

COMING EVENTS...

Ha! Wot events? It is just not possible for me to begin to list any of our club activities yet, but begin they will, and as soon as conditions allow.

Meetings indoors are the most vulnerable to Covid risk and legislation, so we may have to accept that the popular Bushfield and Peakirk meetings will not happen...until the Autumn.

As for flying at Ferry, after the cancellation of the Frostbite morning (which just happened to have very good weather conditions) we must wait until the Tiers are changed or removed before we can act. I have not written about the plans for free flight in 2021 in this issue, as I have nothing to add to what has been written before: we all know what models need to be in trim for whenever the season starts...and it will probably begin with the postponed 2020 Bernie Nichols Trophy.

Until then we must just take great care to ensure that we are fit and well for the resumption of hostilities...and that our models are in good shape. To say "Happy New Year" to our members and readers seems rather fatuous at present, but we have much to look forward to, and your Committee will work to make sure the wait is worthwhile.



*Look what came out of Brian Lever's Christmas cracker!
Harrod's comes up trumps again.*



This is the last magazine you will receive unless you have renewed your membership. We really don't want to lose you, so send £15 for club membership, plus £38 for BMFA and £9 for CAA if appropriate, payable to PMFC, to Richard Arnold, 21 Signal Road, Ramsey. Cambs, PE26 1NG. Otherwise it's.....goodbye!

PETERBOROUGH MODEL FLYING CLUB



MAGAZINE

January

2021



IN LIMBO



Special Tier Five Edition

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



COMMITTEE POSTS:

- | | |
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Dateline 31st December 2020, evening:

Filling in next year's calendar has provided some much needed positive thinking in these dark times. Family dates, booking holidays (remember them?) entering items from the FFTC Calendar (now available on the FFTC website) fitting in my proposed SAM 35 events at Old Warden and Buckminster, adding a couple of extra dates to accommodate some new initiatives, then finding space for PMFC comps at Ferry: for a while it was a glorious mix-up, but it seems to be working out OK.

As I write, some idiot is letting off fireworks outside in the gloom: perhaps in the relief that 2020 is over. But we know that it will be tough until Spring. What matters is that we stay the course. The PMFC Committee is determined to keep us all as involved as possible with club news: so here is the first of several magazines this new year. You have paid your £15 (you have, haven't you?) so you deserve something from us. Please feel free to add to our new topic thread "Favourite Designs" and tell us, with a photo if you can, about whatever model particularly has excited you. Even if it is a C/L job.

And if, during these weeks, you find yourself lounging in despair like a shipwrecked mariner on the Raft of the Medusa, remember that rescue is on the way.

We are very pleased to welcome Paul Townsin as our new webmaster. Thank you for stepping forward, Paul, we look forward to working with you, and hope that you enjoy the opportunity of becoming the public voice of PMFC.

Editor@peterboroughmfc.org

STOP PRESS:

If you don't know what to build next, let it be a K.K. Ace. Reason and details next issue, but get to work now!!!

Cover: Rightly prioritising aeromodelling over gardening, Andy Sephton displays his Lysander Prototype: see page 5.

Answers to the Cryptic Quiz in last issue:

- 1) Back a slab of useful hardwoodbalsa
 - 2) Fanatical campanologistbell crank
 - 3) Venue for fowl playcockpit
 - 4) Motor stripperengine bearer
 - 5) Predecessor keeps fuselage in shapeformer
 - 6) Jumpy amphibian guarantees good take offFROG
 - 7) Hush hush telegrampiano wire
 - 8) Essential reading for monarchsrule book
 - 9) Box to find wing component in corner shopspar
 - 10) Bill for routine haircuttrim tab
 - 11) Apply turns to pedestrian hosierywind sock
 - 12) Advice for player close to touchlinewing tip
- XX) Military unit sent for piano practicescale detail

At the very last minute, just as this magazine was being prepared for printing, came one final entry: and it topped the lot.

Congratulations therefore, to Terry Page, who scored a full house of 13/13! Close behind him in second were Liz and Brian Waterland with 12/13, followed by Team Sephton with 11/13. Also worthy of mention was Gerry Williamson, with 10/13. Thanks to all who had a go: be nice to me and I won't do another one next year.



Explanations by e-mail or 'phone from Editor: Usual terms apply.

