

The Folly Flyer

The Newsletter of Aylesbury & District Model Flying Club

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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**

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

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

Important Notification - Futaba 6EX & TM-7

This notification affects only owners of the Futaba TM-7 module and 6EX FASST systems. Each FASST transmitter contains a unique eight digit identification code, programmed at the factory to identify the respective transmitter and to allow a receiver to be paired only to that radio's signal. Recently we have learned that a very small number of the TM-7 modules and 6EX FASST systems were incorrectly coded with a common code number during the manufacturing process. These units were subsequently sold prior to our awareness of the situation.

If two or more units using this common identification code were to be in use simultaneously, they may cause interference with one another. Please note: Units which use the correct identification code will not be affected by these units.

We're extremely confident that this is not a widespread problem. However, to give you peace of mind that your system is not affected, we will soon be setting up test points at participating model shops throughout the country where you will be able to go to determine -- within a matter of seconds -- whether or not your transmitter is affected, at no charge to you. (We anticipate that all shops will have been advised and that this testing system will be starting in participating shops very shortly, so please contact your local shop to arrange testing).

Precautionary measures and Information (Revised 22-1-2008)

- 1) As with all radio control equipment, we strongly suggest that you pre-flight your aircraft thoroughly prior to flying. When flying at a location with other FASST owners, particularly prior to all units having been checked, we suggest that prior to flying all models are turned on, then each transmitter is turned on (one at a time) to check for correct operation. If any interactions should occur, do NOT fly. Please return the transmitter/module to the Ripmax Futaba Service Centre immediately.
- 2) If other FASST owners arrive at the site, then they should turn their model on and ask each of the existing FASST owners to turn on their transmitters to confirm that none of the already tested transmitters operate the model. Once it has been confirmed that none of the other transmitters operate the model, it can be assumed that this transmitter will not interact with any other models either.
- 3) Each time that your transmitter is turned on, it is imperative that you allow the FASST system an adequate amount of time to thoroughly boot-up completely before shutting down the transmitter. The system requires at least five (5) seconds boot-up time prior to turning off power to the transmitter.
- 4) If the transmitter and receiver have lost their binding which required them to be re-linked, we recommend returning them to the Ripmax Futaba Service Centre for analysis. This is not expected behaviour and should be investigated accordingly.

Futaba 2.4GHz 6EX, 7C and TM-7 Module

As you will see in the column on the left, Ripmax have issued an alert regarding the 6EX transmitter and TM-7 Module. This relates to the unique code in each transmitter or module known as GUID.

Whilst official information is sparse, the problem appears to be that some transmitters have an eight digit code consisting of zeros, known as ZGUID. If two or more such ZGUID transmitters operate together, they will interfere with each others respective receivers.

There is also speculation that repeated turning on and off immediately or deep discharging of the battery can cause the code to be reset to ZGUID. As far as I can see, this has yet to be proven, but you will note that Ripmax have taken the issue on board in their precautionary measures.

You should however, bear in mind that these transmitters are effectively computers and as you will note from your home PC, once you have turned it on, you cannot turn it off easily with the same button. This is done for a reason!

As you might imagine, there is lots of speculation, theories and hot air being expressed in discussion forums, but I would urge you not to panic. The sky hasn't fallen in yet and at this moment in time it looks as though there are around 30 affected units worldwide, which is a very small percentage and needs to be kept in context.

There is a test point available at Maple Models in Fenny Stratford. My 6EX and TM-7 module, Richard's TM-7 module and Bill Burkinshaw's 6EX have been checked and given the all clear. Once they have been checked you will be given a sticker that advises you not to switch on and off within 5 seconds.

It appears that the TM-14 module used in the 12FG, 12Z and 14MZ is unaffected as it deals with the code in a different part of the transmitter. (For your information, the TM-14 module will operate the R606FS, R607FS, R617FS, R608FS & R6014FS receivers).

I have been using this equipment for around 10 months now, without a single glitch and would not go back to 35MHz by choice. Like all new concepts, there are bound to be teething troubles and I'm sure they will be sorted in the not too distant future.

In the meantime, your Committee would strongly suggest that if you have one of the above sets, you should take it into your local model shop to have it checked for ZGUID. You should also check each others transmitters against receivers, if there is more than one of the sets at the field.

