

PETERBOROUGH MODEL FLYING CLUB



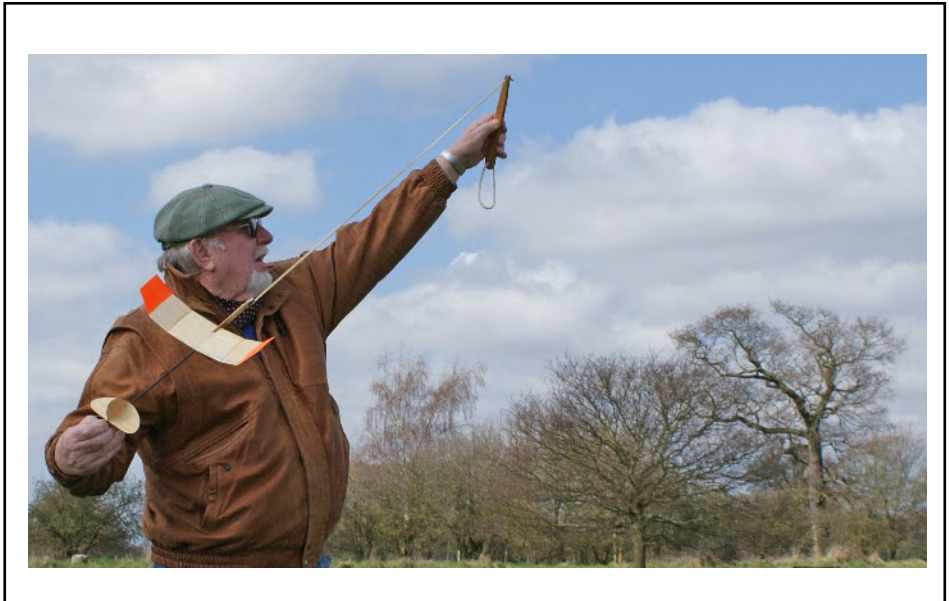
MAGAZINE

June

2016



NEW TRICKS



32 pages of Real Aeromodelling, including an eight page Nationals supplement and we don't even mention Radio Control!

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



No! Don't just scan this on the hoof! Pour a coffee (or two) find a soft chair and sit down to absorb all 32 pages from a variety of contributors, all about us! PMFC: the busiest small club in the country!

Just to get back to basics for a moment: this magazine is designed and formatted as a printed paper journal, although it is also available on line, the layout only works properly if you print yours out. Tony Beckett has arranged it so that members can print their own by one of two alternative methods should they wish. While I remain editor, that is how it will be.

Thanks to new contributor David Parker, we have begun visiting the past in our pages, and I am willing to return to that far off country, where things are done differently, without prejudice to our normal content, whenever anyone wishes to add their reminiscences.

As for the rest, there's too much to summarise here...but enough to make us proud of our membership of Peterborough Model Flying Club.

COMMITTEE for 2016:

Chairman	Dave Clark
Vice	vacant
PRO/Secretary/Magazine	John Ashmole
NPT/Indoor	Brian Waterland
Treasurer/M'ship Sec:	Richard Arnold
F/F Sec	John Ashmole
C/L Sec	Brian Lever R/C
Sec	Dave Shipton
Scale	Russ Lister
Safety/Ferry Liaison :	Dave Rumball
Webmaster	Tony Beckett

Editor@peterboroughmfc.org

Club Subs for 2016:
BMFA £33, Jnrs £17
PMFC £15, Jnrs £1
To: Richard Arnold,
21, Signal Road, Ramsey,
PE26 1NG

Front Cover: That old dog Coleman winds up for another catapult launch

PAGE THREE MODEL

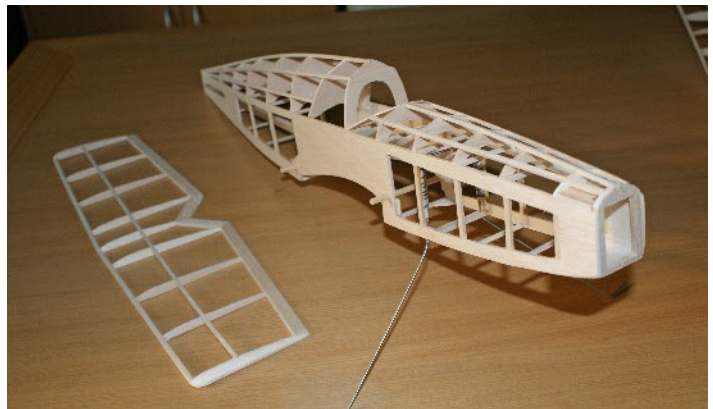
.... The Red Admiral



Pictured here with the ex-Brian Lever Skygull in the background, the Red Admiral is an ideal model for precision flying.

Described as a “32 inch low wing high performance model,” it is a very pleasant build, the fuselage sides are sheet with cut-outs thus eliminating the possibility of wavy longerons.

