

PETERBOROUGH MODEL FLYING CLUB



MAGAZINE

September

2014



MUCH ADO



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

There has been a lot of action on the flying fields this Summer, despite the severe restrictions on the use of RAF Barkston Heath. There have also been changes in the distribution of our magazine. This is the first edition to be made available to members in three forms. Those whose e-mail addresses appear in our list will have been given the choice of receiving the text in two forms (for printing out to make up, with a little practice, into a booklet form, or to read directly from the screen which could also be printed) or alternatively to opt back into receiving the paper magazine format by post as before. An e-mail advising members of this change and containing examples of the format was sent out in July. Those who do not have computers, or whose e-mail addresses we do not have, receive the posted magazine as before. If you wish to change your status at any time, please just inform the Editor. (I shall make up a few extra paper copies in case you do.)

My task will be to compile a complete and accurate list of e-mail addresses, so please keep me up to date.

These changes have saved me several hours of work for each edition, and some incidental expenses. I even found time to complete the two D***ed Lutons.

Editor@peterboroughmfc.org

**See you all at the AGM:
Peakirk, 28th November**



COMMITTEE:

Chairman Bernie Nichols
Vice Dave Clark
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F/F Sec Peter Gibbons
C/L Sec David Clark
R/C Sec Dave Shipton
Safety/Ferry Liaison :
Dave Rumball
Webmaster Tony Beckett
Magazine John Ashmole

NOTE: because there has been so much activity to write about and photograph during this excellent Summer, reports and pictures from the **August Nats** will be held over to the next edition.

Front Cover:

Our very welcome guest from New Zealand, Richard Bould, fettles his CO2 Comper Swift at Flying Aces.

PAGE THREE MODEL:

The Tilston Lanc



...but night approaches, the skies are empty.
Where can it be? Will they make it back?

Gareth spotted that this was the twentieth year since Brian Waterland's Lancaster (four KP01 powered) was published in *Aeromodeller*, and thought it would make a good subject for the *Aeromodeller*/Model aircraft competition at the May Nats. Despite much midnight oil consumption he did not get it finished on time but, a few weeks ago he took it for its first test flights. On the third flight the Lancaster flew away into an adjacent field! After much searching our hero gave up and e-mailed his friends to say that the next time it would be seen would be after the hay was cut (and possibly be in a bale!)

BVW: *I am devastated! Lanc lost before I even saw it. How did it look in the air on its last mission?*

What was the crop? It might be worth having a word with the farmer. They get a good view on the harvester.

GT: *Brian, as you can imagine I'm not over impressed myself but as many people have said, "If you can't take a joke, then don't build model aircraft."*

Oddly, in the 40 plus years that I have been building toy planes this is the first one I have ever lost.

The crop is possibly the worst possible choice. It is Lucerne (called Alfalfa in the US) green, waist high and with a bushy green top and long stalks. The plane goes through the top which closes up behind, and then it sits below sight. Other flyers tell me that unless you are lucky and a bit is sticking up you have no chance. It is terrible to walk through, as well. Ho hum, never mind.

Somebody else in the club can have a go at another Lanc maybe - I'm sure there will be a queue forming already.....

I am now persuaded that all my scale models will have radio in future. I assume that those people who strongly resist the move to radio in the magazines either don't fly any more, don't fly anything that takes 200 hours to make or have their own private airfield. The other option is to build scale type models (not a chance, see through finish and inaccurate outlines.)



...but meanwhile, up spake a concerned Brian Lever, saying, “No, a rescue must be mounted. Send for reinforcements from PMFC! We will all march across the field six feet apart!” That would have happened too, but by then BVW, had passed GT’s e-mail to Ian Lever in the frozen North.

Ian replied:

I.L: *A pity about the Lanc. Is there no chance of finding it?*

I flew my Autogyro last week after constructing new rotor blades. It would not penetrate and flew backwards until a rotor flew off. I soon found the fuselage, but the blades were nowhere nearby. I went back next day with my camera plane and took 200 aerial photos of the area. Scrolling through the photos I spotted what I thought were the blades and sure enough at 7am the next day I went straight to them...

