

PETERBOROUGH MODEL FLYING CLUB



MAGAZINE



COME RAIN COME SHINE: THE SUMMER OF '12

BOWDEN: WASHOUT OR EPIC?
Read our six page report and decide.



Produced in conjunction with our website
www.peterboroughmfc.org

HOME PAGE:

“What are you going to do when you retire?”

Well, they’ve stopped asking me that now, perhaps because they have heard the barely restrained mock anger in my reply too many times.

If you really want, you can go on living and partly living: an endless round of garden centres, pushing supermarket trolleys, reading the “Express” and (worst of all) daytime television.

Or you can come out and join us. Fact is, most of what we do requires no exceptional skill, just a series of straightforward tasks added to a little patience and a desire to achieve.

The knowledge is mostly basic, and anything you need to know is available at the end of a ‘phone call or an e-mail.

But there’s more to it than that. Model building and club membership get us up in the morning, gives us thoughts, ideas and ambitions to occupy our minds not to mention frustrations to overcome.

And, most important of all, it gives us people to contact, learn from, exchange ideas with, annoy, amuse travel with and fly alongside.

Unbeliever? Just imagine joining us at any one of the events reported upon in this magazine or listed on the back page.

j.ashmole@talk21.com



Correspondence:

One of our newer members, Andy Sephton, writes to say: “I was pleased too see your note about not missing the Flying Aces meeting in September as it was previous Flying Aces meetings that endeared the club to me. I’d heard a lot about it from my modelling colleagues and looked forward to the day that I could attend. I managed it in 2009 and 2010 but had to miss 2011. Anyway, I have to say that in 25 years of attending modelling events and some 50 plus years as a modeller, they were the best events that I’d ever attended. The mix of low key competition with a great bunch of people on a good site was right up my street.”



FRONT COVER What has that poor model ever done to upset you, Gareth?

ABOVE Andy Sephton at the Nats.

Whose workshop? (1)

The Tatlow Lancaster progresses: finished pics. next issue. (Now you'll have to get on with it, Kev.)



SAM 35 YEARBOOK NO. 15



This is not just good, it's very good. A great credit to the editors and prime movers, BL and BVW, proving that two Brians are better than one, not to mention their production team, Sheila and Liz, for whom Aeromodelling may not perhaps be their prime interest! Over 200 pages, with colour, devoted to the furtherance of Real Aeromodelling, 23 thoughtful and informative articles plus the expected selection of plans and photos. It's essential reading and, as word of its quality spreads, will be increasingly in demand not only at home but in the English speaking aeromodelling world, Just watch its value rise when all copies are sold. Available now from your nearest neighbourhood Brian for £12.50

That was issue fifteen.....Err.....Brian...???

BACK TO BASICS

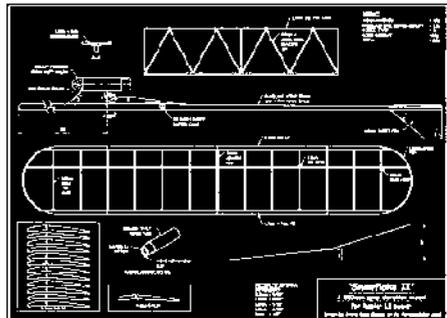
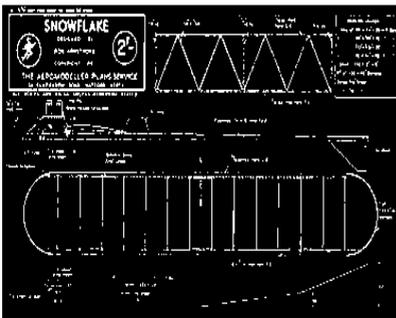
A series in which the experts make it easy for us.

ROCKET POWERED DURATION MODELS, By Roger Simmonds.

First, note the title of this epistle: though it is perfectly possible to fly vintage Jetex these days, my brief is to discuss duration models powered by the newer “One shot” Rapier rocket motors which, contrary to what you may have heard, are still available. The two most popular sizes are the L-2, with a thrust typically of about 1/2oz (140mN) which is what the old Jetex put out, and the smaller L-1 with a thrust that can range from 60 to 100 mN.

Here are drawings of Steve Bage’s Snowflake II based on a 1950’s design for Jetex 50.

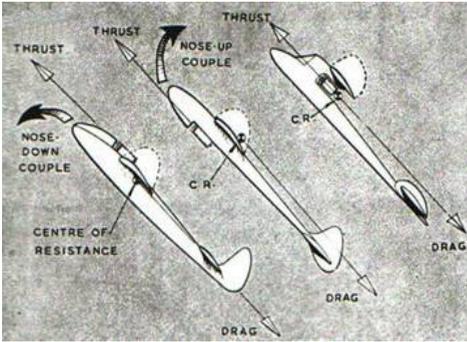
Comparison of the two shows that apart from a reduction in size to about 70% of the original little modification for conversion to Rapier is required.



