

PETERBOROUGH MODEL FLYING CLUB



MAGAZINE



2013

SUMMER LIGHTNING



Flashes of brilliance, brief moments of glory, the adulation
of our peers, and then.....

Disaster and Ignominy... but PMFC members
Can treat the Two Impostors both the same.

Produced in conjunction with our website
www.peterboroughmfc.org

“A Club talking to itself.”

Now, I’m not counting, but it seems that we are benefiting more and more from articles sent in to the Editorial Offices by contributors. In fact, this issue consists much more of contributions from members than of stuff written by me (and much better for it, I hear you say.) At 26* pages, this is more than half the April SAM Speaks. All of which reveals what a remarkably active club PMFC is. This issue takes us from the dark evenings of indoor meetings and demonstrations out into the sunlight of what I am told was an excellent Nationals. In several cases, reports have been made up of uncorroborated accounts from unreliable witnesses by an Editor who wasn’t even there. See? REAL JOURNALISM at last!

J.ashmole@talk21.com

Below: Ted Szklaruk’s Bart, from the “Pete” Aeromodeller plan. *Powered amply, says Ted, by my standard set up of a Peterborough Fet timer, 10A Esc, 2500Kv Ebay outrunner, 9” x 5” Aeronaut Cam folder prop on 2 cell 500mAh lipo: A UW 18oz. “*



FRONT COVER

Pee Gee and the gang enthuse over BVW’s remarkably effective E36 at the Nationals. But ask Brian how he got on in the Bowden...if you dare!
L to R: Waterland, Gareth Tilston, John Wright (seated), Martin McHugh, Bernie Nichols, Dave Shipton, Peter Gibbons.

* a last ditch increase to the number of pages means that some page numbers may not run in proper sequence. But that’s the kind of problem we like!

PAGE THREE MODEL

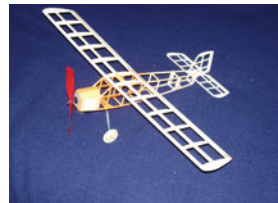
Bryan Lea's Comet Curtiss Robin C1, for BMFA Kit Scale



I bought this kit from a swapmeet at the Woodvale Rally in 2011. I have always been attracted to civilian aircraft of the “Golden Age” and this one seemed to tick all the right boxes. It is a high wing monoplane with reasonable proportions for a rubber model. The complicated undercarriage did look to be a bit of a challenge but then it also gave the aircraft a bit of character. On opening the rather battered box I found that the die-cut kit wood was horribly crushed and completely unuseable, but not

to worry, I planned to use my best and lightest balsa on this one. Looking at the plan revealed that the fuselage was made up of 3/32 sq. And in fact the whole model was of similarly robust construction which made for an easy build, but would it end up too heavy?

Time would tell. No problems were encountered during the build but the only concern was that the wings “as built” didn’t have much dihedral. In the Kit Scale competition you lose 5 marks for each significant deviation from the original plan so my only changes were to add some 1/16th sheeting in the nose area where you need to grasp the model when attaching the nose block. The other change was on the wing, I used some small diameter aluminium tubing instead of the



minor struts. To attach the struts to the wing and fuselage I inserted small pieces of soft wire at each junction into the strut ends. This seems to have worked quite well as it is neat and gives a certain amount of flexibility to the model. On the Internet I found a nice full-size example of the Robin in an orange and yellow colour scheme. The Curtiss logo and registration number for the rudder I also got from the Internet and printed it onto the Esaki tissue.



At the Bushfield meeting I trimmed it out by adding more noseweight, drooping the port wing tab and adding left tab on the rudder. The Comet plan shows these tabs for flying adjustment being formed by cutting into the trailing edge of the relevant surfaces. This was a bonus as it meant that my model would look better by not having bits of

plastic hanging in the breeze. The lack of dihedral didn’t affect the flying, in fact it was rock steady, so that was one less thing to worry about. In preparation for the competition I removed the blob of Blu Tack from the nose and added some bits of lead weight to the inside of the nose block. The first flight at Nottingham showed that this was not quite enough as there was just a very slight stall. I then added a small blob of Blu Tack and the second flight was better, the third was heading for the pits until someone kindly caught it. For the fourth and final flight I added just a tweak of left rudder and made my best flight of the



competition. The wheels just touched the ground before it ran into the netting. If only the descent part of the flight had happened at any other part of the circle it would have been a good landing run. The final weight with four strands of 3/32 rubber came to 38 grammes and I came 13th out of 24 just beating Bill Dennis who came 14th.

SOME INFORMATION ON THE FULL SIZE:

The Curtiss Robin, introduced in 1928, was a high wing monoplane with a 90 hp V8 OX-5 8-cylinder engine built by the Curtiss-Robertson Airplane Manufacturing Company. There was seating for three people including the pilot.

Curtiss also made a radial engined version of the Robin which was used by Douglas “Wrong Way” Corrigan to fly the Atlantic. After a 1938 transcontinental flight in his Curtiss Robin from Long Beach, California to New York, he flew from Floyd Bennett Field in Brooklyn to Ireland, though his flight plan was filed to return to Long Beach. He claimed that his unauthorised flight was due to a navigational error caused by heavy cloud cover that obscured landmarks, and low-light conditions causing him to mis-read his compass. However, he was a skilled aircraft mechanic (he was one of the builders of Charles Lindberg’s *Spirit of St. Louis*) and he made several modifications to his own plane, preparing it for transatlantic flight. He had been denied permission to make a non-stop flight from New York to Ireland, and his “navigational error” was seen as deliberate. Nevertheless, he never publicly admitted to having flown to Ireland intentionally.

(Contributed by our very welcome new member, Bryan Lea.)

ODDMENTS

John,
Several of the club members went to Lodge Farm recently to fly: during the day a small whirlwind blew along the flight line. Tony Johnson’s model box was blown over and the wings and tails flew away into the blue yonder! We had a look later but could not find them. “I bet he upset someone up there,” was the comment.

Subsequently, Tony went away on holiday to Singapore; the hurriedly arranged diversion to Rome and the audience with the Pope was purely coincidental, he claims.

He has, however, been looking a little silly wearing the sackcloth and ashes since the event but says he is better now.

Must stop now, as I have to practice my tambourine ...P.G.

AEROMODELLER: the PMFC Edition!

Have you seen the July/August edition of our rival magazine?

The “Hi-Start” article (five pages) shows excellent photos of a number of PMFC luminaries at launch, a letter from our welcome new member Peter Lang and further mention of our activities. (That is, if you can stand yet another picture of IDM.)

BVW has excelled himself as PRO and deserves our thanks for his efforts.

If you can’t find a copy, try: Doolittle Mill, Doolittle Lane, Tottenham, Beds. LU6 1QX, or 01525 222574

THE DUNSTERVILLE BOWDEN: Revised date: 28th September on Barkston. Ted Szklaruk is hot favourite!

INDOOR AT BUSHFIELD, APRIL 6TH

The seemingly endless Winter was just beginning to relent, as we assembled for the last of the season's events at the excellent venue of Bushfield, to the south of Peterborough. With the Indoor Nationals taking place only a fortnight later, there was some serious trimming to be done. Also, a well supported Gymnie Cricket 9 gramme event benefitted from a generous amount of clear space, as attendance, although healthy, did not lead to much disturbance of the air.

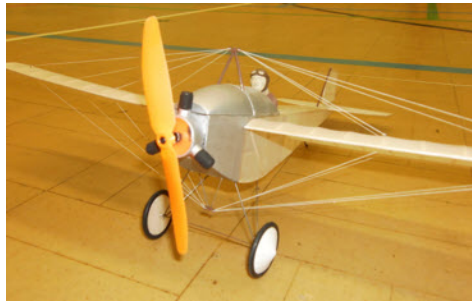


Above: David Leech and Bernie Nichols enjoy the camaraderie of competition. David's tail-plane is covered on the undersurface (intentionally.)

