



# Meadow Flyer

## Newsletter of The Oxford M.F.C.

### Christmas 2025



*Jon Markovitz' Gangster 63 Lite doing a low pass [Photo by Mike Freeman]*



## In This Issue

|   |    |
|---|----|
| Editorial .....   | 2  |
| Chairman's Chat – Simon Burch .....   | 3  |
| RC Classic Aerobatics with a Mick Reeves Gangster 63 Lite - Jon Markovitz ..... | 4  |
| Vintage Model Company Keil Kraft Elf kit - Alan Trinder .....                   | 7  |
| The Best Christmas Present I ever had - Andrew Longhurst .....                  | 10 |
| OMFC Autumn Duration Competitions and fun-fly - Chris Brainwood.....            | 12 |
| Safety Thoughts - Simon Burch .....   | 19 |
| Car Parking at Godstow - Bob Lee.....   | 20 |
| OMFC Scrap-box Challenge - Simon Burch .....                                    | 21 |
| Getting Started with OMFC Rubber Scale – Andy Blackburn .....                   | 24 |
| BMFA Scale Free Flight with OMFC at Port Meadow - Chris Brainwood.....          | 34 |
| Modelling a little-known elegant vintage biplane - Geoff Cottrell.....          | 38 |
| OMFC Events 2026 - Chris Brainwood .....  | 42 |
| December/January Projects - Andy Blackburn.....                                 | 44 |
| Club And Other Local events, 2025/2026 .....                                    | 45 |
| Contributions to the Newsletter .....   | 48 |
| Tailpiece.....  | 48 |

## Editorial

Welcome to another bumper Christmas edition of the OMFC Newsletter, I hope you find it to be an enjoyable read.

I think I say this every year, but this time I really am resolved to finish at least two projects over the Winter/Christmas break. What usually happens is that my disastrously short attention span gets in the way, I spend the time doing non-essential things such as catching up on “How the Universe Works” and playing computer games, and very little gets done. However, this year it will be different - see page 44.

I hope to see as many of you as possible at the Fish supper and Quiz on Wednesday 17<sup>th</sup> December; I was thinking of revealing what the rounds were called, but I don't want to make it too easy. There will be a general knowledge round, as for the rest suffice it to say that:

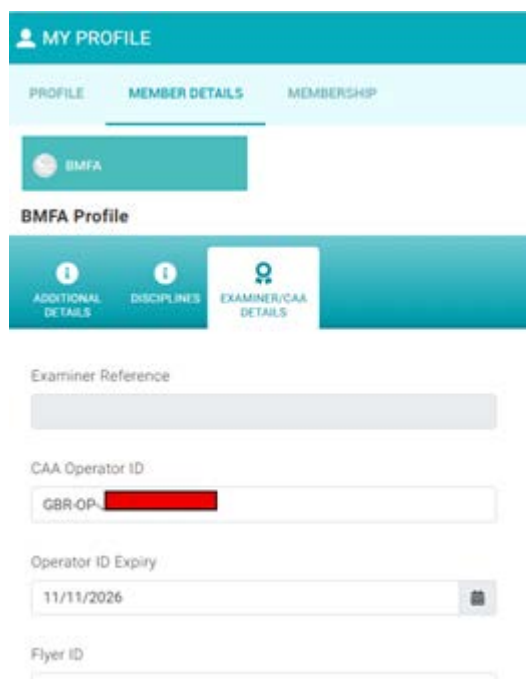
- Skill at recognising obscure British aircraft will be helpful,
- Knowledge of traditional aeromodelling will be an advantage,
- Those adept at separating the truth from a pack of big fat lies should do well,
- Some familiarity with cold war aircraft may be advantageous,
- It will pay to be observant.

I'd like to thank (deep breath!) Simon Burch, Jon Markovitz, Mike Freeman, Alan Trinder, Andrew Longhurst, Chris Brainwood (several times!), Martin Bennett, Roger Matthews, Mike Stuart, Paul Notley, Geoff Cottrell, Simon Milan, Ian Melville, Gary Law and David Lovegrove for providing content and services for this newsletter.

## Chairman's Chat – Simon Burch

As I mentioned at the AGM, I believe that this has been an outstanding year for OMFC: blessed with reasonable weather, we've seen a lot of flying at Port Meadow, including a number of successful free-flight events, and a total of six BMFA 'A' Certificate passes. Tempting as it is to credit this to my first year of tenure as Chair, this is emphatically not the case: rather, it is down to the strong foundations laid by my predecessors, the ongoing work of the committee, the events team, trainers, and, not least, the enthusiasm of OMFC's membership as a whole. Hopefully, despite the ongoing challenges that we face, 2026 will prove even better.

Perhaps inevitably, the weather will deteriorate as Christmas approaches. For those working towards 'A' Certificates we'll try to squeeze in some RC training sessions if we can, but wind, rain, temperature and flooding will likely militate against us. Fortunately, our indoor sessions are already underway at Cheney School - so there's still a chance to fly. My own indoor project, a West Wings Puss Moth, is progressing very slowly, with life's many distractions taking precedence. Now, I also have February's planned Indoor Scrap-box Glider Challenge to prepare for. Looking forward to 2026, it is pleasing to note that our Free Flight events programme is already on the website; personally, I'm very much hoping to improve upon my times in the Hi-start Scale Glider competition: despite its small size, I am convinced (deluded?) that my Frog Skylark is capable of achieving good times... if only I could trim, launch, and fly it more competently and consistently.



MY PROFILE

PROFILE MEMBER DETAILS MEMBERSHIP

BMFA

BMFA Profile

ADDITIONAL DETAILS DISCIPLINES EXAMINER/CAA DETAILS

Examiner Reference

CAA Operator ID

GBR-OP- [REDACTED]

Operator ID Expiry

11/11/2026

Flyer ID

Speaking of small models, please remember that from 1st January 2026 you will need a CAA Flyer ID to operate outdoor models that weigh 100g or more. If you have any questions about how to obtain one, please don't hesitate to email me directly. For those that hold a current BMFA RCC, you should be allocated with a CAA Flyer ID automatically. Please check your profile on the BMFA Membership Portal. Note that the information is not in an immediately obvious place; to find it, go to your 'Member Profile'. Once there, click on 'Member Details', then click on 'Examiner/CAA Details' (see screenshot):

You might find that your CAA Op ID and Flyer ID are already listed, but you'll probably find that the fields are either blank or incorrect. If you already know your ID details, insert them yourself. You will almost certainly need to fill your Op ID; however, if you have passed a BMFA RCC, the Flyer ID field is not filled, and you don't know what your Flyer ID is, then contact the BMFA

directly on 0116 244 0028. The staff are very helpful; they will either let you know what your Flyer ID is or chase it up for you.

That's enough about our ever-increasing burden of rules and regulations - for now, anyway. Returning to a more upbeat theme, I look forward to seeing you at the Chip Supper on 17th December at Begbroke Village Hall. Otherwise, Merry Christmas and a Happy New Year.

## RC Classic Aerobatics with a Mick Reeves Gangster 63 Lite - Jon Markovitz



*Jon's Mick Reeves gangster 63 Lite on Port Meadow [Photo by Jon Markovitz]*

A few years ago, I built a Gangster 63 Lite, a balsa kit from Mick Reeves Models which I powered with a two-stroke Irvine 53 engine. I'd long been after a medium-weight classic aerobatic low-wing design of decent size for clear visibility and presence in the sky that had no aerodynamic vices or quirks.

I'd originally learnt to fly with a foam electric RIOT, then progressed to an AcroWot balsa ARTF with a 70 four-stroke, and later a Wot4 balsa ARTF with a 4s electric powertrain. But both these models, which were otherwise good fun as hacks capable of general aerobatics in skilled hands, suffered from aerodynamic quirks which I found a bit frustrating and held me back from improving my precision aerobatic flying.

For the record, I'm by no means an ace flyer, and, although I've refined through practice all the elements of the BMFA B Certificate schedule, I've not actually yet taken the test. Nor have I ever entered an aerobatics event, I'm just a mid-skilled club flier with a traditional model who finds tooling about a bit boring, always preferring to do something more interesting with it and pushing my skills in the process.

The problem with some model designs is that small but unwanted things happen when flying through manoeuvres, and these side-effects take extra mental effort to anticipate and correct for. In this respect, the cleaner the model design, the more precisely it will fly through all manoeuvres with the least extra workload on the pilot.


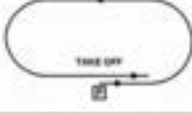




Once built and trimmed out, I found flying Gangster to be a complete revelation compared to my previous models; at last, here was a design that would go almost exactly where I wanted it to go, reacting with precision to my exact intention with a minimum of unwanted side-effects. Having then spent a bit of time fine-tuning things further (optimising surface deflections and

expo and moving the CG far enough to get the model perfectly neutrally trimmed) I was able to progress my aerobatic flying skills more quickly, without any of the previous frustrations.

The Irvine 53 gives plenty of power (a less powerful engine would suffice but would require more careful husbanding of energy), a full tank easily gives 12 plus minutes of flying with plenty in reserve, so a typical session of five tanks gives a total of about an hour in the air - more than enough to exhaust the mind refining existing manoeuvres and trying out new ones!

### BMFA - 'B' Certificate (Fixed Wing)

The examination for a 'B' Certificate must be taken in the presence of TWO Registered Examiners; and the candidate must successfully carry out the following flying test:

|   |  |   |
|---|--|---|
| <p>(a) Carry out pre-flight checks, as required by the BMFA Safety Codes.<br/>                 [ Model (Check) =&gt; Tx (Switches=0, On) =&gt; Battery (Connect) =&gt; Controls (Test) =&gt; Motor (Test) ]</p> |  |   |
| => Wind From Left   |  | Wind From Right <=  |
|    | <p>(b) Take off and complete a left (or right) hand circuit and overfly the take-off area.</p> <p>(c) Fly a 'figure of eight' course with the cross-over point in front of the Pilot, height to be constant.</p> <p>(d) Fly into wind and complete one inside loop; managing the throttle carefully on the exit of the loop.</p> |   |
|    |  |   |
|   |  |  |

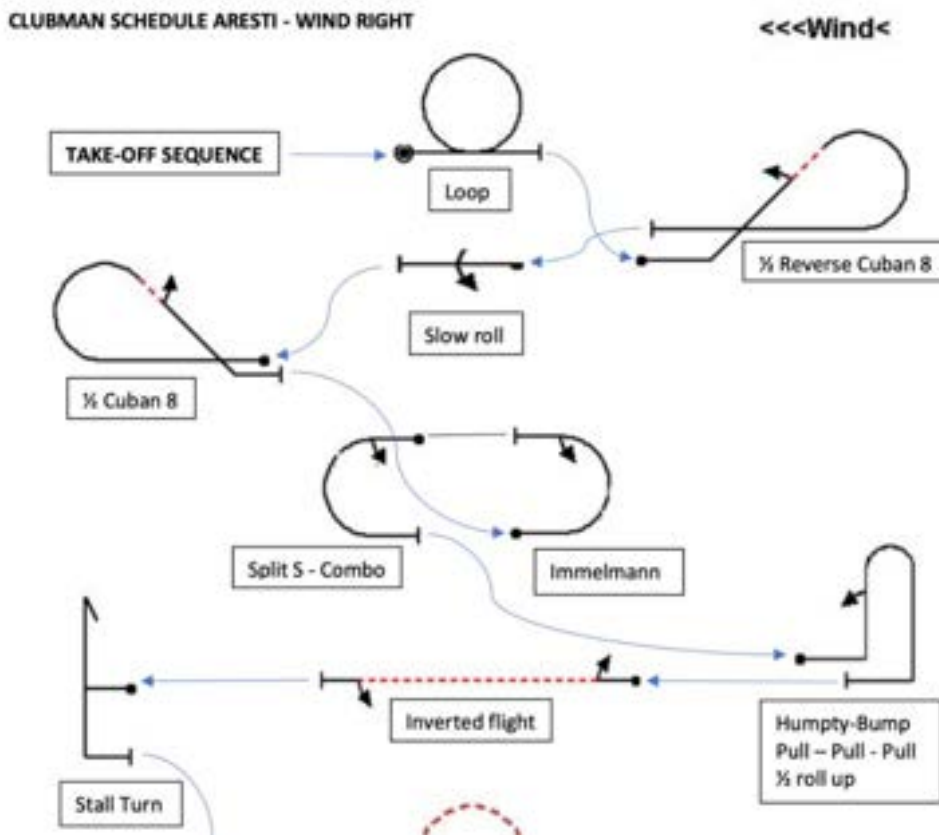
The next obvious step for anyone with an A Certificate under their belt and wanting to progress their flying skills is to start practicing the B Cert manoeuvres. Some look superficially easy, e.g. a loop, but there's no skill or satisfaction in just opening the throttle and pulling in full up-elevator until the model is more-or-less upright and level again and heading in roughly the same direction as before.

To fly a large-enough, properly circular loop at an unhurried, convincing pace requires the pilot to break down the whole manoeuvre into its component parts, i.e.: (1) increase throttle before arriving at the start-point, which needs to be directly in front of you mid-field and exactly on the established flight-line and height; (2) ease in some up-elevator with wings dead-level to start the loop; (3) ease off elevator to float over the top while easing off throttle also before the descending phase; (4) then ease enough up-elevator back on again and resume cruising throttle while aiming to exit the loop at the same spot as you entered it. This all assumes neutral wind conditions but in reality, you'll also need to anticipate and correct with rudder for any component of side wind, and different amounts of elevator and throttle at different stages of the loop to correct for headwinds, or both!

Anticipation is a key in improving one's flying skills, and this is something that only comes with a mindset that seeks to first understand theoretically what happens aerodynamically as a model is flown through manoeuvres and then integrating that with repeated practice.

## Meadow Flyer Christmas 2025

Eventually, primary inputs are anticipated well in advance and any small corrections subconsciously made, all allowing the pilot to concentrate on the next stage in the manoeuvre or the following manoeuvre in the schedule, and so on.



