

The Folly Flyer

The Newsletter of Aylesbury & District Model Flying Club

Volume 13 Issue 5

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November 2005



AULD 4 - L to R, Ivan Bartlett 3rd, Mike Smart 1st & Mick Stiff 2nd.



RC Models 1966 style !

CONTACTS

Chairman	-	Mick Stiff	(01296) 415997.	
Secretary	-	Paul Yorke	(01296) 580146.	e-mail:- paul.yorke@ntlworld.com
Treasurer	-	Bob Playle	(01442) 825693.	
Training Officer	-	Richard Ginger	(01296) 688030.	
Newsletter Editor	-	Mike Smart	(01296) 658142.	e-mail:- ferrari1@gotadsl.co.uk
		Fax:	(01296) 651522.	
Safety Officer	-	Julian Clements	(01296) 748859.	
Competition Secretary	-	Terry Rowe	(01296) 712886 (daytime).	

WEBSITE:- www.admfc.co.uk

FLYING TIMES

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

Cublington - There are no restrictions on flying times.

CLUB SHOP

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

TRAINING

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

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

1 October	Mike Smart	(658142)	2 October	Peter Dunnett	(334708)
8 October	Richard Ginger	(688030)	9 October	NO TRAINING	
15 October	Bob Playle	(01442 825693)	16 October	Tony Wood	(01844 218916)
22 October	Robert Adkins	(07900 497195)	23 October	Mick Stiff	(415997)
29 October	Paul Thorne	(613870)	30 October	Peter Dunnett	
5 November	Mike Smart		6 November	Robert Adkins	
12 November	Richard Ginger		13 November	Mick Stiff	
19 November	Bob Playle		20 November	Tony Wood	
26 November	Robert Adkins		27 November	Peter Dunnett	
3 December	Paul Thorne		4 December	Richard Ginger	
10 December	Mike Smart		11 December	Mick Stiff	
17 December	Bob Playle		18 December	Tony Wood	
24 December	HAPPY		25 December	CHRISTMAS!	

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

Hinge Tapes

If you are into Shockies or Foamies, you will know that finding a suitable hinge tape that will adhere to Depron or EPP on a permanent basis, is not easy. Enter **Blenderm**, a surgical tape made by 3M and billed as the Mother of all hinge tapes in modelling circles. It is a translucent tape which is slightly stretchy, has a rubbery feel to it and is supposed to stick like **** to a blanket!

I have just used it on my Depron Ultimate 3D and I will report on results, but it looks very promising. My source was via EBay of course at <http://www.onlyrc.com>



Jack Bearton Sadly I have to report the recent death of Jack Bearton. I didn't know Jack and I doubt that there are

many left in the Club who did, but he was a founder member of the Valkyries model club, the remnants of which were instrumental in forming A&DMFC. I'm sure you will all join me in sending our sincere condolences to his family and friends. *(I have included some old Valkyries photos in memory - Ed)*

Lightning XM135, inadvertent flight by W/Cdr Holden

It happened on July 22nd 1966 while XM135 was at 33 MU at Lyneham. The aircraft had a persistent electrical problem that only showed itself under acceleration. So Wg Cdr Walter "Taff" Holden decided to undertake some ground tests to see if he could find the problem. The canopy was removed and the ground locks were in place. Taff had a set of pilots notes with him in the cockpit, he was strapped in but the safety pins were in. A couple of short bursts down the runway showed nothing so Taff decided to give it a bit more speed. As he opened the throttles he accidentally pushed them through the gate into reheat. At first he thought the throttles had jammed but by the time he figured out what was happening he was out of runway and was left with only one choice to take XM135 for a quick spin round the airfield. This wouldn't be too much of a problem except that Taff had only done a few hours on a Tiger Moth. He couldn't call the tower as he only had on ear defenders and he couldn't eject as the seat was safe. After a couple of failed attempts after 12 minutes he landed with minor damage to the tail end.

This came from the Key Publishing Aviation Forum at:-

<http://forum.keypublishing.co.uk/forumdisplay.php?f=4>

Worth a look if you are into aircraft - Ed.

Google Earth

I assumed that most people knew about this, but I have been requested to include a piece for those who don't. Basically, Google Earth is a collection of satellite photos which have been stitched together and show the whole Earth. You can pick a location and zoom in, rotate, etc. etc.

You can check it out at:- <http://earth.google.com/>
You can easily find the Folly Farm field and you can see the patch, the paths and interestingly, the location of the buried drainage pipes. I have e-mailed the location to all of you who receive the Folly Flyer E.

Bring & Buy Nov 05

Thanks to the efforts of our auctioneers Les and Roger, the Club made a net profit of £54-40p. Thanks to everyone who came, bought and sold.

Top Letter Dave Harbour

Some of you may have seen Dave's letter in RCM&E regarding the oil content in glow fuels? If you didn't, I have enclosed a scan for your info

Beware Prop-savers

I have a Freeair Blade fitted with an AXI 2208/34, APC 9" x 3.8" Slo Fly prop with prop-saver, Castle Creations Phoenix 10 ESC and TP 3cell 900 lipo. Clearly the Blade is very well powered with this motor and generally hovers at half throttle or less. The model seemed to be getting progressively louder with vibration on the last outing, until at one point everything stopped and it fell out of the sky! I could not get any signs of life out of it and thought that the speed controller had died or the weather was too cold (0 degrees C).

I plugged it all together a few days later and it worked again! I checked the prop and it appeared that it had been vibrating on the prop-saver.

