

# PETERBOROUGH MODEL FLYING CLUB

NEWSLETTER- OCTOBER 2009



## AUGUST NATS & FLYING ACES ISSUE



# WINNERS ALL!!



Top left: Mick Taylor was again 1st in Classic Aerobatics & 1st in Vintage Stunt. (how many now Mick?) Bernie Nichols was a surprise 1st in Co2/ Electric F/F Scale. Gareth Tilston won 2nd in F/F Rubber Scale at his first attempt. Brian L & Brian W came a joyous 2nd in Mini-Goodyear. Well Done The Lads!





**Brian Waterland** piloting in the Mini-Goodyear final. It was a very good race, although Brian did have his work cut out flying against 2 young ladies! **Mick Taylor** casts a critical eye over the proceedings. At one point, BML & BVW had the fastest plane in the air but it wasn't to be this year. Changes in the engine rules this year mean that mini-Goodyear is less a motor starting exercise and more a flying event. And all the better for it. Brian Lever's model has seen some furious action in recent years, and everything that CAN go wrong, HAS. So it's finally sorted then lads?

**Brian Lever** pitting his own model in the Mini-Goodyear final. His concentration is total, nothing else gets in the way at this point. Concentrate! Races are won and lost on the smallest of margins and this year's final was a great race with a very close finish. I have watched the Waterland/Lever team flying many times and I'm never less than impressed by the enthusiasm that they bring to it. Great stuff.



**HAMMER:** Originally employed as a weapon of war, the hammer is nowadays used as a kind of divining rod to locate expensive parts not far from the object we are trying to hit.

**MECHANIC'S KNIFE:** Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on boxes containing seats and motorcycle jackets.

### **Mick Taylor's Nats Adventure.**

This years Nats saw Mick successful (again!) in both vintage Stunt and Classic Aerobatics. It was not however, without incident. Mid-way through round two of Vintage Stunt, the PAW35 in his Trixter Invert partially seized. Round 3 would start again in 75 minutes. Something HAD to be done. The motor was quickly removed from the model and rushed down to the PAW tent in the Trade Area. Fortunately, Tony Eifflaender had just got back from flying T/R and immediately dismantled it, diagnosing a conrod big end seizure on the crankpin. A bit of precision filing to remove the conrod material that had picked up on the crankpin, reassemble, test run and all was back to normal. Dash back to the competition circle, 10 minutes to go! Reinstall the engine in the model, a quick test flight to confirm the motor settings and take the 3rd flight in the now strong wind. Result? The highest Vintage score of the competition! Simples! Thank you Tony.  
And very well done Mick. Congratulations on a fantastic Double win again this year.

### **Mick's competition results for 2009.**

10th May. Mayfly, Old Warden. 1st in Vintage Stunt.

6th/7th June. Clapa championships, Nottingham. 1st in Vintage Stunt. 1st in Classic Aerobatics

27th/28th June. SAM Gala Old Warden. 1st in Vintage Stunt. 1st in Weatherman Speed 1.5  
3rd in Weatherman Speed 2.5  
1st In the Fireball Trophy (Flying Clown + Elfin 2.49)

29th/31st August. C/L Nats. 1st in Vintage Stunt. 1st in Classic Aerobatics

13th September, Modelair Old Warden. 1st in Vintage Stunt.



As I don't have a photo of Mick flying at this years Nats, I'm reprinting one I took earlier. Here's Mick doing what he does best. This was from 2 years ago I believe. And he won both events that year as well!

#### ***ELECTRIC HAND DRILL:***

*Normally used for spinning steel Pop rivets in their holes until you die of old age, but it also works great for drilling mounting holes just above the brake line that goes to the rear wheel.*

***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.*

## Gareth and Bernie's Nats adventure. (or how to get points.....and what do points mean?)



**Gareth Tilston** about to launch his superb Hawker Hart into the teeth of a howling gale!

Oh alright! Not exactly a howling gale but it was certainly a stiff breeze and raining to boot. Not the sort of conditions anyone would chose to fly a model in, let alone a lightly built and superbly finished rubber model! Gareth actually qualified with his first flight and the judges said that he didn't need to fly again if he didn't want to risk his model in the decidedly dodgy conditions. Gallant to the last, Gareth felt that the first effort had been little more than a paper bag blowing downwind so he flew a second time and put in an absolute corker! Way to go mate.

