

# PETERBOROUGH MODEL FLYING CLUB



## MAGAZINE

September  
2017



### *FIELD of DREAMS*



**NATIONALS AND FLYING ACES EDITION**



*Produced both as a paper copy and as an e-mail attachment for  
PMFC members, and subsequently on our website  
[www.peterboroughmfc.org](http://www.peterboroughmfc.org)*



Dear reader:

If you are one of those dreadful people who leaf through this magazine to see if you are in it, then cast it aside (shame on you!) Please take a moment to turn to page 18. The inevitable conclusion, after surveying the sadly diminishing number of “real aeromodellers” in this country is that PMFC holds a place in the very centre of activities. A responsibility and a privilege for all of us.

I am pleased and relieved to report that the printing, assembling and distribution of this magazine has now been taken over by Brian Waterland thus saving me several days of angst, not to mention that of my wife, dog and, on a really bad day, pet tortoise as well. Watch out, Liz!

## COMMITTEE for 2017:

President Elect:

Brian Waterland

Chairman Brian Lever

Vice Dave Leeding

PRO/Secretary/Magazine

John Ashmole

Treasurer/M'ship Sec:

Richard Arnold

F/F Sec John Ashmole

C/L Sec Brian Lever (temp.)

R/C Sec Dave Clark

Scale Russ Lister

Safety/Ferry Liaison :

Dave Rumball

Webmaster Tony Beckett

[Editor@peterboroughmfc.org](mailto:Editor@peterboroughmfc.org)



**Cover:** Martin Skinner used this K.K.Auster Arrow to seek glory in the Masefield. Well, 4th place, anyway.

Goodbye to the Boffin...

## Ian Middlemiss



Ian was a mentor and a friend and he will be greatly missed. He was interested not only in the development of technical projects but also took a kind interest in peoples' interests in modelling, expending much thought on how he could help them achieve what he saw as their potential and how he could contribute to the club.

To me personally he was a great encouragement and I will miss our technical conversations as well as his banter on the field..

Ian could be brusque at times (often excusing such as his engineer's mindset) and occasionally impatient but this was in part down to his own high standards, although he didn't take himself too seriously.

He was unstintingly generous and fundamentally loved to fly. One of our test sessions at Ferry saw us chatting gleefully about just how brilliant flying is, as my glider climbed to a speck in good lift. For me, this is how he will be remembered.

...Jonathan Whitmore.

The loss of Ian is indeed very sad news. He was a huge influence in both PMFC and aeromodelling in general. His experiments with materials, designs, batteries and electric motors pushed boundaries and influenced many other lesser mortals to take up challenges they would never previously have contemplated. His meticulous approach to all he did was never more exemplified than in the article he produced for the 15<sup>th</sup> SAM 35 Yearbook in which his approach to designing, building and powering free flight electric models became a seminal article for aeromodellers across continents. His more recent developments with discus launched gliders gave him great satisfaction and some superb thermal flights at Ferry for us to enjoy.

Throughout all this he was a most enthusiastic proponent of Peterborough Model Flying Club and all that we stand for. He will be much missed throughout the movement and in particular by his friends and admirers in our precious club.

God bless you, Ian. Rest in peace.

...Brian Lever, PMFC Club Chairman.

*Editor's note: these are just two of many tributes received. Much of the text of this magazine had been completed before this very sad news arrived: I have chosen not to alter anything.* 3

Another fine mess...

The third Club F/F Contest



Home at last.

“Take off those soggy, wet clothes at once!”

“Don’t walk on the floor, I’ve just cleaned it.”

Three times in the last three weeks, I found myself arriving home soaking wet and cold after a comp. Is this the perpetual fate of a Cee Dee? If only I could remember who got me into this in the first place...

The Classic Car/Music festival with which we shared the field was only a minor irritant, especially compared with the increasing rain which developed after about five pm. I must offer reluctant thanks to Brian Waterland (who cruelly described my de-treing efforts as “inept”\*) and more fulsome ones to Jon W for climbing much higher to release the Corsair. All winners on the day were worthy, and championship scores (available on website) are getting close, although the P20 flyoff was deferred by mutual agreement to a drier day. Similarly, the Bernie Nichols Trophy will continue at the next event. (See p 8) Ricky Bould (he of the Auckland CT team and staying on after the Nats) demonstrated that a K.K.Elf can fly beautifully and for around 40 seconds but, possibly to his fiscal disadvantage, will not be at Flying Aces.

