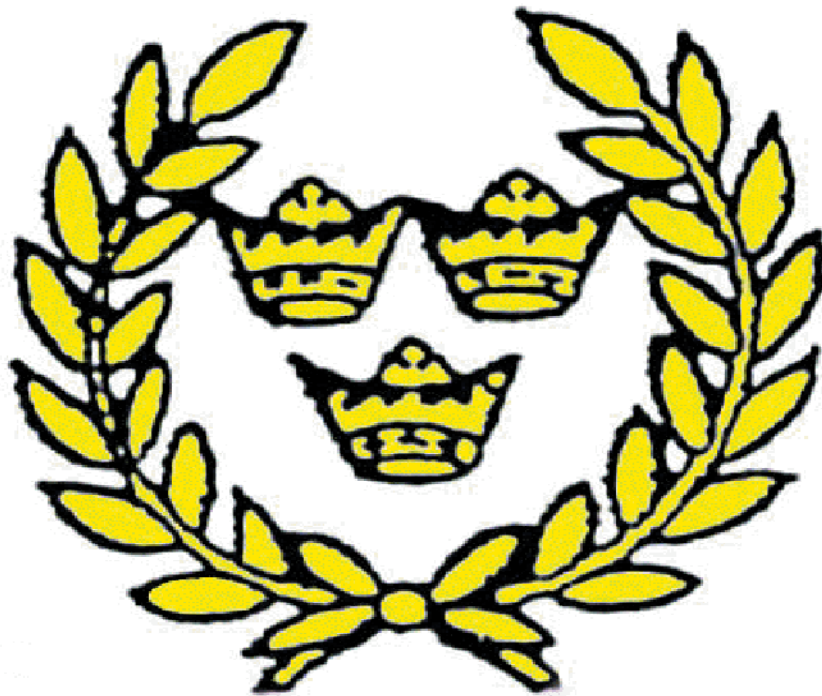


# COURT

Summer 2005

# CIRCULAR



**THREE KINGS**  
AEROMODELLERS

**The Newsletter of The Three Kings Aeromodellers  
London, United Kingdom**

**Affiliated to the BMFA**

## Cockpit Comment

2005 has been one of my best years for model flying in a long time, teaming up with fellow 3 Ks member Mick Orchard has been great, sadly through ill health my previous pitman Tony Saunders had to bow out, but despite his problems he is still an important member of the club.

Like all new teams we have had the usual ups and downs, but it has been great, we have been up and down the country flying VTR and F2CN with some success and look forward to continuing and improving in the new year. Some of the highlights have been; The Barton Bash, The Cabbage Patch Nats and the Bristol VTR shindig, all were great fun and are well worth checking out, even if you are not a racer, so check them out, they are great fun.

Putting together the Court Circular is a very important part of my role as the Secretary of the Club, but as ever copy from others is still hard to come by, many thanks to those that have helped out during the year, but please, if you have anything that you want to shout about, complain about or just show us your latest creation, send it to me, I can guarantee that it will get published.

As ever for this issue, once again we have managed to bring you a multi page celebration of modelling; The Three Kings way, so sit back , put your handle down and have an enjoyable read.

Cheers to this month's contributors.

Enjoy **your** Court Circular.

– And don't forget Let me know what you are up to.

It's your newsletter. Remember help in the form of pictures, stories and even dare I say it gossip is always gratefully received.

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## The Court Circular

*The Court Circular is the Newsletter of the Three Kings Aeromodellers, and is produced by the Club for the members and selected affiliates and aeromodelling contacts, the views and opinions expressed are those of the correspondents only and do not necessarily represent the official view of the Three King Aeromodellers. Any comments or questions should be addressed to the specific author.*

*The Editor accepts no responsibility or liability for any loss or damage incurred or suffered by anyone as a result of this publication or in reliance upon or as a result of acting upon anything contained in this publication.*

*Copy is welcomed by the Editor from members and readers. But please don't forget that it is your newsletter, so remember that I am always on the lookout for interesting items for the newsletter, so don't be shy.*

*If you want your name in print remember it is your club and your newsletter.*

*I am particularly interested in photos of people's models, Engine and Product Reviews, Comp Reports, etc anything is very welcome.*

## Copy Deadline

*Send any contributions, photos, ideas, letters, etc, send them when you can, when you have written, built, flown, crashed the article or model to me at the address above, by fax or by email, duncan@east-two.co.uk as an attachment in Word for PC, or send it on disc with a hard copy or in the last resort, as a paper copy if you have no computer.*

## News and Views

### Frank Zaic

This year aeromodelling lost one of its greats when Frank Zaic died on May 27 in Guatemala City, Guatemala. Frank, 92, had been afflicted with Alzheimer's and was recently diagnosed with bone cancer. He died of severe pneumonia.

Frank was buried with a hand-launch glider his nephew had just completed the same day, building it from a kit Frank had given him. He is survived by his wife Carmen.

Frank was recently honoured by top officials of the FAI with that organization's gold medal for his outstanding contributions to aeromodelling. Frank Zaic is one of the great legends of aeromodelling and his many Year Books, full of plans, advice and infor-

mation are still the basis for finished models all over the world, with Old Timer, Nostalgia and Antique events.

At his funeral as his niece Karen singing the Ave Maria, someone in a full-scale Cessna, with flaps down, did a slow flypast.

No one knows who it was.

Australian Free Flight modeler, Adrian Bryant wrote of his experience of meeting the man in the latest Free Flight Down Under, I thought that I would include it here.

## Vale Frank Zaic

Early in 1953, I stood outside 203 15th East Street in New York City, A sign above the door read;

"Through this door pass the world's greatest Aeromodelers."

I went in. There were a number of people talking and the one sitting and quietly listening was the famous Frank Zaic, author of the Year Books. If you ever think that you have come across something new, refer to his year books and you will find that most surely someone has done it before!

Frank was very easy to talk to; he listened with interest and made you feel very comfortable in his presence. He made a shy young modeller feel important. He asked me to go horse riding with him, an offer I refused and have since regretted.

Australian engine manufacturer Gordon Burford spent some time with Frank in the late '90s and described him as "a kind and considerate man."

Frank's influence on aeromodelling worldwide is immense; his year books record a golden age of aeromodelling and will remain a permanent reminder to one of the great names.

- Adrian Bryant FFDU September 2005

## Hats T shirts and sweatshirts

These are still available as follows: -

T Shirt

M	L	XL	XXL
£3.76	£3.76	£3.76	£4.00

Sweatshirt

£8.82	£8.82	£8.82	£9.23
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James will bring along to the next club meeting which and events at the patch.

## Monthly Flying Days at Croydon in 2005/6

If you look at the members list you will quickly realise that our club membership is spread far and wide.

However the common denominator is the fact that we all

like to fly and the added bonus of belonging to a club that still has a very good flying site.

For info on flying dates call Mike Waller  
T 020 83106101  
Email: - SWSE20DW@aol.com

All are welcome to bring along any C/L model and fly over the tarmac or grass but all are subject to any competition taking precedent. In the past this has not been a problem with at least one tarmac and one grass circle being available for sport flyers at any time.

All are welcome, the more the merrier.

Any queries please to James Parry 020 8647 6021 or email: - james-i.parry@tiscali.co.uk

Club Meeting dates for 2005

It was decided to continue the re-established evening meeting but on a bi monthly basis, therefore dates were set at the 1st Tuesday in the month;

## ***DON'T FORGET NEXT MEETING***

### ***Dec 2005***

Stanley Park High School  
Stanley Park Road  
Carshalton, Surrey

8.00 p.m in the Canteen at the school.

Follow 3ks sign in grounds.

Please contact Brian Cordwell on 020 8669 3021 for directions.

