

PETERBOROUGH MODEL FLYING CLUB



MAGAZINE

December

2016



FOR A FEW SECONDS MORE...



WITH MINI GOODYEAR TEAM RACE SUPPLEMENT

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



They say it's bad luck to be superstitious, so I shall not cross fingers or anything else, but it really looks as if the future for real aeromodelling is as promising as it can reasonably be. Kits, motors, c/l equipment, rubber, materials are all available for those who search, and in many cases quality is better than at any time before. (Witness modern replica diesels, starting and running better than the originals... and kits, such as those from the Vintage Model Company which are far better than those we opened with boyish enthusiasm in the 'fifties.) As for events, the close links between SAM and PMFC enable us to revisit many classic C/L designs and see them fly at Old Warden and elsewhere (be on your guard for a plague of Bee Bugs this Summer... I seem to remember a product called "Flit" which should help to fend the little blighters off.) There will be a range of F/F events "From March to October" organised by SAM 35 as well as our own club events, not to mention the Area and Centralised comps which take place regularly. It must be stressed that non-contest flyers are always welcome at these events.

We should also soon be able to visit Buckminster, thanks to the work and diplomacy of Manny Williamson, our Mark Bennis and the BMFA team. We have in addition one of the best indoor sites available in the shape of Bushfield, a weekly meeting place in Winter, a club full of expertise which is well regarded within the hobby...and all for £15 per annum.

(As I look up from this laptop across the road, I can see stags rutting in the field opposite: the feeling is infectious...bring on the Spring!)

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Club Subs: (as last year)

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Front cover: Peter Adams, well and truly hooked, won the informal "Club F/F Championship" by narrowly beating Peter Gibbons over a year of Area and Centralised contests: well done, Peter!

PAGE THREE MODELS

TOP SECRET:

Now it can be told: the planes that nearly made it...



AN OLD BRIEFCASE!

Early last year I was asked by a friend to help dispose of some plastic model aircraft kits. These had been in a collection owned by a gentleman who had since passed away. We knew he had been in the Royal Air Force, but in what capacity or department even his widow didn't know.

Amongst all the kits and magazines we found an old briefcase, inside which were some very interesting old documents.

They were all stamped "TOP SECRET" and purported to belong to an organization called "T FORCE." There were also plans from Vickers Supermarine Ltd and North American Aviation.

Detailed on the plans were a Focke-wulf 190T, gas turbine powered version of the FW190D, a version the Spitfire MK30, again with a turbine engine and a P51 Mustang also powered with an early jet motor.

The most amazing plan of them all was for a Supermarine "SKY SHARK" a canard version of the Spitfire MK24!

All the plans were very old and fragile, with numerous comments written over them.

They also had marks where several people had put mugs of hot tea down on them.

I have since built various models of the aforementioned aircraft, powered by Derek knights small EDF units.

.As yet I have only been able to test fly the FW190T which performs very well.

I don't know if I am contravening the official secrets act using these plans, so if you read and look at this, someone might have to come out and make you disappear!



I know this is true because it was told me by the writer Rob Smith, who still has the ancient documents, coffee stains, and all...

CLUB FREE FLIGHT CONTEST:

THE SHOWDOWN: Rounds five and Six.



Its safe now lads, but when John Coleman launches, DUCK!

Round Five... 23rd August

These PMFC events are very well worth attending: real contests, with everything scaled down, apart from the banter! Round five (out of six) faced a moderate breeze, blowing towards the water, so a max of 45 seconds was set. The glider class was finally decided with a couple of maxes from the Corsair, but that did not reduce the enthusiasm of the other competitors. Dave Rumball was runner-up on the day, while John Coleman, who had a max to his name from the first flight, withdrew for safety reasons after his recalcitrant glider set about attacking repeatedly the waiting queue.

Glider: J.M.A. 131, D. Rumball 67, T. Page 65. (7 Flew.)

HLG: The Middlemiss/Clark battle will go to the final round, after a close contest: DC 88, IDM 74.

In Cloud Tramp, D.C broke a motor with three minutes to go (he has a go at almost everything) leaving John Brown equal on points with Chris Sanders: J.B. 112, C.S. 96, D.C. 71.

In the more esoteric E20 category, Rod Brigginsshaw beat Mick Page, who retired with damage after one max. All is yet to be decided in that class!



Dave Clark tries everything, at least once. (Please advise address local Morris Dancers.)

Mick totes" second best" P20.

The event of the day, as is often the case, was P20. These really are excellent models for small field contests. It came to a fly-off, and the outstanding flight of the day, for your editor, was Mick Page's final launch using his "second best P20," (Huh!) It wound upwards like a power job, and only failed to win because of the vagaries of the gell timer. Peter Adams 77 second flight was more modest, but d/t'd later. M.P +77, P.A.+68. Both models could have flown on for greater duration, but avoiding the lake was paramount. One who did not keep his powder dry was Tony Johnson, but help was at hand from other club members...as we have seen, these jobs float. He finished third (five flew), and we now face a Page/Adams showdown. Good luck, Peter!

ENDGAME...16th September

What a day this was! The hottest days of the year were followed on Friday by the inevitable downpour and at 2pm the rain was torrential. Your CD imagined sitting in the car until 7pm in case somebody was determined enough to fly, and took an improving book to read just in case. However, by the start time of 4pm the sky was cloudy but dry and a max of 40 seconds was fixed. Even blue sky was visible at one point. What was more impressive, was the turnout: the usual suspects had arrived, regardless of distance, to help bring the season to a conclusion.