Brian (W) forwarded this e-mail to Gareth who replied that he also had a plane on which a small digital video camera could be mounted.

GT: *Gents, I have a plan. Rather than traipse up and down I am currently mounting a cam-corder to my electric Wot4 looking down. I hope to get back to the field in the next few days and fly up and down capturing a video of the target. I can then play it back on the laptop in my car. Hopefully this should produce some kind of results?*

My usual response, I guess - throw technology at the problem and see what sticks.

I will let you know, thanks for the offers. Hopefully I will have a more targeted search area.

PS It has just started to rain so that will do it a world of good.

When later viewed back at home on the HD television, Gareth saw that there was a “very small anomaly” in the crop. Consequently, at 5am the next morning he returned to the field, went to the very spot and found the Lancaster. One week later the farmer cut the field - a close shave indeed!

*Gareth’s excellent Lancaster:
before its eventful
sortie.*



Story provided by Brian Waterland

HOT AIR

THE PEE GEES SUMMER TOUR



By Peter Gibbons



1) Oxford Port Meadow, 8/6:

A fine win for evergreen Mick Page in Hand Launch Glider...a good show from Martin McHugh finishing fourth in P30. Former member of the band, Paul McMahan finished second in Vintage Glider with a beautifully finished Lulu which flew brilliantly.

*Memo to IDM:
Nice cap, but
PMFC sweat-
shirts are still
available :con-
tact BVW him
for prices and
sizes.)*



Second Gig: North Luffenham, 4th Area, 15/6

Nine of our club attended this event, a good turnout.

Provisional results:

HLG: Mick Page.....2nd.

P30 Rubber: by far the largest entry with 15 flying from Luffenham, 35 across the land. Peter (I'm hooked) Adams came second locally, third overall, with 2.53 fly-off after three maxes.

Dave Bent came 5th on the field in the same event with a flyoff time of 1.40. He had damaged the fuselage on his third flight which altered the glide slightly in the flyoff, hence a poorer glide.

Peter Gibbons just two maxes; could have made the flyoff. The third flight had a decent climb but quite low... can the model hang in there? Ian M. times it to the ground 12 seconds short, so 5.48 is the total.

Martin McHugh and Terry Page hit trimming snags and failed to make a big impression.

3) East Anglian Gala, Sculthorpe: 28th and 29th June:

A fine turnout from PMFC with ten arriving to fly or assist. The weather was cloudy with some strong lift but very tricky to fly in. Some huge downdrafts pushing models down had to be seen to be believed.

P30 Rubber attracted 16 entries, all flew. Peter Adams came second again, three maxes and a 2.34 flyoff. Top man Dennis Davitt was first with 2.41, so it was very close. Peter Gibbons came 5th, thirteen seconds short of qualifying for fly-off. Dave Rumball, Martin McHugh and Dave Bent all experienced bad luck and finished mid table, but on a positive note, *Phil Ball scored only 5.02*, so we should be very proud of the results.

In HLG/Catapult, Mick Page came second, Peter Gibbons fourth.

The expected turnout from our club to fly in the Bowden failed to materialise, and I am led to believe that the event was scrapped on the day due to high wind and low entries.

What's the Point?

At N. Luffenham the grass was really long making retrieving at the least very difficult; once off the line it was possible to walk past the model.

PG and Peter "Eightmax" Adams overcame this problem by the use of a compass. as a result of which, P.A. Walked up to his model at least half a mile away exactly on line, and was duly impressed...TWICE. So, for around £8 to £10 that would be a very good investment, setting aside the time spent looking without one. I (PG) use a Silva System Type 7NL, a must for every free flyer.

The thoughts of Brian Lever would be interesting, as he had an awful time in a rape field trying to find his Bowden model at the recent Nats. With hindsight, what should he have done? This would be food for thought for us all; drink? Phone? Informing others of the plan of action? Perhaps, in the next issue...?

4) North Luffenham, 5th Area, 13th July:

Brisk wind, a little rain, a change of flight line, tents and equipment put up then taken down again. Very difficult retrieving through crops and a large rape field: ages to locate the models, consequently only time to do three flights instead of the five we could have done...cannot praise enough importance of compass and tracker. With Gerry Ferrer in first place (in Coupe) with 6.34, our scores were:

2nd Peter Gibbons ...4.45

3rd Martin McHugh ...4.00, each from three flights.

