

PETERBOROUGH MODEL FLYING CLUB



MAGAZINE



June

2015

SPRING INTO ACTION



Comprehensive coverage of PMFC at the Free Flight Nats.

Produced both as a paper copy and as an e-mail attachment for
PMFC members, and subsequently on our website
www.peterboroughmfc.org



Saddled with the impossible job of consoling a defeated candidate at the General Election, my attention was drawn to the words of Teddy Roosevelt: “Far better it is to dare mighty things, to win glorious triumphs, even though chequered by failure...than to take rank with those poor spirits who neither enjoy nor suffer much, because they live in the grey twilight that knows neither victory nor defeat.” Put simply, it’s better to have a go and lose, than not to try in the first place.

This edition conveys stories of drama, delight and disappointment. It is, mostly, about people who have a go.

And the evidence shows that it’s never too late to have a go, whether it is to be the oldest winner of chuck glider at the Nats (see page 14) or to plan a multi-million pound jewel heist at the age of 76! Like bad wine, we must allow ourselves to immature with age. The PMFC League of Gentlemen is hereby licenced to misbehave with grey abandon!

These ARE the Good Old Days!

Editor@peterboroughmfc.org

COMMITTEE for 2015:

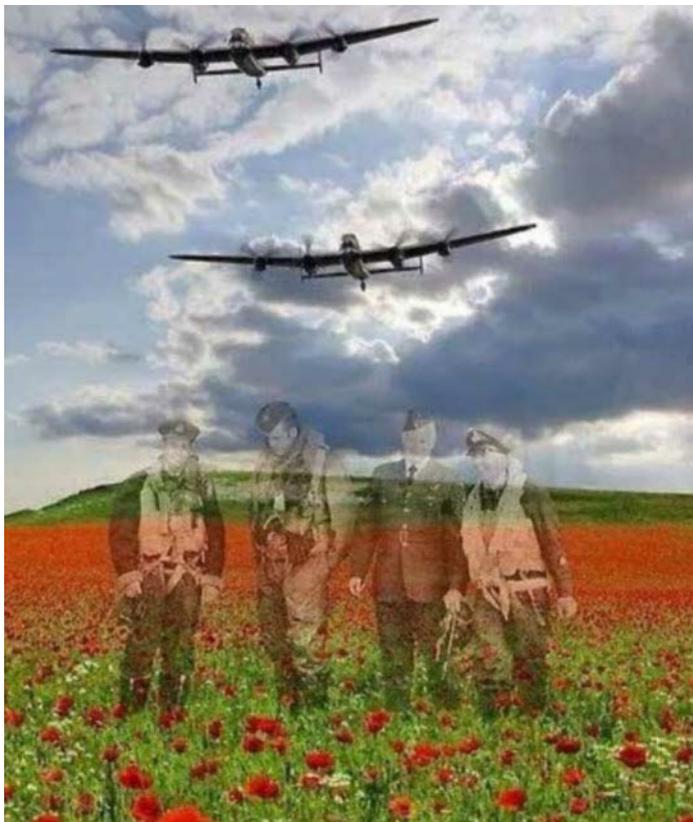
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R/C Sec Dave Shipton
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Dave Rumball
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Who needs the Bowden when you have had the European Cup?

FRONT COVER: Mick Page announced his retirement from chuck glider on the Saturday of the Nats, but had another go on the Sunday. The outcome? Ha! Read on!

PAGE THREE TRIBUTE:



VICTORY IN EUROPE, 1945

At the last count the membership of PMFC was 73, which may be a record. We are being noticed by the modelling community (how could they miss us) and the club sweatshirt (I've still got some for sale) seems to add kudos to the wearer. Our members are also playing their part in the wider modelling community, with close links to SAM, with Dave Leeding successfully running the Bowden, and our Boffins at large in the Internet chatrooms. We are also masters at the (perhaps oxymoronic) art of small field duration. But, most of all, we are having fun without rancour and, just occasionally, being noticed on the National (sorry, Mark, 'International') stage.

CLUBNIGHT: Andy Sephton on Indoor Gliders

**“Now
listen
up,
and
listen
good!”**



Why Gliders?

A kitscale rule change permitted gliders from 2012. It was probably an oversight, but the organiser, Andy, had to be prepared just in case someone turned up with one. He has also been developing his own versions as reported in previous PMFC magazines and intends to contest the class next year.

Andy had brought with him his 30” Veron Prefect, built as standard but for 1/16” incidence at wing leading edge and, for this example, painted.

