

PETERBOROUGH MODEL FLYING CLUB



NEWSLETTER- DEC 2005



Seasons Greetings

Seasons greetings to all our club members.

The editor and his staff wish you all the very best for Christmas and the New Year. May your flights be long, your landings soft, and the gods be kind to you and yours.



Ferry Flyers young and old.

A wonderful scene captured by Chairman Ted down at Ferry Meadows during the summer.

"The secret to success is honesty and fair dealing. If you can fake those, you've got it made."

Groucho Marx

AGM Chairman report 2004-2005 PM

This last year has been yet another success story for the Peterborough model flying club, the weather in particular blessing us with many a favourable day of good flying weather at Ferry Meadows, Barkston Heath and Old Warden.

One of the highlights of the year was the 60th Anniversary Cabbage Patch control line championships held on the Embankment in June and this attracted a huge number of visitors and competitors from all over the world.

An event like the Cabbage Patch takes a huge amount of organising and indeed our thanks must go to those well known celebrities within the club who were crowned 'heroes' at the Cabbage Patch in recognition of their efforts in getting together what may well be the last event of its kind. I could not believe how painting a simple circle on the grass with a can of white paint could have been so back breaking and I now realise just how much hard work and organising goes into getting such an event like this under way.

All the hard work was done by club members blistering away in the sun without any word of a complaint from anyone except for when we painted a couple of the circles in the wrong place due to a bit of bad map reading!

Still, practice makes perfect and by the time we had painted all 19 circles we were real experts. You just had to admire the skills of both the Waterland and Lever posse as they wheeled and dealt with travellers who had set up an illegal camp in the middle of the flying field.

Both Brian's certainly deserve congratulations for all their efforts and I would certainly have no hesitation in recommending either of them for a job as a hostage negotiator as without their efforts the Cabbage Patch could well and truly have been scuppered before it had even started. The Cabbage Patch was a fantastic success the following day despite the numerous rumours flying around that Peterborough Model Flying club were involved in the ritual sacrificing of children and small furry animals to the black arts so that we could continue to have all this wonderful weather!

The press coverage in BMFA newsletter and model magazines was also excellent and this has given our club a reputation to be proud of.

The Flying Aces followed not long afterwards in September and again this was another successful and extremely well attended event drawing visitors from all over the country to our wonderful flying field at Ferry meadows.

A comment I often hear from visitors is... 'I wish we had a club like this back home where I come from'. Perhaps other club members have heard similar remarks elsewhere.

I feel that we have a strong and thriving model flying club at a time when some other clubs can barely manage to hold themselves together for lack of members, especially the youngsters. Our club is a success because our members frequently demonstrate that they are active aero modellers who don't mind sharing their individual skills and knowledge and indeed, it is qualities such as these which makes the club so alive and vibrant to interested outsiders at our meetings. This last week we welcomed a visit from the 2nd Wisbech Scout Group to our flying hall at Whittlesey and I think all of those who were present would agree that we had a most wonderful evening coaching and introducing the youngsters to our world of flying models and it was an absolute joy to see the interaction between fliers of both young and old alike.

I know we are all getting on a bit now and perhaps some more than others, but I also bet that everyone of you here today can still remember that special moment all those years ago when you suddenly discovered the spark that kindled your interest in aero modelling.

Well, I 'm sure you will all agree with me when I say that a very special spark certainly happened for all those youngsters who came to fly with us at Whittlesey last Friday.

If but only one of them asks Santa for a flying model aeroplane this Christmas then I know it will all have been worthwhile because that youngster will be the next salvation and the future of our wonderful hobby and the next flying club when we are all long and gone.

Thank you.

Ted Szklaruk
Chairman

WORLD RECORD!!

Yes indeed!! A new world record was set by Mark Benns at the Kibbie Dome in Seattle Washington.

This amazing achievement was set in the F1N category, that's indoor HLG. Mark used a discus launched glider and set a new record time of 84.8 seconds. The previous world record was held by a Japanese gentleman with a time of 71.4 secs, so Mark beat the previous record by 18.7%, a HUGE margin! This was no one off fluke flight either, he had another flight of 83+ secs. The record has yet to be ratified by the governing body, the FAI, nevertheless this is a fantastic achievement.