However, it does not lend itself easily to the use of a d/t, as the tailplane fits into a slot which, although allowing the use of shims for trimming, precludes a tip-up system. Expect 60 - 70 second flights, says the Aeromodeler article, using 10 feet of ¼ flat made



up into six strands. An 11” commercial prop would do, with a simple free wheel.

The plan is available free of charge at Outerzone, which explains why mine consists of six pieces of A4 and lots of Sellotape...

That, by the way, is the last of my old stock of red Modelspan, so I hope the model will serve me for a long time.

.....JMA.



THE LONG GOOD FRIDAY

10am: Ferry Meadows. On a bright March morning, in what was to become a busy, sunny day at Ferry, a dozen of PMFC's finest gathered to see in the new season.



Bob Atkinson flew this reduced 36" Corsair: with that wing area, surely an ideal Hi-Start weapon.



John Coleman with "Little Deer" and electric power. Whatever may happen to the "Future of Free Flight", it must facilitate the enjoyment of such simple pleasures.



12.30pm, North Luffenham: This is how it should be. A fine day, over 100 entries and 70 cars (Flying Aces, watch out) for the prestigious Northern Gala. The what? Yes, Northern Gala. But wait, Luffenham's about level with Leicester. And Wolverhampton. So is there really no space available further north? Is free flight in trouble, then??



So, as the Long Good Friday comes to an end, Peter enjoys his **First** place certificate, and commemorative drinkie.

There were mixed fortunes in the high-profile PMFC camp, with Mick Page's P30 (above) and Peter Gibbons' HLG performing only moderately, while Martin McHugh just missed the MiniVintage flyoff. But the outstanding achievement of the day was Peter Adams, **FIRST IN P30!** Not only that, but his MiniVintage Senator gained two maxes before a terminal splatt on the final launch, which could otherwise have placed Peter among the flyoffs.

Backstage discussions on the future revealed that a centralised contest such as this will have to be run in a significantly different way next year if it is to survive. At least the two-minute rounds for the mini events were contained well within the field on this day of light winds.



New season, New hopes, New models.

At the penultimate Peakirk meeting of the Winter, David Leeding showed his Veron Tru-Scale Swordfish, hopefully for use in the Masefield. (It would get 50% bonus, due to being a biplane and under 30"). Much jiggling needed to get struts correct, also fun & games with silver tissue, as cellulose dope can make the silver become streaky. Nice model, though...and remember, in the Masefield it's only duration that matters. Good luck with trimming, Dave.



Sorry about yet another pic of Dee Cee: but it's the model we should be looking at. This is the Mayzee, for tailless at Flying Aces. Kit from Spencer Willis, (or free Flight Supplies) who can supply propellor as well. Two ounces all up, wing tilt (forwards) for d/t; Dave says the wing support could be extended forwards a little to assist trimming.

Kit costs £30, which is good for the quality of product that Spencer produces.

While talking to us about his 35 gramme Topsy Junior which he is preparing for the Indoor Nats, Brian Lever strongly recommended this website: volaireproducts.com as an excellent site for all models small, who also produce a superb kit for the ubiquitous Cloud Tramp (£9).

And note that the CT can even be used in indoor RTP...see page 20.)

CONTROL LINE; The season begins

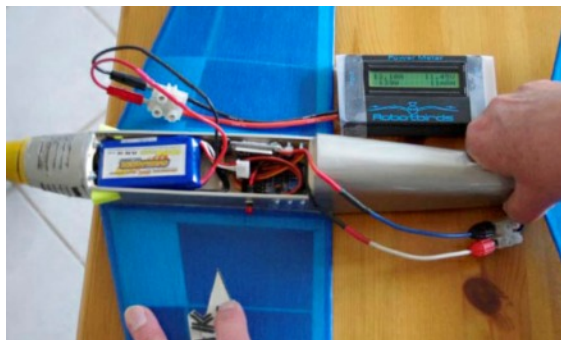
Seven hardy souls arrived at our Orton C/L site for a dust off and shakedown session. Weather was cool and rather breezy at times. Non stop action took place from 14.00 to 17.30 so keen were the participants. Plenty of variety on the model front with a Mercurian Mite, KK Firebird, Mini Goodyear, Flitestreak, Flying Clown, Skystreak 26 (electric power with 3-cell LiPo: see below), and too many combat models to mention. Wide variety of motors used including OS19, Oliver MkIII and Oliver Mk IV, OS26, PAW 2.49, PAW 1.49. All the motors started promptly and generally ran well. Richard Arnold had a great afternoon, flying all his models, making some stunts and taking all his models home undamaged. Mick Taylor spent some time making changes to line lengths and propellers on his Flying Clown which initially was flying as fast at a team racer. Having lengthened the lines to 56' and increased his propeller to a 9" x 4" he finally flew a very smooth Vintage schedule. David Clark with his friend Carl Holmes flew his Skystreak 26 very rapidly with the 3 cell LiPo (including a fast loop) along with a combat morel, Firebird and a Mini Goodyear.

(David was still under the influence of a severe dental procedure and the associated anaesthetic, which probably explains why he flew so well: the loop was a desperate attempt to obviate dizziness...Ed.)