Consequently there was the usual mixture of drama, skilful flying, incompetence and talking points at the end.

Both E20's were lost after the first flight, Rod (who else?) In a tree, where the model remained until later in the week, and Mick lost his, never as far as I know, to be seen again. This was not because of the length of the max, but due to the unreliability of the viscous timers: on a larger field their accuracy of + or - ten seconds would not matter much but at Ferry accurate d/t'ing is critical. More on this elsewhere. The outcome is that the E20 trophy will be shared this year.



Bert Whitehead with P20 entry: they don't all have to be rolled tube jobs: any model under 20" with six grammes rubber will do. (See "F/F Rules" on our website for slight change to this category.)



As an example of First User Advantage that even Colin Chapman would have been proud of, this Corsair flew to victory in all four rounds in which flying was practical. Large subfin (working in clean air during the climb), lots of area, auto rudder, a primitive kind of line release and, very usefully, a simple RDT system to keep it out of the trees. Weight: 4 ½ ounces. I have Bob Atkinson to thank for this, having seen his version on Good Friday I rushed to the building board soon after. Now to see how much the opposition catches up, by 2017.

The P20's were spectacular as usual, with ten maxes and some close calls among the five entries. There would have been a flyoff had Peter not been required to depart, after which Mick Page showed his ruthlessness in making a token hop to claim this year's trophy. (Remember that next year, Peter!)

The glider class was flown later in the evening, as has become the habit, in which Peter Gibbons became highly excited at the prospect of beating the Corsair, but ended up second on the day and overall.

A thoroughly enjoyable season than was not without its dramas, and leaving us with some areas for discussion, particularly with regard to keeping the increasingly high performance E20 and P20 models in the field.

A "Free Flight Conference" will have taken place by the time you read this, of which more next issue, but we are onto a good thing and the message from competitors seems to be "more of the same, please."

Final Championship positions:

- P20:** 1) Mick Page 13pts.
 2) P Adams 11
 3) B Whitehead/
 D Clark 5

Cloud Tramp: (4 flew)

- 1) J. Brown 8
 2) C Sanders 6
 3) D Clark 5

E20: 1st equal:

R Briginshaw and M Page.

Glider: (11 flew)

- 1) J Ashmole 16
 2) P Gibbons 7
 3) B Whitehead/ D
 Clark/
 D Rumball 5
 HLG/Cat
 1) I Middlemiss 7
 2) D Clark 6
 3) P Gibbons 5

Tennyson never knew of this!!

...another contribution by that revisionist historian Rob Smith.

6 FOR 6000

SAMUEL HENSON AND JOHN STRINGFELLOW APPLIED FOR A PATENT FOR THEIR "AERIAL STEAM CARRIAGE" IN 1842. AFTER SEEING A REPORT OF THIS IN THE PRESS, IT CAUGHT THE INTEREST OF PRINCE ALBERT THE PRINCE CONSORT. AFTER WITNESSING A DEMONSTRATION OF ONE OF STRINGFELLOWS LARGE MODELS OF THE CRAFT, HE IMMEDIATELY SAW THE MILITARY POTENTIAL OF SUCH A CRAFT.. USING HIS CONSIDERABLE INFLUENCE HE GOT THE BRITISH ARMY TO BUY THE HENSON PATENT AND SET UP A SECRET BASE ON SAILSBURY PLAIN [KNOWN AS "AERIAL ENGINEERING RESEARCH AERIAL FIFTY ONE! AERIAL 51 FOR SHORT] TO UNDERTAKE TO DEVELOP A FULL SIZE CRAFT. BY 1845 THE FIRST VIABLE AERIAL VESSEL HAD FLOWN A DISTANCE OF THREE QUARTERS OF A MILE ,BY 1849 AFTER A GREAT DEAL OF DEVELOPEMENT OF THE ENGINE AND FUEL SYSTEM AND THE INVENTION BY STRINGFELLOW OF WING WARPING FOR LATERAL CONTROL THE FIRST CLASS OF HMAV [HER MAJESTYS AIR VESSEL] WAS CONSTRUCTED. KNOWN AS THE "DEVASTATOR" CLASS AFTER THE FIRST VESSEL OF THE CLASS ,THESE CRAFT COULD REACH A SPEED OF 90 MPH, A HEIGHT OF 2000 FEET AND HAD A RANGE OF 100 MILES. THEY COULD CARRY 8 "BOMBSHELLS" OF EITHER HIGH EXPLOSIVE OR GRAPE DESIGN. THIS HAD ALL BEEN DEVELOPED IN GREAT SECRECY AT A.E.R.A 51. ANY LOCALS WHO SAW THE CRAFT IN FLIGHT WERE CONVINCED THE ARMY WAS IN LEAGUE WITH THE DEVIL! THIS WAS SOMETHING THE ARMY WAS KEEN TO ENCOURAGE AS IT KEPT PEOPLE AWAY FROM THE SITE. WHEN THE CRIMEAN WAR BROKE OUT IN 1854, HMAV DEVASTATOR WAS SENT OUT IN SECRET, MUCH TO THE CHARGIN OF THE ARMY COMMANDER LORD RAGLAN HE HAD NO FAITH IN ANY NEWFANGLED IDEAS, AND CONSIDERED THAT DROPPING "BOMBSHELLS" ON HIS OPPONANTS WAS DOWNRIGHT UNSPORTING! THE "DEVASTATOR" WAS COMMANDED BY A MAJOR LEWIS NOLAN, AN EX CAVALRY OFFICER WHO HAD BECOME A GREAT PROPONANT FOR THE USE OF AERIAL VESSELS IN WARFARE AND WAS LATER TO WRITE A FAMOUS TEXT BOOK ON THE SUBJECT. SETTING UP HIS BASE NEAR THE BELBEC RIVER 15 MILES FROM SEVASTOPOL AND BALACLAVA NOLAN ASSEMBLED AND MADE READY THE "DEVASTATOR".