Well done Mark!

Mick Page sent me the details and it was also the talk of the indoor group on Yahoo-groups. As Mick said, Mark beat the Americans at their own game on their own territory. Expect further developments in this arena!

Late breaking news.

It was confirmed by Mick Page at the A.G.M. that the British record has been confirmed. I guess the F.A.I. take a little longer.



Mark at the Kibbie Dome Idaho.

Free Flight Secretary's Report

HLG

Once again the Peterborough Club has been represented nationally and internationally by Mark Bennis, Mick Page and Chas Campen.

Mark visited America and beat the Yanks on their own soil. Mark won the event at The Kippie Dome for discus launch and has claimed a new World and British Record with his best flight, although I understand this has yet to be ratified. Mark's winning flight was made at a venue, which I believe is 10,000 feet above sea level, which I understand can take off about 10% of the model's performance, which makes his flight incredible.

Among his results for the year, Mark also finished second after a hard fought Nationals. Mick is still suffering from shoulder problems otherwise I'm sure we would have seen his name in this year's competition results.

We wish Mark continued success for 2006, and hope that Mick's shoulder problems improve.

Bowden Trophy

This year's Bowden Trophy proved to be the most popular event at The Free Flight Nationals with a record entry, and the flight line attracting a large crowd of spectators. Most of the spectators were caught up in the spirit of the event, not daring to leave for fear of missing that perfect flight that would ensure success. I spent four hours watching and timing the flights. Even went without my lunch!

I'm happy to say that a perfect (near enough) flight was made by Brian Waterland. Well done Brian. Brian's winning flight was made very early in the competition and PMFC members were left biting their nails with every passing flight. What a fantastic fun event for both competitors and spectators.

There was a good entry from PMFC with good flights by Mick Taylor, Tony Wilson, and Ian Lever. This event can only grow in popularity and I'm sure next year's event will attract another record entry and prove even more popular with spectators.

I understand that Tony W is already in training.

Flying Aces 2005

Another superb day! The weather could not have been better. I'm not sure who sold his soul to the devil this year, but whoever it was, thank you. We had a great crowd of competitors and fun flyers with models crowding the airspace the whole day.

Everyone agreed that a good time was had by all. We were treated to some brilliant models being flown superbly. We were privileged to witness Peter Smart's flights with his six engine Me Gigant indoor competition model, a couple of superb twin rubber motored vintage flying boats, together with a whole host of scale and vintage models flown by some of the country's best.

It was nice to hear, while distributing flyers at Watford, Old Warden, Impington etc, that most people I thrust a flyer to said "It's OK, this event went in my diary in January". A good advert if ever there was one.

Also, lets not forget the Electric Control Line demo given by the Brians in the morning before the main event.

Fun Flying at Ferry Meadows

This year it seemed that the arrival of Friday lunchtimes was the signal for the weather to turn to crap. Never the less, we did have a few flyable evenings and on these occasions there was always a good crowd of flyers and spectators.

Good Friday's fly-in was blessed with reasonable if not good conditions and most of the membership was on hand to have a good chin-wag if nothing else. Competitions for open rubber and Cloud Tramp were organised, and these were won by Bert and Peter Spalding.

Unfortunately the weather for the Christmas do was not at all good but didn't stop the hardy ones from turning up on Sunday when the wind abated somewhat.

*DAMMIT TOOL: Any handy tool that you grab and throw across the garage
while yelling "DAMMIT" at the top of your lungs.
It is also the next tool that you will need.*

SAM 35 Gala ... Lodge Farm

Once again we had an invitation from Peter Spalding to participate in this meeting. The weather conditions on the Saturday were not too good, with gale force winds. But what a venue! Fields as far as you can see, with very few restrictions. Everyone who attended had a great time especially on Sunday when the wind abated somewhat.

A Mini Bowden Competition was organised. This was to include electric, ic, rubber and CO2 powered models. Once again PMFC were winners with John Thornburn taking first place, and Dave Rumball third. There must be some kind of empathy between the Bowden and PMFC members to account for our success this year. Commiserations to Tony W who's model clapped wings in the gales of Saturday.

