Meadow Flyer
Newsletter of The Oxford M.F.C.

Spring 2023

It's a fair bet that few clubs can boast a ninety-year-old on their roll of members! Pictured here at the February Berinsfield indoor flying meeting on his ninetieth birthday, Alan Trinder explains the merits of his OMFC 'Foamie Challenge' entry to organiser Ian Melville. An enthusiastic freeflight, control-line and RC flyer (working towards his "A" Certificate) Alan's enthusiasm for our hobby is a lesson for us all [picture and text – David Lovegrove]

Contents

Editorial

Gary Law has written a quick reminder about the forthcoming club Duration events on Port Meadow; I'm planning to enter a morbidly overweight Sweet P30 which can <ahem> easily do 1:15 in still air. I suppose that *someone* has to come at the bottom of the timesheet, though. I should point out that there will also be a Scale event run by Bill Dennis on Saturday June 17th with a back-up date of July 8th – details are on https://oxfordmfc.bmfa.uk/club-events/ - I'm hoping to enter a couple of small rubber-powered scale models and it should be a lot of fun, even if you just turn up and spectate.

There are also three postal competitions (Under 25" Rubber Vintage Cabin Postal, Club Build VMC Pilot and combined Coupe D'Hiver and P30). I would urge you all to consider entering at least one of them, because they're also a lot of fun.

I'm always a little concerned just after a newsletter is published because the cupboard that's normally full of articles is usually bare, and there's the prospect of having to fill another newsletter in a few months time. Thankfully, a great many people have found time to contribute to this issue of the newsletter, so I'd like to thank (deep breath) David Lovegrove, Mike Stuart, Bob Lee, Simon Richardson, Simon Milan, Alan Trinder, Duncan Martin, Jon Markovitz, Chris Brainwood, Gary Law, Simon Burch and Mark Howe.

From the Chair – David Lovegrove

Here we are, with the Winter just about done and Spring starting to burst out around us. I saw my first cherry blossom of the season in mid-February, and we've already had a number of decent flying days, heralding the start of the new model-flying year. On that note, we've organised plenty of things to for you enjoy in the coming months. I do hope you'll join in the fun.

I usually split my flying between the Meadow and a National Trust site near Maidenhead at a village called Pinkney's Green. It's a wide-open space and it's where I meet up with a few friends and (mostly) fellow OMFC Members from roughly that locality. It has the great attraction of having a rather splendid café close by, wherein all manner of delicious treats are available - well worth a visit.

The Green itself is quite spacious, although not as big as the Meadow. Nevertheless, it's more than adequate for the sort of freeflight models and small electric RC models we favour. Naturally, as it's NT land, we're careful not to offend or upset the many other users, mainly dog-walkers and the occasional horse-rider, which means no IC engines.
Like the Meadow, it's a big expanse of grass, thankfully free from grazing animals and a great place to enjoy a bit of peace and calm, allied to the pleasures of our wonderful hobby.

Before I finish, I must mention the very enjoyable 'Foamie Challenge' evening at our February Club Meeting. Ably organised by our Secretary Bob Lee, with help from Andy Blackburn on the judging front, it was hugely enjoyed by all. Some of the entries were, shall we say 'quite ambitious' and the restrictions imposed by flying in a small space with its low ceiling certainly influenced the results. Even so, it was a great success and my thanks to everyone who entered and contributed to an undeniably fun evening.

The FROG Senior Range – Mike Stuart

The full range of six semi-scale models can be seen here featured in the 1960 Frog Catalogue. The Raven, Linnet and Redwing were released in 1953 and the Heron, Tomtit and Widgeon a year later in 1954. The range was produced until 1962.

The models were aimed at newcomers to the hobby - in Frog's own words:

"The Frog Senior series is a range of models of near scale design and appearance representing popular full size sports planes, all approximately 18" span.

They embody very quick and simple constructional methods, as in the Frog Junior series models, all the main parts being ready-cut to shape, and only require cementing together."

I have built several of the range over the years and can confirm they are simple to build and fly well.

My main tip for all the models is to use the lightest balsa you can find for the tail surfaces in order to minimise the nose weight.

My current Linnet is the best flyer so far and the lightest at 25.5 grams ready to fly. I was really careful with my wood selection and the tail surfaces are not covered - just a single coat of banana oil to offer some protection from the damp.

The Heron required a ton of nose weight

A single loop of 3/16" rubber or two loops of 3/32" gives a good rate of climb with a 6.5" carved wooden prop and it will do about 50 seconds without thermal assistance - not bad for a semi-scale beginners model. A lighter model could be achieved with built-up tail surfaces, but of course that would be cheating!

The general consensus is that the Raven is the trickiest of the bunch to trim - though I also had trouble with my Heron, which ended up needing a ridiculous amount of nose weight. I flew a Widgeon successfully for several years - the main problem with that was getting it to circle reliably - it tended to wander. I have never quite got the hang of V tails! I would say the most stable and easiest to trim are the Tomtit biplane, Redwing and Linnet.

Mike's wayward Widgeon

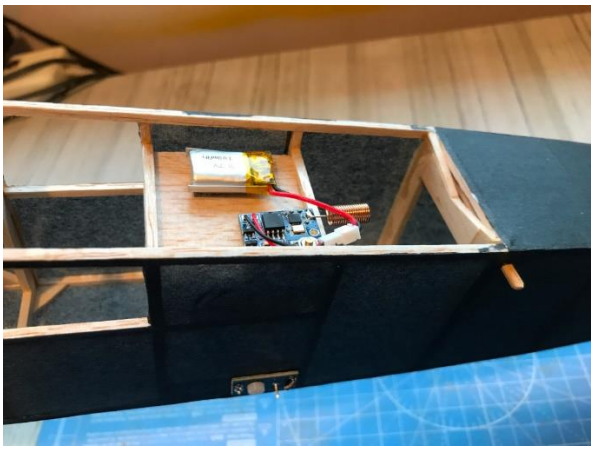
It would be great to see a good turn-out of these models at the Club Autumn Duration competition in September - they are hard to beat in terms of flying fun compared to the relatively minimal building effort involved. Plus, they have a real 1950's charm. I am happy to supply (free of charge) laser printed waterslide decal Frog logos if anybody would like to decorate their models.

Plans can be found on my rather neglected House of Frog site http://www.houseoffrog.co.uk or on outerzone.co.uk.

Winter Builds – Various OMFC Members

This section is to allow people to show off what they've been working on over the winter; my particular thanks go to all the contributors.

Keil Kraft Ace – Bob Lee

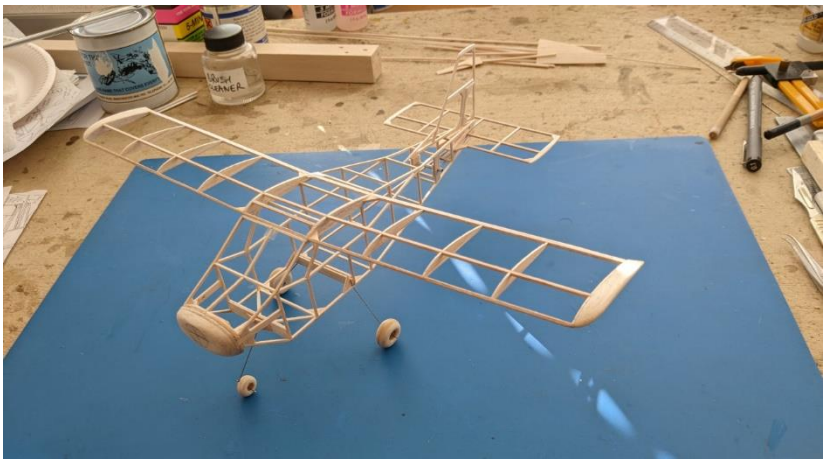


The BMK RTD system is mounted internally under the wing

This is Bill Dean's Ace, originally kitted by Keil Kraft, but in my case built from the plan drawn up by the late Martyn Pressnell. This plan is very nicely drawn and includes some small improvements on the original. The Ace and the Senator are on the same sheet.

The prop is carved from the blank on the Martyn Pressnell plan. The covering is tissue over 5-micron mylar, the tissue being Asuka from Mike Woodhouse. This has fantastic wet strength and is every bit as good as Esaki (no longer available), The only downside of the Asuka tissue is a limited range of colours which aren't as bold as the Esaki colours; you can see that the red is a bit muted. However, the yellow is pretty good.

Bede BD-4 Peanut – Andy Blackburn



This is my peanut Bede BD-4 built from a Bill Hannan plan; it's primarily for indoors, the wheels aren't quite finished (they need some 1/32" ID aluminium bushing) but they're good enough for photos and government work. I'm planning to use a Peanut Paper Pilot caricature of Bill Hannan taken from one of his column mast-heads in the late lamented "Model Builder" magazine.

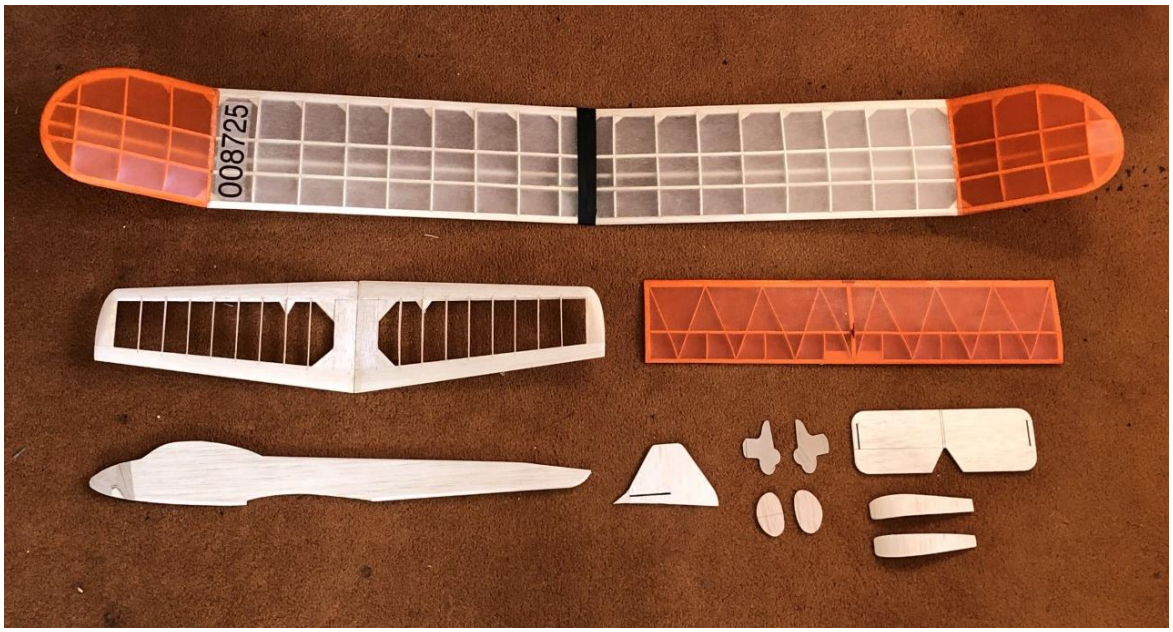
As it stands, the structure (less wheels) weighs about 4 ¼ grams, so I am very hopeful of achieving a finished empty weight of about 10 grams (with a tissue finish). I was hoping for a bit less but weight has inexorably crept onto the airframe – it has a tricycle landing gear which *can* be a bit heavy.

