

Meadow Flyer

Newsletter of The Oxford M.F.C.

Summer 2026



There was a small window of nice weather at the end of April which was enough to persuade a number of free-flyers to descend on Port Meadow. Happy days. [Martin Bennett].



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Editorial

Welcome to the Summer edition of the OMFC Newsletter, I hope you enjoy reading it.



For the past week I've been trimming my 1/12 free-flight scale (~25" span) electric Bristol Scout - it's been ready to fly for months but I've had to wait for the grass at my local trimming field to grow to a suitable length (9-18 inches).

The model is based on the 1975 Gordon Whitehead plan but for various reasons the all-sheet wing has been re-designed to be a built-up, more scale-looking affair with the scale number of ribs. I've ignored the riblets, though - it's only sport scale.

The trimming process has been very instructive. I've used an all-sheet tailplane because the original built-up one looked like a Pringle, but I'm going to have to have another go at built-up tail surfaces because the KP02 throttle is on 100% and there's loads of nose weight; I daren't add a pilot figure or any other detail without losing some of that weight. It needs a LOT of side and downthrust and for some reason the original design has the all-moving fin enlarged by 30-40%, so it's very sensitive to rudder - going to have to build a new rudder as well. It has flown though, so I think any 1/12 scale WW1 biplane that you can build to about 9 ounces would be Ok for a KP02 power unit.

I'd like to thank Simon Burch, Bob Lee, Chris Brainwood, Martin Bennett, Richard Fryer, Martin Dilly, Dave King and David Lovegrove for providing content and services for this newsletter.

Chairman's Chat – Simon Burch

Writing this in the middle of a heatwave, it's difficult to recall that, not so long ago, we were bemoaning the cold, windy, and wet weather. It's great to see so many people taking advantage of the conditions. Every time I've been flying, though, it seems that the breeze has been stronger than forecast. More about wayward models in the Safety Notes below....

Certainly, this year's Wednesday evening flying sessions at Begbroke were both impacted by the weather. We managed a limited amount of flying at May's meeting, but the fresh breeze led to at least one model retrieval from a neighbouring garden. Fortunately, Chris Brainwood had brought the RTP equipment along, so indoor flying was available to all. Just a reminder - please don't start flying outdoors at Begbroke until the Airfield has been contacted.

The first of our 2026 free flight competitions, the Spring Duration, took place at the Meadow on 16th May. The pre-heatwave weather made the go/no-go decision a tough call, and things didn't look too good on the morning of the event - but weather stayed kind. This was fortunate, because around 25 flyers turned up to take part, including one visitor from the US. Thanks, once again, to our enthusiastic and tireless Events Team, and I look forward to our Scale Fly-in on 20th June.

On the RC side, we've held a number of training sessions this year and managed to achieve a couple of taster sessions for prospective new junior members. Personally, I always enjoy flying taster sessions with our newcomers to model flying, but I've come to dread the moment when we mention regulatory matters, especially for junior members, where (usually) a parent must hold a CAA Operator ID on their child's behalf.

One way around this is to emphasise that, even now, it is possible to enjoy model flying without involving the CAA - provided your model weighs less than 100g. Inspired by Bob's write-up (in this issue) on the P1B-0 rubber-powered model obtained via Ali Express, I bought one for my 8yr-old grandson.

IMHO, the P1B-0 (or G1B-0 depending upon the translation!) is a great introduction to model flying for a youngster. Bob's article goes into more detail about it but, looking at it specifically with an under-10yr old in mind, the build was simple enough for a youngster to do with minimal help, and it introduces important aspects of flying such as aerofoil shape, the balance point, and an adjustable rudder - all without being too complicated.

In the air, it flies really well - perhaps a little too well for a small park. Importantly, it's easy for a youngster (or an inexperienced free-flight flier like me) to achieve good flight times.

Clearly, the P1B-0 is not a toy; unlike, say, a Lidl glider, it's light, rather flimsy, and it certainly can't cope with rough handling - but, if you know a child who's ready for it, and you can afford a little time to help, it's certainly worth a punt at around £13 (the price varies constantly!). Personally, I wish I'd bought two. Or better still three...

Safety Thoughts

Reporting 'flyaways' continues to cause confusion. To clarify matters, a reportable flyaway only occurs if you lose sight of your model while it is in the air. If you see it come to ground, but merely cannot find it, it is not a reportable flyaway.

If you do suffer a flyaway, please don't hesitate to report it using the BMFA's Reporting Portal at: <https://reporting.bmfa.uk/> .

If your model lands in the river, please note that you should not attempt to recover it unless it is retrievable from the bank (Club Rule FS11). Passing boaters might help. I am aware that some consider this rule to be overkill, but it's worth noting that, sadly, seven people have died in UK rivers and lakes during this week's heatwave, often from Cold Water Shock, including a 14yr-old at Donnington Bridge.

Sky Voyager P1B-0 - Bob Lee

Aeromodeller issue 1064 dated Jan 2026 but probably delivered in March (sorry Colin I know it's not your fault) carried an interesting article by Maris Disler on the Sky Voyager P1B-0. To quote from the article: -



The P1B-0 Class is for entry level rubber powered models aimed at primary/secondary level STEM students.