Left: Bert Whitehead and Dave Rumball concentrate intently on repairing a broken tailboom. How long, we wonder, before they realised that the fin should be underneath?



Above: Andy Sephton looking annoyingly confident with winning Gyminie. Derek Knight looks on. Right: Gareth Tilston's beautifully build Eastbourne. But, as he said, is any scale builder truly satisfied with his product?



RESULTS:Gyminie Cricket 9 gramme:

- 1st Andy Sephton.....86 sec.
- 2nd David Leech 69sec
- 3rd Dave Rumball.....60 sec.

3 gramme:

- 1st Tony Johnson 121 sec.
- 2nd Bert Whitehead 107 sec

Once again PMFC would like to acknowledge and thank the Mike Lucas Memorial Fund , instituted for the encouragement of traditional building, for assisting in making this event possible.

FIVE GO TO NOTTINGHAM

Report on PMFC at the Indoor Scale Nationals,

by Jonathan Whitmore.

While it may be said that the majority of PMFC members are clean-lunged outdoor types who like nothing better than yomping through green fields after their models, a few of us have been persuaded to enter the netherworld of Indoor Scale.

The indoor scale modeller, a less common variant of the genus *Aeromodelli*, can be identified by rounded shoulders and failing eyesight and may exhibit flustered behaviour when exposed to strong sunlight. They can often be found hunched Gollum-like over a model muttering “My Precious”!



So, following much encouragement from Bernie and a talk at Peakirk by Andy Sephton, five PMFC members managed to enter Kit scale at the Indoor scale Nationals at Nottingham University on the 21st of April. Bryan Lea, Brian Lever, Russ Lister, Joe Rabicano

and myself represented the PMFC but a few others had made valiant attempts (Bernie and Marc) only to be thwarted by time and health. A bumper 22 entries made this year's competition hotly contested.

Kit scale was conceived as an entry level competition to encourage beginners to enter the Nats. A total of 340 points are available with the emphasis on realistic flying (worth 240 points) and static judging including workmanship, fidelity to the plan, authenticity of the colour scheme and overall character (worth 100 points). As a result, a tissue finished, nicely trimmed simple model has every chance of winning.

The Indoor Nats is a great day out for the spectator. The standard of the open class models is inspiring, whether it be Peter Smart's electric Lancaster roaring round, Derek Knight's exquisite Moths or the CO2 powered twin Saro Cloud of Czech visitor Robert Pajas. It's not all serious though with a Bostonian competition, mass launch and Pylon race (won by John Valiant from Impington, assisted by our very own Brian Waterland.)

Competitors are given specific time slots for flights which are judged for realism. In Kit Scale there are four flights each and when the judge's light turns green, you and your model must perform on demand! A minimum of a 10 second flight is needed to qualify and the best two flights make up your flying score.

THE MODELS:

Bryan Lea (see page 3) flew a Comet Curtiss Robin C1. The original colour scheme of yellow and orange lent itself to a nice tissue finish. Bryan was more prepared than most of us and had his model finished in time for the Bushfield session two weeks prior to the Nats. The model flew very well with not much dihedral but unfortunately lost out on some landing points when it wandered over the pits area and was caught! The model came 13th.



Joe Rabicano had built the West Wings Widgeon kit. As the youngest competitor Joe appeared very cool as he strode out onto the floor. He was one of the better prepared and had his Widgeon flying well at Bushfield. However, a trimming flight in the morning resulted in damage to the noseblock just before the competition so Joe had to make a repair and fly his slots with no time for retrimming. In spite of these difficulties, he got one qualifying flight and came 22nd, receiving the Special Junior Award at the prizegiving. Not only that, but Joe won a couple of kits in the raffle so he will be back!

Russ Lister built the DPC Sopwith Triplane. Never one to choose an easy model, Russ was trimming the Tripe on Saturday night before the competition. The model was just getting sorted when he broke a motor and did some serious damage. Russ worked "through the night" on the repairs and still placed joint first in static judging. Choosing not to risk an ROG, Russ put in some good hand launched flights and placed 20th overall.



Jonathan Whitmore entered with the lesser known Frog Chipmunk finished in Shuttleworth colours. I was another last minute builder and took advantage of the trimming at Nottingham on Saturday night. The model proved very sensitive to elevator and would either stall or tail slide or choose not to take off at all. Eventually I glued the elevators and adjusted the noseweight and it started to behave just in time. Three flights were consistent but one caught a wobble from turbulence, opened up, and clobbered the wall (well I have a reputation to keep up). Fortunately the good flights were enough for 5th place overall and joint first in static with Russ.

The competition was won by Dan Mellor with a silver CO2 powered SE5. Andrew Darby's Cessna 182 came second, and third was taken by John Churchill's Cessna 140. These were all light floaty models that impressed with their scale flying speed. Quite an achievement for the NMAC - the Nottingham boys have now been banned from Bushfield!

For the PMFC it was a satisfying start, especially in the static judging. Just imagine what we could achieve if we actually trimmed our models. With more Bushfield sessions being considered over the Winter this may be a possibility, so why not pick a kit and have a go?

The K.K.Stinson flies, 58 years on!

Well, I certainly had a steep learning curve to attempt at Nottingham. An un-flown and un-trimmed model was not an ideal start. However, with lots of advice from all sorts of good folk, and three hours of trimming (just add more noseweight) we finally managed the beginnings of a flight by 14.00!

The static judges advised that I had inverted former 2 (I now remember at the time thinking if it was the correct way up) but kindly gave me 58 marks for effort. So it was all on flights 3 & 4 in the afternoon to try and make a qualifying flight. We did a test flight and hit the wall - then a call to end test flying - dammit we would have to fly round three with an untried adjustment. We waited for the five minute call with a tense feeling created by not wanting to make fools of ourselves. Then my name was up for five minutes and we wound on some conservative turns. I breathed on the rudder hoping it would not create a tight turn or once again have the model hitting the wall. Then out to fly by placing the model on a pre-agreed green line (hoping this would suit the untrimmed turning circle) then waiting on a red light for what seemed forever. At last green for go. Relax, carefully position model, release cleanly, off she goes! Wow, a great long take off with a beautiful scale speed climb in a nice wide turn. Two circuits later she descends and lands. I am dimly aware of applause in my ears, collect the Stinson and march out of the flying area with a big grin on my face. Fifty eight years on from my first Keil Kraft flying scale build I have actually made one fly!

Round Four was even better, as I was confident enough to add more turns, this enabled the model to climb a little higher and make a beautiful landing approach with a very smooth touchdown. On checking the scores this flight was given 79 marks, so I had an even bigger grin and was well pleased with these efforts. Bernie was my constant helper and encourager all day - I would never have made it without his support. I enjoyed watching the experts at work and certainly learned a lot which I can hopefully incorporate in a fully trimmed model for 2014.....Brian Lever

Good Friday at Ferry Meadows



Mick Page photo

REAL MEN fly outdoors... Or at least they stand around and talk about it. Rod Briggshaw, Tony Johnson, Dave Rumball, Pete Gibbons wishing he'd brought a hat, and that Editor chappie, all pretending that the sleet isn't lashing down.



Marc Ashby brought out his new Ladybird for some initial trimming flights. A much admired model.



Andy Sephton communes with his Lysander, doubtless whispering comforting promises about warm, dry sports halls

Peter Gibbons writes: GOOD FRIDAY dawned and had everything: snow, hail, wind, calm and even the sun. We also had a brilliant turnout with 17 members flying.

I was very impressed with Bernie Nichols' Hi Start Glider (I think it is a "Yardbird.") with one huge flight well into the second field.

A huge variety of models on display included Brian Lever's Jetex model, also very impressive.

THEN, on Tuesday May 7th 2013 we held our first free flight set of comps with a very good entry. The weather was superb; calm and warm, and a very good time was had by all. *(Some of us were at our place of work, Peter...but we're not jealous...Ed.)*

The League Table begins!

