

PETERBOROUGH MODEL FLYING CLUB

Celebrating

80

Years

1938 - 2018

MAGAZINE

September

2018



LAST OF THE SUMMER WYND'S



With Flying Aces Supplement

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



Seventy in Eighty! Well, seventy-two at present, and counting.

That PMFC is celebrating eighty years since its inception is a matter of pride for us all, and that our membership is, as far as we are aware, higher than it has ever been is even more so, reflecting our status in the world of “Real Aeromodelling.”

AGM:

Our Annual General Meeting and Prizегiving, normally a uniquely convivial affair for such a formal occasion, takes place at Peakirk Village Hall on Friday 23rd November beginning at 7pm.

The only committee vacancies we are currently aware of are those of club Secretary and PRO, two offices that can be usefully combined if necessary. However, there may be more announcements in connection with this meeting which will reach members via e-mail (or, in some cases, telephone.) Your presence will be welcomed as a good turnout is Very encouraging for the committee: if you have anything for “A.O.B.” Please send it to the Secretary (that’s me, at the moment) in advance.

COMMITTEE for 2018:

- President Brian Waterland
- Chairman Brian Lever
- Vice Dave Leeding
- PRO/Secretary/Magazine
John Ashmole
- Treasurer/M’ship Sec:
Andy Sephton
- F/F Sec John Ashmole
- C/L Sec Brian Lever (temp.)
- Sports/Scale Sec:
Russ Lister
- Safety/Ferry Liaison :
Dave Rumball
- Webmaster Tony Beckett

NB: More contributors than usual this time, many thanks to all: it is important to reflect as many of the Club’s activities as possible. I hope that I have acknowledged all items correctly.

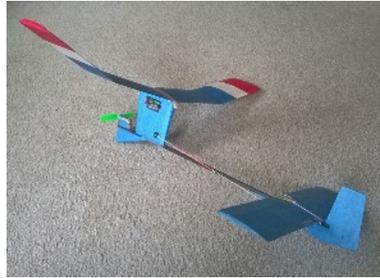
Editor@peterboroughmfc.org

Front Cover: The series of Free Flight competitions at Ferry Meadows is a prominent feature of our Club: here Tony Johnson winds his K.K.Eaglet

PAGE THREE MODEL:

Jonathan's winning E20

The outstanding contribution to the successful series of Club Competitions this year has been that made by Jonathan Whitmore, in promoting the two "E20" classes.



"The E20 class is the perfect introduction to electric free flight and is well suited to small field flying. The models have a twenty inch maximum wing span and overall length and are launched by means of an eight second electric motor run. The short, powerful run gives a flying style something like a mini E36 - a hot climb to a good height and then glide. The small size makes for sensitive climbing trim and a rather underwhelming glide so solid thermal finding skills are essential to perform well in a competition.

The simplest introduction is the Ferry 500 class which uses a designated GWS brushed motor, Peterborough FET Timer and a 2-cell LiPo battery. The flight battery has enough capacity to fly a whole competition on one charge: no field charging is necessary. The motor run is started by contact with a separate 9 volt battery. Most models use P20 wings and tail surfaces on a fairly traditional pylon and boom style fuselage but any airframe design is permitted. For the adventurous, the Open Class rules permit any power system whatsoever, so in theory thrust is unlimited! Trim-ability, and sink rate on the glide, is another matter, however.

The E20 Class makes the entry to electric free flight just about as easy as it could be - but good old fashioned modelling skills of thrustline adjustment, wing warps and air picking are still required! "



Interested parties, whether members of PMFC or elsewhere, may make contact with Jon by e-mailing the Editor. No account of this class, however, should omit the name of its instigator, our late friend Ian Middlemiss.

Club Free Flight Contest,

Round Three, June 8th.



Very busy Chris Grant won Glider, Cloud Tramp, and flew in every discipline bar HLG. Consequently also won "Victor Ludorum." Again.

The arrival of a letter from the Norfolk Constabulary (Traffic Division) just before leaving home for this contest did little for my frame of mind, but I consoled myself with the determination that today I was going to get in amongst the Page/Adams duopoly in P20. Ha! Bursting two newly-made motors in succession put paid to that, so along with a *certain other result* on the day, I found myself mired in a slough of increasing despondency as the evening progressed.

All of which is a quite unfair picture of what may well have been the best and most competitive club contest we have attended in recent years. Fourteen flyers were present, and the action was continuous from 3.30 pm to eight. (So busy were the participants that it was suggested that the BNT should be held as a stand-alone event next year...a subject for our "F/F Conference" during the Winter.)

First to fly (and last, as it happened) were the 20" Electric models: Bert producing another twin, side by side this time. Later, just when we thought it was all over, Mick Page stepped forward with more flights grabbing F500 thus taking advantage of Jonathon's absence on this occasion.

