

PETERBOROUGH MODEL FLYING CLUB



MAGAZINE

December

2014



AS YOU LIKE IT



**Free Flight, Control Line, a dash of Radio Control or
a little controversy...it's all in here.**

Produced both as a paper copy and as an e-mail attachment for
PMFC members, and subsequently on our website
www.peterboroughmfc.org



Hooray! A masthead at last: thanks, Ian

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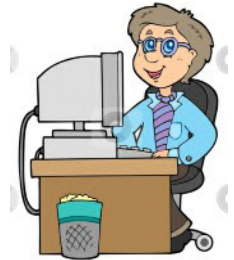
My first Nationals, (which came shortly after finishing third out of 120 in Open Glider on Barkston: those were the days!) was the last one to be held at Cranwell, some time in the Seventies. The A/1 glider event, always a particular favourite of mine, did not begin until after midday, compressing a five-flight event into about four hours. That would be a period of concentrated activity, with no sitting around waiting for a weather change, or for a for flyoff several hours after qualifying. Good, said I, I'll get into this. But it was never to be like that again. Events in National and Area comps ran from 10am to 6pm until one iteration of the FFTC extended the time allowance by starting at 9 ac emma.

I felt disappointed to the point of anger about this. Yes, I know one could still turn up later and get all the flights in, but it would be giving away an advantage. Model flyers, even rabid f/f adherents, have families and responsibilities. Then include the time it takes to drive to far-flung airfields...the commitment needed was an unreasonable demand upon the average modeller and f/f contests became the arena only of the ultra-committed.

At Phil Ball's experimental BMFA event on Armistice day, the HLG event (see page 17) was compressed into two hours. The Bowden takes about two and a half, and the Masefield will be the same. All this frees up time for other events but keeps all competitors on an equal footing, not advantaging those who will wait endlessly for the right kind of air. Is this the future? It is an idea to be pursued.

Editor@peterboroughmfc.org

Club Subs: no change:
BMFA £32, Jnrs £17
PMFC £15, Jnrs £1
 To:Richard Arnold,
 21,Signal Rd., Ramsey,
 PE26 ING ASAP, Please!



COVER:

That great athlete and equivocator Ian "I'm never going to fly free flight again" Middlemiss puts everything into his hlg launch at North Luffenham.(He practices by wanging those wellies in the garden!)

PAGE THREE MODEL:



“Thunderscreetch”

The What? I don't believe a word of it!

Rob Smith can be relied upon for unconventional aircraft, but also, it seems, for tall stories, too. This job lay among a collection of models in the grass behind his car at Flying Aces. Quite clearly, it is one of those attempts to put a propellor on a jet in the hope that we can't see it turning when in flight. Never very satisfactory. But Rob tells a different story. He says (can you credit this?) that the directors of Republic Aviation, clearly inebriated at the time, set out to develop a Thunderstreak with a supersonic propellor for the U.S.Navy who wanted a carrier fighter that did not need the assistance of a catapult. Or were they going for the air speed record for propellor-driven aircraft?

Known, officially, in 1955 as the XF-84H, its turbine engine lay behind the cockpit with a long extension shaft passing under the pilot (Ooh!) to a low aspect-ratio three-bladed prop with square tips which travelled at around Mach 1.18. Torque? Yes, but disdaining to add a touch of down and sidethrust, the designers counteracted by a fixed yaw vane...as if that would be enough. Oh, and a T-tail, to keep the tailplane (sorry, stab) away from the propwash. There was also an afterburner, but they never got as far as using that.

Violent torque necessitated a variety of altered configurations, but the project continued to be plagued with problems. One test pilot “flew” it once, and refused ever to do so again. Another took off eleven times, resulting in ten forced landings. (Things may have been different, had Andy Sephton not been unavailable at the time.)

Did the “Thunderscreetch” achieve anything? Oh, yes. The risk of vibration damage to equipment in the Edwards control tower was so bad it forced personnel to communicate with light signals. The visible sonic boom radiating from the propellers (even at idle speeds) knocked down groundcrew and hospitalised some. Audible 25 miles away when on ground runs, the XF-84H was the loudest aircraft ever built.

(...that is, if you believe Rob Smith, whose model was based on the Frog Mamba design.)

OUR AGREEMENT WITH NENE PARK TRUST:

Thanks to tireless negotiating by Brian Waterland, we can announce the following, very satisfactory outcome:

The agreement is for eighteen months from October 1st, so it ends in January 2016. It has cost £350 plus VAT.

