

PETERBOROUGH MODEL FLYING CLUB



JULY - 2006



TWO PETERBOROUGH M.F.C. WINNERS



Two triumphant Peterborough members receiving their gold awards at this years
Free Flight Nationals.

On the left, **Mark Benns** getting his gold certificate for H.L.G, and on the right, **Pete Gibbons** with his gold certificate for winning Coupe d'Hiver.

Mark now adds a national championship to his current World Record and Pete claims his national championship win on his return to active free flight competition. Thanks to Mick Page for the photo's, Mick also acted as Pete's "Team Manager" and helped Pete pick his air. (Pete did tell me that he went against his team managers advice in the last round, but he still maxed out!). His was the only full set of max's on the day so there was no fly-off. Pete has offered his help and advice on building, trimming and flying coupes (or any other rubber class) to those members who might like to try their hand at Free Flight competition. (I even bought a coupe kit, whether I get to fly it down at Ferry is another matter!)

Our congratulations to them both on their achievements.

The Bowden Trophy competition. Once again we had some good results in the Bowden Trophy. Tony Wilson came a good 4th, Brian Lever was 5th. As you all know, B.V.W. was unable to defend his title as trophy holder due to unforeseen technical problems. The resulting fly away and the sad loss of his model was the outcome. Next year Brian, next year. Tony Wilson's first flight was magnificent, albeit a tad short on the time. The take-off and landing were truly awe inspiring. If only the weather had behaved for the second round, the score line may well have been different. I also hope that next year we have slightly less confusion on when and where the event will take place. It did seem rather chaotic for what is a very popular and well supported competition. I took a couple of snaps. Tony just about to release on his superb first flight.



Brian Lever getting his Bandit away. Wasn't the 2 mile chase this time!

Olny srmata poelpe can raed tihs. cdnuolt blveiee taht I cluod aulacly uesdnatnrd waht I was rdanieg. The phaonmneal pweor of the hmuan mnid, aoccdrnig to a rscheearch at Cmabrigde Uinervtisy, it deosn't mttae in waht oredr the ltteers in a wrod are, the olny iprmoatnt tihng is taht the frist and lsat ltteer be in the rghit pclae. The rset can be a taotl mses and you can sitll raed it wouthit a porbelm. Tihs is bcuseae the huamn mnid deos not raed ervey lteter by istlef, but the wrod as a wlohe. Amzanig huh? yaeh and I awlyas tghuhot slpeling was ipmorantt! if you can raed tihs psas it on !!

Progress on the Cub. I've been (trying) to concentrate my modelling energies on getting this Cub ready for the Free Flight Scale competition at the R/C Nats in August. (why do they call it the R/C Nats? There's all sorts of disciplines celebrated and at least as much control line as there is R/C). One or two things have become apparent during this project, not the least being that scale modelling is an obsessive pastime! I have a suspicion that rather like painting, you don't finish it, you just throw down your brush and say "Enough!". The things that are involved are endless, from worrying whether the paint you have chosen is the correct colour, to the simple fact that it took a large chunk of church roof to get the c of g somewhere near where the plan suggested it might be! (the plan was right by the way). I've flown it 3 times, or rather on 3 different occasions, twice down at Ferry and once at Old Warden. The fact that it flew at all was amazing, I really did think I'd dug myself a huge hole with the weight issue. But, I took Marc's advice and "added more grunt". It needs at least 4 strands of 1/4" and I've got motors made up of 6 strands of 3/16" just in case. Thinking about it, when it's finally painted I may have to up the rubber to either 6 x 1/4" or 8 x 3/16" (they tell me that they're both the same!). Despite some teething problems, as in more nose weight, it seems to be holding up to the trimming process fairly well. The only real damage that was done was a crushed nose block, and that was cured by using end grain balsa instead of what I had originally which was laminations of side grain. I also bent the 2mm prop shaft, which surprised me. A in that it bent at all, and B in that it bent it without doing any damage other than the aforementioned crushed nose block. I've also covered the fuselage 3 times! 6 if you count the fact that each time it was double covered. My initial attempt at tissue over Mylar was less than successful. The Mylar (10 micron stuff from Mike Woodhouse) never did tighten to my satisfaction and the Esaki tissue on top was a bit saggy. Further attempts to tighten the whole shebang just made things worse. So I stripped that off and tried some Airspan tissue. This is like Lightspan but without the resin coating. It went on easily (one of the benefits of using Balsaloc with Mylar is that it strips off the framework very easily) and seemed to tighten very nicely. So I went a step further and put Esaki on top of it. It also initially tightened very well, but then it slackened off due, I think, to the very hot humid conditions at Old Warden. Or maybe it was just me. I also got fed up with the wings, as the tissue over Mylar had got baggy and wrinkly on those as well, so off it came and I tried a third variation (I'm nothing if not adventurous!)

