

# The Folly Flyer e

The Newsletter of Aylesbury & District Model Flying Club

Volume 14 Issue 3

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

August 2006

**AULD 2 - L to R,  
Martin 'Mike'  
McIntosh 2nd,  
Peter Dunnett  
1st & Mick Stiff  
3rd**



**AULD 3 - L to R  
Mick Stiff 2nd, Mike  
Smart 1st &  
Richard 'Legs'  
Ginger 3rd**



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

## 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**

7 October	Bob Playle (01442 825693)	8 October	<b>NO TRAINING</b>
14 October	Richard Ginger (688030)	15 October	<b>NO TRAINING</b>
21 October	Mike Smart (658142)	22 October	Peter Dunnnett (334708)
28 October	Robert Adkins (07792 511887)	29 October	<b>NO TRAINING</b>
4 November	Paul Thorne (613870)	5 November	Richard Ginger
11 November	Tony Wood	12 November	Robert Adkins
18 November	Bob Playle	19 November	Peter Dunnnett
25 November	Mike Smart	26 November	Mick Stiff (415997)
2 December	Paul Thorne	3 December	Tony Wood (01844 218916)
9 December	Richard Ginger	10 December	Robert Adkins
16 December	Bob Playle	17 December	Peter Dunnnett
23 December	Mike Smart	24 December	<b>XMAS EVE</b>
30 December	Paul Thorne	31 December	Richard Ginger

## 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

**Congratulations** go to Tim Cobby, Ben Brown, Sam & Derri Cobourne, Graham Voss and Cliff Laurent, who all passed their A Certificate in June (must be the weather!). Ben Fletcher also passed his A Certificate in August. Well done all of you!

**The Thames Valley & Chiltern Air Ambulance Trust** attended the July Club Meeting and gave us a very interesting talk on their work.

Sadly, yet again there was poor attendance, with probably only half (or less) the number of members who turned up at the last meeting.

It occurred to me that it may have been something to do with the word 'donations' in the Club Meetings Diary on our website (something that I had deliberately removed from the newsletter), but I thought surely our members wouldn't stay away for that reason?

For any of you who might be feeling guilty, the Air Ambulance Trust is a registered charity and receives no government or NHS funding, relying solely on donations for its existence.

You never know, you might need to use it one day, so if you feel like contributing to a good cause, you can make a donation to the Thames Valley & Chiltern Air Ambulance Trust, Cedar Court, Grove Business Park, Waltham Road, White Waltham, Maidenhead, Berks. SL6 3LW.

You will be pleased to know that the members present put their hands in their pockets and the Club made a substantial donation on your behalf.

## Scale Competition

At the risk of getting some flak, perhaps I could raise a few questions and make some observations?

Have we got the balance right with this competition? I was personally against increasing the penalty for not having built the model, from 25 to 50% of the static score and I remain of this opinion.

There are so many ARTF's around these days that it is becoming something of a rarity to see a model at the field that has been built from scratch, or come to that, even from a kit.

To me, the object of all of the Club competitions is to encourage participation and despite there being eleven entries this year, will there be the same next year? There may only be three or four, in which case, under our competition guidelines, the event will be cancelled.

There is now no way you can win this competition

unless you have built the model from scratch and you are an accomplished pilot. Against such an entry, if you are a superb pilot using an ARTF, you have no chance.

Without reference to any of the entries this year, I would pose the question - Is a superbly scratch-built model flown badly, a more worthy winner than an ARTF flown superbly? I personally don't think so, but I ask this because if the answer is yes, this is simply a model building competition and not a scale flying competition. If it's a model building competition, then we might as well hold it on a Club Meeting evening.

I posted this question on the E Zone and whilst I didn't get a direct answer, it seems that all the representatives of UK clubs that answered have come across this problem and they now simply hold scale fly-ins where there is no static judging. Should we change the rules back to 25%, change it to a scale model building competition in the evening or hold a scale fly-in instead?