It covers the use of Coney Meadow (our usual patch) for the flying of quiet models on Tuesdays and Fridays from 1.00pm to dusk. (*Remember that we have a self-imposed weight limit of 150 grammes.*)

It also covers Control Line flying at Thorpe Meadow on Mondays and Tuesdays from 1.00pm to dusk, whenever it is not flooded or the grass too high! (*On Tuesdays, we can fly c/l, then join the f/f boys in the same afternoon, allowing priority to f/f comps.*)

We have also booked the post-Christmas fly-in (27/12), Good Friday, the Grant MIMLOCT (Cloud Tram mass launch) and the Flying Aces on the Sunday after the Nationals.

BVW has a verbal agreement (to be ratified) that, on days when model flying coincides with Nene Park charging for entry, PMFC members will be given Free Entry on production of a membership card.

.....Thanks, Brian

Polonius “What do you read, my lord?”

Hamlet “Words, words, words.”

Is it me or was the October SAM Speaks a classic of its kind? As well as the splendid WITW section referred to elsewhere, one correspondent, Richard Falconer, makes reference to “Smeadish Bowdenisms.” Now, I enjoy a clunky powerjob as much as anyone, but I like the epithet even better!

And the latest Aeromodeller, now a monthly, contained a number of worthy “sit down and read” articles. We are well served for literature these days.

...Ed

Free Flight Scale, ...at the August Nationals.



PMFC results were:

- Power Scale.5th Gareth Tilston.....E111 (see below)
6th Stan Mauger.....Auster (associate member)
7th Ricky BouldAuster (associate member)
Rubber 4th Ian Lever.....Miles Magister (relative member)
Co2/Electric 3rd Bernie Nichols.....L4 Grasshopper
4th Ricky Bould.....Comper Swift

This event was watched by a large crowd on two successive calm evenings with occasional interference from those lunatics who think that “chuck and duck” has anything whatever to do with Free Flight. Bernie was overnight leader in his class until others refined their trim patterns.

BTW, did you all notice that, in “Aeromodeller” Bill Dennis describes the Power class as “...wide open for someone to come along with a reasonable model that flies well, and shake things up.”



Gareth’s electric version of the Eidekker refused to achieve a qualifying time, wasting its excellent static score. IC version came 4th, but what if he had done an RoG?

CONTROL LINE,

....at the August nationals



Above Brian puts in a bonus pitstop on Round Two.

Below: two more studies of totally committed launch technique. How can we tell that Steve Turner used to be a combat pitman?



CAGE FIGHTERS



Elation! (after the second heat).

For the Editor, the highlight of the Nats was the performance of team Lever/Waterland in British Goodyear, their first foray into this event and, due to the lack of testing facilities, with almost no practice. The adventure is related, in detail, by Brian Lever in SAM Speaks, but I was lucky enough to witness their second heat.

Following issues with line length and the necessary removal of a comp screw for safety reasons, (and also running rich on 20% oil) novice Team B&B arrived for their first heat, hoping for a straightforward two-stop, two-up race as the previous heats had been. Oh, no. Welcome to the deep end. Three-up, keeping calm, two good pitstops, 7.05 and not last. Just the ticket. The second heat was a cracker, a very genuine, exciting sporting event in its own right. Brian called Brian in for a very early stop to retune, good launch, then, following some exciting, fast lappery, and a slick second stop to refuel, called him in again. A third? Now, while trying to keep his head in the epicentre of caged mayhem, this was no time for Brian (W) to down tools, convene a meeting and discuss the rulebook. So he complied. The time, of just over 6 minutes was excellent, taking into account the unnecessary third stop. As Brian (L) wrote, "I want to share with you the sheer enjoyment control line flying is still giving us both in our very senior years."



Gloom!

"We also serve who only sit and wait." Richard Arnold contemplates Milton and the meaning of life during a Mini Goodyear pitstop. Came tenth, beating Lea/Turner by the narrow margin of about two minutes. Roll on next year. Pierre de Coubertan would be proud.

Further to Bryan Lea's excellent account elsewhere in this issue, we must congratulate Brians Lever and Waterland (no, they have not sponsored this issue, it's just that they have put themselves about a lot) on their win in Mini Goodyear. After scoring the fastest heat time (4.48) they won probably the best M/Gyr final ever flown with the slowest of the three models, but with experience and guile, in the form of clever timing of pitstops, ending three seconds ahead of Isidro/ Jephcott. And thus it is, that, after nearly twenty years of trying, **Team Lever/Waterland are National Champions!**

BML has asked me to add: "*How pleased we were with the tremendous support from PMFC members who followed our adventures around the circles with the biggest crowd imaginable. No other team had such support in evidence throughout the entire nationals!*"

MYSELF WHEN YOUNG....