ON THE MORNING OF THE 25TH OCTOBER 1854 AFTER HEARING THE SOUND OF CANNON FROM THE DIRECTION OF BALACLAVA. NOLAN TOOK OFF IN THE "DEVASTATOR, TO FLY TO THE SOUND OF THE GUNS. HE HAD NO ORDERS FROM LORD RAGLAN TO DO THIS ,BUT DUE TO THE INFLUENCE OF THE PRINCE CONSORT HE HAD MORE OR LESS BEEN GIVEN A FREE HAND IN HIS AERIAL OPERATIONS. ARRIVING OVER THE BATTLEFIELD OF BALACLAVA ,HE OBSERVED THE LIGHT BRIGADE UNDER LORD CARDIGAN, COMMENCING TO CHARGE DOWN THE NORTH VALLEY AT A BATTERY OF RUSSIAN GUNS. TAKING IN THE SITUATION AT A GLANCE ,AND SO AS NOT TO UPSET THEIR HORSES, HE FLEW THE "DEVASATOR" DOWN THE VALLEY IN ADVANCE OF THE LIGHT BRIGADE HE THEN DROPPED FOUR HIGH EXPLOSIVE "BOMBSHELLS" AMONGST THE RUSSIAN GUNS. THE RUSSIAN GUNNERS WHO HAD NEVER SEEN OR EVAN HEARD OF SUCH A CRAFT IMMEDIATELY RAN AWAY IN TERROR, ALLOWING THE LIGHT BRIGADE TO PASS THRU THEM VIRTUALLY UNSCATHED. SEEING THIS LORD LUCAN ORDERED THE HEAVY BRIGADE TO CHARGE DOWN THE VALLEY AND SUPPORT THE LIGHT BRIGADE, THEY WERE SUPPORTED BY THE FRENCH "CHASSEURS D AFRIQUE" WHO CLEARED THE RUSSIAN FORCES FROM THE FEDIUKINE HEIGHTS. SEEING THAT THE LIGHT BRIGADE WAS NOW ALMOST INTO THE SUPPORTING RUSSIAN FORCES, WHO HAD BEEN DRAWN UP BEHIND THE GUNS, NOLAN UNDERTOOK ANOTHER ATTACK RUN.

ALTHOUGH HE ONLY HAD HIS REMAINING FOUR "BOMBSHELLS" THE EFFECT WAS TO PANIC THE ENTIRE RUSSIAN FORCE INTO A RETREAT, WHICH WITH THE ARRIVAL OF THE BRITISH CAVALRY TURNED INTO A ROUT.

THE BRITISH CAPTURED ALL THE RUSSIAN GUNS AND AROUND 6500 PRISONERS INCLUDING THE RUSSIAN COMMANDER AND HIS STAFF

.BY AN IRONIC TWIST OF FATE, ALTHOUGH THE LIGHT BRIGADE SUFFERED FEW CASUALTYS [6 DEAD 27 WOUNDED] ONE OF THE FIRST TO DIE HAD BEEN LORD CARDIGAN.

AS HE WAS RIDING WELL IN ADVANCE OF HIS BRIGADE HE WAS CAUGHT IN THE BLAST OF THE LAST "BOMBSHELL" TO FALL ON THE RUSSIAN BATTERY AND KILLED INSTANTLY BY A SPLINTER FROM IT.

THIS ENDED THE BATTLE OF BALACLAVA! IT WAS A STUNNING VICTORY FOR THE ALLIES.

THE FOLLOWING DAY NOLAN TOOK THE "DEVASTATOR" TO SEVASTOPOL AND BOMBED THE CITY, ALTHOUGH HE CAUSED LITTLE DAMAGE AND FEW CASUALTYS [10 MILITARY, 32 CIVILIAN] THIS SO DISMAYED THE RUSSIAN COMMANDER THAT HE IMMEDIATELY SURRENDERED THE CITY TO LORD RAGLAN.

BY NOVEMBER 11 1854 THE RUSSIANS HAD NEGOTIATED AN ARMISTICE AND THE CRIMEAN WAR WAS OVER.

IN 1861 MAJOR NOLAN WAS PROMOTED TO MAJOR-GENERAL TO BECOME HEAD OF THE "ROYAL VICTORIAN AERIAL FORCE".

THE DEPLOYMENT OF 20 DEVASTATOR CLASS AIR VESSELS TO CANADA LATER THAT YEAR WAS INSTRUMENTAL IN HALTING AN AMERICAN INVASION AND KEPT THE UNITED KINGDOM OUT OF THE AMERICAN CIVIL WAR.

THE AMERICANS HOWEVER SOON HAD THEIR OWN AERIAL ARMY, KNOWN AS THE UNITED STATES ARMY OF THE AIR. "USAOA"

IN 1876 A DETACHMENT OF USAOA "SCREAMING EAGLES MK2" AIR CARRIAGES COMMANDED BY "AIR GENERAL" GEORGE ARMSTRONG CUSTER FLEW A MISSION TO ATTACK THE LARGEST EVER GATHERING OF NATIVE AMERICANS IN MONTANA. CUSTERS CRAFT OPERATED FROM FORT LINCOLN AND THE TARGET WAS AT THEIR EXTREME RANGE, HE HOWEVER PRESSED ON EVAN MANAGING TO ATTACK THE CAMP ON THE LITTLE BIG HORN RIVER. HOWEVER ALL HIS AIRCRAFT WERE FORCED DOWN BY LACK OF FUEL CLOSE TO THE CAMP AND ALL HIS CREWS WERE MASSACRED.

