

# PETERBOROUGH MODEL FLYING CLUB



## MAGAZINE

...2013...2013...2013...2013...2013...



## SEPTEMBER SONG



Produced in conjunction with our website  
[www.peterboroughmfc.org](http://www.peterboroughmfc.org)

## Hast seen the White Whale?

There is a resigned sigh, a scrunching noise, and the remains of yet another failed miniature scale model hits the bottom of the waste basket, where they mingle with the moldering remains of the Great Peanut Project. Whywhywhy can't I get this right? Call myself a modeller? What was it this time? Ah, I forgot that thinners can evaporate in the tin, my carefully metered mix of dope/thinners became thicker than intended. Result, wavy 1/16" longerons. And I can't have you lot seeing that! Strangely, my 1/72 plastics and my model fishing boats are quite good. It seems to be building light that's the problem.

A saunter round the various disciplines on Scale Day at Old Warden revealed many examples of the Aeromodeller's art, among which the small Free Flight Scale jobs competing for the Masfield Trophy were by no means the least. Our own Flying Aces event reveals some Top Quality model building requiring a daunting range of skills. So, what next? Give up? Destroy all my small scale plans in a fit of realous jage? I just can't build a small scale model to my satisfaction. A couple of months of gradual progress ruined by a moment's thoughtlessness. From now on it will be just big jobs that take two hands to lift them, and make a nice, clunky sound when they land... Or will it? "Simple to build" it says on the box. Am I beaten? Oh, well, here we go: "Er, George, when you stop laughing, can I have another Aerographics Luton Minor kit, please?"

I was determined to max out at twenty pages this month, to keep everything manageable (for me, at least), and to keep costs under control. But no potential contributor is ever turned away.

editor@peterboroughmfc.org *Cartoon by Sharon Ashmole: nothing like!!*



**ANNUAL GENERAL MEETING, WEDNESDAY  
DECEMBER 4th. traditionally a very convivial event:  
elect your committee, hear reports from Section Secretaries and applaud contest winners.**

**TITLE:** "September Song" from "Knickerbocker Holiday" by Kurt Weill. Surely an appropriate anthem for gentlemen of a Certain Age?

**COVER:** What it's all about: Martin Skinner, on a calm evening, at Ferry Meadows.

# PAGE THREE MODEL



## 'My Nationals,' by Bryan Lea

*When I showed my wife Alison the photo she said 'It looks just like the real one' Well that is high praise coming from her!*



At the Free Flight Nats in May after some initial trimming problems I managed to put in some good flights but the less said about my trip to Church Fenton and Oxford the better.

I finished doing the repairs on the Tuesday before the August Nats and flew the Beaver in my local field, Bury Field Common, Newport Pagnell where everything seemed OK flying wise. Come the Saturday evening at the Nats and the rain is pitter pattering down as we all assemble on the runway at Barkston Heath. The wings on my Beaver are white polystyrene foam covered with a thin cardboard and whilst all the builders of WW1 biplanes were frantically trying to keep their models dry under sheets of plastic or umbrellas, my Beaver sat in a puddle impervious to the weather. For a full-size plane used to sitting out sub-zero snowstorms in the Antarctic this weather was nothing. For my first flight I had already decided to get a qualifying flight in by doing a hand launch and it seemed to be going away alright and turned to the left and came in and hit the ground hard. The wings flew off as they were meant to and I put it back together again. Back at the pits after taking some advice I changed the prop from a 9x4 to an 8x3 thinking this would reduce the torque effect. The second hand launch managed to get away and climbed a bit unsteadily but it was a qualifying flight. Back in the pits it was pointed out that the fin looked a bit wonky so I ran some Cyano down the crack and went for a third hand launch. This did not go well. In fact it went very badly and one half of the tailplane was broken off, the other half and the fin were loose and the port axle was bent. I picked up the bits and trooped off back to my tent to get out of soaked trousers, socks and trainers tho roughly fed up. It was a long while before I got off to sleep what with the rain drumming on the tent and thoughts of the repairs needed tomorrow.

Looking out of the tent on Sunday morning I was greeted by misty, murky damp weather. Fixing the problems at the back of the Beaver was simply a matter of pushing the parts back into position and running Cyano round the breaks. The undercarriage was a bit more of a problem. I pulled off the wheel, and fellow PMFC member and good friend Ray Millard came to my rescue with a decent pair of pliers and between us we tweaked the 10swg. wire and secured the wheel with a grass collet bought from the Balsa Cabin. To hopefully cure my stability problems I tweaked a bit of right rudder and a bit of starboard up aileron.

The wind on the Sunday evening was about 11 - 16 mph and gusting and variable in direction but at least it was dry; a good crowd had assembled to see the action in rounds 4, 5 and 6. When it was my turn to fly I went for a RoG takeoff. The take off point was about half way across the main runway to safeguard the spectators from any ground looping models coming back at them. As I released the Beaver it slowly gained speed, tracking dead straight and just leaving the ground as the edge of the runway loomed up. She banked slightly and climbed to the left and kept climbing, made the down wind turn, and was away. My first beaver RoG and it's a good flight, no it's a b\*\*\*\*y good flight, in fact it turned out to be my best scoring flight of the Nats. I was over the moon! In free flight scale, only your best scoring flight is added to your static score

