

PETERBOROUGH MODEL FLYING CLUB

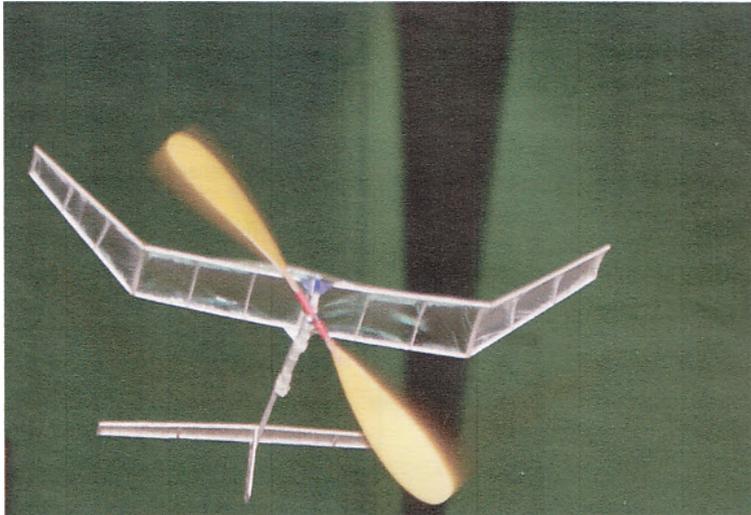


MAGAZINE

January
2014



WINTER WORDS



Produced in conjunction with our website
www.peterboroughmfc.org

So, what kind of a club is PMFC?

There was some casual debate during the Winter months about how we should define ourselves. In fact it is probably better to avoid any kind of label, either to define what we are, or what we are not.

A few of us fly large R/C jobs at other fields (my own preference is for R/C Vintage, and my bucket list is all R/C Scale), and we know that lighter R/C models (up to 150 grammes) can be flown at Ferry, although few appear. (BVW has been known to fly a gyro-equipped device made from some unmentionable extruded substance, but I try not to look.)

We are lucky to have a dedicated club C/L field for six months in Summer: years ago PMFC was primarily a C/L club, featuring regularly in the monthly magazines and famed for the “Cabbage Patch Nationals” on the riverbank. These days, C/L is flown by smaller numbers, but just as much fun. It is particularly noticeable that there is very considerable support between disciplines: in fact, everyone seems to be interested in what everyone else is doing.

The trend in recent years has been tilted towards F/F, whether in competition with other clubs at Barkston, North Luffenham, Old Warden and Sculthorpe, or our own, very popular domestic comps at Ferry Meadows.

Just as the environment shapes people, so the available facilities shape the Club. (The slope soaring section has been very quiet lately.) Thus it is that the small field at Ferry Meadows has led to an increase in small models - hence the popularity of P20, and the 36” Hi-Start Glider classes. (And there’s more to come.) Availability of the excellent Bushfields indoor site has led to an increase in indoor scale, of which more in this issue.

If we are to be defined by anything at all, it is probably that most members share a desire to design and build most jobs from scratch after a style generally understood as “Real Aeromodelling.”

.....JMA

NEW COMMITTEE:

Chairman Bernie Nichols
Vice Dave Clark
PRO/Secretary
John Ashmole
Treasurer/M’ship Sec:
Richard Arnold
F/F Sec Peter Gibbons
C/L Sec David Clark
R/C Sec Dave Shipton
Safety/Ferry Liaison :
Dave Rumball
Webmaster Tony Beckett
Magazine John Ashmole

Fees:

Please remember that you are not insured to fly in 2014 until you have paid BMFA subs of £32 plus PMFC membership of £15, (yes, only £15) or £1 for a Junior. Send to Richard Arnold.

Who is at

21, Signal Road, Ramsey,
Cams, PE26 1NG

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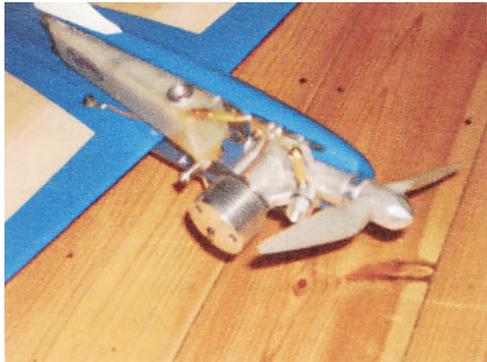
FRONT COVER: Gyminie Cricket, by David Leech, at Bushfield in November



The Lever/Waterland British Goodyear

Now that the competitive south-paw Brian Waterland has retired to the Chiltern Hundreds (see AGM report) he will have time to practice high speed circulations and precise landings into the hand of intrepid pitman, Brian Lever.

Brians L and W recently visited Mike North to pick up a racing model he had built for Brian L. As some of you may have seen, our model, “Old Blue” was pictured in the article on Mike and his workshop featured in the latest Aero-modeller.



“Unlike the same team’s Mini Goodyear models, this one is built from a mixture of woods and not carbon fibre. It was felt that this would better stand up to the rigours of being operated by greenhorns!” says BVW. “The model has a span of 26.5” and weight just under 20 ounces complete but less fuel. The sidewinder mounted, works tuned, PAW 2.5cc diesel turns an APC glass reinforced 6.5” dia prop at up to 23,750rpm. It has a fibreglass transparent tank with built in shutoff actuated by the momentary application of full down elevator. It is expected to fly at around 90 - 95 mph, much to the concern of its pilot who has been told that he must also land it on its mono wheel undercarriage and place it accurately and not too fast into the hands of the pitman...every time!”

