PETERBOROUGH MODEL FLYING CLUB

NEWSLETTER-
OCTOBER 2006

Another P.M.F.C. Winner

Marc Ashby's 3rd place win at the Free Flight Scale Nationals this year. This was Marc's first ever entry in a National competition, so his achievement is all the more admirable. Both Marc and I entered Scale Free Flight Rubber and what a learning experience it was for us both. Marc flew his TA 152, which proved to be a very competitive model and a lovely flyer, even in the Sunday evening conditions which were less than kind to us. The Saturday evening was much much better, in fact , given the weather that we had over the Nationals period this year, the Saturday evening's weather was easily the best of the weekend. Marc's final flight of the competition was just lovely, a great take off followed by gentle left hand circuits and a good landing with a flight time of well over the required minimum. (and never has 20 seconds seemed such an eternity!)

We have both vowed to return next year with new models and a better knowledge of what is required to compete at this level. I for one learned the lesson that light models fly waaaaay better than heavy models, and you don't attempt to trim models 30 minutes before the judging starts!

I learned a great deal else as well, but those two will forever remain with me!

Both of us hope that maybe one or two others might take the plunge and enter. To have half a dozen entries from Peterborough would be a real blast!

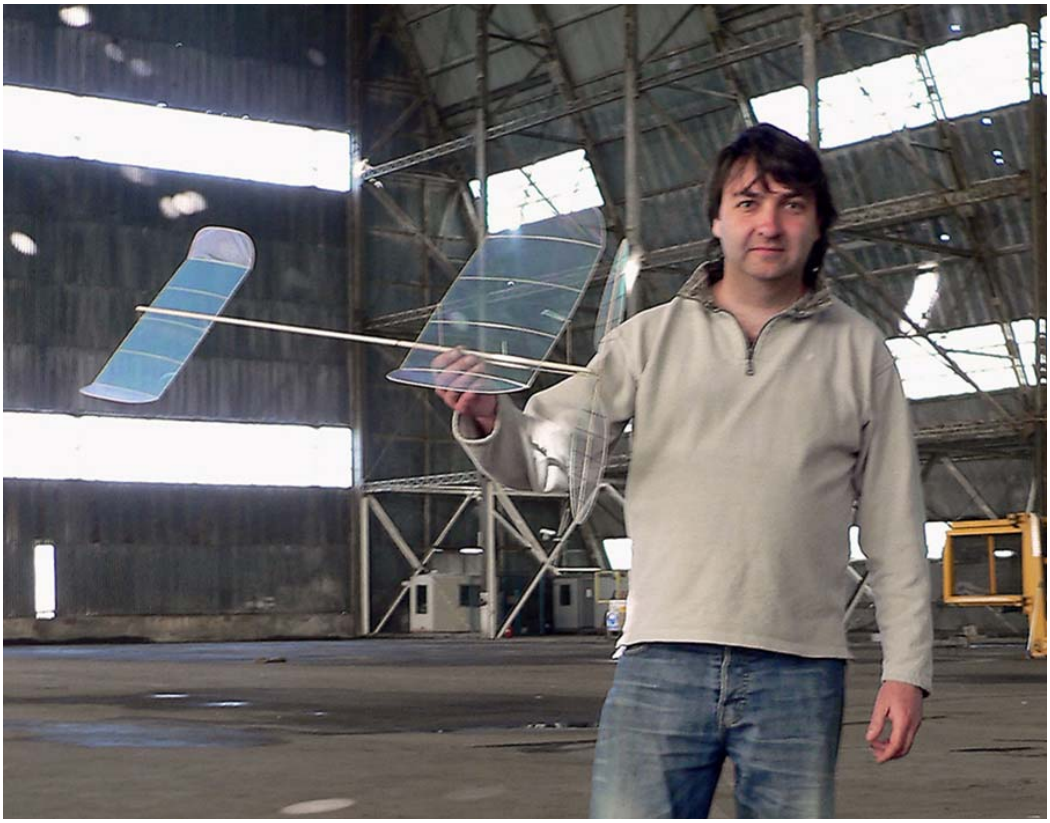
Roll on next year.

Cashtration (n.) The act of buying a house, which renders the subject financially impotent for an indefinite period.

Marc's 3rd flight on the Sunday evening

Mark Benns makes the National team in F1D .

