

PETERBOROUGH MODEL FLYING CLUB

MAGAZINE



June
2017

SKY LARKS



INTERNATIONAL ACTION: The Peterborough/Auckland Cloud Tramp Challenge: but would the rain relent?

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



Your editor has been quite busy recently, and finding time to complete all jobs has not been as easy as usual: despite the unwavering support of Sharon who, being a model builder herself (and having a BMFA trophy, of her own, somewhere) understands what is required.

One way of cutting a few hours off the pleasant task of preparing this magazine has been to learn, at long last, how to scan your contributions straight onto the page rather than copy everything out. This sacrifices consistency of font and will make some pages look rather like earlier issues of SAM Speaks, but it also reduces my dependence on Vallium and Hemlock, which began during those two appalling weeks of bad weather when I was calling you all out for the P.A.C.T Challenge. I hope that in this issue Mr Lea and Mr. Waterland in particular will be tolerant of my new approach.

On a far more serious matter, I am sure all PMFC members will join me in passing on our best wishes to our good friend Andrew Boddington as he comes to terms with his loss.

COMMITTEE for 2017:

President Elect:

Brian Waterland

Chairman Brian Lever

Vice Dave Leeding

PRO/Secretary/Magazine

John Ashmole

Treasurer/M'ship Sec:

Richard Arnold F/F

Sec John Ashmole C/L

Sec Brian Lever (temp.)

R/C Sec Dave Clark

Scale Russ Lister

Safety/Ferry Liaison :

Dave Rumball

Webmaster Tony Beckett

Since I have to prioritise Aeromodeller after the Nats, the reports from Barkston will be held over to the next issue. More, better, but just a bit later. Your contribution would be welcomed.



Editor@peterboroughmfc.org

Cover: So, what kind of model are you flying, Bert?
Asks Dave, at Buckminster

PAGE THREE MODELS

.....The ideal introductions to f/f contests

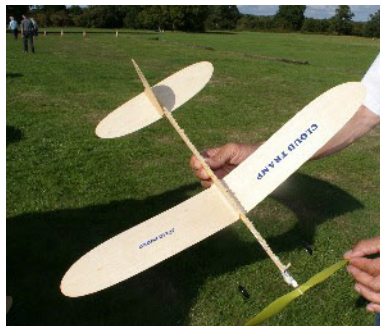
1) “Sweet Pea.”

Designed by Spencer Willis in two sizes, 20” and 30” these models can be built from plan, bought complete (with motor and box) from Spencer, or, as a kind of halfway house, Spencer could provide a complete rolled tube fuselage to which we add our own flying surfaces. He can also add a lightweight clockwork d/t to the P30.



2) Cloud Tramp

Excellent kits for \$12 each from volareproducts.com for \$12 plus postage, but ask Brian Lever before building one. The CT is a tool to do a job: to gain seconds in the air in competition. Wind without worrying about breaking a fuselage, repair easily and, if like me you have a phobia about tissue covering: there isn't any! Make sure, however, that you read Andy Sephton's article in PMFC magazine December 2015 "Getting the best from a Cloud Tramp." It's on our website if you have temporarily mislaid your copy. SAM 35 (that's me again,) will be promoting CT's at the PACT Challenge, Buckminster and North Luffenham (next year's "Brumfly") and there is a class for them at our Flying Aces and in our club comps so if you build a couple, they will get plenty of use.

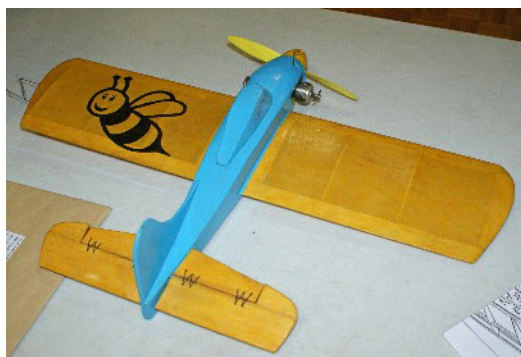
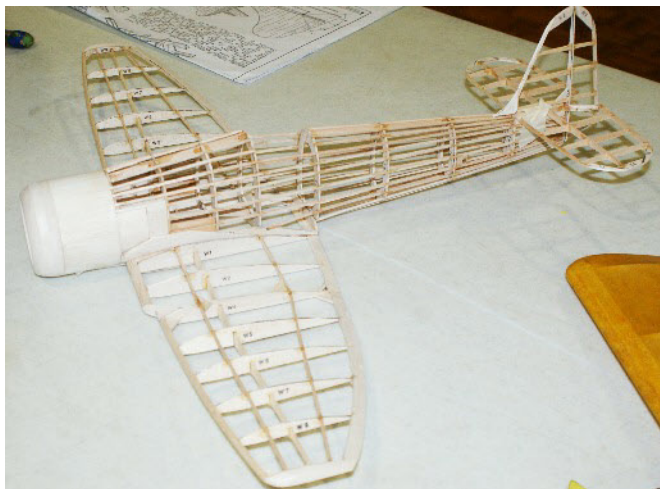


AND IN NEITHER CASE DO YOU HAVE TO CARVE A PROPELLOR!

