

# PETERBOROUGH MODEL FLYING CLUB

Celebrating

80

Years

1938 - 2018

## MAGAZINE

March

2018



*LEADING EDGE*



**With “Coming Events Calendar” Supplement**

*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)*



While some groups agonise over the future of their particular branch of the hobby, we can assure ourselves that the core values of “real aeromodelling” will continue to thrive, among a smallish but close-knit group of enthusiasts. There is much more out there than we have time to enjoy (Life is not long enough for all the models I want to build” is a phrase commonly used:) and since we don’t have to take up too much space with small field F/F and, of course C/L, the opportunities remain. The opening of the BMFA Model Flying Centre so close to us will prove to be a huge benefit, as other venues become increasingly restrictive. We will survive!

The new initiatives don’t stop coming and PMFC leads the way, as the following pages make clear.

**Have you renewed?  
See below for details.**



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**This will be your final magazine if membership is not renewed.**

### COMMITTEE for 2018:

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C/L Sec Brian Lever (temp.)  
Sports/Scale Sec: Russ Lister  
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**Cover:** PMFC is proud to have its own Vintage Combat specialist, in Roger Silcock. This “Fifth Revolution” designed by Neil Gill is ready for a series of commemorative events at Buckminster. (Entries in VC, we are told, can be up to 40: mostly same faces as before but “more gentlemanly now.”)

## An E20 revival

by Jonathan Whitworth

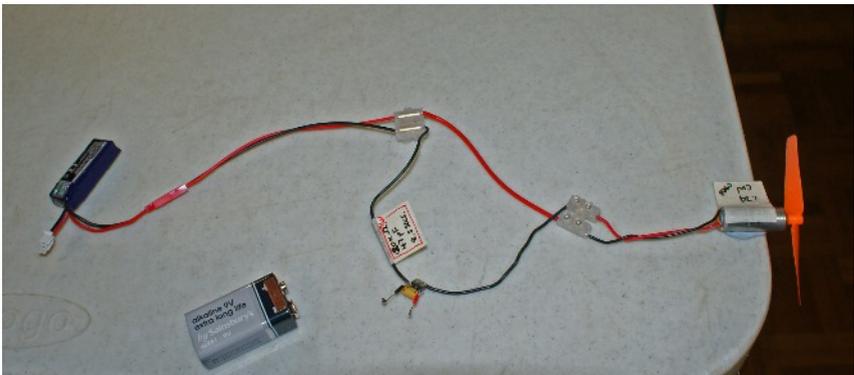
In 2014 a few members of the club flew an E20 class in the PMFC Summer competitions. The idea was developed by Ian Middlemiss as an electric class suitable for small field flying at Ferry Meadows. He spent considerable time testing various setups but settled on a fixed motor, battery and timer combination that provided a robust model and a level playing field for the competitors. Not only that, but Ian supplied the motors and timers for everyone building a model. The “Ferry 500” design was born.

About a month ago I put feelers out to see if anyone would be interested in flying E20 in 2018. In dealing with Ian’s modelling stuff, his stock of motors were still available and a few of us felt it would be a nice tribute to Ian to continue his competition idea.

There were some questions to be answered, however. The motors are now out of manufacture and although Ian had bought up a good stock they are now harder to get hold of. The competition in 2014 had provided a lot of fun but the models proved to be a little hot for Ferry with some flyaways and some “water landings.”

We began an e-mail discussion for those who were interested, and it became apparent that there were two schools of thought. On the one hand there was an appetite for a simple class and a level playing field that would suit those new to electric models. On the other hand, there were some who were inclined towards developing the class and with valid concerns about committing to an obsolete motor.

It proved difficult to combine both these aims so we decided to fly two classes alongside each other. The first, **Peterborough E20**, would be flown with Ian’s specified motor, battery and timer combination and the second, known as



The spec power train: “bombproof” says Jonathan.

**Open E20**, would allow any power system and actively promote innovation. The Peterborough E20 models can be flown in the Open class but not vice versa. The proposed rules can be seen on the PMFC website.



*“Parts from scrap-box” reads Ian Middlemiss’ original instructions. Consequently, Graham Gostick uses Wedgy wing and tail on simple fuselage. Currently awaiting drive train from Jonathan Whitworth.*

The specified power system of the Peterborough E20 provides us with a level playing field class where trimming and flying becomes the focus and models will not be out-classed by someone turning up with better technology. The motors and timers will be provided to those who build a model for 2018.

The Open E20 class gives us an opportunity to innovate. While Ian had his reasons for choosing the Ferry 500 power system, the last few years have seen developments in brushed quadcopter motors that provide much better thrust to weight ratios and brushless motors that are far more durable than they were in 2014. It’s hoped that these developments will point the way to a new power system for the specification Peterborough E20 class next year.