My interest was aroused (as they say) because to my eye this looked far from being a toy, it looks like an F1B or modern Coupe in miniature with a 500mm wingspan and is intended for both indoor and outdoor flying.

So, how do you get one? The article mentioned AliExpress which I have never used before, it being a dirt-cheap Chinese version of Amazon. I found its search function to be 'less than

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useful' so just typed P1B-0 into Google which took me to the correct page on AliExpress. I think I paid about £8.00 for mine but I can see it now at £12.29 which includes shipping from China, so it's not going to break the bank.

Having been very sceptical about using AliExpress I found the service to be very good. The package arrived in about a week with daily updates about where in the world it is. OK, you then get an email every day from AliExpress with their latest offers but that is what your spam filter and junk email folder are for.

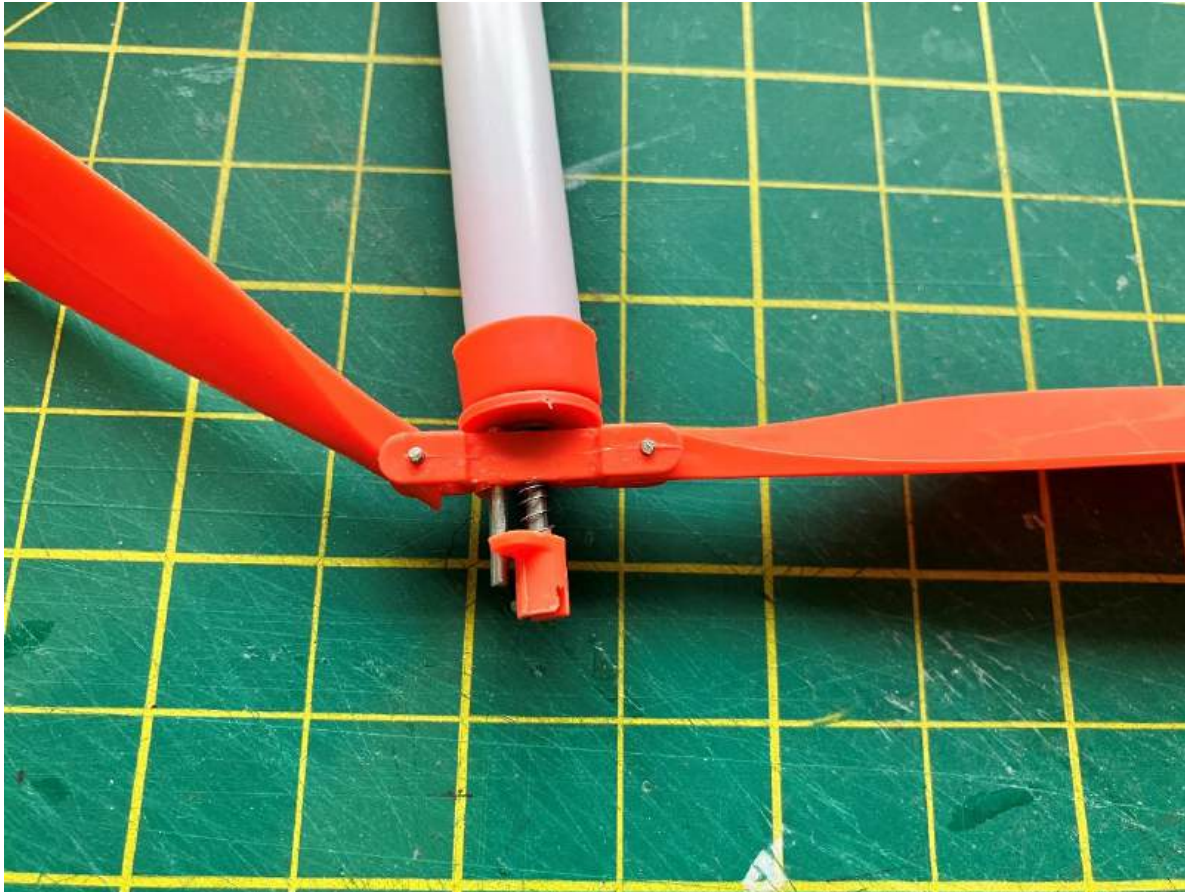


The package arrived in one piece, OK, the box was squashed a bit and the foam wings had some minor dings and creases, but I can live with these and worse case you can always cut some more from foam. My total assembly time was about 45 mins, most of which involved head scratching and pondering. It won't take you longer than about 15 seconds to read the English instructions, a bit lacking in detail. My comments on the assembly process: -

1. Dry fit everything you can together before you glue anything
2. When you do get the Cyano out, DON'T glue the plastic plug at the back of fuselage tube in place, this has to be removable in order to load the rubber motor and also makes storage easier, you can just unplug the rear CF boom
3. The wings and tail surfaces are double sided taped into place but before you do this, the wings and tailplane are scored already to allow them to form an aerofoil. Use a ruler along these scores to get roughly the right aerofoil before you tape them into place, so you get the same aerofoil along the whole span (OK, I realised afterwards this is what I should have done). Talking of the double-sided tape, this is supplied with the shapes marked out, you need to cut these out with a scalpel.

4. The wing attaches to a very nice plastic mount which slides into the fuselage tube. It's tempting to think you can leave it to slide for trimming, forget it, it will just slide round the tube so glue at the recommended 123mm, mine balances at about 30% like this.