This is the first time a Peterborough club member has made the National Team in any free flight competition. I'm sure all the club members will join me in wishing Mark all the very best in his forthcoming competitions.



Mark with his F1D at Cardington. I presume this is the model with which he gained his place on the National Team. I wonder if one needs back-up models, I suppose you do. I've seen pictures of team members with model boxes full of wings and things. The mere thought of handling stuff this fragile makes me shudder, and the notion of actually building airframes like this has me shaking my head in wonderment. Photo courtesy Mick Page.

Giraffiti (n) Vandalism spray-painted very, very high.

1
11
21
1211
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312211
13112221
?????????
What's the next line?

On the left is a puzzle.
The question is as stated, what's the next line?

I have the answer, though I'm not sure I understand it! Your answer should also include the explanation. And for it to be correct, it needs to approximate what I have! This comes courtesy of a certain website devoted to control line stunt! So no cheating!

With the internet becoming ever more litigious, this excellent disclaimer was spotted on E-Bay.

This disclaimer does not reflect the thoughts or opinions of either myself, my company, my friends, or my dog: don't quote me on that; don't quote me on anything; this disclaimer is subject to change without notice; text is slightly enlarged to show detail; resemblance to actual persons, living or dead, is unintentional and coincidental; dry clean only; do not bend, fold, or mutilate; anchovies or jalapenos added to this disclaimer upon request; your mileage may vary; no substitutions are allowed; for a limited time only while supplies last; offer void where prohibited; this disclaimer is provided "as is" without any warranties expressed or implied; Do not remove this tag under penalty of law; Confined Space - Do Not Enter; user assumes full liabilities; not liable for damages due to use or misuse; equal opportunity disclaimer; no shoes, no shirt, no bidding; caveat emptor; read at your own risk; this disclaimer may contain material some readers find objectionable; parental advisory: explicit lyrics; keep away from pets and small children; limit one-per-family please; no money down; no purchase necessary; ask us about our non-guns-for-bid-trade-in plan; you need not be present to bid; some assembly required; batteries not included; action figures sold separately; this disclaimer was packed full, contents may have settled during mailing; sanitized and sealed for your protection; do not bid if safety seal is broken; do not bid while operating a motor vehicle or heavy equipment; safety goggles may be required during use; call before you use this disclaimer; use only with proper ventilation; for external use only; if a swelling, redness, rash, or irritation develops, discontinue bidding; do not place near a flammable or magnetic source; keep away from open flames; avoid inhaling fumes or contact with mucous membranes; disclaimer contents under pressure, may explode if incinerated (joke – really); smoking this disclaimer may be hazardous to your health; the best safeguard, second only to abstinence, is the use of this disclaimer; text is made from 100% recycled electrons and magnetic particles; no electrons were injured in preparing this disclaimer; no animals were used to test this disclaimer; no salt, MSG, preservatives, artificial colour or flavour added; if ingested, do not induce vomiting, if symptoms persist, consult an auctioneer; possible penalties for early withdrawal; one size fits all; this disclaimer is valid only at participating auction sites; slightly higher north of Brisbane; allow four to six weeks for delivery; if defects are found, do not try to fix them yourself, but return to an authorized auctioneer; please remain seated until the bidding has come to a complete stop; bidding in the mirror may be more complicated than it appears; this disclaimer does not cover hurricanes, floods, earthquakes, and other Acts of God, sonic boom vibrations, electromagnetic radiation from nuclear blasts, unauthorized repair, improper installation, misuse, typos, misspelled words, missing or altered signatures, and incidents owing to computer or disk failure, accidental file deletions, or milk coming out of your nose due to laughing while drinking; other restrictions may apply. If something offends you, lighten up, get a life, and move on.

Sarchasm (n) The gulf between the author of sarcastic wit and the person who doesn't get it.
Inoculatte (v) To take coffee intravenously when you are running late.

A reminder that the Barkston Challenge extended to our club has it's last event of the year this coming Saturday. Ken Norton tells me that he's going to put on a glider event alongside the under 36" rubber and vintage cabin duration events. Ken himself won't be there as he'll be on holiday, but I believe it's still going ahead. Ken also sent me some results from the 3rd competition day. Bert Whitehead and Mick Groom achieved 2nd and 3rd respectively in the Cloud Tramp comp and Mick was 2nd in the fly-off. (I'm assuming Bert didn't fly?). In the Precision Power, Tony Wilson was an honorable 5th with his Big Bandit/Letmo combination. Mick Groom unfortunately damaged his Envoy and didn't record a time. (It is also reported that Tony who was time keeping got his maths wrong. Surely shome mishtake here occifer??)

