

PETERBOROUGH MODEL FLYING CLUB



MAGAZINE

April

2014



UNDERCOVER OPERATIONS



FLYING ACES PROGRAMME OF EVENTS
ON PAGE 16

Produced in conjunction with our website
www.peterboroughmfc.org

Yes, I know: there's a disproportionate amount of indoor-related material in this issue. It just happens that, at the time of writing, not much had happened outside. Also, the very welcome availability of the excellent Bushfield site on the southern periphery of Peterborough means a greater emphasis on indoor scale and duration in an environment where weather is not an issue. Real men, as we have said, fly outdoors and the next issue, coming shortly after the Free Flight Nationals, will feature more pictures with blue sky (we hope) than ceilings in them. However, until then, let's enjoy the skills associated with indoor and Scale events and the greater conviviality of getting together in the warm, knowing that a long Summer of breezes, thermals, turbulence and retrieving lies ahead.

Remember, it is now Editorial policy not to have deadline dates, but to print as soon as I have material for 24 pages. To make this magazine suit your preferences, please send in your stories and photos. Very few contributions are rejected, and everyone is treated with the same degree of courtesy and respect. (It says here!)

editor@peterboroughmfc.org

CORRECTION: The access arrangements for Barkston Heath that appear on page 18 are no longer valid. The page was printed before the news of its closure: see page 17 for more.....



CORRESPONDENCE:

Isn't the Internet wonderful?

Hip Pocket Aeronautics is an American website and each day I have a browse through unread posts looking for anything of interest. Recently I spotted a request for a copy of the Guillows Cessna Bird Dog plan. I built this model a couple of years ago so I scanned the plan and sent it off to biggles0106 (his nick name) in America. In subsequent e-mails he told me his real name was Mike Wissing and he was in the USAF. It turned out that he was no lowly erk either but nothing less than Captain Mike Wissing Commander of the High Desert Civil Air Patrol Squadron based at Bend (name of town) Oregon. He had a Vietnam veteran join his team and wanted the Bird Dog plan so that he could build the model and paint it in the Forward Air Control colours as flown by his colleague in Vietnam. Wow!

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.....Bryan Lea

COMMITTEE:

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R/C Sec	Dave Shipton
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Front cover: Scale night at Peakirk, with guess who holding forth....

PAGE THREE MODEL



THE IAN MIDDLEMISS '39 LANZO

Ian's current rubber fetish shows no sign of abating. Not only is he testing and stretching rubber to oblivion for "Catties", he is also building P20's by the score. Now for Middlemiss the Vintage Flyer!

"The wood took ten days to out but sort out but getting a half decent moulded prop took 4 weeks...I had not done this before.

Many false starts...never carve a prop if you do not want to shed blood..

Eventually found a method in a 65 Aeromodeller Annual by MJW...used 2 off 3/32 light blades sandwiched between glass cloth/epoxy.

Many coats of 50/50 then tissue and more 50/50/

Nose block is ball raced for radial and thrust loads.

To be flown on 16 strands of 3/16 using a Leytool converted drill from the 1950's.

This will be sport only, no intention of going up against Phil Ball.

The original did not have a d/t but I will not fly this without.

The mechanical d/t timer does look a bit incongruous...but tough."



Kryptic Klue: "Nautical beverage at nine o'clock." (4)
(Answer...somewhere on page 14)

Can he be serious?

Bert Whitehead's

RUBBER POWERED CONTROL LINE project.



Encouraged by Brian Lever (SAM Speaks 2/14) in one of his rare moments of irresponsibility, Bert has been beavering away at “Die Fledermaus.”
“A concept for a Rubber Powered C/L Competition.”

He says:

Ayup, John. Please accept my apologies for last Sunday's mad half hour trying to explain what I'm up to with my rubber powered control liner. Maybe another time, far from the madding crowd.

I've now received my SAM 35 and it seems that certain details I've got wrong. The challenge is for timed duration not the number of laps. Anything with rubber power and RoG is okay, on 25' lines. That's it.

The first one I made (see above) came out at about 190 grammes with 40 grammes of rubber and staggered round at knee height for six laps. That was completely the wrong approach as I made it heavy because I thought it needed strength for crashes. It has a 12" plastic KK prop up front and big, fat wheels. It's now doomed for a dreaded electric motor mod by the lads.

Being mainly a rubber f/f flyer I now have amassed 6 lbs of old rubber not much good for comps but ok for such as this.



Bernie, holding MkII, explains how it should be done. At length. BVW referees.



Twenty minutes later, and he's still at it.
“But don't you see, if $(x/n+v)=\{6x$
cg.plus 5%\}...” Alas, Poor Bert!