## CLUB DINNER

We are having a belated Club Dinner on October 13th and all the details and booking form are enclosed within this newsletter.

Apologies for the short notice, but it took some time for the venue to confirm.

## Cancellations

The Electroslot 3 and Daryl Hooper Glider Competition had to be cancelled due to inclement weather and these have been re-scheduled as shown in the diary.

The September 3rd date of the Daryl Hooper competition was 20 years to the day since he died, so it was a shame it couldn't be run.

Our speaker for the September meeting let us down at the last minute, so apologies for no speaker, but it was nice to have a chat. We also had a surprise visit from John McLarty, who has returned from Ireland and will be re-joining the fold. Welcome back John.

## And Finally.....

The summer is over, although there are still a few competitions to be run. We had some great (too hot?) weather, but not always at the times we wanted it!

You may have seen Richard (Legs) Ginger's and Martin (Mike) McIntosh's photos popping up in the model comics from time to time, Richard in particular having been quite successful at 'pot-hunting' with his Morane Saulnier.

Myself and a few others are still fairly desperate to find a suitable and affordable venue for some indoor flying, so if anyone knows of anywhere, we would be pleased to hear from you.

## CLUB DINNER AT 'THE CROWN'

Many members are now aware of this club's fine dining activities. And judging by comments, our previous gourmet experiences have been so successful that another bash has been arranged for club members and their partners.

This year's event will take place on Friday, 13th October at 'The Crown, Granborough which is a few miles north of our patch at Folly Farm. This is a fine public house with a delightful restaurant. Its offerings have been tested, at their own expense, by our dedicated team of investigators who have given the establishment a high rating.

On offer is the following menu choice:

Soup of the Day  
*served with local bread*

Garlic Mushrooms  
*baked breaded mushrooms stuffed with garlic butter*

Chef's Pate  
*choice pate and red currant jelly served with local bread*

Smoked Salmon Salad  
*smoked salmon with seasonal leaves and lemon creme fresh*

+ + + + +

Stuffed Chicken Breast  
*chicken stuffed with mozzarella and sun dried tomatoes wrapped in parma ham*

Salmon Fillet  
*poached salmon fillet with a lemon and dill sauce*

Steak & Ale Pie  
*pieces of steak with a drop of ale topped with puff pastry*

Lamb Shank  
*roasted lamb in a red wine and mint jus*

+ + + + +

Sticky Toffee Pudding  
*served with cream or ice cream*

Raspberry Pavlova  
*raspberry ice cream on a meringue base with raspberry puree*

Cheese & Biscuits  
*a selection of cheeses with biscuits, grapes and celery*

+ + + + +

The cost per person of this extravaganza is £12.00 (two courses) or £16.00 (three courses) which covers the meal and a nominal service charge. Drinks and coffee are extra and you should be pay for these separately on the night.

Now, can you resist having some of that? If the answer is no, then please complete the following booking form and send it, together with your payment to the address shown. Bookings will be taken on a strictly first-come-first-served basis. Confirmation of your booking will be posted to your home.

Should you have special dietary needs please mention this on the booking form. The publican is willing, within reason, to cater for such eventuality.

This activity is not being conducted as a fund raising event. The amount you pay reflects the true cost of the meal.

So, there we are. Book your place(s) and appear at the pub at 7.30pm for 'snifters' before eating just after 8.00pm. If you have any queries please give Bob Playle a buzz on 01442 825693.

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## CLUB 'DINNER DATES' - BOOKING FORM

Please book place(s) for the Dinner Date.

Name of Member .....  
Name of Partner (if applicable) .....

