

The Folly Flyer

The Newsletter of Aylesbury & District Model Flying Club

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www.admfc.co.uk

February 2005



The Boxing Day + 1 Spot Landing Competition drew at least one casualty, but lots of you turned out to sample Bob's wine and Martin's hot dogs - well done all of you!



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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**

1 January	Mike Smart	(658142)	2 January	Robert Adkins	(07900 497195)
8 January	Paul Thorne	(613870)	9 January	Tony Wood	(01844 218916)
15 January	Bob Playle	(01442 825693)	16 January	Mick Stiff	(415997)
22 January	Richard Ginger	(688030)	23 January	Peter Dunnett	(334708)
29 January	Tony Wood		30 January	Richard Ginger	
5 February	Paul Thorne		6 February	Robert Adkins	
12 February	Mike Smart		13 February	Richard Ginger	
19 February	Richard Ginger		20 February	Mick Stiff	
26 February	Bob Playle		27 February	Peter Dunnett	
5 March	Paul Thorne		6 March	Robert Adkins	
12 March	Mike Smart		13 March	Tony Wood	
19 March	Richard Ginger		20 March	Mick Stiff	
26 March	Bob Playle		27 March	Peter Dunnett	

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 February newsletter. I must apologise for the delay in issuing this, but unfortunately both my parents have been ill and hospital visiting etc. has had to take precedence I'm afraid.

The good news is that we had an absolutely marvellous response to the One Model AULD competition. No less than 32 of you voted interest and parted with your money. Well done and thanks to all of you for your support. We won't be having the first competition until June 5th, so you have lots of time to build the model and practice.

The models and equipment were dished out at the February Club Meeting. If you weren't there or haven't got your model or outstanding parts of the equipment yet, please attend the March Club Meeting, where the remaining items will be distributed.

We managed to get quite a good deal on all the items, some of you will have some money to come back and some of you owe money to the Club for extra battery packs, speed controllers etc. Please contact Bob Playle if you have any queries over monies owed either way.

Thanks to all of you who turned out to the Boxing day + 1 spot landing competition, we had a good attendance and some winter fun. Thanks especially go to Martin McIntosh and Bob & Jan Playle for organising hotdogs and wine & mince pies respectively.

Its participation in events such as the forthcoming One Model AULD competition and the latter that bring the Club together and make it all worthwhile.

Sorry for the delay, but we have caught up on the remaining competition reports from last year and these are enclosed in this issue.

Also in this issue are the rules for the 2005 competitions and the frequency allocations for the One Model AULD. Please contact Terry Rowe to finalise your frequency if you have any queries.

Best Model Competition

Many thanks to those of you who turned up with models to the January Club Meeting. Congratulations go to Jonathan Cooke, who came first with his Goldberg Chipmunk (the one he won in the A Test raffle some time back). Joint second and third were Les Edwards with his steam boat and Ian Tunstall with his Turbo Porter.

AULD FREQUENCIES for 2005

FREQUENCY	PILOT
55	TERRY ROWE
56	
57	ROBERT ADKINS
58	
59	BRIAN VAUGHAN
60	TREVOR MINES
61	MICK STIFF
62	JOHN HOUSTON
63	MIKE SMART
64	KEVIN COLLINS
65	PETER DUNNETT
66	DAVE HARBOUR
67	CHRIS VAUGHAN
68	CHRIS REEVES
69	MARTIN McINTOSH
70	BOB PLAYLE
71	PAUL YORKE
72	JOHN BOURNE
73	ROGER BELLINGHAM
74	CLIVE ABBOTT-STONE
75	RICHARD GINGER
76	CHRIS RYLE
77	PHIL ALDERMAN
78	PETER STAMMERS
79	PAUL BAKER
80	IAN STIFF
81	IVAN BARTLETT
82	
83	PERCY PROCTOR
84	BILL HOCKEY
85	MARK VAN ROOYEN
86	
87	DAVE PAMINGTON
88	KEITH PYOTT
89	PHIL TAYLOR
27meg	

And Finally....

You may be surprised to be receiving this newsletter via e-mail. In the interests of saving the Club money and Paul and myself a lot of grief, if you have given us an e-mail address and it works, this is how you will be receiving it henceforth. If there are any of you who currently receive it by snail mail and could receive it by e-mail, please, please, please, let us know. Ideally, we would like to distribute it entirely electronically, not just for the reasons above, but because we can communicate with you almost instantly and keep you up to date with what's going on in the Club. Finally, I'm hoping for some rapidly improving weather in the near future - happy flying in 2005!

BOXING DAY PLUS 1 – SPOT LANDING COMPETITION - 27.12.04

The day dawned seasonally 'deep and crisp and even', with blue skies, frost on the ground and a sunny outlook. Ten competitors duly arrived, tested their models, chatted about Christmas, the weather...and here comes Terry!

All assembled, the pilots received their briefing from Terry. Simply put, take off when ready, engine run for 30 seconds and cut your engine when the whistle blows. The easy part over all that was required was to 'glide' around for as long as you wanted and land as close to the white disk in the middle of the patch as you could. The closer you were to the disk, the more points you received. Points were to be deducted for engine runs after the whistle.

The flying order decided, and with no frequency clashes, off to the patch, Bob with the watch and whistle and Brian with a pencil, paper and tape measure. The results are in the table below, the following is a summary of each round.

Round 1

Flexibility of flying order was required as some models proved difficult to start. Either the models or the pilots had difficulty hearing the whistle and many engines refused to stop. Flights continued with the engines ticking over. A quick huddle by the officials of the day, resulted in a decision not to deduct points for engine over run, primarily because the calculation was too difficult. In reality the end result would have been the same.

The white disc proved difficult to find with planes landing off the patch, flying past or indeed rolling over and past, aided by the hard ground. Mike Smart put in the longest time between motor cut and landing, hardly surprising as he was flying a glider. No damage to planes was reported.

Leading the 11 pilots (Robert had arrived and borrowed Richard's plane) at the end of round one was Terry with 160 points. Ironic, as he was heard to say 'I hate these gliding things', when launching his glider!! Martin and Chris Vaughan were tied for second place.