To arrive at the final results. Each part of the flight is scored out of 10 and mine was: take off 8, climb 7, transition 8, realism 7 and descent/approach 8. My Round Five flight caused the photographers on the far side of the runway to take avoiding action. I just hope they managed to get some good photos. The takeoff on my final flight was a bit hairy but it got away again. I was the only flyer to put in 4 scoring flights but as I said before, you only need one. My static score put me in 7th place out of 11 so it just goes to show that you don't need a super detailed model to do well but you do need one that flies. As Bernie Nichols said so eloquently 'It's a FLYING scale competition, mate, anything else and we might as well be making Airfix models.' From being down in the dumps on Saturday to ecstasy on Sunday it just goes to show that Peterborough persistence pays off. The overall standard of flying was not very good. Gareth Tilston had problems but still came 5th in power with his Fokker Eendekker and once his rubber version is fully sorted it will be a force to be reckoned with in Rubber Scale. He reckons entering two classes is very difficult as you really need to focus on one class. Andy Sephton came second in rubber with his ABC Robin. Only two qualified in CO2/Electric and also only two in C/L scale.

Where did I come? I came 2nd, my first Nationals podium and I feel EPIC!



## HOW DID THAT HAPPEN?

I'm a Control Line Flyer!

...By Mick Taylor,  
Bowden Trophy Winner

Free flight is generally way out of my comfort zone but I have had several attempts at the Bowden Trophy over the last ten years or so with a best result of 3rd at the windy 2011 event. The only model I have used has been the APS Frankenstein built in 1986 for radio assist but never flown as such. It is in fact only the fourth F/F power model I have ever made, the others being an APS Madcap in the 70's, APS Hot Canary in the 60's and a KK Pirate in the 50's. The Frankenstein started life with a Mills 1.3 (grossly overpowered) then a DC Sabre (OK), currently an ME Heron (perfect) and was modified with increased dihedral together with recovering in its present black finish three years ago. Bowden day at the F/F Nats is usually the only time it gets flown. For this reason I try to arrive at Barkston early on the Sunday morning and have a couple of flights to make sure it will still fly from the previous year and to check the required run from the KSB 30 second timer (24 seconds is about right for the Heron).

This year the weather was not at all like a normal F/F Nats, warm with a gentle breeze, but even so I was surprised to see over 40 entries on the board, at least six of them from PMFC. I was half way down the list so had plenty of time for a wander and a natter. Some good flights were happening and some entertaining ones too as I'm sure Bernie would agree. Then it was my turn. Having kept the engine warm I was confident of a quick start but, despite umpteen years of performing against the clock in C/L Stunt, Racing and, many years ago, Combat events, the Bowden always makes me nervous.

However, all went well with a good RoG and steady flight just short of the 45 second target which I was well pleased with. The second flight seemed to come around quicker than expected possibly because a few had dropped out after the first round. Once again the engine did not let me down and having added one extra second to the timer the model was off on its second RoG. But what's this? Oh no, a groundloop and the model is heading back towards the crowd, that has surely blown it! Then like a miracle it lifted off, the crowd ducked and Frankenstein was away, settling into its usual steady flight. This time the flight was just over the 45 second target which gave a good aggregate overall, but I was not confident after that takeoff. Then the event was over, Ian M. and his team had done an excellent job moving things along with such a large entry.

Having wandered down to the C/L area for an hour or so and had lunch it was time to watch some F/F Scale, but first a quick detour to Control to see who had won the Bowden. What's this? Top of the list M..D.Taylor, that's me, 193 points, only four points ahead of second place. This cannot be right, I'm a C/L flyer, but no point arguing! I was amazed and it felt unreal, after all, the Bowden is normally an event to enter without a thought of winning! Maybe I should be just a "whipper in" next year, don't want to push my luck.

By the way, F/F Scale looked fun, I wonder if I could do that.....

A lot of

## HOT AIR

(The free flight page)

from Peter Gibbons



**Several** of our club members attended the BMFA East Anglia Gala held at Sculthorpe on Sat/Sun 29th/30th June.

**On the Saturday**, Martin Mchugh and myself flew in Glider, using the club “Nova” now expertly repaired by Martin. It looks a treat and flew very well. In fact, it’s only a matter of time before this model gets amongst the prizes. My own glider did two maxes and a flight of 27 seconds, veering right on tow, although the problem is now sorted. In Open Rubber, a similar story, with two maxes and one poor flight, but I entered Catapult Glider and managed a third place, winning the wine and a certificate. A thank you is needed for Dave Bent, who helped with the timing over the two days.

**On Sunday**, seven members from PMFC turned out to fly in what became a very windy day, difficult to fly in, with long retrieves after each flight. Bernie Nichols won the Bowden. (as reported in our last issue.)

**The P30 event** turned out to be quite exciting with Peter (“I’m Hooked”) Adams flying his O/D P30 mylar covered plane to 3rd place. He had lost it after the first flight which maxed at two minutes landing well down the large runway. Someone found it and returned it minus the fin. Without more ado, Peter calmly cut off the fin from his spare model and glued it onto the fuselage. In true PMFC tradition, dispensing with trim flights, he calmly launched again, the model flying superbly in the conditions, to gain the wine, certificate, and more importantly, BEATING MIKE WOODHOUSE who finished fourth.

**In the same event**, I managed a second place with “Yankee Mix”, its first windy outing, a few trim problems having now been sorted. It recorded 5m 34s. out of the possible 6 minutes. Peter A’s time was 5m 24s., so it was very close between the two PMFC Peters for second place.

