

The Folly Flyer

The Newsletter of Aylesbury & District Model Flying Club

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December 2007



Some of the volunteers at work on the new patch - thanks to those that helped. 'We plough the fields and scatter'..... Come on, join in.....



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FLYING TIMES

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

CLUB SHOP

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

TRAINING

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

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

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

THE NEWSLETTER

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

Save the Planet, reduce your carbon footprint & Club costs

I'm still on my Save the Planet campaign and I have had a massive response of just two members signing up for the e-mail newsletter as opposed to continuing with the paper copy.

My thanks go to those members, but I'm still looking for more - **how about signing up to receive the Folly Flyer by e-mail?**

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

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

Please sign up to the e-mail newsletter today!

Futaba 2.4GHz transmitter module



You can now convert your Futaba FF7 (old style) FF8, FF9 & 9Z transmitter to 2.4GHz for around £90. This module simply plugs in the back of the transmitter instead of the 35MHz one. There is a little button on the back to enable you to configure the failsafe and the reduced power range check mode. There is also a small switch which sets the power output for France or the rest of the world. The model memories must be set to PPM mode when you use this module. You can convert back to 35MHz simply by replacing the original module. I decided to go for this as I have used all six memo-

ries on my 6EX 2.4GHz and the Futaba 12FG is not due until 2008. The other deciding factor for me was the fact that the only time that I have used 35MHz since starting to use 2.4GHz, I forgot to put the aerial up!

The photo below shows the module in my FF9.



You will of course need a 2.4GHz receiver, enter the R607FS 7 channel receiver which will set you back another £64.



Like all the Futaba 2.4GHz systems, this is bound to the transmitter by pressing a button in the end of the receiver

until the LED goes solid green.

If you are thinking of going to 2.4GHz and you want a more up market transmitter, The JR 9303 is now on the market.

I don't know too many details on this, but I believe there are now two in the Club and the spec is supposed to be pretty good



I'm still looking for reviews.....

If you have built a model recently and would like to tell us all about it, why not give it a go (I.C. Phil?). All I need is something along the lines of the Katana in this issue, in the same format and about the same length, preferably with a few photos.

Competition meeting 19-11-2007

Eleven members attended with apologies from four others all in favour of our competitions to continue in principle, plus four e-mails, one for two against and one no comment. The agreed schedule for 2008 as follows.

Helicopter and Fun Fly. - Competitions cancelled for 2008.

Aerobatic. - Schedule as this year, Aresti style diagram to be supplied by Phil Alderman if not Terry's will do. Robert Adkins will try and cajole a friendly outside judge, for the day, otherwise Martin will advise our members on scoring as he will fly this year. Also Robert asked for an early May date but not to clash with a national comp that he, Wink and co attend, he will let us now dates ASAP!

Freestyle Aerobatic. - As 2007 but judges to stand nearer to and behind Pilots to score their flights, scores out of ten to be whispered to the CD so one score will not influence another, hold comp after hay crop taken, possibly August!

Peter Hales Scale. - Return to two judges, with no *static score* - judges to stand by patch. ARTF models to enter with **no** penalty, last years winning model 10% penalty. Proposed static event as a club night special!

Power Duration. - To be held on the July club night Monday evening, in lieu of balloon bursting comp.

Four Glider Competitions. - All competitions as usual, now everyone has witnessed the successful transition to electric winches, to be scheduled after hay crop is taken.

AULD x four. - Evenings as usual around June/July, minimum weight 550g, with option of Lipo batteries the capacity to be finalised after a few more tests by Mick, probably 1000ma!

Electro slot. - Only three competitions to run, with the Arthur Ambrose Trophy as the second event hopefully to maximise attendance!

Rules altered to allow any battery type and cell count (NiCad, NiMH & Lipo), as national 200 watts per kilo rules, but with **no** recharging between the **four** (fifth round fly off in the event of a tie) rounds, only **30** second motor run per climb, no recharging & same battery to expedite competition time! (P.S Since the meeting, the December Q&EFI has a comprehensive article on electro slot, with some very useful power set ups, but they do limit power to 400 watts, Mick & I have taken an executive decision to adopt this rule).

Any competitor's especially new ones are encouraged to contact all members (old hands) of the in-

ner sanctum of the elect-slot black art society for power set ups. A suggested entry model is the Orion E with a motor drive set up of around 100 watts!! (Weight to power table is published elsewhere in this newsletter).