The aerofoil section and high thrustline are retained and the only obvious change in construction (apart from reduction in the wood sized) is the sensible addition of a wing spar. Importantly, however, the motor mount has been moved back as Rapiers lose a far greater proportion of their weight in use.

So, the Vintage-minded free flight modeller need have no qualms about the viability of the old Jetex designs powered by a Rapier, and the choice is vast - from Dick Twomey’s Twizzler to John O’Donnell’s large “Castaway.”

The illustration on the next page, which first appeared in “Model Aircraft” in the 1950’s is still a useful guide to planforms and thrust lines today. One caveat: it is not a good idea to expose the fin to Rapier exhaust, which is hotter and dirtier than Jetex, and the addition of foil to protect the fuselage is also recommended.

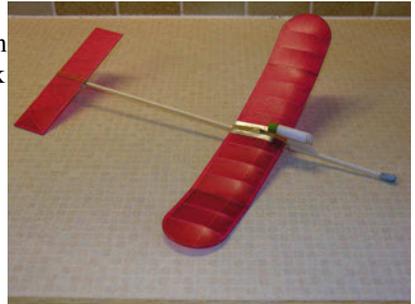


Pfuf

The Pfuf is a typical mid-fifties sports/duration model modified for Rapier L-2; and (right) Dick Twomey's comtest-winning Twizzler has been Kitted by Bluebottle Squadron.

My final advice is to try an all-sheet design to learn the basics, and to avoid overpowering them, resisting fitting An L-2 until you have trimmed your model with a standard motor. Own designs can then follow

. One consideration: losing a model does not mean (as it did in the old days) losing a valuable motor. See you on the flying field.



Whose Workshop? (2)

Some photos are better without any cropping. That way, the camera never lies. But who is it who works in these immaculate surroundings, and, while we're peeping, what's the model under construction, with that elegant wing? What can the Answer be?



FIRST INTER CLUB CONTEST,
Barkston, May



Since, like “The Times” our club magazine purports to be a journal of fact, it is necessary only to record that, due to both wind and rain, these events were wisely called off at midday by Ken Norton. Seeing an opportunity, however, to gain fame and glamour by being the only ones to fly that day, here are Bernie Nichols with his small Trenton Terror and Paul McMahon with an own design cabin job looking remarkably like a Sim... sorry, I promised not to mention it. Their attempt at a mass launch Bowden RoG was remarkably successful, with both models and flyers surviving the ordeal.

TAKE TWO...19th May. We thought this was bad!

Conditions were much the same for the postponed event, very cold, breezy, only the rain stayed away. Oh, as well as most of the PMFC contingent. As it was, we were represented by only two members, who had a disproportionate effect upon the results. Bert Whitehead, in particular, worked through a full set of qualifying flights in two events and a five-way Senator flyoff.

Senator.....Bert Whitehead.....3rd
Cloud Tramp.....Bert Whitehead.....2nd
Tomboy Ratio.....John Ashmole.....1st.

Club scores: Gr*ntH*m 7, PMFC 6, Morley 5, Cleemac 5.

6 If that’s what two can do to stave off the Northern hordes, what
 If the whole gang turns up? Next event June 30th.

“WHEN THE GOING GETS TOUGH...”

The Bowden, May 3rd.



Those good men and true who woke during the night heard torrential rain and feared for the morrow. None more than the CD, who faced hours of impartial adjudication while standing, still and cold, in all that the weather had in store.

The day dawned dank. A huge weight of water hovered in suspension above the field, threatening, then drenching all participants. The Bowden is fixed in time: it starts at 11am on the Sunday of the Nationals regardless. Early doubts about the viability of the contest were dissipated at signing on time, as Ian's eagerly outstretched hand was plied with tenners.

Shame on those of you who chose to stay in the dry! We do this because it's the Bowden, and it's the Bowden because we do it. So many memories, so much history.

The account that follows is necessarily incomplete and anecdotal: your Editor intended a full, chronological narrative, but the weather put paid to that. In fact, distracted (“distracted” would be a better word) by model and motor damage, I saw almost nothing of the action. Sufficient to say that, having been steered into position by the essential Bernie, (my specs being totally befogged) a beautiful RoG and high-scoring flight was ended by an inattentive hangar which knocked the model out of the sky. The broken tailplane spar and fractured wing mainspar were dealt with in the back of the car, but there was clearly some motor damage also, caused by a hard impact. (The crankshaft had punched a hole in the backplate.) Having the highest score of the first round just added to the pain. “I could’ve been a contender,” as Marlon Brando put it.