NB Use no paint on kitscale: *Silver tissue good, silver paint bad.*

Trim needs to be straight tow, smooth transition, turning glide, the launch is critical and the trimming procedure is, he says, “bl**dy difficult.” He used wash-in on left wing and some right rudder, to hold her straight on tow & then turn right. The towhook is angled slightly downwards to prevent hang-ups, and its location is 15 degrees forward of the balance point. (Some, including Jonathon Whitmore, use offset towhook, but would this cost scale points?) We should expect a glide of 10 to 15 seconds, but durations of 20 seconds plus have been reported.

The glider specific, flying only, rules can be found at www.scalebmfa.co.uk. The current intention is to gather competitors, after which scale judging may be added in future.

Andy concluded his entertaining evening with a description of how to fly with a First World War rotary engine (“...when you take off, you turn left and climb, or turn right and die.”) and followed with film of himself flying the Shuttleworth Blackburn. That alone made the evening’s journey worthwhile.

(It should be mentioned that, just to arrive and deliver the evening’s entertainment was an achievement for one who was still in the concluding stages of serious medical treatment, but after you have had a career of test flying jets.....

Thanks, Andy, all at PMFC wish you well.)

SECTIONS BUT NOT FACTIONS

One period of three busy days in the middle of March highlighted the division of the club into sections, as the free flight boys enjoyed some excellent weather at Ferry on the Friday, with the C/L crowd attending the Show and Tell event at Peakirk the same evening. Then, on the Saturday morning, the indoor gang enjoyed some very civilised trimming and competing at Bushfield, before Free Flight came to the fore again at North Luffenham on the Sunday. Should we be concerned about these divisions? Certainly not! Firstly, there is considerable overlap in personnel as members either take part in a variety of disciplines or assist each other, and secondly, we are all strongly united in our desire to design, and develop model aircraft that we have built ourselves. In this respect, PMFC may not be unique, but there are very few similar clubs to be found.

Here are some impressions from those days, which marked the end of the indoor season and the first forays outside:



At Peakirk, Mick Taylor (also a recent Bowden winner) gave a brief, concise resume of the history of Vintage Stunt, illustrated with three appropriate models. Here is the first, the "Hot Rock" his 1984 winner, with OS 25. 31 years old, and still in "as new" condition.



At North Luffenham, Terry Page was trimming his "Phasmid."

Began as a conventional model with full length 36" motor, six strands of 3/16th, Senator prop. The idea was to have a motor run longer than the max. but that made the moment arm too short so, undeterred, Terry turned the job round to become a canard. It was "To make comp flying easier." Yes, really! (Well, if nobody took risks, Michaelangelo would have painted the Cistine floor.) Goes nicely, with 4 degrees positive on front plane. NB: Remember to wind anti-clockwise!



At the C/L evening, Team B & B gave a detailed presentation on “How to win in Mini Goodyear.” It’s not reported here, lest the facts fall into the hands of the enemy. Sufficient to say that the boffins on the Formula One pitwall have it easy compared with BL’s tactical race time calculations to gain best advantage. There’s always more to the game than meets the eye.

*Above: BVW brought a Philibuster to **Peakirk.** Seems appropriate, somehow! Right: On Saturday at **Bushfield** he worked hard with little reward, preparing this Corben Baby Ace for the indoor Nats. Good detail.*



At North Luffenham the day after, Dave Bent demonstrated the “Tumbling Pigeon” d/t system: t.e of wing lifts, model summersaults & impersonates a shot pigeon, or a very sick duck. Comes down well: worth considering for lightweight models. Model is o/d P30

**First C/L club Day,
20th April.
At Thorpe Meadow.
(See back pages for dates.)**



Hey! I want a go! Rob Smith runs rings round Brian Waterland (and that's not an easy thing to do) in an attempt to get to the handle.



The intrepid rider from our last edition is Tony Becket.

BVW's electric stunter. A Peacemaker derivative, using a 250 - 300 watt outrunner and 3 Cell LiPo of 2300 mAh. "Feels like a 'soft' 2.5 die-sel."



Indoor Free Flight Nationals, Walsall



Three members made the journey, Russ Lister coming 3rd in Kit Scale, with this version of the 18" Aerographics kit, while Brian Lever used his Peanut Nesmith Cougar both in Kitscale (11th) and in Peanut (8th).

Our spies inform us that Brian Waterland struggled to complete this Corben Baby Ace (for which I, for one, fully sympathise) and it finished at the bottom of the pile in Kitscale. BUT, Alex Whittaker took photos of it, so it was all worthwhile!



THE MONTH OF MAY

It started with a death and a birth. Sadly Geoff Duke, the man who taught me (tried to teach me) to drink whisky and who, more successfully, won the world motorcycling championship and the Senior TT six times, left us, at the age of 92. He was replaced on the planet by our new Royal, Charlotte, an innocent child whose future is beyond the powers of prediction.