Menu choice ... please tick;

	<u>Member</u>	<u>Partner</u>
<b><u>STARTERS</u></b>		
<b>Soup of the Day</b> .....	.....	.....
<b>Garlic Mushrooms</b> .....	.....	.....
<b>Chef's Pate</b> .....	.....	.....
<b>Smoked Salmon Salad</b> .....	.....	.....
<b><u>MAIN COURSE</u></b>		
<b>Stuffed Chicken Breast</b> .....	.....	.....
<b>Salmon Fillet</b> .....	.....	.....
<b>Steak &amp; Ale Pie</b> .....	.....	.....
<b>Lamb Shank</b> .....	.....	.....
<b><u>DESSERTS</u></b>		
<b>Sticky Toffee Pudding</b> .....	.....	.....
<b>Raspberry Pavlova</b> .....	.....	.....
<b>Cheese &amp; Biscuits</b> .....	.....	.....

Please send payment (cheques made payable to ADMFC) to;

Bob Playle, Windmill Cottage, Icknield Way, Tring, Herts., HP23 4ET

Confirmation of booking will be posted to the Member's address shown on our records unless you specify otherwise.

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## TRAINING UPDATE

I am pleased to say that it has been a very good year for 'A' Certificate passes – seven – and one 'B' Certificate. A big thank you to all the Instructors and our Club Examiners for their assistance. Passing your 'A' test is rather like passing your driving test. You've read the Highway Code, performed the manoeuvres and shown a basic knowledge of your vehicle. You are deemed safe to go out on public roads on your own. Now you can really learn to drive! Statistically, however, you are highly likely to be involved in a road traffic accident within six months. If you are a newly qualified motorcyclist the odds are really stacked against you, even with the latest restrictions based on machine power. The advice to model flyers is similar: choose your second model wisely, be patient and consolidate your flying skills. There is no substitute for experience. Set yourself realistic targets – try, for instance, to master inverted flight. Above all, try to fly accurately. We all get things wrong from time to time. I firmly believe that most people want to progress beyond "safe solo" to more challenging things.

It would be nice to see more kit or scratch built models at the field. Some of the ARTFs are still, frankly, rubbish – including one or two trainers. Despite what you read in the modelling press the airworthiness of even some of the more advanced stuff is not guaranteed. All that glistens is not gold. If you want a really strong front bulkhead and an undercarriage that stays put, buy a good kit (e.g. Chris Foss) and build in some strength – or build from a plan. You usually get what you pay for. Unless you know the difference between a bargain and a heap of trouble be wary of E-Bay. Remember – if it looks too good to be true it probably is just that.

Happy flying!

P.S. During a recent visit to my local model shop (for yet another gallon of fuel) the proprietor (Dave) showed me his latest "line". An infra red R/C indoor electric micro helicopter about 6" long, the complete package – transmitter included – for under £30. This neat bit of kit is dead easy to fly – not like your average heli – and I managed to fly it in the model shop. Makes even a mini IFO and the new generation of shock flyers look like full size aviation!

RG

## 'PETER HALES' SCALE COMPETITION

**Folly Farm 23<sup>rd</sup> July 2006**

### Entries ....

- 1.Peter Dunnett ..... ?<sup>th</sup> scale Feisler Storch
- 2.Dave Harbour ..... 1/4 scale Piper Super Cub
- 3.Robert Adkins ..... ?<sup>th</sup> scale Extra 300
- 4.Chris Boll ..... 1/6<sup>th</sup> scale Tiger Moth
- 5.Terry Rowe ..... 1/4 scale Stampe
- 6.Richard Ginger .... 1/4 scale Morane Saulnier A1 Prototype
- 7.Alan Johnson ..... 1/3<sup>rd</sup> scale CAP 232
- 8.Mike Smart ..... 1/14<sup>th</sup> scale Focke Wulf 190
- 9.Richard Ginger .... ?<sup>th</sup> scale Piper Cub
- 10.Wink ..... ?<sup>th</sup> scale Great Lakes Biplane
- 11.Bill Burkinshaw ... 1/5<sup>th</sup> scale Fournier RF-4D

### Weather ....

Sunny and hot.  
Gentle westerly wind.

**Judges .....** Clive Abbott-Stone and Bob Playle

Eleven entries .... not bad for a club scale competition. But most of us were aware of several, very eligible models which hadn't made it to Folly Farm on this extremely pleasant day.