**Results:**

**P20**

- 1) Peter Adams 150
- 1) Mick Page 150
- 3) Bert Whitehead 125
- (4 Ricky Bould 102)

**HLG**

- 1) Jon Whitmore 124
- 2) Peter Gibbons 90
- 3) Dave Clark 81
- 4) Brian Lever 60

**Glider:**

- 1) Bert Whitehead 97
- 2) John Ashmole 92
- 3) Brian Lever 71
- 4) John Brown 48
- 5) Tony Becket 30

**Cloud Tramp**

- 1) John Brown 144
- 2) Bert Whitehead 135
- 3) Dave Rumball 127
- 4) Peter Gibbons 59
- 5) Dave Clark 71

\*Never upset an Editor...see p 23.

“...it’s a funny old game...”

## Free Flight Scale at the Nats.

...report by Bryan Lea



A game of two halves, they say. This is the 2017 BMFA Scale Nats, it is not a matter of life and death, it is more important than that. Now where have I heard that said before? Saturday was very windy, Sunday a hardly discernable breeze and sunshine. The assembled scale “teams” comprised the visitors, New Zealand All Blacks of Ricky Bould, Stan Mauger and Don Spray. For the home team, the England Lions were Andy Sephton, Gareth Tilston and Bryan Lea. Outdoor rubber Kitscale, Flying Only and the “trophy” events were postponed to the Sunday in the hope of better weather.

The only scale event on the Saturday was for Aeromodeller/Model Aircraft designs. There is no static judging for this event: all you have to do is find a design you like and build to the plan and fly it. The judges are looking for realistic flying performances. Just 5 brave flyers put in scoring flights and I thought for a long time that Gareth’s bright orange Cessna Bird Dog had got it but Mike Smith won with his Martinside Elephant with Gareth taking 3<sup>rd</sup> place

From almost being blown off our feet on the Saturday, Sunday brought sun and the lightest of breezes. Open - Flying Only was the first event in the morning. Opening the scoring we had Don Spray with his DH Puss Moth - 1<sup>st</sup> place. Gareth with the Lancaster came 4<sup>th</sup>. Andy Sephton with the little BE2c was 6<sup>th</sup>. Ricky Bould with the Comper Swift 8<sup>th</sup>.

**New Zealand 1...England 0.**



*Our very welcome visitor Stan Mauger, with Antarctic Auster.*

**Outdoor Rubber Kitscale** with 18 entries was the most popular scale class. The rules, such as they are, are fairly relaxed. Basically any model that is or was offered for scale as a kit is eligible, just 3 flights from a marked out square as near to 30 seconds as you can make it. The flyer with the least difference is the winner. I did my usual trick of turning up with models not properly trimmed. I entered kitscale on the field but wasted the first half hour trying to get a decent trim. I got Rob Smith to time my first flight which was 40 seconds. Next flight was dead on 30 but by then I had run out of time.

Rob went and handed in my scorecard only to be told I had not used the official timekeeper so it was a waste of time. Apparently mention was made of using the official timekeeper in the competitors' notes for those who had pre-entered. Nobody told me!

The winner flying a Piper Family Cruiser was Gareth Tilston with an error of 14 seconds, second Ivan Taylor 15 seconds,

Third Pete Fardell 16 seconds. So the score now stands at **New Zealand 1, England 1.**

Now for the big one, the Trophy events. Static judging took place in the shelter of canvas awnings on the Saturday morning. Here we have separate classes for Power, Rubber and CO2/Electric scored with the best flight from 6 added to the static score to arrive at the winners. The rubber models don't have to take off from the tarmac so they are being flown from the grassed area, plenty to see for the spectators. I managed qualifying flights in rounds 4 and 5 in rubber but had damage so that was that - no 6<sup>th</sup> flight. It flew reasonably OK under rubber power but when the turns had run out dropped its nose and dived for the runway. Memo to self - get the model fully sorted before the next comp.

Stan Mauger's second flight in power with the bright orange Antarctic Auster C4 was an absolute beauty, long, straight takeoff followed by smooth realistic flight and first place. **New Zealand 2, England 1.** Stan's flight score of 1720 points was narrowly beaten by Andy Sephton', 1750 with the Lacey M10 to win Rubber.

**New Zealand 2, England 2.**

Not to be outdone Gareth came out with his well tried DH60 Cirrus Moth to score a win in Co2/Electric repeating last year's win. Ricky Bould came 4<sup>th</sup> in this class with his Comper Swift.