Clubnight, February 2017

“ANYTHING BUT SCALE”

First exhibitor in this “Anything but Scale” display was Dave Leeding with this uncovered West Wings Sea Fury. (Which shows just how perverse PMFC members can be.) Crutch-built job had been stored for some time, but now David has adopted a “tentative approach” to completing it. Understandably so, as it is clearly a “builder’s model.” Uncertain what to cover it in...postcards only, please.



First sight of what threatens to be a plague of Veron Bee Bugs this Summer. Designed in 1949 by Phil Smith “on a bad day” it contains “terrible design faults” (tank and bearers impinge upon leading edge, & that’s just the beginning.) Have you SEEN the plan? So bad, it’s good: result is an endearing model, many of which we shall see at the Mayfly Old Warden event.

(See also page 15)



Following a crawl through the loft, Mick Taylor came up with this Luciano Compostella design "Kamacc." In his hands it won 31 out of 38 contests, including Classic F2B at "Wings in Portugal." It has also won contemporary F2B events so there is much that is right about it. Motor thrust line, wing and tail are arranged in a straight line.) Now using an O.S.46, and recovered with tissue over Polyester, uses 65' lines.



My electric radio K.K.Rover (A Louis A. Heath design.) Motor is a tight fit in nose to retain the accurate shape. We now have three of this design in the club, as John Thornburn has two, f/f and r/c. In the background is the reduced size 36" hi-start Corsair. What do all three models on this page have in common? They are all covered in tissue over Polyester. It's the only way!

CLUBNIGHT, 24th March.

Rocket motors

No sooner had we announced Brian Lever's proposed talk on Jetex and associated motors than Roger Simmons himself, probably the world expert on the subject, reacted smartly and offered to add his undoubted intellectual weight to the presentation. You had to be there! I can offer only a few disjointed excerpts from the evening, which captivated not only the PMFC regulars but also visitors from PARCS.

Roger is the author of www.jetex.org, which provides a comprehensive history of this branch of the pursuit, and which, shortly after the war, threatened (at least in its publicity) to supplant rubber power for small models.

Brian began the evening with a reminiscence: as an incentive for passing the 11 plus, a prize "up to £1" was on offer. His choice? A Jetex 50B and augments tube. That accounted for 9/11. [That's a price, not an ominous date.] Ambitiously, the model was to be a Skyleada Vulcan, made by his father on an upturned tea tray. Duly warned that "the model can fly a quarter of a mile" a large space was chosen, although the first flight described what BVW has called "a vertical nine." In fact the model was to survive for about a year.



(I remember that similar adventures were happening in Maidstone, where the Hawker Hunter was favourite design. I also recall that my attempt to run a 50B in my bedroom was followed by a powerfully delivered crash course in interior decorating!)

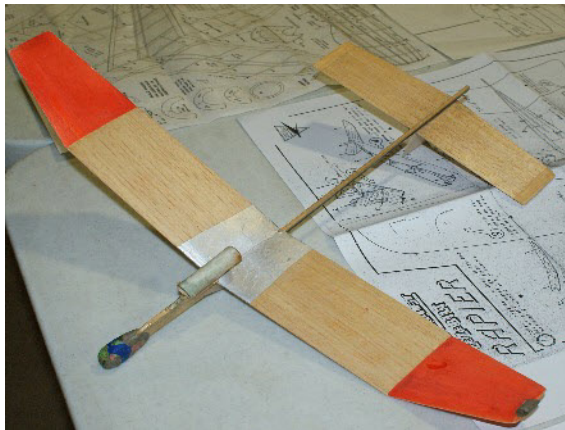
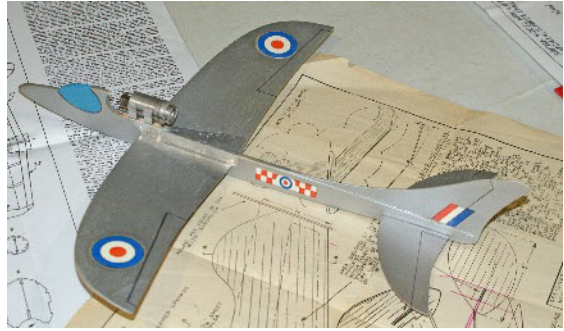
In fact, the "50" size was not the first to be produced, but they matched the model sizes used in the K.K. And Veron Flying Scale series for which jet companions were marketed. But Skyleada, says Brian, made better kits.

Roger's "Sharky". Original alloy ribbed motor "still going well."