5. The tail boom is a square section carbon fibre rod and has a plastic fitting at each end, one end plugs into the fuselage and the other is the tailplane/fin seat. Before you glue these plastic fittings in place, think, think, think again and then have another think. There is only a one in four chance of getting this right. If not then you will end up with a vertical tailplane or an under fin with an inverted tail plane above it. You have been warned!!!



The prop and its hub are amazing, I would pay £10 just for these!! It's a folding prop with a Montreal stop built in. What's a Montreal stop I hear you ask? Basically, it's a spring loaded pin in the hub that engages in a hole in the shaft bearing when the motor turns round down, this ensures that (a) the prop always folds in the same place and (b) does so with the motor still tight so that it doesn't flap about and spoil the balance. I studied the Montreal stop for some while, I knew what it was supposed to do, but couldn't see how it worked. In the end I loaded a motor (more on this later) and tried it out. When the turns start to run out, the pin skips over the hole a few times then with a satisfying click, engages and stops the prop that can then fold. I still don't know how it does it, but it works !!

On to the rubber motor. There are two lengths supplied and they suggest making it up to 150mm length with "5-6 strands" (a 5 strand motor from a single loop?). That's all wrong, 150mm is much shorter than the hook to peg distance, I suggest that you start with one length of the supplied rubber, make it into a loop then fold it into whatever number of strands to make the motor length just a bit shorter than the hook to peg distance. My model is unflown as yet but I suspect that the supplied motor is OK for indoors but it will need a lot more 'grunt' for

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outdoors. For outdoors I am thinking four strands of 3/32. Talking of the motor, they supply a length of wire with a hook at the end for motor loading which is a nice touch but they do need to train someone in wire bending, the hook is OK but a bit 'rough and ready' and only just fits inside the fuselage tube.

As I said, mine is unflown but I don't see why it shouldn't fly and be a lot of cheap, easy fun. Will someone step up to the plate and place a bulk order so we can hold a P1B-0 competition some time??

Letters

I am pleased to report that A Letter has flooded in:

Hi Andy

Great edition of the Flyer with some interesting stuff in there. Your article about RFC colours was great. I too find green SE5as annoying particularly as the first model I was exposed to made by my dad, a C/L semi scale SE5a was green but in the markings of the Shuttleworth one with the H on the side. The colours were repeated on a McHard FF Se5a, his first FF Scale model, though I was encouraged to do bits on it and it's really the model that got me into this mess

My original copy of the McHard plan even states the colour as being 'Olive Drab' but it has occurred to me more recently though that there was a green RFC colour and not far off 'Olive Drab' namely NIVO <https://en.wikipedia.org/wiki/NIVO> - The night colour used on many of the home defence aircraft.

I wonder if that is where the association with green for fighting aircraft came from as that is what many may have seen on the aircraft flying in the UK at time. Many Pups and I dare say SE5as were painted with it.



The Pup I built with its garish demob colours has as the base coat NIVO as it was a home defence fighter before its inglorious racing career

Just a thought, but great article for a club mag.

Chris Brainwood

Coupe D'Hiver FAQ - Richard Fryer

[I want to build a coupe this year and my emails to Richard kind of snowballed into a fairly comprehensive set of questions, so I asked him to format them as a set of Frequently Asked Questions about Coupes for the newsletter; Richard is at pains to point out that these are just his thoughts on the subject and he wouldn't consider himself to be an expert by any means. But I think he's done a pretty good job here... Ed]



Richard's coupe (from a Free-Flight Supplies kit, sadly no longer available) gets really close to Alan Brocklehurst's coupe at the September Middle Wallop comp in 2027 [Martin Dilly]

1. What size model should I start with?

Not an easy one to answer but I would stay away from larger models unless you are confident you can make one down to weight and have a good prop for the model. Medium size models (below about 200 sq in wing area) will climb better, especially on a typical overcast breezy competition day; a slightly off launch or missed lift can see larger models struggling.

A smaller model will have less drag and will more easily climb above the ground turbulence. You don't have a lot of thrust from the rubber and a good initial climb-out is important. Another consideration is if you are going to use a beacon and a Radio DT (RDT is really good for so many reasons, for example DT'ing early if you are in a boomer or want to avoid downwind obstacles, saving your legs when trimming and of course DT'ing early to avoid trimming crashes).

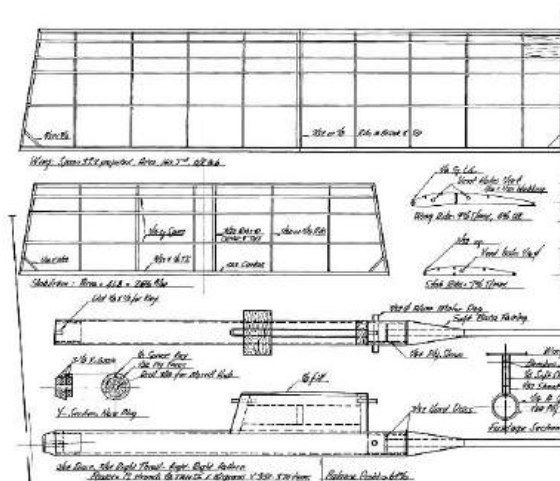
With this weight in mind, you should try to build the model down to around 63-65 grams to account for the RDT unit, its servo, the beacon and the batteries. Try as I might, my models are usually around 5-8 grams overweight, especially after a repair or two. A smaller model will be easier to keep to weight.