There has been healthy interest in flying E20 in 2018 with around a dozen potential competitors and several models in progress. We’ve been able to combine postage on propellers and batteries and I’ve put together a “starter package” with everything you initially need for £10. Bert Whitehead has made his Ferry 500 plans available and I’ve drawn up a CAD version for which Mark Benns has kindly offered to laser cut rib sets. A new set of timers has been built and tested. If anyone else would like to get involved, please let me know.

It is hoped that we can provide some form of “Middlemiss Trophy” for the competition as a tribute to Ian. All that remains is to build the models, fly them, and see who wins it!

**Editor/ Free Flight Secretary’s note:** we are very grateful for the work put in by Jonathan (and Mark) in the development of this initiative. The contests will be added to the regular club F/F events with the same max (set on the day) and the same attempt time (10 seconds.) I shall not copy the rules in this magazine, as any subsequent updates would be omitted. As Jonathan says, the rules are available on the PMFC website.

## VMC Cloud Tramp



We just  
knew  
*he'd*  
have  
some-  
thing to  
say  
about  
it!

Prompted by PMFC, and in the absence of a kit being available in the UK, the Vintage Model Company has prepared kits for this simple but effective design. Inevitably the kitting is intended for a larger market than just competitive clubmen, and there are hopes that the BMFA may adopt this for use in schools. Models could be built in a “double” D&T lesson (if that’s what it is called these days.)

For £9.99 plus postage you get all the parts and the most comprehensive instruction handbook I have ever seen. There are even very useful “aerofoil jigs” to hold the wing to its curve while the rib glue dries.



*Above: VMC kit:*

*Right: Volare products (USA)*

I shall not presume to impart any advice here, as all experienced modellers will have their own favoured modifications and tweaks. However, all prospective builders are recommended to visit the dedicated “Cloud Tramp” website, also to view “Endless Lift” and of course, Andy Sephton’s item in PMFC Magazine of Dec 2015.

## CLUBNIGHT “Bring a Model”

.....2<sup>nd</sup> February

Always a popular event, this drew about 20 members to Peakirk to view some new, some old, some borrowed....



*Promoting the forthcoming ED Bee/K.K. Champ event at Old Warden's Festival of Flight in September, Brian Lever showed this Champ, an improvement upon the unbreakable all plywood version that thirteen year old Brian and his Grandfather put together in the 'fifties. This one has a Gordon Cornell developed Ed Bee: could be a favourite for outright honours.*

*This version had been flown regularly by Brian Waterland. The design has been subject to criticism, but dozens are currently being built.*





*Martin Skinner is slowly catching the competition bug, having found this design in a Vic Smeed book on Free Flight and discovering that it is a promising flyer during initial trimming sessions. He hopes to use it in Hi-Start Glider.*

*Needs a d/t, though.*

*Here, he shows it to Dave Clark who is also planning to dethrone the current trophy holder.*



*Martin McHugh displays a new Coupe fuselage (background), a Bazooka (AM 2/1950) in the centre (well named, as I remember from seeing designer Norman Marcus launching one.) In foreground is fibreglass tube Coupe fuselage: from fishing rods, of course.*



*Mick Taylor crawled through his loft until he reached the 1980's, to produce two of his replica machines. Above is his ED Comp Special-powered copy of the 1948 Sizewell Gold Trophy winner "KanDoo." His account of the winning flight, last of the day, with several impromptu "landings" between manoeuvres makes us wonder what the other 66 entries were up to. Remarkably, less than two years separates that primitive design from the 1950 Demon King below. Mick's replica, built in 1983 uses a long shaft plain bearing Amco 3.5. With slight dihedral and streamlined layout, it is clearly a better precursor of the direction that aerobatic design was going to take.*





*BVW brought along this 29" "Fairchild 24K" built by Brian Oliver. Known as "Fairchild Argus" in the UK, it was popular throughout the 1930's and well into the forties. This is an Earl Stahl design...can you make it to the Old Warden Earl Stahl comp at Old warden, Brian?*

*Below: In preparation for the coming season: Ajax in foreground, with Achilles behind. It is noteworthy that the Achilles could be used in Bernie Nichols Trophy, Under 25" Postal, ditto at Nationals, the Rubber Bowden and at least two "All-In precision events at Buckminster, as well as the "Ajax and Achilles" event scheduled for Buckminster in July. Not bad for a design which I rejected as "Old fashioned" 60 years ago!*





*Your editor's "Bowden Contest." Better than the good Colonel's plain white, surely?*