I'm assuming that most, if not all of you will have heard about the Replikit goings on.
For those that haven't, a quick run down of what I've heard/seen on the internot!
They (Replikit) had a (short term?) license to use the Keil Kraft, Veron and Mercury plans for their kits. Then Amerang who currently have the copyright withdrew their permission, leaving Replikit with something of a problem. I've just been on their website and they report that the have 99% of the previous range back, many of them (not all, as yet) are laser cut kits, so they have probably redrawn the plans in CAD. Expect them to be accurate. They can't use the former manufactures names on the kits/plans, but the code number gives a strong clue. There's A LOT of kits there, so no excuses!

I have also bought the second and third C.D's of plans for those that wish to print their own. (or at least print one out on A4 for our esteemed copyist to wave his magic fingers over). C.D. 2 is all the Veron Tru-flite plans and C.D. 3 is Keil Kraft including control line, free flight and scale.

Who else but our very own Ray Innes.

You may have thought it was an emergency sir,
but we dont normally attend such incidents.

Hipatitis (n) Terminal coolness.
Osteopornosis (n) A degenerate disease.

Autumnal ravings from the newsletter editor.

I've been making a list of things to talk about, nothing earth shaking or of any great import, just general ramblings about this and that. This year is the first year that I've been able to attend both the Free Flight Nats and the R/C Control-Line Nats. I was in the company of some very fine fellows indeed and I'd like to thank them all for their companionship and encouragement. My next Years Nats are already marked off in the diary, and nothing short of a national calamity will force me to change those dates.

This was also my first ever entry into a national competition, in fact, it was my first ever entry into anything resembling a major competition let alone a national one. I did enter the R.O.W. one year at our Flying Aces. Came second even! Oh alright, there was an entry of two! But nothing prepared me for the experience of flying in the Free Flight Scale at the Nats. Nerves weren't really a factor, not that I was nerveless, but I sort of put any thoughts of being a gibbering wreck to the back of my mind and tried to concentrate on not making a total prat of myself. And I'm here to report that I probably failed at that as well! Yes, I got reasonable scale marks for my effort. This alone was a surprise. There are some Seriously Good Modelers and their Models that enter this competition and to be flying alongside them was a privilege. The only aspect that saved me from total ignominy was another rubber flyer that also totaled his model! My heart goes out to him. In one way it was almost a relief to have broken mine, at least I'd managed to meet one of my expectations and face up to one of the fears that I had. I think I even heard a groan from the assembled onlookers, it was hard to tell, they may have been commiserating with someone else.

On the Saturday evening I had even managed to get a smattering of applause for a flight. Sadly this was for a desperate attempt to get a reasonable flight from the model which took place after I had taken my 3 official flights. (It landed on the runway and looked pretty good by all accounts, I didn't see it land because the audience was in the way!). In retrospect, (and I've had a lot of retrospect since!) I feel that I was chasing my own tail and trying to do too many things at once. My Saturday testing and evening flights, all flown from a hand-launch showed that with a good motor wind and a decent launch I could probably have achieved the required time of 20 secs. (to qualify) Where I think I went wrong was trying to get enough power and enough prop in to it to not only get a qualifying flight, but also get it to R.O.G. If I had concentrated on just getting the 20 seconds qualifying flight, and getting my name on the board, it's possible I could have done that. But I overpowered and over-propped it which opened up another whole can of worms. Not the least being trying to guess the trim just before an official flight! A good idea NOT!

The fact was, I'd built it far too heavily, it needed a huge amount of nose weight, hence a lot more rubber and prop and that meant major changes to it's thrust angles. Cap that lot with wing retaining wires that weren't up to the job, they wouldn't hold the port wing tightly against it's seating, so the trim (ha!!!) was even further upset and I was lucky to get away with the light damage that it sustained on it's fifth attempt.