Round 2

Fortified by food from Martin's barbeque, mince pies and other festive cheer, round two took to the skies with Paul Baker leading the way.

Paul's model became a dot in the sky, his phone rang and sadly the landing went wrong. Only a few minutes were needed to collect the resultant pieces.

The round proceeded along the same lines as round one, until Mike Smart found a novel way to stop his glider – slide along the ground until the tape measure acts as a brake. Terry decided to land on the spot, momentum carrying him a couple of meters further. Robert gave Richards Cougar a hard and bumpy landing, resulting in minor damage.

The end of round two produced a very close finish. Mick and Robert were tied for 3rd Place, Mike and Chris Vaughan for 2nd place with Martin and Terry equal 1st.

The 'fly off'

Martin and Terry took to the skies again. Martin, going first, put the pressure on by stopping just over 2 meters from the spot. Terry rose to the challenge and, learning from his 2nd round, came to rest on the spot, albeit up side down!

The full results were as follows:-

	Competitor	Model	Round 1	Round 2	Fly off	Total	Position
1	Paul Baker	Wildcard 3D	0	0		0	=7 th
2	Mick Stiff	Cougar	120	40		160	=4 th
3	Chris Boll	Junior 60	0	0		0	=7 th
4	Chris Vaughan	Cougar	140	120		260	=3 rd
5	Paul Yorke	Old Bastard	0	40		40	6 th
6	Richard Ginger	Cougar	0	100		100	5 th
7	Mike Smart	Simply the Best Special	100	160		260	=3 rd
8	Martin McIntosh	Spirit	140	180	160	480	2 nd
9	Ivan Bartlett	Blue Bird	0	0		0	=7 th
10	Terry Rowe	Fat Star	160	160	200	520	1st
11	Robert	Cougar	120	40		160	=4 th

Congratulations to Terry for winning the last event of 2004. The prizes were presented by Mrs Playle. Many thanks to: Martin for the barbeque, other contributors to the festive refreshments and Bob for helping run the competition. Finally, a big thank you goes to the 11 pilots for making the competition such an enjoyable event.

Report by Brian Vaughan

POWER DURATION COMPETITION 2004 - 04.04.04

Sun before seven, rain by eleven (twelve-ish) was a pretty accurate adage for the first competition of 2004.

At least summertime had kicked in the previous weekend so we were at least all in the same time warp, but most of us had just emerged from hibernation, the fresh breeze and bright sunlight a little overwhelming. This bewildered state of pilots, and the obvious lack of preparation of models, caused a somewhat lethargic start, but eventually round one was underway.

The running order for the day was to be Mick with his electric powered highbred glider (High Best), Terry with an IC powered fun fly the (K Factor), Richard (Simply The Best) an electric powered glider, Alan with his large electric powered (Graphite) glider, and fifth to fly Phil with another highbred glider (Black) IC powered. The second quintet was headed up by Martin with an IC powered glider (AA) then Brick and Mark both flying IC powered fun fly (Cougars), followed by Ivan with an IC (Blue Bird), and finally Peter with an IC powered (Raven) glider.

At the end of round one Alan had the best flight time of 5mins 59secs and a 40-point bonus, but others with shorter flight times had been luckier with bonus points in the very blustery conditions.

Brick and Ivan opted out of round two with slight damage, and Terry suffered an engine overrun leaving seven to battle the wind and a rain shower. The second round was just over as the rain came back with a vengeance sending us scurrying to our cars. Final places in reverse order were:-

10th Brick scoring 125:

7th Mark scoring 429:

4th Richard scoring 549:

1st Phil scoring 620:

9th Terry scoring 165:

6th Mick scoring 475:

3rd Martin scoring 608:

8th Ivan scoring 181:

5th Peter scoring 521:

2nd Alan scoring 611:

Terry R

A.U.L.D. FOUR - 19-12-04 - CD: DAVE PAMINGTON

The rescheduled and last competition of 2004, a bright sunny but decidedly chilly afternoon saw six or so members at our field unfortunately only three were to fly. Mick Stiff & Terry Rowe were eager to complete the AULD series with the league at stake, whilst Mike Smart with Ferrari emblem on model, hat, chair and underpants hoped to steal our thunder!

A fairly sedate competition, flew with our backs to the sun into a predominant light southerly breeze, no drama's and very little barracking, just the chattering of teeth in the cold.

RESULTS

PILOT	TIME	Position
Mick Stiff	1hr 00mins 31secs	1
Terry Rowe	0hr 57mins 04secs	2
Mike Smart	0hr 39mins 03secs	3

And there it was, the last competitive flight of 2004, many thanks to everyone who entered events this year, especially competitors, spectators, wives and girlfriends who helped time, score, fetch and carry.

See you all next year.

Terry R

LES EDWARDS 100" GLIDER 2004 - 17-10-04 - C.D. TREVOR MINES.

The last glider competition of 2004 was the Les Edwards 100" Trophy and this year was its twenty-fifth anniversary. The weather was kind, providing a steady breeze a few points west of north, and although the skies looked very threatening the rain held off. Fourteen pilots, yes fourteen pilots entered, the best turn out for many a year, a great relief for the C.D. as many hands make light work.

PILOTS	MODEL
Phil Alderman	JAMES (Nephew own design)
Ivan Bartlett	ALGEBRA
Peter Dunnett	MANTA
Les Edwards	ALBATROSS
Richard Ginger	OPTIMA
Alan Johnson	ORGANIC
Martin McIntosh	TRACKER
Bob Playle	ISA 100
Terry Rowe	OPTIMA
Mike Smart	ORGANIC
Ian Stiff	FOXTROT
Mick Stiff	OPTIMA
Paul Thorne	OPUS 25
Mark Van Rooyen	ORGANIC

Paul had a slight mishap on a practice flight with Richard's glider on loan for the day, but this was soon repaired, and the first of the five slots of round one was underway. Round one ace's were Martin, Ivan, Mike, Ian with a broken wing bolt on landing, & on the last slot Peter and Mick both scored 1000 with Terry on 999.