**I must add** that the event was brilliantly run by Michael Marshall and his team of helpers: a great airfield and a great bunch of people, but most of all Model Flying at its best. Roll on next year, it’s an event not to be missed.



*John Ashmole’s pretentiously-named “Charon” a contemporary hi-start glider based on the Pearl E36 surfaces, with carbon boom and auto rudder.*

## PICNIC IN THE PARK

The use of such a small field, bounded with trees and lakes, makes the weather conditions critical (and also has produced a boom in sales of roach poles from a nearby fishing supplier.) Consequently, Peter's plan of arranging the contests for Tuesdays but using the following Friday as a spare date has paid off. This Picnic was spread over two days, to allow for all the events that were scheduled.

Peter reports:



The Picnic in the Park, designed for both fun flying and contests, resulted in ten entries in the popular Hi-start Glider event. The weather was very good on the Friday, resulting in close times. In P20 rubber there were only five entries but again some very close times, with Andy Sephton and Ian Middlemiss only two seconds apart. Catapult Glider drew five entries, in which Jonathan Whitmore's never give up attitude gained him another valuable five points. Bernie Nicholls was very close behind.



So altogether there were twenty entries with some very good flying, but sadly one lost model into the reeds after a brilliant flight by John Coleman, maxing easily with his "Sweet Pea."

A big thankyou to so many competitors, some travelling many miles to join us.

PiP Results: (second comp, carried over from 7/6/13 to 5/7/13)

Hi-Start Glider:

- 1 Russ Lister Merlin
- 2 Bernie Nichols, Yardbird
- 3 Tony Becket, Gnome

P20 Rubber

- 1 Tony Johnson
- 2 Dave Clark
- 3 Jonathan Whitmore

Catapult Glider

- 1 Dave Clark
- 2 Peter Gibbons
- 3 Jonathan Whitmore

PiP Results (third comp, run also on 5/7/13)

Hi-Start Glider:

- 1 David Leech, Merlin
- 2 John Ashmole, Charon
- 3 Tony Becket, Gnome

P20 Rubber:

- 1 Andy Sephton
- 2 Ian Middlemiss
- 3 Dave Clark

Catapult Glider:

- 1 Jonathan Whitmore
- 2 Bernie Nichols
- 3 Dave Clark

Results, event four: ( August 6th) Good weather, again!

Hi-start Glider:

- 1 Dave Clark
- 2 Ian Middlemiss
- 3 Tony Becket

P20 Rubber:

- 1 Tony Johnson
- 2 Jonathan Whitmore
- 3 Peter Adams

Catapult Glider:

- 1 Jonathan Whitmore
- 2 Peter Gibbons
- 3 David Leach

## INTERCLUB CONTEST

Barkston, 27th July



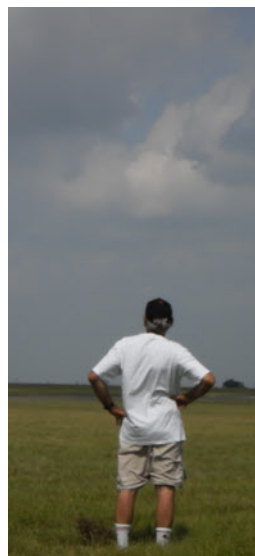
*The Electric Precision competitors: the event was won by Pat Newman (right) in his first event of this kind. It is rumoured, however, that he practiced beforehand: a typical underhanded Gr\*nth\*m trick!*

Good flying weather, for once, although not a huge turnout of PMFC members to take advantage. Of those who arrived, Ian Middlemiss took second in Catapult Glider, also third in Precision, although soundly trounced by your Editor, who came second. Bert, unusually, did not

trouble the scorers, his natural ebullience somewhat detuned after his loss, but he still leads the points for the Peter Spalding Trophy.

Current club scores: Gr\*nth\*m: 21, Morley: 12, PMFC: 11, Cleemac 10.

Next event 28th September.



*“It’s up there somewhere, Bert.”*

*Elation turns to consternation and then despair as the biggest thermal of the day absconds with Bert Whitehead’s faithful Senator.*

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### **E36 gets serious: IDM reports: (precis)**

East Anglian Gala, June 30th: The E36 event was run to US rules, namely 3 flights with a 15s. motor run for a 2m. max. If the entrant maxed all 3 flights then he is allowed a further flight with 10s. run. Should this also be a max, a 5s. run is next, repeated until the entrant does not max. This system has the advantage of not having to wait for a flyoff, but requires careful setting of the controller. Conditions were poor, wind speed 12-18mph. Eight entries, 4 suffered damage, Chris Strachan and Trevor Grey scored the three initial maxes, Chris dropped the 4th flight, Trevor won by maxing, off 10 seconds. Subjectively, E36 models climb as well as SLOP ....in the opinion of the CD, motor runs of 12, 8 and 5 seconds would be more appropriate to keep models within the confines of the site.



more

## HOT AIR

From Peter “Rabbit” Gibbons

The “Brumfly” event held at Barkston Heath produced another good PMFC result, with Mick Page **1st** in HLG with six maxes and one flight of 41 seconds, only 19 seconds off a perfect seven. One of his flights was timed to 5 minutes 25 seconds to the ground and still on the ‘drome.

With the really nice weather we are now getting some good turnouts at Ferry Meadows on Tuesdays and Fridays, totalling 26 of us on Friday 26th June, which was only a normal, non-competitive club night.