More on 2.4 GHz - JR this time!

Horizon Hobby USA have confirmed that the JR X9303 has not been submitted for any CE testing by Horizon. There was a production lot that, incorrectly, had CE labels on the outside packaging (no declaration). Horizon issued a service bulletin via their web sites and e-mail newsletters and also sent notice to US dealers, not to export them.

Horizon Hobby UK have confirmed that they have never de-tuned X9303's to EU power levels. It is their belief that there is no software available for the X9303 which would allow it to work at lower power levels. All enquiries regarding X9303's from UK modellers are being referred to MacGregor.

The BMFA has confirmed that BMFA insurance covers you for 'all legal activities' in relation to model flying. Validity of insurance would certainly be called into question if modellers are using illegal equipment and they would strongly advise against its use.

UK retailers and modellers are therefore strongly advised to wait for the MacGregor/JR DSX9 to be CE certified before buying any JR 2.4GHz sets.

I am led to believe that if you have a CE labelled X9303, Horizon will give you a refund on its return - Ed

Will you be participating in the 2008 AULD?

If so, I would be grateful if you can let me know, so I can get an idea of numbers. More importantly, most entrants are going for the Lipo battery option, so perhaps you will confirm to me whether you are staying with the old set-up or require a lipo battery and lipo friendly ESC? Battery is expected to be around £10 and the ESC around the same again. (those who I have already e-mailed and have responded - please ignore)

The cover shots were taken

at the Chesham Club's Newground field on Saturday 2nd February and depict Ali Machinchy's FW 190 powered by a 250cc five cylinder Moki radial engine (you may remember seeing this when he visited us last year) and his Extra, powered by a DA 100 flat twin.

Ali was giving a flying demonstration of many of his show models and I was very fortunate to be a guest of the Chesham Club to witness the event. As you might imagine Ali's flying was to the highest standard and the models are very impressive. The sound of that five cylinder radial is just awesome!

For the 'techies', the photos were taken with a Canon EOS 400D digital fitted with a Canon EF 90-300mm zoom lens.

We have had a letter from Trevor

Rossiter, our ex-landlord, thanking us for our Christmas goodies and sending his best wishes for the New Year and his regards to those he knows. Apparently he like the 'Golden Oldies' Terry! Coincidentally, John Minchell happened to find me on RC Groups recently, so I mailed him a copy of the Golden Oldies and he was equally appreciative.

Congratulations go to

Eddie Eaves and Joe Smallman who passed their A Test on Saturday 9th February.

Well done both of you, especially considering the relatively short time you have been training.

The Competition Calendar and Rules

are published within this newsletter. Sorry for the delay, but a) we had a few adjustments to make and b) I have changed PC, so there was a lot of information to transfer.

The first competition kicks off on April 20th, so read, digest and get those models prepared.

Gala Day

We are planning to hold a Gala Day, provisionally the 3rd of August. Details are not finalised, but it is intended to be a family day with some formal flying demos, general member flying and buddy box training sessions. We are planning to invite children from a couple of local schools to experience buddy box training. There will be food, drink and toilets, so it will be family friendly.

The object is to 'gel' the Club, introduce the hobby to youngsters and have some fun of course.

More details to follow.....

New Patch

Just to keep you up to date, as I have mentioned before, the plan was to let it settle over the winter and review it around March time. Our Landlord has kindly agreed to roll it again, so we will see what it is like after that and how much growth we get over the next month. We may then either fill in the dips and partially re-seed or scrape it level and re-seed - time will tell. It is looking quite good at the minute, all things considered.

Club Trainer

The Club now has a dedicated trainer for use by prospective members and trainees. It is an Irvine Tutor with OS 46LA motor. Richard has kindly acquired the necessary equipment, assembled it and will be test flying it shortly.

Richard will also be the keeper of the trainer and arrangements for its distribution will be discussed with the Instructors in due course.

Lipos

Just a quick word on lipos to promote safety and save you money. It may seem obvious, maybe not to everyone, but it's a good idea to fit one male and one female connector to the battery leads, as shown below.



This way, they can't be connected with reversed polarity. You will also note that I use a piece of silicon tube to cover the bare male connector when not in use.