*We of the Fourth Estate are always on the lookout for a good story. This one should be a cracker. As an example of the sacrifices that our heroes have had to make, they have even had to take up membership of the Barkston host club, Gr*ntH*m in order to practice on the hallowed runways. Watch out for them in the c/l cage at the August Nats!*

.....Ed.

REMEMBER LAST SUMMER?

Free Flight Frolics on Barkston before the clouds came

.....by Peter “Rabbit” Gibbons

FOURTH INTERCLUB EVENT, 28th September



Several members attended this event, with the following results in P30:

Bert Whitehead	4 th	266 seconds
Peter Gibbons	6 th	212
Martin McHugh	9 th	165
Dave Rumball	10 th	151

Although very windy, Bert almost made the flyoff, only four seconds short, flying a Plain Jane design. He has some plans available for this: perhaps a good winter project for someone? It handled the wind very well. Meanwhile Dave Rumball started well with a fine 136 second flight into the compound, which luckily was unlocked, but his subsequent flights failed to duplicate the first one.

Martin and Peter both broke fuselages and had to swap for stronger models.

Also at this event, the 2013 Dunsterville Memorial Bowden took place. Although no report has been forthcoming, we understand that it was won by Brian Waterland (yawn) with two very worthy flights. Our spies report about eight competitors who all managed to RoG despite the breeze. This is a fine event to support, so let's watch out for next year's date...and, anyway, I want my shield back!

(Ian Midlemiss, the CD of this event, has written to say that the next Dunsterville Will be at the InterClub event scheduled for 28th June.)

At the last inter club event of the year, our Bert Whitehead became the first recipient of the Peter Spalding Trophy, for the highest individual number of points gained over the season: Well Done, Bert!

.....

HAVE YOU REMEMBERED to assist your committee by confirming your e-mail address, or advising us of any changes? We are also concerned to have good communication links with those without e-mail, so if you fall into that category, could you please inform us of your preferred method of being contacted: remembering that a second class stamp costs ten shillings.

Nil satis nisi optimum

I'm going to regret this...I know I shall. But it's the only way. Having scrunched, ripped up and burned so many of my attempts at building a small scale job, the only way is to go public and make myself work through the whole process.



Well, that bit was easy. I've bought the kit. A proper kit : just spending cash to possess a model is a soulless way of going flying. (I remember once saying that I would never fly a model that I have not built from scratch and I have hardly ever deviated from that.)

What is it to be? Maybe not a No-Cal, but at least a non-clunk. I'll have a go at this 20" Luton Minor as an outdoor electric job with a little added detail, but also a "kitscale" version which could join the indoor scene if it gets that far, and built in parallel with a 60" R/C job from the Duncan Hutson plan.

So, what do we want? Shape, colour, texture. When do we want it? Now! But wait, we're not boat-building any more. There's something else. Oh, yes, lightness, dammit. If it weren't for lightness, it would be a piece of cake. But what was the first lesson learned from the trip to Nottingham last year? Lighter models fly more realistically.

If I write about this as I progress, it will encourage me to concentrate more on the construction process (no more grabbing ten minutes between washing up and Match of the Day) and to take as much advice as I can glean, especially for the covering and finishing process that has always been my weakness on small models. Hopefully, readers who see mistakes in the offing when reading my account will contact me with advice and abuse and put me on the right track. (And I'm always pleased to receive mail and advice from non-members who read this on the website...see page two for addresses.)

SO, this will not be built for any competition. Just for my own satisfaction, hopefully. It will be my interpretation of the Luton Minor homebuilt.

We have the kit and the plan. Also, some pages from "Practical Mechanics" dated 1959 with details on how to build the full size version. What next?

Err... I suppose I'd better decide from the outset what version it must be. I particularly like the rather primitive side-oleo undercarriage, a significant part of the Luton's character, and the original fin shape. So a little redrawing will be necessary. But first, as there's a morning event due at Bushfields, off we go with camera and notebook, to "walk through the forest of the trees

* Betcha can't do that one, Liz.

INDOOR NEWS Bushfield, 23/11/13

Golden October declined into sombre November, the North East wind breathed Winter across the land, and the modellers of Peterborough, clutching Gollum-like their precious model boxes, scuttled through the welcoming portals of Bushfield Sports Centre for a series of convivial indoor weekends.



We can all learn from each other: here, Graham Gostick's Pietenpol Camper, from a Peanut kit, is covered in SAM's tissue. No dope is used: instead Johnson's Klear, a floor shine, does the job.



Brian Lever's Fairey Junior, at 29gm, uses 4gm added to the nose to get the balance point well forward, as advised by Andy Sephton during his clubnight demonstration.

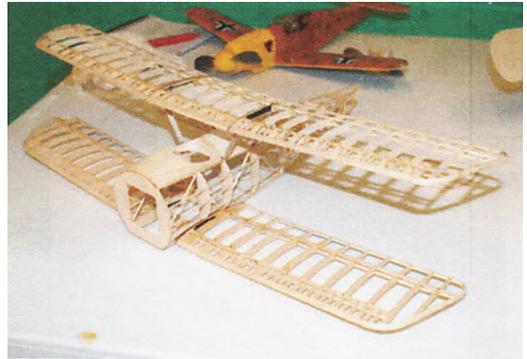
For a low winger, says Brian, use washout on both wings, but more on the starboard.

