

PETERBOROUGH MODEL FLYING CLUB



MAGAZINE

March

2016



GREAT EXPECTATIONS



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



There was a time during the preparation of this issue when the chosen title of “Great Expectations” seemed increasingly ironic. The conference on the “Future of Free Flight” that took place at the end of January left us wondering whether we had any future at all, especially if no model may be permitted to fly out of the natural sight of the launcher or of the field it is launched in. Then came the very sad, but not unanticipated, news of the loss of the tremendously popular Bernie Nichols which left us all feeling bereft, following as it did upon the loss of Chas Windows.

But the future lies ahead, and this issue contains news of dates, events and new initiatives both within PMFC and in the wider sphere of aeromodelling, that give renewed life to our enthusiasms, particularly in the Free Flight arena in which, alongside our friends in SAM 35, we hope to find ourselves running ahead of the game. Someone must look after the little guy. We are (most of us) the little guys. We can at least begin to take the initiative in looking after ourselves and take part in the many coming events that PMFC has planned for the coming season.

COMMITTEE for 2016:

Chairman	Dave Clark
Vice	vacant
PRO/Secretary/Magazine	John Ashmole
NPT/Indoor	Brian Waterland
Treasurer/M ³ ship Sec:	Richard Arnold
F/F Sec	John Ashmole
C/L Sec	Brian Lever R/C
Sec	Dave Shipton
Scale	Russ Lister
Safety/Ferry Liaison :	Dave Rumball
Webmaster	Tony Beckett

.....*What Larks, Pip!*

Editor@peterboroughmfc.org

Club Subs for 2016:

BMFA £33, Jnrs £17

PMFC £15, Jnrs £1

**To: Richard Arnold,
21, Signal Road, Ramsey,
PE26 1NG**

This is the final reminder for those who have not paid for 2016. No more PMFC. No more magazine, No more fun.

Front Cover: “They don’t like it up ‘em,” says Corporal Clark, loading his Bostonian at Bushfield.

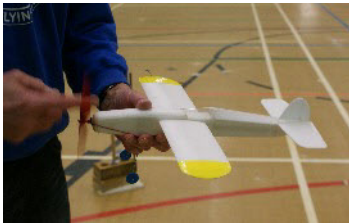
PAGE THREE MODEL

Rubber RTP “Polestar”

Clearly taking the forthcoming restrictions on space available for model flying to heart, Chairman Dave is reviving the old clubroom activity of RTP rubber, with demonstrations at Peakirk and Bushfield.



Essential reading:
Andrew Longhurst's article
“RTP Team Racing” in SAM
Yearbook no. 15.



*Dave's f*am Polestar (photographed under protest)*



Martin's superior, built-up version.

Dating from “Model Aircraft” March 1962, the rules for this event also reveal plans for the more malodorous “Polecat” (“for the serious competition flyer”) which has a longer fuselage and larger motor. The competition is run as a team race, with a pitstop for winding.

....More information on page 21.

BERNIE NICHOLS
1944 - 2016



BERNIE

A memorial, by “My mate Moley”

Bernie Pregitzer, who let us call him by his stage name Nichols (his great grandfather had also endured a name change as an immigrant at Ellis Island,) had known comradeship under fire in Cyprus, and therefore understood the value of friendship. Consequently his conviviality was his predominant characteristic. If only I had listened more attentively to the tales of his past, in Canada and elsewhere. I remember his moving description of his Grandpappy, in rocking chair on the verandah, growling, “I’ve run out of coffee and I’ve still got some cookies left,” followed after a short interval by, “I’ve run out of cookies and I’ve still got some coffee left.” A beautiful vignette that I intend to make use of many times.

One evening, ex-Groundcrew Bernie, who had spent ten years at RAF Wittering working on the V bomber fleet, told Dave Leeding and me of having to crawl through the narrow apertures of the wing of a Vulcan, dragging a light, an air tube and tools behind him, to service the composite rubber fuel tank from the inside, a task that very few colleagues were willing to undertake. (Must have been slimmer then.)

I knew little of his professional musical career with Ellie, (and we never heard his famed Kenny Rogers impersonation) but once on the way to Old Warden he regaled me for an hour and a quarter with infectious enthusiasm on the rhythms of John Lennon and his predecessors, and then, on the return journey, after I had played a movement from a Mahler symphony, provided a highly revealing critique of what he had just heard. That was the day (of the Masefield) when he had stood alone, in wind and rain on a desolate field in full waterproof gear, in case any competitor wanted a timekeeper. At other times, when seated in my conservatory there was no subject beyond the scope of conversation, and only the beating wings of time curtailed those discussions...that and his eagerness to consume the hot pies with which I had lured him. After a visit from Bernie, one was left exhausted by his sheer presence and enthusiasm. Although his passing is a loss to PMFC, and particularly to Ellie with whom we sincerely commiserate, it was more than anything a loss to Bernie himself. He has been deprived of the leisurely days of reminiscence and companionship which were his due; with a plentiful supply of coffee and cookies, of course.