Terry Rowe.

I was one of the two that voted for no competitions in 2008, not because I don't support them, but because in my view, they are not viable when sometimes only four people turn up, neither are they representative of the 100 members in the Club. The 11+4+4 that attended the meeting or made their views known, equals 19 members, approximately half of which (or less) was probably the average attendance in 2007.

Don't fall into the trap of assuming that having a meeting once a year and making minor alterations to the rules, will ensure a healthy attendance the following year, because it won't.

The competitions have been moulded over the years to suit vocal interested parties views and yet time and time again those 'interested parties' fail to support them.

Anyway, the point of my ramblings, is to get across to you that if you want competitions, you either use them or lose them!

If you have an interest in the competitions, then please back it up with attendance and do your best to encourage others to take part in them.

Competitions are good for the Club, they bring us all together, improve flying skills and what's more, they are fun!

So lets see you there in 2008 please! - Ed.

Combat Competition?

Still on competitions, how about getting away from those boring old gliders and trying these?

http://robotbirds.com/catalog/product_info.php?cPath=29_39&products_id=428



This might liven up the competition attendance - one of a series of purpose-made low cost 'streetfighters' from RobotBirds (FreeAir) which can tow streamers for combat.

We may consider this if there is enough interest. Andy Bloxham came up with the idea. Please e-mail me or let me know if you might be up for this?



Its Subs Time Again.....

Yes its that time of year again, subs are due at the AGM or by the latest December 31st. The Club subs remain the same as last year, but the BMFA have put up their subs by £1 across the board.

Your membership renewal form is enclosed at the rear of this newsletter. Renewals will only be accepted with a **fully completed** application form.

Please reduce our Secretary's workload by paying on time.

Please also remember that lapsed membership is subject to a 50% excess and if you are not paid up, you are not entitled to fly, neither are you insured.

Rule ratification

The following temporary rule requires voting on at the AGM to make it permanent:-

Rule 9 f 4 iv will be added as follows:-

-
- iv The use of 2.4GHz is permitted, but all transmitters should display a black pennant. Members will still be required to display an official 2.4 GHz peg on the pegboard.
-

Also just a reminder to those of you using 2.4GHz that you are required to have an official 2.4GHz Club peg and this is to be placed on the left-hand side of the pegboard.

Pegs are available from the Secretary, priced £3-50p.

Competition Rules

I was going to include them with this newsletter, but space is running out, so they will be in the next newsletter along with dates. If you read the notes from the competition meeting, you will get the idea anyway.

The most significant change is the Electroslot and this should make it a lot more interesting. Whilst we are not running it entirely along the lines of the national version, the article in the December 2007 Q&EFI makes interesting reading.

This is now a competition that could be easily attempted by those of you who have not tried before. It is not difficult to fly especially now that the duration of the climb has been cut to 30 seconds. I was never comfortable personally with climbing until the model is a dot that you can barely see and I'm sure this applied to others.

I think the competition will favour the bigger models, however the power train will be limited to 400W maximum, so it will keep the equipment at an affordable level. If you read the article, you will see that many national competitors still use NiMH cells

and ironically, this could be an advantage as they are heavier. More weight means more permitted power.

Whilst all models will have the same power to weight ratio, clearly there is a certain amount of drag to overcome and this will not be as proportional as the power to weight ratio is.

Nonetheless, I expect it to be very interesting and it's a competition that any of you could enter. I'm sure any of the old hands will be pleased to help you with set-up, so why not give it a go?

EF Extra 300 58"

You will have seen my review on the small one, well now those nice people at ExtremeFlight have come up with a bigger one at 58" span for 5S Lipos or .63 to .82 four strokes. This retails at £159-95p for the airframe or £299-95p complete with the (electric) motor and speed controller.



This one is stunning quality, complete with instrument panel and pilot figure and well worth the price tag, believe me. When you open the box, the first thing you notice is that the wings are packed in their custom padded carrying bag (included in the kit price). Its getting rave reviews and I cant wait to get it together and fly it!



And Finally.....

As I said last time, my newsletters are a bit like buses, you get two come along together or you wait ages for one - this newsletter is one of the former for a change. It must be the lack of calm flying weather or dedication? One or the other.