Old Warden dates for 2021:

- May 8 and 9 (Note change!)
- July 24 & 25
- Sept 18 & 19

SAM 35 weekends at Bucky

- April 10 & 11
- June 25 - 27
- Oct 16 & 17

I. T. M. A: Rob Smith Designs another gem.



Hi, John,

This model will be familiar to members of a certain age. It's a scaled down version of the APS Saracen. This was a free plan in the Aeromodeller magazine. It looks a lot like the TSR2 and the original had a Cox Pee Wee stuck up its back end. I have always wanted to build one so I scaled it down and put the power train from one of the small models we were playing with at Buckminster in it.



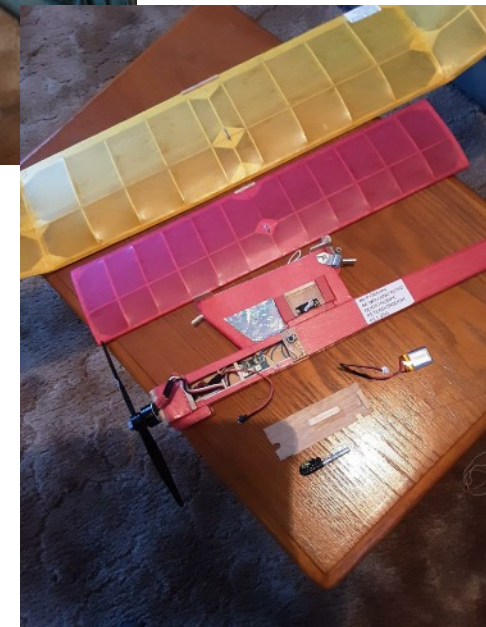
Page three model:

Peter Gibbons' finished E30 Flyoff model.



Pee Gee means business! Note the double d/t mechanism, tilting both wing and tail. A model of this sophistication should not be lost.

All we need now is to be able to get together to fly, and the necessary three maxes to bring this model into play. The Nationals would be a good opportunity? Not too much to ask, surely?





“To many is never enough!”

Andy Sephton’s lockdown projects.

(Part Two: readers are referred to our August 2020 edition for earlier mention of some of these projects.”)

All projects have remained unflown since the last update, as given my age and medical conditions I’ve decided to self isolate as much as possible. I did manage one flying session this year at what was supposed to be a deserted flying site. I teamed up with a like minded colleague who was also self isolating but a third party arrived shortly after we did and just refused to keep his distance. He was very apologetic each time he broke the 2m line, but it became just too much of a distraction keeping him away whilst trying to concentrate on model flying, so we gave up! On the plus side, however, it did mean I’ve had a lot of building time available. So here goes with the update:

Projects 1 - 3:

The X-RES and the new Slite V2 remain as they were. The later is uncovered, the former two are ready for test flights.

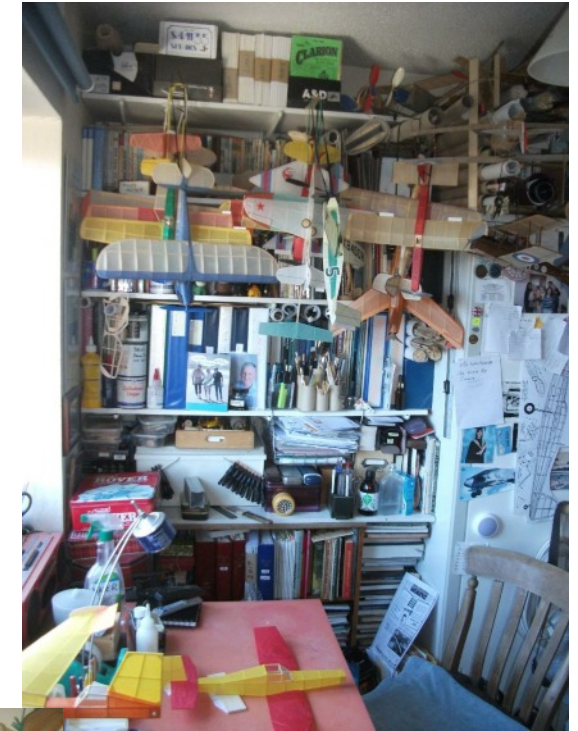
Projects 4 & 5:

The Inch Worm and the Caprice remain in their uncovered state.

Project 6:

The KK Piper Super Cruiser has progressed well and was featured in my last column in BMFA News. There are still some details to add, but the model is ready to test fly weighing in at just under 500gm. When he saw the model, my good friend and fellow PMFC club member Kevin Wallace pointed out that I had the hinge on the fin wrong. A quick check on the plan confirmed his observation, so the latter was stripped, altered, made good, recovered and re-fitted.

