

The Folly Flyer

The Newsletter of Aylesbury & District Model Flying Club

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December 2004



Daryl Hooper Open Glider Competition Winners - L to R, Mick Stiff 2nd, Alan Johnson 1st & Peter Dunnett, 3rd.



Les Edwards 100" Glider Competition Winners - L to R, Martin McIntosh 2nd, Ivan Bartlett 1st & Richard Ginger 3rd

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FLYING TIMES

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

Cublington - There are no restrictions on flying times.

CLUB SHOP

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

TRAINING

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

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

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

THE NEWSLETTER

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

Welcome to the December newsletter. The marvellous weather has meant we still have one AULD to fly and this has been re-scheduled in the diary.

Congratulations go to Nick Hartgroves on passing his fixed wing A Certificate recently. Well done Nick.

October Club Meeting

Apologies for no Best Model Competition, I tried to let as many of you know as I could, but we had a better offer in the form of Nigel Huxtable with a talk on model gas turbines.

Nigel gave us a really great talk and a live demonstration of the gas turbine running!

Thanks Nigel, I'm really tempted, but I have to convince my wife yet!

On the subject of letting you know

this is largely difficult at short notice and relatively expensive on postage costs. On the other hand, it's easy to send an e-mail to those who have the Folly Flyer in electronic format.

SO TO ALL OF YOU WHO DON'T HAVE THE FOLLY FLYER BY E-MAIL, IF YOU HAVE AN E-MAIL ADDRESS, PLEASE WOULD YOU E-MAIL IT TO ME?

This doesn't mean that you will get your newsletter that way, it just means that I can get in contact with you if there is any urgent news.

Bring & Buy - November 2004

Despite the very slow start to the evening, I'm pleased to say that the Club made a profit of £76-08p at the Bring & Buy.

Thanks to all of you (including our Chesham friends) for coming and buying and selling. If only we could get that sort of attendance at every meeting!

BMFA Fees

BMFA fees will become due along with your Club Subs at the end of the year.

The BMFA membership fees for 2005 are Seniors £24.00, Juniors £13.00, Family Partners £13.00 and Family Juniors £9.00.

Boxing Day + 1 Spot Landing

Yes, in keeping with tradition, we would like to prise you away from the TV, relatives and left-over turkey for a fun spot landing competition (and you can still go to Church on Sunday).

Any fixed wing model is eligible, I.C, electric or glider. We will also accept helicopters if the approach on the spot is in auto-rotate.

You get 30 seconds of power to gain some height, cut the engine and then glide to land on the spot. In the case of gliders, they will get a towline launch and will then have to try and land on the spot.

The distance to the spot will be measured from the nose, spinner point or end of the engine shaft, **from where the model stops**. In the case of helis, we will measure from the centreline of the main rotor shaft.

What could be easier?

If your motor doesn't cut after 10 seconds, the flight is void.

Depending on the number of participants, weather etc., we will run up to three rounds.

Please join us for some Christmas fun, December 27th, 10.30am or thereabouts.

Best Model Competition

This is re-scheduled to the January club meeting and is open to any type of model that you have built yourself—no ARTF's!

You bring along your model, put it on display with a numbered ticket that we give you. You then ease yourself gently into the New Year meetings with a few beers and all present vote for their favourite model.

What could be easier? Please come along.

Noah, 2004

It is the year 2004 and Noah lives in the United States. The Lord speaks to Noah and says: "In one year I am going to make it rain and cover the whole earth with water until all is destroyed. But I want you to save the righteous people and two of every kind of living thing on the earth.

Therefore, I am commanding you to build an Ark." In a flash of lightning, God delivered the specifications for an Ark. Fearful and trembling, Noah took the plans and agreed to build the Ark.

"Remember," said the Lord, "You must complete the Ark and bring everything aboard in one year"

Exactly one year later, a fierce storm cloud covered the earth and all the seas of the earth went into a tumult. The Lord saw Noah sitting in his front yard weeping.

"Noah." He shouted, "Where is the Ark?"

"Lord please forgive me!" cried Noah. "I did my best but there were big problems.

First, I had to get a permit for construction and your

plans did not comply with the codes. I had to hire an engineering firm and redraw the plans. Then I got into a fight with OSHA over whether or not the Ark needed a fire sprinkler system and floatation devices.

Then my neighbour objected, claiming I was violating zoning ordinances by building the Ark in my front yard, so I had to get a variance from the city planning commission.

I had problems getting enough wood for the Ark, because there was a ban on cutting trees to protect the Spotted Owl. I finally convinced the US Forest Service that I needed the wood to save the owls. However, the Fish and Wildlife Service won't let me catch any owls. So, no owls.

The carpenters formed a union and went out on strike. I had to negotiate a settlement with the National Labour Union. Now I have 16 carpenters on the Ark, but still no owls.

When I started rounding up the other animals, I got sued by an animal rights group. They objected to me only taking two of each kind aboard.

Just when I got the suit dismissed, the EPA notified me that I could not complete the Ark without filing an environmental impact statement on your proposed flood.

They didn't take very kindly to the idea that they had no jurisdiction over the conduct of the Creator of the universe.

Then the Army Corps of Engineer demanded a map of the proposed new flood plain. I sent them a globe.

Right now, I am trying to resolve a complaint filed with the Equal Employment Opportunity Commission that I am practicing discrimination by not taking godless, unbelieving people aboard!

The IRS has seized all my assets, claiming that I'm building the Ark in preparation to flee the country to avoid paying taxes. I just got a notice from the State that I owe some kind of user tax and failed to register the Ark as a recreational water craft."

Finally the ACLU got the courts to issue an injunction against further construction of the Ark, saying that since God is flooding the earth, it is a religious event and therefore unconstitutional.

I really don't think I can finish the Ark for another 5 or 6 years!" Noah wailed. The sky began to clear, the sun began to shine and the seas began to calm. A rainbow arched across the sky.

Noah looked up hopefully. "You mean you are not going to destroy the earth, Lord?"

"No," said the Lord sadly. "The government already has. "

AMEN!

Club Subs 2005

Yes, its that time of year again—Subs will be due at the AGM or by December 31st at the latest. However, you will be pleased to know that it is proposed to keep them at the same price as last year.

Please remember that not only do you cause the Club problems by paying late, but you also incur a penalty of 50% extra on the cost as a lapsed member. If you don't have an A Certificate, you also lose your current right to fly unsupervised.

So all in all, it is really the best thing to pay up on time (some people have already paid!)

