

PETERBOROUGH MODEL FLYING CLUB



MAGAZINE

June

2014

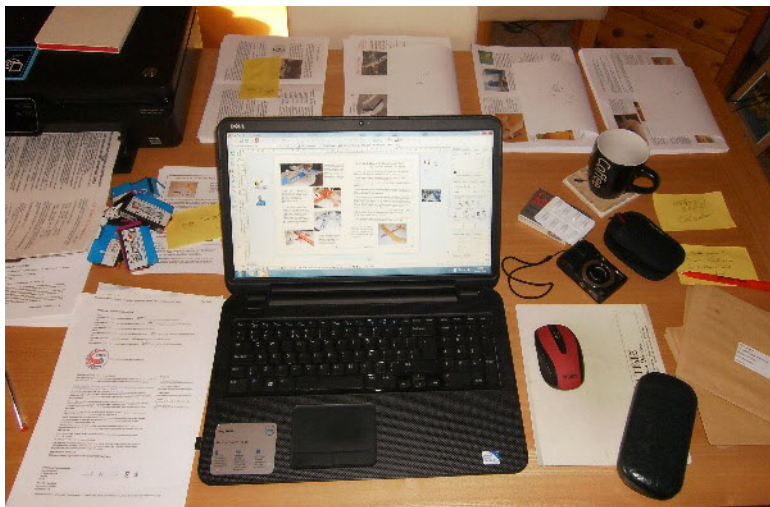


MAKING THE BEST



OLD WARDEN
INDOOR NATS
THE BOWDEN
...It's all in here!

Produced in conjunction with our website
www.peterboroughmfc.org



The Editorial Offices of your club magazine...on a good day. (Note essential coffee and headache tablets. Also, skulking in the corner, my sworn enemy the printer.)

It's very gratifying to receive so many offerings for the magazine: consequently this issue is completed sooner than expected. If you feel that this is a worthy organ for your experiences and views, please keep the e-mails and letters coming. It will help to ensure a better spread of coverage: your Editor can't be everywhere and does not hear of all that is taking place. So, no complaints, please, that something important is omitted: just see that I get it!

Editor@peterboroughmfc.org

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On Monday it's C/L. On Tuesday it's F/F at Ferry. Wednesday is C/L. (Thursday is a day off!) Friday it's Ferry again. Then there's the weekend: Old Warden, Barton, Sculthorpe, North Luffenham? Not to mention the secret little enclaves that many of us use for trimming, or R/C.

The trouble with this embarrassment of riches is that our active membership can be too thinly spread. With, for instance, flying at Ferry available from 2pm to dark, it is possible to turn up, fly and go home without meeting others who arrive later in the day.

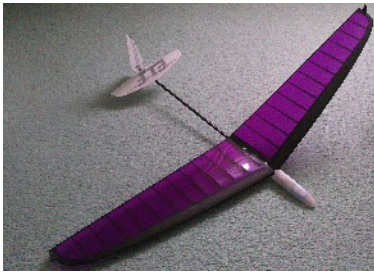
Clearly, one thing that we do not want to do is shorten the available times. Perhaps the answer, in this world of modern communications, is for the separate disciplines (which overlap considerably) to set up e-mail or telephone links to round up posess whenever conditions are favourable . This may be worth debating.....

PAGE THREE MODELS

The Dervish Gliders of Mr. Shipton.



In the last Magazine I mentioned R/C DLG's so I thought that it might be a good time to talk a bit more on the subject. We have a growing group in the club who are enjoying this form of flying, some newbies like me and the experts like our webmaster Tony who



Hyperflight Elf: cost of model £125, radio extra.



Also in this category is the Daily (above) from Horizon Hobby good value at around £60 and this includes servos, nicely made from balsa and carbon reinforcing. This one pictured is Ian Middlemiss' old model which he modified to lighten the rear end and fitted pull string controls for both rudder and elevator. The Daily flies well at around 90% of the Elf's performance in still air. A good model to get started with and to keep costs down.

enjoys regular competition. OK! So if you would like to have a go how do you get started, how much is it going to cost, and what gear do you need? I will endeavour to give a brief outline to whet your appetite, and then if you're interested please feel free to contact me and I will try to help, or at least find someone who can.

Let's start at the end of the range most suitable for flying at Ferry, the Mosquito class at 1mtr wingspan, typically in the 90 - 150gm bracket. The Hyperflight Elf is probably the most popular, an absolute masterpiece of manufacturing in lightweight materials, with an all up weight of only 95 grams. It requires 2ch R/C on ruder and elevator and can be flown on a basic radio. However, for best performance, a computer R/C system will give preset elevator positions for launch, cruise and thermal. With basic R/C you will need to launch with a few clicks of down trim, then re-trim at the top. Launching in normal glide mode will give you one huge loop instead of the required steep climb to height, trust me, I know, I've done it.