Sensing an opportunity for fame and glamour, Dave Clark threw an HLG around thus winning one point for himself (wow!) while also featuring in other contests as well. (The rules say that single entrants must make a “bona fide” effort in order to earn a point. Which of course, he did.)

As for P20, it was Bert Whitehead who broke the Page/Adams stranglehold, using, it should be noted, a cabin model not a Sweet Pea derivative. Peter Adams likes to enhance his model flying with a nice walk in the country on the following day (with binoculars.) We understand however that on this occasion it was not a successful one.

The second round of the Bernie Nichols Trophy which completed the day’s amusements was tense, even if not as well supported as we would like. We actually chose to run it before the flyoffs, so Peter, who missed Round One the previous month as he was retrieving, could take part. A decision that other competitors would come to regret!

SO, thanks and congratulations to all who took part: a very satisfying, not to say exhausting event!

Bert’s reduced Lulu, for Hi-Start Glider. (That’s a timer, not a pilot in there.)



Results, Round Three:

Glider:

1 C Grant Baby Buzzard	112
2 J Ashmole Corsair	104
3 P Gibbons Conquest	96
4 D Clark Gili Chopper	74
5 D Rumball Gnome	67
6 J Brown Cirro Sonic	61

Cloud Tramp:

1 C Grant	max + 87
2 B Whitehead	max + 63
3 J Brown	123
4 D Rumball	120
5 P Gibbons	107

HLG	
1 D Clark	46

P20:

1 M Page	max + 51
2 B Whitehead	max + 41
3 P Adams	135 oos
4 C Grant	115

F 500

1 M Page	126
2 C Grant	102
3 R Brigginshaw	96
4 B Whitehead	67

E 20 Open:

1 B Whitehead	112
2 M Page	102
3 R Brigginshaw	97
4 C Grant	79
5 D Clark	67

Bernie Nichols Trophy	
Round Two of three Max deviation of two flights:	
1 P Adams	5
2 M Page	11
3 C Grant	13
4 J Ashmole	14
5 B Whitehead	36



THE GREAT AJAX AND ACHILLES ADVENTUREa Classic Event



Ignore whatever you may read in other publications: this is the Real Truth.

There I woz, innocently trying to look busy while strolling along the flying line on some airfield or other (it was probably Luffenham) when up came these two heavies. One of them had a proposition for me. He was a big lad, with that kind of amiable but menacing air which suggested that it would be healthier to answer “Yes” to any question he may choose to ask. His colleague referred to him as “Tony,” clearly a *nom de guerre* to conceal his real identity from the Law. The other, code-named “Ken,” smiled a lot which implied that he was probably the more dangerous of the two and with doubtless a Stiletto concealed in his shoe “just for emergencies.”

Clearly the offer, which was reinforced by the rustling of used notes, could hardly be refused if my continued good health was to be ensured. “Yes,” it was then, but what was the question to be? It was that I, in my capacity as SAM 35 Field Marshall, would run a contest for *Ajaxes* and *Achilleses* over the next few years. Buckminster was to be the location, July the time, and the used notes were to induce innocent and unsuspecting Real Aeromodellers to commit to the felony. Having been subjected thus to this *Hectoring*, I began working like a *Trojan* to get the publicity out to potential participants. One should, of course, beware of *Greeks bearing gifts*, but the challenge overcame any common sense that may possess.

Paying the piper means calling the shots, and that extended as far as the rules. More or less the same as usual although with one difference: that after chasing two maxes, the third flight would be unlimited. The resulting retrieve could be quite an *Odyssey*. This poses interesting tactical questions, the first of which is that a dropped score on one of the first two flights did not necessarily matter much. In good weather this would become something like a one-flight event. So, how does that affect the choice and construction of model?

Of the two, the Ajax, being larger at 30” span, was the more straightforward to build and trim. Mine, covered in polyester which looks just like tissue, had seen action firstly in the “Bernie Nichols Trophy” at Ferry Meadows before being retrimmed, hopefully, for duration.

I reckoned that lack of a d/t (some flew without) or even lack of a second model, could become the *Achilles' Heel** for some competitors, so a second Achilles was built in the week before the event.

A full report of the day, including the usual *Satyr*, appears in a recent edition of SAM Speaks, so you have probably already read it. It may not, however, convey adequately the exceptional conditions of the day. Such was the heat, and the lift given off by surrounding fields of waist- (or even head-) high crops that very strange things happened. Setting aside the “twister” which played havoc with some scale models nearby, the drift was such that models would set off in one direction and shortly return, sometimes landing near their launching point. Excellent times were obtained when not expected, but not when most needed.

One of the outcomes of the day was a better understanding of the use of this field, and the need to have information, obtained via Manny Williamson, about the planting and especially the harvesting of the crops. Until then, trimming and Precision will be the order of the day.