At the final whistle it was New Zealand 2, England 3!!! What an exciting match. The crowd go wild, well not really, polite applause actually. The weather really came good on the Sunday and there was some excellent scale flying to be savoured.

Our star flyer was Gareth who played a blinder, 2 wins, a 3<sup>rd</sup> and a 4<sup>th</sup>: surely the best Nats performance by a PMFC scale flyer ever. Unless you know differently, of course.

.....Bryan Lea.

## Summary of May Nats Results, PMFC members.

### **F/F Scale:**

Power	6 <sup>th</sup> Gareth Tilston	DH75 Hawk Moth
Rubber	1 <sup>st</sup> Andy Sephton	Lacey M10
	6 <sup>th</sup> Bryan Lea	Champion Citabria
CO2/ Electric	1 <sup>st</sup> Gareth Tilston	DH60 Cirrus Moth
Kit Scale	1 <sup>st</sup> Gareth Tilston	Piper FC
Credginton Trophy	4 <sup>th</sup> Gareth Tilston	Lancaster
	6 <sup>th</sup> Andy Sephton	BE2C
AM/MA Plans	3 <sup>rd</sup> Gareth Tilston	Bird Dog

### **Control Line :**

Weatherman Speed	8 <sup>th</sup> Julio Isidro
Phantom Speed	1 <sup>st</sup> Julio Isidro (2.5c.c.)
	2 <sup>nd</sup> Julio Isidro (1.5c.c.)
	6 <sup>th</sup> Brian Lever

### Free Flight:

**The “F” Classes:** F1B 7<sup>th</sup> Mark Benns 7<sup>th</sup>.

**Bowden Trophy** 8<sup>th</sup> Brian Waterland  
21<sup>st</sup> Brian Lever

**SAM 35 F/F 36” Hi-Start Glider** 2<sup>nd</sup> Peter Adams  
5<sup>th</sup> Julio Isidro  
6<sup>th</sup> Andrew Green  
7<sup>th</sup> Brian Waterland

**SAM 35 Biplane Precision** 1<sup>st</sup> Brian Lever

P30 **1<sup>st</sup> Mick Page** (who?)

10<sup>th</sup> Peter Adams 13<sup>th</sup> Martin McHugh  
14<sup>th</sup> Terry Bailey 19<sup>th</sup> Peter Gibbons

BMFA Glider 20<sup>th</sup> Martin McHugh  
BMFA Rubber 11<sup>th</sup> Peter Gibbons 13<sup>th</sup> Terry Bailey  
CO2 5<sup>th</sup> Peter Gibbons  
Mini Vintage 8<sup>th</sup> Andy Green 13<sup>th</sup> Peter Adams  
15<sup>th</sup> Peter Gibbons 16<sup>th</sup> Martin McHugh  
HLG 3<sup>rd</sup> Mark Benns  
E30 2<sup>nd</sup> Peter Gibbons, 7<sup>th</sup> Peter Adams

I hope this is complete. If I have missed anyone, please let me know. And, what kind of Nationals would it have been without PMFC??

## Club Free Flight contest, Round

### Four. July 3<sup>rd</sup>.

*What a great event! A credit to PMFC*

First, the results:

#### HLG/CAT

- 1 Dave Clark 76
- 2 Brian Lever 59

#### Cloud Tramp

- 1 Bert Whitehead 132
- 2 John Brown 125 + 45.6
- 3 Dave Rumball 125 = 45.3

#### P20

- 1) Bert Whitehead 135 + 76
- 2) Mick Page 135 + 72
- 3) Terry Page 127
- 4) Tony Johnson 124
- 5) Peter Adams 106
- 6) John Ashmole 102
- 7) Brian Lever 90

#### Glider

- 1) John Ashmole 122
- 2) Brian Lever 80
- 3 Bert Whitehead 72
- 4 Dave Clark 67
- 5 Peter Adams 62
- 6 Terry Page = 30
- 6 John Coleman = 30
- 8 Tony Johnson 16



*Dave and John before their second place flyoff in CT. They were finally separated by point three of a second!*

### ***Victor Ludorum***

Just for fun I thought I'd try introducing the idea of the "Overall Winner" of this event. My method is simply to give flyers one point for every other competitor they beat. A glance at the positions above will show that this is an easy calculation. (Must score in more than one event.)