Andy Green came along with four combat models and flew them all fast and furiously. Brian Lever had an exciting time with his PAW 1.5 combat model which he was testing for the PMFC combat/ racing competition. The model took off and was flying fast loops and bunts when the model started a violent wing flutter. This had the effect of the model only half accepting commands from the pilot.

So from a spectator's point of view, (and the pilot's) the effect was both exciting and unpredictable. The model was landed safely and it was discovered that the outer wing leading edge was cracked at the fuselage joint. Copious amounts of Super Glue were poured into the crack and the model flown again when even more violent flutter commenced. Fortunately the flutter became so great that the fuel tank was thrown out of the model and this ended proceedings for the afternoon. Plenty of repair work will be required to have the model ready for the Combat Racing competition.

There were always discussions taking place between flights with many ideas as to what new models might be built for the new season. Check the PMFC website for dates of the other c/l meetings this year and make a note in your diary to visit as spectators as well as flyers are always welcome.
...Brian Lever.



Dee Cee bravely hangs on to his Skystreak to show the power readings. As RR used to say, it is "sufficient."

Battery Overlander 1000mAh
11.1 volts. Start voltage was 12.4v. Running at 130 watts
And recording 12 amps.
A very worthy development... thanks Dave.

A perfect day at

OLD WARDEN

Sunday May 15th.

The huge parking area was crammed, and there was action in every part of the field. The largest number of PMFC blue shirts were to be found at the control line area as usual.

Brian Lever's initiative of Autogyro flying was the feature event of the day (and you will be able to read about in in a future copy of "SAM Speaks" the excellent SAM 35 *Monthly* magazine...surely, dear reader, you have joined SAM 35 by now??)



Steve Turner, assisted by an elderly gentleman, runs up the motor of his version, which has featured in more than one previous copy of this magazine.



And here, Steve "Nijinsky" Turner proves not only that the model will fly, but also that he is remarkably quick on his feet, performing a "*demie detourne entrechat (en arriere)*" in order to keep the lines taught. (Although it looked more like someone who had unexpectedly stepped into a puddle with leaky shoes.)



...and the model survived. The exhaust residue is proof of its exertions.

This was one of seven entries, and a good deal of discussion took place during the two days as to the ideal configuration for this kind of machine.



To cap a successful day, Steve's accomplished daughter Daisy became the popular winner of the childrens' event, run by Ken Sheppard.



"I am really pleased, but my Dad and Bryan (Lea) had a lot to do with it." Daisy had learned that launch angle and elevation were critical for a successful flight.

She has already flown indoor at Bushfield, and may yet be seen with a Gyminie next season.

Members of our control line group were also involved in 1 c.c. Trojan racing on 40' lines, which produced the usual mixture of tension, confusion and hilarity. (Memo: if you can't start your motor until the opposition has landed for their first pitstop, don't worry, you are still likely to win!)



TROJAN WARRIOR

BVW has joined the Trojan Army, so won't be accepting gifts from Greeks.

BMFA Indoor Scale Nationals, Walsall, 1st May 2016

...report by Bryan Lea



Bryan Lea photos

Walsall was first used for the Indoor Scale Nats last year but for me it was my first time at this venue. I only finished my model, an Aerographics Velie Monocoupe the previous evening so everything depended on getting there early for the morning's trimming session, which ran from 8 - 9am. Unfortunately I failed to take note of some late advice and, following the SatNav, found myself on the wrong side of the University campus. Having found the correct car park and unloaded my stuff I couldn't find an unoccupied table. Eventually that was sorted out and I wound for my trimming flights. All the model would do was career around the floor with no sign of lifting off. By now I had been joined by Brian Lever who suggested more rubber was needed. This was the answer and with less than five minutes of the session left my model felt "the wind beneath its wings." (Hey, you know what? I bet that would make a good song title. More middle of the road than rock or pop. Geddit?)

The first scale class was **open rubber** and the winner and probably star of the show was Mike Stuart's DH83 Fox Moth built from the Dave Rees plan available on the Outerzone website. This large model, for indoors, flew incredibly slowly and realistically due to its low wing loading. The longerons are 1/16" square hard balsa - this on a 30" model!

10 *Right: Veiled threat: there's more to come from Bryan's Monocoupe.*





Peanut Scale had three PMFC members in the forms of Brian Lever's Nesmith Cougar, Kevin Wallace's Bowers Flybaby and Andy Sephton's own design Westland Woodpigeon. Andy has written a build log on the Aeromodeller's Forum website which I can heartily recommend. Andy takes us through the design and build process for this model. He was another who only finished his model the night before the Nats. <https://www.aeromodellers.co.uk/forum/free-flight-models/31776-peanut-scale-westland-woodpigeon>

Kevin Wallace only had time for two flights with his Flybaby before getting back to his SAMs Models stall and serving customers but those two flights were good enough for third place in Peanut. (In Peanut you can have a total of nine flights, best two of nine make up your flight score.)