Once practicing the B Cert schedule starts to become a bit “samey”, then maybe move on to practicing one or more choices from the Classic Aerobatic Association list of manoeuvres or look at the Clubman or IMAC schedules (all of which use the standard full-size Aresti system of diagrams). And note that ‘a change isn’t just as good as a rest’, it also means that when you go back to your original practice schedule you suddenly find that has improved as well!

A recent example: having been practicing two consecutive rolls from the B Cert (which requires a blip of down elevator just when fully inverted to stop the nose from falling off the horizontal axis), I switched to practicing a slow-roll. As this happens at a slower rate of rotation, it requires the addition of a bit of opposite-rudder (i.e. opposite to the roll direction) to hold the nose up when the model is first on its side (at 25% of the roll), then the usual down-elevator blip at inverted (50%), then a bit of same-rudder when on its other side (75%), etc. I was astonished when all these parts came together first time, all a bit disjointed and clunkily at first, but happily the basic sequence of inputs were in place! All I need to do now to smooth out the slow roll (by blending the sequence rudder and elevator inputs a bit more subtly) is to practice every time I’m out flying!

To conclude: what has made this really quite complicated skill of precision aerobatic flying more achievable for me, and enjoyable, has been primarily having the right model for the task, trimmed as well as possible and flown as frequently as possible, together with clear goals - i.e. the wide choice of marvellous aerobatic manoeuvres from the various published schedules - to aspire to and gradually improve.

## Vintage Model Company Keil Kraft Elf kit - Alan Trinder



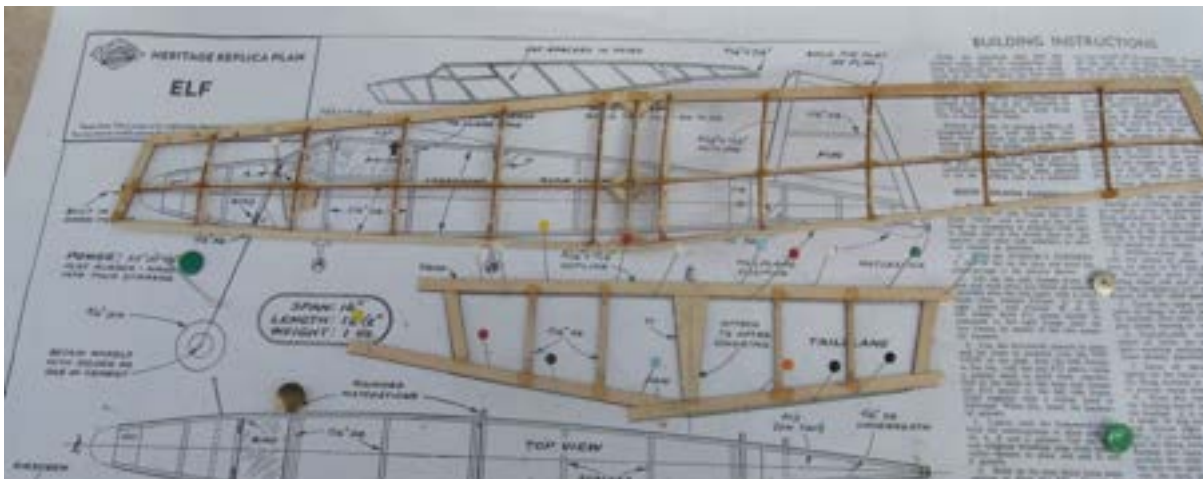
This is contents of box as received; it's up to VMC's general high standard with the interesting addition of a full-size container of Deluxe Materials Superphatic adhesive. I thought this was instead of the usual small phial of their excellent white adhesive but no, it was in addition. I'm still not sure why the Superphatic was included; will be interested to learn if it's in all Elf kits.



This is first stage in construction. With previous VMC kits I have not used their stripwood which they supply as laser printed sheet, needing to be individually extracted.

## Meadow Flyer Christmas 2025

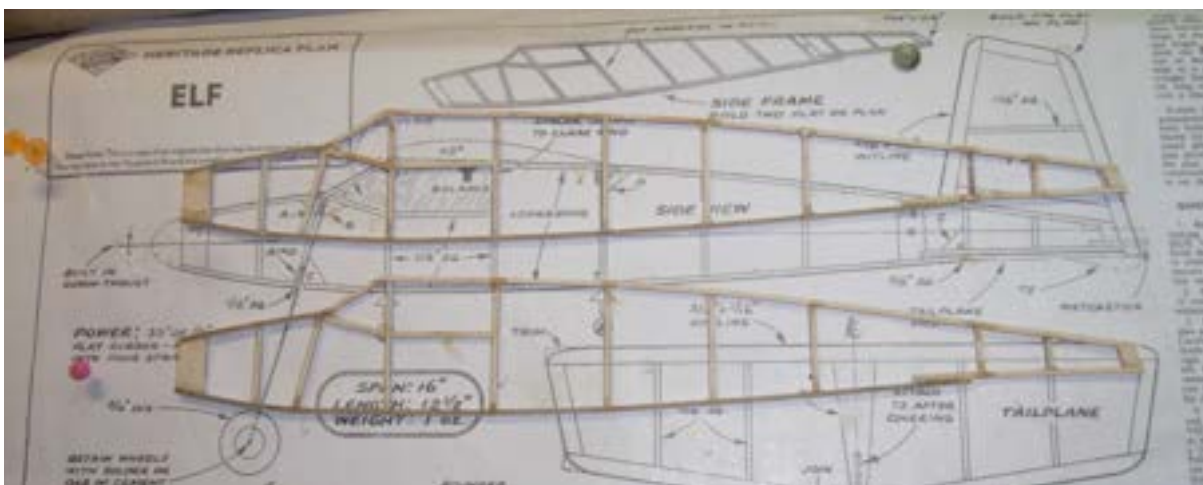
I did use it this time and found it to be fine. I also used their adhesive rather than the Superphatic. I had no problems with wing construction using the standard method as shown.



This is the wing framework complete and the tailplane on plan. I followed the plan which seemed simple, straightforward and adequate.



This is the first fuselage side on the board. I had no real problems, but the curvature of the stringers needed many pins to follow plan contours. The second side was built on top of the first as per Mr Keil's reproduced instructions included on the plan, the two sides were then separated:





This photo shows the sides joined together. I find the heavy right angle iron blocks (not sure of their proper name) very useful for this stage of a fuselage construction. One slight problem here; the wing seat formers F8 and F9 were a little oversize but easily cut to fit the plan. The motor peg retaining former, F8, is not yet in place. I was recommended by two much more experienced fliers to install it further forward to minimise the weight change effect of the motor when unwinding. (At least I think that was the reason)

The rest of the construction was straightforward and followed the usual sequence excellently outlined on the plan. One slight modification I did make was to replace the supplied plastic undercarriage wheels with a pair cut from plastic foam, which saved a little weight. The foam used was from the box enclosing a lithium battery and the cutter the sharpened end of an aluminium cigar containing tube. (Don't ask....)



The final photo shows the completed model. The covering is VMC-supplied tissue. I used Deluxe Materials tissue paste and 30/70 Deluxe dope. Note the fin attached with masking tape to allow adjustment (as suggested by Chris B).

## Meadow Flyer Christmas 2025

The first flight was on a sunny autumn morning at the meadow. The glide seemed fine and with a few turns on the motor the model looked happy flying in right hand circles with fin central. I decided to accept the flying pattern and glued fin in place...

The second outing was at the indoor flying session at Cheney school, and I soon realised that the right-hand flight pattern was hopeless when more than a few turns on motor; I detached and re-affixed fin to change flight to left hand circles. It needed nose ballast to cure persistent stalling. (Why did I bother to use those foam wheels...)

The most recent outing to date was indoors at Berinsfield; with more rudder offset and even more ballast (as advised by Bob L.) eventually managed some acceptable flights. But I doubt I'll ever reach the "easily obtained" R.O.G. durations that Chris says are regularly seen at Trinity...

## The Best Christmas Present I ever had - Andrew Longhurst



It was the mid-fifties; I was about 8 and it was Christmas.

As usual my Dad had got out his grey knitted thigh length seaman's socks and stuffed them with presents for me and my sister. They were so long I couldn't reach the bottom without squashing them up. Always, always at the bottom was to be found an orange or treat of treats, a Satsuma. The rest was filled with all manner of bits and pieces he had acquired including such useful items as packets of rubber bands, a small penknife, puzzles made from wire or plastic, a toy revolver and packs of exploding caps to go with it, coloured biros etc. Also included were small presents from uncles and aunts, often just small boxes of sweets or a three and sixpenny postal order in an envelope.

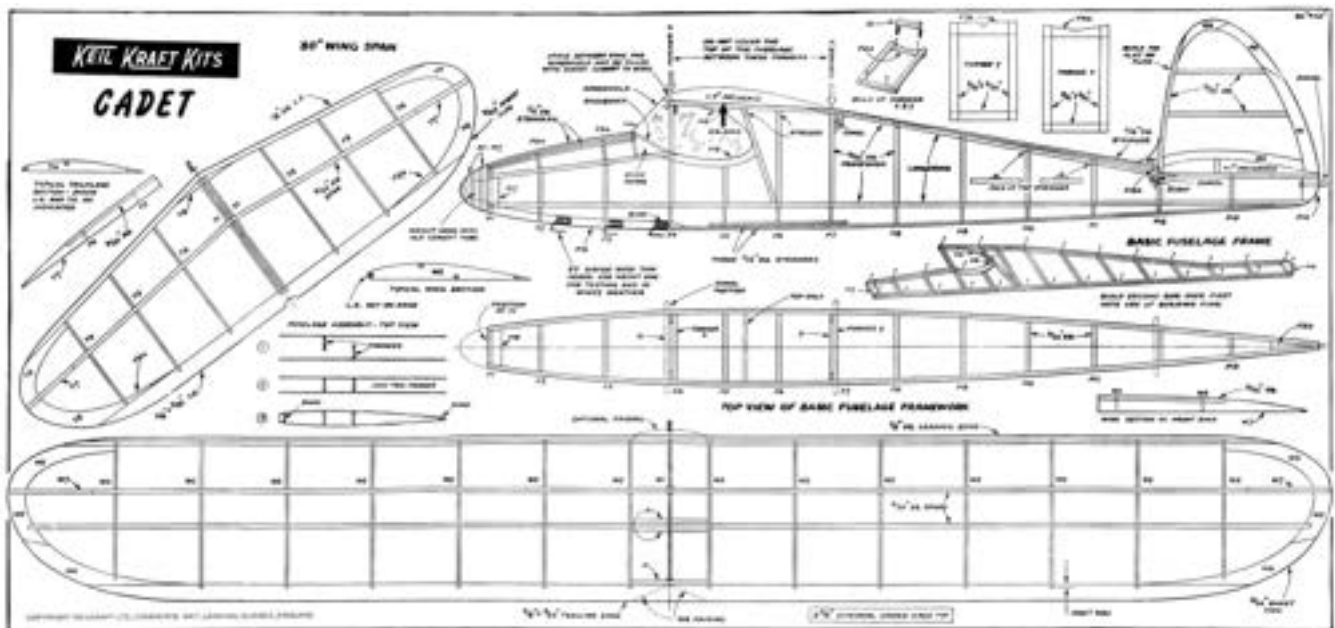
## Meadow Flyer Christmas 2025

Great fun it was but I often felt a bit down when they were all out and my parents would seek to retrieve control and decide when certain sweets could be opened and what would be appropriate spending for the postal orders. Maybe it would be best to put them in my post office savings account – Cripes! What a waste I thought.

But what was this? In a plain envelope was a scrap of paper ripped from a pad and not neatly ripped at that. On it was a grid of irregular black lines and joined up writing that I found difficult to read. I passed it to my Dad, “What’s this?” I asked. He looked at it, at first thoughtful and then, “Ah yes...that’s from Uncle Roy. It’s a credit note from Poultons.”

Poultons was the model shop in Hounslow High Street and I was already a customer obsessed with making small gliders from balsa wood obtained therefrom. “What do you do with it I asked?” “Well,” replied Dad “It’s like a postal order but you can only spend it in Poultons.”

The sheer wonder and stupendous intelligence behind this gift struck me like a thunderbolt. No parental influence whatsoever could be brought to bear on where this money was spent. Retrieving this miraculous piece of paper from Dad, I saw it was for six shillings and eight pence. Why, that’s third of a pound (I was always good at fractions) in other words an absolute fortune! Forget a length of balsa wood, this would buy a sumptuous model aeroplane kit made by Keil Kraft, which I already knew was the home of the finest model aircraft designer ever to visit this planet...one Bill Dean.



So it was the day after boxing day, we went down the high street and I chose a Cadet glider kit from the KK range. It was made from Balsa sticks built into a skeleton frame and covered with tissue. In the kit was a plan. Not any old plan but one drawn by Bill himself there were his initials W.A.D. in the bottom right-hand corner. I surveyed this work of art created by this peerless draftsman. It’s a lost art in these days of computer aided design, but Bill cast his spell over me as soon as I set eyes on it.

Dad and I spent many happy evenings working out how it went together and we made a good job of it. Eventually it flew at Cranford Park ending up with a broken wing. But for me that was it. I was an Aeromodeller for life and that plan has been in a cupboard close by my bed from that day to this. That’s 70 years!

## OMFC Autumn Duration Competitions and fun-fly - Chris Brainwood



*The competitions in full swing [Martin Bennett Photo]*

2025 has been a year for cancelled model flying competitions and the OMFC Autumn Competitions were no exception, with the original August date being postponed due to the poor weather. The new date of October 18 was luckier but only just, as the long spell of calm weather broke over that weekend.

This was another OMFC event that was open to all BMFA members, it was round in the Southern Coupe League run by Gavin Manion and Colin Sharman was running an E20 as well as classes for Classic and A1 gliders, CLG and our own Scale Rubber Duration.