...Bryan Lea



“Oh, Chronos, Chronos, this
Is too bad of thee..”

Bryan Writes:

Inspired by your trials bike photo in the last issue, I have a photo of myself navigating in a rally car in darkest Lincolnshire. For another time, perhaps?*

The black and white photo is of myself, probably aged about 18 years. Model is a FAI team racer, almost certainly Milan Drazec's Orion design. Engine was an ETA 15 Mk2 mounted on a Pomadi cast alloy pan. Prop a 7x8 wood bought from Henry J. Nicholls' shop in London. Tank was a Reguflow. The only time that it came near to entering a real competition was when I took it to a South Midland Area rally at Cranfield one year. The engine would fire on the prime but would not run. I found out later that the backplate had a hairline crack in it caused by me dropping the engine on the floor on the evening before the rally! As well as the ETA, I also owned a Rivers Silver Arrow 3.5 diesel. Both engines ended up being traded in for something else, most likely a Merco 35 and/or a Cox TD 0.49 both of which I still have. Now, if only someone had taken me aside and said, "You want to hang on to those engines they will be worth something in the future." Still a man hears what he wants to hear and disregards the rest." Nearly 50 years later I have now progressed from a FAI team racer Mini Goodyear! Mind you, I reckon the rot set in when they allowed the modern "tea trays" in F2C team racing. That's progress for you.

.....
*Yes, please, and will others join in too. We weren't always
aeromodellers...let's show the world what else we have done.....Ed.

MY MINI GOODYEAR DEBUT

BMFA Nats 2014: Bryan Lea.



Several years ago when I still lived near Grantham and was a GDMAC member I built a mini Goodyear model called Mr. D. From a Mike North kit. Unfortunately the PAW engine that I had bought at a swapmeet was ,to put it, mildly clapped out. I think I flew it once with Ian Hibbert who had also built his own M/Gyr model at the same time. My model was covered in glassfibre wing skinning cloth/resin and painted with yellow Solarlac paint - not very well, I might add. This was before I found out about the trick of spraying a coat of white primer before the top coat. Anyway, it was put away in the shed and languished there until I bought a new in box PAW 1.49 at Gildings auction in 2012 for £45. Stamped on the box were the words “contest” and on examination I could see that it appeared to only have a rear facing exhaust unlike my other PAW’s. I took a photo of the engine and sent e-mails to other PMFC members and PAW themselves and found out that it was a Schneurle ported engine and quite desirable. Unfortunately, when I put it in the M/Gyr model and tried starting it I had great difficulty. I did get it going on a couple of occasions at Old Warden but there was no way that it was going to be much good in a real race.

Fast forward to this Summer and time to make an entry in the BMFA Nats. I decided to give scale a miss this year - OK my new Citabria wasn’t finished in time and instead I made an entry in M/Gyr more in hope that anything else. The original plan was that I was going to be the pitman and Steve Turner the pilot but we soon swapped roles after a practice session on the Saturday morning at Barkston. With the exception of perhaps a couple of occasions at Old Warden my last serious control line flying had been when I had spots of brown hair - about 50 years ago. We put in some more practice flights but it was not looking good. Eventually it was our turn to get in the circle with another team. Steve got the engine going and we did three laps before the engine sagged and died. No amount of flicking would bring it back to life and that was that - our first race was over. Something was seriously

(.....to P 11)

wrong with the engine so I took it out of the model and found Dave Causer who took it home with him that night. My Nats was over, but I hadn't reckoned on Bernie Nichols delving into his toolbox and saying, "Take your pick from these three PAW's." Aren't PMFC members wonderful?

We were back in business. Next day, Saturday, over at the scale tent Dave Causer broke the bad news that the pressed in crankpin was loose and the crank was cracked in my engine. At the very least I needed a new crankshaft. Ah, well, c'est la vie of a control line flyer. Back in the M/Gyr circle we were down to fly against none other than Messrs. Lever and Waterland. Well at least there would be no need for me to do any overtaking, just fly and keep out of the way, which is what I did. When my own engine had been running it had done 45 laps per tankful, you need two pitstops per 100 lap race in M/Gyr. Bernie's was more thirsty only doing about 23 - 24, so we had more stops, probably about seven in the end but we finished the 100 laps. Many thanks to Steve who did a great job in the pits and I even began to get the hang of whipping the model to him after the engine cut. I didn't crash and more importantly didn't cause BML/BVW to crash either. When it was all over there was much laughter and congratulatory handshakes all round. A brilliant day. BML and BVW went on to win the final - well done, chaps.