Competitions 2005

Some of you will have attended an informal meeting about competitions in October. Thanks to those who took the trouble to attend and apologies to those who we didn't manage to contact in time. It was generally a very constructive meeting with virtually the attendance of a normal Club Meeting. You will read some of the proposals later in this newsletter.

I have been trying to promote Roger Bellingham's idea of a one-model AULD competition, where everybody has the same equipment and flight times are kept in the 30 minute ball park. I have had a good response to this, but there are some 'die-hards' who will almost certainly, not participate, which I think, is a shame, particularly when there are all the other competitions where they can still experiment. Come on guys, how about relenting just for one competition?

And Finally.....

I can confirm that all Committee Members have agreed to stand for a further year and we have received no nominations from anyone else for any of the posts.

It looks like you may be stuck with us for another year!

All that remains is to thank my fellow Committee Members for their hard work and support in 2004. My special thanks go to Paul Yorke, who is responsible for producing the nice colour covers for your newsletter.

I sincerely hope that we get better weather in 2005 and we can attract more entries to our competitions.

I apologise for the 'less than normal' number of newsletters this year, but work and family commitments have dictated, I'm afraid.

Finally, I would take this opportunity to wish all of you a very Merry Christmas and a Happy New Year.

DARYL HOOPER COMPETITION

Folly Farm 5th September 2004

Entries

- 1.Mick Stiff Optima
- 2.Alan Johnson Graphite
- 3.Mike Smart Manta
- 4.Percy Proctor Fantasia
- 5.Ivan Bartlett Algebra
- 6.Peter Dunnett Manta
- 7.Martin McIntosh .. Opus 25
- 8.Ian Stiff Foxtrot

WeatherVery hot and sunny with a light, south-easterly breeze.

Competition Director Bob Playle

At last, after a month of wet weather, a nice warm day with lots of sunshine. You would have thought that would bring hordes of flyers out of hiding. But no, only eight appeared for this 'Open Glider' contest. Being the holiday season meant that a couple of regulars were not present and another was away flying in a different competition.

Never-the-less we had eight contestants which was sufficient to go into battle.

Three slots per round were flown and the highest score after three rounds determined the winner.

Points were gained from flight times where the winner of each slot gained 1000 points with other flights being marked on a pro-rata basis. Additional points were accrued for landing within a designated area.

Models varied from the highly sophisticated Graphite being flown by Alan to the basic, but very well formed, Fantasia which it's owner, Percy, calls 'Susan'.

The low turnout meant that we had a problem. It was not possible to have a full compliment of towline pullers and timekeepers when three competitors were flying. So we sometimes had the situation where pullers also acted as timekeepers and the Competition Director had to collect towline parachutes whilst keeping track of slot times and scores. It all went well though and we got through the event almost without a hitch.

Hitch? Almost? Well, after the first round Ian found that a wing fixing bolt had come loose so had to withdraw. Then, at last knockings, Martin broke the Opus's wing during an over-enthusiastic launch. Apart from that all models survived the fray. Even Alan's Graphite got away with it after nose-diving into the ground after being plucked from the sky by one of those trees that jump out on us from time to time.

Although hot and sunny, all thermals had gone off on their holidays so flight times were generally quite low. Nobody scored a 'max'. However, Alan did score top marks in his three rounds so became the deserved winner for a second year in succession.

We were honoured by the presence of Jenny and David Speake who had travelled over from Essex. Jenny kindly presented the prizes and cup which is a fine memorial to her late husband Daryl. As usual, Jenny wore Daryl's old flying hat complete with toucan perched on top. That always brings back memories for long-in-the-tooth ADMFC members.

Results:

Entrant	Round 1 Points	Round 2 Points	Round 3 Points	Total Points	Final Position
Alan Johnson	1025	1000	1050	3075	1st
Mick Stiff	1050	1000	883	2933	2nd
Peter Dunnett	628	1000	982	2610	3rd
Ivan Bartlett	452	967	1000	2419	4th
Mike Smart	686	761	813	2260	5th
Percy Proctor	444	719	1000	2163	6th
Martin McIntosh	1025	939	0	1964	7th
Ian Stiff	408	d.n.f.	d.n.f.	408	8th

READERS LETTERS

Mike

Energised by your text regarding gliding competitions in the latest newsletter I thought I'd make my written contribution to the debate (I've been mulling it over for a while), feel free to choose whether to include it in the next newsletter or not. I'm motivated by the concern that this seems like it could be the beginning of the end for the competitions which I believe would be a real tragedy.

It might be worth reviewing why we have competitions at all, and what they are for. In a competition you aim to compete, in order to compete you must be competitive (or at least feel that you are). There is nothing wrong with trying to win, or indeed succeeding in doing so with alarming regularity (Phill, Terry!), of course it's the most natural thing to want to be the best you can be. Why do people enter competitions, why do we put ourselves through this kind of stuff:

1. to feel a sense of achievement
2. to learn from our peers
3. to develop our flying and construction skills - hence the importance of not making the rules too tight for fear of stifling development and the desire to develop and innovate which is an important aspect in the motivation to compete.
4. to feel a sense of excitement at the prospect of achieving a good position (which is usually relative to our typical performance and not absolute, hence I think occasional handicap events would be popular and better attended)
5. to enjoy the camaraderie of the occasion.

So in organising a competition we need to meet these needs and fulfil a number of criteria, in roughly this order:

1. it needs to be enjoyable - standing in the cold, rain, wind for 90mins plus waiting for the competition to be won by 90secs proves nothing and is clearly not enjoyable.
2. it needs to be possible to enter without exceptional effort or equipment (or cash!) - i.e. building or buying a whole new model and/or drive set-up to enter is going to be a real entrant killer.
3. there needs to be healthy rivalry but not exclusivity.
4. there has to be an open sharing of experience and knowledge - equipment and techniques used in the competition should be openly discussed, perhaps winners should even be required to contribute a short article on tips and strategy for winning, describing how they setup their glider and why they think it and they performed well on this occasion! There's nothing more off putting to a newcomer than feeling you are out of the loop and

uninitiated.

5. the competition itself needs to be seen to be run fairly, efficiently and to time - we all have busy diaries and it helps a lot with family etc if we can commit to times when we will be competing.

6. your model needs to stand a good chance of surviving the event!

For all the best intentions the rules have been tweaked and adjusted to try and achieve many of these objectives and I don't envy the committee's task in having to do so. Unfortunately every time the rules are changed it upsets the equilibrium and to a certain extent discourages participation as equipment and models have to be substituted or at least altered, so if we do have to change the rules we want to be sure they are going to last in that form without substantial alteration for a couple or three years.