New model: 25" fus length, 24" tapered wing at 120 sq ins. And hopefully around ¾ gramme per square inch loading (a little higher than mini vintage.) So it should come out at 90 grammes with 20 grammes of rubber. More rubber equals more duration. To tame the large dollops of rubber needs a big prop (used to be gears.) A big prop is not very practical in this case so I used a four bladed prop with increased pitch. (That's two Peck Polymer blades cut down to eight inches.) A bit heavy, I was going to use eight inch props bent to increase pitch to around 2 to 1 pitch/diameter. Built up construction and tissue. Bell crank mounted on top of fuselage and wing on top of that. Flat bottomed wing clear of junk so can easily be changed for experimentation and breakages.

Is anyone out there going to challenge me??



But there's more.....

Shortly after, Bert wrote in again:
"Been up the farm at Ancaster today to fly Die Fledermaus I. Not good. Ten mph wind a massive struggle. So frustrated with it I finally took it off the lines, put a double motor in it and sent it up vertically twice for some impressive free flight stunts until breaking the prop. I'm finding it a very difficult exercise and can only list stuff that's wrong with it.

The four bladed prop is useless at such low power applications. 25' lines are too much, the slightest wind rendering the model uncontrollable. 20' was more suitable on the first model, which managed six laps.

I will make a Die Fledermaus II but it will be more of a Cloud Tramp type construction.

The whole idea has me baffled and I'm finding it an impossible exercise. I wonder if anyone else knows how to do it? *(As for the rest of us, we're gonna hold on, eager to find out what happened next.)*

On the subject of Control Line , if indeed that's what this page was about, our highly-skilled Ringmaster Mick Taylor proudly reports another success from 2012.

In the CLAPA Vintage League he came first once (the Barton Bash) and second twice (CLAPA Champs and the Nats.)

Shows what you can do if...etc..etc.

INDOOR NEWS Bushfield



Dave Shipton's Aero-graphics Eastbourne: there's a reward for whoever can find the lost cowl.

For the pale brown finish, wipe over with Tea bag, then watershrink, then 50/50 dope.

Conversely, "Lock up your shrinking dope." (Gareth.) My search for advice for my Luton project meets with a bewildering variety of advice!



Left: Joe Rabicano, with BMFA Frog. How can it fly with a chord of about 1"? But it does, and very well, too.

Marc Ashby, devoting more time to preparing his outdoor scale models, advises Lightweight Esaki, grain direction to follow the length of the surface, adhered with wallpaper border paste straight from the tube. Then spray with meths, with little water added (meths "waters down the water," then use 50% thinned non-shrink dope, or "Low shrink" from Flitehook.

Chairman Bernie, who runs the duration events at Bushfield, reports that the best times recorded this Winter were:

Gymnie Cricket 9 gramme.....100 seconds (David Leech)

Bostonian 65 seconds.....(Peter Adams)

So there are the times to trim for for the next indoor season.



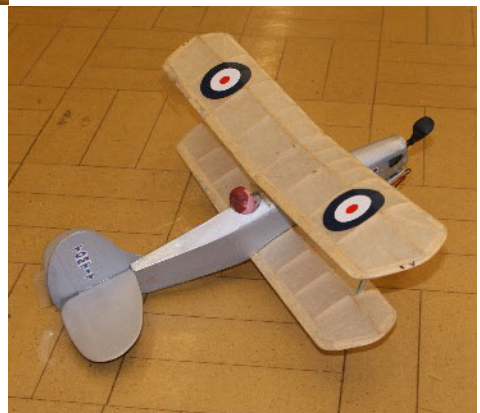
Russ Lister's Sopwith Tripe: an outstanding model, quite familiar with indoor regulars but well worthy of a couple of pictures. From an early laser-cut DPC kit won at a Flying Aces raffle. NOW will you buy a ticket?

See how well the Gasparin GM 63 is integrated into the rotary engine.



Left visitor and potential future member Harvey Newton, with John Thornburn's Tomtit.

Another Veron Tomtit, by Graham Gostick. Single cell Atomic Workshop motor, slightly lengthened nose to get the CG where Graham wants it to be. Struts are drinking straws, as original ones were too rigid and prone to breaking.



MULTUM IN PARVO

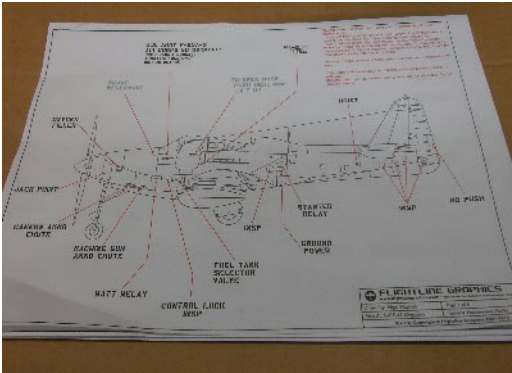
Excellence in miniature, at Andy Sephton's Bushfield Day.