On the first Sunday, your Editor plunged into the world of GT racing, at spectator-unfriendly Rockingham, complained bitterly about the conditions but thoroughly enjoyed the day. There was an Election, which resulted in more leaders (on the 70th VE Day) falling on their swords than in the last Act of Julius Caesar. But May is the month in which free flight and control line come into their own.



May 9th and 10th: Waterland “kettled” at the “Barton Bash.”

Intrepid Brian Waterland, without his other half on this occasion, was severely roughed up in Mini Goodyear. Kate Adie being otherwise engaged, we rely upon war correspondent Ian Lever for an account:

“It was fraught in the centre of the circle with some very committed/aggressive flying by pilots who had just arrived fresh from the Barton team race circle. Outside the circle it was very entertaining to watch in the way a suspense/horror movie is. There had to be a restart of the final following a crash which involved lots of cyano being poured into Brian’s fuselage. The restart was a replay with a coming together which resulted in Brian’s model stuck into the ground like a tent peg.





One opponent was DQ'd for flying with only a port wing and the other landing straight into Brian's model and destroying both of them.

Brian takes up the story: "With Sheila Lever hors do combat" with a broken shoulder, Brian Lever became head cook, bottle waster and tea maker for the hordes of Sheila's well wishers. He was thus unable to join me in a foray to the North (Eccles) to fly in British Goodyear at the Barton Bash - an event that was started to fill the hole left by the ending of PMFC's Cabbage Patch Nationals.

My wife, Liz, suggested I go anyway. Within the hour I had an unexpected call from Len Morrall, from Heywood Lincs, who volunteered to pit for me in Mini Goodyear. I borrowed all the kit from Brian L. and flew the yellow carbon fibre model. Saturday's heat times were not good but we were still second fastest. With a 4.53 time on the Sunday we had got our act together but, unfortunately,

"ffffffffffffffffffffffffffffffff sob!"

so did everyone else! However, we made it into the final 200 laps, 5 pitstops. Not so much a final - more a melee! After an early line tangle the final restarted and the scrum in the middle continued. I tentpegged our model into the soft soil and then another flyer's model hit ours square on - totally destroying it. At this point the final was abandoned and prizes awarded on the basis of heat times. So it was that Len and I received second place medals and I returned home to break the news to Brian L that he now had the only Mini Goodyear model in the world with polyhedral wings! (By way of consolation, Brian was to finish 2nd in Peacemaker Stunt, out of seven.)

May 12th: Last minute Drama at Ferry

Twenty mph winds at Ferry means no flying, so events began in the teashop. By the starting time of 4pm a handful of members stood around cars discussing the topic of the day, the proposed national flying field which immediately split opinion. Eventually Bert, however, made it clear that he had not come all this way to chat, so led the way to the field.

Gradually, as forecast, the wind began to drop. A max was set at 40 seconds, and we waited and waited. One thing that cannot be gainsaid is the level of debate whenever PMFC types get together. Some launches took place, led by Peter Gibbons and Dave Clark with their Catapult Gliders. It was not until 25 minutes before cut-off time, however, that conditions were truly flyable and improving by the minute. Then, mayhem broke out. Tony Johnson (on his empty-second birthday) and Peter Adams circled around each other, P20's in hand, like a pair of hungry wolves. Bert began lobbing models into the air willy nilly, while shouting for timekeepers. Dave Clark calmly prepped his Hi-Start Gnome, but, returning too casually from his second retrieve, despite much shouting to hurry up (and chairman Bernie making noises like a off-key klaxon,) he took just too long in making a slight cyano repair, and missed the cut by a minute or so. He took it well. I think.

Mention should also be made of Richard Arnold, who joined in erudite conversation for a couple of hours, then flew his one model, crashed it, dividing it like Gaul, into three parts, and went home saying that he had enjoyed a Great Afternoon Out.



Bert "fly anything, anywhere" Whitehead, with DPR Rare Bird, at Ferry.

Best flight of the day were the two maxes (both went for 71 seconds,) by Peter Adams. And, remarkably, no models flew into trees or the water. Next event, Friday 19th June.

- P20:**
 1) Peter Adams 112 sec, 1pt.
 2) Tony Johnson 42 sec.
Hi-Start Glider:
 1) Bert Whitehead 56 sec. 1pt
 20 Dave Clark 52 sec.
- CAT Glider:**
 1) Peter Gibbons 62 sec. 2pts.
 2) Dave Clark 47 sec 1pt
 3) Bert Whitehead 24 sec.

Gaffe of the Month: Mick Page, loaded with models and infectious enthusiasm, arrived at Ferry on Friday 15th for the comp which had taken place three days earlier! READ THE MAG, Mick!