Finally, if you want real control in good thermal conditions consider the Topsy Mini, again from Hyperflight. The Topsy is a full house DLG with aileron control via two servos, giving flatter turns and better control in thermals, together with flaps for slower and more accurate landings. Cost £99, radio extra.

WARNING: DLG's are infectious, once you catch your first thermal you are hooked and when you string two or more together there's no going back.

.....Dave Shipton



Ron Smith, as Bernie demonstrates, declares allegiance to two great clubs, thanks to some elegant stitchwork by the accomplished Rita. We notice, however, that he is a Grantham member when coming towards us, but PMFC only when running from the scene of the crime.

...Bryan Lea photos

Easy one this time: "Sorry lads, we don't serve soldiers here." (5,3) See P 13

ONE DAY IN AEROMODELLING HEAVEN

Old Warden, Saturday, May 3rd.

To begin at the beginning:

Left at nine, with an improving forecast promising almost flat conditions by midday. My usual sustenance for a day's flying would be one pasty and one pint milk. But this was going to be a long day, so that's two pasties and two pints milk, please Mr. Grocer*. Just under 60 miles, according to Gwladys the Stropo Satnav. Spalding is



now something of a lorry hub, so a journey on the new road to Peterborough consists of groups of camions cruising at 55mph. with their trains of patient (or otherwise) acolytes trailing in their wake. Fortunately I had Brian Matthew to share the journey until ten, at least. Hooray for the four-lane A1 (M); smooth cruising at a steady seventy, M'Lud, and no delays.

Had to back up at the gate as I was expecting the usual circumnavigation of the estate prior to entry, but different arrangements today. Nine pounds lighter, I studiously ignored the parking directions and made for the control line end of the field.

All quiet so far. A serene, Spring morning. Hardly a sound. I even remembered to 'phone Sharon to say that I had arrived. (That's a first!) A preliminary stroll along a satisfyingly long line of tents and awnings selling goods: the huge disparity in quality immediately apparent. There is a kind of carboot effect here: some very satisfactory early worms were to be had. One person passed me carrying a very nice full size Scram, bought for £35. "I couldn't re-cover my old one for that," quoth he. Memo to self: arrive earlier next time. Then coffee from the flask while it is still hot.

First conversation of the day was with a passing Andy Brough, a fellow devotee of clunky free flighters. The shortage of flying fields became an inevitable point of discussion, with Andy making reference to his preference of single channel guidance. It gave me an opportunity, however, to take his advice on a little issue with my Super Scorpion. Using a three-cell system and 14" x 7" prop, it has an occasional tendency to throw itself to port when I apply power both in flight and on take-off. This is reminiscent of my earlier experiences with powered gliders which behave like two different aircraft: one a torquey power job, one a sedate glider. It must be a characteristic of large electric motors: a two-stroke would feed in the power a little slower, a four-stroke more so. Andy agreed that my slight reduction in prop span would help, but also recommended a finer pitch. I then offered the suggestion made to me by John Thornburn recently: why am I using "Electric" props? Use a

* "Daddy, what's a grocer?"

Power prop, to lose a little efficiency. (Ho! Ho! IDM will choke on his cocoa when he reads this!) Why, asked Andy, am I using an electric prop on a model designed for a wooden one? So, wooden it will be. It will have the side benefit of making me more careful with my arrivals.

Dave Shipton, who I was to encounter several times during the day appeared, and I showed him some folding propellor blades I have bought for my Balsa Cabin Sonata. They don't fit the alloy hub unless I drill them, is that correct? Yes, says Dave, drill them using the holes in the hub as a jig. So that's another question answered.

With my hands full of pasty (number one) and my mind still on the R/C conversion of my f/f fleet, what should I see among the parked cars but a gentleman with a three channel Black Magic? How to get lines to that high rudder was the issue. It's above the raised tailplane. Andy had said take closed loop lines out of the top of the fuselage ("It doesn't show much, you'll get used to it,") but this may be better if discreetly done : snakes (yes, I know, "Ugh!") Pass through the tailplane on their way to the fin. I think it will work; my BM is two years old and has never flown, so I can imagine that the operation will take place soon.

Gentle wafts of breeze passed across the field; just enough to point out by contrast the calmness of the day.

Now for some shopping, before it gets too crowded. Our friend George has made a very professional looking display at SAM's. How tempting those boxes are! Exercising strict discipline I kept to my shopping list: wheels for the Aerographics Eindexer (a project to take to my Summer caravan) and SAM's lightweight Esaki for the two little Lutons. Elsewhere, a year's supply of Swann Morton blades (later a gentleman was to come up to me with the information that if I "Google" those blades I can get much better value.)

AT PS Aeroproducts, Andrew Boddington was having his ear comprehensively bashed on the subject of electric control line. It looks as if the experimental period is over. I saw a large, elegant stunter containing what appeared to be a four-cell LiPo and large outrunner motor. Clearly, safety etiquette will be important with these powerful electrics being used in a confined space, and flying unaccompanied (if one used a stooge) would not be advisable. Aeromodeller articles are pending, so the subject will get a worthwhile airing. Andrew, quoting very healthy sales figures worldwide and webwide for Aeromodeller, also mentioned that it may soon become a monthly, which would re-establish its status as our primary source of information and communication. Of PMFC, he said, "I sense kindred spirits."