NOLAN WAS LATER TO HAVE HIS REPUTATION SULLIED THREE YEARS LATER WHEN IN 1879 , OPERATING FROM A BASE NEAR "RORKES DRIFT" IN NATAL PROVINCE WITH A FORCE OF 10 "PULVERISOR" CLASS AERIAL VESSELS HE BOMBED THE KRAAL OF KING CETSHWAYO NEAR ISANDLWANA, KILLING NEARLY 4000 ZULUS MOST OF THEM WOMEN AND CHILDREN.

THIS ACT ENDED THE ANGLO/ZULU WAR BEFORE IT HAD EVEN BEGUN. BUT THIS OPERATION WAS SEEN TO BE MORALLY AMBIGUOUS AT BEST AND GENOCIDE AT WORST. EVER AFTER HE WAS KNOWN AS "BOMBER NOLAN"



NEVERTHELESS, THE FLIGHT OF THE "DEVASTATOR" AND THE CHARGE OF THE LIGHT BRIGADE HAS GONE DOWN IN THE ANNALS OF BRITISH MILITARY HISTORY AS ONE OF THE MOST COMPLETE VICTORYS EVER ACHIVED BY THE BRITISH ARMED FORCES. ALTHOUGH NOLAN NEVER RECEIVED THE KNIGHTHOOD HE THOUGHT HE DESERVED.

PETER GIBBONS REPORTS:



On a new project, and the latest f/f news.....



Several club members are now building Mini Vintage Scrams, a great winter project. Plans available from John Brown at £1.50 each.

I have just finished building one. It's ever so easy to build: the wing and tail, uncovered, took only an hour! A decently built Scram can give flights of 2 - 4 minutes plus, so a d/t is a must. I have timed Terry Bailey's in contests and can confirm that it is an excellent flyer, with only a single bladed prop.



I can report that Chris Sanders' 1932 Orion was subsequently recovered from the top of the tree after the fifth club contest: I went down the field on the following Tuesday with my roach pole and with a little help from Dave Rumball we got it down. There was some damage and the wing fell apart due to the heavy rain at the weekend, but it is now repaired and ready to go again.

A SLIGHT WINE: THE HIC HIC CUP:

Peter Adams would like to point out that he did not come second in the P30 event held at N. Luffenham; in fact he did not actually attend. The correct results were: (4 x 2 minutes) 1) Mick Page, 8.00, 2) Peter Gibbons 7.00, all with 10 grammes extra ballast. MP wrongly mentioned the results to our editor JA: it must have been too much of that Belgian beer! However, Mick is correct in saying that it could be the first time PMFC have gained 1st and 2nd in a Centralised comp in P30 Rubber. I think it will be only a matter of time before we get something like a 1,2,3,4.

Pee Gee continues...

Success at Sculthorpe, 4th September

Due to the very high winds at the Team Trials run by Phil Ball, the main event did not take place (NB team trials are the only BMFA F/F events for which there is provision for postponement.) Just six brave souls flew in the accompanying P30 event, while others watched and in many cases went home. We did not begin to fly until 2pm, deciding it was now or never...so we did,

P30 3 x 120 sec max:

- 1) Peter Gibbons 5.24
- 2) Andrew Moorhouse 3.38
- 3) Peter Adams 3.32

...so, gold and bronze certificates for PMFC. Martin McHugh finished 5th in this event. It was ever so difficult to get the models to perform correctly, and it also meant long walks downwind to retrieve.

Many thanks to Phil Ball for running this event, and his kind comments on PMFC's efforts. Remember, if we want comps of this kind, we must attend if possible.

The First Rubber Bowden, Old Warden, 24th Sept.

This was a SAM 35 event, and reports will appear in *Aeromodeller* and *SAM Speaks*, but, briefly, it can be reported that in strong winds several PMFC stalwarts braved the conditions with varying degrees of success. The idea proved popular, and this event will certainly gain momentum in future.



An appreciative gallery, each waiting for the call to arms, watch as Tony Johnson commits to flight. Because this was a precision event, no models were lost despite 30 competitive launches being undertaken in 20 mph winds. A sign of contests to come, for the “sports competitor.”

FROM OUR CORRESPONDENT IN THE FIELD...



8th Area, Luffenham (again) 16th October

“We travelled through heavy rain to this event, all the signs didn’t look good for any flying. But around 11 am the rain eased, the sun broke through and three PMFC members flew in E30. The results on the field in windy conditions and a low turnout (understandably) from our F/F regulars was (three flights, two minute maxes):

1st Peter Adams 5.21

2nd Peter Gibbons 5.09

British Champion Rod Brigginsshaw did not record a score, and due to the long distance he had driven he must have been very disappointed with the day’s performance. Due to the rare wind direction, any flight in excess of the stipulated two minutes would disappear into the small fields and high hedges beyond the Northern edge of the field: stressing the need for good d/t and search systems.



Our Terry Bailey readies his Scram (see also page 9) for a shot at Mini Vintage.

“Thanks are due for the support of John Ashmole, Dave Clark hurrying back from New York to get to North Luffenham (really?!) and Terry Bailey, and their help with time keeping, not to mention looking for lost models and lost modellers.