Intended primarily as a final practice arena, prior to subjecting finely-honed building and trimming talents to the judgement of our peers, Sunday 30th March provided time, space and good company for unhurried flight, both free flight and radio control.

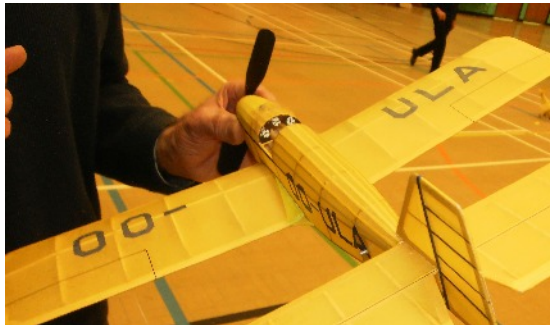


Exceptional: Peter Iliffe's P63 King Cobra.

Covered in lightweight Esaki, moistened on a damp kitchen roll, fixed with 50/50 water/PVA, then non-shrinking dope at 70/30. Tamiya acrylic, thinned, airbrushed. All panel lines were masked and sprayed! (It took 2 ½ hours just to mask the canopy.) Has flown outdoors sans u/c. Main u/c legs are torsion sprung. Peter painted his own national markings but The remaining graphics are by Nigel Wagstaff at www.flightlinegraphics.com. Peter used Tamiya matt varnish to remove the gloss. Good pilot, too.



The Brian Lever Fairey Junior. (Brian's animated description, delivered at our Scale evening, of his F/F Nats adventures were a highlight of that event, delivered with some remarkably unLeverlike language, thus proving that even Septuagenarians can get quite excited!)



CLUB CONTROL LINE EVENTS FOR 2014

.....Dave Clark

Control line activity begins at the Thorpe Meadow site on Wednesday 2nd April at 2pm and continues on subsequent Mondays and Wednesdays until Monday 28th September.

Special event dates: (all Wednesdays.)

2nd April	“Come and fly Control Line.”	2pm to 6.30
21 st May	½ A Combat	2pm to 7pm
11 th June	Taster Stunt (CD Mick Taylor)	2pm to 8pm.
9 th July	Mini Goodyear Team Race	2pm to 8pm.
13 th August	Trainer Trophy	2pm to 8pm.

These events to PMFC rules are for newcomers to control line flying as well as those with a little more experience: just come to have an enjoyable afternoon or just to watch. Time keepers and helpers welcome.

Also, there will be the Keil Kraft “Champ” Challenge to be run throughout the season:

CHAMP CHALLENGE RULES:

Two classes, 1.0 c.c. Diesel or glow engines (plain bearing) and 1.5 c.c. Diesel or glow, plain bearing.

Line lengths: centre of handle to centre line of model

30' (9.145m) for 1.0 c.c.

42.5' (12.95m) for 1.5 c.c.

Both classes: 10 c.c. Fuel tank. Minimum prop diameter, 6 3/4”

CHALLENGE 1 is at any of the Monday or Wednesday c/l flying afternoons with a time keeper to record your model over 10 laps during any flight, recorded in seconds. Then carry out adjustments and try to improve in subsequent flights.

CHALLENGE 2 using a crewman, time keeper and lap counter, record your time over 100 laps: (the pilot should start model or hold it during starting). Timing to start at launch of model to completion of 100 laps, flown approx 10' above ground.

CHALLENGE 3: hopefully, with a lot of practice and testing with the collected score cards I should be able to work out a handicap, enabling an afternoon of two up or three up team racing...

ON THE AIR

The Radio Control page....by Dave Shipton.



Although PMFC is predominately a free flight club, we do have members interested in Radio Controlled models, and this year it falls upon me to look after these interests. To do this I need to know the expectations of club members, eg, what type of models are you flying? What would you like in the way of competitions etc. Are your interests in scale vintage, indoor or just spectating. Whatever your interests please drop me an e-mail to daveship@talktalk.net and tell me your thoughts.

This year we will be running the 36" glider competition for rudder only control, as detailed on the next page. Suitable models include the Frog Diana and Petrel, Mercury Magpie and Gnome or the Keil Kraft Conquest which all convert to lightweight easily, or you can design your own.

Radio Control has many advantages down at Ferry, the older ones amongst us don't have to cover so much distance to recover our models, and of course we will spend less time retrieving models from the lake. Radio models obviously have weight and size limitations at Ferry, however, there are many types that can be flown safely without jeopardising our privilege of using the venue. That said, we can use other sites to fly larger models, which indeed we already do. We also have a small group in the club that are interested in DLG's (Discus Launch Gliders) mainly in the Mosquito (1mtr.) Class and the F3K (1.5mtr.) Class. Anyone wanting more info please feel free to drop me an e-mail.