**Bernie Nichols** and Caudron.

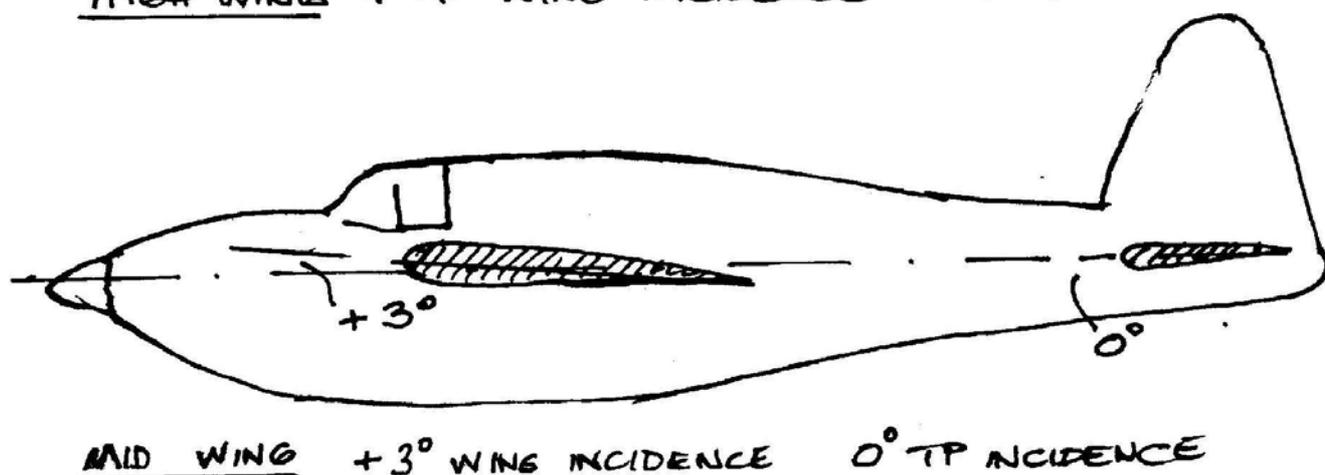
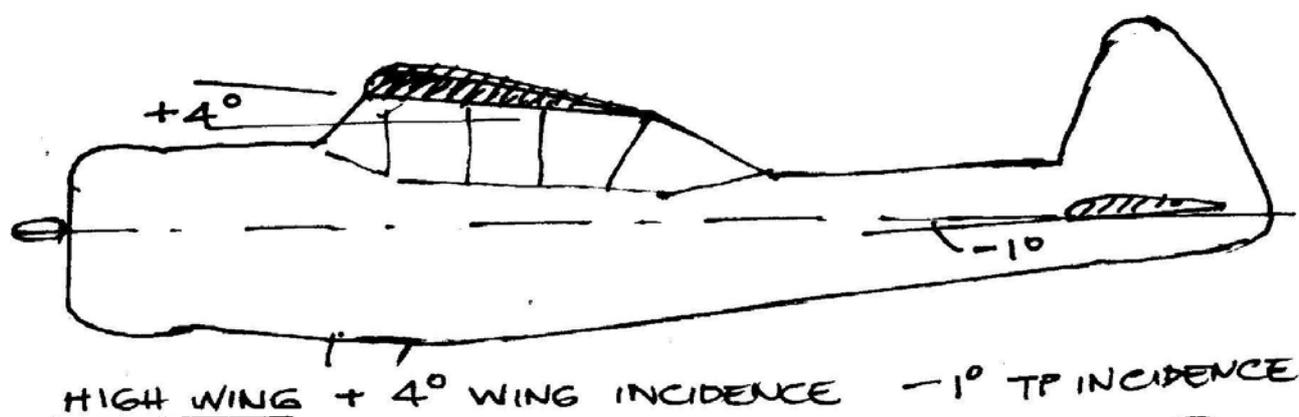
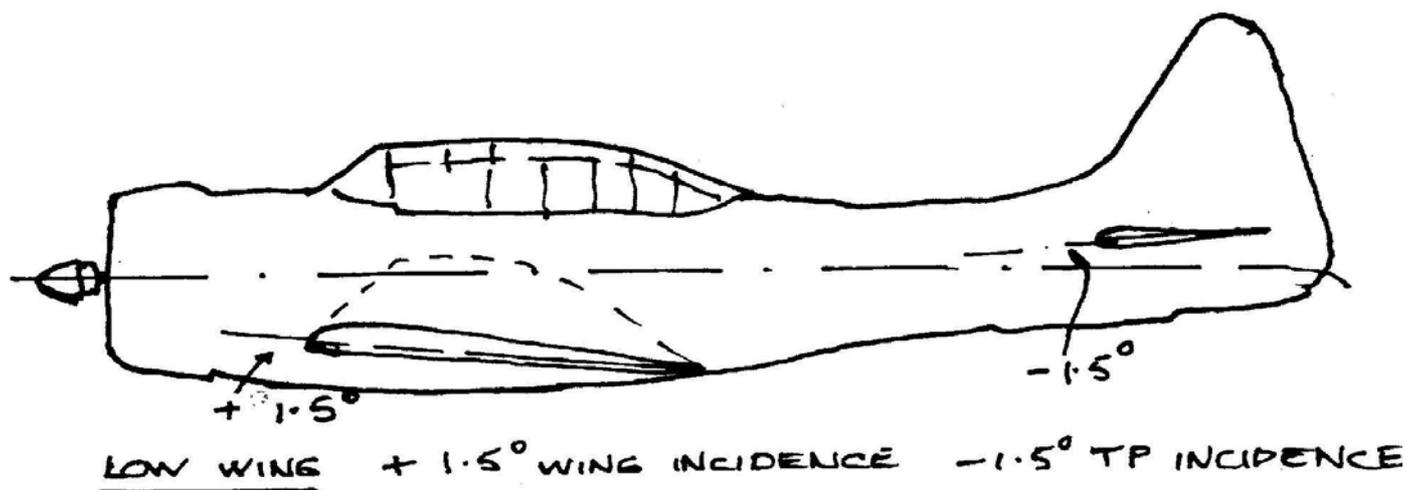
Despite breaking all the rules as laid down by PMFC, and test flying the model twice previously, I was unsure of what was going to happen on the day. With **Boffin Ian Middlemiss** alongside me giving help and support and ensuring I didn't do anything stupid I gave the model to the Gods of Barkston. To my utter surprise and total delight it flew! Not great, but it was 20 seconds. 2nd flight and even Ian couldn't stop me making a lousy launch so with Harry Perkins sage advice ringing in my ears and a go-for-broke motor sequence dialled in by Maestro Ian, my final flight was at least vindication. For the motor system, for the model, for Ian's perseverance and (with) me. The trek back was worth it. The Caudron has since been retired.