Brian Lever's 12 year old Bandit needed early morning repairs (that's what brothers are for) after the trials of trimming. During morning warm up, the fuselage, slippery with rain and fuel, slipped from his frozen fingers and the prop made three perfect bacon slices upon the ring finger of his left hand. Just as the Imperial blood ran all over the model, he was called to fly. With BVW's help, wiping water and blood off the Bandit, an RoG was attempted but it ground looped and took an inch off the prop. Undeterred, within the two minutes' allowance he went again with a hand launch, but



was too preoccupied to take much notice of its duration. Just before the second round the morning repairs gave up, the wing dowel flew off with all the cockpit glazing. The wing escaped downwind with Tatlow (a Bowden rookie, don't fancy his chances!) in hot pursuit. It was refitted with bands around the u/c legs and over the wing. Bernie helped this time: hand launch, estimated trim, no glazing and a guess at the amount of fuel. Despite all this Brian was to finish a highly commendable second. He was later to refer to his "butcher's hands," frozen and without feeling. What if things had gone according to plan? But do they ever?

Still falls the rain. Is that distant laughter I hear carried on the wind?

How was it for you, Ted?

"My first RoG flight went off well but I forgot to set the timer so I was relieved that the Hepcat curved around and dumped itself on the grass next to me. With seconds still to go I managed a hand launch and it flew quite a decent flight. (Sez Ted.)

The second round was also a hand launch but for whatever reason it just dropped out of the sky like a brick, breaking the prop. and denting my pride.

I have never been so wet in my life and will definitely invest in a wet suit next year.

Better than a street party any time!!!"

Staunchly, CD Ian stuck to his last, doubtless struggling to conceal his disdain for the diesel Luddites grovelling in puddles at his feet.

Word spreads that last year's winner, Peter Walkinshaw, had unfortunately fluffed a launch, the hardest part of the event The King has fallen! Who Shall be King Hereafter?

The water in the pit area is an inch deep. The trees at runway's end are invisible. And no birds sing.

The ever-competitive Brian Waterland, previous winner and one to be watched, strode forward. His first flight, off ground of course, was good. But the conditions were taking their toll, soaking inside and out, fingers frozen, he was to admit that all he wanted was for the contest to end. When the water rising up the legs meets the water trickling down the back of the neck at some obscure place in between, it's time to quit. No shame, then, in remembering to set the timer just after having launched. And thus, little Lula, the most successful Bowden model of recent times, wound its way into the rain, into the mist, into the cloud, and Beyond...

"Quomodo ceciderunt fortes in bello."



Another of the “mighty to have fallen” was previous winner Andy Brough, who wisely kept dry his Ohlsson 9.2 powered Long Cabin and flew a Tomboy. Both flights got safely off the Tarmac but did not climb sufficiently to record a score.

...through the murk, I briefly watched as John Close, bravely or perversely, launched a Pete’s Plank into the mist...

Bernie, who had been tireless in giving guidance to those new to the contest, In what he describes as the most difficult of competitions, offered a challenge: “Any who think differently are welcome to join me at 11 O’clock on the Sunday of the F/F weekend in May and complete the task required from first flick to landing in less than three minutes. Then do it all again when your name is called a second time.” So off he went responding to the call: “...and lo and behold the CD was counting my starting flicks out loud!. But Miss Froggie didn’t fail me and with a mighty roar, off she went, and from an RoG, too. Up she went, curling away to the left and downwind.

So I bid farewell to the officials and started the down wind trek. She was lying In the deep wet grass of Barkston, no damage that I can see. Oh, wait, the starboard u/c was wonky, it has come adrift after a previous repair had failed. Hmmm, I’ll sort that out during the break.

“Our esteemed Editor, flying his Letmo powered Bandit had been the only entrant whose model took off, flew straight upwind, not deviating until the motor cut, then gently circled until it bashed into a ten foot fence around one of the hangars. Talk about showing off! We all know he’s a very experienced free flyer, but this was just rubbing it in.

“ Second flight: after warming up the motor I stop it by squeezing the fuel tubing. Except that I can’t: I don’t have any strength or feeling in my cold wet fingers and it took a real effort to stop the motor. From a hand launch (due to the wonky u/c) she climbed like a contest model. A 40 sec. Motor run into good air! All this due to a break in my usual routine.” Zero score!

So why, then, does Bernie’s account end with the words “Brilliant, just Brilliant! Roll on 2013.”

The rain beat down. The Bedraggled Ones, delighted or disconsolate, made for shelter.

And in some far, misty corner of the Heath, three witches stirred their cauldron and cackled quietly among themselves.

RESULTS:

1st Kevin Tatlow 48” Junior 60/Comp Spl.