After a few minor adjustments and a new wing bolt, round two got underway with top scores from Phil, Martin, Richard, Peter and Ivan. At the end of round two seven pilots had a score of better than 1900 out of a possible 2100.

That old adage of trouble comes in three's; unfortunately reared it's ugly head, as in slot three, of this third and final round, making the third breakage of the day. As Peter's new Manta scorched up the line the wing failed with a sickening crack, leaving the fuselage to plummet down, needing some persuasion to come out of earthy grave. (This is the second Manta to fail on the tow). Winners and top points in this heat were Mark, Alan, Paul, Richard and Terry.

Trevor had been toiling over times and aggregate scores as the flights progressed, and at this point indicated there were no fly off's, and although scores were close the competition was over.

PILOT	Round 1 scores	Round 2 scores	Round 3 scores	Total points	Position
Ivan	1000	1000	1000+25	3025	1
Martin	1000+25	1000	980	3005	2
Richard	1000	1000	1000	3000	3
Mike	1000+50	941	967	2958	4
Terry	999	825	1000+50	2874	5
Mick	1000	922	742	2664	6
Mark	988+25	582	1000+50	2645	7
Phil	700	1000+50	746	2496	8
Alan	930	314+25	1000	2269	9
Paul	642	500	1000+50	2192	10
Bob	641	759	738	2138	11
Peter	1000	1000	0	2000	12
Les	247	817+50	739	1853	13
Ian	1000	220	199	1419	14

Terry R

ADMFC OPEN GLIDER - 3-10-04

After almost a week of weather stations forecasting doom and gloom for Sunday, surprise, surprise, a light south westerly breeze with watery but never the less sunshine to start the day. Unfortunately due to a contradiction between the clubs E-mail newsletter and normal web site one competitor arrived late and another not at all. This was unknown at the start of the event so things got underway with only seven competitors and with no extra helpers towing and timing became a carefully orchestrated ballet.

COMPETITORS	GLIDERS
Phil Alderman	JAMES (Nephew's own design)
Roger Bellingham	Calypso
Richard Ginger	Opus 25
Alan Johnson	Graphite
Martin McIntosh	Tracker
Mick Stiff	Optima
Terry Rowe	Optima
Mark Van Rooyen	Organic

Round One

Slot One. Martin took the honors complete with 50 point landing bonus, against Richard with a 25-point bonus and Mick.

Slot Two. Phil just squeezed ahead of Roger who unfortunately suffered a heavy landing ending his afternoons flying.

Slot Three. Alan had a comfortable win with a full landing bonus over Terry.

Round Two

Slot One. Alan took his second win with a maximum six minutes flight plus a 25-point bonus against Martin's five minutes and 50-point bonus.

Slot Two. Phil took his second win, over Richard this time, but managed landed in a tree precluding him from the final round.

Slot Three. Mark turned in a six-minute time, Mick recorded five minutes 46secs but Terry got the top score with a time of five minutes 52secs plus a 50-point bonus the closest slot of the tournament.

The watery sun was now turning into watery rain but the troops opted to press on and so;

Round Three

Slot One. Martin secured his second win, this time over Mark even with a bonus.

Slot Two. The Optima boys again Terry tortured Mick with a five second time advantage and a 50-point bonus.

Slot Three. Alan took his third win, a six-minute maximum flight complete with 50-point landing bonus over Richard.

A bedraggled bunch cleared away the equipment, and whilst Phil's glider was retrieved from its perch fortunately unharmed, Terry skulked in the dry working out aggregate scores and final places.

PILOT	Round One	Round Two	Round Three	Total score	Position
Alan	1000+50	1000+25	1000+50	3125	1
Martin	1000+50	833+50	1000	2933	2
Mick	902	961	986	2849	3
Terry	736	977+50	1000+50	2813	4
Richard	506+25	781	641+50	2003	5
Phil	1000	1000	D.N.F	2000	6
Mark	D.N.F	1000	740+50	1790	7
Roger	844	D.N.F	D.N.F	844	8

Terry R

ELECTROSLOT FOUR - 26-9-04 - THE ARTHUR AMBROSE TROPHY

A fresh south westerly faced the competitors for the last Electroslot of 2004, the slightly cloudy sky cleared as the afternoon progressed, a double edged sword as this left the sun blazing directly into their eyes.

Seven pilots along with a few welcome spectator helpers assembled, the competition would consist of four rounds each with two slots of three and four pilots respectively.

PILOTS	MODEL	SUSPECTED POWER PLANT
Phil Alderman	I.D.K	400 COBALT 8 x 1950 Ni MH
Peter Dunnett	LITTLE STAR	400 COBALT 8 x 1950 Ni MH
Alan Johnson	ORGANIC	500 COBALT 11x 1950 Ni MH
Percy Proctor	CANDY	400
Terry Rowe	HIGHLIGHT MODIFIED	480 COBALT 8 x 1950 Ni MH
Mike Smart	HIGHLIGHT UNLIMITED	480
Mick Stiff	SIMPLY HIGH	400 COBALT 8 x 1950 Ni MH

ROUND ONE

Slot one.

Percy, Phil, Mick and Mike all close times but the only ten minute max to Mick.

Slot two.

Alan, Peter and Terry, Alan and Terry with max times Peter was just fourteen seconds short.

ROUND TWO

Slot one.

Peter, Percy, Phil and Terry all hit a huge thermal, after about six minutes of panic to reduce height Percy folded a wing ending his competition, the rest landed safely to score max times.

Slot two.

Alan scored the only maximum time flying against Mick and Mike.

ROUND THREE

Slot one.

Alan, Peter and Mick with Alan scoring his third successive maximum time with ease.

Slot two.

Mike, Phil and Terry, unfortunately Mike failed to get airborne with suspected power pack failure, Phil landed on 9minutes 17seconds with Terry claiming his third max time.

ROUND FOUR

Slot one.

Mick, Peter and Phil flew first; Peter won the slot assuring him of at least the bronze gong.

Slot two.

