

PETERBOROUGH MODEL FLYING CLUB



NEWSLETTER JUNE 2010



Sorry it's been some time since the last newsletter. Unfortunately I've had some problems with my computer. Firstly I thought it was the bloody Broadband and struggled with it for three weeks. Then the computer decided to completely blow up. So it was hand in the back pocket to pay for a new machine. Now I've got a new superfast computer but very little software to go with it. So it's saving up time. In the meantime I'm managing with the loaded software and some help from Bernie.



Spotted at Ferry Meadows over the Christmas Holidays ... two of Father Christmas's Elves distributing toy aeroplanes to the kids.

Summer at Last

Well, winter is over at last (so they tell me) and we can look forward to a great summer of flying.

But, before we leave the 2009 season behind us, I think it would be a good idea to look back at the Peterborough Club's winter activities.

We are fortunate to have within our membership a great deal of knowledge.

We are also fortunate in having knowledgeable members who are more than prepared to share their expertise with their fellow modellers. The result last winter was a full programme of Friday evening informative talks and demonstrations.

Bernie and Keven's informative foam wing cutting demonstrations opened up lots of input from members..... Marc and Bernie's "hands on" airbrushing evening persuaded at least two members to splash out on some equipment and have a go..... Ian's talk on E30 has, I am sure, resulted in some added interest in this class of competition..... Ian and Ted's expert talks and demonstrations in the field of electrics has persuaded even an old "dyed in the wool" rubber man like myself to try out electric free flight.... I hope my demonstration in canopy forming by using simple tools and lemonade bottles will save

members some money.... Bernie's covering of stick and tissue construction with combined Mylar / tissue was a hit with those of us trying to find strong but traditional finished covering for their models Brian W and Tony chaired an evening of discussion on the subject of Bowden Contest rules and a demonstration of members' Bowden models for the coming season ... Brian W gave us a talk on electric control line together with a demonstration of his new ideas with his P20 model Brian L organised a very entertaining quiz night ... Those of us who could make it through the snow enjoyed the Christmas party Lots of evening studying members models ... also we mustn't forget our six successful indoor meetings at Whittlesey.

All the winter Friday evening meetings were well attended and I look forward to a similar programme next winter so, please if you have anything to share with your fellow members please volunteer. I'll start the ball rolling with a talk on making your dummy pilots. I'm one of those that feel that all models (scale or not) look better with a model pilot in the cockpit

BEWARE!!!

Club members should be aware that a large insect has been observed flying at Ferry Meadows over the past few weeks. "The insect appears to be a very large Hornet, Wasp, Bee or



Dragonfly" says an entomologist from Cambridge University. "So far, we have been unable to procure a sample and are having to base all our assumptions on a photograph taken by a member of The Peterborough Model Flying Club. All we can say at the moment is that the insect is unusual for this country, is could be very dangerous and should be approached with utmost caution".

"A member of The Peterborough Model Flying Club was seen to pick up one of these creatures and was seriously bitten". The bite resulted in a slash across the forefinger. "A loud buzzing noise was coming from the front end and I now know that I was wrong to approach it from that end." said the bitten club member. Are well, ya live and learn.

If any member is lucky enough to catch one of these monsters please contact Cambridge University.

STOP PRESS

A second sub-species has been observed (picture right). This phenomena has stood the world of entomology on it's head. Whatever next (Dragons perhaps?).



Law of Mechanical Repairs:- “As soon as your hands become coated with grease, your nose will begin to itch and you’ll have to pee”.

Law of Gravity:- “Any tool, nut, bolt or screw, when dropped will roll to the least accessible corner”.

TWO AWARDS FOR BRIAN LEVER

As some of you may be aware, long standing member and current Control Line Secretary, Brian Lever, was nominated in 2009, for a BMFA Award.

The citation stated that “Brian has, for over 25 years, consistently championed the cause of control line flying in particular and aeromodelling in general. He was the driving force throughout the 14 years of the “Peterborough Cabbage Patch Nationals (CPN) and it was his vision in inventing, sponsoring and publicising events that built the CPN into, arguably, the biggest single day control line event in the world.

In 1997 he took over the chairmanship of SAM 35 at a difficult time and successfully prevented a potential split within the organisation. As the current President of SAM 35, he was instrumental in achieving its successful incorporation as a Specialist Body of the BMFA.