SebArt Katana S30E Mini Review

by Mike Smart

- Span 49"
- Length 49"
- Flying Weight 42 - 44 oz
- Wing Area 565 sq in.
- Motor used - Hacker A30-14L Outrunner
- Prop used - APCe 14" x 7"
- Lipo used - FlightPower 2500mA 3S
- Servos used - two JR ES 375 (elevator/ rudder) and two Graupner C2081 (ailerons)
- ESC used - Hacker X-40 SB Pro 40A
- Receiver used - Futaba R606FS 2.4 GHz
- Kit price - £109-99p from Sussex Model Centre, amongst others.
- Combo price for kit, Hacker X-40 ESC & Hacker A30-14L motor - £199-99p



Intro

Like the EF Extra 300, this is a beautifully made model, the quality and finishing is excellent. It is one of the current breed of laser-cut balsa & lite-ply airframes, from the stable of Sebastiano Silvestri in Italy. It is a fully capable 3D aerobatic model and although light, it is more than capable of absorbing the flight loads. The wings are detachable and are supported by a large diameter carbon fibre tube joiner.

In the box

It comes fully covered and trimmed and the main components are fuselage, top deck (with canopy fitted and painted as you see right), two wings, tailplane, elevators, fin, rudder, pre-painted cowl, pre-bent and painted aluminium U/C & spats (painted white). There is a good fittings set, including wheels and spinner and a set of stickers. The canopy/deck is retained by a tab at the front and rare earth magnets (already fitted) at the rear.

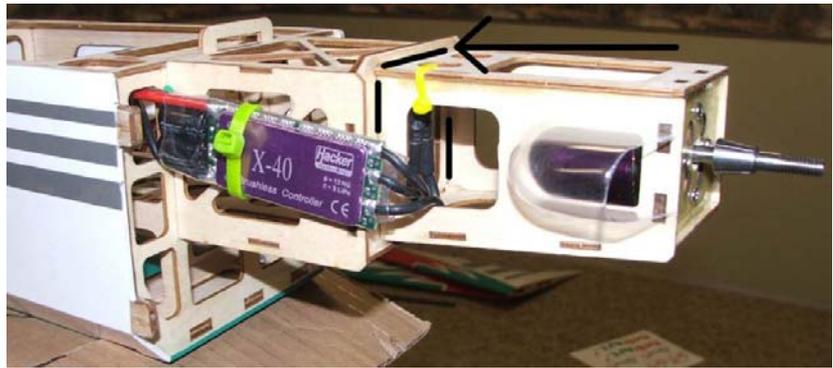


Assembly

Assembly is minimal and is undertaken using thin and medium cyano and is basically a couple of evenings work for the dedicated. Its essentially a case of fitting aileron servos, hinges, horns and linkages, gluing the elevators together, sliding through the fuselage gap, before fitting and gluing the tailplane in place. Fitting the fin, rudder and tail wheel assembly follows, the latter is a nicely engineered assembly with an alloy plate that screws to the fuselage. The elevator and rudder servos fit in the side of the fuselage at the rear and there is a pre-fitted air deflector at the rear of the canopy to direct the warmed air out of the bottom of the fuselage. As with most of these electric models, the main linkages are formed with rods which have a Z-bend at one end and use an EZ link at the servo end, but I reverted to metal quick links, threaded rod and ball joints. The wings plug on the side of the fuselage on the carbon tube joiner and are located by pre-fitted carbon pins which pass through pre-drilled holes in the fuselage sides. The wings are retained by nylon bolts which are fitted from inside the fuselage and screw through a tongue fitted to each wing root (see photo right).



The motor cage slots on the firewall, secured with cyano. As you will see from the photograph (right), clear plastic air scoops are fitted either side of the motor to direct cooling air. The air exits via a hole in the fuselage underside. The whole mount is made with side thrust built in. The cowl screws to projecting tabs forward of the firewall. The model is provided with a moulded lightweight spinner which runs without vibration.



The undercarriage is a nicely made unit from bent alloy and screws to the underside of the fuselage in a slot and is fixed with two bolts. This slot is shallow unlike the EF Extra 300 and hence doesn't look unsightly. The wheels and spats are fixed via a bolt axle, friction keeping the spats in their correct place. I prefer this set-up, because if you land in the rough, the spats simply rotate without damage (don't ask me how I know!).



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

Settings

I use around 20 to 40% expo on low rates and 60 to 80% on high rates, generally with the rudder at 10 to 20% on low and high respectively. I have to admit that I often chop and change these around as I get used to the model. I am running around 20 degrees deflection on aileron and elevator, 35 degrees on rudder, for low rates and more or less as much as I can get on high rates.