2. Is there a known-to-be-good beginners Coupe? Is it easier to get into Vintage Coupes than “modern” Coupes?

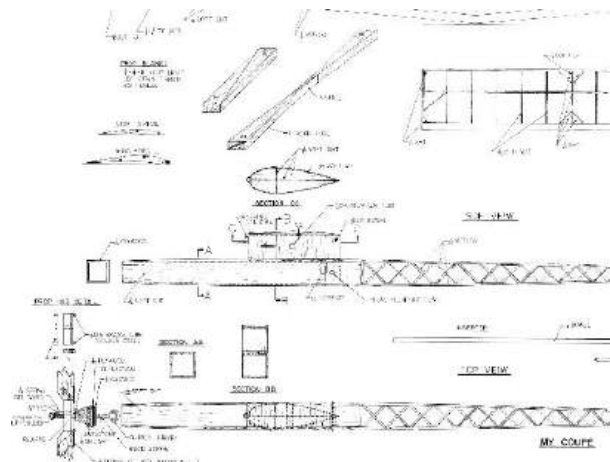
This is a tricky one as it depends on what you want to do. Making and flying vintage Coupes is fun, they are lovely models and great sport flyers. However, if you want to fly in modern F1G competitions a more modern stick and tissue Coupe design will have better performance than a vintage model. Saying that, Chris Redrupp flies an Etievre with a double-bladed prop in modern F1G comps and it has an amazing climb!

Realistically I think if you wish to home build, starting with a modern stick and tissue Coupe is the way to go, especially as most club members' familiarity with stick and tissue models means you will not have to go through the sometimes-painful learning curve of building with composites. The good news is F1G is one of the few modern classes where stick and tissue models are still competitive, especially if combined with good lift picking techniques.

Of course, you can mix and match, ready bought motor tubes, booms and joiners are available (Free flight Supplies sell parts and plans, as do others) and having those will certainly make for a practical, tougher model. Some suppliers do sell Props and hubs; I believe Hummingbird Models had some for sale recently and some overseas suppliers sell parts or entire models. A bit of research, a few questions and a few emails will usually get you the bits you need.



Icebox Coupe



"My Coupe" Coupe

Regarding suitable beginners designs I am not keen to name any particular one, most modern stick and tissue models will be straightforward to build and there are plenty of modern Coupe designs available. Outerzone has several suitable designs including one called the Ice Box which has the original article with building notes and also the My Coupe which is a nice straightforward design.

Another great source for potential vintage and modern designs is Free Flight Quarterly. They created a Coupe survey in 2006, still available on their website, which is a very valuable source of information on modern and vintage Coupes, with plans, articles and advice from top Coupe flyers. Models with a more traditional structure outlined in the survey include Sean O'Connors SOC Coupe, Andrew Longhurst's potent Couper S model (including a full-size plan of the model) and Dennis Davitt's DIG 150, a model I built years ago and had some success with.

For vintage fans Andrew Longhurst wrote an article in the survey where he describes the UK vintage Coupe scene, giving a breakdown of the available vintage model Coupe plans with comments on each model's performance capabilities, very useful indeed.

I think the most important thing if the model is for modern competitive flying is that your chosen model has a well-designed double-bladed folder, hopefully with a nice simple wire hub design. It's easier to get everything to line up with a wire hub as you can adjust it to ensure your blades are both in alignment and fold well. Motive power is the handicap with Coupes, and your prop needs to be as good as possible to make the most of the climb with only 10g of rubber.

3. Can I use a vintage coupe in a modern competition? How much performance am I usually giving away?

I am a big fan of vintage Coupes though I do have a few reservations regarding them for modern competitive flying because vintage Coupes *tend* to be smaller models, with shorter moment arms and smaller, less efficient props than modern models.

You can of course fly vintage models in modern F1G class and I am sure you would have a lot of fun doing it, you could potentially also fly them in open rubber, then you would not be limited to 10g of rubber so could fly them with a bigger motor which would boost performance, just an idea and one I have not yet tested! The other problem if you want to fly a vintage Coupe in the vintage Coupe class, is there are not many times in the contest calendar year when you can actually fly Vintage Coupes as a class in itself.

4. Is the weight critical? Does everyone manage to build down to the 70 gram limit? Would I have to use mylar?

Whilst weight is important, I once remember talking to Dave Greeves who was a top class F1B and F1G flyer and he admitted he could not always get his own F1G models down to weight! I don't think I have ever got a model down to 70g but getting as close as you can is what to strive for - sorting densities and cuts of wood and weighing the wood is key. Keeping a record of weights of parts helps reduce the weight of future models. Jim Patton mentioned to me that the Bukin High Tech F1G, sold as a complete ready to fly model, is in fact overweight, so the professionals also find it difficult.

Mylar is useful to save weight, especially for Wing tips, fins and tails to help reduce any weight at the extremities. Clear mylar shows fewer irregularities in your building than the silver stuff and you can spray it with acrylic, on what will be the inside, before you put it on the model to give a bit of added colour. A light overspray on the exterior of tips and tails helps turbulence.