The Coupe Class attracted 4 entrants from the Etienvre, a commercially available kit, to vintage plans and own design models. We had hoped to run to a 2 min max but although things started off well with near calm conditions the forecast was for winds well over 10mph by lunchtime so we decided to limit it to 90s max.

The club Gazebo and flight line were setup as far to the SE of the car park as possible to cope the forecast wind direction which meant a long walk out, although the taxi service from the car park to the flight line is always available. Even with the flying area maximised the flyers that did manage maxes ended up using pretty much all of it. One of my flights ended just yards from the river.

### **Coupe D'Hiver**



*Bill Dennis' Les Trumeaux Coupe climbs away [Martin Bennet Photo]*

With the wind forecast to increase the rush was on to get as many flights in during the calm as possible. Bill Dennis was quick off the mark and his first flight with the Les Trumeaux was over 2 minutes gaining a max. Bill followed this with another 2 maxes for a clean sweep across the 3 rounds.

Closely chasing was Gavin Manion with his OD Coupe and after 2 rounds had two maxes. The last of these flights Gavin had RDT'd down on the edge of the field into the clutches of a large tree, fortunately it was fairly low down and Gavin was able to retrieve it with just some torn covering on the tail. On his final flight though the tape repair to

## Meadow Flyer Christmas 2025

the covering seemed to cause a slight stall and he missed the max by just 1 second giving Bill Dennis the deserved win with his Trumeaux.



*Gavin Manion winds his Own-Design Coupe [Chris Brainwood Photo]*

Just a few seconds behind them was Chris Brainwood with an Etienvre. After two maxes the third flight was in poor air and to add to it the D/T went off before 90s bringing it to an early end, it was only 10' or so up at the time so probably wouldn't have made the 90 s anyway but it was annoying, nevertheless. Ray Elliot put in some good flights for 4th place narrowly missing a Max on his 2nd flight.

| Name                   | Club    | Model        | Flight 1 | Flight 2 | Flight 3 | Total | Position |
|------------------------|---------|--------------|----------|----------|----------|-------|----------|
| <b>Bill Dennis</b>     | OMFC    | Les Trumeaux | Max      | Max      | Max      | 270   | 1        |
| <b>Gavin Manion</b>    | B'Ham   | OD           | Max      | Max      | 89"      | 269   | 2        |
| <b>Chris Brainwood</b> | OMFC    | Etienvre     | Max      | Max      | 83"      | 263   | 3        |
| <b>Ray Elliot</b>      | Croydon | Bilgri       | 67"      | 85"      | 18       | 170   | 4        |

**E20**



*Dave King's Dixielander E20 [Chris Brainwood Pic]*

The E20 class was another very closely fought contest with all the competitors achieving at least one Max. Colin Sharman's class is run largely to NFFS rules with a 20 sec motor run and a 60s max, 4 flyers took up the challenge.

Dave King's Dixielander got off to a good start narrowly missing a max on his first flight and gaining one on his second. He didn't make a 3rd flight which put him behind Alan Trinder's VMC E20. Alan had a max on his first flight and missed a max by just 3 seconds on the second with similar results on his third. Out in front though were Pete Brown and Simon Milan with 3 maxes each. Pete's Idiom was very impressive with his maxes being achieved with a 15 sec motor run rather than using the 20s allowed. In the end it came down to a fly-off which was won by Simon Milan's OD E20. Simon's times are remarkably consistent across the rounds, this is clearly a well-designed and well-trimmed model, and a very worthy winner.

| Name                | Model          | Flight 1 | Flight 2 | Flight 3 | Total | Fly-off | Position |
|---------------------|----------------|----------|----------|----------|-------|---------|----------|
| <b>Simon Milan</b>  | O/D            | max      | max      | max      | 180   | 42      | 1        |
| <b>Peter Brown</b>  | Idiom          | max      | max      | max      | 180   | 37      | 2        |
| <b>Alan Trinder</b> | VMC            | max      | 57       | 55       | 172   |         | 3        |
| <b>David King</b>   | Dixielander 20 | 54       | max      | -        | 116   |         | 4        |

**Classic A1**



*Andrew Longhurst flew this Barbers Pole Classic A1 [Andrew Longhurst Pic]*

The Classic A1 proved a popular class with 6 entries. Both Simon Milan with his Mock Turtle and Paddy McMahon with his Jetstream managed a max in the first round, Bill Dennis missing out by just 6 seconds. Paddy followed that up with his Jetstream with two more good flights to see him take the class win from Bill with his consistently performing Aiglet. Simon Milan came third with his Mock Turtle after losing out a bit more as the wind increased. Andrew Longhurst was fourth after a poor second flight with his Barbers Pole, and Charlie Jeffreys fifth with Pjerri which couldn't quite match the performance of the other models. Dave King managed just 1 flight with his Aiglet before retiring.

| Name                    | Model        | Club   | Flight 1 | Flight 2 | Flight 3 | Total | Position |
|-------------------------|--------------|--------|----------|----------|----------|-------|----------|
| <b>Paddy McMahon</b>    | Jetstream    | PMFC   | max      | 83       | 70       | 243   | 1        |
| <b>Bill Dennis</b>      | Aiglet       | OMFC   | 84       | 77       | 70       | 231   | 2        |
| <b>Simon Milan</b>      | Mock Turtle  | OMFC   | max      | 49       | 63       | 202   | 3        |
| <b>Andrew Longhurst</b> | Barbers Pole | OMFC   | 73       | 23       | 49       | 145   | 4        |
| <b>Charlie Jeffreys</b> | Pjerri       | SAM 35 | 60       | 29       | 28       | 117   | 5        |
| <b>David King</b>       | Aiglet       | OMFC   | 34       | -        | -        | 34    | 6        |

## Classic Vintage Glider



*Bob Lee with his Keil Kraft Caprice [Martin Bennett Photo]*

The Classic Vintage Glider class attracted three entries, two of them Caprices. Andrew Longhurst's example managed a max on his first flight but as the wind increased so his time shortened with a couple of flights around 50 seconds leaving him in third behind Paddy McMahon's Lulu . Paddy was hand towing his models, the only one to do so, the rest of the glider flyers using the provided bungee. His technique clearly worked with 3 consistent flights of over a minute, two of the heading towards a max saw him take second place from Bob Lee's Caprice. Bob's Caprice was in fine form with two maxes and final flight of over a minute, winning by 11 seconds in the end.

| Name                    | Model   | Club | Flight 1 | Flight 2 | Flight 3 | Total | Position |
|-------------------------|---------|------|----------|----------|----------|-------|----------|
| <b>Bob Lee</b>          | Caprice | OMFC | max      | max      | 64       | 244   | 1        |
| <b>Paddy McMahon</b>    | Lulu    | PMFC | 70       | 81       | 82       | 233   | 2        |
| <b>Andrew Longhurst</b> | Caprice | OMFC | max      | 53       | 50       | 193   | 3        |

### Scale Rubber Duration

Scale Rubber Duration is a new OMFC class aimed at building scale models capable of longer duration and is flown to a 90 second max. The class allows a maximum wingspan of 36" for monoplanes and 30" for multi wing models and encourages lightly built tissue covered models where fitting a DT is recommended. It is hoped the class will be attractive to duration flyers who would not otherwise consider building a scale model. This year we have seen just such

## Meadow Flyer Christmas 2025

models competing, among them Ivan Taylor's new Auster which showed just what can be done at the July Scale meeting with Coupe-like performance.



*Andrew Longhurst's 30" Comper Swift enlarged from a Veron plan [Andrew Longhurst Photo]*

At this meeting there were 3 entries with Andrew Longhurst showing us the way with his large lightly built tissue covered Comper Swift. Andrew's model was capable of times almost double the rest of the field which saw him take a very impressive win. Dave King did well with his small KK Piper Super Cruiser beating my own Piper Clipper with just two flights. My Piper suffered a few issues including a couple of broken motors and finally a broken prop. Both Andrew and David went home happy having won an Aerographics Chipmunk and VMC Sopwith Triplane kits respectively. Next year's competitions will feature model kits as prizes too so if you fancy having a go get building or bring along your rubber scale model.

| Name                    | Model               | Bonus | Flight 1 | Flight 2 | Flight 3 | Total | Position |
|-------------------------|---------------------|-------|----------|----------|----------|-------|----------|
| <b>Andrew Longhurst</b> | Comper Swift        | +5    | 80       | 78       | 68       | 231   | 1        |
| <b>David King</b>       | Piper Super Cruiser | 0     | 32       | 28       | -        | 60    | 2        |
| <b>Chris Brainwood</b>  | Piper Clipper       | 0     | 26       | 21       | 11       | 56    | 3        |

**Catapult Glider**



*Bill Colledge about to fire his CLG to another max [Martin Bennet Pic]*

The Catapult Glider class ended up being a battle between two top flyers Bill Colledge and Dylan Roberts. The performance these two were extracting from their models was quite extraordinary to watch. The competition was for the best 5 flights out of 7 allowing a couple of lower scoring flights to be dropped. In the end though that didn't help Dylan as Bill managed a full house of maxes to take the win. Dylan chased him all the way and was only 5 seconds for second. Alan Trinder was third with what ordinarily could have been a winning score

| Name                 | Model         | Club | 1   | 2   | 3   | 4   | 5   | 6   | 7  | Total | Position |
|----------------------|---------------|------|-----|-----|-----|-----|-----|-----|----|-------|----------|
| <b>Bill Colledge</b> | OD            | OMFC | max | max | max | max | max | -   | -  | 225   | 1        |
| <b>Dylan Roberts</b> | Hossier Kitty | BMFA | 12  | 41  | 44  | max | max | max | -  | 220   | 2        |
| <b>Alan Trinder</b>  | Oxcat         | OMFC | 18  | 24  | 14  | 21  | 21  | 18  | 25 | 109   | 3        |
| <b>Simon Milan</b>   | Sting 15      | -    | -   | -   | -   | -   | -   | -   | -  | 320   | 4        |

## Fun Flying



*Charlie Jeffreys' recreated Vic Smeed Shove Ha'penny [Martin Bennet Pic]*

Aside from the competitions the fun-fly part of these events is very much part of the meeting. Charlie Jeffreys models were notable among those. Star of the show was his lost Vic Smeed design called the Shove Ha'penny. This is a large 50" or so pusher type FF model that Vic Smeed designed in 1950 as a forerunner to the Pushy Cat design but no plan exists for it. Charlie has recreated the model from just two photographs with the help of Leigh Richardson using model building techniques Vic may have used, re-drawing the design to create a plan. The model flies beautifully, a credit to both Vic Smeed's wonderful designs and Charlie's building and trimming skills. The design will feature in a future Aeromodeller as a free plan

## Safety Thoughts - Simon Burch

Following a BMFA RC Achievement Scheme testing session earlier this year, the examiner recommended that we reiterate the importance of ensuring that 'armed' electric models (ie those with the flight battery connected) should be properly secured to ensure that, should the motor burst into life, the model would not fly away. Regrettably, we later suffered from an incident that illustrated this all too clearly.

To his great credit, the flyer responsible submitted an honest report to me without any prompting, and I strongly recommend all those who fly RC electric models to read and heed it. It's all too easy to fall into a trap like this.

To be absolutely clear, I recommend that you do not connect the flight battery unless: (1) the prop is removed; or (2) you are checking the model; or (3) you are about to fly it. When the flight battery is connected, ensure that the model is either properly secured or firmly held until it is ready for launch. After flying, disconnect the flight battery at the earliest safe opportunity. Whenever the flight battery is connected, keep clear of the propeller.

## Meadow Flyer Christmas 2025

Here is the report:

*On Sunday September 21st my name was on the list of persons wishing to take the A test. Not having practised the manoeuvres recently I was at the Meadow early (7a.m.) to check my ability. Wind was around 4 m.p.h. and cold enough to make me give up after a couple of reasonably successful flights.*

*I would have preferred more practice, but I felt reasonably confident that I could complete the required flying schedule for the afternoon test.*

*I turned up around 1.30 and Simon Burch plus other examinees plus helpers were already present. The wind was much stronger than the morning but I set up and managed one short flight. This is where it all went wrong; I was with model at the edge of the patch and was thinking of flying again. I wanted to check remaining battery capacity and felt in my pocket for the battery checker but it wasn't there, so I thought it must still be in the bag with the spares. No problem: I walked over to the bag which was on the ground behind the Chairman's bicycle. My first mistake was that I had left the battery in the model still connected to ESC.*

*I then had a problem with the bag's zip, so I removed the transmitter strap from around my neck. Unfortunately, unknown to me, the neck strap had caught on the throttle stick and the plane began taxiing - fortunately away from other people - this was the second mistake. I was completely unaware despite my name being shouted several times. The Chairman eventually got through to me, and I secured the throttle stick whilst my errant model was collected.*

*My normal routine in this situation has been to retain the model with tail between feet, remove the capacity checker from my pocket then bend down, disconnect the battery and connect the checker. I know now why that's the wrong sequence. Fortunately, a lesson has been learned with no serious consequences.*

Postscript - I would add that relying upon your feet to secure an electric model is not a substitute for a proper restraint. As soon as you move away, the model is no longer restrained; moreover, and there's always the danger of treading on tail or fuselage.

The restraint needn't be complicated: my own is crudely made from three pieces of wood forming a squared-off U-shape, with two large nails to secure it into the ground. Indeed, it has been tested in anger, when the motor burst into life while I was checking the buddy lead system. I don't know why...but that's not the point: the restraint saved the day.

## Car Parking at Godstow - Bob Lee

I understand that some members have experienced problems with overstaying their parking at the Godstow car park; if you use the RingGo parking app, you can pay for the expected period and then if you later find that you are going to overstay, you can use the 'Add Time' function on the app to pay for extra time on top of the time you already have, and you can do this whilst still on the Meadow.