Above: Dave Rumball with his attractive Mercury Sirocco; it flew well, but was the subject of an anxious and painful retrieve by Dave.

Right: Heat, lift, field surrounded by crops plus determination to max: a recipe for losing an Ajax (Yes, it did d/t, but....)

(Martin Stonelake photo.)



Some readers may claim that if I must insist on making fatuous classical allusions like this I should be referring to the gallant ships that harassed the Graf Spee to destruction in Montevideo Harbour, not long before these two model designs were given their names. But this is more fun, and, anyway, Keil Kraft never marketed an “Exeter.”



PMFC in the 1960's:
former member Keith
Edis remembers...

Above 1964 PMFC Concours
Mick Rondot, young Keith
Edis winning Junior conc-
ours with Tutor, Bill Har-
low, (Judge)

Right: Keith with "Tutor"
again, less nosewheel but
with the very same Mills .75



Clubnight:
Bill Harlow,
Mike Rondot,
John Hutton.
Keith Edis, un-
known, George
Woodley, Bri-
an Wade, Phil
Francis

WIN....or LOSE



Pee Gee reports from the front line, during the heatwave.

Sunday 24th June; 5th Area. Barkston:

Results: Open Electric three flights x 2.30 plus flyoff:

1st Gerry Williamson 7m 30sec + 3.40

Gerry beat Peter Watson and everyone else for a fine win.

(This is the full national result...well done, Gerry!)

CO2 Duration: three flights x 2.00 plus flyoff

1st Peter Gibbons 6.00 + 3.36

2nd Gordon Warburton + 2.38

3rd Trevor Grey + 1.56

(A particularly satisfying result, following motor problems during the Nationals flyoff.)

Sunday 8th July; 6th Area, Barkston:

P30 Duration; three flights x 2.00 plus flyoff: (final, national results)

1st (equal with A Winter) Bert Whitehead 6.00

3rd Peter Gibbons 5.50

5th Peter Adams 5.18

6th Mick Page 5.15

.....ALL PETERBOROUGH!

Bert lost his "Plane Jane" on its last flight into crops so was unable to flyoff: it had flown really well all day. Pee Gee d/t'd early to miss the crops so missed flyoff by 10 seconds. Is this Peterborough 1,2,3,4 a club record??

It was a good turnout for the club on both weekends, although the weather was very hot both times, windy on the second occasion with some calm spells. The windbreaks proved very useful creating shade on one side and shelter from the wind on the other. We would like a few more members to join us so why not build a "Plane Jane" P30 model? Bert may be able to help with a plan. All the help you need is within the club you only have to ask. Currently, the free flight section is going from strength to strength.

LOST MODELS:

Once again we have club members losing models in strong thermal lift. Some sill have no name or address. It is, of course, so important that the d/t systems work well, they should be checked and checked again. Phone numbers and other contact information must be on the model as well, also your BMFA number on the wing. Remember, it takes many hours to build a model, but it can be lost within a few minutes on any future flight!

.....P.G.

Club Free Flight contest....Round Four. 17th July.

It started with a retrieve. So, ...that'll be one of Rod's again? Yep! This time, he chose just about the highest tree in the park, and the model, an E20, was a good fifty feet up after an impressive trimmer. In fact the driving force in bringing it down was Bert, who joined two poles together to complete the huge task, while fending off questions from curious (and suspicious) passers-by. Just another afternoon in the park for Bert, who had an exhausting time ahead, entering almost all classes as usual.

It was good to see the arrival of Russ Lister, a too rare visitor to our revels, who brought his "Rumball's Yard" glider, a very light, efficient-looking machine. Terry Page also joined us, entering glider and P20. Meanwhile, the "same old faces" worked away, busily, resulting in flyoffs in P20 (Bert and Mick: the latter, having lost quite enough models this year, thank you,* was more conservative with his d/t) and in Cloud Tramp, (Bert, Dave Rumball and John Brown). In glider, Peter Gibbons had caused some anxiety by choosing good air for some late-evening flights...however, the Corsair cruelly snuffed out his pretensions to glory. All this gave us a busy time, with the Bernie Nichols Trophy yet to come. Mick Page was leader on points before the event, and had even been seen trimming in advance of the event. His closest rivals, Adams and Ashmole, both found novel ways of messing things up, so the final account was never in doubt. Well done, Mick. We'll get you next time!

* Oh dear, oh dear, See P 14!

RESULTS, ROUND FOUR.