5. A lot of vintage coupes have single-blade props - should they be converted to two-bladers? If so, what sort of diameter/pitch?



Robin Kimber's Pipo vintage coupe with single-blade prop, flies really well. The plan was in the August 2019 edition of "The Clarion" [Richard Fryer]

If the plan shows a single blader and you want to compete in vintage Coupe then you can't alter the prop from a single blader to a double blader, you must use what's on the plan. Otherwise of course you can use what you think best. Single bladers can work well, I make my blades on a simple, slot-together helical pitch mould created by Edgardo Figueroa, a Chilean Coupe flyer. The mould is a kit of ply parts that slot together, designed to be laser cut. I can supply the files if anyone wants to get one produced.

My blades are made up of 2 laminations of balsa, a base layer of quarter grain 1/32 and a straight grain light 1/16th top layer, put together using aliphatic glue bound to the mould with bandage then covered with 20 gsm glass cloth and laminating epoxy after shaping. I use a simple jig to drill and set up the hinge holes in the blades which are then reinforced with ply. If you do want to change the prop from the one on the plan to a 2 blader, I would check the FFQ Survey for modern models with a similar planform and check the prop design, diameter and pitch. Model prop diameter and pitch have changed fairly significantly over the years so researching contemporary designs is a good option. Or you could ask fellow club member Andrew Longhurst, he really is the man to go to for advice on props!

6. How many strands of rubber, and what size - I assume that everyone uses 1/4" flat? How many turns do people use typically?

Modern coupes usually fly on 12 strands of 1/8th at around 400 turns, and Vintage coupes generally fly on 10 strands of 1/8th to around 500 turns. There are of course some exceptions to this, and designers do usually quote their preferred motor on the plans. Saying that, I do not know anyone who flies modern coupe on 1/4 inch rubber. I have heard of some people trying 1/16th sq!

7. I hear that coupes are single-motor-use devices, so the motor is wound to within an inch of its life and a new motor is required for every flight?

Yes, that's true. You should be winding the rubber to maximum turns every competition flight and it won't be much good after that, it may have a few broken strands. You can save unbroken motors for trimming. Keeping them in a bag marked as such is a good plan to avoid a dropped flight if mistakenly used for competition, used motors will take more turns but will give less torque.

Years ago, when I had just started flying F1G, I happened to set up next to Gavin Manion who more or less demanded to know why I didn't have a Torque meter! He thought you could not achieve either maximum turns or consistent climbs without one. He was 100% right and using a Torque meter (available from Free Flight Supplies) really does simplify trimming and flying. I recently wrote the copy below on the OMFC WhatsApp group about winding Coupe motors.

I fly my modern Coupes on 12 strands. That's one loop folded to get the required number of strands. I make 10 new motors per comp and throw the used ones away after a full wind. I don't pre stretch or break the motors in before the comp. I always use a blast tube and a torque meter. I stretch out the motor 4 times its length when the model is in the jig, count 20 seconds then start winding. I put on half the turns, approximately 200, then start to walk in towards the model as I wind and check my torque meter as I go. I slow for the last few turns to get to the right torque reading.

8. What does a modern coupe look like? Can I buy some hi-tech bits from somewhere? Is this a good idea? Do people still design their own Coupes?



Richard's FK Mk 1 [Richard Fryer photo]

The great news is that modern Coupes do come in a wide variety of designs, it is one of the few classes to still have its own home designed models, stick and tissue models, hi tech models and everything in between. Alan Brocklehurst has had numerous wins over the last few years flying a stick and tissue model against stiff competition from high tech models. So, it's worth doing some research and a bit of armchair building, there are a great variety of amazing models out there to either build directly, or use as a foundation and inspiration. I would definitely use bought in parts, especially motor tubes and booms as they are so

practical and make model handling easier. Bought hubs are also good though a traditional wire hub with a tension stop, or a wire Montreal stop is as good.

I fly a mid/low tech model using some bought in bits, motor tubes, booms, and hubs with homemade parts including the wing, tail and prop blades. The model was a design collaboration with Robin Kimber to try and make a competitive, non-systems PGI model *[PGI or TOP was originally a French concept for obtaining consistent flying and climbing performance on models without having to use any systems such as variable-incidence tail, etc.]*. The Mk1 model flew well and the Mk2 model was showing promise but unfortunately cataracts kept me from flying much for the last few years. Luckily, I have now had my eyes operated on successfully and hope to start competing again soon.

9. Does a Coupe need a tracker? What do people use for the D/T system?

Yes, trackers are a must, I have had two big fly aways in competition and by a luck managed to retrieve the models both times. I bought some trackers shortly after! While they are not 100% reliable, they will help you get very near your model in close terrain, high crops or undergrowth where you would definitely not stand a chance otherwise.

I once helped Ian Davitt look for a lost model at the old Rissington September comp, he was baffled as to how it seemed that - according to his tracking unit - his model was moving. As he said this a tractor drove past where we were standing with his model in the back, cue lots of Benny Hill type running and shouting!

Some people still use Tomys for DT, but RDT is I think worth the weight penalty at least for modern F1G Coupes. If your model is in a boomer you can DT early, save the model and still max. With a Tomy the retrieve would be a long and potentially fruitless trek to try and find the model.

