

PETERBOROUGH MODEL FLYING CLUB



NEWSLETTER SEPTEMBER 2008



A CHAMPAGNE MOMENT AT FLYING ACES



A wonderful moment captured at this year's Flying Aces by club member Dave Bent. The model is (the other) Tony Johnson's G.B.2, taking off from the lagoon. I apologise now for not knowing the other gentleman's name though I do know he's Tony's mate.

For me, this is aero-modelling at it's finest.



This year we have had another bumper crop of achievement from the club members. Successes have been gained in many fields and at many venues. **Mark Benns** had once again been selected to represent Great Britain in the F1D team. Flying in Belgrade this year, the British team won a silver medal. In the preceding 35cm open competition, Mark came 1st, beating his mentor and the team captain Bob Bailey. Great stuff Mark. World class.

Mick Taylor returned to competition this year with a string of successes in control-line stunt. This year he won both Vintage and Classic stunt at the Nats. In Vintage he had only just got his PAW back from Eifflander's where it had been re-bored, so he had to run the motor in at the side of the runway on Saturday morning, then he went and flew the schedule. Outstanding!

Alan Morgan retained the Knokke Trophy in F2D, (control line scale) with his magnificent Handley Page Heyford. He had to wait till the Monday morning for confirmation of his win, no pressure then Alan! **Josh Lee** did something I didn't think was possible. He learned to fly control-line on Saturday morning, flew in the Junior Mini Goodyear in the afternoon, made the final on Sunday and came 2nd! Fantastic! See pages 7 & 8.

Despite the appalling weather there were club achievements at the Free Flight Nats in May. **Brian Lever** came 2nd in the Bowden Trophy & **Bernie Nichols**, much to his surprise, came an equal 3rd. P.M.F.C. fielded 4 entries in the Bowden this year, **Tony Wilson & Brian Waterland** also competing. **Mark Benns** flew in H.L.G. & Catapult Glider and came 3rd in H.L.G.

Barton Bash saw **Brian Waterland** come 3rd in both Vintage and Peacemaker Stunt. At the SAM Gala at Old Warden, **Brian Waterland** came 2nd in Peacemaker stunt, new member **Dave Clarke** won the Concours section & a got 2nd in speed in the Phantom Pursuit class, and **Brian Lever** came 2nd in Weatherman Speed (by a mere .65 mph).

A few club members went to the Area Meeting at Sculthorpe in July where, alongside the FAI events, there was a Bowden competition. It was a very breezy day with lots of thermal activity. The Bowden flyers had a tough time recording a scoring flight, and after 2 rounds, no-one had managed to put in a score! So a 3rd round was flown and at last **Tony Wilson** won a Bowden competition! Now all you have to do is repeat that at the Free Flight Nats Tony!

This year at the control-line Nats, 4 club members entered in Free Flight Rubber Scale. **Marc Ashby** the reigning champion, **Brians Lever** and **Waterland**, and Bernie (must try harder) Nichols. Marc had got his Macchi Folgore entry ready weeks beforehand and it was looking good and was performing well. The two Brians had built P51d Mustangs, and BN had tackled a 1911 Caudron racing monoplane. Much midnight oil had been burned and much balsa dust produced. Well, the best laid plans etc etc. The competition was good fun, the weather was kind, and the results were pretty good all things considered. **BVW** got 3rd in Rubber, **BN** got 4th and **BML** got 5th! Marc's Macchi decided to throw a wobbly and despite Marc's best efforts, he was unable to record a scoring time. I do admire his calm fortitude however, had it been me, I fear I would have embarrassed myself and stamped on it! (no I wouldn't, it's far to fine a model for that.). BN also entered Electric/Co2 Scale with a previously campaigned L4 Grasshopper. Came 6th.

