

The Folly Flyer

The Newsletter of Aylesbury & District Model Flying Club

Volume 15 Issue 6

www.admfc.co.uk

Christmas 2007



Martin, Terry & Phil
ponder over Al's FW 190

Robert Adkins'
Yak in it's
natural element



Brick Dubourg's Majestic in clear
blue sky



Tony Kenyon's
DB Mascot off
on another
training sortie



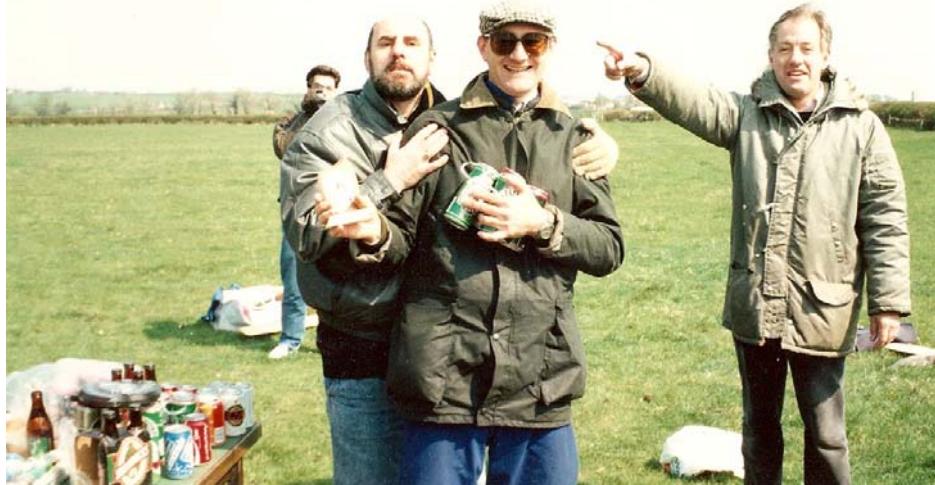
Ian Tunstall's Turbo Porter in blue
November skies



David Pamington's Twinstar in
aggressive pose



GOLDEN OLDIES



Left to Right - Martin Butler (previous Chairman), John Minchell and a very youthful looking Bob Playle. (Mark Pethers in the background I think)



Left to Right - Young Terry Rowe, Peter Dunnett and me (I think) in the background. Love the shades!



Unidentified launcher of Bob Playle's power duration model.

CONTACTS

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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**

5 January	Bob Playle (01442 825693)	6 January	Robert Adkins (07792 511887)
12 January	Mike Smart (658142)	13 January	Andy Bloxham (487104)
19 January	Richard Ginger (688030)	20 January	Peter Dunnett (334708)
26 January	Paul Thorne (613870)	27 January	Mick Stiff (415997)
2 February	Bob Playle	3 February	Robert Adkins
9 February	Mike Smart	10 February	Andy Bloxham
16 February	Richard Ginger	17 February	Peter Dunnett
23 February	Paul Thorne	24 February	Mick Stiff
1 March	Bob Playle	2 March	Robert Adkins
8 March	Mike Smart	9 March	Andy Bloxham
15 March	Richard Ginger	16 March	Peter Dunnett
22 March	Paul Thorne	23 March	Mick Stiff
29 March	Andy Bloxham	30 March	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

I'm sure you will all join me

in wishing Graham Voss well in his retirement. He is moving to Chesterfield and hence will be leaving the Club at the end of the year. Good luck Graham.

Competition Rules & Calendar

Apologies, but time does not permit me to sort these in time to include them with this newsletter. I will publish them in the New Year when finalised.

AGM

For those that missed the AGM, in brief, there was a turnout of 35 members, the current committee were reinstated and the Club Subs for 2008 were approved as remaining the same as 2007.

The following temporary rule was ratified - please cut it out and add to your rule book.

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.
-

Just a reminder that Club Subs are now due and if unpaid by 31st December 2007, your membership and insurance expires.