10. I assume that the climb is often a) leisurely and b) short, so launching into lift is crucial? How does one pick lift (other than waiting to see what other people do and then launching a bit too late, which is my normal procedure)?

I think it was Andrew Longhurst who wrote that Coupe is a lift picking exercise! The climb on modern models is initially pretty steep and fast, but the prop run is usually around 45 seconds and at least a quarter of that is cruise. If you haven't found lift then your model is never going to glide for the remaining 1:15 in sink, especially as you have presumably launched it in sink so the climb will be suboptimal. Though you can be lucky, it's wise to have lift picking sorted *[Oh dear... Ed]*.

I once had a model that got down to about telegraph pole height above ground 1.30 seconds into my first comp flight of the day, a sub-max flight seemed inevitable. It then happened to fly over the tarmac perimeter track, hit the lift that the peritrack was generating and started to climb, ending the flight at a great height! Jammy it certainly was!

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For serious competitions most people use streamers for thermal detection, sometimes backed up by a digital temperature gauge on the same 4-5 metre pole. On calmer days streamers work well but can be difficult to read in strong wind, as the lift is passing more quickly the streamer will be at full extension in the wind and any indications of lift will be smaller and more rapid. Sometimes you are reduced to just waiting for lulls and risking it *[That's what I do! Ed]*.

For the more tech capable amongst us, BMK sells a ThermalHunter air temperature sensor that runs through their supplied app. Piggybacking is a thing, but it doesn't always work and is slightly cheeky! Things I have used to find lift in the past have been thermalling Buzzards and Kites, a flock of swallows and on one occasion a swarm of flying ants!

I think whatever form of thermal detection you get it's really worth practising with it at different wind speeds to get the best from it. That's quite difficult to do with Buzzards of course!

Well, that's it - I hope my article was useful, I am happy to help if anybody has any questions or needs any advice.



Richard launches his Pipo vintage coupe - note the rising mylar! [Martin Dilly]

Spring Duration Competitions and Fun-Fly - Chris Brainwood



The Spring Duration Competitions [Chris Brainwood]

The Spring Duration competitions held on 16th May are the first of four events this year on Port Meadow which are open to all BMFA members. As well as flying in the competitions, fun flying is very much encouraged and several members and guests took advantage of this flying a variety of sports and scale models. The sight of Ivan Taylor's ducted fan FF TSR2 cruising over the meadow was a highlight for me. The weather was very kind to us as well, with winds of 5-7mph remaining throughout the morning despite a forecast increase around lunchtime, there were even the odd calm patches for those patient enough or lucky enough. Around 25 people enjoyed the relaxed nature of the competitions and fun-fly many travelling some distance to attend. It was great to see Robert Hauk who happened to be over from the US and came along to fly with us.



Robert Hauk's models that came with him all the way from the USA [Chris Brainwood]

P30



*Bill and Trish Dennis with Teacher's Pet P30
[Martin Bennett]*



Andrew Longhurst winds his P30 [Chris Brainwood]

Many of the competitions proved very tight with just a few seconds between podium places in more than one event. P30 was one such event with just 25s separating the first 6 places after 3 rounds.

Andrew Longhurst had to leave early so only managed 2 rounds but along with Dave King, Jim Paton and Richard Fryer scored a single max. Next came three flyers all with 2 maxes. Peter Brown managed 4th with his Majestyk while ahead was Bill Dennis with his Teachers Pet. The final two were separated by just one second with Chris Redrup coming out in front of Simon Richardson both with OD models.

Simon's achievement was all the more impressive as his models had been lost by Heathrow's baggage handling, luckily help was on hand and with Richard, Jim and Andrew lending Simon some help and components so he could fly the one model he had in the country.

Name	Club	Model	1	2	3	Total	Pos
Chris Redrup	Crookham	O/D	max	max	max	270	1
Simon Richardson	OMFC	O/D	max	max	89	269	2
Bill Dennis	OMFC	Teacher's Pet	84	max	max	264	3
Peter Brown	OMFC	Majestyk	55	max	max	256	4
Richard Fryer	OMFC	O/D	83	max	76	249	5
Jim Paton	OMFC	O/D	73	max	76	245	6
Dave King	OMFC	Majestyk	39	max	55	184	7
Andrew Longhurst	OMFC	O/D	max	84	-	174	8

Max = 90s

E20



Peter Brown with Idiom E20 [Martin Bennett]

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The E20 event was CD'd by Colin Sharman and run to NFFS rules with a 10s motor run. The top three all managed a single max to give another close competition with Peter Brown's consistency seeing him take second from Simon Milan. Just 1 sec in front was Chris Redrup with his own design E20

Name	Club	Model	1	2	3	Total	Pos
Chris Redrup	Crookham	O/D	56	39	max	155	1
Peter Brown	OMFC	Idiom	44	50	max	154	2
Simon Milan	OMFC	O/D	max	29	50	139	3
Dave King	OMFC	Idiom	17	51	30	98	4
Paul Thomas	OMFC	SAMS 20	35	-	-	35	5

Max = 60s with 10 sec motor run

Under 25" Vintage Cabin

The Under 25" Vintage Cabin was another very close run contest . Four flyers made the fly-off with Robert missing out on making it five by just a single second. Three flew in the fly-off due to Andrew having to leave. For the fly-off there was a 3 minute launch window after all had wound their models and no max set which seemed to work well for the competitors. A DT error saw Richard Fryer drop out at 58 secs but the two FA Moth's of Bill Dennis and Paul McMahon battled it out , Bill coming out on top by just 2 secs.

