

# PETERBOROUGH MODEL FLYING CLUB



## MAGAZINE

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2012



## BETWEEN THE SHOWERS

*“ It was the best of times, it was the worst of times ”*

Not such a good year for the model flying fraternity, but PMFC members were in action throughout the “Summer.”



Produced in conjunction with our website  
[www.peterboroughmfc.org](http://www.peterboroughmfc.org)

## ENDGAME?

Perhaps “Blues in the Night” is the greatest single popular song ever written, but what of it? That was Seventy-one years ago. Today, “The present eye praises the present object.” Novelty is king. What is new is best.

What we do is of the past. Not just the antique date of some of the designs we love, but also the materials, the process and the mindset.

“Oh, so you build model aircraft. Do you still use balsa and tissue paper?”

(Apologetically) “Um...yes, sort of...”

For us, the juvenile discovery of balsa, when we were barely out of Bayko, was life changing. Today, young folk, if made aware of our hobby, can become interested for a time, but the distractions are legion and will draw them away with much less likelihood of return than was the case with us. And, anyway, what has posterity ever done for us?

About 20 years ago, the great John O’Donnell said to me, “We are not in a survival situation.” But shortly afterwards Dave Hipperson, in an Aeromodeller article, referred to F/F as, if I remember rightly, “...the last flowering of a beautiful dream.”

And that is where we find ourselves now. If we are to recruit, it is from those young fifty-somethings or the recently retired. For we are only young twice, once on the way up, and once on the way down. This time around, we can afford the motors, the kits and the inevitable repairs.

For the traditional modeller, projects mature slowly. There is nothing instant. But that is our pleasure, for the last of the Summer wine is also the best. And Dinah Shore sounds even better on a modern CD than she did on a scratchy single.

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Is Peterborough member Ken Norton taking a keen interest in Electric Power at last?



Peter Gibbons presents the Picnic in the Park Vino to Brian Waterland, (who does not appear to be in need of any further stimulation.)

FRONT COVER Peter Adams prepares his Sky Gypsy with assistance from Dave Rumball at the Sculthorpe Bowden.

## PAGE THREE MODEL



The Gordon Murray “Answer.” *Paul McMahon reports:*

Gordon “Scotty” Murray’s design was published in “Model Airplane News” in 1940. (see SAM Yearbook No. 8). My full size plan came from the late Keith Harris. Bay Ridge also kitted this design as the “Topper” and a version with a conventional wing later became the Keil Kraft “Scorpion.”

Span is 44 inches, area 310 square inches and the original was powered by an Ohlsson 19 or 23 spark ignition engine, for Class A or B. My version has a PAW 06BR which is quite powerful enough, such is progress. It was an interesting build, unconventional but quick. Tissue on flying surfaces, tissue over Polyspan on fuselage.

The old sparkies were light, and batteries could be placed to trim the ship. When I first built it with a diesel, a clockwork timer and heavy wheels it needed two ounces of lead and 1/4” packing under the tail before it would fly at all. The fuel proofer was 20 years old and didn’t work so the model was stripped, rebuilt and recovered. With no timer, no Polyspan and lighter wheels it’s now 5 ounces lighter at 16oz.

So does it actually fly? The climb is not steep but it ends up high, the glide is not slow but fairly flat.

Was it worth it? Well, no: it’s OK but I think I should have done another “Madcap” instead. Worth waiting 30 Years for? ANSWERS on a postcard, please.

*EDITOR: some people are just never satisfied: It looks gorgeous and flew beautifully on Barkston in the July “Kencomp.”*



## BACK TO BASICS

*A new class? Contributed by Andy Sephton*



It would seem that part of the payment for joining such an esteemed club as the PMFC is to write an article for the Club magazine....so here's my inaugural twopennyworth.. I'm hoping to get into some technique articles at a later time, but for a start I'd like to promote a class of free flight scale model that I've recently tried that was new to me - Catapult Jet.