Later in the year I hope to have a model equipped with dual RC that can be flown by club members who would like to give it a try. Finally, if you would like to send me photos of your R/C models it will give us some talking points for the future



*Strictly not for Ferry!
"Majestic Major" an
enlarged Junior 60.
But even with two-
piece wing, how to
store it? Current an-
swer is, in a ward-
robe in the garage.
That's OK, but I now
have a kit for a
Falcon!..JMA*

NEW! Single Channel 36" Glider Comp for Ferry

By our new R/C Secretary, Dave Shipton

Models may be to any design, plan, kit or own design, with a 36" span maximum: wing must be built up construction, no foam* or solid materials.

Radio to be single channel, single surface, 2.4ghz or 35 mhz only. 35 mhz users must ensure frequency is clear before switching on Tx.

All timing must be done by another club member who will also act as lookout for the pilot.

The competition will consist of three elements each to count in its own right towards a trophy throughout the year. All three elements will be counted together for an overall winner at the end of the season.

The first element will be a Bowden-type event, and will consist of a flight of 30 seconds timed from line release to touch down in a target area of three metres diameter. Points will be awarded, 5 for the model in the inner circle, 3 for the next circle out and 1 point for the outer circle. Model must be completely inside circle to count. 30 points awarded for a 30 second flight and a deduction of 1 point per second above or below the time. Six flights allowed, best two to count.

Second element will be a timed thermal event on a best of the day basis, a maximum of six flights, to be called before launch, best one to count. Longest time of the day scores 15 points. 2nd, 10, 3rd scores 5.

Third element will be a novelty event to be called on the day and will have one score of 20 points. There could be more than one winner for this event.

My Frog Petrel with Spectrum 2ch (rudder/elevator) flies well with rudder only with the elevator servo disconnected.



*Yeeee! (Ed.)

SCALE SHOW AND TELL

Peakirk, Spring Equinox

Following upon the success of the Control Line evening last year, 25 members attended its Scale counterpart in a convivial Friday clubnight to mark (almost) the end of the series of winter Peakirk meetings. Models on show were mostly free flight, as expected, both indoor and outdoor, but with a sprinkling of control line, and a few radio control. This variety reflected the balance of interests within PMFC in the Scale arena.



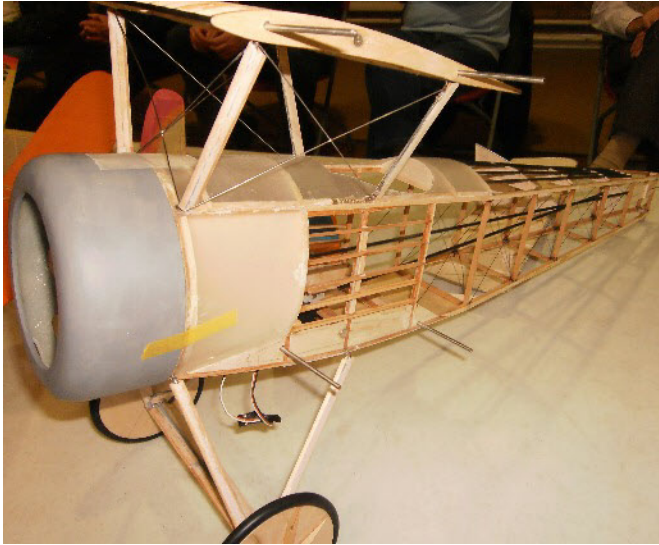
Marc Ashby removes the nose of his Guardian in an attempt to remember whether he is building it for electric or rubber. The answer is, rubber. Got bored doing so many stringers, is currently working on a four-bladed prop. It's a Dave Platt design.



Left: Dave Clark's APS control line "PfaltSEpfighter" (you can make it as a Pfaltz or as an SE5), now over 30 years old. Saw service in three-up combat in displays, with an E.D. Racer up front. Could loop, just.

Stan Spencer brought along a number of peanut models, including this 38 year old Nasmith Cougar. Also had an attractive, printed display chart: good idea.





Gareth Tilston's 1/8th Sopwith Pup: "The longer it takes me, the more I enjoy it." Although described as a "test piece" this Superscale job is destined for the Nats. It follows full scale construction, necessary at this level since so much of it is evident. Cowling is Epoxy and glass on a mould "and lots of swearing." Decking features carbon

fibre stringers "for a sharp outline." Tailplane has a scale type ally tube surround, wing L.E. is 1/8" carbon fibre tube. Spars are also carbon, "very rigid even prior to covering." Sheeting around the nose is Epoxy glass sheet (Pro Skin) from Mick Reeves. Undercarriage features working torsion bar. Will it be diesel or electric? Gareth has a 1.3 Mills, but finds it "very tempting to use electric."

Ian Middlemiss is clearly one of those people who will try anything once: we are expecting him to begin Morris Dancing shortly. Following upon "I Don't do rubber," we now have "I don't do scale." Hence this Aerographics Mew Gull.