Some late breaking news. **Brian Lever & Brian Waterland** went to Portugal in September for the annual control-line bash hosted by Julio Isidro. They took suitcases full of models, and it had been calculated that they would be flying in at least 24 competition flights if everything went according to plan! Models were doing double duty, flying in more than one event. An engine change here, a different set of lines there, and so forth. The results are: **Waterland/Lever** were 2nd in Mini Goodyear, (this was flying against FAI Team race champions Fitzgerald/Pickles), 2nd in Clown racing (that's the model not the people!) and 3rd in Phantom Racing. **Brian Lever** came 1st in Weatherman speed in the Mills 1.3 class, and 3rd in Phantom plain-bearing speed. Lastly (but not leastly) **Brian Waterland** came 3rd in Phantom ball-race 1.5 speed. I bet they needed a rest after that lot! A fine tally of results, especially given that the opposition is not just any old Tom, Dick and Jose but some of Britain's finest. Well done BVW & BML.

Some VERY late breaking news. At the Indoor Nationals held at R.A.F. Digby, **Mark Benns** achieved the following results: 1st in F1N, 1st in FD, 1st in 35cm, 6th in the champagne fly-off and therefore a fantastic 3rd place in the overall National championship.

This is a marvellous set of results and our congratulations go to Mark for his great season.



Mick Taylor on the podium getting his diplomas for his 1st places in Vintage & Classic stunt



Alan Morgan gets 1st prize and retains the Knokke trophy in F2D control line scale.

Brian Waterland getting a well deserved 3rd in rubber scale. What with one thing and another, Brian has had a very good year. Well done young man.



Quote-able quote # 127

Whenever I feel the need for something inspirational I pull out my old copy of "Airplane Design" by K.D. Woods open it to the chapter on wing designing and read, "Anything that looks like a wing will perform almost as well as the best wing".



Bowdeneers in action. Yes, it really WAS that cold wet and windy. (I tried colour correcting these photos, but then I realised the red hands and faces were accurate!) Left to right, top to bottom, **BML** and his KK Outlaw: **BVW** with his previous winner: no luck this year: **Ian Lever** and his Air Warden: **Tony Wilson** getting his 50" Junior 60 away: Proof that my (refurbished) Junior 60 does fly, and BVW, Ian and I preparing for the increasingly wet, cold and windy 2nd round.

Atheism is a non-prophet organization.

*If a man stands in the middle of the forest speaking and there is no woman around to hear him
... is he still wrong?*

Some images of club members and models in action during the year.



Left to right, top to bottom. **Alan Morgan** flying his Kawasaki Tony at Old Warden: a very damp group at the Bowden: **BML** pitting mini goodyear at the Barton bash: Another wet group flying Bowden: **BVW** flying mini-goodyear at Barton: A cheerful **Mick Groom** with **Tony Wilson's** Bowden entry.

Isn't it a bit unnerving that doctors call what they do 'practice?'

Not only did **Mick Taylor** win Vintage and Classic Stunt at this years Nats, he also had a productive year within the CLAPA organisation's events.

Nuneaton MAS Aerobatics Comp, 27th April.

1st. Classic. KAMACC (OS40FP)

CLAPA Champs, 31st May / 1st June, Nottingham.

2nd. Classic. KAMACC (OS40FP)

13th July, Nottingham.

1st Vintage Stunt, . Jamison Special (OS40FP)

Milton Keynes, 13th July

1st. Classic, KAMACC (OS40FP).

Well done Mick, good to see you back and in top form.

More pictures of club members and models in action during the year.



Graham Gostick at Bushfield with his splendid Ford Tri-motor



Marc Ashby and models at Bushfield



Dave Clarke's cup winning Phantoms at Old Warden. Built for the P'boro Phantom Pursuit event. 1st in Concours, 2nd in speed.



The frost-free-ferry-fun-fly. Chilly though!

If the police arrest a mime, do they tell him he has the right to remain silent?

One nice thing about egotists: they don't talk about other people.

If quizzes are quizzical, what are tests?