Flying

How does it fly, well, very nicely, it has a good presence in the air and it is very accurate. It will take off and land from our patch, but even when the patch has just been cut there is quite a lot of drag on the spats from the grass and you need to hold some up elevator initially to stop it nosing over. Landings are fine, but you need to keep a bit of power on and it stops very quickly, again because of the drag from the grass.

I am not a 3D expert, but I believe this to be a capable 3D model although I can't help feeling that the recommended power plant is a little 'soft'. It is not as snappy and lively as the EF Extra 300 and I know that some people are changing the motor to an A30-10XL.

It is not as easy to hover as a foamy and I have found that it is easier to do this on low rates or low exponential on the rudder. Knife edge is really nice and involves the use of moderate rudder, blenders and the resultant flat inverted spins are absolutely great although there is a fair amount of wing rock in an upright harrier.

Like the EF Extra, you can fly it fast or stooge around at high alpha, it is not difficult to fly on low rates, the stall is gentle and straight and anyone with aileron experience would be able to fly it.

At the time of writing, I have probably had less than a dozen flights on the model and have yet to get fully acquainted with it. I have to admit that I have had a few very near misses with terra firma and I have been flying my Flash to get a bit more up to speed with the riskier manoeuvres.

My favourite model to date is undoubtedly the Flash (I will report on this in the future), but this ranks alongside the EF Extra 300 in my view, a very nice model.

Likes - Good value, high quality ARTF, beautiful looks and great presence in the air.

Dislikes - Recommended power set-up and the supplied linkages.



CHAIRMAN'S CHAT

As the competition season closes the thing that stands out the most, is the falling numbers. This is a shame as they are friendly, fun, can help improve your flying skills and are not taken too seriously.

We have had the first glider competitions with the new Club winches, which means no more towing, thanks to the labours of Ivan, Terry, Percy and myself. Ivan made the foot pedals, Percy supplied bits and pieces and Terry and myself undertook the final assembly.

We have had no broken wings, the foot pedals make the winches very easy to use, so why not come and have a go?

The AULD is the most noticeable for dwindling numbers and it is a shame that the people that shouted loudest for the one-model format, still do not take part. I still have kits available at bargain prices, so why not give it a go. The competitions are flown in the evenings, so flight times do not exceed thirty minutes and you never know, you may enjoy it!

There has been talk of changing the battery to a Lipo as the NIMH packs are very inconsistent. I have been experimenting with a Flightpower EVO 20 1200mA 7.4V pack and this gives flights in the order of 40 to 50 minutes in dead air, so we would need to find a pack size that matches the NIMH's for duration, which I am still working on.

If introduced it would mean buying new speed controllers and for some, a charger. I would buy in bulk as before to save money. The KAN 1050 and GP 1100 would still be able to be used as the models using Lipo would still have to weigh a minimum of 550 gms. By the time you read this, we will have had a meeting to discuss the competitions in 2008, but it would be nice to know your views, even if you weren't able to attend.

Still on the attendance subject, the monthly Club meetings are suffering from the same problems—should we go to bi-monthly meetings?

I have also heard rumours that the Committee are not doing enough—I'm not sure what this means, but if there are problems that need sorting, please let me know so that I can deal with them.

Enjoy your flying,

Mick.

(Apologies to Mick, this was meant to go in the last newsletter, but with all the action going on with the patch, I mislaid it I'm afraid - Ed).

OPEN GLIDER COMPETITION 2007

With the first of the glider competitions relatively late in the season this was the first time for most at flying their glider for at least a year. Fortunately just enough would be competitors found their way to the field for us to run the event.

So without more ado we launch straight in with first slot of **round 1** which consisted of Mick Stiff with his Optima Pro. He was competing against Martin Mackintosh & Percy Proctor equipped with an Algebra. With slight lift available times were not dissimilar – Martin coming out the winner with 5m 8s, Mick on 4m 38s followed by Percy on 4m 1s. With no landing bonuses points awarded were 1000 pts, 903 pts and 782 respectively.

Slot 2 saw Phil Taylor, Ian Stiff and Peter Dunnett. Peter evidently was the only one to stumble into lift which gave him 5m 55s of flight time and miraculously a full landing bonus. Phil came in second with 2m 31s also the full landing bonus and Ian only recorded 25 seconds due to two duff launches.