Indoor Flying-

There was a good attendance from PMFC members at both Whittlesey and Oundle throughout the winter months. Also for the meetings at Watford and Impington were well attended

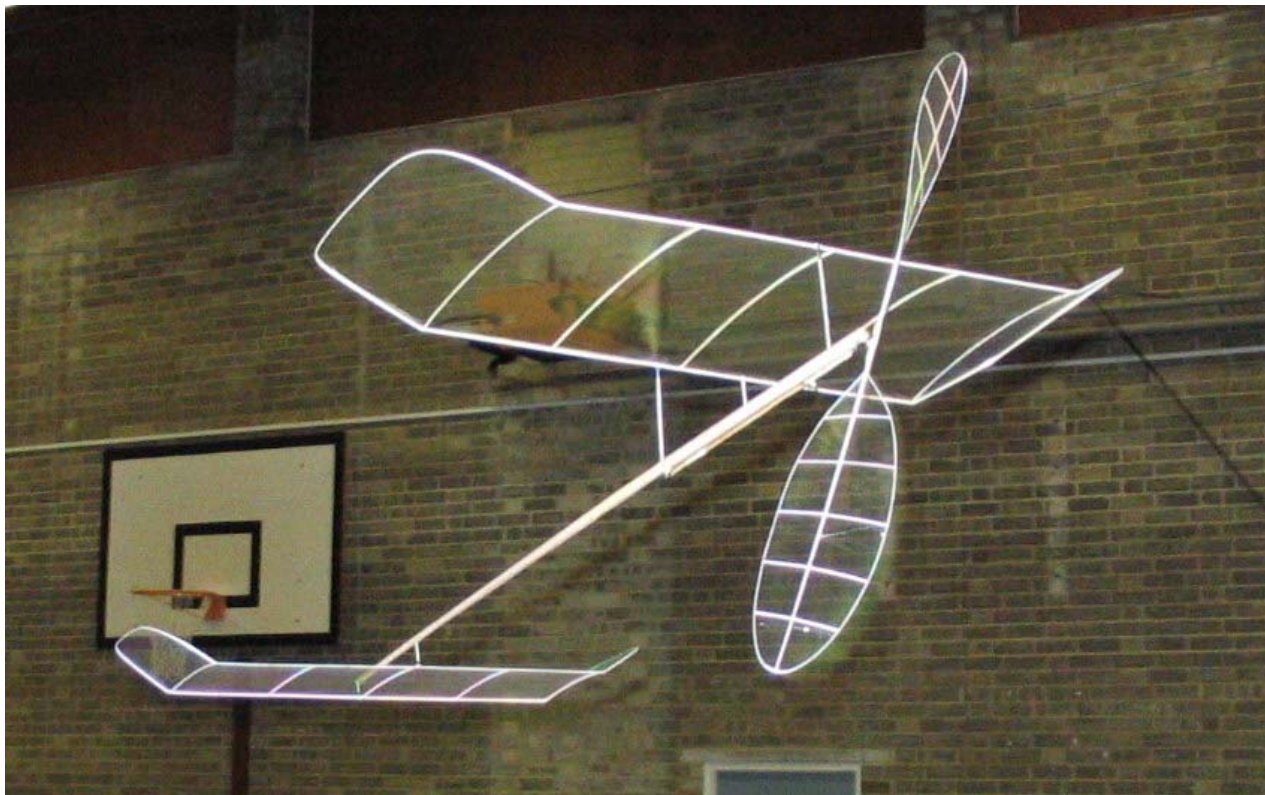
The Last Bit

I'm sure I must have left something and someone out in this report. All I can say is I'm sorry and hope you put it down to a senior moment (I seem to be getting more and more of these lately). I'd just like to thank all those club members who have helped us all to enjoy another year as a PMFC member. Lots of people doing lots of hard work behind the scenes make it enjoyable for the rest of us. Special thanks for a super newsletter. Don't forget to let Bernie have copy when you can. I edited a newsletter for fifteen years, and I know that you do need copy from your readers to keep it fresh and make it a success.