Now show us yours!



Whose workshop?

Here is a couple of views of Club Secretary Martin Skinner’s headquarters. Spot the models!

Dope is permitted as it has been proved by science, comrades, that spiders don’t like dope, glue and paint smells.

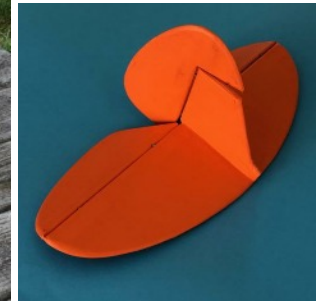
(Who will be next to reveal the inside of their hobby room?) Nice little Luton Minor...



I should explain the strange comment I made about the car before continuing: It had taken just over a year to build with the help of a couple of friends in our concrete garage at home. Straight six Triumph Vitesse motor with overdrive on a purpose built chassis, bodywork to ape the Malvern-based Morgan. This however, is not a motor magazine, so I shall spare the details. We don't only make models here at Moley Towers...

The air at Port Meadow was remarkable: one of those rare days of blue sky and large cumulus clouds, with some type of electrical storm causing lightning to dart from cloud to cloud, but showing no inclination to descend to ground level. So calm was the air at ground level that we encamped near the centre of the field leaving our vehicles at the parking space beside the river. In this atmosphere, a stable release of the Blue Max at the top of the line almost guaranteed a max, but the dozen entries gradually reduced to about four in time for flyoff. I remember little of the qualifying rounds...I probably stole other folks' lift shamelessly, as many did in those days. But I do remember the horses. They were idling their time away quite close to where our models were landing. Too close. On at least one occasion, every step I made towards the model was shadowed by a horse. I step forward, the horse steps forward. I stop, it stops. Now, after your best plane has achieved three or four good maxes, you don't want to have to watch it being chewed up. And what would the horse have done if I had broken into a run? What to do? What would McGillicuddy have done? Wait, motionless, until some other poor competitor's plane lands close to mine. Let his distract the animal, then creep in and retrieve quickly. "It's the second mouse that gets the cheese" as I have often said.

I had not taken much note of my competitors until flyoff. There were three of them, but I, being quite ignorant of who's who in those early days, only knew of one by reputation. John Cooper. THE John Cooper. Member of European and World Championships teams. AND he was circle towing. Suitably cowed, I concentrated upon the other two. (I'd probably do the same today.) The bell rang (once a teacher, always a teacher, Andy) John C went away doing his thing, and we waited. The atmosphere was electric...I mean, the high altitude storm was still intermittently raging. One dark cloud, the first of the day, was creeping towards the sun. Wait, wait...and then, just as the cloud caught the sun, Launch! The Blue Max rocketed off the towline and away, for a fine flight and a clear second place. Later, walking back with the third place finisher, I saw Sharon running excitedly towards me...but celebrations were muted because we were in the company of one I had beaten. How very English! Would we behave like that again? So, after a fourth at the Nationals, and third at the Witchford Gala we now had a second. A few weeks later we did A/1 at an Area event on Barkston and came first overall. A nice set of results, but most of all good memories. The hand thrown and engraved Oxford Bowl for second place is beside me as I write. And I thought that, in the unlikely event that I should ever become a CD at a flying contest, I would try to run it like Andy did.



The model is destined for SAM 35 Simple Scale and BMFA Outdoor Kit Scale competitions.



Project 7:
The Phase 6 aerobatic slope soaring glider is ready to test. The picture shows the model covered and painted ready for decoration.

Project 8:

The 40" span Easy Built Lysander is also ready for test flight. It was built as an experiment to see how big a scale model could be effectively flown in Indoor BMFA Scale RC Kit Competition. The model has turned out a bit heavy at just under 300gm ready to fly, but nevertheless, I still believe it will be a practical Indoor Flyer. Initial tests will be outside, and subject to those, I'll move indoors. I've based the model on the first prototype Lysander K6127. According to the Westland archivist it was finished in silver dope all over except that the cowl and gills were in red primer.



Project 9:

The 1/6th scale Hawker Fury progresses slowly, but at last it's progressing. The front fuselage is now ready for glass fibre covering, followed by finishing in Mick Reeves Metalcoat. The rear fuselage will be covered with Silver Oratex. Clearly, it's not a model for Ferry, but it is intended to support my Light Scale initiative, to try to improve the take-up of competitive RC scale modelling in the BMFA. The models are subject to the main RC Scale Rules, but are weight limited to 5Kg.