I was introduced to the class when attending the Flying Aces Club Nationals at Geneseo in the USA this July. ( A great bunch of modellers, but the enjoyment factor is yet to approach that of the PMFC event.

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*(I interrupt Andy's item to include his comments about that event)*

He reports, "I took seven models and entered some nine competitions. The best place I managed was 2nd in a "one model" contest for the Easy Built Kit model of an Aeronca Champ. The events ran over four days, the first being for registration and judging and the rest for flying. There were about 150 modelers entered into some 33 plus events. The UK was also represented by Mike Stuart (1st in Rubber scale) and Derek Knight (3rd in "Russian Mass Launch" and 4th in Power Scale.)"

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*(Now, following that diversion, we return to Andy's original text)*

Anyway, I was looking through the thirty odd events that were held to see if I had anything ready built that I could use and Catapult Jet leapt out of their rule book. What could be simpler, I thought. All I needed to do was to strip the Rapiers mounting off my 11" profile Hunter, put a pin in the front and trim it on the day. This I did, but trimming on the day was, as it turned out, a little ambitious...

Those who have flown catapult or chuck glider will know that the trim

is a compromise of the pitch and yaw set into the model's flying surfaces, the energy of the launch and the angle of pitch and roll of the a/c at launch. Get them "right" and the model will soar away for up to several hundred feet above the launch point. Get one of them slightly different to last time and the model "tent pegs" a few feet away from the launch position. While firing the Hunter into the air at Geneseo the most used expression was "...this one just ain't as easy as I thought it would be...! Also overheard was: "What a bl\*\*dy effing stupid hobby this is!"

Anyway, after some perseverance during a windy evening's trimming session, I managed a regular 20 second flight from the Hunter only to be baulked by time on the day and was finally left to get my "best three from six" competition flights done in pouring rain. My average turned out to be about 11 seconds which put me into 9th place out of 26. Flights of 20 seconds would have raised it to 5th. The winning model gained an average of about 30 seconds and was of a straight winged aircraft, a Palmer, I think.

I came away with several conclusions:

- The models were quick and easy to build giving high enjoyment for low cost and time investment.
- Models could be effectively trimmed and flown in adverse weather, e.g wind and rain.
- The models were challenging enough to make an interesting competition
- Straight wings are better than swept.
- The pin was a bad idea; in the end it needed a ply reinforced balsa tab at the front of the fuselage for the ¼ flat loop of rubber used.
- What a good idea it would be for the PMFC Flying Aces Competition.

I mooted the latter point with Brian Lever, who suggested that I should promote the idea at Flying Aces, hence the reason for this article.

*(A summary of the current FAC rules appears on page 12)*



## PICNIC IN THE PARK, 29th June.



Paul's Leprechaun is signed by the designer, Dick Twomey, who also advised on the logo and script on the wing. Keep it out of the lake, Paul.



Picnic was there none, although Peter Gibbons was lyrical about a quantity of spring onions and watercress he had consumed just before our arrival. The wind (I'm changing the subject, now) hardly abated during the afternoon and evening, though clouds moved away as time progressed.

So, what happened, then? Many members had prepared models, but were put off by the weather. Of those who came, Brian Waterland came **1st** using an E30 with hook attached. Paul came second only four seconds behind, Peter (Conquest) third. I'll not publish the times, but they reflect the conditions. Also flew: Dave Rumball, Ian Middlemiss, Dave Clark, all Gnomes. Sorry, all flying Gnomes. Dave Clark suffered damage after his first flight, went home, repaired, returned, more damage, back home not to be seen again. Dave Shipton also flew, with a Nomad, but would probably prefer not to be reminded of the ordeal.

Let's do it again next year, hopefully with the picnic. (NB: remember to bring Alka Seltzer.)

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RIGHT: Dave Rumball taking it seriously.

LEFT: Brian Lever checked in late, but wisely chose not to risk an untrimmed Merlin .



## SECOND INTER CLUB CONTEST June 30th Barkston Heath



To finish first, first you must  
turn up!