2....Brian Lever Bandit

3....Toby Collis Pageboy/MP Jet.06

4....Don Walkinshaw, Matador/PAW 1.5

5....John Ashmole Bandolero/Letmo 2.5

6....Bernie Nichols Trenton/Frog 100

7....Ian Lever.....Ethereal Lady

7....Brian Waterland..Lula

9....Ken Stanley Frog 45/frog 100

10..Dave Goddard Toimboy/MP Jet.06

11...Keith Dance Hep Cat/1.49

12...Douglas Campbell Aspis/Dart

ALSO FLEW:

John Close Pete’s Plank/DC Sabre

Geoff Stubbs Spartan/Comp Spl.

Ted Szklaruk HepCat/PAW 2.49*

Peter Walkinshaw Scorpion/PAW 1.49

Mitchell Russell Krupp/Brown Junior

Andy Brough Tomboy/Mills .75

* This is not a misprint

APREZ KEV, LA DELUGE



INSTRUCTIONS: Before reading this, stand normally dressed in a cold shower for two hours, occasionally lacerating your fingers with a blunt knife. You are allowed no refreshment, but may enjoy the camaraderie of your clubmates and a certain degree of gallows humour.

After loading the car Saturday evening ready for going to the Nats Sunday, I got up at 7.45 am to rain P*SS*ING down. Now as I'd promised to fly the Bowden, I dropped Jackie off at the stables and headed out for the Nats, as I got to the Caster bypass I was wondering what the hell I was doing!!

Anyway, I carried on and arrived at a SOAKING WET and WINDSWEPT Barkston, find the flight line, can't see any friendly faces so head back to the camp site to find the rest of the PFMC nutters. We all set off for the flight line in the sideways rain.

Bernie: So, Kev, how's the motor run?

Kev: No idea, I've never started a diesel.

B: What, ever?

K: Nope!

B: Hmm err ok, so you need a crash course, then!

K: Err, Yep. Can I borrow some fuel, please? (PMFC's a great club.)

B: Put fuel in the tank there, put a drop in the side of the engine there, now flick the prop, no not that way, the other way, and DON'T do a Ted.

Flick, flick, flick FFFlick putt putt wahoo we got life and ten fingers!

Off to the pits. I checked the running order: BVW was up to 2nd, then Bernie was 7th and me 14th, so Bernie asked Brian Waterland to help me in case he wasn't back in time. So, with Bernie getting ready for his flight I fuel up (scrounged BVW's this time as Bernie sulked off with his tight arse.) Flick, flickety putt putt, 1,2,3,4,5,6,7,8,9,10,, yep, still ain't done a Ted. Keep the engine running to keep it hot. (Hell, it ain't my fuel.)

"Kevin Tatlow, get ready."

Out I go with BVW, flick flick putt putt set timer release off she goes: wingtip touches down we tip over engine stops.

BVW : Come on, you've got plenty of time for a restart. Go for a hand launch as the weather's crap.

Kev : Er, OK. Flick flick putt putt pick up launch (Thinks: Hmm it's not going very high. Oh, cr*p there's a building in the way!! Wahoo, we've missed the building (flew round the back of it).) Oh double cr*p there;'s a car and lamp posts! We're just high enough to miss the cars (I'm not paying BMFA excess, they were stupid enough to park there.) OH MY GOD straight in between two lampposts, back up the runway and straight over my head, she looks great!

First flight, 42 seconds.

First round finished .CD asks "Gents, as the weather's cr*p shall we do just one round: show of hands for a second round please."

Kev: Come on you big jessies, we're here and soaking wet and freezing cold it can't get any worse!!" So there's still a strong PMFC contingent , Ted, Brian Lever, BVW, Bernie. And there's me.

Now BVW's up next and in the excitement (cold and wet but still laughing as only BVW can) he launched and immediately says to Bernie "Timer!" Off and away goes the model, climbing very nicely. BVW decides he's not going after it, leaves me with his fuel and goes back to his car.

Bernie's next, so I start to warm up and get ready.

BL: Now remember Kev, we want to go to the |BMFA AGM so we want 45 seconds dead from you.

Kev: GULP, no pressure, then.

BL: Look, Kev, there's a good chance you could win this.

Kev: Don't be daft!

Flick flick flick putt putt silence.

Flick flick flick puutt putt tickle air intake putt putt putt, 1,2,3,4,5,6,7,8,9,10, yep, all still there. Pick up model RELEASE TIMER. Launch into wind and rain, she's climbing better this time but going straight for the hangar!

BL: It needs to turn, Kev.

Kev: It's outa my hands now!

All is OK, she's turning now, we're off downwind.

BL: Motor run's a bit long, Kev. Remember we're relying on you.

Kev: (Thinks) Grrrr! (Aloud) Yes, but it glides like a brick.

Motor cuts: Plummet!

Kev: (shouting back over his shoulder) How did we do?

BL: Forty six seconds.