## **Comps at the Patch**

For 2006 I am hoping to put on some more competitions for Racing.

Come along and support your club, who knows; You might even become enthused and decide that Racing is your thing...

2 F2CN and Brit Goodyear dates to be confirmed

1 1/2A Day, TR and Combat

Watch this space

Getting our house in order

Our hard working club members have been hard at work getting the Patch up to scratch, new lines and some major gardening have seen the Patch all ready for the 2005 season, here a few photos of the hard working crew in action, making your site useable.

## Secretary Speaks

"The sky's all ripped and the sun's insane, ground is burnin', our house is flamed, our flag is gone, spirit hanging on, but the night is closin' in."

Yes, in the words of a great Australian 70's punk band, that most of you will never have heard of – Radio Birdman; "The night is closin' in."

Summer is at an end and with it the end of another great season of model flying. Time to hunker down and get busy in the workshop. Repairing the damage inflicted on our models throughout the year and building a new series of models, ready for the coming year.

But back to 2005, the Three Kings have had one of the best years in memory, due mostly to the hard work and efforts put in by many members of the club; the Waller's, Keith and Marshall, James, Danny, John, Martyn and all those who have put in long hours repairing the Patch and more importantly, flying on it, in all weathers throughout the year.

We have had a few problems with the mini bikers, but the efforts of Mike and Steve and lot of barrier tape has generally seen them off. Fun flying, combat, stunt and racing has all taken place on various days during the year and has been well supported.

I hope to run a couple of racing days in the coming year at the Patch and Mike is keen to run a Three Kings sponsored F2D BMFA centralised event as well as other club and vintage combat days at the Patch, we also hope to run a number of aerobatics days, along with the very successful fun fly days. This all means that 2006, looks like it is going to be a great year for the Three Kings.

The club nights at the school have also been very successful, with lots of chat and even indoor flying happening throughout the year.

The club now has a strong membership, which is evenly distributed between contest and club flyers; a good balance for any club, and most importantly, we are once more seen as the premier CL club in the UK, lets work hard together to keep and improve on that reputation.

One important issue that faces the club as we head toward the AGM is the fact that we must face up to the fact that our long serving Treasurer James Parry is leaving London for pastures new and finally will no longer be able to carry out his role.

So we need someone to step up to the plate and help the club out by volunteering and taking on the role of Treasurer. As I am sure James will confirm it is not a particularly onerous task, but is a crucial position on the committee and one which must be filled if we are to see the Club continue and grow, as I write, we have had two new members join, so that is a great sign.

The Treasurer is an important cog in the machine that is your club, allowing you to keep enjoying your sport, I

would like to think that someone will rise to the challenge and help us to keep the club, the UK's premier CL club, leading the way.

2005 has as I said, been a great year for the club; Paul Eisner got Bronze at the Euro Champs, Mike Waller and Martyn Vale rattled the cups in F2D and F2E, Roy Cherry kept up the clubs good name in Stunt and Steve Crawford and Roy Vaughn and Mick Orchard and I had our fair share of success in Good Year and VTR up and down the country, as well as providing possibly the most spectacular B Model disintegration that the Wharfedale 1000 lapper has ever seen!

Nats success eluded Bainbridge/Orchard, but Mick must be congratulated for winning the Nationals Barton B Concours D'elegance, with his gorgeous own design Cleaver, a super model, which is definitely the coolest looking and fastest Barton B model of the year.

Bernard, Wal, Brian and Mathew proved once again that they were the kings of scale and Andy and Nigel seemed to keep Her Majesties Navy Carrier Force afloat, at home and abroad.

Of course, the weird, the wonderful and even the downright normal has been flown at the Patch, so a big thanks to you all for keeping the Club flag flying. You all are the ones that make our club great.

Keep on keeping on, a big welcome to our new members and lets all join together to make the Three Kings even bigger and better in 2006.

I would like to wish all our members, families and friends, a wonderful Christmas and a safe and successful New Year, hopefully Santa will bring you all that you desire and not just indigestion and a big hangover! For those of you going to the Barton Cold Turkey Event; good luck and I hope that it will not be too cold!

Me; I will be in the sun down under in the sun, checking out the South Australian State Champs and some of my old local clubs in Sydney; oh and seeing the family!! Best wishes to all.  
Duncan B



Mick Orchard's Barton B - Cleaver



## Round & Round

Duncan Bainbridge

The 2005 Nationals, a not totally unbiased report!

Well; the dust has well and truly settled on the 2005 Nats. Weather wise it was one of the best Nats that I have attended in this county. No rain to speak of, but the usual Barkston wind did its best to annoy everybody.

I would like to thank the BMFA and all the associated organisers that once again worked tirelessly to make the Nats a success.

Special thanks must go to the CL Tech Committee who arranged the move of the VTR cage, placing it next to the Modern TR cage, and those that helped put the cages up, this was very successful, in that both types of racing were accessible for contestants and spectators alike. It also meant that the long trek up and down the runway between the two was as thing of the past.

Although, it was still a case of rush, rush, rush, between the two for a good number of people.

This may have been alleviated if the VTR organisers had taken a leaf out of the Modern TR CD's book and done a pre draw. This would have given competitors a better idea of when they were on and may have allowed for a rather more structured time table. However, that said, the VTR was capably run by CD, Dave Finch and the Jury of Sid Robinson and Terry MacDonald; many thanks.

The only problem that I was aware of through others; was that the organisation of Barton B, which seemed to be a bit ad hoc and this seemed to annoy some people; as this is a new event which was being run by the VTR SIG, and not the Barton Club as had been first proposed I am sure that all the little bugs will be sorted out.

Barton B is looking to be a great event, it is well supported by VTR and Modern TR fliers alike and is attracting more people at every event, it is good too, that it is not the dreaded milk float racing that it first appeared to be.

As ever Modern Team Race was run by Dave Rudd, ably helped by Andy Dalgliesh and our very own Three Kings Noel Stephenson. – Many thanks guys.

## The Action

Like most, for Mick and I, the Nats started several months in advance with the building of a Barton B; The Cleaver, Mick's splendid own design classic style racer, the hope of a new Vintage A model and a Vintage 1/2A to replace the one unceremoniously pranged at Hucknall earlier on in the year. Sadly like all good intentions, the months became weeks, the weeks became days, and the days became hours.

Sound familiar?

So we cancelled our plans for the 1/2A and Mick cleaned up our Voodoo, our third team member Alex Delgado; now a new 3 K's member, worked hard to iron out the bugs in our promising Vintage B model the Marauder. I concentrated on getting our F2CN and Modern 1/2A models to the practice circle and trying to solve the problems that we had encountered with the F2CN and Nelson combination when we were down at the Patch.

All this last minute building meant that our practice time was limited to the Sunday before the Nats, where we joined Gordon Yeldham, Taffy Bollen and Adrian Moore at Dartford, who were also doing last minute model sorting, we got the 1/2A going well but sadly the F2CN still was not the race winner I had hoped it would be. So with time running out, Mick returned to Watford to finish the Barton B and I carried out some surgery on the F2CN, in an effort to make it fly a bit more like a Team Racer, rather than a combat model.

The week was spent in the mild panic that befalls all modellers as the Nats looms, vowing that next year we will be better organised, is it me? Or is this a vain hope? Anyway we got to Barkston late on Friday night and collapsed, glad we had made it, to the Nats at least!

Saturday dawned sunny with little wind, perfect for flying; straight away we were up and at it, first with Vintage A and then closely followed by F2CN. A couple of tanks with the Voodoo, which was going as good as ever, and a couple of flights with the F2CN, for Dartford I had taken opted to sideline the RISE Nelson and run a FISE ex combat Nelson, this proved to be a revelation, it started well and had better airspeed and more laps than the RI version, why I don't know, something to sort out later! We had good speed and good laps, but not perfect handling, but it was ok, too late to worry about that now!