More recently he has been working with a local Grammar School in the BMFA Flight Challenge and his love of the hobby / sport is unabated. At the 2009 Free Flight Nationals he flew in three control line and 3 free flight events but, perhaps more importantly, he cajoles and enthused a number of other club members to take part.

Brian Lever is an enthusiast for all branches of the hobby. He continues to nurture new competitions and to be heavily involved with the highly successful Peterborough Flying Aces free flight event (now in it’s 14 th year), SAM35 and it’s annual Gala.

Brian received his **BMFA Certificate of Merit** at their November 2009 Annual Dinner, but our governing body felt that his work deserved further recognition and put his name forward to the Royal Aero Club.

On April 27 2010 a very proud and pleased Brian Lever attended the RAF Museum Hendon, and surrounded by his family, was presented, by Prince Andrew with a Royal Aeronautical Society Bronze Medal. The citation was read out and the Prince even asked Brian “why was it called the Cabbage Patch Nationals?”

I am sure that we all members at The Peterborough Model Flying Club are pleased to see this double recognition and proud that Brian is one of our members.

Brian W.

MAYDAY! MAYDAY! Or CONTROL LINE FLYING ON THE EMBANKMENT (by Bernie Nichols)

There is a new passion in the club regarding control line. We have always had the three stalwarts who fly on a regular basis, (Mick Taylor and the Brians ... Lever and Waterland) plus newer enthusiasts such as David Clarke and other members who recall control line flying from their youth, but recently we have had a couple more new members including Richard Arnold, who have declared their loyalty to this aspect of our hobby. Together they have given us a new impetus.

A control line session was organised by BVW and BL for Sunday May 2nd down on the western embankment. However, the weather forecast was anything but good for the Sunday, so BL suggested it was moved to the Saturday ... MAY DAY. The day dawned warm and sunny, light winds with an expectation of rain later in the day.

I got down to the car park at 10am precisely, paid my parking fee, and saw at least half a dozen members already out there, laying out lines and getting models ready .



Grabbing the two models I had brought along I joined the throng. Steve Turner had given me an unfinished trainer a few weeks ago and I spent three days in the workshop finishing it off and getting it ready. The day lost by moving the date forward meant I was in my workshop at the crack of blackout. Having fuel proofed it the night previously I now had to mount the engine and the controls, re-solder an old tank that I'd found in a box of old bits, and somehow nail everything together in a flyable whole. I'd made it but only just!! It wasn't quite as well finished as I'd hoped but it looked OK.

I coerced BVW into firing up the old PAW 2.49 that I had installed. The last time I had started it was on Barkston runway when it was in last year's Bowden model, my old Junior 60 (the comp screw was still bent from it's encounter with the runway!). To my surprise and delight it ran OK and the prop, though not ideal was at least a flexible nylon one. BVW put up the Club's Midi-Slow for the first flight of the day and mine was up next. Engine started, I launched, watching it growl round in a seemingly stable flight, faster than I expected, but looking good. Brian motioned me out into the centre and, with some misgiving, I took the handle from him. I managed about a dozen laps before increasing giddiness meant it would be wise to hand it back. Brian took it and I immediately fell over! Lying there with a silly grin on my face until the tank ran out!

All in all 14 members turned up, which was fantastic. Six of us brought along models and thirteen members flew. The one who didn't swears he will do next time. A couple of models were bent, inevitably I suppose. BVW had a down line break on the BML Mini-Goodyear, resulting in two large loops, the second one just an inch under ground level, which rather bent the model. It's flexible but



probably past it's best. This is the model they campaigned into 2nd place at last years Nats. BVW and BML showed us how it was done with their Peacemakers. Brian W also flew very successful Buntline Special electric model. It's a vey impressive site and spurs me on to try a similar model. David Clarke put up a big glow powered "Wembly Aerostar" profile model which cruised around in impressive style while Richard Arnold flew his Cox .049 TeeDee powered Mini Fire-streak and Derek Thornburn flew another glow powered stunt model. The red and yellow all sheet model that I had brought along was flown by everyone, so much in fact that we almost ran out of diesel fuel. This ex Steve Turner model is now the new club trainer.