E20

1 Mick Page	115
2 Rod Brigginsshaw	102
3 Jon Whitmore	96
4 Bert Whitehead	93
5 Peter Gibbons	76
6 Dave Clark	26

E20 Open:

1 Jon Whitmore	120
2 Rod Brigginsshaw	108
3 Bert Whitehead	104
4 Peter Gibbons	101

HLG:

1 Jon Whitmore	109
2 Dave Clark	71

P20:

1 Bert Whitehead	max + 93
2 Mick Page	78
3 Peter Adams	99
4 Terry Page	92
5 Dave Clark	71

Glider:

1 John Ashmole	116
2 Peter Gibbons	96
3 Russ Lister	82
4 Dave Rumball	66
5 Dave Clark	65
6 Terry Page	45
7 Bert Whitehead	35

Cloud Tramp:

1 Bert Whitehead	max + 57
2 Dave Rumball	+41
3 John Brown	+39
4 Peter Adams	99

Bernie Nichols Trophy:

1 Mick Page	8
2 Martin Skinner	13
3 Bert Whitehead	14
4 Peter Adams	33
5 John Ashmole (Withdraw.)	

Victor Ludorum: Bert Whitehead

Overall BNT winner:
Mick Page.

Round Five report and final scores in next issue.

Old Warden.....Earl Stahl competition, July 22nd.



BVW sportingly entered the Earl Stahl Trophy with his ex-Brian Oliver Fairchild Argus.

He maxed one flight and, enjoined to “take it seriously” just this once, piled on the turns for the last flight. Result: see above.

Was later seen going to SAM’s to buy tissue. Kleenex would have been more appropriate.

PMFC in 1972:

Roger Remembers.....



“Tempus irreparabile fugit.”

Roger Silcock bravely sent in this comparison of youth and crabbed age: he’s in both pictures, receiving second place award in the Vintage Combat rally (Buckminster) in July 2018, but which one is him in 1972? And how many of them are girls??

Fourth from right they tell me, is Steve Turner.

ADVENTURES IN NORFOLK



Pee Gee reports from Sculthorpe:
or has he been affected by the heat?

**Osprey.....Screwdrivers,..The Bowden:
.....lovely weather, what could possibly go wrong?**



On arrival at Sculthorpe on Saturday 21st July, we found a giant Osprey flown in by the U.S.A.F. Rumour had it that it was going to fly in the Bowden comp on the following day, although as the rules state that no pilot is allowed in the aircraft when it flies for the regular 45 seconds, but this was not a problem for the Americans who seemed quite happy for it to fly free flight. However, the navigator, having just picked up a dozen new laid eggs on the way, and there were concerns that some may become broken when it landed in its own, so it was agreed that they would not take part this year.

So, here are the results from Saturday, in events which were run like clockwork by Michael Marshall and his team:

P30 Rubber 3 X 120

Peer Adams	6th	5.17
Peter Gibbons	8th	4.49
Mick Page	10th	4.41

It was “one of those days.” Some models got away fine in what appeared to be strong lift only to be dumped out of it in a huge downdraft.

My first flight was down at 1m 20sec followed by Mick Page’s model, even worse at 1m 11sec. Clearly finding good air was difficult, as Mick is normally a master at picking good air.

Normal for Norfolk, continued....

E 36 Electric, 3 X 120.

Third, Gerry Williamson.

This was a good result from Gerry, winning the bronze, but it should have been better: the first flight was in very good air and very high, but d/t'd in under a minute due to not setting the timer correctly, ruining what should have been an easy win over the three flights. Needless to say, he was *not* happy! (Hence no smiley photo of Gerry this month, Ed.)

Later in the afternoon, Mick Page brought out a superbly built electric powered Stomper, a George Fuller design, build by the late and much missed Ian Middlemiss. We decided to try and trim it: why not, the airfield is so large nothing could possibly go wrong. Hand glides showed the need for a packing adjustment which was duly fixed and then came the moment of truth.

Mick connected the batteries and released it. It climbed very slowly to the right for eight seconds followed by a superb glide. Now, *Pee Gee* decided that the motor could go a lot faster and with a small screwdriver adjusted the centre pot on the Derek Knight timer.

“Okay, Mick, now try it.”

The climb was still very slow which was a bit odd, and the eight second motor run came and went, then 15, 20, and finally at 28 seconds the motor stopped. The model was now very high, that brilliant glide set in, it found its way into a strong thermal and just carried on gliding *upwards*. Even worse, it did not d/t until 3 ½ minutes later by which time it was a speck slowly going out of the airfield. We had a look for it on Saturday evening, but as yet it has not been found. SORRY MICK!!

...and so, *very quickly*, to Sunday...

CO2 3 X 120

1st Chris Strachan 5.44

2nd Peter Gibbons 5.20

3rd Steve Philpott 5.07

4th Stephen Fielding 5.02

Mini Vintage: 3 X 120

Martin McHugh 7th 5.29

Peter Gibbons 9th 4.58

Silver for Pee Gee in a very close contest: felt sorry for Stephen Fielding who did not set the d/t correctly and spoiled what would have been a very strong result.