I'd placed an order with Mike Woodhouse for some of his more exotic materials, amongst them some of his lightweight polyester tissue. I cleaned up the wings and tried this. Very easy to apply, though you do need a light touch with it. It's VERY lightweight. It tautened up beautifully with my old film iron, so I gave it a coat of dope. I've been using Flight Hook's low tautening dope for a while now and I've been having luck with it. On it went. Thinned 75/25 with a few drops of plasticiser added. The tissue is extremely porous, much more so than with Esaki, so I kept putting on coats. 2, 3 then 4. It tightened up no problem, but it was obvious that it was going to need A LOT of dope to get it airtight. Hmmmmmm. I know, I'll put Esaki on top. (adventurous!).

It worked! I applied the Esaki wet, (well, damp anyway) and put it on with straight thinners. Goes on beautifully, and it looks great when it all dries out. Sooooooooooooo. I took the opportunity to do the rest of the airframe with the same stuff. So the Cub has had 2 changes on the wings and tailfeathers and 3 changes on the fuselage. With Esaki at 80p a sheet, it's becoming an expensive project! Oh yes, I treated myself (and the model) to a set of Trexler Airwheels. They look the biz. But so they should at £7.50 a pair.

At the last Old Warden Scale day I was talking to Pete Illife about his latest model, the one that's been featured in all the mags and he was telling me that he used Acrylics to paint it, forsaking his usual Humbrol enamels. So taking his advice and his lead I've bought some Acrylics to use on the Cub. (late edit, the acrylics are MUCH tougher to apply than I thought. Back to Humbrol)

He also used ordinary acrylic white primer as a base coat on his model, sanding it off with 1200 grit paper, so I better get some of that in as well. Like I said at the beginning, this scale thing is obsessive, I've never ever taken so long over a model or had to make so many decisions about one. Making indoor stuff will be light relief after this lot. But I've run out of excuses about why I can't enter it in this years Rubber Scale comp, so I better press on and get it to the point where I feel reasonably happy about entering it. Watch this space!

This is a little e-mail exchange between two club members. I ask for and got permission to reprint it in the magazine, so the names have not been changed to protect the guilty parties. Enjoy!

Hi Brian

I have completed my dog-fight special, however when I launch it from my bedroom window it flies like a dog :-

why? I enclose a



(Can you tell me picture;

I am happy to bring the model down to Ferry Meadows if you cannot assist.
Regards.....Mike Bowthorpe

Dear " Worried"

I think we should break this to you gently. It flies like a dog because IT IS A DOG!
In addition it has a major drawback . It has a propeller but no engine. This is similar to a basic design fault perpetrated by some of the early pioneers, namely no motive power once airborne. A classic of this genre was the pushbike with wings.

Now you might say "So what, a glider has no motive power either".

True, but a glider only flies by constantly going downhill and turning the potential energy of its height into a component giving forward motion.

Now, you also have the advantage of height (a second story window) but with the wing loading apparent in the picture, your "dog" will take up the glide angle of a man hole cover! This a long way from the aerodynamic apogee that I strive for, and achieve, the glide angle of an MFI door. I also perceive another problem with your "Dog" and that is an almost complete absence of flying controls except for the dubious effectiveness of the dog's tail (Rudder) which, lets face it, lacks area and will, almost certainly be completely blanked by the large cross sectional area of the body.

If you add an engine to your aircraft then the high mounted thrustline would concern me. This will undoubtedly cause a nose (muzzle) down force and a tendency to bunt (outside loop) which can only be offset by careful attention to the centre of gravity, some upthrust and larger elevons. The propeller diameter is rather large compared to the total wingspan and could cause the dog to rotate while the prop stays still. This is another good reason for removing the lead before flight I note the unit has a 4 point undercarriage (like a Harrier) but this appears to be non retractable (except on impact) and is a large drag inducer

All in all you have a DOG. Thankyou for your offer but no, we do not want to see it at Ferry Meadows, there are already too many of its effluent generating brethren exercising their rights on our sacred turf!