Ephemeral 01 P30 – Simon Richardson

This photo shows my latest P30 nearing completion. I'm pretending it is an own-design, but it's entirely based on existing configurations and highly influenced by Andrew Longhurst (who has been very helpful answering my questions).

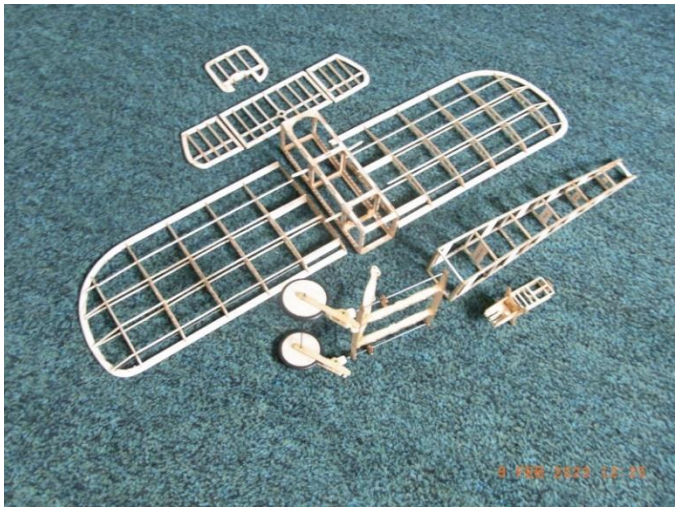
Unfortunately, I have failed in my bid to build the airframe down to 40g. This is partly because the tissue over mylar (for toughness and waterproofing), Gizmo Geezer front end, Tip Up Wing DT, RDT and GPS tracker all add weight. The final weigh in will come in about 42g, but this is 9g lighter than my first P30, so I am improving! For the record, the approximate component weights are as follows - Wing (12.5g), Fuselage (9g), Stab (2g), Prop Assembly (11g), RDT (3.5g), GPS Tracker (1.5g), Battery (1.5g), Bands and Rear Peg (1g).

New Glider Wing & Tail + Miles Sparrowjet Jet Cat – Simon Milan



I attach a pic of the extent of my rather limited winter building efforts. Daily life and the cold weather/energy crisis prevented me doing more - my "workshop" often failing to rise above 12 degrees Celsius and I refused to switch on the central heating! Anyway they are a) a new traditional-construction wing and tail for my woefully overweight Jedelsky-winged Hi-start - mentioned in my recent MF article, and b) the bare bones of my Jet Cat Miles Sparrowjet, inspired by Bob's MF article and the info on the Paul and Ralph Bradley Model Airplane Hangout website.

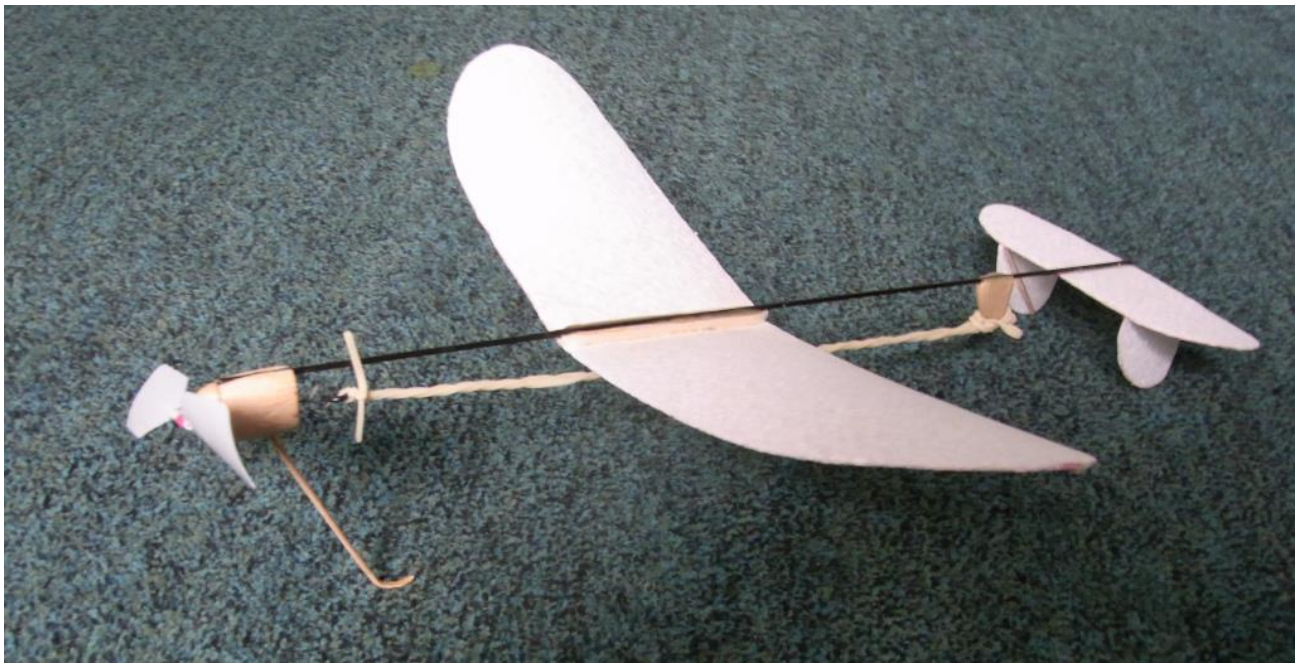
RC Bleriot XI – Alan Trinder



This is more of an extended autumn project but as it's ongoing I thought it might qualify as “Winter”. It's a 16 ½” scale Bleriot XI by Tony Ray. Construction stalled during the build of the rubber band sprung undercarriage; the wheel axle supports were laser cut from 1mm ply that had a width of 2mm.The hole for the axle support was 1mm diameter and, not surprisingly, the ply de-laminated when the axle holes were pushed out. Construction was further frustrated by dropping a small pair of scissors onto a wing, fracturing spars and ribs.

However, the winter project request has prompted re-motivation. The model is electric powered and intended for 3 channel RC, I’m tempted to make it "free flight" but will probably install rudder and motor control for flying at Begbroke.

OXO Hobo – Alan Trinder



Seeing the Foamie Challenge reminder prompted me to send a pic of my effort. It's a hybrid of Andy's Oxcat and a Cloud Tramp so I call it the “OXO Hobo”.

Not exactly a technical design - I drew round the wing and tailplane of my Oxcat onto stiff paper, then transferred the pattern to the foam with one of the grandson's felt colouring pens and cut the shapes out with scissors. Twin fins made similarly by guessing the original total area of the Oxcat fin and dividing by two. Used twin fins as I find models this light have, effectively, no take off run. Hence a light single stick undercart of sufficient length to keep the prop clear of the ground with twin inversely mounted fins to stabilise for take-off. "Fuselage" is carbon rod with the nose and rear appendages of my own "design" - seems to work OK.

The wing attached beneath the "fuselage" as per the Cloud Tramp set-up, it's not adjustable so I roughly established a C of G by temporarily installing a rubber motor; wings were held in place by rubber band and slid back and forth to find balance point and then epoxied in place. Weight without rubber motor is 6.1 grams. Test glides onto the bed show a tight left hand turn but the prop has right thrust built in so we'll have to see what happens at Berinsfield/Begbroke.

Flite Test Mini Scout – Duncan Martin

I've attached a picture of my winter build - it's from the Flite Test plans for a Mini Scout, but instead of foam board it's made from underfloor insulation (fake Depron) part covered in Sellotape!

It had its maiden flight last Sunday and seems to fly pretty well.

Various Winter Builds – David Lovegrove

From left to right, we kick off with the catchily named P1B-1. This is a 26" (850mm) wingspan chinois foamy freeflighter that I purchased from j&haerospace.com. The entire construction is plastic. I was drawn to it by its modern appearance – it looks very purposeful – hinting at the potential for an excellent performance.

Having said that, I'm slowly getting to grips with the vagaries of how many turns / how much rubber it needs and how to engage that fancy prop unit (a 'Reverse Montreal Stop'). It's a very light model and although it fits into no UK competition class, I'm looking forward to flying it as a sport model. It would have been a great help if the instruction sheet had been written in English, rather than Mandarin Chinese!

Next up comes a 23.5" (570mm) w/s stick and tissue job from Sig, available in the UK from Sussex Models. It's called the Mini-Maxer and is the design of US modeller George Perryman,

somewhere around the 1960's/70s I think. Unfortunately, the kit proved to have been laser-cut (albeit very nicely) from mahogany. That's what it looked like anyway, so the finished model is decidedly porky. Another one where I'm still trying to work out how much rubber it needs.

Now we come to the canard 'Tail Firster', a genuine P.30-class contender kitted by BMJR. I'd had this kit for several years before finally getting down to building it and I'm pleased I did. It's very light, with lots of wing area and its quirky looks appeal to my quirky tastes. Yet another model that needs to be properly trimmed out, although already the glide on low turns is terrific. I'll crack on with it when wind and weather allow.

The next in line is a 'Super E.20', again from Josh Finn in the USA. I traced the provenance of this model to a manufacturer in Poland, which means this is yet another of my models that has done a fair bit of world travel before arriving on my building board! It's a Depron foamy/carbon fibre composite job where the wing has an exceptionally broad chord, so there's lots of area and the wing loading is consequently very light. It glides brilliantly. Definitely not one to risk flying without a dethermalizer.

And finally, another E.20. This is my modified version of Ralph Bradbury's (parmodels.com) 'Cliché', which utilises features more usually associated with hand-launched gliders (chuckies). The wing and tail surfaces are all-balsa so they're quick to build but, if you're not careful, they can turn out heavy. It flies well, if not spectacularly.

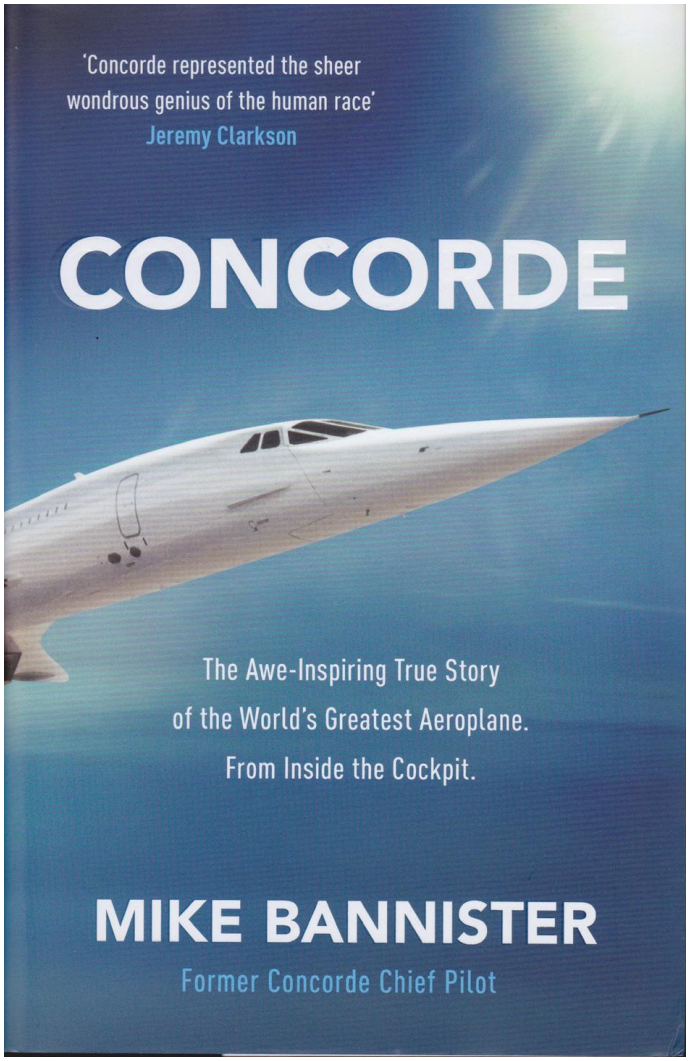
You'll have seen that I had a bit of a binge on E.20 models, having been inspired by a BMFA webinar featuring Fr. Luke Goymour. They're fun, quick to build and quite easy to trim'.