Signing off, a soggy, cold Pee Gee, North F...F...Freezing Luffenham...and back to the studio...”



Old aeromodellers...

Whenever I see a box of old Aeromodeller magazines I am somehow magnetically attracted to them. So it was at Flying Aces and at 10 for £1, how could I resist?

My early aeromodelling life was from about 1960 till the late 70's then a gap before I came back to the hobby/sport in the late 90's. The magazines in the box were from my missing years so at random I picked out ten and paid my pound.

September's page 475 has a photo of the winner of the CO2 class at Beaulieu, a certain John Ashmole. The modeller's face is largely obscured by a mop of very dark hair. Even more intriguing is his club: Gr*nth*m! How about that?

John Ashmole 1st Place in the CO2 class at Beaulieu with a total of 9.41. Below: John Ashmole came first in the CO2 fly-off at Beaulieu.



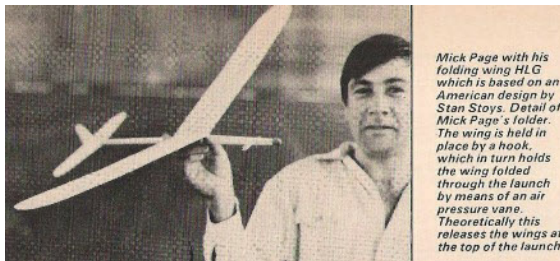
Southern Gala: 1981

- 1) Ashmole
- 2) Hipperson
- 3) The Rest.

Not a day to be forgotten. Can you see the on - field repair of a fully severed wing panel and Sellotape covering?

In December 1981 on page 33 we have a photo of Mick Page with a folding wing HLG at Cardington. Mick won using a 12 inch model and times of 48 and 49 seconds.

He was closely pursued by M. Benns, a Junior making his first appearance at Cardington. Mark's times were 38.5 and 42 seconds for a total of 50.5 seconds. Something wrong there, it must have been an Aeromodeller typo error because I make that 80.5. I've worked out that Mark would have been 14 years old in 1981 so he wouldn't have started shaving...*



Gentlemen, I salute you - 35 years in the hobby and still at the top of your game. Reading on, I came to the Club News feature where I found the statement "the continual high winds have certainly affected the hobby overall, with possibly less flying activity than for a number of years." That from the September 1981 Aeromodeller, 35 years ago.

.....Bryan Lea (AKA Brian Lee in BMFA News!)

* ...when does he intend to begin??anon

CLUBNIGHT:

Vintage Show and Tell, Peakirk Village Hall, Friday

A total of nineteen members turned out for the first clubnight after the changing of the clocks to show and discuss an array of mostly Vintage models.



NO WAY, PEDRO!

Mick Taylor brought along these APS Pedros, near identical except in size: the larger has an AM 2.5 but “is good with a 1.5”. The younger brother uses a PAW .8 and is a little under powered.

Most amusing were his comments about the “Laminar Flow” winged Yoiks (which I foolishly omitted to photograph.) Built in 1989 for a one-model comp, using a Super Tigre 46, this Coasby design was, in Mick’s words, “un-sensitive,” “a great lump on the end of the line,” and “really difficult in a vertical eight.” Oh, please, Mick, we all want to see you try! (We could sell tickets for that!)

Martin Skinner is preparing for the FROG Senior action planned by SAM 35 for next year. Although, like many, he does not relish “real” contest flying, the lower-key events such as are flown at Old Warden do appeal: also one of these jobs would serve well in our Bernie Nichols Trophy. The biplane is the “Tomtit.” Martin said that the plan was not clear regarding the pylon and strut lengths: but here it is, an attractive job, weighing 43 grammes. That’s heavy by the standard of the low winger, the Raven, at 23 grammes. A good build at that weight: but the high wing Redwing from the same Frog Senior range could outfly both. (The SAM 35 contest has a separate class for bipes & low wingers: and the Vintage Model Company kits several of this series.)





Cover boy Peter Adams may have struggled with the name of his Vintage French Coupe d'Hiver, but clearly likes the model, saying that after a couple of crashes, it performed perfectly. That, by the way, is a lesson to us all: the best comp models are often the most frequently repaired. He plans to enter it At Luffenhan this December.

Bonne chance, mon ami!



Chris Sanders must have a remarkable collection of Vintage models (remember his beautiful Orion?) On this occasion he brought along this "Marspen Flyer". He writes: "I obtained the Marspen Flyer from my father a good few years ago. It was manufactured around the same time as the Warneford and as far as I can make out was sold at Gamages. The wing and tailplane outlines are made of spruce strip pinned at the joints, whilst the fin is a wire outline all the surfaces are covered in oiled silk and it came with roundels on the wing. Printed on the front of the fuselage is an arrow indicating the direction of flight. This may seem a bit overkill, but look back to that period, early to mid twenties, and most model aircraft were of the canard layout and with pusher props.

I have flown this model on a number of occasions providing it is in flat, calm conditions. It maintains release height until the motor runs down and glides reasonably well considering. Usually the fin parts company upon contact with terra firma, but that only slots in anyway. It was marketed as a ready to fly low winger and must have been quite advanced in its day."

NOT WITH A WHIMPER BUT A BANG

Midland Gala, Oct 29th.