Yours Brian W

Tech Support issues :

Customer: I'm trying to connect to the Internet with your CD, but it just doesn't work. What am I doing wrong?

Tech support: OK, you've got the CD in the CD drive, right?

Customer: Yeah....

Tech support: And what sort of computer are you using?

Customer: Computer? Oh no, I haven't got a computer. It's in the CD player and all I get is weird noises. Listen.....

Tech support: Aaaaarrggggghhh!!!

Customer: Hi, this is Celine. I can't get my diskette out.

Tech support: Have you tried pushing the button?

Customer: Yes, sure, it's really stuck.

Tech support: That doesn't sound good; I'll make a note.

Customer: No .. wait a minute... I hadn't inserted it yet... it's still on my desk... sorry....

Tech support: Click on the 'my computer' icon on the left of the screen.

Customer: Your left or my left?

Tech support: Good day. How may I help you?

Male customer: Hello... I can't print.

Tech support: Would you click on "start" for me and...

Customer: Listen pal; don't start getting technical on me! I'm not Bill Gates, damn it!

Customer: Hi, good afternoon, this is Martha, I can't print. Every time I try, it says 'Can't find printer'. I've even lifted the printer and placed it in front of the monitor, but the computer still says he can't find it...

Customer: I have problems printing in red...

Tech support: Do you have a color printer?

Customer: Aaaaah.....thank you.

Tech support: What's on your monitor now, ma'am?

Customer: A teddy bear my boyfriend bought for me in the supermarket.

Customer: My keyboard is not working anymore.

Tech support: Are you sure it's plugged into the computer?

Customer: No. I can't get behind the computer.

Tech support: Pick up your keyboard and walk 10 paces back.

Customer: OK

Tech support: Did the keyboard come with you?

Customer: Yes

Tech support: That means the keyboard is not plugged in. Is there another keyboard?

Customer: Yes, there's another one here. Ah...that one does work

Tech support: "Okay Bob, let's press the control and escape keys at the same time. That brings up a task list in the middle of the screen. Now type the letter "P" to bring up the Program Manager."

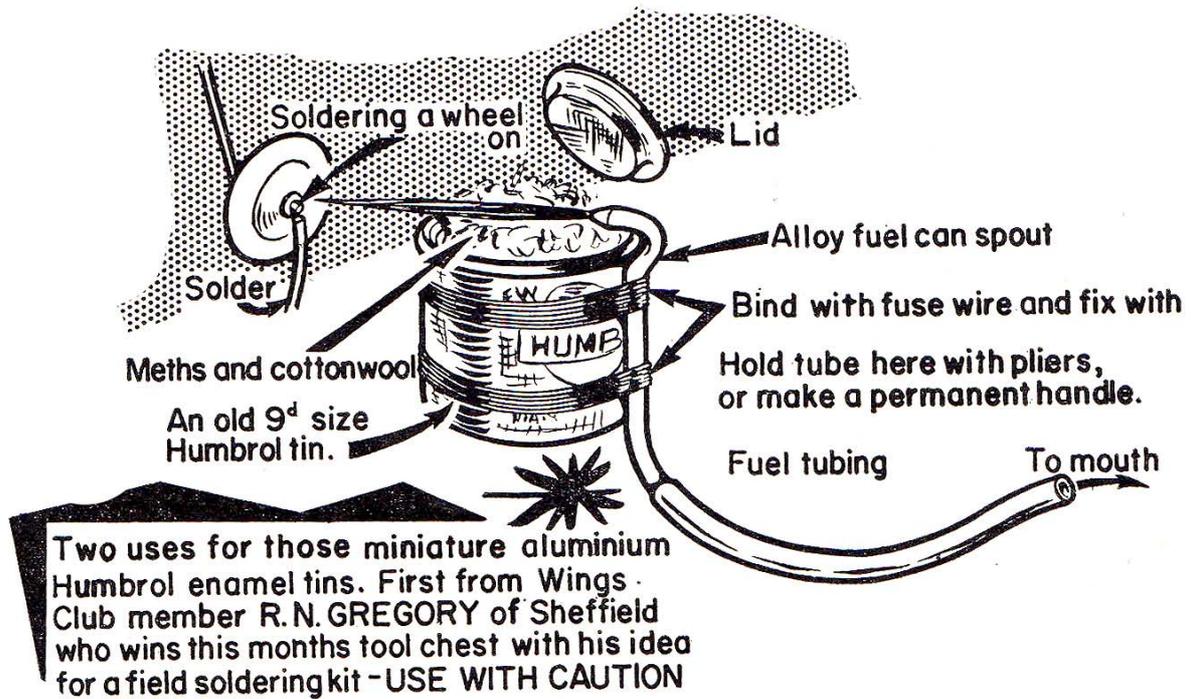
Customer: I don't have a P.