There is a drawback to achieving success at a National event however. One feels obliged to do it all again next year! Bang goes any notion of having a peaceful 'what-charming-easy-to-build-sports-model-shall-I-tackle- this-winter?' Instead, it's nose to the grindstone, **but** put all thoughts of beating Mike Smith/Derek Knight/Steven Glass/Andrew Hewitt/Marc Ashby *completely* out of your head. (out of our heads? we must be!) Gareth, Marc and I are doing it all again next year, anyone care to join us? Nothing to lose but your sleep and your sanity!

**BOLT AND STUD EXTRACTOR:** A tool that snaps off in bolt holes and is ten times harder than any known drill bit.

Some of Marc Ashby's thoughts on the stability and trimming of scale models.



### Longitudinal Dihedral on Scale Models

We freeflyers all know the need for dihedral on the wings of our models to give us horizontal stability. We should also be aware that there is a need for dihedral on the longitudinal plane to provide longitudinal stability for our models.

As was stated in a recent talk given at Impington, a good starting point for this longitudinal dihedral (the positive incidence between the wing and the tailplane) is 3 degrees. As pointed out by Messrs Smart and Strachen at that recent talk, not all designs that are published or indeed kitted incorporate this aid to stability, and if you are building a scale model it is as well to check this and make the necessary adjustments where needed. I have noticed some Dave Diels designs use negative incidence and I have adjusted this when building. I'm not saying that these models would not fly without this modification, but I prefer to be safe than sorry.

Following on from Messrs Smart and Strachen's words of wisdom I would like to make an additional observation with regard to Incidence and Longitudinal dihedral.

