

Dear Contributor,

Welcome to the world of AeroModeller magazine.

It is important that we make our expectations for contributors perfectly clear from the outset, for the benefit of all involved to maintain high standards and minimize wasted time and effort. Therefore, specific and detailed requirements for submitting articles to AeroModeller Magazine are set out below. These Guidelines have been designed to help our new and existing contributors understand our goals and maximize your efforts within the pages of AeroModeller Magazine, for our Readership and the Model Hobby Industry.

OUR VISION OF AEROMODELLER MAGAZINE

AeroModeller is different than other aeromodelling magazines with regard to its focus and direction, and requires material to be different than contributors may have been used to submitting. Our publication's mission statement: "The World's only dedicated magazine covering Free Flight, Control Line, Indoor Flying and simple Single-Channel or 2-Channel *R/C-Assist for the traditional aircraft building modeler", as established by the original AeroModeller Magazine during its 80-plus year history. This is a pretty high bar to meet, but we believe is a worthwhile goal to satisfy our readership.

*(R/C Assist, as recently sanctioned by the BMFA for F/F and Radio DT using 2.4 GHz frequency)

Our readers are likely already well versed and experienced in the language and skills of modelling: are an intelligent lot, who are creative, like to tinker, invent and experiment. Building is in their blood and their mindset. Figuring out challenges, problem solving, finding new solutions and innovating work hand-in-hand. They are thirsty for information that teaches them new methods, validates their own interests, and steers them in new and thought-provoking directions. Therefore, our mission/goal is to feed and stimulate the minds of the traditional builder as well as being a resource for learning and a voice for accomplishment.

If you have any questions, problems or ideas for any of the following guidelines, please contact the Editor and we will work to achieve a common objective.

Best regards,

Steve Higginson

Editor, AeroModeller Magazine

CONTACT INFORMATION:

AeroModeller Magazine
ADH Publishing
Doolittle Mill
Doolittle Lane
Totternhoe
Bedfordshire
LU6 1QX
United Kingdom

www.aero-modeller.com
editor@aero-modeller.com

Please use the above address for all correspondence.

CONTRIBUTOR GUIDELINES

GENERAL

Copy must be informative, interesting and non-ambiguous (using illustrations as warranted), clean, colorful and concise, with useless filler kept to a minimum. Photography must be illustrative, descriptive, well composed and sharply focused. Remember, for most of our readers, aeromodelling is a hobby that is a mixture of science, art and, most of all, FUN!

SUBMISSION OF ARTICLES

To avoid wasted time and effort by all parties, a first step is to contact the Editor to communicate and discuss a brief summary outline of the proposed work. This allows the opportunity for feedback and dialog with the Editor, to help steer the content, and may prevent duplication of effort, if another writer has already been commissioned to cover the same subject matter, or if a similar feature has already been published in AeroModeller, or other magazines, of which the writer may not be aware.

STYLE AND CONTENT

One of the most valuable inputs you can include in your article, is to include all the little design and construction decisions you make, and why you make them to improve your models. For example even simple stuff like:

- Substituting spruce wing spars instead of balsa to improve strength.
- Laminating wing tips, to reduce weight or produce a realistic outline.
- Using a fuel bladder instead of a metal tank to improve engine run consistency.
- Covering with tissue over Mylar, to reduce weight and increase puncture resistance.
- Adding a small basswood strip to the LE or TE wood to provide ding resistance.
- Cross-laminating balsa for fuselage former frames to prevent splitting and add strength.

Indeed, all the personal tricks that experienced modellers have acquired and learned over the years to make their own models better and which we want to share with the upcoming readership (and even lifetime modellers can learn a few new tricks !). Including several such insights into each article will help enrich the exchange of ideas and techniques through the magazine. Finding a better way, building a better mouse-trap.