I'm not an expert on gliding competitions and I'm on the steep end of the learning curve myself. However, here are my own personal observations on the specifics of our existing gliding competitions:

AULD - In the outside world of public competition it seems that AULD type of event is more or less dead due to the difficulty of setting fair rules that present a level playing field to everyone and ensure the competition doesn't last 3hrs+, which is now well achievable. Bearing in mind that everyone has now realised that the secret to this event has little to do with gliding and most to do with electric duration flight (borne out by the fact the best performing aircraft are actually not gliders at all!), arguably it ought not to be called a gliding competition. I would personally be content if we canned it in favour of the other competitions which have more to do with glide performance and thermal seeking. But then that's because I like gliding!

Open and 100 inch gliding - My personal favourite, as it seems to me to be the purest and simplest true gliding competition that of all the competitions presents the most level playing field.

The rules for the 100in competition originate from British 100S. 100S rules however only allow 3ch RES gliders, i.e. Rudder, Elevator and Spoiler. It's an odd competition in 100S format and even odder in ADMFC 100S format as clearly those that have invested in expensive full-house non 100s compliant 100in gliders (which are incidentally as rare as rocking horse waste!) are at considerable advantage to those with that have strictly compliant 100S gliders. The 100S competition format is losing out in favour of the F3B/F3J type format competitions more popular in the rest of Europe and the US. As a consequence almost all manufacturers are making gliders that would be non-compliant to 100S rules. F3B/F3J gliders tend to be 3m+ in span, and not 100in, however for aerodynamic reasons they also tend to have quite a narrow chord whereas

100S tend to a deep chord therefore wing loading is more or less equivalent (I have made glide comparisons between my 100s compliant Tracker and F3J 3.3m Graphite and there isn't much in it). Since we aren't following 100S rules other than to restrict wing spans, and there is little difference in wing loading between the two formats anyway we could discard 100" as a restriction and make the event fairer, easier to get a model for and more open. We could also consider investing in a couple or three electric winches to remove the launch as one contentious area of potential advantage/ disadvantage, whilst also freeing up the number of people required to be able to run the comp.

Electroslot - This is intended to be a version of the Thermal Glider comps that doesn't require winches or tow lines, just an electric glider with limited motor run. The public BEFA rule based competitions have two formats for this E-400 and Electroslot (rules can be found at <http://omepage.ntlworld.com/bobsmith/rules.htm>).

E-400 is restricted to Speed 400 motors, but allows recharging of 7-cell packs and a 90sec motor run rather than 1min. This stops people from feeling the need to burn out motors.

There is also an open class of Electroslot where just about anything goes and 12+ cells and 3m+ gliders are used.

Our competition only requires you to fly the longest duration in a 10min slot with a 60sec motor run, this encourages you to blast the model up as high as you can and hope to glide out the slot time. The BEFA Electroslot discourages this somewhat by requiring you to land within 1min of the slot end time to avoid disqualification and gives bonuses for spot landings. BEFA rules also allow any motor type, over time brushless actually works out cheaper than Cobalt brushed as they are maintenance free and last a LONG long time. If BEFA have worked out a set of rules that levels the playing field as far as is possible I think we could do no worse than to follow their lead with our own Eslot rules.

Encouraging newcomers

I am a member of a number of different clubs and I am impressed at how significantly more active than most ADMFC is and also how comparatively high the general standard of flying tends to be. We do have a lot of newcomers into the club every year, they primarily come to learn how to power fly and get their A certs but alarmingly few go on to competitions, and fewer still into gliding competitions. We do a great job of encouraging people to learn how to fly and pass their 'A' but don't succeed nearly as well in luring them into the competitions. I thought of a few things we could do that might help address that:

1. Training and workshops - publication of arti-

cles on gliding technique and strategy, articles on technical matters that have come up frequently at the comps i.e. zoom technique, launch technique, use of flaps, use of brakes, spot landing patterns, thermal coring, thermal spotting, the launch window, tow hook position, technique in wind and turbulence, ballast, penetration, section comparisons i.e. SD7037 vs. MH32 vs. HQ/W 2,5/8, drive set-ups, battery comparisons, motorcalc etc etc.

2. Glider setup help - guidance from other knowledgeable club members providing one-to-one help setting up a competition glider.

3. Competition guide - a published guide on how the competition works, common strategies used and typical gliders and setups employed with their cost and availability. (Brian Anderson, FVK, showed me a lever arch file full of data analysed in every imaginable way on all his gliders this kind of stuff is invaluable)

4. Best competition newcomer - an award for the best personal improvement for a new entrant into a competition season.

5. Alternate prizes - i.e. beer and wine while appreciated by some 12 year olds is more appreciated by their parents. Perhaps we could offer model store vouchers to an equivalent value etc. This would be more of an incentive to younger newcomers especially.

Cheers, Alan Johnson.

Mike

Richard Ginger invited me to a meeting on this subject on Tuesday. I won't be able to make it so here are my thoughts.

I stopped competing in the AULD competitions because my model did not fit within the new rules, and as you might have noticed, I have not had enough time to fly at all this year, let alone to build another model with a different drive train.

Although Richard was keen to sell me on a single model format, I still feel that some building skill should be included in the competition. I feel that a fixed drive train, and a minimum weight would provide close competition. I concede that a very expensive model would provide an advantage, but putting a crude drive train into it would stop the competitions going on too long.

As Richard mentioned a speed 400, with a 6x3 folding prop, no gearbox, and a small battery pack would seem ideal.

I don't mind losing, I did like taking part. I just don't like waiting around too long for the winner. In the couple of competitions I was in where the winners were up for ages, I wanted to fly again. I only have a small amount of time I can devote to flying and I

don't want to spend it sitting around, getting cold!
It's not really a spectator sport!

I would support a single model format over what there is now, if that was the choice however. But I feel that if you gave these models out to be built, a number of them may never be built as people with good intentions fail to find time, even to complete an ARTF model. I am worried I would fall into this category. As such I would be put off from taking one of the new models for fear that I would not have time to finish it. Then later find that I wished I had.

I hope you discussions remain civil

Chris Ryle

Dear All,

When you look at the number of fully paid up "flying" members we have and the number who regularly fly, it is hardly surprising that competition attendances are low – particularly in 2004.