The following is a photo essay of a series of events that happened at this years Nats. Josh had never held a control-line handle before 11 a.m. on the Saturday, this is what followed.



11.am. BML gives Josh his first taste of holding a control line handle, flying BML's mini-goodyear racer, powered by BVW's PAW 1.5.



11.10 a.m. Josh's 2nd flight, now flying without the steadying hand of BML. Note the flying style, still getting used to it.



11.30 a.m. After a short break for minor repairs, (Bernie-the-cyano doing his thing), Josh does his first solo take-off and flight. A few laps into it and BVW goes into the circle to 'harass' Josh as might happen (would happen!) in a team race heat. Josh handled this admirably, kept his cool and flew out the tank. Note the flying style has improved considerably and his hat about to hit the floor. A celebratory photo was taken, cheesy grins all round.





2 p.m. Mini Goodyear heat 1. BVW pitting for Josh in his first ever competitive race (and his 4th ever flight!). He's flying against a young lady.



Concentrating like never before. Gotta get this right! Josh initially didn't want to race. He was convinced otherwise!



Having done enough in the heats on Saturday to make the final on Sunday, Josh flies his first 3 up race with a repaired model. He hangs in there, never dumps his model, never gets into a tangle. Even managed to overtake! Cool as a very cool thing indeed!



The Result! A second place in the 2008 Mini Goodyear final! (1st place was taken by Tony Eifflander, the PAW engine manufacturer).Much smiling and cheering from PMFC onlookers. And a very happy Peterborough Pair. Well Done Josh and pit man Brian.

Flying aces 2008.

Some Dave Bent pictures taken on a very grey, but very enjoyable day.



Left to right, top to bottom. **Tony Johnson** (ours!) getting his diploma. As I recall, the only PMFC member to win one this year: **Dave Rumball** table-topping with his Cloud Tramp: Control and prizes, wine was awarded to first place winners this year, a splendid idea! Many thanks to all those that contributed to the raffle:

Harry Perkins and **Tony Wilson** table-topping Tony Dunsterville's canard. Flown in memory of Tony Dunsterville who died recently: **Ian Middlemiss** flying his electric Cub (it flew a lot better than mine I must add): & **Ian lever's** twin electric O/D.

*The easiest way to find something lost around the house is to buy/build a replacement.
(also applies to items dropped or lost in your workshop/workroom)*



Marc's Ashby's 1912 Blackburn being timed by **Brian Lever**, and his Kharkov, battered but unbowed: **Tony Johnson** at the table with his Moth : **Chairman Ted** kept his Popsie flying all day long, even in the occasional rain:

My Caudron, proving it was flyable. Built for the Nats, came 4th, much to my surprise! My L4 Grasshopper has now been retired to a box in the loft. Enough is enough. Next year's project is still in the planning stage. Which means I haven't made up my mind!

The older you get, the tougher it is to lose weight, because by then your body and your fat have gotten to be really good friends.

The older we get, the fewer things seem worth waiting in line for

More Flying aces pics. Some of the wonderful models that flew on a day with virtually no drift.



*Long ago when men cursed
and beat the ground with sticks, it was called Witchcraft.
Today, it's called golf.
Is there another word for synonym?*

Bill Brown's rubber powered twin boom pusher: **Chris Strachan** and his rapier powered Blohm & Voss P 212: Frog? Veron? Keil Kraft? Whatever it is, it's about to do it's table top thing: My Fishface, from Aeromodeller 1964 outrunner, lipo, Flytprof control: Cloud Tramp concentration: A beautiful little Albatross (?) by someone whose name I can't remember. My apologies to you sir: **Pete Iliffe's** wonderful Tannenberg flying. Pete's models are just fantastic, yet he's not in the least bit scared of flying them. A credit to his ability as both a builder and a flyer.



Mike Stuart and his twin Rapier powered Martin XB 51 bomber. Majestic.