AeroModeller is primarily made up of the following subjects and all submissions will pertain to, but are not limited to these categories:

The main focus for AeroModeller is primarily the Sport flyer at individual or clubman level with limited Competition coverage of key events and new innovative technology, in all classes, aspects and forms of flying, of vintage and modern modelling, within the following categories (too numerous to list in detail):

Free Flight
Control Line
Single-Channel and 2-Channel R/C-Assist
Propulsion Systems (engines, props and motors)
Flying Scale models
Indoor all types
Juniors and Newcomers
History

New Ideas, Inventions and Trends (First time published)
Trade coverage
Readers Letters
Events Calendar
Club Activities and Flying Fields (Places to Fly?)
Other topics (with prior discussion and approval)

What AeroModeller does NOT wish to cover (with few exceptions) are the following topics (which are better catered to by other such publications): Flying Toys, ARF / RTF R/C Flying-Foam ready-made products, Jets and Turbines, Helicopters, Multi-Channel R/C, Aerobatics and 3-D flying, Giant Scale, and all the associated competition classes. Also, Float Planes, Model Rockets and Kites (unless specifically relevant to model flying), Model Cars and Boats, Solid Scale and Plastic Model kits.

DEPARTMENTS

From the Workshop: Short snippets on nifty things that make a workshop cool. Tools that you just can't live without or make aeromodelling that much better, etc.

Builder's Wisdom: Tips & Tricks: Building methods and slick techniques that make aeromodelling that much better, etc.

Aeromodelling History: Articles that profile noteworthy individuals, notable modeling events, historical modeling locations and milestones of the aeromodelling world are of high interest to our readers.

Tipping the Scales: Scale tips and techniques that make aeromodelling that much better, etc.

Hanger Doors: General industry news and new products department to highlight kits, tools, consumable and supplies that are consistent with our focus and new to the aeromodelling industry

DEADLINES

As Editor, I will assign the issue of AeroModeller that a commissioned article will run in. However, I reserve the right to shift your article to another issue due to content conflicts or other unforeseen format shifts. Specific issue guarantees do not exist. This is due to frequent last minute inclusion of more topical material, advertisements and other variable factors which will often displace editorial matter. I would greatly prefer to shift your article to another issue and keep its full-form integrity, rather than cut it down to fit an awkward space. The information you provide AeroModeller is far too important to our readers to leave it on the cutting room floor.

With regard to Build articles, Kit Reviews, or indeed ANY previously anticipated article: if for any reason the article or model CANNOT be completed on time to make an assigned issue, please give your Editor as much notice ASAP, so alternative arrangements can be made. In all cases every effort will be made by the Editorial staff of AeroModeller to publish your submissions within a reasonable time.

One sticky wicket we are working to overcome is event coverage within our bi-monthly publishing format. Often, timely material such as event coverage will need to be combined to make sure we can support our event/contest directors and their organizations (Once we make the jump to a monthly publication, this will no longer present such a problem. Please be understanding and bear with us).

AEROMODEL DESIGN CONSTRUCTION PLAN ARTICLES

Construction Plan articles of aeromodels, which fall into any of the above categories, must follow the following protocol:

Length of Articles: The length of a construction plan article will of course depend upon the complexity of the build subject, covering the gamut from hand launch gliders on up. For example, a typical small

design plan that will fit on a standard A4, or double-page A3 sheet could be written to fill a single page, or at most two. Larger Plans Service designs, published to a reduced scale may cover several pages, perhaps 2 to 4 pages, or 6 pages maximum, before we start looking at a multi-part series, if called for. However, due to initial bi-monthly frequency, we will likely avoid multi-part formats until a later date. All assignments commissioned will be given an objective page count.

As a very rough guide, a typical page will comprise 350 to 500 words with suitable photos and illustrations. If your copy is too long (or too short), the Editor may ask you to shorten or expand the text before it can be published, which may cause delays and significant problems.

Copy/Text: A short opening summary paragraph, to describe the subject and get the reader interested in pursuing the subject, goes without saying. The trick to any good "How-To" type of article is to make it informative and fun without coming across as "stiff." A personal account of the model's construction is preferred, but this is left to contributors to write in his or her style. A good rule of thumb is to try to teach the reader the way you want to be taught. You will have a limited amount of space to fill. You must envision the article with photos, captions and plans to get you "in the ball park," so to speak. The Editor and Graphics Department will make it sing.