Those of you who have been following the spreadsheet of the f/f championship on our website will have seen that Peter “Maxedagain” Adams has won on points from Pee Gee and others. On a day of “indoor calm” at North Luffenham, a dozen PMFC members turned out, but those who competed drove home in a subdued manner after the tension of flyoff (heightened in P30 by a feisty P.G.) led to disappointment. Mark Benns’ spectacular E36 found poor air, Gibbons’ P30 ditto, and Adams’ motor blew spectacularly destroying the tube fuselage when the winder was withdrawn. A positive note was to see Dave Rumball enter, and add his name to the lists at last.

Results (PMFC only)

P30: P Gibbons	6.00 + 1.21	FIG (Coupe)	
P Adams	6.00 + “bang”	M McHugh	7.01
M Page	4.33	E36:	
D Rumball	4.28	M Benns	6.00 + ?
In Mini Vintage:			
P Gibbons	4.39 T		
Paige	3.50		

STOP PRESS: The calendar for SAM 35 events is now published. See “SAM Speaks” November 2016, or visit SAM 35 website, go to “Events” & scroll down to “C/L Updates” (Brian Lever’s page) and “F/F Updates.” (My page.)

News from the AGM



With an attendance of over a third of our 64 members, the club AGM struck a forward-looking tone; even the reports of the past year tended to look towards the future. As part of that future, the meeting approved unopposed the timely inauguration of Brian Waterland as Club President for at least the next two years (technically, “President Elect” until the Constitution is revisited next year.) A worthy and well justified appointment. Brian Lever is now our Chairman, after David Clark, duly thanked by the meeting for his very active and committed year in office, stepped down. He can now spend more time trying to build a glider good enough to challenge for the club Hi-Start trophy.



Retiring Dee Cee presents our new President with the scroll of office.

The voting for the Club Trophies is always the climax to the AGM evening:

C/L Mick Taylor
F/F Peter Adams
Unorthodox: Graham Gostick.

...and the very prestigious Eric Young Trophy for the greatest contribution to the club and the sport went to Ian **Middlemiss**, who unfortunately was not able to attend, missing an AGM for the first time in ten years. Hence the lack of heckling this year.

.....JMA

OUR PLAYGROUNDS (2)

NORTH LUFFENHAM

You go to the village of Edith Weston, not North Luffenham, and follow the signs to the golf course. Keep on driving and you will find yourself on the perimeter track of a disused airfield. (That's at the top edge of the field as seen in this photo.) You approach a crashgate, the normal entry on contest days: raise it, pass through it, lower it, and you find yourself in the strange, not entirely welcoming environment of potholed runways and overgrown hedges. Follow around the perimeter, carefully and avoid the main runway in case it is being used by the radio folk, until you come across the line of cars that signifies a contest.

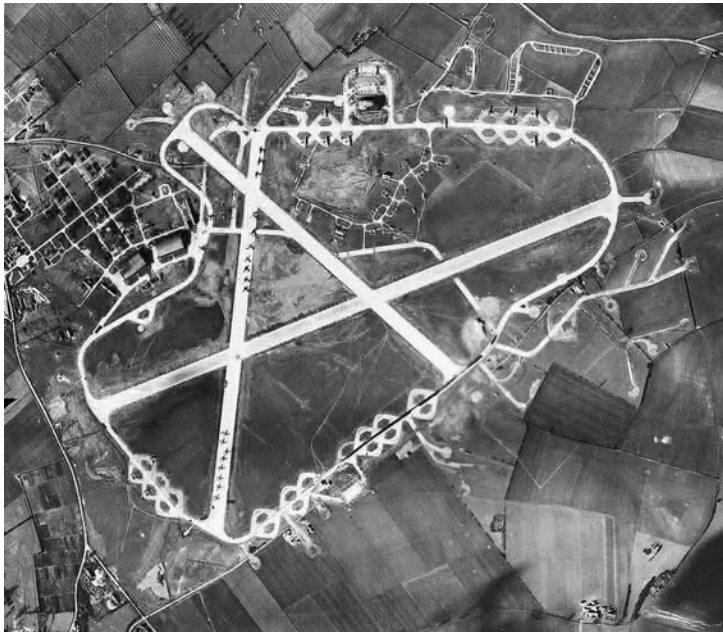


Photo dated March 1944, the concrete runways having just been installed

North Luffenham is never in the same mood on two occasions. It can be idyllic (yes, really, as in the case of the Timperley Gala this year) but it can be, er...challenging. Barkston Heath this is not! Accept the challenges as part of the game, come prepared, it's all part of the sport.

Once the concrete runways were installed in 1943, it was used by No 5 Group of bomber command as a heavy bomber base, and for glider training prior to D Day (first Hamilcars, then Horsas towed by Whitleys.)

From 1951 to 1955 the base was handed over to the RCAF to become the first Canadian NATO base in Europe, then the runway was extended to 7000 feet to accommodate Gloucester Javelins.

North Luffenham was then used as a base for Thor missiles from 1959 to 1963. These American missiles (Blue Streak not yet being ready) were manned by USAF-trained RAF personnel with the nuclear warheads remaining under U.S control. Their launching emplacements, whether trailer-mounted missiles could be raised vertically and prepared to respond within fifteen minutes were situated at the eastern point of the airfield, well away from their storage hangars. A few vestigial remains of concrete foundation lie beneath the confusion of weeds, hedges and wire, (They are now an English Heritage Site, although there is very little to see.) It also became a radar station for controlling Bloodhound missiles until 1963, prior to the later arrival of the RAF Medical Training Centre, for whose use decompression chambers were constructed on the site.