Alan verse Terry for gold and possibly silver depending on times and aggregate scores. Alan struggled on the launch gaining only about Terry's height but after a few minutes of good flying in favorable lift attained full height, both pilots gained maximum times.

According to the rules for the Arthur Ambrose trophy if both pilots have equal times and scores i.e.40 minutes each and 4000 points then a fly off without a recharge will decide the winner. Alan conceded to Terry, as his battery pack was completely drained. Terry gave a quick demo flight just to prove he could, and then to the photo's and prizes.

RESULTS

PILOTS	SCORE	POSITION
Terry	4000	1
Alan	4000	2
Peter	3694	3
Phil	3286	4
Mick	2787	5
Mike	1500	6
Percy	1231	7

Terry R

ELECTROSLOT LEAGUE 2004							
Pilot	Electro 1	Electro 2	Electro 3	Electro 4		League Position	
Philip Alderman	1630	3327	3961	3286		10574	4th
Peter Dunnett	2247	4000	3770	3694	BEST	11464	2nd
Richard Ginger	D.N.F	2620	D.N.F	D.N.F		2620	7th
Alan Johnson	4000	3758	0	4000	OF	11758	1st
Percy Proctor	D.N.F	D.N.F	D.N.F	1231		1231	8th
Terry Rowe	775	3708	3736	4000	THREE	11444	3rd
Mike Smart	3518	2863	D.N.F	1500		7881	6th
Mick Stiff	3607	3746	3217	2787		10570	5th

GLIDER LEAGUE 2004							
Pilot	100 inch Glider	Daryl Hooper	Open Glider	Les Edwards		League Position	
Philip Alderman	3050	D.N.F	2000	2496		7546	5th
Ivan Bartlett	1422	2419	D.N.F	3025		6866	7th
Roger Bellingham	D.N.F	D.N.F	844	D.N.F		844	16th
Peter Dunnett	D.N.F	2610	D.N.F	2000		4610	10th
Les Edwards	D.N.F	D.N.F	D.N.F	1853		1853	14th
Richard Ginger	D.N.F	D.N.F	2003	3000	BEST	5003	9th
Alan Johnson	2873	3075	3125	2269		9073	1st
Martin McIntosh	2482	1964	2933	3005	OF	8420	4th
Bob Playle	D.N.F	D.N.F	D.N.F	2138		2138	13th
Percy Proctor	D.N.F	2163	D.N.F	D.N.F	THREE	2163	12th
Terry Rowe	3036	D.N.F	2813	2874		8723	2nd
Mike Smart	D.N.F	2260	D.N.F	2958		5218	8th
Ian Stiff	D.N.F	408	D.N.F	1419		1827	15th
Mick Stiff	D.N.F	2933	2849	2664		8446	3rd
Paul Thorne	D.N.F	D.N.F	D.N.F	2192		2192	11th
Mark Van Rooyen	2869	D.N.F	1790	2645		7304	6th

A.U.L.D. LEAGUE 2004.							
Pilot	AULD 1	AULD 2	AULD 3	AULD 4		League Position	
Philip Alderman	7th	2nd	3rd	D.N.F		12	4th
Ivan Bartlett	9th	10th	D.N.F	D.N.F			8th
Peter Dunnett	3rd	7th	5th	D.N.F		15	6th
Richard Ginger	5th	6th	D.N.F	D.N.F	BEST		7th
Alan Johnson	2nd	3rd	4th	D.N.F		9	3rd
Trevor Mines	D.N.F	9th	D.N.F	D.N.F	OF		11th
Dave Pamington	D.N.F	11th	D.N.F	D.N.F			12th
Terry Rowe	1st	4th	1st	2nd	THREE	4	2nd
Mike Smart	6th	5th	D.N.F	3rd		14	5th
Ian Stiff	8th	D.N.F	D.N.F	D.N.F			10th
Mick Stiff	4th	1st	2nd	1st		4	1st
Paul Yorke	D.N.F	8th	D.N.F	D.N.F			9th

COMPETITION RULES 2005

ADMFC Top Gun

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

ONE MODEL AULD COMPETITION

Description.

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

Model Specification.

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

The Competition.

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

POWER DURATION AND SPOT LANDING COMPETITION RULES.

- a) The object is to obtain the longest flight from a 30-second motor run, and to land and stop as near as

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

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

1. Model characteristics.

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

2. Ownership of models.

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

3. Competitor and helpers.

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

4. Competition flights.

- a) The competitor will be allowed at least two official flights.
- b) The competitor will be allowed a maximum of two attempts at each official flight.
- c) There is an official attempt at a flight when the model has left the hands of the competitor or their helper under the pull of the launching apparatus.
- d) If for any reason the official flight is timed at less than 60 seconds in duration, the competitor will be allowed one second attempt, which must be made, within the allocated time slot.
- e) No entries will be accepted after 10.00 am.

5. Disqualifications.

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

6. Flying Slots.

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

- d) Flight scoring ceases at the completion of the time slot and the timekeeper of any model still airborne must stop the watch immediately on hearing the announcement of the end of the slot.
- e) Any model airborne at the completion of the time slot must land immediately.

7. Transmitter Control.

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

8. Launching.

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

9. Landing.

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

10. Scoring.

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

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

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

11. Final Placings.

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

PETER HALES MEMORIAL SCALE COMPETITION RULES.

1. Model Characteristics.

- a) The competition is open to scale models of any type of aircraft, including Helicopters and gliders.
- b) The model must be a recognisable representation of a full size aircraft.
- c) A competitor may enter a maximum of two models.
- d) All ballast must be carried internally and fastened securely within the airframe.
- e) The model will comply with the DoE 82dB(A) noise limit.

2. Ownership of models.

- a) To qualify for maximum points the model must be built, finished and flown by the competitor.
- b) The contest director will ask for a declaration from the owner regarding its constructor when completing the entry form. Any information in respect to the builder subsequently discovered as misleading will result in disqualification.

3. Degree of difficulty.

- a) There will be no bonus points for the degree of difficulty of the model, or whether it was built from scratch as opposed to a kit, but the judges may take this into consideration when static judging.
- b) Documentation is not mandatory, but may be considered by the judges if provided.

