

# PETERBOROUGH MODEL FLYING CLUB



## FEBRUARY 2007



<http://www.kpatel.f2s.com/peterboroughmfc/index.htm>



**This** fantastic picture was taken by club member Dave Bent at last years Flying Aces meeting I just had to put it on the front cover. If for no other reason but to try and repeat it, we have to run the R.O.W. again this year. I think the model is from the "other" Tony Johnson, the one from London, and the model looks like a Super Cub. Whatever it is, it's just a totally gorgeous picture.

**A reminder** for those that haven't yet paid that your club fees are (were!) due, also your B.M.F. A dues. The B.M.F.A fees have increased by £1.00 to £27.00 but the club fees have remained as they were at £10.00. Both fees can be paid by cheque to our club Secretary/Treasurer, Debbie Jarrett. Cheques made payable to Peterborough M.F.C. Debbie's address is on a loose sheet inside this newsletter.

*Atheism is a non-prophet organisation.  
Is there another word for synonym?  
If a turtle doesn't have a shell, is he homeless or naked?*



B.V.W. with a model made for the X-plane mechanicals. Ted said it flew very well at Oundle and would be even better at Ferry (on a calm evening). Brian tells me that Oundle was a tad small for it's turning radius but Whittlesey should be ok. I think this is an Airbus 320. (or at least it's Airbus-ish). Congratulations are due to Brian for finally becoming a gentleman of leisure, well done young sir.



We happy band of brothers! The Frost Free Turkey Fun Fly at Ferry on the 28th Dec. What a glorious flying day it was too. Almost totally windless. All sorts of models flown and a thoroughly good time had by all. Let's hope that 2007 has lots more days like this down at Ferry.

**Ken Norton** from the Grantham club has sent me a letter about the Grantham interclub challenge series of events this year. In an attempt to boost the numbers, invitations have also gone out to the Oundle and Nottingham clubs, so it really will be a multi club event. Another change to try and boost numbers is a change from the Saturday to a Sunday. Excellent news as far as I'm concerned, this means that I for one will be able to make most if not all the events. Means I'd better get building though! Ken notes that the dates are not ideal, but all he could get due to the B.M.F.A and motoring clubs making heavy use of Barkston. You will note that he wasn't able to get a date for September, but he hopes to be able to run alongside another event early in the month. (not too early Ken! Our Flying Aces is the first Sunday!) he'll keep us informed about that one. Also he will tell us about gaining access to the airfield as the security guards are no longer in attendance on the weekend.

These are the dates and events so far.

### **Sunday 8<sup>th</sup> April**

#### **Catapult/Hand Launched glider**

Max span 20". Catapult to be a 6" loop of rubber on a 6" handle. Best 5 of 9 flights to count. 60 second max.

#### **Senator v Hepcat**

Models to be as per published plan with exception that a D/T may be fitted. 3 flights with the max to be set on the day.

#### **Tomboy v Veron Cardinal Precision**

3 flights to be made. Duration of the first to be repeated on second and third flights.

Lowest average percentage error wins.

Example:-

1st flight = 70 seconds

2<sup>nd</sup> flight = 51 seconds which = 72.8% of target = 27.14% error

3<sup>rd</sup> flight = 76 seconds which = 108.57% of target = 8.57% error

Therefore average error = 27.14 plus 8.57 divided by 2 equals 17.86%

### **Sunday 3<sup>rd</sup> June**

#### **50" and under straight tow glider**

75 metre line or bungee launch (bungee will be provided) 3 flights to a 90 second max

#### **25" and under rubber**

3 flights to a 60 second max

#### **Mini Precision**

Any model of 36" span and under. 3 flight target of 150 seconds. D/T ended flights void. Rise off ground or hand launch

### **Sunday 15<sup>th</sup> July**

#### **Grantham Grand Prix organised by Phil Ball**

Mini Vintage, Combined Power, Combined Glider, Combined Rubber, Combined HLG/CLG

Free buffet/ banquet at the prize giving.