Redoubtable competitor Bert Whitehead returns from his last retrieve, having dropped just a few seconds on his last Kit Rubber flight: came second in the most competitive event of the day.

It was a case of the morning after the flight before, especially for PaulMcMahon, who must have put away that lovely Leprechaun and replaced it in the car with a 1939 Korda Wakefield just a few hours later. But where were the rest of you? We were greeted with clear skies and gentle Barkston zephyrs (I measured a balmy 14 to 22 mph during the launches for the Electric Precision Contest.) Result was slight scuffing of cabin jobs on the runway, a near write-off for Paul\*, and almost universal carnage for the glider flyers. The flying of some small rubber jobs, however, was really impressive in the conditions.

PMFC Results:

Kit Rubber.....Bert Whitehead...2nd (Senator)  
Electric Precision...John Ashmole .....1st (Hepcat)

Club aggregate scores:

1) Gr*nth*m	16
2) Cleemac	15
3) Peterborough	11
4) Morley	5

There is only so much that three of us can do. Will the Cavalry arrive for the next event?

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\* Will it live? “The future is bright,” said the lachrymose owner, “and smoky.”

# EAST ANGLIAN GALA AND STAN HORNE MEMORIAL BOWDEN.....July 22nd...



Bernie and the Bandit went to Norfolk...

...and found a car boot sale!

Sculthorpe was in a more benign mood than usual, with a featherbed of long grass to fly over following RoG's at the intersection near the centre of the field. At last Bowden competitors were treated to decent weather: lightish winds, but nothing that REAL MEN couldn't handle. (So is that why you weren't there, Kev?) Bernie Nichols came first (using his Trenton rather than the untried enlarged Bandit); his consistency counted as no other competitor managed to score in both flights.

RESULTS: 1) Bernie. Nichols.....Trenton. Terrier.....Frog 100  
 2) John, Ashmole.....Bandolero.....Letmo 2.5  
 3) Mick Staples.....Diamond Demon.....Mills .75  
 4) Peter Adams.....Sky Gypsy.....Sabre 1.5  
 5) Dave Rumball... Tomboy.....Mills .75

For additional pictures and IDM's report see website.)

Also at Sculthorpe was Peter Gibbons, who adds:

*“ Martin McHugh and I flew in P30 against twelve entries. I managed to make the flyoff, finishing third, with Martin 6th. (Peter was beaten by Jack Foster and Phil Ball, so no disgrace there.) Many big names failed to get amongst the prizes so this was a great result for Peterborough.*

*I also came third in C02 gaining another bottle of wine to go with the Bronze Certificate.”*

8 (Peter told me that he is particularly fond of the P30 class, so I hope to feature his latest model in the next issue. Ed.)

# THIRD INTER CLUB CONTEST AND DUNSTERVILLE MEMORIAL BOWDEN.....July 28th.

This was one of the Good Days. It was a relief for organiser and host Ken Norton, as much as for the rest of us, that the weather relented and a fine, breezy day was in prospect. ELECTRIC PRECISION went the way of Ian Middlemiss, using an unspeakable creation made from disused packaging and, for all I know, sticky backed plastic. His Blue Peter badge will soon be in the post. However, it provided three points for the team championship.

Mick Page came 1st in Catapult/HLG using a technique that only a Dervish would understand, while Bert Whitehead and Martin McHugh flew Mini Vintage rubber, but both dropped a flight.

Our esteemed Chairman, Bernie, had high hopes for the DUNSTERVILLE MEMORIAL BOWDEN after his success six days before at Sculthorpe, but accepted defeat gracefully (by only four points) at the hands of some brash upstart. It was a close fought event, with almost all entrants going for the higher scoring but more challenging RoG option.

## DUNSTERVILLE PODIUM:

- 1) John Ashmole..... Bandolero/Letmo
- 2) Bernie Nichols .....Trenton/Frog
- 3) Dave Leeding .....Ethereal Lady/  
Hornet.

A good deal of sport flying also took place on one of the better days of the year so far.