I think, if we had not run out of time we could have got 1st and 2nd. IF ONLY! A very good tracker (Pym Reuter) is essential for this venue.



THIRD CLUB EVENT, FERRY MEADOWS, 1st July

A fine afternoon was interrupted by a down-pour which stopped play for about an hour, during which the indomitable Pee Gee stayed in his control tent, and somehow managed to refrain from eating all the biscuits. (Although the carrots disappeared.) Then, to reward those who had stayed on, a calm and beautiful evening, as only Ferry can provide, ended the day. I was lucky enough to meet Mr. Paul Foster, one of the official Nene Park photographers, who, although having got up at 5am. to shoot otters, was still at his post, enthusiastically firing off at model flyers. He surprised me by declaring that over seventy different hobby activities take place in the Park. He generously allowed me to use some of his pictures, thus permitting me to make up page 10, which is my favourite part of this issue.

Peter Gibbons reports:

Hi-Start Glider:

- 1st.....Dave Rumball.....2.05
- 2nd.....Peter Gibbons.....1.21
- 3rd.....Tony Beckett.*.....0.38

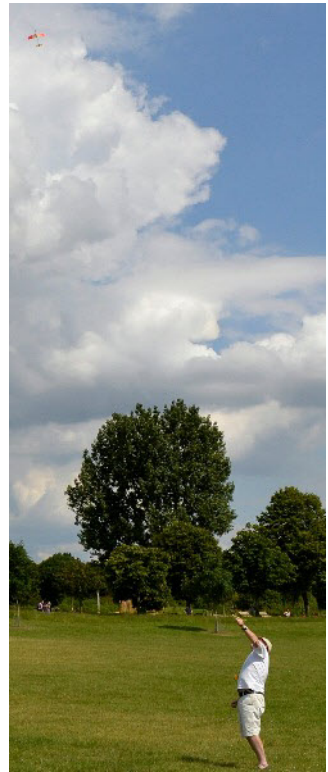
Catapult Glider:

- 1st.....Jonathon Whitmore 2.49
- 2nd.....Shane Humphrey....1.36
- 3rd.....Martin McHugh.....1.19
- 4th.....Peter Gibbons.....1.16
- 5th.....John Brown.....0.49

P20 Rubber:

- 1st.....Peter Adams.....3.00
- 2nd.....Jonathon Whitmore.....2.40
- 3rd.....Mick Page.....2.39
- 4th.....Tony Johnson.....2.24
- 5th.....Terry Page.....1.56

* Tony's glider remained lost despite several man hours of searching, subsequently found days later skulking deep in the foliage.



IDM's Cattie aloft. Below Terry Page, with o/d Grayling ,and P20 Smidgeon



FOURTH CLUB EVENT, 5th August

Hi-Start Glider:

- 1st ...John Coleman.....60sec.
- 2nd ...Tony Beckett.....0.56
- 3rd ...Bert Whitehead.....0.55
- 4th ...Peter Gibbons.....0.52

Catapult Glider:

- 1st ...Jonathon Whitmore.....2.28
- 2nd ...Peter Gibbons.....1.21
- 3rd ...Bill Cox.....1.12
- 4th ...Bert Whitehead.....0.40

P20 Rubber:

- 1st ...Peter Adams.....3.00 + 2.01
- 2nd ...Bert Whitehead..3.00 + 1.32
- 3rd ...Tony Johnson.....3.00 + 1.10
- 4th ...Jonathon Whitmore.....2.58
- 5th ...Mick Page.....2.56
- 6th ...Graham Gostick.....1.32

As the results show, P20 needed a three way flyoff which provided a fitting climax to the series of events, and showed the level of expertise achieved with these miniature contest models: P20 flying at its very best. Thanks to all who travelled to our events, in some cases from many miles away.Pee Gee

THE FINAL SCORES:

Hi_Start Glider:

- 1)...Tony Beckett.....16pts
- 2)...Peter Gibbons/
Dave Rumball.....9
- 4)...Bert Whitehead.....6
- 5)...Dave Shipton/
John Coleman.....5
- 7) Peter Adams/
John Brown.....3