Round 2.

Mick, Peter & Phil lined up for the first slot, again lift was very patchy and again Peter managed to launch somewhere near it resulting in a good time of 5m 48s. Mick was not far behind with 4m 49s and Phil managed 2m 42s but again landed a full bonus.

Slot 2. I cannot remember clearly just what happened in this round, it was either terminal sink or bad launches or even a combination of both but Percy recorded a time of 38 seconds, Ian of 45 seconds and Martin, who came out on top, with 2m 40s. Added to this Martin succeeded in landing a full bonus.

Round 3.

Martin again proved his mettle when he was matched against Peter & Phil, coming out a comfortable winner on 5m 21s, Phil on 3m 41s and yet another landing bonus which made him the only pilot to achieve this on the day. Peter's luck ran out this time as regards lift and he came in last on 2m 30s.

Slot 2. Again any lift this slot was conspicuous by its absence. Ian made another two bad launches (must work on that Ian) to record 5 seconds. Mick recorded 2m 36s but he was just pipped by Percy by 6 seconds to take the slot and added a full landing bonus to boot.

Despite the varied conditions and limited attendance it was still agreed that all had enjoyed the meeting. Our glider competitions always used to be the best attended and good natured affairs and are still great fun. There is nothing arduous about them even the towing has been supplanted by electric winches. It would be really great if we could see everyone who has a glider down at the field next season, as I still maintain they are the best competition whatever your ability.

Finally the result of the above was as follows: 1st Martin Mackintosh 3050 pts. 2nd Mick Stiff 2695 pts. 3rd Peter Dunnett 2517 pts. 4th Percy Proctor 2070 Pts. 5th Phil Taylor 1729 pts. 6th Ian Stiff 381 pts.

ELECTROSLOT 3 2007

Due to a recent illness, I write this report many months after the competition. I'm afraid therefore that my recollections of this competition are rather sketchy to say the least. The exact state of the weather is only coloured by the fact that I remember that there was lift about that day so I assume it was reasonably warm & sunny.

Only six competitors turned up which is a bit of a let down for the Electroslot. However, it was sufficient so after an initial hiccup with the laptop/CD (me) Mick Stiff flying his Highlight/Simply the Best cross, Terry Rowe with Pike and Peter Dunnett also with a Pike lined up for the 1st slot. Climb out was good for all 3 entrants with Terry & Mick the highest. Peter came down first with a time of 9m.26s, Terry next with 9m 31 plus a landing bonus and Mick maxed out on 10m and also added a full landing bonus.

Rd 1, Slot 2. Comprised Phil Alderman flying a Pike, Phil Taylor with his Swift and Alan Johnson his Organic. All seemed to start well enough until IC Phil hit 'anti lift' and returned a time of 5m 47s but benefited from a full L/B. Little Phil managed better to the tune of 8m 26s and 50 points L/B Whilst Alan maxed out plus L/B.

Round 2 Slot 1. Comprised of Mick and the two gliding Phil's (Sound like a circus Act). Both Mick and IC Phil flew out the 10 minutes with Phil adding a landing bonus. Philip A came in third with a time of 8m 50s.

Slot 2. Comprised of Terry, Alan & Peter who all benefited from good air to register the full 10 minutes but only Terry managed a LB.

Round 3 Slot 1. Alan again proved his consistency in this slot with another maximum and Mick just failing to keep up with 9m 37s and Peter back in third on 7m 46s.

Slot 2. The lift must have been well in by this time as Terry and the 2 Phil's all had no trouble in recording ten minutes and both Tel and IC Phil adding full landing bonuses.

Round 4 Slot 1. It was soon evident that the same lift was still around as Mick, IC Phil and Alan again produced maximums with Alan and Phil topping that with full landing bonuses.

Slot 2. With all that lift about something awful in the form of sink was bound to happen and it did no matter how high Terry or Peter could go on their failing power supplies could help them escape and they both landed within a few seconds of one another in 5m 37s. Little Phil on the hand developed some elevator trouble with his Pike very shortly after launch and managed to land back in the field, unfortunately not without damage, in a time of 26seconds.

Up to the last round all had gone well but in trying to stretch out my time in the last round to beat Terry I made the fatal mistake of slowing up too much on the down wing leg and stalled about ten feet off the ground. As it turned out damage was limited to buying a new fuselage which wasn't too bad.