My Schnuerle engine has now come back from PAW with a new crankshaft and con rod all done for a very reasonable price. Hopefully we will be able to start it quicker next time we fly Mini Goodyear.

.....Bryan Lea.

RINGMASTER TAYLOR WINS AGAIN

In the more gentlemanly and civilised arena of Vintage Stunt, PMFC's Mick Taylor improved upon two previous second places to win (for the twelfth time) using his Ringmaster with an (equally civilised) four stroke OS30. While others struggle to attain their first win elsewhere, we must not overlook or take for granted this consistent excellence. Well done once again, Mick.

Society of Antique Modellers (that's us!)

Several items in this magazine have been gleaned in part from "SAM Speaks," a first class *monthly* journal dedicated to "the preservation of real aeromodelling." But isn't that how we at PMFC define ourselves? Subs currently are £25 per year, AND its president is a foremost member of our club, so should we not all be members?

WINGS OF PORTUGAL



Intrepid Team B & B packed c/l jobs into their suitcases, and joined the highly talented Julio Isidro, who was celebrating 60 years as an aeromodeller by organising the 18th edition of this burgeoning event.

Contests for speed, team racing, scale and stunt, attended by Portuguese TV and such dignitaries as the Minister for Sport took place, mostly on Santarem airfield, but Mini Goodyear was held in Julio's garden. C/L over grass must have seemed novel to the editor of SCAR (Southern Californian Air Racers) who explained to the folks back home "Mini Goodyears don't have landing gear, you shut off the engine and dive bomb the model toward your pitman's feet" (Got that, Bryan?)

The two Brians were to come away with (apart from some very special memories) nine awards, for:

Rascal Speed / Racing	1 st
Mini Goodyear	2 nd (plus fastest heat time.)
British Goodyear	2 nd
Weatherman handicap Speed	2 nd . (BML)
Phantom Speed 2.5	3 rd (BVW)
Vintage Stunt	1 st (BVW)
Barton "B" Racing	1 st
(Co-opted as Battery Man to Fitzgerald/Pickles.)	



Informing customs that he had only his genius to declare (and a case full of gongs) BVW subsequently overcame his natural diffidence to display he glittering prizes...and a rosette for best puppy in show.

OLD WARDEN, Sunday 28th September.



Yet another beautiful day of calm, warm weather, with R/C, C/L and F/F all in continuous action. Also lots of trade stands, and friends to meet. This must surely be a priority venue for all members next year.

Nothing interesting seems to be happening here. Really? Look again. Brian Waterland has been dragooned into launching a C/L profile Dakota for Norman Britton, which has a Waco glider attached to its towline. Ha! This should be worth watching! The glider will never take off, or if it does, it will swing out on centrifugal force, or (better) it will clip the unsuspecting BVW on the back of the dome? Whatever, it's doomed to failure.



Never doubted it for a moment! We had every faith, didn't we? The picture shows the Dakota towing the CG 4A, and even a Mustang providing aerial protection, in the same circle.

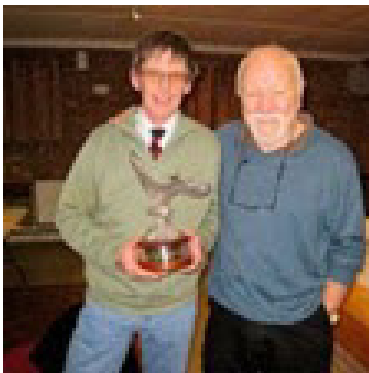
*There is a certain casual insouciance in the way Marc Ashby totes his IWW bi-plane.
"DVII? what DVII? Oh, that DVII."*

ANNUAL GENERAL MEETING.....28th November

The usual convivial meeting, with no contentious issues: and a better turnout than at the corresponding BMFA event!



Just deserts : loud applause greeted the Unorthodox award to IDM (again). *Top right:* Peter Adams inspects his F/F trophy for warps. *Below, right:* Shane shares Junior award with absent Joe : this means war! *Below:* Thanks, folks, this means a lot. (Eric Young Trophy)Ted's photos.