Cup Winner: Tony Beckett

Catapult Glider:

- 1) ..Jonathon Whitmore...20pts.
- 2)...Peter Gibbons.....14
- 3)...Dave Clark.....6
- 4)...Bert Whitehead/
Shane Humphrey.....4

Cup Winner : Jonathon Whitmore

P20 Rubber:

- 1)...Peter Adams.....15pts.
- 2)...Tony Johnson.....12
- 3)...Mick Page.....9
- 4)...Bert Whitehead/
Jonathon Whitmore.....8
- 6)...Terry Page/
Martin McHugh.....5

Cup Winner: Peter Adams

Cups will be presented to the winners at the AGM. (Would previous holders please return the cups to me in advance of that meeting.)

Four brilliant events, quite well attended, but we could always do with a few more competitors. A special thanks to our long travelling members for their support, also to Iam Middlemiss and Dave Rumball for their help.

.....Pee Gee



10 No caption that I can think of will do justice to the juxtaposition of these two photos, taken by Nene Park photographer Paul Foster . Shane Hunphrey and Tony Johnson share enjoyment of pure aeromodelling at Ferry Meadows, with about seventy years between them.



CONTROL LINE SCALE AT OLD WARDEN

July 19th

With busy Stephen Turner's twin Mosquito still in the loft awaiting repairs from last year, PMFC was represented, on the Saturday, by the inventive Rob Smith, and associate member Julio Isidro.

Rob's Wyvern project began, he says, an an Eberneezer. But in this form, however, it flew as an electric C/L job, with BVW on the handle and Rob controlling motor speed via a Tx speaking to a cheap 6channel Rx on board. Energy comes via a nicad neatly stored below starboard wing. Beautifully drawn plan available from Rob. Serious scope for future development here, a kind of simplified Carrier Deck? He even has a scheme for contra-rotating propellers... AND (stop press) there may be a Shinden next year, if Rob can work out where to put the bellcrank!



Julio's Hurricane is from a Black Hawk f/f kit (a Musciano design?) strengthened, with wing duly sheeted, new undercarriage, etc. Nice paint job, too.



FLYING ACES, INTERNATIONAL!



Although a light breeze dictated a shorter than usual max, the weather remained warm and a good time was had by all. At no time from before 10am to after 4pm was the field not strewn with groups of model flyers happily trimming, fun flying, or putting in times for the many contests.

There were 142 entries spread over 14 events, with Hi-start glider claiming the most, with 24 competitors. Australia, New Zealand, Portugal and Wales were represented.



Stalwarts of the flight line: Peter Eightmax and Tony J.

The guest event this year was the Masefield Trophy, as it had not taken place at Old Warden.

Favouring the unconventional scale types, it is a prestigious event, of which we shall hear more in this magazine later.



Above Magnificent Sablatnig SD4 (no, I had never heard of such a 'plane, either) by Chris Blanche, winner of "Best WW1 model."

Left: Young Joe Rubicano reveals impeccable table manners.



Andrew Boddington, editor of Soon-to-be-monthly Aeromodeller, takes his raffle prize. That'll be another entry in kitscale next year, then.

(Special thanks to Fay Rumball for most efficiently selling all those raffle tickets.)



IDM takes careful aim...at the control tent.



WINNERS:

Open Rubber:	P. Smart
Masefield	A Sephton
CO2/Elec Scale	D.Knight
Kit Scale	C. Blanche
Jetex/Rapier Scale	M.Stuart
Jetex/Rapier Profile	C. Richards
Jetex duration	M Stuart
P 20	A Sephton
Cloud Tramp	Mariana Isidro
Frog Senior Rubber	A Rushby
Catapult Glider	A.Sephton
Rubber Ratio	C .Blanche
Table Top Precision	J.Paton
Elec Precision	I.Middlemiss
Hi-Start Glider	R.Lister
Young Flying Ace	J.Day
Flying Swarm	A.Rushby
Best WW1	C.Blanche

(See website for more details.)

Above: Derek Knight and his superb Westland PV4.