My chief 'field tester' and 'lipo killer' (Tim) recently demonstrated the merit in this practice and has apparently killed two speed controllers! I think the jury is still out on the lipo pack?

And Finally.....

Although the weather hasn't been great, there have been some good clam days and it has been encouraging to see a good turnout of members. Lets hope this year is a better one for flying. I suppose I'm banging my head against the wall, but I'll just ask if there are any more of you who will change to the e-mailed version of the newsletter and save the planet????? (mail me at msd@nildram.co.uk if you want to change).



More pictures from Ali's demonstration on 2nd February—more on page 12.

COMPETITION RULES 2008

ONE MODEL AULD COMPETITION

Description.

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

Model Specification.

- a. The model is a West Wings Orion E 1510mm span electric powered 2 function glider to be supplied via the Club. No other model may be used.
- b. The model will have a minimum weight of 550 gms in its ready to fly state complete with battery, **irrespective of penalty ballast.**
- c. The top three finishers in each competition will have to carry 50 gms penalty ballast **in addition to the normal flying weight of their model.**
- d. Any model weighing less than 550 gms without penalty ballast, will be disqualified unless ballasted to meet the limit.
- e. The competitors who finished in the top three places in the last competition of 2007 will start the first competition of 2007 with a 50gm weight penalty.
- f. The motor is an Overlander Electramax Delta 400 electric motor to be supplied via the Club. **No other motor may be used.** (You may run this in underwater if you choose to do so).
- g. The propeller is a Ripmax 6" x 3" folding prop with spinner, part No RA00/3 to be supplied via the Club. **No other propeller may be used.**
- h. The only batteries permitted are:- seven cell Overlander KAN 1050 NiMH, seven cell GP 1100 NiMH, or HiModel 2S 7.4V 1000mA 15C Lithium Polymer, all to be supplied via the Club. **No other types of battery may be used.**
- i. You are recommended to use a BEC type speed controller so that you don't carry the weight penalty of an additional battery and you are free to choose any type of speed controller. Non-BEC models may not use the receiver battery as a secondary power source to the motor.
- j. Gearboxes are **not** permitted, you must use the motor and prop as direct drive
- k. No part of the model may be discharged during flight, i.e. ballast or cells.
- l. Cells may not be carried externally - they must be contained within the structure of the model.
- m. You must build the kit as standard; however you are allowed to use your own preferences for rudder and elevator linkages if you wish. You may also convert the wing mounting to a bolted fixing if you wish.
- n. You may cover the model in any medium you like, but obviously the use of heavier coverings will put you at a disadvantage.
- o. You may **not** alter the motor, propeller or batteries in any way. You may use any type of connectors between them however.
- p. You may use any type and size of receiver and servos that will fit inside the model.
- q. You may use 35MHz, 27 MHz, or 2.4 GHz radio, but you must agree your frequency or colour with the Competition Director in the case of the former two, as these will be allocated on a personal basis.

The Competition.

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

FREESTYLE AEROBATIC COMPETITION

Description.

Simply put, you just have to fly the best demonstration of aerobatics that you can manage in four minutes. This does not have to be 3D, conventional aerobatics are equally acceptable.

1. Model Characteristics.

- a) The competition is open to models of any type of fixed wing aircraft (including gliders if you think you can mount a four minute display!).
- c) A competitor may only have one entry, but a back-up model may be used in the case of damage or malfunction.
- e) The model will comply with the DoE 82dB (A) noise limit.

2. Ownership of models.

- a) There are no rules governing the ownership of models, however points and places will only be awarded to the pilots of the models.

3. Degree of difficulty.

- a) There is no set pattern; you may fly any manoeuvres within your ability.

4. Competition Rounds.

- a) There will be two flying rounds; each of 4 minutes duration, after which time the competitor will be asked to land. Failure to do so in reasonable time may result in a penalty at the discretion of the Contest Director.
- b) There are no set manoeuvres other than take off and landing. It is up to the competitor to demonstrate the model in the most favourable manner.

5. Disqualifications.

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

6. Transmitter Control.

- a) The Contest Director will not start the competition until all transmitter frequencies have been logged and noted against the competitor's names.

