

PETERBOROUGH MODEL FLYING CLUB

MAGAZINE

December

2017



AUTUMN LEAVES



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



Forty miles down the A1 is Old Warden: venue for those all-discipline sporting days with many other side attractions. On the periphery of Peterborough is Bushfield: can you find a better indoor space? At hand is the Ferry Meadows complex: sports and contest flying with a cafe for the windy days. Travel up the A1 to Buckminster: all the facilities we require and a good flying field for all tastes. Nearby in Rutland is North Luffenham, an Area Venue for big maxes (and long retrievals.) Just beyond is the incomparable Barkston Heath, for six days of Nationals events and, hopefully, a few more. Go East, and Sculthorpe is within reach, the largest field in the country available for Free Flight. Go down the A10 to Cambridge and we find Impington for indoor flying and lively meetings.

Gentlemen: we are in the right place. It would be remiss of us not to make full use of these facilities, of which hardly any other club in the country can boast.



Editor@peterboroughmfc.org

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Cover: "our" Julo Isidro greatly enjoys his flying with us: here he launches his "Elf" in the Rubber Bowden on the same day that he won the Fireball Trophy for control line using his beautifully built Phantom.

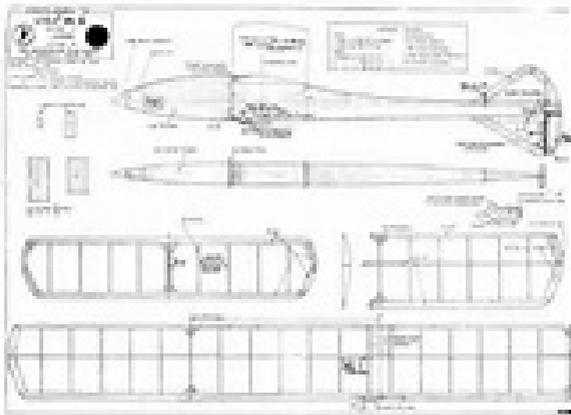
Page Three Model:

LULU'S BACK IN TOWN!

I must take care not to use up too much valuable PMFC page space on SAM 35 business, but this will be of interest to a number of our members:

Thanks to Paul Flynn crawling through his loft on our behalf, we now own half a dozen Lulu Mk. II plans, which are available to lend out to prospective competitors of the "Lulu and Friends" postal event. It was won this year by Reg Kinsey of Granth*m and we can't let such a deplorable state of affairs continue.

Please remember that you can enter either the conventional tow or the Hi-Start class of this event, which will resume next Autumn. Contact me for a copy.



If I were assured of a minimum of six competitors, I could run a Lulu contest at Buckminster on a Monday (the regular free flight day) requiring a mixture of conventional tow and Hi-Start launching. It would be nice to invite Cleemac and Granth*m as well. Worth a go? But we must get the Cloud Tramp contest against Auckland out of the way first.. Oh, and there will be a Lulu comp on the Sunday of the Nats.



JMA

**Club Free Flight Contest:
12th September
The Final Score**



...so this Peter Adams, he turns up, flies in his only Cloud Tramp event of the season, 'n beats everyone. Cheek!

Weather forecasts put some off, but in fact conditions were flyable for the whole three hours. The event of the day was a very close **Cloud Tramp** contest, with four scoring maxes in their first flights, and good flying subsequently leading to a close finish:

- 1) Peter Adams 104
- 2) Bert Whitehead 101
- 3) Dave Rumball 98
- 4) John Brown 93
- 5) Brian Lever 84

Not John Brown's day it would seem: but all eyes were on the overall Championship scores, where a different story was told.

Cloud Tramp Championship:

- | | |
|-------------------|--------|
| 1) John Brown | 13pts. |
| 2) Bert Whitehead | 11 |
| 3) Dave Rumball | 10 |
| 4) Brian Lever | 9 |
| 5) Peter Adams | 4 |
| 6) Dave Clark | 3 |
| 7) Peter Gibbons | 1 |

In Hand Launch/Catapult Glider, a sure-fire contest almost regardless of conditions, (although not a classic this year) Peter Gibbons need not have flown, but, being a competitor and a sportsman, had a go, taking on Brian Lever, to add two points to his tally.