The peak years for Jetex were 1948 to 1956. Air mindedness was still current, and jets were the way to go.

The later "Jet-x" appeared in several sizes, but were handicapped by the

fuel compound (due to health and cost restraints.) Remember the "Powermax 200?" Use up to three pellets, it said, but never use four. So the Brians, having fitted one to a K.K. Polaris, put in four. Went like a b. out of h. Until the last pellet kicked in. The resulting acceleration broke up the model..."but the motor flew well, and was easy to retrieve due to the smoke coming of of the grass."



A more recent Fizzwhizz, now fitted with one of the one-shot Rapier motors. BML uses genuine Jetex fuse, but don't ask, it's not available. Sub fin to avoid being blanked off during the climb (to avoid being set on fire, more like!)

Also with a Rapier mounted above the nose, this model is believed to be a Snowflake. Tiny subfin.

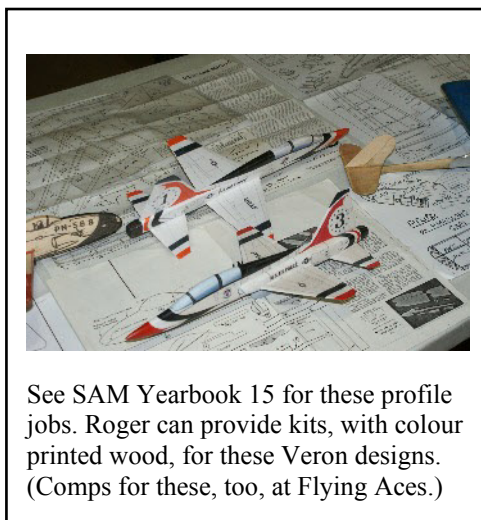
Rapiers are between 80p and £1 each: so it pays to be good at trimming, as every failed attempt costs!





Left: K.K. Mig-15: recommended design by Brian Lever for jet scale. See them at Flying Aces!

Below: as well as the Vintage Model Company range and Brankits, the Aerographics range is appearing again on the SAMs website: the wonder of modern aeromodelling is that almost everything that was once available, can be found again. (Apart from Jetex fuel & fuse.)



See SAM Yearbook 15 for these profile jobs. Roger can provide kits, with colour printed wood, for these Veron designs. (Comps for these, too, at Flying Aces.)



Right: the model that gave Roger "the best flight I ever had." Fitted with a PAAloader, when the fourth pellet kicked in....wow!

These notes are a rather pale reflection of the evening: it was an example of the degree of expertise that PMFC can command. Many thanks to Brian and Roger. More next Winter, when clubnights will be fortnightly, and planned further in advance.



Two go to Barton

...dictated to BVW by BL on the journey home.

BRITISH GOODYEAR RACING

With no "Power Nats in 2016 the PMFC team of Lever/ Waterland had been denied their racing "fix" for over 18months. Thus it was that we decided to attend the Goodyear race meeting at the Barton club's site in Manchester to fly in their British Goodyear event . In case it had slipped your mind these 2.5cc models fly 2 or 3 up, at over 90 mph on 52ft 3 inch lines and have to do heats of 100 laps and 2 compulsory pitstops. It is difficult to convey the adrenaline rush of overtaking another model at these speeds with only a few feet of separation and the pleasure derived from getting the model safely back into the hands of the pitman for a quick pit stop.

Despite dire weather forecasts of winds of over 30 mph, we intrepid pair chose to forego the promised warmth of the Impington Indoor event and set off on the Saturday to the frozen north and the hospitality of Lynn and Ian Lever at Bacup . Well we set off after recharging the Jaguar's flat battery and had a quick pitstop for lunch at IKEA Leeds.

Ian Lever is a very prolific and accomplished modeller as those who have seen his Rubber or Electric powered RC Senator and his FF scale models. The afternoon and evening was spent in a whirl of modelling discussions ,YouTube clips, and a great impromptu guitar concert by Ian reprising the numbers he played in groups in the 1960s. During the day we learned that Chuck Berry had died.

The Sunday dawned windy, damp and overcast. Fortunately, after a large early breakfast , the Jag started (!) and we were off to Barton (Eccles). Some intrepid souls were already at the Control Line site and, since it was drizzling, we all met up in their clubroom (large mobile home). They were pleased to see us and there was much convivial chat. With flyers from as far away as Glasgow and Cardiff we were all keen to race . Fortunately the rain stopped and, although the wind was fairly strong, we reckoned we could cope with it . A couple of much needed test flights (we had not flown this model since Portugal 2016) confirmed this.

These models have a monowheel undercarriage, land fast and run round the circle into the waiting hand of the pitman. In deference to his pitman Brian Waterland cut the engine early and trundled the model to him. Our first heat time of 5.39 was a big improvement on anything we had done before but in the second heat it all went pear shaped when, after a good start, the motor went cold and did not respond to fiddling at the pitstop until Tony Eifflander himself stepped in to give advice (after all it is one of his motors!)