Health and Safety – Alan Trinder

Having read in this month's Aeromodeller the account of the disastrous workshop fire caused by an on-charge lithium battery, I have invested in a charging box - I suspect I am not the only one who has put a battery on charge and then left the workshop forgetting to turn off the charger.

The availability of these charging boxes may be common knowledge, but I have attached a photo in case it might be useful.

Book Reviews – Bob Lee



The Concorde Story by Mike Bannister
ISBN 978-0-241-55700-6

I don't think many would disagree that Concorde is one of the most beautiful aircraft ever, and probably THE most beautiful (but a tough call versus the Spitfire in my view). Certainly, a magnificent machine and a masterpiece of engineering.

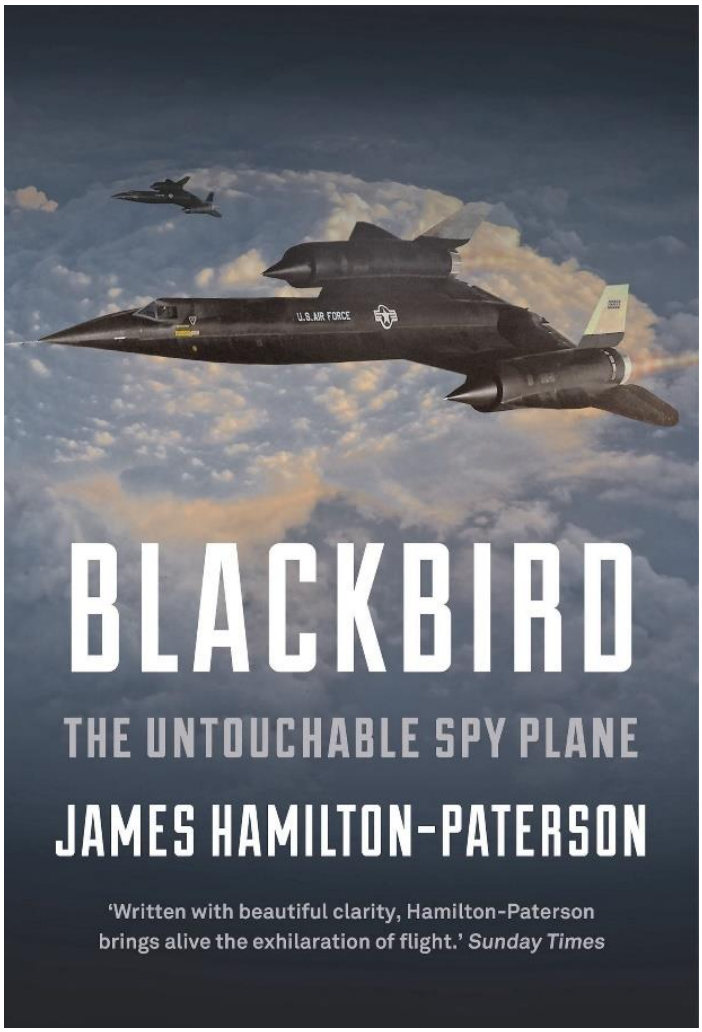
I picked this book up while browsing Waterstones, looking for something as a Christmas treat to myself. Mike Bannister rose to become BA's chief Concorde pilot and was heavy involved in the investigation of the Air France crash that led, ultimately, to the demise of Concorde.

I could sum up this review very quickly:- an un-put-downable MUST read.

The book traces three threads. The first of these is Mike Bannister's own story, starting from when, as a seven-year-old child, he decided he wanted to fly. Eventually he soloed on a Cessna 150, then put in 52 hours on a Chipmunk before going on to flying VC10s until converting to Concorde and rising to become BA's chief pilot. In parallel with this is the story of Concorde itself, its technology and the politics that surrounded it. Some of it is very technical but written in an easy-to-understand manner with detailed descriptions of just what is involved in the take-off and landing procedures (because of the ground effect of that huge wing, it didn't want to land and was happy just to float above the runway).

Throughout the book he talks about the accidents involving the aircraft, the reasons for them and the importance of following procedure. This becomes clear when he writes about the investigation into the Air France crash, in which he was heavily involved. I don't want to give too much away, but basically there were many human factors involved in this accident which, individually, probably would have been OK, but together contributed to the loss of the aircraft. And if you think that the root cause was hitting a piece of debris left on the runway by the preceding flight, then you need to read the book. It seems the aircraft was already on fire before it hit the debris! I'll leave you to read the full story.

The book ends with Concorde being taken out of service but with Mike being determined that the fleet shouldn't be broken up. Ultimately, he found 'good homes' for them, two of which I have seen, at Duxford and Edinburgh.



Blackbird, by James Hamilton-Paterson
ISBN – 9781786691200

If Concorde's Mach 2.04 and 60,000 feet wasn't fast or high enough for you then it's time to step up to Mach 3.5 and 85,000 ft with the A18 and SR-71 Blackbird.

I picked up this book in the library and again it's in the 'can't put it down' category.

The roots of the Blackbird were in the pre-satellite era. with the US deciding that they needed to get more reconnaissance data on the Russians. This led to the U2 'spy plane'.

I was surprised to learn that, despite flying at 60,000 feet, the U2 was actually very slow, the author describing it as a powered glider. It was also very dangerous to fly, the pilots talked about a nasty characteristic they called the 'coffin corner'. That is, the very narrow band between the stall speed (falling out of the sky) and the VNE speed, after which the aircraft falls apart around you. However, the U2 was very successful and by flying high the Americans believed it was out of range of SAM's (surface to air missiles). The incident involving Gary Powers, who was shot down by a SAM while flying a U2 proved this to be wrong.

It was later calculated that flying at Mach 3 and 80,000 feet would mean that SAMs would run out of fuel before they reached that height, hence were born the A18 and SR-71 Blackbirds out of Lockheed's 'Skunk Works' division.

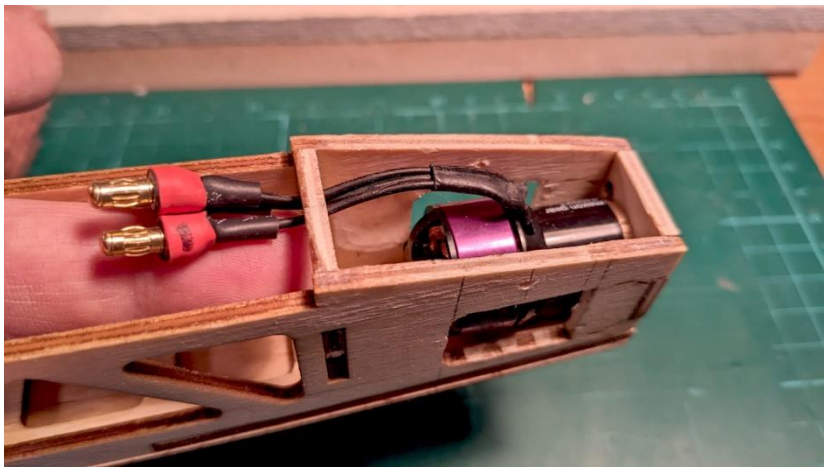
The book is about the amazing technology involved in this project, all of it developed under the utmost secrecy. Every part of this aircraft had to be developed from scratch, right down to the cameras that compensated for the aircraft's motion during the exposure. The whole story of the development and operation of the Blackbird is covered, including the enormous cost involved, and the fact that in the end, they actually flew very few missions.

If you have seen the new "Top Gun : Maverick" film and thought that Tom Cruise surviving his aircraft breaking up at Mach 3 was a bit far-fetched, well think again. It did actually happen. A pilot did survive (and walked away from) a Blackbird breaking up at a speed in excess of Mach 3. And he didn't eject: he just found he didn't have an aircraft around him! He was able to parachute safely to earth and was picked up by a farmer who was keen to take him to the wreckage but, in view of the top-secret nature of the aircraft, the pilot had to keep him away from it. That meant using the "official" cover story, which was that he was carrying a nuclear weapon and that it was therefore best to keep clear.

Another book to sit down and enjoy.

2mRES Flat-Field Thermal Soaring – Jon Markovitz

A 2mRES model is a relatively simple thermal-soaring glider with a 2m wingspan, of modern lightweight construction (balsa and lite-ply mainly but some use of carbon-fibre as well, albeit limited to certain components) and with flying surfaces covered with lightweight transparent film (usually very colourful so the model can be kept in visual sight at altitude).



Eli Motor Install

It has the simplicity of just rudder and elevator controls, plus spoilers for spot landings and also for dropping fast out of excessive lift (which does exist!). With a polyhedral wing of fixed aerofoil section, these are launched either by bungee (the easiest, least expensive, and most satisfying method of getting to working altitude) or by an electric powertrain (which, as I'll detail later, takes considerable skill to set up and use). And unlike specialist wholly carbon-fibre 'mouldies' or mass-produced foamies, a good range of designs are available as precision-cut kits at relatively modest cost for actual building by those with average aeromodelling skills.

In the large, uber-competitive and uber-expensive corner…

Most of us are vaguely aware that at competition level there are sophisticated (and very expensive) moulded carbon models with wingspans of up to 4m, launched either by high-powered winches or by electric powertrains, but all with variable-camber wings. Such sophistication means that both ailerons and flaps can be cambered slightly to slow the model and increase lift in thermals (therefore known as Thermal Mode) or reflexed slightly to speed the model up to move away from areas of sink (horrid stuff) and also to bring the model quickly back from any position which is too far downwind for safety (known as Speed Mode). When used as spoilers the ailerons and flaps are also usually programmed to operate in opposite directions (flaps hard down, ailerons considerably up, known as crow-braking) to slow the model to an almost standstill for spot landings (Landing Mode) for which one gets extra competition points!

And for the athletically-inclined…

The more nimble DLG or discus-launched scene offers lightweight moulded (and therefore still expensive) and complex to program 1.5m span models employing full-length flaperons to give the same flight-mode sophistication as the large full-house (aka four-servo wing) mouldies, where the whole wing section can again be reflexed (Speed Mode) or cambered (Thermal or Float Mode) and are therefore extremely agile and capable models.

But they're still expensive and require the acquisition of very physical whole-body rotation skills to launch to an adequate height, a minimum of 30-40m or so to have any chance of hooking a low-lying thermal, but to 60-80m at serious competition level. From these giddy heights they then set off to hunt for areas of maximum lift and carry out complicated competition tasks

involving landing – within a taped-out zone – as close as possible to a changing array of pre-determined times depending on the round.

But at the popular "budget" end

At the other end of the scale, some of us will have had fun flying simpler 1.5m to 2.5m electric-launched foam models such as the Radian, some with just ailerons, others with flaps as well – which, in addition to slowing the model for landing, also move in concert with the ailerons themselves for smoother roll and turning control, etc. Nothing wrong with these entry-level and easily affordable ARTF offerings – except that they are relatively heavy and hard to thermal except when flown by experienced hands in booming summer conditions, thus they tend to be enjoyed more as floaty powered models than as pure electric-launch thermal soaring gliders.