Right:Just some of those who remained for prizegiving, after a warm, busy and most enjoyable day.



SNAPS



Dave Leeding (this year's Bowden CD) is both pleased and relieved to have mastered a brisk breeze with his R/C Super 60 after a gap of three years.



Dave Clark's rendition of the all sheet K.K. "Bantam" for R/C electric: a fine flyer for Ferry Meadows?



Correspondence:

(From Peter "Eightmax" Adams, so sit up straight before reading!)

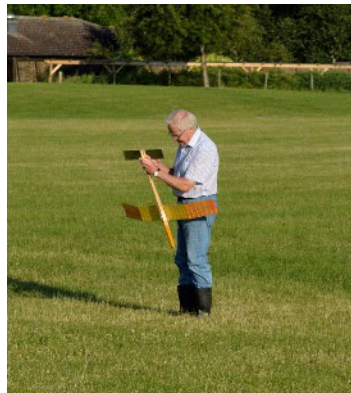
I would like to thank the Free Flight team for helping me to trim and sort out my new P30, P20 and Coupe models, and also for spending a great deal of their time searching airfields for models that I have lost sight of.

The recent successes I have made in Area competitions (which may not be repeated!) I put down mainly to the help and encouragement from the Free Flight team rather than personal success.

I apologise for the repetitive questions I ask to the same people, that is, Peter Gibbons, Martin McHugh and many others in PMFC: I really need to write down information as I hear it.

As a free flight member I look forward to the Area competitions and the 2015 Nationals. ...

.....Peter.



STAN
SPENCER



PMFC has lost one of its most long term members in Stan, whose exquisite building skills produced stunning models, both in outdoor Free Flight and indoor scale gems. A true English gentleman, skilled illustrator and aviation artist.

Dear Stan, you will be sadly missed by all your many aeromodeling friends, and we know you will be looking down on us all at the big Flying Aces competition at Ferry Meadows. We shall do our best to make some beautiful flights in your memory.

*“ONE
LAST
FLIGHT”*



Words by Brian Lever



**Twentieth Annual Cloud Tramp Mass Launch,
5pm, Saturday 2nd August, Worldwide.**



At Ferry, seven flyers, eight models. Trust BVW to indulge in a bout of two-upmanship!



Meanwhile, at Lodge Farm, members of a certain neighbouring club prepare to launch, seven in all. (Ken Norton lost his oos the day before...must have been a good model) (D. Leeding provided the photo)

...and this, for the uninitiated, is a Cloud Tramp.

This one is three years old, beautifully finished, and every member of Julio's family has one, so they can have little mass launches of their own!



HOW CHEAP CAN YOU GET?

Ray Millard saves some cash, but makes a shameful admission...



When I bought my first R/C outfit, a McGregor Minimax, back in the late 60's, I'd had to work and save for quite a while as it cost, I think, £19/10/6d. A lot of money back then, and I also had to buy an Elmic wind up escapement and various drycell batteries.

You could still get on to Wigsley then, so I remember that I put the gear into a f/f conversion powered by a Merlin and flew it on the old airfield. It wasn't very good, and I seem to recall that most flights ended in a near spiral into the runway. Tough old birds, those Merlins.

So I got to wondering how cheap a modern set of gear could be. I managed to get two 1.7g servos (£5.37 each) a 2g Orange Rx (£11.50) and a tiny DSM2 trannie for £14.99, all off Ebay. At Old

Warden I got a 350mAh 7.4v battery for £4.50, a tiny brushless motor for £8.99 and a 6amp controller for £7.50.

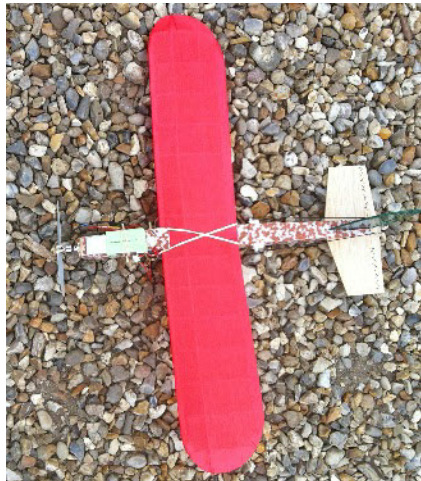
Now, I'm in trouble. You see, a couple of years ago, Robotbirds were selling three EPP F**m gliders for ten pounds.