All copy should be submitted in Microsoft WORD format. This format allows us the most latitude when editing content and designing the finished article. Transfer all submissions via E-mail or saved on a CD and mailed via "snail-mail" to your Editor at the contact addresses above. We no longer accept handwritten copy submissions. PLEASE DO NOT FORMAT YOUR TEXT! Use single spaces between words and single-line spacing. Do NOT submit your contribution finished and pre-designed in InDesign, QuarkXpress or your favorite desktop publishing program. Your vision of the finished article will almost certainly NOT be that of your Editor or the Design Department. This would cause us additional time and effort that we frankly do not have to take it apart and redesign to suit AeroModeller.

Authorship: If you do not wish your name to appear with your article, or you prefer to use a pen-name, please inform the Editor at the time of commission.

Headlines: Your article headline suggestions are welcome but they may be altered to fit on the page.

History: Some perspective of the subject is always welcome at the start of your copy, or included as stand-alone paragraphs that can be incorporated into a nice side bar. Please incorporate a well-defined start, middle and end to your article, and where appropriate include a technical data summary of the model/project/event, (type, projected span and area, dimensions, weight, propulsion, airfoil, performance, etc). Do not leave hanging endings please or vital missing information, references or sources.

Links: Whenever possible and appropriate, please provide sources and/or website links for where to get hardware referenced in your article, complete with manufacturer, product name, part number etc. Such information not only saves time for the readers, but can provide a valuable benefit to our advertisers, present and future.

Quotes: If you include a quote from published material, it is essential to keep the quote short and accurate, and in double "quotation marks." Please state clearly from which publication the quote is taken, plus the author and magazine or ISBN number of the book if known, and whether or not it is still in print. Please do not draw text from other publications without crediting its origins.

Repetition: Avoid repetition of content in your article. Following a clear path from beginning to end, helps in avoiding retelling material and topics already covered earlier in the text. It is also good style to avoid using the same words and adjectives frequently, in the same or adjacent sentences.

Scale Notes and Tips: Some very important details to include in all scale articles is a reasonably detailed three-view line drawing and images of the real airplane. Alternatively, sources of archival material (in libraries, museums or websites) as used by the builder in their research, should be

referenced. Do NOT, just tell the reader to ...”go find this information on-line !” Let them benefit from the writer’s own knowledge, experience and findings and their enthusiasm for the subject. These details will help the builder quickly reference the needed information and encourage them to start their own project, and perhaps to assemble the necessary documentation for future scale competition purposes.

Spelling and Grammar: Perform several spell and grammar checks as you are writing your article, The more times this is done, the better chance you have of eliminating annoying mistakes that slip through the cracks and make their way into print. You can never be too careful, so do one final check before your final document goes to the Editor. (Overseas writer’s work will be translated into English spelling by the magazine staff, before publication).

Techtips: These are the text-boxes placed within the article with quick hints and tips pertinent to the article. If possible, include a couple of these separately at the beginning or end of the text.

CONTEST AND EVENT REPORTS

Make every attempt to not make a travelogue, or weather report or what went wrong this weekend. Focus instead on interesting models, their background, interesting features and the personalities (as appropriate) and NOT a blow-by-blow account of who flew each flight during the day. A list of contest results can be sent with the submission and will be posted in full on the website as extended coverage.

PHOTOGRAPHS

Cover Photos: Big, Bold, Colorful Captivating subjects are MANDATORY, as is pin-sharp detail. Must be vertical/portrait format, and composed with cover art in mind, i.e. clear space for masthead art towards top and some room available around the sides or bottom for article headlines and bar code, etc (reference existing recent issues for guidance). Must also be submitted well in advance of publication date for use in “next-month” promotions.

Lead Images: Physically sized ideally no larger than 17-inches (430mm) or A3 in width (at 300dpi). Lead images should consist of ONE excellent shot of subject in flight, TWO or THREE Views of subject sitting on clean and clear ground, grass, tarmac or table/seamless backdrop. Use some good ol’ common sense and shoot on something nice, with a clutter-free background. This is essential! Remember your article and imagery will be seen by thousands of fellow aeromodellers so show your pride and joy in its best light.