The growing popularity of the modern 2mRES model

I've alluded above to the relative simplicity and low cost of modern 2m-RES models, the ease of flying with just rudder and elevator, and the two essential methods of getting the model to a starting altitude. Now for a little more detail.

The modern class originated on the continent, probably Germany, one reason being that it's an epicentre of typical 'continental weather systems' which are characterised by slow-moving areas of high-pressure with associated day-after-day sunshine and light prevailing winds, therefore ideal for thermal soaring.

The class is also popular in places like Turkey for similar reasons, whereas we British live on a crowded rock poking out into the North Atlantic where the typical weather system is pants (except for slope soaring, usually on west-facing slopes). However, if we find ourselves living well inland from the nasty coast (with its attendant sea-breezes even on days with lower ambient winds), and choose our outings with reasonable care, there are in fact heaps of opportunities to circle lazily with the birds in bubbles of air that, being warmer than the surrounding air, tend to float skywards – and it must be remembered that there are always thermals around, even on seemingly overcast days!

An FxRES (Electric and Bungee 2mRES) Event launch

What 2mRES models can't do very well

Well… not having ailerons and flaps, or even just flaperons, 2mRES models cannot alter the section of their wings at all, therefore they're limited to one flight-mode (Cruise) rather than the three flight-modes (Speed, Cruise and Thermal) of more sophisticated designs.

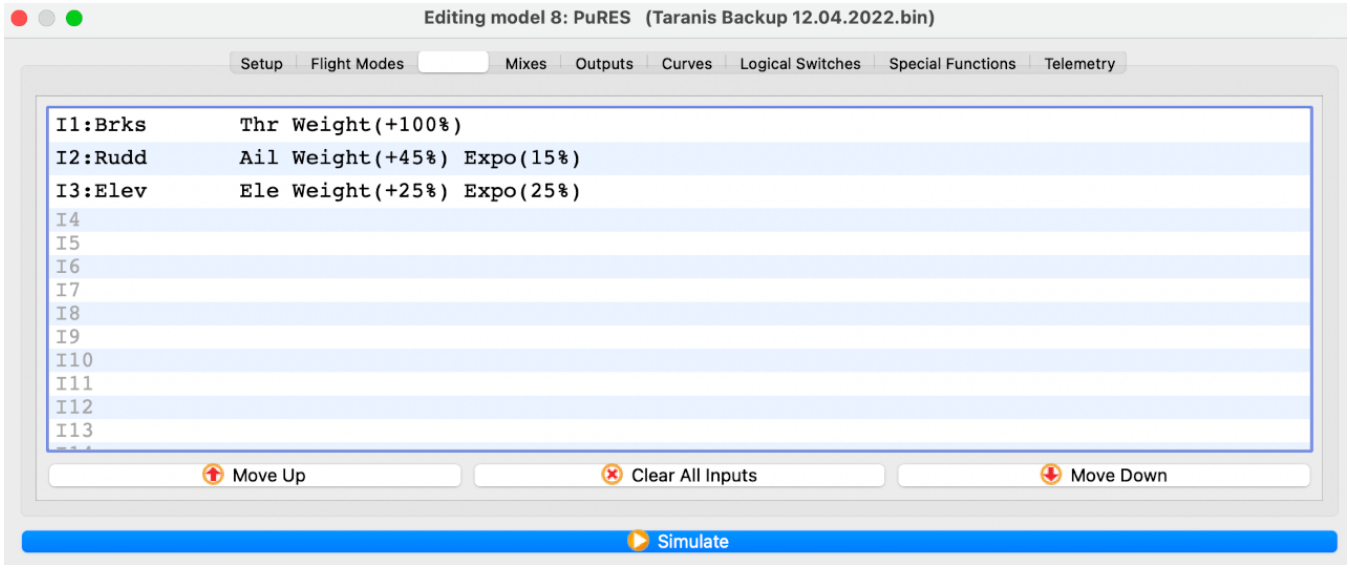
This means that, while they can move around readily enough looking for lift and do in fact climb in thermals very well, they cannot move particularly fast out of sinking air, nor can they penetrate fast back upwind. That they cannot do these things is actually part of their charm, while the advantage of their simplicity is a much reduced pilot work-load – thus we have nothing complicated to think about except how to recognise thermals when we stumble into them, how to stay in them for as long as possible without annoyingly falling out, and when to make a speedy exit before they've moved too far downwind!

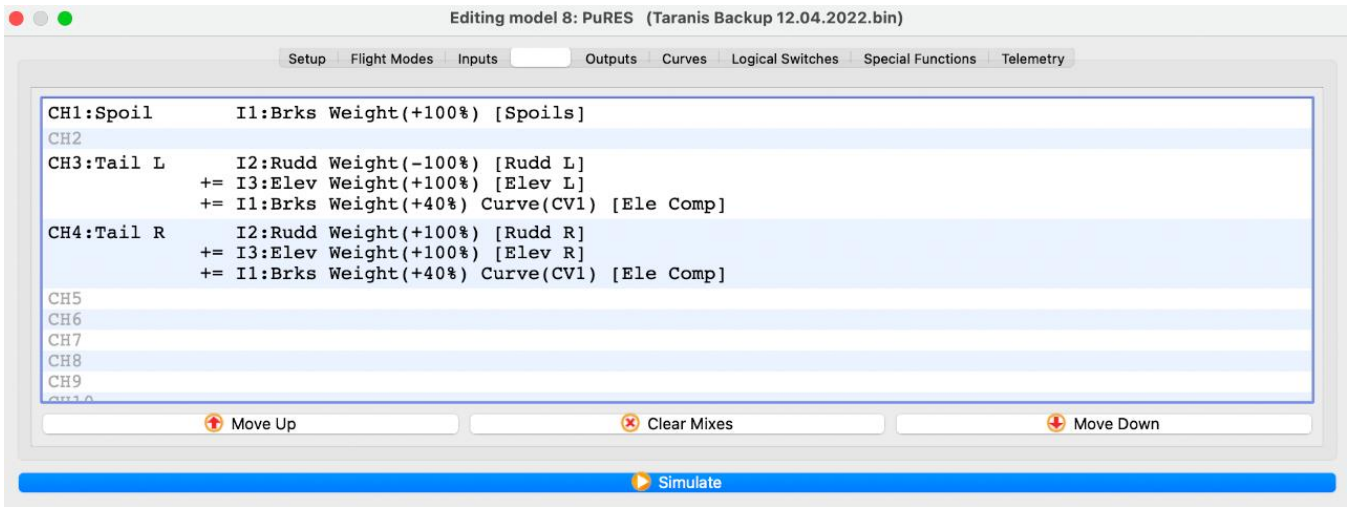
The bungee-launch method

The bungee 'power-train' consists of a length of surgical tubing staked to the ground, at the other end of which is attached a much longer length of fishing-line, at the very end of which is a key-ring which slides over the model's tow-hook, and there is also a colourful pennant so the end of the line can be found in the long grass afterwards. When the whole lot is stretched, usually a distance of three times the length of the surgical tubing part, this stores up a good deal of energy. When the model is then released (overarm at a near vertical angle) the release of this energy kites the model up to a very satisfying starting altitude. If there is a headwind then a better height (say up to 25% greater) can be obtained relative to calmer conditions, because the wind 'holds' the model back for longer, slowing the energy-release and enabling a longer climb phase.

For the Monthly Duration Challenge (see UK Competitions below) the bungee must be a maximum length of 10m of 6mm diameter surgical tubing plus 50m fishing-line (30lb min breaking-strain), a total of 60m. A three-time stretch of the bungee part equals another 30m (I normally count out 36 paces), so the total length at release is 90m. In light conditions this gives a launch height of about 60m, but with a decent headwind this increases to 75m or so. For FxRES League Events (detail below) the bungee is longer and thicker (15m of 8mm diameter surgical tubing plus line etc) so more powerful and therefore higher launches are possible.

My own bungee-launched model is a PuRES (bought second-hand, stripped of its unnecessarily heavy covering and recovered in Oralight) with which I've learnt so much. It has a V-tail which takes a bit of TX programming understanding to set up (I use FrSky with OpenTX) but is a delightful model to fly.





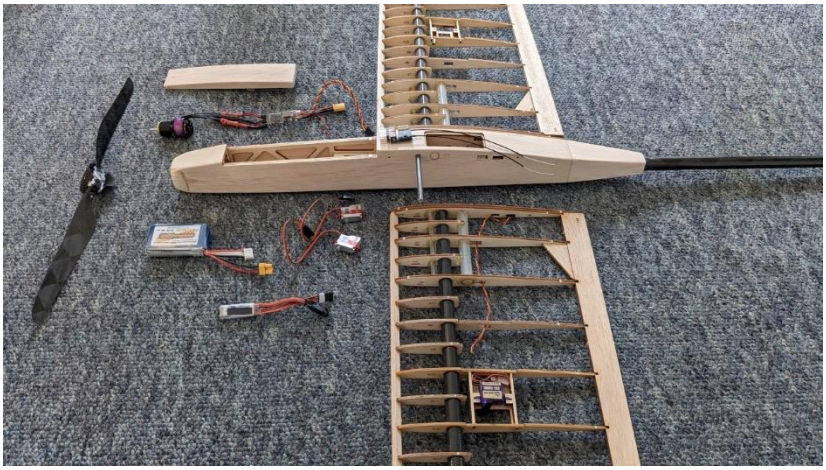
The Electric-Launch Method

On the face of it this ought to be a lot more convenient than using a bungee, especially for flying from sites which either don't permit bungees or, like our own club where the rules require a second person to be present to warn away dog-walkers and random livestock. However, setting up an electric powertrain is considerably more complicated and suitable only for those with experience.

First off, everything needs to be kept as light as possible. A typical modern 2mRES model will weigh say 430g and have a wing-area of about 36dm2, resulting in a wing-loading of roughly 12g/dm2. If one bangs in a heavy power-train then one can quickly find oneself with a more highly-loaded model that performs less well in light condition. (It is much better to build as light as possible and add ballast for better penetration only in windier conditions).

A typical installation will use a 3s LiPo of say 450mAh (a 2s will be lighter but will usually lack the grunt needed) which will give up to three or four launches plus adequate flying time. Thus a set of three batteries and a small field-charger will keep you going all day if need be.