Lastly, two of our members, Dave R, and Ray, have recently undergone hospitalisation, and I know you would like to join me in wishing them both a speedy and full recovery.

Marc

(editors note. It was good to see Dave Rumball at the A.G.M. looking fit and well so soon after his ordeal, we wish him all the best in his recovery.)



Bob Bailey's remarkable F1D in flight at the Harry Smith college at Whittlesey . A TOTAL weight of 1.6 grams, .6 of which is rubber. Bob was part of the winning British F1D team at the European championships with this model. He was also the highest individual Brit coming 4th overall.

Mick Taylor Control-Line Results 2005

4-5 June CLAPA Champs Nottingham.

Classic Aerobatics 1st (KAMACC OS40FP)

Vintage Stunt 1st (JAMISON SPEC OS40FP / TRIXTER INVERT PAW35)

19th June CABBAGE PATCH

Classic Aerobatics 1st (KAMACC OS40FP)

3rd July MILTON KEYNES

Classic Aerobatics 1st (KAMACC OS40FP)

Vintage Stunt 1st (TRIXTER INVERT PAW35)

10th July SLIP END LUTON

Classic Aerobatics 1st (KAMACC OS40FP)

Vintage Stunt 1st (JAMISON SPEC OS40FP)

30-31ST July SAM35 GALA OLD WARDEN

Vintage Stunt 1st (JAMISON SPEC OS40FP)

Phantom Speed 1st (PAW EIFFLANDER SPECIAL)

Spirit of Sam 1st (SORCERER'S APPRENTICE E.D. 2.46 Mk 2)

14th August MILTON KEYNES

Classic Aerobatics 1st (KAMACC OS40FP)

Vintage Stunt 1st (TRIXTER INVERT PAW35)

27th-29th August C/L NATIONALS BARKSTON HEATH

Classic Aerobatics 2nd (KAMACC OS40FP)

Vintage Stunt 2nd (JAMISON SPEC OS40FP / TRIXTER INVERT PAW35)

Editor's note. This is a remarkable set of results, 12 firsts and 2 seconds. I've not been able to access the CLAPA league tables for this year, but I'd be very surprised if Mick wasn't right up there again. Brian Waterland and Brian Lever were also active in control-line this year. Brian Waterland coming 3rd in Phantom racing at the nationals in August. Both BVW and BL went to Portugal to fly at Julio Isidro's annual bash In September.

Notes from the A.G.M.

The election of officers for the club produced the following results. No Changes from last year.

ChairmanTed Szklauk.

Secretary/Treasurer..... Debbie Jarrett

F/F Secretary.....Marc Ashby

C/L Secretary.....Brian Lever

R/C Secretary.....Brian Hennis

Safety Officer.....Dave Rumball

Newsletter EditorBernie Nichols

PRO..... Brian Whitelock

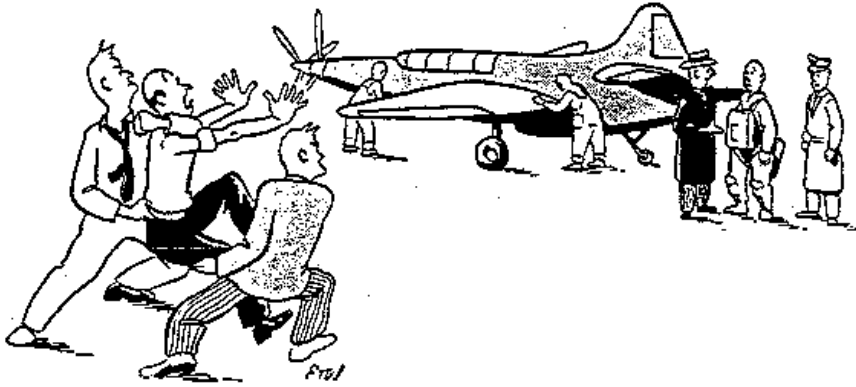
Web-site Secretary.....Ketan Patel

This years winner of the **Eric Young Trophy** is **Brian Waterland**.

