

The Folly Flyer

The Newsletter of Aylesbury & District Model Flying Club

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June 2007



Electroslot 1 - Phil Taylor - 1st, Mick Stiff - 2nd & Alan Johnson - 3rd.



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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**

7 April	Richard Ginger (688030)	8 April	Mick Stiff (415997)
14 April	Paul Thorne (613870)	15 April	NO TRAINING
21 April	Bob Playle (01442 825693)	22 April	Robert Adkins (07792 511887)
28 April	Mike Smart (658142)	29 April	NO TRAINING
5 May	Bob Playle	6 May	Peter Dunnett (334708)
12 May	Paul Thorne	13 May	Mick Stiff
19 May	Robert Adkins	20 May	NO TRAINING
26 May	Mike Smart	27 May	Peter Dunnett
2 June	Richard Ginger	3 June	NO TRAINING
9 June	Paul Thorne	10 June	Robert Adkins
16 June	Mike Smart	17 June	NO TRAINING
23 June	Richard Ginger	24 June	Mick Stiff
30 June	Bob Playle	1 July	Peter Dunnett

THE NEWSLETTER

The newsletter is produced by Mike Smart, 85-87, Quainton Road, Waddesdon. Aylesbury. Bucks. HP18 0LP.

The Club Newsletter is a forum for all members and material for publication is invited, however the Committee do not necessarily subscribe to views expressed by contributors.

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EDITORIAL

Best wishes go to Ivan Bartlett, who as many of you will know, has had a spell in hospital. Nice to see you at the May Club Night Ivan and I'm sure everybody joins me in wishing you a full recovery.

Thanks go to Brian and Christopher Vaughan for their presentation of Corfu Revisited at the May meeting. It was very professionally put together and informative, thanks guys, its just a shame that more members didn't turn up to see it!

The Patch

A bit of an update for you, we now have our Landlord's permission to create a new patch the same size as the current one and adjoining it on the far long side.

This will make the patch just about centre of the field from front to back.

In this way the original patch will remain in use until the new one is ready. If there are any problems with the new one, the original one will still be there and your flying will be totally uninterrupted.

Work may start as soon as the grass crop is taken, but I will keep you informed of developments. We will need your help for stone-picking duties and this may well take place over several weeks.

If you are able to help with stone-picking, please would you give me a ring or send me an e-mail, so that I know who to notify when the time comes. We may well do this in the evening to avoid interfering with flying.

2.4GHz R/C

Our peg maker has now been given the details of the 2.4GHz pegs and they are available from our Secretary at £3-50p each. You must display a black pennant on your transmitter and put your 2.4GHz peg on the left-hand side of the peg board. **You may not fly 2.4GHz without displaying the official club peg on the board.**

Sample shown below:-



Futaba 2.4GHz

The Futaba 6EX 2.4GHz R/C set should be available in the UK in the next month or so. This comprises a transmitter, receiver, switch harness, transmitter nicad and charger and should be around £150.

It has six model memories, digital trims and the normal programming functions for helis or aerobatic fixed wing. It is an entry level set and is a bit 'plastic', but a fairly capable set for the money.



The best bit is the receiver, at only 10 gms weight, this is a full range receiver for Parkflyers or Giant Scale. Unlike the Spektrum, you do not need a satellite receiver!



I managed to get one of these sets from EBay in the USA and have been using it for a couple of months. It is absolutely great, no more glitching with electric models, no more crystal checking, no more waiting for frequencies!

If you are thinking of going 2.4GHz, I would wait for the Futaba sets to arrive, rather than buy a Spektrum. Futaba will also be introducing modules to go in the back of 35MHz sets, so you can convert your FF9, they will also be introducing a high end 2048 resolution 2.4 GHz set.

Balancing Lipos

You should really balance your Lipos to ensure peak performance and longevity, however no doubt some of you are frustrated like me, by the fact that manufacturers all seem to use different balancing plugs!

Having bought Flightpower balancers for my current packs, they have now changed the plug on the 25C packs and I need one of their V Balancers! My general experience so far is that the smaller packs don't seem to go out of balance, but you never know. My 2150mA Flightpower packs need balancing mostly every charge.