He knew for the last dozen years, after a major operation, that his days were numbered, and when with PMFC he lived each day to the full. As Chairman, Bernie took a proprietorial interest in “his” club, often leading the way with new initiatives, always involved, ever-present, wanting to try anything new. He embodied all that was good about our club. As a most entertaining auctioneer, he would go home with more purchases than his audience, but he would generously give away much more than he took. In competition he would offer assistance even to his closest rivals. Brave enough to go “the other side of the fence” at the F/F Scale Nationals, he was also a stalwart of the Bowden, an inexhaustible prop flicker and pitman in Team Race (however much blood flowed from his guitar playing fingers) and a model builder of great knowledge and skill.

Latterly, Bernie returned to his watercolour landscapes, with a productive weekend away in Norfolk which gave him great satisfaction. But free flight was his great love. One late Summer day on Barkston when, each with a diesel model and a can of fuel, we flicked, launched and walked, launched and walked until we could walk no more. As we lay exhausted on our backs in the long grass, looking up at a Lincolnshire sky, he said as he was to say on many subsequent occasions on flying fields: *“It just doesn’t get any better than this.”*

.....It is with those words that I would like to remember him.



**PMFC
BRING AND BUY,**
..... 8th January,
Peakirk

This is always a good night out, even for those who never raise their hands with a bid. Under the entertaining and efficient gavel of Brian Lever, it took about one and a half hours to shift the items that members had brought and due to the notorious parsimoniousness of PMFC members, real bargains were to be had. In fact, thanks are due to those such as John Coleman, who every year bring along items from their collections of kits 'n bits, knowing that their offerings will be knocked down for...well, knockdown prices. An untouched scale kit for a fiver, a classic aircraft book for £2, an up to date battery charger for less...

The modal* price was well under £5, although in one shock bid the all-time PMFC auction record was well and truly shattered when a F/F Buccaneer driven by an ED Hunter went for a figure that will keep Mr. & Mrs. Editor in their daily repeat prescription of Eccles Cakes for at least the next two months.

*Right: Mark thinks,
"Flick, flick buzzz."
Moley thinks "Yum,
yum!"*

There were to be two more auctions a few weeks later, enthusiastically run by IDM and BVW, when great generosity was shown: the club raised around £800 for Ellie by buying many of Bernie's modelling effects....and with more to come from E-Bay . It is pleasing to think that so much of Bernie's output continues to flourish within PMFC.



6 * I THINK that's right: "the figure that occurs most frequently".

The season begins: (just!)

First Area, North Luffenham, 14th February



A reducing number of increasingly elderly competitors found their way around the scruffy perimeter of this disused airfield, to perpetuate one of the least understood, but potentially most beautiful of sports. The temperature remained constant below six degrees, wind speed of over 10 mph, gusting to 20, models were flying straight into a bright low sun, and more that one person was wondering why they had come. But we love free flight, and with the increasing uncertainty as to its future, every opportunity will be taken to fly models to their limits of duration until the axe finally

falls. Well, that's how it seemed, anyway. With several of the top FAI flyers in America, and several PMFC luminaries otherwise engaged, it was a small group that made peace with their wives on Valentine's Day to assist Peter Adams with his Coupe flying: no chance to trim in this wind, a model either flies or it does not.

He went home with a couple of repair jobs to do, but proclaimed, between gritted and chattering teeth, that he had enjoyed his day.

It's probably worth mentioning that the entry fee for an Area event is £10, which puts the Nationals into some sort of context, and that the turnout at N. Luffenham was about the same as at a PMFC club contest. There will be warmer days, calm air, friendly breezes, gentle lift, and blue skies ahead...really!

STOPPRESS!

All who fly in C/L and most F/F SAM events at Nats receive £5 reimbursement, thanks to generosity of private donors!



It takes three: cold fingers grapple with tense rubber and a delicate airframe as Tony Johnson and Dave Rumball help Peter with his Coupe.

...the future of free flight.....

.....Radio Dethermaliser (RDT)

“Flying model aircraft must at all times remain within the unaided sight of the launcher...they must not pass beyond the boundaries of the field on which they are launched.” These edicts will shortly apply to the use of MoD bases, and are likely to trickle down to other flying fields, probably including Ferry Meadows, at some time in the future.

We must respond. RDT will become simple once we are used to fitting it and very convenient, too. But don't panic, it will not be mandatory at Ferry this year. Watch progress, see how others get on, remember it's the second mouse that gets the cheese, so just keep in touch with developments.



RF Module, £35, makes a 2.4 Tx. Remember Tx and Rx should be of the same make.



I shall not try to reproduce Ian Middlemiss' talk at the clubroom on Friday 19th February, as it was all Greek to me. However, he has undertaken provide the “full SP” on the website. If any PMFC reader does not have access to this contact me for a paper copy.

What I did understand was that there are basically three options :

- 1) Commercial: ie “Bodner.” £120 plus.
- 2) Self made (Tx as above, lightweight Rx, plus servo, 90 mAh battery plus “mousetrap” to fire the d/t line.) Could be 8 grammes if wiring were kept to minimum. Should be around £40 all in.
- 3) Use standard Tx and Rx with light servo. That would probably be OK for gliders, & that is what I shall fit to mine.