*Dave Clark was understandably attracted by the structure of these two designs. The PAA-loader "Halo" has the geometry of a power job: not yet flown. May need a little wash-in on right inner.*

## MASTERCLASS



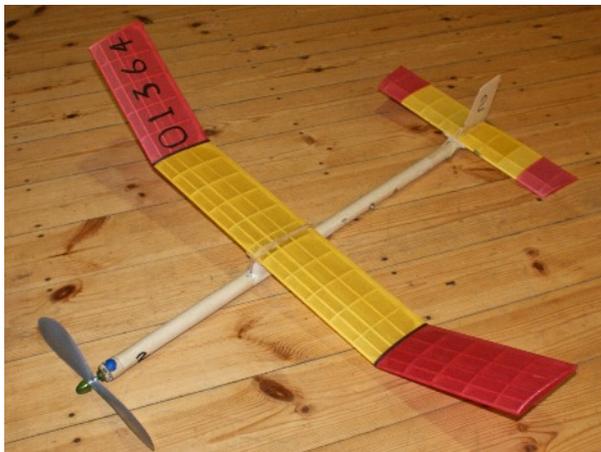
*In the Hall at Peakirk, a small village on the periphery of the Fens known to most only for its Saint and a onetime wildfowl park and ignored to their detriment by the rest of the world, a small group of gentlemen, harmless by appearance but earnest in intent had gathered. All seemed to be aged around seventy or beyond (sorry, Mark) and were clearly focused upon a common cause. But what? Free Stannah Stairlifts for all? Sanatagen on the National Health? Or was it more sinister? Are the Authorities aware? Have the Spooks been informed? Should responsible centrist politicians quake in fear? Ensconsed before them was one who, being elevated by two additional cushions above his audience must be imagined to be an eminence in his field, rather than, we hope, suffering from some unfortunate medical ailment.*

*For Mick Page, after a long and rewarding career in the esoteric arts of Free Flight Aeromodelling, and having recently prevailed over some score or so of like-minded initiates, had now found himself blessed with the title of “P30 National Champion.” How to replicate this honour was the subject of his talk.*

Going back some 67 years, the provision of a K. K. Dolphin by his father, who may also have built it, caused Mick to become “hooked” as our Peter would say, and by the use of “no grey cells, just enthusiasm” a programme of self-teaching kicked in. Firstly it was just “enthusiasm, then more enthusiasm” which led to some occasional success (with HLG.) Mick found no real sense of progression, however. Enthusiasm alone would not be enough.

The HLG rules at that time allowed “best five from nine” which implies large flyoffs. But this did not happen. Why not? The others must be doing something wrong. From this starting point, Mick gradually eliminated all ways in which flights could be dropped, and therefore errors which could be eliminated. In theory, all nine flights should count, and

as improvements were made by all competitors, the rules came to demand nine from nine, as theoretically it should be. That change played into Mick's hands, as his philosophy was already demanding it. Avoidance of looping on launch, utilisation of butterfly tail, CG moved forward, use of larger wingtips...thus his "Butterfly" concept was born. Above all, the model must be launched into lift. "Do not worry about undue weight: if the model is in trim & won't break, it will max, if the air is well chosen." (The adding of 10 grammes of weight to models at the experimental Brumfly in 2016 made no appreciable difference.)



Following his (enforced) change from HLG to P20 and P30, the philosophy already established was passed on. Ideally a motor run of over 60 seconds should guarantee maxes, and by elimination of all mistake-induced snags and hitches emanating from the workshop that can result in flyoffs every time, subject to the aforementioned proviso about choice of air. Mick uses Gismo Geezer prop assemblies in all these models, slightly shortening the motor tube to keep length within 30," and later mentioned that he is not concerned about stretching or freezer-storing of motors. The chuckie experience paid off: keep the CG well forward ("about 55%") use gurney flap on outer end of inner right wing panel, "make it climb like an HLG."

Referring specifically to Spencer Willis' design, Mick has built as per plan with the additions of strips of 1/16" sq. to hold wing straight on launch. Ditto on tailplane (but allow for packing under rear if used.) Ensure leading edge of wing is strong at centre where the hold-down bands pass. Avoid a long loose length of d/t line after timer has released it: it tangles in trees. Several other "little things" such as those make a big difference. And don't forget the great Dan Gurney's contribution to free flight trimming! Make the 10 grammes of 1/8<sup>th</sup> rubber into 6 strands, and use a torque meter when winding. Note in the photos the modified pylon, taped on with masking tape, fixed when trimmed. Set propellor at 3 degrees down, three right, as per plan. Wind timer one full turn before setting. AIM FOR CONSISTENCY.