Tech support: On your keyboard, Bob.

Customer: What do you mean?

Tech support: "P".....on your keyboard, Bob.

Customer: I'M NOT GOING TO DO THAT!!



Here's a tip. DON'T TRY THIS AT HOME!! Actually, as older readers may remember, this is an actual tip from a 1950's Aeromodeller, my but times have changed! No wonder I had a dangerous childhood! For those with less than sharp eyes, the caption reads, "An old 9d size Humbrol tin". Which brings me to 2 pet peeves. The first is magazine articles which say (for instance) " a Keil Kraft kit that cost 3s 6d. And then they put in brackets (17p) NO IT'S NOT! It's 3s 6d, and it's the price in 1956, and my pocket money in 1956 was one shilling a week. NOT 5p. So that kit was 3 1/2 weeks pocket money. I've no idea what a child of 12 gets for pocket money these days, but I'll bet it's a damn sight more than 5p!

That's peeve number one.

Peeve number two goes like this:-

They give the measurements in metric and say something like "make the width about 500mm", then they put in brackets (19.68").... NO IT'S NOT!!!!!! About 500mm is about 20"!!!!

19.68 is a precise figure! About 20 is right! Sheesh!

Talking of peeve number one. I have a much better system for translating what stuff used to cost

to what it now costs. It's Bernie's Beer System. (BBS) In 1971, beer in Blackburn was 10p a pint. (I remember it 'cos the chancellor put it up to 11p in that year's budget.) So I work everything out in beer money. A Keil Kraft kit of the Senator cost 10/6d in 1971 (sorry, 52 1/2p!), so that makes it 5 pints of beer and a packet of crisps. I'll let you do the maths because I have no idea what a pint of beer costs these days!



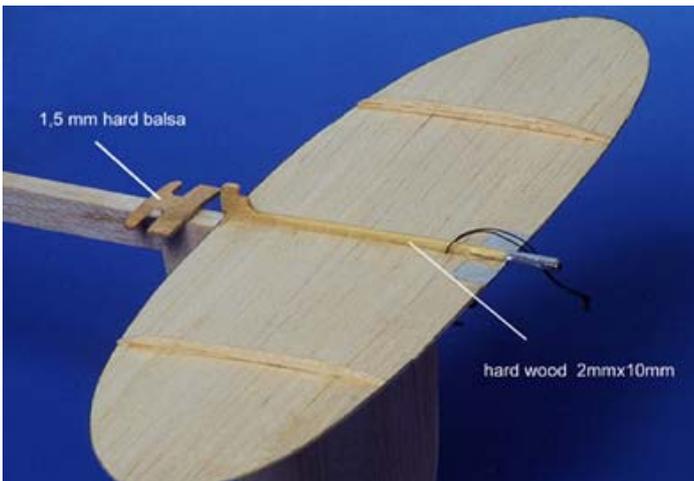
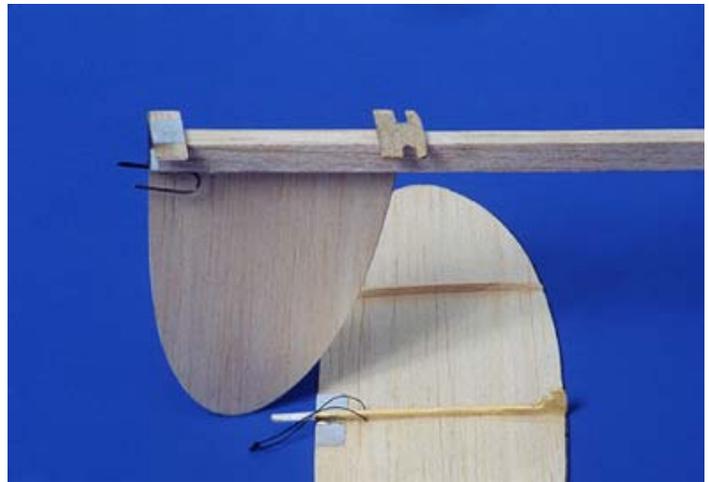
Four and a half minutes, and still climbing!