Model is being prepared for Nottingham.



David Leech's SAM West Wind canard. Flies beautifully as you can see. It has the biggest Gurney flap you have ever seen on the front right...sorry, back left tip. Mods include, wing supports in paper tubes to allow incidence changes.

Marc Ashby's Airco DH5 awaits covering. Marc, as we know, has a good deal of wrinkles. One is, cover with SAM's Esaki, shrunk with meths, perhaps thinned with a little water, using a flower spray. Aim side on or upwards...do not spray downwards onto the tissue.



It's always interesting to see an uncovered model. Personally, I have no qualms with this, perhaps because at this stage, errors can be replaced.

Gordon Hannah, from Impington, (who has not yet joined PMFC but is a very welcome visitor) went for area with this Peanut Wittman Bonzo.

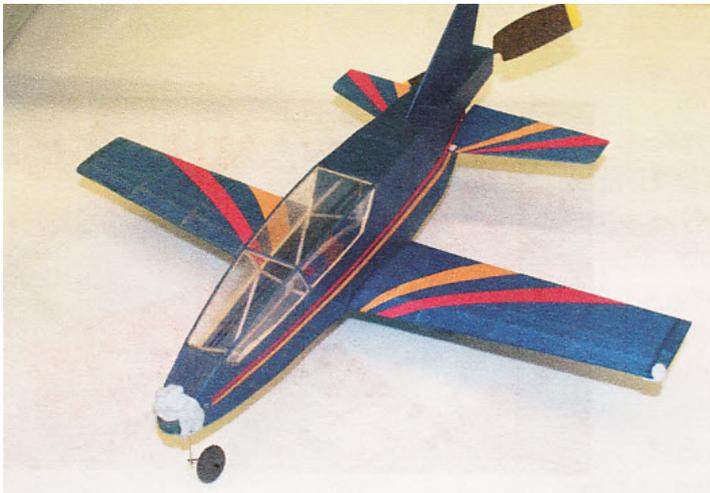
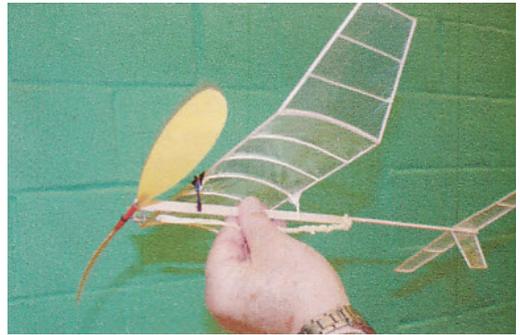


“Use SAM's Jap, smooth surface inside, fix with tissue paste. When trimming, ask the model. But low wingers must turn left.”



This is Gordon's Comper Swift Peanut. A remarkably good flyer. Gordon seems never to pin or weigh down surfaces after doping (thinned non-shrink dope of banana oil) but is happy to remove any warps over heat afterwards.

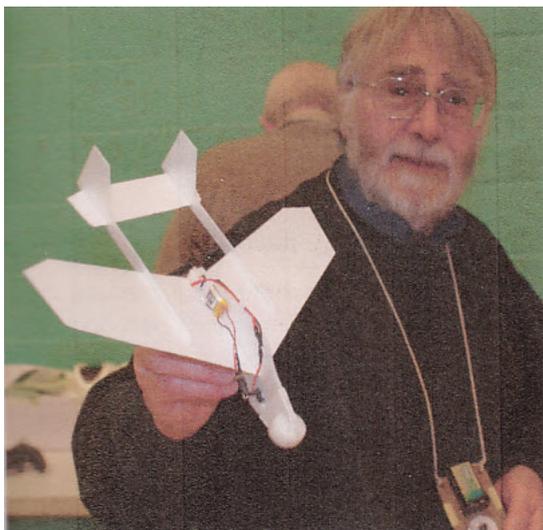
Also appearing on the front cover, here is David Leech's lightweight Gyminie Cricket. He does not, in fact, risk weakness in trying to be too light: it's 6 grammes, with a 10" x 20" prop. Uses 1/8" strip rubber.



Bostonians can take many forms, within the parameters of the rules. This is Jonathan

Whitmore's venerable Bede. Temporary use of noseweight during trimming process.

Watch out for Bostonian contests at Bushfield in the near future.

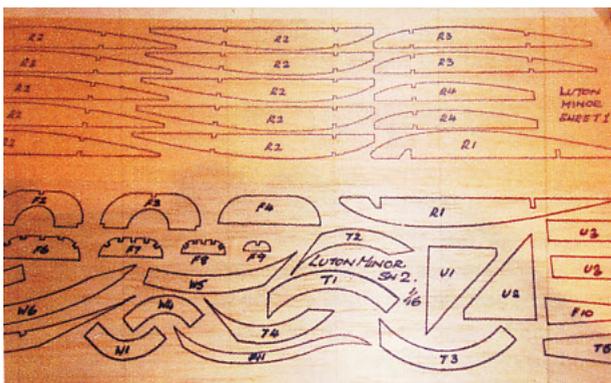


Your Editor was struck by this item at Bushfield: apparently made of “Depron;” its only saving grace is a kind of foam bumper around the nose to protect the innocent. (Ted S please note!) It is called a Wunwuno, and was perpetrated by our website master Tony Beckett (here) after an idea by IDM.