If my figures are right, it goes like this:

- 1) Bert Whitehead 13
  - 2) John Ashmole 8
  - 3= Terry Page, Brian Lever, 6
  - 5= Dave Clark, Peter Adams, 5
- Etc.

Knowing Bert's liking for the odd Latin Tag, he can now style himself "*Victor Ludorum*" at least until the next event!



*Graham Gostick's  
compilation glider:  
Petrel wing,  
Senator tailplane,  
own design fuselage.  
It works!*

Either the overall standard of flying has improved this year, or all the trees that surround our field had all taken a step forward, with malevolent intent. We set a 45 second max despite the calm conditions, due to the likelihood of big lift passing over, but even with such short flights, several luminaries found themselves prodding at trees with roach poles, or even with two poles joined together. No models were lost however: at least not after the following day, when Mick Page's P20 was returned "by a nice man with a boat." The day was eventful and exciting, with more happening than this correspondent could keep up with. There was hardly even time to listen to all of BVW's endless supply of stories. We even had a real medical emergency with lashings of blood, most of it once the property of Brian Lever. These C/L Team Race pitmen really shouldn't try small rubber: it's far too dangerous!

Please note the popularity of Glider in which four models present were fitted with Radio D/T which lends itself easily to this class, and of P20 in which the normal dominance of Mick and Peter can, as the results show, be overcome.

**The Bernie Nichols Trophy** was completed at this event: bravely BML continued to fly: (he was, after all, the leader after the previous round, and he went on to win overall in a manner (dripping blood from two finger wounds) that would have amused Bernie, whose cultured guitar-playing digits were frequently to be seen in shreds after diesel flicking. (That's DIESEL flying, Brian, not winding a Cloud Tramp!!) And what model did Brian use? Horror! An indoor BMFA Dart! It flew smoothly and safely in the flat calm conditions around 7.30 pm. His excuse for using this was that he could not wind a larger motor.

A Dart, of all things! Needless to say, they are banned for next year. In fact, as previously announced, next year's BNT will be for Cabin Rubber models, to draw it into line with current SAM 35 precision events. Now, surely, we've all got one of them...

...sports report...

## The Away Team hits the road....



Fourth Area, North Luffenham, 14/5/17

E 30 Electric 3 x 2.00 max

1<sup>st</sup> Rod Brigginsshaw 6.00 + 3.29

2<sup>nd</sup> Peter Gibbons 5.59

(beating such luminaries as Chris Strachan, and Trevor Grey.)

*[Editor's comment: After this success, Rod had real hopes of defending his status as National E 30 Champion on what would have been the third occasion, but events conspired cruelly against him. We must remember that the whole country was in a state of high alert at the time following terrorist activity. Consequently, any box containing mysterious electrical gubbins, left beside a car outside a hotel, was of immediate interest to any policeman on the lookout for quick promotion. As for the rest, you'd better ask Rob, but be gentle.]*

Nationals: well pleased with some of our results, especially Mick Page coming first in P30...also my own second in E30.

A major contributor to our success in E30 is our good friend Ian Middlemiss, who is much missed on the f/f scene, and our thoughts are with him.

I have been up to Buckminster several times recently trying to trim and prepare three E36 models and one Open Electric job. Slow and careful progress is being made in readiness for contest use. My own design Hot Rod is looking quite promising, for which I thank Rob Brigginsshaw Electronics and, of course, IDM.

## 6<sup>th</sup> Area

### North Luffenham

16/7/17

P30 Rubber 3 x 2.00 max

(1<sup>st</sup> Bill Denis 5.47)

2<sup>nd</sup> Mick Page 5.17

3<sup>rd</sup> Peter Gibbons 5.09



A very good turnout from our club. It was hard work, long grass making it very difficult to find models but a good result. This may change when all the area scores are in.

I had a quick look for my Co2 model, lost at the last event, still no luck, but a bronze certificate came through the post today (this relates to the 5<sup>th</sup> Area event also at Luffenham on 25<sup>th</sup> June where I came 1<sup>st</sup> on the field and third overall.)

Returning to 6<sup>th</sup> Area, Martin McHugh came second in Coupe narrowly beaten by Phil Ball. Martin lost his model on his final flight. We searched Sunday evening, returned on Monday with two trackers, finally found it a mile downwind on a very weak signal from the model.