I know you will all join me

in congratulating Roger Bellingham on being awarded an Honorary Membership Certificate by the BMFA, which he was proudly displaying at the AGM.

Well done Roger, richly deserved, they obviously didn't take any notice of what I told them about you! (only joking Roger) Well Done.

Competitions 2008

Whilst we have had a competition meeting to map out the events for 2008, I can't help thinking that there is nothing really new here and we need to go further if we are going to attract prospective new entrants.

The 200W/Kg Electroslot rules are interesting to myself and no doubt, others who already participate. I think this is a promising development, but unless we are careful, we may make this competition even more technically confusing for the potential newcomer and put them off altogether.

It will now be legal to use three different batteries

for the AULD. I am pleased in one way personally because I can use Lipos, but on the other hand we are losing the original concept, which was to use one model, prop, motor & battery, so that everyone 'flew on a level playing field.' Many people already consider that this competition is won on the work-bench by the more technically minded, so I think we need to think about what can we do to allay their fears and encourage them to return? I don't share the former view, I believe that it is won by careful power management and good flying, but of course there are no thermals in the evenings to allow a different approach to winning it.

Top Gun was a great idea by Martin McIntosh and in principle it should encourage people to take part in more competitions. In practice however, if you look at the fact that we have 11 glider/electric glider comps, 1 power duration comp and only 3 non-glider comps, if you don't fly gliders/electric gliders, you can't win it. Would it not be fairer to allow only points gained in the Glider, AULD & Electroslot **leagues** to count for Top Gun?

Then we have the Power Duration & Spot Landing comp - a 'stealth' Electroslot. This was originally conceived as being a simple competition that could be entered by anyone and indeed anything but powered gliders used to be the order of the day. Why not return it to its original concept, ban powered gliders and stipulate that models must have at least a two-wheeled undercarriage and rise off the ground with this to start the flight? (We can still have a balloon bursting comp in the evening).

Perhaps you might all give this subject a little more thought and let me have your views on how we can attract more attendance of competitions?

Boxing Day + 1 Comp

We will be having the usual festive fun on the 27th December at Folly Farm. If enough want to do it, we'll have a spot landing comp, otherwise it will be flying for fun.

Mick has suggested that some of you might want to bring your AULD models to fly against his lipo powered one, so that he can gauge if he has a comparable sized battery.

And Finally.....

My best wishes for a Happy Christmas and a prosperous New Year. I am pleased to be your newsletter editor for another year and as always, I would welcome articles, letters, reviews etc. for publication. My thanks go to Paul Yorke for continuing to provide me with colour covers.

My thanks also go to all those that helped with the new patch, in particular Alan Johnson, Chris Reeves and Bob Playle who also 'dipped their hands in their pockets' to help finance it.

RC Factory Flash Mini Review

by Mike Smart

- Span 1000mm
- Length 1000mm
- Flying Weight 16 - 17 oz
- Motor used - Hacker A20-22L Outrunner
- Prop used - APC Slow Fly 10" x 4.7"
- Lipo used - Hyperion 950mA 3S 25C & Flightpower 1200mA 3S 20C
- Servos used - Four JP Naro
- ESC used - Castle Creations Phoenix 25A
- Receiver used - Futaba R606FS 2.4 GHz
- Kit price - € 99 inc. post direct from the RC Factory in Czechoslovakia.



Intro

If you have reasonable flying experience and are looking for a model to learn 3D, look no further, this is it! Designed by David Kyjovsky, the man who designed the Sniper, (amongst others) this is significantly better. For a change, this is a kit, made entirely from pre-printed and coloured EPP and the quality and fit is very good. It is a fully capable one-piece 3D aerobatic model, which is light and strong and will generally survive those inevitable accidents in practice.