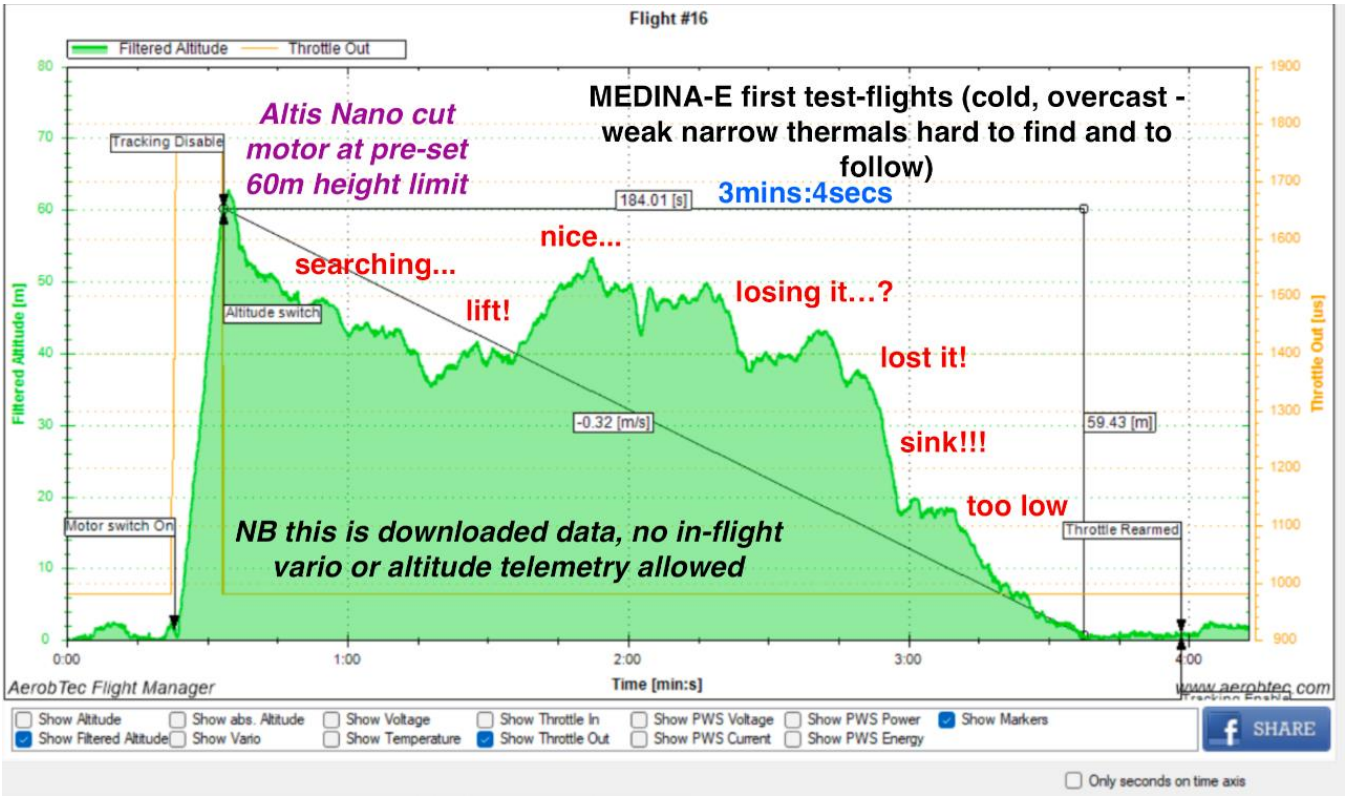
The complicated bit is that for any kind of competition work you can't just use your motor to launch as high as you like or keep going for longer than you're allowed, or quietly bang it back on whenever you feel like it. You'll need to fit a tiny little AMRT (usually an Altis Nano) into the power-train, which is a device that automatically cuts the motor after a certain length of time or once a certain altitude is reached. For the Monthly Duration Challenge these limits are 20secs and 60m, whichever is reached first, while for F5RES League events the limits are 30secs and 100m.



Personally, having cut my teeth with the PuRES off the bungee, I'm now currently building an Eli to which I'm fitting an electric powertrain comprising a small Hacker geared motor turning a large 13x8 folding prop, a minature 28A ESC, a 3s 450mAh LiPo, plus a teeny voltage sensor (useful to know via telemetry how much juice you have left, but complicated to programme) and finally the Altis Nano motor-limiter and flight recorder. The build is going well and I hope have the model complete and operational within the next few weeks.

However, anxious to be ready for the coming season and to ensure that I've got a spare competition model to cover any technical or flying contingency, I've also recently splashed out on a new ARF Medina from Hyperflight, fitted it with an electric powertrain, bent my brain around the necessary Tx and motor-limiter programming, and have had first flight-tests in cold and not very thermally weather – but a successful and hugely satisfying maiden session nonetheless!

My ARF Medina-E Model



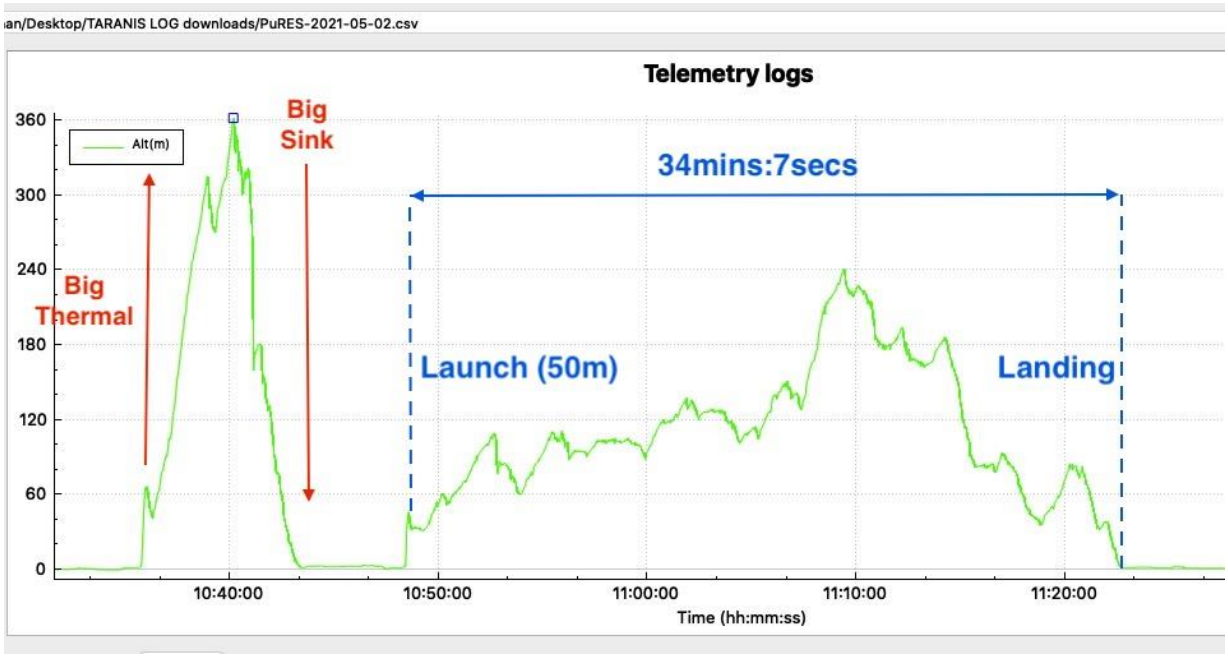
Medina-E First Test-Flights Telemetry

UK Competions

I'm not in normal life a competitive type, but I tend to get a bit bored flying models just for the sake of it, so find that participating in challenges and competitions deepens my engagement, and this translates (with lots of practice of course!) into improved thermal hunting and flying skills.

The simplest competitive activity is participating in the BARCS Monthly Duration Challenge, which has been running for a few years now, where the aim is to record your time (from coming off the bungee or from motor-cut) and stay up for as long as possible.

It is honour-based whereby each participant reports their own times to the BARCS forum thread. My personal best time off a single launch is about 34mins, but the UK record is over two hours – and that started off with a simple hand-launch straight into a low-hanging thermal!



PuRES Flight Log of 34 Minute Flight

In addition to this, since last year there are now monthly League Events, the competitive format for which is slightly different. Each participant has to fly a fixed number of launches (currently 10 flights) over a total time-window for the day (currently 4 hours), with a maximum duration per flight of 6 minutes each, plus extra points are awarded for spot-landings as close to a pre-selected ground-marker as possible.

Times are recorded by a helper (for whom you time whilst they are flying). If two or more competitors are tied with the most number of maximum flights, then there's a fly-off at the end.

Nomenclature & Further Information

I've so far only used the casual term 2mRES, however bungee-launched models are formally classed as F3L (previously known as F3RES) and electric launched ones as F5RES, while UK competitions involving both classes use the umbrella term FXRES.

The FXRES site (which covers League Events) is at: https://fxres.co.uk/

The BARCS forum (which includes the monthly Duration Challenge) is at: https://www.barcs.co.uk/forums/forum/102-fxres/

A wide range of current 2mRES models can be found at https://www.hyperflight.co.uk/

Needless to say, all the current models are extremely good fliers and well-optimised for their function, and the only difference between one design or another is the piloting and thermalling skills of the person on the sticks!

Until very recently all my flying has been off the bungee, and I've only just moved to electric-launch – which has been a whole new learning-curve in terms of the tech! I'd therefore caution that, unless anyone wanting to get involved has very good understanding and skills with the electric power-train side of things, the simplest and quickest way to get into the air is to build a pure glider and equip yourself with a small bungee.

If any club member is looking for advice or guidance or would like to join me flying 2mRES (both bungee and electric-launch) on the Meadow once the weather improves a bit, I'd be delighted to be of assistance.

Finally, by way of inspiration, here are a couple videos made by one of the most astonishingly good 2mRES thermal fliers in the UK. These prove that it's not the model as such but the skills and determination of the flyer, and they are also brilliantly instructive of how to read the air and remain aloft, even from extremely low starting heights:

https://www.youtube.com/watch?v=Nm_fASOpz74&ab_channel=CirrusRC

https://www.youtube.com/watch?v=8aM6g6f1tO8&t=279s&ab_channel=CirrusRC

Useful Carbon Fibre Supplier – David Lovegrove

I don't know about you, but as one who is forever building and repairing models, I'm always on the lookout for new products and sources of materials that will come in handy in the workshop. Carbon fibre is one of those materials and, just after Christmas, in the New Clarion (SAM 1066's monthly newsletter) there was mention of www.laptopconnections.co.uk – a new supplier I'd not heard before. The website also lists some strange electronic gizmos, the purpose of which eluded non-techy me, but a further tour of the website revealed a great selection of carbon fibre rods, tubes and sheet. All useful stuff, and the best part was that across the board, shipping is free. Well worth a look if you find yourself in need.

In this climate of ever-increasing prices, it never hurts to shop around. Another good website, not only for carbon fibre products but for a whole raft of model stuff, including kits for a number of very tasty gliders, is www.hyperflight.co.uk.