7. Judges.

- a) There are no official judges as such, the performance will be judged by your fellow competitors.
- b) Each competitor will remain on the patch at the end of their flight until all votes have been cast, at which time the CD will indicate that you can return to the pits.
- c) Your fellow competitors will either give their scores verbally to the CD or write them down on his score sheet. The exact method will be at the discretion of the CD on the day.
- d) You are voting for the aerobatic performance, not your favourite model.

8. Scoring.

- a) Scoring will be very simple, each fellow competitor will award a score out of 10. Competitors are not allowed to award half points.
- b) The maximum possible score will depend on the number of competitors.
- e) The winner of the competition will be the competitor with the highest aggregate score, but in the event of a tie, the winner will be decided by a ballot of the competitors on slips of paper. If there is a tie again, the CD will decide the winner (providing he is not one of the competitors involved in the tie).

9. Competition Management

- a) The contest director will appoint helpers to assist in the running of the competition at his discretion.
- b) No entries will be accepted after 10:15am, with competition flying commencing as near as possible to 10:30am.

POWER DURATION AND SPOT LANDING COMPETITION RULES.

- a) This year, we are taking this competition back to its grass roots, this will no longer be a 'stealth Electroslot' competition – anyone can enter with their normal everyday model.
- b) There will be no trophies, but there will be a model related prize for the winner.
- c) The competition is open only to conventional fixed-wing powered aircraft (IC or electric), which will be required to rise off the ground unassisted. **Powered gliders are not permitted** – any model which the CD considers is not in the spirit of the competition, will be disqualified.

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

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

1. Model characteristics.

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

2. Ownership of models.

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

3. Competitor and helpers.

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

4. Competition flights.

- a) The competitor will be allowed at least two, but normally three, official flights.
- b) The competitor will be allowed a maximum of two attempts at each official flight.
- c) There is an official attempt at a flight when the model has left the hands of the competitor or their helper under the pull of the launching apparatus.
- d) If for any reason the official flight is timed at less than 60 seconds in duration, the competitor will be allowed one second attempt, which must be made, within the allocated time slot.
- e) No entries will be accepted after 10.15 am.

5. Disqualifications.

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

6. Flying Slots.

- a) The flying order shall be arranged at the Contest Directors discretion in slots of 3 pilots, taking into account the radio frequencies in use, and the number of competitors present.
- b) The flying order will be varied between rounds to ensure that no identical combination of pilots in a slot is repeated.

- c) The slot time shall be of 10 minutes duration, within which a maximum flight of 6 minutes duration may be completed.
- d) Flight scoring ceases at the completion of the time slot and the timekeeper of any model still airborne must stop the watch immediately on hearing the announcement of the end of the slot.
- e) Any model airborne at the completion of the time slot must land immediately.

7. Transmitter Control.

- a) The Contest Director will not start the competition until all frequencies have been logged and checked. The CD may choose to impound the transmitters at his discretion.

8. Launching.

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

9. Landing.

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

10. Scoring.

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

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

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

11. Final Placings.

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

12. Frequencies.

To aid management, only frequencies allotted for the AULD competition or 2.4 GHz will be used. Any would-be competitor who has not been allotted a frequency should contact the CD in advance.

PETER HALES MEMORIAL SCALE COMPETITION RULES.

1. Model Characteristics.

- a) The competition is open to scale models of any type of aircraft, including helicopters and gliders.
- b) ARTF's will not be penalised compared to scratch built models, however all models will be judged on their scale outline.
- c) The model must be a recognisable representation of a full size aircraft.
- d) A competitor may enter a maximum of two models but only the highest placed one will secure points for Top Gun.
- d) Any ballast must be carried internally and fastened securely within the airframe.
- e) The model will comply with the DoE 82dB (A) noise limit.

2. Ownership of models.

- a) There are no rules governing the ownership of models or whether they were scratch-built or they are ARTF's; however points and places **will only be awarded to the pilots of the models.**

3. Documentation.

- a) Documentation is not mandatory, but it will be considered if provided and may help your static score. At the very least, it should consist of a photograph of the full size aircraft that you are presenting a model of. If you have difficulty in obtaining a suitable photo of the subject, please contact Mike Smart, who will endeavour to help.