My first visit to the Control Line section introduced me to the Voetsak design, and the Moulton family. Over to Brian Lever, who knows all about it:

"The Voetsak was designed by aeromodelling legend Ron Moulton in 1946 while serving in the RAF in South Africa. Ron informed me that the name in SA means f...off! Or words to that effect. He demonstrated the model in England in 1947-48 and caused a sensation wherever he flew. He is known as the "father of control line flying," as he started off the craze single-handedly with support from the West Essex club of which he was a founder member. I made a TV interview with Ron at the 60 years celebration on the Peterborough Embankment in 2005. This is something well worth watching as he gives some background to his amazing career as an aeromodeller and journalist. He was Group Managing Director of MAP when he retired.



Ron would never have allowed them to do this!

I wrote a three page tribute to Ron in SAM Speaks just after his death and also attended his funeral in which the church was full to overflowing. The whole Moulton family attended his tribute day on this Saturday. His son Jonathan and daughter Dinah both flew and pitted their Voetsak to great effect and even Ron's grandchildren had a fly with help from Jonathan. The motor for the competition is the American Ollhson 60 running on spark and petrol. The running of this engine is a science in itself and although I have one nestling in a box I am not competent to manage all the batteries, wiring and the "black magic" involved in achieving "racing settings."

I was delighted to receive a second place rosette for my (Ron Moulton designed) Rascal from the Moulton family, which then had a busy day on the Sunday flying in both Rascal speed team race. With Julio Isidro as my pilot we were fastest in speed and second in the team race final. That gave us first place overall by 25 points over the Taylor/Waterland team. Ron would have been pleased to see so many of his Rascal designs at Old Warden."



Look closely at the pilot!

John Coleman, sauntering across from the restaurant, reminisced for a while, and we discovered that we had both watched the tethered, diesel-powered racing cars on circular tracks in the 'fifties. He was later to be seen giving out flyers for our upcoming "Flying Aces" event..

It was good also to see Richard Bould, over from New Zealand on business and pleasure. Full of barely-restrained enthusiasm, he is a kind of Antipodean Bernie. Keen to talk, he was also desirous of meeting a number of aeromodelling heroes, so I tried not

to keep him too long. He did mention, however, the amazing collection of flying WW1 replicas in NZ, under the auspices of Peter Jackson, the filmmaker, and which is well worth a “Google.”

Back at the r/c section, with David again. But he had been sold, by some predatory Auntie Wainwright, a fo*m RTF “because it was a bargain.” Et tu, Shippo!

A First WW biplane caught my eye: not too large, that will fit in the car, so let’s find out more. Creeping (with permission) along the other side of the r/c fence, I learned from the owner that it was a Flair “Pupeteer.” Hmm. This would match my building skills but not my ambition. Motor is an S.C 52, such as I use in the Majestic Major, so there was a small problem to be mentioned here. My motor has to be used so near tickover that it tends to cut out in flight. “Use an onboard glow from Just Engines,” was the advice. Dave, leaning on the fence with the offending package dangling from one hand said that he could solve my problem easily with an onboard battery and micro switch. Now, there’s progress. “David, I forgive you!”



Coming in to land after an imperious and stately flight was a blue Majestic Major. I discussed rigging angles with the owner, who also informed me that “Antique Solartex” was not, as I had thought, available in the single “linen” colour but in others too, such as the very attractive blue that I was looking at. Only then did I discover that the gentleman who owned it was Paul Brazier, very welcome new member of PMFC, having joined us to fly at Thorpe Meadow.

Musing over whether the words “gentleman” and “c/l flyer” could be used in the same sentence, I became aware of an animated figure capering in front of me. Ah, it’s because I’m wearing a camera! It turned out to be a Bryan Lea, clutching some pieces of painted wood that looked as if they had suffered a nasty accident. His story will doubtless be different.

I took his photo but left him his soul.



Bryan writes:

Transavia PL-12 Airtruk Ebenezer, by Bryan Lea.

This model came about when we moved from Grantham to Milton Keynes in 2008. We decided to rent a property for six months while we looked for a house to buy. Of course, just about all of my modelling gear was packed away in cardboard boxes at this time but I thought the one thing that I can build is an Ebenezer for the event at Old Warden in May. But what to build? Somewhere at the back of my mind I remembered seeing a picture of this weird aircraft with twin booms and twin tails. I’ve

a feeling it was probably in Jane's All the World's Aircraft but no longer having said book my first port of call was the Internet. Googled "Australian crop duster" and came up with the Transavia PL-12 Airtruk to give it its full title. Looking at Google images I picked a bold red and white chequer colour scheme and a three view drawing to help me with the design of the model.