*Even fanatics can mellow with age*

I had a look in Ian Middlemiss’ model box one Friday; I could not believe my eyes, three P30 rubber powered models just completed. I checked inside the pylons and inside the rolled fuselages: not an electric motor in sight! You could have knocked me down with a 9” prop. Then he produced a rubber powered tailless Spencer Willis job which, after a few adjustments and trimming flights duly flew brilliantly across the meadow. On his return I checked his pulse to see if he was OK: I could not find one, but he promised to bring it along for inspection on the following Tuesday.

## BMFA AREA EVENT, North Luffenham August 11th

A very windy day but a good turnout from PMFC members: eleven, looking really smart in the blue/white tops...the Free Flight Team is taking shape.

It is not a matter of life and death whether we wear the Club top, it’s more important than that. P30 results (on the field):

3rd Peter (I’m hooked) Adams

5th Bert Whitehead

6th Dave Bent

7th Peter Gibbons

8th Dave Clark

Not the final placings, of course, but a very good show.

Oh, and Mick Page was second in HLG

If we are not the most enthusiastic club in F/F, we are certainly among the top one.

## TIMPERLEY FREE FLIGHT GALA, also N.Luffenham August 18th

**Evergreen** Mick Page came **1st** in Hand Launched Glider, beating Phil Ball, and everyone else.

In a combined event, it is difficult to say which is best, a Catapult Glider or Hand Launched, but on the day, which was very windy, it seemed to favour the HLG’s.



# ACES HIGH

AT Ferry Meadows, 1st September



*To begin at the beginning:*

6.30 a.m. I blink awake, my eyes trying to focus on the window. The sun streams in, always a positive start to the day, especially this day. I lurch out of bed and look at the sky, looks good, blue sky and white fluffies. Excellent! The sacrifices were not in vain! Up, up and away! Or, at least, up and at 'em!

7.00: a bowl of cereal behind me and a slice of toast in hand, a cup of coffee steaming beside me, come on, get yer a\*\*s in gear, you need to be there for 8! Lunch is packed and ready, a small handful of models in the car, rubber and electric toolboxes packed, folding chair, pasting table, pencils, scales, tape measure, sticky tape...err, what else? Note book, must be something! Oh, yes, mylar to cover the score sheets in case that unmentionable thing happens. It won't, this is Flying Aces, the best single day of the year.

7.29: Everything is packed, what isn't isn't and it's too late, Gotta Go.

7.55: Pull into ferry Meadows, pass BVW who is waiting for the Ranger to come and open the barrier, wave to Dave R and Dave Ship. Down to Oak Meadow where the lads are beginning to park up waiting for the Ranger to open the gates into the meadow.

8.05: At last the Ranger opens the gates and we file in, milling about trying to work out where to put Control. This is the first of many decisions to be made, and possibly one of the most important of the day. Get this wrong and it can cause all sorts of problems later. The wind is South-West, of maybe West-South-West, it's light and variable, hard to tell precisely, but wherever it's from, it's going to mean that there'll be turbulence from the bushes. As ever, weather is the one thing we can't control.

8.15: We get a sort of majority opinion, having put a model up to see what happens to it. OK. The control goes *here*, there's a space for SAM's *here*, there's the spot where we put the marquee...etc, etc. And then the first bad news of the day: WE HAVE NO WATER. The Authorities have refused the use of the bowser, due to "risk of Legionnaires' disease." No water means no pond which means that the most spectacular event of the day cannot be flown. The R.o.W will not happen. Nothing to be done...move on.

8.30: the van is unpacked, we have half the club on site, blue club sweaters everywhere, the marquee is going up and the tables are being erected. Good lord, it even looks like we are organized!

8.40: BVW has done his usual magnificent job, not only are the score sheets in the right order, they are already taped to the tables! All we need to do is put the tables in order and we're half-way

Home. The score sheets are in the same order as the events on the list, and there are large notice boards with messages that answer the FAQ's and most of the lesser asked questions as well. All everyone has to do is to read 'em....I SAID, ALL FOLK NEED TO DO IS...

Hmmmmmm!

9.00, and we're on the way to being ready for the day. Most of the club are here, and cars are arriving in a steady stream. Familiar faces waving at us as they choose a parking spot. Old friends smiling and waving, shaking hands, asking "how are you?", "Good to see you." When can we sign on ?can we fly? Of course you can! It's Flying Aces!..Fly on, boys.



9.30, job's done. As smooth as it's ever gone. Lovely, we're ready. People are chucking planes about, testing, trimming, seeing where it might be a good spot to launch from. The new Hi-Start Glider comp is all pegged out and gliders are being tested. The wind, what little there is of it, is flukey and variable: that can't be helped, it is what it is.

9.45: Time to start signing people on, the comps begin at ten, there'll be a rush, there always is...

*Let the games begin...*

10.00: the rush begins! For the next hour or so, we'll be kept busy signing people in, explaining the procedure (it's been made clearer this year to try and cut down on the bottlenecks we have experienced in the past) explain the rules (*all folk have to do is read the form and/or the posted rules!* But it happens every year. And so it goes, a steady stream of customers, many are old friends, some new. This is the bit I love doing, but I do need to concentrate, there's a lot going on.