4. Competition Rounds.

- a) There will be two flying rounds and one static judging round. Each flying round will be 4 minutes duration, after which time the competitor will be asked to land. Failure to do so in reasonable time may result in a penalty at the discretion of the Contest Director.
- b) The static judging round will take place before any flying takes place or at the discretion of the judges.
- c) There are no set manoeuvres other than take off and landing. It is up to the competitor to demonstrate the model in the most favourable manner.

5. Disqualifications.

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

6. Transmitter Control.

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

7. Judges.

- a) There will be a minimum of two and a maximum of three, judges, appointed by the contest director.
- b) No member participating in the competition will be eligible to be a judge, although non-members of the Club may be selected at the contest director's discretion.
- c) The judge's decision will be final.

8. Scoring.

- a) Scoring will be based on the judges estimate out of a maximum of 100 points for each round as follows:-

Static Judging.	Workmanship - 40.	Detail - 30.	Scale outline - 30.
Flying Judging.	Take Off - 25.	Flight Realism - 50.	Landing - 25.

- b) The maximum possible score will be 300 points.
- c) The competitor, who has not entirely built and finished the model, will be subject to a 50% penalty on their static score.
- d) The competitor who elects another pilot to fly their model will; be subject to a 25% penalty on their flying score.
- e) The winner of the competition will be the competitor with the highest aggregate score, but in the event of a tie, the other competitors will be asked to vote on slips of paper, to determine the winner.
- f) There will also be a prize for the model which achieves the best static score, but if the model doesn't fly in the competition, it must be reasonably established that it is capable of flight.
- g) The winner of the previous year's competition will be subject to a 25% penalty on his/her static score for this one year only, if the same model is entered.

9. Competition Management

- a) The contest director will appoint helpers to assist in the running of the competition at his discretion.
- b) Static judging of the models will commence at 9:30am and no entries will be accepted after 10:00am, with competition flying commencing as near as possible to 10:30am. To assist in completing the competition in reasonable time, the contest director may use one judge only to undertake static judging, with two undertaking flight judging. In such a case static judging may still proceed once flying has commenced.
- c) Competitors will be asked to complete an entry form on their arrival, which is to be returned to the contest director as soon as possible.

HELICOPTER COMPETITION RULES.

The competition comprises of four events as follows. Aggregate points will decide the places. No entries will be accepted after 10.15 am. Competitors who enter electric powered helicopters will receive a 10% bonus on their final score, i.e.; their score will be multiplied by 1.1.

1. Ball & Chain. 2. Skittles. 3. Timed Hover. 4. Slalom.

General Rules: -

- a) All rounds to be attempted.
- b) Points are awarded for each section by virtue of competence in each section.
- c) Rounds 1,2 & 4 will be three minutes in duration. In the event of any of these sections being completed successfully, lapsed time to be taken into account to decide places.
- d) At no time in sections 3 & 4 must the helicopter touch the ground.
- e) The models will comply with the DoE 82dB(A) noise limits.

Ball & Chain.

- a) The helicopter with lightweight ball attached is brought to the hover at a marked spot, with the ball remaining on the ground. It is then towed through a series of gates without the ball leaving the ground. The pilot completes as many gates as possible in the 3 minutes allowed. 1 gate is awarded for each completed gate. Each time the ball leaves the ground, for whatever reason, 1 gate is deducted. For

those contestants who cannot hover continuously, 'bunny hopping' through gates is acceptable. 50 points will be awarded to the entrant with the most gates, dropping by 10 points for each subsequent position. Any entrant in sixth place or greater will therefore receive zero points.

Skittles.

A series of 10 skittles will be placed in a line on the ground. Taking off from a marked spot, the helicopter attempts to knock over one skittle, returns and touches the marked spot, before attempting the next skittle, and so on. 3 minutes are allowed for this task and 'bunny hopping' will be allowed without penalty. Score 10 points per skittle.

Timed Hover.

The pilot takes off and hovers at approximately 1.8m altitude (6 feet) for what he estimates to be thirty seconds, landing at what he considers to be the thirtieth second. Actual times airborne are recorded and the nearest to the specified time will be the winner. No self-timing devices may be used by the competitors, and any outside help will not be tolerated. On an occasion where this is judged to have occurred, the competitor will be disqualified. Those competitors who use computer radios with a running clock display will cover this with adhesive tape before flying. Points will be awarded thus: - 1st - 60 points, 2nd - 40 points, 3rd - 30 points, 4th - 25 points, 5th - 20 points, 6th - 15 points, 7th - 10 points, & 8th - 5 points.

Slalom.

12 canes will be set out in a horseshoe pattern, the canes being approximately 3m (10 feet) apart. Taking off from a marked spot, the pilot flies the helicopter in and out of the poles, or gates, along the length of the line, without either touching the ground or the skids exceeding the height of the canes. If the competitor completes this in the allotted time of 3 minutes, he/she may attempt the line again and so on. Scores are 5 points for each gate and a penalty of 5 points for either touching the ground or flying too high. A negative score at the end of the task will be recorded as zero.

FUN FLY COMPETITION RULES

Competition Description.

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

The Model.

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

The Competition.

- a) Only one aircraft is allowed in the air at any one time after the start of the competition, but the following competitor must be ready and waiting to commence their flight within one minute of the previous model having landed.
- b) Each competition round is to consist of one timed slot per pilot lasting 4 minutes. No person is to be allowed forward of the pit line except for the pilot, one judge, a timekeeper/scorer, and one pit crew.
- c) After indicating to the timekeeper that they are ready on the start line with the engine running, each pilot will be given a five-second countdown to the start of the slot. At the start of the slot, the model will be released from the start line by the pilot or pit crew.
- d) The pilot will take-off from the start line - no points will be awarded for passing under the limbo tape or performing a touch and go, from the take-off.
- e) The entrants must now perform manoeuvres from the schedule to gain the highest score they can within the 4-minute time slot. No manoeuvre is mandatory but none may be repeated until two further different manoeuvres have been completed. If two rolling manoeuvres are called in succession, they must be in opposite directions of rotation.
- f) All manoeuvres must be called in advance by the pilot and performed to the satisfaction of the judge and repeated if necessary. In the case of spins, the number of spins attempted must be called in ad-

vance. Failure to complete the nominated number will result in the manoeuvre having to be repeated or replaced with another. The judges must indicate immediately to the pilot or the pilot's helper if they have not accepted the manoeuvre.