Heat three gave us a personal best of 5.09, just 5 seconds and one place outside the final ! We were as they say in the north "made up". All the starts were good ,the shut off worked immaculately and the model was delivered into the pitman's hands each time .

After all that we just needed to get home. However the Jaguar had other ideas as its battery was again flat. Ian rushed off, bought some jump leads at a filling station and proceeded to jump start it . After which it behaved immaculately So ended a great weekend

The challenge now is to get a sub 5 minute time. With no access to a tarmac circle all our practice to date has been at competitions. We two Brians believe we are the oldest team still racing. Hopefully the BMFA will make good on their promise to build a paved circle at Buckminster Lodge and then "Team Geriatric" can finally perfect the required skills!

...the season begins...

Third Area, North Luffenham, 26th Feb.



Bert's Senator, blindfolded and tethered: Scored well in SAM 35's "March Wynde." Last seen well knitted into an ivy-covered tree somewhere in Rutland.

After two Area Events were largely lost to weather, there was a better turnout on 26th March, where the BMFA events were augmented by the first SAM 35 "Area Postal." *Right: Terry Bailey had a busy day, using a "Last Resort" in combined rubber, then a "Gollywock" in the "Wynde."*



Left: Surely, Pee Gee, you're not going to forget a thing like that!



Club Free Flight Contest. Round One.

7th April date



Tony Johnson winds a Veronite No. 2. Graham Gostick prepares his Sweet Pea, John Brown tries to remember what he was going to do next.

What's this? Perfect weather for a club contest! This time last year nobody flew because the wind was so strong!

So, an excellent turnout, 25 entries, close competition, excellent atmosphere. Best contest of the day was undoubtedly the P20 rubber event: because of, or despite, the recent rule change which slightly weighted the "Sweet Pea" jobs and encouraged cabin rubber models, which have no restriction other than span and motor weight. Nine entries in this class, high scores throughout, & Mick Page did not win. What more could we ask?

Best Flight of the Day, however, was that of a small HLG, by the talented Jonathon Whitmore. Around 90 seconds o.o.s. And he had not declared it a contest flight! But he didn't complain....

P20:

- 1) Peter Adams 150 plus 52 fly off.
- 2) Rod Briggshaw 150
- 3) Mick Page 149
- 4) Tony Johnson 147
- 5) Brian Lever ("Pussycat") 138
- 6) Graham Gostick 137
- 7) Bert Whitehead ("Manic Depressant")*
- 8) Dave Clark 121
- 9) Brian Waterland 104

This P20 class has the makings of an excellent contest this year. Hopefully it will not be decided by who is prepared to take risks by flying in bad weather: we score "best four out of five" to allow for one dropped event.

* aka "Dutch Roll Special"



Chairman Brian winds Cloud Tramp. Flew in three events, on a busy afternoon.

Other results:

Cloud Tramp:

- 1) John Brown 147
- 2) Dave Rumball 134
- 3) Brian Lever 132
- 4) Bert Whitehead 108
- 5) Dave Clark 107

HLG/Cat:

- 1) Peter Gibbons 121
- 2) Dave Clark 113
- 3) Jon Whitmore 110
- 4) Bert Whitehead 15

Glider:

- 1) J Ashmole 96
- 2) Brian Lever 89
- 3) Brian Waterland 83
- 4) Dave Clark 80
- 5) Dave Rumball 73
- 6) Bert Whitehead 44
- 7) Martin Skinner 41

I've just realised that Bert Whitehead and Dave Clark have entered all four of the events flown (no comers for E20 this time.) Perhaps we should create a Victor Ludorum award. After all, anyone could win if they only concentrate on one event... Ahem!

From our Correspondent:

Northern Gala, North Luffenham, Good Friday



Once again a very good turnout from our club with nine helping or flying, in very difficult conditions: high winds, cloud, and cold.

Mini Vintage: (3 flights X 120 sec max.)

Peter Adams and Peter Gibbons both flew in this event, both models were “Scrams”, a plan available from club member John Brown for only £1.50. They flew really well in the wind. This contest attracted 10 entries* with P Gibbons 4th (4m 50sec) and P Adams 6th (4.21)

Bert Whitehead was also there and flew in this event with his Senator: a superb first flight maxed but was lost downwind, later spotted up a tree too high to get back to continue in the event.

In Combined Rubber Terry Bailey, using “Last Resort,” flew two flights before damage to the fuselage.

In the well supported P30 class, Mick Page lost his model after two maxes and tried hard to get his reserve to fly for the last flight but the wind blew it in for a no score.

Hence: M Page 4th, P Adams 5th, P Gibbons 6th. Mick was flying a Spencer Willis “Sweet Pea.” (See page three.)