The judges had their usual dilemma trying to award static points fairly for such a diverse array of models which varied from intricate, hand-crafted masterpieces to 'off the peg', ready to fly jobs with vinyl decals being the only bit added by it's 'constructor'. But what the heck ... fun and fairness were worthy of points in a club competition.

Richard's magnificent Morane Saulnier and Alan's superb CAP 232 equally gained the highest static points before deduction penalties were applied to the CAP for not being fully built by it's owner. Bill's elderly Fournier was not far behind despite time having nibbled away the original finish to the own designed model. Excellent static marks also went in Wink's, Terry's, Dave's and Peters direction although Terry was blighted by penalty points for not having built the big Stampe.

Flying comprised two rounds where the pilots had to demonstrate realism to impress the judges. A Piper Cub doing a high speed inverted fly-by or a CAP stooging about the sky would score low marks. And full marks to all the fliers who understood this requirement and pulled out the stops to impress.

Unfortunately, Peter's beautiful Storch had only just been completed before the competition and had not been fully flight tested. Bravely he flew the valuable model but had difficulties resulting in low realism and points to match. A second flight did not materialise. But he will be back! When 'sorted' this model is going to be a strong contender in future competitions.

Dave has recently appeared on the ADMFC competition scene and has taken to it by storm. He did it again this time with coolness and provided two brilliant flights with his Super Cub and made it look like the real thing.

So did Robert, his Extra 300 was flown brilliantly. Something he should be praised for because this was a very small model and, no doubt, quite tricky to fly. Have a look at the marks given for his flying.

Chris's Tiger Moth looked good in the air but, alas, it missed out on quite a few realism points during take off and landing. And Terry had a nightmare of a first flight which brought his points tally down with a bump. His second, good flight, showed how it could be done.

On stage next was RG with that big Morane Saulnier, WW1 fighter. It looked good. It sounded good with that three cylinder Saito doing the business up front. And the 96/100 and 91.5/100 marks for his two flights says it all. A privilege to witness.

So were Alan's two flights with the CAP. To look realistic this model had to be put through complicated aerobatic manoeuvres and that is just what Alan did. But, sadly, no extra points could be given for the sweat expended.

Mike's very neat FW 190 was flown well but, due to it's small size, zipped through the air at scale speeds exceeding 500mph! (*well that's not far off 355 mph—Ed*) The lack of undercarriage meant hand launching which again detracted from realism.

Then we had Richard's 'toy' Piper Cub entered, we think, to keep the judges on their toes. All credit to the pilot because he made a valiant attempt to make the 'foamy' model (?) fly realistically despite using a cheapo, non-proportional Tx!

Then Wink appeared. We normally only see him at Bring 'n' Buys. But now he was on stage and he performed well with his Great Lakes biplane trainer. Two solid rounds with points to match.

Last but not least was 'The Master'. Bill that is, with his delightful Fournier motor-glider. We've seen it before and we shall no doubt see it again. That is good .... such delightful models shouldn't be hidden away. On this occasion both judges considered the flying to be a bit on the fast side but not too many points were dropped. Ace approaches and landings redressed the balance.

So now for the scores .....

Entry	Aircraft	Static			Flying		Total Points	Final Position
		Judged	Penalties	Points	Round 1	Round 2		
Peter	Storch	80	<i>nil</i>	80	32	<i>dnf</i>	112	10th
Dave	Super Cub	81	<i>nil</i>	81	89	88	258	2nd
Robert	Extra 300	70	<i>less 50%</i>	35	88	91	214	6th
Chris	Tiger Moth	65.5	<i>nil</i>	65.5	53.5	63	182	7th
Terry	Stampe	83	<i>less 50%</i>	41.5	26.5	73	141	9th
Richard	Morane A1	96.5	<i>nil</i>	96.5	96	91.5	284	1st
Alan	CAP 232	96.5	<i>less 50%</i>	48.25	92	94	234.25	5th
Mike	FW 190	76	<i>less 50%</i>	38	60.5	63	161.5	8th
Richard	Cub	60	<i>less 50%</i>	30	30	30	90	11th
Wink	Great Lakes	87	<i>nil</i>	87	75	77	239	4th
Bill	Fournier	93.5	<i>nil</i>	93.5	73.5	82.5	249.5	3rd

Well done Richard ..... a well deserved win!