P20, 6 grammes rubber 3 flights, x 1m max:

- 1st.. Bernie Nichols 151 sec, 5 points
- 2nd. Dave Rumball 66 sec, 4 points
- 3rd. John Coleman 45 sec, 3 points.

Bungee/Hi-Start glider, 3 flights x 1 min max.

- 1st. Ian Middlemiss (Gnome) 112 sec. 5 points.
- 2nd. Peter Gibbons (Comquest) 90 sec. 4 points.
- 3rd. Dave Clark (Gnome) 86 sec. 3 points
- 4th. Brian Waterland (Bitsa) 84 sec. 2 points
- 5th. Bernie Nichols (Yardbird) 70 sec only 1 point.

(9 entries.)

Catapult Glider: 3 x 1m max.

- 1st. Jonathan Whitmore 102 sec 5 points.
- 2nd. Peter Gibbons 100 sec. 4 points
- 3rd. Dave Clark 89 sec 3 points
- 4th Mick Page 86 sec 2 points.
- 5th John Coleman 67 sec. 1 point.

(8 entries)

NB. THIS IS NOT A MISPRINT. MICK PAGE REALLY CAME 4TH!

THIS MEANS WAR!

At great risk to career and reputation, your Editor has been monitoring private e-mails to bring you, the reader, essential information in the public interest!

1) *IDM to BN: Scandalised as I was on Tuesday with "Fingers" Nichols' just about legal CT entered in P20 rubber, I threw prejudices to the wind and made a proper Spencer P20 to restore order to an imperfect world and to uphold Club standards. Yes, it has a r****r power source and has been a major sacrifice of principles and a retrograde technical step, having discarded this idiosyncratic method when I was twelve. Note that I have resisted the temptation to include foam in the construction and have avoided using 4 lb wood as I want to give Bernie some small chance of success.*

Needless to say, at the next Ferry comp, Bernie is going down....!

Now, where do I put the battery?

Gird your loins, young sir, this is 20" war,Boffin.



2) *BN to IDM:*

Slap me in the face with your gauntlet would you Sir!!!!

That being the case, the challenge is on! A small wager is in order.

I'm betting a bottle of red wine that I place higher than you in the club league table with my fine flying P20 legal Cloud Tramp against your fancy-pants Spencer Willis proxy built P20. (Proper, indeed.)

Wind your motor, Sir.

Affronted, "Fingers" of this parish.....

Second club contest, Ferry Meadows, Friday 7th June.

Catapult Glider:

1st	David Clark	1.48	5 points
2nd	Peter Gibbons	1.31	4 points
3rd	Jonathan Whitmore	1.26	3 points
4th	Bernie Nichols	45 sec.	2 points
5th	Bert Whitehead	38 sec	1 point.

It was too windy to fly hi-start glider and P20 so this will be run at our next comp on Tuesday 2nd July, which means two comps in one afternoon. This date will also be our PICNIC IN THE PARK, in which we have all afternoon and evening in which to fly both comps.

.....Peter Gibbons

BARKSTON CAPERS: First Inter Club Contest, 27th April.



Left: Brian Waterland, revealing an idiosyncratic taste in colour coordination, with his Pearl E36.



Right: Ian Middlemiss, with somewhat more elegant trim. Note folding prop.

Ah, bitter chill it was. Our Man for All seasons, Bert Whitehead was the only one to score for PMFC, came first in Senator fly off, flew also in towline glider and Cloud Tramp. Thanks to his efforts, we are at least not at the bottom of in the club scores. The Electric precision contest was not flown.

CLUB CHAMPIONSHIP:

- | | | |
|----|--------------|----|
| 1) | Gr*nth*m | 12 |
| 2) | Peterborough | 6 |
| 3) | Cleemac | 5 |
| 4) | Morley | 1 |

Bert leads the contest for the new Peter Spalding Trophy (for the highest aggregate of scores over the year) with 7 points. *(Information taken from the Gr*nth*n Club newsletter)*

N.B. Please note that the next Inter Club event is cancelled, as the RAF is, most unreasonably, wanting to fly full size planes on that date. See back page for remaining dates.

HOT AIR: THE FREE FLIGHT PAGE

Mark Benns wins HLG.

Are the years catching up with Mick Page??

Pee Gee third in P30.

The Bellcrank Boys can fly f/f too.

.....By Peter Gibbons

My new model “Yankee Mix” in its very first competition flew brilliantly and in its third flight almost went off the radar, a spec in the sky when it D/T’d, landing still on the field at 5.14. The combined wing and tail D/T system works very well so I went home very happy with a spring * in my stride happy that all had come together and the “mix” of top designs with a tiny bit of my own ideas had worked.


Other placings in P30:

13th Peter Adams

15th David Bent

22nd Martin McHugh

Meanwhile, Brian Waterland flying in E36 with a Stomper (*more on this elsewhere, Ed*) finished 5th: Ian Middlemiss in the same event came mid table.

Ian says: “ I flew a 36” Stomper with a Hacker A10-11S running a GWS 7 x w3.5 on a 65C (allegedly) 325 mAh. This runs at about 65-70Watts. Fairly pokey but not as powerful as BVW’s at over 100 Watts. Maxed the first flight, 2m 11s the second but did not notice that I had lost the packing out of the right rear wing mount, got a whole load of unintended wash in and it piled in for an attempt. Flew a lightweight E36 for a third flight. It was trimmed to perfection when I put it away, so did not fly a trimmer. Trim had vanished in the box and it struggled to 48s. I did try to fly the E36 on Monday but smashed the model in turbulence and retired home early for a decent meal and a bath.” Excuses, excuses, excuses..... 

Rod Brigginslaw modestly reports:
“Not covered in glory this Nats, I flew in the BMFA class on Saturday but having not got my model ready, again, I used an E30 just to keep the entries higher than Open Power, so no chance of competing. Monday, in E30, the max was reduced due to the wind and I messed up re-setting the d/t and d/t’ed down 13 seconds early from good height. Shame, it looked a very good model. On to next year ...”

Catapult Glider:

8th Jonathan Whitmore

12th Peter Gibbons

Open Rubber:

19th Peter Gibbons, with a score of 6.48 from 3 flights of 2.30 max

Open Glider:

14th Peter Gibbons Caprice, now lost In oilseed rape field.

25th Martin McHugh , using the Club Glider, but broke a wing tip.

(Bernie’s fault for not glueing it on well enough.)

* In his unedited text, PG had written “onion” at this point. A Freudian slip, as we all know his predilection to rabbit food. But he’s proved that it worksEd

And so to Monday:

I flew in Coupe rubber with Martin McHugh. I managed five flights in the very high winds but finished well down the field when it came to the results. (7th.) Martin also had a similar result finishing with a broken model, and 11th place.

Note: Our hero Pee Gee flew 23 contest flights in three days, even in the 40kt wind of Monday, and said afterwards “This is what model flying should be about”

A *Brilliant* Nats, special thanks to the PMFC members too many to mention, for help, support and assistance over the three days. (Now where did I put that juicy carrot?)

P.S. It was so windy on Monday that on my way home in my car on the Ancaster road, I came across 3 crows and a red kite walking along the road trying to thumb a lift*, it was that windy and rough. I drove on thinking only of the hot bath I was to enjoy later. A wonderful weekend doing what we all enjoy best, *model flying*. (And I remembered my wife’s words, “If you pick up any birds, I’ll divorce you!”)

PORT MEADOW, OXFORD, Sunday June 2nd.



Mick and Peter collect the Glittering Prizes: with varying degrees of dignity.



Martin flew really well all day to clinch second place in P30 rubber taking home wine and a plaque. He also lost his coupe over the River Thames (*or Isis, as those Oxford types prefer to call it*) which lost him a place in that event.