11.00: Time for a breather. Things have calmed down a bit, a few are returning to enter scores, and the sheets are filling up. There are still cars arriving and the flight line gets longer and longer. Parking may yet be problematic. Turbulence from the trees is keeping the flight times quite low. But, as always, it's the same for everyone. Now and again there is a good score posted, one or two people are flying out of Oak meadow into Coney Meadow, and I can see the occasional fishing pole being brought into play. The scale tables behind me are full of models undergoing static judging and Gareth has his hands full with his judging task this year. In front of the counter, I can see dozens of people flying at any one time,. The two Hi-start glider bungees have a constant queue of contestants waiting their turn and the Two Daves (Rumball and Ship-ton) are being kept busy retrieving the line and keeping order. There's been a lot of interest in this new F/A competition and we have a couple of dozen entries already.

11.35: There's a thump and a clatter from the canvas roof above our heads, puzzled faces glance about and a shout from one of the people standing near to us. Seems we have been invaded by a model that's settled itself on our canvas roof. With much glee it is retrieved by brushing it off with a pole. There is a steady stream of people putting in times now, we need to be careful. I need to get it right or we end up in an embarrassing muddle at the end with peeved competitors asking why their score wasn't recorded, and so on. An eraser is a handy tool, and there is a good reason why scores are entered in pencil, to do it in ink is asking for trouble.

12.25: I need to have a bite to eat, time to sit down and watch the world go by for a bit. I've not even had chance to walk the flight line. (*There were, by now, 110 cars of the flight line!..Ed*)

1.00: We still have entries coming in, mostly those who have paid for their initial entries and are adding to them for the minimal cost of £1 (or, in some cases, for free, having paid the maximum of £8 upon arrival.) Is this a bargain or what? £8 for unlimited entries and fly competitively all day! Always one or two moaners about that, but hey ho, that's yuman nature, innit!

2.00: There are some very good scores being posted along with a rash of sub-30sec flights. One or two lost models, always a problem with Ferry as there's lots of trees and lakes to catch those who put in very long flights, difficult as that may be in today's conditions.

3.00 Brian (W) has made a start totting up the scores of the flights that have been completed. This is always the time I fear the most.



*Welcome visitor Monique Lyons flew all day with the Slingsby, then won Concours. Dave Rumball worked tirelessly assisting with the Hi-Start tow-lines.*

It's where mistakes get made and one's concentration is really required. It doesn't do to get interrupted during this process, but unfortunately it's the time when most people bring in their flight times, especially as there is only an hour to go and folk are dashing about putting in those final flights. This is where we need, at the very least, two people on the table, preferably three, and those adding up the flights and working out the final scores need to be uninterrupted. Contests like the Masefield Rules scale event can be a nightmare if one is being interrupted by (well meaning) contestants with scores to enter and questions to answer. ("No, there is NO max in Cloud Tramp!") "Yes, we want the scores after every flight, please," "There are toilets over by the main entrance, Sir, about 250 yards away. No, I don't know if the cafeteria is open, presumably it is," "Today's max. Is 50 seconds, sir, well, yes, I know it doesn't sound much, but we'll gladly record any maxes you may score." "You're very welcome, Sir, but may I point out that you have only 55 minutes left to put in your 9 catapult glider scores." And so on. You get the picture. There have been times when I'm in the middle of doing a complex calculation (Flight scores + 10% for biplane + 20% for two motors + 15% for under 20" span) when I've looked up at a contestant asking me a question and he's a face I know well, hell, he's a club-mate for goodness sake!! But what's



*Rob Smith, with the Wright Stuff.*

His NAME!!! It's just pressure and information overload, but it's where mistakes do get made.

3.30: the pressure is mounting, we're under the cosh now and it's vital we stay on top of it. No shame in rubbing stuff out, just get stuff RIGHT!

3.45: Brian grabs the megaphone and announces the 15 minute warning. The tension and the tempo visibly increase. I think we have four people on the tables now, ducking and weaving under each other, entering scores and checking the maths. It's a fun time and we actually enjoy the pressure. (I think: I know I do) but the need for accuracy is paramount.

3.50: Five minute warning! There is a constant queue of people and they all need to be seen to. So if you are the gentleman who asked me where he might get a taxi, perhaps he'll excuse the somewhat brusque answer he got from me at the time....Honest, I didn't mean it!

3.59: Full size Lancaster fly past. Perfect timing, lads!

4.00 GAME OVER! THAT'S IT. FINITO! Of course, we now have 15 minutes of latecomers and final scores to enter and compute.

4.10: Brian announces the Flying Swarm, people begin to gather in the field, some are hand winding the last few turns. At the table we're finalizing the places, when we're absolutely sure that stuff is right, checked and double checked and triple checked, only then do we mark the places in ink.



*One of the rewards for all the hard work: Bernie congratulates some young fella at prizegiving.*

4.15 Flying Swarm is counted down. I'm in the middle, I love this bit. 3...2...1..Go! And the air is filled with dozens of whirring clattering things whizzing round like a swarm of gigantic locusts. Some circling maddeningly near the ground, others clawing for height, going every which way. Keep eyes peeled, look around, don't miss the ones that are behind you. Flyers are scattering, chasing models, some ruefully picking up their failures. Gradually it thins out to a dozed, then single figures, then 5, then 4,3, there's still 2 flying...one is way up, the other is coming down now, visibly falling...and down...so we have a winner! He's still flying, a dot in the distance, obviously well into the car parks.

He may be lucky and get it back, he may not. (We do have the occasional "Finders Keepers" incidents, what IS it with the general public? It's Bert! Bert Whitehead, one of our club's great free fliers. Well done, Bert. Good one!