I wanted to build my Ebenezer as near to the original vision of Bert Striegler so a Cox Pee Wee 0.20 was the power source for a span of 24". The wing is a sheet of 1/8th x 3" balsa, the fuselage from 3/16" balsa, the booms from 3/8" balsa dowel and the tails and stub wing from 1/16" sheet. It would be nice to say it flew straight off the board but although engine runs before Old Warden were OK come the day all it would do was run on prime and no more. Various things were tried but no joy. We moved into our new house in August and after a hectic time re-decorating etc, my thoughts drifted back to the Airtruk. By now I was the owner of a Clan 0.20 diesel so the decision was made to remove the radial engine pod and fit some bearers. Having done this I found out that the Clan would run but would it fly the model? No. It just had no poke. Bemoaning my troubles to my dear late friend Dave Hammond he took pity on me and gave me a Cox Pee Wee with the assurance that "this one will run." More mods to the airframe and so at the model's 3rd Old Warden Ebenezer day in 2010 it finally flew! It climbs and flies in a fairly stable pattern either left or right but left is best of course. The brass shims behind the engine give just the right amount of power turn. The glide, if you can call it that, is typical Ebenezer but there shouldn't be a problem loosing it really. After a couple of "landings" on Barkston's runways ended in a broken wing I made a new wing and covered it with 1/2oz glass fibre cloth. So far this has survived all subsequent arrivals. In the past an Airtruk Ebenezer has won at Old Warden but it wasn't mine, unfortunately. Despite the engine troubles I just love the weird appearance and I am really quite pleased with my Ebenezer Airtruk.

In a further conversation, after Bryan realised that my attempts at building small scale were a perverse response to my inability to do so adequately, he recommended that I purchase an "Optivisor," saying, "You'll wonder how you ever managed without it, and your small model building will come on in leaps and bounds."

Half a pasty later, and it was time for the Free Flight arena. Dave Shipton's experiences with Aeroncas came to mind, and he spoke of the remarkable stability of that tip-dihedralled wing. He should know.



Archive:With my mentor, Richard Staines, Old Warden, sometime in the eighties. Two APS Jodels. When did we last see grass that colour?

On my way to fetch a model to fly, and to finish pasty 2, I passed the ever-active c/l crowd again, where there was a Team Race to watch.



Left: Vain BVW spots the camera, and flashes a quick smile. Julio (above) just gets on with the job.



Scatterbrain? Oh, you mean "Cerebro Confuso." Poor Julio, still suffering physically and mentally from experiencing overnight temperature of zero degrees. Sympathy, sympathy!

Suddenly there appeared Mick Taylor clutching a coloured rosette, with all the enthusiasm of a puppy that had just won first prize at the County Show. (The camera, again.) It was for the Ron Moulton TR Concourse . Well deserved!



MT casts a long shadow in Vintage TR circles. Team Racers should not be that good looking... The MODEL, I mean, THE MODEL!



New member Nick Zotov has promised to Keep the Peace. (Thinks: he writes a good article, too.)



Right: the fog clears for a moment, to reveal the Master among the detritus of his Dreadful Trade.

The easiest person to spot on a Free Flight field must be Roger Simmons, surrounded by a fog of sulphurous vapours as yet another reaction motor swirls a trail several times round his head before plummeting down into the long grass for safety. He has even perfected the art of chasing the model and re-launching it while there is still some fire left in it. Endless enthusiasm!

I gave my Pee Wee (the one built to restore the Electric Bowden trophy to its rightful owner) a few flights, but the woods were creeping closer with every attempt and, having proved its trim, I put it away.

A couple of incoming full size jobs cleared the field at four pm and anyway, it was time for a stroll through the hangars. The Bristol MIC, now there's an idea for a WW1 job! But they all look simple before we start building. More photos of the 1929 Comper and then, in the next hangar, another, earlier Comper? Except that it wasn't. Have you noticed how similar is the design of the ANEC of 1924? Can there be a link here?





Dave Rumball with his Old School Bi-Fly.
The atmosphere among the free fliers was typical of Old Warden, quiet, civilised; short hops, gentle strolls. Until, that is, one errant job clouted a van in the car park. Sadly, I was witness to a tirade from the van's owner directed at an elderly flyer, lecturing him on the subject of wind direction. Clearly the speaker was not sensitive to free flight and was not willing to play the game.

Saw Ken Sheppard towards the end of the afternoon. He had found it necessary to clear the field at least three times for incoming aircraft. I thanked him profusely for his efforts, although there is clearly an issue to be resolved here.

And so, back aching, and having been on the hoof for six hours, time to drive. A thankfully smooth and easy run up the A1 with Vaughan Williams pointing out the relaxed beauty of the English countryside as I passed through it, then to miss the inevitable lorries north of Peterborough by taking the old road through Crowland with green corn on one side and yellow rape fields on the other.

Seven pm, home and beauty. And to hear that Chelsea had lost. Altogether, the perfect day.

MAYFLY...DON'T FLY...The Ebenezer contest, Old Warden.