### **Sunday 29<sup>th</sup> July**

#### **Lulu glider**

75 metre line or bungee launch (bungee provided) 3 flights to a 90 second max

#### **Cloud Tramp**

5 flights – longest and shortest to be discarded. No max.

#### **Vintage Cabin Duration**

As per SAM 35 rules i.e. only genuine cabin models of under 63" span. Engine run and max to be decided on the day.

*What was the best thing before sliced bread?*

*One nice thing about egotists: They don't talk about other people.*

*Do infants enjoy infancy as much as adults enjoy adultery?*

*How is it possible to have a civil war?*

*If you ate both pasta and antipasto, would you still be hungry?*

## **Sunday September (Date to be announced)**

**Vintage/Classic Glider** 75 metre line, 3 flights to a 120 second max

**P30 Rubber** Any rubber model that meets P30 rules, 3 flights to a 120 second max.

**Precision Power** Open to any size of non-pylon model. Target time for 3 flights to be 180 seconds. D/T termination of flights void. R.O.G. or hand launch.

## **Sunday 21<sup>st</sup> October**

**Under 36" Freewheel Rubber** Any model fitted with any size freewheeling propeller. 3 flights. Max to be decided on the day.

**Cabin Power Ratio** Open to any size cabin model. Ratio determined as total flight time minus engine run divided by engine run. Highest ratio wins. D/T flights permitted. 3 flights. No max.

**Scramble** 30 minutes of mayhem. Fly any type of model from a marked position. Highest total duration in 30 minutes wins. No limit on number of flights. No max.

## **Sunday 11<sup>th</sup> November Phil Ball F/F Comp**

**Entry to all events will be free (except events organised by Phil Ball) and there will be prizes.**

There it is, again on behalf of the Peterborough club I'd like to thank Ken Norton for his hard work in organising these interclub competitions and inviting us all along.

**The following are Mick Taylor's** results for the 2006 C/L season. My apologies for the lateness of the report.

13th May. Barton Bash Manchester. 1st Vintage Stunt. Jamison Special (OS40FP)  
2nd-4th of June. Clapa Champs Nottingham. 1st Vintage Stunt. Jamison Special (OS40FP)  
11th F2B Aerobatics. Ultimate (MVVS49)  
25th June. Slip End Luton. 1st Vintage Stunt. Jamison Special (OS40FP)  
4th F2B Aerobatics. Ultimate (MVVS49)  
2nd July Hucknall Nottingham. 1st Vintage Stunt. Jamison Special (OS40FP)  
1st Weatherman Speed (Mills 1.3)  
22nd –23rd July. Old Warden SAM 35 Gala. 1st Vintage Stunt. Jamison Special (OS40FP)  
1st Weatherman Speed (PAW 2.5 Spec)  
Judged Fireball Trophy/ Spirit of Sam Events  
26th-28th August. C/L Nationals Barkston. 1st Vintage Stunt. Jamison Special (OS40FP)  
10th September. Old Warden 2nd Vintage Stunt. Jamison Special (OS40FP)

Summary. Vintage Stunt. 8 comps, 7 x 1st , 1 x 2nd.  
F2B Aerobatics. 3 comps 1x 3rd, 1 x 5th, 1 x 11th.  
Weatherman Speed , 2 comps. 2 x 1st  
CLAPA Annual Vintage League, 1st. (fifth successive year)  
National Champion in Vintage Stunt for the 8th time.

**Even by Mick's high standards this is a very good year indeed.  
Congratulations from us all.**

*If you try to fail, and succeed, which have you done?  
Whose cruel idea was it for the word "Lisp" to have "S" in it?  
Why is there an expiration date on sour cream?  
Would a fly without wings be called a walk?  
What do you do when you see an endangered animal eating an endangered plant?  
What if there were no hypothetical questions?  
I went to a bookstore and asked the saleswoman, "Where's the self-help section?"  
She said if she told me, it would defeat the purpose.*

We're not the only ones forging ahead with electric flight. This is from an article that Brian Waterland found on the information-super-highway. Note the wide spaced motors.