4. Competition Rounds.

- a) There will be two flying rounds; each of 5 minutes duration, after which time the competitor will be asked to land. Failure to do so in reasonable time may result in a penalty at the discretion of the Contest Director.
- b) The competitor will present the model (and any documentation) to the judge(s) on the patch just prior to their first flight and static judging will take place within a maximum of two minutes, at which time the model will be released to fly.
- c) There are no set manoeuvres other than take off and landing. It is up to the competitor to demonstrate the model in the most favourable manner.

5. Disqualifications.

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

6. Transmitter Control.

- a) The Contest Director will not start the competition until all transmitter frequencies have been logged and noted against the competitor's names. He may impound the transmitters at his discretion.

7. Judges.

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

8. Scoring.

- a) Scoring will be based on the judges estimate out of a maximum of points for each round as follows:-
- b) **Static Judging.** Scale outline - 50.
Flying Judging. Take Off - 25. Flight Realism - 50. Landing – 25
- c) The maximum possible score will be 250 points.
- d) The winner of the previous year's competition will be subject to a 10% penalty on their final score, if the same model is entered.
- e) The winner of the competition will be the competitor with the highest aggregate score, but in the event of a tie, the other competitors will be asked to vote on slips of paper, to determine the winner.

9. Competition Management

- a) The contest director will appoint helpers to assist in the running of the competition at his discretion.
- b) No entries will be accepted after 10:15am, with competition flying commencing as near as possible to 10:30am.
- b) Competitors will be asked to complete an entry form on their arrival, which is to be returned to the contest director as soon as possible.

ELECTROSLOT COMPETITION RULES

Model Characteristics

- a) This competition is for electric powered aircraft of any size or configuration.
- b) Any type or size of motor and gearbox is allowed.
- c) Any type or number of rechargeable cells may be used.
- d) The power output of the propeller/motor/battery combination is restricted to **200 Watts per Kilo of model weight in its ready to fly state, up to a maximum of 400W.** If the model weighs more than 2Kg, the power allowance is still only 400W. This will be measured by the CD's Wattmeter after 30 seconds of continuous motor run and it is envisaged that models will be measured prior to the competition date and certified as legal for entry.
- e) For example, if your model weighs 1Kg, the maximum power you can use is 200W. If your model weighs 1.5Kg, the maximum power is 300W, and so on.
- f) Recharging or replacement of batteries is **not** permitted after each competitor has had his first flight.
- g) No part of the model may be discharged during flight, i.e. ballast or cells.
- h) Cells may not be carried externally - they must be contained within the structure of the model.

The Competition

The object of the event is to gain the longest four flights, up to 10 minutes, from 1 battery pack with maxi-

mum **power duration of 30 seconds at the start of each slot.**

- a) The event will consist of competitors flying four rounds with 10-minute slots; this includes the 30 second climb time at the start.
- b) There will be a spot landing task at the end of the slot, but to qualify for this, the model must have landed within 12 minutes of the start of the slot. 50 Points will be awarded if the model stops wholly within the landing circle. 25 points will be awarded if any part is within the landing circle when it stops. (Any part does not include a lost part of the model with the remainder outside the circle!). These points will be added to the competitor's score after calculation of the percentage score, just as the glider competitions.
- c) This event will be run like a glider competition comprising three or four competitors per slot depending on the numbers attending, subject to the CD's discretion.
- d) There will be a two minute time limit to launch after the CD announces the next slot until the starting whistle is blown. If you are not ready to go on the whistle, you will forfeit flying in that slot.
- e) Timing will start at the starter's whistle. The whistle will be blown again 30 seconds later, at which time motors will be turned off. Any models not airborne will be disqualified from that round.
- f) The competitors may launch at any time within the 30 second climb time, they may stop their motors before the 30 seconds expire, they may stop and start their motors within the 30 seconds and they may use varying throttle settings within the 30 seconds climb time.
- g) Timing will cease the moment that the model touches the ground, or if the model is still airborne, at completion of the time slot.
- h) The score will consist of one point per second of flight time.
- i) The competitor who has the highest score in the slot will be awarded a corrected score of 1000pts for that slot. The remaining competitors will be awarded a percentage of the slot winners score (uncorrected) calculated as follows:-
$$\text{Points} = \frac{\text{Competitors score} \times 100}{\text{Highest score}}$$
- j) The winner will be the person with the highest score. If it happens that two or more competitors have equal scores, there will be a fifth climb on the same batteries to decide the winner.
- k) The Arthur Ambrose Trophy competition will be Electroslot 3.