2.4 meg receiver fits neatly under trailing edge on Ian's glider.

STOP PRESS: see also
Aeromodeller 4/16 pp 12-16



BUSHFIELD JOTTINGS



This relaxed insouciance was not to last.

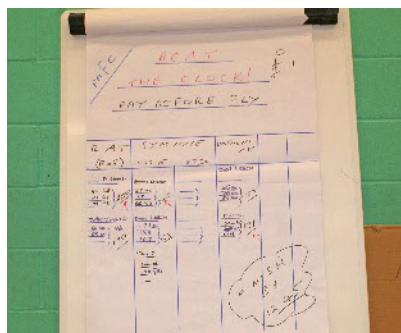
equipped) and again it zoomed upwards. Four times this happened, until suddenly the model (perhaps switching to cruise mode) levelled out and made a safe(is) landing. Applause all round, as everyone present had stopped what they were doing, out of amusement, fear or self-preservation. To his great credit, after some fine tuning, Kevin continued with the model later, with less drama. His K.K. Piper Super Cruiser (below) flew beautifully every time.



Visitor Gerry Flack, flying with Dave Clark, produced this old RTP job, and, even with an ancient rubber motor, circulated so quickly around the pole that it was barely visible. This is very promising for our proposed series of RTP comps at Peakirk next Winter.



Andy Sephton's Messerschmidt (See his articles on the use of tissue paste in recent Aeromodellers).



In January, Dave Clark's DH Beaver made the podium (just) in a four-way Bostonian contest.

The club scoreboard, with the heading "Beat the Clock," is used for any contest flights that folk wish to take part in. The intention is that if any two (or more) have similar models and are willing to put £1 in an envelope, they can compete to "scoop the pool." Best two flights from three to count. Recent events have been between lightweight Gyminie fliers Tony Johnson, Dave Leech and visitor Andrew Chilton with occasional entries by Bert Whitehead and Andrew Sephton, who have also flown standard Gyminie, in which they were joined by Brian Waterland and young visitor Jack Cook. Hangar Rats have proved popular, flown Rise off Ground, and there have been occasional skirmishes with Bostonians. For those who "don't do contest flying" I should point out that it's hardly a pressure event, just structured sports flying with a flurry of applause at the end: and you could go home £1

10 richer!

“CHAS” WINDOWS 1935 - 2016



Not only did we lose Bernie in February, but long standing PMFC member “Chas” Windows also died. Chas was a member when I joined the club some 40 years ago and was a great enthusiast for all types of aircraft both models and full size. Although he had long since moved to Work-sop, he remained a member of PMFC and we often met up at Old Warden. Brian Lever, Steve Turner and Brian Waterland attended his funeral in February in Salisbury, where he had been taken by his son following a fall.

Chas was a cook in the Royal Air Force and, when stationed on Christman Island, witnessed no fewer than five Atom bomb tests! A fact that he repeatedly blamed for his bad back. On leaving the RAF he ran a café and then became a postman. He was a generous man and he and his wife fostered several children.

Chas loved his cats and Steve Turner tells the story of visiting Chas at his home and noticing that the water overflow was running, suggested that there was a noise coming from the airing cupboard. When they investigated they found that a cat had fallen into the header tank and was clinging for grim death to the ballcock arm. Charlie rescued it,

cuddled it and put it back in the cupboard, on the towels, to dry off! These stories went around the club in no time at all - “truly he was a legend in his own lunchtime.” I always dreaded him asking me to test fly one of his models. You just knew something would go wrong - the C/L Autogyro rotor that stopped rotating in mid flight; the Radio model that lost its wing covering in mid air; the engine that just fell out of the control liner while it was running. Chas was a great guy and never

lost his enthusiasm despite the setbacks.

He was not what you would call “sartorially elegant” and his daughter in law told us with a twinkle in her eye, that she had visited the undertaker and ensured that, on his final journey, Chas wore a suit and tie!

Oh, and the final surprise - his name was not Chas at all, it was...

11

.....Frederick Lawrence Windows.

.....BVW

2016: SEASON PREVIEW

C/L Dates and events:

Thorpe Meadow, from 2pm:

Monday 18th April: Any C/L model: the “ Cobweb Remover.”

Monday 23rd May: Peterborough Rules Combat

Monday 20th June: Aerobatic Workshop.

Monday 18th July: Profile Scale day and picnic.

Monday 10th Oct: Weatherman and Phantom speed.

Also (special event) Saturday 6th August, the Mini Goodyear 1000 lap Marathon on Peakirk Village green. Sponsored laps for every year Peakirk church has stood. Spectators and supporters welcome.

Points will be awarded throughout the year or attending and competing. And what do points make? The awards will be made at the AGM for the top three places.