Tectonic plates shifted, as India pushed further into China, and Nepal buckled a little more. At Indianapolis, where "The Month of May" has a greater resonance, racing cars took off and flew, in pursuit of the 230mph lap.

May 16th and 17th, Old Warden



Robin Read selling more of he late Peter Lilley's motors and (Coasby) models. Remember his visit to or clubnight? He took £220. From us. From PM-FC! From the meanest bunch of tightwads on the planet! Well done, sir!



The new proprietor of SAMS is now a PMFC member! Hopefully he will keep us all up to date on any new innovations and products. Kevin Wallace sold, talked and sold again, for two long days. Tough going, but the energy and humour survived the distance. See Page 21.
 (Oh, and many thanks to his predecessor George, for looking after us so well, for so long!)



While pretending to listen to that excellent raconteur Steve Turner chairman Bernie is really thinking how he can make off with the Editor's Pee We Pal without being noticed.



Team Rascal Portugal, by Julio, a very talented gentleman. PMFC member, of course, and who eagerly anticipates his visits to Old Warden.

*(Month of May: Norwich was promoted, hooray. But Ch*lsea won the premiership, proving that every silver lining has a cloud.)*

Saturday 23rd May: The Nationals, Barkston Heath

Bryan Lea writes:

BMFA Free Flight Nats, Rubber Kitscale.

A clean sweep for Peterborough MFC in the new Outdoor Rubber-powered Kit Scale class! Congratulations to Kevin Wallace, Bryan Lea and Russ Lister.

Some rather breezy weather greeted the 14 entries. There are few rules in this class, models are based on any kit model that has ever been made. The aim of the competition is to make 3 flights of 30 seconds duration in the allowed time of one hour. The flight score is the difference plus or minus in whole seconds from the target time of 30 seconds. There is no judging for appearance or flight realism. So in effect a Bowden competition for rubber scale models with all models being flown from a chuck glider type square to keep the action going and provide interest and a spectacle for spectators. There were 14 entries making 42 flights plus trimming, so plenty to see...

(The full rules can be found on the BMFA Scale website.)

In their own words, here are the PMFC entrants' recollections of the comp:

1st Kevin Wallace, Kharkov R10

"This is a 22" Easy Built laser cut kit of a low-winged Russian light bomber and reconnaissance plane that was used from 1936 - 45. The kit is available from SAMs Models.

My approach to Kit Scale was very similar to Andy Sephton's. I looked at the weather and chose three models according to the conditions. As it was extremely gusty on arrival I decided to go with my Easy Built Kharkov R - 10 as it was expendable... and I knew that it would handle the conditions. This model was trimmed for realism originally so I guessed the amount of

rubber needed for a climb and cruise in the prevailing conditions. I did a couple of quick trim flights and worked out that it was achieving 25 - 35 seconds on 1400 turns. That is what I stuck to. The rest as they say, is history...I was lucky enough to manage one flight of exactly 30 seconds and one of 25. The third flight had drama as I collided with a bystander at 21 seconds whilst the aircraft was still four feet up: as it was witnessed by the judges I was allowed a reflight with the result of a 32 second flight giving me a total of 7 seconds off the target time. I was elated and pleased that my preparation was just taking the model out of the box and three trimming flights after a two year layup...lucky so-and-so!

In the photo I am wearing my winner's medal and holding the model. The colour scheme of which is authentic, by the way, the result of winter emulsion washing off with use..."



"Kev's win with an error of only seven seconds was as remarkable as it was deserved. He had a well built, well trimmed model that performed on the day" ...Andy Sephton.

2nd Bryan Lea, Comet Curtiss Robin.

The model was built from the 1935 Comet plan that is available on the Outerzone website. I also have another smaller Curtiss Robin which is of much heavier construction and weight 43 grammes, and an unstarted radio control kit. (See also "Page Three Model" in the 2013 "Summer Lightning" edition of this mag....Ed.) The Nats model is 25" span and weight 45 grammes ready to fly. I had previously flown this model at Old Warden when I managed to put it into a tree so I knew it had some potential. Preparation for the Nats consisted of making up a new motor of 4 x 1/8" rubber. I had one practice flight on the day before and found that 850 turns gave me a duration of 27 seconds, so well pleased with that I put the model back in its box. My first competition flight was only 21 seconds so I upped the turns to 900 and did 27 and 28 for my second and third flights all timed by Ray Millard. Total differential 14 seconds.

3rd Russ Lister, Aerographics SE5a

"I flew my SE5a that had only recently come third at the BMFA Indoor Scale Nats. (See photo, page 8.). This is one of the best kits that I have built. It is a Mike Midkiff design and kitted by Aerographics, covered in brown Esaki and the buff tissue that came with the kit.