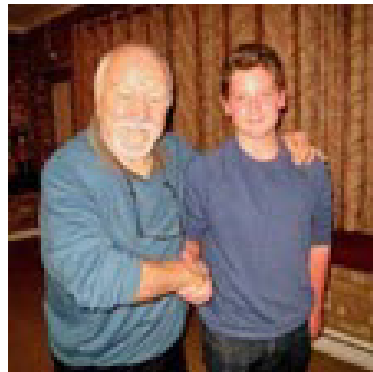


Subs? No change!

BMFA: £32, Jnrs £17
PMFC: £15, Jnrs £1
To Richard Arnold, 21, Signal Road,
Ramsey, PE26 1NG.

See page two for the new 2015 committee. All elected Unopposed.

Other award winners were:
C/L :Mick Taylor,
E20: Jonathan Whitmore.
(F/F winners listed in previous issue)



THAT ELUSIVE FIRST

....WHEN WILL IT COME?



Sculthorpe, Sept. 21st: A few of the club went to this event and flew in P30 rubber. The weather was very windy all day, cloudy and quite cold with gusts around 18-20 knots. In fact many entrants decided not to fly due to the high winds. Models simply would not fly correctly and there was many a damaged model. The PMFC entrants should be very proud of the end result: note that only

seconds separated the two Peters. Man of the match turned out to be my trusty compass, finding Peter Adams' lost model half a mile downwind in time for him to continue. It has been a very hectic year so far, and that's without the use of Barkston Heath.

PMFC in P30:

- | | |
|--------------------|------|
| 2....Peter Gibbons | 4.05 |
| 3....Peter Adams | 4.01 |
| 5....Martin McHugh | |

Report by P.G.





:Mick Page swings into action in HLG, came first, but *he's* used to it.

Eighth Area: North Luffenham12th October

For those who have not been there (and it's not very far) this airfield is well worth a visit. No, it's not Barkston, and, yes, there are more things to hit, but after driving round and familiarising oneself with the layout (Google Earth is useful) it makes a reasonable substitute. Eight area events and some extra BMFA comps provide good opportunities to fly real (outdoor) models in hygienic (no dog poo) surroundings.



*How it should be done:
Pee Gee's P30 Yankee
Mix over North Luffenham. Spent the morning trimming, then flew contest flights in the cooler afternoon, just for the challenge.*

Which way up are you going to launch it, Peter? The moment when Peter Adams realises that he has mounted the wing and demountable pylon upside down.





Dave Bent enjoys a day's trimming.

Peter Gibbons writes:

A decent turnout from the club: the weather was in the morning calm and pleasant but got colder and windier as the day went on.

Mick Page came first in HLG with a fine 6.27. Most of the rest of us had a day's trimming. Peter Adams managed to sort out his DIG 150 Coupe. (Dennis Davitt plan, available from Peter: even propellers can be provided for anyone wishing to join the f/f gang.)

The Peters decided to enter the comp, but finished well down the field, having missed the best of the weather. PG had a very bad shaft bend, with the prop not working correctly, while "Mr. Eightmax" DT'd early on two flights but still finished with over 7 minutes from 5 flights. Dave Bent practiced with his P30 which once again shows great promise of things to come. Our editor, John Ashmole, came along to support the team, interfere, and take photos.



Bert second in Midland Gala : to beat him, you must be good.

16 Watch out! Efficiency expert PA runs a time and motion check on Shane, Pee Gee and MP.

MIDLAND GALA

N Luffenham, 25th Oct.

This event was very well supported and for the time of year it was a pleasant day. **Mick Page** came second in HLG with six maxes (of 60 seconds) and just one bad flight. **Ian Middlemiss** also flew in HLG, and although finishing mid-table, he had one enormous flight of well over 1.37 o.o.s, but he found the model over half a mile away.

It was a tricky day for the P30 Rubber entrant, but **Bert Whitehead** finished second with his "Plane Jane", for which plans are available: another fine Winter project. In this event, **Peter Gibbons** was fourth, **Peter Adams** fifth. Nine members of PMFC attended: thanks to all for help timing, etc.

.....Pee Gee.



Dave Leeding dug out his Senator for a couple of hops in the perfect weather. Did an easy two minutes. What would it have done with the wing on straight?

BMFA experiment: a great success!

(N. Luffenham, 9th November)

It was Phil Ball's idea, to have reduced engine runs, half length towlines and a mixed bag comprising combined power with half engine run, mini vintage , and E36 with 10 sec run, all to a two-minute max. That was in expectation of the rough weather we usually get in November. In fact, it was the perfect day, calm, warm, with gentle wafts of lift.