4.30: prize giving. Yayyy! Lots of winners, a bottle of for each, certificates for the top three in each event. Brian Lever does his usual magnificent job MC-ing the whole prize giving, Brian W and I do the hands on bit.

4.45: And the final bit, the raffle., thanks to the work of Dave Rumball's lovely daughter Fay, who has been walking the line and selling the tickets. This helps club funds: it costs money to run Flying Aces and we work hard for it.

5.00: And that's IT...done and dusted for another year. We'll spend an hour packing stuff away, talking about the day, the good bits, the best bits, was there a Champagne moment? (there usually is.)

The mistakes made, (we always make some, this year I made an awful blunder and had to grab a bottle of wine and make my humble apologies to a contestant who was first, but we got it wrong on the final tally.)



*Pee Gee suggests that Julio tries a smaller prop*



*"Tread softly, for you tread on my dreams"*

Bernie's account concludes on page 17.

Please refer to our website at [peterboroughmfc.org](http://peterboroughmfc.org) for a selection of pictures from the event, and for the results of each discipline.



## DAVE CLARK'S SPITEFUL



The iconic image of the Supermarine Spitfire as it appeared in Model Aircraft magazine in May 1954 had inspired me to purchase the plan many years ago. The article by I.R.Bishop states that the original model was designed for an Elfin 1.8 cc. So when Brian Lever was going around our club for members to build scale vintage control line models for his new competition to be run at the annual Old Warden scale day in July 2011 the Spitfire came to mind, a friend said he had an Elfin 1.8 that I could borrow (it's been rather a long term loan, thanks, Carl) so I started cutting balsa and studying the plan and the article which I was able to obtain through the internet.



Then Brian informed us that if you used a model with two engines you automatically double your points, so once again the Spitfire was boxed in favour of another Model Aircraft plan of the Fifties, the Bristol Beaufighter. This model has flown at Old Warden for the last two years and this year,

very successfully, powered, as the original, by two ED 2.46 Racers.

So after last year's Scale Day, thoughts went back to the Spitfire so out came the box, plan etc; work was recommenced. This included the sprung undercarriage and fabricating the fuel tank and canopy: only the wheels, pilot and spinner were purchased, everything else was home made.

Next came...what colour scheme? Back to the internet again, I found a three view with all the Humbrol colour codes, only to find that these have changed recently. Painting commenced: it was only about a week to go and I did want to have a test flight before going to O.W. With everything finished, I phoned Steve Turner to see if he could give me a hand with the test flight, so one evening we visited a field close to his home and carried out the flight which went very well.



D.C waits eagerly while Brian sorts out the certificate. Julio provides the applause.

So off to Old Warden where after a slight problem with old fuel the Elfin, the model and a rather nervous pilot performed OK. Came second in "Single Engine." ( Further notes on what at the time was known as the "Vickers Armstrong SPITEFUL XIV can be found in an article in June 1946 Aeromodeller under "Aeroplanes Described" . RB518 was one of the few production Spitfires to be produced in 1944/45).....D.C.

## The very first

### PMFC TRAINER TROPHY COMPETITION

19th June

....Brian Lever

....took place on Wednesday afternoon, 19th June at our C/L field near the Orton rowing Lake. As we had not flown there this year I guessed we may have long grass to deal with. This was proved correct as the field appeared to be empty when Mick Taylor and myself arrived, but upon closer inspection a bearded individual appeared like an apparition out of the long grass and announced that his name was Bernie the Beard! He promptly flopped down into the grass and buttercups and disappeared from view.

On closer inspection among the vegetation, B The B was found once again along with the club C/L Trainer. I had turned up fully prepared for this situation by bringing a pair of garden shears to cut back the grass on our 20 acre field. Bernie quickly dispatched me on the task of cutting back but decided that I was unequal to the task and suggested I just cut back the tallest weeds in the circular area we had decided to fly in. This was done over the next ten minutes or so with B the B directing me to the highest weeds in the site. All this work had to be done in the most covert way as we were concerned that among the tallest weeds there may have been some shorter ones that would be claimed by naturalists as having special scientific interest. We then settled down to discuss affairs of state only to have Ian Middlemiss arrive \* with Mick Taylor's Gold Medal and Certificate which was duly handed over.

We then turned our minds to the contest. Mick showed positive intent by putting the lines on his Rascal so I decided to do the same with mine. I asked B the B to become my TT partner in crime and we made our first attempt. All this took place with a snowstorm of seeds filling the sky from the surrounding Willow trees.

The rules state that a scoring flight must be over one minute and not more than four minutes. Each member of the team must fly and start the engine once. With the "snow" falling even more rapidly a ghostly B the B failed to start the motor in four minutes so our first and only TT attempt ended in a "flicked out" failure. Mick then asked me to team up with him flying his Rascal. Mick started the motor and flew first recording a time of 2m 40.89 seconds. I then started the motor and flew for 2m 53.60 sec. Wow, this was serious progress with a time difference of only 12.71 secs. We sat back with smug smiles on our faces. Who could beat that? Bernie the Beard had meanwhile warmed up the Club Trainer and had a test flight - not really in the rules but it was "snowing" so hard that nobody really noticed or cared either. He then asked Mick Taylor to team up with him using the warmed up trainer. Bernie started the motor after quite a while (the timing starts from the first flick of the propeller) and recorded a time of 2.06.85.