Mike is right; it's the same old (literally!) faces and if more than a couple or so of them are absent, we are really struggling. My personal theory is that – particularly because this is a very "hands on" hobby – it simply doesn't matter very much what rules we have or what eligibility criteria we choose.

Remember that we introduced a "Class 2" for the AULD in 2003 which singly failed to attract many more entries.

Without wishing to sound like a total Jonah, I firmly believe that if people are sufficiently interested **THEY WILL FIND A MODEL AND THEY WILL ENTER**. Obviously, individuals have differing demands on their time and all our personal circumstances are unique. People manage, however, to do something with their leisure time and if flying and/or Club competitions are at the bottom end of their current priorities then so be it.

Most of us have some sort of disposable income and I also firmly believe that we spend our money (thank God) according to our individual priorities. I do feel, however, that the whole essence of aeromodelling has gone out of the window with the ARTF invasion. We have been inundated by the buy it/fly it ethos. The cheaper ARTF electric gliders do represent good value for money. To build a competitive model takes time and skill. A seriously competitive ARTF 100" glider will set you back at least £300 and you will need a fairly advanced computer radio plus good quality small servos. Even in my relatively short (8-year) membership, we now have "full house" aileron/flaps mix machines competing (?) against standard rudder/elevator ONLY Algebra designs.

Three years ago, I introduced the balloon bursting competition as a "fun" event and this has been the most heavily supported competition in spite of

some less than perfect conditions. A fun event = it doesn't matter how you perform; being there is the main thing. However, I am reluctant to run this again because I've been told "you have to have a fun fly machine if you want to win". No one wants to win a competition against a poor field – the victory is hollow. No one, either, wants to take part if the atmosphere is clouded by the "win at all costs" brigade. The worst case scenario is that entries continue to dwindle until we become victims of our own making. This is not a good advert for the Club in general, and even more depressing when "memorial trophy" events attract minimal interest.

In 2004 a competition has been scheduled just about every Sunday fortnight from April to the end of October. If I were a prospective new member, I might wonder whether this would restrict my Sunday flying excessively, particularly as the start times are spread over the whole day. In my opinion, the main cause of our low attendances is, I repeat – **APATHY**. This may be simply a lack of interest or what I call "contrived apathy" where people decide not to take part. Either way, we are stuffed.

I have read Alan Johnson's e-mail on this subject. It is good, erudite material from a highly competent and respected pilot. What we dearly need, however, is more input from the rest of the Club or we may well stand accused that we run our competitions and frame our rules by an elitist oligarchy. We are all in this hobby for **FUN**. I am passionate about model flying and freely admit to a competitive spirit, which has been with me in all my leisure pursuits. I have won both the AULD league and the Electroslot trophies – believe me, I know what is involved. I suggest we put this issue to a vote of the membership at the AGM. Obviously, there would have to be a definite proposal on which to vote. It's no use hoping that next year things might improve. What about,

"For 2005, the number of competitions should be reduced to a maximum of one per month".

This isn't intended to be negative, merely realistic. The following are less serious!

- Or, why not have one or two Sundays totally devoted to non-competitive glider flying;
- Or, why not scrap all competitions for one year and stage a model flying event;
- Or, in the interests of uniting the Club (always a good idea!) re-open negotiations with our Chesham colleagues for inter-Club competitions;
- Or, to make the competition scene totally inclusive, restrict comps to "make a plane on the day from a cornflakes packet/chuck gliders only" events;
- Or, sod the flying, bring a picnic and play French cricket.

Anyone for tennis?

N.B. No carbon or Kevlar racquets, garden twine strings only and definitely no ultra furry balls. All serves must be underarm and blinkers must be worn by anyone who can read a car number plate.

Cheers.

(Signed) Paula Radcliffe.

Well, there are a few diverse views for your consideration! I have had these some time, but I thought it worth publishing them, to give you an indication of different member's points of view.

You will note that there is a general dislike of the ultra-long flight times in the AULD and I remain convinced that this is one of the main reasons for the decline in attendance, both watching and flying - 'die-hards' please note!

Ed.

Mike,

Just a thought, how about a trophy for overall top competitor of the year? This could be scored as per GP races for each and any comp. thus encouraging someone who has scored well in say, glider/ electric to have a go at another discipline in order to secure the trophy. I am sure that it would boost the turn out.

I know that I have said this before - and not come up with the goods, but would anyone be interested in a very formal practice aerobatic schedule based on reasonably simple manoeuvres with the emphasis on position and precision to improve flying standards and with a view to a possible competition, considering that a large number of members have suitable models but at the moment no aim in life with them?

I would be interested in writing such a schedule, as I think that I am reasonably qualified.

Martin Mc.

Competitions 2005

OK, as you have read, we had a meeting of most of the people that actively fly in competitions in October and here are the 'bones' of the discussions.

Power Duration Competition - Rules unchanged.

Helicopter Competition - It was agreed that this will be run, subject to Mark VanRooyen drumming up enough support. The Pick-up and Drop task will probably be omitted.

Fun-Fly Competition - This will be reduced to one only per year, but there will be an aerobatic competition in place of the second one. The rule regarding the spins will be changed so that you have to call how many you are going to do prior to performing them. Failure to complete the stipulated number will result in having to repeat the manoeuvre.

Aerobatic Competition - New competition with rules to be set by Martin McIntosh.

Scale Competition - This will remain, particularly as it is in memory of Peter Hales. There will be rule changes to penalise the static score by 50%, if the model is an ARTF or not built by the pilot. There will be a prize for the model with the best static score, but if the model doesn't fly, it must be established that it is capable of flight. So, if you don't want to fly in the competition, you can still enter in the static only.

Gliding Competitions - These will remain unchanged - we don't think there is a lot wrong - if it ain't broke, don't fix it!

ADMFC Top Gun - We liked Martin McIntosh's idea of a yearly trophy based on a points system and this will be introduced to encourage you to enter competitions in general - imagine being ADMFC Top Gun! This will be based on the F1 points system - 10 points for a 1st, 8 for 2nd, 6 for 3rd, 5 for 4th, 4 for 5th, 3 for 6th, 2 for 7th & 1 for 8th. Every competition that you enter can gain you points for the Title.

Competition times - Interestingly, the bulk of those present would prefer to have competitions in the morning and not the afternoon. What is the general view on this?

Electroslot Competition - The rules will be altered to allow the use of brushless motors. There will also be a spot landing task similar to the gliding competitions added and if there is a tie, there will be a fifth round on the same batteries.