- 1) Peter Gibbons 76sec.
- 2) Brian Lever 37

HLG/Cat Championship:	
1) Peter Gibbons	13
2=) Dave Clark	
2=) Jonathan Whitmore	9
4) Brian Lever	4
5) Bert Whitehead	1

P20 Championship:	
1) Peter Adams	10pts
2) Mick Page	9
3) Bert Whitehead	7
4=) Rod Brigginsshaw	4
4=) Tony Johnson	4
6=) Brian Lever	2
6=) Terry Page	
8=) Dave Clark, Brian Waterland, John Ashmole	1

This year’s P20 contest allowed small cabin jobs without a weight limit to join in (paving the way for an additional award next year) and was contested by 10 members. The final round, flown in the absence of points leader Mick Page, was Adams’ big chance. He took it well, but sadly two models ended in the lake, and one, Tony’s was retrieved from passers-by who were “going to return it.”

- 1) Peter Adams 97
- 2) Tony Johnson 65 (2 flights)
- 3) Bert Whitehead 57 (2 flights)

The Glider Championship was decided by the very last flight. It is a category that has seen most development this year, with the increasing use of RDT and some more modern models. Fourteen of us had a go over the year which makes it the best-supported class. On this occasion, Brian Lever sailed serenely through to victory, while I huffed and puffed with a Corsair that was on a knife-edge trim. One max followed by an embarrassing 5 seconds meant that all was at stake. I had to ensure two points. To open out the glide to avoid the spiral in this wind and see it heading for the trees and the lake? Just how important is overall victory? Is it worth the model? Silly question! And max it did, just short of the boundary. Result: 1) Brian Lever 80, 2) John Ashmole, 75 3) Bert Whitehead, 4) Chris Grant. After the complexities of the “best four out of five” scoring were ironed out, it all ended up as:

36” Hi-Start Glider Championship:	Also flew (1 point):
1) John Ashmole 14pts	Dave Rumball, Martin Skinner, Tony Beckett, John Brown, Terry Page, John Coleman, Peter Adams, Tony Johnson, Chris Grant.
2) Brian Lever 12	
3) Bert Whitehead 9	
4) Dave Clark 5	

North Luffenham, 15th September Seventh Area.



A day of half-decent weather saw a goodly number of PMFC folk back at North Luffenham. Calmish, almost warm for a time (by comparison with most of the preceding month,) and short grass with no obstructions for once.

Several flew P30s in the SAM 35-run “Autumn Trophy”, I discovered that an A/1 can score consecutive 90-second maxes off the normal Hi-Start bungee, and Mick Page got confused and didn’t know which contest he was launching in...although to be fair to him just this once, I saw two of his P30 flights and they were outstanding, with huge climbs into well chosen air. A couple of hundred yards away, at the quieter and more civilised end of the flightline, Gareth Tilston mopped up “Flying only Scale” and Kitscale, the latter by one second. A good day, much enjoyed by all.



*TeeJay lunches
in P30,
then relaxes
after a hard
day’s graft*



Festival Of Flight, Old Warden, September 23/24



A windy Saturday was followed by a calmer Sunday, enjoyed by both Control Line and Free Flight entrants. The second Rubber Bowden was well supported, with 28 entries. and featured Rod Briginshaw (left) with a “Bitsa” (Bert would have thought of a more obscure name.) Rod was on the leaderboard after Round One but nose damage sustained during trimming disrupted the thrustline and prevented further progress. Bert Whitehead used this K.K.Ace (below) and was also well in the hunt at the halfway point, but bad luck ensued later in the day. But we can be sure that “Have-a-go-at-everything Bert will be back for more.



(Photos by Josh Gibbons)



The CD of the event found time to take part as well, thanks largely to the work done time-keeping by Peter Gibbons and the photography of Grandson Josh. However, he took care not to win while enjoying a man on man contest with fellow Red Admiral flyer, Henk de Jong.

Thanks, by the way, to Marc Ashby for introducing us to the RA design.)

(below) The much more photogenic Tony Johnson came 12th (out of 28) with Veronite No.2.



INNER CIRCLE:

Control Line news.....



CELEBRATING THE 70TH YEAR OF THE ED BEE!!