And this years winner of the **Brian Oliver Trophy** (for unorthodox models) is **Chairman Ted**.

Our congratulations too to **Brian Waterland** on winning the **Bowden Trophy**. Sorry to say we don't yet have a picture of Brian with the trophy, but I'll make sure it's in the next issue.

As evidence of good faith, the designer has agreed to test hop it with you.



More humour from the Stuka Stunt Forum

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted part you were drying.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar calluses in about the time it takes you to say, "Ouch...."

ELECTRIC HAND DRILL: Used for spinning pop rivets in their holes until you die of old age.

PLIERS: Used to round off bolt heads.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Also used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your workshop. Also handy for igniting the grease inside the wheel hub that you want the bearing race out of.

HYDRAULIC FLOOR JACK: Used for lowering an automobile to the ground after you have installed your new disk brake pads, trapping the jack handle firmly under the bumper.

EIGHT-FOOT LONG DOUGLAS FIR 2X4: Used for levering an automobile upward off a hydraulic jack handle.

PHONE: Tool for calling your neighbors to see if he has another hydraulic floor jack

SNAP-ON GASKET SCRAPER: Theoretically useful as a sandwich tool for spreading mayonnaise; used mainly for getting dog ##### off your boot.

E-Z OUT BOLT AND STUD EXTRACTOR: A tool ten times harder than any known drill bit that snaps off in bolt holes you couldn't use anyway.

TWO-TON ENGINE HOIST: A tool for testing the tensile strength on everything you forgot to disconnect.

TROUBLE LIGHT: The home mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under cars at night. Health benefits aside, it's main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

PHILLIPS SCREWDRIVER: Normally used to stab the lids of old-style paper-and-tin oil cans and splash oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

The tree climbing incident.

As we were wrapping up the Flying Aces when the day was over, a civilian came across to us with a tailplane in their hands and said, "I found this on the road and I assume it's one of your lot that it belongs to."

"Ummm, yes "we said, "Where did you find it?"

He pointed over towards the parking area down by the lake and said,

"Down in those trees, you can see the rest of it up in the branches."

"Right," we said, "thanks a lot."

Half a dozen of us trooped over to see what we could see, armed with Marc's longest fishing pole. Sure enough, down near the car park, high up in an oak tree, there was the rest of the model. It looked like a glider, about 36" span, pretty far out on a limb and quite a ways up.

So began the usual ritual of poking and prodding, trying to dislodge it. We added more length to the rod, taping on an extra piece, then taping on a wire hook to try and catch hold of it.

Nothing. It wasn't going to have it; it looked like it was there for the duration. (Editors lousy pun!).

We had acquired a few onlookers, no doubt wondering what these crazy middle aged blokes were doing, staring up into an oak tree and poking things into it when a Range Rover stopped and a youngish fellow climbed out and asked us what we were doing.

"Trying to get this model down." We told him.

He looked up and saw immediately what the problem was.

"Would you like me to get it for you?" he said. "Errrrrr, yes please." We chorused.

"Right." He said, and proceeded to shin up the tree.

We stood back in awe and astonishment as he legged it right up, out on the limb and gently freed the model. Letting it fall down to the waiting throng.

Much cheering and calls of "well done that man". "Good on yer". And down he comes.

Except, about 10 feet from the ground, he looks down, and loses his glasses. (Did I mention that he wore glasses?). Muffled curses ensued and he gets to the ground, jumping the last few feet.

Well, what could we do but help the chap find his glasses in the undergrowth and dead leaves.

By this time, it's a little murky in the trees and not at all easy to see what's going on and where they might be. Nevertheless, the members that are there, about 6 or 8 of us as I recall, lurched thru the undergrowth to find the chaps glasses.

Nothing. Not a sausage.

The chap is mumbling about his loss, his new expensive bespoke glasses etc, and we're really trying to help him after he so gallantly shinned to the top of this oak tree. And at last, finally, someone yells out.

"Got 'em". (Twas eagle-eyed Marc I believe.) Sighs of relief all round, except.

The glasses were obviously not in the same shape as they were when they fell off the chap's nose. Someone had stepped on them whilst lumbering around in the undergrowth.