### Postscript

The scores and placing shown above differ from those announced immediately after the competition. This is due to two factors.

Firstly an error occurred when calculating the final scores. Then, after the event, it was discovered that the 25% penalty for not constructing or finishing the model was incorrect. From a meeting earlier in the year it was agreed that this percentage should be increased to 50%.

So, sorry Alan, you didn't come second. But you still deserved the bottle of wine for that stunning aerobatics display!

And Dave and Wink .... Congratulations, you are higher up the ladder and deservedly due some 'tinnies' as prizes.

BP

## NEW A.U.L.D. No 2. 31-5-06 C/D's Alex Healy & Ian Stiff

Another pleasant evening with a very light northerly air and fifteen pilots ready to fly, that's one more than AULD one. Every one passed the weigh in ok; Mick, Mike and I had to carry ballast, as far as I remember there were no major or even minor mishaps on the night.

Alex and Ian had the onerous task of trying to time and identify pilots as they landed made more difficult by pilots wandering yards away, perhaps after launch we should all stand back on the patch!

### RESULTS

PILOT	MODEL	Weight+Ballast	Time Mins-Secs
Peter Dunnett	ORION E	552grams	35-10
Martin McIntosh	ORION E	551grams	34-10
Mick Stiff	ORION E	551grams+50	32-31
Richard Ginger	ORION E	555grams	32-09
Phil Alderman	ORION E	551grams	31-43
Mike Smart	A nice Ferrari red Orion E	550+grams+50	31-23
Dave Harbour	ORION E	551grams	28-47
Terry Rowe	A nice dark blue Orion E	552grams+50	28-10
Phil Taylor	ORION E	550+grams	25-50
Ivan Bartlett	ORION E	582grams	22-47
John Bourne	ORION E	550+grams	21-05
Percy Proctor	ORION E	614grams	17-36
Kevin Collins	ORION E	580grams	17-20
Bob Playle	ORION E	560grams	16-30
Dave Pamington	ORION E	560grams	15-14

Mike and I slid from our joint win from AULD one to sixth and Eighth respectively, Mick kept his third place (and of course his penalty ballast), whilst Peter and Martin moved up the ranks to capture first and second slots.

*Terry R*

## FUN FLY. ONE. 4-6-06 C:D Mick Stiff

Another fine morning for an aero bash, the first of two planned fun fly competitions for 2006. Running order for the day as follows:

PILOTS	MODELS
Dave Harbour	O/D
Terry Rowe	The K Factor
Mike (F1) Smart	Cougar
Robert Adkins	Electric Blade / Cougar
Mick Stiff	Cougar
Phil (screen wash) Alderman	Wiper Blade
Phil (IC) Taylor	Extreme
Martin (Mike) McIntosh	Limbo Dancer

With just a light breeze blowing along the length of our mown runway, and the limbo set at

mid point, it was possibly the best conditions for such an event! Most competitors grabbed a quick flight to check trims, their nerve under the limbo, and motors would start but more to the point stop on cue!

Dave Harbour first up with his own design fun fly, a good steady round completing six sequences of the well established compilation of limbo, three rolls and a touch and go. With a landing bonus of (one hundred and eighty) marred somewhat by an expensive engine overrun, Dave's opening score was 432.

With something to shoot at Terry was next, following Dave's flight plan but managing eight combinations, a landing score of 100 and no engine overrun, first time in years, scored 601.

It was time to throw down the gauntlet, and F1 did just that, with no less than ten passes plus a 160-landing bonus pushed his score to 785.