Name	club	Model	1	2	3	Total	Fly-off	Pos
Bill Dennis	OMFC	FA Moth	max	max	max	180	97	1
Paul McMahon	PMFC	FA Moth	max	max	max	180	95	2
Richard Fryer	OMFC	Rascal	max	max	max	180	58	3
Andrew Longhurst	OMFC	Flying Cloud Jr	max	max	max	180	-	4
Robert Hauk	WMC (USA)	KK Achilles	max	max	79	179		5
Simon Milan	OMFC	Black Bullet	41	47	49	137		6
Chris Brainwood	OMFC	Skokie	38	36	44	118		7

Max = 90s

36" Hi-Start Glider



Martin Bennett with Mercury Gnome [Chris Brainwood]

In the 36" Hi-Start Glider competition there were 6 flyers and it was great to see Martin Bennett in his first event, hopefully he has now got the bug. Martin's Gnome is still being trimmed but the comp gave him some great pointers from all the friendly advice and help that was on hand from fellow competitors. Simon Milan's own design glider was going well and rewarded him with 3rd place. Ahead were Paul McMahon and event CD Gary Law. Gary had the more consistent score to give him first place with his Gnome.

Name	club	Model	1	2	3	Total	Pos
Gary Law	OMFC	Gnome	max	max	54	174	1
Paul McMahon	PMFC	Lepretan	max	max	31	151	2
Simon Milan	OMFC	O/D	57	36	32	125	3
Robert Hauk	WMC (USA)	Gege	59	29	31	119	4
Bill Dennis	OMFC	Dolphin	22	39	13	74	5
Martin Bennett	OMFC	Gnome	15	39	13	63	6

Max = 60s

Catapult Glider



Bill Colledge's CLGs [Chris Brainwood]

In the Catapult Glider competition 5 flyers flew over 7 rounds with the best 5 to count. Alan Trinder managed a very creditable 3rd with his Oxcat, a design by 2nd place man Andy Crisp. Andy was flying his 17D but in the end couldn't match Bill Colledge who was out in front with two maxes for 1st with his "Sort of OO".

Name	Club	Model	1	2	3	4	5	6	7	Total	Pos
Bill Colledge	OMFC	Sort of OO	45	max	54	57	max			276	1
Andy Crisp	OMFC + Biggles	17D	36	24	48	44	26	24	30	184	2
Alan Trinder	OMFC	Oxcat	16	25	20	30	26	26	24	131	3
Colin Sharman	OMFC	Oxcat 12"	19	10	22	14	16	15	21	93	4
Simon Milan	OMFC	Sting 15 Mk2	14	27	15	12	21			89	5

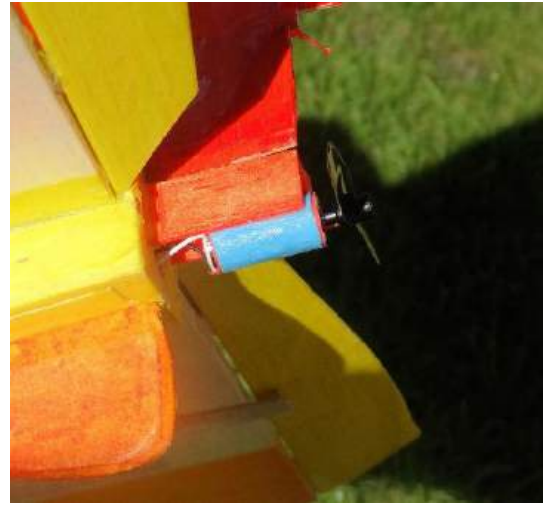
Best Five flights of 7 - Dropped scores in RED

Max = 60s

The next event is **June 20th** for the Scale Free Flight Fly-in so hope to see you there, fun flying is very welcome

Electric Free Flight - Dave King

Having watched the esteemed Mr. Lovegrove flying electric models without the faff of carrying a stooge (and hammer with which to knock it into hard ground, winding motors, lubricant and spare motors) I decided to give this newfangled electricity a try.



The first attempt was a design by the said David, a delta with an 8.5mm motor at the rear. His first version was all foam, and it flew really well. His second version, like mine, was built up balsa. David kindly lent me the plan and and it proved a very quick and easy build. With a Zombie controller and a 260mAh 1s Lipo and the wing covered in 20 micron Doculam mine weighed 70grams as opposed to David's all tissue covered model at 65 grams.