In the box

In the box are a pair of aerofoil sectioned wings (aileron attached), tailplane (elevators attached), fuselage (top & side profile), rudder, canopy, spats, carbon fibre U/C, carbon fibre flat reinforcement (0.5 x 3mm), wheels and fittings. The fittings set is very good quality and includes all linkages. The horns etc. are made from epoxy board. The ailerons and elevators are already 'hinged', the hinge being part of the EPP that the wing and tailplane are made from. The instructions are relatively good, although there are a few bits here and there that make you think for a while!

Assembly

Assembly is undertaken using thin (ordinary) cyano (don't use foam safe). The first task is to glue the carbon fibre stiffeners in the sides of the horizontal black EPP fuselage profile. Slots are already cut and you simply push the flats into the slots and run cyano along the slot. Next the wings (inverted) are glued to the horizontal black EPP part of the fuselage. They are simply butt-jointed with it and are located by a small protruding triangle on the wing in a matching notch in the fuselage. Care is needed to make sure everything is flat and both wings have the same zero incidence. The next step is to cut a 3mm deep slot with a knife down the length of the wing through the previously mentioned locating tab. This is for the flat carbon spar and again this is simply pushed in the slot and glued (liberally) in place. The assembly is turned over and the operation repeated for the top spar. (I also elected to install two short spars about 200mm long and 50mm in front of the main spar based on advice given in RC Groups)

The assembly is turned over inverted again, the tailplane is located in the seat cut in the fuselage and glued in place. The two halves of the vertical fuselage piece are separated and the lower half glued in place using its tabs to locate in the slots in the black fuselage piece, ensuring all is straight and vertical. The assembly is turned over and the upper half of the vertical fuselage is fixed in the same way, finally adding the separate black canopy piece. The U/C fixing plate is glued in place and the carbon U/C threaded through the slot and screwed to the former. The rudder is hinged with the provided hinges and all the horns are fixed in place with cyano.

Holes are cut for the servos in the wings and fuselage, the servos are wrapped in masking tape and glued in place with cyano. Linkages are completed, rods for the ailerons and 'pull-pull' kevlar thread for the elevator and rudder.

The motor mount is meant to be glued to the front of the fuselage after the motor has been screwed to it, however, I chose to glue short pieces of dowel in the fuselage and screw the mount in place so I can remove the motor if needed. (This proved to be wise as one day the complete shaft with propeller attached, exited when I was hovering!) Basically all that is left to do is to fit the wheels and spats as instructed. Don't leave the spats off as a) they look nice, b) they will rotate without damage in a rough landing and c) they help to add to the side area along with the flat carbon U/C. Whilst the instructions recommended cutting slots in the fuselage to accommodate the Lipo, ESC & receiver, I chose to fit them on the side with Velcro.

Settings

As with my other models, 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. Again, 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? - Superbly, this is the best foamie I have ever flown! As you may have guessed, take-off's and landings are a 'no-no' from our patch, the U/C is too flexible for anything except tarmac, but a hand launch and a harrier landing in the field are absolutely fine - I have yet to break a prop!

This is a very capable 3D model and I think my chosen power plant is just about perfect for it. You could fly knife edge all day, it just loves it, in fact I have been practising and trying to fly out the whole battery knife edge to sharpen up and develop my automatic reactions in this attitude. Knife edge loops and knife edge harriers are a doddle!



It performs a near perfect blender and comes to a complete stop as you transition into an inverted harrier (without snapping). There is a fair bit of wing rock in the upright harrier and elevator, but this all but disappears in the inverted versions (I can't remember the exact technicalities, but it's common and something to do with airflow over the tail). Hovering is relatively easy and perfectly vertical on a calm day, the set-up I am using has bags of power to punch out of the hover (about 220W - in excess of 200W/lb).

I rate this as my favourite model to date!



I have had a few 'arrivals', without damage fortunately, but I am finding that this model is just doing wonders for my confidence. If you are looking for a 3D trainer, I cannot recommend it highly enough.

Likes - Stiff and accurate for a foamie, good quality and great performance.