KK CHAMP/ED BEE RACING

OLD WARDEN FESTIVAL OF FLIGHT

22/23rd SEPTEMBER 2018

Here is a must do and enter event for 2018. The celebration is the brainchild of SAM 35 Secretary Andrew Housden and is for all classes of models powered by original Mk1 and MkII ED Bee engines. Here is a special event for all control line enthusiasts:

- 1) Build a KK Champ to the original 20" span and outline.
- 2) Power with an original Mk1 or MkII ED Bee.
- 3) Use flexible leadouts and 2" wheels.
- 4) make up a set of 32' lightweight lines, centre line of handle to centre line of model.
- 5) Use a commercial propeller.
- 6) Fit a tank to give approximately 20 lap range.
- 7) Finish your model to taste.

RACING RULES

- 1) Races will be two up for 50 laps.
- 2) Two pit stops per race.
- 3) Pitmen to wear helmets.
- 4) Pilots to use wrist straps.
- 5) Two heats per team.
- 6) Fastest two teams into two up final of 50 laps.
- 7) Whipping strictly forbidden.
- 8) In the event of the model not completing two stops within the 50 laps timing continues until the model lands, is refuelled, and completes one further lap at which point the watch is stopped.



PRIZES: £50, £30, £20 for 1st, 2nd and 3rd teams.
£20 for the best looking Champ judged by Brian Lever.
Complete kit available from the Vintage Model Company.
.....what are you waiting for? Get building now!!

End of (outdoor) season.



Eighth Area, Luffenham: Rod Briginshaw tells Mick Page a thing or two. Time somebody did.

Midland Gala...Saturday 28th October ...report by Peter Gibbons, as your wimpy Editor went home after lunch, (although not until all coffee & meat pies had been consumed.)

“Excellent turnout from the Free Flight team and helpers in conditions that would test man and machine to the limits. It was very windy (25 - 30 mph with huge gusts,) so to begin with we had a look for Peter Adams’ propellor that had been lost from his Senator at a previous event. Team Adams/Rumble/Gibbons walked the line and after systematic searching for some time Peter (A) found it, so back to the main event.

It was good to be greeted by Terry Bailey, now almost fully recovered from one operation and also procedures to remove a cancer. He looks really well, and was ready to fly in the competition so another key member of the f/f team returns to the fold, or should I say, windbreak.

We achieved these results, in P30 Rubber:

1st Peter Gibbons, **2nd** Terry Bailey, **3rd** Peter Adams.

All three received Tesco vouchers, very welcome. We noted that lots of flyers decided not to fly as the wind was dreadful, but another set of good results were achieved by a Team showing EFFORT AND DETERMINATION once again.”



The Free Flight Away Team is very pleased to accept new member Gerry Williamson (seen here with E30) to the Windbreak Club.

Coupe d'Hiver, 5/12/17

For those who could not make this event, the conditions were near perfect: just enough breeze to know which way to launch the models, not too cold: a good atmosphere along the flightline. And Coupes are attractive, well balanced models that provide an excellent day's competition. Anyone know a good Vintage Coupe design??

..JMA



Terry Bailey bends to his task on a (rare) good day at Luffenham

PMFC ANNUAL GENERAL MEETING

.....23rd November

Annual General Meetings can be long, dire events, clouded with controversy and leaving members dissatisfied and anxious when they are completed. No so at PMFC, where the usual convivial spirit obtained throughout the two hours of reports, discussion and subsequent prize giving.

Twenty members arrived on a cold night, to hear the Chairman, Brian Lever call for a minutes' silence in remembrance of Ian Middlemiss and others who had sadly left us during the year. Brian Waterland, whose tenure as President was clarified by some improvements which he had made to the Constitution spoke of our "undoubtedly high profile," and the Chairman reminded the meeting that our voice was heard and regarded in the higher levels of BMFA, not to mention SAM 35. Andy Sephton has taken over as Treasurer and Membership Secretary (this was confirmed unanimously by the meeting: indeed all elections were 100% throughout the evening) and after due recognition had been made of the departing Richard Arnold's contribution in that role, the recommendation that there be no change in membership fee was accepted with alacrity. All the section secretaries' reports were very positive, and most were happy to continue in their roles. The exceptions were Brian Lever, who would prefer not to run the C/L section again, although he will continue as acting C/L secretary again until a volunteer is found. Finding ourselves without a R/C secretary (not the most onerous task in this predominantly F/F and C/I club), Russ Lister offered to absorb that role into a "Sports/Scale" secretaryship.