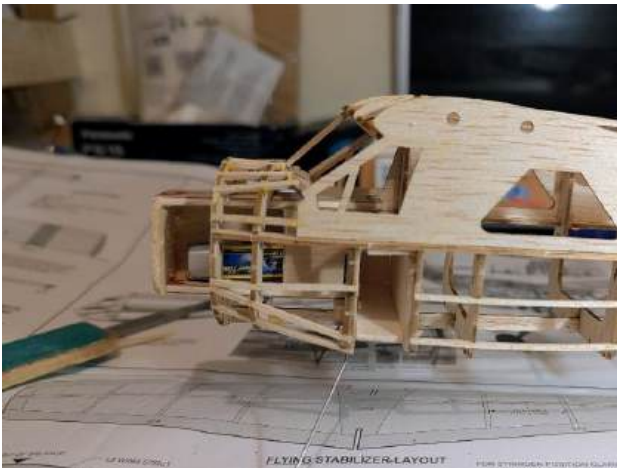
The first flights of mine needed a wee bit more power so I wound up the controller to maximum power and in a fit of brain fade also increased the decay to maximum. The model climbed really well in left circles and was still circling left when last seen vanishing downwind well over roof height at houses adjoining the field. Not expecting it to fly so well I had not put my details on the model. Another couple of lessons learned - phone number on all models! And adjustments a little at a time.

A second model was built in a week or so, also with Doculam on the wing and also weighing in at 70 grams. This one used a KP controller and had my phone number on it. The flight is steady and predictable in wide left circles and a steady climb and hopefully the plan will be published at some point.



I had a spare free flight brushless controller from KP so I ordered a brushless motor from Microaces to fit into a Guillows D. H. Beaver at 24" span. I got a tiny 5 amp ESC from China.

Unfortunately, the brushless controller from KP does not have an on/off switch so room also had to be found for that.



Having tried placing the various components on the plan I decided to make a box from 1/16 light ply. The motor would be mounted on the front with a few degrees of downthrust built in, the controller on one side and the 1s lipo inside the box. The ESC and switch went into a hatch on the underside of the fuselage. As on most of my free flight models I cut out a 1 inch section of the fin and hinged it with fuse wire as a trim tab.



Much to my surprise the model balanced dead on the cg when all the electrics were installed. I set the controller for a 20 second motor run at fairly low speed with no decay - lesson learned after the loss of the first Lovegrove delta.

Test glide looked fine, so motor switched on and the first launch gave a powered glide to the left. Power was adjusted and the second flight had enough power but resulted in quite a steep left turn with not a lot of height gained. The trim tab slightly to the right and the next flights were really good with the model in a large left circle and climbing nicely. When the motor cut the resulting glide was also really good. Next time out I will add some decay to prolong the flight.

All in all, there is a great deal to be said for going electric. Less gear to carry to the flight line, no winding or lubed fingers. Will I give up rubber models? not on your life.

There is still something magical, even

after seventy something years of flying, of watching a rubber model climb away and then settle into a lovely glide.



FF Scale Fly-in Competitions & Fun-fly



Sat 20th June

OMFC Flying Only

OMFC Scale Rubber Duration

Hi-Start Scale Glider

FROG Senior

Free Flight Fun-fly

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/**

Full details - oxfordmfc.bmfa.club/club-events/

Photo - Andy Blackburn



BMFA Scale Free Flight Credgington Trophy OMFC Competitions & Fun-fly



Sat 1st August

BMFA FF2 Scale Free Flight

Credgington Trophy

CD Mike Smith



OMFC Scale Rubber Duration

Hi-Start Scale Glider

Cloud Tramp Mass Launch

Free Flight Fun-fly

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/**

Full details - oxfordmfc.bmfa.club/club-events/



Autumn Duration Competitions & Fun-fly



Sat 12th September

Classic A1 Glider

Vintage/Classic Glider

Coupe d'Hiver (Southern Coupe League)

OMFC Rubber Scale Duration

Catapult Glider

E20

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/**

Full details - oxfordmfc.bmfa.club/club-events/

Club And Other Local events 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.

Wednesday 17 June	Club Night - fun flying on the Begbroke field from 7:00 p.m.
Wednesday 15 July	Club Night - fun flying on the Begbroke field from 7:00 p.m.
Wednesday 19 August	Club Night - fun flying on the Begbroke field from 7:00 p.m.
Wednesday 16 September	Club Night - TBC

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/>

FF Scale Fly-in Saturday 20th 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 1st 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 12th 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

2026

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>

These events are open to all members and can be flown wherever you are able to. Simply fly your model within the allotted time for the relevant competition record the flight time and send that to webmaster@oxfordmfc.bmfa.uk along with your name, model, date, site flown and name of timer (if appropriate) and competition entered. If you achieve 3 maxes, please do another fly-off flight on the same day to decide the winner should more than one competitor get 3 maxes.

Contributions to the Newsletter

Please let me have your contributions by **mid September** (preferably a little earlier) for inclusion in the Autumn 2026 newsletter. Anything aeromodelling-related would be of interest.

A few reminders when taking pictures for the Newsletter:

1. Try and keep the horizon level - each newsletter has a lot of pictures and I can't afford the time to edit each picture individually to correct a wonky horizon.
2. If all possible please try and arrange for only one model aeroplane or subject per picture, otherwise the caption tends to get complicated and people get confused.
3. A picture taken with a simple, non-cluttered background looks much better than one that has assorted detritus in the picture.
4. Flying shots are best, followed by launch photos.
5. If using a phone, a small amount of zoom (~x2) often makes the picture look better.
6. 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.
7. If using a long lens, remember that the last 25%-35% of the focal range (so 210-300 mm on a 300 mm lens) can often produce a "soft" image, so limit the amount of zoom accordingly.
8. 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 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.