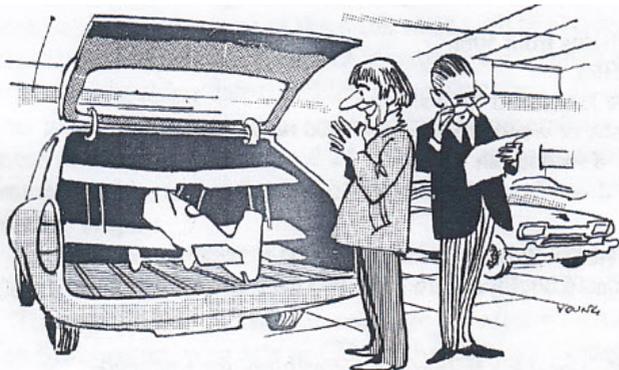
But why? Why?



So, back to reality and the building board, after gleaning as much information as I could at Bushfield. Now to begin the Luton Minor structure. One lesson learned from the previous attempt is, when cutting out parts from printed sheet, be sure to remove every atom of the blue marking ink: or the thinners will spread the indelible stain across the white tissue.



More next issue...I hope!



"I'll just read you the figures sir... 0-60 in 10 seconds, top speed..."

Editor's indulgence. This is more true than you may think!

Provided by PMFC Club Member Ken Norton:



THE INTER CLUB CONTEST

CALENDAR

2014 Barkston Heath

Sunday April 27th

Hand launch/Catapult Glider 24" max span, 7 flights, all count.
50" and under straight tow glider: 3 flights from 50 metre line.
Cloud Tramp-5 flights, discard longest & shortest.
"Freewheel v. Folder" Any rubber job max span 42". 3 flights.
Power precision, 3 flights, second and third to equal first.
Electric Bowden - CD David Leeding.

Saturday June 28th.

Any kitted glider- 3 flights off 50 metre line. No K factor.
36" Hi-Start glider, PMFC rules, 3 flights, bungee provided.
Any kitted rubber. -3 flights. No K factor.
Under 25" span rubber. 3 flights.
Power Ratio -3 flights. Ratio= total duration - engine run divided
by engine run.
Any kitted cabin power -3 flight precision. Flights 2 and 3 to
equal first.
TONY DUNSTERVILLE MEMORIAL BOWDEN, CD Ian
Middlemiss

Saturday July 26th.

Mini Vintage Glider -Pre Jan '51, 60" max span. -3 flights off 50m.
Open straight tow glider any model. -3 flights off 50m.
Mini Vintage rubber -Pre Jan '51, 34" max span -3 flights.
P30 rubber -3 flights.
SLOP Plain bearing engines, max 3.5c.c. -3 flights.
Electric Bowden, CD David Leeding.

Saturday September 27th.

Vintage/Classic glider -3 flights from 50m.
A1 Glider -5 flights from 50m.
Vintage/Classic rubber, Pre Jan '51. -3 flights.
KK Senator -3 flights. Plastic or wood prop. Unrestricted rubber.
½ A Power. Max 0.85c.c.. 8 second run. -5 flights.
Electric Bowden. CD David Leeding.

Sunday October 26th.

Reserve date, but contests, (tba) will be staged if not needed as reserve.
Contests start at 10.00, finish at 16.00 .Flyoffs 16.15. Entry £2 per event, re-enter
permitted.

*Sincere thanks are due to Ken and his helpers at Grantham for undergoing
the difficult task of negotiating these dates and preparing such a com-
prehensive range of events. All we have to do is be there.....*

SO WHAT HAPPENED AT THE AGM, THEN?

Around thirty members, an unexpectedly large turnout, arrived on a Wednesday evening in November and enjoyed, we hope, a convivial evening of reports, discussion and prize giving. Not for us the harassed Chairman, trying to keep his head while all around lose theirs. PMFC does not divide into factions, and the common interest is understood and respected by everyone.

Chairman Bernie's address (see following pages) was warmly received by all, after which the various Secretaries made their reports.

Richard Arnold provided a remarkably clear account of the ... accounts, which are in a good state. We have 79 members, no wonder it takes a full day to print and staple all these mags! Subs therefore remain as before and, to the relief of the assembled company, Richard is willing to continue in office. Pee Gee, as F/F Sec. expressed enthusiasm and confidence, as always (see elsewhere) after which Brian Lever rhapsodised over the C/L events at Orton Mere and was rightly proud of the quality and number of entries in C/L Scale at Old Warden. He was then to step down from this office, to spend more time trying to catch 90mph Goodyears. He is not, of course, reducing his involvement in aeromodelling, how could he? "The name of the Club runs through my veins just as it would in a stick of Blackpool Rock."

David Clark, who held the sinecure of R/C Sec. reported that he hadn't had to do much (but will move on to C/L for the following year.) He did, however, stress the need to do nothing to jeopardise our tenure of a "precious site." Dave Rumball reported on a safe and successful season, looking forward to extending it into the winter with recourse to the Ferry Meadows Cafe. He was rightly gratified by the impact of the 36" Hi-Start Glider class, for which he was prime mover. The magazine editor acknowledged that, as a club, we like to receive printed, paper issues (at a cost to the Club of about £100 per issue, including stamps.) It seems to work "in harmony but not in competition" with the website, and appears on that site about a month after publication. (The website, it should be mentioned, came in for universal praise, despite the absence from the meeting, with apologies, of Tony, its keeper.)