MP arrived late to Brumfly, but just in time for their excellent buffet!

Club F/F Contest,

Round Two, May 2nd.

Cold, blustery: that's more like the conditions we are used to:



Smile, Mick, you're on camera. Mick is current holder of the BNT with a P20.

Next year we'll make it cabin models only, so he'll have to build a proper model.

There were clearly defined patches of lift, followed by turbulence and sink: unlike the normally more consistent conditions that we are used to at Ferry. At least it provided a useful supply of excuses!

Results:

P20	
1) M Page	120
2) R Brigginsshaw	72

HLG/Cat	
1. P Gibbons	96
2. J Whitmore	85
3. D Clark	75
4. B Lever	52

Cloud Tramp	
1) B Lever	116
2) D Rumball	108
3) J Brown	93
4) D Clark	92

Glider:	
5. Dave Clark	92
6. B Lever	90
7. J Ashmole	74

1)

Bernie Nichols Trophy:

Conditions improved a little just after 7pm, when the ballot was drawn for running order of this precision event, round one of three. Target time was 35 seconds, two flights each. Scores given are the aggregate deviation from target.

1st B Lever, 8. 2nd M Page, 12. 3rd D Rumball, 13, 4th J Brown, 28, 5th D Clark 33, 6th R Brigginsshaw 36.

Brian's *multifunctioning* Bee Bug Bonanza



A quintet of *apis bestiolae*, captured by entomologist Dave Leeding.

BML writes:

The first Bee Bug Bash was a huge success with 12 Bee Bugs on the field at Old Warden on the Sunday of "Mayfly."

The Dave Clark entry was powered by a fabulous AM10 which shot his model round on 40' lines at a huge rate of knots.

Dave came a very close second on the day having competed in Concours, Precision, Speed, team Race and Stunt. Huge congratulations are due to Dave.

The event is a cumulative one with points being added up over the season to finish at Old Warden in September when the Bee-Bug Bash Cup will be presented.

Next competition Middle Wallop. 8th June, followed by SAM 35 at Buckminster in August.



Norman Britain being presented with his Nipper Speed certificate

BMFA Scale Indoor Nationals-April 23rd Wolverhampton University.

Before the event there had been some concern expressed that the number of entries in Kitscale would make it difficult to fit everything into the time allowed. A figure of 39 entries was mentioned on the Hip Pocket Aeronautics forum and consequently the organisers took the decision to reduce Kitscale to 3 rounds instead of the planned 4, to drop the mass launch and have only 15 minutes trimming time at the 8 am start to the day. In actual fact the day went so well that additional trimming slots were announced for which I was particularly grateful for.

Open Rubber

Andy Sephton was the PMFC entry in this class with his big Lacey M10 and I mean big. Andy says "The model is the prototype for the next SAMS Models kit, the aim at the Nats was to debut the model and see how she performed. We're aiming to release the kit by the end of the summer. The model is to 1/8 scale. It spans 30" and has a chord of 8.25". On the day, including 20gm rubber, it weighed in at 170gm. The rubber motor was four strands of 1/4" and two strands of 1/16" Tan Super sport, 26" long with about 700 turns. The motor would take a lot more turns, but I didn't want a high torque burst at the beginning of the flight."

The current indoor scale thinking is that to achieve a high flying score then you need to build something big and light to get that realistic slow flying speed. Andy was rewarded with 6th place. Last year's winner Mike Stuart did it again with his Dave Rees designed DH 83 Fox Moth the plan of which is available on the Outerzone website.

CO2/Electric

Kevin Wallace managed to get away from his SAMS stand to put in just the one scoring flight with his Bowers Fly Baby for 3rd place. The best flight in CO2/Electric was by Pete Smart with his Avro Lancaster. This really is an amazing model and you can see it flying on Youtube. https://www.youtube.com/watch?v=k_F-Qu0k6jE

Pistachio

Andy Sephton recently wrote an article with a free plan in Aeromodeller on how to build this tiny 8inch wingspan Lacey M10 model and not only can he build 'em but fly em too. His best 2 flights totalled 110 seconds – the top flight score in this class and 2nd overall.

Glider

This class is for flying only – no static judging. The judges are looking for a maximum height launch and scale speed circling flight and a smooth landing. Brian Lever made a Kirby Prefect from f**m which did all of that for 2nd place. Brian admitted to being at a wedding the night before and only getting to bed at 1.00am. He got up at 4.45am and was on the road to Walsall. How he stayed awake I don't know. Brian used a normal running tow method whilst some other competitors just stood and winched their models up like Andy Sephton, that man again with a Slingsby Prefect Mk1 who came 5th.

Peanut

No PMFC entries in this class which was one for the umpteenth time by Mike Hadland with a Bucker Jungmann. The best flights were put in by Chris Strachan's Beardmore Wee Bee which circled under the girders for 90 seconds.