Mention should also be made of the meeting's acknowledgement of Tony Beckett's tireless work as our Webmaster, which is the first port of call to outsiders who wish to find out about our activities.

The full committee list appears on page two, as always.

The flyers whose scores qualified for the PMFC/Auckland cloud Tramp contest received commemorative coffee mugs with the CT plan on the side: all free flight awards were given out to the contest winners, (list in last issue) and then came the voting for the overall club awards:

Brian Oliver Trophy (unorthodox)....Graham Gostick
Control Linea tie! Shared by Brian Waterland and
Dave Clark
Free Flight.....Peter Gibbons
Eric Young (contribution to hobby) John Ashmole



Just deserts:

Peter Gibbons, indefatigable leader of the Windbreak Pack, was popular winner of the Free Flight award.

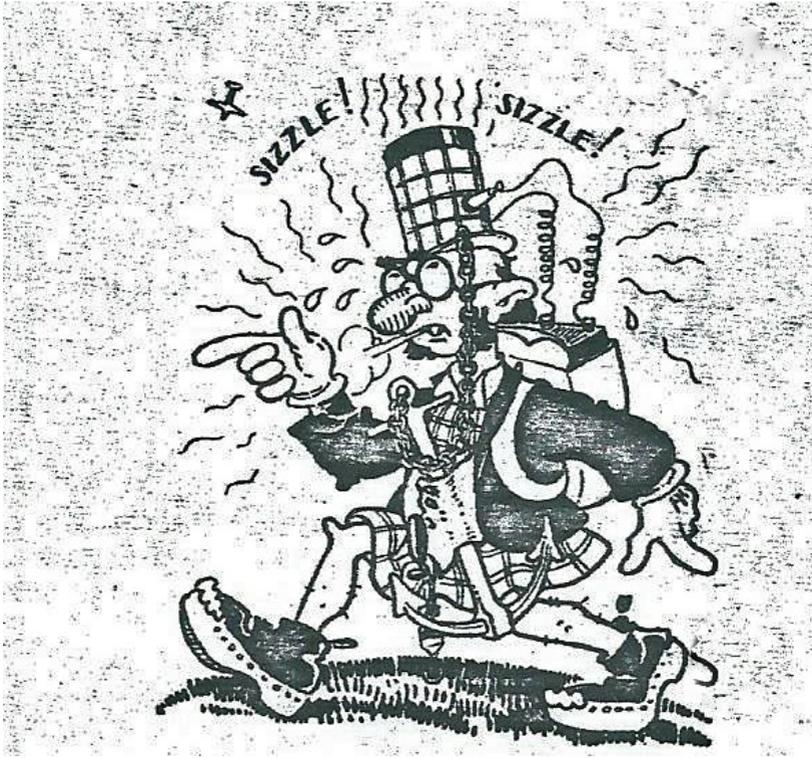


If you play for your country, you are capped. If you play for your club, you get mugged: these went to the five members of the Cloud Tramp team.



John Brown, Cloud Tramp maestro, who was ceremonially mugged earlier in the meeting, gets the CT Club Cup. I'm feeling sorry for the New Zealanders already.





The experience of flying regularly at Luffenham makes it clear that locating the model after its flight and subsequent retrieval is the most difficult part of the contest in all but calm conditions. Total concentration by timekeeper and launcher at the moment the model lands is essential, as is the agreement on the line the model has taken.

The best place to be is, of course, underneath the model throughout the flight, but for most of us that is now impossible. The use of a “spotter” downwind would be very helpful, especially if he used one of our two-way radios to keep in touch. Failing that, some kind of radio link: not expensive if they work, but I have yet to see a receiver provide a very positive line. A subject, perhaps, for our forthcoming “Free Flight Conference” on Friday 19th January.



(Illustration from the “McGillicuddy Yearbook”)

SCALE EVENING,

.... Peakirk, November 17th.



Yes, that's the full size version on the screen

Making good use of the club's new projector, David Clark treated us to an interesting evening devoted to scale models. In his introduction he harked back to the 1953 Nationals at Waterbeach, where there was a scale component to the Thurston trophy, with an estimated 10,000 people present. (A disturbing number of those present seemed to have memories of this event.) It was in 1958, said David, that scale trophies were offered for C/L and F/F.

He showed us the Contest Scale rules in the 1962 Handbook: they ran to three pages. The current Scale handbook has 100 pages of rules, which could be seen as a reflection of the popularity of Scale flying, but could also be daunting for some new entrants. Possibly, it was suggested, a case for Occam's Razor.