No problems with the flying of the Lever Nesmith Cougar, it flew high without quite hitting the ceiling obstructions. Flying scores put it in fifth place but with the addition of the static score it ended 14th. Brian's model was built in the days when he built the model first and then thought about

documentation. This has always been the model's downfall. So for 2017 Brian has promised to re-search a particular aircraft first before committing to another Peanut build.

Success in the Glider class for PMFC members:

Andy Sephton and Brian Lever came 2nd and 3rd respectively. On the Thursday evening before the comp, Brian made a Kirby Prefect from wall covering f**m using the outlines from a K.K.plan of this glider. The finished weight was only 7 grammes and launched via towline it flew incredibly slowly. Brian says he thinks he was lucky as the glider had never flown before and neither had he any practice at towing. Third place was the result.

Andy's model was of a Veron Slingsby Prefect Mk 1. When he took over the organisation of Scale Indoors, he discovered that gliders were "legal" in Kit Scale, so he needed to know quickly: 1, if scale gliders were viable indoors, 2, how long they would fly for and 3, how they should be judged. The only way to find out was to build a scale glider and fly it, which he did. There was so much interest that it rapidly developed into an indoor class of its own but as organiser he felt it not

appropriate to enter. So this event was the model's debut competition some four years after it was built.

Andy had decided upon a Veron Prefect as it appeared to be the largest and lightest of the glider kits he could find. It also has a nice colour scheme: he does like the 1950s/60s RAF scheme of silver with yellow stripes. (Andy gave a talk to the club about a year ago on Scale Indoor Gliders which featured his Prefect.)

Russ Lister flew his own design model of the SG 38 early German training glider (see photo on next page.) All the info was from the internet including the three view drawing: he achieved 7th place.

Kitscale had 30 entries this year with all putting in qualifying flights. There was a variety of models varying from a 1912 Blackburn Monoplane through W.W.1, Golden Age, W.W.2 to a Beechcraft Bonanza. Most unusual was a French Marcell Besson MB411, the full size of which was hangared inside a sub- marine brought out, erected and flown off to spot enemy ships.





The Russ Lister SG38 referred to on previous page.

The large entry has led to some discussion on the Hip Pocket Aeronautics forum as to how to fit all the events into the day and also whether it is a good thing that some of the expert names in scale modelling are entering a class which was meant for beginners/newcomers. It was hoped that once someone had won Kit Scale they would progress to the open classes but this doesn't seem to be happening.

The Bebe Jodel by Brian Lever was featured in the last PMFC magazine so have a look back there to see how to build and fly a kitscale model. Consistent flying - two out of four flights make up the flying score plus static - were rewarded with 7th place. Brian says it landed without a hop, skip and jump which it had never managed before. Sometimes you need a little bit of luck.

Russ Lister had come 3rd last year with his SE5a, built from the Aerographics kit. He was naturally disappointed to be down in 24th place this year.

Considering my Velie Monocoupe was untrimmed before the Nats I was well pleased with 17th place.

A Fokker DVII won this year but Keil Kraft models of the Piper, Auster and Cessna were in the top ten. A well built and flown high wing monoplane can do well; just follow Brian Lever's advice from the last newsletter. (Magazine! Magazine! How many times!?!...Ed.) The main thing is that kit scale is achievable by the average modeller. It takes place indoors in a warm, dry windless environment. The models are quick and cheap to build. You don't need a fancy engine, no long retrieves, what's not to like? As well as being a marvellous day out, competitions are a great way to make friends and pick up tips to help with your modelling efforts.



Kevin says:
The Bowers Flybaby is an own design Peanut scale model, weight approx. 19gm all up and uses a single loop of 1/8 rubber at the moment. It needs a bit of tweaking but consistently does 30+ seconds from RoG, that's 40 with the 10 second bonus.

Innovative Rob Smith teaches us some New Tricks...



This swept wing German fighter is a “what if” model. It is based on the Focke-Wulf 190D, and inspired by the Russian Yak 15, which was a standard Yak fighter with a turbo-jet mounted where the piston engine used to be. It seemed like something that might have occurred to the German designers at the time.

The swept wing design is also quite well known: it was a Focke-Wulf drawing but I don’t think it was ever anything more than that.

The model has a KP 18mm ducted fan and flies really well. It’s built on the same principle as a Frog Senior model: that is, all balsa. But it is covered with pre-printed lightweight paper with the camouflage, panel lines, insignia etc. created on a computer.



The Spitfire has the same pre-printed finish but has a slightly different construction. Again the fuselage is as a Frog Senior model in balsa, but the wings and tail surfaces are in Depron with balsa spars for stiffness. The Depron is then sanded to section and covered with the pre-printed paper.

I shall write a technical article about this method for the website in the near future.

.....Rob.

CLUB FREE FLIGHT CONTEST:

Round Two. 20th May.

In effect the first round, as no flying had taken place the month before. A quite severe wind had dropped significantly by 4pm, so a 50 second max was set, and the action was continuous from 4pm to 7.30.



Mick Page was (unsurprisingly) the only one to max out, in P20, but the closest competition was in HLG, with eight seconds separating the podium places. Lesson of the day was, if your first flight is a bad one, keep going, you can still win.