So that was the outcome of my first competitive Nats. But bugger I had a good time! Wild horses won't keep me away next year. I've got the plan, I've got the wood, I've got the documentation (nearly, I need a decent 3-view). I've got the enthusiasm.
And best of all I've got mates who'll keep me at it! Right, where's that bloody building board?

The following is the text of an e-mail received by BVW from Jan Odeyn the Belgian control-line flyer who has been experimenting with electric powered models

Hi Brian,
Yesterday I won the carrier-competition at the Dutch Nationals with my electric plane. It flew 2 sec faster then my glow-plane (40 size) and due to the pusher-prop is pulling outwards. Score was 237, one of my best, in windy turbulent weather. Total weight is less then 1 kg (1.250kg glow). I will send a plan when finished.
Can you pass this to the rest of the Peterborough-gang.
Bye JanO.

As Brian said…...bye bye glows!

LAWS OF THE NATURAL UNIVERSE

Law of Mechanical Repair: After your hands become coated with grease your nose will begin to itch or you'll have to pee.
Law of the Workshop: Any tool, when dropped, will roll to the least accessible corner.
Law of Probability: The probability of being watched is directly proportional to the stupidity of your act.
Law of the Telephone: When you dial a wrong number, you never get a busy signal.
Law of the Alibi: If you tell the boss you were late for work because you had a flat tire, the very next morning you will have a flat tire.
Law of Close Encounters: The probability of meeting someone you know increases when you are with someone you don't want to be seen with.
Law of the Result: When you try to prove to someone that a machine won't work, it will.
Law of Biomechanics: The severity of the itch is inversely proportional to the reach.
Law of Coffee: As soon as you sit down to a cup of hot coffee, your boss will ask you to do something which will last until the coffee is cold.
Law of Dirty Rugs/Carpets: The chances of an open-faced jam sandwich landing face down on a floor covering are directly correlated to the newness and cost of the carpet/rug.
Law of Location: No matter where you go, there you are.
Law of Logical Argument: Anything is possible if you don't know what you are talking about.
Wilson's Law: As soon as you find a product that you really like, they will stop making it.
Theatre Rule: At any event, the people whose seats are furthest from the aisle arrive last.
Variation Law: If you change lines (or traffic lanes), the one you were in will start to move faster than the one you are in now. (works every time)
Bath Theorem: When the body is fully immersed in water, the telephone rings.

A programmer and an engineer are sitting next to each other on a long flight from Los Angeles to New York. The programmer leans over to the engineer and asks if he would like to play a fun game. The engineer just wants to take a nap, so he politely declines and rolls over to the window to catch a few winks. The programmer persists and explains that the game is real easy and is a lot of fun. He explains "I ask you a question, and if you don't know the answer, you pay me $5. Then you ask me a question, and if I don't know the answer, I'll pay you $5."
Again, the engineer politely declines and tries to get to sleep.
The programmer, now somewhat agitated, says, "OK, if you don't know the answer you pay me $5, and if I don't know the answer, I'll pay you $100!"
This catches the engineer's attention, and he sees no end to this torment unless he plays, so he agrees to the game.
The programmer asks the first question. "What's the distance from the earth to the moon?" The engineer doesn't say a word, but reaches into his wallet, pulls out a five dollar bill and hands it to the programmer. Now, it's the engineer's turn. He asks the programmer "What goes up a hill with three legs, and comes down on four?"
The programmer looks up at him with a puzzled look. He takes out his laptop computer and searches all of his references. He taps into the Air phone with his modem and searches the net and the Library of Congress. Frustrated, he sends e-mail to his co-workers--all to no avail.
After about an hour, he wakes the Engineer and hands him $100. The engineer politely takes the $100 and turns away to try to get back to sleep. The programmer, more than a little miffed, shakes the engineer and asks "Well, so what's the answer?"
Without a word, the engineer reaches into his wallet, hands the programmer another $5, and turns away to get back to sleep.

Marc Ashby found this quotation in an issue of Model Flyer (US). He thought it summed up our recent Flying Aces, and is worth putting in the newsletter ..... I agree.

"This isn't a competition, this is a family reunion" ... Bill Warner.

Dopeler effect (n) The tendency of stupid ideas to seem smarter when they come at you rapidly.