Kev: (thinks) Not too bad. (Bumps in to Bernie on his way) Hey, Bernie, did you see that?

B: Yer, nice job. What time did you do?

Kev: Forty six seconds.

B: Wow, Mate, that could win it.

K: Don't be daft!

By the time I had got back to the pits everyone had packed up and gone for a warm, so I toddled (squelched) back to my car, put the plane away and warmed up. Waited until I could feel all my fingers (all ten, Ted) before I spotted club mates milling around the results van.

So best show willing and see who's the winner this year.

Kev: So who won, then, anyone we know?

Out steps Ian Middlemiss You did you b*gger!!!

Kev: £\$%^&* your kidding me & taking the (&^\$%. Who won?

BVW/BL/IDM/Bernie : YOU DID!

Kev: (!!!)

(By Kev. but edited for sex, violence and language.)

FREE FLIGHT NATIONALS 35 YEARS ON

By Dave Shipton.

I have been out of the aeromodelling scene for some 25 years and haven't visited the Free Flight Nats. For at least a decade on top of that. So full of beans I decided to build a model (Tomboy, Mills .75) and enter the Bowden, model completed and a can of fuel in the model box.

All I needed was somewhere to sleep for a couple of days. A quick word round my pals and a tent was acquired and off I went.

I arrived in time to pitch the tent with the other club members already at the field and in true club spirit soon had willing helpers to erect the borrowed tent. My first purchase at Barkston was a copy of the SAM 35 Yearbook, co edited by our own Brian Lever and Brian Waterland, and what a read it is, my congratulations to them for a really good book.

The weather on Saturday was overcast and a bit on the breezy side. I particularly enjoyed watching the Rascal Racing, run by Brian W and Bernie. I managed to slide off for a while to test glide the Tomboy and my electric Mini Tyro: both seemed to glide satisfactorily without any problems. I put the Tomboy back in the car electing to wait for calmer conditions before test flying. (Ha!: Ed.)

Sunday morning was horrendous, gusty and with persistent rain: call me chicken if you like but I decided to support the event in spectator mode land leave my first BOWDEN FOR ANOTHER DAY. (Fine weather flyer I may be, but I didn't catch pneumonia.) I studied all the entrants and their models in the pits and then headed for the shelter of the car with Steve to watch the competition. I kept reflecting on Brian Waterland's article on selecting a model of suitable needs for the Bowden, an article I found well written and helpful for someone like me, a relative novice. However I made a few observations of my own which will help me in future, one being PREPARATION. Don't turn up expecting everything to be perfect, especially the weather; the event will not be called off because of the weather. If the contestants can stand up in the wind and rain then the competition is on. So add to the list, full wet weather gear including wellies. The fitting of wipers to spectacles would also help, otherwise wear contact lenses. Thermal underwear is also a must but the important bit is THE MODEL. Choose a model which will handle all conditions so that you are prepared for calm or rough weather. I feel that model weight could help here, and a slightly heavier and larger model would do well especially if the centre of gravity was low down. Light flighty models are no good on a windy day.

The initial take off seems to be the crucial phase of the flight. In Brian's article he mentions ground looping as a real problem when taking off in low wind conditions, veering to one side or the other at a sharp angle of bank seemed to be another problem in high or gusty winds, and some models ending up cartwheeling across the runway. Both extremes are difficult to solve. However, I have an idea on how to cure the windy option which I shall try out in the near future.

Once airborne you are in the lap of the gods but normal trim rules apply so this shouldn't be a problem. The time aspect is a bit of a lottery and there are two schools of thought on this one, timer or no timer? I can see both arguments here, a bit of a guess with just a tank of fuel, or more to go wrong? The jury is still out on this one, but I have made a definite decision: I will not fit a tank which will give me a run of more than 3.5 seconds when full. You will never need it for the Bowden.

Last but not least, get a tent without leaks and pitch it on a hill, not in a hole, then you might return to an abode that is not a shower cubicle nor a swimming pool.

ROLL ON NEXT YEAR FOR ANOTHER GO!

Scale at the Free Flight Nationals.



One bright note during an over-cast first day was Gareth's very attractive Bird Dog: third in Aeromodeller Scale.

Gareth and I (writes Bernie Nichols) entered the Aeromodeller scale event on the Saturday, and hopefully the Open Scale event on the Sunday as well. I had last year's Sopwith Tabloid and Gareth was entering his very colourful Bird Dog. The event started about 5pm and it was a low key friendly affair; there was much test flying & trimming prior to making official flights. Some top names were in attendance, Bill Dennis was entering five APS Plans scale models, all diesel powered (four of them between the wars biplanes.) Derek Knight had a stunning Spiteful and an even more stunning Gloster Meteor that he was still trimming. Mike Smith was judging, an unenviable task given the high quality of the field.