Now it was Mick's turn. He started the motor first flick (B the B was rolling his eyes up into the falling "snow"), ambled to the handle, and flew for 2.01.19. A difference of only 5.66 seconds! How could anyone possibly beat this very close time difference? At this stage flying ceased while B the B, Mick and myself sat among the buttercups to discuss EC member states' messy Euro problems. Yes, really! After a goodly amount of "grumpy old men" idear and comments we were joined by Richard Arnold, David Clark and Brian Waterland. Spectating was Derek Thornburn with his lovely Labrador who had been swimming in the rowing lake. The dog, not Derek. Richard teamed up with David flying Richard's Warlord. Richard started his motor and made a good flight of 2.35.03. Now it was up to David to start the motor. Well, I don't want to go into too much detail but suffice to say three four-minute periods elapsed without an engine start. Just to keep the trend going, Richard swapped to engine starting, and four minutes of flicking later there was still no sign of life. At this stage, Arnold/Clark called for a cessation of activities for the TT. Immediately this sent a message to the misbehaving PAW to start reliably and both Richard and David enjoyed some sport flying.

Step forward Mr. Waterland with the KK Champ powered by an ED Bee. Brian asked me to share the doubtful pleasure of the TT flying and start his Champ. He quickly discovered he had forgotten his lines so B the B found some 42' long and these were connected to the Champ. For those of you still reading this epistle (you have stamina to read so far) nobody EVER flies a KK Champ on longer lines that 30'. Brian gave me some instruction on starting the motor and then let me have a practice. I did manage to start the



## (Trainer Trophy, from page 16)

motor,; however it was making some ominous clicking noises which we felt were the forthcoming demise of the conrod. So better get the Champ in the air quickly. Brian started the Bee, ran to the handle and gave the nod to launch. I gave it a huge heave into the air and with Brian running backwards with the handle over his head the model staggered around for half a lap before settling down to fly a very respectable 1.36.09. Now my turn. Big couple of flicks with the Bee clicking nicely. It bursts into life and I'm off to the handle. Half way there the engine stops. Back to the Champ, big flick, BVW battles with the controls, I'm off to the handle. This time I reach the handle and the Bee is still clicking merrily away. BVW makes a huge launch for the stratosphere and with the handle by my right ear the model free flights for the first half of the lap before once again settling down for a very nice flight on those **long lines**. Unfortunately after all this effort the time was 4.21.04 making it a no score! However, we did do the impossible of flying a KK Champ on 42' lines powered by a 50+ year old Bee with some internal part about to fail.

So ended the first Club Trainer Trophy competition. It turned out to be a thoroughly enjoyable afternoon and evening although I have to say the "snow" was causing my nose some severe problems in finding any spare air to breathe. Bernie the Beard and Mick Taylor were worthy winners. Who can knock them off top spot next year?

.....Brian Lever

*Gareth Tilston was asked by a work colleague to describe competition model flying. He replied "Well, it's like Last of the Summer Wine. Lots of old men running around on a field doing inexplicable things."*

*(contributed, appropriately ,by Brian Waterland.)*



*I.T.M.A: second in Vintage Stunt at the Nats.*



*Old Warden Scale Day : With moral support from David Clark and Dave Shipton, Steve Turner, flicks the twin motors of the Mossie im-to life. If only he'd known that the fuel tube to the inner motor had been suffering from hardening of the arteries, and was about to let go just a couple of seconds after launch.*

NATIONALS  
MINI GOOD-  
YEAR FINAL  
2013



*Cleverly disguised as BVW to avoid litigation, BL concentrates upon starting procedures.*



**Race Report:** In the ensuing kerfuffle, Lever/Waterland finished an entertaining third. Out of three. (But it was the Final.)





## (concluding Bernie’s “View from the Table.”)

What events worked? Dave Rumball’s Hi-start idea was outstanding. Two dozen entries, Excellent. Which ones didn’t work this year? Silent Ebenezer was poorly patronised, a great pity, I like that event. And so on. When the dust has settled and we’ve got our thoughts back on the game, there’ll be a proper post mortem and next year’s event will be outlined. There’ll be changes, but not many. It’s a fantastic event and I love being part of it. But it wouldn’t happen without the club members who all muck in and keep it going.

Without diminishing anybody’s efforts, I should like to mention a few who spent all day out on the field, keeping everything going, sorting out problems, helping people and making it all happen. Take a bow, Brian Waterland, Brian Lever, Gareth Tilston, Dave Rumball, Dave Shipton, Andy Sephton, Peter Gibbons. Without these PMFC members doing what they do, the annual Flying Aces wouldn’t happen.

I LOVE IT!...Thank you, PMFC.



David Leech Hi-starts.

DATA: 173 entries! (24 in Hi-Start glider, 20 in Cloud Tramp, 19 in Duration Rubber, 15 in Kit Scale. Table Top Precision, 15, Frog Senior 10.  
R.o.W. Nil: “Legionnaires Disease!” Ha !

