaded Dice) and crosswinds are a problem. This is a big, lazy flier with a big, lazy engine and is at its best in fair weather conditions. It does indeed do what it says on the box. I gather that some folks are using the new Jamara or Thor 45cc petrol engines (budget prices) but the only advantage these seem to offer is fuel economy. I have read both reviews and these engines appear identical apart from their external coloured finish. They are certainly well down on power (I mean on known propellers) compared to the better marques such as the DA50 or Fuji of similar size. Plus the smell of petrol pervades everything – not good if you store your models in the warm indoors.

You must, of course, use decent radio gear and I have fitted:

RX	FUTABA 148 1024 PCM
Servos - Ailerons and Elevator	4 x FUTABA 3010
Rudder	FUTABA 3305
Throttle	FUTABA 148
RX Battery	TORNADO 4.8v 2000 mah NIMH
Switch	Heavy duty FUTABA
Elevator Reverser	RIPMAX XTRA

FAILSAFE is set as per BMFA guidelines.

By the way, the PITTS silencer from JUST ENGINES is SUPERB – a lovely growl.

Total cost of the whole lot, including a new tank (but not odds and sods from my own nuts and bolts stock) is around £700, of which about £450 is the airframe and engine package.

Could you build one for £180? Yes, if your labour charges (the crucial element) are excluded. The intricate laser cutting would need exceptional skill and patience to replicate. Time will tell whether the CAP lasts. This model is only suitable for competent, experienced pilots – in my opinion you need a good 'B' certificate to do it justice and above all, fly it safely. In keeping with many of these large ARTFs it is actually under the 7kg limit. Where do you draw the line? Comments please Mr Editor/Examiner!

RG

100" Glider Competition 30th Sept 07 - C/D Bob Playle

Hi avid readers, sports writer Terry here, putting pen to paper or to be more accurate finger (singular) to keyboard for the first time in 2007.

As you are well aware this has been a difficult year for competitions, mainly due to inclement weather but sadly exasperated by poor attendance.

The third glider guider outing, with our new found and very successful electric power winches, is our first 100 inch competition, cleverly named the "100 Inch Glider Competition".

The morning fortunately was pretty good; a warm easterly breeze with broken light cloud was a welcome change to the last two open events, with accompanying strong westerly's.

Alan, Martin, Mick, Peter, IC Phil & Terry were the only six contenders, and after a short delay for Bob & Dave our C/D's for the day (sitting outside the wrong end of the field while the rest of us waited within) things got under way.

The flying was close with no mishaps and no huge thermals the only maximum six minute flight of the day with a 50 point landing bonus was scored by IC Phil.

RESULTS

Pilot	Plane	Score	Position
Peter Dunnett	Algebra	3050	1 st
Phil Taylor	Élan	2581	2 nd
Alan Johnson	Organic	2445	3 rd
Terry Rowe	Bingo	2341	4 th
Mick Stiff	Optima Pro	2337	5 th
Martin McIntosh	100 AA	2019	6 th

Well done Peter your second glider gong of the year I believe!

Terry R

The Les Edwards 100" Glider Competition 7th Oct 2007 - C/D Bob Playle

Hi again, our second 100" glider competition was actually very similar to the first, the wind direction, light cloud, and pleasant warm morning greeted almost the same six pilots. There was however much more buoyant air aloft as seven of the eighteen flights were maximum six minutes and two were five minutes plus.

In round one, slot one Martin, Mick & Terry all scored maximum points plus bonuses, followed by a full house for Percy in slot two, Alan & IC second & third.

Alan maxed slot one, of round two flying his Tracker instead of his trusty Organic pushing Mick & IC down the order. Percy just piped Martin to the post in slot two, both with maximum flights but the bonus 50 points to 25, Terry suffered a line break and opted for a re- launch but never quite gained his composure, a flight time 4-24.

Terry faired better in slot one of round three beating Alan & IC the best outing with his new Bingo this year. Finally the last slot of the day was Percy's over Mick & Martin all times in the three minutes.

RESULTS

Pilot	Plane	Score	Position
Percy Proctor	Algebra	2907	1 st
Alan Johnson	Organic/Tracker	2886	2 nd
Terry Rowe	Bingo	2833	3 rd
Martin McIntosh	100 AA	2663	4 th
Mick Stiff	Optima Pro	2391	5 th
Phil Taylor	Élan	1849	6 th

Well done Percy another win for those old faithful Algebra's.

Terry R

A hand-drawn map of a field layout. The field is roughly rectangular with a diagonal line running from the top-left towards the bottom-right. The top-left corner is labeled 'F D & Wyo Bdy'. The top-right corner has a small circle and the text '5725', '208na', and '02'. The bottom-right corner has a small circle and the text '5725', '208na', and '02'. The bottom-left corner has a small circle and the text '2100', '208na', and '10-05'. The bottom-right corner has a small circle and the text '2792', '277ba', and '1-99'. The field is divided into several sections. A central section is labeled 'Patch' and 'New Patch'. A section on the right is labeled 'Horse Jump' and 'Field Gate'. A section at the bottom is labeled 'Entrance Gate'. A section on the left is labeled 'Pits'. The field is surrounded by a boundary line with various markers and labels. The map is drawn on a grid background.