I did one test flight...the first time the model had flown since the Indoor Nats. I used the rubber that I had used for the last flight, a non qualifier. I wound to what I thought would give 30 seconds (1250 turns) and was pleasantly surprised to get a 28 second flight. I went with the 1250 turns for each of my official flights. The first was 25 sec. and the next 32. With time running out the last flight was a bit rushed and was only 20 seconds. The nose bearing had started to crush into the nose making the prop catch, and the thrust line alter causing it stall a little. Still, very happy with my third place..." Total differential, 27.

7th Gareth Tilston, KK Piper Family Cruiser.

"This entry was a Piper Family Cruiser that I found hanging up. It was untested/untrimmed I just put it in the car to make up the numbers. Kit Scale is not really my thing, which perhaps explains the 7th place." Total differential 27.

(Gareth continues)

“In the Aeromodeller/Model Aircraft competition that followed Kitscale, I flew the Lancaster which is a modified version of the one published in AM March 1994 by one Brian Waterland. (See ‘Page Three Model’ and subsequent story in PMFC Mag, Sept 2014)

Powered by four KPO1 motors which I found cooked the KP controller, I was forced to re-wire it for two controllers a few days before the event, so it had not had a powered test; fairly important on a four engined scale model. The test flight took place on a windy Barkston and ended with a broken wing.

I decided to repair it a few minutes before the competition but restoring the carefully-built washout was always going to be hard in a windy field with a tube of Cyano. To my surprise it put in three qualifying flights but it really needs the power and trim sorted out, the power setting is too high and the power down phase is too abrupt. I also suspect my launch technique need improvement.

Totally overshadowed by the rubber Shackleton, nobody took any interest in the Lancaster which is a shame because Brian deserves credit for his design achievement.“ (Gareth is too modest, as I am sure all readers will agree...Ed.)

...Back to Kitscale, this time from Andy Sephton:

“I bought a 36” easy Built Lysander, an 18” KK Tiger Moth and a 21” KK Piper Family cruiser (PFC) to this event. Conditions were too blustery for the Lysander and Tiger, so I campaigned the PFC. My idea was to put too much rubber in and get a sharp climb to get out of ground effect, followed by a poor glide, helped by the nose block falling out, to bring it back home with consistent timing. I only wound to about 80% turns so the rubber would last all through the event without deterioration. First 35 seconds, but the second was 13. Final flight 22, so differential 31, placing 8th.

Meanwhile, on another part of the field:

(Peter Gibbons reports....)



Saturday: Catapult Glider, 1st; Mark Bennis.

8th, Peter Gibbons

...and in Open Glider the club Nova (built by Bernie) was flown by Team McHugh/Gibbons and did 7m 15 sec, just fifteen seconds short of a flyoff. It suffered no damage, so is ready to fly again another day. (One of the flights was six minutes, landing a mile off the ‘drome..)

.....**Sunday**.....

SHOCK NEWS :IDM writes for club mag!

(and with good reason)

“The Battle of the Giants.”

“With double figure windspeeds and air temperature at jacket donning level, the 2015 HLG competition started just after midday having pinched a bunch of marker cones from the BMFA tent. To the horror of all, Mick Page turned up without model claiming “arthritis” and “I am not launching as high as I used to so I am not entering.” These excuses were not accepted as an HLG competition without Mick would be like a boiled egg without salt. He was dispatched forthwith to return with his “Butterfly” still grumbling about “my back hurts, it’s not fair, I’m too old.” This, however, was zero sympathy day, alas.

The seniors (Mick, Mark Bennis and Ivan Clark) were present and battle commenced with copious maxes. Mick and Mark both dropped the first round to a 55 sec flight and traded maxes until the 5th flight when Mark dropped to a 42s in bad air.

At the sixth round, Ivan had a string of perfect scores and only needed another max to win. Mick was 5 sec adrift. Tension was high and the protagonists waited. The timekeepers were bribed with ginger biscuits for a competent job, and the banter was rife. Mick launched high, Ivan stayed on the ground, then hooked the launch in haste for a disappointing 36sec. Mick, therefore was the winner of a very close fought contest, his best result for some years, and at 67, **THE OLDEST MAN EVER TO WIN HLG AT THE NATS!”**

..IDM.

The “Month of May” continues...

Sunday: 24th May: The Bowden: “HOPE IS NOT A STRATEGY.”

Not PMFC’s finest hour. Bernie made a good first flight, which only increased the pain of his second, but as for other entries, they are, dare I say, barely worth writing about. So I won’t. HOWEVER, it would be wrong not to mention that OUR Dave Leeding and his team made an admirable job of running the event, safely and smoothly. They even stayed to wash the run-way surface after small amounts of fuel had been dripped upon it, and completed a “fod plod” to ensure nothing was left behind. Thanks to all.