Air force units continued to live at the base until 1997. There are tales of it being a practice area for the RAF Bomb Disposal Squad, making holes in the runways, then, conveniently by the airfield repair teams, putting things right again. (I once noticed a little row of graves in the village churchyard, which may have had more to do with motorcycles than aircraft: in the eighties a large poster inside the gate warned young men of their potential dangers.) After that date the field was transferred to the Royal Anglian Regiment, and became known as St. George's Barracks.

We may call this field by many names, not all complimentary, but we shall miss it when it is gone. In a few years' time, we understand, North Luffenham will be sold off for housing.

Sources: Wikipedia, Pastscope, Historic England, Airfield Research Group.....JMA.

Correspondence...

From Andy Sephton:

"Many thanks for the latest PMFC Club Magazine. As always, it's a great read and cannot be put down until it's finished! You are not being paid enough for the job, I'm sure!!

Now let's go on a related subject...at some point in the future, I suspect you'll be asking me to write about "How it's done", ie why I was so successful in the prevailing wind conditions [at Flying Aces]. In anticipation, here's a brief rundown.

Funnily enough, my preparations for this year's Flying Aces were purely centred on getting the Avetek Tiger Moth I've been building ready for Kit Scale. I'd bought the model off Bernie's estate just after Christmas and was hoping to have a few flights in his memory on the day...however, the wind put paid to that, together with the model being only part finished. It could have flown on the day, but I wasn't willing to risk it in the wind. So, what was I to do...I pulled out some old models, including the Tiger, of course, and started flying. The models were characterised by being trimmed, having lots of excess power and stability. They also had a knock off structure, where appropriate, to enable them to cope with hard arrivals. And that, as they say, is all there is to it! Mind you, I did get a few raised eyebrows when I walked out with the BE2C and sent her off into the wind. If I remember right, for most of the second flight, she flew backwards! BUT, the model has a good "knock off" and very bendy structure. Both serve to absorb the energy involved in the inevitable crash, which is what happened on the day. The model survived three flights with absolutely no damage at all.

The other successful model was my Depron Long John 2, a direct copy of the balsa model featured in Aeromodeller but with 3mm Depron flying surfaces. The model is light, so with a 1/4" Tan motor, she went up like a homesick angel and, once they've got away, they don't care where the wind is coming from or how strong it is. Being light and with a good strength/weight ratio from the Depron the model suffered no damage on landing.

The bottom line on all this is that you've got to be in it to win, so in order to be competitive in all conditions you need a model that will cope with the wind.



FIFTY YEARS ON...



John...

“Please find attached photo you may like to use in the magazine. The photographer was Andy Green and it was taken at this year’s Flying Aces.

From the left we have Ray Millard, his model a bitsa which he calls Tea Break is partly obscured by my Ryan STA. The all balsa model is Alan Chamberlain’s Cloud Trampish.

Fifty years ago as teenagers we flew control line and a bit of free flight with Boston MAC. Now we are all PMFC members, of course.

.....Bryan Lea”



Dave Clark has delivered the Eric Young Trophy to Ian Middlemiss. How’s that for an organised workshop?

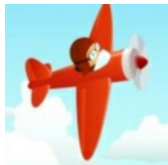
IT’S RENEWAL TIME: WITH SO MUCH GOING ON, AND PLANNED FOR THE FUTURE, IN THE AREAS OF CONTROL LINE AND FREE FLIGHT , MEMBERSHIP OF THIS SUCCESSFUL AND HIGH-PROFILE CLUB FOR “REAL AEROMODELLERS” IS EXCELLENT VALUE...AND STILL ONLY £15! (And you get this mag!)

(One cheque for £48 payable to PMFC, included your BMFA fee)

***Send subscriptions to: Richard Arnold at :
21, Signal Road, Ramsey, PE21 1NG***

...JMA , now entering sixth year as editor!

...And it feels like it!



Diary

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

Indoor at Bushfield:

(Incorporating the Chairman's £5 Challenge)
all 10.00 to 13.00

Sat 7/1 Sat

28/1 Sun

19/2 Sat

25/3

Old Warden dates for 2017:

Mayfly: 13/14 May

Scale: 22/23 July

Festival: 23/24 Sept.

Advance notice: club f/i contests at Ferry:

Friday 7/4, Tues 2/5, Fri 2/6, Tu 4/7, Tu 12/9.

(middle three also BNT) more details in next issue.

Indoor evenings at Peakirk, 7pm to 9pm:

All Fridays

December , 16, 23.

(Dec 23rd is CHRISTMAS PARTY)

And in 2017:

January 6, 13, 20, 27

February 3, 10, 17, 24

March 3, 10, 17, 24, 31.

Please watch for e-mails advising of events



"...and it's still on-ly fifteen pounds, ye ken!"

FLYING ACES: SUNDAY 3rd SEPTEMBER.

If we can't go to the Nationals...

The Nationals Comes to Crowland!



THE 2016 MINI GOODYEAR CHAMPIONSHIPS

The squat tower of Crowland Abbey, a beacon to travellers across the Fens for the last thousand years, provided a dignified backdrop to the events of the day, in which, in a concise and slickly run event, the Junior and Senior Mini Goodyear trophies were to be won and lost, and much pleasure was to be had.



This supplement, sent as a gift to participants in this event and to those who made it possible, with due thanks for supporting us, is an extract from the December 2016 issue of the PMFC magazine.



Proceedings began with an informal speed event, each team being timed over 10 laps. This had the effect of giving everybody some free practice before the main event.