Dave Bent lost his P30 rubber with a 4 min flight o.o.s.

Mick Page worked hard to gain 3rd in HLG.

....P.G.

BERNIE ON THE NATIONALS

Mick Taylor wins Bowden. Dramatic success for Ted Szklaruk!
Bandit binned! Valiant effort by BVW in Electric.
Andy bags podium in Open Scale. Gareth in the money.

The second Bank Holiday in May. What will it bring this time? Will we have the same old same old, or will we be blessed with that rare condition, a flyable weekend? Friday evening was dreadful. But that was forecast, and anyone who had been following the weather forecasts for the past few days will have noticed that they were at least accurate. This being the case, dare we hope that the predicted balmy breezes and clearing skies might also hold good? This subject was much debated in our traditional Friday evening pub meal and natter. (And very good it was too, the Houblon Arms did us proud.)

Saturday morning dawned clear and bright, so clear that it almost hurt our eyes, a blue bowl shining above the blasted heath. A slight breeze, but certainly nothing that we Barkston veterans couldn't cope with; after all, we've had years of practice battling with the infamous Barkston Blow. Not so much for me to do today, I'm not entered in any of the Saturday events, all my flying is concentrated on the Sunday. So we go off to Control to see where they deign to allow us to fly control line. I'm helping Brian Waterland to CD the Rascal and Phantom events. We were given free reign on the hard standing area just by the main entrance. Great, just what we were hoping for. Three circles were duly laid out whilst we sorted our bits and pieces out. Soon enough the air was ringing with the glorious tones of high powered motors winging their way around. (What? You don't like that? Good heavens man, it's music to the ears!) No-one seemed interested in what we had to offer so we wandered off to see what the free flight boys were doing, in particular the PMFC gang who were entered in various events. Brian W and Ian M were entered in BMFA Electric with their E36 models. Both of them had spent some considerable time preparing them for this occasion and the weather looked like it was going to be kind. Peter Gibbons and his merry band had set up a PMFC enclave over at F/F Control, protected by a line of windbreaks, and much activity there was; models being tested and contest flights flown.

And the weather was great, just a tad breezier than perfect, but infinitely better than previous years. Brian W did some testing then put in his first competition flight. Away it went, curling up into the blue. A good transition at the top with virtually no height loss and then off she went, circling downwind. The only problem with free flight is, if you get a good flight, you have a long(ish) trek to fetch the model back, and if it's a bad flight, you have a much shorter one to pick up the pieces! Hmmm. Anyway, this was a good one, so good in fact that he scored a Max. Grand stuff! Off to a flying start, then? (See what I did there?)

And so the day went. Good flights being put in, much smiling and chatting and the usual good humoured PMFC banter. I didn't take any notes as to who flew what and when, so I'll leave that to others. Suffice to say that I was somewhat regretful that I had nothing with which to enter and join in. One of these days I will, I promise!

Saturday afternoon was scale flying, and Gareth had two models entered in the APS event, his Eindekker and his Bird Dog. The latter was electric powered and the Eindekker by a PAW 55 diesel. There was a good entry, mostly the usual suspects but one or two fresh faces. The Bird Dog refused to cooperate and ended up needing some TLC in the workshop, so it was retired from flying duties. The Eindekker, however, despite being

a little reluctant initially, eventually put in some excellent flights in the ever improving afternoon airs. And much to Gareth's surprise and pleasure, he came 3rd in a hard fought contest. Coming 3rd to two of the best names in British Free Flight Scale is by no means a small feat, in fact it shows the measure of his ever increasing ability as a scale modeller and flyer (smart arse!)

(Photographs from this Scale event appear on the Club Website)...Ed.

As the day went on, it was evident that Brian W was having a great flying day. He had 3 maxes and was in the fly off despite the model twice leaving the airfield It wasn't lost, just that we couldn't find it. On the second occasion that it flew out of the 'drome it landed in one of the rape fields (it wasn't the only model that did that, Dave Shipton and I went out with the search party and there were people and models all over the place.) So we devised a little strategy for the fly off. We'd put spotters down at the edge of the airfield where the model might land or at least overfly, and we'd have a better chance of finding it if it did go that far.

Brian Waterland explains the background to the event:

For many years the only British electric class was E30. This class continues and a typical model is basically a P30 powered by a KP01 motor. With similar power to a rubber model they bumble around amiably but without much drama.

There was much talk about an electric class capable of performing like a Slow Open Power Model (SLOP) and climbing straight up. After discussions with, and cajoling by, Ian Middlemiss, I decided the way to go was E36. This class started in the USA and has a 15 second motor run and two LiPo cells (7.4 volts.) I was sure that this class made such good sense that the BMFA Free Flight Technical Committee was bound to accept it. Alas, so far they have not! Instead the BMFA came up with "BMFA Electric." In this the motor run is also limited to 15 seconds but the batteries limited to a max of 3 LiPo cells (11 volts) which leads to a biggish model.

So it was that in a total entry of seventeen I, along with fellow PMFC members Ian Middlemiss and Rod Brigginshaw, came to fly our little models against the "big boys." Ian started with a max but missed out on the next two. Rod had not sorted his E36 and so flew an E30 "to keep the entry numbers up." He dropped his first flight and chose not to continue. (Note :Rod went on to fly in the E30 class and was unlucky to DT from height 13 seconds early.)

And so I came to the fly off (!) my E36 versus 4 BIG BMFA Electric models.

The fly off, resumes Bernie, wasn't until 7.15 or so and by that time the air was quiet (though still bouyant) and the breeze had dropped away nicely. So on a lovely Spring evening in Lincolnshire we watched and waited for the fly off. A watched fly off never begins! It seemed to take ages to start, but at last, up went the models. We were the width of the airfield away from the launch area but we could plainly see them shooting up into the sky. As it turned out, Brian came down early and short of the boundary, but nevertheless he did more than required for a max, *and* he was the only E36 flyer left in the BMFA Open electric class. So he made a very good fist of the competition against larger and more powerful models. Interestingly, we watched 3 of the leaders in that competition land within 100 yards of us and in a very tight grouping, so their performances must have been very similar.

Saturday evening saw a tired but happy group of somewhat sunburned PMFC campers enjoying a splendid evening meal and the good company (and wit) that is such a feature of our Nats weekends.

Brian concludes the day ..."I was very pleased with this against such stiff competition and on my first real outing. Thanks to all the PMFC guys and in particular IDM, who helped me both before and throughout the comp - I will long remember my Flyoff fetchermite spread across the whole length of Barkston. Many thanks, fellas.

Sunday dawned bright and clear, again some breeze but possibly less than yesterday and it should be dropping if the forecast holds. Today is my full day. First up, at 11am sharp is the Bowden Trophy. PMFC is fielding six this time. So over to control to see where we shall be flying from. After some initial consultation we're positioned about 1/3rd the way down the main runway.

There's a good entry, with what seems to be 40 plus names on the list. Wow, this could take some time.



The Bowden Winner! Well done, Mick Taylor!

Some faces we haven't seen before and there are some really lovely models out on the field. I'm flying 9th and Gareth is 10th so we have no time to wander about and gawk at the others; I need to get on and get ready. We'd flown the models yesterday evening, in between the scale event and the fly-offs, so I was confident that things were ready. The only problem I'd had was the motor coming loose in its mounting, but I've tightened things up and should be OK. Models are going off at regular intervals and they look to be flying well, there's enough breeze to make take-offs easy and the dreaded ground loops were not in evidence. Soon enough my name is called and I've managed to keep the engine warm enough for an easy start, so fingers crossed, here we go for the BIG ONE.

I have a small routine that I run through on any contest and this was no exception, a smile and a cheerful "good morning" to the judges and I take my place on the start line. (I've just realised that all the competitions I take part in at Barkston are judged. None of them are pure duration classes. Hmmmmm.) I fill the tank, wipe my hands and nod to Tony Becket who is the start marshal and official timekeeper and bend to my task. A *small* prime, turn the motor over twice and flick away.