Another of Ray's lovely little 'toons

A reminder that the world wide mass launch for the Cloud Tramp (MIMLOCT) takes place on August 5th at 5 o'clock or 1700 hrs BST. I checked on the Cloud Tramp website and found a lot of new information there. So I nicked it and present it herewith. The first bit is a way of putting a dethermaliser on your Cloud Tramp, not that I need one, but I know Brian Lever does! His never seem to want to come down!

A Cloud Tramp De-thermaliser

Here are some photos of the system used by Roland Frid.
They should be fairly self explanatory



So far as I can make out, he's put the snuffer tube inside the 1/4" square fuselage stick. Clever.

An Alternative Wing Joint and Saddle for the Cloud Tramp

Two additional 1/8" ribs are cut and glued to the inside end of each half of the wing. The mating ends of the two half wings are then sanded to a good fit at the correct dihedral angle and glued together. Offcuts from the ribs are glued to the top surface of the wing about 3/8" from the centreline, then sanded flat to take a 1/16 platform which of course abuts the mounting pieces on the motor stick. The required incidence can be built in to the saddle, or the 1/8" sheet incidence block indicated on the plan can be glued to the trailing edge end.



This modification also helps to avoid warps that can very easily creep into a flat, flexible surface. The picture from Pat Seale in Wisconsin shows the modifications. (ed's note, I've done this, and also included pegs to rubber band the wing on)

The following is a some information from 3 comprehensive web pages about an acrylic floor varnish that modellers are using. 2 of the websites are primarily for plastic modellers, but there is an excellent article on the Small Flying Arts site about using it. Some people have bad reactions to dope or just don't like the smell, (usually the "better half") and experimenters have had good luck using alternative materials. For those with internet access who might wish to read the whole thing, the S.F.A. site can be found at http://www.smallflyingarts.com/Current_Content/Article_2/floor_wax.htm and the 2 sites dealing with non flying models are here. <http://flying-pig.co.uk/fpbb/viewtopic.php?t=19&highlight=klear> and here <http://www.swannysmodels.com/TheCompleteFuture.html>. For those without internet access, (is there anyone these days?) I can do copies of the web pages.

THE COMPLETE FUTURE

Future is a water-soluble acrylic floor coating that was developed by S. C. Johnson Company in Racine, Wisconsin for linoleum flooring.

In the United Kingdom and New Zealand it is known as "**Klear**", "**Krystal Klear**" or "**Johnson's One and All**". Even more important than "what it is" is "where can I get it?" in the United Kingdom/Ireland – Sainsbury's, Safeway, Tesco's.

The Small Flying Arts site goes into great detail about using it. Including tissue application, using the floor varnish to both apply and tighten just as we would using dope. Pre-tightening on a frame and using it on indoor models. Tissue over tissue as in applying decals and decorative markings and tissue over foam.

As a final piece, the 2 presenters gave this verdict.

Best and Worst of Klear (we both worked on this)

When to use Klear:

- normal covering jobs
- tissue over foam: Future is completely foam friendly
- as a sealer over decals
- as a topcoat over acrylic paints
- when the smell or high of dope is prohibitive

When to use dope:

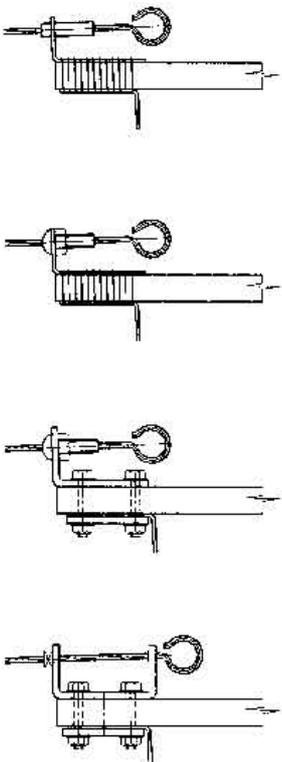
- tissue over Mylar, because dope gives a better bond between tissue and mylar film
- tissue printed on an inkjet printer, because most inks will dissolve and run when in contact with water, but are safe in contact with dope.