## CLUB CHAMPIONSHIP SCORES:

Gr\*nth\*m.....28  
 Peterborough.....18  
 Cleemac.....18  
 Morley.....13



Martin McHugh gets athletic, while a shady character looks on



What? He beat us with *that!* Pah!



Bernie endures that crucial, tense moment just after release into second, repeat, second place. Fear not, me old mate, "The whirligig of time brings in its revenges."

PMFC “FLYING ACES”  
Ferry Meadows, September 2nd.

From far and near they came, to our small patch by the Nene. The weather brooded for a while, but after a token drizzle it relented, and smiled warmly upon an idyllic afternoon.

*Holding his Comper from the Andrew Moorhouse plan doubled in size, is Richard Boulton, who, along with his countryman Stan Mauger, is now a Lifetime Associate Member, having come all the way from New Zealand for the F/F Nats and Flying Aces.*



What a day! 184 entries (how many other CD's would love to boast that figure?) over 120 cars on the field; 21 different contests, the largest entries being 19 in Cloud Tramp and 17 in HiStart Glider. Visitors came from New Zealand, Portugal (Julio Isidro, now a Life Member for his long term espousal of traditional aeromodelling, and his family.) They were joined by the great and the good in the world of Jetex and Rapier, some of the finest exponents of small scale in the country and even a couple, Margaret and Mick Staples, who chose to celebrate their 57th Wedding Anniversary (and win Flying swarm) at our event.

And, as Bernie pointed out, no aggro, no grumbling,, just pleasure for all.

*From the Frog senior Scale series, now using the Mike Stuart plan, Martin Skinner proudly holds his 22” Moth Minor.*



Your Editor nearly lost the “Powermouse” in the park. Thankfully, Johnny Cash came to the rescue. Ignoring the seven foot high man-eating nettles, a muddy dyke and a huddle of intimidating trees, “I walked the line.” It worked. The well hidden model was right ahead.



*Graham Gostick, and a half size version of the Sky Gipsy. Compare with the full size version, on the front cover.*



*Bob Atkinson and his Ladybird: the proper rubber one, accept no diesel substitutes!*

Impressions? Brian Lever remembers the orderly queue of glider flyers chatting contentedly while waiting for the bungee. Roger Simmonds' Sea Hawk with real Jetex 50B and original Sebel fuel scoring 29/30: almost perfection. (And the biggest grin you will ever see.) Also, the enthusiastic gang of PMFC helpers working to set up the field in the early morning and enjoying every minute of it. Julio Isidro was amazed at the club spirit: in Portugal he has to pay everyone to set up his competitions!

Did you see Andy Sephton after prize giving, with more bottles of wine than one man can carry (internally or externally)? Six. That makes him a kind of Victor Ludorum. What about that RoW flight of Tony Johnson's model, which leapt off the water, climbed and climbed, to disappear out of sight at 4m 30sec? Brian Waterland drew attention to the astonishing detail of Dave Banks' models, even the characterful miniature pilots, dammit.



Competitions there were a-plenty. The full set of results, plus photos more and better than these, appear on our Website [www.peterboroughmfc.org](http://www.peterboroughmfc.org).

*Ted Szklaruk's Bill Dean Duo Monoplane(1952), enlarged, Flying on electric, made of...Depron. Hm-mm...*



*Tony Johnson with his rolled fuselage, P20, It's several years old now, and a contest winner.*

Among the results were a delighted young Francisca Isidro who came third in Cloud Tramp, Joe Rabicano 3rd in Table Top Precision and the award of Young Flying Ace to James Day of Cleemac.

In twelve months' time we do it all again: a unique occasion, the largest small field flying event you will ever see!

Thanks are due to so many people: firstly to *everyone*, just for being there. Brian Waterland for the hours of preparation and, with Bernie Nichols, standing at receipt of custom throughout the day. And to the "gang" who helped to put it all together, also to SAMs Models, whose extensive catalogue contains just about everything we need for small field flying.