Had Mike been flying, he would undoubtedly have been on the rostrum.

In the past the Sopwith Tabloid had flown beautifully, but thanks to a hefty rebuild & lack of pre event trimming I was having no luck with it. Gareth, however, was having a whale of a time and put in a couple of very good flights to take a well deserved third place. Winner was Bill Dennis with his Fokker Eindhoven which flew realistically slowly and steadily. Bill could have won with any of the five he entered, they all flew exceptionally well.

The only fly in the pudding was that Gareth didn't get his medal and diploma because the CD didn't enter the results with the Nats. Organisers. Hmmm.

Unsurprisingly, the Sunday evening event was abandoned due to the appalling weather.

On Sunday evening we had the presentations and prize giving at 7.30pm. Mark Benns was **1st in HLG**, beating the rest by a clear margin. Kev Tatlow wasn't there at prize giving so I accepted his **1st place** Bowden Trophy win on his behalf, and Brian Lever had come second, so we had two PMFC sweatshirts on the Bowden podium.

On Monday I had a wander round the events, the weather being much kinder and warmer.

Squalls were passing through, but they were short lived and not too troublesome. Peter Gibbons and Martin McHugh were flying Co2 and Pete Adams was trying his hand at Coup D'hiver. By this time, my aches and pains, sodden wellies and lack of any more dry clothing were getting to me, so I called it a day!

ROUNDAABOUT

The Widdershins Warriors have been having fun!



1...Old Warden, May 12th.....the MAYFLY event: Rascal SR

For the 2012 season the multi-task event, based on the Ron Moulton “Rascal” design, was modified. *Team Race* and *Speed* remain, but *Stunt* has been removed. At this event, eight teams competed with a good turnout from PMFC (Richard Arnold, David Clark, Mick Taylor Steve Turner and Brian Waterland.)

Carl Holmes frightened everyone with a blistering 28.75 sec. For 10 laps (66mph) but the Russian Fora JAK 09 proved difficult to start, an unfortunate problem in Team Race!

The three up TR final over 160 laps with three compulsory pit stops was an exciting affair with Mick Taylor/Brian Waterland **1st** ahead of Ken/Bob Taylor (138 laps) and the Underwood brothers (89 laps).

2...The Barton Bash, May 18/19th.

The week after O.W. Two Brians and a Bernie set off to the Barton Airfield, near Manchester City to exercise their Mini Goodyears. Being a two day event, there were four heats for each team.

On the first day, Lever/Waterland returned a very average time which was flattered by the fact that everyone else had problems. When they learned that Bernie had no pilot with him, the organisers found one, no less a person that Malcolm Ross, long time member of the British FAI Team Race team. Now Bernie wants a “T” shirt proclaiming “Malcolm Ross is my pilot.”

Whatever Lever and Waterland said or drank that evening, it did the trick. Next day, problems sorted, the two Brians posted 4.36 for 100 laps & two pitstops. They faced Derek Heaton and Mike Fitzgerald (both World Champs team members) in the final.

And what a final! For three laps all three models were stacked vertically with only a few feet between them. After 200 laps and five pitstops each, Lever/Waterland came a very creditable second and declared it probably the best race they had ever done.

ODDMENTS BIN

The latest bee in the Brian Lever bonnet is the c/l “Scatterbrain” from the “Foursome” plan: contact the editor if you would like to see one ... *are you ready for the electric precision contest? See back page for dates* ... sorry to see that our good friend Geoff Stubbs did not achieve a score in the Bowden; we wonder how many consecutive years he has taken part ... *Ted plans a Tomboy with a PAW 19 for next year: yes, straight up!* ... If your Heroic Deeds have been overlooked in this issue please write in and tell me about them ... *Remember that Barkston Heath is available for sport f/f (and c/l) on all interclub dates and most Area events* ... Rascal heats and, we suspect, Mini Goodyear are all about eliminating “fumble time” ... *Does anybody find the cartoons in RCM&E amusing, or is it just me* ... PMFC currently has 60 members ...

Excuses, excuses!

Sorry about the quality of Nats photos but, well, you know what it was like...

Having Malcolm Ross as pilot just wasn't good enough for some people.

How's this?

If Lula really is lost, will BVW stick to his current design philosophy (see Yearbook) for the replacement? With colours so firmly fixed to the mast, he has little choice ... *What's yer next Bowden job going to be, Kev? And have you decided yet, Gareth?* ... still a few typos, I've noticed, but If I try to fix 'em all, I'd go bananas ...

“ Now, I'm not casting any aspersions, but (and here, I know what I know) when I legged it around half the circle

to the model after the disastrous second pitstop, the engine cut-off had tripped. And the only way that happens is from pilot input. As I said, I'm saying no more than that. No pointing of fingers or anything like that. The cut off was tripped, I say no more. Perish the thought.”