(ed's note, I shall probably try some...but NOT on the cub, I've experimented too much with that already.



Ted's new Depron model, powered by one of the Atomic Workshop's new motors and his own timer. Ted is doing a full article for inclusion in the next issue of the magazine. Also, the Atomic Workshop will have a stall at this years Flying Aces, along with SAM's. Atomic Workshop has an excellent website at www.atomicworkshop.co.uk and SAM's is at Www.samsmodels.demon.co.uk

Here's some alternate nose bearings to try on a Cloud Tramp. And one of my efforts.



Brass tube bearing soldered into 1/32" thk. brass or steel bracket. Bind with strong thread and glue well.

6 BA or 4-40 screw, drilled through length and attached with nut through bracket.

As above, but with 1/16" aluminium bracket attached with 8 BA or 2-56 screws. 1/16" clamp plate secures U/C wire.

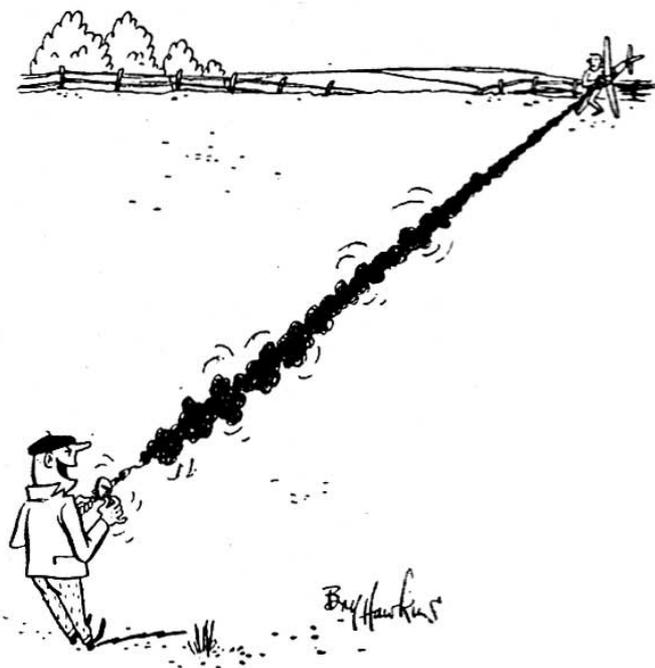
1/16" aluminium U- Bracket attached as above.

Ideas For Cloud Tramp Nose Bearing.

Down and side thrust on top three examples may be adjusted by tweaking with needle nose pliers. Oversize holes will allow brackets fixed with screws to be twisted to adjust side thrust.



Fully adjustable for down and side thrust. The prop is replaceable and it's got that funny freewheeler. Also the U/C is removable. Ummm. That's it really. Oh yes, the band is just to stop the shaft flopping, it's NOT the motor!



25,993... 25,994... 25,995...



End of a perfect evening.

All too rarely, Australian airline attendants make an effort to make the in-flight "safety lecture" and their other announcements a bit more entertaining. Here are some real examples that have been heard.

(1) On an Air NZ Flight with a very "senior" flight attendant crew, the pilot said, "Ladies and gentlemen, we've reached cruising altitude and will be turning down the cabin lights. This is for your comfort and to enhance the appearance of your flight attendants."

(2) On landing the hostess said, "Please be sure to take all your belongings.

If you're going to leave anything, please make sure it's something we'd like to have."

(3) "There may be 50 ways to leave your lover, but there are only 4 ways to leave the aircraft."

(4) As the plane landed and was coming to a stop at Auckland, a lone voice came over the loud-speaker: "Whoa, big fella. WHOA!"

(5) After a particularly rough landing during thunderstorms in Adelaide, a flight attendant on a Qantas flight announced, "Please take care when opening the overhead compartments because, after a landing like that, sure as f*** everything has shifted."

(6) From a Qantas employee: "Welcome aboard Qantas Flight X to Y. To operate your seat belt, insert the metal tab into the buckle, and pull tight. It works just like every other seat belt; and, if you don't know how to operate one, you probably shouldn't be out in public unsupervised."

(7) "In the event of a sudden loss of cabin pressure, masks will descend from the ceiling.