Up to this point all the recommendations had said that this motor and prop would draw about 8A and I have to confess that because my Whatt meter has different connectors, that I hadn't checked the current draw. Anyway I bought a Watts Up meter recently with the intention of using it specifically for 2mm gold connectors and decided to solder connectors to it and check the current draw.

Big surprise - at full throttle the prop is running eccentric on the prop-saver and drawing 21A! I changed to a fixed prop adaptor with a threaded shaft and at full throttle, the draw is 10.5A.

I have now changed to a Jeti 12 and the fixed prop adaptor, but clearly all credit goes to Castle Creations and AXI as the motor and speed controller are still working perfectly.

I have to say that I always thought these prop-savers were a bit 'Mickey Mouse', but I thought that everyone else couldn't be wrong—just shows you!

Mike Smart

Club Subs 2006

It is the AGM on Monday December 12th and club subs become due at the AGM or by 31st December 2005 at the latest.

The Committee are proposing that ADMFC subs remain unchanged, but the BMFA subs will be increasing. The rates are shown on your renewal form at the rear of this newsletter.

Please make our Secretary's life bearable by paying on time and please remember that there is a surcharge of 50% for late payment.

Your membership renewal will not be accepted unless it accompanies a **fully completed and signed** official membership form.

AGM 2005

Please pay attention as there are proposals for changes to rules and conditions.

Firstly, all committee members have agreed to stand again for re-election in 2006, but if you would like to stand for one of the posts, please contact our Chairman, Mick Stiff.

RULE CHANGE

Percy Proctor has proposed that the following rule:-

- 4 ii a) 35MHz. Normally only the 18 odd numbered frequencies are to be used on the Club flying fields i.e. 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87 and 89.
- b) Even numbered frequencies can be used on special occasions as decided by the Committee.

is changed to read:-

- 4 ii a) 35MHz. Normally all the available numbered frequencies are to be used on the Club flying fields i.e. 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89 and 90.

PROPOSAL

The Committee are proposing that the Cublington Field is given up to save money, due to lack of use. It is proposed to keep in contact with the farmer so that use can be re-established should the need arise. The patch was deliberately not cut last year to save money and give an indication of use. No-one complained about the grass length, so we assume no-one used it to any degree.

PROPOSAL

Terry Rowe, our Competition Secretary has proposed that the frequencies that you have been allotted for the AULD are used in addition for all Electroslot and Glider club competitions. This means that your AULD frequency will be your competition frequency, which you must use for AULD, Electroslot and Glider competitions.

The purpose of this is to save time booking in at competitions and enable pre-planning to avoid frequency clashes on the day.

PROPOSAL

Terry Rowe has also proposed that the Club considers the purchase of up to three power winches for use at glider competitions. The likely cost is £300 per winch.

Sadly, as we all become older, there are fewer competitors who are capable of towing. There has always been an element of unfairness with respect to towing, as clearly those who are fitter and more experienced give a better tow than others.

The use of power winches will give everyone an equal chance of a good launch. We have tried bungees in the past, but these have generally been unsuccessful and will not correctly launch a large model glider.

PROPOSAL

The Committee are proposing that the approved batteries for the AULD competition will be changed to GP1100, as the KAN 1050's have not performed satisfactorily for many competitors and seem unable to accept the current draw on full throttle without deterioration in subsequent performance. We will try and negotiate a good deal for the purchase and if possible try to negotiate a discount for return of the KAN 1050's.

Outstanding AULD Monies

Bob Playle has asked me to remind you that there are outstanding debts on the part of some of you with regard to equipment that you have had for the new AULD competition, but have not paid for.

ALL TO BE PAID UP IN FULL BY THE AGM PLEASE!

And Finally.....

Apologies for the delay on the newsletter, but we have had to wait until the BMFA AGM, to be able to put the correct rate of the BMFA subs on the membership form.

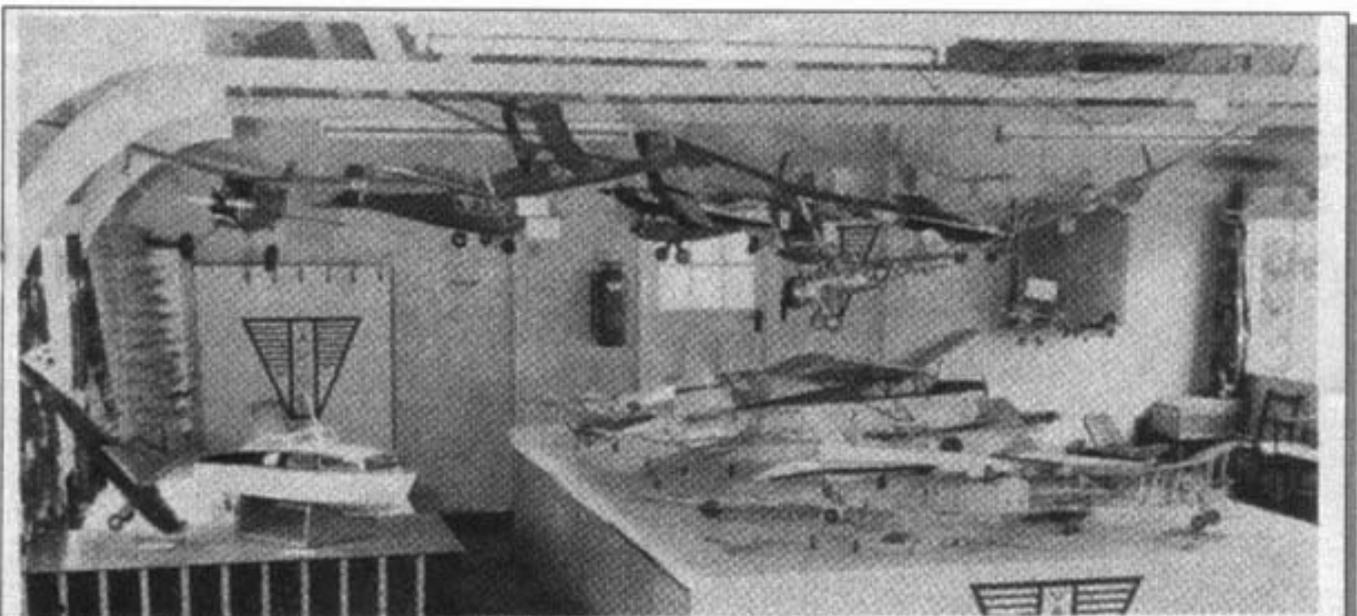
Don't forget to join us at the AGM and renew your membership before the end of the year.