Personally, I would also like to see a penalty for over-running the slot time added. Unlike BEFA competitions, let's make it more interesting by stating that you have to have landed on or before the slot time, not to incur penalty points. Penalty points will be two per second up to 30 seconds over-run and after that the flight is void. This might deter some of the more successful winners this year from over-powering their models and flying up until the model is virtually out of sight! If they get into a strong thermal, they are going to have to fight to get back on the spot in time. We had a glimpse of this in Electroslot 1, where both Phillip and Terry had structural failure trying to get out of thermals. As the rules stand at the minute, pilots can stay up for several minutes after the slot has ended and win it easily at their leisure.

Surely, this approach would go towards helping those who can't afford to/choose not to, buy expensive models and brushless or Cobalt motors?

What do you all think?

And last but not least - AULD - Now, whatever your angle on this, you have got to be honest and admit that something drastic has to be done here, otherwise it is going to die! We can't justify running four competitions for the four or five 'die-hards' who want to compete on the current basis. Let's face it guys, what is the kudos in winning? You are almost guaranteed a podium every time.

As Alan Johnson has correctly pointed out, this is purely a competition for the longest motor run time. We could simply bolt all your motors to a table, go off to the pub for an hour or two and come back and see who's is still running. Even better, we could bolt them to the pub table and have a few more pints! Despite what some of you may think, the flying skill and hi-tech model has little to do with this. If you can get your motor to run a bit longer than the next competitor, you are going to win.

I am now going to list three options for the 2005 AULD competitions, in my personal view, in order of preference.

I WANT ALL OF THOSE WHO WERE AT THE MEETING AND ANYONE ELSE WHO IS GENUINELY INTERESTED IN TAKING PART, TO VOTE FOR ONE OPTION.

You can ring me up and vote, you can e-mail me and vote or you can write to me and vote, but please vote, as the future of this competition will be decided by the majority vote. If you don't vote, I'm afraid you won't be able to influence the result. Votes by the end of the year at the latest please!

OPTION 1

ONE MODEL COMPETITION - All entrants will have to have the same model, motor, propeller and cells. There have been several suggestions as to what the model etc. might be, the original proposal being a West Wings Orion E, in an effort to keep the entire cost to a minimum.

The Orion E is a 1500mm span, traditional 2 channel electric glider with CNC cut balsa & ply parts and a V-tail. It will accept standard servos and a cell pack around the size of 7- 500AR. It is designed for a standard Speed 400 motor and 6" x 3" propeller.

Advantages.

1. It is, cheap.
2. It is of traditional construction (so it can be mended).
3. It is smallish and light, hence it will fly on a 400.

Disadvantages.

1. It has to be built (clearly a challenge for some of you!).
2. It is light, so it may struggle in windy weather.

We think that bought in quantity, the total investment in airframe & covering, motor and prop, may only be around £35 to £40. If we were to use this model, we would probably establish a minimum weight after we have had the opportunity of weighing all the models at the first competition. Any models under this weight would subsequently have to be ballasted. We estimate that this model would fly for up to 30 minutes with a 7 cell Kan 1050 or 7 cell HE 1100.

Several people at the meeting said that they would prefer to use something that is ready to fly and a bit heavier. The sort of thing we are talking about is Alpha 180, Nebula, Easy Pigeon etc.

Advantages.

1. Ready to fly and largely complete with motor and prop.
2. It will be heavier and hence able to cope with heavier weather.

Disadvantages.

1. More expensive, probably around £60 to £70 in quantity.
2. With all due respect to any current owners, these are about as aerodynamic as a manhole cover.
3. They generally have blow-moulded fuselages which are not easy to repair.
4. The propeller and in some cases, the drive shaft, is poor quality.
5. If the motor burns out, it may not be easy to replace it with one exactly the same.

If we were to use these, we expect them to fly for up to 30 minutes on 7 - 2000 or maybe 2400 cells.

For those of you who profess to want to fly in a skill-orientated competition, the one-model approach is genuinely as close as you are going to get to this. We have had good feedback from members and there is a good chance that we may get a significant increase in the number of entries. The lower cost option and level playing field also means that we may get entries from juniors.

If you vote for this option, I also want you to pick the type of model, Westwings Orion E or similar, or Alpha 180 or similar.

Please note that if you vote, we expect you to follow-up and take part. If we get a majority vote for the one-model competition, we will be asking all those who voted for 'hard cash' in advance to purchase the models in bulk, although we hope that you will get a very good deal for your money. If you lose interest after the first year, there is no reason why you can't sell your model to someone else who wants to enter the competition, but please do not see this as simply a route to a cheap model, we are looking for genuine competitors.

If you are not a builder, but would like to go the Orion E route, there is every possibility that someone else in the Club may build it for you, for recompense of course!

OPTION 2

MODIFIED VERSION OF THE CURRENT COMPETITION - You will still be able to use your hi-tech models and still play at improvements, however, the maximum cell capacity will be doctored to bring the duration of all types of models and sizes of motors, down to around 30 to 40 minutes.

This is not necessarily easy to achieve and to this end, Mick Stiff is currently undertaking research with different models and packs, **but he would welcome some help in evaluation. If you can help him, please give him a ring.**

Clearly, until we know the results of Mick's tests, we cannot be specific as to which cells you will be allowed to use with each model, but this would be published in the rules at the beginning of next year, if this option is chosen.

OPTION 3

TWO-CLASS COMPETITION - Basically a mixture of Option 1 and Option 2. This is an attempt to try and please everyone (almost impossible, I'd say!).

Class One would be for the existing models described in Option 2, maybe with slightly different battery options to allow them to fly longer durations. Class Two will be for the one-model Orion E/Alpha 180 format.

The two formats would be run concurrently in the same competition and maybe the Class Two prize-giving could take place while the Class One guys are still flying, thus keeping spectator attention throughout.

As far as trophies are concerned, there would probably be little option but to give them in both classes, however we could present certificates in lieu of trophies to keep expenses down?

As far as the yearly league is concerned, I would suggest that Class One and Class Two winners are awarded 1000 points, with the remaining competitors in each class being awarded a percentage score as per the glider competitions. The winner of the League Trophy will be the person with the highest number of points based on the best three from four events.

If there is a tie for the league, I would suggest a special event fly-off between the Class One and Class Two winners, but with a twist in the tail - the Class One winner will have to compete with a Class Two machine, either borrowed, or possibly a dedicated spare belonging to the Club?

So there you have it, its decision time! I'm sure with a bit of give and take, here and there, we could run this competition successfully with a good number of entrants. It's a competition, I would personally not like to see disappear, but there again, I don't want to fly for two hours. If your choice encompasses some form of one-model participation, we could have very close and exciting competition all year round.