The final scores were: 1st Terry Rowe 4152, 2nd Alan Johnson 4150, 3rd Mick Stiff 4062, 4th Phil Taylor 3775, 5th Peter Dunnett 3706, 6th Phil Alderman 2853.

DARYL HOOPER OPEN GLIDER LEAGUE COMPETITION 2007

	Name	Time (Minutes/Seconds)	Adjusted Score	Landing bonus	Score	
Round 1 Slot 1	Mick Stiff	2	29	558	0	558
	Percy Proctor	4	27	1000	0	1000
	Terry Rowe	2	07	476	50	526
Slot 2	Alan Johnson	5	10	861	50	911
	Roger Bellingham	6	00	1000	0	1000
	Ian Stiff	0	48	133	0	133
Slot 3	Martin McIntosh	2	05	947	50	997
	Phil Taylor	1	41	765	0	765
	Peter Dunnett	2	12	1000	0	1000
Round 2 Slot 1	Mick Stiff	1	46	515	0	515
	Alan Johnson	3	26	1000	50	1050
	Martin McIntosh	2	42	786	50	836
Slot 2	Percy Proctor	4	06	801	25	826
	Roger Bellingham	5	07	1000	0	1000
	Phil Taylor	3	20	651	0	651
Slot 3	Terry Rowe	2	38	520	0	520
	Ian Stiff	1	01	201	0	201
	Peter Dunnett	5	04	1000	50	1050
Round 3 Slot 1	Percy Proctor	4	54	1000	0	1000
	Ian Stiff	0	15	51	0	51
	Phil Taylor	3	06	633	0	633
Slot 2	Mick Stiff	3	14	932	0	932
	Roger Bellingham					Withdrawn
	Martin McIntosh	3	28	1000	0	1000
Slot 3	Terry Rowe	2	06	486	0	486
	Alan Johnson	3	38	842	0	842
	Peter Dunnett	4	19	1000	0	1000

I always make a point of scrutinising the results after the competition and on doing so it appears that in this case there was a computer error in Slot 2 of the final round. On reworking the scores it appears that Martin was not credited with winning the slot and Mick was given third place instead of second. So the results are not as they were announced at the end of the competition but should read as follows:

1st Peter Dunnett 3050 pts 2nd Martin McIntosh 2833 pts 3rd Percy Proctor 2826 pts 4th Alan Johnson 2793 pts 5th Phil Taylor 2049 pts 6th Mick Stiff 2005 pts. 7th Roger Bellingham 2000pts. (2 Rds) 8th Terry Rowe 1532 pts. 9th Ian Stiff 385 Pts.

Commiserations to Alan for dropping a place and Percy who was relegated to 3rd position. Many thanks to all those that chipped in with setting up and taking down of the lines.



Daryl Hooper Competition winner Peter Dunnett (above) and third place man Percy Proctor (right)



Precision Aerobatics Electric Shock Mini Review

by Mike Smart

- Span 30.7"
- Length 32.3"
- Flying Weight 14 oz
- Wing Area 326 sq in.
- Motor used - PA Thrust 10 Outrunner
- Prop used - APC 10" x 4.7" Slow Fly
- Lipo used - Hyperion 950mA 3S 26C
- Servos used - four Hitec HS-55
- ESC used - Jeti Advance 18A
- Receiver used - Futaba R606FS 2.4 GHz
- Kit price - £54-99p from Als Hobbies



Intro

Affectionately known by me as 'Ugly Betty', this is a well made model, however, I wouldn't say the quality is quite as good as the EF Extra and SebArt Katana previously reviewed. It is one of the current breed of laser-cut balsa & lite-ply airframes, from the stable of Precision Aerobatics in Australia and like most of their models there is a lot of carbon fibre used in the construction. It is a fully capable 3D aerobatic model, light and more than capable of absorbing the flight loads. As this is a profile model, the servos and receiver are housed in the wings, which are detachable and supported by a carbon fibre tube joiner. There were several small warps in the ailerons, rudder and elevators on my model and the instructions advise you that this is normal bearing in mind the change in humidity between continents. My feeling is that this is maybe a good excuse for the difficulty in covering such thin flying surfaces.

In the box

It comes fully covered and trimmed and the main components are fuselage, two wings, tailplane, elevators and rudder. The ailerons and elevators are already hinged and sealed. There is a good, if basic, fittings set but no undercarriage. (There is one available as an extra from PA, but to be honest, unless you have smooth tarmac to fly off, there is not much point in my view).