Frequencies

To aid management, only frequencies allotted for the AULD competition or 2.4 GHz will be used. Any would-be competitor who has not been allotted a frequency should contact the CD in advance.

Assistance

To assist would-be competitors, a table of examples of model power set-ups will be published in the newsletter.

AEROBATIC COMPETITION RULES

This set of manoeuvres is designed to improve the flying skills of anyone who has a model which is capable of performing a set of fairly simple aerobatics but as yet has to try putting them together into a flowing schedule which will test their piloting skills to the extreme. The emphasis is on positioning the manoeuvres rather than the accuracy of them, which will allow fun fly models to compete on an equal level with a fully blown F3A 2 metre model.

THE SCHEDULE

1. Take off and turn 90 deg. away from judges then turn 270 deg. back down flight line.
2. 3 superimposed inside loops.
3. 3 rolls in 5 sec.
4. Double Immelman (1/2 inside loop, 1/2 roll, 1 sec. level flight, 1/2 outside loop, 1/2 roll out).
5. 3 superimposed outside loops from the top.
6. Flat 8 as per "B" Schedule.
7. Cuban 8. 3/4 inside loop, 1/2 roll at 45 deg, inside loop to 45deg, 1/2 roll, 1/4 inside loop to exit.
8. Inverted flight for 5 sec.
9. Stall turn. Exit upright.
10. 3 spins.
11. Rectangular approach. Model to fly parallel to landing strip and perform a rectangular landing pattern losing height on each leg.
12. Landing. Model to perform flared landing and run to a stop in a straight line in the landing circle.

Usually a figure is awarded a score of 10 points with at least one point deducted for each error, but to

be fair we shall start with 20 points. You will see from the following downgrade reasons why a very low score is easily attainable.

As a guide, a 20-30% score is expected from a newcomer. 40-50% is getting quite good. 60-70% and a podium is in sight. 70-80% should win you the Nationals!

Downgrade reasons.

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

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

Some tips.

Take your time to set up manoeuvres.

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

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

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

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

Nominate the start and finish of all manoeuvres.

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

ADMFC Top Gun

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



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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.

March 10th	7.30pm	Rivets	-	Quiz Night
April 14th	7.30pm	Rivets	-	Bring & Buy Sale
April 20th	10.15am	Folly Farm	-	Open Glider Competition
May 4th	10.15am	Folly Farm	-	Electroslot 1
May 12th	7.30pm	Rivets	-	TBA
May 14th	7pm	Folly Farm	-	AULD 1 (back-up Friday 16th)
May 18th	10.15am	Folly Farm	-	Freestyle Aerobatics 1
June 1st	10.15am	Folly Farm	-	Electroslot 2
June 4th	7pm	Folly Farm	-	AULD 2 (back-up Friday 6th)
June 9th	7.30pm	Rivets	-	TBA
June 15th	10.15am	Folly Farm	-	Aerobatic Competition
June 25th	7pm	Folly Farm	-	AULD 3 (back-up Friday 27th)
June 29th	10.15am	Folly Farm	-	Freestyle Aerobatics 2
July 9th	7pm	Folly Farm	-	AULD 4 (back-up Friday 11th)
July 14th	7.30pm	Rivets	-	NO CLUB MEETING (See Below)
July 14th	7pm	Folly Farm	-	Power Duration & Spot Landing Comp
July 27th	10.15am	Folly Farm	-	Peter Hales Scale Competition
August 3rd		Folly Farm	-	Gala Day
August 11th	7.30pm	Rivets	-	NO CLUB MEETING
August 17th	10.15am	Folly Farm	-	Les Edwards 100" Glider Competition
August 31st	10.15am	Folly Farm	-	Electroslot 3
September 8th	7.30pm	Rivets	-	TBA
September 21st	10.15am	Folly Farm	-	Daryl Hooper Open Glider Competition
October 5th	10.15am	Folly Farm	-	100" Glider Competition
October 13th	7.30pm	Rivets	-	TBA
November 10th	7.30pm	Rivets	-	Bring & Buy Sale
December 8th	7.30pm	Rivets	-	AGM