Having bought a PolyPro pack to try recently, I purchased one of the Tornado charge balancers from Overlander for £15-99p, which has the same plugs.



Imagine my delight, having also bought a couple of Hyperion Lite Storm 25C 950mA packs, to find out they also share the same plugs!

Hyperion Sniper

Whilst the Blade is a great model for learning 3D, it is rather flexible and struggles with a little wind. Enter the Sniper (£42-95p from Robotbirds), a larger 1 metre span foamy with aerofoil sectioned EPP wings and a very stiff EPP fuselage. It has Depron tailplane and elevators and removable U/C. Unfortunately, it comes with the ubiquitous aluminium rod for reinforcing the wings and fuselage, but this is easily replaced with 1.5mm carbon rod. This is a great model and is accurate enough to fly basic pattern - highly recommended!



New SebArt Katana S30e

These ARTF electric models just keep getting better and better! Enter the SebArt Katana, 49.2" span, wing area 566 sq in, weight 2.20 lb, prop: 13x6.5 to 14x7 E series.



This is stunningly well thought-out and constructed, the quality is superb and it is an extremely capable 3D/pattern model. There is even a set of wing bags available for it. I am planning a Hacker A30-14L with 2150 to 2500 3 cell lipos, so I will report in due course.

NiCd, NiMH & LiPo

I don't know about you but having had to use my NiMH pack for the AULD, it makes you realise, despite the bad publicity, how good LiPoly cells are. The AULD KAN 1050 packs from the year before were very disappointing, take more than 8A out of them and they were finished. The GP1100's cycled at 1100mA last year, this year 950mA and I have never taken more than 8A out of them! The GP1300 8 cell pack gave up after two climbs in the Electroslot - What is going on?

Now then, Lipos at 1100mA, you can take 22A out of them and they keep coming back for more! Charge them and check them two months later and there is negligible voltage loss, they trip out on the charger after a minute or two!

I'm not sure off-hand whether the Rondo speed controller is Lipo compatible, but a reasonable 2S 1050 or 1200 Lipo is around the same price as a 7 cell GP1100/1300 - maybe its time for a battery change in the comps?

And Finally.....

Where is everyone? Not only is attendance of club meetings, training and competitions down, but I have been at the field on glorious hot sunny days with perfect flying conditions and it has ranged from being by myself to having the company of two or three people - amazing. I'm not complaining, more space for those that are there, but its definitely odd!

CHAIRMAN'S CHAT

THE PATCH - As you will have read, the new patch is back on track and we have agreed proposals with our Landlord that should not inconvenience you in any way. There is no financial implication to the Club and I hope that talk of an EGM to discuss it will now fall by the wayside.

As Mike has pointed out, we will be looking for volunteers to pick stones from the new location and I hope I can rely on lots of you to support this.

Talking of the patch, if you find that the grass is getting a bit long midweek, you can always ring me and I will do a second cut.

AULD - These don't have to be used in the AULD, but if any of you are interested, we have brand new 7 cell packs of GP1100 cells on offer at £11-50p while stocks last. We also have Orion E kits at £23-50p, which is an absolute bargain for an electric glider kit.

Whilst we are on the subject of the AULD, I have to say that I am very disappointed that those members that were so vocal in changing this competition to its present form have been regularly notably absent in taking part, this year and last year. The first two competitions this year have had just seven entries - around 25% or less of those that had undertaken to take part.

Mick

Power Duration & Spot Landing Competition 2007

With bright blue sunny skies and virtually no wind the weather was almost perfect for the first competition of the year. It was therefore surprising that there were only six entrants for what is possibly one of the simplest and undemanding events in the comp calendar.

First to launch into the bright blue yonder was Alan the Organic and I soon lost sight of it as I counted down his power time. All was going well until a chance remark on the fact he was losing height led to the realisation by Alan that he should be aiming at a 10 minute flight rather 6 which he mistakenly attributed to this comp. After a few mild expletives he managed to eke the glide out to 8 min 26 secs and no landing bonus. In an effort to reduce the time taken to run this competition the next flight was begun half way through the first slot time thus overlapping each subsequent flight. Martin was the next competitor flying a hybrid called AA, incidentally the only plane this year sporting an IC engine. His power flight of 30 seconds produced an overall duration of 7 minutes 25secs but with a good landing bonus of 180 points. Third up was Terry the Pike securing a max 10 minutes and also a good landing bonus of 160 points. Next to go was Phil the Swift with a time of 6m 37s and an equal highest landing bonus of 180. 5th in line was Percy with a Highlight. The highlight of Percy's flight was to discover he hadn't charged the battery properly and it descended from not too great a height after 89 seconds and no landing bonus. Last in the first round was Mick also with a Highlight with batteries properly charged thus securing the max 10 minute duration and a landing bonus of 80 points.