Mike Smart.

100'' GLIDER COMPETITION

Folly Farm 19th September 2004

Entries

- 1.Mick Stiff Optima
- 2.Alan Johnson Organic + Graphite
- 3.Philip Alderman 'James'
- 4.Mark van Rooyen .. Organic
- 5.Ivan Bartlett Algebra
- 6.Martin McIntosh Tracker
- 7.Terry Rowe Optima
- 8.

Weather Dull with a brisk westerly wind.

Competition Director Bob Playle

Slot Timekeeper Fred Barber

We had only seven contestants which was just sufficient to hold the competition but difficult to control due to the lack of helpers required to perform towline pulling duties and timekeeping each pilot.

Harry Storey made a welcome appearance with a 'Miller Tern' scale glider but this was not destined for the fray. Harry's helping hand, though, was much appreciated during the competition. Onlooker, Fred Barber was also enlisted as 'Official Slot Timekeeper', given a stopwatch and whistle followed by a quick briefing as to what was required.

Three slots per round were to be flown and the highest score after three rounds would determine the winner.

As usual, points would be gained from flight times where the winner of each slot receives 1000 points with other flights being marked on a pro-rata basis. Additional points could be accrued for landing within a designated area.

A meek puff on the whistle started the first slot. Puzzled enquiries from the furthest towline locations eventually confirmed that flying time had started. Subsequent slots received whistle blows which progressively got louder. By the end of the competition Fred had it cracked!

Despite the dull and windy conditions, times were amazingly high. Philip and Terry both managed to achieve six minute maximum times albeit in different slots. All scores remained competitive throughout and it was difficult to anticipate the final outcome.

We only had one mishap from flying activities and that occurred when Alan broke the wing tip on his Organic when landing in his first round. He used his Mini-Graphite substitute model for the remaining rounds.

All in all, a good competition very hotly contested as shown by the results. The eventual victor was Philip by a whisker from Terry. And Alan took third place from Mark by an even smaller whisker. Wonderful stuff ... it bodes well for lively stuff when the glider guiders next meet.

Results:

Entrant	Round 1 Points	Round 2 Points	Round 3 Points	Total Points	Final Position
Philip Alderman	1000	1050	1000	3050	1st
Terry Rowe	1004	982	1050	3036	2nd
Alan Johnson	1000	1050	823	2873	3rd
Mark van Rooyen	877	1000	992	2869	4th
Martin McIntosh	1050	726	706	2482	5th
Mick Stiff	848	536	1000	2384	6th
Ivan Bartlett	836	294	292	1422	7th

BP

Contest Director: John Bourne.
Assistant Director: Bob Playle.

Flushed with my success in AULD 1, I scuttled to the Wednesday evening AULD 2 competition with great enthusiasm. Our ranks were swollen by three new faces, Trevor Mines back after a short lapse, with Paul Yorke and Dave Pamington dipping their toes into electric competition, bringing our number to eleven (should have been twelve but Ian Stiff had to work).

This is almost twice the numbers of last year's entrants and is now approaching the heady days of fifteen plus, when dear ol Arthur Ambrose first motivated us into the electric flight arena.

ENTRANTS	MODEL	MOTOR SIZE
Philip Alderman	IT CHANGES EVERY TIME	500+
Ivan Bartlett	LITTLE STAR	500+
Peter Dunnett	SWIFT	500+
Richard Ginger	SIMPLY THE BEST	Sub 500
Alan Johnson	SILENT DREAM	500+
Trevor Mines	ALPHA	500+
David Pamington	RATUS 20	500+
Mike Smart	SIMPLY THE BEST	Sub 500
Mick Stiff	SIMPLY THE BEST MODIFIED	500+
Terry Rowe	FAT STAR	500+
Paul York	INCREDIBLE	500+

The countdown commenced and the whistle blew around 7.30, all competitors safely airborne, and it was chilly and approaching dusk, as the last man landed, no casualties!

RESULTS

PILOT	TIME	POSITION
Mick	1hr 25mins 25secs	1
Phil	1hr 24mins 24secs	2
Alan	1hr 21mins 45secs	3
Terry	1hr 13mins 14secs	4
Mike	51mins 43secs	5
Richard	43mins 25secs	6
Peter	43mins 06secs	7
Paul	34mins 15secs	8
Trevor	31mins 30secs	9
Ivan	18mins 22secs	10
David	16mins 33secs	11

As the winning times show research and development are ongoing. I hope the sub hour competitors don't give up, as practice makes perfect. No doubt next years rules will again try and level the field and cut the winning times, but remember a practiced pilot with a well prepared model will usually win the day, or at least come fourth!

Terry R

ALL UP, LAST DOWN COMPETITION No.3

Folly Farm 31st October 2004

Entries

- 1.Mick Stiff Simply High
- 2.Alan Johnson Silent Dream
- 3.Philip Alderman 'I-Turn-Up!'
- 4.Terry Rowe Fat Star
- 5.Peter Dunnett Swift

Weather Dull and cloudy with a slight north easterly wind.

Competition Director Bob Playle

Directors Assistant James Chainey

Things didn't bode well for this late in the year competition which was rescheduled from an earlier date, cancelled due to poor weather conditions. This time the weather didn't look too brilliant either and only five contestants bothered to make the trip to Folly Farm.

But five entries is enough. The contestants high spirits more than made up for the low entry.

This was a competition with a distinct difference ... the comp director / timekeeper / booze supplier had a new assistant who really stamped his mark on proceedings. This was young James Chainey who lives at the farm. Not only would he keep track of models if things got exciting when mass (?) landings were imminent, he also made performance predictions, took no truck from 'lippy' fliers and decided upon a totally new award allocation. He even 'disqualified' Alan Johnson at one point because Alan had the audacity to sit in a chair to fly!

Despite 'helpful' comments from our Assistant CD, the famous five successfully ventured into the gloom and, surprisingly, found weak lift. It turned out to be a 'real fliers' test of skill and each chose to do their own thing. We did not have a gaggle of models hanging on to the coat tails of what was thought to be the best contender. Mick's strategy was to fly low presumably trying to 'slope soar' off air rising from the copse and hedgerows. Alan and Peter consistently flew high whereas Phil and Terry allowed their models to glide down to quite low levels before re-applying power. At one stage Terry started thermalling and bravely maintained this until well downwind.