## OMFC Scrap-box Challenge - Simon Burch



*Some of Roger Matthews' small gliders [Photo - Roger Matthews]*

On Wednesday 18th February 2026, OMFC plans to hold an indoor flying event at Begbroke Village Hall, and I very much hope that you will join in. The intention is to hold a light-hearted indoor flying competition which is easy to take part in, and to challenge experienced flyers while giving beginners a good chance of success. The rules are simple, and the models easy and inexpensive to build - indeed, they should cost virtually nothing!

The idea of our 'Indoor Scrap-box Glider Challenge' is to build a small chuck/catapult glider, using materials that you have in your scrap-box or recycling bin (i.e. not specifically purchased), and fly it (or them) in an indoor competition for the usual comestible prizes. The event will comprise what has come to be our usual winter indoor flying challenge format. Clearly, the main objective is to have fun, but it's also an opportunity for those who haven't attempted to design and/or build a simple model to give it a try. Your glider(s) may be built to an existing plan, or you can design your own. Roger Matthews has kindly provided some simple plans, which are available on the club website (Plans and Articles page) at: [Articles » Oxford Model Flying Club](#) We'll be adding more material to this article soon.

The rules are simple:

- Materials should come from your scrap-box, recycling bin etc - i.e. not specifically purchased for the purpose (of course, we can't tell!)
- No remote control
- Pure gliders only

## Meadow Flyer Christmas 2025

- Maximum flying mass is 40g
- Catapult launches are permitted
- Gliders must be capable of wing-borne flight (ie no darts, arrows, balls etc). Any model that CD considers to be ballistic in nature, and/or is likely to cause a hazard to spectators will be disallowed.
- The CD's decisions are final!
- Entrants may use up to three different gliders for the challenges. Only those gliders flown in at least one of the 'challenges' are eligible for the non-flying prizes. There are no size limitations; however, at least one of the 'challenges' probably dictates a wingspan of no more than 20".

### Proposed Challenges:

#### Flying:

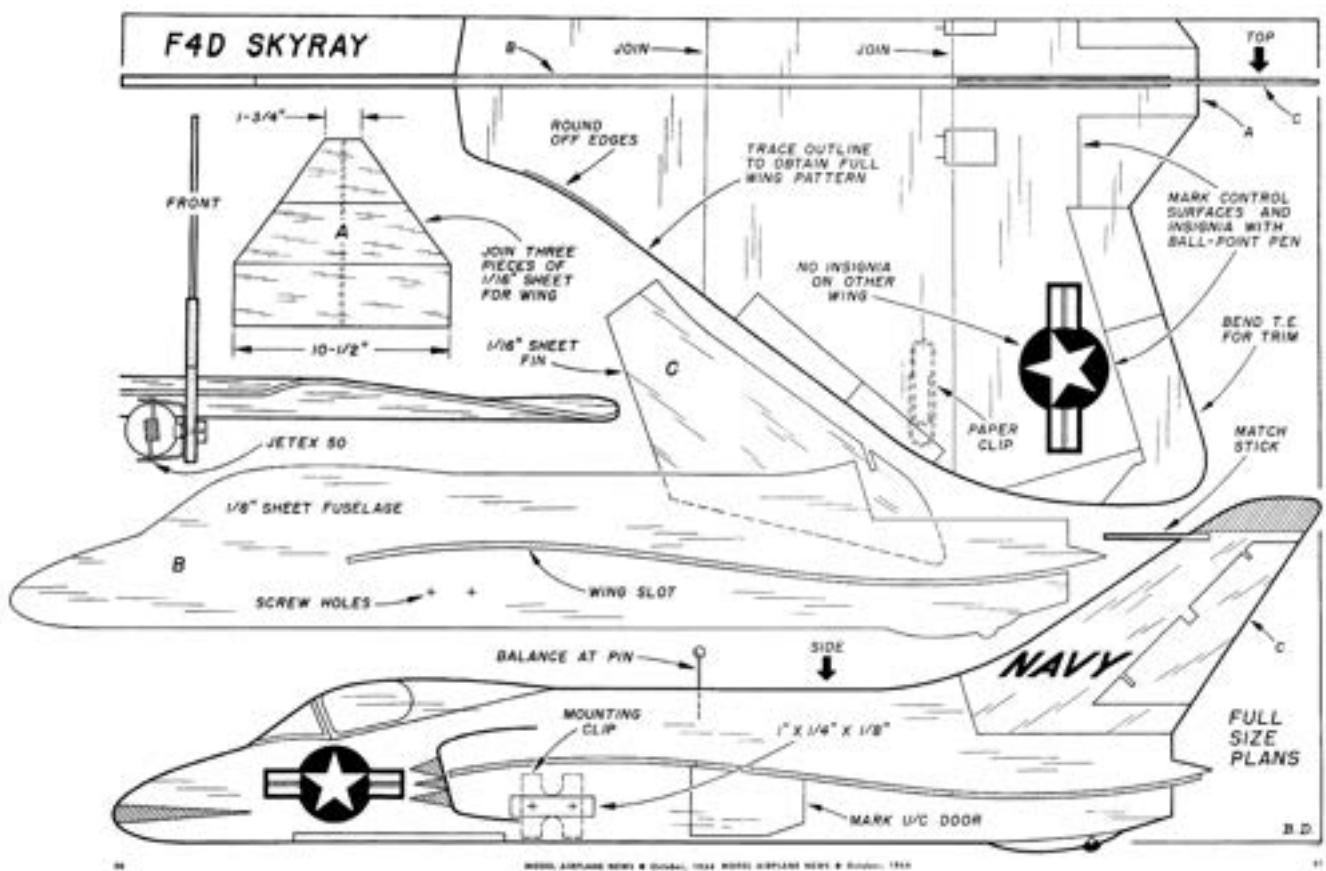
1. Duration - longest total flight time wins (3 flights total)
2. 'Fly Through the Hoop (30" diameter hole)' - 3 timed flights permitted. Launch from behind a start line. 15 seconds added for each time the model passes through the hoop.
3. 'Spot Landing' - land on a 'runway' with pre-marked scores. Launch from behind a start line, 3 attempts: total score counts.

#### Non-flying:

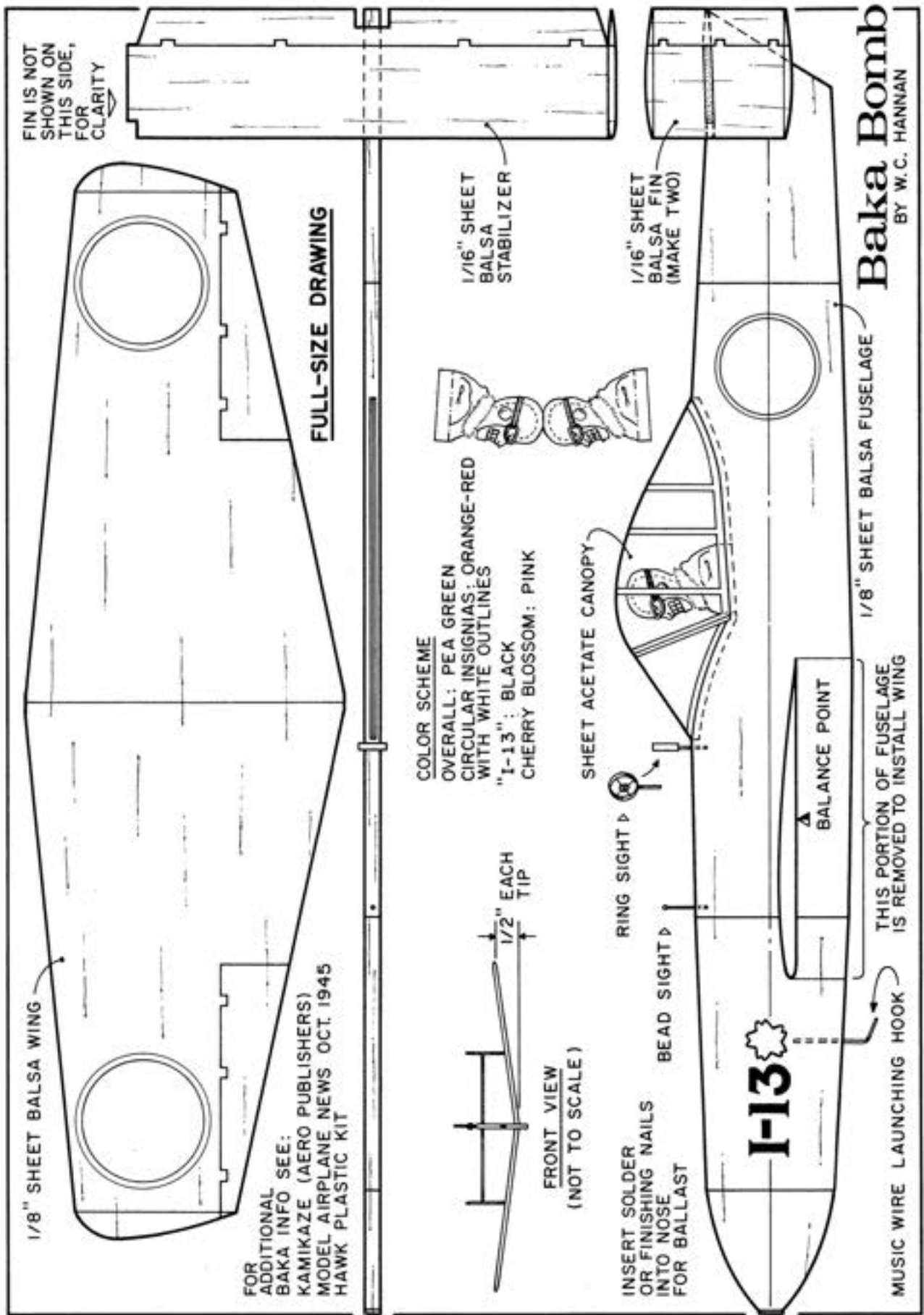
1. Best looking model (in the judges' opinion)
2. Most innovative model

Other prizes might be awarded at the Chair's discretion.

All club members are most welcome to attend. If you have any questions about this please don't hesitate to contact me at: [simon\\_burch@yahoo.co.uk](mailto:simon_burch@yahoo.co.uk).



Bill Dean's F4D Skyray was designed for Jetex 50 power but makes a good glider.



Bill Hannan's Baka Bomb semi-scale kamikaze is reproduced here at just about full size.

## Getting Started with OMFC Rubber Scale – Andy Blackburn

I've spent this year having a fine old time flying a very heavy 29" span Aerographics Miles Magister for fun and also in the various OMFC Rubber Scale competitions on Port Meadow; it usually manages to get on the podium and can be relied upon to do about 55 seconds in fairly still air. Having said that, it responds well to good air and has on occasion managed 90-100 seconds.

However, it's the first large rubber scale model that I've ever built, so there have been a number of c\*ck-ups along the way; essentially, I have spent the last year or so finding out how **not** to do it, so I thought my experiences might be useful to those of you who are contemplating building something for next year's OMFC Rubber Scale comps - larger rubber scale models are really very rewarding to fly and they look great in the air. And for the scale flyers they are really good value because they fly for two or three times longer than you're used to...

### Aerographics Miles Magister



This Miles Magister was kitted by Aerographics a number of years ago and was designed by Mike Midkiff, a prolific flyer based in the United States. The Maggie can best be described as a "first generation" laser-cut kit because the parts seem to be based on a scan of the plan and require a bit of fettling to fit, but it was a really nice build.

However, it's very heavy at about 90 grams without rubber (It should have been about 65-70 grams!) so is about 20-25 grams overweight; this won't affect the glide much, but it will reduce the climb and therefore the duration by quite a lot. Shockingly, it was **so** tail-heavy that it needed something like 22 or 23 grams of nose weight stuffed behind the nose former.

(Short kits and plans for Mike's other designs are still available at <https://www.ozarkmodelaviation.com> - he doesn't do PayPal so if you fancy any of his plans/short kits, you'll have to email him and then go to the post office and send some cash via Western Union. Anyway, back to the plot...)

This is the primary catalogue of errors:

### **Rear Motor Peg**

If you have a good look at the photo above, you'll see that the rear motor peg is quite far back - further back than I would usually have it. Normally, I like to position the rear peg about mid-way between the wing trailing edge and the tailplane leading edge, and I don't know why I didn't do that in this case. Given that it has about 14 grams of rubber which is now about 1-1 ½ inches further back than it should be, it's obvious that this has contributed to the tail-heaviness problem.

### **Spray Paint from Cans**

For some reason that now escapes me I thought it might be a good idea to experiment with Humbrol Acrylic spray cans on a free-flight rubber scale model that is rather weight-sensitive...

Of course, anyone who has used them knows that there is very, very little control over where the paint goes and how much of it goes on... a reasonable estimate is that the weight growth - before the additional nose weight required to get the C.G. back to where it should be - was about 5-8 grams.

The other issue that surfaced was that as the model was going to fly left (it's a low-winger), I had very carefully added a couple of degrees of right-rolling wing warp at the covering stage to keep the inner wing up, the idea being that it would be nudged into a very slight left turn on the glide by a judicious amount of left rudder. This all went well until the spraying started - unfortunately, Humbrol acrylic paint has some acetone in it, which caused the covering to sag a bit until it dried and of course this undid all my carefully curated wing warps!

### **I Thought I Knew Best with the Tailplane Incidence**

The third part of the whole sorry story of the Maggie's weight gain fiasco is all about making a mess of the tailplane incidence, because I rushed it, which required a centre of gravity about half an inch further forward than it should be, which in turn required an additional 11 grams of nose weight (!!), which is about half the total amount of lead.

Basically, what you're *supposed* to do is to get the airframe to a flyable (but unpainted) state, tack everything together, balance the model at the recommended centre of gravity, wedge the tailplane in place such that it can still be shimmed to the desired angle and then go and test-glide, adjusting and shimmed the tailplane until you have a good glide - so, you don't add weight, you leave the C.G. where it should be and adjust the tailplane incidence until it works - then you can then take it home and glue the tailplane in place.