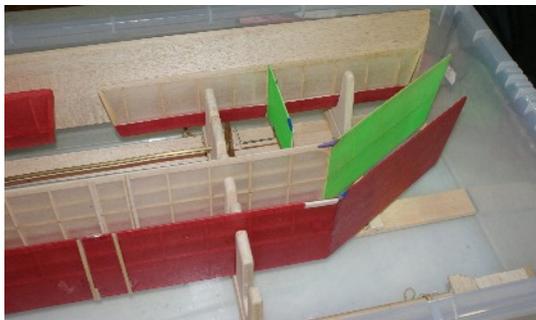
“If you fail by being in the wrong air, that is acceptable. If for any other reason, it is not.”



**Left:** pylon, as mentioned. (Spencer’s is single thickness.) **Right:** the d/t line must not become caught under bands.

Motor length with std prop: just shorter than tube to avoid bunching: with Gismo, move rear peg 2” forward, motor just hangs out of front of fuselage. Gismo won’t freewheel without some slack.

Completed models or kits of the P30 are available from Spencer Willis, on 01362 821045. Gismo prop assemblies (specify size) from Woodhouse, on 01603 457754. Fastest growing class in contemporary f/f? I bet it is now!



Mick stressed the importance of a good box. (Note gurney flaps.)

## Peterborough MFC and Control Line Combat,

...by Brian Waterland.



Those members who have joined PMFC in recent years may be surprised to learn that when I joined the club some 40 years ago, the rest of the country considered us to be a control line combat club! This reputation was enhanced when, for several years, we annually ran the four rounds of the British Diesel Combat Championships on the Peterborough Embankment and went on to run the Cabbage Patch Nationals at the same location.

Back then the club's leading combat flyer was the late Neil Gill who regularly flew his "5th Revolution" design to great effect. I wanted Neil to get his design published in *Aeromodeller* but he said he was too busy and had no drawing board. So I finished up drawing the plan, designing the 5th revolution logo (that *Aeromodeller* used) and ghost writing the article. At the last minute *Aeromodeller* decided to make it free pull-out plan and redrew it, badly, to fit the revised format.

You can imagine how pleased I was when ex PMFC member Chas Campen recently rang me to say that "5th Revolution" had been rediscovered and that combat meets featuring it were planned.

Neil Gill represented Great Britain in the World (or was it European) Championships and thanks to some questionable tactics by his opponent just failed to make first place. He went on to represent G.B. in model powerboat racing and then turned to R.C. Pylon Racing. In all disciplines he was an extraordinarily gifted pilot and I can still remember my joy when I finally cut his streamer: just once!

## REPORT FROM ROGER SILCOCK

On the 4<sup>th</sup> of February the first of the five special meetings entitled "Nostalgia Combat" took place at the BMFA centre at Buckminster Lodge. They were instigated by former PMFC member Chas Campen with the intention of commemorating our late friend Neil Gill. The models eligible for the event were the "5<sup>th</sup> Revolution," as mentioned above.

Most of the Combat events in the UK are run by the Control Line Flyers Association under the Vintage Combat rules. The models eligible are on an approved list of those designs published or kitted up to 1974. Both of the two specified models originated in the 1980's, so a special class was devised by CFA member Mike Waller, who undertook the organisation of the event.

Social media was used to notify the CFA members and to agree democratically the rules to be adopted.



*In the cold of a February day at Bucky, Dave Marshall launches Roger's Fifth Revolution.*

A relatively low number of 14 contestants registered interest. This may have been because of the time of year or more likely because the models needed to be built and would then be then be ineligible for CFA contests through the season. I had prepared two "5th Revolutions" (see front cover) powered by a Fora Junior 2.5c.c. Motors. This event was my 5<sup>th</sup> competition since my return to model flying last year..

The 4<sup>th</sup> February dawned with a brilliant blue sky , a biting cold and strong wind (horizontal windsock) and a forecast of snow later. A group of well wrapped up and eager contestants met up to question our sanity. A temporary combat circle was marked out on the well mowed control line area on the edge of the field.

Buckminster bans the running of engines before 10am so the event started promptly at 10.20. All contestants in the early rounds encountered the same difficulty. The wind direction was, unusually, east to west. The downwind area that the flyers were forced to use due to the strong wind meant facing the sun.

I will limit my report to the PMFC members participating. That will be me, then!

My bout in the first round was against a young lady who is a regular contestant: Leanne Greenwood. We both struggled with the sun and although I took two cuts I only have a vague recollection as I remember taking aim on her streamer then was forced to close my eyes and heard the propellor contact the streamer. We both crashed as a result of a line tangle and although we both relaunched I had more ground time but won due to the cuts. The bout left me with a damaged "5<sup>th</sup> Revolution."