#### **White Sands success for QinetiQ's low-cost, ultra-light aircraft**

QinetiQ has completed the first flight trials of Zephyr - a High-Altitude, Long-Endurance Unmanned Aerial Vehicle (HALE UAV) that has a 12 metre wingspan but weighs just 27 kilograms. The trials took place at the White Sands Missile Range, New Mexico, USA. Two aircraft were flown for four and a half and six hours respectively, the maximum flight times permitted under range restrictions. The maximum altitude attained was 27,000 feet above sea level.

Designed by QinetiQ, the ultra-light aircraft is solar-electric powered, autonomous and is designed to fly at altitudes in excess of 50,000 feet, above normal commercial air-lanes and most weather. The combination of solar panels on the upper wing surface and rechargeable batteries allows Zephyr to be flown for durations of many weeks and even months.

Caroline Slim, Zephyr's programme director said: "Zephyr uses lightweight solar panels coupled to rechargeable batteries. They are incorporated into the carbon fibre airframe which gives a low weight structure capable of flying at high altitude continuously for several months. "Zephyr has been transformed from concept to validated flight demonstrator in less than two and a half years. The successful trials at White Sands are testimony to the hard work and expertise of all those involved."

The White Sands trials successfully validated the performance of Zephyr in terms of minimising the power required to maintain flight. Zephyr is less expensive than the platforms that are normally proposed for high altitude flight and the tests proved that a low-cost UAV can provide persistent operations at high altitudes.

Paul Davey, business development director for Zephyr said: "Zephyr can meet a wide range of civil, defence and security applications, including remote sensing, communications and atmospheric sensing. "For military customers, it can play a major role in providing low cost battle-space awareness but it has also recently been selected as the platform for the Belgian Mercator HALE UAV system, a remote sensing demonstrator that will be used for mapping."

**PETERBOROUGH MODEL FLYING CLUB**  
**AGM 1/12/06**

**Apologies:-** Peter Adams

**Minutes of previous meeting** - agreed by all present and signed by Ted Szklaruk

**Matters Arising :-**

- Brian Oliver Trophy - problems with pterodactyl! Base complete
- Talk on EZibilt models by Marc Ashby still on the cards - carried forward
- Ramsey flying site - not suitable/safe

**Chairman's report** - Ted reported on a successful year, highlighting glorious evenings at Ferry Meadows, national and international successes for Mark Benns, Peter Gibbons, Tony Wilson, Brian Lever and Marc Ashby. (Full report filed with Minutes)

**Treasurer's report** - 37 Senior members and 2 juniors. Balances have increased by £429. £176 from Flying Aces. Full report and accounts filed with Minutes. Expenditure is modest. It was mentioned that we would no longer have access to a photocopier for the newsletter, but Brian Lever offered for his company Britim to take this on.

**Free Flight Secretary's Report -**

- Great summer weather at Ferry Meadows
- Christmas Fly-in went well
- Good Friday very windy otherwise a good day
- Good PMFC attendances at Oundle
- Flying Aces suffered strong winds for 1<sup>st</sup> time, but didn't affect the attendance
- Mark Benns won HLG at FF Nats and also made the national team for F1D
- Commented that it was good to see Dave Rumball, Ray Innes and John Thornburn, all of whom had endured health problems during the year.

**Control Line Secretary's report -**

- Successes for Mick Taylor at CLAPA, SAM35 and Nats
- BL invented Weatherman Speed & came 2<sup>nd</sup> in Phantom Speed at SAM 35
- Planned tribute in 2007 to Bob Palmer
- BL had flown a small electric stunter with some success at Ferry Meadows

(Full report filed with Minutes)

**RC Secretary's report**

Highlighted the inherent problems of RC models being flown at Whittlesey and Ferry Meadows - safety/frequency control etc. It was proposed by BL and seconded B Whitelock that a clear set of rules should be established for PMFC and we should adhere to it. Committee agreed as RC secretary, Safety Officer, FF Secretary and Chairman

**Safety Officer**

Reported on another trouble free year. Nene Park Trust are still happy with us and we retain a good reputation. Gave a reminder to launch away from pit areas. Thanked everyone for their support during his recent illness.