Perhaps the most important of the reports was that of Brian Waterland, the outgoing PRO. Never has our profile been higher. A highly profitable Flying Aces event, widespread use of club regalia, the Hi-Start events and features in the modelling press, along with successful renewal of the agreement with the Nene Park Trust and Bushfield have kept Brian busy on our behalf. Although several times making reference to "The Committee..." booking dates, making agreements, etc., all this was largely Brian's work, as was the Constitution and accompanying documentation. He has overseen the development of the club from around 24 members to its current high. His contribution has been immeasurable, and at the end of the evening he was rightly awarded the prestigious Eric Young Trophy.

Committee members were all appointed unopposed and by acclaim, except for the Editor who had to endure IDM's annual protestations. (See page two for list.)

The awards were presented, see page 19, after which a brief AoB item was raised by Ian Middlemiss, who acts as CD for the Bowden Contest at the F/F Nats, but appealed for an assistant to deal with safety and crowd control.

The Chairman thanked all members for their support over the past year, and, after a 11 little under two hours, the meeting closed .

.....JMA

THE CHAIRMAN'S REPORT



“The club is in fine fettle at the present time. This is due in no small measure to the work put in by various committee members and by the help and support from the club members. In my opinion there is a renewed vitality and spirit in the club: as a member said to me, “We are really buzzing at the moment.” I heartily agree.

This year has seen some of the best flying weather we've had in recent years. And I'm glad to say that members have made good use of the opportunities presented and flown their backsides off. Our Free Flight Secretary initiated a monthly series of competitions that were well supported and proved to be great fun for all concerned.

*The standard of competition rose steadily through the Summer months, demonstrating the old adage of competition improving the breed. Rivalry was keen and sometimes hotly contested. One of the individual events in particular * has taken off and become something of a phenomena with both national and international interest. So much so, that there is a danger of PMFC losing our amateur status!*

As an aside, I hope that the spirit of club competition is not lost by others taking this one event ultra seriously. This PMFC monthly series is in my opinion a perfect club event and provides us with a genuine focus for our Ferry activities.

We have also been able to run a similar (although not so well supported) series of Control Line activities at the Thorpe Meadow site. Our C/L Secretary has run a small series of simple straight forward competitions that can be entered by flyers of any skill and ability. Heck, you don't even have to have a model! Just turn up and fly. Which a few of you did. With any luck this will continue and perhaps even grow next year. This Control Line site is a good place to fly, despite it being a bit of a trek from the car park. We should use it as often as we are able, because the Ferry Meadows Trust does have some longer term plans for part of it. If we can show that our designated place is being used frequently then perhaps they will see to it that we have continued access. Use it or lose it.

Brian Lever, the current C/L secretary is stepping down as of this evening so we do have an opening for a new man in that position.

A May Morning in December...

Dramatis Personae:

*Dave Shipton Tony Johnson
Ian Middlemiss Dave Rumball
And featuring Paul MacMahon, Sandra and dog*

Aeromodellers, particularly free flighters, have a reputation as friendly, helpful and generally nice people and, at nearly 81, with a leg problem, I come across this from time to time when someone makes a retrieve for me or helps in some other way.

A recent incident brought this home to me very strongly:

It was a Friday afternoon - one of those rather dull, cool, damp days with some wind - but flyable. The light was just beginning to go & Dave R. was about to pack up his bungee when I stupidly opted for a further (final?) flight with my "May Morning." Up she went to a good, a very good, height followed by a clean release and then straight into a nice, flat R.H. Turn.

Soon it was clear that she was going to outfly the field, and with a shout of "...good one, Tony" Dave R. was off at a fast clip with me walking behind. By the time I reached that slight drop to the path and lake, Dave, along with the MacMahons and dog, had spotted the model floating serenely more than halfway across the water. After watching the movement for a few moments, Dave announced that he would go back to collect up my gear for safety - quite a job as I don't travel light! Ian had arrived at this time and seeing the situation immediately decided to go back to the car park for his dog-ball throwing gear which, with a line fitted, he reckoned he could cast 50' or more. Despite my protestations, he set off.

I continued around the lake with the MacMahons and eventually reached a point level with the position of the model which was clearly getting closer to shore. Unfortunately it would not be possible to get anywhere near it because of a wide belt of trees, scrub, brambles - even forgetting about the extremely boggy ground.

At this point, Ian, Dave R and Dave Shipton had go back, complete with ball and line, and after a short wait "May Morning" sailed majestically into the weeds: although now almost hidden. What followed was a classic case of close co-operation - Dave R and me trying to give instructions, Dave S making the throws and Ian handling the line to keep it clear of the vegetation. Slowly the model eased through the mess and, finally, a superb throw by Dave and some nifty handwork by Ian had the line around the fin: a final pull brought it to our feet.

It was a h*** of a struggle to get out of the undergrowth but then a happy band of modellers set off, in the dark, for the long trek to the cars where my gear was transferred to my car, and so, off home.

I must say I felt a warm glow at everyone's efforts, so - well done, lads and a big thank you. If we'd passed a pub it would have been pints all round, but since we didn't, perhaps a pint of coffee or tea at the Ferry cafe?