"Ummmm, thanks mate, errrrrr, sorry about yer glasses."

Not much more you can say to the chap really, seeing as how it seemed likely that it was he that had stepped on his own glasses when he jumped the final few feet from the tree.

So a less than grunted friendly sort went back to the Range Rover he had parked on the side of the road, climbed in, started the engine, put it in gear and promptly took the front bumper off on a concrete post he hadn't seen in front of the vehicle.

Gasps of horror from the assembled aero-modellers.

Out he climbs, not looking towards us, throws the bumper in the vehicle and drives away without a word. On the side of the Range Rover it says. Tree Surgeon.

Poor bloke, so much for his Good Samaritan bit.

To be truthful, we couldn't help laughing. As much in embarrassment and pity for the chap.

If anyone out there knows who he is, Marc has a bottle of wine for him, the least we can do to repay him for his kindness.

Oh yes, the model was a Mercury Gnome. An A1 glider. From one of the CLEEMAC boys.

*'I've never wanted to leave. I'm here for the rest of my life,
and hopefully after that as well.'*

Alan Shearer

Things I've learned the hard way. (from the Stuka Stunt Forum)

Stab tilt is good in Free Flight; NOT good in CL Stunt.

When the engine quits in the overhead 8's, don't just stand there.

Do not try to impress your peers with one foot pullouts.

At the first contest of the year you have a 60-40 chance of not remembering the names of everyone you knew last year.

Do multiple alignment checks before the glue dries.

Never go to the field with just one prop.

5 minute epoxy turns to glass in cold weather.

Building your primary competition plane is not the best time to experiment with a "new idea".

You Must remove the flash from APCs and Master Airscrews.

Little parts will get lost if placed in grass.

If the engine just will not start no matter how much you flip, prime and crank it with an Electric starter, make sure the battery is connected.

Don't use regular Sewing thread for threaded hinges.

Wheel retaining washers will not stay on axles if just glued on.

Check and recheck that the "UP" line is connected to the "UP" leadout.

The more time I invest in making it look pretty seems to directly effect how fast I can crash it.

This is also known as.....

The more spectacular the finish, the more spectacular the finish.

You should not go into a hardware store and ask if they sell dope.

Those round Exacto knives... WHEN they roll off your building table will always land blade-first on your foot And you must learn to ignore the reflex to GRAB the scalpel when it drops from your hand

If you're building some component and you say one of the following things when you're finished

1. "Ah, close enough".

2. "Ah, good enough".

- throw it in the garbage and start over.

It ain't close enough and it ain't good enough.

Be certain the wing is all the way inside the car before slamming the door.

Never quote the rulebook from memory.

If you want to keep the harmony in your marriage, you will not disappear just before his flight with your husband's glow plug driver in your pocket.

In full sun a digital stopwatch displays 888888 from every angle.

Castor oil tastes terrible.

When flying FF, always be sure you know why there's a new wrinkle in the tissue covering the wing of your plane (and the timer is set) before you start it launch it and watch it fly off and then suddenly dive straight into the ground, far away.

When the Super Tigre .29 in your speed plane is running wide open and the Veco spinner comes apart, it will take a huge chunk out of the windshield of your Dad's new car.

If you have a big dog never put a plane down on the floor, the dog WILL stand on it. Why???

Because they can....

Do not sit in a hard wood chair for any length of time with a large tube of Ambroid cement in your back pocket.-----

Do not wipe the sweat from your eyes shortly after fueling, choking, or priming your plane.

In bright sunlight burning glow fuel is invisible, burning balsa is not.

And finally

"Don't squat with your spurs on."

If, when completion of a design is imminent, field dimensions are finally supplied as they actually are -- instead of as they were meant to be -- it is always simpler to start all over. Third Law of Revision

Aviation humor

PILOT : Tower, give me a rough time check!

TOWER : It's Tuesday...

PILOT : Does the enemy F-16 come from east or west?

TOWER : Yes.