Now who would say a thing like that?

Nats Rascal results: seven teams entered:

- 1...Taylor/Waterland
- 2...Timperley/Turner
- 3...Parry/Waterland.



... so BVW had two feet on the Nats Rascal podium did he? Watch out for his “Jake the Peg” impersonation next year ... *Is Ron Williams “Building & Flying Indoor Model Airplanes” the best book ever written on the subject of Aeromodelling? Can you beat it? (The SAM 35 Yearbook comes close.)* ... Next issue of this magazine is due, DV, shortly after Flying Aces.

IN PRAISE OF THE LETMO

Why have to do with those dull, soulless electric motors when you could have sore knuckles, cut fingers, and yet more ruined stained jeans and smelly sweaters giving life to a genuine classic diesel such as Mr. Pfeffer's Czech masterpiece, now replicated on cnc machines, with heat treatment of crankshaft and nitrocarburised* cylinder liner. Slight readjustments of the ports now give excellent starting. I have five of these, and they all behave perfectly. (And I have had trouble starting a Mills.) It's 2.49 c.c., longstroke (13.4 x 17.7) and turns an 11 x 7 at 4000 to 8000 rpm. It is the ideal power plant for the "Junior 60" type of model.



The only possible snag is that it is not beam mounted, and requires either a metal mount as shown here, or , (as recommended in the instructions,) a ply firewall.

The ever-inventive Paul McMahon has a Letmo In his F/F Long Cabin (yes, it's quite powerful enough) using this ply box.

The box is 3/16" (5mm) ply with some PVA glue and some small brass tacks. Possibly 1/4 ply would be better if space permits. Size is about 2" cube. Large hole at the front is 1 1/4" diameter. scoop cut-out at rear to make finger-choking easier.



Motor mounting holes in the horse collar are 3mm. Spaced (surprisingly for a Czech motor)

At exactly 1 1/4" apart in an equilateral triangle. The 1/4" holes at rear are to allow sludge to drain out, the 1/8" holes in front corners are to allow screwdriver access to the firewall bolts.



In either case, thrustline adjustments can be made at either interface using suitable washers, or larger adjustments using shims to tilt the whole mounting structure.

Contact Flitehook for Availability.



HOT AIR

All the Free flight news that's
fit to print, from reports by
Peter Gibbons



Following intensive trimming at Lodge Farm in the good weather prior to the Nationals, Peter flew Open Rubber in the cold and wind of the Saturday. He reports that it flew ok and although it failed to get amongst the prizes, it showed great promise.

His account of the Sunday reads:” Rain, rain and more rain: despite this, Mark Bennis won hand launch glider with Mick Page 4th.

Martin McHugh and I flew in P30 but in the dreadful conditions failed to reach the podium. Martin had come very close, a better time on the last flight would have earned him a place.

Monday: “The sun came out at last. Peter Adams and myself in Coupe rubber, Peter flying his new model, a DIG 150 designed by Dennis Davitt, in his first Nats, and gaining much useful experience on the way. Well done, Peter. With my own design Coupe I managed three maxes and two dropped flights, so a poor result followed. I then flew in CO2 Duration, managing to gain a third place in a poorly supported class, but there is some good news:

Gasparin is about to launch a new CO2 mootor with ball bearing races and all.

More good news: Flight Hook are now able to supply the latest Sodastream bottle adaptor nozzle top ensure a good supply of CO2 gas.

I must say many thanks to Martin McHugh for his help through the three days: and finally, John O'Donnell is hanging up his boots (sorry, “White Plimsolls”) and finally retiring from competition flying having reached eighty years old. What a record: a lifetime at the top finally coming to an end. Well done, John, you will be missed.” (I'm sure that all PMFC members will endorse these comments...Ed).

DIARY DATES:

Friday June 29th; PICNIC IN THE PARK

The bungee glider event plus fun flying. Remember, 36” max span, use bungee provided. Bring own food, arrive 1.30 for 2pm start, continuing into the evening to accommodate latecomers.

Friday July 20th: from 1pm, P20 and catapult Glider

Friday August 3rd: P20 and catapult glider again, or fly for fun.

PMFC PLANS LIBRARY

Following upon the suggestion that we should have a central list of model plans, especially those that are more rare or expensive, this page constitutes the beginning of a series. The intention is that any member may contact the owner of a plan in order to peruse it with a view perhaps to building the model. We begin with a contribution from David Clark, our R/C Secretary, who found himself in possession of many of Tony's and Harry's drawings. I shall list them in what seem to be appropriate categories.