Anyway, grateful thanks again, it was a real team effort.

14

(But that was not the end of the story.....see P. 15....)

LOOKING AHEAD

New Year

New models

With the eyesight of Janus, enhanced by the juice of a thousand carrots, Pee Gee looks back to December and then ahead to the events of 2014...



Saturday 28th Dec: Ferry Meadows Annual Frost Free Fly-In:

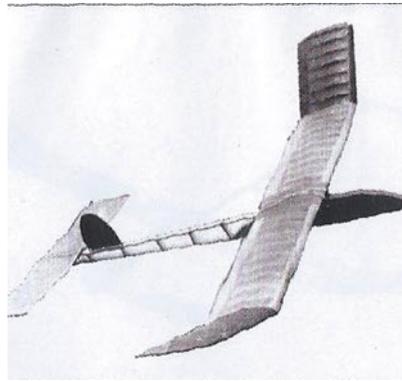
The day dawned with a good turnout of club members, some coming from as far afield as Leicester. Seventeen flew under a blue sky with full sun and a slight breeze; very warm with lots of strong lift.

An enjoyable day for the time of year: the best flight of the day was Tony Johnson with his May Morning, off the line into gentle lift and last seen as a spec in the sky

I watched it vanish at around five minutes: a rough calculation based on wind-speed and distance gives a flight of around 20 minutes.

TJ called to add this incident to his earlier adventure. Apparently, it landed near Sainsbury's, Bretton, in a private garden, with only slight tissue damage. Clearly its earlier imitation of a yacht had done no harm to its trim. Tony said that he had just dried it with tissues and stored until this event.

So, for a model that good, the next mod. Will presumably be a d/t?



The Andy Crisp design, May Morning. Remember to give yours a good soaking.

On the Grapevine. Having a conversation with Ian Middlemiss at the Winter Ferry bash, I learned that he is working on a model retrieval bug system. This is very interesting and should generate many orders for the finished product. Let's hope Ian will let us know in a future club magazine. I understand that he intends to use the seven day/night battery sold by Mike Woodhouse which will give a decent time to go looking. I would order three of these, and several others are already interested.

15

Er...Mrs Johnson: what a brilliant present for Tony?

So now, let's look ahead to the 2014 Club F/F Events:

P20 Rubber with 6 grammes of rubber.

Hi-Start Glider, 36" wing-span.

Catapult Glider.

All events, three flights to a one minute max.

All entries are free!

Points awarded 5 for first place down to 1 for fifth, to be totalled at the end of the season, for awarding of trophies at the next AGM.

When do we start?

Tuesday May 6th or, if too windy or wet, Friday 9th May

Tuesday June 3rd or Friday 6th

Tuesday July 1st or Friday 4th

Tuesday August 5th or Friday 8th.

All from 2pm to dark.

So, four great comps lie ahead. Here's hoping for a huge entry. If you are unsure about conditions on the Tuesday, ring me on 01733 314741 on the morning before the proposed start. Also, phone me for any clarification of the rules.



Watch out for the "Ferry 500," (that's mm. not inches) which is a kind of metric E20, and also R/C rudder only Hi-Start. More on these next issue.

Data from last year's events:

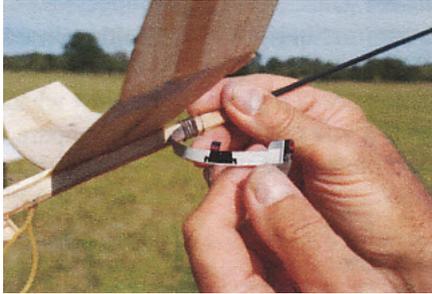
Entries: Hi-Start Glider	37
P20 Rubber	23
Cat. Glider	29

During the coming year the Free Flight Team (aka the "bus pass irregulars") will be competing for prizes at various venues. If any reader/member would like to join us just let me know: this will help you with timing of the flights, retrieval, etc. If you have never entered a free flight comp before, why not join us and have a go. It is great fun.

PG tips



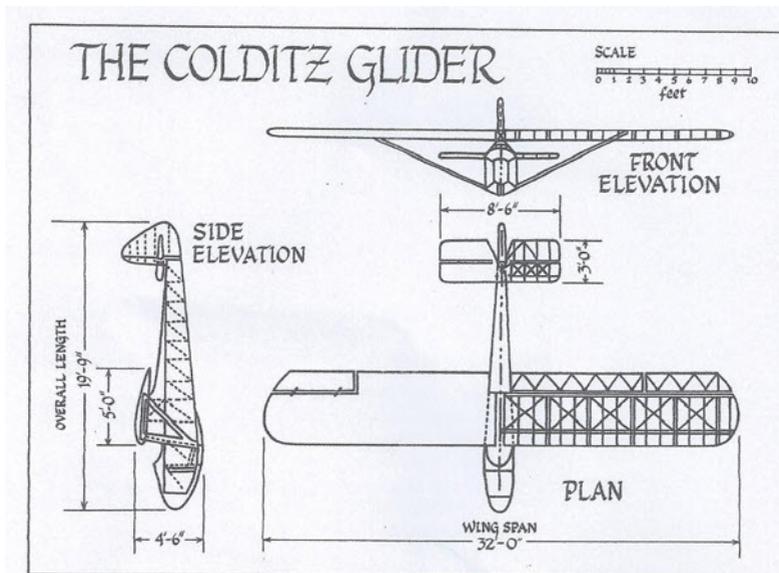
No.1: d/t system for hlg.