The feature event, for me, was HLG. Interesting because of the diversity of types in use (small catapult jobs and the larger wingtip-launched devices.) It was run in very short rounds of two minutes each, fifteen minutes apart, from a marked box. Beginning at 1pm, it was over by 2.30. This seemed to win the approval of all (apart from some concern when competitors had to double up as timekeepers) and I was told afterwards that the times achieved were easily comparable to those scored when flyers had all day to wait for lift. Some even suggested that more events should be run in this time-compressed way. Whether this will become the shape of things to come remains to be seen.

Thanks to the benevolence of the golf club, at 3pm we repaired to the warm conviviality of the clubhouse, where sixty or seventy of the Great and the Good in British freeflight chomped sandwiches and cake while applauding the winners. And it was all free!

.....JMA 17

“So long, and thanks for all the grass.”

When the ban on GDMAS using Barkston Heath came into force, the control line fraternity was thrown into chaos. Some of us had alternative venues, but there seemed to be nowhere where the whole gang could meet up and hang out together. Dave Benfield suggested the Peterborough Club might be a possibility. Now, although Thorpe Meadow was well over an hour away from home, available only on a limited basis, and models would have to be hand launched, I rather liked the thought of that. Peterborough has a strong C/L tradition: the Levers and Mick Taylor are legendary in their respective fields - heck, I'd be flying alongside them and maybe some of the magic would rub off on me. So I joined up, and the first Wednesday dawned.

I had been warned that there was quite a walk in - but my flight box had wheels, and I could carry a Peacemaker in a free hand. It was rather nice parking by the railway - and the walk in was pleasant. The field has a real wow factor. Secluded and well sheltered by the trees, it was quite a sun trap. No one else was there - it was as though I had been transported back to the fifties - I felt I was a kid again. The Levers and Mick Taylor were not there but several of the GDMAS mob were - and we flew un-hassled and to our hearts content - until it was time to set off to arrive home tired but happy. Was it worth the drive? You bet!

Spring moved on. We met fellow Peterborough members at Old Warden who seemed pleased we had joined - but we hardly met any at Thorpe Meadow. Where was everybody? Never mind, we seemed to be blessed with wonderful weather, and the flying was great. The grass was getting longer though. Initially it had been little longer than at Barkston Heath, now it was beginning to come up round our ankles. As Summer arrived, grass height did become a bit of a problem. My flight box balked at the walk from the corner of the field, and I bought a neat trolley from Maplins which allowed me to carry my flight box, and up to three models which I had inserted into slots in the tri-wall box. One thing about the grass: it was so thick that when I did crash, there was rarely any damage.

And so to the final day. Thorpe Meadow was still a sun trap - but the grass needed a periscope to see over it. It is possible that the Levers and Mick Taylor were there - but I think we would have heard their engines, so I'm guessing they weren't. Actually it was possible to fly - just. It was a very good idea to use exactly the same centre point as the last bloke, and to walk through his track to it - otherwise you would have had fun trying to find the handle. It also paid to use the same launch point - it gave you a chance to see where you had put the fuel bottle. Though we'd still had fun, we agreed that it was time to stop flying at this site. Amazingly, just as we were about to go our various ways, a club bod did appear - complete with a small biplane with something like an AM10 in it. Even more amazingly we witnessed a successful flight with the model circulating at shoulder height not far above the grass.

Fortunately by now we had an alternative and more central venue to meet up. What's more it was available 7 days a week and we could fly stunt models from it - so we now fly there. But I must say that, despite the grass problem and limited availability, I am very grateful that Peterborough had the site and that the club was so helpful in allowing us to join promptly

See you at Mayfly 2015.....Nick Zotov

Thank you, Nick. At least you have the memories! The matter is now being addressed as far as is practicable: members are referred to the new Nene Park agreement (see p. 4) and there may be more to come. Oh, and I hope that this edition shows that the “strong C/L tradition” of PMFC continues to thrive.Ed

CLUBNIGHT



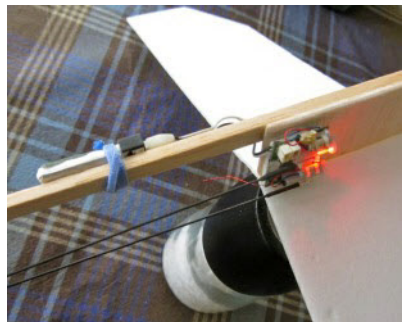
Regular PMFC Clubnights take place at Peakirk Village Hall, 7 pm to 9 pm. Always a convivial occasion, and special events are frequently organised.