*Above: Six flew in glider: here Tony makes sure that Peter is doing it right. Apart from occasional gusts, the weather hardly affected the event...but forecasts may have been responsible for a low turnout. It generally proves to be a risk worth taking.
Right: The queue for BNT flights watches and waits.*



Results of Round two:

HLG/Cat

1. Ian Middlemiss 69sec
2. Dave Clark 63
3. Peter Gibbons 61

P20

1. Mick Page 150
2. Bert Whitehead 116
3. Dave Clark 95
3. Peter Adams 75

Glider

1. John Ashmole 93
2. Peter Gibbons 75
3. Bert Whitehead 61
4. Dave Clark 59
5. Tony Johnson 49
6. Dave Rumball 39

Cloud Tramp

1. Dave Clark 75
2. Chris Sanders 67

*The first round of the **Bernie Nichols Trophy** also took place: there will be a full report of these events in the next issue: sufficient to say that Dave Leeding is er... Leading.*

More TROGLODYTE SUCCESS for MARK BENNS



Deep within the caverns of Moria, hewn painfully from the unyielding rock by slavish Dwarves of legends past, the Fellowship of explorers sought to conquer Time itself. These Raiders of the Lost Dark have bravely eluded the tentacular Watcher in the Pool and made their way through the magical West Gate (“Speak Friend and Enter.”) They venture to probe, with colourless craft (for who has eyes to see colour in these subterranean depths) the silent spaces that hide creatures of tentacle and slime between dripping stalagmites. Only the baleful glimmer from the Red Eye of Sauron lights this place, as slaving Orc and Troll timekeepers watch the silent craft deftly circling to weave the one Ring to beat them all.

Our Hero, striving with microscopic detail to attain the status of Master, blenched as a gossamer wingtip snagged upon the edge of the Bridge of Kazad-Dum (where Gandalf the Grey had once striven with the evil Balrog), and precious, my Precious, seconds were lost. Not for him the cloak and hood of the Master, a longer apprenticeship among the acolytes will still be needed.

Modest Mark will probably say that it was more prosaic than this, and that his model did catch a high-level walkway which unsettled it and deprived him of valuable duration: he came twelfth in the world, but there must be a little frustration that it could have been even better. But, “Mark Benns, Twelfth In The World.” Looks good, doesn’t it? And we all know who to believe, don’t we?

DUCTED FAN SCALE MODELS AT FLYING ACES:

We have decided to add extra events to this year’s Flying Aces event on 4th September, namely:

“Free Flight Electric Ducted Fan Profile Scale,” and **“Free Flight electric Ducted Fan Authentic Scale.”**

Entries for these two new competitions will be judged against the model plan/three view and for flight profile in the same way as the existing Jetex/Rapier events and run simultaneously with them.

The only other rules are: **Any make of fan permitted, with a maximum fan diameter of 32mm.**

...BVW

GOLDEN DAYS

a reminiscence by DAVID PARKER

In my early and formative years I often considered that I would like to have been born some 15 or 20 years earlier, mainly because I felt I had missed a lot of the excitement of developments particularly in aviation. I could also have flown Spitfires and Hurricanes and the occasional Lancaster, Halifax an Stirling and no doubt single handedly shortened the war considerably.

It is no surprise then that drifting into nostalgia is a frequent pastime of mine and thus into the world of aeromodelling. I was an aeromodeller of sorts from about 1945, first with solid models and a couple of years later of the flying sort. Kits cost a few shillings - Astra, Skyleda, Keil Kraft (obviously) and one or two others which were rather expensive so did not figure in my purchases. Looking back to that time however I think I had formed the opinion that even kits were not entirely the thing. On joining the Peckham MAC I was introduced into plans and scratch building. So much better value for money. The meagre pocket money allowance went much further.

At that time the "names" in modelling had been strutting their stuff for quite a while. Col. Bowden and Pelly Fry who must have had one of the most satisfying lives ever, along with Eric "Winkie" Brown although I don't think he actually built and flew models. And there were others, Bullock and Houlberg to mention just two more. Credibility to the craft had also been given by well known names like Lord Wakefield of Castrol fame. And many pioneer aviation people were aeromodellers - A V Roe, Sydney Camm, Richard Fairey, Handley Page and so on: in fact it seems to have been quite a respectable pastime. And for some, the threshold of a successful business.

That aeromodelling preceeded full size aircraft cannot be in doubt. Model aircraft go back to the early 19th Century. George Cayley flying model gliders was one. I would very much like to have been at the event organised in 1907 by the Daily Mail, with its £1000 prize. (Eyewitness report on that event by old dog BVW in next issue, Ed.)