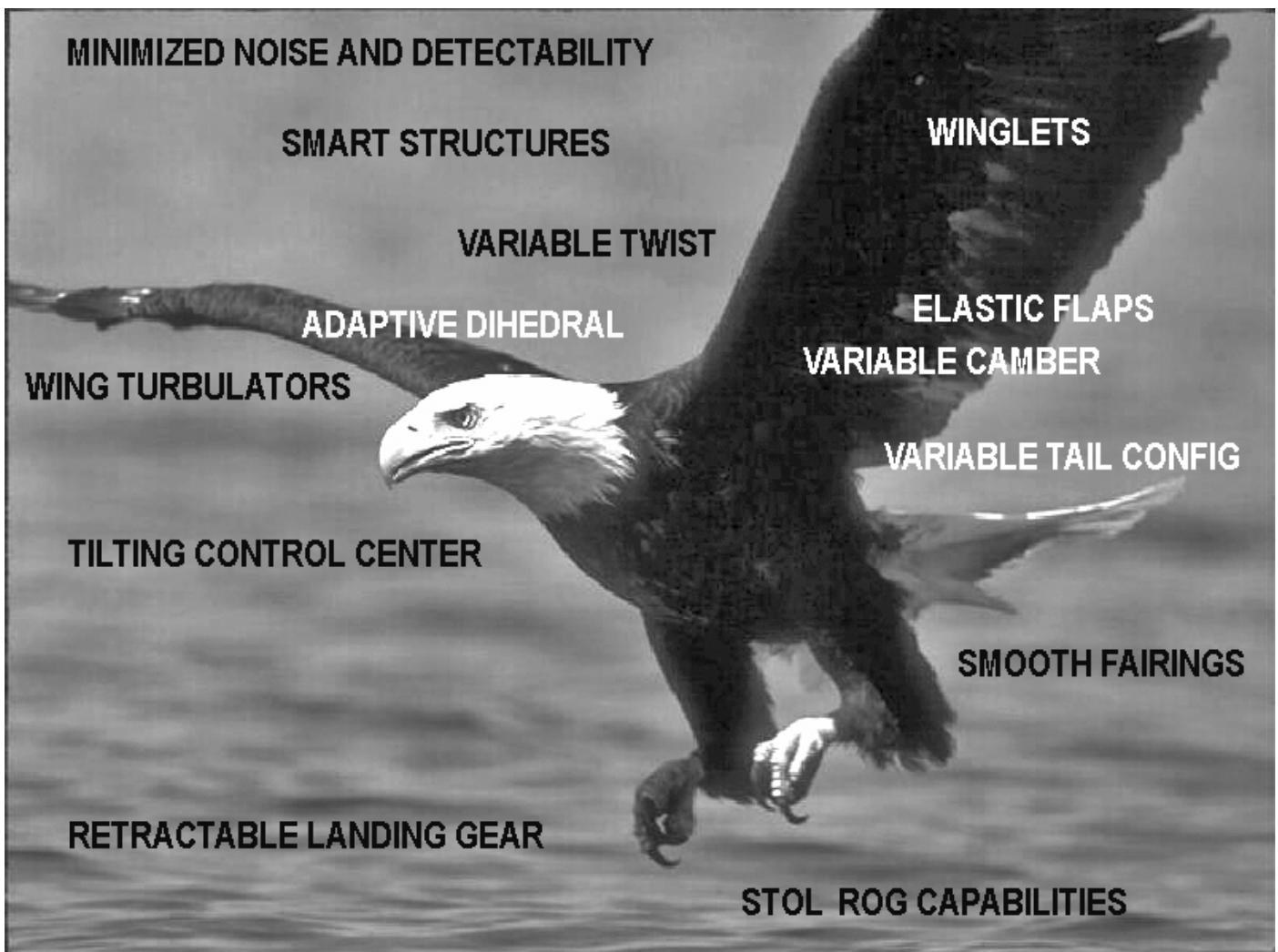
PILOT : Yes, what?

TOWER : Yes, SIR!

PILOT: "Jones tower, Cessna 12345, student pilot, I am out of fuel."

TOWER: "Roger Cessna 12345, reduce airspeed to best glide!!.... Do you have the airfield in sight?"