Robert had a completely different approach, starting his attempt with a small electric shock flyer. Unfortunately his routine went awry due to an increase in wind strength and possible over exuberance!

With the little plane damaged on the limbo wire, Robert raced his back up Cougar skyward, and salvaged the situation with a score of 645.

Mick flying another Cougar following the traditional tri-batics, unfortunately no landing bonus scored 409.

Screen wash (he'll tell you if you ask) was doing really well, but at the eighth-limbo attempt his model tried to demolish a limbo pole, a sarcastic scorer asked if a spin should be added as the model wrapped itself round the upright, score 449.

IC with an Extreme had a good flight, but another expensive engine overrun knocked his score down to 398.

Martin last to fly had a four-sequence routine, squeezing in inverted limbos; well he was flying a limbo dancer. With a landing bonus of 160 and half way score of 787 he was just in the lead at this juncture.

With nerves settling, round two, Dave increased his pass rate to seven, but a massive engine overrun, and no landing bonus devastated his score, just 296.

Terry upped his pass rate to eleven, and his trusty old Irvine stopped right on cue again, obviously the years lay up did some good, score 742.

F1 hammered out another good round, but missed the landing bonus scoring 649.

Robert with well-trained Cougar put on a storming display of vertical rolls and ten motor controlled spins, complete with maximum landing bonus, scoring 976!

Mick next, pushing hard to increase his first round score came unstuck on his fifth limbo attempt, flying over the limbo in error, he caught the undercarriage on the cable, lightly spreading his Cougar over the patch.

IC had a much better round, more passes, a landing bonus of 140, and no engine overrun he scored 765.

Martin also had a good flight, a slightly rattled model going for the 180-landing bonus, increasing his score to 819.

## RESULTS

PILOT	ROUND ONE	ROUND TWO	TOTAL
ROBERT	645	976	1621
MARTIN	787	819	1606
MIKE	785	649	1434
TERRY	601	742	1343
PHIL T	398	765	1163
DAVE	432	296	728
MICK	409	260	669
PHIL A	449	DNF	449

Terry R

### NEW A.U.L.D No 3. 28-6-06 - C/D's Roger Bellingham & Dave Pamington.

Another fine eve for the third outing of our new AULD competition incorporating minimum weight and penalty ballast rules! Fourteen pilots ready for the off, and two very welcome faces to oversee the whole proceedings, Dave and Roger who were quickly armed with score sheets, watches and the whistle.

To stop the farmers hay crop from being trampled to death and to ease the plight of the scorers, pilots were asked to stand within the boundaries of the mown patch, a restriction not fully embraced by all entrants.

Whistles blew, and we were off, unfortunately Clive came to an early demise with some detached widget at launch, yours truly lost orientation crashing in the next field, (may have been my effigy the dissenters tweaked!), and Bob landed vertically in the hedge, minor damage to all models.

#### RESULTS

PILOTS	Weight + Ballast	Time Mins-Secs
Mike Smart		33-47
Mick Stiff	+ 50grams	33-37
Richard Ginger		33-35
Peter Dunnett	+ 50grams	32-47
Martin (Mike) McIntosh	+ 50grams	32-22
Dave Harbour		31-37
Phil Taylor		28-30
Ivan Bartlett		26-55
John Bourne		26-18
Phil Alderman		24-47
Percy Proctor		24-33
Bob Playle		19-44
Terry Rowe		17-38
Clive Abbott-Stone		Not long

The better pilots are still scrapping over the top places; Peter reckons his fourth place was a strategic ploy to keep from being ballasted for the final round. A more encouraging observation is that apart from mishaps, all flight times are gradually closing; this makes life much harder for the scorers, but great for us pilots.

*Terry R*

### FUN FLY. TWO. 6/8/06. CD; Mick Stiff.

Another fine day for getting out to enjoy the cut and thrust of competition, with a little light hearted barracking thrown in for good measure.