Then into the VTR circle we went, hi ho hi its off to VTR we go! See my other report!

We then went and flew F2CN, but an unfortunate mistake meant that we were disqualified, we all learn by our mistakes, so it was back up the runway to test fly the new Barton, remember what I said about "rush, rush". Flick, flick, bang and off it went, the Irvine going like a train, where does all that noise come from?

A dream to fly, every pilot's ideal, so back down the runway to fly Modern 1/2A and Vintage B. But it was not to be, some hiccup meant that when we got down to fly

M1/2A at our allotted time, we found that it had been run and our round was over, a communication breakdown somewhere, but these things happen and given the performance of the week before I was not worried, there was always the second round, and I believed that there were still enough entries to facilitate a 2nd round! So we then went and flew B, which didn't go well!!! Bummer! Hope for the 2nd round again!

With B out the way and lunch a mere idea, it was back to fly F2CN, in the 2nd Round against Blades/Mealing and Barker/North we got off well, with the model flying well, but we went hard and with the lack of speed, all handling went out the window, the model was all over the show and only some nimble flying and a swift change of hands on my part avoided a racing incident with Blades/Mealing.

After the first stop we were back on song and even passing Barker/North, our second stop was ok and we still had good airspeed, until the Nelson decided to back off itself and we chugged to the end of the race, in possibly the slowest time of the contest! Out of the running was what we were.

With the 2nd Round of Modern 1/2A and the first Barton round running behind schedule, we took the opportunity to give the 1/2A a run, but did it want to play? No way, its magnificent performance on the Sunday before seemed to be its last hurrah, it didn't want to go, coupled with the fact that due to a lack of entries, those that had flown didn't want to fly again, we had done our dash in 1/2A and withdrew - Double Bummer!

Oh well, legging it back to fly Barton, we flew our heat with Parfett/Moore and Barker/North, off well at the start, we had the edge in airspeed over the others which was a nice surprise, going well, in the middle it was a rather hectic race, but at the first stop we were well in the lead, but a blown plug put us out of contention.

.... The disappointing end to a frustrating day.

With the end of the racing it was back to the caravan for some serious retrospective appraisal. Then down to the hanger for a few beers and some more retrospective appraisal! A good night was had by all!

All too soon it was Sunday and first up was B, a few tanks and we seemed to have solved the problems of the day before, so into the circle we went, but finish we did not! Pilot error was the cause, in the windy conditions I banged it in a bit hard and ground the plug off, a bad habit I have developed, and out of B were we! Triple Bummer!

Undeterred we went straight into A, and up against John Green we were faster, and all looked rosy. But it was not to be, for reasons totally unknown, I bounced the model and that was that. I have to be totally honest; I don't know what happened, wind, line snag? I don't know, I must put it down to pilot error.

But aside from a broken prop, the model was undamaged and we still were 4th fastest, if anybody were to drop out

of the final we would be there, by default, but no one did and that was the end of our Nats.

We had a frustrating Nats, but an enjoyable one, and there is always next year!!

## News in from Down Under,

Just in are a couple of new models, built by Sydney modeller Ian Smith of KMFC, Ian is also an English Expat who flew for many years in Derby, before leaving for sunny climes.

Ian writes: Duncan

I thought I would write and show you some evidence of Aussie VTR.

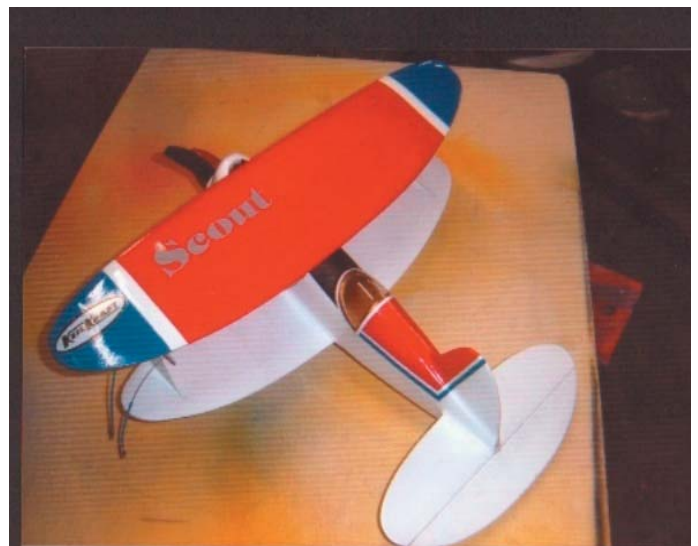
The photos show two Keil Kraft designs from the 1950's, the first is a Scout, with an AM 35, essentially a Phantom with extra wings, I built it because it was pretty, the original had a Mill's 1.3, a slimmer fuse and an open cockpit. The Ranger has a DC Rapier and was built as a modern replacement for an earlier version which was flown by me in 1953 in Derby, whilst winning a Club race the Elfin 1.8 fell off. All the markings are hand painted and not decals. I have many happy days flying at the KMFC site, which is still one of the best in the country, with three circles and the club house.

I see that you are involved with a club in Croydon, life converges. I was at school in Sutton, learned to fly CL in Cheam, and watched combat in the skies over Croydon in 1940, full size ME 109's and Hurricanes.

Ian Smith

DB writes, thanks Ian, great models and nice memories, interestingly there is a strong connection between Croydon and KMFC, fellow KMFC stunter flyer, Dave Simmons used to be a member of 3 Kings and flew free flight at Epsom before emigrating!

Small world init it!





## Vintage A at the 2005 Nationals

With one win each and a draw between them, it was all to play for at Old Trafford!

Sorry got a bit side tracked by the ashes! As we now know, and many people keep reminding me, the Poms won the Ashes, and good on them, but remember we will win them back!

Over the August Bank Holiday I saw a lot of Team Racing and not a lot of cricket, but such is life!

In Vintage A at this year's Nats, it was also all to play for. Fifteen highly tuned and highly strung teams lined up for the biggest VTR A Class event of the year. The weather was good, no rain was expected, temperature was average and wind – for Barkston; was not bad, unlike our Antipodean cousins, we had no rough grass to contend with so we were looking at some fast times, even with the longer lines we fly on!

Toogood/Ward were looking good, with a fast Rothwell powered Dimple Dumpling and a quick reserve with a modified ED Racer, as were the Ipswich based Green/Long also running a Dimple Dumpling with an Oliver, Bainbridge/Orchard fronted up with the tried and tested combination of Voodoo and CS Oliver, father and son team of Hayward/Hayward were also using a Dimple Dumpling CS Oliver combination, Bristolians John Mealing and stand in pilot Steve Blades were running a Rothwell, but John was missing his normal pilot Tim Andrews, who was sidelined by a broken arm, the result

of a roller skating accident! Cambridge's classiest racers Flack/Springham were also in the running as were the only international entry Isidro/Ridley, running a very quick Timmy Tiger.

F2C boys, Langworth/Broadhead looked like showing the VTR boys how it should be done as were ex F2C returnees, the Sheffield team of Hill/Metcalf who had a nice shiney new Voodoo with a quick Oliver. All teams were up for it, but the ageless team of Chas Taylor and Ken Muscott were back again to keep the youngsters honest with a very quick Gordon Yeldham prepared Voodoo – Oli combo.

So a great field lined up for some superb racing under the watchful eyes of CD; Dave Finch and Jurors Stuart Robinson and Terry McDonald.

Racing started on the dot and it was plainly evident that most of the field had put in some serious effort in the practice circle. The standard of racing was much improved, although it was also evident that some pilots seemed to be experiencing some difficulty in keeping up with their new very fast models when in a racing situation. But generally the racing standard was good. There were a few strange warnings in some of the heats, but that is all part of the game.