Tool for Cutting Small (e.g. 1/16") Slots – Gary Law

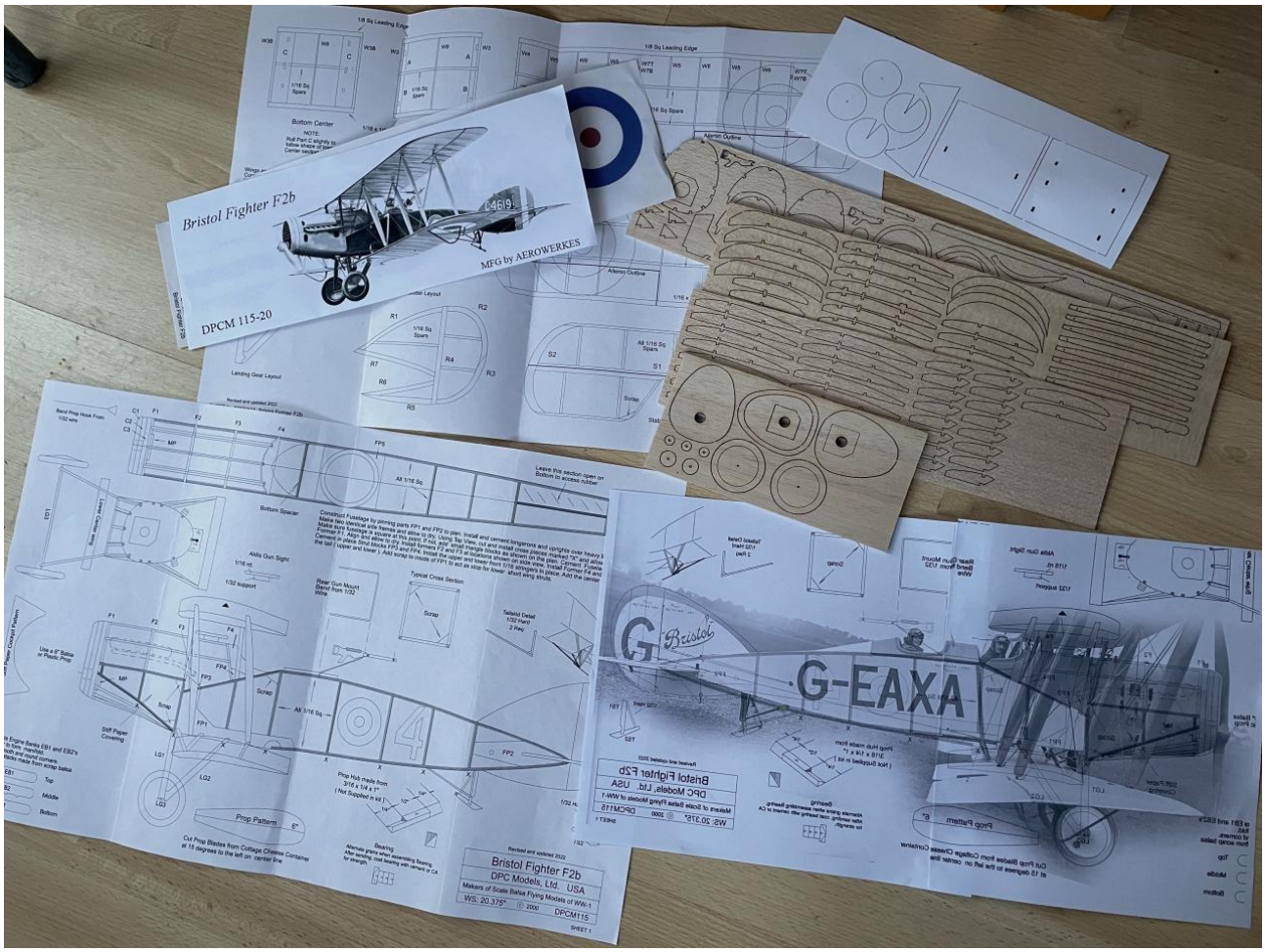
Here's a great idea I found on the internet this month (for those who have not seen the idea already), courtesy of 'Maxfliart'.

Simply cut a strip of sandpaper to the thickness required (e.g. 1/16" for slotting a trailing edge with 1/16" ribs) and cyano the strip to the smoothed edge of a piece of balsa or ply, the same thickness as the ribs and when set, sand flush to clean up the edge as necessary (see picture).

This creates the perfect tool for slotting trailing edges or slots for stringers in fuselage formers.

I have used files of the requisite thickness until now but because they cut on the faces as well as the edge, the slot tends to be an hourglass shape. It is difficult to keep the filing action absolutely true without a slight wobble. This simple device only cuts on the edge, ensuring a square slot.

1921 Bristol Type 29 Tourer for Rubber Power – Chris Brainwood



There’s something I’ve always found interesting about the aircraft made between the two wars, particularly those made just after the end of first World War, some of which were modified from the wartime designs; there were large numbers of now un-needed aircraft and engines and even some orders for military aircraft that were not yet delivered.

At the end of the First World War the controller of Civil aviation asked Bristol Aircraft to deliver the remaining Bristol Fighters as unarmed 2 seaters, and this pretty much led directly to the type 29. Fitted with a less powerful Siddeley Puma engine instead of the Rolls Royce Falcon of the Bristol Fighter, it had the rear gunner’s cockpit converted into a passenger seat. Some 3 seat versions were made too.

As it's basically a Bristol Fighter F2b I thought I would base mine on a short kit from DPC Models. The only changes really are the rear cockpit and the engine cowling for the Puma engine.

The DPC model's 20" span feels big by my indoor standards but if it proves tricky to trim inside I'll fly outside. It’ll be rubber power I think as it has a decent nose length.

I found 3 B&W photos of a very pretty example - G-EAXA which was built as a dual control trainer but my big question is: what colour was it? To try to take out some of the guess work I used an online B&W colorising program. These AI driven programs are not a definitive answer

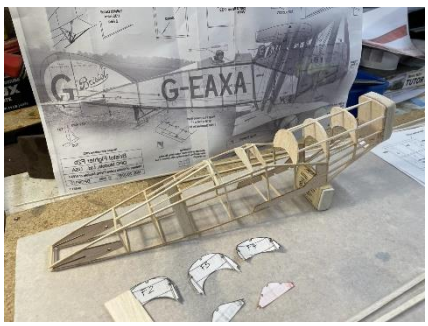
but can at least point you in the right direction. I used Playback FM but there's a few of them out there and most are free.

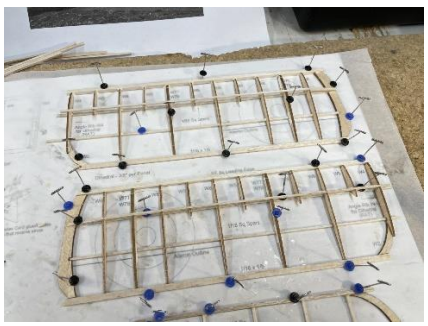
A bit of work on Photoshop and I had the side view photo overlaid on reversed DPC kit plan which made adding the rear cockpit much easier

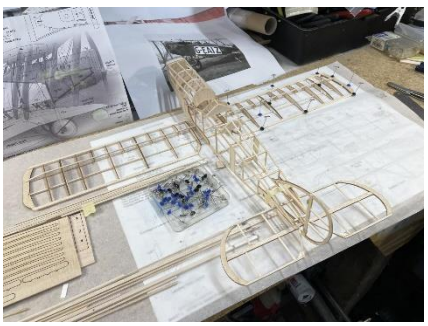
(Photo - BAE Systems re coloured in Playback FM)

From this and a bit of discussion over on hippocketaeronautics.com it was decided to do the fuselage white with blue registration letters and grey cowlings, as that was the standard Fighter scheme at the time, with silver doped wings and tail. The struts look the same tone as the lettering so I decided to do those blue as well.

Construction of the model was fairly straightforward with nicely laser cut parts from the short kit; you just add your own strip wood and covering. I did need to redraw the front end formers for the Puma engine cowling but again resorted to Photoshop to resize a scale drawing of a Bristol type 47 which had the same engine fitted

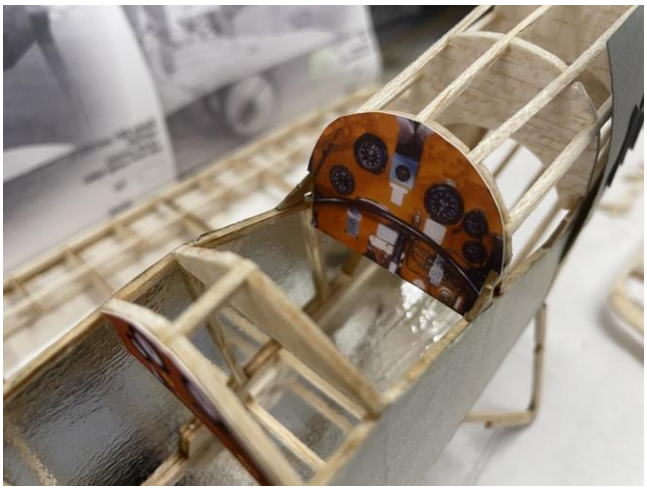






The tricky part with this design is the lower centre section as it is attached via a series of small struts, and the rear undercarriage legs which pass right through the wing. I modified this slightly from the all-balsa design in the kit to make the rear legs from basswood as I didn't fancy trying to repair that when it breaks.

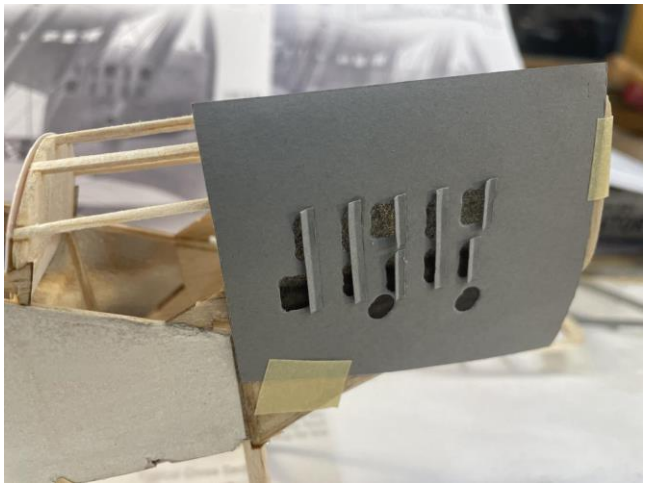
Dashboards were created in Photoshop using photos I found from internet searches. Luckily, I managed to find a nice square-on shot of the Bristol Fighter cockpit and when rescaled and printed out onto photo paper, even the cross member in the photo lined up with longerons. The rear dashboard is a flight of fancy, based on a Sopwith Pup one I had made up before and based on the fact I could see 2 large instruments in one of my original photos taken from the rear.



The model is covered in Esaki tissue, black for the wings and tail as this the best colour to take silver paint.The fuselage has the open areas covered with white Esaki over silver mylar which gives a solid look without adding much more extra weight and is much more resilient. We all know that if a grass stem punctures the covering or a broken rubber motor escapes it is always going to go through the part of the fuselage with the markings on it!

For cowlings themselves I decided to use paper, a method that worked well on a KK Sopwith Camel I made last year for CO2 power. The Camel used printed inkjet paper for the plywood parts of the fuselage and silver sprayed paper for the metal panels, the engine cowling was rolled 1/64” ply with a balsa front ring sprayed silver.

For the Bristol I used paper that was already the right sort of grey to avoid painting it and tried to follow the original panel lines when making them, this also made them easier to fit in small sections. The original had many holes and vents in them so to simulate those I punched holes in the paper and cut some slots, adding paper strips for the louvres. On the reverse side I Spray-Mounted some scraps of black tissue so you can’t see through them.



Paper covering was used as well for the cockpit area making up the panels without the cockpit opening, only once the panels were stuck on did I cut out the cockpit openings using a template. Cockpit edging was added with a strip of black card. All the paper parts were stuck on with DeLuxe Rocket Card glue. I found that if you get any shiny glue marks on the paper, as I did, then when you're done give a light coat of matt acrylic spray which will effectively remove them and give you a uniform finish.

For the colour scheme, ordinary matt white primer from Halfords in a spray can was used for the fuselage. The grey is from the paper and the silver dope for the wings and tail is my old favourite Xtracolor RLM Silver enamel paint thinned in cellulose thinners and sprayed on with an airbrush, with the usual vapour filter face mask, it gives a lovely silver dope look for not very much paint.

The markings are all decals. I used SunnyScopa decal sheet available from Amazon recommended to me by Mike Stuart. It's very easy to use, you print your design on with a standard printer, spray with acrylic varnish to seal it and fit like conventional water slide decals.

To make the markings it was back to Photoshop for me. I traced over the markings on the side view photo and then resized them to produce the wing markings. For the fin 'Bristol' design I was lucky enough to be given a PDF CAD version I could use by Russ Lister which was very gratefully received and saved a lot of work.