Martin flew a Senator superbly, but could only make third place in a high quality field. PG flew the Scram, now dried out after its March Wynde exertions. Its last flight landed next to the American Osprey which duly took off: what a fantastic sight! I was right next to it, and in an American accent I am sure I heard something like, "GET THE HELL OUT OF HERE, THAT'S THE OLD GUY WITH THE SCREWDRIVER!"

PG

...back to Peter Gibbons again, who reports from
The Timperley Gala, at North Luffenham

Excellent weather, calm, with a good turnout from the club. In Open Rubber, our Terry Bailey came third, behind Ivan Taylor and Peter Woodhouse, maxing and scoring 1m 57sec in flyoff.



Terry flew a Jim Baguley design called “Performance Plus.” Fifty grammes of rubber increased the size from the original by 6” in fuselage length and extended wingspan. It was a combined event, won by Ivan with an F1B which scored over four minutes in flyoff. I don’t like combined events, it is not a level playing field: does this not reflect the clubs’ views?

In E36, Gerry Williamson flew his o/d model losing third place by one second, in a contest won by Peter Watson.

Finally, PMFC results in Mini Vintage: Peter Adams (Senator) 5.21, Peter Gibbons (Scram), 5.14, Martin McHugh (Senator) 4.24, Terry Bailey (?) 3.51. These were mid-table results in this popular class.

....PG



Free Flight Scale at the Nats

...words and pictures by Bryan Lea



Peter Fardell photo

“The best FF Scale session in my nearly 50 years of attending. Perfect weather, great performances.”

....Bill Dennis

That says it all, really. Well, not quite, here are some more details.

The weather forecast for Saturday was for the breeze during the day to die down in the evening but for rain to arrive on Sunday morning and continue throughout the rest of the day. Consequently the decision was made to run all six flights on the Saturday evening.

My original intention was to fly the Spartan Arrow that I had started last September but this fell behind schedule. With about two weeks to go before the event I suddenly realised that my kitscale Velie Monocoupe was eligible for the rubber scale class. A quick check of the rules and a measurement of the wingspan revealed that it was 15mm greater than the minimum of 600mm. I already had photos and a three view of the subject aircraft for documentation:



Bryan Lea photo



(Fardell)

All it needed was for them to be mounted on a couple of boards to make the judges' job easier. It was at this moment that I noticed a big problem: the Aerographics kit's undercarriage is similar to the DH Puss Moth's with a large strut from the top of the cabin down to the wheel. My subject aircraft had an undercarriage like a WW1 fighter with a V strut and axle. Anyway I set to and completed the modifications on the Thursday evening before the Nats. The model with its unpainted tissue finish was never going to do very well but I would get some flying in, which I did.

I put in six qualifying flights, and what they lacked in quality I made up for in quantity. None of this matters though, as the competition is decided on the best flight. Apart from just one of the ten rubber entries, ALL models in all classes put in qualifying flights.

(I came 9th in Rubber Scale.)

Our New Zealand Friends:

Ricky Bould reports:

Stan Mauger was flying the Antarctic Auster 7 in power and a Helio Courier in Rubber. The Auster made two flights with rise off ground (RoG) and scored well. My Auster AOP9 had one attempt that caused some gravel rash after a poor launch, followed by a good flight from its RoG that showed a need for slightly less right rudder.

The Comper Swift made six very good flight with the first being a hand launch followed by the rest being RoG at around the 30 second range. Both models looked good in the air (see photo above) with realistic flying speeds and take off runs. I am not biased, of course.

The Comper is an Aerographics kit but with changes to the outlines based on the Aeroplane Monthly drawings (Charlie Newman source.) I have two, one GM120 powered and the one at Barkston was GM160 powered. They weigh about 90 grammes and have proved straight forward to trim; with a detailed engine they were both nose heavy.

Williams cylinders are used as a base and K & S streamlined alloy tube for the exhaust ring, held on by a magnet. The tank is a spherical one on the GM120 that would be replaced by a cylindrical one if I built another.

Stan adds: The problem always is that trying to fly two events concurrently meant that I missed seeing some of the flying, including Ricky's AOP9, but I did see a video of the evening on You Tube <https://www.youtube.com/watch?v=L9JkTSzG-SA>

He had sorted out the trim of the model at that last Richmond Trans Tasman Challenge held in July in Australia, and the model looked to fly much the same in the video. His Comper swift also performed well, and exclamations of delight at its flight can be heard on the same video! I was pleased with my Auster flights having achieved some RoG's but would like to have judged engine run times a bit better as flights were either under the 30 seconds minimum or sufficiently long that the model strayed too far away from the judges. The Auster has now had about five years of competition flying and the trim is thankfully fairly reliable. My real delight was the Helio Courier flown in rubber scale, that I have had for many years. I was disappointed that the Vildebeest wasn't ready to bring over, so decided that at least the big box for it could be used for both the Auster and a rubber model. The Helio has a one piece 30" wing with no struts, so it could be accommodated. The model is based on the Herr kit, but I found some three views in Modelair magazine and fixed up outlines and model proportions as much as possible before starting to build it. With scale dihedral it is remarkably stable: perhaps the large fin helps, and it flew as well as it has ever done on the night.