PILOT: "Uh...tower, I am on the south ramp; I just want to know where the fuel bowser is."



The new stealth fighter

On the instruction sheet of a \$7 free fly electric plane.

"Warning: The warnings, cautions, and instructions discussed in this instruction manual cannot cover all possible conditions and situations that may occur.

It must be understood by the operator that common sense and caution are factors which cannot be built into this product, but must be supplied by the operator."

A man is usually bald four or five years before he knows it.

Ed Howe (1853-1937)



Pete Adams' Gee Bee No-Cal flying out doors at Old Warden.
(amazing in-flight pic courtesy of Peter Blackmore)

Marc Ashby has club transfers for sale. These are water-slide transfers and require no special handling. Instructions for use come with each transfer. They are 50p each. Bigger sizes can be done on request. Also, he can do an A4 sheet of roundels, crosses and swastikas for £1.00 per sheet plus p+p. Other art work can be done, keeping in mind that non standard logos etc can be very labour intensive and the price may reflect this. If you have an example of any transfers or logo's, they can be scanned and printed out on new transfer paper. (editor's note. It occurs to me that we could have a club resource for this kind of thing. If anyone has any old transfers, I.E. Keil Kraft. Veron etc, that's they could let either Marc or me scan them into a computer, we could make these available to club members for a modest fee.)

If any members would like me to e-mail an electronic version of this newsletter, I can do this very easily. It will come in .pdf form so you will need Adobe reader to read it. Adobe reader is a free download if you don't already have it. I did say at the A.G.M. that the free plans might be a problem, but thinking about it, they are probably in .pdf format in the first place, so they could also be E-mailed. The one difference that the e-mailed version would have is the pictures would be in colour (providing the originals were!). The average size of the newsletter is about 650k, so it's not a gigantic download for those of you on dial-up.

More notes from the A.G.M.

Club talks at Peakirk were also brought up at the A.G.M. 3 were put forward, one on covering with various materials, one on Eze-built models and how they're not and how they can be! Also a club auction. (and a quiz night! Any chance of that Brian?)

Club shirts were also mentioned. It was put forward that an order form be included with this issue so that members could put down what size they need and what colours they prefer. This is so the club doesn't order shirts that don't fit anybody! So see the enclosed form, and let us know what you want.

Larry la Prise who wrote the hokey cokey has died aged 93. The worst part was getting him into the coffin. They put his left leg in, then the trouble started.



Did you realise your BMFA insurance is out of date, sir?

A quote from BVW.
Always remember that a bad days flying is still better than a good day at work

This was an e-mail for the Jet-ex Rapier group that I subscribe to.
I may have found something that would eliminate the need for the Zombie altogether. The Peterborough Model Flying Club here in the UK published a design for a simple timer based on a MOSFET in their January newsletter.
So word is getting around!

A couple in a cafe in Llangollen asks 'Can you settle an argument for us and pronounce where we are, VERY slowly?'
The waitress leaned over and said.....
'Buurr Gerrrr Kiiiiing'

A gentle reminder from our own Ray Innes that club and B.M.F.A. fees are due.
(Don't recall this pair of lovelies at Impington though!)

And talking of fees, the fees for next year are: B.M.F.A. has increased to £26.00 and the club fees remain at £10.00. All monies can be paid to the Secretary/Treasurer
Cheques made payable to P.M.F.C.

Dates for your diary.

- Dec 16th Peakirk
- Dec 23rd Peakirk (Xmas Party)
- Dec 29th Turkey Fly in at Ferry Meadows

As per usual, all kudos, comments, kindnesses and offers of cash to me. E-mail burn44@aol.com

2006

- Jan 6th Oundle
- Jan 13th Peakirk
- Jan 20th Whittlesey
- Jan 27th Peakirk
- Feb 3rd Oundle
- Feb 10th Peakirk
- Feb 17th Peakirk
- Feb 24th Whittlesey
- Mar 3rd Oundle
- Mar 10th Peakirk
- Mar 17th Whittlesey
- Mar 24th Peakirk
- Mar 31st Peakirk
- April 7th Peakirk
- April 14th Peakirk