.....info from Brian Lever

F/F Dates and events:

Ferry Meadows, from 4pm to 7pm

(General flying, as usual, from 1pm. on any Tuesday or Friday)

Classes:

P20

E20

Cloud Tramp

36” Hi-Start Glider

HLG/Catapult glider

Dates:

Tuesday April 26th Frid

May 20th*

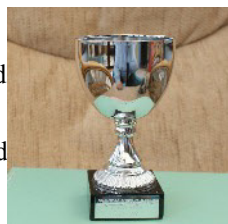
Tuesday June 28th* Frid

July 29th*

Tuesday August 23rd

Friday September 16th

(* These three dates will also be used for the Bernie Nichols Trophy, (pictured) the “Rubber Bowden “ event, starting just after 7pm. Please refer to the Peterborough f/f rules section of the website for details.)



At the Free Flight Nationals:

36” Hi Start Glider and under 25” Rubber, both on the Sunday: directed by Dave Rumball and myself. Watch the Bowden (directed by our own Dave Leeding) and then come and join us?

Flying Aces: OUR event of the year! Sunday 4th September



New for 2016 will be the Under 30” tailless Rubber comp for which the “Mayzee” from Free Flight Supplies is a suitable example: also the 20 minute scramble will take place during the luncheon interval: a genuine spectator event for which retrievers are permitted. Some of the contests are almost unique to our event, such as Table Top Precision and Ratio Rubber Duration, which all contribute to a very good day out for PMFC club members and our many visitors. See page 15 for the full menu of events.

Andy Sephton adds:

BMFA Scale Indoor F/F nationals will be held on Sunday May 1st at Wolverhampton University Gymnasium. Closing date for entries is 15th April, spectators are welcome.

There will be opportunities for trimming at two events planned at Bushfield on Saturday April 2nd (10.00am to 2pm) and Sunday April 10th (10.00 to 4pm).

In addition, SAM 35 will be hosting a new event at the Scale Indoor Nats in that prizes will be awarded for the best SAM 35 legal Kit Scale model. Entry free to SAM members but it will require a normal entry to the BMFA contest.

Special PMFC/SAM35 event:

The “Masefield Trophy”

Old Warden, Sunday 24th July
Rules on SAM 35 website.

Special event (2)

“Rubber Bowden”

to PMFC rules.

Old Warden, Sat 24th September

Will you please come and support me by entering this new event?JMA

Dear John:

It was quite funny reading your story about Cloud Tramps and the participation of the Isidro family at the Flying Aces.

With a peculiar sense of humour you are trying to mobilize the troops against the pacific family which have only a pleasant go every year to this wonderful event.

I noticed that you are trying to get all the advices about the secrets around a good performance of the Cloud Tramp.

I think I can give you some more adds to explain why one lady and two girls fly quite well with this lovely model.

1. We join the event for fun, to breathe the concept of a family day, with the main goal of to be part of the club.

2. We love the picnic made by Sheila Lever.

3. Between one sandwich and a slice of cake, we wind the props and launch the models.

4. We prefer short flights not to walk a lot and avoiding to lose our models.

5. The models were built, one from a plan I've got on Internet and 3 others from Flitehook kits. Not too much care with weight or special materials.

6 The models are now a bit old, the wings are probably with some strange wash out and ins, the tailplanes are glued and the rubber is the one I used a long time ago. Even I try to make them turn right but it's a kind of lottery because the Clouds are really Tramps.

7. We enjoy so much the day in Ferry Meadows, with such a relaxed and open mind that the models...fly well.

8. At the end of the day we had been surprised at the final classifications.

. The girls smile, they took the diplomas home, now frames in their sleeping rooms and they agree to be kind to Dad to come again to fly next year. In fact they love the Lever, the Waterland and some other old friends.

9. So, the basic explanation and secret is not to be greedy with the competition and lots of luck, luck, luck.

Next August I'll start repairing the models we'll fly to the UK, to make some tourism.

As we don't like to live in pressure (it's enough for me TV cameras and lights on spot) we'll decide eventually to fly at the Flying Aces.

it depends if the "atmosphere" is mild for our Cloud Tramps.

Sorry for my poor English writing and I hope you'll understand my Latin sense of humour as I tried to understand yours.

Kindest regards.....Julio Isidro.



...the future of free flight.....

Peterborough Flying Aces Nationals, Sunday 4th September 2016
at Ferry Meadows, Nene Park, Peterborough PE2 5UU .

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

Open Rubber Scale- Any scale rubber model, to which Masefield-type bonuses will be applied. No flight judging, just duration plus bonuses. Please present model to control for processing.

Open CO2/Electric Scale "Stand off" scale judged against plan/ three view plus judged flight profile of launch/flight/landing. Any C02 motor/tank permitted.

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

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

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

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

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

NEW! Tailless Rubber Duration: Max span 30" (tip to tip). Max rubber 10gm, Prop 9.5" max dia. commercial plastic. (may be modified.) No in-flight movable surfaces except DT)

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

Catapult Glider Catapult, max 2 grams rubber on a 6" max handle. This equates to a 280mm length of 3/16" rubber tied into a single (140mm) loop. Any model permitted.

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

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

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

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

Best Unorthodox: Must be seen to fly.

Rubber Scramble: 20 minutes, use any rubber powered model that qualifies for one of the above events. Competitor must both wind and launch but may use a retriever.