In the other free flight arena, Peter reports similarly that lack of practice was blamed for the paucity of success.

19 BOWDEN TROPHY						
No.	Contestant	1	2	3	Total	PPG
1	M. DOYLE	96	80	-21	163	
2	T. COLLIS	98	91	-28	161	
3	D.A. CAMPBELL	94	86	-25	155	
4	G. STUBBS	91	85	-35	146	
5	D. BODDARD	93	88	-36	142	
6	D. MANDLEY	95	84	-22	142	
7	B. NICHOLS	91	80	-21	140	
8	R.H. HALL	88	89	-24	143	
9	J. LEVER	88	92	-28	142	
10	P. WALKERSHAW	88	86	-26	142	
11	M. SMITH	88	86	-29	145	
12	M. KELSEY	88	96	-38	146	
	J.H. HEYS	88	94	-34	148	
14	B. WATERLAND	84	80	-56	108	
15						



Above: Ken kept us all awake with the raucous calling of competitors’ names. No excuse for missing your turn.

Paul Lumsdon’s bravery knew no bounds...for flying a low-winger, I mean.

Left: ...and it was gone. BVW, who has a go at everything (apart from Moris Dancing, and he’s clearly been practicing) had two great flights with his E30. Achieved two maxes, lost oos on the second, but model was subsequently returned.



Monday 25th May: Barkston under a cloud.

A sense of foreboding hung, like the clouds, over the heath all Monday. News that there had been no fly-offs on the previous evening due to farmers' objections, the "red line" injunction that no model be allowed to fly out of the field and the corralling of all competitors into the south west corner was added to fears that the field may soon be lost to us for the foreseeable future. Sports flying was out of the question. Perhaps the feeling was greater than the reality. A wind shift relieved the organisers of the flyoff problem later in the day, but our friends of the FFTC must be thanked for enabling the events to be completed in very difficult conditions.



New **British Champion** in E30, Rod Briggins enjoys "The buzz of winning."

Five maxes, says Pee Gee, and a brilliant 5 mins 11 seconds, landing half a mile off the drome beating all the big names. WELL DONE, ROD!

Rob Briggins writes: "If you have room I would like to include a heartfelt thanks to Martin McHugh, Mick Page and especially Peter Gibbons who found my model . All three went above and beyond the call of duty to search for my model which went some distance off the airfield late on the last day of the Nats. I only picked out Pete because he stayed steadfastly on his line despite my efforts to deflect him along the wrong one. I think I had been following the wrong model. All three then went even further and stayed through the longest medal ceremony I have ever attended. It says much for Mick's character that he never even mentioned that he was collecting a winner's medal for chuck glider from the previous day. Once again, thank you to you all."



So, folks, if anyone loses anything, model, marbles or youth, just ask Peter. He'll find it!



Ugh! The moment when Martin realises that he's brought his fishing maggots instead of sandwiches.

Tony cannot bear to look.

Also on the Monday, Dave Rumball and myself (JMA) Cee Dee'd the 36" Hi-Start Glider and under 25" rubber comps on behalf of SAM. Good experience, but not as many participants as hoped for: SAM communications may have been partly at fault, but this will be addressed. (My report on this event will appear in the July SAM Speaks.) As Pee Gee insists "THE FLAG FLIES ON!"



Above: The Compleat Flyer: (and magazine columnist) Ian Middlemiss, prepared for HLG action.

Left: Bowden CD and 36" Hi-Start competitor, Dave Leeding with Veron Sonic.

England won a very good Test Match. The "Solar Impulse" stopped short of crossing the Pacific due to a weather front . Mass arrests at FIFA hotel. Dramatic breakthrough in the field of oncology, from which we may all benefit. And so the Month of May came to an end.

NOT TO BE OVERLOOKED:

Members should have read it by now, but in case you haven't, please turn to pages 34-36 of the June issue of BMFA News. It tells the story of the United Kingdom team in F1D European championships, held in the salt mines of Slanic, Roumania. The "Mark" frequently referred to in the account is our own Mark Benns, PMFC member and presenter of two fascinating clubnight talks in recent Winters. He, and the team, finished in mid-table after undergoing a variety of adventures along the way. Do read it...but finish this magazine first!



Things that REALLY annoy me*

The current fad for laser cut kits.