The decals are all printed onto clear decal sheet, but this only works on bright backgrounds as with darker colours clear printed decal sheet will show the base colour through it, changing the colour of the decal. I usually use white decal sheet for larger markings and cut them out using a printout as a guide. I planned to do this for the wing markings but the white decal paper sheet I sprayed up in the correct blue (Humbrol 25) came out strangely purple so I printed out them all out onto clear decal paper, the white and silver background meant the colour of the markings didn't change

Wheels were turned from balsa sheet and a 1/24 scale pilot was recruited from The Dave Banks School of Pilots - https://www.geneticsound.co.uk/Pilots/Pilots.html



Like all my indoor scale biplanes the rigging is from ordinary thread. I tie a long length onto a cabane strut, cyano it in place and then rig the wings in as few continuous lengths as I can. From the cabane strut it is cyano'd to the lower part of the interplane strut then when dry wrapped around 1 turn then up to the next interplane diagonal. This adds considerable strength to the model and helps fend off such normally un-aeroplane encounters like walls. My Sopwith Pup (also from a DPC kit) recently hit the ceiling at an indoor venue and then inevitably the floor which did unseat the struts from the top wing but the thread rigging meant it all stayed roughly in place and damage was limited.

I painted and added the markings to this model before I built it into complete airframe as many areas are difficult to get to once it's together. To aid the final and crucial line up I made some jigs from foam board stuck together with hot glue. These ensure that wing incidences are even and correct in relation to the tail. I deviated from plan a tad here and went for 2 degs. top and bottom, with zero on the tail.

At the time of writing the model is not yet finished but I have added a 6" plastic prop with one of Derek Knight's excellent KP Aero Adjustable nose buttons. I hope to test glide it soon.

The finished model [Looks very impressive in real life - Ed]

OMFC Duration Competitions May 6th 2023 – Gary Law

I declared in the last issue of MF that I would crack on and build a 36" glider, a P30 rubber model and a CLG (catapult launched glider) for the first (of two) club duration competitions on May 6th.

The first of these models, an Andy Crisp designed May Morning, was test flown on the meadow at the end of January on a perfect, sunny but cold morning, in the company of David Lovegrove, Dave King and a prospective new member.

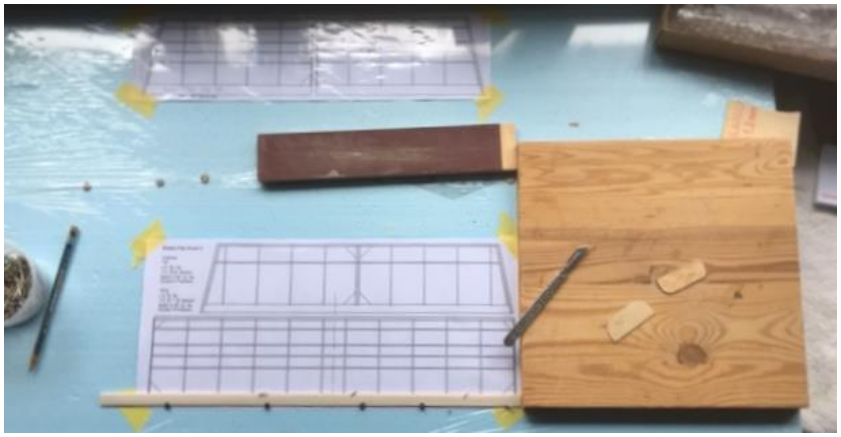
The model is rather heavy as I used some pre-formed weighty balsa for the wing leading and trailing edges which had been bought for a radio control pylon racer. Nevertheless, it behaved impeccably on the hi-start and was floating around the meadow beautifully after minimal trimming. The fuselage that Andy designed for this model is perfect. Light, strong and easy to put together.

Simon Milan's excellent article in the previous MF tells you all you need to know about 36" hi-start glider flying: it's a relatively simple way to get airborne.

One model missing from Simon's list of 'possibles' (there are far too many suitable models to list), is the Mercury Gnome. I flew a Gnome that I built during lockdown, on the same January outing. It was produced as a kit by Mercury Models in the 1950s, 60s and 70s, the plan is available as a free download from Outerzone. At only 32" wingspan it is a tad small but is a great flyer and a simple build. I asked the nice man at Kall Kwick to also enlarge the plan to 36" wingspan when I sent the download to be printed. It's another building project that appeals and at 36" span, a guaranteed winner - maybe!

The 32" span Gnome was the last model I flew on that January day. By 12:30, although the temperature was only 6 degrees, the sun felt warm in the light breeze. The Gnome was floating along and beginning to look like it might not come down. Now, I have to confess that I do not fit dethermalizers (DT) to my models and in consequence have lost a few in the past. I have always flown early or late in the day and put the models away when the sun comes out! Usually I get away with it! This year, I hope to fit DTs to everything I build except the Oxcat catapult glider.

I haven't started building the Oxcat for the competition yet but that should just take a couple of evenings work. I am still able to put together a complete kit for £3, including catapult rubber and launching handle, if anyone would like one.



I have a Spencer Willis Sweet P30 kit on the board for the P30 competition. The fuselage is a pre-formed 1/16" balsa tube that just requires finishing. Wing ribs etc. are laser cut. In a previous Meadow Flyer, Simon Richardson wrote a very informative article on the construction and flying of this model and touched upon, among other things, the need to be methodical when trimming and flying and to record the model's flight histories.

Andrew Longhurst's excellent piece in the Christmas Meadow Flyer emphasised the importance of keeping a P30 model's weight as close as possible to the minimum of 40g. I hope to use some of Andrew's ideas to keep the weight down, including perhaps, finishing the fuselage without the pylon.

Approximate Timetable for Saturday 6th May
We will begin the day with a short briefing at 9:45am. Competition will start at 10:00 and finish at 1pm. Fly offs (if necessary) at approx. 1:15. Presentation of certificates etc., soon after. Any competitor arriving later will be accommodated – no worries!

Class	Flight Time	Flights	Notes
P30 rubber	2 minute max	3	BMFA rules
36" Hi start glider	1 minute max	3	SAM 35 rules
Catapult glider	1 minute max	7	BMFA rules

There will be an unlimited number of 10 second attempts allowed in all classes.
In other words, if any competition flight is under 10 seconds, it can be taken again (and again and again until you get it right!) with no penalty.

We will time each other's flights (using mobile phones or stop watches).

Guests of OMFC members may enter, provided they are members of the BMFA and promise not to win.

Cake will be available for 'elevensies'!

If anyone has completed their VMC Pilot, this would be a good opportunity to get help with trimming and flying. If you haven't completed your Pilot, come along and see how they fly.

All we need is reasonable weather and you: the competitor or spectator, for a great morning of competition and fun.

And as it's Coronation Day, God save the King!

LMS Microlite Free To A Good Home – David Lovegrove

Can You Resist This Classic Freebee? A couple of weeks before this issue of MF went out, I was contacted by a gentleman from Botley who told me he'd had to clear out his loft and, in the process, had unearthed a kit for a Microlite model. He told me the kit had never been started and looked complete. He'd bought it many years ago but, not being an aeromodeller at that time or subsequently, had never built it. It's a long story…

He delivered the kit to my home a few days later and, having inspected the contents of the box, I think he was right. Everything seems to be there.

He wanted nothing for it and only wished that it be offered to a OMFC Member, free of charge.

The image alongside (not a great one, I admit) is the only one I could find on the Internet but it gives an idea of what the finished model would look like. The wingspan is around 55"/140cms, the wings being obechi-clad foam, which means they are virtually ready-made, needing only to be joined with the supplied glass-fibre tape and covered with the medium of your choice. Film would be the easiest and lightest.

It's worth mentioning that other than those flying surfaces (balsa tail surfaces, incidentally) the 'fuselage' is a masterpiece. I've never seen anything like it in all my sixty-odd years of modelling. It's the most substantial, impressive, welded steel wire structure I've ever come across. A work of art. It was clearly jig-assembled by someone who really knew what they were doing.

Structurally, those few components are about it. There's a moulded, seated ABS 'Pilot' included (he/she is visible, crouched at the front of the 'fuselage' in the image above) and there's a full complement of wheels, horns, control snakes, etc., so that all in all, it looks to be a complete package.

Very different from today's norm of chinois ARTFs, it would be a nice project to complete before the warmer weather arrives and, given what's in the kit, I doubt it would take much time to get it into the air. Nominally designed for a 3.5cc (20 c.i.) glow/diesel, it could probably be converted to electric if desired.

If any member would like it, please contact me a.s.a.p. and we'll arrange a handover.

And I repeat, it's FREE!

David

2023 VMC Pilot Group Build – Simon Burch/Chris Brainwood

The OMFC Committee has decided to run a model building project for Club members during the coming Spring and Summer. It will focus on the Vintage Model Company (VMC) 'Pilot' – a small (20" span), relatively simple, rubber-powered free-flight model that has a decent duration potential even with standard rubber. It's well within the abilities of first-time builders, and we think it will be a good introduction to the sort of basic techniques that will hopefully encourage further engagement with our great hobby.

For our more experienced members, we hope you will buy kits too, and share your skills and knowledge. Everyone is welcome to join in.

How Will It Work?
OMFC have purchased kits directly from VMC and (by the time you read this) will have distributed them to individual members who have expressed an interest, at subsidised prices. If you didn't express an interest when it was announced on WhatApp and Email but now feel the urge to join in, you can still do so but you'll have to source the kit from VMC - alternatively, contact our esteemed Club Chairman, David Lovegrove, who has a couple of spare kits, purchased for just this contingency.

The kit includes comprehensive building instructions, and a useful tutorial video is available on VMC's website. More experienced Club members will also be available for help and guidance via the Club's WhatsApp group. In-person help will also be available at monthly Begbroke meetings and maybe at other times too, by arrangement.

And To Follow...
We intend to run a couple of informal, fun events based on the model; there will be a simple Postal Duration competition similar to the existing postal competitions (details on the OMFC website) and a 'Concours' (a kind of beauty parade) event at a club meeting (Begbroke Village Hall). Some details have yet to be finalised, but we would aim to hold the Begbroke concours event towards the end of the Summer. Entry for both these is entirely optional but we hope most builders will join in. We'll let you have more details in due course.

And for those who would like to try a little light competition in the company of other OMFC members, the Peterborough MFC are running a class for the VMC Pilot at the Flying Aces event on 2nd September at Ferry Meadows, Peterborough

In Summary
There is more information on the Pilot on the Vintage Model Company website including a very good building video, also available separately on YouTube. If you haven't built a balsa model before do check out the YouTube video as it's very good. Also there are many experienced balsa bashers on hand to answer any queries just ask on the club WhatsAp group

I hope that's all clear but more info is available on the club website, and if there are any questions please don't hesitate to contact Simon Burch at membership@oxfordmfc.bmfa.uk .