Junior:

- 1) Tom Smith 76.24mph
- 2) Charlie Waters 67.17
- 3) Anthony Clark 65.44

Senior:

- 1) Martin Daglish 87.94
- 2) John Catlow 77.27
- 3) Dave Smith 74.07

Round One began with a slow start for Smith/Bollen enabling Daglish/Morrall to put in the excellent score of 4.35, to their opponents' 5.03. Clearly, standards were going to be high. In the following race, Charlie Waters, having decided that his father, Bas, was a little short on exercise, landed as far opposite his pit as possible, the time taken for the journey contributing to the total of 9.56. Opponents, the Clarks, also *pere et fils* achieved a commendable 5.26.

Junior Tom Smith, pitted by Peter Jephcott. flew solo for 5.09 after a mid-air collision had done sufficient damage to eliminate Holmes/Finch.

Half an hour later, when the twenty minute interval was over, **Round Two** began with another athletic performance from Steve Turner (see elsewhere) followed by a retirement from the Clarks, who were beaten by the Smith/Bollen pairing who achieved 6.23. I noticed that Taffy Bollen was timing carefully the warm up runs: motors were losing heat quite quickly in the 14 degree ambient temperature.

There was no need for Catlow/Leeman to fly again (due to retirements it would have been a solo flight) as they qualified comfortably thanks to their first outing.



The Junior Final:

“A wonderful advertisement for young lads flying in Mini Goodyear”..BL.



Junior final:

A thrilling race, with no obvious errors, collisions or mistakes, over 200 laps with five pistops per team. Eleven minutes of close-fought action requiring the total concentration of all involved, and fully absorbing the spectators. Congratulations to all involved!

- 1) Smith/Jephcott 11m 27
- 2) Waters/Waters 11m 42
- 3) Clark/Clark 13m 38





Clark Senior warms up the motor. We were delighted to have three generations of the Clark family to fly in our event.



Another family outfit: Waters Senior launching for Waters Junior.



Pitman Pat Leeman releases for John Catlow: quick stop, and launch from kneeling position.



Peter Jephcott, vastly experienced, in action. Well may you watch and learn, Lea/Turner!

“This is the only c/l event with a class for Juniors, and PMFC did not want to see either the Junior or Senior event die. Brian Lever suggested PMFC take it on. But where to run it? Fortunately, BML found the Crowland Parish Council most supportive and, for a small fee, were prepared to give us the sole use of a sports field. (27 acres!)

All we needed was good weather. Heavy rain at 8 am gave way to much better weather than forecast with sunshine throughout the event.

We were amazed at the lengths people went to, both to come and help and to take part. One enthusiast drove from Gloucester just to count laps, another from Kent, staying two nights in Peterborough just to help us. Competitors arrived from, among other places, Kent, Essex, and Manchester.”

..BVW



Senior final: (200 laps)

With only six seconds between the top two after the 100 lap heats, this was going to be close, and as expected, ten minutes of tense entertainment followed. Landings were often quite severe, as arriving close to the pitbox was essential if time was not to be lost. Consequently the only incident of note was that, when Taffy Bollen had to step into the circle to collect Smith's shortfall, he was struck high on the shoulders by Catlow's plane, deadstick, on its way to the neighbouring pit. No harm done, and the extra time spent by Pat Leeman in collecting the plane (plus the half second checking that Taffy was OK) was probably not enough to make up the difference in final times. Len Morrall may have expressed dissatisfaction with his tuning of the final stint, but it was still good enough to win the Mini Good-year Nationals for 2016.

- 1) **Daglish/Morrall 9.47**
- 2) **Catlow/Leeman 10.23**
- 3) **Smith/Bollen 13.00**



For the home team, the exploits of Lea / Turner (I am tempted to write “Lea v. Turner”) provided an absorbing contest. In their first round flight, Bryan endured a delayed start as Stephen struggled with “a complicated and esoteric technical problem which would take too long to explain” after which Bryan retaliated by landing on the opposite side of the circle, forcing his pitman to scamper half the circumference to reach the model. Then he did it again, and Stephen evinced a loud “Oh, no!” Before setting off once more. This fun lasted for 8m 16 sec. (Against Catlow/Leeman’s 4.41)

In their second round, Bryan enjoyed his best c/l experience yet (notwithstanding last year’s third place) by overtaking Charlie Waters several times with accurate, close flying.

A heavy landing (but no worse than we were to see in the finals later on,) caused enough damage to retire the model. They would otherwise have soundly beaten the Waters’ 6.20, but the experience of passing and leading will surely be remembered for a long time by Bryan. (Later, Steve’s use of a banana skin to mark his starting point in the subsequent Le Mans Start event seemed somehow symbolic.)



The “Polecat” kit. Designed by Pat Leeman, kitted by Mike North (M. North racing) Boasts beautifully glass clothed wing and tail: great value at £40. See “Mike’s Racing Products” on Facebook.



Taffy Bollen: "It only hit my head, so no harm was done."

Due to the mandatory helmet and sensible protection, the collision was a non - event.



This highly successful event came about because Brian Lever had arranged for PMFC to take responsibility for the Mini Goodyear event which has in the past been so well run by the South Bristol club at Barkston. The organisation, by BL and his team race partner (and partner in more other previous offences than can easily be taken into account) BVW, was immaculate, yet done with a light touch which made all visitors feel comfortable. Many were the comments of thanks and appreciation which were received.

Tea, coffee and excellent cakes were provided in the nearby Scout Hut by Sheila Lever and family, who manned the Scout Hut from 8 am onwards.

It was a significant part of the enjoyment of the day.



*Text, photos and printing by John Ashmole (Free Flighter.)
"For love of the sport."*