Round 2 began with Martin as Alan's batteries hadn't finished charging. Martin didn't gain as much height on this round and recorded a time of 6m 15s and no landing bonus. Next I believe was Alan who made up for his first round oversight and produce a max 10m flight and a respectable 100 point landing bonus. Terry seemed to gain sufficient height on his second flight but insisted on taking a detour around a few trees. This at least gave him the max duration but left him a few yards short of the patch giving him a zero score for landing.

Fourth to fly was Phil who I think lost orientation a few times on the launch and consequently came in with a slightly shorter time than his first flight with 5m 45s although still racked up a useful 80 points on the landing. Percy, having charged the batteries, managed a much better time of 4m 2s and a very good 160 points on the landing.

Last to fly with all to play for was Mick who, whether he knew it or not, was in a position to snatch victory on his last flight if all went well. He managed the first part with a max 10 minutes and as he approached his landing all you could hear on the patch was Terry biting his fingernails. Mick arrived safely in the vicinity of the scoring area but would it be enough? Well the scores over the page reveal the final outcome.

	Round 1			Round 2				
Competitor	Flight score	Landing Bonus	Sub total	Flight Score	Landing Bonus	Sub Total	Total	Position
Alan Johnson	506	0	506	600	100	700	1206	3
Martin Mackintosh	445	180	625	375	0	375	1000	5
Terry Rowe	600	160	760	600	0	600	1360	1
Phil Taylor	397	180	577	345	80	425	1002	4
Percy Proctor	89	0	89	242	160	402	491	6
Mick Stiff	600	80	680	600	60	660	1340	2

As you can see Terry won but it all came down to the landing with only 20 points in it (or 2 metres). Well done Terry and commiserations to Mick.

Thanks to the many timers who helped the competition was finished by 12.10pm which allowed those flyers who wished to still see most of the Grand Prix!

Peter Dunnett

Temporary Competition Secretary.

ADMFC 2007 Electroslot 1

The skies were overcast but dry with light to moderate winds. Not the best conditions for this event but quite flyable.

With an unexpectedly low turnout for this event of only six competitors we eventually started the comp about 10.45am, after we had managed to sort out how to supply electricity to the laptop without flattening my battery. (We never had this problem with a pen, paper and a calculator) First off in Round 1, slot 1 were Mick Stiff, Percy Proctor and Richard Ginger. The flyers soon found out where cloud base was, which effectively limited every one to the same height in their initial climb out. The rest was down to gliding ability and luck. Richard came out with the longest flight reaching 7m 29s. Percy had a good flight of 6m 29s and 50 points max landing bonus and Mick 6m 4s also with max landing bonus.

Slot 2 Featured Phil Alderman (Pike), Alan Johnson (Organic) and Phil Taylor (Swift) times were very competitive between the second and third places with only 1 second separating them, however Phil (IC) came out the winner with 7m02s.

Rd 2 Slot 1.

Mick was flying against Phil and Phil in this slot and although one Phil won the slot with the 1000points and the other Phil came second with 994 points, Mick accumulated more points overall as he landed a max landing bonus giving him the score for that slot of 1037points. Clear as mud!

Rd 2. Slot 2

Saw Percy, Richard and Alan battling it out although it would have been more of a battle if Percy had charged his battery. Richard faired the best for duration with a time of 6m 45s followed shortly by Alan on 6m 22s although he bettered Richard with a landing bonus of 50 points.

Rd 3, Slot 1

At the halfway stage it is interesting that no one had registered a maximum time of 10 minutes, something we have come to expect these days. This however was to change in this slot with Mick finding lots of lift to notch up the first max, Alan was hampered by the low cloud and hence unable to reach his usual height. His time 8m 02s plus a max landing bonus. This left Richard trailing behind with a relatively short duration of 5m 47s.