My opponent for the second round Neil Hayward had never flown control line until 6 months ago. The sun was no longer a problem as we had a blanket of cloud cover with intermittent drizzle. The bout was short lived. On launching my second 5th Revolution the strong wind blew the model into the circle and it cartwheeled across the ground destroying itself. Round Two lost.

My opponent for Round Three was David Marshall, my acting pitman. I asked the contest director to allow me to use an alternative model as I had broken both "5revs." I had an Anduril powered by an Oliver Tiger 2.5 and by now felt too cold to change the engine for a faster Fora engine. The bout started well with the Oliver holding its own against David's 3.2c.c. Parra T4. We were having a good fight with no cuts when we tangled lines and both hit the ground. I was unable to relaunch because the elevator horn had broken on impact leaving me with no control. Round three lost.

All three rounds were completed as the sleet arrived just as we were packing up. So despite the cold, everyone said they had a good day. The event was well organised and well run with a good spirit among the competitors. We are now looking forward to the second contest on March 11<sup>th</sup>.



**Bushfield, Saturday  
10<sup>th</sup> February:**



*Top: Probably the biggest crowd seen at Bushfield this Winter: here are just some, thirsting for the vino. There it is, on the floor, closest landing wins. BVW (right) calls time. Martin (back, left) thinks he's at the bowling green.*

*Left: Bert Whitehead is ready for action in E20, and here is his typically unique and very attractive design. He was only waiting for Jonathan to produce the power train*



*Below: And here he is, with a boxful of prepared bits. Notice that Dee Cee has pushed to the front of the queue!*



*Bert's models are often creative and different. This is the Mk III version of the rubber ducted fan job shown in last issue.*

*Kevin Wallace flew this across the set of the upcoming film "Dumbo" to prove that flying elephants don't have to be computer generated images. And fly it did. Lord knows what it's made of...*

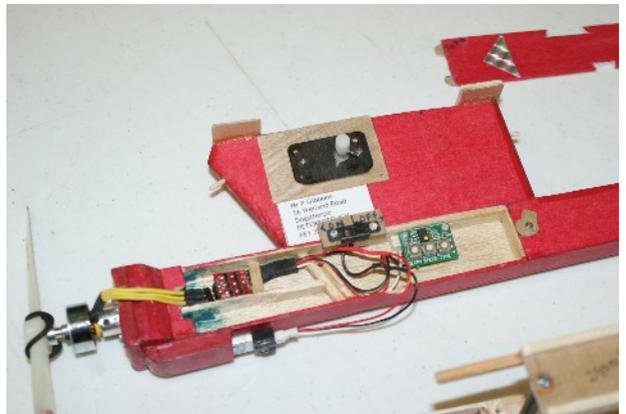
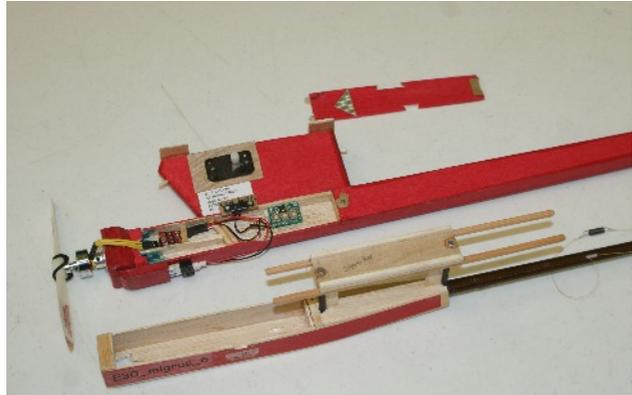


*Martin Skinner's No-Cal "Swee' Pea" a very attractive model.*



*This little Bostonian was flying “on rails.” Tony says it is his “favourite lightweight of the 20’s/30’s.” It’s a General Aristocrat.*

*Two shots of Peter Gibbons’ P30. Lower fuselage was testbed built by Ian Middlemiss: the fuselage above it is Peter’s short nose version, achieved partly by positioning the tailplane ahead of the fin. It contains Ian’s brushless drive train and a locator bug. “Hopefully I can win for him,” says Peter.*



## The First FREE FLIGHT report of the Year!

.....by 

“Putting the Buzz Back:”

1<sup>st</sup> Area, Barkston Heath, February 18<sup>th</sup>.

Leaving home first thing Sunday morning, I almost turned round to come home, it was really foggy. How will we see climbing models in this?

but as I got nearer to Barkston the weather began to improve and I found many model flyers already enjoying or newly-restored Barkston Heath flying site.

Once again, a brilliant turnout from our club: twelve members, and all flew, some in the contests and some enjoying a day’s trimming. One could feel the “buzz” of being back on this field. With a huge turnout it was really enjoyable, although a little on the cold side.