*...and, most of all, thanks from all of us to you, Bernie, for your untiring efforts on the day, and for this comprehensive account indicating some of the effort that goes into our most prestigious event.  
(from all at PMFC)*

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## HOW I FAILED MISERABLY AT CARRIER DECK’

....(from a conversation with Ian Hibbert)

Carrier deck...one of the more esoteric elements of the Nationals. Using the ex-Dunster-ville squeeze handle “which attracts more attention than the model,” Ian took his Seamew profile job and devoted the three days to trying to get the hang of it. Result: cracked wing,, jammed throttle (on full power with 8oz. of fuel in the tank) “and a small crowd appeared”...just when you DON’T want anyone to be watching. Sensation of panic and excessive heart rate. Missed the deck (due to reducing the radius on the high speed section and then failing to restore the correct radius, despite using a contraption involving hose pipe and dog chew to ensure feet stay in the circle.) Model repairs involving Halford’s car resin and tissue mat. CD models have a hard life, and it shows. Can’t wait for another go, perhaps with new Brodak Bearcat. After all, it’s the taking part that matters....



## Club F/F Contests: **The Showdown**, 13th Sept.

Making use of the Friday option once again,  
the final comp is now completed:

### Catapult Glider:

- 1 Jonathan Whitmore 153 sec
- 2 Bernie Nichols 119
- 3 Ian Middlemiss 85

### P20 rubber:

- 1 Bernie Nichols 178 sec
- 2 Tony Johnson 153
- 3 Dave Clark 131

### Hi-start Glider

- 1 Ian Middlemiss 109 sec
- 2 Bernie Nichols 93
- 3 Tony Johnson 89



*Talent will out: IDM's Gnomonic response to the Hi-Start challenge.*



*Jonathan enjoys the tension of competition*

## FINAL LEAGUE TABLES FOR 2013:

### Catapult Glider:

- CHAMPION: Johathan Whitmore 23 pts.  
2nd: Peter Gibbons 15  
3rd: Dave Clark 14

### Hi-start Glider:

- CHAMPION: Ian Middlemiss 15pts  
2nd: Bernie Nichols 9  
Tony Becket 9

### P20 Rubber:

- CHAMPION: Tony Johnson 16pts.  
2nd: Dave Clark 11  
3rd: Bernie Nichols/  
Jonathan Whitmore 10

### A PMFC 1st!

First we had P30, then P20, and now??

### **P 10 RUBBER**

...a first for our club and country, as follows:

10" wing span, 10" length (Inc. Prop) whole model to fit in a box 10" x 10".

...and now the best bit: any rubber length, any weight. Remember the more rubber the more weight so use any motor you like.

...even better: models are to be flown indoors at our indoor events and at Ferry on our Contest Calendar dates, (when calm enough.)

The max will be 30 seconds both indoor and outdoor. Three flights. The fuselage must be made with the rubber motor enclosed within. A d/t system could be fitted if required for outdoor flying. Well, is this Pee Gee dreaming again. What do the members think? If we don't do it, someone else will.....



P20 was a walk in the park for Tony Johnston

Mick Page photo



PMFC associate Stan Mauger won the Australian F/F Scale Nats(F4A Power Scale) with orange and black Auster C4 Antarctica (only one test flight before the event - the PMFC ethos goes world wide!

**PMFC INTERNATIONAL** :Not only is our little magazine read in Canada by Jim Moseley et al, (see ewebsite for Jim’s postal event), in Portugal, where Julio claims to be using it to improve his English, (poor deluded soul), but also by our friends in Auckland New Zealand, where Stan Mauger is responding by sending us copies of his excellent club magazine, Slipstream, well worthy of our attention. As well as a fine description of our free Flight Nats by Richard Bould, as good as anything we may read in England, there is a wealth of material on small scale, and Real Aeromodelling in general. I shall bring copies to club nights, and can e-mail Slipstream to anyone who requests it.

*Particular thanks are due to Peter Gibbons for organising the very successful series of Club F/F Contests at Ferry, and for being such a good sport. Please be there, at the AGM, to applaud the winners.*

Once again, an issue that reflects the multifarious activities of a small group of enthusiasts during a classic English summer. If this is the last of the summer wine, it certainly tastes good. We also met Herman Melville, W.B.Yeates, Inspector Clouseau and Dylan Thomas. Pee Gee is cashing in, too, with Brian Clough and Bill Shankley! (All the best photos were provided by Mick Page,..thanks, Mick.) .....Editor, John Ashmole. 19



**WHAT'S NEXT?**

“stop chasing what’s now and create what’s next”

**Outdoor events:**

- On Barkston: Interclub Four, with Electric Precision and Dunster-ville Memorial Bowden.....28 Sept
- 8th Area.....6 Oct.
- SAM Octoberfest (see website)...12 Oct.
- Interclub Five.....26 Oct.

**Indoor flying Events;**

- 11 Oct.....Oundle (7 to 10 pm.)
- 20 Oct (Sun).....Bushfield, (10am to 1pm)
- 27 Oct.....Impington
- 8 Nov.....Oundle
- 23 Nov (Sat).....Bushfield (10am to 1pm)
- 13 Dec.....Oundle
- 5 Jan.(Sun).....Bushfield (2pm to 5pm)
- 26 Jan.(Sun).....Bushfield (10am to 1pm)
- 7 Feb.....Oundle
- 23 Feb.(Sun).....Bushfield (10am to 1pm)
- 14 March .....Oundle.
- 30 March (Sun).. . . . .Bushfield All Day (10am to 6pm  
(organised by Andy Sephton as practice day before Scale Nats)

**Peakirk Meeting dates, 7pm to 9pm:**

- Oct 25
- Nov 1, 15, 22, 29
- Dec 4th AGM (NB: Wednesday)**
- Dec 20 (Christmas party & Quiz)
- Jan 3, 10, 17, 24, 31.
- Feb 14, 21, 28.