Can't remember the exact flying order so I'll tell the tale in Miss World order.

Dave flying his Tutti-frutti unfortunately hit the limbo pole in his first repertoire scoring only 37. After a bit of a rebuild between rounds, lined up for his second go, unfortunately the damaged Irvine carburettor had other ideas so Dave was forced to retire.

It was Alan's first attempt at fun-fly, and chose a small electric shock type flyer for the task. Armed with a portable runway to allow the little model to take off on tiny wheels, he attacked the course, alas the course fought back on an inverted limbo attempt, score 67. A change of model for an IC powered Capiche, was in order for round two. Things were progressing well until a premature engine cut stopped his fun, compiling a score of 310.

Terry was going really well with the well-proven rolls, limbo, touch and go compilation, but a misjudged pass saw his much loved "K" Factor strike the limbo pole, score 434. A frantic glue and diamond tape repair and ready for round two, a short lived affair soon ending in disaster and only scoring 37.

Mick with his trusty Cougar had his engine cut in round one scoring only 260. Round two was a better affair, not many passes, but a good landing bonus of 160 gave a second round total

of 533.

Martin flying a Limbo Dancer had two very solid rounds, forgoing his usual inverted limbo runs settled for the usual triple scoring 568 and 715 respectfully.

IC Phil Taylor had a brilliant round flying his Extreme 3D with rolls, limbos and touch and goes, scoring 733 including a landing bonus of 100. In round two his pass rate was slightly down but a maximum landing bonus of 200 gave a score of 795.

The piece de resistance was Rob with his now perfected vertical three rolls; two rolls followed by ten perfectly executed motor controlled spins, accumulated a total score of 2018.

Pilot	Model	Round One	Round Two	Total Score
Robert Adkins	Cougar	995	1023	2018
Phil Taylor	Extreme 3D	733	795	1528
Martin McIntosh	Limbo Dancer	568	715	1283
Mick Stiff	Cougar	260	533	793
Terry Rowe	The K Factor	434	37	471
Alan Johnson	202 / Capiche	67	310	377
Dave Harbour	Tutti-Frutti	37	DNF	37

*Terry R*

#### **NEW A.U.L.D No 4. 19-7-06 - C/D's Roger Bellingham & Dave Pamington.**

Another fine evening, no actually a huge black storm cloud with distant rumbles of thunder threatened to scupper our last AULD of 2006. Being very brave or just damn silly thirteen of us, "yes thirteen", unlucky for some you may say, raised our aerials on mass, forming a multi pronged lightning conductor. The southerly turbulent wind was a difficult animal to tame, and quite frankly no one did. The first to succumb to the tricky conditions was Mick, after only three minutes of low-level hedge flying, a dangerous pas-time at best, was caught out by a sudden gust trashing his Orion. Kevin only faired marginally better bailing out after only four minutes or so, and John who had been gradually improving his flight times throughout the AULD calendar was forced down just shy of seven minutes. IC Phil caught in the up draught of the storm cloud, thankfully passing us by; found himself so far down wind that he was forced to use all his battery burn to get back, time, ten minutes 46 seconds.

The rest flew on for around the twenty-minute mark, the final easy winner with some battery time left was Martin.

#### **RESULTS**

PILOTS	Weight + Ballast	Time Mins-secs
Martin (Mike) McIntosh		24-44
Peter Dunnett		23-41
Mike Smart	+ 50 grams	22-40
Richard Ginger	+ 50 grams	20-53
Terry Rowe		20-45
Ivan Bartlett		19-02
Phil Alderman		18-54
Dave Harbour		18-45
Bob Playle		12-05
Phil Taylor		10-46
John Bourne		6-45
Kevin Collins		4-37
Mick Stiff	+ 50 grams	3-05