On the day, our new member, Gerry Williamson came second on the field in Combined Electric with 6m 19sec.

His electric model, looking like a larger than normal Dixielander made the first 2.30 max look easy but the next two flights showed up a tight turn on the glide (too much tail tilt, Gerry?) He was beaten only by Peter Watson, so...no disgrace!

Meanwhile, in F1G Coupe, (five flights of two minutes)

Bert Whitehead was third with 9.13 and Martin McHugh sixth.

Bert’s first four flights were all maxes, only on the last flight did the model return a 1m 13 score: a shame as the weather was cooling fast and thermals were hard to find: however, very well done!

Martin McHugh started well with a superb 3m plus first flight: later a strand broke on launch with a very loud “twang!” and the model failed to max. Meanwhile the rest of the windbreak club spent the day trimming: Rod Briggginshaw’s E36 showed a superb climb & glide: well worth a mention, with a 2.00 comp flight on the board.

.....Peter Gibbons

## PMFC Second Annual Free Flight Conference



Around twenty members listened patiently to an exposition of the current state of small field Free Flight, as practised by SAM 35 and PMFC.

It is noteworthy that the FFTC is now seriously listening to our views, indeed beginning to adopt some, and even making reference to our small field programme in committee minutes. It should be mentioned however that, had there not been a “Bernie Nichols Trophy” there would not be a “Rubber Bowden,” and that, had I not been asked to take over the running of our F/F Contests at Ferry, I would not have become entangled in SAM 35 and subsequently the FFTC itself. There was never any plan, it all “just grewed.”

No changes were suggested in the rules for our contests (please remember that the “P20” class allows cabin jobs, such as the Elf or Playboy to compete sans weight limit for a secondary prize.)

The important development was the formal introduction of “E20” as proposed by Jonathan Whitworth, of which more you may have read on page three.

.....JMA



*Many of us benefited from the Stan Spencer memorial auction held recently. Here he is in better times, enjoying a cruise, his favourite holiday occupation.*

### **Hot News for Control Line flyers:**

Two new modes of communication for the C/L Group:

- 1) Contact Brian Lever at [blever@btinternet.com](mailto:blever@btinternet.com) to be added to his e-mail list. This will be used to agree on dates for club meetings at Thorpe Meadow.
- 2) Join Roger Silcock's PMFC C/L Facebook group." He will add you if you contact him at [r.s.silcock@talk21.com](mailto:r.s.silcock@talk21.com)  
Or visit the group page "Peterborough MFC control line group and request to join it.

Roger's undoubted enthusiasm deserves our support and is, of course, greatly to the benefit of PMFC.



**Rob Smith is at it again** (again.) Powered by cheap quadcopter brushed motors (acquired from Amazon.) Power source by super capacitors. (Maplin.) As with other similar models these little masterpieces are built from balsa and D\*pron & covered with pre-printed layout paper. Design by CAD.



## Whatever happened to.....?



**August 1982:** protege and master. Mick Page launches the career of young Mark Benns: above-ground multi-Champion, member of underground national team, not to mention Hon. Sec. of BMFA. And much more.

**Request from Editor:** I never seem to have enough photographs. My collection now runs to several hundred, but because I am sending items to *Aeromodeller*, *BMFA News* and *SAM Speaks* as well as this club magazine, there is a danger that some pictures will appear in several publications at once, which should be avoided. Consequently I am always in need of pictures of our activities (preferably action shots) covering all types of "Real Aeromodelling."

Please don't be shy!

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**Erratum:** page 11 line seven: add "should it be possible to find one."



## Diary

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

See supplement for Scale, and F/F calendars.

C/L Flyers: Have you joined the “Inna Circle” Brian Lever’s E-Mail group, to agree dates for club meetings? Also Roger’s C/L Facebook Group. See page 21.

### Upcoming Events:

4 March 2<sup>nd</sup> Area plus “March Wynde” for under 25” vintage Rubber)

10 March BMFA Indoor Scale trimming, Bushfield

11 March PMFC Indoor at Bushfield.

11 March control line combat at Bucky

16 March Clubnight “Scale” by Sephton.

25 March 3<sup>rd</sup> Area (second date for “March Wynde”)

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

30 March Good Friday Ferry Fly-In.

31 March Northern Gala, Barkston.

10 April 1<sup>st</sup> F/F Club Comp at Ferry

16/17 April SAM 35 at Bucky

**“How dare they charge a whole £15 for only this: Fortnightly Winter Clubnights, indoor flying events, regular C/L meetings, F/F comps, twice--a-week use of Ferry Meadows, companionship, advice, help, support in National competitions...and as for that newsletter... What a cheek!”**