- g) Manoeuvres may not be combined. A touch and go and a limbo may not be performed in the same pass over the landing area.
- h) Touch and go manoeuvres must be performed in one continuous line with touch down on the landing area. If the engine stops due to a touch and go manoeuvre, no points will be awarded for that touch and go.
- i) If the engine stops during the slot time, the aircraft or spare aircraft may be used to complete the slot, but take-off must be from the landing area and into wind. A hand launch is acceptable.
- j) Towards the end of the 4 minute timed slot, the timekeeper will countdown the last 30 seconds in the form of 30, 20, 10, 5, 4, 3, 2, 1. The pilot may ask for the elapsed time at any stage during the slot and at the end of the time slot the engine must be cut and a spot landing attempted.
- k) Points will be deducted for every second of engine run beyond the end of the slot time or metre away from the spot, as detailed below.
- l) The distance to the spot will be measured where the model stops, from the spinner nose or crankshaft tip.
- m) Penalty points will be deducted for each instance of low or dangerous flying over the pits area after one warning from the judges.
- n) Schedule of manoeuvres and points:-
 - i) 2 successive rolls - 5 points.
 - ii) 3 successive rolls - 12 points.
 - iii) 2 inside loops - 5 points.
 - iv) 2 outside loops - 12 points. (may be performed from inverted or upright)
 - v) Spin per rotation - 5 points (maximum 50 points) - number of spins must be stipulated.
 - vi) Touch & go - 25 points.
 - vii) Limbo - 25 points.
 - viii) Dangerous flying - minus 25 points.
 - ix) Inverted limbo - 50 points.
 - x) Spot landing
 - 0 to 1m - 200 points
 - 1m to 2m - 180 points
 - 2m to 3m - 160 points
 - 3m to 4m - 140 points
 - 4m to 5m - 120 points
 - 5m to 6m - 100 points
 - 6m to 7m - 80 points
 - 7m to 8m - 60 points
 - 8m to 9m - 40 points
 - 9m to 10m - 20 points
 - Over 10m - Zero points
 - xi) Engine over-run - minus 10 points per second.

Scoring.

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

ELECTROSLOT COMPETITION RULES

Model Characteristics

- a) This competition is for electric powered aircraft of **any** size or configuration.
- b) Any type or size of motor and gearbox is allowed.
- c) Only Nickel Cadmium or Nickel Metal Hydride cells may be used.
- d) There is no restriction on the number of cells that can be used, although there is a limit on the weight of the power pack, **which shall not exceed 460 grams**. The receiver battery pack (if used) is not counted as part of this weight.
- e) Recharging or replacement of batteries is **not** permitted after each competitor has had his first flight.

- f) No part of the model may be discharged during flight, i.e. ballast or cells.
- g) Cells may not be carried externally - they must be contained within the structure of the model.

The Competition

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

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

Frequencies

To aid management, Frequencies used for the AULD competition will be retained. Any would-be competitor who has not been allotted a frequency should contact the CD, Terry Rowe.

BALLOON BURSTING COMPETITION RULES

- a) The competition is open to any fixed wing propeller driven model. Multi engines are allowed. Electric sports planes and electric gliders are encouraged.
- b) A number of toy balloons will be filled with helium and anchored by cotton lines to various points on or near the 'patch'.
- c) All models will be scrutineered before entry is accepted. Propellers, propeller nuts and spinners must comply with BMFA guidelines – definitely **no** needle noses; there must be no dangerous projections or sharp edges to any part of the model. No trailing wires ropes or parts, which detach in flight are allowed. The scrutineer's decision is final!
- d) The object of the competition is to burst as many balloons as possible in a predetermined time, timing to commence at take off from the ground or at the point of release from a hand launch. Intermediate restarts are allowed if the referee / timekeeper decides the model is still safe to fly.
- e) Each pilot is allowed one helper.
- f) The timekeeper / referee and helper will stand adjacent to the pilot during his "slot".
- g) The pilot must start from the position specified by the CD and is not allowed to move from this position during his or her timed "slot". No flying will be permitted between the pilot and "dead" airspace.
- h) Points will be awarded for each balloon burst by the model and for each balloon cotton cut resulting in the balloon's ascent. Any pilot who cuts a cotton and bursts the ascending balloon will be awarded a huge number of points.
- i) "Slots" will be flown on an individual basis.
- j) Pilots may enter more than one model.
- k) The Club pegboard will be used for frequency control.
- l) This is a "**strictly for fun**" event and there are no formal prizes.

AEROBATIC COMPETITION RULES

THE SCHEDULE

- a) Take off and turn 90 deg away from judges then turn 270 deg back down flight line.
- b) 3 inside superimposed loops.
- c) 3 rolls in 5 seconds.
- d) Double Immelman turn. 1/2 inside loop - 1sec. inverted - 1/2 roll - 1/2 outside loop - 1 sec. inverted - 1/2 roll out.
- e) Stall turn. Recover inverted.
- f) Vertical upwards roll.
- g) 3 Outside loops from top.
- h) Triangular rolling loop. Pull up to 45 deg. Pull 135 deg. to inverted. Perform one complete roll. Pull 135 deg to 45 deg downline. Pull to horizontal flight.
- i) Cuban Eight. 3/4 inside loop - 1/2 roll at 45 deg.- inside loop to 45 deg.-1/2 roll - 1/4 inside loop to exit.
- j) Inverted straight flight for 5 sec.
- k) Horizontal eight. 3/4 inside loop followed by full outside loop then 1/4 inside loop to exit.
- l) 3 spins.
- m) Rectangular landing approach. Model to fly parallel to landing strip and perform a rectangular landing approach pattern losing height on each leg.
- n) Landing. Model to flare from 1 metre height and main wheels to touch within landing circle for max. points then run to a stop in a straight line.