James's prediction that the first model would come down after six minutes was a bit off the mark. It was Peter's Swift which was swiftest down after nearly three quarters of an hour. The other models all exceeded an hours flight but, interestingly, all landed within seven minutes of each other.

Without doubt this was a competition of flying skill and not the ability to send the most expensive model into the sky. Arthur Ambrose would have been proud to have flown in this event and would have fared well with a bog standard model flown well. Maybe he was keeping a heavenly eye on us and, if so, he would surely have had a smile on his face.

So, who won? It was Terry! That delicate bit of thermalling definitely paid off. A well deserved win. But congratulations are also due to the other fliers who really did demonstrate piloting skill at its best.

Results:

Entrant	Flight Time	Final Position	James's Award
Terry Rowe	1h 12m 27s	1st	2 nd Place .. 1 No. John Smith
Mick Stiff	1h 10m 21s	2nd	1 st Place .. 1 No. beer of his choice
Philip Alderman	1h 08m 37s	3rd	3 rd Place .. 1 No. Carling
Alan Johnson	1h 05s 21s	4th	Disqualified .. 1 No. Carling
Peter Dunnett	43m 37s	5th	4 th Place .. 1 No. Carling

BP

A&D.M.F.C. Fun Fly One 20-6-2004 Contest Director Brian Vaughan

The drawback of taking insufficient notes, and leaving writing these reports for a couple of weeks or so, is that time dims the memory. As I recall it was a fine day, the wind swinging from light to moderate throughout, and the eight brave souls listed below with their trusted machines, champed at the bit, eager to show their prowess in aerobatic skills!

PILOT	MODEL
Mick Stiff	COUGAR
Richard Ginger	COUGAR
Philip Alderman	FLIP (own design)
Robert Adkins	ZIG ZAG 2
Martin McIntosh	LIMBO DANCER
Mark VanRooyen	COUGAR
Chris Vaughn	COUGAR
Terry Rowe	K FACTOR (own design)

Weston UK Cougars seemed the order of the day counting for half the models flying, but the pilot's skill was the underlying factor as the results show.

Round one, saw Mick flying Touch & Go's, Limbo's and Bunt's, followed by Richard with the old favorite T&G, Limbo and Three Roll combination, then Philip with more of the same. Robert next, with an attack of T&G's, Limbo's and three rolls ending with a 120 point landing bonus. Martin changed the routine with the only brave round including seven Inverted Limbo's. Then Mark with a high scoring display of near vertical Three rolls, Two opposing rolls, then ten downward Spins. Chris followed, his first crack at competition, with a similar repertoire as Robert, less passes but a better landing bonus. Terry bought up the rear, a sedate display of the old favorites and an eight second engine overrun to boot.

Round two, Mick reverted to Rolls and Bunts after an engine cut on a T&G, Richard increased his first round score but Phil didn't. Robert had a go at Mark's roll and spin routine but reverted to his original plan halfway, not as successful as round one. Martin again attacked with inverted limbos, but after a slight mishap changed to his waiting second model, but a blow plug hampered starting, devastating his score. Mark bettered his first round score due to the best landing bonus of the day of 180, with Chris and Terry not quite matching theirs.

RESULTS

PILOT	Round one score	Round two score	Total score	POSITION
Mark	955	1118	2073	1
Robert	938	797	1735	2
Chris	812	794	1606	3
Richard	663	926	1589	4
Martin	795	357	1152	5
Terry	552	427	979	6
Phil	529	444	973	7
Mick	397	139	539	8

Well-done Mark and Robert, for the Gold and Silver, and a fantastic bronze for Chris on his first competition. Thanks to everyone for pitching in to run the show see you soon.

Terry R.

ELECTROSLOT. ONE. 16.05.2004 Contest Director: Brian Vaughan

A warm and sunny Sunday afternoon, ideal for the first Electroslot competition of 2004. However only six competitors signed in, perhaps a rule tweak is in order to swell numbers as successfully as the AULD meetings?

ENTRANTS	MODEL	SUSPECTED POWER PLANT
Philip Alderman	I.D.K.	COBALT
Peter Dunnett	LITTLE STAR	480
Alan Johnson	NEW ORGANIC	COBALT
Mike Smart	HIGHLIGHT UNLIMITED	480
Mick Stiff	HIGHLIGHT MODIFIED	COBALT
Terry Rowe	LITTLE STAR	COBALT 400

Fortunately with no frequency clashes all six competitors could fly together for the required four rounds, with no lucky breaks flying slots, this head to head makes for the shortest and fairest task.

The usual criteria for this event are to blast up for the allowed minute, or until your eyesight or nerve fails! Then glide around, gently falling back to earth, hopefully taking a little over the optimum ten minutes.

On the day however there was wall-to-wall lift, and as round one stormed off, cutting motors within the minute, it soon became apparent that models, which started as small silhouettes, were quickly becoming microdots.

Phil was whining that he couldn't see his model let alone get it to come down. I on the other hand, had the answer, fiddle madly with the sticks, over speed the airframe and the wings come off! As I scuttled off to recover my Little Star buried up to the "F" of its Mr. Wonderful logo, the other's managed safe landings all with maximum scores.

Round two got underway after a short pause, Peter having some problems with a sick motor, but Phil had bigger problems. After a very short burst of power he again was sucked into massive lift, after witnessing my demise in round one he struggled to lose height, managing to fracture a tail plane sending the model spinning gently to earth. Alan, Mick and Mike managed another maximum score, leaving just four to start round three.

Along with thermal lift there is always sink, and round three had some, only Alan managing an impressive third max, with Mick, Mike and Peter landing at 6mins-04, 5mins-11, and 4mins-46 respectively.

Forth and final round, Peters motor had almost failed giving him just a 2min-58sec flight, the others turned in maximum times, but round three had scuttled all but Alan.

RESULTS

PILOT	SCORE	POSITION
Alan	4000	1
Mick	3607	2
Mike	3518	3
Peter	2247	4
Phil	1630	5
Terry	775	6

A good afternoons flying, well done Alan, Phil has repaired his model already and there's a rumour afoot Terry has a replacement hot ship in the hanger for electro three! BRING IT ON!

Terry R

ELECTROSLOT TWO. 27-06-04 Contest Director: Paul Yorke

For those of you who took the time to read the Electroslot One report, you will recall Phil and I had a couple of mishaps. Phil's model fortunately only needed a little love and attention, whereas I was forced into a new start. With a gap of six weeks between competitions to complete the task, I sallied forth with a few ideas, a shopping list and a bit of cash. With a few days to go the new model was finished, and with only a quick test flight under its belt, I stood nervously in line with the other six guys waiting for the off.