However, because I was in a hurry I ignored all this and just glued the tailplane at what I thought would be a reasonable angle. Needless to say, it turned out to be too negative and by the time it was obvious that there had been a c\*ck-up I was disinclined to fix it, because it had been sprayed and I just wanted to get it finished. Of course, I didn't find out what the consequences would be (an additional 11 grams of nose weight) until later.

There's a very good paper by Don DeLoach that describes his approach to rubber scale flying (see <https://www.flyingacesclub.com/PFFT/RubberScaleFlyingbyDeLoach.pdf>) which discusses how to set the C.G. using Bill McCombs Tail Volume Coefficient/Starting C.G. formulae. This is a really excellent piece of work and is well worth a read, particularly for those of you that are enlarging an existing design or doing your own thing and designing your own.

If you're contemplating building something similar to the Magister over the winter, there are a number of practical issues that you might care to consider.

### 1. Removable wings

The Maggie is a one-piece model which is quite simple to produce, but it's a real pig to transport. It obviously won't fit in the usual model box and has to travel in the boot of the car, cushioned by some bubble-wrap; one more than one occasion there has been hangar-rash just putting it in the car.

(Paul Notley has a solution to the transport problem - he makes carrying boxes from ordinary cardboard boxes that will hold (usually) three one-piece scale rubber models of about 30" span. Slots are cut in the long sides to fit the wings, and the models are stood on their noses; the depth of the slots is determined by the distance from the wing leading edge to the tip of the nose. The slots are lined with thin foam to protect the wing covering and a small blob of blu-tack on the noses sticks them to the bottom of the box. Two string loop handles (long enough to clear the tops of the tails of the inverted models) are added to the ends of the box.)

Life would have been a lot easier if I'd just bitten the bullet and made removable wings; with the Magister, the obvious place to do it is at the dihedral break. One way of doing this is to use a couple of  $\sim 1/16$ " carbon rods (I ordered mine from Germany following a brief Internet search) running in  $3/32$ " aluminium tube; the fit between the rod and wire can be adjusted by wiping the rod with then CA and then sanding to fit when set. You *can* use  $1/16$ " wire but I wouldn't advise it as it'll cost you weight ( $\sim 8$  grams) that you can't afford.



*1.6 mm carbon tubes are permanently fixed in the outer wing panel. Note differing lengths to ease fitment*



*The wing panel in place. In this particular case, a pair of 6mm magnets were used to fix the outer panel in place, and it's a bit too strong. 3mm magnets will be used in future.*

If you have a one-piece wing, then to be honest the easiest way with low-wingers that haven't got big root fairings (e.g. Douglas Skyraider) is to just fix them in place with small rare-earth magnets, although the fuselage will probably need a bit of reinforcement to the longerons and some extra cross-braces to compensate for the large hole that's appeared where the wing used to be.

A high-winger (e.g. DHC beaver) can have miniature RC type wing fixings with dowel pegs at the front and a small (M3-ish-size) nylon bolt at the back. Or you could just use a couple of crossways dowels and band the wing on, if you want.

## 2. Nose Blocks

Models of this size are very suitable for adjustable nose buttons such as the Knight and Pridham type or the Gizmogeezer; they make life so much easier, I can't recommend them highly enough. For those who want to make their own adjustable nose blocks, Tom Hallman (MaxFliArt) has a video that discusses Thrust Plates and Noseblocks that's well worth a watch, see <https://youtu.be/sJkmyBo9zrg> .

Whilst I'm talking about nose blocks, it's really, really important that the nose block goes back into exactly the same place every time and **does not move** when the motor has turns on it. It needs to be a tight fit in the front former, or it needs to be fixed in place with a small rubber band, but those of use with a sense of style will of course use a small rare-earth magnet to fix the nose block in place.



*Magister nose block showing rare-earth magnet that holds the nose block in; models of most gypsy-engined aircraft will need something similar to stop the bottom of the nose block coming away from the cowl as the turns are applied and the rubber tension tries to straighten out the downthrust.*

## 3. Moveable Rudder

If you haven't got a moveable rudder then you can just glue some 1/16" square gurney strips to the trailing edge of the fin to get the amount of turn that you want. However, a moveable rudder is very, very useful to balance off the right-rolling (or left-rolling) wing twist – set the rudder for a straight glide, glue it in place and do the rest of the adjustment using gurney strips.

## 4. Should it Fly Left or Right?

You'll need to decide whether the model will fly right or left under power; there are several factors at play here, including:

- Torque tends to turn the model left.

## Meadow Flyer Christmas 2025

- When the model turns left under power, gyroscopic precession from the spinning propeller will tend to pitch the nose **up** and the model will decelerate slightly. This effect is more pronounced with fast-spinning plastic propellers.
- When the model turns right under power, gyroscopic precession will tend to pitch the nose **down** and the model will accelerate so it'll want to spiral down to the right. This effect is more pronounced with fast-spinning plastic propellers.
- When the model turns left under power, as the angle of bank increases the right side thrust (and there usually is some) converts to up-thrust, which tends to pitch the nose **up** and slow the model down slightly.
- When the model turns right under power, as the angle of bank increases the right side thrust converts to down-thrust, which tends to pitch the nose **down** and speed the model up, so it'll tend to spiral down to the right, assisted by the accelerating propeller and the associated gyroscopic precession described above.

Given this set of conflicting effects, models that have limited lateral stability (i.e. all low-wingers!) are safer flown left under power. I have seen one or two rubber-powered low-wingers flying right, but the turn was very flat and the wings were nearly level. As soon as the inner wing drops, the gyro couple starts to take over, the model accelerates and will usually spiral down straight to the scene of the accident. This can also happen on the glide because the free-wheeling prop will still act as a gyroscope (particularly if it's plastic - heavy and usually low pitch), so will it still pull the nose down.

### 5. Do You Need a Dethermalizer?

Well, one would certainly hope so. 😊 Having said that, the Magister has survived thus far by having a slightly steeper glide than is optimal and a slightly wider glider turn so that it has (so far, fingers crossed) eventually flown out of any thermal that it has managed to blunder into.



*Underside of tailplane converted to D/T operation using a short length of 1/16" tube*



*D/T in operating position*

If you do want a DT, what is often done is to split off the outer parts of the tailplane at some convenient break point as shown above, then join the two halves with a short (2-2.5") piece of 1/16" wire running in 3/32" aluminium tube. Add a small 1/16" ply tab at the back for the two tailplane halves to rest on in the normal flight position, then add a couple of hooks on one tailplane half for the elastic band that actuates the D/T and the D/T release line. At this size, the model won't really notice the weight of a Tomy timer or similar as long as it's positioned at the nose.

## 6. Washout and Warps

Obviously, you don't want any unwanted warps because they'll make life difficult, but it's a very good idea to apply any warps that you do want at the construction stage. If you wait 'till the model is covered then when the covering sags a bit on damp mornings most of the warps will go away, which can be a bit troublesome to put it mildly. I normally like to have a bit of wing warp that rolls the model in the opposite direction to its turn which should keep the inner wing up - so a model turning right will have a wing warp that rolls the model left, and vice-versa.

Washout will help stability, and any model with a tapered wing will benefit from some washout, particularly if it's a low-winger with less than about 9 degrees dihedral; in that case, I'd go for at least 3 degrees. If you want to add (say) a right-rolling wing warp to keep the inside wing up in a left turn, just add a bit more washout to the starboard wing tip.

## 7. Undercarriage

Undercarriage is a right pain in the neck because it adds weight, drag and often breaks. In my view, the best thing to do is to choose something with retracting undercarriage and leave the undercarriage off completely. The Maggie has plug-in undercarriage legs and it's been nothing but trouble, the legs either drop out part-way through flight, or the port undercarriage fork breaks (it's on its fourth or fifth repair) when it hits the rock-hard summer soil on the meadow.

If you really *must* have an undercarriage then I think the best way to manage it is to take a leaf out of the indoor scale book and soften off the initial impact shock - for cantilever legs (e.g. Chipmunk, Gladiator, etc.) a short (maybe an inch on 1.2 mm/18 SWG wire for ~30" span) torsion bar will normally work, or if it's an earlier, braced undercarriage (e.g. SE5a, etc) then either fix the axle in the middle and allow the wheels to deflect upwards, or build the complicated rigid undercarriage structure and run thinner wire down the outside so that it's free to deflect under load.

## Covering and Finishing

All things considered I think the best, simplest, quickest, easiest to repair and most straightforward covering is plain old-fashioned tissue. Tom Hallman (MaxFliArt) has a YouTube channel containing a video called "Free Flight Basics #2 - Covering With Japanese Tissue & Inkjet Printing" that's worth looking at even if you consider yourself to be quite good at covering - see [https://youtu.be/A\\_Hap0gT9Pg](https://youtu.be/A_Hap0gT9Pg) . Be warned, though, many of Tom's videos are remarkable things to watch and it's very easy to be drawn in!

I wouldn't recommend polyester covering or Litespan because although it's very tough, it's also really quite heavy - at least 25% heavier than ordinary tissue by my reckoning.

Some kits (e.g. Dumas, see below) have stick-on vinyl decals, but if you've gone with a tissue finish then the markings can also be tissue, there was an article in the Summer 2025 issue of The Meadow Flyer showing how this is done; any white areas of the markings can be cut from printer paper (or layout paper, which is considerably lighter).

## Propellers and Rubber

I recommend the acquisition of "[Rubber Powered Model Airplanes](#)" by Don Ross which explains propeller and rubber far better than I can.

For a model of about 30" span the Igra 9.5" prop will work nicely and is flexible yet quite robust (the Peck/VMC type will work fine, but in my view isn't quite as good for this amount of power). If fortune has smiled on your efforts and your pride and joy has turned out reasonably light (around 60-65 grams empty), then the longest motor of 4 strands x 3/16" that you dare

## Meadow Flyer Christmas 2025

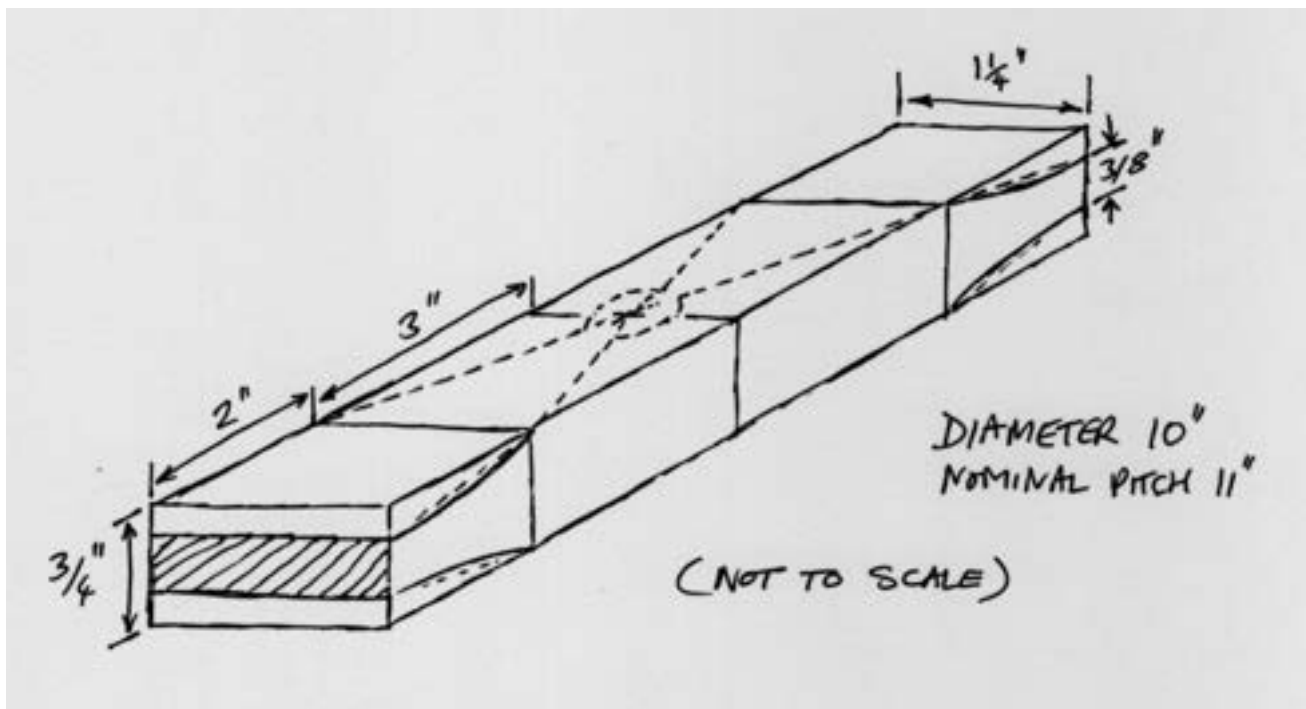
squeeze in (2.5-3 times hook to peg, depending on how much room there is in the rear fuselage) will work quite well – although you're better off using a shorter motor for testing.

The more, er, "substantial" model of 90+ grams empty will probably still fly on that, but it won't get very high unless the air is good (the Maggie is a case in point). If the rear peg is sufficiently far forwards you might be able to add a wobbly peg or a bobbin and a bigger motor (two loops of 1/4" or 1 x 3/16" and 1 x 1/4") without requiring half a ton of nose weight to balance it off.

For those of you who haven't dabbled in rubber power for a number of years, I feel obliged to remind you that:

- a) 4 strands of 3/16" breaks at about 59 turns per inch.
- b) Lubricate the rubber - I use Dow Corning Molykote 33 light (from Volare products).
- c) Braid the motor to stop it flopping about and ruining the glide - for 4 strands of 3/16", about 100 turns applied to 2 strands before folding the motor in half to make 4 strands should do it.
- d) Get yourself a proper winder, K&P do a good one.
- e) Build yourself a stooge or employ a suitably-skilled human stooge.
- f) Stretch the motor at least 3 times its normal length before winding.
- g) Apply half the turns standing still, then walk back to the model as you wind the other half.
- h) One should not normally wind to more than 80% of break turns.
- i) It's best to rest the rubber for 10-12 minutes before winding it to 80% again.