Above - The Valkyries first public display, summer 1967 at Bedgrove Park. Rudderbug & David Goble on the left and Jack with Super 60 on the right. Also in the picture, John Stevens, Ron Truelove, Geoff Stent & Barry Hearn



Below - Taken from GPS Redifon Air Trainers News, Jack's Super 60 on the left with rockets and David's Rudderbug behind (both hanging)



PRIDE OF THE VALKYRIES

A magnificent selection of 100 model aircraft graced the Social Club recently when the Valkyries Model Club held an 'Open Day'. The fascinating exhibits ranged from small-scale plastic kits to an 8 ft. wingspan, multi-channel radio-controlled Mercury. The photograph—taken on the day—also shows that the models are not restricted to aircraft: a

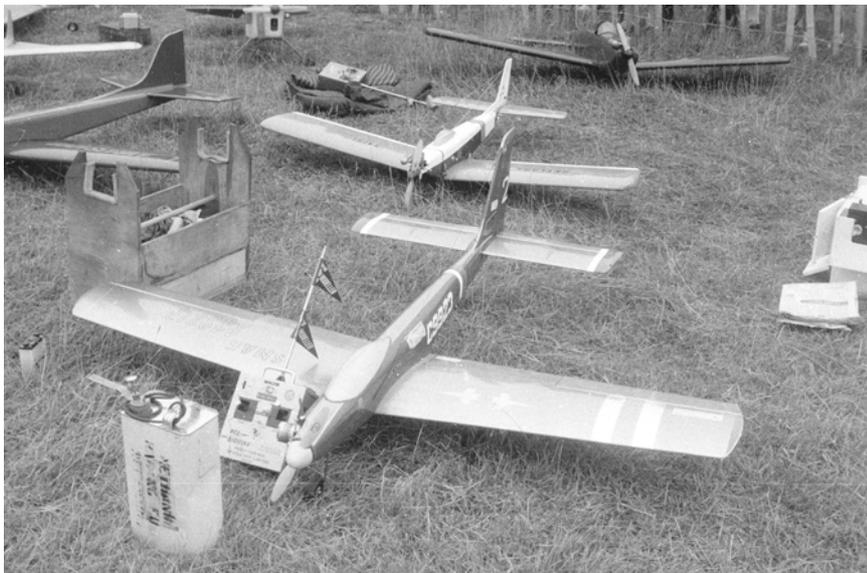
cabin cruiser is also featured. Unfortunately lack of space limits a full report of this day and the subsequent flying display, but full details are available from Mr. Ron Truelove.

The Valkyries—formed earlier this year—now has 24 'fully paid up members', and meets in the Social Club the first Monday

of each month, with film shows, model car racing, and similar features on the agenda. Full details from Messrs. D. J. Goble (Chairman), P. W. Hales (Hon. Sec.), F. J. Bearton (Treasurer), R. Truelove (P.R.O.) or R. Young (also on the Committee).
More about the Model Club in later issues.

Is Yesterday Tomorrow Today ?

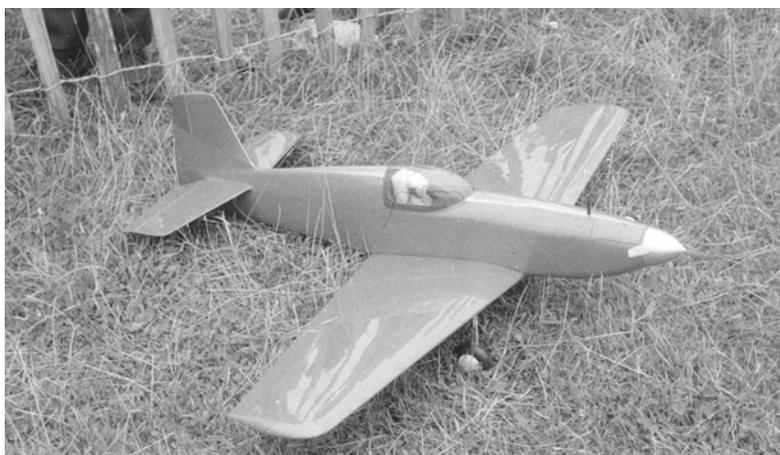
I recently bought a negative scanner and had great fun going through all my old negatives over the last few weeks. I came across some that I took at the London Gliding Club Display in 1966 or 1967 when I was a mere lad! The one on the cover is worthy of note for the advertising on the wings - Aviette Kits Styro-Tru, which refers of course to veneered foam wings which were a relatively new advance at the time. Most of the models were probably covered in Monokote, which again was a relatively new product - heat shrink covering film. I also recall that Derek Hardman was there with his new product, Solarfilm, giving away small free samples. I remember going back several times for the free samples and subsequently being able to cover a whole model in the pieces.