1. The new patch will be the same area as the existing, but the width will be reduced to give additional length and hopefully prevent over-runs on landing. Currently however, the new area is greater and this is intentional to enable us to select the best part of the new sown area when it is cut to the final dimensions.
2. By siting the new patch on the near side of the existing, this increases the available flying space in the field. If we had arranged it on the far side, it would have reduced the available flying space in front of the pilot and most likely led to people flying behind themselves.
3. The dead tree is in line with the new patch, but we have agreed with our Landlord that this may be felled and this will take place nearer the time that the new patch becomes useable.
4. As you will have probably realised, the new patch is closer than 100m to the road. We have consulted Roger Bellingham in his capacity as BMFA Flying Site Liaison Officer and he considers that our proposals are acceptable. However, he has noted that we should already not be flying over the road and that this should certainly be the case when the new patch is in operation. Our Landlord has also noted that we risk spooking the horses on the road, so please avoid over-flying the road.

“ First of all a big thank you to all those that helped this last Saturday and Sunday with the new patch work. You have done an excellent job and in the future you will be flying off an excellent strip of which you can be justifiably proud of. In particular those that helped move the 40 tons of sand on Saturday put in an astonishing effort in moving it all well within one day, absolutely back breaking work, well done! I thought we were being optimistic in planning to have this completed in one day but with the determination and effort put in we managed it.

Progress:

- Patch area (2000sqm) now has 40 tons of sand blended in
 - It has been turned over to a depth of about 4-6 inches
 - The grass turf that was already there has been shredded by the tractor rotivator, it has also been weed-killed and most of it turned into the soil, most of it will now rot down into the blended soil
 - The DIY harrow and leveller (3 planks a tractor and rope!) has done a reasonable job of levelling the loose sods and earth
 - The mix of silver sand, fertiliser and meadow grass seed has been thinly broadcast across the whole area
- The seed has been harrowed and lightly pressed into the loose soil to promote germination

To do:

- When the soil surface dries the farmer (Victor) has kindly agreed to roll it for us, this will help us get a better level surface and will also further promote seed germination (we cant roll it when wet it messes up the good work we have done levelling it)
 - Wait... , in about 4-6 weeks the grass should begin to germinate, the soil will settle and sink down assuming its own level
 - In the meantime we mustn't stroll across it, crash models into it or otherwise disturb the soil/seed (if we can avoid it). Anyone doing so will be handed a rake, shovel and wheel barrow!
 - Some of the old grass turf may survive and will need removing, also, since we have created the perfect germination bed the seed bank already in the soil will germinate perennial weeds and other stuff, this will need removing once the grass is becoming established. Weeds are easily identified, if it doesn't look like a small blade of grass it's a WEED!
 - Once the grass is over 1inch long it can be rolled again, to further improve the level and evenness of the surface
 - Once 3 inches long it can have its first cut down to 2 inches in height (I don't expect it to get to this length until early March next year unless we have an extremely mild winter)
 - For the first year it can be cut no lower than 1 inch, in the following growing season (2009) it can be cut down to as little as 5mm (under ¼ inch) this and the fact that it is finer grass than we have been used to will add to the improved rolling characteristics on landings and take-offs
- Finally, some re-levelling will be required as the soil settles (this will have to be achieved by buying sand and soil to mix and fill the dips, then re-seed the surface), this is not a trivial piece of work and more volunteers are likely to be needed, though it will be considerably easier than the work already done! We can be more scientific about setting the level at this stage using lines and planks where there are pronounced dips (soft undulations can be left, they add character!)

Maintenance:

Periodically for the surface to be maintained and in fact improved it will need dressing with sand, aerating, and over seeding, perhaps also some light fertiliser. There are complicated machines that can be hired to do this, or we can do it the hard way with forks, buckets and labour...

With good growing weather we should be flying off it by late next spring (May-June). We will have to plan some sort of inaugural opening fly-off ceremony on it!...

Best Regards
Alan"

There will be more pictures in the next newsletter



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Winners, Martin McIntosh, Phil Taylor & Alan Johnson at the Peter Hales Scale Competition

CLUB DIARY

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

November 12th	7.30pm	Rivets	-	Bring & Buy Sale.
November 19th	8.00pm	Rivets	-	Competition Meeting.
December 10th	7.30pm	Rivets	-	AGM.
January 14th 2008	7.30pm	Rivets	-	CONTROL LINE SPEED - Peter Halman , the current International & National champion, past record holder and the man behind Irvine engines, gives us the chance to understand what is involved in this highly technical aspect of modelling.
February 11th	7.30pm	Rivets	-	THE VULCAN STORY - ALAN R. WATKINS flew as an Air Electronics Officer (AEO) on Valiant & Vulcan B2 V-Bombers. He will be relating some of his experiences of flying in Britain's finest aircraft. REMEMBER - XH558 became 'Vulcan to the sky' in October 2007. He will be waiving his fee and would like a donation to be made to 'The Vulcan to the Sky Trust'.