CONTROL LINE

Line Dancer	Dave Ridgway	27"	
P38 Lightning	Ian Peacock	43"	01/07/91
Little Buzz (biplane)	HC Queck	30"	01/04/91
Small Fry	?	27.5"	1949/1950

CARRIER DECK

Grumman Hellcat	A Housden		09/98
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F/F RUBBER

Woodbury Gorse Basher	C Chapman	50"	
Gloster Gladiator	T. Faulkner	13"	

ELECTRIC DUCTED FAN

B.Ae Hawk	Dave Chinery	35.5	
RADIO CONTROL	(Mostly Electric, but could be converted)		
Spad XIII	Peter Rake	45"	2004
Pfaltz E3	Peter Rake	45"	
Fokker DII	Peter Rake	37"	
Fokker EIII	Dale Tattam	45"	
Spitfire (Semi scale)	K. Humber	42"	
Corsair (Semi scale)	H.Dittmar	760mm.	
Spitfire MK1	Heino Dittmar	800mm.	
Furyous	Peter Rake	34.5"	
Mini-Super (60) 75%	Boddington	48"	
Super Bee	David Boddington	27.5"	
Large Dart	Brian Cooper	33"	
Bee Baby	David Boddington	28"	
Curtiss Hawk 75A	R. Fowler	42"	
Jimmy Allen Racer	G. Northmore	42"	
Bee-Bop	Mark Bees	38"	
Fantasy 2	Peter Miller	52"	
Can Do	David Boddington	44"	
Tri-Tipo	David Boddington	30"	
Mills Bomb	David Boddington	35"	
Line Dancer	Dave Ridgway	27"	

More next issue, from Dave's collection and mine. J.M.A.

AGE AND EXPERIENCE

Our Membership Secretary and Hon. Treasurer, Richard Arnold, at the Mayfly event at Old Warden showing all the enthusiasm of youth (and the appearance, dammit) with the Eidekker Mite. (Does that mean there's a Dreidecker to come?). Richard, like myself, is building a Peacemaker, to polish up our vertical nines, so watch out on the flying field this Autumn for unexpected holes in the turf.



The combined ages on the Mini Goodyear podium (see page eleven) at Barton added up to over 400. It is true that C/L meetings now resemble AGE UK outings?

TAILGUNNER

Of course, it's not all about competition flying. Far from it. There seems to be a tendency for magazines to dwell disproportionately upon contest activities because they provide a focus of activity, bring more people together, and provide an outcome which can be reported upon.

I remember in the 'fifties at Maidstone MFC that Dennis, the only contest flyer in the group, was regarded as something of a freak with his fat-bellied Wakefields and his insistence on the relentless need to "improve." He frequently found it necessary to defend his position at club nights.

To amble leisurely after a f/f job on a benign afternoon listening to the Larks Ascending and free from the tyranny of the stopwatch is as great an expression of pure freedom as we are likely to enjoy on this tight little island.

And, anyway, every flight is a kind of contest against the immutable laws of nature, not to mention those arcane and malevolent forces invented by our Physics teachers many years ago. As noted in our last edition, the aesthetics of free flight constitute a pursuit of the Platonic Ideal of the perfect flight. And if it were easy, it would not be worth doing.

J.M.A.

Many thanks to our many contributors who have done us proud for this issue; sorry some items had to be edited quite heavily to fit everything in. An Editor's dream. Also to General DeGaulle, Elbert Hubberd, TS Eliot, 2 Samuel 1:25, and the Scottish play. We do our best.

Thanks for reading folks.....JMA

WHAT'S NEXT?

("Just one d****d thing after another")

Interclub Competitions, Barkston Heath: (all on Saturday

June 30th Kit weekend, for glider, rubber, under 30" scale, cabin power. Also electric precision.

July 28th. Mini Weekend: HL/Catapult glider, mini Vintage glider & rubber, ½a power. Electric precision

September 29th Vintage/Classic glider, <25" rubber, P30 rubber, SLOP. Electric precision

October 27th Keil Kraft Weekend. Glider, 2 wheel u/c rubber, ditto power. Frog Senior Rubber.

(For more precise definition of these specifications, see PMFC website.)

BMFA Dates:

June 24 Fifth Area, Barkston (check location with BMFA)
July 22 Sculthorpe (Stan Horne Memorial Bowden.)
August 5 Sixth Area (check location)
August 25,26,27. R/C & C/L Nats.

PMFC Dates: at Ferry Meadows.

June 29th: PICNIC IN THE PARK See Page 17!
July 20th: P20 and Catapult Glider
August 3rd: ditto
September 2: FLYING ACES

Old Warden Dates:

28 & 29/7: Scale Weekend, 8 & 9/9: Festival of Flight.

Indoor at Oundle:

A more complete list of indoor dates will appear in the next magazine, but for your diary,, the agreed dates at Oundle are

2012: 12 October, 9 November, 7 December.

2013: 8 February, 8 March. All 7.00pm to 10.00pm.