Notable performances were put in by Toogood/Ward and Green/Long and a "could do better" by Bainbridge/Orchard. But the flying time of the weekend went to Hayward/Hayward with a 3.22. Hill/Metcalf put their F2C experience to good advantage but were let down in Rd 2 with Toogood/Ward and Taylor/Muscott when a line broke, sadly smashing their nice new blue Voodoo and Oliver to bits, swiftly followed by Chas Taylor, who got caught up in the lines of the crashed model, falling over and unfortunately losing the model. Tony Toogood worked hard to save their model and Rothwell, cutting and landing safely.

But a sad day; always grim to see models and motors written off.

Bad luck was to befall a number of other teams in Rd 2, leaving the final clear for Hayward/Hayward, Toogood/Ward and Green/Long.

### The Final

H/H were first off, swiftly followed by T/W and G/L, all were going superbly, all just on the clack and fairly even between them for airspeed. H/H were using a radio link which meant that pilot Mark was kept well informed where he was, and Dad Martin ensured that he knew when he was in the wrong.

G/L were going well, but found that some good and legal blocking by Tony Toogood meant that he couldn't use his usual whipping style and as a result lost out on the overtaking game as he had to rely on the motor and not his arm to get the model round the circle.

H/H seemed to gain pace as the race progressed, T/W made the Rothwell work hard, but a very slow stop where

Dennis Ward seemed to have problems filling the tank and a very dodgy take off meant that H/H were clear race leaders, but not for long, G/L were back on the pace with John Green working hard to regain the lead, as were T/W, but Mark made a couple of VERY short and fast stops that would have made even Mark Thomason wince, with 'take no prisoners' lightning fast restarts from Martin, which hopefully will mean that they will think seriously about F2C in the future, H/H kept the lead and ensured that they were first home; new national champions, very closely followed by T/W and G/L.

A well deserved win for a talented and committed team who have bags of potential especially if they decide to go into F2C.

The 2005 Final was a very close race, with the lead changing every 2 or 3 laps, it was very encouraging to see that the winner, Mark Hayward age 24 flew a good clean and professional race, only getting one warning.

Unfortunately the Jury did not seem to notice numerous infringements from older pilots who should know better.

Definitely one of the best races of the season, it was a final worthy of a Nationals.

### The 2005 Nationals – A Pilots View Duncan Bainbridge

As a pilot, I am all for flying to warnings, especially in a final; pushing the boundaries in a final is what it is all about. By all means, fly to the three warnings in the final, (one more and you are out)

Yes, read your rule book and prove me wrong!

But sadly recently, the blatant disregard for the rules by teams should, but doesn't seem to be penalised by the race jury, especially in finals.

I am well aware how hard the job of the Jury is; and as competitors we are grateful for the hard work put in by those that run our races.

However, I believe that we are being let down by a failure to enforce the rules, a *laissez faire* attitude which is to the detriment of racing as a whole and to teams that compete in competitions overseas.

I feel that the failure to run a strict race leads to results which are affected by infringement.

I realise that many still feel that VTR should retain an original objective of traditional TR, but teams, technology and technique has moved on, the rules which we fly to

...“shall be in accordance with the rules laid down for the conduct of TR events in the current edition of the BMFA contest rule book.”

Therefore the rules should be enforced to discourage poor flying and encourage good flying.

Despite what many people think, VTR is now as International an event as F2C, and as a result there are other countries that do enforce the rules far more than the UK does, meaning that when competing internationally, we are put at a disadvantage as a result of a history of poor race conduct, bad flying and jury decisions.

I know that there are not many people who fly VTR internationally, Portugal aside, but there are a number of teams who will progress to F2C and the bad habits that they have been allowed to develop in VTR will be hard to shake and will count against them unless a decision is made to realise that VTR is as an important event as F2C and not something to pander to the memories of some and those of the pot hunter mentality.

### Barton Action from the Nats



## **F2CN and Brit Goodyear Three Kings 16 Oct 2005**

Sunday 16th October dawned bright and sunny, most importantly the forecast was right and it was warm, the poor forecast seemingly banished. So suitably loaded up with stopwatches, lap counters, prizes, pad and pens, all the paraphernalia for running an event and even a few models!

Off to Croydon we headed, on our way through south London the main thought running through my head, was "will they come?"

Our earlier attempt at running a VTR Comp at the Patch had resulted in a good attendance of supporters, combat and fun flyers, but none of the racers that had said they would come.

Sadly it proved to be a bit of a damp squib, so I was hoping that was only a one off, safe in the knowledge that my Pre Entry Requirements would ensure that folks would show, we got to the Patch to find a big crowd of people, *hooray!*

A large group of Three Kings guys were helping Mike and Steve Waller set out the anti mini bike barriers, even better a few racing teams were sighted. Barker/North, Eyre/Bellamy, Sharp/Sharp and our own Crawford/Vaughn.

New member Trevor Bowry was there with his pilot Ian Sykes and a couple of friends all the way up from Chichester. Our friends in the North were ably represented by Neville Eyre and Mike Bellamy, all the way from North Yorkshire, Mike North and Chris Barker from Leicester and Hampshire, father and son team Clive and Peter Sharp from Manchester.

Refreshing to see that Bainbridge/Orchard and Crawford/Vaughn are not the only teams who don't find travel a chore.

With the site all set out, people were quick to ensure that the radio flyers were not the only ones flying; combat and fun models were in the air, rapidly joined by the sound of Nelson powered F2CN models.

Time for some serious racing.

Whilst taking entries and sorting out the draw I was pleased to see two familiar Three Kings figures, Alan Jupp and Ted Horne arrive, it has been some time since Alan graced a racing circle and I pleased to see him come to help and support us.

Ted is well known to all in racing circles, but has been flying more FF recently, as has Alan, preferring the challenge of obscure FF models and helping Mike Beech restore some of the early CL models to the hectic world of CL racing.

Also helping was Dick Miles, fresh from the Euro Champs and the Nats, where he set a new British Record in speed.

So to the racing:

Six entries lined up for the first event of the day, F2CN, this quickly became four as Sykes/Bowry were forced to withdraw due to over enthusiasm!

Trevor had fitted a quick new MVVS to their own design model, only to find that the exhaust stack obstructed the operation of the tank and cut out, more haste, less speed, perhaps?

Bainbridge/Orchard were next to go, all my preparation with a new Nelson the day before, shafted due to a split tank, the motor was going great, but the fuel pouring out of the side of the tank suggested a problem!

Even cyno couldn't fix it, a new tank provided by Mike North fixed the problem, but then the motor wouldn't go! So we withdrew, leaving a field of four.

Long distance travellers; Eyre/Bellamy had spent Saturday practicing with Barker/North and looked promising, but some line trouble meant a new set of lines before they could race, once again Chris and Mike came to the rescue.

Barker/North were flying their Red Dragon model, recently featured in the Aeromodeller at the Nats, it uses an Aussie version of the Nelson and has a fully cowled leg assembly, and is red!

Sharp/Sharp were showing their usual out of the box reliability and going quickly.

Crawford/Vaughn had a new model, designed by Ted Horne, it almost still had wet paint on it, but it was going well. Some close racing looked to be on the cards; we were not to be disappointed.

Whilst I was pleased to have an event with six entrants, I am convinced that we can do better.

F2CN is the best entry level racing event that has been created, the reasoning behind it is sound and well thought out, it is flown internationally and with both Brit and Open Goodyear seemingly dead in the water, although we are working on that too, as a good Modern TR racing event and more importantly, as a training ground for F2C, it is the way to go. If the level of interest in it that is being shown is anything to go by, it is fast becoming a good event to fly.