Content Images: Physically sized no larger than 6-inches (150mm) in width (at 300dpi) for placement along with text. Content images need to be illustrative and to the point. Remember, the bulk of our readers will already know how to glue two sticks together so there’s no point in filling your article with the obvious or overly simple (except for the occasional beginner’s article). Shots of completed framework are always impressive as well as detailed shots of great craftsmanship, building jigs, tricky installations and exceptionally clever solutions to engineering nightmares and particular innovative details incorporated into this design. It’s okay to showoff a little here to make the article more interesting. The number of content images should be enough to effectively illustrate the article, with some extra percentage of alternatives to allow Editorial choice of images for publication. If the subject is particularly complex in nature and needs a lot of photo illustration, we do have plans to offer expanded build coverage via PDF download through our website.

Variety: Images should be used to record and illustrate all stages of a project, from initial rough sketches, design layouts, materials used, jig, fixtures, sequential assembly, finishing, close-ups of important details, and several test flying shots from different angles. What is NOT acceptable is to completely finish the model and then take many static shots from multiple angles, and that’s all! This offers no insight into the genesis of the model, and this lack of variety is boring to the readership. In this situation, only one or two such photos would be considered usable in the publication (with the possible exception of an already completed detailed scale subject, where each shot reveals a different aspect of the modeller’s art).

Digital, High-Resolution (300dpi) TIFF, JPEG or PDF format. Digital images must be shot at the highest resolution your camera can be set to, saved in 'RAW', 'NEFF' (Nikon), 'TIFF' or large JPEG format. Sharp focus of subject of interest, good use of depth of field to illustrate, or isolate subject from cluttered backgrounds and good composition maximizing size and clarity of the subject.

Image File Size: Digital image file size should ideally be no larger than 5 MB. For large text and photo file transfers we prefer contributors use www.wetransfer.com or www.yousendit.com. These services provide FTP-style capability for individuals to transfer large files without having to pay for full-time FTP hosting.

PHOTO AND CAMERA SHOOTING TIPS

We could write a book on this topic (if you haven't already, you should read up on the subject !) but here are some generic guidelines.

Continuity: When shooting assembly or process sequences, please keep to the same type and colour background for consistency.

Clutter: Keep your building area clean and neat to avoid a confusing image, inclusion of relevant tools and materials in the shot can add to the content, but irrelevant objects will detract. By keeping track of and paying attention to these simple details (check back to your last, most recent shots), your finished article will look succinct and professional.

Cropping: When setting out parts or accessories for detailed close-up, please consider the final cropped image layout, which is typically a square to rectangular format (approx. 150mm x 100mm). Therefore, take a minute to group objects tightly and tidily to fit the frame, so as not to consume too much page space with tiny spread out depictions of each object. Similarly, it is not a good idea to group small and large items together (such as small accessories alongside a completed model) because this creates a dilemma for the Layout Department, as either the parts will appear too small in the overall shot, or the model will have to be cropped out of frame to focus on the smaller details. Also, avoid compositions where the main subject forms a long, narrow shape: horizontally, vertically or diagonally, as this rarely fits a typical page text layout. One exception is when text is to be wrapped into the available blank areas around shapes (assuming it already is, or can be made blank). In this case however, alternative photos should be provided to give the Layout Department a fair choice.

Depth of Field: Conversely, the experienced photographer may achieve creative results with a shallow Depth of Field, to sharply isolate his subject from a softly focused background to good effect.

Digital Post-Processing: Unless you are already an expert, and consult in advance with the Editor, please do NOT use image manipulation software at all, as this can adversely affect the final quality when we apply the settings required by the magazine printing process. For example please do not attempt to "knock-out" the model images from their background using the Adobe Photoshop TM "magic-wand" tool, as this renders them UNUSABLE by the publisher.

Exposure For Studio Shots: MOUNT YOUR CAMERA ON A TRIPOD! Use slower shutter speeds to gather sufficient light for the exposure. You might find that you are using a 1-2 second or more exposure at an appropriate aperture, but using a tripod and a remote control, self-timer or cable release will avoid any camera shake. Where appropriate, this may also allow the use of a much smaller aperture to be set for sharper focused images (for the control of intended depth of field).

Flash: Generally speaking, flash photography is to be AVOIDED, as it produces harsh highlights in the foreground, and rapidly diminishing illumination in the background, which is impossible to correct in post processing. Occasionally flash can be used to advantage by the experienced photographer, using this property to isolate subject areas of primary interest, or for flash-fill of shadow areas, in otherwise brightly lit conditions, such as a sunny day, with carefully controlled flash intensity.