I hang my head in shame as I tell you, the Peterborough MFC jury, that the radio went into one of them. See the pic above.

The total cost of the R/C gear was a bit under £37. (I left out the cost of the motor and battery as I couldn't remember how much the Merlin, fuel, prop etc. had cost.) Also I left out the £3.99 for the glider and bits and pieces as they may have equated to the 1969 aeroplane.

So, what does it prove? Not a lot, really: we all know that radio gear has got immeasurably cheaper and better: for just under twice the 1969 price you get servos, receivers etc that weigh next to nothing: you get 3 proportional channels instead of one bang bang, it all seems to be 100% reliable and, of course, free from any interference. Does the f**m glider fly? Beautifully! And to appease the PMFC jury here is a photo of it with a built up wing from a Veron Piper Vagabond. It flies just the same, no trim changes, even. I rather like it.

...R.M.



SEPHTON SAYS...

Hi John,

Really enjoyed reading the latest PMFC Newsletter (sic). It goes from strength to strength, getting better with each issue!

Here's a few comments that'll hopefully be of help and/or interest:

The Taylorcraft, yes, she was a bit overpowered, wasn't she? (Andy refers to my comment in the last edition) You missed my first flight with my Wildcat, that was overpowered, too...so much so that the model shed a wing about 10 seconds into the flight, the remnants powering into the Barkston turf. There was no significant or lasting damage, however. The excess power was due to the wind, by the way. The pre-trimmed Taylorcraft has an 8 strand motor of 1/8 tan SS, which on the day with the strong wind was not enough to get it out of ground turbulence. There wasn't time to make up another motor, so I fished the motor out of the model, re-looped it to turn the 8 strands into a shorter motor of 12 strands and away we went. The trick kept the C of G in the right position, but the power was too much. In retrospect, I should have tried 10 strands instead...Oh, and I did increase the downthrust to the sensible limit of 3/16", but it wasn't enough.

KIT SCALE:

It's worth reading the Judges' guide on the Scale Tech Committee website. The guide can be downloaded from this page: <http://www.scalebmfa.co.uk>. The guide is also useful for all the other scale classes...The important one on Kit Scale is the flying: you need a good straight takeoff, slow flight, no pitching or flying in a yawed state, a smooth transition to descend and a good landing with a straight landing run. Slower flights tend to score more than faster ones. Models that climb to about 2/3 of the hall height will also score more than those that fly at head height. Wide turns will score more than a tight one. If I were to enter a model in Kit Scale it would be the Performance Kits Hornet Moth, <http://www.outerzone.co.uk/plan.details.asp?ID=2438> It's a biplane, so should be a slow flyer. Being a biplane it should get a better complexity score than a monoplane and there's lots of examples existing with some interesting but simple colour schemes that would lend themselves well to tissue covering. The wood selection would have to be carefully made, though, to keep it light. It'd also be a good model for the Flying Aces Kit Scale and Scale Duration comps...

Brian Lever's Peanut - Brian achieved second place in Duration with his Peanut, which is a remarkable achievement for his first attempt at the class!

CO2 motors never run well at the Scale Indoor Nats - too many peeps - too much humidity which is not good for an expanding gas power system. The trick is to use a motor which is too big for the model and throttle it back. Also, use a large tank and gas charge only.

Next year's BMFA Scale Indoor Nats will be held at Wolverhampton University Sports Hall (WS1 3TA) on 19th April. There'll be no fun flying as there is only one hall, but we'll have comps for Peanut, Pistachio, Rubber, Co2/Electric, Kit scale and Glider (flying only), plus fun comps for Mass Launch and Air Race. There's good access, lots of parking, a viewing gallery and a restaurant. The hall size is in between Nottingham and Bushfields but the ceiling is clean - similar to Bushfield.

.....Andy 18

CLAPA - What's this?

...by Mick Taylor



See the latest
“Aeromodel-
ler” for an ac-
count of this
event.