Kitscale

Brian Lever's well trimmed Veron Bebe Jodel performed well for 7th place. Brian also had an Easy Built Harvard on the table but elected not to fly the big model as it wasn't fully trimmed. Not fully trimmed just about sums up my Aerographics Velie Monocoupe. After lots of trimming attempts I finally managed a scoring flight in round 3. The reduction to only 3 rounds but with the best 2 flights to count didn't help my cause. Many thanks go to my 'trimming committee' of Gareth Tilston and Brian Lever for welcome advice. The model was 7th in static but 28th place overall, well at least I wasn't last of the 32 that flew. Looking through the results there were no duplications so that is pretty amazing. As last year the event was won

again by Monz Lyons's Fokker DVII, Mike Stuart's Blackburn Shark was 2nd. Both of these are big light models that fly at scale speed – the way to go!

PMFC member Russ Lister didn't fly this year but was a valued part of the organisation in his role as a judge. A total of 30 people were involved and all are to be congratulated on the success of the event.



Seventh in static was no mean achievement for Bryan Lea so the Aerographs Mono-coupe is a good choice, provided you remember to *R.T.F.R.* Before you begin.

Suppressing that Morning After Feeling, our Chairman looks justifiably pleased, surveying his entries: the Fo*m Kirby, The Jodel and the amazingly light but yet to be trimmed Harvard.



..... Many thanks to Bryan Lea for the above report.

Bryan also points out that the flight of Peter Smart's Lancaster can be found on Youtube.com under UK Indoor Nationals 2015."



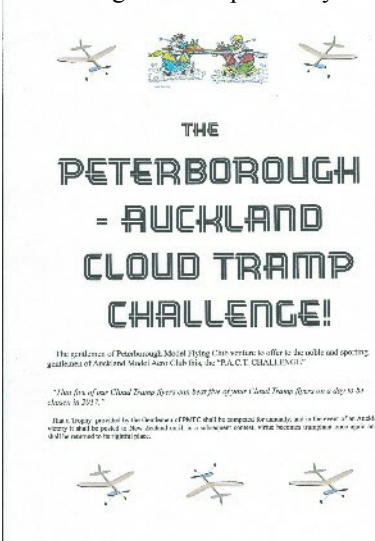
The Peterborough/Auckland Cloud Tramp Challenge

(With a respectful nod to “The Cricket Match” by Hugh de Selincourt, one of the nicest books ever written on English sport.)

On Friday morning, May 19th 2017 at just after seven, Team Manager John Ashmole lurched out of bed and saw the colour blue outside his bedroom window. What relief! Then the colour growled and lurched away: it was a lorry passing through the village. A weather front, all wind and rain, dominated the view as it moved so slowly eastwards, but the die had been cast, the lads had been “called out” and this, the much-delayed final day of the appointed four week contest period had come. Who would be so foolish as to rely on the climate of an English May?

It had all seemed so easy when, using his best “Henry the Fifth before Agincourt” voice he had introduced the challenge and elicited a rousing cheer at the AGM that Winter. Plenty of enthusiasm, then, from the Cloud Tramp flyers of PMFC, who were subsequently to build and trim further models especially for THE DAY.

He looked again at the poster-style Challenge that had been sent to New Zealand:



By now, of course, the Aucklanders will have made their flights: an image of warm air wafting across a spacious pad-dock as their models wound their way into welcoming thermals (presumably in the opposite direction to ours:) of the relaxed scoring of max after max, and Antipodean chuckles at the vain strivings of those in the other Hemisphere.

Back in the real world, he sent out a sardonic message to members saying that the weather would improve by afternoon. One wrote back saying it wouldn't. Another wrote to point out a spelling mistake in the original message.

The car splashed westwards, against the oncoming rain. Is the horizon ahead getting lighter? Nope! But to their great credit, nobody had suggested calling this thing off.

The windscreen wipers, which had been a blur for much of the journey, clocked off upon entering Leicestershire, their work done for the day. Arrival at the new National Flying Centre revealed a dozen folk relaxing in the display barn, awaiting orders. Manny Williamson, BMFA Development Officer and prime mover in the very impressive improvements being made to this one-time riding establishment came over to show his support (and collect fees.) Then to the new hard-standing car park (grass far too wet after 40 hours of downpour) and out onto the field of battle.

A pep-talk was needed: that's what Team Managers do. But it's hard to think of unpleasant things to say about New Zealanders. Ah, I know! Revenge for the All Blacks! (Good response.) Revenge for those tedious hours watching Brokenwood (Cheers.) Revenge for grossly over- dramatizing Tolkein. (Uncertain response to that one.)