Projects 10 - 13:

These are new ones for the winter and include several versions of the same aircraft - the VMC 150% Veron Tiger Moth. I'm intending to build them for electric R/C (capable of electric F/F as well) CO2, Rubber and IC Power. The first one is destined for Kitscale R/C and will be optimised for indoor flying. If it ends up a bit heavy, then it will be relegated to outdoor Kit Scale R/C (SAM 35 Simple Scale, perhaps) and/or BMFA Kitscale outdoors.

I'll be publishing the thread on the VMC Facebook site, as there are a lot of new modellers there who need information on how to build models. In fact, if any PMFC member feels that they could help out, I'm sure that hints and tips on model building from them would be very helpful. Have a look at the site and you'll see what I mean.

At the time of writing (early Dec '20) the first fuselage side of the electric R/C version was in the process of being laid down.



A Grand Day Out... Oxford Rally, June 1984.

It is quite a long way to Oxford, especially if the return trip has to be made on the same day. However, any journey that was to take me closer to that magic place of learning, the "Dreaming Spires" or, as someone else put it, the "Latin Quarter of Cowley" was welcome if only to catch a glimpse of the sacred rooftops in the distance. Yes, I know many folk travel as far or further on a regular basis to compete, but the car was newly completed and much was yet unproven. However, the forecast was good, Andy Crisp had a reputation for running a friendly and well organised event on Port Meadow, (he was to welcome us personally as we arrived) and Sharon was willing to travel with me. My A/1 gliders were going through a good patch, having finished 4th and 3rd in their most recent competitions, and I was hoping for better.



I have found this snap, taken by Sharon, which shows the A./1 Fleet. The principle is, if the rules allow two models to be used in the event, take three. (Or, more likely, if you can't do quality, do quantity.) Andy "too much is never enough" Sephton would understand.

The design I used in those days was Tony Cordes' "Little Hinney" with some slight modifications and, to encourage others to think I had drawn it up myself, a new name: "Blue Max." These were the later days of straight towing. Top flyers were beginning to circle the larger A/2 designs, and some, as I was to see on this day, were very competent doing so with these smaller jobs. It was five flights in those days of two minutes each, so a good day's work was in prospect. They don't allow thermal finding gimmicks at this event, devices which I have never liked, (or more likely I neither possessed nor fully understood and therefore was opposed to.)



Not so long ago, Gareth Tilston released his Tomboy on the breezy Barkston runway, to the wonderment of an apprehensive spectator.

Do we need another Bowden?

In the recent past there have been at least two alternative “Bowden-style” contests available to us: one at the East Anglian Gala and one run for a few years on Barkston. The latter event seems to have died out, and the Anglian, when it was last run, had a very small entry. Since then, Buckminster has become available and is more centrally placed than North Norfolk. Is it time to set up a new “Power Precision” event, as many members have power f/f models that are hardly being used: and one event, however prestigious, hardly justifies maintaining a model in trim.

I would not like to be responsible for the competition flying of power jobs at Old Warden even for precision flying, but we have an excellent opportunity to use the space available at Bucky. I envisage a power version of my “Rubber Bowden,” which means hand launch, time only judging, but a more inclusive set of rules that do not disqualify anyone for flying beyond 60 seconds. Possible three flights each, and timing of contest to suit the projected weather pattern for the day. I could run this under the aegis of SAM 35 and can prepare a set of rules, choosing a date during one of the three SAM meetings at that field. The question is, would enough folk like to have a go?

I need to know what the response may be before adding this to the SAM 35 Calendar, and will be mentioning it in a future column in “Speaks.” If folk are interested, will you please let me know, & I shall get to work.

Right: Some jobs were especially made for the Bowden: just blow off the dust, flick twice and off we go again...



Thanks to Andy for that update, and insight into how another modeller plans his building programme. Now, about that lawn....



Shall we run a “Bowden” of our own? See page 18.



GERRY WILLIAMSON'S LOCK-DOWN BUILDS:



When I returned to Free Flight modelling about four years ago, I decided I would take full advantage of the modern electric components available. I find that electric motors that start with a push of a button are much less smelly and problematic than my Webra Mach 1 and Oliver Tiger powered Dixielanders when I was sixteen!

I designed a couple of models for the E36 and BMFA Electric classes based on a 1960's design, Heatwave, by Mike Green.



Square tips, flat centre section and a flat bottomed wing section. The wing section comes from a 1960 World Championship model, Pulteri. All for easy building.