Dates for your diary. <u>Please note the times.</u>

6th October. Peakirk Village Hall. Don't forget, this is an 8.30 start, not 8.00 as before.
13th October. Peakirk Village Hall.
14th October. The inter club challenge at Barkston Heath
20th October. Whittlesey, Sir Harry Smith College. 7.30 – 9.30. Please note, there is no security number for the main doors this year, Marc has a swipe card for entry. There is only one swipe card, so please try to be on time. Either Marc or I will wait around 5 or 10 minutes for late-comers. If you are later than this you can phone Marc or me on our mobiles and we'll hobble down and let you in. Marc's is 07778 056 450, and mine is 07746 160 622.
27th October. Oundle, 7.00 start
29th October. Impington Village School. 9.00 a.m. till 5.00 p.m.

3rd November. Peakirk
10th November. Peakirk
17th November. Whittlesey
24th November. Peakirk

1st December. A.G.M. at Peakirk village hall. Please try to attend. 8.30 start. *(see note below)*
8th December. Oundle.
15th December. Peakirk
22nd December. Xmas party stuff and quiz at Peakirk.
28th December. Turkey fun fly at Ferry Meadows. 10 a.m. till we're too cold to fly.
Hot soup, mince pies and seasonal jollity.

5th January. Oundle.
12th January. Peakirk.
19th January. Whittlesey.
26th. January. Peakirk

2nd February. Oundle.
9th February. Peakirk.
16th February. Whittlesey.
23rd February Peakirk

2nd March. Oundle.
9th March Peakirk
16th March. Whittlesey
23rd March. Peakirk
30th march. Peakirk

6th April. Peakirk. (note, we shall very possibly be back at Ferry Meadows by this point,
13th April Peakirk but the hall has been booked just in case)
20th April. Peakirk

Club and BMFA subs will be notified at the AGM and should be paid on the night or sent to
Mrs D Jarrett, Balcony House,
100 Main Street,
Yaxley Peterborough, PE7 3LP. Tel 01733 45000.
One cheque for both fees payable to "Peterborough M.F.C."

(the note below) For those that are not familiar with the location of the village hall in Peakirk, it is opposite the Ruddy Duck Pub on the main street in the village.

Building an Electric Ruler (by Chairman Ted)

For those of you who still need convincing about flying small electric models using Li-poly cells look no further, for here is the Electric Ruler….

My own Electric Ruler originates from an old Aeromodeller plan and many will have seen me flying it at Ferry Meadows out of doors using the little Peterborough FET timers as featured in an earlier January 2005 newsletter http://www.peterboroughmfc.org/

The indoor season will soon be upon us again, so why not build one of these Electric Rulers as they are fantastic indoors and will rise off ground with ease and reward you with excellent and consistent flights every time!

The hardest bit is that it will only take you a evening or two so what are you waiting for???

PMFC members will find an A3 copy of an Electric ruler plan enclosed with this newsletter , anyone else who accesses our web pages can send me an email to ted.szklaruk@ntlworld.com and I will gladly send you a full size plan copy or two in the post.

If you can, make a spare copy of the plan on a photocopier at the office because we are going to cut it up into pieces and make cardboard cutting templates to make it easier to accurately cut the depron that will be used.

1. Roughly cut out the fuselage, stabilizer and wing from the copied plan so that you have about half an inch of spare paper around the drawn parts and then grab yourself a large empty Frosties or Cornflakes cardboard box and some PVA (in my case a left over bucket of Wickes builders PVA from when I was tiling the bathroom!)

2. Using a big 2 inch paintbrush, quickly PVA the glossy side of the cornflake packet and stick the cut paper template cut outs on and let the lot dry. I get very impatient at this stage so I use my daughter's hair dryer to speed up the drying process, don't worry about the templates curling up because they will flatten out quite well afterwards. I avoid glues like Pritt stick here because when you come to cut the templates out with a scalpel, the blades will sometimes drag on the glue and rip the paper template as well.

Using builders PVA stiffens the cardboard templates and the cut is much cleaner this way

3. Source your 3mm Depron from Sams or Flitehook and find out which way the grain runs because if you try and bend it you will see that there is an obvious grain just like that found on a length of sheet balsa. Sometimes though, you can't quite be sure how the grain runs and an easy way I find is to just stick a scalpel blade in the depron and run it along for a few inches and feel which is the easy cut and which is the draggy cut. The easy cut runs with the grain, the draggy one is cutting across the grain just as balsa feels but much more subtle.