Ominously aware of the many tons of water held in suspension above their heads, our heroes made their way, avoiding the brown earth of newly-sown future R/C runways, to the upwind part of the field (near the c/l circles.) Bert, who couldn't stay long, began with a 48, which was encouraging for all, but sadly not the 50 seconds needed for a max. He was to continue with a trio of similar scores. "Pee Gee" grew into the game, beginning with a 21 before more than doubling that in the remaining four. He has "discovered" Cloud Tramp, so we shall see much more of him in this arena. John Brown, as consistent a CT'er as one is likely to find (in either hemisphere) calmly reeled off flights in the 40's or 50's, just one of which, easily found, made its way over the high hedge and out of the field. Dave Leeding...oh, no, I'll leave him to last. It was raincoats on most of the time, wind direction veering, and that kind of drizzle that is ignored until you discover that you're actually quite wet. Dave Clark, all smiles (probably for the camera) had a great time (he has a go at just about everything) but did not trouble the scorer unduly. Some models were getting away strongly, but if the motor did not pull them to a reasonable height, the CT's were very susceptible to a disruptive swirl of air.

John Coleman had a whale of a time, delighted with a 48, although could not subsequently match that. Dave Rumball climbed the scoreboard from a modest start to the heights of two maxes and a 48.

Gradually a picture was emerging: nobody apart from Andy was likely to max out. Acting in ignorance of the Auckland score, no-one was thinking of winning the contest, weather conditions had put paid to that, but the pressure was increasing as each person's final flights approached. Andy Sephton, using huge motors, innumerable turns not to mention buckets of experience, had cleared the hurdle easily four times but proved himself human with a final flight of 46. (Prop split at root.)

And then there was Dave Leeding. Memo to Dave: that field is 43 acres. The tiny duckpond is a tenth of one acre. But you landed in the middle of it. Just you, Dave, nobody else! He rampaged across the field, looking very like King Lear in the storm scene but not quite as mad. After some shady work in the back of his car, Dave reappeared to produce some 30's, then a 45 and finally, with a great effort, a max. He had pushed Peter Gibbons off the "Top Five" whose scores would be counted for the Challenge.

All present had thoroughly enjoyed themselves: if times count, then a good time was had, and that was the purpose of it all. Next year? Oh, yes!

It was about this time, the final flights done and scored, that someone noticed the sky was clearing: a patch of blue (lorry coloured) no bigger than a man's hand. Winding rigs were dismantled, wheeled trolleys loaded for the walk back to the cars, and from above came the invisible chirruping of skylarks to mock our endeavours.

Slowly the field emptied, gossiping groups broke up and straggled away, the colour went out of the sky, and night descended peacefully on the field of Buckminster.



MONET

“Still life with water lilies and Cloud Tramp”

....Louvre.

The Team:

Andy Sephton 246
John Brown 237
Dave Rumball 223
Bert Whitehead 211
Dave Leeding 204

Aggregate score.....1121

They also flew...

Peter Gibbons 200
John Coleman 153
Dave Clark 115

MANY thanks to all, who waited patiently for a suitable day, and risked the conditions to fly.

The result:

- 1) Auckland 1242**
- 2) PMFC 1121**

Congratulations to our friends in Auckland, and thank you for accepting our challenge!

(A fuller breakdown of both teams' scores appears in the PMFC website.)

AND WE'LL DO IT ALL AGAIN NEXT YEAR!

Engineer Waterland just wants us to do things properly!

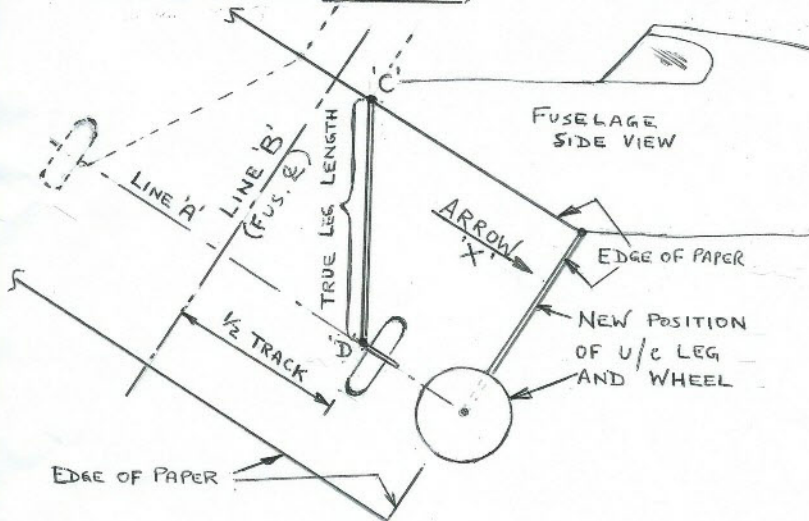
2) TRUE UNDERCARRIAGE LEG LENGTH

A member recently told me he wanted to increase the prop clearance on a model with a conventional fuselage mounted undercarriage he was building.