Mike North cannot be commended highly enough for his leviathan like contribution.

He has designed and produced a series of financially viable RTF, ARTF and F2CN kits, which he has sold to a whole host of new and existing teams, including yours truly, some of the established VTR teams, who have also gone Modern, as well as some of the combat and stunt fraternity.

He has even sold them to RC flyers that have been bitten once again by the CL bug.

It will be great to see them all to get to the line and really make this event work.

Personally I think that it is a great event, one which I intend to support and promote; so come on and have a go. The Three Kings hope to run a couple of events next year and there are plans for a Workshop style weekend, keep an eye out if you are interested, there are folks more than happy to advice and help, all you have to do is ask.

As I said, I was pleased with six entries, but lets try and make it eight or even ten next year at the Patch.

Back to the racing:

I decided to run two rounds of heats followed by a final to give everyone as much practice as possible.

Due to the numbers, the heats were flown as Three ups, but we did have some close racing, Barker/North showing that knowing your gear and lots of practice makes perfect.

Crawford/Vaughn also showed that practice and experience makes a good team.

Eyre/Bellamy showed that all the practice they have put in over the last year has let them come a long way from where they started.

Peter Sharp is also rapidly becoming one to watch, Clive took some very fast catches, but in situations where Peter could have curbed his enthusiasm, sadly endorsed by the model finally complaining that enough was enough and coming apart after one particularly fast catch!

10 out of 10 for enthusiasm Peter.

The final started well with all teams away quickly, Sharp/Sharp with an edge on airspeed, but Peter had a few problems coping with the left handed flying of Steve Crawford and was unlucky to catch a line on landing, running in and putting them out of the race.

He is young and very keen and I hope to see him around for many years to come, I well know the trials of starting Uni and all that is on offer, but somehow I managed to keep flying, so it can be done, never did much Uni work mind, but that is a different story!

Along with Rob Leeman and Mark Hayward; they are three young TR pilots who have great potential in Modern TR, showing that TR is not just for old geezers.

Now, how do we convince Kate Barker that she should move from Mini Good Year to F2CN?

Many thanks guys, it was a good final and much enjoyed by the spectators, nice too, seeing TR back at the Patch.

## F2CN Results

6 Entries 2 withdrew

Bainbridge/Orchard

- 3 Kings, Nelson, Mike North RTF – Withdrew

Eyre / Bellamy

- Barton, Nelson, Mike North RTF

Sharp / Sharp

- Grantham, Nelson, Mike North RTF

Crawford / Vaughn

- 3 Kings, Nelson, Ted Horne design

Sykes / Bowry

- Boscombe Down/CADMAC, 3Ks, MVVS, OD – Withdrew

Barker / North

- RAFMAA/ Grantham , Nelson, Mike North OD

Round 1

Heat1

Eyre / Bellamy

DNF 14 Laps

Barker / North

4.17.4

Heat 2

Sharp / Sharp

DNF 33 Laps

Crawford / Vaughn

4.14.0

Round 2

Heat 1

Barker / North

4.32.2

Crawford / Vaughn

4.18.5

Heat 2

Sharp / Sharp

4.28.5

Eyre / Bellamy

DNF 42 Laps

Final

Barker / North

8.42.8

Crawford / Vaughn

9.27.9

Sharp / Sharp

DNF 51 laps Ran in on landing

One of the more interesting sights of the event was seeing Barker/North and Barton B flyer, Adrian Moore, using a new computer Race Record Programme that has been developed by Adrian. All nice and techie, it show the flying team where they have lost and gained time throughout the race, allowing them to address problems and weaknesses in style and technique.

I believe that it was developed to assist Barker/North in the lead up to the Euro Champs, but am sure that Adrian will put it to good use in Barton B.

The use of technology and a more analytical approach to racing is something that we should all embrace.

Rather than the flick it fly it and hope approach that most of us use,

it has proved its worth for the very successful French team Surugue /Surugue, who have been recording and

analyzing every race for some years, the result of this Formula One style approach being a 1st Place at last years World Champs in Muncie.

In this day and age of easy access to computers, there is no excuse to add a bit of hi tech to our flying regimes, no excuse for not practicing either, but every little bit helps.

In the lunch break it was good to see both Allan and Dick flying combat wings. Mike Waller was putting a quick ASP Powered new Club Combat Class model through its paces, he even has volunteered to let me have a go next time, it has been a very long time since I flew a combat model, but I will give it a go!

## Brit Goodyear

Showing that Brit is not dead, four teams fronted up to fly, but engine problems saw Crawford/Vaughn withdraw and a couple of accidents of unknown cause saw Sykes/Bowry put out of action, forcing a withdrawal.

So the two remaining teams of Barker/North and Eyre/Bellamy agreed to fly a couple of heats.

The only teams remaining standing, they both managed to put in times, but only just! Eyre/Bellamy managed to lose both a wheel and tank valve, both coming off in flight, the tank valve hitting me in the chest! Is there a penalty for assaulting the Contest Director? At least it didn't get lost, and the wheel was also found a lucky result.

Barker/North were also in the mood for jettisoning, but only at the very end of a race which saw Chris prove that you can land a Brit GY like an F2C model: short, fast and hard, I felt sorry for Mike's hand, but we all had a chuckle when on the very last stop the fin decided enough was enough and hopped off for a rest!

## Brit Goodyear Results

4 entries – Two withdrew  
Eyre / Bellamy Barton, PAW, Mike Argander  
Crawford / Vaughn 3 Kings, PAW, OI Blue 72 - Withdrew  
Sykes / Bowry Boscombe Down/CADMAC, PAW, Pitts Special – Withdrew  
Barker / North RAFMAA/ Grantham , PAW, OI' Blue 72

Due to lack of flyable entries it was decided to run two heats.

Heat 1  
Eyre / Bellamy 6.26.1  
Barker / North 4.56.7

Heat 2  
Eyre / Bellamy 5.48.7  
Barker / North 4.42.6

With a forbidding sky and circling mini bikers, we called it a day and presented the Trophies and Prizes

## F2CN

1st Barker/North  
2nd Crawford/Vaughn  
3rd Sharp/Sharp

## Brit Goodyear

1st Barker/North  
2nd Eyre/Bellamy  
3rd Not awarded

Encouragement Prize  
Sykes/Bowry

Team of the Day  
Barker/North

Thanks to all for a good day, I had a great day and judging by the comments on the Barton Forum in the days following, everybody else did too. Thanks for coming and look out for next year.

Special thanks to Mike and Steve for their ongoing hard work, Ted, Alan, Adrian and Dick for time keeping and anyone else that I may have forgotten, and of course all of you who watched, flew and supported another great day at the Patch.

Look out for more racing next year.

## F2CN Contacts

**Mike North**  
1530831217 - Kits, RTF and advice

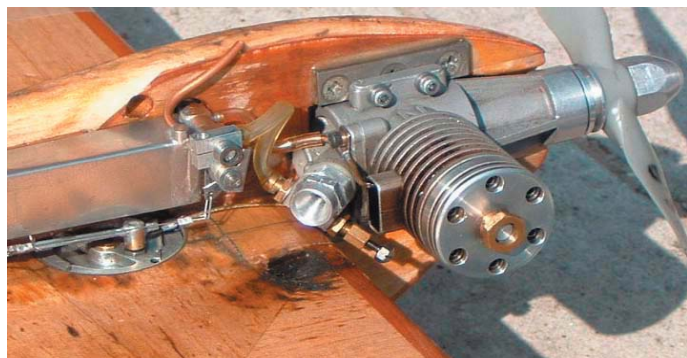
**Nelson Competition Engines - Engines**  
nelcomp@earthlink.net

**Ted Horne**  
tedhorne3k@aol.com - Plans

**Stuart Robinson**  
01535 602231- Wheels, shut offs etc

**And of course me!**

**Duncan Bainbridge**  
Duncan@east-two.co.uk - General waffle and encouragement!



## Modern 1/2A – Back from the dead?

I have always been vehemently opposed to the view that the way to revive racing has been to introduce new events, clearly I have been proved wrong with Barton B and F2CN.