I recently took delivery of a "short kit," a set of laser cut parts for a my next R/C Scale job, from one of the magazine publishers. Just touching the formers and ribs made my fingers black with carbon, so a serious clean up job would be needed at once. Sand the edges. The carbon smears onto the sandpaper, and onto the sides of the components. Wash hands, change sandpaper, wash down worktop. Again, again and again. At last I have the clean components, in approximately the right shapes... these were large pieces: imagine the potential loss of accuracy if they had been smaller. And if I don't do this sanding, dark lines will show through the covering, especially of the ribs. One well known manufacturer of sport and scale designs stamps part numbers on all components which, if they are adjacent to a covered surface, will need thorough sanding to remove and which can distort the shapes. So, what's wrong with bandsawing? Why do I build so many Vintage jobs from a supplier who bandsaws accurately, leaving no extra preparation to be done?

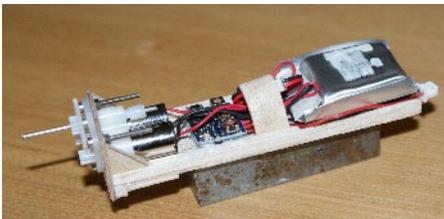
Oh, and while I'm having a winge, those excellent Aerographics kits, which I would always recommend, use a blue ink to mark out the cut-em-yourself parts but, unless every last molecule of dye is removed, will form thin blue lines across the covering as soon as they meet a brushful of thinners. Recently, having scrapped a Luton Minor wing because of this phenomenon, I just used one kit rib as a template for the others cut from my own wood. Of course, kits have to be made attractive to sell, and it is in our interest that they do so. We must adapt. After all we are model builders, aren't we?JMA

* as well as people who turn right at roundabouts without indicating.



But if that's Dave Rumball winding at the Nats, who can this dark hero be?

PROGRESS WITH THE AERONCA 100



These Dumas Jumbo kits are worth looking at: big enough for a large rubber motor (although mine will be electric) but strong, so they can survive in English conditions. (If you import, however, expect the postman to ask for another £8 for import duties.) Good plan, though not up to Aerographics excellent standards, timber OK, except for the stripwood, of which there was far too much, and of limited use. I omitted to replace the lower fuselage longerons, & had to retro fit extra spacers to reduce curving after doping. I have slightly altered the fuselage to resemble a 100 rather than the C-3 of the kit.

The Atomic Workshop motor, controller and battery fit onto a sledge that can be slid into the nose, or into subsequent models. (Thanks to Gareth for that idea.)

SWORDS INTO PLOUGHSHARES

With the coming of peace to Europe in 1918, small engineering concerns such as Herbert “Herb” Garden’s family owned company, which had specialised in jigs and patterns for the aircraft industry and was known as “Garden Tools,” had to diversify in order to survive.

The refurbishment of 1 W. W. aircraft engines (Garden Gnomes) proved to be of little value in the fast-growing automotive industry to which the company was now aimed. An obsolete straight eight engine was tried, but found to be too cumbersome for anything but the experimental slow-moving hearse (Bier Garden.)

Along with old school friend and colleague Walter Butt, source of many jokes, he decided to fork out and support the craze for home-build lightweight aircraft: their first design employed the innovative modular self-assembly “Garden’s Wing” (needing only an Allen key.) It folded due to the incomprehensibility of the multi-lingual instruction booklet, although some in the business had already regarded this project as rather going out on a Lympne. Trials were subsequently aborted after the inadequately tethered Garden Parasol, as it was known, was blown over in a gale. In-house aircraft production, on however small a scale, was clearly the wrong root to take.

Herbert had a continuing interest in developing a means of swift postal delivery, and working alongside another well known innovative designer, the VW engined “Compervan” showed promise, until war intervened again. (In fact, it was not until the popular, Internet-based www.garden.com/post that success was achieved.)

Initially less willing to do the spadework involved in developing new products was his son, Rodney Garden, a rakish young man, educated at Harrow but threatened with expulsion several times. He was a haughty, cultured character who despite temptation managed to keep off the grass, and found fleeting fame as the cox of the rowing eight, pipped at the post in one of the core events at Henley by a team made up of several public schools, but known to be half Eton.

He showed no interest in the family company, preferring architecture, doing well in garden city planning, until the lure of politics intervened. Failing to build sufficient grassroots support, the Garden Party progressed no further than the back benches. In fact, an embarrassing scandal involving conspiracy in a hedge fund was to end his public career. It came to prominence when, cycling out of Downing Street, he punched and felled an overzealous policeman and was debarred from the House. Naturally the press had a field day, proclaiming “GARDEN DECKING: BANNED.” The subsequent court case, the notorious “Gardengate” hinged upon a judgement by Lord Justice Luck, Q.C., which was regarded by the defendants as an arbour tree decision. Rodney became a thorn in the side of the family, as he forced his attentions onto Walter’s attractive but initially unresponsive niece, Rose. Undeterred, he endeavoured to woo her on the sly. Drool as he might, she would have no trug with him. A thoroughly modern girl for the ‘30’s (her hobby was playing the tuber) she made one abortive contribution to the business: following upon a sudden, and deeply embarrassing, discovery came the short lived herbal laxative “Thyme and Motion.” However, since this involved neither engineering nor aeronautical expertise, the product fell between two stools, and the idea went down the pan.