I have to say that my first reaction on viewing these was that the models are not a lot different to those that you might see on an average club field forty years on. The transmitter in the picture on the left gives the game away a little, as does the rather large tailplane on the model, but aside from that, the model is actually quite sleek and possibly more refined than some of those you may find on the average club field today. The flight box clearly hasn't been bettered in the last 40 years, but the metal fuel can has now been replaced by plastic bottles.

What about the model on the right? (Midget Mustang I think?) Very tidy and sleek and could easily be on the field today. Once again, the scale Airacobra below could easily be seen on our field today.

Personally, I don't think there has been much development in IC model airframes in the last 40 years. Clearly, we now have RC helicopters, more reliable engines, more advanced and more reliable radio systems, but on the other hand the biggest advance has to be in electric powered models.



Forty years ago, no one would have believed you if you said that you had a 6oz radio control model capable of unlimited vertical and aerobatic performance powered by an electric motor with a 2oz battery that runs for 15 to 20 minutes.

I am referring of course to shockies or 3D foamies and if you haven't tried one yet, you need to! Robert Adkins recommended a Blade to me and I have to say that it is the most fun I have ever had with a model aeroplane!

Mike Smart

AULD. 4. 25-9-05 - C/D: Sue Abbott-Stone

The weather gradually improved as the morning unfolded, but there was still a fresh westerly blow to contend with for this final new style AULD of 2005.

Sue Abbott-Stone with chief assistant Brian Vaughan took charge of the assembled fifteen adventurous souls trying to gain a little glory before winter closes in yet again.

All machines launched at the sound of the whistle no pilots left on the line, but the shrill blast had hardly died when Chris Reeves crunched to earth succumbing to the turbulent conditions! Tony Wood was showing his prowess in lever pulling and knob twiddling, when he inadvertently pressed the speed controller "ignite" button ending his flight. Roger Bellingham was next to arrive unceremoniously back to base, and Clive Abbott-Stone found his Orion slowly flying in reverse towards Whitchurch, forcing him to land a field or so away.

After this five minutes of unfortunate mishaps the remaining eleven potted on for a while landing one by one, leaving the final battle between Mick Stiff and Mike Smart, riding the sweetest spots of lift and wringing the last mill-amps from their batteries, some five minutes clear of the rest!

RESULTS

PILOT	TIME	POSITION
Mike Smart	31mins 00secs	1
Mick Stiff	28mins 29secs	2
Ivan Bartlett	24mins 09secs	3
Phil Alderman	23mins 00secs	4
Martin McIntosh	20mins 49secs	5
Phil Taylor	19mins 43secs	6
Dave Harbour	18mins 40secs	7
Terry Rowe	18mins 39secs	8
Chris Vaughn	17mins 53secs	9
Percy Proctor	16mins 35secs	10
Paul Yorke	13mins 52secs	11
Clive Abbott-Stone	04mins 36secs	12
Roger Bellingham	01mins 25secs	13
Tony Wood	00mins 08secs	14
Chris Reeves	00mins 07secs	15

Terry R

TRAINING UPDATE

2005 has been fairly busy. Club membership has reached 100 and we have had an influx of several novices. Surprisingly, only two people have achieved their 'A' Certificate at the time of writing. The 'A' test is not outrageously difficult and is now the minimum requirement for solo, unsupervised flying. Some Clubs, in fact, think the 'A' test is too easy and have their own flying and safety examination!

Sincere thanks to all our Instructors and to Mike Smart for carrying out the 'A' Certificate examinations.

Schools Day at Old Warden, 15 June: (a somewhat belated paragraph!)

Run by the BMFA, this event gives local school children a taste of Old Warden's full size flying displays, and the opportunity to try their hand at model flying using the "buddy box" system. Several model Clubs help out. Once again, my thanks to Ken Harris for the loan of his faithful Irvine Tutor and radio gear. Above all, thanks to Dave Harbour who ably assisted on the buddy box. Believe me, it's hard work! In spite of a delayed start due to poor weather, a good time was had by all, including Mr Harbour Senior.

I never cease to be amazed at some of the strange doings perpetrated in the name of model flying. It is always a good idea to read the instructions, particularly if you have a computer radio. Here is a selection of Folly Farm "oddities":

- a) a whole one metre length (as purchased) of fuel tubing installed between tank and engine;
- b) prop nut super-glued to avoid loosening;
- c) transmitter trim super-glued to avoid losing correct setting on a non-computer tranny;
- d) engine started (at home) with electric starter but no propeller fitted to avoid danger of rotating propeller;
- e) computer radio reprogrammed to unconventional mode instead of relocating servo plugs in correct position into receiver;
- f) servos connected to wrong receiver locations / incorrect aileron operation / controls transposed;
- g) throttle linkage so stiff that the servo audibly struggles or maladjusted so that the throttle does not open or close fully;
- h) C of G excessively rearward (i.e. 2 inches);
- i) leaky fuel tanks or faulty plumbing;
- j) incorrect switch connection to receiver and/or receiver nicad

The vast majority of the trainers we see are Almost Ready to Fly – there really isn't much work to do. We are extremely patient people and we all give our time freely (literally). No one, if at all possible, is left in a position where their model is grounded. If you want to learn to fly you simply **MUST** have decent gear and a reliable engine properly installed. Check it out!