Focus: Please try to ensure the photographs of your model have the maximum depth of field (the highest amount of sharp focus from front to back), for the intended area of interest in the composition, and there is no "camera shake" or blur (suitable shutter speed, and / or tripod).

Identifying Images: When creating names for each image file, please keep the names as short as possible. The preferred method is to simply identify them in sequential order by adding alphabetical or numerical prefix, or leave the images, with their camera-generated file names (although this can result in a longer and meaningless numbering system with no way to detect a misplaced or lost images) All images supplied should also be identified with the appropriate location in the text (i.e. photo A) and cross-referenced by name with the captions to be provided with the text submission.

Lighting For Static Shots: A simple set-up using two 100W low-tech lighting fixtures behind sheets of tracing paper will diffuse harsh light and reflections, and help control color balance when lighting your project. Or use commercial photographic lights if available.

Macro Close-Ups: Digital cameras are becoming cheaper and contain more high-end features. If your chosen camera lens has macro capability, it is perfect for model build sequences and final shots. Typically, do NOT use “Digital Zoom” this artificially crops the image and results in reduced resolution.

Scale Model Subjects: Because of the nature of the subject matter, and typical long build-time, scale models usually provide more reasons to shoot more images. Details that sport models don’t normally have will tend to be documented in a scale article. Detail images may include: Cockpits, landing gear, dummy engines, rivets and panel lines, etc. including supporting text explaining how these scale effects were achieved.

White Balance: Please do not mix light sources (incandescent and fluorescent light bulbs and natural light for example) as most digital cameras cannot cope with the mixed lighting, and strange colour effects can occur which are very troublesome to correct. If you use a digital camera, it is usually quite easy to set the white balance to match a uniform lighting source.

FINAL NOTES ON PHOTOGRAPHY

There is an old saying in the publishing world that still holds very true —
“If you have great images for an article, you can make so-so writing great with good editing. But, if you have rubbish photos, the best writing in the world will still present poorly.”

So, great care must be taken on the contributor’s part to ensure photos are as good as they can be — or get a photographer friend to help you. Un-acceptable quality images will simply not be published, and the Editor may request a re-shoot (where and if possible) to salvage the article, and in order to maintain the expected high standards of publishing-.

CAPTIONS

All photos must be accompanied with a caption. It is your job to tell readers what you want them to see. A short sentence to explain what’s happening, identify the individuals or group of people, or a specific part of the image you want to draw attention to is vitally important when illustrating a well-crafted article. Any photo that is not accompanied by a caption cannot be used. NOTE: Especially useful for our technical subjects, is to include specific notation in these captions, to draw attention to areas of the image that otherwise might go un-noticed (for example: ...”Note, black dot is magnet to hold canopy in place”, or ...” Note, thread turbulator running span-wise ahead of Leading Edge.”).

PLANS

Our Goal is to feature plans for models of all types, that really fly well — so it is really important that they are Great Flying Models! All Plan-Feature construction articles must include well-drawn plans. Plans can be well-drawn by hand (for conversion to CAD by ADH) or supplied already digitally drawn within (CAD, Adobe Illustrator TM or any design program you are comfortable with) as long as they are clear, concise and well appointed with all pertinent measurements and include comprehensively written detailed notes. All digital plans must be submitted in both original and PDF format for direct

translation to print format. CAD is the preferred program format for our Plan and Parts service department allows the direct transfer of part patterns to be taken from the plans and possibly used to produce laser-cut parts for rib-sets or short kits of your model (a growing trend we intend to feature more often in our ADH Plans Service).

There is a long tradition of magazine plans hand drafted by talented draftsmen, which are full of character and life and full of interesting information, details and scrap isometric assembly drawings. To qualify for publication, a plan MUST follow these well-respected and proven style guidelines, in order to appeal to the readership and be worthy of the magazine. Inadequately detailed plans lacking full building details will be rejected until meeting these standards. However, the publisher will work with good designs, to solicit such missing information and to provide the necessary drafting quality for the finished product. So a basic, accurate, dimensioned line drawing, with adequate hand written notation is the minimum requirement to meet these objectives.