Subsequently realising that her paramour had matured and learnt from his misdeeds, the budding romance bore fruit, and for Rose, coupling became a fragrant option after all. She formally became Rose Garden shortly afterwards, so it was no longer necessary for either of them to plough a lonely furrow. Between them they pruned the less profitable branches of the business in the perennial search for a source of regular income. Working for the aviation industry again, Rose Joints and Rod Ends became a speciality. It is believed that Faireys were at the bottom of this contract. Today, their daughter runs the company. But her name is knot Garden, so that’s another story.

(Developed from an idea in SAVS Magazine “Prop Swing” 2008)

STOP PRESS!

SAMS new owner is a PMFC member.
AND, he wins comps!

Hopefully, we will be the first to hear of the many planned innovations, as Kevin has been invited to use this magazine to keep us all updated.



Hello to all you fellow flyers at the Peterborough Model Flying Club. My name is Kevin Wallace and I am now a member of this fine body of flyers and the proud owner of SAMS Models. The business is primarily web and 'phone based and in the fine traditions of our sport/hobby I intend to build on the name and reputation of SAMS by updating and improving the range of accessories available to all. I am a keen flyer myself across most disciplines, although I favour Free Flight Scale and I regularly compete at National contests.

Please feel free to contact me however you feel most comfortable, although if it is by 'phone I will be most easily reached on a Tuesday or a Thursday for the time being. The most important thing is that I will respond.

Now the important part: my contact details are:

Telephone 01480 394474
And snail mail address
17 Ackerman Gardens
Eaton Socon
St. Neots
Cambs. PE19 8HP
Website www.samsmodels.com
(NB This will be updated a lot in the next few months.)
Email aeroplanes@samsmodels.co.uk

And finally we do love visitors, BUT we are not a shop so please always ring before just turning up as you may well face disappointment if no-one is in to receive you. I have plans to change this so keep in touch over the next few months.

....Kevin

On the Air: The Radio Page



The kind of “Sunlight through the structure” picture that Editors love: well, this one does as it’s mine, the Mercury Aeronca.



The Leeding and Ashmole Black Magics wait nervously for their first trimming flights. David’s (he promises to find a black spinner asap) began with a Radio kit version, but soon realised that it did not reflect the essence of the original design, so borrowed John’s torn, patched, Sellotaped plan. John’s was built several years ago for f/f, but with the loss of Barkston, it has become one of several R/C conversions.

THE MICK PAGE PAGE



Mike Woodhouse doffs his hat in deference to Mick Page, the oldest winner in this very physical category, as CD John Williams congratulates him on his LAST ever HLG win.



...and the very next day, still on a high, Mick began his new career in P20. He was also to meet the nearest thing we have to royalty in Free Flight, Sue Hipperson.



As Peter reports, Mick was seen purchasing a brand new P30 from Spencer Willis, a Sweet Pea 30.” At last a real plane!”

Good luck with page 20, Julio!

I enjoyed writing the “Month of May” item, with info coming in from all quarters. Makes me feel like a real journalist! Thanks to all contributors. Photos by Mick, Bryan Lea and er...I wish I'd kept a list!

Next mag. After Flying Aces. Your contributions, please!

Diary

The fun never stops at all-action PMFC! Except when nurse tells Bernie and BVW to take their after-noon nap.



N.B. Please refer to the Club Calendar on the website for more detailed, and more up to date information.

FERRY COMPETITIONS:

Friday 19th June, Tuesday 14th July, Friday 14th August, Tuesday 15th Sept. Did you get that, Mick??
(also, F/F get-togethers every Tuesday & Friday, 1pm to dark.)

FLYING ACES: Sunday 6th September

CONTROL LINE DATES: at Thorpe Meadow.

Tues 23 June.....Aerobatic Workshop
Mon 20th July.....CL Picnic/Trojan Racing
Mon 17th August (at Peakirk)Goodyear Testing
Mon 21st Sept.....Combat Racing.

OLD WARDEN WEEKENDS:

July 25/26th (Scale), September 26/27th.

Support PMFC running of the “Masefield Trophy, on 26th July at O.W.

Indoor, Outdoor, Free Flight, Control Line, Radio Control, Scale, Vintage, Diesel, Electric, Sport, Contest,..we do it all!