For the depron wing , we need the grain to run from left hand side tip along the length of the sheet of depron all the way to the right hand side tip. Now cut out the dried PVA cardboard wing template with a new scalpel to make an exact size **master wing template** shape from the cornflake box. Place this master wing template firmly over the 3mm depron with the grain running the correct direction along length of the wing as described and then cut the depron with a brand new scalpel blade around the template ensuring you take your time to get it absolutely spot on. (if you rush the blade at this point you will drag big chunks of depron out of the wing with the friction you generate and you will spoil it.)

4. Put the wing aside and cut out an exact **master fuselage, master stabilizer and master fin** cardboard template from the dried PVA cardboard cornflake box.. (ps. Note that the fin is not part of the fuselage when you cut it out!). Similarly, place the master fuselage template on the 3mm depron and cut out the fuselage shape minus the fin in depron ensuring again that the depron grain is following the length of the fuselage .

5. Obtain some 2mm wall foam and iron with a domestic clothes iron on one star silk setting keeping the iron moving all the time until the surface melts slightly and goes shiny. Turn the wall foam over and iron the wall foam in a similar fashion until it is also shiny on that side as well. Why do this?

When we iron the wall foam in this way we are manufacturing a melted stressed skin on two surfaces of the foam with a soft bit in the middle with the result that the foam cuts a lot cleaner and it is also now about six times stiffer than it was before in its floppy loose state.

(almost like a 3 ply construction for stiffness and strength but in foam…)

6. Now place the fin and stabiliser master cardboard templates on the stiffer 2mm wall foam we have just made and cut out the shapes of the fin and stabiliser from the wall foam.

7. That's all the cutting done, now find a length of firm 3/32'' square balsa and stick it on the leading and trailing edges of the depron wing. I like to use a product called **UHU POR Green,** a foam adhesive that is excellent for all foam and balsa bonds. I usually smear a thin layer on both surfaces to be glued and let both parts air dry for 3 minutes before bringing the two pieces together at which point there is excellent grab and still a few seconds to move the parts into their final positions before the grab becomes permanent.

DO NOT USE UHU POR BLUE AS THIS EATS HOLES IN FOAM
you only ever do that mistake once I assure you!

Let the wing dry now and then round the leading and trailing edges off with very fine sandpaper. When dry, use your fingers to produce an aerofoil curve along the underside of the flat depron wing. Building the wing on a board was quite tricky for some strange reason and I found it much easier to 'Frank Sinatra' it and do it my way as follows…..

8. Cut out the six balsa wing ribs and glue <u>just one of the ribs</u> into position under the wing using the 3 minute UHU POR gluing technique as described. Hold the rib in position with your fingers until it has permanently grabbed in place, (again I use a hair drier to speed up the drying process further) and then do the other 5 balsa ribs in the same way .

Leave the wing to set, overnight preferably ,with a few magazine weights on top of it to keep it nice and flat and in the morning the UHU POR green glue will have set, producing a very nice stiff little wing.

9. Following the plan, cut the ribs where shown, elevating each outer polyhedral to ¾" as shown<u>, remembering to chamfer / bevel the cut rib ends for the correct angles</u> as shown on the plan.(Lego blocks stolen from the kids are excellent here and stack up the wings nice and square every time!)

10. When the polyhedral had dried , cut the wing ribs at the centre and glue it to give ½" dihedral , again using Lego bricks for nicely squared up wings as before.

11. Now make 2 depron wing mount doublers out of 3mm depron and glue them either side of the fuselage at the wing mount between the nose and the cockpit. Glue the 3/32 " balsa fuselage stiffeners along both sides of the fuselage as this gives a lot of strength and rigidity to the fuselage here.