## AULD LEAGUE RESULTS 2006

PILOT	AULD 1	AULD 2	AULD 3	AULD 4	Best of 3 low score wins	
Clive Abbott-Stone	DNF	DNF	14	DNF	No score	
Phil Alderman	6	5	10	7	6+5+7=18	7 <sup>th</sup>
Ivan Bartlett	9	10	8	6	9+8+6=23	9 <sup>th</sup>
John Bourne	12	11	9	11	11+9+11=31	11 <sup>th</sup>
Kevin Collins	DNF	13	DNF	12	No score	
Peter Dunnett	4	1	4	2	4+1+2=7	2 <sup>nd</sup>
Richard (Legs) Ginger	DNF	4	2	4	4+2+4=10	5 <sup>th</sup>
Dave Harbour	5	7	6	8	5+7+6=18	7 <sup>th</sup>
Martin (Mike) McIntosh	8	2	5	1	2+5+1=8	3 <sup>rd</sup>
Dave Pamington	DNF	15	DNF	DNF	No score	
Bob Playle	14	14	12	9	14+12+9=35	13 <sup>th</sup>
Percy Proctor	11	12	11	DNF	11+12+11=34	12 <sup>th</sup>
Terry Rowe	1	8	13	5	1+8+5=14	6 <sup>th</sup>
Chris Ryle	10	DNF	DNF	DNF	No score	
Mike (F1) Smart	1	6	1	3	1+1+3=5	1 <sup>st</sup>
Mick Stiff	3	3	2	13	3+3+2=8	3 <sup>rd</sup>
Phil Taylor	7	9	7	10	7+9+7=23	9 <sup>th</sup>
Chris Vaughan	13	DNF	DNF	DNF	No score	



Left - Richard (Legs) Ginger, winner of the North Berks Scale Day. (photo courtesy of Simon Reeves)

### Footnote - Please read!

Our Secretary, Paul Yorke received a rather bizarre telephone call from DC Simon Duff of the Hertfordshire CID, Serious Crime Investigation Branch.

He explained that the proprietor of a model shop near Croxley Green had alerted the police to the fact that a "gentleman of eastern descent" had bought modelling fuel, specifically asking for the highest content of Nitro Methane available (10% apparently) and purchased some with cash. Nothing unusual there you might say but then this customer proceeded to question the shop owner as to whether Nitro Methane could be purchased neat and could it be carried on an aircraft because it wasn't available in Iran!!!

Continued over page.....

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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.

<b>September 24th</b>	10.30am	Folly Farm	-	<b>Les Edwards 100" Glider Competition</b>
<b>October 8th</b>	10.30am	Folly Farm	-	<b>Daryl Hooper Open Glider Competition.</b>
<b>October 9th</b>	8pm	Club Meeting	-	<b>Flying Legends</b> - an illustrated talk by Mark Davis, not only about flying machines, but also about legendary characters and personalities, plus historical places associated with flying machines and, in particular, the most successful British airliner in the 1930s and 1940s
<b>October 13th</b>	7.30pm	The Crown	-	<b>Club Dinner</b>
<b>October 15th</b>	10.30am	Folly Farm	-	<b>Electroslot 3</b>
<b>October 29th</b>	10.30am	Folly Farm	-	<b>Electroslot 4</b>
<b>November 13th</b>	8pm	Club Meeting	-	<b>Bring &amp; Buy Sale</b>
<b>December 11th</b>	8pm	Club Meeting	-	<b>AGM</b>

Considering the country's heightened awareness of the potential threat from terrorists, the shop owner contacted the police who are quite obviously taking the whole issue very seriously. DC Duff had been in touch with the BMFA who advised him of all the local club secretaries contact details in the region. DC Duff requested to know if we had had any enquires for membership from "gentleman of eastern descent" and would Paul check his membership for Asian names. I was pretty confident that I had not enrolled any "gentleman of eastern descent" but ended up reading all of our membership surnames to DC Duff over the phone.

He seemed happy with the result of our conversation and asked all club members to be vigilant regarding visitors to our flying field and potential new members to the club. DC Duff can be contacted on 01707 354648 should there be any suspicious people who fit the "gentleman of eastern descent" description