But Super 09, Weasel Racing, Profile VTR, Club Team Race and Simple Team Race, have all failed, the jury is still out on Oliver Rat, but that is a club event so we shall see.

I am not sure if any of the above were the way forward, the fact that they have failed to ignite a cross the board enthusiasm speaks volumes.

So where am I going with this? I hear you ask.

I believe that the introduction of new events, especially when we still have existing events, which with a bit of effort are still viable, dilutes the gene pool, so to speak!

This is where the rebirth of Modern 1/2A comes to mind.

The past year has seen a positive resurgence in the racing world. VTR events are well run and well attended, although as ever a few more teams would never go astray. Barton B, whilst not the milk float racing that some envisaged; thankfully I might add, looks to become as hoped; with all sorts building beautiful models.

Even Brit Goodyear is seeing renewed interest. F2CN is on the up and up; Mike North and Stuart Robinson are providing kits, tanks and hardware. Can we keep up the burgeoning momentum? Yes I think we can.

People are once again aware that TR is exciting, fun and most importantly; a challenge.

F2C has always been seen as the Formula One of the aeromodelling world. A Class VTR occupies a similar position for those without the funds or the inclination and has succeeded in getting new and old teams racing.

But traditionally it seems to me that even the most average UK Aeromodeller has had a soft spot for the 1.5 diesel. Witness the success of VTR 1/2A, 1/2A Combat and the popularity of Phantom, Midge and Mini Goodyear, even fun fly aerobatics use 1.5 diesels.

In the past 1/2A TR or Modern 1/2A as we now know it was very popular, why should today be no different?

Face it folks we all love 1.5 diesels, for what ever reason, they occupy a favourite position in our hearts, always there, but maybe just forgotten about for a few years, so might it be time to revive an existing event that is fast, techie, but not frighteningly so, accessible and fun. Not just come up with yet another Mickey Mouse event.

Taffy Bollen; one of the UK's most experienced Modern TR fliers has said that "1/2A has always been my favourite event, and the most fun" he should know, he has been at the top for many years and is one of the best engine

tuners and competitors in the world, known and respected all over.

The past year has seen something of resurgence in M1/2A with a few new teams turning out with models, sadly this didn't equate to a multitude of entries getting the line or flying at the Nats; as I well know.

The problem of being in nearly ever racing event at a Nats and not having enough time due to the fact that everything is packed into just three days, is one that plagues many of us and is almost a Countdown Conundrum, a solution to which I am not quite sure of a solution; answers on a post card to the usual address please.

But what is real is the fact we have seen some new and some reconditioned models doing the rounds, from reading my old Aeromodellers, in the past it was Horton/Howarth, Heaton/Woodside and a few others that dominated the event, but there were many other teams that were in with a chance and raced on a regular basis.

The Nats 1/2A trophy, the RAFMAA Trophy was won by Barker/North, hell I even got a third last year.

it is a great event to fly and new blood in the form of Toogood/Ward and Hayward/Hayward who both have new models seem to agree. Why build something if it wasn't going to be fun?

A recent straw poll saw at least ten teams who have gear, and there are others who have old gear or are new teams that are interested in flying it.

M1/2A, even more than F2CN, due to the rotation speeds, holds all the excitement of F2C, yet without the cost.

Yes there are some top end motors out there, but they are now verging on the old side, and as can be seen from recent experience in VTR, people are able to coax some impressive performances from fairly standard motors.

Just think what could be done in M1/2A with some of the Schnuerle Oliver's, CS's or fast glows converted to diesel, Lenny Morrell could put his own bespoke PAW style motors to use in an event that isn't Mini Goodyear.

Steve Rothwell is building a R150, primarily for VTR, but what is there to stop it being used with a multifunction valve and a modern model in M1/2A,

- we don't know till it has been tried.

On a tangent, who is going to be the first to use a R250 in Brit Goodyear?

Modern 1/2A offers the opportunity to design your own model, something most definitely not allowed in VTR 1/2A, maybe to some, they don't have the same intrinsic history of the VTR models, but history is all relative.

M1/2A models fly well, currently I have a flying wing, as do a number of other teams, but I have memories of a

nice Witblitz that flew well, Barker/North run a conventional style model.

Conventional style models are a very viable option and the combination of contemporary technology and "Old Skool" design will work very well, but as I said, we wont know unless we try it.

The crux of my idea is this:

M1/2A is not a new event, it is a tried and test formula that exists, it is not dead per se, merely sleeping, so why not try and wake it up.

I know that it still planned to run it at the Nats and the Northern Gala is also hoping to run it. I am looking at running a 1/2A Special day at the Three Kings.

I am not asking for every event to include M1/2A, but if we work at it slowly we can build it up into something like it was.

This newsletter now goes out to far beyond the membership of the Three Kings, a distribution list of something like 150 people, both nationally and internationally now get the Court Circular.

It is also accessible to many more through the Barton and Vic Stunt websites, so I would welcome any thoughts from anybody in the UK or world wide on my suggestion.

Contact me at the usual address [duncan@east-two.co.uk](mailto:duncan@east-two.co.uk)

Go on, have a think about it; instead of creating yet another Micky Mouse event in a knee jerk reactive fashion, lets work with what we have got and try and bring back M1/2A back from the dead.



## The Racing Year in Pictures



- 1 Toogood/Ward/Toogood - VTR B - Bristol
- 2 VTA and Oliver Rat - Bristol
- 3 Open Goodyear - Nats
- 4 Mick Orchard's Cleaver Barton B
- 5 1000 Lap BTR Winners Whitehouse/Watson/Grainger

## Steve's Interesting Bits and Bobs!

### Steve Waller

#### Sticky End to Love Affair

Kenneth Slaby found himself in a sticky situation when a former girlfriend used super glue on his genitals.

While he was asleep, Gail O'Toole glued his penis to his stomach and his testicle to his leg and stuck the cheeks of his buttocks together before scrawling and obscenity on his body with nail varnish.

Mr Slaby of Pennsylvania is suing his former girlfriend for \$30,000 for her "inhumane" acts. Mr Slaby said that he was in love with Ms O'Toole for five years and was devastated when she left him. When she invited him over to her home in Murrysville five months later he agreed.

According to court papers she suggested that he take a nap. He awoke to a "strong burning sensation" around his genitals and found red and blue nail varnish had been poured in his hair. Ms O'Toole pleaded guilty to simple assault and served six months of probation.

Times 4.11.05

The modeller should beware - lock up the cyano or stick to PVA at least that washes out...

*This is an quote from Aeromodeller - Anyone guess the year?*

I'd be most interested to hear from anyone who has succeeded in looping a U-control model. I've looped rubber-driven model but never quite had the courage to risk a loop with an engine powered model! If any reader has looped I'd like full details - length and type of line used, size and weight of model and power unit fitted.

- Answer: December 1947)

#### Windmills in the Sky

Australian engineer Bryan Roberts wants to build a power station in the sky -- a cluster of flying windmills soaring 15,000 feet in the air -- but is having trouble raising enough money to get the project off the ground. After 25 years of research, Roberts has designed a helicopter-like rotorcraft to hoist a wind turbine high into the air, where winds are persistent and strong.



The craft, which is powered by its own electricity and can stay aloft for months, feeds electricity to the ground through a cable.