*Dave Shipton and Gnome, for the bungee glider category.*




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## Andy Sephton's rules summary for Catapult Jet, from page 5

Jet Catapult Scale for glider models of any man carrying jet or rocket propelled aircraft.

Profile fuselages permitted

Dowel may not exceed 6" in length, rubber not to exceed 1/2" total cross section, i.e. 4 strands ¼ flat or 8 strands of 1/8 flat, rubber loop must not exceed 8".

SCALE POINTS:

Colour & markings 0 - 8

Details 0 - 8

Workmanship 0 - 4

BONUS POINTS:

Flying wing or canard: 5

for each scale pod/tank/store/etc in profile & not contained within the airframe: 1

OFFICIAL FLIGHTS:

No minimum or maximum

Best three flights from six.

TOTAL SCORE : scale points plus Bonus points plus Flight Points in seconds.

This may be a little complicated for our use, and I would propose simplified static rules and increased number of flight attempts. The static element would be an order of merit based on supplied documentation. I'll bring the Hunter along to flying Aces in September and give a few demos of "tent pegging" with, hopefully, the odd decent flight. Why not have a go yourself? With enough support, we could have a new event for 2013 .

## ROUNDAABOUT

“The biggest event for control line scale in recent years...”

Old Warden, July 28th - 29th.

This was a brainchild of our own Brian Lever, not only our C/L secretary, but also president of SAM 35.

The rules, put simply, are, any scale c/l Model published of kitted before 31.12.60  
Period engines where possible. Finishing To give the appearance and feel of the original. Accessories (wheels, tanks, bellcranks) as per plan.

As for fidelity, simply copy the plan. Do Not attempt to “improve” things by Changing shape or appearance. Scale documentation is not required, but Entrants are asked to supply the plan. Flexible lead-outs may be used, and the Flight should be appropriate to the Prototype. Brian also assures me that proxy flying is permissible.

(The full regulations, of which This is an inadequate precis, appear In SAM Speaks, August 2010, in the Wind in the Wires section).



*Steve's Mossie, which also came second at the Nats. (see next issue.)*

Dave Clark, who encouragingly described the first day as the best attended Saturday for a long time, flew the Beaufighter which has appeared in these pages. Although his static score bested his closest rival, a Mosquito, the trim of the model was affected in flight when lead weights worked loose (Oh, Dave!) slowed one motor by catching on the prop and rendered the Beaufighter unable to continue on one engine. A nose over on landing meant that David was narrowly pipped at the post by Steve Turner. In fact, Steve's Mosquito produced the most convincing flight of the day. With the two Oliver Tigers making a wonderful growl. It took off in a most impressive manner and stormed round the circle until the outboard motor cut after some twenty laps or so. One engine performance was also good and when this eventually cut, Steve produced the most perfect three point landing - the model taking half a lap to roll to a stop to the rapturous applause of the onlookers.

Creating legislation on the hoof, like all good judges, Brian quickly invented an electric class to accommodate an electric Mosquito (Michael Welch, using brushless motors and throttle in blustery conditions) and we can even add a profile class Following another act of ad hoc jurisprudence.

# EAVESDROPPER

## Bernie Nichols on the Indoor Scene

When I first joined PMFC about 12 years ago (where does it go? 12 years!) it was my first introduction to flying indoors. In fact, Whittlesey was the first club meeting I ever came to, as a guest of Peter Adams, whom I had met some weeks previously. A chance comment by another chap had pricked up my ears and I asked him where he flew and he invited me along. It was a revelation! A group of enthusiasts having a whale of a time chucking a wide variety of models about in a school gym, all sorts of things, some scale, some not, rubber, gliders, Co2, (my first ever encounter with a Co2 powered model, something I'd never heard of, let alone seen.

That evening changed my life. I had been an aeromodeller in a previous life, as a kid and a teenager, up until I joined the RAF in 1960, building and flying model aircraft had filled my days and thoughts (except for Rock and Roll, but that's a different tale). I had never joined a club, just flying with mates in the fields across from where we lived in South Manchester. I had done a little bit in the RAF, but the transient nature of my life in the forces didn't lend itself to getting really involved. I had also done some R/C stuff when we settled down a bit in the mid 70's, but music was my way of paying the rent and again its transient nature left little time for a boyhood hobby.