We all do daft things from time to time. However, the vast majority of crashes are down to the pilot – there is no such thing as an Act of God. Most models can be made to fly satisfactorily. Don't expect, though, to be able to handle a scale MK IX Spitfire / Mustang / Zero / Me 109 on the strength of a shiny new 'A' Certificate – unless you are unusually gifted. Remember, every flight is a challenge and it is extremely rewarding to fly any model accurately and safely – this is what the training scheme hopes to initiate.

We fly all year round and are blessed with some superb days in the Winter. Try to tear yourself away from the telly!

See you at the field.

RG

ELECTROSLOT LEAGUE 2005

PILOT	Electro 1	Electro 2	Electro 3	Electro 4	Best of Three	Final Position
Phil Alderman	1224	3515	819*	3228	7965	7th
Ivan Bartlett	2298	805*	2652	1211	6161	9th
Peter Dunnett	3861	3965	3782*	4012	11838	2nd
Richard Ginger	3565	2936*	3105	3967	10637	5th
Dave Harbour	1366	397	D.N.F	D.N.F	1763	12th
Alan Johnson	4200	4150	964*	3150	11500	3rd
Martin McIntosh	D.N.F	1140	D.N.F	D.N.F	1140	13th
Percy Proctor	1162	898	D.N.F	1286	3346	11th
Chris Reeves	1252	1069	2061	D.N.F	4382	10th
Terry Rowe	3659	3389	3061*	4060	11108	4th
Mike Smart	2424	3629	D.N.F	2318	8371	6th
Mick Stiff	3920	4009	3908*	4050	11979	Gold
Phil Taylor	2736	1720	D.N.F	1932	6388	8th

And so to the very last competition of 2005, the Arthur Ambrose Trophy with glorious weather again! Phil Alderman was in trouble straight away with a detached servo lead, but a deft repair by R.G had him ready to roll well before the opening slot. Unfortunately the opening slot was somewhat delayed by the C/D not arriving until the last minute, and the minor problem of no laptops on site, forcing us to revert to pen and paper.

With time ticking away the C/D found he had also left a vital battery fixing at home, larger problem, but Mick and his van full of goodies came to the rescue, a good deed he would later inwardly regret!

Eventually the competition started, and as the slots and rounds progressed it was soon apparent the lift was excellent with a flurry of maximum and near maximum flight times. Ivan had a troubled day with a broken switch making starts difficult, Peter also had a gremlin stopping his power plant from activating on cue.

And then to round four, with a few retirements the remaining pilots took to the sky as one, well all except Alan who obviously acquired both Ivan's and Peter's gremlins at this point causing his motor to cough and bang but very little else. Again the lift was booming especially at altitude, but it was all too much for Phil A, whilst coaxing his machine from a high downwind position it's speed dramatically increased until the wings virtually exploded.

PILOT	Round One	Round Two	Round Three	Round Four	Final Score
Terry Rowe	1000+50	1000+50	860+50	1000+50	4060
Mick Stiff	1000	1000	1000+50	1000	4050
Peter Dunnett	1000	1000+50	937	1000+25	4012
Richard Ginger	1000+50	1000+50	929+50	838+50	3967
Phil Alderman	1000+50	745	905	528	3228
Alan Johnson	1000+50	1000+50	1000+50	d.n.f	3150
Mike Smart	1000	1000+50	268	d.n.f	2318
Phil Taylor	975	433	524	d.n.f	1932
Percy Proctor	475+50	401+50	260+50	d.n.f	1286
Ivan Bartlett	d.n.f	211	d.n.f	1000	1211

After the scores were calculated and the infamous photo calls, the search team sallied forth to retrieve the remains of Phil's wreck a few fields away. Apart from this disaster everyone had a great day with lots of plans afoot for the forthcoming season.

Terry R

Competition Meeting 7.11.05

Firstly, thanks to all of you who turned up and supported this discussion. To those who didn't, I'm afraid that if there is anything you don't like in the following, then you only have yourself to blame!

1. It was agreed to adopt the AULD frequencies for use at the Electroslot and Glider competitions.
2. The first newsletter of the year, containing the competition dates will be in hard copy to all members.

The **Power Duration Competition** will remain in place and unchanged, as it was felt that this year's low attendance was probably a one-off.

The **Helicopter Competition** will *not* be held this year due to poor attendance.

The **Fun Fly Competition** will be expanded to **two** competitions to try and redress the balance of power to glider/electric competitions.

The **Aerobatic Competition** will be run again and Martin McIntosh has agreed to make the schedule slightly easier because we were all rubbish!

Contd. On page 10.

GLIDER LEAGUE 2005

PILOT	100" Glider	Open Glider	Daryl Hooper	Les Edwards	Best of Three	Final Position
Robert Adkins	1065	DNF	DNF	DNF	1065	18th
Phil Alderman	3100	2365 *	3150	2619	8869	3rd Bronze
Ivan Bartlett	DNF	DNF	2604	2225	4829	12th
Roger Bellingham	3050	1000	459	DNF	4509	13th
Bill Burkinshaw	DNF	2197	DNF	DNF	2197	16th
Peter Dunnett	3025	3075	2204 *	2857	8975	2nd Silver
Richard Ginger	2357	1720	2772	DNF	6849	8th
Dave Harbour	3022	2165	DNF	DNF	5187	10th
Alan Johnson	DNF	3100	3150	2942	9192	1st GOLD
Martin McIntosh	2075	2122	DNF	2433	6630	9th
Bob Playle	2853	10	DNF	DNF	2860	14th
Percy Proctor	2850	2683	1700 *	2100	7633	7th
Terry Rowe	3061	2514	2402 *	3041	8616	5th
Mike Smart	2731	DNF	DNF	DNF	2731	15th
Ian Stiff	1636	439 *	1665	1806	5107	11th
Mick Stiff	2859 *	2950	2867	3025	8842	4th
Harry Storer	1740	DNF	DNF	DNF	1740	17th
Phil Taylor	DNF	3000	2768	2786	8554	6th