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

Young Flying Aces Any entrant less than 18 years old on 31/08/16 will be awarded a 20% bonus in all non scale events except "Flying Swarm"

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

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

Please Note: this is a Free Flight event: strictly no Radio Control.

Proof of Insurance required for all flyers.

Revel in the special atmosphere created at this unique event.

Discounted parking. Toilets, café, and Park Visitors Centre.

For more details of events visit the Peterborough MFC Website at www.peterboroughmfc.org OR contact Brian Waterland on 01778 343722

RUSS LISTER

.....on lightweight Scale.

Clubnight, 26th February.



Styling himself, very appropriately, as “Artist and Craft Maker” Russ treated us to a seminar on advanced scale mode techniques at Peakirk one Friday in February. Sitting among a very appreciative class, your Editor tried to take notes, but the two boys on the row behind, “Inky” Waterland and “Smudges” Tilston kept talking and putting me off, Sir, but I have done my best. Here are some snapshots of the evening:

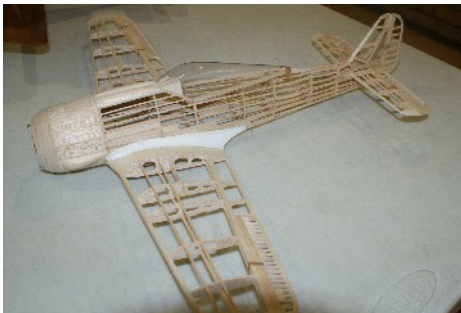
Balsa: Yellow grade from SLEC. That’s about 5 - 6 lb/sq.ft. Balsa stripping technique, (eg. 1/16sq) cut with straight edge, then sand it square by laying the new strip beside the stock sheet, lay sanding block over both and draw the strip repeatedly under the sandpaper, turning at intervals until no more resistance: and it’s square.

Notching formers: knife vertical in hard foam or similar: press edge of former against knife: no crushed edges.



Sharon Ashmole demonstrates the non-crush slotting technique. Soft base is loft insulation

Use Aliphatic glue (easier to sand.) Russ does his own designs using CAD, with all items manually cut as in the case of this FW 190. (Apologies for my picture quality.) Tail surfaces slightly enlarged (116%) Incidence is wing +4 degrees, tail +1, as about 3 degrees decalage is about right and helps to minimise the amount of downthrust needed (more so on high wing jobs, of course.) Wing fairing is 90 lb (160gsm) watercolour paper, which tends to mould itself into shape when slightly damped. (“Bloody amazing” said Inky.)



Weights: Russ said, with a heroic mixture of metric and imperial, that half a gramme per square foot will be about right to fly indoors.

Canopy? An initial pink foam moulding, then a two-part silicon mould over that; then cast from that female mould with hard plaster, final sanding, then apply transparent P.E.T. in thickness of 0.5mm. on a frame with heat applied. Thankfully, Russ did not add “It’s easy!”



This SE5a employs a resin as used for CNC type production for gun, etc, roundel transfers via inkjet printer, weighs 59 grammes with rubber. Russ recommends Banks' pilots for these models: they can hardly be improved upon, he has tried.

Spoked wheels are a particular feature of Russ' output, and which he hopes to market: but, as every craftworker knows, the price can never reflect the labour intensive time and skill input. Tyres in blue foam or, preferably, resin from CNC-cut blanks. Rims and tyres made separately. Spokes? 34 swg. jewellery beading wire. Very time-consuming and reliant on good eyesight. Axles from two thicknesses of alloy tube.



Tread softly: shaping the edge of the tyres for a pair of spoked wheels.

Other materials used by Russ are, pink foam, lightweight resin (Sika resin) carbon rod and carbon tow. The latter looks like human hair, and can be used to make, for example, the wingtip profiles that he showed us: shape between male & female templates protect with non-stick polythene, add resin, press down from above. Strong and light. Russ also passed round a curved, planked tube (engine pod of a Heinkel 162) which had been built over sacrificial formers threaded on to a square rod. Immaculate work, many pieces of balsa sanded to look like one piece. (Even the boys on the back row went quiet when they saw this.)



"Palmer Cord" wheel. Spokes in this case are sheet, backing is 1/64 ply, one of Russ' favourite materials.

This remarkable evening was an insight into scale modelling at the highest level. We are proud at PMFC to have such expertise in our club, and are very grateful to Russ Lister for spending the time to prepare this talk, and travelling from Leicester to speak to us.

The facts in this article have been checked and confirmed by Russ himself
Ed.

INDOOR SCALE FLYING

AND THE BUSHFIELD/VELODROME EXPERIENCEby

Brian Lever

Having recently attended the Free Flight technical Committee's "The future of Free Flight" at the Coventry Gliding Club Centre near Husbands Bosworth in Leicestershire, the news was ringing in my ears regarding the rather depressing state of both finding and using outdoor flying sites for free flight models. Indeed it made me realise how lucky we are to have a licence agreement with the Nene Park Trust to be able to use our designated areas for both free flight and control line models. Certainly, we must all realise how precious this facility is to us and must make continuous efforts to ensure nothing is done to jeopardise its future use.