Tony Johnson (the other one!) helping his mate



Russ Lister table topping. Russ is a fine designer and builder, and always supports us at Flying Aces

Richard Crossley's Lavochkin (I hope!).

Below left, another table topper, I think this is one of (our) Tony Johnson's. Right: another of Pete Iliffe's wonders. I think its called a 'Schwalbe' (Swallow) (I'd call it 'gulp!')



From the **Aeronutz** website. Some hints and tips on flying the little Depron low wing profile scale models sold by Flitehook. I think that this advice would also apply to other indoor models.

The ones I bought came with two sizes of rubber, a thin one for indoor and a thick one for outdoor. Also included is a little tube of glue and a super little free wheeling white plastic prop. We like white props because they react with the strobing effect of the indoor lights and produce a lovely slow backwards cart wheeling effect when they are power gliding down from the roof. My **Zero** weighs 2.5g for the plane plus 1g for the prop. and 1g for the rubber. The main wing is a flat sheet of 1 mm Depron which is then bent downwards at the leading edge to form an airfoil. The wing is fixed to the profile fuselage through a slot so it points upwards a little (incidence). The tail plane also fits into a slot but horizontally, so now the incidence is fixed for you. You get a little template for setting the amount of leading edge droop - the same as a 747 L.E. slats really! The prop unit is heavy enough so you don't need any nose weight, making the machine an efficient little slow flyer. However, if you increase the weight of the motor the huge prop and its lump of rubber tries to turn the plane over in a left hand rolling dive. The main thing is to get the left wing up and have the plane flying in big left hand turns. To do this bend the left aileron down a bit and maybe adjust the rudder some too. Try a flight with a few turns on the motor and see what happens. You will find that the more you increase the turns on the rubber, the more you need to get the left wing up. Launch the plane horizontally and let it fly up to the roof, don't throw it up there! A good indoor flight has a slow smooth climb followed by a long slow smooth decent. It is usual to land with just a few turns left of the rubber motor. When you have a new motor it will be a bit hard and produce lots of power and run down quickly. After a few flights the rubber motor will stretch and go soft producing a smoother power delivery. A longer length of rubber will have less power but you get more turns. At the beginning of a flight the motor will be evenly spread along the model. As it unwinds it tends to move backwards towards the tail. This causes the plane to become tail heavy and stall gently. Quite often this stalling causes the rubber to unwind at the back and the weight becomes evenly distributed again making for a nice smooth landing. Also when you have a powerful rubber motor the model will turn left more and the nose will want to come up as well. So you would have to use a little more left aileron down to get the wing up and a little more down elevator. The rubber motor's length is referred to a distance **H** in the instructions. This distance is not easy to see on the drawing, it is the distance between the prop. and the rear tether hook. The rear tether hook is quite fragile. Check the prop unit is glued on to the motor stick in a straight line. Make a little restraint for holding the back of the plane while winding.

Modifications!

When you fix the main wing into the fuselage, use the dihedral brace that is supplied to get the correct dihedral and generally hold the wing in the correct position. Glue the trailing edge of the wing to the fuselage and let it dry. Bend the leading edge down and make card templates to temporarily hold them in the correct airfoil shape - check you have about 10 mm dihedral under the wing tips. Then use a new scalpel to gently cut away the piece of unused wing that is in the fuselage, the bit that is not bent down! Add a new piece of Depron from the fuselage to the front half of the wing, so you have extended the wing to the fuselage, Let this lot dry hard overnight.

Use a new scalpel to cut the standard wing support away and replace it with a rectangular piece of 0.5 mm Depron about 20 mm long, one for each wing. These are glued to the fuselage length wise. The front end should be about 12 mm deep and the rear should be about 8 mm deep. The 12 mm end is fixed just behind where the wing leading edge bends down.

Glue the tailplane into the fuselage ensuring it is nice a square, no need for the standard brace. If you break the circular prop restraint just replace to with a piece of aluminium tube.