The year 2000 and a change of lifestyle brought about by a major operation meant I was slowing down a little and that chance remark had brought me back to a hobby I presumed was dead and gone. Far from it. Anything but. The very next day (or so it seems in my memory) I went out and bought some stuff to build and fly. I had nothing. Not a pin, not a knife, not a tube of glue, not a place to stick wood together, nothing.

I had really enjoyed watching the small lightweight models flitting about in the gym and my intention was to keep my entry back into aeromodelling just that. Small, lightweight, cheap and cheerful. Trouble was, that Whittlesey date had been the last indoor of the season and the club was migrating to Ferry Meadows for the great outdoors.

Nevertheless I was determined to keep it small, light, cheap and cheerful. I would build in the conservatory (what 'er indoors calls "the glass shed") and the mess would be minimal and I could spend happy hours with 1/16" square and balsa cement and razor blades and pins.

And I did! I really did, the outdoor sessions gradually wound up, Flying Aces was a superb fitting end to the season and we could get back indoors. Weather was irrelevant, I didn't need hat, gloves, scarf and wellies to fly the couple of rubber powered creations I had made during the Summer. Glorious. I could at last fly my little models. My first Gyminie Cricket, my attempts at designing and building little rubber powered duration models and Ray Malmstrom models that I vaguely remember from Christmas editions of the Aero Modeller. That first full season of flying indoors was marred by one thing. I was still earning my crust by playing music and more often than not I had to work on Friday night and my indoor flying was denied me. Nevertheless, every opportunity that arose was eagerly taken and for a couple of seasons I was an "indoor flyer." I marvelled at the skills on display, the building and flying skills of PMFC members is far greater than I imagined. I learned so much from the best bunch of blokes I've met in a very long time.

My passion is still building and flying models but as with all passions it has spread its wings (sic) into other modelling areas. Indoor flying is still a joy, I so much enjoyed hosting the Gyminie Cricket competition in Bushfield last Winter and I will of course hold more.

## SCRAP BOX



Alex Whittaker photo



There was much celebration down Deeping way upon the recovery, thanks to a friendly farmer, of the truant Lula. But what had this passing Tesco shopper done to the timer setting?

Any idea what this might be, lads? PMFC member Chas Windows, who we met at Sculthorpe, would like to know.

**MARK BENNS WAS 5TH IN INDOOR WORLD CHAMPIONSHIPS, BRITISH TEAM CAME SECOND OVERALL.** I'm sorry I don't have any more information on this except that the event was in Belgrade, but as it outshines any of the other achievements in this magazine, here it is in headlines. Well done, Mark!

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### Bernie's Gyminie Cricket Rules: Regular and Unlimited.

**Regular:** Models to be built as per plan including the use of the propellor/nose bearing assembly: tissue covered with a minimum weight of 9 grams excluding rubber motor. Models will be weighed, and ballast may be used. The prop must be the one supplied with the kit & can be balanced by adding weight to the lighter blade. (I will get a supply of prop assemblies, at 40p. Each.) The rubber motor is at the flyer's discretion, using as much or as little as you wish.

The only exceptions I will allow are: A piano wire prop shaft, as the original bends too easily. You may choose to bush the nose bearing Also, a better rear hook may be substituted.

**Unlimited:** The model must conform to the plan outline (ie. No big tailplanes.) And that's it! Everything else is allowable. Wing posts instead of a sheet pylon. The best indoor prop assembly that you can make, curved ribs, film covering, condenser tissue if you prefer & the best wood you can find. No weight limit.

As an example, I made one that weighed a fraction under 3 gm. Which did !M57Sec under the eight foot ceiling at Peakirk, and nearly four minutes at Oundle.