Roberts, a professor of engineering at the University of Technology, Sydney, believes there is enough energy in high-altitude winds to satisfy the world's demands. Wind-tunnel data suggests a cluster of 600 flying electric generators, or FEGs, could produce three times as much energy as the United States' most productive nuclear power plant.

Roberts has teamed up with Sky WindPower, a San Diego startup that is trying to commercialize his invention. The company has Federal Aviation Administration approval to conduct tests of the technology in the California desert, but needs \$3 million to build full-size flying generators. The company is having trouble raising the cash because there isn't likely to be an immediate return on investors' money.

High-altitude winds could provide a potentially enormous renewable energy source, and scientists like Roberts believe flying windmills could put an end to dependence on fossil fuels.

At 15,000 feet, winds are strong and constant. On the ground, wind is often unreliable -- the biggest problem for ground-based wind turbines. "For FEGs, the winds are much more persistent than on ground-based machines," said Roberts. "That's part of the benefit, more power and greater concentration."

Ken Caldeira, a climate scientist at Lawrence Livermore National Laboratory, said tapping into just 1 percent of the energy produced by high-altitude winds could satisfy a lot of the world's power needs.

"It's absurd that all this time we have turned a blind eye to the energy right above our heads," he said. "High-altitude wind power represents the most concentrated flux of renewable energy found on Earth."

At certain locations, the efficiency of a flying generator can be as high as 90 percent, three times higher than its grounded counterpart, according to Sky WindPower. At this efficiency, FEGs could become the nation's cheapest source of electricity, with an estimated cost per kilowatt hour of less than 2 cents, about half the price of coal, according to the Power Marketing Association.

Having conducted tests with models, Sky WindPower wants to scale up Roberts' experiments and produce a commercial-sized flying windmill with four rotors. The rotorcraft will go into the first layer of the atmosphere, called the troposphere. Sky WindPower estimates the craft will produce 200 kilowatts per hour of electricity in an area that at ground level would produce none because of a lack of wind.

Since strong high-altitude winds exist in many locations, the company's hope is to find sites 10 miles by 20 miles in size that are not currently used by commercial planes and turn them into restricted airspaces. Once in the air,

the FEGs' roll and pitch would be controlled to catch the wind most effectively. Sky WindPower intends to use GPS technology to maintain the crafts' vertical and horizontal location to within a few feet. The craft will be brought to ground once a month or so for maintenance checks.

The project has already received FAA approval and needs only to finalize a test site. Currently the company favors somewhere in Southern California. The company declined to be specific, saying it has not yet applied for local permits.

"Our desert test site does not have as good winds as future intended operational sites," said David Shepard, president of Sky WindPower. "But starting there will enable us to proceed to more-difficult conditions with less risk

"We do have reason to expect that we will obtain the funding necessary to carry out our intended demonstration," he said. "I have reason to be optimistic."

Caldeira, whose high-altitude wind energy graphs can be found on Wind SkyPower's website, said he was disappointed but not surprised the company is having trouble raising money for testing.

"Investors tend not to put money into a project that is risky or won't pay within a few years," he said. Caldeira said there are lots of obstacles that scare investors: testing, obtaining local permission and quelling fears of possible danger.

"Even if this is a far-out possibility, our society is remiss in not vigorously investigating the potential for high-altitude wind power," he added.

The lack of initial investors is expected by some economists.

"The high risk of investment is associated in terms of length before you would see a return," said Stanley Stephenson, an economist for Litigation Economics, an economic and legal consulting firm.

Stephenson said there is also the fear that larger organizations, even oil companies, could enter the market with alternative energy technologies, which makes it more difficult to find investors who are gung-ho for small venture startups.

But Eric Becker, vice president of Trillium Asset Management, a firm that specializes in socially responsible investing, believes that entrepreneurial capital for projects such as Sky WindPower will soon start to flow. Becker cited EnviroMission, an alternative-energy company in Australia that is building a kilometer-high solar tower.

"It's as far-fetched as tethered wind turbines and they've managed to go public and are on the verge of booking orders," said Becker.

After low-altitude and wind-tunnel testing, Roberts doesn't believe his invention is far-fetched at all. "It has all been

properly done in an academic sense. I've never had any criticism in the principle," he said.

Sydney Morning Herald Nov 05



## Dates for the Diary from Mike Waller

### Fun Fly

I am afraid that the well liked Fun Fly's will now only be programmed in until March next year, all non members will have to pre-book.

### Fun Fly

20th November 2005 TBC  
17th December 2005 TBC  
15th January 2006 TBC  
19th February 2006 TBC  
18th March 2006 TBC  
20th August 2006 TBC

### Speedy Comp

To be run as normal, any profile model with a 1.5cc engine with 42ft lines, ring before hand to confirm.

### 1.5cc Speedy Comp

20th November 2005 TBC  
15th January 2006 TBC  
18th March 2006 TBC

### Streamer Eater Days

1/2A, Club Combat, dates and location may change, please email or ring me for dates nearer the time (controllineuk@aol.com)

Streamer Eater Days (dates and location TBC)

17th December 2005 TBC  
15th January 2006 TBC  
19th February 2006 TBC  
18th March 2006 TBC

### F2E, F2D and 1/2A Combat

Date to be confirmed and the venue also has to be confirmed.

## Three Kings AGM

The date is yet to be set, but due to my trip to Australia it is likely to be January.

Please watch your post and email

## THE LAST CABBAGE PATCH NATIONALS

Which I had the honour and privilege to take part in, although my control line flying days are unfortunately now over so I volunteered my services as a judge and chose Scale and one other option which was Bi-planes. Now as it happened there were not a lot of either but in the spirit of the whole event it was "a bit of fun" and a lot of meeting up with old friends, that word nostalgia keeps creeping in. It was a perfect day, the weather was hot and sunny but a little on the breezy side.

Perhaps it was as well that there were not too many entries because we had a number of problems with the scale fraternity [so whats new] Bernard forgot the receiver for his Gloster Gamecock. Ken Reeves had a tank problem with his semi-scale Mustang, I cant think why C/L flyers use those commercial radio clunk tanks it always seems that the feed tube gets jammed up just when you dont need it too and even Mike Chapman had a problem with a mysterious "growth" on one of his electrical plugs so they all had a major "strip" down of components, not the best thing to happen on a hot day on the field. But all problems were overcome except I'm sorry to say in Bernards case, but all was not lost for he went on to have success in two other events.

The winner was Mike and his magnificent Zero with a spectacular performanc which demonstrated his retracts and bomb drop options to perfection, followed by fellow Notts club member Ken Reeves with a modified stunt schedule which earned him justifiable high scores and a nicely turned out model which clinched it and in third place was a very fine effort by newcomer [to me anyway] a Mosquito flown by Tony Bowler I do like the sound of nicely running twin engines AND he had no starting problems at all.

Only two entries in the bi-plane event [I did expect more, always the optimist] One was a very small model called the Barnstormer Bipe made and flown by local lad Bob Taylor. this went very well in the gusty conditions until it caught a bit of long grass on landing approach. In fact he would have "won" but for a last minute entry by our continental friend Jan Ockleym, at least thats what it appears to say on my entry sheet, and he wrote it!! And he entered a weird contraption with wheels both on top and underneath it. But he sure could fly it a real joy to watch. Jan is well known at the carrier meetings and is a real nice guy to meet, also flies electric

stunt models which I'm sure is the coming thing.

Before closing I must just mention the scale and carrier meeting held a couple of weeks previous at Croydon. I must compliment the work that has gone into the patch by the supporters of the club its just a shame that it is being illegally used by irresponsible youths on motor bikes to the detriment of the paying model fliers. As it happens there was no scale models being flown, this may have been because nobody knew about it!!! But had there been its doubtful wether we could have used the tarmac with safety. Andy of course uses the grass area, couldnt we come to some arrangement over this

Not much more to report on the model flying front although Bernard and I are going to the Marlborough Scale and Carrier Comp this week end all being well and the wind in the right direction [ even better, no wind at all !] so perhaps there will be a bit of news from the west country. Then after that we are going to spend a few days with Geoff [Red Barrel] Burkett down in darkest Devon..