Gently sand down the prop. restraint so the prop points to the right a little, one degree or so, be careful you don't add up or downthrust. The idea is that the initial power of the rubber motor will be off set, so the plane does not turn left as much at the beginning of the flight. Then you can use the left wing aileron/rudder to steer the plane when it is power gliding at the end of the flight. This will stop the planes circle getting bigger through the flight.



This is **Ray Innis's Odstick**, one of the plans in this issue. Built primarily from depron. We saw this cruising around very nicely at both Oundle and Whittlesey. Note the lack of dihedral, the otherwise lack of stability compensated for by the large side area.

I'll put up a bottle of wine for the best (timed) flight of the indoor season for this one. (so let's see a few flying!)

Two Chubbies from **Ian Middlemiss**. These are free flight versions of a plan available on the website <http://www.aatoolbox.no-ip.org/> Ian powers them with a 6 mm pager motor available from Indoor Flyer (<http://www.indoorflyer.co.uk/index.asp>) and a timer of his own devising. They fly very well indeed & I think they're great :)



Marc Ashby's Grumman Seawolf. KP01 power. The full size must have been huge for a single engined shipboard based aircraft. It had a crew of 3 and a great big stonking radial. I bet it was a handful. I'm not certain, but I don't think Marc has flown this yet. Our breath is bated, our fingers crossed.

Marc's Macchi C 202 Folgore. This was Marc's Nats entry for this year, sadly it had developed an un-noticed warp and refused to fly on either the Saturday or the Sunday. All the more frustrating because it had previously performed faultlessly at both Old Warden and Ferry meadows.



*The main reason Santa is so jolly is because he knows where all the bad girls live.
Why do Kamikaze pilots wear helmets?*

SAM 35 Octoberfest 18th & 19th Oct. 2008

This will be held at **Lodge Farm** (near Ancaster & Barkston Heath, Lincs.). Entry to Field, 1 day £3, 2 days £5. Wives & under 18's free. Spectators ½ price. All flyers must have BMFA insurance. Only vintage style models may participate. Car boot sales of model goods welcome. For further info., contact John Wingate, 01407 831383

Saturday

This will be given over to fun flying, trimming and practice for Sunday's events. Open from 9am both days.

Sunday

In order to combine R/C and F/F, it is felt that long R/C flights, say over 3 mins. with engine running, while circling around at relatively low altitude, will not be appreciated by F/F enthusiasts who may be concentrating on their competition. Hopefully R/C sport flyers will bear this in mind.

Sunday's Events – Radio Control

1) Duration on a 30 sec engine run. I/C only. Modern Schneurle 2 strokes and 4 strokes will not be eligible. "Cut off date" Dec 60.

2) Electric powered for the Rattray Trophy (which was not awarded at the SAM Gala due to bad weather) For rules see "Wireless World" April 2007, except that initial motor run to be 60 secs (not 75 which has proved to be too long). 2 or 3 flights are to be flown, which will not need to be in specific time slots.

3) Flying 3's

N.B. Tomboy 3's are eligible for this event. 3 cc of fuel of course.

4) Small "Scale" Concours

There will be prizes for the best diesel scale models. Max engine size 1.5 cc. This event will be open to F/F or R/C models, originally designed before Jan 71. A qualifying flight must be made, minimum 30 secs for F/F, minimum 60 secs for R/C. Some attention will be paid to this flight and must be seen by the judge. A second attempt will be allowed. B.O.M. rule applies for this event.

Free Flight (see also (4) above)

1) Open vintage rubber (cut off Dec 50 Jan 51 mags. allowed) but max rubber weight 50 grms.

2) Combined Cruiser Pups & Condor Clipper. The Pups score will be doubled.

The max to be decided on the day.

3) Cloud Tramp

4) Small vintage rubber. 25" max span usual rules max 8" dia F/W prop.