Bearing the above situation in mind it is all the more difficult to explain the modest number of club members who attend our monthly gatherings to fly indoors at Bushfield Sports Centre. Here we have a wonderful hall which is warm, dry and windless in which you may fly for fun or enter into the very friendly PMFC invented competitions. We fly a goodly mix of models from f/f Gyminies, Hangar Rats Bostonians, Duration Models and Kit Scale designs to a number of delightful lightweight radio models. All this for the modest cost of £6 to fly or £2 to be a spectator and chat, for three hours of uninterrupted enjoyment.

With the increasing amount of wind we are experiencing with our U.K. weather systems, I am personally more attracted to the Winter months and the possibility to fly a wide variety of models indoor. In my case I have been building and flying Kit Scale and Peanut models both for fun and competition during the last three seasons. In the case of Kit Scale these models are able to take on a dual role as we not only are able to fly them indoors but also outdoors at the simple precision competitions organised by the BMFA Scale Technical Committee. (And by PMFC : Ed.)

KIT SCALE

Let us look at the Kit Scale competition first. Here we have to build the scale kit models from the many manufacturers both current and from yesteryear such as the old 3/6d Keil Kraft and Veron designs. It is only necessary to build the model from the plan and so it is not a requirement

to build the model from an actual kit, although of course this is a perfectly acceptable way forward. In my case I have built from an actual kit on every occasion and these have been from the high quality offerings from the Vintage Model Company, and Brankits both of whom are British manufacturers. They offer their kits as part (laser cut parts, plan) or full (laser cut parts, plan, stripwood, wheels, celluloid/moulded cockpit, propellor and rubber motor.) The choice is yours and the costs range from £12 to £30 dependent on how much you wish the kit to be complete. Both can be found on their excellent web sites...just Google "The Vintage Model Company" or "Brankits" and the sites will come up for you to browse their considerable offerings from Keil Kraft, Veron, Frog Mercury and Skyleada. In the case of the Vintage Model Company they also offer their own range of both sports and scale rubber powered kits, all of good quality. I have built the KK Stinson, Fairy Junior, Cessna 140 and for this year's Nationals the Veron Bebe Jodel. In the case of the Jodel I built it from an original Veron kit from the 1950's which has been sat doing nothing in my model room for many a year. I decided to build it using the original kit wood and with careful use of glue (balsa cement) the model has come out completely covered (Esaki tissue) and finished at just 25 grms. So who says the wood in old kits is never any good? The kit scale rules require the model to be judged against the plan so no three view is required. A photo or picture from the box art may be used to give the judges something to compare the colour scheme with. This is the only scale competition I know where marks are deducted for using colour paints and trying to make the model into a masterpiece. The whole idea is to keep the finishing process well within the capability of the average modeller (i.e. me), and encourage as many aeromodellers as possible to have a go.



Those of you who have recently become members of SAM 35 will be interested to know that Andy Sephton has introduced a kit scale competition for SAM 35 members at this year's Indoor Nationals to be held at Walsall on Sunday May 1st 2016. There will be certificates for the first three positions and prize for the winner.

Brian's Jodel: 1950's wood, well seasoned!

TEST FLYING

Having built your model (keeping it as light as possible) the time has come for flight trimming. The kit scale rules require the model to make a straight take off climb steadily with a flat turn to a height of around 10' or so, enter a cruise phase once again with a nice flat turn and scale speed and then smoothly enter a descent ending in a smooth landing with no bounce and straight roll out. All of this is quite a challenge however, It can be accomplished by careful trimming, so where to start? Firstly make sure the model balances correctly at the c.g. Point; in my own experience I have found it better to make the model slightly nose heavy to help the RoG take-off. I have also found it useful to wash out the tips very slightly (excessive wash-out will be marked down by the judges) to help with the flat turn. These models can be trimmed to turn both left and right, however, in the case of low wing models a left turn is to be preferred. I also incorporate a small amount of right thrust to counteract torque and also downthrust to ensure the model does not start to stall during the take off and climbing phase. So with all these aids in place the moment of truth is to take the model to one of the Bushfield sessions and make some test flights. I have always trimmed my models by starting with the RoG as this is an essential part of the competition it seems to be the logical place to start. Make sure first of all the undercarriage tracks straight or very slightly to the right by giving the model a good push on the Bushfield floor. If it does not run true tweak the u/c and tailwheel/skid until it does so. If you decide you do not wish to introduce turn to the flight at this early stage a helper may be a good idea to catch the model if it is heading for a wall! Now put 100 turns on your rubber motor, select a safe place to release and let your creation go. With all the previous tweaks in place you should have at the very least a run across the hall with a possible hop at the end. Study the run carefully and also the hop (if you obtain one.) Make adjustments to the run if it is very curved and if the hop looks a little nose up add some nose weight (Blutac or similar.) Now try again with the same number of turns carefully watching the result. With a straight run out and no stall add another 30 turns and try again. If all is well now you can think about introducing your preferred turn. In my case I have always used rudder to introduce the turn with the slight wash-out helping to keep the inner wing up. You will find it easy to gently bend the rudder in the required direction of the turn (not too much, better to go in small increments) and keep making test flights until the model is making wide flat turns around the hall. Kit Scale is not a duration competition. A scoring flight must remain in the air for a minimum of 10 seconds. However having watched the best flights over the last three seasons, 30 - 40 seconds would appear to be what to aim for. All of this takes patience and skill to bring the best out of your model. However, I can assure you that when your model is consistently making beautiful RoG flights with a nice flat turn and flying at scale speed the sense of pride and satisfaction is immense. All of this is just as enjoyable as trimming out