Some complications were caused by anomalies on the plan concerning the forward decking, but a pleasant model has resulted. Enough to endear the design to several of those present. However, the outcome? "I will never build another Scale model!" Note that, folks, and believe it at your peril.





Martin Skinner's Luton. Minor. Despite grumbles from modellers elsewhere, it flies well as did the Editor's. Motor is a ZA 92 (0.92 c.c.) Dated 1962, also known as the ZA Griffon. Chosen because of its price: just 42/-

Graham Gostick's Fokker DVII. From Herr Engineering kit, but weak balsa u/c and struts replaced by carbon fibre. (Graham has also refurbished the ex-Dunsterville Eastbourne, bought at the last auction.)



Brian Waterland's Mustang, 3rd in rubber scale at the August Nats, but thereby (as always with BVW) hangs a tale. It flew, others didn't. It's 150% KK Scale, built in tandem with BL's similar version. Port wing damage is legacy of a van strike. The model had also won the Howard Credgington Trophy at the F/f Nats.



Just as a footnote, and to show how broad minded we can be, here's BL's foamie Ares Taylorcraft, £62 from SMC. Wouldn't be seen dead.....

GOOD FRIDAY AT FERRY



With the Northern Gala taking place simultaneously at North Luffenham, an entry fee of £4 (after ten am,) and a wind of 14mph predicted on www.xcweather.co.uk, there was a disappointingly small turnout for this annual start to the outdoor season. So much so, that we were forced once again to watch the irrepressible Ted Szklaruk repeatedly flying his notorious Bugaboo, powered with a cutting-edge KP02. An exceptionally reliable model.

Conversation at the event naturally centred around the current pressure on flying sites and the pressing need to look after those we still have. In particular, usage of Lodge Farm may well be on the increase, and those who visit the site are reminded to drive slowly on the access road and to be generous with their donations upon arrival. Our Committee will doubtless be meeting soon to consider a variety of issues related to membership and sites. If you have thoughts, prepare to air them now.

MEMO: Looking for a good read? Try Neville Schute's "Trustee from the Toolroom." It's all about the community of engineers and model builders.

Peterborough Flying Aces Nationals, Sunday 31st August 2014 at Ferry Meadows, Nene Park, Peterborough, PE2 5UU .

NOTE! All scale models, except Masefield entries, are judged for accuracy, workmanship and flight. Please bring the plan or, if scratch built, the 3 view.

Open Rubber Scale- Masefield Rules ie **NO FLIGHT JUDGING**, just duration plus bonuses. Take model to control for bonus allocation.

Open CO2/Electric Scale "Stand off" scale judged against plan/ three view plus judged flight profile of launch/flight/landing. Any CO2 motor/tank permitted.

Kit Scale ANY rubber powered kit model up to 36"span. Model judged against kit plan plus judged flight profile.

Jetex/Rapier Authentic Scale Judged against model plan/three view and judged flight profile.

Jetex/Rapier Profile Scale Judged against model plan/three view and judged flight.

P-20 20"span and length. Max 8" plastic prop, 6 gram motors (may be external)

Cloud Tramp 5 flights NO MAX. (best and worst times discarded, and the remaining 3 times totalled. Note! If fewer than 5 flights logged the best and worst are still discarded.

Jetex/Rapier Duration Just as it says!

Frog "Senior" Rubber Duration (for plan go to <http://www.houseoffrog.co.uk/> or contact PMFC- See below

Catapult Glider Catapult, max 2 grams rubber on a 6" max handle. (This equates to 140mm of 3/16" in a single loop.) Any model permitted.

Duration Rubber Ratio: NO MAX. Any rubber powered model with wing span 16"-25" (tip to tip). Flight score is total time in secs (from 3 flights) divided by span in inches.

Table Top Precision Precision flight time event for Rubber models. Models must Rise off Table.

Electric Precision Precision flight time contest for any electric powered model. (Target times posted on the day at control.)

36 inch Hi-Start Glider; Any glider up to 36"span launched by the supplied "Hi start" bungee. **NEW!** Also includes prize for the best performance of a **SCALE glider** (proof of scale required)

Flying Swarm Mass launch for any non electric model is eligible for one of the day's competitions. Last model down is the winner.

Concours For the most impressive model flown on the day.

Young Flying Aces Any entrant less than 18 years old on 31/08/14 will be awarded a 25% bonus in all non scale events except "Flying Swarm"

NEW! World War One Tribute event: From 2014 to 2018 we will award a prize for the best scoring model of a **WW1 combat aircraft** flown in any of the scale competitions.

Awards: Wine for 1st, Scrolls for 1st, 2nd and 3rd.

Please Note: this is a Free Flight event: strictly no Radio Control or i/c..

Proof of Insurance required for all flyers.