He had drawn in the new position of the wheel on the plan's side elevation but, as he did not know the TRUE length of the revised leg, he was going to have problem bending it

Neither the Side Elevation nor the Plan View will give us the true leg length.

What we need is a view on Arrow "X" and here is how we can do it **with only a pencil a ruler and a piece of A4 paper. (and 3 lines!)**



- 1) Temporarily fix the piece of paper on the plan with one edge directly on the line of the revised U/C leg and one corner coincident with the top of the U/C leg
- 2) Draw a line "A" from the wheel axle parallel to the edge of the paper
- 3) Draw a line "B" at right angles to "A". This represents the centreline of the fuselage.
- 4) Mark the position of the top of the U/C leg (point C) relative to the fuselage centreline
- 5) Along line "A" mark the position of the inside face of the wheel (point D) relative to the centreline
- 6) Join Point "C" to Point "D". That is the TRUE LENGTH of the undercarriage leg.

We have in fact drawn the view on Arrow "X". In draughting parlance this is a "1st Auxiliary Projection". There is a "2nd Auxiliary Projection" but in over 40 years in and around design offices I only ever used that once!

BVW

Correspondence:

Carrot toppings:

Thanks to Dave Clark for all his help with my radio controlled aircraft and obtaining a fine transmitter to operate the plane . Also an RDT system where he has put all the bits together and helped me design my unit so as to fit into several models, although as yet untried. I am building a couple of fuselages so that it can be fitted into either.

Good to se Ian Middlemiss on the mend and helping at the first club comp at Ferry: it isn't the same without him.

On the subject of the first comp, good to see 18 club members compete in the various comps: many thanks to John Ashmole for running the event like clockwork: Brilliant! Can we get the entries up to around 30? That would be very nice. These comps are really enjoyable, more so now that SAM 35 comps are starting to gain ground also thanks to John Ashmole's hard work.

...that's it, back to the shed...

Peter Gibbons.

I.T.M.A.

How I Do

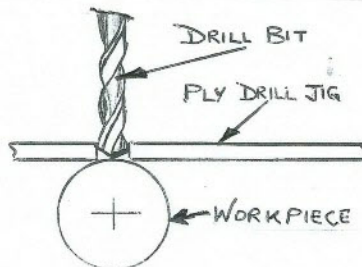
Our esteemed editor suggested the club magazine should include a "How I do" section. Of course, the problem is that a technique or tool that one person thinks is unique to them is, in fact, widely known.

Foolhardily I have opted to start the ball rolling so, if the following is an "O Level" in the blindingly obvious, I apologise.

1) ACCURATELY POSITIONING A DRILLED HOLE

There are times when it is not possible to centre punch the centre of a hole to be drilled e.g. when drilling plastic, round stock and places where positional accuracy is paramount. The answer is to make a simple "plate drill jig" by taking a piece of scrap ply and first drilling the hole in that. Then position this hole exactly over the spot to be drilled and, holding the jig tightly, introduce the drill bit and drill the hole. It is impossible for the drill bit to slip or skate about as it is accurately located.

The example shows a hole being cross drilled in a round dowel





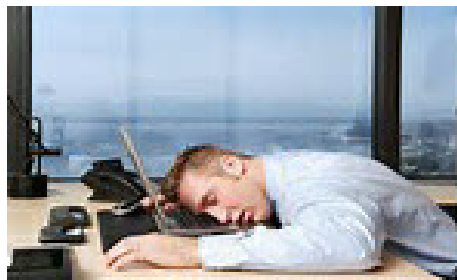
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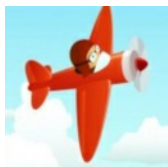
PMFC
And
SAM 35
Flags in
Harmony

Mick Page
photos



Many thanks to our contributors, without whom....ZZZ ZZZ





Diary

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

June 5	Club C/L
June 25	5th Area and SAM 35 “Summerglide”
July 3	Club C/L
July 4	Club Free Flight plus BNT.
July 16	6th Area and SAM 35 “Summerglide.”
July 22/23	Old Warden Scale Weekend.
July 31	Club C/L
Aug 2/3	SAM 5 Fly-In, Buckminster
Aug 5	Grant “MIMLOCT” 5pm.
Aug 26 to 28	Nationals, Barkston.
Sept 3	FLYING ACES. Sept
11	Club C/L
Sept 12	Club Free Flight Finals, Ferry.
Sept 17	7 th Area and SAM 35 P30.
Sept 23/24	Old Warden (Rubber Bowden on the 24 th)
Oct 15	8 th Area and SAM 35 P30
Oct 23	Club C/L
Oct 28	Midland Gala (Luffenham)

NB (1) There is no club f/f in August, due to the large number of civilians on the field at that time.

NB (2) Please confirm events before travelling