Released when the cotton thread winds off the timer, and the drag flap recalls its former identity, as part of

the curved side of a beer can. See? He doesn't only drink tea!

YOUR NEXT HI-START PROJECT?



The plans

I knew Tony Rolt, MC, as a Formula Three racing driver at Brands Hatch in the fifties and as a Le Mans winner in a C - Type Jaguar. He, among others, was the originator of this remarkable escape attempt. Would it have worked? Who will be the first to try a 36" Hi-Start version to prove the design?

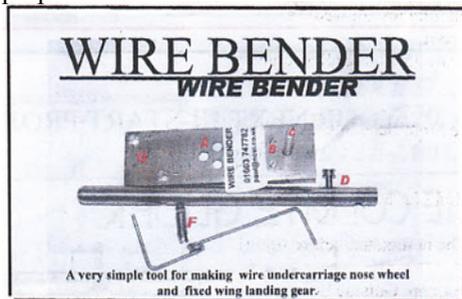
WIRE BENDING

Somebody asked about wire bending t the AGM.

There are two methods: Method One:

Go to a large vice, such as the one I have permanently built onto the bench in my garage. Place wire vertically in vice. Gaze at plan of required shape & try to visualise it. Take one small club hammer in right hand. Hold exposed length of wire in left. Lift hammer. NO! WAIT! STOP!! Place thick gardening glove over left hand first. You'll never do it without a glove twice. Now whack wire where it meets the vice. Again. Again if you think it needs it. Compare wire with plan. Adjust to suit or until the molecules of wire give up in disgust and it falls apart. Repeat for all other bends.

Method Two: a purpose built wire bender:



So here is Paul Sargent's device, from www.ncsl.co.uk

Sharon bought me one for Christmas, having grown tired of the howls of anguish emanating from the garage whenever I get yet another undercarriage wire wrong (or forget the glove.)

Usefully, the website also leads to his Youtube demonstration, and that would inevitably lead on to others if you wished to continue. If any reader does not have access to a computer, just let me know and I shall bring the demo and the bender to a clubnight...and following this rather lightweight introduction, perhaps the Real Engineers of the club would like to add their comments for the next edition?

A quick survey of club experts produced the suggestions: use vice but with muscle power not impact; use hammer but spread the impact with a piece of wood; never try to unbend it straight; buy more wire that you will need because you will need it; expect to end up with lots of spare parts.

18 So, there you are lads: pragmatism before precision. Every time!

.....JMA

SOURCES OF MODELLING SUPPLIES

.....Brian Waterland

Twenty years ago it seemed that the city would always have a shop for aeromodelers. When one closed down, another sprang up. Alas the Internet has changed everything and, with the demise of the Peterborough Model Centre, we have no dedicated model shop in the city. We are forced to buy our goodies at the rallies or travel to Mason's Models in Spalding. (PE11 1DQ), to Oundle to see the wonderful, helpful and knowledgeable Geoff Stubbs (PE8 4EF) or visit Huntingdon to enjoy (?) The somewhat soulless RC delights of Inwood.

BUT what about getting our everyday needs closer to home?

I know that this may come as a surprise to some but there are other hobbies out there! For example, my village (Deeping St.James) boasts a Garden Railway shop, Glendale Junction (PE6 8NA) which sells, among other things, balsa, plywood, basswood, piano wire, carbon fibre (rod, tube and flat), tubing (copper, brass and aluminium), tinsplate, screws, glues (PVA, aliphatic and super), paints (acrylic and enamel) Swann Morton blades, Expo tools and equipment, even wing bands and Deans connectors! They also sell RC gear and can order for you from their suppliers Ripmax, Perkins, Horizon and Expo.

So, where else can we go for those urgent "bits"? I hesitate to mention it but Hobbycraft at the Peterborough Garden Centre - Van Hage (PE1 4YZ) sells balsa (albeit at eye watering prices), some other woods and glues.

Do you know of a local supplier? If so, share with us. If we don't support our local shops there will come a day when ALL our supplies come by post.

Wing Incidence:

At a recent club night the question came up of how to locate a wing at exactly three degrees of incidence.

I suggested the use of trigonometry (Chord X 0.052 = leading edge "packing.")

But John Thornburn and Mick Groom suggested another way. They disagreed on the exact number because the figure changes as the angle increases. However, down in the shallow angles that we are interested in, the answer is:

0.0175" per inch of chord per degree required.

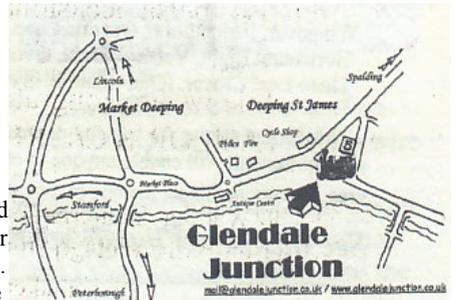
So, if we have a 4" chord and want to put it at an angle of 3 degrees then the leading edge wants to be higher than the trailing edge by

$$0.0175 \times 4 \times 3 = 0.21"$$

or, in metric

$$0.0175 \times 100 \times 3 = 5.25\text{mm.}$$

.....Simple.....BWV



What are you building? What snags? What advice? What successes, what failures (Oh, go on, own up!) What wrinkles do you have to pass on? Please write in & tell us how it's going.