At Old Warden all the Ebenezer models were grouped together and the judges picked from the assembled crowd by Ken Sheppard. The judges, who included Derek Knight, picked the four Ebenezers to fly before the crowd who by showing their appreciation were to decide the winner. The chosen models were a Messerschmidt 323 Gigant with six electric motors (KP01's?) And a Horten flying wing by the same modeller. Also an Autogyro and a V shaped device decorated with the cover pages from an Aeromodeller magazine. Unfortunately there was one slight problem with the judges' selection: none of them flew. Well, not what most people would describe as flight and from what I saw none of them achieved even an airborne time of ten seconds.

Anyway, the crowd was asked to choose and the Autogyro was declared the winner of the Ebenezer Trophy.

After the "competition" the mass launch was announced and I added a measured amount of glow fuel to my Cox Pee Wee and started the engine on the one minute signal from Ken Sheppard. I waited, engine running, and at the five second call the engine quit out of fuel, damn.

I quickly refuelled and launched after everybody else. I had several more flights and managed to keep in the field, so a good day, all told.

.....Bryan Lea



Hmm....Ed

THE BOWDEN CONTEST, 2014



The Three Witches, who had clearly over-exerted themselves on that windy, rainy Sabbath, must have been sleeping it off through Sunday. Aably organised by the well-harmonised quartet of Dave Leeding (lead) on Clipboard, Diane and Ian Hibbert on Stopwatches and Ken Norton on Megaphone, the event took place in dry conditions with enough wind to make it interesting. A large gallery stood, at some personal risk, close to the edge of the runway. Apart from Terry Aydon, A. Brown and John Close, who flew respectively scale jobs and a builder's plank, all entries were Vintage or Classic designs.

Our Lancastrian Brian Lever contrived to lose his (yellow winged) job in a rape field the night before resulting in a frustrating two - hour stroll in the country, but the news that an anonymous (Yorkshire) flyer had returned it reached him just in time to enter. The result was the usual calm Lever professionalism: a false start, panic screams for a tommy bar, restarts and a flight considerably over the maximum allowed.



*BL's job
heads off
back to its
home among
the rape.*

In fact, one feature of PMFC's efforts this year was that some of the best RoG's to be seen were followed by overflights. The air was buoyant, negating the careful calculations of fuel runs. Brian Waterland and Bernie Nichols were caught out in this way. It's no good, Bernie, to shout out "It doesn't normally DO that!" Frustrated after a ground loop in the second leg, he just threw the model at the sky with whatever fuel remained in it to be rewarded by the inevitable short run.



Bernie goes Gung Ho!

Lula Too? Not this time. Did everything right, (says Brian) good start, RoG, transition, but then flew not wisely but too well. Excuse? Last minute comp. screw adjustment. Let this be a warning...



Drama Queen Gareth couldn't be satisfied with just a flick and a launch. Oh no! After a failed first attempt just to get our attention, there were not one, but two starts with the motor running backwards (much shouting for "Rag!") And a flight of just over thirty seconds. The two aborts in the second round were tame by comparison. Has the mantle of Szklaruk fallen upon Tilston?



Bernie proffers advice, Gareth ignores it. Dave tries to look interested, the Gentlemen of the Press discuss their forthcoming wayzgoose, and Diane just thinks "Men!"

We are pleased to congratulate Keith Dance on winning the Bowden Trophy this year. Ron Smith was second, pragmatically hand launching both flights having given due consideration to the consequent loss of points. Modest Ron was the inaugural winner of the Dunsterville Trophy and had finished third in the Bowden previously. We would like to claim some reflected glory in his membership of PMFC, but, as he is a member only "*en arriere*" as it were (see p. 4) we had better not. Our best was eighth (BVW) so, here's to next year.



What's making Alex Whittaker look so terrified?

Is it a raging bull?

Is it a jealous husband?

Is it the taxman?

No, it's Gareth trying another RoG.



During the scale event on Sunday, Andy Sephton performs a P.E.Norman tribute moment with a highly-powered Earl Stahl Taylorcraft. Cries of “More downthrust!” But it’s a robust design.



Reducing dramatically the average age of PMFC members, Shane Humphrey is very positive about his new hobby.

Late on Monday, when most had gone home from Barkston, your Editor found time for some Real Men’s Model Flying. Please Mr. RAF Man, don’t let this be the last time....
...It matters...



Mick Page photo



HOT AIR

Yes, PG is back, and the skies are blue again!



First Club Comp, Ferry Meadows, 6th May:

A good turnout, blue sky, little wind, none after 5pm. Most of the club flew well into the evening, it was *that brilliant!*

In P20 rubber a very close competition with Man of the Match Mick Page flying superbly to win his first P20 event ever. He even managed to work out which way to turn the handle on the winder. Not content with this, he also flew superbly in our new event E20 Electric instigated by Ian Middlemiss.

So, sixteen entries on the day, lovely weather, a regular flying site...next event Tuesday June 3rd or the Friday if windy.