Revel in the special atmosphere created at this unique event.

Parking free before 10.00 am. Toilets, café, and Park Visitors Centre.

For more details of events visit the Peterborough MFC Website at

www.peterboroughmfc.org OR contact Brian Waterland on 01778 343722

Or Bernie Nichols on 01780 755944



DREAMS DO COME TRUE

Joe Rabicano, Indoor Nats, (report next issue.) Bryan Lea photo.

BARKSTON HEATH CLOSED!

The one piece of news that Aeromodellers all across the country hoped they would never see, has come about.

From the Chairman of Grantham, Mervyn Selley, we learn that the commander of RAF Cranwell has restricted the use of the field to all casual users, but making it clear that this was due to no fault of the model flying community. (This was later contradicted by a comment passed on to us that the “final straw” was tools apparently left on the runway by a modeller.) Reasons given were: increased use in training future frontline pilots; an obligation to make runways available to the station gliding club whilst its hangar is out of use, and constraints on personnel for ensuring security. Only the May and August Nationals are safe (for this year.)

Ominously, Grantham & D MAC has had its licence fee refunded.

This must be devastating news for our friends in the Grantham Club, but also for hundreds of modellers across the country, some of whom will have invested time, money and skills in preparing models specifically for use on that field.

Ken Norton, whose popular inter club comps are likely to be wiped out at a stroke, said “The BMFA are fighting our corner and we can only hope...but what do I do with 50 or 60 models that I’ve got, all made for flying on Barkston?”

G&DMAS held an EGM on the 16th, but we are told that little information was available.

At the time of writing, (17th April) the situation looks grim, but meetings are taking place. Does the RAF still wish to sponsor “Airmindedness” as it once did?

TOP TIP: A REELY USEFUL IDEA



(Information from Bert Whitehead and Joe Rabicano)

Take a piece of yellow ribbon (any old oak tree will do) and separate out one single strand. Then, with a pin, strip down that strand until it unravels into a very thin, light, strong thread. As Bert has demonstrated, you can then bind it 100000 times around any wire/balsa joint, seal with ca and you have a permanent, strong and very light joint.

The next trick is to acquire one of these spool holders (used in fishing, when tying flies) to use as a reel, with the thread protruding through the hollow tube. A touch of tape to prevent the end pulling out and the device can be left in the model box on standby. Your man for anything fishing is, of course, Martin McHugh, or that invaluable polymath, Dave Shipton.

My version, with slightly boded bobbin, is used for Kevlar thread: ideal for larger wire/spruce joints, binding carbon spars and sewing shirt buttons *on for ever*.



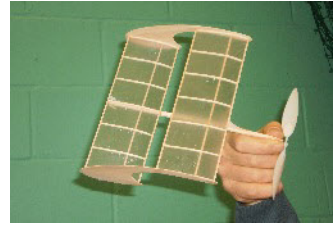
Oddments:

From BVW: John, I recently needed some nylon bolts and bought 10 off M6 X 40 hex head machine screws complete with domed nuts for £1.60! The source? **Sterling Bolt and Nut, 25 Royce Road, Carr Road Ind. Est.** P'boro PE1 5YB...very friendly & helpful staff...recommended!

Barkston Access: Currently, instructions are to use crash gate 3. That's the one between the farm and the burnt fuselage. Drive past the airfield, hairpin left on lane so as to approach from the North. Gate will be manned during competitions.



Old stagers Bernie and BVW, abetted by Brian Lever, entertain and educate the younger generation at Brewster Avenue Infants



They demonstrated a hot air balloon, which contrived to descend right over Bernie's head, electric scale, and even the curious object shown above. The delighted outcome was summed up in letters of thanks from pupils and twitters of appreciation from the teachers

COMING TO COSFORD?

PMFC/ U3A PLANE DAFT (Aviation) Group Visit to RAF museum, Cosford, Tuesday 24 June 2014.

This is an all day trip leaving Thorpe Meadows car park at 8.00am. All day parking is free, but don't use the hotel car park! Price £14 per head . It's a 53 seater, so you can bring friends. If you have not yet registered your interest, please contact David Clark as soon as possible with payment for tickets by Saturday 7th June.

There is no admission fee to the Museum, food is available (sample: two-course lunch £8.25.)

Depart Cosford between 4.00 and 5.00pm, comfort breaks on both outward and return journeys.

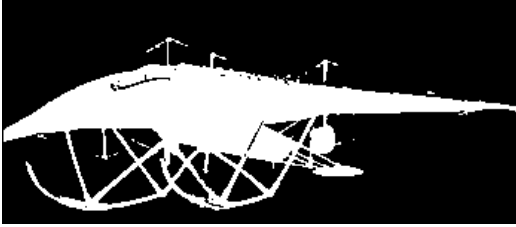
(David can be contacted on 01733 234228 or dandec Clark@googlemail.com)

CORRESPONDENCE:

I was lucky enough to spend some time with Pat Reid - author of the Colditz Story. Amazing chap, like them all. I remember him saying that the glider (featured in our last issue, Ed.) Was a device to keep minds occupied and not actually to use. In fact I think it would have worked because not that long ago a replica was built and flown I think at Duxford. So far as I am aware, it is now at the Flixton Aviation museum.