Assembly

Assembly is minimal and is undertaken using thin and medium cyano and is probably an evenings work for the dedicated.

Initial steps are fitting four servos in the wings, adding the plywood guide pieces to the fuselage sides for the carbon push-rods, gluing the tailplane in place and hinging the rudder. The motor is bolted to the cruciform mount, which in turn is screwed to the fuselage front. Carbon fibre horns are glued into their slots in the flying surfaces and the linkages are made up from carbon rod, pre-fitted with a Z-bend at one end; you have to bind the Z-bend to the other with Kevlar thread, cyano and seal it with heat shrink. This is slightly tricky as you have to make sure you have them the right length; there is no adjustment other than the trims on your transmitter. The ESC sits on Velcro on the side of the fuselage, as does the Lipo. The wings are bolted to the fuselage through pre-fitted tabs with nylon bolts and metal nuts.



Settings

I generally use around 20 to 40% expo on low rates and 60 to 80% on high rates, with the rudder at 10 to 20% on low and high respectively. I change these around as I get used to the model. I am running around 20 degrees deflection on aileron and elevator, 35 degrees on rudder, for low rates and more or less as much as I can get on all for high rates.

Flying

How does it fly?, well, this thing is a bit wild to be honest. The PA Thrust 10 motor is very powerful for its size and weight and one thing this model is not, is underpowered! Take off is a hand launch and to land, you just harrier it down in the long grass. This works fine and I have yet to break a prop. It is quite noisy; I have double-checked the balance on the prop, but I think that this is down to the 'drum-like' airframe and two-point fixing of the motor mount to the fuselage. I would recommend getting the Thrust 10 motor as opposed to an equivalent, most of the latter will only swing a 9" x 4.7" prop for the same weight. Unfortunately it is not available here, but I ordered it from PA in Australia and it was here within a week at an all-up cost of around £25.

I had to twist Chris Vaughan's arm to get him to fly it and give me a 3D expert's view; his verdict was "not as bad as I expected - 7 out of 10". It is fully 3D capable and I have grown to quite like it to be honest. I've had a few near misses, but it's still in one piece, one of its virtues being that it will fly quite happily in relatively windy weather. It can get very small, very quickly and the orientation is often difficult to be sure of with the colour scheme.

Unlike the EF Extra and SebArt Katana, I would not recommend this to just anyone with aileron experience. It is very responsive, it bites and I wouldn't suggest you try it unless you are an experienced pilot.

Again, at the time of writing, I have probably had less than a dozen flights on the model and have yet to get fully acquainted with it. I think that this is one of those that you either love or hate to be honest.

Likes - Good value and quality, will fly when some of my other models are grounded by the wind.

Dislikes - Motor mount and warps on the control surfaces (they are not that easy to get out).



PILOT	Power Duration	Electro 1	AULD 1	FUN FLY	AULD 2	Electro 2	AULD 2	Electro 3	AULD 3	Free Style	AULD 4	P/Hales Scale	Aero-batic	Electro 3	100" Glider	Open Glider	D/Hoop Open	Les Edwards	Electro 4	Total Score	Final Position
Robert Adkins										10										10	10th
Phil Alderman		4			8	10			3					3						28	9th
Roger Bellingham																	2			2	17th
Ian Stiff																3				3	14th
John Bourne					3		3		1											4	12th
Peter Dunnnett			3		6	1	6		2		6	3		4	10	6	10			51	6th
Richard Ginger		5										5								10	10th
Alan Johnson	6	6		3		8				6		6		8	6		5	8		62	5th
Martin McIntosh	4		5	4					4	8	10	8			3	10	8	5		69	3rd
Dave Pamington			2		2															4	12th
Bob Playle											3									3	14th
Percy Procter	3	3				2														29	8th
Terry Rowe	10		8	10	4	6	4		5	4	4			10	5	5	6	10		69	3rd
Mike Smart			6	8		3			8	4	5	4								38	7th
Mick Stiff	8	8	10	6	10	4	10		10	2	8	1		6	4	8	3	4		92	1st
Phil Taylor	5	10	4	5	5	5	5		6			10		5	8	4	4	3		74	2nd
Richard Verhoeven										3										3	14th
Chris Vaughan										5										5	11th
Mark Hopkinson										1										1	19th
Andy Bloxham												2								2	17th

CANCELLED

CANCELLED

Top Gun 2007

Please refer to the table on the left, sorry about its orientation, but its difficult to fit in any other way. Congrats go to Mick! And well done Phil!