Future events: 4th BMFA Area, probably North Luffenham on June 15th. HLG, Catapult Glider, P30.

Brian goes to Barton:

Hi, John,

Last weekend I decided to make the 300 mile round trip to fly at the Barton Bash C/L meeting. With Brian Lever otherwise engaged I enlisted the support of Heywood man Len Morrall as my pitman in Mini Goodyear.

Also, despite a distinct lack of practice, I flew on Peacemaker Stunt, coming in joint second place.

Using BL's motor and Len's Mini Goodyear model we had the highest airspeed in the final but, thanks to an engine cut on one of the five pitstops, we achieved second place.

.....BVW

Catapult Glider 3 x 1m max:

1) Jonathon Whitmore	5 points	1m 55sec.
2) Peter Gibbons	4	57sec
3) Dave Clark	3	44sec
4) Bert Whitehead	2	43sec
5) John Brown	1	37sec.

Hi-Start Glider 3 x 1m max:

1) Dave Shipton	5	1m 21sec
2) Tony Beckett	4	66sec
3) Bert Whitehead	3	60sec
4) John Brown	2	56sec
5) Peter Gibbons	1	50sec

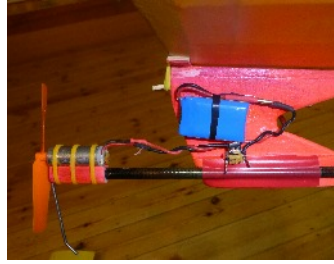
P20 Rubber 3 x 1m max.

1) Mick Page	5	2m49sec
2) Bert Whitehead	4	2m41sec
3) Tony Johnson	3	2m36sec
4) Jonathon Whitmore	2	2m33sec
5) Terry Page	1	1m42sec

.....Peter Gibbons

THE FERRY 500

A spectacular new innovation in the E20 class for contests at Ferry Meadows.



Those who know me will recognise that I am always banging on about electric free flight and this article is no exception. If this does not float your boat, look away now. The task was to develop a model which was:

- 1) Familiar, cheap and quick to build for use on a small field.
- 2) Was capable of flying in UK weather, say up to 10 mph windspeed.
- 3) With a power unit which was robust and cheap.
- 4) Motor driven by the PMFC FET timer.
- 5) Capable of a 45deg. Climb and remain in the field for a 45 - 60 sec max.
- 6) 20" span, max 20" long.

The model was evolved, I cannot say designed, around a Dixielander and five models were built, flown, crashed and repaired during 2013. Single cell LiPo, 2 cell LiPo, 5gm brushless motors were tested along with some of the more promising brushed motors (but not "KPXX.") The brushless motors had the great disadvantage of not being capable of withstanding a pile in. In all cases the motor shaft bends and the motor is scrap. The brushed Parkzone 3616, the darling of the US E20 fraternity was also tested and discarded as not powerful enough, very fragile and expensive in the UK. The standout motor for durability and power was the GWS 12mm can motor driven by a 2 cell LiPo with a FET timer. Luckily Steve Webb Ebayed about 35 of these and I was able to secure these at a very reasonable price. The motor is powerful enough in a 60 - 65gm airframe to give the flyer a buzz and can withstand a pile in without wrecking the motor. The propeller does, however, fail easily. The power unit uses the GWS 3 x 2 but you need a tapered reamer (watchmaker's) to get a fit as the propeller's shaft diameter is 1.43mm as against the motor shaft's 1.50mm. A motor run of 12sec. on a 240mAh 2 cell LiPo keeps the model in the constraints of the field, most of the time. The timer was set up to use a 220k resistor on a 47uF capacitor. Touch the motor contacts with a 9v pp3 battery to get it going.

To make it easy to get in the air, the model uses surfaces from the rubber driven Spencer Willis P20, although other sections and planforms have been used successfully. A plan of sorts is available from the PMFC website on the link below. Our Chairman named the model the "Ferry 500" being the approximate span in proper EU approved units.

.....by Ian Middlemiss

*Essential references: www.peterboroughmfc.org/members/models
January 2014 "E20" and April 2014 "A Progress report."*

Comic sans says:

MOLEY, YOU ARE A STEAMING GREAT HYPOCRITE!!



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

Oh Yeah? So
what's that in
your hand,
then??



"Caught in the Act..."

No honest, lads, I never fly f*amies. I
was just trimming it for a friend. Yes,
Really...ouch...stoppit! ...Geroff!!....."



DANCING UNDER THE LIGHTS

PMFC members perform at The Indoor Scale Nats.

Bryan Lea reports.

“The fight is won or lost far away from witnesses,” said Muhammad Ali, “behind the lines, long before I dance under the lights.”