Petrol engines made an appearance along with steam and aeromodelling seemed then to catch on, no doubt nurtured by the prevailing pioneering atmosphere. Some of the models had quite complex features, for the time, such as auto rudder and elevator arrangements operated by the rubber motor to change the trim when the power came off, and feathering props. But alongside those were the more straightforward "A" Frames. I remember as a teenager getting a book from the library, probably published before the War, of things for boys to do. One was an 'A' Frame, about 5 or 6 feet long, and I did make an attempt, rather half heartedly, at building this. The problems were numerous because getting timber like ash for the frame was not easy and it was very expensive. The motor was quarter inch square elastic, available then because it was popular for making catapults which every boy had in his back pocket! But one issue for me was insurmountable. And that was the roll of linoleum the author used, transported on the top of his car to the local park to lay out as a "strip" for RoGs. I imagine that his presence must have caused some interest. But the A Frame did prove itself as a reliable performer.

Contests were judged on distance flown rather than duration.

It seems incredible though that steam was used extensively as a power source but then we are rather spoilt for choice today. And of course there were really no purpose built petrol engines for model aircraft. Those available were for static work and had to be adapted.

Earlier on, I mentioned Pelly Fry and Col. Bowden. There were others of equal standing but to me those two gentlemen epitomise the “Twenties” and “Thirties” aeromodeller. Pelly Fry had an enviable career in the RAF becoming PA to “Bomber” Harris, varied “ops” including the Eindhoven raid on the Phillips works, and was Equerry to King George VI. Throughout he pursued his aeromodelling activities with among others John Crampton who I remember from my early days. I recall John was proposing to fly a model across the Channel, carrying out flight tests on the lake at Haslemere. Pelly Fry became quite noted for the appeal of his models, one being constructed partially from drinking straws. His designs were less “agricultural” in appearance than those of his colleague the “Col.” C.E. Bowden. Perhaps one of the most appealing models by Pelly Fry was his “Heron” a low wing monoplane of some 37” span with Clark Y section and a total weight of 3 ½ ounces and was successful particularly at the end of the twenties. It was the case however that Pelly like others used a “Bullock” propeller.

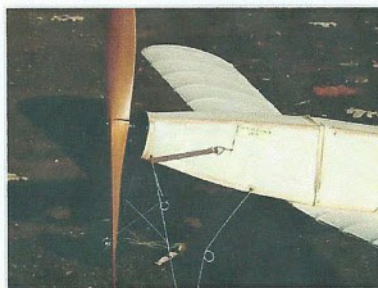


Alex Imrie in an appreciation of Pelly Fry shortly after his death in 1994 recounts Pelly’s first encounter with balsa wood - way back in the late 1920’s when he went to the premises of a Mr. A E Jones at 97 New Oxford Street, London. Mr. Jones (as was the trend then, no fancy Christian name stuff that puts us all in the “lowest common denominator” practised today) threw something disdainfully down on the counter with the comment “Look at this rubbish just arrived from America.” It was an 8” x 2” x 1” block of balsa, very light and

with a nice satiny feel. Mr. Jones continued apparently with “It is supposed to be good for model aeroplanes, but who in their right mind would use such soft stuff?” So Pelly asked permission to keep it and used it in a number of his models. Curiously, it did catch on, did it not?

I think the Heron design does demonstrate that there was a leaning then towards making models look a bit like real aeroplanes.

Bullock's 1929 Wakefield Trophy winner



A view showing the carved hardwood propeller.

Pelly also produced a rather attractive floatplane and perhaps float planes did figure in the scheme of things generally and maybe more so than they do today although I have to admit to being attracted to them. Of course, use of “water” today is much more restricted. I wonder if someone were to go to Porlock Bay in Somerset as did Dr. Foster and fly a free flight Floatplane just what would be the response, as also did Col. Bowden in Poole harbour...and he did the same thing in Gibraltar!



Wimbledon Common was a regular venue for meetings including those with SMAE status. The photos of the time are rather fascinating and all are smartly dressed, but that was the tradition on a Sunday then. Safety was another matter...compare with the current restrictions imposed upon the Bowden contest today!



Flight times did not compare with today's - one and a half minutes or so was a regular occurrence and maybe that helped with the use of smaller venues. D/T's did not seem to exist, but there were the occasional flyaways. The events gained credibility by being reported in such worthy journals as “Flight” and “Aeroplane” as “Aeromodeller” had not yet emerged. More or less everything had to be made by the modeller including the stripping of timber and remember that hardwoods were used almost exclusively.

A little while ago I was told about a kit of the Curtiss Jenny (a long time favourite aircraft of mine) which was produced in America by Ideal, and called the “Curtis Military Tractor.” Available between 1915 and 1921 it was no doubt quite expensive. However it seems to have been quite a full kit with a number of metal parts but no balsa. The materials for construction were pine and reed and it made use of nails to hold it all together! I imagine then it must have been quite heavy. However, a friend has flown an “original” at an Old Rhinebeck event and says that its flying ability is quite limited!



“Old Rhinebeck” a kind of Old Warden in New York: worth a Google..Ed.



I’ve just found room for my favourite out of AW’s generous gift of Nationals photos...Gareth’s hand releases the Cirrus Moth to the fearsome scrutiny of the free flight judges. Brave boy!

who is ready for

THE INDOOR RUBBER RTP LEAGUE?