your P20, P30 or Coupe, and is done in a warm, dry, windless environment! As Andy Sephton says (wisely) before embarking on anything, **please read the rules for Kit Scale**. These can be found on the BMFA website in the free flight indoor section, and they are very clear in stating what you can and cannot do. Also, I would suggest you look up the judges' notes in the same section. Here you can find out exactly how your model and flight will be viewed for marking purposes and will certainly help concentrate the mind on what you should be seeking to do.

THE VELODROME

I mentioned at the beginning of this article about the parlous state of outdoor flying sites and the increasingly difficult legislation to deal with to either obtain or maintain an existing agreement to use a site for model flying. This is not the case for indoor sites! There is a significant number of sports halls across the U.K. Which are perfect for the flying of indoor models. Our own Bushfield site, the Manchester Velodrome and the Indoor Scale championships held at Walsall are excellent sites and in the case of the latter two have catering facilities and other attractions as well. I have just returned from a weekend in Manchester where I spent a most enjoyable day at the Velodrome with my brother Ian and his flying pal Harold. This is a BMFA North Western Area event and incorporates a number of duration and scale competitions. Ian and I both competed in the Peanut Scale class and also managed some trimming of kit scale and glider models. The Velodrome itself hosts an Olympic standard cycle racing track plus another huge hall for BMX competitions, all under a single roof and incorporating every imaginable facility to support cyclists from beginners to Olympic champions. From an aeromodelling point of view the whole of the area inside the racing track is available to fly in, with a high ceiling of some 50' or so and even more importantly this central area is separated from the cycle track by lightweight netting. This enables the flying of models while watching exciting time trials and racing taking place on the oval and heavily banked track. The top teams are travelling at 50mph plus, and this is the sort of speed required to enable the bikes to stay safely on the track when they enter the very heavily banked sections.

The netting is absolutely invaluable when trimming because instead of hitting a hard wall the model is just taken up gently into the net, from where it can be safely collected by hand or roach pole. The temperature is a perfect 20C and when thirst and hunger set in there is a very good quality cafe serving hot and cold meals and drinks at all reasonable prices. If you think you would like to visit this most splendid facility please let me know as I'm sure it will be possible for a car sharing journey of members to enjoy a fabulous day out together.

PEANUT SCALE:

The rules for Peanut models can also be found on the BMFA Indoor Scale website and I would suggest this should be your starting point before any balsa is cut. The models themselves are scale replicas of a wide variety of full size aircraft, but with a maximum wingspan of 13". Once again these can be built from a plan or from one of the many laser cut kits produced mainly in the U.S.A., And which incorporate all the materials and very high quality wood. You will find that SAMS Models at St. Neots will be able to help you with a selection of indoor wood and laser cut kits. The competition incorporates both static and flying sections for marks. In this case considerable attention can be made to the finish of your model where a three view is required and also a photo of the full size aircraft, to be used for static marking. The flight part of the competition is based on duration only with a bonus of 10 seconds given to every flight which begins with a RoG. Thus there is a payoff between how much finish you incorporate into your model for greater static marks (but more weight) and your duration flight times which will be greater with a lighter model.

I was pleased to gain the number one slot for flying in the Velodrome competition, however, my somewhat underpowered static marking material (documentation..Ed.) pulled me back to third place overall. A thoroughly enjoyable day and an experience I would recommend to all PMFC members. If you wish to find out any further information regarding elements of this article then please contact me at blever@btinternet.com or 01733 252416. Go on, give indoor a try!

..Brian Lever

Round the Pole Rubber

.....from Page three

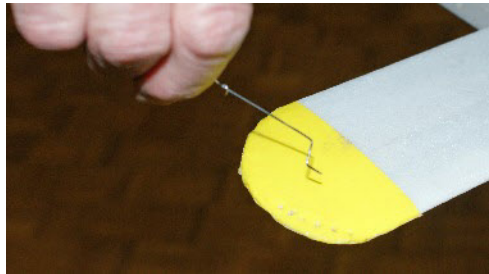
The article from Model Aircraft mentioned on page three describes the Polestar as “for the less experienced flyer” and the Polecat as its senior partner.

Rules are as follows:

Maximum weight 2oz. including rubber. Standard K.K. 7” plastic prop. (Dave says, any prop made to, or cut down to, 7”) Open or closed cockpit. 1” wheels, clockwise flight. Overall length of model not to exceed 20”, wingspan not less than 60% of fuselage length. (This may be negotiable, speak to Dee Cee about any suggestions.)