This year’s Scale Nats was originally planned to be a 2 day affair and to include R/C scale but in the weeks leading up to the event it became clear to Andy Sephton the organiser that entries were not forthcoming in the numbers required so the event reverted to the normal Sunday only format. This had the unfortunate effect of ruling out Jonathon Whitmore who was hoping to put his flights in on the Saturday. Jonathon, Rob Smith, Gareth and Bernie were there to give encouragement and advice to the four PMFC entrants who were: Bryan Lea, Brian Lever, Russ Lister and Joe Rabicano. All four flew in Kit Scale, and Brian Lever added Peanut and Russ Lister glider entries. No sign of a certain Luton Minor though but I expect our Editor has got his excuses ready though! We had all flown at Bushfields two weeks earlier and had perfected the trimming process so hopes were high.

Just a brief reminder of the Kit Scale rules. The model must be a scale model that has been sold as a kit at some time. It must be built as per plan, deviations result in a loss of marks. It needs to fly for only ten seconds to qualify and you get four chances to fly. The best two flights plus your static score make up your total points score. There are 100 points for static and 240 for flying, so it’s all down to the flying which is as it should be. *How easy is that?*

This year’s Kit scale competition had 30 entries and was a very keenly fought contest. In fact, looking through the results there were only four points covering 9th to 15th places, it was that close. The standard of flying was high and any of the top dozen could have won previous Kitscale comps.

The Models:

Bryan Lea flew a Curtiss Robin from a plan that was dated 1935 and available on the Outerzone website http://www.outerzone.co.uk/plan_details.asp?ID=98 This was not the same model that he flew last year. The previous one was 17” span and built with a lot of 3/32” balsa. This year’s model was 25” span and built using mainly 1/16” sq. Balsa so giving a much better wing loading. Last year it was noted that the top models revealed scale-like slow flying speeds and this was his aim this year. He arrived early with the intention of getting in a quick flight to check the trim in the half hour before the competition proper started. As soon as he released the Robin it shot forward in a massive power stall, more downthrust needed and then more. He ended up with 3/16” of downthrust! How can this be when at Bushfields it needed none? Joe was in the same boat and re-trimmed his model with the help from Marc but thankfully at the end of the half hour trimming period they had both got their models back in trim.

Rounds One and Two were spent perfecting the trim to be rewarded with a couple of high scores in rounds Three and Four. The static score wasn’t too good as he ended up with a few holes in the covering after the rubber motor became detached from the prop hook. Outcome: eleventh place with best scoring flights of 87 and 80 points.

Joe Rabicano: entered a Micro X Pilatus Porter at 17.5" span that he had built from the kit. It was all as per the kit except for substituting balsa wheels, this being one of the things that you are allowed to do with no loss of marks. (The full rules for Kit Scale are available on the BMFA website and are worth reading by anyone wanting to enter next year.) Joe's flights were remarkably consistent, 70, 72, 70 and 72 for a well deserved 23rd place and Junior Gold Award. He received a Certificate plus an aircraft watercolour. As we saw in the photo printed in the last edition, he was very pleased.

Brian Lever had built a Fairey Junior from the Vintage Model Co. Kit originally designed by Albert Hatfull for Keil Kraft.

Brian used all the kit wood and the kit wheels only substituting an aluminium tube for the dowel supplied as the real motor anchorage point.

Best flights were 82 and 73 points, for 20th place.

Brian also entered the Peanut Class, which is for models of 13" span maximum, with a Nesmith Cougar from a Peck Polymer kit. Peanut models are judged for scale accuracy and the flying is purely a duration contest with a maximum of 60 seconds Result: 7th place.

Details of the full size Fairey Junior, from Brian Lever: Also known as the Topsy Junior it was single seat light aircraft built in Belgium in 1946. Avions Fairey was the Belgian-based subsidiary of the British Fairey Aviation Company. Designed by Ernest Tips, the first flight was on 30th June 1947, registered as 00-TIT. The aircraft was of wood and fabric construction, and was at first underpowered by a 36hp Aeronca Jap J-99 engine. It was written off after a hard landing in 1948.

The second aircraft (construction number J111 was registered 00-ULA and was taken to England in 1953, where it was later re-registered as G-AMVP in 1957. It was used in a publicity stunt when test pilot Peter Twiss landed it on aircraft carrier HMS Ark Royal. For part of its time it had a bubble canopy. Rebuilt after a long time in storage following a 1993 forced landing, it flew again in 2006. Then followed a further forced landing incident in 2008.

The Junior did not sell, and the third airframe was cancelled before completion. Purchased incomplete by Fairey in 1961 has been under construction in the hands of a number of owners but never finished. A pretty inglorious history!

Russ Lister: Poor old Russ, entered his Sopwith Triplane in Shuttleworth Dixie markings mentioned in the last issue. It had been going well at Bushfields but his CO2 motor let him down at Nottingham and he didn't return a score. He was a bit gutted with the motor troubles and even more disappointed to find that, after all the flying was done, his model hadn't been static marked at all. Obviously there was no point then but it would have been a less bitter pill to swallow if he had at least a few points to show for the weekend. Mind you, the judges did have their hands full. You can read Russ' build thread at

http://www.hippoketaeronautics.com/hpa_forum/index.php?Topic=13945.0
There are lots of interesting tips to read about and you will see why last year he was joint first in static judging with Jonathon.