Stop screaming, grab the mask, and pull it over your face. If you have a small child travelling with you, secure your mask before assisting with theirs.

If you are travelling with more than one small child, pick your favourite."

(8) "Weather at our destination is 32 degrees with some broken clouds, but we'll try to have them fixed before we arrive. Thank you, and remember, nobody loves you, or your money, more than Qantas Airlines."

(9) "Your seat cushions can be used for flotation; and in the event of an emergency water landing, please paddle to shore and take them with our compliments."

(10) Heard on Qantas Airlines just after a very hard landing in Hobart: The flight attendant came on the intercom and said, "That was quite bumpy and I know what you are all thinking. I'm here to tell you it wasn't the airline's fault, it wasn't the pilot's fault, it wasn't the flight attendant's fault... it was the asphalt!"

(11) Another flight attendant's comment on a less than perfect landing:

"We ask you to please remain seated as Captain Kangaroo bounces us to the terminal."

(12) An airline pilot wrote that on this particular flight he had hammered his ship into the runway really hard. The airline had a policy which required the first officer to stand at the door while the passengers exited, smile, and give them a "Thanks for flying United. "He said that, in light of his bad landing, he had a hard time looking the passengers in the eye, thinking that someone would have a smart comment. Finally everyone had got off except for an old lady walking with a cane. She said, "Sonny, mind if I ask you a question?" "Why no Ma'am," said the pilot. "What is it?" The little old lady said, "Did we land or were we shot down?"

(13) After a real crusher of a landing in Sydney, the Flight Attendant came on with, "Ladies and Gentlemen, please remain in your seats until Capt. Crash and the Crew have brought the aircraft to a screeching halt against the gate. And, once the tire smoke has cleared and the warning bells are silenced, we'll open the door and you can pick your way thru the wreckage to the terminal."

(14) Part of a flight attendant's arrival announcement: "We'd like to thank you folks for flying with us today. And, the next time you get the insane urge to go blasting through the skies in a pressurised metal tube, we hope you'll think of Qantas."

(15) A plane was taking off from Mascot Airport. After it reached a comfortable cruising altitude, the captain made an announcement over the intercom, "Ladies and gentlemen, this is your captain speaking. Welcome to Flight Number XYZ, non-stop from Sydney to Auckland. The weather ahead is good and, therefore, we should have smooth and uneventful flight.

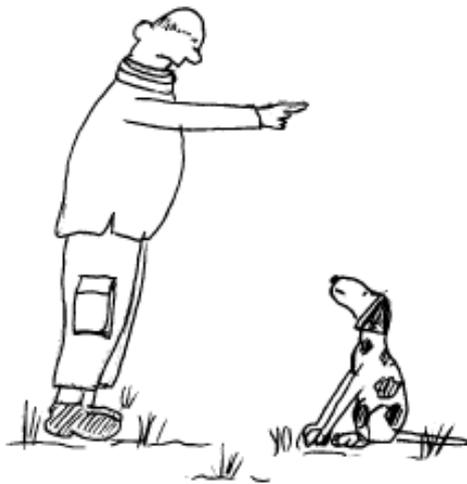
Now sit back and relax - SH**! ARGHHH! OH, MY GOD!"

Silence followed and after a few minutes, the captain came back on the intercom and said, "Ladies and Gentlemen, I am so sorry if I scared you earlier, but, while I was talking, the flight attendant brought me a cup of coffee and spilled the hot coffee in my lap. You should see the front of my pants!"

A passenger in Economy said, "That's nothing. He should see the back of mine!"

One of the free plans in this issue comes from the inventive and prolific modeller Bill Brown from Nuneaton.

Bill is a regular attendee of our Flying Aces and he can be found at most of the events in the east midlands, both indoor and outdoor. I've included, with Bill's generous permission, a very unusual and attractive Bostonian class model he designed called "Snout". I've seen at least 3 different sizes of this tandem wing design and all of them fly extremely well. (as do all of Bills models). He's given me 4 or 5 different designs and I shall be using them in future issues. I've actually used his plans before without knowing that they were his. When I was at the Indoor Nationals with Marc I asked him if he was the Bill Brown who had designed Poirot, a free plan in one of the first issues I ever edited. He grinned and admitted he was. So I took the bull by the wotsits and asked him if he had any other stuff we could use. With his customary generosity he sent me some stuff via e-mail. Our thanks to Bill for his kindness.