### East Anglian Gala, Sculthorpe 22 July

**HLG/Cat: Gold:** Peter Gibbons  
(beating Graham Percival and Chris Strachan.)

A close contest against Graham, winning by eight seconds: prizes were M & S vouchers, very welcome. Six PMFc members attended during the two days: Mark Benns' new F1B looks excellent, almost fully trimmed, superb climb.

.....enough said, now back to the S.H.E.D.\*

.....Peter Gibbons

= Studio for Hobby and Engineering Design.

## The August Nationals

at last, they were on our side!

Or were they??



Who? The three witches of course, who lurk in the remote corners of the Blasted Heath. In May they taunted us at the F/F Nationals with a perfect Sunday before drenching us with scorn and squalls on the Monday. But on the Sunday of the Nats they not only restrained their natural malevolence but were even actively helpful. For three days, conditions were perfect for flying: light breeze if any at all, comforting warmth and beautiful flat calm sunset evenings.



Those noisy boys, BL and BVW were at it again. Despite being “occasional” flyers in British Goodyear, they put in a highly competent display notable for excellent teamwork by Lever even when an unexpected extra pitstop was required. It had cost them only three laps, so they qualified for a Monday final.



(from page 12)

During a luncheon interval back at the PMFC enclave, chatting in a desultory way about life, the universe and stuff, we became aware of a mysterious silence. Never reticent whenever anyone lingered within earshot, Brian Waterland, like Macavity, wasn't there. Upon his later arrival *en vitesse*, the truth was revealed. Fuel. Apparently the new can of diesel to be used in Mini Goodyear that afternoon lacked some esoteric element, known, we are told as IPN . BVW remembered having some in his model room. Off to Deeping, enjoying the company of Bank Holiday Sunday drivers in each direction, although we suspect that finding the stuff in the world's most untidy workshop probably took longer. Upon return, and with commendable insouciance, the "mixture rank of midnight weeds" proceeded. Just the precise amount of eye of newt and tongue of frog was added (with the Sisters' tacit support, of course,) for the mix to work perfectly when called upon.



*The stress is showing, as our hero prepares the mix. If only he could remember where he had left the pencil.*



*It was not only the "Weird Sisters" who gave their support. Thanks, Rob.*



**BUT...**  
(See over...)

...everything had gone smoothly on the Sunday now fuel was sorted, models sorted, timings of events sorted, leaving us in no doubt that Monday would result in two intense but rewarding finals...

...that was as good as it was to be. On finals day, engine and model problems forced team B & B to scratch from Novice British Goodyear (following all that talk about becoming an overnight sensation after 20+ years of trying) and when they reached the Mini Goodyear circle, "it had been run earlier." BVW, eagerly clutching a defeat that may well have been a victory, blamed misunderstandings and "BML/BVW incompetence." Since they had put in the fastest Mini Goodyear time of the whole weekend (4:53) they are justified in saying, like Brando, they could have been contenders.



*Last year they ran this event (at Crowland, remember? This year, it was all very promising until...*

Bryan Lea photo



*Brian releases. Brian gives it plenty of "up." Bryan takes photo.*

**...on another part of the field...**

(Sunday) another idyllic evening for scale. What have these people done, to be treated so well? Perfect conditions for scale at the F/F Nats, now this!  
*Fair is foul and foul is fair, scale free flighters get the best air!*



*As Mike Smith returns from an outstanding flight, PMFC's new poster-boy Gareth Tilston impresses the judges with a balletic launch.*



*Gareth with D.H. 75 Hawk Moth. Built for such flying only events as this but worthy of Open scale participation.*

Also at the Nats...

## **Lord of the Rings...**

**Mick Taylor**



Fifty years on from his first competitive stunt event (the Gold Trophy at Hullavington, 1967) in which he came second to last, PMFCs Mick Taylor wins again.

In Vintage stunt, using his faithful Ringmaster with a .30 four stroke which suits the model perfectly, he overcame stiff opposition (Allison, Maggs, Underwood, Hewitt, Zotov and others) to win once again. Flown as a one day event (all on the Sunday) in ideal flying conditions. Ringmasters and Jamesons dominated the entry.

No fuss, no panic, no dramas...stunt flying requires a calm, concentrated approach for which Mick is well suited.

And the story is not over yet.