Usually a figure is awarded a score of 10 points with at least one point deducted for each error, but to be fair we shall start with 20 points. You will see from the following downgrade reasons why a very low score is easily attainable. As a guide, a 20-30% score is expected from a newcomer. 40-50% is getting quite good. 60-70% and a podium is in sight. 70-80% should win you the Nationals!

Downgrade reasons.

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

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

Some tips.

Take your time to set up manoeuvres.

Set aileron throw on low rate to give 3 rolls in 5 sec - quite slow. Get a helper to time you. Use this on 3 rolls and Cuban 8.

Set high rate elevator so that model will only just spin.

Set C of G so that when controls are neutralised, model continues to spin for exactly one half turn.

Keep the model about 50 to 100m away from you, depending on its size and speed, to make the manoeuvres easy to see and above all to judge.

Nominate the start and finish of all manoeuvres.

The downgrades which apply to each manoeuvre should be fairly self explanatory.

GOOD LUCK!

Martin McIntosh.

ROGER'S RAMBLINGS

CANADA THE FAIR

Last September Anthea and I spent an 18-day holiday in Brantford, Ontario. We visited my son and his family. He is on a 2-year posting in charge of maintenance in a cigarette factory on an Indian Reservation.

The reservation enjoys numerous tax breaks and so the cigarettes are cheap. People travel for miles to buy their cigarettes on the reservation. The factory is run by the Indians. One said to Guy, who going quite bald, that he didn't think there would be much point in scalping him.

The Indians are allowed to carry guns on the reservation and this worries some of the white Canadians very much. Guy doesn't know whether or not guns are actually carried every day but the rumour is enough to keep people away from the reservation which is perhaps why it was started. Shops selling cheap cigarettes are sited along the highway running through the reservation so cigarette buyers don't have to enter the reservation itself.

We arranged to go for more than a fortnight in order to take in two motor racing weekends. Guy knew that Formula Vee existed in Ontario before he went out there.

There are two classes of Vee in Canada. One is based round the 1200cc air-cooled flat four engine out of a Beetle. Spares for these engines are becoming scarce. The other is based on the 1600cc air-cooled flat four out of a Kombi or VW truck for which spares are cheap and plentiful.

Since the instigator of the 1600 formula lives in Brantford and a 1600 engined car was available for hire at a very reasonable rate Guy chose the 1600cc route. He has been very successful this season and clinched the championship at the first race meeting we attended with two more meetings to go to the end of the season.

The Canadians are a very friendly and welcoming people. They are very laid back. They are (mostly) polite drivers too. Cars have large engines by our standards, ours was 3.6 litres.

Most cars have automatic gearboxes and cruise control (CC). Roads are wide and straight, many more are dual carriageway than here. When driving through, or rather past, Toronto you are on a highway with 7 lanes going each way. Driving over there is much more relaxed than over here, except during the rush hour home. I saw every lane of the 7 lane Toronto highway travelling very slowly at about 5pm one evening.

Most people keep to the speed limit. This varies from 50k in towns, roughly 30mph, up to 120 on the open highway (about 70mph). Some folk travel up to 20k above the out of town speed limits but rarely more. The fact that most people obey the speed limit is down to the use of CC. You set this up and then all you have to do is steer until it is time to slow down. You can speed up and slow down by pulsing a switch adjacent to the steering column. You even use CC in towns. As a result of using CC the traffic all moves at much the same speed.

Overtaking is allowed on both sides. This takes a bit of getting used to begin with but it soon becomes second nature. Over there you are not held up in the fast lane at 70mph by somebody who won't move over.

There are no roundabouts. Major road crossings are traffic light controlled. However you can turn right against a red light provided there is no traffic coming from your left who you might endanger.

At uncontrolled crossings the etiquette is to take turns in crossing the junction. This sounds weird but it works. If there is traffic on all four roads everyone takes their turn to cross the junction.

Bright yellow school buses take precedence over all traffic when they stop to allow children to board in the mornings or to get off in the evenings. ALL traffic movements on both carriageways stop while the children board or alight. The bus stays in place while those kids who wish to cross the road do so. Lights on the bus at front and rear flash while it is stationary and you can't start to move again until the lights are turned off and the bus drives away. There is no fuss about this system, everyone complies.

Of course we visited Niagara Falls, in common with the rest of the world it seemed to me. Do not let the fact that the Falls are nothing but a tourist trap take anything away from their splendour. They were well worth the visit. We went on the Maid of the Mists. Before visiting the falls I thought it was just one boat but in fact there are 4. We were on M of the M IV with all three others in service at the same time!

We were all issued with ponchos which were really needed. As we got closer to the falls it seemed as if we were being bombarded with many fire hoses. The boat took us almost up to the descending torrent before it started to turn away. We were unable to see the sky for falling water and you could hardly hear people talking because of the noise.

There is a superb Aircraft Museum at Hamilton Airport. It contains a flying Lancaster bomber. Until I saw it I thought the only serviceable Lancaster belonged to the Battle of Britain Flight. Those of you who saw the recent TV programme Bomber Pilot (or Bomber Crew) will have seen flying and interior shots of the Hamilton Lancaster. The TV pilot was shown flying the Lancaster but from the right hand seat. We saw no shots at all of the left hand control seat and its occupant.

We spent a morning there. There was a viewing balcony from which you could see the whole of the inside of the hangar and if you looked out northwards you could see aircraft landing and taking off from the active runway. This was out of sight when standing at ground level due to an intervening rise in the ground.

On the day we were there a bright yellow Harvard was providing flights for enthusiasts. They have a North American Mitchell and

The aircraft are housed in a new purpose built hangar close to a highway. There is plentiful parking for visitors.

The gate guard is this Lockheed Starfighter strikingly posed in a vertical climb.