She starts easily, I wait for it to warm up a bit and as she smooths out I refill the tank. This is important as I don't use an engine timer on this model, just the smallest tank that Pauline at Flight Hook sells. It's just enough fuel for an RoG and the required time for the Bowden. Quickly I get to the rear of the model and position it into wind. I need to do this smoothly and calmly so I don't break anything but I don't want to waste time and fuel either. As soon as I'm happy I release the model and she moves away easily and rises into the air in a gentle left turn. PHEW! That's the hard bit done and the rest is in the lap of the Barkston gods. I stand up and watch her curl away, pointing her nose up and reaching for altitude...and up...and up...the nose gets higher...and higher...and *higher!! She's nearly vertical!! What the hell is going on???* She momentarily hangs in the air and then the tail slides back!! What the **** is happening? She regains her stability and does the whole performance over again! This time she flops over on her back and does a very awkward stall-off-the-top loopish manoeuvre. Again she regains her composure and puts her nose up.

By this time she has a fair turn of speed on and the resulting loop was (in my eyes anyway) a perfect circle! I can hear cheers and jeers from the massed onlookers. Wow! What can you do? Or say? By an act of God or perhaps sheer chance she pulls out of the resulting zoom and the engine cuts and she settles into her familiar firm glide. PHEW!

Fuel bottle and rag in hand I set off downwind to retrieve her. This gives me ten minutes of peace and quiet whilst I regather my composure and have a think about what was going on. It can only be one thing. It *must* be upthrust. The wing and tailplane sit (and were seated) firmly with no packing on either seating so nothing there to move. Any nose weight she has is epoxied firmly inside the nose compartment, the wheels haven't changed, neither have I lost one. (She has a very forward set on the wheels, like most models designed in the late 1930's.) So it can only be upthrust. And as I'd retightened the engine after flight testing the previous evening, that was the only possible cause. I got back to the flight line and sat down on the grass. Yes, it was that dry! Dug out my tools and had a look at what was going on. Sure enough, when I took the engine out, it was noticeable that it had marked the bearers at the back where the motor had dug in and there was a definite thrust line change. What to do? Well, a couple of washers at the rear and a squidge of epoxy in the front mounting holes to hold the wood screws in a bit firmer (don't ask!) There now, that should do it. And relax!.. Time to watch the rest of the first round.

Some very good flights were being put in so I reckoned it was going to be quite a tight competition. The first round finished around 1 o'clock and we carried on with the second round straight away. No leisurely lunches this time! Some folk had dropped out, either because they had missed their time in the first round and therefore didn't think it was worth flying the second, or they had nothing to compete with due to a broken model. It must be said that there was very little carnage this year; I only saw two crashes as opposed to the mass slaughter of previous years. Talking of breakages: something I must mention here:

Brian Lever had had his annual test flight of the long suffering Frog powered Bandit that he has campaigned for the past eleven years. Oil soaked and patched though it was, out it came for its annual try at the Trophy. It had a good record, placing second once, third twice and other placings in the top ten. It has been chased after, repaired and lovingly flown for a long time. This time, however, it simply *refused* to turn right under power. It had right thrust, a touch of right rudder and washout on the right wing. But it resolutely *refused* to obey Brian's desire for it to fly right. So, to get his own way with the recalcitrant beast Brian determinedly put more right rudder on.



“You WILL fly right.” So fly right it did, in a huge arched wingover and destroyed itself on the runway! So BML had no choice but to pull out of the competition and help Ian Middlemiss and Tony Beckett run the proceedings. Brian became a most valuable “whipper in”, someone that was much needed in the second round. Because of the drop outs, the remaining flyers couldn't tell from the printed list where they were in the line up. Preparation is important in the Bowden where you have to start your motor and fly within a two minute slot. No such thing as waiting for good air, you fly NOW! Or not at all. I did see one contestant DQ'd for not being able to start his motor.

Soon enough my turn came around, and *despite* the barracking of the CD (whoever heard of such a thing!!) I managed to start a flooded engine and get away in good order. The flight was better. Or shall I say, the flight was less spectacular! No loops this time, just power stalls and ... Would she turn on the glide? Not a bit of it. So, a longer trek downwind this time,. But at least she was in one piece and I think I had qualified in both rounds, at least I hoped so. (I had no idea of my first round

time and didn't dare look. In any case, I always fly both rounds whatever the outcome of the first round is, I've paid my money, I'm having the flight.)

So that was my Bowden for this year. All done and dusted by 2.30 and just enough time to go back to my car, drink some much needed fluid, gather my wits and my model for the scale (open) that was starting at 3.30.



Dave Shipton, Tomboy
(compare hair with p21!)

There's more! Bernie's adventures continue on page 25.....



"Yippee, never beat anyone before, a first for me!!! Dead chuffed"
...Ted

*"Three days at the Nats, the joints ache, the car needs unloading, three models need a rebuild and I have lost the Domestic Controller's favourite thermos flask.
But what a great 3 days flying/taking the piss/lounging about".....IDM*

Bowden trophy: a win for PMFC.

The event CD was Ian Middlemiss ably assisted by Tony Beckett and his laptop. The weather was the best since 2009, sunny with a light breeze. Well trimmed models with a good glide suffered as the air was very buoyant!

As usual a few models ground looped and some took off after some interesting gyrations. The Bowden is not just a "flight time" comp but also takes into account, among other things, the quality of the takeoff, cruise, transition and landing. The final, result was very close with PMFC's Mick Taylor flying his ME Heron powered "Frankenstein" emerging the winner with 193 points. Mick's Frankenstein was built in 1986 and he has campaigned it ever since!

With Dave Leeding (joint 4th), Bernie Nichols (joint 6th) and Gareth Tilston (8th), PMFC had four members in the top ten. Some previous winners were notably unsuccessful: much to his delight Ted Szklaruk (18th) beat Brian Waterland into 19th (*That's nineteenth, Ed*) place!

ROUNABOUT

Control line At “Mayfly” Old Warden, May 11/12th

.....Brian Waterland

It is a sad reflection on the current state of aeromodelling that, for many of us, a trip to a rally is primarily to stock up on all those essentials we cannot any longer buy from a local model shop. And so it was that, despite the dire weather forecasts, the faithful found themselves at Old Warden on May 11/12th for the Mayfly event. There was virtually no free Flight activity on the Saturday but Sunday saw the Ebenezer and Mercury Magna Spot Landing events go ahead. Interestingly, a number of free Flight enthusiasts had decided they would bring C/L models along as they were more likely to get some flying in with them than their usual “bung and hope” models.

Background: In 1953 Aeromodeller published a “Quartet” of C/L models on one sheet. They were, “T-Tray” a tiny, 12” span 0.5c.c. flying wing; “Scatterbrain” a Merlin (0.75c.c.) trainer designed by Vic Smeed; “Gnat,” a 1c.c. Team Racer, and a scale Typhoon.

On the day, PMFC were running Rascal racing/speed, Scatterbrain, T-Tray and the Trainer trophy. All these events were invented/adopted by Brian Lever and given great publicity in his monthly column in SAM Speaks as part of his ongoing mission to breathe new life into the art of Control Line flying.

After the usual discussions on exactly where to put the circle, the PMFC team of Richard Arnold, Brian Lever, Bernie Nichols, Dave Shipton, Steve Turner and yours truly set to and spray painted the circles and set up the Control table. Grateful thanks to you all.

T-Tray:

Frankly, we did not expect anyone to fly such a small, underpowered model in the strong winds. How wrong we were. Tony Welch from the Impington club showed us all how to do it with his 0.8 powered, Profilm-Lite covered model by flying an impressive string of smooth loops and eights. Julio Isidro, who had come from Portugal just for the event, flew his 133% enlarged model powered by a somewhat recalcitrant Elfin 1.49. (Just like my Elfin.)