**Newsletter Editor**

- Has produced 4 issues this year, with another colour before Christmas. Thanked members for their contributions, particularly Ted. BL has a collection of 30 years PMFC newsletters. A request was received to put the website address on the front of the newsletter for easy access

**Public Relations**

- Asked again if the position was required, as 2 Brian's tend to take most things forward? Was asked to continue if happy to do so.

## **Website**

Ketan happy to continue updating the website as long as details are passed to him. However, he will not be rejoining the Club this year, as he will be working away.

## **Election of officers**

CHAIRMAN - TED SZKLARUK  
SECRETARY/TREASURER - DEBBIE JARRETT  
FREE FLIGHT SECRETARY - MARC ASHBY  
CONTROL LINE SECRETARY - BRIAN LEVER  
SAFETY OFFICER - DAVE RUMBALL  
NEWSLETTER EDITOR - BERNIE NICHOLS  
PRO - BRIAN WHITELOCK  
RC SECRETARY - BRIAN HENNIS  
WEBSITE - KETAN PATEL  
WELFARE/CHILD PROTECTION OFFICER - TED SZKLARUK

All officers were happy to stand again, so it was proposed by GG and seconded by BH that they be re-elected en bloc. Carried unanimously.

## **Club fees**

- BMFA has raised charges by £1 for seniors. Proposed BL and seconded by BH that ours remain as before.

## **Club Activities**

- Winter Evenings - MA to arrange date for EZibilt
  - o Covering
  - o Airbrush techniques
  - o Christmas Quiz and Mince Pies evening 22/12
- Summer - BBQ at Ferry Meadows and competitions.
- Flying aces 2/9 - usually planned in New Year. BL proposed a committee meeting
- Encourage members to fly in National competitions - BN thinks there may be more members interested in entering Scale at the Nats. He and MA extolled the virtues of doing so.
- Electric pylon racers?

## **Flying Sites for 2007**

- No joy with previous attempts.
- Would need a consistent approach
- Could be done if anyone had the time or inclination to do so
- BMFA assistance seems unlikely

## **Ferry Meadows Safety**

- As discussed previously under RC Secretary report

## **Club Shirts**

- Offered by BVW but no take-up
- Need min. 15 orders for viability
- Will obtain new quote and put details in newsletter