So, with Lockdown arriving, although I am now retired of course, I decided with all the time on my hands to try something different. After scouring the Outerzone website looking for a pretty power model I settled for George French's Night Train. I first drew the plan for an E36 version and started to build, the first elliptical tipped model I had built since the 1960's.



Diesel and electric J60's (they shared the same wing but had separate tails) pose with 60" Simplex and in the background my "Foolscap:" an enlarged Mad-cap for Mills 1.3.

For the series of "Electric Precision" contests run on Barkston by Ken Norton I already had a Pee Wee Baby, but wanted to see a larger job in the air, so along came the electric f/f J60, Solartex covered. Nice, but its main characteristic was that it would glide on forever, good to watch but not suitable for a precision event. (That good glide was the reason why I had kept the diesel version on such a short lead.) The Mick Page photo of me launching it hangs on the wall of my workshop now.

But why did I sell all my diesels? Well, now it can be told. Some years back, Sharon and I drove back into our quiet and peaceful village on a Sunday afternoon, completing the long journey from Bordeaux. Except that it was no longer quiet and peaceful. There was a huge commotion just outside my drive, which threatened to become violent. It appeared that a neighbour who had been developing a reputation for ignoring the quietude expected of an English village had allowed some younger relatives to set up an acoustic guitar and drumkit in their front garden. Much shouting was taking place as I stepped out of my car. In the role of a recent arrival who had suddenly arrived in the centre of this melee, and using my best school-magisterial voice, I ordered the offending party to desist now and forever and advised all others to return to their homes. The outcome was that to this day the peace of the village has never again been violated, but also that I felt that from that time on, I had better not test run diesel engines in my garage or garden, however considerate I may formerly have been.

The choice of yet another J60 was not my main intent: learning of the current balsa shortage just at a time when I wanted to stock up for a lockdown winter, and realising that the Grand Scale Project would have to wait a bit longer, I searched the internet for a suitable kit. Most manufacturers of large kits were out of stock, but Colin Buckle had some of these left. This one will have an outrunner, of course, and will be covered in Polyester and my usual red Esaki. A relaxing job that poses no problems and no thinking is needed, which suits me as I am fully occupied in creating scale detail for my model fishing boat. I even have some wheels with Keil Kraft embossed on the rubber of the tyres. Now where did they come from??

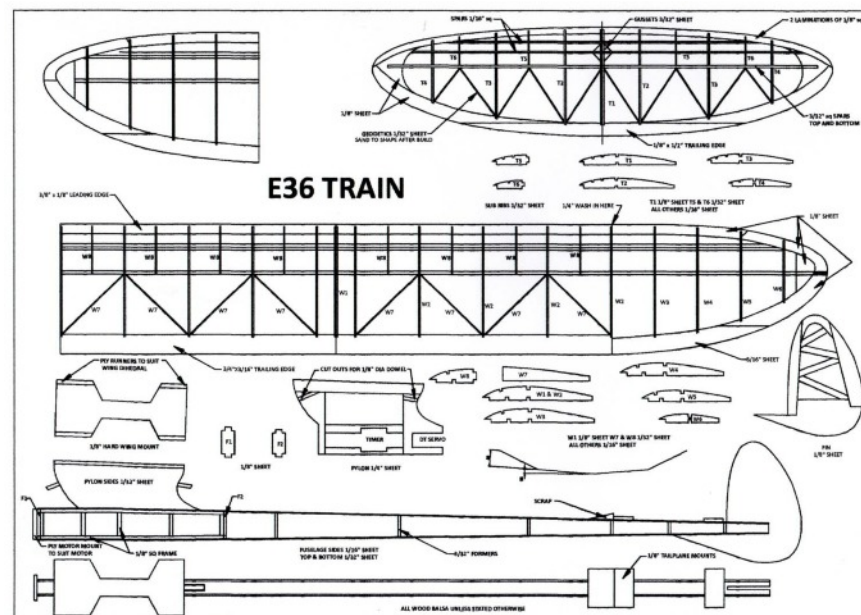
No photo yet: as with two model builders in the same house there is hardly any surface area available on which the model can pose, but by next issue it should be complete. Built lightly, it should glide for hours once I have wound it up to a good height, unlike the V1's that had long ago flown over my carefully sheltered head.