But before that a few lines from the archives of the Aeromodeller 1981, this should have been with last issue of Court Circular but for some reason the end of my article was a bit garbled and indeed not finished. We will put it down to Gremlin activity, but you are not going to get away with it, the missing piece follows

More snippets from 1981 this time.

And the first one is a good article from Charles Frizell on how to make metal control line fuel tanks, a piece of kit that we often ignore these days in favour of r/c type clunk tanks, but the "olduns are the best" if made and understood properly--also in this issue Stan Perry concludes his piece on carrier flying and with a postscript that sadly records his death with a heart attack. Another model with plan is the Flying Flea that was of interest to me anyway, one as a c/l model, in the past I rather fancied it [being different] also as an indoor model, although the plan shows it as a co2, it would not take much of a conversion to rubber for our club indoor do's.

And in Feb an unusual feature on the "construction using expanded polystyrene foam and cardboard", showing you how to vary your modelling skills with a different material and a peanut scale plan for those who like building in 1/64 sheet and 1/16 square balsa. Not for me with these not so nimble fingers.

The March issue contains a plan and pics by Pat Lloyd of Burt Rutans "Quickie" a most unusual light bi-plane with hardly a straight line in it and the mainplane dubs as an a/c. I would make it if I could still fly c/l, after all I did make and fly the Granger Archeopterex!!!

In Scale Matters Alan Callaghan describes how He applied the red and white chequered square pattern to his Miles "Satyr" and if you ever saw this model you will know what a task this was but the overall effect was really first class.

The death of Harold Towner well known Scale designer and builder is recorded this month in nearby Eastbourne at the age of 84. I remember going in to his shop just after my de-mob also seeing him fly a small Beaufighter at an indoor comp.

On the cover of the April issue is a colour picture of Ron Truelove with His gi-normous [well for c/l/ it is] Hawker Typhoon which won Him a gold medal at the M.E.E. with more photos inside the mag. This model featured retracting u/c and a geared motor and it looked magnificent in the air but would not climb above chest high, wether it ever did I dont know..Not a lot of interest in the May turn-out, mainly F/F and indoor, oh and part two by John Stroud on the Cox

series of c/l models, and none of these were very impressive.

A lot of the June issue is in a similar vein, backed up by details of the challenger to the Gossammer Condor only this time it is the Solar Challenger. I must say that any bit of help would be welcome after all that pedalling in the "condor". The flight was successful but more tests are needed before the attempt on the London to Paris flight

July has an interesting cover plate of a c/l. autogyro and an r.t.p. airliner. the BAe 146--it was interesting to me because I wanted more "gen" on the rotors of the whirlybird in order to re-furbish my old model whose "rotoring" was never at its best on take-off.

A carrier event was recorded as being flown at RAF Cosford on April 12th and was dominated by [not surprising] the Wolves and the Bilston club, who liked anything that flew fast, nearly all the model where the Martin MO 1s powered by OS ,KB ,HP and HGK 40s, one "outsider" who came third was M .Miller from Feltham.

The August issue contains a reduced plan and details of Claud Maikis's latest and very pretty model called "Indigo", and in Scale Matters Alan Callaghan has a moan about the rules [very rightly] in peanut scale, and not alot in the September coverage but there are some nice pics of models taken at the Old Warden Scale Day- with some well known names in the captions.

In October's there are lots of details and names of winners and runners up from the European C/L Championships held in Genk [Belgium]. Team Results as follows F2A 0. F2C 4th F2D 1st and F2B 4th. Although we did not obtain a team place in F2A [speed] one name stood out in in round three, and I quote "The last chance to make a mark, the first to fly was our own Paul Eisner. Pauls equipment was very reliable and was

one of the few fliers to record three times".....In F2B the competitors where Barry Robinson, Bill Draper and Pete Tindall, and I noticed that one of the International judges was our old club founder members Mick Harvey.

And a good coverage in the next months copy [Nov] of Vintage Day at Old Warden and a good descriptive piece on it by Peter Russell. And finally December and the Nats results from August with quite long detailed reports from Judges, competitors etc which I shant attempt to cover but only give the first three in some of the events. But overall it was a really good turn out and in excellent weather conditions

Goodyear Team Race 9flew

1st Kane/ Doyle 10.03  
 2nd O'Neil/ Bolton 10.25  
 3rd Broadhead/Longworth 10.44

Gold Trophy 115 flew

1st Bill Draper 8528  
 2nd Eric Jansen 8380 [NL]  
 3rd Jim Mannell 8287

Combat no flt details

1st Peter Tribe Cosmo  
 2nd Dave Wiseman Hunters  
 3rd Ray Sibbald Cosmo

C/I Scale Knokke Trophy 9 flew 4 3Ks

1st Mick Staples 3 Kings 1991  
 2nd Alan Callaghan " 1979  
 3rd Brian Phillips Lee Bees 1894

FAI Team Race 9 flew

Vissen/ Melkemeyer. 7.55  
 Horton/ Haayworth 8.30.  
 Heaton/Woodside 8.50

Open Carrier 10 flew

1st Brian Perry 490.  
 2nd Vaughn Miller 473  
 3rd Phil Baldwin 434

Carrier 40 Profile no flt details

1st Brian Young 404  
 2nd Peter O'Sullivan 402.  
 3rd Norman Ashford 400.

Others of note

P Eisner best in class 3 speed .15  
 The weather was fine all three days,

reflects the turn out.

My personnal memories are of flying the Blenheim and reaching the dazzling position of 6th and coming last along with Alan Church in profile carrier and I have just about forgiven Brian for beating me by 348 points!!!But we all returned home that night having really enjoyed ourselves and all geared up for the next time unlike many that we have since been to

So,best of luck in the coming year, tight lines and happy landings.....Wal.

## The Hobby Stores Complaint Saga

### - A Result

You may recall from the lasat issue, my tale of poor service and general rudeness that I had received during a visit to the Camden branch of Hobby Stores.

I eventually got a reply, reprinted here. It seems that it was just a one off, so hopefully it won't happen again and I will be able to find something to buy with my £5 gift voucher. Fair play to Mr Mashinchy for his apology and reply. It goes to show that sometimes it is worth complaining, and that the famous saying by Gordon Selfridge I think; "the customer is always right" still stands.



# HobbyStores

*Leisure with a Purpose*

08/07/05

Dear Sir

Thank you for your letter dated 03/07/05!

First of all let me apologise on behalf of the member of the Staff in question, I would like to take this opportunity to mention that, I have been in to the store myself and been talking to the staff there, and should I say had wards with them all about this incident, as you can imagine without having a name it is very difficult to find out who it was that was so rood to you!

So please do except my apology, and I can assure you that Hobbystores do not operate in this manner at all, so it is very nice of you to write in and point out your shopping experience with us, and I am so sorry to hear that it was a bad one!

As a gesture of good will, I am inclosing a £5.00 gift voucher, to say thank you for your custom in the past and future!

You could use the voucher in any of the Hobbystores branches.

I do hope that you carry on shopping with Hobbystores, no matter which branch, and most of all I hope you will never experience anything remotely like the one you had again!

Thank you

A handwritten signature in blue ink, appearing to read 'Nader Mashinchy'.

Nader Mashinchy  
Retail Division Manager

Web: [www.hobbystores.co.uk](http://www.hobbystores.co.uk) Email: [mail@hobbystores.co.uk](mailto:mail@hobbystores.co.uk)

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