Note: Veron Fledgling scores will be reduced by 25%

5) Vintage Gliders below A2 size. 75m line (cut off Dec 50, unless an A1 when up to Dec 60.)

6) I/C Power Duration for vintage models with plain bearing diesel motors up to & inc. 1.5 c.c. Engine run probably 12 secs. but may be reduced. Cut off date: Dec.1955.

7) Bowden type precision power – only flight times to count. Hand launch.

8) Earl Stahl rubber scale models. Decision on format is to be made on the day.

Ed's note, for those that have never been to Lodge Farm, e-mail me and I'll send you a map.



Brian Waterland's 3rd place winning P51D, 'Dallas Doll' photographed in it's stooge on the flight line at the Free Flight Scale competition at this years Nats.

It made an absolute cracker of a flight to get on the score card. Well done mate!

Dates for your diary.

September 27th & 28th. Festival of Flight aeromodelling weekend at Old warden.

Contact Mike Reynolds for all information and camping details 01526 323 191 or 07775 662955

Saturday 11th October. Keil Kraft Duration Weekend. Ken Norton's last **Barkston Heath** interclub bash of this year. Many thanks Ken for your efforts in this regard.

Any Keil Kraft glider; 3 flights, 75 metre line; max set on day. (I have .pdf files for the Invader (40" span), the Cadet (30" span), the Caprice (51 1/2" span), the Conquest (30" span), the Dolphin (30" span), the Wisp (20" span), and for the masochists amongst you, the Minimoa (50" span). If anyone wants a copy of any of these files, let me know. A decent print shop should be able to print them out full size, they are full size scans so far as I know).

Any Keil Kraft rubber model fitted with a two wheel u/c; 3 flights max set on day. (this will rule out Senators, however, I have scans for: Competitor, Eaglet, Gypsy, and the Pixie. Oh, and the Achilles, which I see has a 2 wheeled u/c)

Any Keil Kraft Power Model with a 2 wheel u/c. 3 flights, max set on day. (I have files for the Snipe, 40" span for .5-.8cc. I also have scans for Keil Kraft transfers, both the black triangle/red letters, red triangle/black letters, the Gold and red logo. And the "Keil Kraft" name in either red or black. These will print out on inkjet transfer paper. (<http://www.craftycomputerpaper.co.uk/>)

Impington Indoor meeting. October 26th 9.00 till 5.00 Frog junior series competition. The plans for which can be found at Mike Stuarts website, http://www.thestuartseclipse.co.uk/junior_plans.htm. 6 to chose from, roughly the same shapes as the senior series. Also the usual Butterfly competition, and R.T.P. in the small hall.

INDOOR DATES: Whittlesey, Sir Harry Smith School. These are all 7.15 for a 7.30 start. 9.30 finish (prompt please) This will be in the School Hall (The larger Hall on the right near the foyer)

21 November 2008

19 December 2008

23 January 2009

20 February 2009

20 March 2009

Oundle Dates. Contact ... Lionel 01832 732003. These usually start at 7.00 end at 10.00

7 November 2008

5 December 2008

9 January 2009

6 February 2009

6 March 2009

Bushfield dates will be announced later. If new members need maps for any venues, e-mail me.

Questions that need answering:

Why do we press harder on a remote control when we know the batteries are flat?

Why do banks charge a fee on 'insufficient funds' when they know there is not enough?

Why is it that people say they 'slept like a baby' when babies wake up every two hours?

Who was the first person to look at a cow and say,

'I think I'll squeeze these pink dangly things here, and drink whatever comes out?'

Why is there a light in the fridge and not in the freezer?

Does pushing the elevator button more than once make it arrive faster? (see question 1)

It is reported in the broadsheets that hobbies have a genetic predisposition.

*So morris dancers, train spotters, needle-pointers and aeromodellers
need have no embarrassment when telling others of their passion.*

It's in me genes mate!!

Correspondence, cash, critiques, comments, offers of work and occasional bottles of vin rouge to me burn44@aol.com