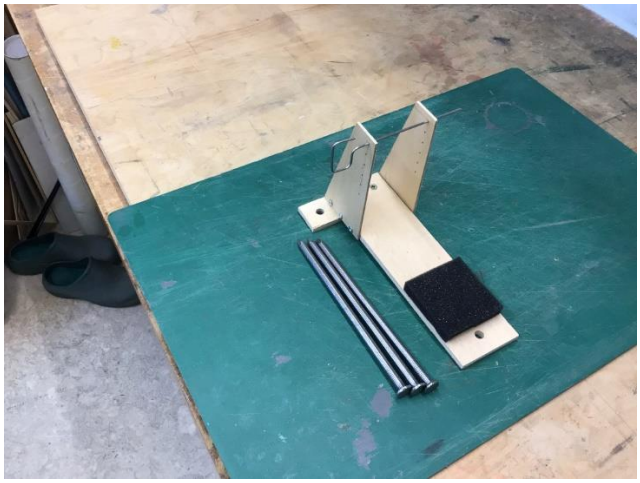
A Simple Stooge – David Lovegrove

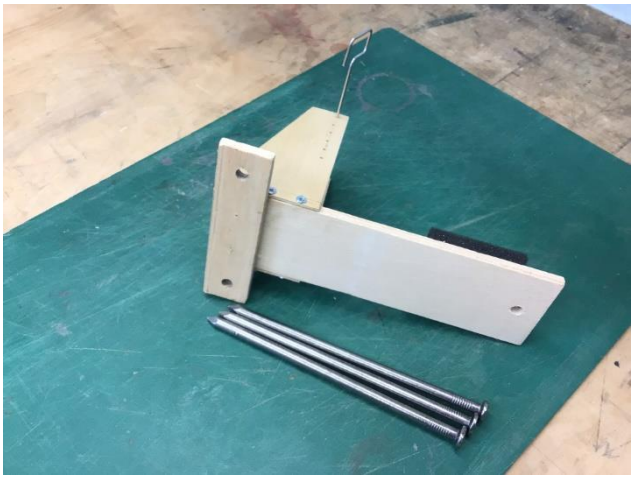
The ‘Pilot’ group build project has thrown up an enquiry about single-handed winding of the model.

A quick search of the internet will reveal that there are already several designs out there that will do the job. Some, like the one in the image on the left, use the bare minimum of materials. It has its drawbacks which I’ll explain in a minute. However, it's my guess that very few, if any, of those coming to this project as ‘newbies’ will want a sophisticated stooge, and certainly not to begin with. After all, the easiest solution is to get your mate/ mum/ dad/ brother/ sister/ significant other to hold the model while you wind.

The image depicts the simplest stooge possible. It’s just a flat piece of wood with two large cuphooks screwed into one end to capture the prop of a model whilst its rubber motor is being wound. Plant your Size Nine on the other end and away you go. All well and good, but I’m sure you’ve spotted the obvious snag - it will only work with stick-type models like the Cloud Tramp, where the rubber can be wound from behind. No good for a model like the Pilot where you can’t do that.

Time for Plan B!





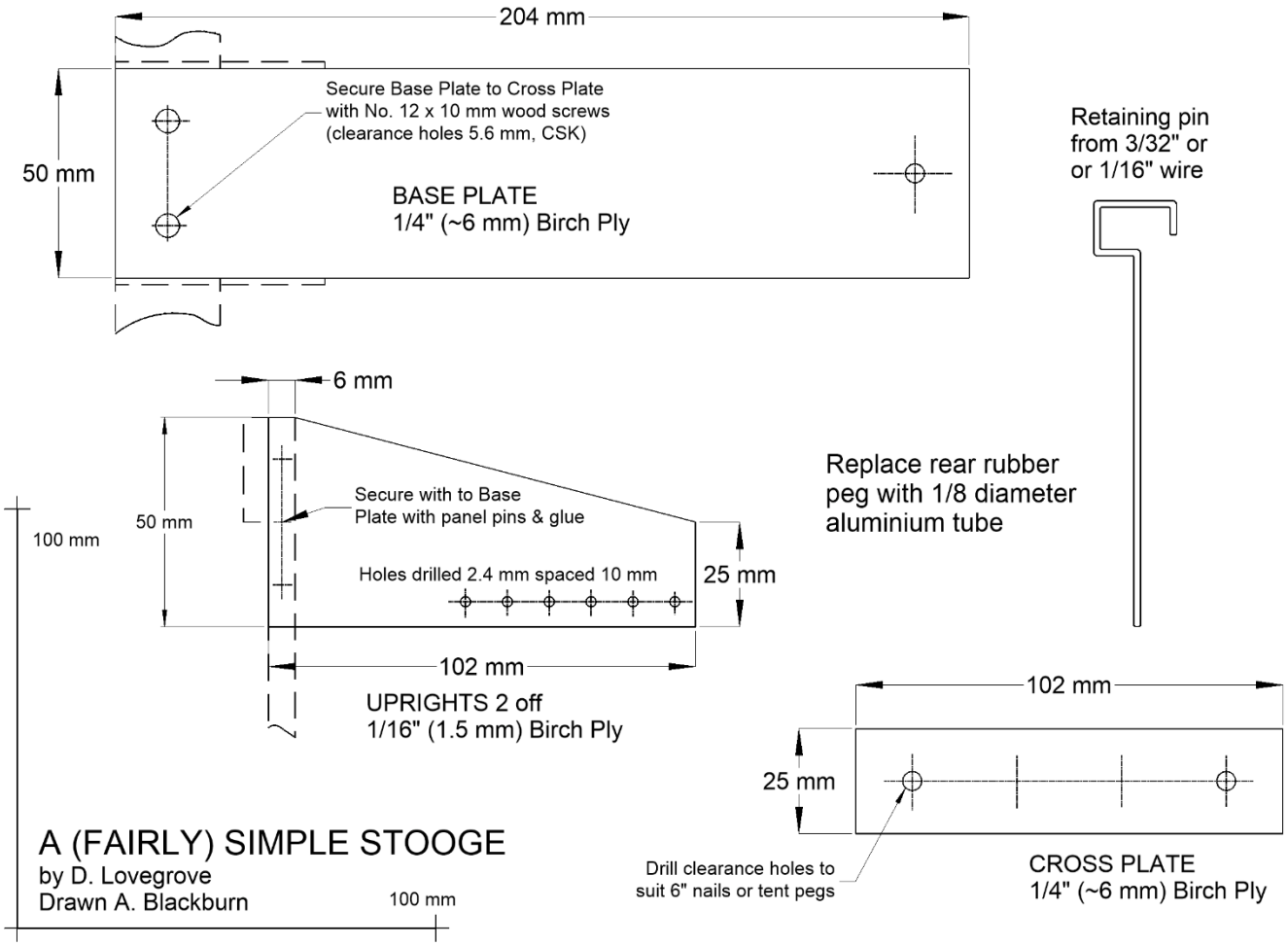
The gizmo pictured here is, again, very basic but it will do the job quite well. It is simply pinned to the ground with wire tent pegs or, as I’ve done, 6” nails! The materials required are few and inexpensive; some ¼” (6.2mm) and 1/16”(1.6mm) birch ply, a couple of small woodscrews,

three wire tent pegs or 6” nails and a small piece of plastic foam. If you needed to buy the plywood, look online. There are several sites offering small pieces at reasonable prices.

The 1.6mm ply uprights can be glued to the base plate and further secured with ½” panel pins. Where holes are required then, for accuracy, drill small pilot holes first. The plastic or rubber foam can be stuck on with double-sided sticky tape or a suitable glue.

The drawing shows the dimensions. It’s hardly necessary to describe the assembly – it should be straightforward but try to be accurate in cutting and drilling.

For this gizmo to work, the rear rubber peg in the model will need to be replaced with a length of aluminium tube (e.g. K&S 1/8” Aluminium tube). Choosing the most convenient hole, the wire peg passes through one upright, through the aluminium tube in the model and exits through the corresponding hole in the other upright. When that’s done, the model will be securely held in the stooge and you can wind away, stretching the rubber as much as you need.



Watford Wayfarers Spring Swap Meet - Andy Todd (Watford Wayfarers MAC)

Following the success of the swapmeet last year, we are pleased to announce that we hope to make this an annual event and in 2023 this will again take place at The Hub, a fabulous community facility in Chalfont St. Peter, Buckinghamshire on Saturday 29th April.

The facility is spectacularly splendid with a cavernous hall, a separate foyer area and a large kitchen which will be open for teas, coffee, cold drinks and edibles. There's a copy of an information poster to the left giving all the details.

The main auditorium will house the swap meet and we are already taking table bookings. This year, we will offer a hosted sales area, so if folks don't want a table, they can bring along their items and we will sell them for a small commission charge.

In the foyer, as well as the kitchen offering hot and cold drinks and a variety of food, there will be comfortable seating, we will have a flight simulator running and, a few nice models on display. This is to attract non-flyers who are passing (on the route between the High St. and the large public car park), to come in and have a chat about flying. Recognising that this location isn't terribly close to our own flying sites, we will be displaying the BMFA club map showing all clubs within a 15 mile radius of the hall and will gladly give guidance to anyone interested in how to find a local club.

If you need any more information, please do get in touch with either myself or Tom Moutrie, our Chairman.

South Midlands BMFA Area Events

The BMFA South Midlands Area (that's the one we are in) is arranging a number of flying events for 2023; further details will be added to the Area website (https://south-midland.bmfa.uk/) as they become available. Basic details are :-

Saturday 15th April (reserve date Sunday 16th April) - BMFA South Midland Glider Competition Training/Introduction Day - Aylesbury MFC

Sunday 11th June - BMFA South Midland Scale Competition Training/Introduction Day - Fenland MFC

Date TBA - BMFA South Midland Aerobatic Competition Training/Introduction Day - Hemel Hempstead MFC

Club And Other Local events

Club Postal Competitions

There are three postal competitions for 2023 (Under 25" Rubber Vintage Cabin Postal, Club Build VMC Pilot and combined Coupe D'Hiver and P30); they're good fun, please consider having a go.

Club Meetings at Begbroke

Wednesday Apr 19 - Club Night. Fun flying on the Begbroke Village Hall playing field from 7:30 onwards + Free Flight Scale judging – bring along something scale and you stand an excellent chance of getting a prize from our team of specially-trained, irreverent judges.

Wednesday May 17 - Club Night. Fun flying on the Begbroke Village playing field from 7:30 onwards - Includes electric control-line tuition, models will be provided. Great spectator sport, come along and have a go, you have nothing to lose.

Wednesday Jun 21 - Club Night Fun flying on the Begbroke Village playing field from 7:30 onwards.

Competitions on Port Meadow

Saturday May 6 – Spring Durations Competitions + Fun Flying for Members and Guests. Classes: P30, 36″ High Start Glider (Peterborough rules), Catapult-Launched Glider Arrive at Wolvercote Carpark 9 am, briefing starts at ~9:30 am, event proper starts at ~10 am. CD Gary Law

Saturday May 13 - **Spot Landing Competition** on Port Meadow + general fun fly. Competition starts at 10:30 am, CD is David Lovegrove

Saturday June 17 – Summer Scale Competitions for OMFC & BMFA members. Classes: BMFA Flying Only with small static score, Kit Scale/Precision Rubber to BMFA Rules. Kit Scale Duration 2023 Rubber Kit Scale Duration Competition. Arrive at Wolvercote Carpark 9 am, briefing starts at ~9:30 am, event proper starts at ~10 am; finishes approximately 1 pm. CD Bill Dennis.

Please let me have your contributions by ~10th June for inclusion in the Summer 2023 newsletter. Send them to: Andy Blackburn at *newsletter@oxfordmfc.bmfa.uk*. The best format for submissions is a plain text file for the text and pictures as separate files.

If submitting photographs (which we all enjoy) it's best to send the files separately, using www.wetransfer.com.

Tailpiece

After landing I glanced into the cockpit as the door was open and was greeted by the first officer who invited me in and subsequently took a couple of pictures. My father used to work for Britannia airways and as youngster I regularly visited the cockpit and on one occasion actually sat in on a landing – Mark Howe