I shall also remember the Nats for Mike Smith's Snipe, which whilst being a worthy winner of Power Scale, was a little unpredictable and a potential hazard for those crossing the tarmac, as I was to find out!

Gareth Tilston was a static rubber scale judge. Er...perhaps that should read "Gareth Tilston judged the rubber scale entries!" Here are his comments:

"Obviously I can't go into too much detail but: I was judging the Rubber Scale with Mike Smith. We had by far the biggest entry so it was quite a task to give each model the attention it deserved. I guess the main point was the standard of the top three models by Bill Dennis, Andrew Hewitt and Ivan Taylor. Each was beautifully made and very accurate and only dropped a few marks here and there. They were at a level beyond anything else in the class and given that all three are accomplished trimmers and flyers it seemed very likely that they would be fighting for the top places. As it turned out, Bill took top honours. It takes a special kind of courage to build such beautiful models and then fill them with a big, angry, fully wound rubber motor. Hats off to the masters of their craft. I think the highlight for me was just how amazingly light Ivan Taylor's model was, truly an outstanding builder. If you want to beat them, better start building now."

Many thanks to Ricky, Stan and Gareth for their comments.



“Still Got It...”

...but are they all going in the same direction??

Rambling around in circles:

Control Line at the Nationals.....by Ray Ewart

As with the FF Nats, I left Gravesend for this year's Power (ugh!) Nationals early on Friday 24th August at 5.50am. Silly really because that extra round of toast and cup of tea cost me £3.! The Dartford Tunnel is free before 6am and after 10pm, I'm rolling through at seven minutes after six, Dang!

Beautiful morning, early start justified, very little traffic. Made good enough time to stop for tea and bacon sarnie at a tucked-away transport cafe just off the A1 at Sibson: you Peterborough locals will know of it, I suspect. God help us when all the greasy spoons have been replaced by Little Chefs (I know they've gone kaput, you know what I mean, though.)

Arriving at Barkston about 10 o'clock I found Andy Housden's caravan and promptly woke him up - 10am? His excuse: he was setting up the carrier site until 3am Friday morning. Anyone who knows Andy will believe this: he has been known to design posters, draw out, print, laminate, affix to posts and bang them into position at 3am Friday and Saturday mornings - some people try to sleep in their tents at that time, most we must admit being aided by liberal amounts of amber liquid in the beer tent.

Anyway, off we set at 2 o'clock, well before the almost Wild West stampede of cars, motorhomes, caravans and tent holders at 5.30pm to claim temporary squatters' rights for the weekend. Surveying, marking out and fashioning the Carrier Deck area is a mammoth task. Andy starts on Wednesday evening. In my trusty old builders' van/metal tent I take the Three Kings carrier deck and various other paraphernalia. I think this structure is probably the oldest carrier deck still in use as it predates the BCD incarnation of the 90's and indeed was instrumental in starting the "new era."



I'm not sure how Brian will take to being called "mechanic." But I didn't do it!..Ed

Talking of the "not so new now" era, I wonder how many of you know that the Peterborough Club was one of the main factors in the revival of carrier in the early ninety's? Various undesirables from the Three Kings Club regularly attended the wonderful Cabbage Patch Nationals of last century. One year, 19??, We all witnessed - not sure if any of us competed - an event called Max-Min consisting of slow laps and fast laps (oh, read that again: Max = fast, Min = slow, so why did I put the description in that order?NURSE!

I realise I've been rambling, perhaps the Nationals report is not the place to document the history of Navy Carrier Deck Landing (to recognise its full title.) So (back to the plot) it seems that only two members of Peterborough competed in the control line disciplines this year. You see, at the Nats I really do have little time all weekend (I know, cue violins) as my role as PRO of the Carrier set-up confines me to the Information and Hospitality area between 10am and 6pm every day. What? you say, you've never visited us? Shame on you, we'll welcome all, even radio and free flight enthusiasts: we will even give you a go on the handle at the Training Carrier.

The two intrepid aficionados of the two-line handle under the Peterborough banner were, as usual, Brian and Brian, Waterland and Lever (the order served by tradition, pilot and mechanic.)

Their first event; Novice British Goodyear Model: Old Blue, Engine: PAW 2.49 Tuned, BGY Special, Prop: 7 x 6 APC (compulsory) Fuel: own mix to Model Technics D3000

The model seemed standard but carried an interesting, very long (about 4.5") wedge tank in transparent fibreglass. This set-up is good for 55-60 laps, says Brian L. Seems most others are doing about 33 laps average.