Russ, seen here with the triplane, did have some success in the new glider class with his Frog Slingsby Skylark, at 27" span. Slightly modified with the addition of a forward spar and a couple of other minor details. It weighed about 17 grammes without noseweight but he thinks he has taken the weight to about 22g. Came third.

So what can we say in conclusion? Kitscale had a bumper entry and some extremely good flying. It is still possible to do well if you have made a reasonable job of building your model, and have it performing well. What's not to like, as they say. Next year Nottingham isn't available so we will be flying at a new venue.

A thoroughly enjoyable day thanks to organiser Andy Sephton, his judges and helpers.

Start building now and let's see more PMFC entries next year - including the Editor and his Luton Minor!



You want excuses, Bryan? This is how far I have progressed so far. Kit fuselage at rear, outdoor "scale" version in front. Can't put off the dreaded covering much longer.

PMFC NATIONALS RESULTS

..... Provided by PeeGee.

BMFA Rubber.....	Peter Gibbons	14 th	HLG.....	Mark Benns	2 nd
BMFA Glider	Martin Mc Hugh	29 th		Mick Page	5 th
Catapult Glider.....	Mark Benns	1 st	BOWDEN		
P30.....	Peter Adams	8 th		Brian Waterland	8 th
	Dave Bent	9 th		Brian Lever	9 th
	Martin Mc Hugh	13 th		Gareth Tilston	14 th
	Peter Gibbons	15 th			

FREE FLIGHT AT THE NATIONALS

.....Pee Gee and the Ferrymen



Athletic Peter about to make a winning catch in the outfield.

...Tony Johnson photo.

The Saturday dawned with dreadful weather, heavy rain until well into the afternoon.

Some of our club flew in P30 on Sunday but failed to get among the prizes. Dave Bent flew very well dropping only a few seconds to deny him the flyoff.

(see results on previous page.)

On Monday SAM 35 held a Hi-Start Glider comp. It turned out to be too calm for the gliders to climb high but we managed:

- | | |
|---------------------------------|-----------------------|
| 1 stPeter Adams | I'm Hooked |
| 2 nd ...Tony Johnson | What, no d/t? |
| 3 rd ...Dave Rumball | Well, it was my idea. |

I gather this was poorly supported, but well done the Bus Pass Irregulars: keep taking the carrot and lettuce sandwiches!

.....

June 3rd Second F/F event, Ferry Meadows:

The weather was almost perfect, light winds and sunny. We flew from 2pm until almost dark. Another brilliant day.

Hi-Start Glider:

- | | |
|--|---------|
| 1 st Tony Beckett, Gnome | 1m46sec |
| 2 nd Dave Rumball, Gnome | 1.20 |
| 3 rd Peter Adams, Plantagenet | 1.02 |
| 4 th Peter Gibbons, Conquest | 0.58 |
| 5 th John Brown Rare Bird | 0.50 |

Catapult Glider:

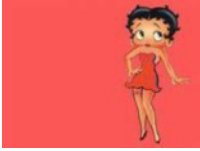
- | | |
|-----------------------------------|------|
| 1 st Jonathon Whitmore | 2.47 |
| 2 nd Peter Gibbons | 1.25 |
| 3 rd Dave Clark | 1.11 |
| 4 th Martin McHugh | 1.02 |
| 5 th John Brown | 0.41 |

P20 Rubber:

- | | |
|-------------------------------|------|
| 1 st Peter Adams | 3.00 |
| 2 nd Tony Johnson | 2.46 |
| 3 rd Martin McHugh | 2.21 |
| 4 th Dave Clark | 1.53 |
| 5 th Terry Page | 1.51 |

Much more from the f/f brigade next time, which should be just after Flying Aces. Something for everyone in this issue: T.S. Eliot, Dylan Thomas, the Second Book of Kings and just a snippet of Shakespeare to stop Bert complaining. Last time's clue "Nautical beverage at 9 pm" was "port." Thanks to all contributors. Peter, is your glider really called Plantagenet?Moley

Diary



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

Sorry, folks, no further news on Barkston at present.

June 15.....4th Area, North Luffenham. Support PG & Co.

June 28/29... East Anglian Gala at Sculthorpe.

July 1st.....Ferry F/F Comp. Check with Peter Gibbons on
01733 314741

July 9th C/L Comp (Mini Goodyear.)

July 13th....5th Area.

July 19/20. Old Warden Scale Weekend. Support Brian
Lever's C/L Scale comp.

August 5th.. Free Flight Comp, Ferry.

August 13th. C/L Comp. (Trainer Trophy.)

August 23/24/25. Nationals, Barkston.

August 31st. Flying Aces, at Ferry Meadows.

Control Line:

At Thorpe Meadow every Monday and Wednesday until 28/9

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 until dark: all the year round.