If you want to carve your own propeller then the Bill Henn prop (see below) is known to work nicely and the basic prop blank can be scaled for different diameters, alternatively I've used a [prop blank by Don DeLoach](#) which also produces what I consider to be a very good prop (I used a scaled-down Don DeLoach prop on a KK Achilles, the climb was very good).



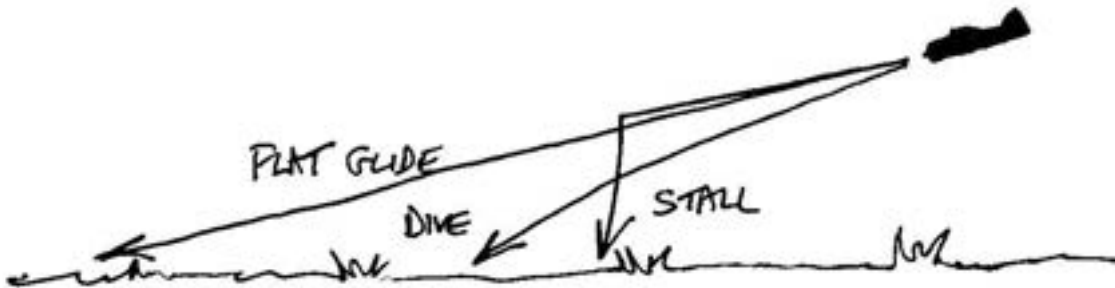
In either case, do remember to use at least 16 SWG or 1/16" wire for the prop hook though, because (unlike a plastic prop) the prop won't bend when it hits something and if the prop shaft is too thin, it'll probably bend.

## Test Glides

Getting a scale model to fly needs a little more care than normal, test glides are vital and – contrary to what some people claim - are NOT just for girls 😊. The problem is that scale models have lots more drag than duration models, so detecting a stall is *much* more difficult than normal. The standard idealised “Kiel Kraft” diagram for test gliding onto tall Keil Kraft grass often looks something like this:



But with a scale model, that's usually not what happens; the model will often stop flying before the nose has had a chance to pitch up so that all you see is what looks like a normal glide and then if you're lucky it will seem to hesitate in the air before falling off on one wing and plummeting vertically into the Keil Kraft grass:



Very often though it will just stop and fall off on one wing without warning – this happens a lot with low-wingers that have tapered or elliptical wings.

In either case, it's stalled, so either adjust the stabiliser or add some more nose weight and try again, and again, until it glides smoothly without a stall. Often, a distressing amount of nose weight will be required; you're usually better off setting the C.G. correctly to begin with and then adjusting the tailplane or elevators for a decent glide; as discussed above, I didn't do this on the Magister and look what happened to me...

What you want at this stage is what looks quite a steep glide (it will have a lot more drag than an A1 glider, for example), the important thing is that there should be a smooth flight path with absolutely no trace of a stall whatsoever, a straight-ahead glide is probably best at this point because you can refine the glide and decide whether you want it to glide left or right later on.

I suspect that a stalling glide is at the root of many people's problems with trimming scale models, so (IMHO anyway) it's a good idea to spend the time to get it right.

## Powered Flight

So, at this point you know that the glide is at least reasonable, so any correction required to the powered flight path *must* be done by changing the thrust line – adding nose or tail weight to control the powered flight will screw up the glide, so don't do it. You'll usually need about 1-3 degrees side thrust and about 2-4 degrees downthrust, so you might as well build in some side and downthrust to save time and effort - this is easy with an adjustable nose button.

High wingers can fly right or left, if flying right try to keep the side thrust and particularly the rudder deflection to a minimum to try and avoid the thing spiralling-in to the right. As discussed above, low wingers usually lack the stability required to fly right, so in my view it's best to start them flying left. The first powered flight can be made with a few hundred turns, usually 200 or 300 depending on how confident you feel. Launch level into wind (easier said than done with some models – watch the model as you launch it, it'll often pitch up at launch) and observe the flight path carefully.

Adjust the right and down thrust for a *wide* left or right-hand turn, with as little bank as possible. Then **when you are happy with the flight path on that number of turns, and not before**, add more turns (maybe an extra 150-180) and repeat until you get to maximum useable turns (usually 80% of the absolute maximum turns, which on the Maggie is about 1250 turns). This sounds simple - and it is - but it requires time and patience. If you rush it, it'll probably go wrong.

### Model Choice

Ah, now... I am absolutely not going to trot out the old tale that high wingers are best, because I don't think that's the case. If you have the patience to trim it and can build straight, then in my view a light, streamlined low-winger without an undercarriage is a much better, more practical model.

My supporting evidence for this shocking claim is that the top 5 finishers (of 19 models entered) in the 2025 Flying Aces Club non-nats Simplified Scale event (which is what the OMFC rules were based on) were:

| Name of Flyer       | Name of Model     | Configuration | Score (TOTF) |
|---------------------|-------------------|---------------|--------------|
| Douglas Beardsworth | Douglas Skyraider | Low wing      | 326          |
| Kenneth McGuire     | Aubert PA-20      | High wing     | 307          |
| Oliver Sand         | F6F Hellcat       | Low wing      | 302          |
| Winn Moore          | PA-20             | High wing     | 278          |
| James Martin        | Mr Smoothie       | Shoulder wing | 250          |

So, essentially, I'd say there's not much difference, if any (unless you count the fact that low-wingers look much better).

What you might have to be careful of is that for some reason, models turning left under power sometimes end up with a little too much downthrust and don't get very high, so when you think you've got it about right, try taking a little bit of the downthrust off and watch what happens. Keep taking the downthrust off until the climb starts to look a bit stally, then put the last bit of downthrust back on.

Having said all that, high wing models are often easier to trim for those who don't know what they're doing and/or are inclined to take short cuts. But none of them will be easy to trim if built heavy with a rearward C.G.

If you fancy building a larger scale rubber model and you've not built one for some considerable time (or at all!) then the most valuable advice I can give is to choose something simple *that you like*. It'll inevitably take a bit longer to finish than a normal duration model (struts, details, etc.) so it's vital that you enjoy building it, otherwise it might never get finished.



*Those of you who still feel that they need the comfort blanket of a high-winger could do a lot worse than have a go at a 24" Earl Stahl/Flyline Howard DGA-8. This example belongs to Mike Stuart, Mike used the rather heavy kit wood so it weighs about 59 grams empty, it should be possible to build it to less than 50 grams. Power is 3 loops of 1/8" about 2 1/4 times the hook-to-peg length driving an 8 1/2" wooden prop of uncertain provenance (Mike Stuart Photo)*

### Summary

On balance, then, if you've not done this before, I think the easiest and most practical approach to building a model that has a reasonable chance of getting on the podium is:

- Choose a subject that you actually *like*.
- If possible, choose a low-winger without an undercarriage as it's a lot more practical than a high-winger, it'll be quicker to build and probably less complex (no struts or undercarriage).
- Wingspan is king as far as performance is concerned, but you can get an excellent performance from a smaller model of about 25"-30" span if it's light; some of [Dumas](#) kits are worth looking at (e.g. Skyraider, DHC Beaver, etc.), as are the short kits from [Volare](#) and [Hummingbird Model products](#). If you can find a Herr kit on eBay, they're usually a very good bet and seem to be reasonably light. And any Earl Stahl design can be relied upon to fly properly.
- Don't use much paint, at least for a first attempt - I ignored this advice, and look what happened to me.
- For a 30" span model that isn't overweight, a 9.5" prop with a motor of 4 strands of 3/16" about 2-2.5 times the hook-to-peg length will work quite well. Use a Tim Grey hook, hook half the motor around each of the left and right halves of the hook, and braid the motor with about 100 turns. You can take the prop off the hook to wind it.
- Buy, steal or otherwise acquire the [Don Ross book](#).
- Re-read the advice above about test gliding.
- Choose an aeroplane that you actually *like*.

## BMFA Scale Free Flight with OMFC at Port Meadow - Chris Brainwood



*Scale on the Meadow [Chris Brainwood Pic]*

There's been a long history of competitions held on Port Meadow by the Oxford Model Flying Club, from Andy Crisp's Dreaming Spires to Charlie Newman's Scale Fest. These events were open to all, but this meeting marked a first with an invitation to the BMFA to run a BMFA National Free Flight Scale class, part of the FF2 (Flying Only) Championship with Mike Smith as CD. In addition, we ran two OMFC classes, Rubber Scale Duration with CD Andy Blackburn and Scale Hi-Start Glider with Gary Law as CD.

The weather forecast was predicting the wind to increase through the morning, so the decision was taken to bring the competition forward to 9am and that proved prudent, with many of the flights made in calm conditions. We had a fairly good turnout although numbers were a little down on our Scale event in July due to anniversaries, weddings and other commitments. It was also great to see several FF Fun Flyers enjoying the calm air too which is very much part of these OMFC events

### **Flying Only (FF2)**



*Mike Stuart's electric Bristol Super Freighter, looks very good in the air [Chris Brainwood Photo]*

which put in a lovely scale flight and set the bar for the rest of the day.

The FF2 Class is fairly new to the BMFA FF Classes with a small additional workmanship and static score added to the flying score. This is done at a stand-off distance and doesn't require any documentation from the competitors. Monique Lyons took on the judging for the day for the four flyers.

The competition is flown over 5 flying rounds with the best flying score added to the static score to decide the winner. There was a flurry of activity at 9am once the competitions were underway as we all tried to get our flights in the calm air. Mike Stuart was first away with his Bristol Freighter

## Meadow Flyer Christmas 2025

The flying part of FF2 is judged on how realistic the flight is compared to the full-size example, marks are given for the various stages of the flight, the climb out, cruise and landing approach. The landing itself is not marked as being unable to flare, FF models generally fly into the ground to some extent. The flying speed of the model is also taken into account, one factor Mike Stuart's Bristol Freighter managed particularly well, cruising at a very scale speed.



Mike Smith's Tiger Moth put in a lovely flight climbing to a good height with a nice flat glide down. It actually turned back towards the launch point and on a flat and fairly fast downwind glide it did a beautiful wheeled landing in front of us all, unfortunately it was heading straight for my Cessna 170 and was threatening to wipe it out.

It stopped just short, almost touching it, much to everyone's amusement and my relief. The moment was captured in this youtube video along with Mike Stuart's Bristol flight (<https://youtu.be/9cvCxKOIETA>)

*Mike Smith's Tiger Moth almost collided with Chris' Cessna 170 [Chris Brainwood Photo]*

Both my Redfin powered Cessna and Andy Blackburn's Rubber Miles Magister put in some great flights and it was very close between the two with just 10 points separating them, but it was the Cessna that came out on top with a slightly-higher flying score against the Magister's slightly higher workmanship score. Up front though no-one bettered Mike's first flight with his twin electric Bristol Freighter, and his higher workmanship score made him the easy winner. Mike Smith's DC Merlin powered Tiger Moth came a very creditable 4th with that lovely greaser of a landing.

| National Contest 2025   |        | BMFA                    |                           | Scale Free Flight Results Record |             |       | BMFA  |  |
|---|--------|-------------------------|---------------------------|----------------------------------|-------------|-------|-------|--|
| Port Meadow   |        |                         |                           | (2025)                           |             |       |       |  |
| Name  | BMFA   | Model                   | Kit, Plan, Own Design     | Pre-flight Assessment            | Best Flight | Total | Place |  |
| <b>FF2 Free Flight Scale (First run of this class as a National Championship)</b> |        |                         |                           |                                  |             |       |       |  |
| Mike Stuart   | 105610 | Bristol Super Freighter | Electric Twin Own Design  | 170                              | 1780        | 1950  | 1     |  |
| Chris Brainwood   | 146191 | Cessna 170              | I/C Diesel Keil Kraft Kit | 150                              | 1660        | 1810  | 2     |  |
| Andy Blackburn  | 145635 | Miles M14A Magister     | Rubber Aerographics Kit   | 160                              | 1640        | 1800  | 3     |  |
| Mike Smith  | 66560  | Tiger Moth              | I/C Diesel Mercury Kit    | 140                              | 1570        | 1690  | 4     |  |
|   |        |                         |                           |                                  |             |       |       |  |
| Weather conditions were good but overcast. No wind increasing to light breeze.    |        |                         |                           |                                  |             |       |       |  |
| Thanks to our hosts Oxford MFC for the use of Port Meadow.                        |        |                         |                           |                                  |             |       |       |  |
| Thanks to Monz Lyons for being the Flight Judge and Scorer.                       |        |                         |                           |                                  |             |       |       |  |
| CD Mike Smith.  |        |                         |                           |                                  |             |       |       |  |

### OMFC Rubber Scale Duration

The OMFC Rubber Scale Duration is a new format this year, along the lines of the US Flying Aces rules with a maximum wingspan of 36" for monoplanes and 30" for Biplanes . It's flown to a 90s max if the conditions allow and with calm morning air conditions very much allowed.

Five flyers took on the challenge with Andy Blackburn leading with his hard-working Miles Magister. This is a great way to fly in these competitions; you don't need a different model for each class just enter the same one and have more airtime. It really worked for Andy as his 3 flights of over 50s saw him take the class win. Close behind was Mike Stuart's Howard DGA-8 with 3 flights in the 40 to 50 second range while I struggled to get above 35 seconds with my Piper Clipper again - I am seriously thinking of building a double size KK Piper Family Cruiser to try and break the trend. Mike Smith entered his RANS Courier, a lovely scratch-built model of the modern light sport aircraft but the model wasn't it's usual self with 3 flights in the 20 second range.