Scatterbrain:

Had four entries, Steve Betney, Julio Isidro, Mick Taylor and “the other Tony Johnson” (the one who flies the rubber powered GB2 Flying Boat.) they not only flew them individually but also raced them! How Vic Smeed would have enjoyed seeing that and how fitting on the 60th anniversary of its publication. The 80 lap 4 pit- stop final was between Julio (pit man Brian Lever and Mick (pilot Brian Waterland.) Julio’s model had a removable wing and unfortunately in the race it slipped through the fuselage forcing his retirement leaving Taylor/Waterland to win in a time of 6.24.

Rascal Racing/Speed:

This was something of a PMFC benefit. Of the 6 entrants, 5 were full members of the club and one (Julio) an honorary member! Richard Arnold, Julio Isidro, Brian Lever, Mick Taylor, Gareth Tilston and Steve Turner all put in speed times, and in the race final between Arnold/Turner and Taylor/Waterland, Mick emerged victorious.

Voetsak Racing:

The Voetsak was designed by Ron Moulton just after WW2 when spark ignition engines were the norm and the sound of two sparkies in the same circle is just wonderful! Ex PMFC members Alan Morgan and Trevor Tabor emerged victorious over the other 4 entries and then went on to let Ron Moulton’s daughter, Dinah, fly one. Unbelievably, Ron had NEVER let his daughter fly any of his models.

Despite the weather this was a most enjoyable weekend spent with some great people.
.....BVW.



Hands in pockets, barely stifling a yawn, Bernie endures yet another rostrum ceremony. At least the Brians look pleased..

PMFC at the “Barton Bash” 19th May.

Four members of PMFC went up to Barton (Manchester) and returned with three first places and one third!

Mick Taylor flew in both Peacemaker stunt and Vintage Stunt and achieved first places in both.

Brian Lever, Bernie Nichols and Brian Waterland went to fly in Mini Goodyear racing. Unfortunately, Bernie’s pilot, Richard Arnold, could not attend so Brian W flew both models (but not at the same time!) Lever/Waterland achieved the elusive sub 5 minute time with a 4.44 heat, while Nichols/Waterland posted a 5.14 time putting both teams into the final. For this, Bernie found a spare (?) pilot (Dave Fry) but, unfortunately, engine starting problems put him into third place. However, Lever/Waterland romped home in first place with a time of 9.24 for the 200 laps and five pit stops.....BVW

Flight of fancy

Honest Ted Szklaruk has admitted to us that he perpetrated a flight of a “Pizzaneezer” over the hallowed turf of Old Warden at the “Mayfly” event. Despite its excellent graphics, we understand that it is made of f**m. Discerning traditional aeromodellers may avoid this abomination by not going to the “Members’ Models” section of our website.

We await with trepidation his next offering, an authentic Cheeseburgerneezer, although it will at least have the merit of permitting the incriminating evidence to be consumed on the way home.

DREAMS DO COME TRUE

(The concluding part of the Dave Shipton story)



One of the first shops that caught my eye when I first came to Peterborough was Oliver Carley's model shop; in the window was the latest Citizenship Proportional radio. The set included a bright red Anodised transmitter that looked absolutely fabulous but cost a small fortune. I only earned three pounds seventeen and sixpence then, and had to pay three pounds for digs, so

buying a radio of this quality was just another dream. During my time at Perkins I made friends with several people who were modellers and subsequently joined PMFC, then flew with a group at Whittelsey Wash, eventually moving from free Flight and Control Line to single channel Radio Control then ultimately to multi-channel RC. By this time I had married and had two sons who quickly got caught by the modelling bug. We all joined ODMAC (Oundle and District Model Aero Club) and I became chairman and kept the position for just over nine years during which time I helped set up KB Enterprises model shop, working there most evenings and weekends. An opportunity that helped me buy my first ever new proportional radio, a Futaba J Series, and subsequently several others.

Dreams do come true, don't they?

In 1988 my marriage ended in divorce, which slowed down my modelling activities somewhat. I moved around living at various locations, none of which was really suitable for the hobby. Finally, I settled down with Jane and we built a new home together, where I was kept busy fitting kitchens, laying patios and driveways and all the other essentials to make a home. I had told Jane about my passion to build my own aircraft, and to my astonishment she thought it was a great idea and suggested that I convert our old static caravan into a workshop and get started. I didn't need telling twice and gave the idea a great deal of thought. It was at this point that the original idea to build a Turbulent went out of the window: I wanted to share the flying experience with others and you can't do that with one



The new wing completed ready for covering.

Next page above : Dad with the wreckage of the Jodel at Leicester airport.

Seat. I joined yet another group, the PFA (Popular Flying Association) who are the governing body for home builders and also oversee construction and maintenance. After looking at lots of aircraft I settled on a French design called the Gardan Minicab, a two seat, side by side low winged monoplane, powered by a 60 - 90 HP engine. The airframe is made of wood and



fabric covered so I figured it is just a big model at 25 feet span, you can even flick start the motor, although you need more than one finger. I advertised in the Wanted section of the PFA mag for a set of plans and not only managed to get a set of plans but also was given the chance to fly a Minicab by Tony Wakefield. Tony owns one which is based at Sibson.

The caravan as a workshop was a nonstarter, not just because the floor collapsed, nor the fact that it went all wobbly when we took the walls out, it simply wasn't wide or deep enough. So we pulled it apart and sold it for scrap, put our thinking caps on, and decided to build a workshop at the bottom of the garden. That was a whole story of its own. However, I needed at least 28 feet by 13 feet to build in. Luckily, planning permission for that size wasn't required so we drew up a plan and build the workshop from left over materials from the house.

Workshop completed, we started to build the Minicab. We were progressing well with the build when the CAA announced that they were going to allow people to learn to fly in PFA aircraft, providing they used a qualified instructor. At this point I found an aircraft that had crashed at Leicester airport, a two seat Jodel D117 and bought it for a song got it home and agreed a rebuild with the PFA. The idea was to get it flying and learn to fly in it whilst continuing with the Minicab project. This



all went well until the CAA announced that the chosen aircraft must be fitted with all sorts of electronics that cost a fortune and that I didn't want, let alone have room for on the dash. Also, instructors were asking almost as much as the flying schools for tuition fees. With the Jodel now nearing completion I began looking for somewhere to keep it

and had approached several airfields for hangar space which I could afford. At this point I was introduced to an aerobatic display pilot called Denny Dobson who flew a Pitts Special and Christien Eagle at aerobatic shows around the country. Denny, I was told, might do the flight testing for me at his own airfield, DEENETHORPE.

Who would have believed it? My dream airfield. Denny agreed to flight test the Jodel as soon as it was finished. He offered me space in his hangar to assemble the aeroplane and complete the checks before the first flight, so we located at Deenethorpe, assembled the Jodel and after the final inspection Denny did the flight tests without any problems, and we got the permit to fly. We continued to fly the Jodel with Denny as the Pilot in Charge until Rob (my son) and I had visited Florida and attained our CAA pilots' licences. On our return from the States, amazingly, a hangar had come up for sale at the airfield, the hangar suited the Jodel perfectly so we bought it and moved in.

Dreams do come true, don't they?

Robert and I enjoyed flying for about six years and during this time the Minicab took a back seat. When Rob moved away to a new life in Stoke on Trent I decided to sell the plane and take up boating so that Jane and I could enjoy a pastime together. The Minicab is still awaiting completion in the workshop and may be finished one day.

..Dave Shipton

CORRESPONDENCE: *"When Greek meets Greek.."*

Sir,

I felt the need to contradict some of our learned friend BVW's comments in the last Newsletter (oops) Magazine.

The plain nut was never designed to dig in to the surface of the components on which it is used, the fact that it does so is due to many factors.