The rules may be still under discussion, but experiments by Dee Cee, Bert, Martin and others prove that this would be an exciting way of filling some of those evening dates at Peakirk.



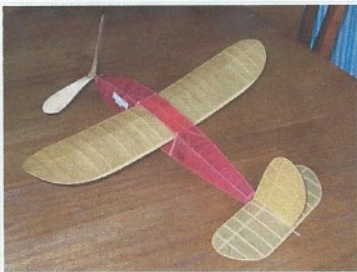
Peakirk Village Hall on Friday evenings will be the venue for, among other events, displays, talks and auctions, the “RTP League.”

Current thinking, which could well change with experience, is that there will be two kinds of event: Sprint which is timed over a smaller number of laps with no pitstops. And Team Race, which will be over

a distance that requires one rewind during the race. In both cases, racing starts with a fully wound motor.

As speeds increase, safety may become an issue, and the line/wingtip connection will have to be secure.

Bullock's 1940 'Round The Pole' indoor model



This is his original model. Round The Pole (RTP) flying became popular during the Second World War because of certain restrictions being placed on the flying of (powered) model aircraft.



A Cloud tramp can be adapted for RTP with a ply plate (subsequently removable for f/f use) with holes for line, as shown here on Bert's version.

BERT'S BAZOOKA



....a scrapbox special for indoor racing.

RTP team Race Model.

Motor tube: 1/32 balsa x 1" x 29" long, with cotton wound around at 1/4" pitch, and covered with single tissue hanky and painted with thin PVA and artist's acrylic white from junk box.

Tail: TP 7" x 1/4", rudder 3" x 3" and skid, all made from last Friday night's foam chip box (washed), and high speed glued with hot melt glue gun.

Wing seat: same foam, same glue, 1/8" incidence.

Wheels: found in junk box, from some past 24" cabin model. Essential, to protect propellor.

Prop: I have three experimental ones, two found in the junk box. Use what you like as long as they are not more than 7" dia. Both the prop block and tail winding cap fit in 9/16" square ply locators at each end of tube. Props, with noseblock weigh 7 grammes on average.

Wing: Developed from a surplus -to -requirements Coupe, has balsa full depth spar, ribs from 2mm foam (dinner plates) TE and flaps from same source. Covered in that light plastic stuff whose name I have forgot (Solite?) I'm not happy with its strength, but it saved making a new wing.

Under the starboard wing is stuck (with double sided tape) a 1/64th ply board full of holes to attach the line. Hopefully, moving the line forward or backward on the wing will swing the nose towards or away from the pole.

Rubber: Currently experimenting with 10g of used 1/8" rubber in 4 strands with a little Castor oil lube. NO "S" hooks etc, for safety's sake. Up to 1200 turns to date.

Weight: 50 grammes.

Operator: May look as though intoxicated, but that's jut because of the whirling effect of the model.....Honest!

.Bert Whitehead

Update on...

THE FUTURE OF FREE FLIGHT



Although I have waited until just before printing date, I am not yet able to provide precise information on the proposed BMFA site: our best source of information as present is “National flying Centre Update” on the www.bmfa.org website. Since most of you have access to this, I shall not quote it here.

We could be justified to feel that everything seems to be going against us at present, such as the latest news of Old Warden published in “Aeromodeller.” It points out that organisers have a “legal duty of care” and must respond to events as they happen. Consequently, says the report, as from the Scale Weekend, maximum power for diesel models will be 0.75c.c (or equivalent electric power) with a maximum span of 36”. It mentions a small dispensation for slow flying scale jobs...but then, you are all “Aeromodeller” readers, aren’t you?

But so often the faults can be ascribed to the thoughtless behaviour of some flyers. While on Barkston for the Nats, I heard someone say, ”It doesn’t matter what we do, we’re going to lose the airfield anyway.” Fortunately, I can’t remember who this was: not a PMFC member, of course. In fact, in conversation with the Event Organiser, I learned that it is quite likely that we will have another, similar Nationals next year. It’s all about taking care, using our diminishing resources considerately, and being seen to do so. We are going to have to learn new tricks. Hatchets, if any, must be deeply buried. We are all in this together.

Networking.

We now have one member (Mark Benns) on the Free Flight Technical committee, and with Brian Lever as President of SAM 35 and myself as their Free Flight secretary (and several of us also being members of Granth*am as well) there should be good communication and cooperation between all interested parties as the new BMFA field comes online. (I should stress to anyone who has not yet done so, that investing in membership of SAM35 would be a very worthwhile way of keeping in touch with all things free flight: and Control Line, of course.)



(AW)

Is it a bird? Is it a plane? Its.....Cardyman!

Thinking that nobody was watching, and weighed down by the weight of his medals, sneaky BVW enters the FFTC van to check the vintage of the red. And we thought that he competed for love of the sport!



(Putin surveillance archive)

Phew! More pages than I intended: it just grew. I'm sure there must be omissions and mistakes in the Nationals pages, so I apologise to anybody who's been short changed. Special thanks to all contributors: the photo shortage was saved by a very good friend of PMFC...see on page S7.