**PMFC Scale results:**

**2 Gareth Tilston**

**3 Andy Sephton.**

*In the glow of the Sunday evening (the fff scale flying took place around 7pm onwards) Andy Sephton ( Lacey M10 converses with "Tom Daley" aka Alex Whittaker.*



...and as the last car lurched off the field of Barkston towing the last caravan, three hooded figures resumed their place among the weeds, chuckled hideously, congratulated themselves on foiling those noisy PMFC upstarts, added the exhausted body of a confused young pigeon to the cauldron, and gave it another stir...

...it ain't easy...

## Free Flight Technical Committee

**“The FFTC finds itself “backed up” against a number of pressing issues: primarily a shortage of sites, and an ageing and diminishing membership.**

**Lesser issues are: multiplicity of classes, increasing performance of models.**

**There is a strong determination in the FFTC to make things work under these pinched circumstances.**

**Almost any suggested solution is likely to exacerbate these issues. This includes any radical proposals. (Hopefully that will not stop us trying.)**

**Situations have developed historically which are very difficult to alter.”**

Hardly up to the standard of even my tortuous prose, but I must tell you how this came about. Having been arm-twisted onto this committee as a non-voting member, I attended a convivial, enthusiastic but occasionally doom-laden five hour meeting at Chacksfield House in July.

Much of what was discussed, I can pass on verbally to club colleagues (and I shall value your comments) as there was too much to report here; but at the end of the meeting, Chairman Woodhouse asked me what, as a newcomer and “outsider” I thought of them. I spoke as appears above. “Not for publication, of course” I added. However, the immediate view of the meeting was that I should print just that, as it became accepted as a fair and accurate picture of the current position.

In my role as “Tribune of the People” I was encouraged to state the case of the Sports and “Sports Competition” flyers who will never aspire to join the diminishing number of adherents to the “F” classes\*. The committee listened, and some changes will be made.

One of my disappointments after taking the F/F Secretaryship of SAM 35 was to discover how small the number of active modellers is. I am doing my best to draw in potential free flighters from the ranks of R/C modellers with a hankering for simpler pleasures (well, cheaper, anyway) and from the soon to be retired. But it is now a fact that our numbers are dwindling...and all must pull together to keep available the open spaces that we rely upon, and maintain the enthusiasm that sustains us. PMFC is not a peripheral organisation in the aero modelling world, it is central to the practice of c/l and f/f activity. There ain't many like us. We must sustain an ethos of mutual support with those who work for our benefit.

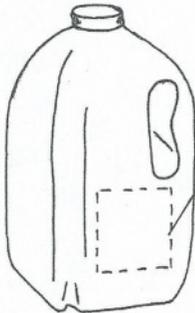
\* “The F Classes” I like that: someone said it to me at an OW event. I don't think it was meant to be rude...

## HOW TO DO THAT Number 3

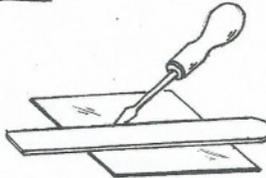
### POLYPROPYLENE HINGES

(Great for 36" Hi- Start Glider Auto Rudders)

The idea of using using plastic milk bottles to make polypropylene hinges came from ace FF and RC scale builder Peter Illiffe.

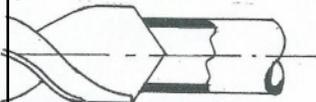


1) Cut out flat panel and lightly sand both sides

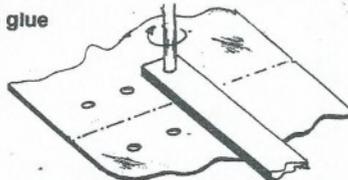


2) Score hinge line on one side with a blunt screwdriver

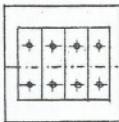
To stop the hinges pulling out, put in glue retaining "key" holes thus :-



3) Sharpen a short (30 mm) length of 3mm brass tube using a 4 mm drill



4) With brass tube in a Dremel, or similar, trepan holes in plastic using a ply jig plate (see "How To (1)") to stop tube skidding about.



5) Cut out individual hinges

EVW



6) Coat both sides of hinge in adhesive (PVA or Cyano) - filling the hole. Slide hinge into precut slot. The hole allows the glue to act as a "pin" connecting both sides of the slot

...for which we thank Brian Waterland

## COME TO BUCKMINSTER



Location: NG33 5RW

Rely on Free Flight on Mondays: other days by arrangement.



The farmhouse is now fully rebuilt and decorated inside, with reception, offices and conference room: this is where Manny Williamson is usually to be found. Drop him £6 and the field is yours for the day. (That's part of the field on the right.)