Dislikes - Flexible undercarriage.

(Photos - partially taken and flown by Chris Vaughan)

READERS LETTERS

CLIMATE CHANGE – OR THE EMPEROR'S OLD CLOTHES?

Lynn and I returned from our late season Norfolk Broads cruise and eventually got round to picking up the normal pile of emails. When I read the pre-AGM Newsletter, complete with the proposed 2008 competition changes, I could hardly believe my eyes.

It is no secret that I voted for no competitions in 2008 and I totally share Mike Smart's views which he bravely added in his role as Editor. I am well known for my no nonsense approach and occasional lack of diplomacy; however, it beggars belief that no one has taken the slightest notice of the wisdom of one of our longest standing members.

There has been a single and apparently calculated failure to address the simple issue HOW DO WE ATTRACT MORE ENTRIES? I fought long and hard to resurrect the AULD into a single model / level playing field event when this had become the interest of less than half a dozen members with ever more "high end" models. I know – I was one of them! Furthermore, in an effort to stimulate an all purpose, easy comp, the Balloon Bursting event came on the scene with an encouraging turnout.

What we have now done shows no imagination and will probably further marginalise people who have participated in previous years. We need NEW ideas properly thought out. The current proposals are, at best, misguided and at worst, a sad piece of self indulgence by a dwindling band of ostriches who should know better. Please prove Mike and myself wrong!

RG

PS Lynn has bought a new Turkey baster this year. Could be a really useful addition to my flight box!
Merry Christmas.

Mike,

AGM

I would like to reiterate my opposition to having to hang a black pennant from a 2.4GHz Transmitter. The lack of a suitable antenna means that it would need to be attached to the carrying handle and would flap around your hands and controls during use, causing a very dangerous situation. Since we can only be on one of two bands, the lack of a long antenna and your peg on the board would surely be a reasonable indication of the band in use. As usual the BMFA have not thought this one through and it was no doubt conceived by a C/L or FF member.

Prize giving. I was rather disappointed that the years` trophies were just dished out in bulk; it made them seem like not worth having. There is plenty of time at the AGM to do justice to the people who won them by announcing the results of each event in turn.

Martin McIntosh.

SUGGESTIONS FOR 2008

1. Club open GALA day. BBQ. Everyone plus partners welcome. Rent a TOILET. Fun comps – chuck glider; Blindfolded Buddy Box duration; have a go on a Buddy Box; demo flying by our top pilots; static Model Display {see 2-4 below}.
2. Balloon bursting. Re-introduce. Teams?
3. Skittles. Model has long string with tennis ball attached. Soft link incorporated. Flies over patch swinging ball at skittles or large cardboard targets. Teams again?
4. Duration / Distance Challenge.
Model flies under power for 30 seconds exactly. Glides or flies power off for exactly one minute. Must land exactly on 1½ minutes. Tries to land on spot. Points ADDED for each second over or under 1½ minutes and each 1 foot away from spot up to 25 yards, then additional penalty points. Model must not crash – 2 rounds! Teams again?

RG

Cross-Channel Chat

As if changing houses isn't complicated and stressful enough, changing countries and languages as well at the same time, moves the whole process a couple of notches further up the scale of human folly. So what's the point of subjecting yourself to this punishment? I hear you ask.

Well, like a couple of hundred thousand other English people, I have, over the years, fallen under the spell of the French way of life.

The short term inconveniences to be suffered, will, before long disappear, leaving me to concentrate on the things that really matter, like model aircraft !

France is divided up into 'Departements' in the way that England is divided up into counties. We are in the Haute-Savoie departement which is close to Switzerland.

In the front of our house, there is a view of a large lake. Known in England as Lake Geneva, it is called Lac Léman by the French, and its northern shore is Switzerland, while most of its southern shore is in France. This volume of water eventually becomes the river Rhone at Geneva, on the west end of the lake.