If you observe a Tiger Cub and a Spitfire doing a flypast I'm sure you'll agree with me, that there is a difference in their attitudes in relation to their line of flight. The Spitfire with an aggressive slightly "nose down" attitude against the floaty slightly "nose up" attitude of the Cub. As a "by the by" just look at Rossi's Grand Prix bike while on it's stand in the paddock. It's attitude makes it look as if it's already travelling at a hundred and fifty miles an hour. To help to get our scale models to look right when they are flying we can vary our three degrees of incidence between wing and tailplane as shown in the attached diagrams. I have divided models into three.

High Wing, Mid Wing and Low Wing.

High Wing with +4 degrees Wing incidence and -1 degree tailplane incidence

Mid Wing with +3 degrees wing incidence and zero tailplane incidence

Low Wing with +1.5 degrees wing incidence and -1.5 degrees tailplane incidence.

I'm not saying that this is always correct but it is a good starting point and I am sure you will get some satisfaction from helping your model fly with the right attitude. Or you could say bugger it and let it do what it wants.

**Marc.**

Ps ... It's sometimes easier to work with linear measurement than small angles. So, as a help, remember that Tan of 1 degree is 0.017. Therefore for instance, if you have a wing that measures 75mm wide that needs an incidence of 3 degrees then the calculation  $3 \text{ (degrees)} \times 0.017 \text{ (Tan of 1 degree)} \times 75 \text{ mm}$  means that the leading edge should be  $(3 \times 0.017 \times 75)$  3.825 mm higher than the trailing edge.

No issue would be complete without one of **Ray Innes'** excellent cartoons.  
And this one really took my fancy!



**"I heard Bernie did well at the Nats, but really!!!!"**

**MOLE-GRIPS/ADJUSTABLE WRENCH:** 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.

**WHITWORTH SOCKETS:** Once used for working on older cars and motorcycles, they are now used mainly for impersonating that 13mm socket you've been searching for for the last 15 minutes

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

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

## The style comp at Flying Aces 2009



Kev Tatlow at Flying Aces with that sinking feeling!



Steve Turner showing that style is everything. Josh Lee & Pete Gibbons are the style judges.



John Wright competing for the style award with his F1B. (the left hand gets extra points)



Marc Ashby showing his carefree relaxed style that has taken years to perfect and is easily the most efficient style of all. I aspire to this. (BL's long shorts/short longs were deemed inappropriate attire and he was disqualified.)

**What's on and Indoor dates, worth putting on your fridge! Please note start times**

Oct 2 ... Peakirk **7.30 till 9.30** . No earlier please, give the other users time to clear the hall.  
Oct 9 ... Peakirk  
Oct 16 ... Whittlesey **7.15, for a 7.30 start. 9.30 finish.** (if you're late, knock on a window & hope!)  
Oct 23 ... Peakirk  
Oct 25.... **Impington** (the plan with this issue is for the Ray Malmstrom event @ Impington)  
doors open @ 9.00 am (I believe) till 5.00 pm SAM's in attendance.  
Oct 30 ... Peakirk  
Nov 6 ... Oundle **7.00 until 10.00**  
Nov 13 ... Peakirk  
Nov 20 ... Whittlesey  
Nov 27 ... Peakirk  
Dec 4 ... Peakirk  
Dec 11 ... Oundle  
Dec 18 ... **Peakirk Christmas Party / Quiz**  
Jan 8 ... Peakirk  
Jan 15 ... Whittlesey  
Jan 22 ... Peakirk  
Jan 29 ... Peakirk  
Feb 5 ... Oundle  
Feb 12 ... Peakirk  
Feb 19... Peakirk  
Feb 26 ... Whittlesey  
March 5 ... Oundle  
March 12 ... Peakirk

*Editor's note. The next issue will be a round up of the club's activities during 2009 with photos and reports on what we have taken part in and what we have achieved. I'd like to thank everyone who has contributed pictures and articles during the past year. These include Marc Ashby, Ian Middlemiss, Dave Bent, Mick Page, Mick Taylor, Ted Szklaruk, John Ashmole, John Wright. Tony Johnson & Ray Innes.  
I'd also like to thank the members in general for their help and enthusiasm.*



Right, here's your quiz. **Who** is the young man above? **What** is the plane? **When** was it taken? **Where** was it taken? And for 100 bonus points (... & what do points mean?) **What** is the motor?  
Answers on a postcard to: The editor, burn44@aol.com  
(The editor reserves the right to refuse spurious, illegal and or abusive entries.  
Above all, the editor's decision is final!)