If you are so inclined to want to make that leap and take your drafting art to the next level, then you might want to get yourself into an illustration program (such as Adobe Illustrator™) that will allow you to import your basic CAD-compatible plan as a .dwg or .pdf file and retain all of the vector qualities of the CAD programming. The big advantage to Illustrator™ programs is they provide you with all the tools you could possibly need to turn your plans from plain and uninspiring into true and imaginative works of technical art.

With regard to aeromodel plans that can utilize multiple power formats (e.g.: Rubber, CO2, electric power can often share an airframe). Drawings for ALL intended power installations MUST be included in the plan with sufficient instruction or modification notes.

MATERIALS AND EXPENSES

ADH / AeroModeller does not supply any additional materials to support kit reviews, such as paints, adhesives, tools, books or other modelling materials, or provide reimbursement for such. WE DO NOT pay for travel expenses, museum admissions, electricity, telephone and internet charges or any other costs incurred by you during the composition of any article. It is intended that the Contributor Payment should offset any such expenses.

KIT AND PRODUCT REVIEWS

If you are assigned a kit review or a product review, you will likely be furnished with the kit or product with which to write about. When writing a kit or product review, avoid the typical content, starting with: "The postman delivered an enormous box...". Instead, focus on the best points of the kit and perceived improvements which can be added by the experienced modeller. Please include item or product numbers, and accurately reference additional accessories and finishing materials used, citing the manufacturer's contact information in the summary so as to give all necessary credit.

In nearly every case, once photographed and written about, the built-up model or product review remains with the Contributor and is theirs to keep. We do ask, however, that you retain the model or item until the article is completely finished and published, in case of for example any missing measurements and details, or if there are problems with the photography which might require additional images.

The exception to this policy is when a Trade Review item or kit build ends up not being finished or adequately written up, or photographed, within a reasonable time for publication and thereby the Supplier gets no benefit from having provided these items for review, at no cost to the writer. Under these circumstances, the equipment or kit may be requested to be returned to the supplier, in condition as is — or if the builder believes he has invested a substantial amount of additional materials into the project he can make an acceptable offer to the Supplier's satisfaction, for reimbursement of the product value originally supplied, to keep the item(s). Under these circumstances, this would not be a good track record for any future assignments.

COMPLIMENTARY ISSUES

A published author will receive 1 complimentary copy of the magazine containing their article or plan. Regular Department / Column contributors can expect to receive an annual supply of complimentary issues, unless and until their participation ceases.

COPYRIGHT

The first publication UK copyright of the entire article / plan etc. remains with ADH Publishing, unless a specific prior arrangement has been made with ADH.

YOUR PERSONAL INFORMATION

All of your personal details are confidential — ADH does not supply any information about contributors (address, telephone number, email etc) to the general public, our Suppliers or Advertisers. If a reader wishes to make contact with you, they can do so via the Editorial Office, and ADH will pass on this correspondence. If a Contributor has their own website or email address that is relevant to the subject, it may be included with the article.

ORIGINALITY

It is essential to ADH that we prevent the duplication of articles within the same hobby magazine market. We therefore request first-publication exclusivity with regard to work submitted to AeroModeller. If your article has already been submitted to, or previously published by any other magazines, newsletters or websites, you **MUST** let the Editor know prior to its submission to AeroModeller, and this will be taken into account when selecting material for publication. Exceptional articles may still be considered as candidates, provided a new spin is included for our readership and that the material is not a word for word duplication.

AUTHORSHIP

In supplying written material for publication under the Author's name, the writer is certifying that their work is original and free from plagiarism. Any such legitimate quotations and references must be so noted and accredited to their original source, which must be cited in full.

SUBMISSIONS TO OTHER MODEL PUBLICATIONS

In the event that the writer wishes to offer his article or plans to other publications, newsletters, websites etc, after its first-time publication in AeroModeller, ADH would prefer that a reasonable time has elapsed, such as 6 to 12 months.

Thank you for reviewing the Contributor Guidelines. I look forward to working with you and hope you will enjoy writing for AeroModeller Magazine.

Steven E. Higginson,
Editor, AeroModeller Magazine