Rd 3 Slot 2

In this slot, much to Phil Taylor's delight he was the first person in the comp to max out including the landing bonus. This left Phil Alderman and Percy floundering on 5m 58s and 4m 34s respectively. Although little Phil did manage 50 points on the landing.

Rd 4 Slot 1

In the past few seasons Alan has held sway in this competition and generally speaking has not

had too much trouble knocking out the opposition. With the height of the climb out limited by low cloud his main advantage was diminished so he had to find another way gain the upper hand. This he discovered when he clobbered Richard with his Organic whilst preparing to launch. Richard went down for the count but all ended well as there appeared to be no damage to the glider and Richard did get up eventually. This manoeuvre seemed to work for Alan (Although definitely not condoned) as he recorded 6m 42s and a 25 point bonus although he was hotly followed by Phil Taylor 6m 19s and Mick on 6m 15s.

Rd 4 slot 2

Consisted of Percy, Richard and Phillip. Percy had just enough battery left to get him up although he needed every second of his 60 second launch to give him a flight time of 3m 57s although he did have the satisfaction of gaining 50 points on the landing. Meanwhile his two fellow competitors were battling it out. Richard recorded a creditable 9m 22s but Phillip just pipped him with a time of 9m 27s.

With all the scores gathered in the competition finished at 12.10pm which must be a record for this competition albeit with only 6 competitors.

1st Phil Taylor 3993 points. 2nd Mick Stiff 3831 points. 3rd Alan Johnson 3769 points. 4th Richard Ginger 3566 points. 5th Phil Alderman 3541points. 6th Percy Proctor 2319 points.

The results in more detail are as follows:

	Name	Time	Score	Landing	Total
Rd 1 / S1	Mick Stiff	6.04	811	50	861
	Percy Proctor	9.19	844	50	894
	Richard Ginger	7.29	1000	-	1000
Rd 1 / S2	Phil Alderman	6.20	900	-	900
	Alan Johnson	6.19	898	-	898
	Phil Taylor	7.02	1000	-	1000
Rd 2 / S1	Mick Stiff	5.09	987	50	1037
	Phil Alderman	5.11	994	-	994
	Phil Taylor	5.13	1000	-	1000
Rd 2 / S2	Percy Proctor	3.23	501	-	501
	Richard Ginger	6.45	1000	-	1000
	Alan Johnson	6.22	943	50	993
Rd 3 / S1	Mick Stiff	10.00	1000	-	1000
	Richard Ginger	5.47	578	-	578
	Alan Johnson	8.02	803	50	853
Rd 3 / S2	Percy Proctor	4.34	457	-	457
	Phil Alderman	5.58	597	50	647
	Phil Taylor	10.00	1000	50	1050
Rd 4 / S1	Mick Stiff	6.15	933	-	933
	Alan Johnson	6.42	1000	25	1025
	Phil Taylor	6.19	945	-	945
Rd 4 / S2	Percy Proctor	3.57	417	50	467
	Richard Ginger	9.22	988	-	988
	Phil Alderman	9.29	1000	-	1000

Event announcement

NBRMAS Scale Day and fly in

Sunday 10th June 2007

North Berks RMAS are holding their annual scale day and scale fly in on Sunday 10th June 2007. This informal event is aimed at "club" scale fliers and provides the chance to meet up with like minded enthusiasts and get the chance to discuss models and fly in a relaxing atmosphere.

Last year saw the re-launch of the NBRMAS Scale Day and the inaugural awarding of the Model Flyer scale model trophy and the Model Flyer ARTF makeover trophy. While the trophies are significant there's no doubt that the main feature of the day for most pilots was they were able to have fun and could fly and chat as much as they wished on NBRMAS picturesque site in rural Oxfordshire..

Everyone who took part last year vowed to return this year and many more models are being built by pilots who were only spectators last year. Doubtless they were kicking themselves for not taking part. Of course not all models were pristine and several had been pulled from the loft and dusted down especially for the day. At last year's event the weather was excellent and the pilots were able to fly from dawn till dusk if they so desired. Happy smiling faces abounded and many tall stories and tips on how to do things were exchanged.