The exhibits are a catalogue of Canadian Aviation History. There are flying examples of a Dakota, Beech Expeditor, Tiger Moth (Canadian winterised version), Stearman Kaydet and a couple of Chipmunks to name just a few.



a Catalina among the exhibits. The Hurricane you can see in the picture is in fact a plastic moulded one which replaced a real one lost in a fire. It is superbly done and looks very convincing until looked at carefully. The Spitfire posed in flying attitude on a pedestal at the Donington Motor Racing Circuit is shoddy by comparison.



There is another aircraft museum at Trenton, Ontario, which is nearly two hours drive east of Toronto. We didn't visit this museum as there just wasn't enough time. It contains the remains of a Halifax bomber which was raised from the depths of Lake Mjosa, Norway, in the summer of 1995. The renovation is well under way. The Halifax is very significant to those Canadians who flew in WWII as it is the type in which they flew 70% of all their wartime operations. It is one of three now remaining out of the 6178 flown by allied forces during the war. Two are in the UK.



Tim Hortons is a chain of coffee shops which occurs across Canada. Forty four year old Tim Horton was a very famous ice hockey player who was killed in a car accident in 1974 on his way home from a game. The first Tim Horton shop was opened in 1964 in Hamilton, Ontario, selling coffee and doughnuts. Tim had a partner, Ron Joyce, who was a policeman in Hamilton. Ron bought Tim's shares on his death. There are now 2200 stores in Canada and 160 in the US.

There are at least 8 Tim Hortons outlets in Brantford, Ontario, where Guy and his family now live. There may be more but we lost count at 8. Some stores are open 24 hours a day. If you want to you can sit inside and drink your

coffee and eat your food. They do a wide range of filled rolls, biscuits and cakes to go with the drinks.

Guy starts work at 6am and the first port of call on leaving for work is to the nearest Tim Hortons which is a drive through. He orders a coffee to drink on the way to work and a jumbo coffee which he pours into a thermos flask which he drinks at work.

Before we drove to the Mosport Racing Circuit the first port of call at 5am was the Tim Hortons to buy coffee which we drank on the way.

For the Tim Horton formula to work over here our cars need cup-holders front and rear. Our car had a pair of cup-holders fitted into the console in front of the automatic gear lever. For back seat passengers there were fold down cup-holders attached to the rear of the centre console.

At some road junctions there are large trash cans (rubbish bins to you) at the road side with large entry holes so that there is a good chance of throwing empty cups and other rubbish accurately into the bin from your car without leaving litter round it.

While in Brantford I made my first visit to a MacDonalds. To my surprise I was pleasantly impressed. The food is cheap and wholesome and there is a reasonable range on offer. The area surrounding the store is not littered with discarded food packaging like the one in Aylesbury High Street often is.

Shopping malls are the norm in Brantford. The centre of Brantford (downtown) is almost dead with many shop fronts boarded up and it looks dismal and unwelcoming. At the malls parking is easy as large car parks are provided. The wide aisles in the malls contain many small trader's stands selling this and that. I bought a new belt from one. We also found a costume jewellery outlet and a man selling covers for gutters to prevent leaves from blocking them.

However the outlet which amused and amazed me the most was manned (womanned) a very large lady who was selling Jacuzzis with multiple seats (8 or 10) which I thought would be good for an orgy. When I asked how big a room you would need to put one into she explained that they were for outdoor summer use. As she started her sales patter I told her that we were tourists. She didn't lose interest and asked where we were from. When we said England she told us that her family was originally from Sheffield and that she comes over occasionally to visit relatives.

We got that reaction from many Canadians. The man in the Avis car rental office said that he had relatives over here, as did the woman who served us at the super fish and chip restaurant that Guy and his family frequent at least once a week. She asked how their fish and chips compared with English fish and chips. We had to agree that theirs was at least as good and might possibly be better. They served us a very good beer with our food.

Eating out is cheap with good wholesome food on offer. Children are catered for as a matter of course. Without having to ask they are provided with free sheets of paper containing puzzles to solve and pictures to colour in with crayons. They get food too but you have to pay for that.

Did we like Canada? Yes. Are we going back? You bet.

That's it.

R.A.B.

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CLUB DIARY

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

Start Time

March 14th	8 pm	Club Meeting	-	Flying Around - a talk with video clips covering all aspects of control-line aerobatics from three International competition flyers - Peter Jackson, Paul Winter & John Benzing.
April 10th	10.30am	Folly Farm	-	Power Duration & Spot Landing Comp.
April 11th	8 pm	Club Meeting	-	Bring & Buy Sale
April 17th	10.30am	Folly Farm	-	Helicopter Competition
May 1st	10.30am	Folly Farm	-	100" Glider Competition
May 9th	8pm	Club Meeting	-	TBA
May 15th	10.30am	Folly Farm	-	Fun Fly Competition
May 21st - 22nd			-	Sandown Park Model Symposium
June 5th	10.30am	Folly Farm	-	AULD 1
June 12th	10.30am	Folly Farm	-	Electroslot 1
June 13th	8pm	Club Meeting	-	TBA
June 19th	10.30am	Folly Farm	-	Aerobatic Competition
June 26th	10.30am	Folly Farm	-	Electroslot 2
July 6th	7pm	Folly Farm	-	AULD 2
July 11th	8pm	Club Meeting	-	TBA
July 17th	10.00am	Folly Farm	-	Peter Hales Scale Competition
August 7th	10.30am	Folly Farm	-	Open Glider Competition
August 10th	7pm	Folly Farm	-	AULD 3
August 14th	2pm	Folly Farm	-	Electroslot 3
August 28th	10.30am	Folly Farm	-	Daryl Hooper Open Glider Competition
September 12th	8pm	Club Meeting	-	TBA
September 18th	10.30am	Folly Farm	-	Les Edwards 100" Glider Competition
September 25th	10.30am	Folly Farm	-	AULD 4
October 9th	10.30am	Folly Farm	-	Electroslot 4
October 10th	8pm	Club Meeting	-	TBA
November 14th	8pm	Club Meeting	-	Bring & Buy Sale
December 12th	8pm	Club Meeting	-	AGM