Before explaining why I withdrew from all diesel flying, I must go back few years to my first electric (radio) Junior 60. I was a member of “South Lincs Soarers” but my soul was not in thermal soaring (it’s not as easy as it looks) and I had seen an electric vintage job (a Deacon) demonstrated one evening at Ferry Meadows. For me? Well, let’s find out. The result, after reading many articles in the R/C magazines, was a Junior 60 equipped with a heavy inrunner with gearbox driven by a rubber belt. The battery was the problem in those days: the nicads weighed one pound! It only took one flight to convert me, however. She climbed to towline height, being reluctant to carry that payload any higher, and did a few circles of the SLS patch. Landing approach involved skimming the backs of the sheep in the downwind field, hopping up over the barbed wire fence, followed by a “Bambi Splat” which widened the track of the undercarriage and folded the subfin. It was enough, however. Subsequent substitution of the nicads by a new LiPo and a replacement speed controller (I was still using the S450 motor) changed the character of the model not to mention its duration. I rewarded it with a pair of Trexlers, and it became my “go to” model for several years.



First electric J60 on duty “somewhere in England.” Cowbit, to be precise.

Not mentioned in the text, there was the inevitable 80” Ben Buckle version with 40 four stroke. Wonderful model, magnificent glide, but it added greatly to my storage problems!



Luckily where I live there is a large area of common land which is ideal for trimming.

My trimming method is not for the purist. After checking trimming angles and CG, I mount a lightweight receiver then with the motor going flat out, point the model vertically and let go. If anything unexpected happens during the climb I can stop the motor and DT immediately. Once the climb is sorted I can concentrate on the glide. This model (previous page) had three trimming flights to get it into pretty decent trimmed condition. The fourth, on a dead calm sunny day with high clouds suffered a DT failure and after gliding for about eight minutes disappeared into cloud never to be seen or heard of again despite name and address being on board. Flushed with the success of these models I have now built 45 inch and 50 inch versions. Initial test flights show the same characteristics as their smaller cousins. They seem to climb much faster than my square tipped models. Roll on the time when I can try them in some competitions.

During the lockdown I have built an E30 model, back to square tips I’m afraid. My models are all balsa wood with ply used for motor mounts. No carbon. I use Solarfilm So-Lite to cover all my models, much easier than tissue paper and dope.

It's a Rob Smith model, but
WHAT IS IT CALLED?



“They never built one, says Rob, but there are drawings for it. It's A Hawker Cyclone: a Hurricane with a radial engine. They never built one, but there are drawings on the net for it. This has a brushless motor and a KP timer. Finish is pre printed lightweight layout paper. Details done on computer.



OUR FAVOURITE DESIGNS, No.1 the KK Junior 60.

.....JMA

“Ignore them while you can hear the engines, but when they stop, watch out.” Such was the mantra of the ladies queueing at the butcher's across the road. For myself I didn't even hear the sounds of the Vergeltungswaffen V1's as they droned over Maidstone. Neither did we hear the V2's, although just before my birth one of them had made a dreadful mess of Woolworth's in New Cross. My earliest months were spent wrapped in a basket, under my grandfather's first World War helmet, under a strong table, in the cellar under the house sharing the space with a couple of tons of slightly damp coal. Meanwhile, not so far away, Albert Hatfull, slightly impeded by polio, was putting the finishing touches to the design which, even had he not drawn another model, would have made him famous in aeromodelling: between the Invader and the Senator came the Junior 60. I seem to have inherited from those days an attraction for the smell of coal, and (subsequently) an affinity with the Junior 60. The simplicity and stability of this design appealed to me, although the first that I built was of 48" span and from a free plan in Aeromdeller from the 80's. My archive notes from 1993 tell me that it followed upon a successful reduced Simplex, and was powered by, rather surprisingly, only an Irvine Mills .75. I still remember rise off ground launches from the Barkston runway on a flat calm day in '94 filmed by Sharon with a borrowed video camera. Notes also tell me that I had fitted a dethermaliser, and that it saved the model from flying out of the field on a few occasions. (Note to self: when running precision contests, always allow “override” d/t's on models.)

My view on the Bowden, as expressed when I did the Aeromodeller report on it a few years ago, is that a J60 with a reliable 2.5 is the way to go. I had at one time four Letmo 2.5 motors, chosen because even I could start them easily. Under the influence of my recent membership of PMFC and Tony Wilson's insuppressible enthusiasm for that contest I built a J60 specially for it (although in the event I used “Bandolero” an enlarged Bandit). This job, from a Ben Buckle kit, covered in Solartex and fitted with a d/t as well as motor cut-off, would probably have flown well if I had allowed it to do so: I tried to trim it strictly for flights of 45 seconds or less.