*Above:* architect's simulation? No, this is the real thing. Far end, the hall, for swapmeets, indoor flying, you name it!

*Right:* kitchen, coffee and tea facilities supplied. Make yourself at home!

The nearer part of the building contains toilets, shower, kitchen, workshop: used to be jockey's quarters.

*Below:* inside the hall, once, with "earth" floor, used to exercise horses. New floor, roof. Heating provided. Clubs can hire, for a sensible price..





*Under a lowering sky, Andy Green launches into a double-max flight to win Glider at the SAM 35 Buckminster bash. His awards were a nice long walk in the country, and an engraved trophy. Needless to add, RDT is in preparation!*

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## **For the calendar**

Peakirk Clubnights, 7.30 to 9.30, fortnightly in most cases.

Oct 20: Auction of Stan Spencer's free flight items. Lots of quality, both models, equipment and materials.

Nov 3: BML engine collection, with many stories and technical information.

Nov 17: Scale Evening: Dave Clark.

Nov 24 : AGM

Dec 15: PMFC Christmas Party, food drink, games, prizes: NOT to be missed.

Events for the New Year will appear in the following magazine, and the Secretary will send out reminder e-mails. (Look out for Free Flight Conference, probably in January.)



“PRESIDENT: a usually honorary title bestowed upon a long-serving member of a club or organisation who is generally past his most active years, but is to be accorded a degree of sedentary respectability in acknowledgement of services past. Duties are largely ceremonial and confined to opening meetings, presenting trophies and similar dignified but undemanding tasks.”

### **One of our birds is missing.**

On the Monday morning at the Nats I had a couple of hours to kill before the C/L finals so I decided to do a litter pick of the swapmeet area. Thinking that in some small way I might be helping to let the RAF have us back next year. I have my own litter picking device so I cleared up innumerable cigarette butts and bits of paper with prices on them. Eventually I came across a small pile of feathers and a bird's foot with a ring on it. The next day at home I logged the details onto a racing pigeon website and found that the bird's owners lived in Scunthorpe and that the bird was only born this year so it had a short life. About 2 hours later the owner rang me and said “You've found one of my birds.” I had to explain that it was only a leg and a few feathers but the owner was interested to know where as they don't often know what happens to the birds or where it had met its demise. In this case it had most likely been killed by a bird of prey.

While I was clearing the swapmeet the BMFA van pulled up and the driver thanked me for my work which was good of him, and as a further follow-up to the event, a letter subsequently arrived from the Royal Pigeon Racing Association thanking me for my actions!

..... Bryan Lea.



## Diary

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

Sept 11	Club C/L
Sept 12	Club Free Flight Finals, Ferry.
Sept 17	7 <sup>th</sup> Area and SAM 35 P30.
Sept 23/24	Old Warden (Rubber Bowden on the 24 <sup>th</sup> )
Oct 15	8 <sup>th</sup> Area and SAM 35 P30
Oct 23	Club C/L Mini Goodyear.
Oct 28	Midland Gala (Luffenham)
Nov 18	BMFA AGM
<b>Nov 24</b>	<b>PMFC AGM and prizegiving.</b>

**Peakirk Fridays begin on 20/10 See page 22 for list.**

**Bushfields dates: (10am to 1pm.)**

Sun 29/10/17    Sun 12/11/17    Sat 2/12/17  
Sat 6/1/18,    Sat 10/2/18  
Sun 11/3/18  
plus BMFA Day, 10am to 5pm, 10/3/18

And to conclude the outdoor season...

Sunday 3<sup>rd</sup> December: **Coup D'Hiver**, North Luffenham  
for contemporary and classic Coupes.  
And afterwards, in the Golf Club.

## FLYING ACES 2017



We knew that rain was on its way, it was only a matter of time. This edition of Flying Aces was to be special, with most generous prizes provided by the Vintage Model Company for the K.K Elf and the VMC Scale contests, and because these designs were small and therefore vulnerable to wind and rain, conditions were critical. Fortunately the day was one of light wind with occasional moments of flat calm and a max of 40 seconds, set by Brian Lever, proved to be ideal. An unfortunate date clash with the Timperley Gala not far away at Luffenham will have been to the detriment of both events, but the availability of open spaces for free flight is, as we all know, becoming problematic.

Just a passing glance at the papers on the control table would show just how complex the running of these events can be, but fortunately we had the youthful figure of Gareth Tilston on hand to mastermind the entries and scores.