Left: Only nine grammes so far!
Jonathon Whitmore's Slingsby Tandem Tutor for indoor Nats.
Will appear in Air Cadets Red/White trim.



Rubber Radio
is Go!

Our secret spies tell us that, at Clan McSepton, a Long John has been radioised! Not sure what it is made of, but an article by the perpetrator can be found on the "Model Chat" forum.



PLANS LIBRARY

Thanks to John Thornburn for the latest donations to our collection. Available for perusal are:

C/L: L'il Mustang 48" profile stunter
Hurricane 36" RCMW lan
Big Fry 42" Prentice
Deerfly & Shoestring M/Gyrs. Lapworth
Rascal Moulton

R/C:Fike Model E	Clutton Fred 40" (Reynolds)
Hirth Acrostar	BAM Swallow 62"
Auster AOP9 54"	Avro Baby 44"
Puss Moth 50"	Ryan PT20 45"
Sopwith Tripe (Rake)	Cavu 60"
B'burn 1912 (Whittaker)	Dewoitine D510 53"

F/F: Jetex Gloster Meteor + parts sheet
1954 Coupe
The Genie (Vintage rubber)
Sopwith Camel 28" (Collin)
Aeronca O-58-A (Rake)
Bristol Fighter made of something called D*pr*n
Jiglet (Aeronutz) indoor. Made of blue f*** (Oh, it's no good, I can't go on.....)

MISTER GRUMPY

“Oh, wouldn't our life be dull and flat
With nothing whatever to grumble at?”

It has nothing, nothing whatever to do with the purpose, aim or ethos of that rare and beautiful happening, Free Flight. What is it? The appalling sacrilege of the “**Chuck and Duck**” evenings at the power Nationals. Treated as a kind of comedy act at the end of a day's serious (ie R/C) flying, it evinces howls of excitement at yet another near miss, whoops of delight if damage accrues, models launched directly at spectators.... not to mention getting in the way of free Flight Scale. No real Aero-modeller should ever go there.

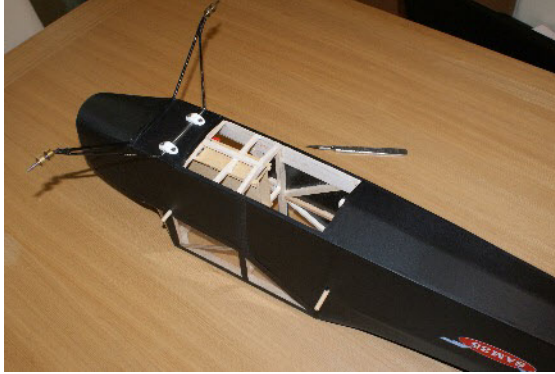
Perhaps more seriously, the BMFA must consider urgently its stance with regard to **drones and/or quadcopters**, especially those that can carry cameras. Used in wise hands, or to help find lost Lancasters, yes, but for under £100 I could fly over my neighbours' gardens, over the main road or a motorway endangering life by causing a distraction, or even over a sporting arena intent on disruption. It's been done, and the government is already showing concern. These stories will only get bigger. As model flyers we should disassociate ourselves from these devices and perhaps the glossy monthlies should reconsider featuring them. Litigation and restrictive legislation will ensue which could affect us all.

(There! I feel better now.....)

A sad necessity:

BLACK MAGIC: R/C Conversion

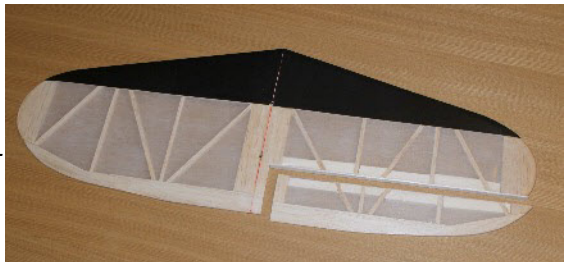
Duly anaesthetized, the body lies on its back on the table.
“Scalpel, nurse!” And the blade cuts slowly through the skin of its belly. The operation has begun.



The lack of positive news on the use of Barkston Heath, the only field over which this model was expected to fly, leads me to this course of action. Although my view ng remains as strong as before, my Black Magic, completed two years ago, wthat Free Flight is the most truly aesthetically satisfying form of model flyiill never leave the hangar unless I take radical action.