100" Glider Comp Winners

1st Peter Dunnnett

2nd Phil Taylor

3rd Alan Johnson



MODEL WEIGHT			POWER @ 200 WATTS PER KILO	
Lb's approx	OUNCES	GRAMS	@ 90 WATTS PER POUND	
5.5	88.3 ozs	2.500 kg	=	500 WATTS
	86.5 ozs	2.450 kg	=	490 WATTS
	84.7 ozs	2.400 kg	=	480 WATTS
	83.0 ozs	2.350 kg	=	470 WATTS
	81.2 ozs	2.300 kg	=	460 WATTS
5 Lb	79.5 ozs	2.250 kg	=	450 WATTS
	77.7 ozs	2.200 kg	=	440 WATTS
	75.9 ozs	2.150 kg	=	430 WATTS
	74.0 ozs	2.100 kg	=	420 WATTS
4.5	72.4 ozs	2.050 kg	=	410 WATTS
	70.6 ozs	2.000 kg	=	400 WATTS
	68.8 ozs	1.950 kg	=	390 WATTS
	67.0 ozs	1.900 kg	=	380 WATTS
	65.3 ozs	1.850 kg	=	370 WATTS
4 Lb	63.5 ozs	1.800 kg	=	360 WATTS
	61.8 ozs	1.750 kg	=	350 WATTS
	60.0 ozs	1.700 kg	=	340 WATTS
	58.2 ozs	1.650 kg	=	330 WATTS
3.5	56.5 ozs	1.600 kg	=	320 WATTS
	54.7 ozs	1.550 kg	=	310 WATTS
	53.0 ozs	1.500 kg	=	300 WATTS
	51.2 ozs	1.450 kg	=	290 WATTS
	49.4 ozs	1.400 kg	=	280 WATTS
3 Lb	47.7 ozs	1.350 kg	=	270 WATTS
	45.9 ozs	1.300 kg	=	260 WATTS
	44.1 ozs	1.250 kg	=	250 WATTS
	42.4 ozs	1.200 kg	=	240 WATTS
2.5	40.6 ozs	1.150 kg	=	230 WATTS
	38.8 ozs	1.100 kg	=	220 WATTS
	37.1 ozs	1.050 kg	=	210 WATTS
	35.3 ozs	1.000 kg	=	200 WATTS
	33.5 ozs	0.950 kg	=	190 WATTS
2 Lb	32.0 ozs	0.900 kg	=	180 WATTS
	30.0 ozs	0.850 kg	=	170 WATTS
	28.2 ozs	0.800 kg	=	160 WATTS
	26.5 ozs	0.750 kg	=	150 WATTS
1.5	24.7 ozs	0.700 kg	=	140 WATTS
	22.9 ozs	0.650 kg	=	130 WATTS
	21.2 ozs	0.600 kg	=	120 WATTS
	19.5 ozs	0.550 kg	=	110 WATTS
	17.6 ozs	0.500 kg	=	100 WATTS
1 Lb	16.0 ozs	0.450 kg	=	90 WATTS
	14.0 ozs	0.400 kg	=	80 WATTS
	12.3 ozs	0.350 kg	=	70 WATTS
	10.5 ozs	0.300 kg	=	60 WATTS
0.5	8.8 ozs	0.250 kg	=	50 WATTS
	7.0 ozs	0.200 kg	=	40 WATTS
	5.3 ozs	0.150 kg	=	30 WATTS
	3.5 ozs	0.100 kg	=	20 WATTS
	1.7 ozs	0.050 kg	=	10 WATTS

TOO HEAVY

400 WATTS MAX

Silent Dream or similar

Pike or similar

Organic or similar

Highlight or similar

Orion E or similar

Clever if you can do it!

GUIDE TO MODEL WEIGHTS AND ALLOWABLE POWER (W) for the Electroslot 2008 competitions

You can have any model weight you like, but after 2Kg, you will only be allowed 400W maximum. No doubt people will be experimenting, but its looking as though the larger models will have the advantage.

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Les Edwards 100" Glider Comp - 1st Percy Proctor, 2nd Alan Johnson & 3rd Terry Rowe

CLUB DIARY

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

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