Should folk be interested in trying this class I will do a building demo at Peakirk to give some ideas to use as a starting point. My best one used a prop based on a plastic yoghurt carton and guitar string shaft

It's much easier to do than it might seem. Easier than an EZB, for instance.

Contests to take place at Bushfield, dates to be announced.

“Amateurs practice until they can do it right. Professionals practice until they can't do it wrong.”

## IN PRAISE OF... KEEPING IT CLEAN!

My Electric( Radio) Junior Sixty is in its tenth year, and looks the same as when I built it. Yes, I know, my new models look like other peoples' old ones, but that's not the point. No smears, no stains, with a flying weight lighter than a diesel model.

Most of our members, however, would be more interested in free flight applications. The good news is, all the information is out there and easily available. (No! Don't stop reading like I do when graphs and data tables appear, you don't need them). Simple facts speak louder than statistics. Begin with Ian "Snoopy" Middlemiss' article in the SAM Yearbook, or the items on our website under Technical Articles or Members' Models. It seems to me that the only difficult bit is the fine soldering onto the terminals of the KP controller. But that's what friends are for. Once constructed, a control panel can be changed from model to model, even on the field. And as for refuelling, I have never had to change a lipo battery during a day's flying.



I hold strongly to the view that if I can do it, anybody can. It's actually easier than diesel power: straight out of the car and into the air. Of course, we won't ever rhapsodise about Great Electric Motors I Have Known, nor will they ever have the character that causes us to ascribe names to long-serving diesels (I have, for example, Lugless Douglas, Miss Edie Hunter and The Pawbreaker,) but just think about the simplicity of maintenance: shelve an electric motor for a couple of years and it will spin again like a good 'un at the touch of a pair of wires.



*Electric power is perfect for those intricate Scale jobs: nice build, Bernie!*

Costs? I have just checked my receipts for the F/F J60, which is about as large an electric model as I am likely to build: (well, until the Brooks Biplane, anyway)

Motor plus speed controller (4-Max PPO-COMBO\_162) £48

Battery (4-Max PPL-30CS-1000 2S !000mAh 30C Lipo) £7.99.

(D\*mned if I know what any of those figures mean, but, look, you can add a cheap charger and still have change out of a Letmo! Oh, and you need a KP Timer. They're about £25. So now, with only a tiny screwdriver as field equipment for motor trimming (power and duration) we have absolute consistency every time. And it's much easier to transfer that gear from one model to another than to change a diesel motor.

Only dead fish swim with the stream, so let's change tack and build something really pretty for next year (I'm doing a Black Magic) knowing that it will have a lifespan of at least a decade.

JMA

# HOT AIR

reports by  
Peter Gibbons

*Model shown here is Peter's "Straight Up." Note additional carbon strip in wing, bamboo LE and TE. The a fishing rod boom "From the Pound Shop," is bound to the pod, which is a 1/8" ply/balsa sandwich.*

*There's slight tail tilt for right glide, but no wing warps.*

*There is also a trim tab, about 3/4" long on the port wing panel which forces the model into its right turn under "power."*

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The next event after Sculthorpe (see page 8) was at Ferry on Friday evening, 3rd August. It was quite well supported, with the following results:

HI-START GLIDER (seven entries.)

1st... Tony Beckett 1.50 (new Gnome, trimmed on the day!)  
2nd...Peter Gibbons 1.39 (Conquest)  
3rd...Dave Rumball 1.34 (Gnome)

P20

1st... Tony Johnson 2.19 (Bob White P20)  
2nd..Graham Gostick .40 (Sweet Pea)  
3rd.. David Clark .30 (O/D)

CATAPULT GLIDER:

1st....Mick Page 1.29 (O/D)  
2nd..Peter Gibbons 1.28  
3rd...Martin McHugh .57 (O/D)

AUGUST 5TH: SIXTH AREA, BARKSTON HEATH.

Several of the club travelled to this event, myself and Martin McHugh, who flew in P30 but failed to get amongst the prizes. I managed three maxes in P30 to get to the flyoff with one huge flight and one epic retrieval during the day. My final position was third.