David Parker

BRIAN'S LATEST WEISS...



Weiss Gliders:

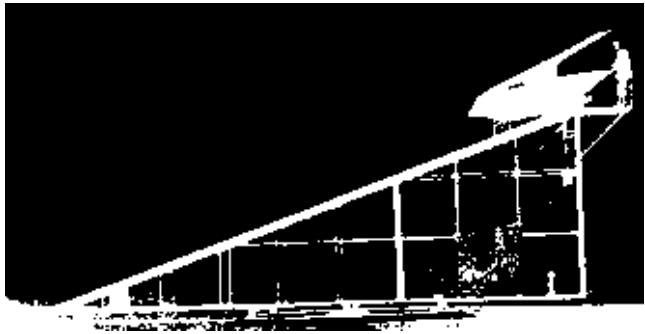
On a recent visit to the Science Museum I was intrigued by a photo of a certain Mr Jose Weiss flying a model tailless glider in 1906.

I investigated further and

found that he was a Frenchman living in England. He was an artist and engineer who, after much testing with models between 1902 and 1907 built a full size tailless glider called "Olive" in 1908/09. This was a small (26 ft span) single seater with lift struts, a central skid and retractable wheels (!)

The patented wing had a curved, swept back, leading edge and a thick section inboard tapering towards a thin flexible section at the tips. The wing incidence changed from positive inboard to negative outboard (he invented washout? BVW.) Control was by "righting planes" - small flaps on each inboard (?) trailing edge which served as both elevators and ailerons. It was reported that the plane was crudely made largely from bamboo referred to as "Tonkin Cane." However, it was flown successfully by Gordon England, Graham Wood, Gerald Leake and others. Weiss collaborated with Handley Page who built several of his early machines with Weiss type wings.

Weiss went on to make a pedal powered mono-plane which was launched from the top of a 15' high ramp with a 45° base! "It is doubtful if sustained flight was achieved."



Older members of PMFC will recall the two manned aeroplanes the club members built. Bravely flown by Steve Turner and Mark Jarrett they were launched from scaffold towers erected on the Peterborough Embankment. Alas, PMFC's full size planes did not "achieve sustained flight" either!

Weiss's work foreshadowed that of Lippisch and the Horten Brothers but by 1910 other builders had perfected workable powered aircraft and he seems to have given u experimenting.

(For more info, Google Jose Weiss Littlehampton Fort."BVW)

THINGS I HATE

Pilots in models...(Yes, that's right.)

We were in the Remove at the time. The Art master had just held up "Boggsy"* Butler's landscape for general approval. Then as the bell went for Tuck, the boy doodled a cartoon frog in the corner of his painting and strolled nonchalantly away.

So what is it that is noticed first? Same with pilots. A scale model may be constructed with painstaking regard for fidelity, but unless the pilot is just as lifelike, it demeans the whole effort. And realistic pilots cost a bomb.

If there must be a pilot, surely its accuracy must be as detailed, or more so, than the rest of the model. The cockpit is a focal point attracting the viewers' attention: an unrealistic occupant cheapens the whole effort. Better none.

...by Luton (minor.)

PLANES OVER US

Have you ever looked up to see a civil aircraft flying over and wondered where it was going to, where it had taken off from or even what the aircraft was (they all look alike, don't they?)

If you Google "flightradar24.com" you get a map of Western Europe with a lot of tiny aeroplanes superimposed. Click on any one and it will tell you the aircraft, the airline, its flight number, its height and speed, where it is going and from where it took off. (Scroll the map using "click and Drag.")

Alas the military authorities do not include their flights so you will never know whether that noisy beggar practising over your house is RAF or USAF.

.....Brian Waterland.

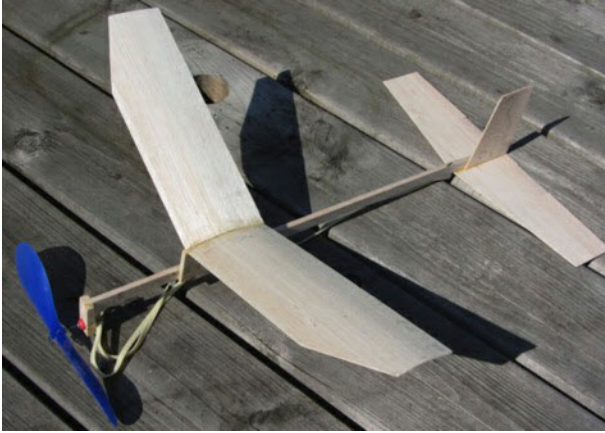
Trains 4U

Regarding our desire to seek out sources of our modelling needs, I discovered that "Trains 4U" at Fengate have not gone out of business - just moved next door!