Heat one got off to a slow start for our heroes as they missed about six laps with a cold motor misbehaving. This combo is fast when on song but the highly-tuned motor with lots of sub-piston induction makes for very critical settings



and temperamental running. Brian L has ingeniously applied three large O rings around the cylinder fins to try to keep the motor running hotter. Next step: possibly less lube, more paraffin = more heat (power) generated?

Heat two was almost a carbon copy of the previous heat - hesitant start, few flicks and a few seconds wait for the motor to pick up, maybe two laps lost? After that, good flying and fast pitstops recovered the team to record a respectable 5m 25sec.

The final, due to be held on the Sunday, was postponed/cancelled because of the weather - how many times have we heard that at Barkston? Too windy, apparently (wimps!) But carrier flew all weekend (hard men, oops, and ladies).



The team also flew, and have done for many years, in the Mini Goodyear final. Generally a good performance but unfortunately a heavy arrival on lap 53 deprived the model of its rear end (oooh nasty: to be said with a Leslie Philips accent.) The race was won by Catlow/Leeman, our heroes second and Cathcart/Lipowski third with only ten laps airbourne.

I've rambled on a bit (yes, Ed) so please allow me to say that this Nats was a really enjoyable one, both modelling and social, especially in the carrier hospitality tent: more of that story another time.

.....Ray Ewart

THE BUCKMINSTER GALA

..... 2nd September



You will read, or may already have read, about the successful experiment that was the “Four CD” Free Flight Gala that took place on Buckminster on the day left vacant by the enforced change in date of Flying Aces. Around eighty cars were counted on the field on a day which produced the perfect weather that had been forecast.

Hopefully this has demonstrated just how Bucky can be used in future, as with the possible refinement of “flexible dating” it lends itself well to types of model just a little larger than those normally used at Ferry. It should be mentioned that the CD’s were able to work together in perfect harmony (with the amusing exception that Kris Best, the “BMFA” CD who ran her events with enthusiasm and humour throughout, did keep trying to “poach” competitors from other categories!)

Our Peter Gibbons ran the “PMFC” comps, I put on a couple of events for SAM 35, while Doug Hunt attracted a good entry for Scale.

Stephen Fielding beat us all in Cloud Tramp (Dave Rumball second) Gerry Williamson came second to his nemesis Trevor Grey in E30, finding that the five second motor run did not provide much leeway for an imprecise transition, Peter Adams began with maxes (as usual) but then disappeared on one of his Long Walks. The “demonstration” E20 event went the way of Rod Brigginsaw, beating Jonathan (and others) in an event which succeeded in its purpose, but suffered slightly from the fact that some PMFC members were assisting Brian Lever at Ferry on the same day (for which, by the way, both Brian and ourselves are most grateful.) We hope that the club will not have to be divided in this way again, this occasion being a “one-off.”

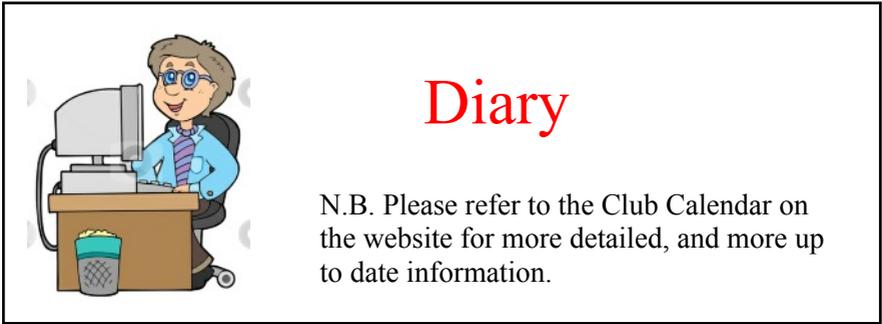


More from Bucky: Warriors both, (or so they like to think.) Peter Gibbons and your Editor respond to the Sound of Distant Drums.

P.G. came second in Classic Glider, JMA 1st in Classic A1. (Tony Clayton photos)



Retrieving at Bucky: with crops harvested, a pleasant stroll, occasional stream crossing or hedge to negotiate, good views across fields: better, dare I say, than Luffenham, prettier than Barkston.. Also, noticeably varied lift over this variety of surfaces.



Diary

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

Forthcoming Events:

Outdoors:

Sept 16th: Seventh Area, also, Lulu postal and P30 Area Postal begin.
Sept 22/23 Old Warden Festival of Flight, including the ED Bee contests, and Rubber Bowden on the Sunday.
Oct 14th Eighth Area, also P30 Area Postal ends.
Oct 27th (Sat) Midland Gala, also Lulu postal ends.
Dec 2nd: Coupe D'Hiver (venue? Probably Luffenham.)