No, not some unmentionable disease but the Control Line Aerobatic Pilots' Association, which is the UK body catering specifically for those interested in C/L Aerobatics in all its forms.

Formed in 1976 the association currently has approximately 100 members including several from overseas. It publishes a magazine, CLAPTRAP, six times a year and also has a website, clapa.org both of which feature aerobatic related articles, a contest calendar, contest results and an annual league table based on individual contest placings. The website also features many links to other C/L modelling sites and useful info like sources of supply and BBC weather. The highlight of the CLAPA year is the annual championships, a three day event usually held in June; in recent years at the National Watersports Centre, Nottingham, where an area of the campsite is reserved for members only camping and space for three grass flying circles. All the C/L Aerobatic classes are flown - F2B, Classic, Vintage, Class 2 and Profile with entry numbers equalling or exceeding those at the Nationals.

PMFC club member Mick Taylor has been a member of CLAPA since its formation, initially flying F2B, more recently Classic Aerobatics and Vintage Stunt, also contributing a regular feature to CLAPTRAP, “Designs for Vintage stunt,” which is currently up to number 31. Mick has had numerous CLAPA league and Champs successes over the years most recently topping the Vintage league for 2013 and winning Vintage stunt at the 2014 Championships.

Anyone interested in more information on membership of CLAPA (currently £20 per year) can find more details on the website.

Vintage Stunt at the 2014 C/L Nationals:

A pre-entry of seven reducing to six on the day this year including one from Germany. Three rounds flown, two in the breeze on Saturday, the third in ideal conditions on Sunday. A couple of models damaged in the first round otherwise an event free competition. Won by me, Mick Taylor, with the Ringmaster/OS 30 fourstroke. combination by virtue of the two highest single scores in rounds two and three. A first Nats win for this model after second places in 2012/13 and following the CLAPA Champs win in June this year. This was my 20th National Championship C/L win, 12 in Vintage Stunt including the first event in 1986, 6 in Classic Aerobatics and 2 in Phantom Racing (one with Brian Waterland.).

NB: Our main Nationals report will be in the next edition...Ed.

THOSE DARNED LUTONS



Although I shall never be able to hold a flickering candle to the work of Jonathon, Gareth or Marc (to mention just a few) I felt compelled, after a Winter of photographing others' models at Bushfields, to have a go once again at a small scale job. Last year's Luton Minor hit the buffers and the wastebin after the careless application of inadequately thinned dope which led to the much feared wavy longeron effect (1/16"square longerons; a recipe for disaster if dope is involved.)

The reason for building two versions, apart from my pathological inability to construct one model at a time, was to test my skills (kit version) and satisfy my scale ambition ("scale" version, for outdoor electric.) For variety, the scale version is the earlier design, with shorter u/c and more distinctive fin.

It's all about the covering. While at Bushfields last Winter, I had tapped the brains of the great and the good. Previous editions of this magazine contain the results of those conversations: Gareth's "Lock up your shrinking dope", Marc's "shrink with meths," Andy's "Don't use paint," not to mention a good deal of disinformation designed to confuse the enemy.

Then, the choice of tissue. First, there was SAM's white Esaki. Reasonable wet strength, but will only watershrink once. If there's a dimple left after that, it's yours for life. Then, at the F/F Nats, Gareth came into Brian Levers' van expounding with Messianic fervour the excellence of Martin Dilly's latest Esaki. "It's what all the scale people are using." So, I sought out Martin, and for a tenner, I had bought myself a new bundle of troubles. It will accept a second touch of water if absolutely necessary, but has hardly any wet strength. Looks good when it goes well. And what about the curved rear decking? At this point I abandoned all ambition, and sought out a piece of Modlespan-type tissue from the scrapbox. Easy.

Marc Ashby had advised using wallpaper border paste, "as it comes." OK for you, Marc, but not for applying with wet tissue. On one occasion I re-entered the workshop after covering the fuselage underside in this way to find the tissue, wrinkled and curled, lying on the bench beside the structure. I swear I heard it giggling quietly to itself! So, it's thick dope (that's full strength with just enough thinners to enable a small brush to carry it accurately) applied most carefully to the airframe...but don't let a single drop fall onto a pre-covered area, or it will be ruined.