AULD LEAGUE 2005

PILOT	AULD 1	AULD 2	AULD 3	AULD 4	Best of Three	Final Position
Clive Abbott-Stone	16	DNF	18	12	46	12th
Phil Alderman	DNF	1	3	4	8	2nd
Ivan Bartlett	9	5	13 *	3	17	4th
Roger Bellingham	DNF	11	DNF	13		
Kevin Collins	12	16	DNF	DNF		
Peter Dunnett	5	6	8	DNF	19	5th
Bill Echlin	DNF	DNF	14	DNF		
Richard Ginger	1	3	4	DNF	8	2nd
Dave Harbour	3	DNF	7	7	17	4th
Martin McIntosh	4	10	11 *	5	19	5th
Trevor Mines	11	DNF	16	DNF		
Dave Pamington	DNF	14	6	DNF		
Percy Proctor	13	DNF	DNF	10		
Chris Reeves	10	12	15	15 *	37	10th
Terry Rowe	DNF	7	5	8	20	6th
Chris Ryle	DNF	DNF	10	DNF		
Mike Smart	DNF	8	2	1	11	3rd
Peter Stammers	14	15	DNF	DNF		
Mick Stiff	2	2	1	2 *	5	1st GOLD
Phil Taylor	6	9	17 *	6	21	7th
Chris Vaughan	7	DNF	9	9	25	9th
Tony Wood	15	13	DNF	14	42	11th
Paul Yorke	8	4	12 *	11	23	8th

TOP LETTER!

For his letter this month, Mr Harbour wins an RCM Pelikan Tukano, courtesy of Puffin Models.

WHY HIDE THE FACTS?

I would like to air my views on the subject of oil content in the glow fuel that most of us use to fly our pride and joy around the sky every weekend. Two months ago I bought a 120 two-stroke engine. On opening the box my attention was immediately drawn to the paper stapled to the front of the instructions. 'Warning: using fuel that contains less than 17% oil in two-strokes will invalidate your warranty'. It was also made clear that synthetic oil was not to be used.

On seeing this I pondered the reason. I must say that I have only been R/C modelling for around 18 months but I am no stranger to engines or their need for adequate lubrication. I paid a visit to my local model shop and asked the older of the two proprietors if he could tell me the total oil content of his fuel, after explaining my dilemma. I was assured that the fuel contained 19% total oil content, of which a percentage was Klotz techniplate. My point? As the container had no reference to the total oil content (only the nitro percentage and the obvious fact that it contains methanol), I had to take his word for it.

It was not until my motor suddenly died with a terrifying screech and the fuel was extracted from the model and returned to the place I bought it from that the truth came out as to the oil content. I informed the engine supplier of the type of fuel used as well as the prop size and plug. They were unaware of the fuel in question, so they contacted the manufacturer, who stated that it was only 16% - and totally synthetic to boot!

When I called the model shop and pointed this out, I was told that their fuel was in fact 20% total oil content: 18% synthetic, 2% castor - and that it was on a par with formula Irvine. I relayed



this to the supplier of the engine, who asked if I could get that in writing. I called a different branch of the model shop and spoke with the other proprietor, who had been kept up to speed with this incident. He stated that his fuel contained 16 - 18% synthetic plus 2% castor oil, and that he was disgusted - how dare anyone blame his fuel for causing so much damage to an engine? He told me he had 'x' many shops and had sold 'x' thousands of gallons of fuel each year and never had a single complaint. He made it clear that in no way would he be getting involved with a warranty claim over a 'crappy' engine and that, no, he wouldn't put anything in writing.

In the end, I had to shell out again on a new engine and I will be giving this chain of shops a wide berth from now on, even after spending hundreds of pounds in the past. Moaning aside, I've brought up the subject of labelling the content of fuel with my fellow members (at the local field) and the subject has caused quite a stir. We all seem to be of the same opinion that containers of fuel should carry some sort of information as to what we're buying. A can of soft drink has to have its contents stated on the packaging by law. Okay, you wouldn't pour cola in your fuel tank and I'd hope you wouldn't drink your glow fuel, but you see what I'm getting at. There are no laws stating that model engine fuel manufacturers must print the contents on the container - or if there are, why are they not enforced? This small piece of information could help greatly in the case of warranty claims and could prevent the owners of new motors unknowingly invalidating their warranty.

I understand that Flair already state the contents on their packaging, or so I'm told. Why don't the rest? I also understand that the manufacturers of Prosynth fuel wish to keep their oil information secret. My idea is this. Why not at least tell us the total oil content by volume. This isn't aimed at the manufacturers of Prosynth but at model fuel manufacturers as a whole. We're not fishing for secrets, we just don't want to invalidate our warranty. It costs us a lot of money and heartache if we can't prove what's in the fuel we use. Come on guys, it's only a few extra words printed on the label.

Mr D. Harbour, Bucks.

Does your fuel contain the correct oil content for your engine? Might be worth finding out!



The **Peter Hales Scale Competition** will be run again, it was quite well supported this year, but we want more entries, preferably not ARTF's. It was agreed that we need to speed up the static judging. I would suggest that the judges are allowed a maximum of 3 minutes per model.