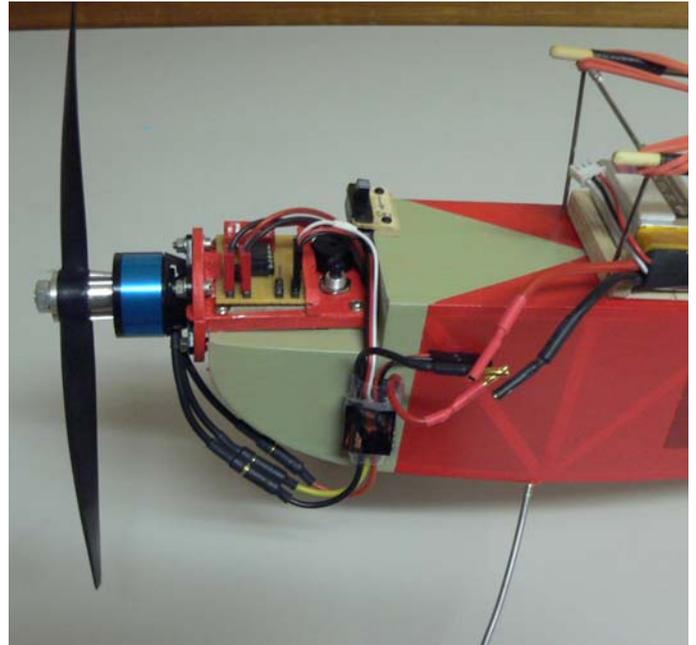
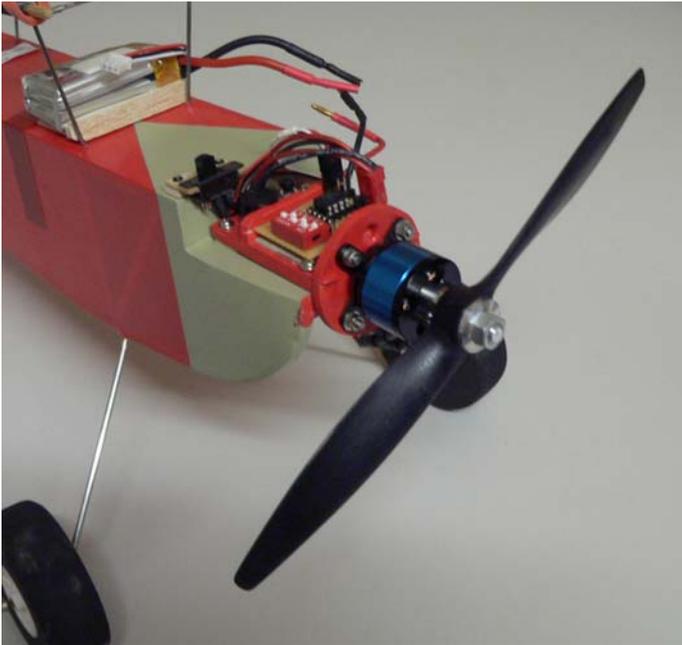
## **Club Awards**

- Eric Young Trophy -
- Brian Oliver Trophy -

Any other business - there being none, the meeting closed at 10 pm.

Thanks again to Debbie for being our Secretary/Treasurer and for supplying these minutes. And apologies from me for taking so long to get them into print. You will notice there is a separate page included in this issue with details of where to your club fees and B.M.F.A dues for those that have not yet done this for 2007.

**The developments** in electric free Flight continue to come forward thick and fast. No sooner did Chairman Ted introduce us to the delights of the Micro Electronic Flight Timer, an American design for brushed motors such as the KP01/02, than new member Ian Middlemiss gave us a demonstration of another new system he is jointly developing with an electrical wizard friend. This one is a complete system for the control of brushless motors in a pre-programmable flight profile. It is adjustable for both motor output and length of run. It also has a servo actuating function for whatever might be required, say D/T. He has the mark one prototype installed in a 36" span old timer model called the Hornet which he flew down at Ferry on a beautiful early February day. And fly it did. As with all these electric powered models the flight seems to be repeatable every time, the model landing in virtually the same spot every time. Very impressive. Below are some general views of the prototype. The production device will be much more compact.



I've also had an e-mail from Ian telling me that he has the mark 2 version which now includes 8 power phases and an output that can be used for whatever is needed, a D/T, U/C retract, flaps, toffee drop, whatever. Ian says that the mark 2 FlytProf (I believe that's what it's being called) could be set up for a flight profile such as, 100% (motor power) for ROG, 80% climb out, 65% cruise, 20% landing and he could use the DT output to drop some spoiler flaps.

I hear what you're saying, Electric Bowden, and you'd be right. To this end Ian has said he's putting his money where his mouth is and he'll be entering the Lodge Farm contest on the 5th May. (see the "What's On" on the back page).

As Ian says, this is a whole new way of thinking about and flying free flight models. If you're interested in this, then Ian will supply all the information you need and he's taking orders from interested parties. (I think about 6 club members have already placed an order).