The flat washer may well serve the purposes that BVW suggests, but in fact if used under a plain nut it prevents the "digging in" which after several tightening and releasing sequences can impair the component being fastened as witnessed on many model engine lugs one sees. The fact that a tightened down nut holds in place at all is due to the friction between the base of the nut in contact with the component and/or washer and the threads of the nut and bolt/stud, the mechanics of which most of us are familiar with.

Most types of self locking nut such as Nyloc or Binx are designed as single use. They should not be reused in a safety critical application (not necessarily applicable to aeromodellers.) I have used Nyloc nuts several times without a problem. However I would still use a flat washer under the lock nut if the application warranted it.

In my vintage car and motorcycle days most car cylinder heads were held down by plain nuts sometimes with plain washers, sometimes without; never locknuts and I never knew of one working loose. In my student days I well remember stripping down a Rolls Royce Derwent and Nene engines and the tedious routine of undoing 50 plus nuts in strict sequence a quarter of a turn each time, removing the nut then a spring washer followed by a flat washer which rested on the machined face of the stud hole. Damage to the face of the housing wasn't an option, the nuts were drilled to allow locking wire to be passed from one to the other in this safety critical application.

If you have any pesky BA flat washers or small metric sized ones, Brian, I would be pleased to take them off your hands.....Dave Leeding.

MASTERCLASS



“MAD” Mark Benns makes excellence look deceptively easy, at Peakirk, March 15th



“Some techniques for Indoor Duration.”

In front of an attentive group of club members at Peakirk, our world standard F1D competitor Mark began with a Gyminie Cricket wing outline, flat, the tips joined by small strips of tissue on the underside of the spars which had been cut to the dihedral angle. Explaining that he was about to use the same techniques that are employed in F1D construction, Mark then produced a roll of covering tissue. This was plastic film “Polymicra”, only five times heavier, he said, than microfilm. This is available from SAM’s. Firstly, before mounting the film onto a frame, its static must be removed, or

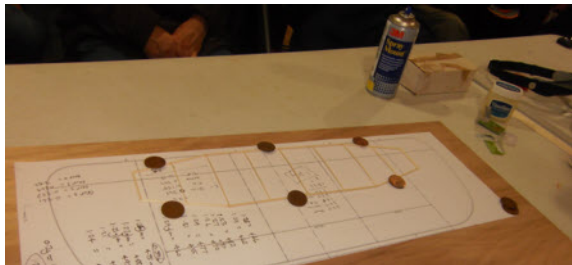


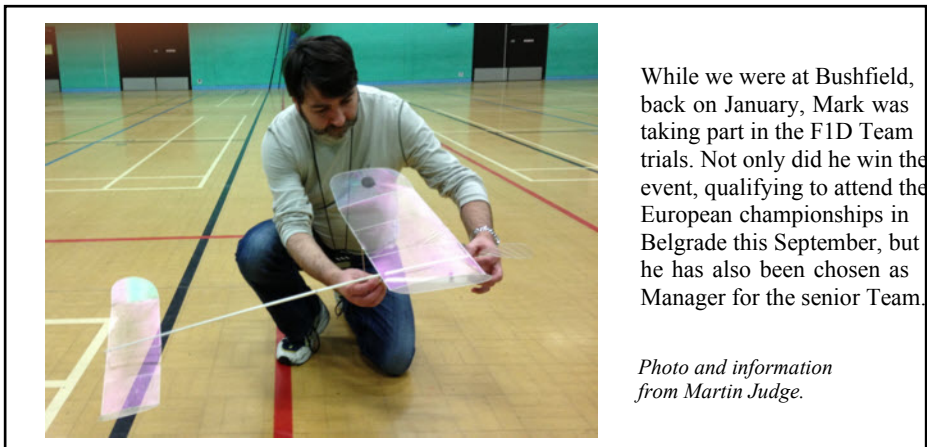
at least reduced as far as possible. Having unrolled a piece of suitable size, and using his white cotton “Michael Jackson” glove, he proceeded to screw it up and open it out again repeatedly, a task which under normal circumstances would take ten to fifteen minutes. The film is then brushed flat with a very soft, broad, water colour brush. The very slight wrinkles that remain are acceptable, in fact probably desirable.

A balsa frame, a little oversize for the wing, is used to carry the film. Bernie was volunteered to smear the temporary adhesive, Vaseline, with an experienced finger (much hilarity.) The frame was then laid over the film so that it could be picked up. Excess film could be cut away with, ideally, a carbon steel single edged blade (Flitehook), and should, ideally, then be hung up for two days for the rest of the static to clear.

Now to apply the film to the wing: use 3M Spraymount, sprayed onto the wing from between 2 and 3 feet away, the drops being allowed to fall vertically. Invest in some 2P coins to hold down the wing to the board, with small touches of Duco (SAM’s) thinned 50% with Acetone at intervals to keep it still. Take the precaution of marking, on the board, where the dots of Duco are applied so that they can be located later. Now lay the frame, film attached,

Wing frame, under coins, awaiting the film. Mark says please don't try to decipher the hieroglyphics on his F1D plan, they're classified.





While we were at Bushfield, back on January, Mark was taking part in the F1D Team trials. Not only did he win the event, qualifying to attend the European championships in Belgrade this September, but he has also been chosen as Manager for the senior Team.

Photo and information from Martin Judge.

over the balsa and use the soft brush to touch it down to the spars.

Cutting away the excess film needs care to avoid a disaster: one could use a blade but it might snag. Mark demonstrated with a soldering iron set, on this occasion, at 340 C, but warned that experimentation is necessary. Paul Lumsdon intervened to advise the use of a “soldering Station” (Maplins.) Cut about 1/16” away from the spars. (Trim any overlap with the sugar-saliva brush, see below.) Now, to remove the wing from the board, soften the little, previously marked, patches of adhesive with thinner to ease the joints and it will lift away.

To provide dihedral: add Ambroid to the d/h joint (single wire application, as per Bernie’s article in the last issue) and support the tips for a short time. To remove the slack in the covering at the joint, chew a boiled sweet (experiments are still ongoing as to the optimum flavour) and brush the ensuing saliva along the covering. The ensuing capillary action will tighten the film.

At this point, Mark proudly, but carefully, held aloft the completed wing.

During the ensuing discussion, the following points were mentioned:

- * Do not cut balsa against a steel rule, use 1/4” bar, it will hold the blade square.
- * Tissue tubes? Do 2½ to 3 turns round the mandrel, using a blade to push the tissue into the curve. Use Ambroid. Allow part of the tube to overlap the mandrel so that it can be removed.
- * Wing posts can be rectangular, not square. It is side to side movement that must be prevented.
- * Winding: never on the model, always on a stooge. Use “o” rings to fit motor to the model, so that no turns get wasted. WITH A FIXED PITCH PROP, THE MOTOR SHOULD BE 90% OF THE WEIGHT OF THE MODEL. Only then adjust the prop to suit.
- * propellor blades; mould for 20 minutes in boiling water (no ammonia). Wrap the blades on top of each other, using bandage or a cut J-cloth. Glue the spar to blades with Ambroid, so that it can be thinned and adjusted later if necessary.

We are very grateful to Mark for finding time in a very busy schedule to prepare and present this evening’s demonstration. Any corrections, additions or further advice to putative indoor flyers will be welcomed by the Editor for future publication.....JMA.

Bernie's Nats report continues with Open scale...