12. <u>I now digress from the plan and mount my motors as follows…</u>

I usually glue some triangular trailing edge scrap balsa to the nose to beef up the front end of the model and when it is set I Dremel out a large cavity for the motor unit so it can be inserted in from the front. Make sure there is plenty of gap around these motors for cooling air as they will burn out if you enclose them. I have used a Falcon PU04 motor with combined gearbox and propeller but recently I have come across an even better made motor, the Atomic Workshop Voodoo 15 which is only a couple of quid more but much more robust and better engineered in my opinion.
http://www.atomicworkshop.co.uk/ProductDetail.asp?ProductType=PU1
http://www.falconmodels.uk.com/acatalog/Power_units_and_Propellers.html

13. I then make a small mira-ply mount and glue it over the nose of the cavity so that I can fix the motor / gearbox being used with a couple of screws. A picture is worth a thousand words they say so a look at the motor mounting pictures enclosed will speak volumes. *(Ed's note, I've put the pics on the back pages so that I can keep them in colour.)*

14. The stabiliser has a 1/8th balsa stick brace running across the length for extra rigidity and then this is stuck onto the fuselage and the fin stuck on top. The undercarriage is bent to suit and attached to the balsa with a blob of thick super glue. Wheels are depron circles with glued hubs made out of sequins for friction free running and trouble free ROG's. Glue the finished wing onto the wing mount with UHU POR and the model is finished, once you have added a Peterborough FET timer. As these small motors use only 300mA max current I even chopped off the metal lug of the heat-sink on the BUZ71 FET to save a couple more grams

My AUW flying is only 21g and I am not a light builder, just lay off the fancy paint jobs and keep the decoration simple….
This is an excellent flying model and so simple to trim, I use a smidgeon of right thrust and a smidgeon of down thrust as shown in the plan and my Ruler will ROG and fly power right and glide right in consistent trimmed circles every time!

Now here is something that will also interest you if you still think you can't build a Fet timer. Whilst I was at the last Nottingham Indoor Scale Nationals in May I met a most excellent chap called Gerard York offering Peterborough FET timers out of a suitcase ready to put in your model complete with battery controller handset for the princely sum of £5 each!
I don't know how he does it for that price but he must have knocked out at least 30 units whilst I was there, all nicely packaged up with simple fitting instructions and of course the fact that they had been sourced from contact with our wonderful PMFC club magazine article! (*Ed's note, the timer having been developed, made and described beautifully by Ted himself!)*
It appears that many people flying at indoor venues in Shropshire were very interested in the use of Lipo cells with FET timers but that many were unable to solder, so Gerald picked up on the need and went into small time production. He has now made most of the timers for people up north who have seen my model timers flying at Old Warden….
Now some people might be peeved at what Gerald is doing, but I think it is absolutely wonderful that he is prepared to pass my work onto other modellers who want to break into Lipo powered models (especially after Aviation Modeller magazine let me down last year over publishing the article) so I say good luck Gerard, and thank you very much for your personal effort as well as passing the word around.
For PMFC members, I will always knock you out a timer if your eyes are shot and you're none too good at soldering ! (*Lazy gits don't count then Ted?.. ed)*
For all others who access our newsletter on the web you might like to contact Gerard York on email dunlandin@tiscali.co.uk and ask if he can help you out with a complete timer. Don't forget the cost of postage

Safe Flying to all
Chairman Ted

Late breaking news!

This came in after the presses had closed, and I had wrapped everything up. But I can't not put it in this issue. I had an e-mail from **Mick Page** at 3.00 this afternoon to tell me that he is

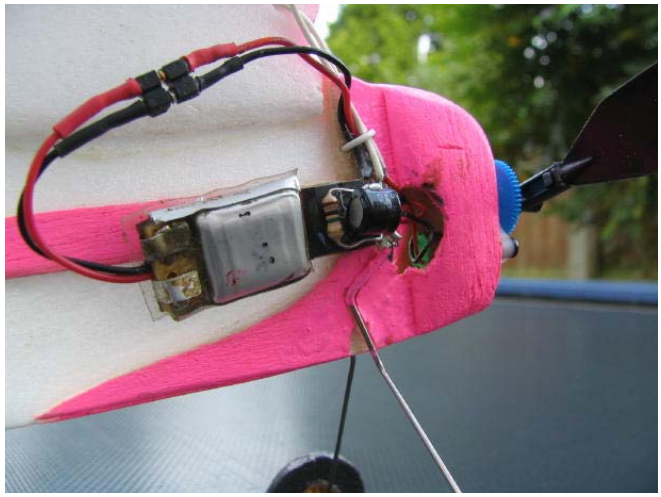
National Catapult Champion for 2006.