*Pete brown's Piper Cub normally flies indoors [Chris Brainwood Photo]*

It was great to see Peter Brown's lovely Piper Cub, this is scaled up from the Peck peanut kit and I have seen it flying on rails indoors at Trinity. Sadly, outside on the day it decided on a different tack maybe due to the damp conditions early on, it clearly has huge potential though so I hope to see it again in the rubber scale duration.

| Name                   | Model           | Bonus | Flight 1 | Flight 2 | Flight 3 | Total |   |
|------------------------|-----------------|-------|----------|----------|----------|-------|---|
| <b>Andy Blackburn</b>  | Miles Magister  | 10    | 56       | 57       | 50       | 163   | 1 |
| <b>Mike Stuart</b>     | Howard DGA-8    | 0     | 42       | 51       | 44       | 137   | 2 |
| <b>Chris Brainwood</b> | Piper Clipper   | 0     | 30       | 33       | 35       | 98    | 3 |
| <b>Mike Smith</b>      | RANS S7 Courier | 0     | 21       | 19       | 18       | 58    | 4 |
| <b>Peter Brown</b>     | Piper J3 Cub    | 0     | 11       | 15       | 7        | 33    | 5 |

## Scale Hi-Start Glider



*Chris Brainwood with own-design Slingsby Eagle [Martin Bennet Photo]*

The Scale Hi-Start Glider was bit down on entries for the reasons given above but a good competition was still had. Out front was Simon Milan's own design Vampyr, the model has a beautiful floaty glide, the sort that just breathing out underneath it would see it rising in lift. Simon had some issue getting it to stay on the line but in the end that mattered little as he cruised to victory with flights around the 30 second mark.

Behind the Vampyr were the little and large Slingsbys from myself and Simon Burch. Simon's Skylark is from the FROG kit design while my Eagle is my own design based on Keith Humber's RCM&E free plan. On the day they were surprisingly well matched doing identical times in the first two rounds, albeit switched round. It was all down to the final round for 2nd place but Simon's luck ran out, and I came away with the chocolate-based prize.

These are lovely events on what is fast becoming a unique site for free flight, we are already planning to repeat them next year and it's worth mentioning that we do have car on the meadow to help set and ferry people out to the flying who would otherwise find it difficult to get out there and back as it can be quite a distance. You can email me at [webmaster@oxfordmfc.bmfa.uk](mailto:webmaster@oxfordmfc.bmfa.uk) for more details or to arrange a pickup on the day.

| Name                   | Model            | Flight 1 | Flight 2 | flight 3 | Total |   |
|------------------------|------------------|----------|----------|----------|-------|---|
| <b>Simon Milan</b>     | Vampyr           | 22       | 27       | 31       | 80    | 1 |
| <b>Chris Brainwood</b> | Slingsby eagle   | 27       | 14       | 20       | 61    | 2 |
| <b>Simon Burch</b>     | Slingsby Skylark | 14       | 27       | 11       | 52    | 3 |

## Modelling a little-known elegant vintage biplane - Geoff Cottrell



A sweep of the internet for details about A.V.Roe's AVRO 641 Commodore aircraft does not produce a large crop of results. The aircraft first flew in 1934, but only six Commodores were ever built. The plane could carry five people, two pilots in front, and a bench seat behind for three passengers. The aircraft was, however, withdrawn in 1942 when the AVRO company had more pressing wartime matters to deal with.



This little-known WACO-style aircraft with its obvious vintage charm is an attractive subject for a model.

A plan for the Commodore appeared in *Aeromodeller* magazine in 1940, but apparently this was very basic, and it was not until about a year ago that Barry Scollay, an avid and prolific builder and specialist in micro-RC conversions of many free-flight designs, asked designer Pete Theobald to create a more detailed plan. Pete's excellent hand-drawn plan of the 18-inch model can be found on [Outerzone](#), which formed the basis of Barry's model.

## Meadow Flyer Christmas 2025

Barry's design brief was to incorporate electronics from a UMX RC board from a Volantex 400 mm micro warbird, a 1S speed controller for brushed motors, and a smart 6-axis gyro system. Access to this gear is via a hatch underneath the wing. By all accounts the small model flies sweetly, particularly in light winds (see <https://youtu.be/GQLS3iw1hPU> ).



*Barry Scollay's 18-inch RC model of the Commodore*

I was also attracted to the vintage good looks of this aircraft, but wanted to build something a little bigger, to exploit its slow-flying characteristics. I doubled the size of Pete's plan resulting in a model that would have a span of 36 inches, which is still in the lightweight park-flyer range and is relatively easy to transport.

I decided to go for a lightweight 2S electric power/RC system (the electronics parts currently on my shortlist are itemized below). I am planning for four channels - throttle, rudder, elevator, and ailerons. A departure from the original plan is to mount aileron servos in the lower wings so that scale ailerons could be incorporated.

At this stage my build is a work-in progress, but I thought it might interest members to see a few photos of where I have got to this autumn.



## Meadow Flyer Christmas 2025

The fuselage was built over a central keel, running down its length, cut from 3/32 inch sheet balsa, and pinned down flat over the plan. Half-formers were then glued to the keel, using a couple of 3/32 x 1/8 inch stringers to stabilize the half-assembly.

The half-fuselage was then removed from the board, and the opposite half-formers and stringers were added to the keel to start realizing the 3D shape.

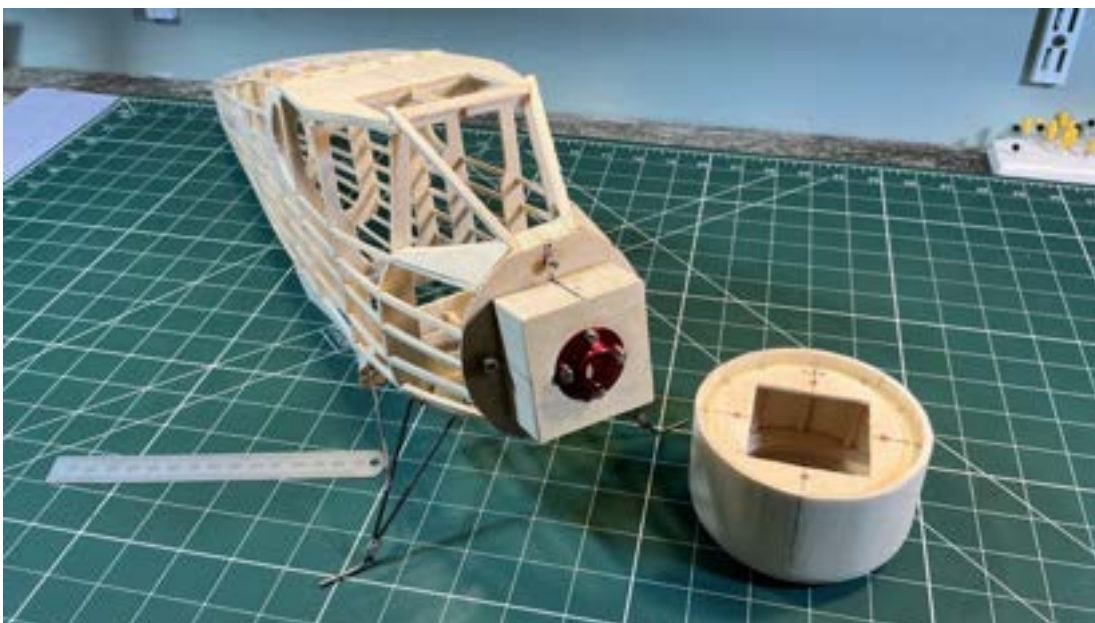
At this stage it was important to 'eyeball' the assembly to ensure that it was straight and was not becoming banana-shaped. The distinctive cylindrical cowling of the Commodore merges into the fuselage profile. So, to get some stringers to bend around the circular front former without cracking, I sprayed them with water to persuade them to bend, as shown in the photo. More stringers were added, in left and right pairs, to keep everything straight.



The undercarriage piano wire had to be bent to shape, soldered, stitched, and glued to 1/16 inch ply sub-formers, before the lower stringers could be added.

With the planned power source (a 2S battery and the Emax CF2803 motor with a 7x5E propeller) I measured a static

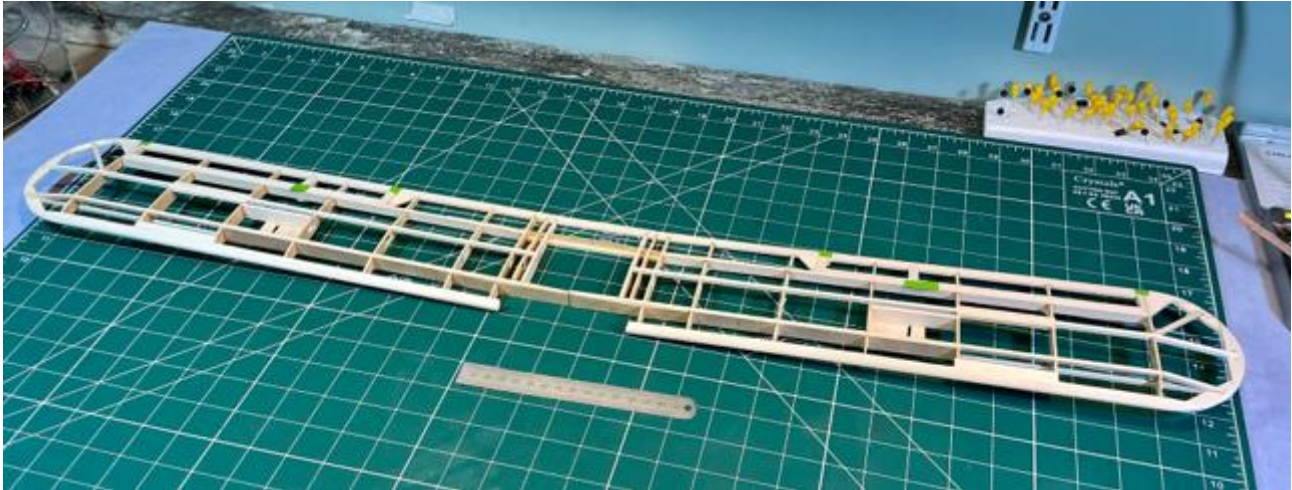
thrust of about 500 gm, which should be sufficient for this model. A 1/32 inch ply 'firewall' was added to the front former to mount a liteply box for the motor.



## Meadow Flyer Christmas 2025

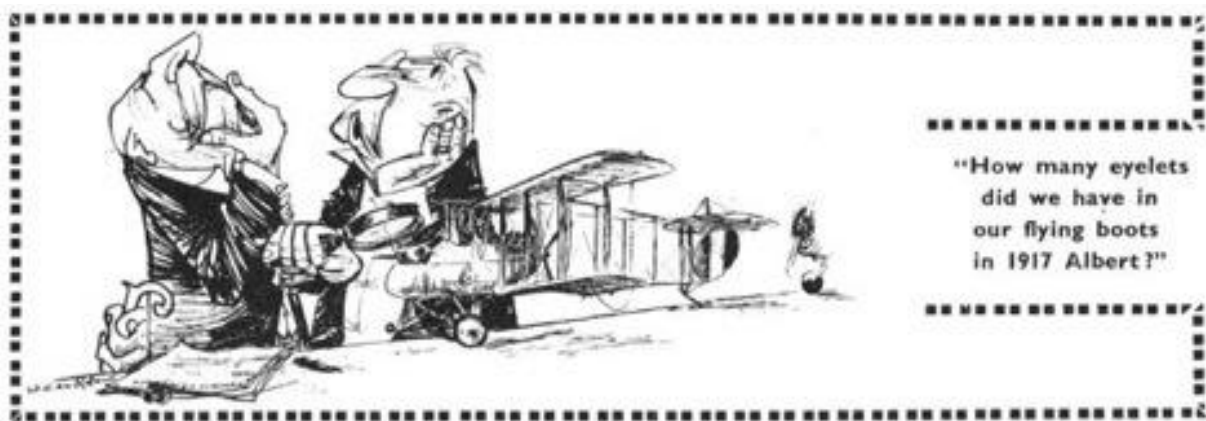
It was now time to think about making the lower wing: how to fit separate wing servos, keeping it strong and light, and allowing access to the RC gear.

For an access hatch, I altered the layout of the spars to incorporate two 1/8th inch square hard balsa spars, one above the other, with 1/32 inch vertical-grain hard balsa webbing out to the position of the aileron servos, this should give a strong and lightweight I-beam main spar towards the front of the wing.



Because I wanted scale ailerons, I introduced a hard balsa 1/8 x 3/8-inch aileron spar. Both the main and aileron spars were joined in the centre with 1/16 and 1/32 inch spruce ply dihedral braces, leaving a good-sized access gap in the middle:

To conclude, this is a work in progress report and I have now moved on to the upper wing construction. Happy Christmas building everyone, and safe and enjoyable flying!



*Thanks to Simon Milan for supplying this cartoon, sourced from HipPocketAeronautics*

## OMFC Events 2026 - Chris Brainwood

The events committee have arranged a full season of free flight events on the Meadow and some Postals as well to keep you busy. The season kicks off straight away with the Elf Postal, just 3 flights either indoors or outdoors and it covers both the Berinsfield and Trinity events for December and January. This is followed by the Classic Kit Scale Postal for those winter months which again can be flown indoors or out if the weather's kind to us with a Fokker DVII kit to win, donated by the Vintage Model Company

Our first Port Meadow event is the Spring Duration. Colin Sharman will be CD'ing the increasingly popular E20 class. This is a great class for small field duration without the cost and complexity of some of the larger FF classes. Suitable kits are available along with all the components for the power train and timers; VMC offer the SAMS E20 which Alan Trinder won the class with last year <https://www.vintagemodelcompany.com/sams-e20-free-flight-duration-model>

June sees our FF Scale Fly-in. Our Flying Only class is for the John Blagg Trophy and is open to all forms of FF power with the flights being judged on flying realism by CD Bill Dennis.