The Tiger Moth, seen above, is an excellently built and covered Radio model, in which David fitted a three cell battery (showing great confidence in his flying ability.: Your Editor has 80" span models with three cells) Climbs strongly, as may be expected. Further detail trimming to follow...in calm weather.



Dee Cee's Beautifighter. Beautifully built, although the MA Plan needed significant re-drawing and much jiggling was also needed.

Consequently a long build, which paid off when it won the multi-engined class at Old Warden. Two ED Racers supply the power, and it flies safely on just one. Coloured light black "because it's easier." But no shortcuts have been made in ensuring authenticity.

David's Spiteful. From an MA plan published in the fifties. Uses Elfin 1.8, and has drop-off u/c which does not affect the cg. The painting reflects a good example of what Ivan Taylor called "colour perspective."





Brian Lever's most recent indoor/outdoor job is this "Eze Built" (Ha!) Harvard. Remarkably it weighs 29 grammes for its 32" span. Initially designed in 1942, subsequently revised, to questionable effect in 1990. Lots of washout (which precipitated a debate about its usefulness.) Intended for indoor kitscale, but is likely to be used outdoors in 2018



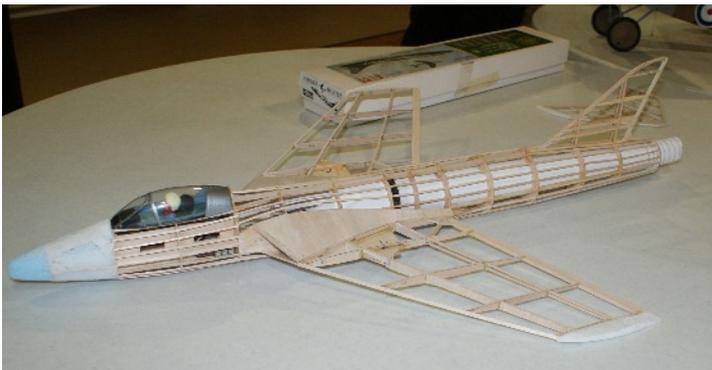
Brian recommends the Nesmith Cougar as a first Peanut model: and there is an extra point to be had because the fuselage is not quite a square ("we can all build 'em like that," interjected BVW.) This version did 92 seconds at the Velodrome which brought about a change in the rules at it passed upwards through the lighting gantries, and back down without touching anything!



“Skinner’s Folly”

The GB QED: an MA plan from around 1958, for C/L. Martin has been building it “for around 10 years.” Described as a “bit if a nightmare” with carved & sanded cowling, spats, etc. One day it will be in green racing colours and with a PAW 1.5. We’re waiting, Martin...

BVW searched the loft & found this Sopwith Swallow. Only two built, and they were not identical...intended for deck landing, hence build partly from expendable parts. Would they have chosen the pilot by similar criteria?



A very attractive subject: Graham Gostick’s Hunter, from Aerographics kit. Watch out for it at Ferry in the Summer.

From BMFA AGM/Prizegiving



Above: Our newly-appointed membership Secretary/Treasurer receives a prop for his old age. This is the MA Trophy for Free Flight Scale. *Right* “Now listen up and listen good...” Scale guru Andy tells ‘em at the F/F Forum on the following day. *Below:* Mark Benns, Hon. Sec. Of BMFA, member of FFTC and PMFC stalwart, collects yet more dusting.



Notes from the **Free Flight Technical Committee**

Late into a five-hour meeting at Chacksfield house on 29th November, which had been in part concerned with the uncertain availability of flying sites and the difficulty of finding Team Managers for the forthcoming European Championships, I was given an opportunity for one of my little “rants.” (Readers are reminded that this meeting followed very shortly after Brian Lever had read out our presentation to the Free Flight Forum.)

“We are asking questions to which there are no answers. This committee’s responsibility is to ‘all non-scale outdoor free flight.’ There is no indication that the trend of increasing age and reducing numbers will change. Phil Ball counted around over 130 competitors who scored points in the British Championship this year (which in effect means they flew in Area Events/Galas/Rallies), with a prediction of less than 100 in five years time. Where will we be in (say) six years from now? Can we imagine Free Flight without North Luffenham (already sold) or Barkston (perennially uncertain.) There’s no F/F at Middle Wallop and Merryfield has gone. It’s no good laughing & saying I won’t be here. We have no Plan B. There is no plan for retrenchment after the number of Area Venues drops below (say) four, or when no full team for international championships can be found.