Having got things off to a great start last year NBRMAS is keen to encourage even more pilots to come along and join the fun. It doesn't matter how good your model is, so long as it's a scale model bring it along. Who knows you might enjoy it so much you will be inspired to build a new model for next year.

The event is deliberately low key so that everyone can mix in and you might get the chance to chat with some of the "names" you see in the magazines. Having mentioned the trophies you might be worried that you will have to fly a particular way. Nothing could be further from the truth as judging is informal and all that's being looked for is a model being flown in keeping with the prototype. Most people are only there for the fun and, who knows, you might try it and enjoy yourself. Why not give it a go as your first venture in flying at a different site?

Visiting pilots can be sure of a warm and friendly welcome and if last year's event is anything to go by, a very pleasant day's flying. The event is open to all but fliers must hold an A certificate (B certificate for 7kg models and gas turbine models). Interested? Then please contact Ian Titchell on 01235 769545 or ian.titchell@lineone.net for further details.

Cover pictures are courtesy of Percy Proctor because despite the apparent 'photo', I wasn't there. (Strange group of people - do you think its part of some sort of Masonic ritual?) (Perhaps they all watch QVC like Percy?)

Double-sided Velcro is very useful for holding battery packs in place or any sort of tie wrap that you want to undo on a regular basis. I understand from Alan Johnson, that it is sometimes available in DIY stores (B&Q), but if you want an alternative supply in larger quantity, check out:-

<https://www.mpdhookandloop.com/shop/Catalogue.asp?func=product&id=153#>

Is it time to limit the motor run in Electroslot to 30 seconds? The performance of these models is such that after 1 minute they are a barely visible spec in the sky and probably in excess of two thousand feet up. I understand that in Electroslot 1 they went into low cloud and some disappeared from view.

Personally, I find it very uncomfortable to fly at that height and I'm not sure its that safe (and I have had my eyes tested to make sure its not just me). In most slots a typical launch is a guaranteed 10min max, its just a question of whether you can put it on the spot. The performance of batteries and motors has improved dramatically since Arthur formulated the rules for the competition and I think the launch heights are now distinctly disproportionate.

CLASSIFIEDS

The X-List Plans

Former Model Aircraft, MAP, Argus, Nexus plans now available from 22, Old Brewery Close, Aylesbury. Bucks. HP21 7SH.
Tele/fax (01296) 424997.

<http://www.xlistplans.demon.co.uk>

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<http://www.smart.nildram.co.uk>

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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.

June 10th			-	North Berks Scale Day
June 11th	7.30pm	Rivets	-	Collecting 2 strokes and 4 strokes from the USA David Brown takes us through the years of change of these engines.
June 13th	7.00pm	Folly Farm	-	AULD 3 (Evening Comp - back-up Friday 15th)
June 17th	10am	Folly Farm	-	Freestyle Aerobatic Competition
June 23rd & 24th				Wings & Wheels Model Spectacular
July 4th	7.00pm	Folly Farm	-	AULD 4 (Evening Comp - back-up Friday 6th)
July 9th	7.30pm	Rivets	-	Engine building with Chris Boll - Chris goes through the manufacturing process of his recently finished project.
July 15th	10am	Folly Farm	-	Peter Hales Scale Competition
July 29th	10am	Folly Farm	-	Aerobatic Competition
Aug 12th	10am	Folly Farm	-	Electroslot 3
August 13th				NO CLUB MEETING
Aug 19th	10am	Folly Farm	-	100" Glider Competition
August 26th - 28th				THE NATIONALS
September 2nd	10am	Folly Farm	-	Open Glider Competition
September 10th	7.30pm	Rivets	-	TBA
September 16th	10am	Folly Farm	-	Daryl Hooper Open Glider Competition
October 7th	10am	Folly Farm	-	Les Edwards 100" Glider Competition
October 8th	7.30pm	Rivets	-	Ali Machinchy of Als Hobbies takes us through his flying experiences, assisted by one or more of his EXOTIC models - NOT TO BE MISSED!!!!
October 14th	10am	Folly Farm	-	Electroslot 4
November 12th	7.30pm	Rivets	-	Bring & Buy Sale.
December 10th	7.30pm	Rivets	-	AGM.