The work proceeded tentatively, panel by panel, with “walk away and leave it” being the motto. Then comes the timid peeping through the workshop door to see what horrors have ensued. Oh, come on, those of you who are reading this, admit that you’ve all done the same! Several attempts found themselves ripped from the airframe and consigned to the bin, along with a suitably defecatory expostulation.

It was Andy Sephton who unwittingly put me right. After a conversation at Old Warden, which went largely along the lines of “stop wingeing and just get on with it,” I drove home, cleared the bench, and decided that, success or failure, the task must be completed. I had found a white/blue colour scheme for the kit version and had some well-behaved blue tissue for the job. The “scale” version was to be in light blue/white, so I bought some SAM’s Esaki for that. However, the first application halted the process: applied damp over a layer of white, it would not take to the double curvature of the wing. So, off it came at once. Memo to self: if new tissue makes a crinkly noise, don’t use it. What we require from our tissue is dumb acquiescence. I had some silent red in stock, so searched for a red/white Luton on the web. That’s a bit like firing the gun and saying what the target was afterwards, but it has worked. There were wrinkles and dimples, but I remembered Marc’s advice to finish the job and recover problem areas afterwards. (In fact, the outdoor version has proved much easier to build and cover, largely due to the greater amount of wood to apply covering to, and the lesser regard for lightness.)

The lettering took a couple of days, one to cut them out, one to apply to the model. Struts were no problem after I had come, belatedly, to the realisation that Pritt Stick can be a very useful covering adhesive.

And so the twin projects lurched to their conclusion. I have learned a number of tricks, to not all of which I am prepared to admit. (I seem to remember a blue marker pen becoming involved at one point.) Thus am I left with a compendium of mistakes in the shape of two similar Lutons Minor.

The blue kitscale job made its first public appearance in B & Q Peterborough one busy morning (nice high roof, but cluttered floorspace) as I checked for a storage box to fit it in. Nobody took the slightest notice of a model flyer sauntering along the isles, model in hand: does this kind of thing happen every day??

The red job will be ready Thursday.



...by John
“I’m never
going to
build an-
other small
model in
my life!”
Ashmole.



“...Didn’t we have a lovely time
The day we went to Cosford...”

Sorry, lads, but no amount of retouching will improve this view!



Tasked with organising a club outing to the RAF Museum at Cosford, Dave Clark had the wizard wheeze of inviting the P’boro U3A group “Plane Daft” o join us and was thus able to fill a 50 seat coach. All who went thoroughly enjoyed it.

Dave Shipton and Dave Clark: that’s 20% of the committee. ..makes yer wonder, don’t it? Well, it was a long day, at Flying Aces.

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

None of that namby-pamby indoor stuff this time. Just real flying under a real sky with real hazards. Especially at North Luffenham. Thanks to Dave Clark, Mick Page and Paul Foster for photographs .The sunset on P3, by the way, is the view from my workshop window, after the red deer have turned in for the night. Yes, really!



Diary

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

“Tomorrow was a beautiful day.”

BUSHFIELD: indoor dates

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

Sat Oct 25 th	10am to 1pm.	Comps as before: Gyminie Cricket , both standard (min 14g) and lightweight ((min 3g) and Bostonian.
Sun Nov30 th	10am to 1pm	
Sun Jan4 th	10am to 1pm	
Sat Jan31 st	10am to 1pm	
Sun Feb 22 nd	10am to 1pm	
Sat Mar21 st	10am to 1pm	

ALSO: All day event at Bushfield Sat28th March (organised by Andy Sephton)

Impington 16th Nov and 15th March

Indoor Nats (Birmingham) 19th April.

Old Warden Vintage Weekend.....Sat/Sun 27/28th Sept

F/F Comps:

Sept 14.....7th Area (N Luffenham)

Oct 12.....8th Area “

Oct 25.....Midland Gala “

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

Oct 3, 10, 17, 24, 31

Nov 7, 14, 28 (AGM)

Dec 5, 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 3.

(Talks and special events will Be announced later.)

**ANNUAL GENERAL
MEETING:
AND PRIZEGIVING:
Peakirk Village Hall,
28th November, 7pm.**