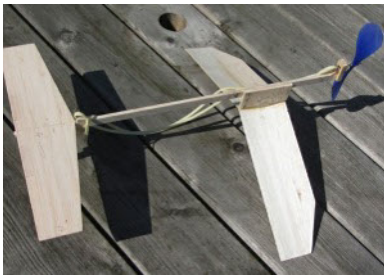
They sell balsa, glues, metal and plastic tubing, paints and Expo tools. They are to be found at David's Square, Fengate, PE1 5QA (opposite corner to Screwfix) . Tel 10733 895989.....BVW

**"Boy, your new crewcut makes you look like an upturned bogbrush"
Those were the days. (Sigh).*

LONG JOHN



“A well thought out, efficient model that does its job exceptionally well.”



Bernie says, “ We got permission from the designer, Andy Sephton, to publish the plan and back up blurb, which has all the relevant points. Takes a couple of hours. Build it to the plan! If you don’t you will incur the wrath of the designer WHICH WILL BE FORMIDABLE! Though I did get away with cutting a slot in the “nose block” (see above) to allow me to try different props.(Mine prefers the Ikara.) Use the lightest, stiffest wood in your stash. The model is designed to be under powered for most of its flight pattern, so a motor run of 60 seconds is required (and achievable.) It’s designed to fly at Ferry, so the glide is rather steep. Obtain the drawings from me: the one mistake on the plan is the thickness of the pylon, it is 3/16” not 3/8”. Andy didn’t use any finish on his model, he didn’t think it necessary. I used a coat of well thinned dope just to give it a measure of waterproofing.

Long John will do 60 seconds easily at Ferry, so three maxes in the club P20 comp is easily achievable.

Now there are some who say that taking on P20’s with one’s rubber motor exposed to view rather than shrouded in an aesthetic, rolled fuselage is the province of Philistines, cads and bounders, and not proper form. So? Let’s Just Do It! (Ed)

CORRESPONDENCE:

Ayup, John,

(Oh, it's you again, Bert.)

Been flying Ferry 500 recently. (Ian Middlemiss's 20" electric plane developed for use at Ferry.) It flies very well and is entirely suited for the job he designed it for. It has a spectacular climb and is pretty well unique to anything else usually flown there. When I built the model, as usual I produced the plan. This is drawn up on A4 and contains all the info to build the model. I've approached Ian and asked if it's OK that I've drawn up his model to give out having acknowledged that it is his design with a few mods. He's happy with that. Four models have already been made, and produce a lot of interest.

I can't send a plan electronically but can send one by post. I do think this model would be a step forward for the club.

Thanks for all the hard work you are doing for the club.

.....Bert Whitehead.

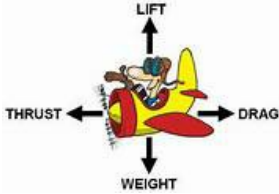
With regard to the above, "Ferry 500" (or "E20") is a major new initiative. We hope to be able to report more fully in our next edition.....Ed.



The Good Ol' Boys are in town! Once Bert "Weedon" Whitehead has finished building his acoustic guitar, we'll have a trio for the next end of year party!

Extra points to Bert for his snippet from Gray's Elegy. But this has been the Country and Western edition. Did you note Tammy Wynette (2) and Dolly Parton?(1) Oh, and Liz, the missing Kipling is in here somewhere. Thanks to all contributors...next one after the Nats. And more blue sky pictures: promise!

Diary



N.B. Please refer to the Club Calendar on the website for more detailed, and more up to date information.

Old Warden: May 3-4
July 19-20
Sept 27-28

Barkston: Free Flight Nats (24-26 May) and C/L Nats, with f/f scale, (August 23-25) ONLY: keep off Barkston until further notice. (See page 17)

Control Line: at Thorpe Meadow every Monday and Wednesday afternoon for six months from April 4th. (Bernie has offered to set up an e-mail group for contact.)

FOR CLUB C/L EVENTS, see p. 9

Please Note: Although we have exclusive use of the Thorpe Meadow site for c/l flying, it must be understood that the site is not, and cannot be, properly mown for RoG launches, and also that it is, to a degree, noise sensitive, so racing engines without silencing, for example, would not be appropriate.

Free Flight at Ferry Meadows every Tuesday and Friday afternoon...all the year round.

Club contest dates from 2pm to dark, are:

May 6th (reserve, May 9th)

June 3th (6th)

July 1st (4th)

August 5th (8th)

Our own event, Flying Aces: Sunday 31st August. (See page 16)