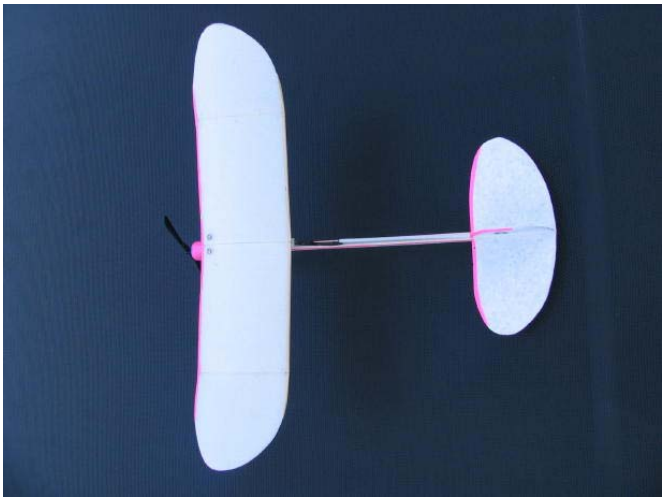
Wow! Are we a club with some champions or wot! Way to go Mick! This is his e-mail.

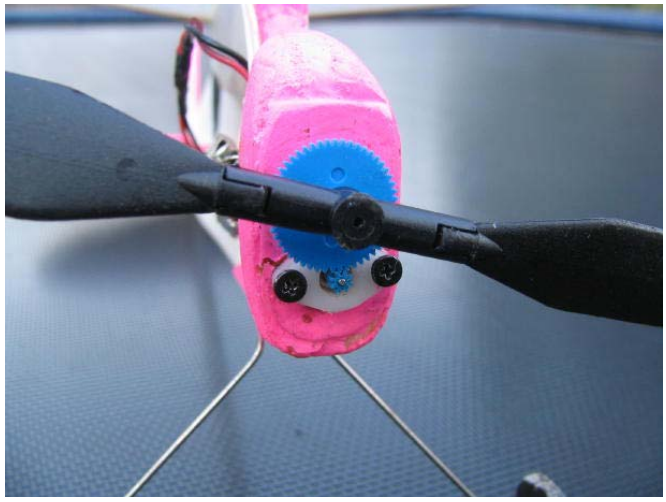
"How good are you at climbing? Just look what happened to my catapult model at the indoor Nationals, and it's still there at least 80ft of the ground! Mind you Mark pulled the rubber so far back on his catapult model that it exploded in mid-air! So I'm the British Catapult Champion for 2006!". He included a photo of a very small dot high up in the rafters of Cardington which unfortunately won't mean a light when reduce, cropped, grayed out and printed at A5.

"Some people ask the secret of our long marriage.
We take time to go to a restaurant two times a week.
A little candlelight, dinner, soft music and dancing.
She goes Tuesdays, I go Fridays."
Henry Youngman

Beelzebug (n.) Satan in the form of a mosquito that gets into your bedroom at three in the morning and cannot be cast out.







Some pictures of Chairman Ted's "Electric Ruler", one of the free plans this month. Complete with a one cell Li-Po (450 mA?) and Ted's Peterborough Timer. Saw it flying on a couple of occasions during the summer, it flies extremely well. I also think that there is some fun to be had with models of this size and configuration flying an indoor team race type event. They track so well and consistently, that a race could be evolved with, say, 4 pit stops (mandatory), a pit team to recover model and (re) take off from a fixed position pitting area, most laps flown over a fixed time wins the fair lady's hand. Same (or equivalent) motors and power supply. No hand launches, etc etc. is there enough interest? I'm up for one.

Kev's big jelly-whopper doing what it does best, and no, it wasn't flying down at Ferry! Bloody impressive machine.

Glibido (v)
All talk and no action.

Willy-nilly (adj.) impotent.

Graham's Keil Kraft Gannet powered by a Falcon motor (I believe) and a 450mA single cell Li-po. Beautifully made as are all Grahams models, and a lovely flyer to boot. Excellent.

He keeps on winning! Tony Wilson getting his plaque for winning the mass-launch at this years Flying Aces. His KP02 powered Keil Kraft Senator did well in the high wind.

The parting shot! This was taken at this years Flying Aces. Chas Campen having some fun with a resting-for-a-moment-after-chucking-my-models-about-on-windy-Ferry-Meadows-Tony-Johnson. I'll make this a caption contest. All (printable) captions to me, bernie nichols, burn44@aol.com