Indoors:

Bushfield Leisure Centre, PE2 5RQ
10.00 to 13.00 No shockies, quadcopters nor Helis.

2018: Sat 3 Nov, Sat 1 Dec
2019: Sat 5 Jan, Sun 27 Jan
Sat 9 Feb, Sat 9 March.

Clubnights at Peakirk Village Hall, Fridays, now back to 7pm to 10pm.

26 Oct Club Auction: held over from Spring: a big start to the indoor season.

9th November
23rd November..AGM.
7th December
21 December Christmas Party

2019 dates will be: 4th Jan, 18th Jan, 1st Feb, 15th Feb, 1st March, 15th March.
Events will be announced in due course.

FLYING ACES, 2018

“I come to Flying Aces because it’s Flying Aces, regardless of the weather forecast.”



Alan Chamberlain and Peter Adams used entirely contrasting approaches to the Scramble, but who did best?

Maybe sixty percent down on previous years due to the forecast, but those who came (and there certainly seemed to be plenty at the convivial prizegiving) were treated to the usual eclectic mixture of events enthusiastically run by Brian Waterland, Andy Sephton, Andy Green, and Gareth Tilston in the control tent. In the earlier, but windier, part of the day, the hardy (foolhardy) Hi-Start gliders were out in force: it was the biggest entry (18) and was won by a scale model: Carlos’ “JR’s Pride.” The home side barely featured: all too busy running the event, perhaps. P20, a good class for this field, went to Dave Banks, home



The greater part of SAM 74 travelled from Portugal: Julio bringing with him former FIB ace Carlos Costa.



our Peter Adams' model broke in half in the wind. Twelve entered Cloud Tramp: this one DID go to Peter, beating Julio and a dozen others by a distance. Mike Sanderson hardly ever seems to go home empty-handed: this time it was Open Rubber Scale, a fifty percent Masfield bonus lifting his score above Peter Fardell's Agricola. Kit Scale went to Gordon Hannah, (Monocoupe) from Chris Strachan: an Impington one-two. Jetex/Rapier models were sadly absent this year: hence we missed one of the most noticeable features of a "Flying Aces:" the fizz of the motor and the swirl of smoke: we hope to see Roger Simmonds and his fellows back next year. Ian Lever, however, won Ducted Fan Jet Authentic (as opposed to Profile) with his MIG 15.

Left: try the Adams method next time, Alan!

Inevitably, the Cleemac gang were not going to be satisfied with just one award, so Tony Rushby took Frog Senior with the inevitable Redwing. (The times, incidentally, in this difficult class were remarkably good in the conditions.) Duration Rubber Ratio is a fascinating class, enabling a wide variety of model to be used, although Elves dominated. Tony Rushby's 98 second first flight clinched the deal,

J.Marsden turned up half way through the scramble, but had a go anyway.





Never mind the sartorial elegance, feel the pride. Bert Whitehead worked tirelessly all day. Seen here with Hi-Start and foot-retained Cloud Tramp winder.

Other results: (see website for compete list)

Unorthodox: C Strachan
(Flauvel)

Flying Swarm Bert Whitehead
(A previous error having been corrected)

Young Ace: George Day



To some of us, Catapult Glider is a mystery of washins and washouts which seem too esoteric to comprehend. Graham Percival, of the Gr*nthan Club prevailed over half a dozen entries.

The photogenic Table Top Precision went to Julio by a good margin (he is now such a frequent and welcome visitor that it is no longer necessary to remind readers that he travels from Portugal to be with us: oh, and by the way, Ricky Bould had also stayed on after the Nationals to be with us too.)

Dave Clark flew his tailless P30 well, to finish first in a field of one: well done, Dave! Ricky's Piper Cub took CO2 Scale from Chris Strachan (good on yer, Ricky!)

And then there was the scramble. Ha! What a variation in approaches. Dave Banks worked tirelessly throughout the 20 minutes: Peter Adams strolled up, launched casually, sauntered off, returned several minutes later and had to be persuaded to do it again. Alan Chamberlain worked like a Trojan but most flights were under the attempt time. Our Bert showed 'em how!



We may have been the only contest organisers to provide a de-treeing service: Peter, our “Branch Manager” saved at least five models during the day, and takes both pride and delight in being able to do so. He could not, however, fish the Rushby Achilles from the lake even during subsequent visits. Finally it sank. We understand that next year a wreath will be cast upon the waters in memory of the pilot.

...also available for weddings...



Brian Lever has asked me to thank all of the many folk whose efforts made this event a success, which it most certainly was, despite the conditions. On behalf of everyone else, however, we must reverse this appreciation and thank Brian once again for his tireless efforts and enthusiasm. Even at his age.