Chris (I think) Brainwood (Monocoupe) beat Strachan and Sephton to win CO2/Electric Scale, a significant achievement in itself. Mike Stuart took Kit Scale with a Curtiss Shrike from a field of nine. He had best static score and a good 30 second flight. Jetex Authentic scale went to John Digby with a ME 263, Jetex Profile Scale to Mark Digby, adding a 36 sec flight to the best static score. Model used was a SAAB Gripen.

Derek Knight flew against himself in Ducted Fan authentic, pitting a DH Swallow against an Air Fouga Cyclone. Both models were among the stars of the show and great to see in the sky, the Swallow just prevailing in both static scoring and flight times.

Table Top precision also went to the busy Derek Knight with a Frog Redwing beating Ian Hibbert and Tony Johnson, who fussed and fretted for ages before surprising himself with a good flight just before “time” was called..

## Elf and Efficiency



Gordon Hannah: Elf duration winner. M Page photos.

Our friends at the Vintage Model Company generously offered prizes totalling £200 for the K.K. Elf contest. The committee, guided by Brian Lever whose idea this was, decided that the most efficacious way to divide up this store of welf would be to split the rewards into three prizes for a combined Rubber Ratio and Elf Precision contest. Those of us who had failed dismally to complete to our satisfaction one of these small designs could only watch with respectful appreciation as Elf after Elf climbed safely away into impressive flights.

Nearly 40 Elfs appeared for the “Aeromodeller” photograph, a very elfy entry, creating a “World record for the most Elfs.”

Joe Harper, from Brighton, came second in Precision with very close scores but Kevin Wallace did even better. In the duration ratio section, Gordon Hannah was most efficient, seeing off the Cleemac duo of Bates and Rushby, but taking overall scores into account, the winner was the popular proprietor of SAMS Model Supplies, Kevin Wallace. He was closely followed by those formidable opponents, Rushby and Sanderson. The drinks are on you, lads!

*There were at least three dozen elves on the field (which compares rather favourably with most Nats entries) so now look out for an Elf Duration event alongside Frog Senior at Mayfly Old Warden!*



*Three Elves in a meadow. Two sent from Portugal especially for the event. (Julio Isidro and Carlos Costa) Don't know where the other came from.*



*The stress tells in scramble, as Graham Gostick holds for John Brown.*

**Other results:**

**Unorthodox:** Graham Gostick

**Flying Swarm:** Chris Blanch

**Best WW1:** Andy Green

**Junior:** James Day

The **20 minute scramble** was a true test of equipment as well a stamina (several launchers appeared to be more exhausted than their retrievers at the end). Most models were Cloud Tramps or derivatives. Andy Sephton flew his Long John in **P20** to win, followed by Andrew Longhurst and Bert Whitehead. (BOTH MAXED XXXX???)

Bert, however, took **Cloud Tramp** from John Brown and Phil Wigley by quite a distance. **P30 tailless** had four entries: Sephton's Short John did not show, Chris Blanch maxed twice for a clean sweep with his, er, "Clean Sweep." Chris also bagged Duration Rubber Ratio with "Tubby 2".

**Frog Senior** proved popular with 10 entries, Tony Rusby maxing twice after a disappointing 21, to beat a strong field.

Among the **Catapult Gliders, Junior** James Day won by a distance from sister Naomi and (wow) Andy Sephton. Watch out, Andy, the younger generation is after you! **Hi-Start** (12 entries) went to Andy Green, justly, following his recent adventures at Buckminster.

*Scramble winner Dave Banks' model was hit by another while in the winding stooge which knocked a chunk out of port wing tip: he continued undaunted. Model flew just as well afterwards. (222 seconds in 20 minutes, a benchmark to aim for.)*





Open Rubber Scale to Masefield rules was blitzed by Mike Stuart with his multi engine Cessna 310. SOO LIGHT! (Well deserved, but (expect a change in the bonus system for next year)

One of the “backroom Boys” Bryan Lea, begins the task of judging an ever increasing number of scale jobs:



**A vast amount of work** goes into running this very complex event, not only by those who appear before the public, but also by a number of individuals whose time, money and effort are not so apparent. We all know that without the unstinting commitment of Brian Waterland this successful series of events would probably not happen: to mention other names would inevitably be to leave out some others. The Committee therefore wishes to thank **all** who have supported the running of Flying Aces in their many different ways.

D