ENTRANTS	MODEL	SUSPECTED POWER PLANT
Philip Alderman	I.D.K.	COBALT 400
Peter Dunnett	LITTLE STAR	COBALT 400
Richard Ginger	SIMPLY THE BEST	COBALT 400
Alan Johnson	ORGANIC	COBALT 480?
Mike Smart	HIGHLIGHT UNLIMITED	FERRITE (CRAP) 480
Mick Stiff	SIMPLYHIGH	COBALT 400
Terry Rowe	HIGHLIGHT MODIFIED	COBALT 480

Round one, all away on the whistle, a tight squeeze with most of us on the patch as the grass around was still knee high. We managed good altitude, but the very strong breeze had everyone down under the maximum ten minutes, Peter and Alan given a tied time at 8mins-20secs took an early lead.

After the required interlude for chatter, fiddling with models and a drink, round two was called. This was a much more thermally affair with four pilots gaining maximum scores but only Peter had the coveted 2000 tally at the end of this round. Phil landed in the downwind field snapping his models fuselage in two, but some strategically placed strips of tape and a carefully applied squeeze of cyanoacrylate saved the day.

Again into the breach of round three, with three maximum times recorded on this slot. Peter still held top spot with 3000 points, Alan 2nd with 2995, and I had 2938 lying third. I also had a broken model after following Phil's example of an unsighted landing. Fortunately a few helping hands and the wonder of modern adhesives got things mobile again.

The final round had all entrants still in there punching, but a mass of sink and failing batteries saw some very short flights. Peter only managing six minutes-41secs but this was the winning time, giving him a 4000-point total.

RESULTS

PILOT	SCORE	POSITION
Peter	4000	1
Alan	3758	2
Mick	3746	3
Terry	3708	4
Phil	3227	5
Mike	2863	6
Richard	2620	7

Congratulations to Peter taking the win with his Little Star, obviously still a competitive airframe together with its upgrade to cobalt power, Alan took 2nd place and Mick just stole the bronze. Alan looks very strong for the Electroslot league with a 1st & 2nd so far; Mick has a 2nd & 3rd, with Peter a 4th & 1st still all to play for.

Terry R

ADMFC Electroslot Three. 22-03-04

A minor triumph over the British weather saw the Electroslot Three underway on a bright and breezy afternoon; a fair spread of bubbly clouds drifted by, some ominously dark, but no rain to spoil the fun. With only six pilots and a lack of spectator helpers, the usual head to head all fly together routine gave way to an original slots competition.

Round one. Slot 1. Mick Stiff flew with Percy Proctor on his first Electroslot outing and Peter Dunnett, Peter took this slot with a time of 7minutes 37seconds, not the ten minute maximum we all strive for.

Slot 2. Alan Johnson, Phil Alderman and Terry Rowe made up the second slot, this was a little easier, with Alan on the magic ten minutes, Terry one second short with 9minutes 59seconds and Phil with 9minutes 37seconds.

Round two. Slot 1. A stir of names saw Alan fly against Terry joined this time by Mick, Alan on a roll took this slot with a time of 9minutes 29 seconds.

Slot 2. Peter, Percy and Phil lined up but as the whistle was about to be blown a crack was noticed in Phil's fuselage, a frantic plea for a delay worked and as Phil removed his wing, the fuselage fell in half. Cyano and tape to the rescue, and five minutes later the launch, and ten minutes later Phil had won the slot with his first max.

Round three. Slot 1. Another stir of names saw Phil flying again with Percy joined this time by Mick, Phil took the win but with a time of only 7minutes 36seconds.

Slot 2. Alan, Peter and Terry, an easy slot with bags of lift, maximum times all round.

Round four. Slot 1. The final mix of pilots for this round, Mick, Peter and Terry another easy maximum flight for the three.

Slot 2. Last slot of the day, Alan, Percy and Phil airborne, and again Phil just took the win with a time of 7minutes 30seconds.

Time to tot up the aggregate scores and work out final positions, unfortunately Alan who had a power pack infringement was disqualified from his second place.

RESULTS

PILOTS	SCORE	POSITION
Phil	3961	1
Peter	3770	2
Terry	3736	3
Mick	3217	4
Percy	2099	5
Alan		6

Terry R

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Wittle Wabbit

A little girl walks into a pet shop and asks in the sweetest little lisp: "Excute me, mithter, do you keep wittle wabbits?"

And the shopkeeper gets down on his knees, so that he's on her level, and asks: "Do you want a wittle white wabby or a soft and fuwwy bwack wabby or maybe one like that cute wittle bwown wabby over there?"

The little girl puts her hands on her knees, leans forward and says in a quiet voice: "I don't fink my pyfon really giveths a thit."

A LESSON TO ALL EMPLOYEES WHO WORK WITH RUDE CUSTOMERS

Indeed, an award should go to the Virgin Airlines gate attendant in Sydney some months ago for being smart and funny, while making her point, when confronted with a passenger who probably deserved to fly as cargo.

A crowded Virgin flight was cancelled after Virgin's 767s had been withdrawn from service. A single attendant was re-booking a long line of inconvenienced travellers. Suddenly an angry passenger pushed his way to the desk. He slapped his ticket down on the counter and said, "I HAVE to be on this flight and it HAS to be FIRST CLASS".

The attendant replied, "I'm sorry, sir. I'll be happy to try to help you, but I've got to help these people first, and I'm sure we'll be able to work something out."

The passenger was unimpressed. He asked loudly, so that the passengers behind him could hear, "DO YOU HAVE ANY IDEA WHO I AM?"

Without hesitating, the attendant smiled and grabbed her public address microphone: "May I have your attention please, may I have your attention please," she began - her voice heard clearly throughout the terminal.

"We have a passenger here at Gate 14 WHO DOES NOT KNOW WHO HE IS. If anyone can help him find his identity, please come to Gate 14."

With the folks behind him in line laughing hysterically, the man glared at the Virgin attendant, gritted his teeth and said, "F... You!"

Without flinching, she smiled and said, "I'm sorry, sir, but you'll have to get in line for that too."

(Thanks to Al Spicer)

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.

December 13th		Club Meeting	-	AGM
December 19th	2.00pm	Folly Farm	-	AULD 4
December 27th	10.30am	Folly Farm	-	Boxing Day + 1 Spot Landing Comp
January 10th 2005		Club Meeting	-	Best Model Competition