The Scale Glider class has been very popular too (there's no static judging) and is a class that's exclusive to OMFC at the moment. This is a great way into scale FF and as Simon Burch found in last year's competitions, they're not just fun but can be competitive too. There are several kits available from VMC including the larger 30" Slingsby Prefect <https://www.vintagemodelcompany.com/30-veron-slingsby-prefect-sailplane>

The FF Scale Fly-in also sees a round of the OMFC Scale Rubber Duration (duration only, no static judging), Andy Blackburn has written about how to get started but it is an excellent class particularly if you are coming at it from FF duration flying

In August we have the Cloud Tramp mass launch which we've been taking part in for a few years, but this year we are joined by BMFA FF Scale for the Credgington Trophy. This is a flying only event run to FF2 BMFA rules for the historic trophy and is accompanied by another round of the Scale Rubber Duration and the Scale glider competitions, so lots of chances to fly any models you've built for the Scale Fly-in

The last 2026 event in September is our Autumn Duration. This is also a round in the Southern Coupe League and also has two classes for Gliders, The Classic A1 and the Classic and Vintage with a max span of 75". There'll be a final round of the Scale Rubber Duration and Colin Sharman will be running another E20 round. There will also be Catapult Glider class as well .

Catapult glider is good introduction to FF duration flying, a full plan is available on the website of Andy Crisp's Oxcat <https://oxfordmfc.bmfa.club/oxcat-12-span-catapult-glider-by-andy-crisp/> Kits are available on request as well from Gary Law, email [webmaster@oxfordmfc.bmfa.uk](mailto:webmaster@oxfordmfc.bmfa.uk) for more details.



## Spring Duration Competitions & Fun-fly



# Sat 16th May

**P30 E20 36" Hi-Start Glider**  
**Under 25" Vintage Cabin**  
**Catapult Glider**  
**Free Flight Fun-fly**

**CD Gary Law 9:30am Start**

**Port Meadow, Oxford OX2 8PU**

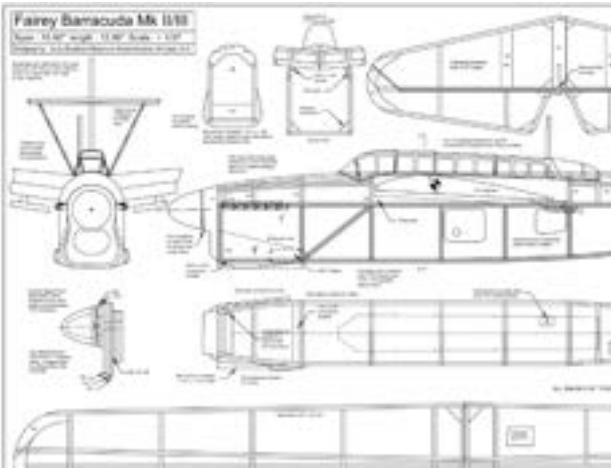
All flyers must be BMFA members and abide by the OMFC club rules  
which can be downloaded at [oxfordmfc.bmfa.club/membership-information/](http://oxfordmfc.bmfa.club/membership-information/)

Full details - [oxfordmfc.bmfa.club/club-events/](http://oxfordmfc.bmfa.club/club-events/)

## December/January Projects - Andy Blackburn

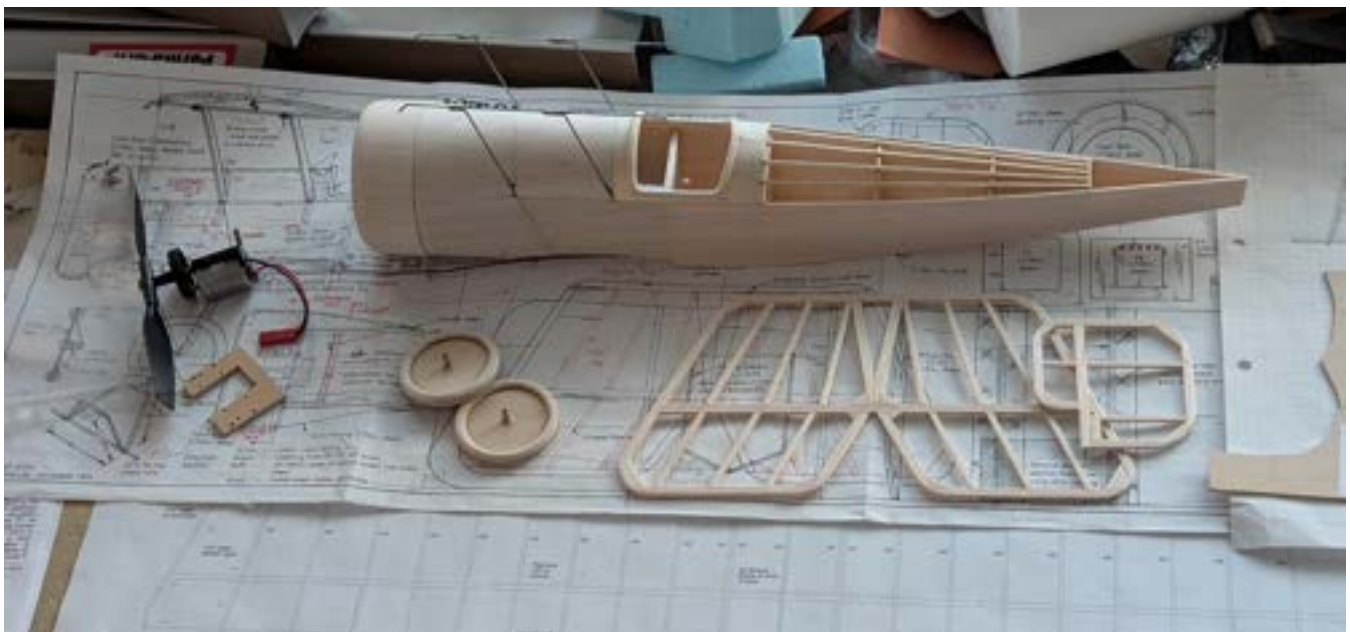
There are a couple of part-completed projects that I'm hoping to get finished over the Christmas break. If I can avoid non-essential activities and just focus on what's important (that is, model aeroplanes), everything should be fine.

### Dime Scale Barracuda



I've been messing around with this Dime Scale Barracuda for a while, and it really is quite close to being finished. All I need to sort out are a few details, the canopy, a bit of painting, draw and print the decal sheet and then get it assembled. I don't know what the parts weigh, but they feel quite light, so I'm hopeful of a decent performance.

### FF Electric Scale Bristol Scout



This Bristol Scout started life as the 1/12 scale Aeromodeller all-sheet design by Gordon Whitehead (FSP 1267), but I made some basic built-up tail surfaces because it was going to be electric, and then the more I looked at the wings the more I decided that I didn't like them. So I've ditched the all-sheet wings and drawn-up some built-up ones. Covering will be the thinner Doculam (from VMC) and Modelspan tissue. I may have to do battle with EzeDope.

## Club And Other Local events, 2025/2026

### Club Meetings at Begbroke

Club Nights are held at Begbroke Village Hall, Begbroke Lane, Kidlington, OX5 1RN, 7.30 p.m. - 10p.m. Club business (if any) commences at 8 p.m., unless otherwise stated.

|                                |  |
|--------------------------------|--|
| <b>Wednesday 17 Dec 2025</b>   | Fish 'N' chip supper plus quiz   |
| <b>Wednesday 21 Jan 2026</b>   | <b>Aerodynamics</b> talk by club member Paul Thomas  |
| <b>Wednesday 18 Feb 2026</b>   | <b>Scrapbox glider challenge</b> – details to follow but build an indoor glider at home from materials that you have to hand and bring it along to fly for a variety of prizes |
| <b>Wednesday 18 March 2026</b> | <b>Bring a model evening</b> – bring along your latest creations to show and chat about, as ever there will be prizes.   |

### Competitions on Port Meadow for 2026

#### **Definitions:**

The “**Peterborough**” **Hi-start** = 7.5m of 1/8” rubber and 22.5m of line.

Rules for all classes at <https://oxfordmfc.bmfa.club/event-rules/>

### **Spring Duration - Saturday 16<sup>th</sup> May**

**E20** – Total of three flights, 20s motor run, 60 s Max.

**P30** – Total of three flights, 90s Max.

**36” Hi-Start glider** – Peterborough Hi-start, Total of three flights, 60s Max, RC models allowed but clock stops if the transmitter is picked up.

**Under 25” Vintage Rubber Cabin** – Total of three flights, 90s Max.

**Catapult glider** – 60s Max, total of 5 flights.

### **FF Scale Fly-in Saturday 20<sup>th</sup> June**

**OMFC Flying Only** – IC/CO2/Electric/rubber, OMFC rules, no static judging

**OMFC Scale Rubber Duration** - max span 36" monoplanes, 30" multi-wing, no static judging, 90 s Max, Total of three flights. Flyoff if necessary.

**OMFC Hi-start Scale Glider** – Peterborough Hi-start, Total of three flights, no static judging.

**FROG Senior** - Total of three flights 60s max

Open to all BMFA Members

## **BMFA FF Scale - Saturday 1<sup>st</sup> August**

**BMFA FF2** (IC/CO2/Electric/rubber) BMFA rules – includes some minor static + workmanship marks

**OMFC Hi-start Scale Glider** – Peterborough Hi-start, total of three flights, no static judging.

**OMFC Scale Rubber Duration** - max span 36" monoplanes, 30" multi-wing, no static judging, 90 s Max, Total of three flights. Flyoff if necessary.

**Cloud Tramp** Mass launch - Prize for last one down

Open to all BMFA Members

## **Autumn Duration - Saturday 12<sup>th</sup> September**

**Classic A1 Glider** – 90 s Max, total of three flights.

**Vintage/Classic Glider** – 75 inch span limit, 90 s Max, total of three flights .

*launch using either the supplied Hi-start or a 50 metre towline, at the discretion of the entrant*

**Coupe d’Hiver** – Total of three flights, 90 s Max.

**Catapult glider** – 60 s Max, total of 5 flights

**OMFC Scale Rubber Duration** – max span 36" monoplanes, 30" multi-wing, no static judging, 90 s Max, total of three flights. Fly-off if necessary.

**E20** – Total of three flights, 20s motor run, 60 s Max

Open to all BMFA Members

## **Postal Events**

### **2025/2026**

**Christmas Elf Postal** - 1st December 2025 - 10th January 2026 . A Keil Kraft Elf challenge with a total of 3 flights. It can be flown indoors or outdoor with a 10sec ROG bonus for indoor flyers. Full details and rules on the website <https://oxfordmfc.bmfa.club/christmas-elf-postal/>

**Classic Kit Scale Winter Postal** - 1st January 2026 - 30th April 2026. A postal for the classic rubber scale kits from Veron, Keil Kraft and latterly VMC amongst others decided with a total of 3 flights. It can be flown indoors or outdoor with a 10sec ROG bonus for indoor flyers. 1st Prize a Fokker DVIII kit donated by the Vintage Model Company. Full details and rules on the website <https://oxfordmfc.bmfa.club/omfc-2025-winter-kit-scale-postal/>

**V20 Postal – SAM 35 rules**, 2 rounds April 1st – June 30th and July 1st – Sept 30th. For rules see <https://sam35.org.uk/wp-content/uploads/Rubber-Vintage-V20-rules.pdf>

**Coupe/P30 postal** – Total of three flights, 90 second Max, entrants submit three times to Max + unlimited fly-off time. 1 Sept - 31 Oct For rules see:- <https://oxfordmfc.bmfa.club/wp-content/uploads/2023/12/P30-and-Coupe-Postal-rules-v1.2.pdf>

Meadow Flyer Christmas 2025

## **Indoor Flying**

RC and Free Flight Indoor flying resumes this autumn, once a month on Tuesday evenings. Note that we have a new venue - Cheney School, Assembly Hall (OX3 7QH).

Dates for the diary: TBC, all from 8:00pm to 10:00pm.

We plan to charge only £5 per flyer.

# ***OFMAC***

## **2025-2026 Season Dates**

### **Indoor Model Flying**

Funfly for all. Freeflight, Rubber, CO2, Electric

Venue:

Abbey Sports Centre

Green Furlong

Berinsfield

Oxfordshire

OX10 7NR

Dates:

Sundays Times 09:00 to 15:00

5th October 2025

2nd November 2025

7th December 2025

4th January 2026

1st February 2026

1st March 2026

12th April 2026\*

10th May 2026\*

\*Note: 2<sup>nd</sup> Sunday



Contact:

Ian Melville

07545158177

[ofmac@redkite.aero](mailto:ofmac@redkite.aero)

## Contributions to the Newsletter

Please let me have your contributions by the end of **the last week in February** (preferably a little earlier) for inclusion in the Spring 2026 newsletter. Anything aeromodelling-related would be of interest.

### A few reminders for when taking pictures:

1. Try and keep the horizon level,
2. It's usually best to have only one model aeroplane or subject per picture,
3. A non-cluttered background is best,
4. If using a phone, a small amount of zoom (~x2) often makes the picture look better,
5. If using a DSLR, sport mode with auto-focus usually works well, but try and keep the model in the centre of the image to give the camera the best chance of focusing properly,
6. If using a long lens, remember that the last 25%-35% of the focal range (so 200-300 mm on a 300 mm lens) can often produce a "soft" image, so limit the amount of zoom accordingly.
7. Finally, can I have photos as JPEG or JPG files, please? PDF files just add extra work.

**Send contributions to:** Andy Blackburn at [newsletter@oxfordmfc.bmfa.uk](mailto:newsletter@oxfordmfc.bmfa.uk) although this doesn't seem to accept attachments (try WeTransfer for images). As mentioned earlier, an email and some pictures is best; MS Word documents are more work to integrate with the newsletter.

## Tailpiece



*Useful facial expressions: No. 1: This is, I am reliably informed, the expression that one should adopt when it becomes obvious that one's hi-start launch is about to go, or is going, badly wrong [photo via a very courageous Gary Law]*