This design has widely been regarded as a bit special. A study of the original plan shows that it has been thought about in great detail. Not just shapes shaded in with balsa, but carefully structured components which combine lightness with rigidity to an unusual extent. (Please ignore more recent modified versions or “radio controlled” variants: the only real Black Magic is from the earliest source.) An example of the design quality is the unwarpable, but sparless flat plate tailplane. It is a free flight job, and it would be wrong to present it otherwise. So the conversion must be carefully done to maintain the structure and character of the original.

One single cut, and we have an elevator, all original structure retained. (I've used single-sided elevators before in vintage floaters: no problem.)



But back to the fuselage: a battery box was made by the simple process of placing pieces of 1/32 ply around the battery and glueing them together. I fitted it just behind the main firewall/undercarriage former, but mostly in advance of the balance point. A mini servo hangs on either side. All very simple so far. The only non-original component that I had to make up was the rudder. How to get instructions to it was a matter that I had mused over for some time as it stands part way up the fin: I settled upon the method I had seen at Old Warden some months ago. Two PTFE tubes (not snakes: horrible things!) pass up through the tailplane, carrying tracewire for a closed loop system. Hopefully, this all retains the atmosphere of the original design. Only a few mismatched edges on the Solartex covering show that an operation has taken place. But without the odd scar, what would we have to boast about?



Tec Specs: BM
Motor: Waypoint E3020-12
Battery: 2 cell, 2200mAh
Dodger:
Motor: PPO-2831-750
Battery 2 cell 1000mAh
Mini Servos are Hi-tec HS81
All from \$-Max bar the Waypoint, (Robotbirds.)

While involved in this conversion, it seemed logical to do another one at the same time: the Brooklyn Dodger, a kit given to me by our late friend Tony Wilson, and originally built for electric f/f . In this case, since the plane is so lightly loaded, I decided to keep the battery and motor from its f/f incarnation. Consequently the job was an easy one, with two mini servos mounted inverted just behind the firewall and a closed loop to the rudder. And (regrettably, because of the constrictions caused by the narrow fuselage) a snake to the single sided elevator. This adds hardly any weight to the original plane, so, as with the Black Magic, the free flight characteristics should be retained both in appearance and in flight.

....JMA



Bernie panders to the press...yet again. Mick Page photo.

ADVANCE NOTICE: The long established and prestigious Masefield Trophy, for Free Flight Rubber Scale, has had a slight rules update, and will take place at Old Warden on the Sunday of the Scale Weekend. That's Sun 26th July in 2015. Build quality is not an issue, flying ability is. Biplanes/floatplanes encouraged, all types catered for. Much more information in our next issue...contact Editor (and new Masefield C.D.) For details.

Most of this edition was already printed when news came of the sad loss of Brian Dewey. It is hoped that an appreciation of this engineer and gentleman will appear in the next edition.

Does the committee have your up to date e-mail address? If you have not received recent mails from Bernie, please contact the Secretary. (Address on page 2.)

So, who got the most pages this time? C/L or F/F? What a busy gang we are! We've made up for the complete lack of quotes in the last edition by visits from Simon & Garfunkel and Gilbert & Sullivan, Shakespeare, and a sneaky bit of Omar Khayam, but I bet you'll never find it, Liz!



Diary

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

BUSHFIELD: indoor dates

(no helis over 12" rotor, & no shockies.)

Sat Jan 3rd 10am to 1pm
(Not 4th as previously advised.)
Sat Jan 31st 10am to 1pm
Sun Feb 22nd 10am to 1pm
Sat Mar 21st 10am to 1pm

Comps as before: Gyminie
Cricket, both standard (min
14g) and lightweight ((min
3g) and Bostonian.
Flyers £5, Advisors £2

ALSO: All day event at Bushfield Sat 28th March (organised by
Andy Sephton)

Impington 15th March

Indoor Nats (Birmingham) 19th April.

Peakirk Indoor evenings (Fridays, 7 - 9pm.)

Dec 5, (Auction) 12, 19 (Party)
And, for your new 2015 calendars:

Jan 2, 9, 16, 23, 30.
Feb 6, 13, 20, 27.
March 6, 13, 20, 27.
April 3rd.

December 7th: free flight (**Real Men only**) Coupe D'Hiver at N. Luffenham. Come and support the team: if you're big enough.

Special Events at Peakirk.

We are hoping to arrange a number of talks, demos, and shows on Friday evenings, but cannot provide a prescriptive list just yet. There will be an auction on December 5th, party on Dec 19th, and soon to come a "UFO show and tell" (that's "unfinished objects"), and another for Vintage jobs. Several talks are in preparation. Please check e-mails or keep in touch for precise dates.