AUGUST 18TH: TIMPERLEY GALA, BARKSTON HEATH.

Mick Page came **first** in combined HLG and Catapult, another good result.

During the last fortnight I have managed to build two new P30 models, one of them has shown great promise in practice at Ferry Meadows. .... P.G.

## PMFC PLANS LIBRARY (2)

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 second of a series. These are mine, and anyone who would like to borrow one just has to ask, or contact me via editor @peterboroughmf.org

### CONTROL LINE:

Foursome	(including Scatterbrain and T-Tray) 1 to 1.5c.c.
Clap Trap	stunter, 2.5 to 3.5 c.c.
Fokker DVII	for Aeromodeller scale, 3.5 c.c.
Winglet	stunt trainer 3.5 c.c.
Foxstunter,	the Coasby stunter
Super Clown	37" Vintage profile stunter.

I also have a copy of Andy Housden's "CONTROL LINE NAVY CARRIER, Information Pack," nearly 50 pages on three-line C/L, with plans for carrier designs and two full size plans: very professional.

BIG STUFF: Free Flight, Radio Control, Diesel or Electric. (Some of these appear on the "Members' Models" section of the website.)

Bowden Contest	Goldberg Sailplane
Buccaneer Standard	Falcon
Rover ( Enlarged to 46")	Simplex (60")
Eros	Great News (about 80")
Stentorian	City Slicker
Super Scorpion	
Black Magic	Powerhouse
Black Beauty (80" Black Magic)	Majestic Major
Brooks Biplane	Elf Biplane
Cavu (enlarged to 60")	Deacon
Super 60	"Foolscap" (enlarged Madcap)
Long Cabin	Matador

### SMALLER STUFF:

Hepcat	Tomboy
Popsie	Roaring 20
Pushy Cat	Wren
Pee Wee Pal (33")	Simplex 40"
Southerner Mite	Buckle's Baby (30" Junior 60)
18	

Just ask, and I could bring the plan you want to see to a Peakirk clubnight.

## Editor's Indulgence:



What do we ask for in life?

(Mick Page photo)

LIBERTE, FRATERNITE, EGALITE,  
Chocolate covered Kendal Mint Cake,  
And space to fly Free Flight Power!

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## **Hey! What about me?**

### ***COMPLAINTS WANTED!***

*The Editor is hoping that members will write in with complaints about the magazine. Wahaddya mean? I mean that the range of aeromodelling activities that PMFC members are involved in is even greater than those reflected in this edition. It only takes a brief read of SAM Speaks to become aware of just how many of us are involved out there, and that is probably only the tip of the iceberg. So, please write in. It's not that we are short of material, but we can only report upon what we know about.: people are being missed out. So, please complain that you are being overlooked and enclose a brief note of what you are up to, and perhaps a picture. A good magazine is a club talking to itself. Remember, we are on the Web now, and are showing the world what we can do. We want EVERYONE to be involved. And, anyway, we all know what Bernie looks like by now....*

**JMA.**

I have run out of space in this issue, so the account of our exploits at the August Nats will be held over to next time, which should be just before the AGM....Ed

Thanks once again to all our contributors. And did you notice Arthur Miller, Malcolm Muggeridge, Marilyn Monroe, Charles Dickens, and a bit of Twelfth Night?



# DATES FOR YOUR DIARY

“I’ve often been on a calendar, but never on time.”

## Interclub Competitions, Barkston Heath: (both on Saturdays)

**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.

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## INDOOR DATES AT PEAKIRK, OUNDLE AND WHITTLESEY:

Most of the indoor dates were not available when this edition of the magazine was posted, so this page has now been modified. If you are reading this on the Website in the Autumn of 2012, you should find all the relevant indoor dates in the “Events” section.

IMPINGTON.....28th October 9am to 5pm.

£6 if you are flying, and please bring something for the exhibition. Details from Brian Waterland or John Ashmole

(WARNING: Members attending these events may encounter models made of “foam”)