Line length 6ft. Pylon height 3ft. Mechanical winders used in pitstops

Right: the line end just passes through one of several holes in the wingtip. CG just forward of line.



Suggested rules (to be ratified.)

Models flown singly and timed over 30 laps.

Laps during which the model bounces and touches the floor are not counted.

Timing commences as soon as the winder is engaged in the prop loop and continues throughout any subsequent pitstops until 30 laps are achieved.

Recommended motor for the Polestar: 4 strands of ¼ x 1/24 x 18” pretensioned.

For the Polecat: 4 strands of ¼ x 1/24 x 24” pretensioned.

NOTE: With the recommended motor Polecat will reach a speed of 30ft per second, covering 18 - 20 laps on 700 turns using Pirelli rubber.

(for those who prefer a more macho approach, there is the “PDQ” by R. Taylor, an all sheet job that can carry 12 strands of ¼ rubber 27” long: the plan can be found on Outerzone.)

.....info from Dave Clark.

ECCLESIASTICAL MATTERS AND THE WIDDERSHINS WARRIORS

The year 2016 is very significant in the history of the ancient village of Peakirk. Why? Because Peakirk Church celebrates a special birthday of reaching the grand old age of 1000 years. This makes the church one of the oldest in England and also unique in being created by the celebrated King of Mercia's daughter, Pega. She initially came to Crowland to nurse her sick brother who had created a celebrated religious cell with visitors from far and wide. Her brother unfortunately died, however, Pega was so impressed



with his work she vowed to continue in his footsteps and create a new cell bearing her name. Thus she jumped in her coracle and drifted along with the tide (in those days the whole area was covered by the sea) until she bumped into the shore at Peakirk. This was where she recommenced her brother's work and created the church now bearing her name.

So why all this ancient history in a model flying club magazine? The Church Wardens and Parish Council set up a competition for the most interesting ideas on how the 1000 years could be celebrated on a month by month basis throughout 2016. Brian Lever proposed (with baited breath) for permission to stage a 1000 lap Mini Goodyear Marathon on the village green ("No dogs, No noise, No litter, No travellers,") With all funds generated being donated to the church to help towards upkeep for the next 1000 years. The idea was warmly welcomed, and selected as one of the special events to celebrate the 1000 year birthday.

A hasty round of e-mails has brought forth a trusty team of pilots and pitmen who will attempt to make this 1000 lap challenge a reality. The event will take place on Saturday 6th August, commencing at 10am, and time keepers, lap counters and supporters will be very welcome to attend. We hope there will be a number of PMFC members who will be able to support what will no doubt become in future years a tale of historic importance and legend.

Brian Lever

Bert Whitehead's RTP Bazooka. More on indoor RTP and the proposed "RTP League" in the next issue.



Committee matters:

At the January meeting of the Committee the purchase of a projector for use at Clubnights was approved, and it was further established that our Capital and Deposit reserves which were largely accumulated by the hard work of Brians Lever and Waterland and their helpers during the Cabbage Patch years may be used for capital projects but not to cover operating losses.

The Committee thanks Tony Becket for his administration of the Mike Lucas fund, which has supported our efforts at Bushfield, and for favouring PMFC with the interest accrued.

Oh, and, ...have you sent your car registration number to Richard Arnold for access to Ferry Meadows?


The code number to avoid the parking fee, which has now become necessary, is available to current, paid up members, from Dave Clark on 01733 234228

Mick Taylor writes to say that Aldi have an aluminium two-wheeled handcart, useful at Nene Park for both c/l and f/f flyers, for £14.99. Grabbit!

A hard magazine to write this month for obvious reasons. Many thanks to contributors.

We were privileged to know Bernie, and to have been able to enjoy his company: now that he has gone, the rest of us must all stand a little closer together to make up for his absence.





Diary

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

Bushfield Indoor : (can't find it? Dial in PE2 5RQ)

Saturday April 2nd 10.00am to 2.00pm

No quadcopters or shockies, helis up to 9" rotor only. £6 flyers, £2 spectators.

(Also **BMFA Indoor Scale trimmer**, Sunday April 10th 10.00 to 4pm.

Indoor Free Flight Nationals May 1st, (see page 13.)

Ferry Meadows outdoor:

Every Tuesday and Friday 1pm to dusk: remember the gate code.

Club Free Flight contests, 4pm to 7pm.

The Bernie Nichols Trophy 7pm

.For dates, see p. 12 . Rules on website

Club Control line events;

Six special events,

See P. 12



Big Day Out:

The "Peakirk Thousand" (am) see p. 22,

and Cloud Tramp mass launch (pm). 6th August.

Free Flight Nats: May 28 - 30. Entry forms online.

OLD WARDEN WEEKENDS

2016: 14/15 May, 23/24 July, 24/25 Sept

Special F/F Events at O.W.

Masefield Trophy, 24/7. **Rules on SAM website.**

Rubber Bowden 24/9 **Rules on Modelair Website.**

For the many C/L events at O.W. See SAM Website.

*"AND ALL
FOR ONLY
FIFTEEN
QUID!"*