In Praise of.....

BARKSTON HEATH

Yes, there are days when that windswept hilltop site is truly hostile, when the wind makes even opening a car door a dangerous exercise, when the rain gets inside the most obdurate clothing, and when wallpapering the lounge (yet again) seems a much more attractive option. Models have become matchwood, reputations expensively wounded and, yes, there have even been fatalities.

But it has also been the scene of heroic achievement, titanic contests at National and International level: a place where sporting contests are held in which every advantage must be gained, and only the result matters. Where F/F Competitors with minds like Formula One team managers search for every advantage. Great! I loved it!

Also it is the home to genuinely sporting events in which, as in our own Flying Aces, competitors realise that the game is more than the players of the game and, although there has to be a winner, the taking part and flying in the company of good friends outweighs the outcome, and we learn to treat the “two impostors” both the same.

Think also of the pleasures and perils of the “Big Flight,” trying to focus eyes on the dot in the distance, striding along a compass bearing, searching for the way through the woods that leads towards a model invariably too high in a branch for the roach pole to reach. They are the pleasures of Ferry Meadows writ large: bigger models, longer flights, everything expanded in time and space. And the thrill of the risks: will I get it back, will it be in one piece? Ultimately, Barkston offers the chance for the apogee of Real Aeromodelling: to have built part of one’s soul into a model and to send it aloft: to see, and feel, the “Platonic image” of a flight.

The runways are broad and abrasive: so we chose with great care not our launching site, but the likely place of landing. With time and place chosen carefully, Barkston offers the feather bed upon which new models can be safely trimmed (and for Waterland to practice flying at 90mph into Lever’s hand!)

Taking into account about six days of Area Events, five Inter Club meetings, the F/F Nats and various open club events such as the Gr*ntn*m Grand Prix, there must be about 18 to 20 days upon which we are able to use that field without having to join the host club and (I hesitate to mention) many more if we do. Out of that number, there must be a proportion of days when the windsock lies at rest, the air warm, the lift gentle and the sheer enjoyment of open space, around a mile in any direction, is ours to enjoy. We must husband our daily quota of energy, as one could easily add up the miles of long-grass retrieves, but there is always the good company of like-minded souls to be enjoyed.

I have ridden the TT circuit, I once beat Derek Minter the “King of Brands Hatch”, I was at Wembley in ‘66, but I have never driven home from a sporting venue with as much of a sense of pleasure as I have from Barkston Heath.

Of course, onto every flying field a little rain must fall, but on a good day ... on a good day, only St. Peter himself should hold the keys to this place.

And what kind of a year did you have, Mark Benns?

1st HLG at Outdoor Nationals

1st HLG at Indoor Nationals

1st in F1D Team Trials

1st in F1D Nationals

1st in F1R Nationals

2nd in F1L Nationals

Silver team medal GBR European Champs F1D

Sixth in individual European Champs



Spot the similarities?

...and for this, you get sent down the salt mines!

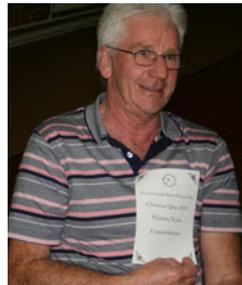
In case you are wondering, F1R is the 35cm class, and F1L is Easy Bee.

PMFC members fly higher, faster, longer.....deeper!

Shippo hits the spot!

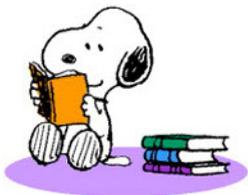
At the club Christmas party, despite the assistance of IDM and Cee Dee, Dave managed to win the Aerojet spot prize and the quiz.

A year in the limelight beckons for our new committee



What? All this for only fifteen English pounds? I may even have to subscribe myself, ye ken!

Eagle-eyed readers will see that I am still getting to grips with new laptop and programme, but this can only get better. Along the way we met T S Eliot and Everton FC ... Oh, and Liz Waterland challenged me to insert six Kipling quotations. Well, I've managed only five so far, and there's only the back page to go....ummm.....



Diary

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

Indoor Flying Dates:

26 th Jan	Bushfield 10am to 1pm.
14 th Feb	Oundle 7pm to 10pm.
23 rd Feb	Bushfield 10am to 1 pm.
14 th March	Oundle 7pm to 10pm.
30 th March	Bushfield 10am to 6pm (organised by Andy Sephton on practice day before the Nats.
11/12/13 April	Indoor Scale Nats, Nottingham University Sports Hall.

Talks at Peakirk :31st January : Ian Middlemiss/Jonathan Whitmore.

28th Feb: Andy Sephton. (Subjects tba.)

Special Scale evening: 21st March. Remember last year's very successful C/L evening? Now bring along any scale job, finished or unfinished. Should make a spectacular display!

Control Line at Thorpe Meadow every Wednesday afternoon for six months from April 1st

Free Flight at Ferry Meadows every Tuesday and Friday

Barkston: the Inter Club contests. Highly recommended. See page 10 for details.

Taster Stunt: It is intended to run a Taster Stunt event (see page 19) at one of the Wednesday afternoon club C/L sessions at Thorpe Meadow and possibly at Old War-den in 2014, judged by Mick Taylor. Further info in due course.

And if you can get to all of those events, you're a better man than I am, Gunga Din!