Open Scale, and back into the fray. The only model that I had that would be eligible to compete was the venerable L4 Grasshopper. A much campaigned and cursed model. I had sworn to forever box it up and incarcerate it in the attic, but as I did last August, I dragged it out again. It came 6th last time out, maybe I could do something with it again? At least it flew and I didn't totally embarrass myself last time. (Such was not to be the case this time, however!) Once again there was a good turn out on an even better afternoon than we had yesterday. And for once in a scale meeting, there were some wonderful flights by everybody. Except me. Everyone (but me) that entered qualified, and there were about 14 entries as I recall. So the competition was again really tough. It was a flying only comp. So no scale judging. Quite a large crowd gathered to watch most of the best Britain had to offer in the outdoor free flight scale arena do their stuff. And do it they did! Gareth put in a couple of fine-looking flights with his by now slightly battered Eindexer, and club member Bryan Lea eventually got his orange DH Beaver flying beautifully. And last but by no means least, Andy Sephton put in some truly great flights with his O/D rubber powered Wildcat. So PMFC was well represented.

I failed dismally, nothing I did resulted in anything like a flight, let alone a qualification. After three abysmal tries I did what I ought to have done in the first place and put it back in its box. This time I mean it. It's going back in the loft and STAYING there. Enough is enough. At the prize giving (the Howard Credgington trophy) Andy Sephton was 3rd and Gareth just missed a podium place with a fourth.

Sunday evening: to be quite honest, I've sat here for five minutes and I can't recall what I did on Sunday evening. I must have done something, but I'm damned if I can think what it was!*

Monday was a day of rest for me (and a few others too.) I wandered about and sat in the sun and freshening wind with club mates, laughing and giggling like a daft teenager. I'd had a glorious weekend, good flying, good mates, good weather and the very best of times. As I said at the beginning, this is just a personal recollection of the event. I'm not trying to do an in depth report of the club's doings and results, I hope others will fill in my blanks, as it were.

If you weren't there, you should have been. Next year then? Oh, by the way, MICK TAYLOR WON THE BOWDEN TROPHY, having campaigned his Frankenstein since 1984! Fantastic, Mick! Well done and truly well deserved. I came 6th, which under the circumstances was a triumph! And if you want a laugh, just ask Ted who he beat!

*Those who remained sober have sent in reports of raucous singing and an obscene teapot impersonation, but sadly I can't put them into print.....Ed

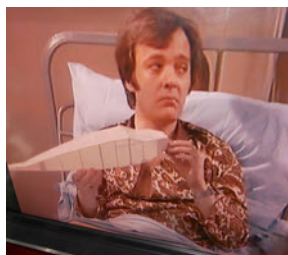
RETRO

Real Aeromodelling makes you H.A.P.P.Y:

In 1981, millions watched as, each week, Norman Binns' rubber powered job came closer to completion. Occupying one of the three beds in the ward overseen by irascible surgeon Richard Wilson, Christopher Strauli's finely-observed character, having failed signally at raffia in Series One, equipped himself with building board and kit (in one early episode he is seen holding a set of instructions which appear to have the circular Mercury logo) and was seen to be assembling fuselage sides in the approved manner.



In this shot, from "Only When I Laugh" Strauli is Norman Binns, with James Bowlam and, urbane to the manner born, Peter Bowles. But should a vintage rubber job appear in camouflage colours?



Episode by episode the model progressed, sprouting spindly undercarriage and a wing with pronounced tip dihedral. But doping in the Day Room? Would any hospital allow that today? And can anyone recognise the design?



FAMILY FUN DAY

It's 1991, and the Peterborough Club have a new initiative: the official programme for that year's Cabbage Patch Nationals proclaimed, in restrained Leverspeak:

"Come and enjoy our 1st Annual Free Flight Festival on Sunday 21st April, 1991.

RUBBER POWERED DURATION: Any Keilcraft, Veron or Vintage Design - maximum wingspan 30" Max (in seconds) to equal wingspan (inches) x 3.

TOWLINE GLIDER: Any K.K., Veron or Vintage design Maximum wingspan 30" 100' line. Max (in seconds) to equal wingspan (inches) x 3.

H.L.G. Any Vintage design eligible. 3 flights x 1 minute max.

RUBBER FLYING SCALE: Any K.K. Or Veron design, Mass Launch Last model to land wins.

JETEX: Any Jetex model eligible. 3 flights x 1 minute max.

CO2. Any Vintage model eligible. 3 flights x 1.30 max.

CONCOURS: Models must fly on the day to be eligible.

AWARDS: Trophy for each category 1st place. Parchment scrolls for 2nd and 3rd."

RED NOSE CHALLENGE FOR COMIC RELIEF

Peakirk village green, Saturday 16th March 2013 at Noon.....Brian Lever reports.

Saturday dawned wet cold and very windy, not ideal conditions to fly a Control Line Competition Model Aircraft of the village green! However, the challenge of 200 laps in just twelve minutes had to be met. I was up early and checked the model, engine, fuel systems, control handle and flying lines for the umpteenth time - all was correct and ready to fly.



Then down to the green to mark out the flying circle. We knew the flying area was quite tight and a centre circle was marked that enabled the model (with very precise flying) to just miss the Chestnut and Cherry trees and also an item of playing equipment. With the wind gusting and very turbulent, this made precise flying a difficult task. Rod Gall and David Fovargue put in the safety stakes and barrier tape and we were ready to fly. My pilot, Steve Turner, flew a test flight at 11.40 and decided that it would be possible to try for the 200 laps.

At 12 noon with a good crowd of supporters and Ejler Johansen on the stopwatch and lap counter, we were off to a first flick start, with the engine turning the propellor at over 16,000 rpm. The model was flying at an airspeed of just under 100 mph and Steve was flying very smoothly in the strong wind.

Our first pit stop came at 46 laps and with the model refuelled and quickly restarted, we were on our way again. At 100 laps we were on target for the 200 laps in twelve minutes. With two further fast pitstops, we passed 200 laps with some time to spare. When Ejler stopped the watch at 12 minutes, we had completed 218 laps - a very fast time.

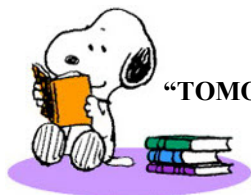
With generous support from so many people we have raised nearly £400 at the time of writing for Comic Relief. My thanks go to everyone involved on what turned out to be an exciting and successful flight against the clock.

Will we try again in future? Who knows?

“Bewildered” of Peterborough has asked for the answers of the Kryptic Klues in the last edition. Here they are:

1) “Pharmacist provides endless comfort for model builder”.....BALSA (think, balsam, without its end.) 2) “Company to reach summit”...SCALE DETAIL. 3) “Late schoolmate adds shape to assembly.”...FORMER (Late = former, schoolmate = former, etc.) 4) “Myopic ringmaster bows to Venus”...CUPID (think Picadilly Circus: Eros = Cupid) 5) “The flesh being weak, posterity comes after junction”...TISSUE. (T-junction; tissue = flesh.) Sorry, lads, promise not to do it again.

Thanks to our many contributors, also PG Wodehouse, Kipling and Keates. Next due mid-September.



Diary

“TOMORROW, TOMORROW AND TOMORROW...”

Inter Club Contests, Barkston Heath
(Open to Gr*nth*m, Morley, Cleemac and PMFC)
Note: 29th June cancelled.

Remaining dates will be, 28th Sept (including Dunster-ville Memorial Bowden) and 26th) October.
See website for up to date details.)

East Anglia Gala, Sculthorpe, June 29th & 30th. Including, among the regular f/f events, E36 (with Ian M. As CD) and, on the Sunday, the Stan Horne Memorial Bowden.

Special New Event: the SAM 35 Octoberfest, Barkston, 12th October. (See SAM Speaks, also our next issue.)

PMFC Club f/f at Ferry Meadows:

July 2nd. Double events, this is also “Picnic in the Park”

August 6th.

Flying Aces, 1st September:
the biggest of all PMFC organised events.

A little pre-prandial exercise is considered befcial for gentlemen of a Certain Age.



Old Warden: 20th & 21st July: and 7th & 8th September.

PMFC Club c/l:(all on Wednesdays, from 3pm.)

PMFC Combat

17th July

PMFC Mini Goodyear,

7th August

Most Loops in 45 sec.

11th Sept.