Opposition among regular modellers to the application of Occam’s Razor to the rulebook, the number of classes or to the Calendar would be great.

Options: Loosen up the requirements for registering such local fields as can be found as Area Venues.

Introduce a “Devil take the Hindmost” policy: ie, the least supported class each year (bar the “F” Classes) is dropped.

But even these are only going to postpone the inevitable.

Should we move slowly towards having the “Mini” classes (120 sec max, normally) as the norm? (With other, larger classes taking place at the bigger Centralised events when field size permits.) This will not be popular, but we must progress towards a sustainable new situation for around six years’ time, if it is not forced upon us before then. Buckminster, with determined, proactive Cee Dee’ing and good weather forecasting may be part of the answer. Suggest ‘Managed Retreat’ should be added to the agenda for next meeting.”

The meeting listened intently. There will be some serious talking on this subject in the near future: possibly even another conference. By a kind of coincidence, on the day of the meeting I received an e-mail from the Western Area asking for details of our PMFC small field classes as flown at Ferry so that Bristol & West MAC, and others, can use small sites. I shall offer them our fullest support.



Bob Atkinson, to whom I shall always be grateful for introducing me to the 36" Corsair, will sadly be withdrawing from model flying due to eyesight problems: I am sure I speak for all members when I wish him all the best, and thank him for his companionship and support of PMFC. We hope you will find time to join with us on occasions, Bob.

PEAKIRK CLUBNIGHTS INTO THE NEW YEAR:

All Fridays, 7.30pm to 9.30pm.

15th Dec: Christmas Party, mince pies, sausage rolls, tea/coffee, games, prizes.

5th Jan: Presentation on Small Field F/F, competitions and models. A modified version of the John Ashmole paper from the BMFA F/F Forum; presented by Brian Lever.

19th Jan; Free Flight Conference and 2018 calendars...JMA.

2nd Feb: Bring a Model night: all types.

16th Feb "A winning P30 model" presented by Mick Page.

2nd March Club Auction: let "Waterland & Lever Auctioneers" clear your models & accessories.

16th March "Designing for Scale" by Andy Sephton.

...what's going on at Bushfield?



It was worth the admission fee alone to watch the calm, organised winding and flying of this Pennyplane, by British Indoor Team member, Martin Judge.



Ayup, lads: it's Bert's rubber ducted fan!

40mm blades from the flat sides of Poundland plastic milk bottle with cotton woven hub fixed with cyano. Motor configuration still to be decided: the first few seconds of flight prove that the idea works.



Taking seriously his role as the new PMFC Poster Boy, Gareth poses with he spoils, Luffenham, September. It's the Selby trophy, no less.

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Credo:

If you want your voice to be heard, become known as a listener. If you want change, decide first what must stay the same. If you want stability, decide what must change to bring it about. If you oppose a belief, it is your duty to understand thoroughly that belief before stating your objection. And when you speak, speak in the language of your opponents. Then you will be seen to be a credible force in the land, my son.

.....JMA



Thanks again, lads!

Swapsies: Have SAM Yearbooks 7,8,9, very good condition. Will exchange for No. 12, vgc.John.



Diary

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

Bushfields dates: (10am to 1pm.)

Sat 6/1/18,

Sat 10/2/18

Sun 11/3/18

plus BMFA Day, 10am to 5pm,10/3/18

For **fortnightly PMFC Clubnights at Peakirk** see page 21. A full list to the end of the winter season is now prepared.

Ferry Frostbite Fly-In: 27th December, 10.00 to 1pm.

Upcoming F/F Events:

17/Dec Buckminster Mini (confirm before travelling)

18th Feb 1st Area.

4 March 2nd Area plus “March Wynde” for under 25” vintage Rubber)

25 March 3rd Area (second date for “March Wynde”

30 March Northern Gala (third date for “M.Y.”)

30 March Good Friday Ferry Fly-In.



Old Warden dates for 2018

Mayfly 12/13 May

Scale weekend 21/22 July

Festival of Flight 22/23 Sept

**“Still only £15:
how do they do it?”**