Travelling south west from the lake you come across the town of Annecy (pronounced Annsee not Annersee). One of the largest model shops in the region is here, and I went along to find out about clubs. The shop proprietor turned out to be the president of Annecy model flying club and he suggested I look at their website <http://annecy.air.model.free.fr/>. I suggest you check it out too, if you have a moment because the scenery is stunning and so are the models!

At the same time, other enquiries were beginning to bear fruit, and a town much closer to me, called Thonon-les-bains appeared to have a club and so I went to investigate.

It lies in Thonon's industrial zone and as I got closer, my heart began to sink because the signs were directing me towards the local rubbish tip! Finally I arrived at a derelict looking quarry and saw a sign saying 'Club de Modelisme', so I drove gingerly over a sandy track skirting some rusty tin sheds.

It was the sort of landscape much loved by directors of 'The Sweeney', where the villains driving old S-type Jags, would be chased by Jack Reagan's Ford Granada, until axle-deep in yellow mud, the villains would call it a day, or try legging it! I turned a corner and there before me was an immaculate tarmac runway! I got talking to a local, and he explained that the club had financed and constructed the runway and generally it was a good flying site. I pointed out the Evian bottling plant opposite and he admitted that some models had ended up there, and a partly hidden river had also claimed a few models! At this point I started to feel very homesick for the Folly Farm site.

A few days later, my mother-in-law saw a local news article about model flying, on a site just a few kilometres from where I live. A swift phone call later, I was talking to Michel Tournier the club president, and we arranged to meet at the 'Terrain'.

First impressions were of a big wide open field, without trees and power lines, a mown strip, and less than 5 miles from my front door! Several youngsters were being taught to fly their trainers by Michel who seemed to be most definitely in charge of everything, and everywhere at once!

He later explained to me, at his lovely lakeside residence, that the whole operation is controlled by the local MJC, which offers youngsters all kinds of training in everything from skiing to model aircraft flying. Wednesdays and Saturday afternoons are reserved for them, and the rest of the time, the adults can fly, (electric only on Sundays).

Michel's house is an Aladdin's cave of models and his 'garage' has a large number of them suspended from the ceiling, with no evidence of cars ever having had to share the same space! The majority are of plan or kit origin and he showed me his electric 'Fly Baby', which later, I saw fly most impressively. It has a span of 2.2metres and weighs 5.6 Kg gross including 2x12cell NiMH batteries, giving it about 10 minutes of completely aerobatic flight! To aid cooling, he has incorporated a plastic lavatory freshener box into the cowling!! (See photo right).

He told me that he loves I.C. powered models especially 4-strokes, but when the temperature is minus 4 or 5 Celsius, electric switch-on-and-go, has a certain appeal!





Michel and all neighbouring lakeside dwellers enjoy the local nickname of 'Pieds dans l'eau' which means living with 'feet in the water'. He is 65 and escaped the forces of Ho Chi Minh at the age of 12, during the catastrophic Dien Bien Phu French colonial military campaign in 1954. His father was French and mother Vietnamese. In his company, one is constantly aware of his enthusiasm and boundless energy. In his role of flying instructor, his reputation is such that upon the mention of his name, while buying glow fuel in Annemasse, the shopkeeper immediately gave me a 30% discount!!

The one big drawback with France from a modelling perspective, is that it's the only country in Europe that doesn't fly on 35Mhz. Instead, it uses the 41Mhz band with a mere 10 frequencies reserved solely for aircraft, and 72 MHz, for all models.

There is a whisper of 35Mhz being allowed sometime in the future, but for the time being, I have splashed out on a modular JR transmitter which can take all frequencies, including 2.4GigHz, i.e. The Future!

Jonathan Cooke



CLASSIFIEDS

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Just to remind you all what it was like when it was sunny & warm - nice shorts guys!

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 27th 10.30am Folly Farm - **BOXING DAY + 1 Meeting** - Join us for nibbles, tipples and festive fun.

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'.