### Old Warden dates for 2018

Mayfly 12/13 May

Scale weekend 21/22 July

Festival of Flight 22/23 Sept

**If you have not renewed, this is the end of your membership. Surely you don’t mean that to happen! AND, you may not be insured to fly. ACT NOW!**

## 2018 CALENDAR SUPPLEMENT :

..... for pinning to your nOffice board

Peterborough Model Flying Club

Free Fight Contest Calendar

2018

Tuesday	10 <sup>th</sup> April	4pm to 7pm
Tuesday	15 <sup>th</sup> May	4pm to 7pm, then Bernie Nichols Trophy
Friday	8 <sup>th</sup> June	4pm to 7pm, then BNT
Tuesday	17 <sup>th</sup> July	4pm to 7pm, then BNT.
Tuesday	11 <sup>th</sup> September	3pm to 6pm.

Classes: Cloud Tramp, 36" Hi-Start Glider, HLG/CAT, P20 (with award for best cabin model) Peterborough E20/Open E20.

NB: BNT models cabin/cockpit only.)

Maxes will be set on the day.

Also, Peterborough/Auckland Cloud Tramp Challenge (at Buckminster.)

Date to be announced via e-mil, from 23<sup>rd</sup> April.

...and let's  
keep 'em out  
of the lake, this  
time!



A

## Scale Calendar, 2018

There was a time when PMFC was a “control-line-club-with-Mick-Page-doing-Free-Flight.” Now we seem to be a F/F Club with added C/L. But no, what about the successful and influential Scale element? Sufficient to justify publication of this scale Calendar. Please double check before travelling.

March 10 Indoor Scale trimming, Bushfield

April 15 Indoor Nats Walsall

May 13/14 Mayfly, Old Warden

May 26/27/28 F/F Nationals

Saturday: Flying only - Aeromodeller/  
Model Aircraft  
Outdoor kit Scale  
Sunday Flying Only - Open

June: Date tbc. Lodge Farm, rubber events.

July 1 Dreaming Spires, Oxford, combined with f/f rally

July 6,7,8. SAM 35 Vintage and Retro Nats at Buckminster Lodge. To include the Eddie Riding Trophy.

Scale events: Power, Rubber, CO2/Electric, Jet reaction power/compressed Air plus the separate event for Riding designs. (The ER Trophy is awarded for the highest scoring model in any class except the last.)

July 21,22 Old Warden Scale Weekend.

Sunday: Masefield Trophy and Earl Stahl.

August 25,26,27 Nationals: Power, Rubber, CO2/Electric events.

September 9 Peterborough Flying Aces

September 16; Selby trophy, Outdoor kit scale, Luffenham.

September 22.23 Old Warden

**Peterborough Flying Aces Nationals, Sunday 9th September 2018**  
**at Ferry Meadows, Nene Park, Peterborough PE2 5UU**

**Competitions 10.00 to 16.15**

**SCALE MODELS - NOTE!** ALL scale classes, except Open Rubber Scale (Masefield) are judged for flight profile and realism by the Flight Judges. They may ask for some verification, so please have the plan or, if scratch built the 3 view, available on the field. We are no longer static judging in the tent and it is not necessary to arrive for flight judging with the plan unless requested.

**Open Rubber Scale-** Any scale rubber model, to which **Masefield** type bonuses will be applied. **No flight judging**, just duration plus bonuses. Please present model to control for processing.

**Open CO2/Electric Scale** Judged for flight profile and realism. Any CO2 motor/tank permitted. See note re verification

**Kit Scale** ANY rubber powered kit model up to 36"span. Judged flight profile and realism. See note re verification

**Jetex/Rapier/EDF Authentic Scale** Judged for flight profile and realism. See note re verification

**Jetex/ Rapier Profile Scale** Judged for flight profile and realism See note re verification

**P-20.** 20" span and length. Max 8" plastic prop, 6 gram motors (may be external) .

**Cloud Tramp** 5 flights NO MAX. (best and worst times discarded, and the remaining 3 times totalled. Note! If fewer than 5 flights logged the best and worst are still discarded.

**Tailless Rubber Duration:** Max span 30" (tip to tip). Max rubber 10gm, Prop 9.5" max dia. commercial plastic. (may be modified.) No inflight movable surfaces except DT)

**Frog "Senior" Rubber Duration** (for plan see <http://www.houseoffrog.co.uk>)

**Rubber Ratio: NO MAX.** Any rubber powered model with wing span 15"- 25" (tip to tip). Note KK" Elf "is eligible. Flight score is total time in secs (for 3 flights) divided by span in inches.

**Catapult Glider:** Catapult, max 2 grams rubber on a 6" max handle. This equates to a 280mm length of 3/16" rubber tied into a single (140mm) loop. Any model permitted.