*If a deaf person swears, does his mother wash his hands with soap?*

*Where do forest rangers go to get away from it all?*

*If man is evolved from monkeys and apes, why do we still have monkeys and apes?*

*The main reason that Santa is so jolly is because he knows where all the bad girls live.*

*Does the little mermaid wear an algebra? (I like this one!)*

*Do infants enjoy infancy as much as we enjoy adultery?*

*One tequila, two tequila, three tequila, floor.....*

*Drunk in bar says, have you heard the one about the blonde girl?. A girl at the other end of the bar says, oh mate, see me, I'm the British Women's wrestling champion, and see the girl next to me, she's the European boxing champ, and the girl next to her, she's the world all in karate black belt champion, and we're ALL BLONDE, do you still want to tell that joke?*

*The guy thinks for a bit, then says, "nah, not if I've got to explain in three bloody times!"*



Just to show that not even the experts get it right first time. These are two shots of an attempt by the “other” Tony Johnson. Hence the wet tissues on the cover shot!

The following questions and answers were collected from last year's GCSE exam results in Swindon, Wiltshire. They are genuine responses (from 16 year olds)!

### **Geography**

Q: Name the four seasons.

A: Salt, pepper, mustard and vinegar.

Q: Explain one of the processes by which water can be made safe to drink.

A: Flirtation makes water safe to drink because it removes large pollutant like grit, sand, dead sheep and canoeists.

Q: How is dew formed?

A: The sun shines down on the leaves and makes them perspire.

Q: What causes the tides in the oceans?

A: The tides are a fight between the Earth and the Moon. All water tends to flow towards the moon, because there is no water on the moon, and Nature abhors a vacuum. I forget where the sun joins in this fight.

### **Sociology**

Q: What guarantees may a mortgage company insist on?

A: If you are buying a house, they will insist you are well endowed.

Q: In a democratic society, how important are elections?

A: Very important. Sex can only happen when a male gets an election.

Q: What are steroids?

A: Things for keeping carpets still on the stairs.

### **Biology**

Q: What happens to your body as you age?

A: When you get old, so do your bowels and you get intercontinental.

Q: What happens to a boy when he reaches puberty?

A: He says goodbye to his boyhood and looks forward to his adultery.

Q: Name a major disease associated with cigarettes.

A: Premature death.

**KeilKraft "SENATOR" Global Postal Challenge**  
**March 1st 2007 – February 28th 2008**

First kitted by KeilKraft in 1950, the 'Senator' has become recognised as an excellent design that combines simple robust structure with outstanding performance. Very popular in British 'Vintage' events, it also can do well in North American 'Category III' classes – Nostalgia Rubber, Moffett and Mulvihill, etc. for which 120 second maximums are a formality and it can be taken well past 180 seconds with little extra effort.

There is no entry fee. The lengthy timescale of this Postal is to permit any modeller an opportunity to participate, no matter where in the world they might be located.

Models are to conform to the standard Senator kit plan; the structure may be amended for the purposes of D/T installation – whether tipping stabiliser (LE down), tipping wing or hinged rear fuselage – and the undercarriage leg may be removable for storage/carrying purposes. Glazing of the 'cabin' is optional. Any freewheel propeller up to a maximum of 13" diameter may be used and there are no restrictions on rubber motor size/weight.

Individual Scores:- Three flights shall be made to a 120 second maximum. If three Maximums are achieved, then successive flights may be made with the maximum increasing by 60 seconds on each occasion, until the target time is not realised e.g. 120. 120. 120. 180. 240. 211 = Total Score 991 seconds All flights to be pre-nominated to a timekeeper; the initial three should be made on the same day but successive fly-off flights may be made at the flyer's discretion, similarly timed. More than one model may be flown by an entrant but scores for each must stand alone; i.e. a reserve model may not be used to complete a series of flights commenced with another.

A plan may be viewed at <http://www.theplanpage.com/st.htm> with a download also available (noting that the true span is 32", not 30" as shown on the plan), purchased or obtained from various sources, and 'short kits' are available from at least two vendors; contact me for further information on same or with any questions that you might have..