If you fitted a D/T, we wouldn't have to go through this performance every Friday evening

Who else but our very own Ray Innes.

Security levels around the world

The British are feeling the pinch in relation to recent events - the security level has just been raised from 'miffed' to 'peeved'. Soon though, the level may be raised yet again to 'irritated' or even 'a bit cross'. Londoners have not been 'a bit cross' since the blitz in 1940, when tea supplies all but ran out. Terrorists have been re-categorised from 'tiresome' to 'a bloody nuisance'. The last time a 'bloody nuisance' warning level was issued was during the great fire of 1666.

Be aware that the French government announced yesterday that it has raised its terror alert level from 'run' to 'hide'. The only two higher levels in France are 'surrender' and 'collaborate'. The rise was precipitated by a recent fire that destroyed France's white flag factory, effectively paralysing their military capability.

It's not only the French that are on a heightened level of alert; the Italians have increased their alert level from 'shout loudly and excitedly' to 'elaborate military posturing'. Two more levels remain; 'ineffective combat operations' and 'change sides'.

The Germans also increased their alert state from 'disdainful arrogance' to 'dress in uniform and sing marching songs'. They have two higher levels; 'invade a neighbour' and 'lose a war'.

What's on and who's where.

July 22nd & 23rd. SAM Vintage Gala at Old Warden.

July 23rd. BMFA Free Flight Summer Mini & Midland Classic at North Luffenham. All the major free flight disciplines. Contact Tony Hall on 01543-686917

Aug 2 BMFA Northern Area Evening Free Flight

RAF Church Fenton, Nr Selby. 5.30 on. BMFA Only and You MUST Register with Joe Northrop on 0113 258 1292 or Dennis Davitt on 01727 764473 due to airfield security

Aug 5 BMFA North West Area F/F Scale Event Eddie Riding Trophy

I/C, Rubber, CO2, Electric, Jetex, Rapier. RAF Woodvale, Nr Southport. Contact Eric Clark on 0116 221 6843 (Evenings) or easy.20@zen.co.uk

Aug 5-6 Woodvale International Rally. Including International and Stand-Off Scale and IMAC Aerobatics. RAF Woodvale Southport, Lancs. Contact Bill Thow on 0151 420 3436, call 01704 876283 or see www.woodvale-rally.org.uk

Aug 6 BMFA Control Line Centralised. Speed, F2B, Class 2 Aerobatics, F2C. Team Selection Event. Oakington. Nr Cambridge. Contact Chris Barker for Team Race on 01256 702134 ex 7711

Aug 6 BMFA Indoor Free Flight at Cardington

F1D, F1L. This event is weather dependant and you MUST be on Laurie Barr's e-mail list. For late event information you must ALSO Contact Laurie on 01628 487544 or lauriebarr@btinternet.com before travelling.

Aug 12-13 BMFA East Anglian Summer Classic Free Flight. Vintage, Mini Vintage. PLUS Non-Senior Championship Events: Classic Rubber, Glider and Power, Bowden 2, Scale PLUS SAM 35 Run Events. RAF Sculthorpe, Nr Fakenham. You must contact Mike Woodhouse on 01603 457754 or Mike@freeflightsupplies.co.uk at least two weeks prior due to airfield security

Aug 16 BMFA Northern Area Evening Free Flight. RAF Church Fenton, Nr Selby. 5.30 on. BMFA Only and You MUST Register with Joe Northrop on 0113 258 1292 or Dennis Davitt on 01727 764473 due to airfield security.

Aug 19-20 Free Flight at Barkston Heath. Saturday. British Power, Mini Vintage, F1H, Classic A1, SAM35 V Small Rubber. Contact John Wingate on 01407 831383 or wingate@globalnet.co.uk

Aug 20 Timperley Flyers Free Flight Gala 2006. Open Glider, Open Rubber, Open Vintage, Coupe, Combined Power to Timperley Rules. Barkston Heath, Nr Grantham. Contact Dave Clarkson on 0161 477 7647

Aug 26-27-28 BMFA British National Championships

Sep 3rd. Our very own Flying Aces at Ferry Meadows.



A reminder that despite the lovely weather we're experiencing the reality is VERY different! A shot from the turkey fly in last year.

As always. Comments , kudos and critiques to me Burn44@aol.com