**TableTop Precision** Precision flight event for Rubber models which must Rise off Table.

**36 inch Hi-Start Glider;** Any glider up to 36"span launched by the supplied "Hi start" bungee. Includes a prize for best performance of a **SCALE** glider (proof of scale reqd.)

**Best Unorthodox:** Must be seen to fly by nominated Scale Flight judge )

**Rubber Scramble:** 20 minutes, use any rubber powered model that qualifies for one of the above events. Competitor must both wind and launch, from box, but may use a retriever.

**Flying Swarm** Mass launch for any non electric model that is eligible for one of the day's competitions. Last model down is the winner.

**Young Flying Aces:** Prize for Best Junior: Scrolls for top 3 (Junior - 17 years or under on 31/08/18)

**World War One Tribute event:** We will award a prize for the best scoring model of a **WW1** combat aircraft flown in any of the scale competitions.

**Prizes for 1<sup>st</sup> place: Scrolls for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> : Bumper Raffle Note: this is a Free Flight event: No Radio Control: Proof of Insurance required for all flyers.**

**Revel in the special atmosphere created at this unique event.: Discounted parking. Toilets, Café, and Park Visitors Centre. For details of events visit the**

**Peterborough MFC Website at [www.peterboroughmfc.org](http://www.peterboroughmfc.org) OR**

# SAM 35

# FREE FLIGHT CALENDAR, 2018

(Events are open to all insured BMFA members and some invited overseas members of SAM 35.)

## Postal Contests:

25<sup>th</sup> March to 20<sup>th</sup> May .....Under 25" Vintage Rubber  
plus award for best Achilles\*

16<sup>th</sup> Sept to 27<sup>th</sup> Oct..... Lulu and Friends  
Class A Lulu, conventionally towed.  
Class B Lulu Hi-Start  
Class C Open Hi-Start

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**Area Postals** (at any Area venue on dates as listed, or at any Gala or Rally in between those dates with approval of local CD.)

- 1) 4<sup>th</sup> March (2<sup>nd</sup> Area) or 25<sup>th</sup> March (3<sup>rd</sup> Area) or 30<sup>th</sup> March (Northern Gala)  
.....The "March Wynde" for Lightweight Rubber.  
plus award for the best "Non-Senator."
- 2) 20<sup>th</sup> May (4<sup>th</sup> Area) or 24<sup>th</sup> June (5<sup>th</sup> Area):..... "Summerglide" for Vintage and Classic Glider.  
Plus award or Best Lulu.
- 3) 16 Sept (7<sup>th</sup> Area) or 14<sup>th</sup> Oct (8<sup>th</sup> Area): .....The "Autumn Trophy" for P30.

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## At the Free Flight Nationals:

Sunday 27<sup>th</sup> May: Vintage Wakefield 4oz. and 8oz.  
Lulu Duration

Monday 28<sup>th</sup> May: 36" Hi-Start Glider  
Under 25" Vintage Rubber, (with separate award for best Achilles.\*)  
Low wing/Biplane Cabin Precision (hand launch, classes for Rubber and IC.\*)

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## At Old Warden:

Sunday 13<sup>th</sup> May: Frog Senior Duration Class A: High Wing  
Class B: Low wing/Biplane\*  
K.K.Elf Duration.

Sunday 22<sup>nd</sup> July: Masefield Trophy for Rubber Scale  
Earl Stahl Scale: Class A: High Wing  
Class B: Low Wing/Biplane  
Concourse award.

Sunday 23<sup>rd</sup> Sept: Rubber Bowden: Class A: High Wing Cabin  
Class B: Low Wing/Biplane Cabin

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**At Buckminster:** (dates of contests to be confirmed: please check SAM 35 website)

Saturday 7<sup>th</sup> July: Ajax/Achilles Duration.  
36" Hi-Start Glider Duration plus Open Hi-Start\*  
All-In Precision  
Cloud Tramp  
Hi-Start Shootout (evening event. Time & date to be decided.)

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NB \* award may be dependant upon number of entries in class.

All towlines 50 metres. Maxes for Area Postals 120 sec. (20 sec attempt) Maxes for postals 90 sec.(15 sec attempt.)  
Please check for alterations/updates. Rules for most events and explanation of "Area Postals" on SAM 35 website.

Enter Postals/Area Postals via John Ashmole, 164 High Road, Weston Spalding Lincs PE12 6JU. £3 per class.  
Or £3.50 by PayPal to [editor@peterboroughmfc.org](mailto:editor@peterboroughmfc.org)

NB: Further events may be added. Visit SAM 35 website and check Free Flight Updates.