Team Scores :- If any three flyers wish to have their scores also recorded as part of a team total, please advise a team title when submitting same: I will then collate same as a secondary group score in the name of that team – whether they fly together as a club, or as a group of individuals who wish to link together for this purpose. A person may only fly in one specific team, however.

Entries/scores may be forwarded to me at any time, by email or regular post, and I will distribute a final report and result sheet, which will be further publicised as widely as possible. Accompanying anecdotes and photographs would be very welcome and are encouraged. If desired, scores will also be posted to an appropriate event in the Worldwide Postal Contest - details available on request.

An initial award of C\$100.00 for 1<sup>st</sup>.place will be provided; any donations received will be applied to further awards, and upgrades to all. I hope that you will give this event your support and also encourage others to participate. The 'Senator' is a vice less airplane, easy to build and to fly with very satisfying performance; my only advice is to keep the structure aft of the CG as light as possible to reduce the need for any nose ballast to a minimum.

Happy Flying!

Jim Moseley      [jjmoseley@look.ca](mailto:jjmoseley@look.ca)



An Emmett type steam powered Ferry Flyer from our own Ray Innes

**SOME LATE BREAKING NEWS FROM** Mike Woodhouse. This is from the yahoo Jet-ex group.

This e-mail is being sent to a host of interested parties. Some for general information and some who are on my list of expectant customers.

Today I received a supply of 50 fuel and 50 kits, plus 35 kits from Jetex. I have been speaking to the company off and on for sometime regarding what is happening. They seem to have had a complete re-organisation of their facilities and have come up with the goods.

So If you want you back order supplied or want to place an order I'm open again for Jetex business.

Currently the prices are:

Fuel is 12.00 a pack with fuse included

50 kits 19.99, a little up in price, but these are the complete anniversary specification

35 kits 16.99

All plus postage.

If there is a delay in my response. It is because I'm now going to be off to Lost Hills for a bit of flying!

Michael J Woodhouse, Norwich, UK.

Free Flight Supplies has secure internet credit card facilities.

All mail to: - <mike@freeflightsupplies.co.uk>

web site: - <<http://www.freeflightsupplies.co.uk/>>

## What's on and dates for your diary.

16<sup>th</sup> February. Whittlesey.

23<sup>rd</sup> February Peakirk

2<sup>nd</sup> March. Oundle.

9<sup>th</sup> March Peakirk

11<sup>th</sup> March – Impington Indoor. There are full size plans available for the Ray Malmstrom event.

16<sup>th</sup> March. Whittlesey

23<sup>rd</sup> March. Peakirk

30<sup>th</sup> march. Peakirk

6<sup>th</sup> April. Peakirk. (note, we shall very possibly be back at Ferry Meadows by this point,

8<sup>th</sup> April. The first of this years interclub Free Flight comps at Barkston Heath

13<sup>th</sup> April Peakirk but the hall has been booked just in case)

20<sup>th</sup> April. Peakirk

### **May 5/6th Lodge Farm, North Rauceby**

**Saturday.** Electric Bowden, HLG/CLG/Discus Combined, Rapier Duration, Cloud Tramp, Kit Scale, Rocket.

**Sunday.** British Power/SLOP combined, All in Rubber, Vintage/Classic Glider combined, 3rd round Northern Area Mini Vintage League

### **British Model Flying Association**

Requested dates for use of RAF Barkston Heath during 2007

4 March	Area Free Flight
25 March	Area Free Flight
22 April	Area Free Flight
26, 27, 28 May	Free Flight and FAI Rocketry National Championships
9 & 10 June	Midland Area Festival of Flight
17 June	Area Free Flight
24 June	Area R/C Aerobatics
22 July	R/C Scale channels 61 & 79
18 & 19 August	Timpereley Gala/FAI Rocketry
25, 26, 27 August	BMFA National Championships



Another great shot from Dave Bent at last years Flying Aces  
Roll on summer!