The new **AULD Competition** has been a great success and we want to keep it that way, hence we are agreeing a minimum weight for all models of 550 grams and the top three finishers in each competition will have to carry 50 grams penalty ballast in the following competition. We are proposing changing to GP1100 batteries due to disappointing performance of the KAN 1050's. Next year's competitions will all be on a Wednesday evening to free up flying time at the weekends and will run from May to July. If the competition is called off due to inclement weather, it will automatically be scheduled for the next evening in the same week (Thursday).

The **Electroslot Competition** remains unchanged, however, there will be a 2 minute time limit after the CD announces the next slot until the whistle is blown. If you are not ready to go on the whistle, you will forfeit flying in that slot.

The **Glider Competitions** remain unchanged, however, we will be tightening up on time-keeping and investigating the use of power winches. If you are not there by the allotted time, you may be refused entry (whoever you are)!

'PETER HALES' SCALE COMPETITION - Folly Farm 17th July 2005

Entries

1. Dave Harbour 1/7th scale Supermarine Spitfire
2. Bill Burkinshaw ... 1/5th scale Fournier RF-4D
3. Richard Ginger 1/5th scale Fokker Eindecker III
4. Martin McIntosh .. 1/6th scale Percival Mew Gull
5. Mick Stiff 1/8th scale Pilatus PC9
6. Richard Ginger 1/8th scale Morane Saulnier Type L
7. Peter Dunnett 1/6th scale Fokker DR VII
8. Dave Harbour 1/7th scale Piper Cub
9. Martin McIntosh .. 1/8th scale Supermarine Spiteful
10. Phil Taylor 1/12th scale DH Tiger Moth
11. Richard Ginger 1/6th scale Fokker E ?
- 12.

Weather Sunny and hot with wall to wall blue sky, gentle westerly wind, it doesn't get better than that!
Judges Terry Rowe and Bob Playle

Good weather and a good turn-out for our 'premier' competition for scale replicas of real aeroplanes. You can see from the entry list that we had large and small models ranging from First World War types through Second World War specimens to a relatively modern, powered sailplane. All in all, a judges nightmare for how can you fairly compare such variety?

As always points are awarded for static judging and flight realism with penalty deductions where the owner did not build or fly the model. As an inducement for other members to enter this competition, a points penalty would be applied if the model was last years winner.

The static line-up looked impressive. Eleven, nicely finished models with the sun glinting from their shiny surfaces.

Dave's Spitfire was first to be inspected and this was used as the yardstick by the judges for comparison with the other entries. The well finished model attracted quite good marks which would have been more had there been a pilot inside the flying machine and if a less crude spinner had been fitted. But then came a 12.5% points deduction because this model had been built and finished by someone else.

Next on stage was Bill's 87" span Fournier powered by a Laser 50 four stroke. We've seen this model before and know it to be a good 'un. Built to his own design the plans of which were published in the RCM&E a few years ago. This fine model was finished in the attractive, 'Unipart' aerobatic display team's colours. But no model pilot so this was going to be another ghost plane when doing its flying routine.

Another return to this competition was Richard's 80" span, Fokker E111 'Eindecker'. A very impressive, kit built model powered by a three cylinder, Saito 90 four stroke. Very well made and finished it clocked up quite high 'static' marks. It would have got more if ailerons had not been substituted for the wing-warping system used by the real thing.

Yet another returnee ... last years winning Mew Gull designed and built from scratch by Martin. This model is an excellent replication of the full size, 1930's racing plane so very high static marks which, unfortunately, had to be heavily downgraded due to winning success last year. It's a cruel world.

Mick turned up with an attractive Pilatus PC9 trainer finished in Australian Air Force colours. However, this model is of the ARTF variety so a points deduction was the order of the day.

Richard's second model was a small, electric powered Morane Saulnier. Very nicely constructed but lost a few points due to limited detail on this lightweight model. Yes, we have also seen this one before.

Very high static marks went to the excellent Fokker DVII presented by Peter Dunnett. However, those marks had to be downgraded because Peter did not build the model. Compliments should be attributed to Bill Burkinshaw who did.

Another entry from Dave Harbour, our relatively new member who has taken to competition flying by storm. This specimen took the form of a rather nice Piper Cub. High marks to start with but these were whittled down by penalty points due to being an ARTF type and being finished by some other bloke.

And then on to Martin's second entry, his well known and magnificent Supermarine Spiteful. This model has come out to play before and has always scored highly. Same again this time, in fact it led the pack for static marks with 95 / 100. It would have been even higher if some slight wrinkling of the covering had not been there.

Phil brought along a tiny 'park flyer' in the approximate form of a Tiger Moth. It clearly couldn't compete on static terms with the big boys but, you never know, we have seen wonders happen in previous scale competitions where electric foamies have gained very high marks for fine flying performances.

Finally we had Richard's semi-scale Fokker E ? a model entered as a substitute should the wind increase and prevent his second entry, the lightweight Morane, from flying. It collected good marks for workmanship but lost out for scale outline and detail. No big deal because the wind stayed benign and this model stayed grounded. Marks so far after static judging

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Les Edwards Trophy. 18-9-05. C/D: Paul Yorke

For those of you who bother to read these babbling contest encounters, you may recall Phil Alderman's adage that if he wins a competition, its skill, if someone else wins, its luck! The following tale of this years Les Edwards glider competition recalls the luck elements of the day, actually starting at around eight pm on the Saturday eve!