The day was so successful that we are going to try and make it a regular date. If anyone wants a go, the trainer is there to be used and there are plans afoot for some of us to perhaps enter a competition or two.

Thanks to everyone who came along and made the morning so much fun. A great day ... watch this space.

Law of Probability:- "The probability of being watched is directly proportional to the stupidity of your act".

Law of Random Numbers:- "If you ring a wrong number, you never get a busy signal. Someone always answers".

Law of the Alibi - "If you tell your boss that you were late for work because you had a puncture, the very next morning you will have a puncture".

Law of the Bath:- "When the body is fully immersed in water, the telephone will ring".

FREE FLIGHT NATIONALS 2010

Bowden Trophy

Back to normal with this year's weather. Bloody awful! Wind speed 35 mph gusting to 147 mph. I went on Sunday specifically to see the Bowden.



All I can say is how much I admire those people who flew their pride and joy in such miserable conditions. The attrition rate was extremely high and it wasn't at all pleasant to witness let alone compete. There were 35 entries of which only 11 flyers qualified. The weather really was that bad.

Looking on the bright side, out of that 11 we had two qualifiers from the PMFC, with Bernie finishing 6th and Brian Waterland finishing 10th. One thing we can be proud of is the fact that out of the

35 entries PMFC fielded 11 members. Very well done men!

Hand launched Glider (Discus)

There were 15 times recorded in this event and PMFC once again were successful with Mark Benns finishing 1st (6.26) and Mick Page finishing 3rd (4.12).

Coupe

There were 22 times recorded for this event with Pete Gibbons finishing 11th (8.54), and Martin McHugh finishing 16th (5.55).



E30

Two PMFC members featured in this class with Harry Perkins managing the fly-off and finishing 4th. Ian Middlemiss, after recording 2 maxs' forgot to set his motor timer and only just missed out on a play-off place.

CO2

Peter Gibbons recorded 5.40 to take him into 6th place in this event.



Are well! Only another twelve months to wait for the next Free Flight Nationals in the meantime let's hope for kinder weather. Congratulations to all those brave souls who faced the appalling conditions and attempted to fly their models.

The Tony Dunsterville Bowden Memorial Shield

The Bowden competition in memory of the late Tony Dunsterville was held at Barkston on Saturday 19th June (Grantham Gala Day). The event which was well attended was hosted by Harry Perkins and Tony Wilson who both put a great deal of effort into it. Stan Horne gave up his spare time to officiate.

Ron Smith of the Grantham Club won the competition, with Brian Waterland taking second, and Ted Szklaruk finishing third.

Peterborough Model Flying Club packed the entry with 7 members competing. Well done PMFC, and well done the organisers.



What do you call a collection of Bowden competitors?

A bunch of Bowdeneers?



Ron Smith ... First Place



Brian looks pleased with second.



Third's pretty good Ted!

DATES TO REMEMBER

15th Peterborough Flying Aces to be held at Ferry Meadows on Sunday 5th September starting at 10 am.

All the usual competitions + Fun Flying. Come along and compete, help with the organisation, or simply enjoy!

If you need to be reminded of the various competitions, contact Marc or Brian W for a full list.

BMFA NATIONALS 2010 to be held at Barkston Heath on the Bank Holiday weekend August 28th –30th. Competitions throughout the weekend, bargains galore, evening indoor flying, Sunday Swapmeet, Control Line, Radio Control, Free Flight Scale, Showline, etc.

BMFA INDOOR NATIONALS 2010 to be held on Saturday 25 and Sunday 26th of September, at Boulby Potash Mine, North Yorkshire. Classes are for Limited Penny Plane, F1N, No-Cal, 35cm, Gyminie Cricket, F1D, F1L, and Living Room Stick. Details and Entry Forms are available from BMFA website, or from Marc Ashby.

Debbie Jarrett

Members will be very sorry to hear that our very long serving and efficient Club Membership Secretary and Treasurer, Debbie Jarrett, has decided that a growing family and work commitments means she will have to hand over her duties to someone else at the December 2010 AGM

I am sure everyone will thank Debbie for her hard work and service over the years and wish her well!

Once again my apologies for taking so long in getting my second newsletter out. I hope I now have resolved my computer problems and can produce number three without too much delay. So keep the stuff coming ... please.

MARC