Whilst checking over my trusty Optima for the pending confrontation, I noticed the tow hook looked a little bent, a quick tug and, it snapped off! A minor panic but the repair took less than an hour with tools and spares at hand, lucky it wasn't at the field 10 o'clock Sunday morning!

The weather forecast had promised a fine day since the middle of the week, but we woke to a typical Cornish mist threatening a cancellation, luckily by eleven O'clock the lines were out, and the competition began.

Mick, IC Phil and Peter were drawn in slot one, nobody scoring a landing bonus, Mick came the closest, dropping his Optima hard and fast but its nose dug in just short of the circle with accompanying wry comments of "please replace all divots"!

I was drawn with Martin and Phil A in slot two; Phil won the slot complete with a landing bonus. As I drifted my Optima toward the circle I squeezed on the airbrakes making a perfect touchdown. Alas with full down elevator, opposing rudder and aileron the old girl just kept sliding on the very wet grass, until, luckily she snared the number two-tow line, arrester style, and stopped with inches to spare! Wins for Alan and Percy in slots three and four. With a score of 941 instead of the maximum 1050 this was not a good start, would our oldest club trophy elude me yet again?

Round two with wins again for Alan and Mick, I managed a top score along with Martin still getting to grips with his new model. Alan with 2100 points led Mick on 2050 at this juncture; I held third place with 1991, Peter had 1857 and Percy fifth with 1817. With Mick looking the only threat to Alan, round three commenced, but launches were becoming more difficult with the light breeze veering from southwest to almost northwest.

Slot one and top scores for Phil A, and myself complete with my third landing bonus, some skill you see. Mick won slot two, but no bonus, Peter took slot four and just before in slot three, IC Phil beat Alan, now that was more than lucky!!

Paul checked the scores and his trusty laptop spat forth the results, then photos, a triumphant beer, and off home for a well earned dinner!

Terry (lucky) R

PILOT	MODEL	Round 1 Score	Round 2 Score	Round 3 Score	Total Score
Terry Rowe	OPTIMA PRO	891+50	1000+50	1000+50	3041
Mick Stiff	OPTIMA PRO	1000	1000+25	1000	3025
Alan Johnson	ORGANIC	1000+50	1000+50	817+25	2942
Peter Dunnett	ALGEBRA	935	897+25	1000	2857
Phil Taylor	ÉLAN 100	833	903+50	1000	2786
Phil Alderman	JAMES O/D	1000+50	569	1000	2619
Martin McIntosh	O/D	690	1000	693+50	2433
Ivan Bartlett	ALGEBRA	733	486	982+25	2225
Percy Proctor	RUBIE	1000	817	283	2100
Ian Stiff	ALBATROSS	444	552	810	1806

1. Supermarine Spiteful	95.0 - Nil = 95.0 points
2. Fokker Eindecker III	94.0 - Nil = 94.0 points
3. Fournier RF-4D	89.5 - Nil = 89.5 points
4. Morane Saulnier Type L	79.0 - Nil = 79.0 points
5. Fokker DVII	94.0 - 23.5 = 70.5 points
6. Percival Mew Gull	93.0 - 23.0 = 70.0 points
7. Fokker E ?	69.0 - Nil = 69.0 points
8. Piper Cub	78.0 - 10.0 = 68.0 points
9. Pilatas PC9	75.5 - 9.5 = 66.0 points
10. DH Tiger Moth	65.0 - Nil = 65.0 points
11. Supermarine Spitfire	75.5 - 9.5 = 64.0 points

On to the flying. There was only one round due to time constraints. Each entry was required to be flown as realistically as possible during a slot of about four minutes.

The standard of flying was very high and the applause from the appreciative audience of competitors and spectators bore witness to that fact. The only dramas were from Martin's Spiteful which tip stalled on approach after an otherwise impeccable flight, Richard's Morane which finished up in our windsock and Phil's Tiger Moth which aborted its first launch when the battery fell out!

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CLUB DIARY

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

December 12th	8pm	Club Meeting	-	AGM
January 9th 2006	8pm	Club Meeting	-	Shuttleworth Veteran Aeroplane Society - Ken Cox of the SVAS will be giving a presen tation on the history of the Shuttleworth Col lection.
February 13th	8pm	Club Meeting	-	TBA
March 14th	8pm	Club Meeting	-	Bring & Buy Sale
April 10th	8 pm	Club Meeting	-	Photo Shoot - Bring your digital camera and be enlightened. John Credland will sharpen up your images with his presentation.
May 9th	8pm	Club Meeting	-	TBA

Everything else went according to plan ... or nearly so. Final scores on the doors were

1 st place	186.5 points	Richard Ginger	....	Fokker Eindecker III
2 nd place	173.0 points	Martin McIntosh	..	Supermarine Spiteful
3 rd place	168.0 points	Bill Burkinshaw	...	Fournier RF-4D
4 th place=	161.0points	Martin McIntosh	..	Percival Mew Gull
4 th place=	161.0 points	Richard Ginger	....	Morane Saulnier Type L
6 th place	155.5 points	Mick Stiff	.....	Pilatus PC9
7 th place	149.0 points	Dave Harbour	....	Piper Cub
8 th place	145.5 points	Peter Dunnett	.....	Fokker DR VII
9 th place	145.0 points	Dave Harbour	.....	Supermarine Spitfire
10 th place	137.0 points	Phil Taylor	.....	DH Tiger Moth
11 th place	69.0points	Richard Ginger	....	Fokker E ? (Did not fly)

Well done Richard!

Well done all of you!

BP