Next issue: DP returns to the subject of Colonel Bowden. BVW on the first ever free flight contest. Also Bernie Nichols Trophy report, Flying Aces...and whatever else comes into the editorial offices.



Diary

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

Ferry Meadows outdoor:

Every Tuesday and Friday 1pm to dusk: remember the gate code.

Club Free Flight contests, 4pm to 7pm. 28/6*, 29/7*, 23/8, 16/9.

* There include The Bernie Nichols Trophy 7pm

Big Day Out:

The "Peakirk Thousand" (am) see last issue.

and Cloud Tramp mass launch (pm). 6th August.

OLD WARDEN WEEKENDS

2016: 23/24 July, 24/25 Sept

Special F/F Events at O.W.

Masefield Trophy, 24/7. **Rules on SAM website.**

Rubber Bowden 24/9 **Rules on Modelair Website.**

For the many C/L events at O.W. See SAM Website.

Club Control Line:

20/7 Aerobatic Workshop

18/7 Profile Scale

10/10 weatherman and Phantom speed.



Free Flight: 26/7,

Fifth Area 24/7

Sixth Area

30/31 July:East Anglian Gala:

And the big one...

FLYING ACES 4TH SEPTEMBER

**Nobody,
NOBODY
gets this
much for
just £15!**

FREE FLIGHT COMPETITION SUPPLEMENT

Fourth Area event, North Luffenham, May 15th



.....report by Peter Gibbons.

Nine members of the Peterborough club flew at this event, most spent this lovely sunny day trimming and preparing for the Nationals.

Very impressive was Mick Page with his Spencer Willis Sweet Pea P30. He spent most of the day practicing and could only be seen as a distant speck on the horizon. The model clearly flew OK. Rod Brigginsshaw, Peter Adams any myself flew in E30 electric, which required three flights to a two minute max.

Results (on the field): 1st =Rod Brigginsshaw 6.00
1st= Peter Adams 6.00
3rd Peter Gibbons 5.19

Nationally, Peter and Rod shared third, with Pee Gee 5th. Peter A lost his model on the last flight; it d/t'd very high and we as yet have not found it. (But see following page.) Rod decided not to fly off in case he also lost his model so near to the Nats: a wise move.

Mark Benns flew his new E36 Pearl which looks very promising, a 1/2a power-like climb: very impressive.

Martin McHugh flew his own design Coupe: it flew very well, so, roll on the Nats!

It was a very well supported event with a new air of enthusiasm, as after the loss of Church Fenton the Northern boys & the Morley club have now a new site and rumour has it that this was used on Sunday for the Area event. Excellent news if confirmed.

A note of Caution:

The new electronic RDT systems costing £120 are failing, with complaints from owners, not all, just some. I love my DT fuse costing twopence for every 6". It can go out, I hear you cry. Not if you have two, one on the wing separate from one on the tailplane. Hence two chances, costing the square root of nothing. That's food for thought, and leaving £120 in your back pocket. Can't be bad!

NATIONALS REPORT: 2016

...The view from the Boundary

Since your Editor found himself preoccupied with CD duties on two days of the Nationals, and therefore seeing little of the action, we are relying upon items sent in by members to put together our report. And so much the better for it, I hear you say...



Peter Gibbons reports upon the Free Flight Duration events:

HIGH WINDS, DRAMA PLUS THE ODD MIRACLE

PMFC can do it all: do we have a British Champion? Read on...



Starting with the miracle: on May 15th, two weeks before the Nationals, at North Luffenham Peter Adams lost his E30 own design model. It flew out of the airfield at great height, dt'd, but was so high it went out of the 'drome. We searched but could not find. Apparently it had been found by a local farmer who took it home, but...No Name + No Phone Number = No Hope.

Later the farmer found another model (with name, etc.), he rang the owner, not of our club, who on the Sunday of the Nats raced to collect his model to find that the farmer had another model, nameless, which he also handed over. Returning to Barkston he parked his car near to where we were standing, took out his model and the E30. "Hang on," I thought, "that looks a bit like Peter's..." And so he was united with his model.

So, remember once again, Name, Phone Number, BM-FA Number on wing, Address: a d/t system that works, check, check and check again before launching.



So the three days of hope and despair unfolds:

Saturday May 28th RAF Barkston Heath: calm and sunny:

Martin McHugh flew the club Nova A/2 (built some years ago by Bernie) One super flight of over 3 minutes, then towed up a treat but failed to max on the other two flights. Unplaced, but undamaged.

Sunday May 29thDay Two...cloudy, windy, better in afternoon.

(One characteristic of these three days was that so many events were taking place simultaneously: control line with SAM 35, Free Flight Duration, Scale events and Free Flight with SAM 35. Consequently, not all competitors were able to take part in all the events they had entered...Ed)

P30 Rubber 3 X 120 seconds:

**NEW BRITISH CHAMPION,
PETER ADAMS
OF PMFC.**

Well done, Peter!
Three maxes and a flyoff.



Mick Page wrote in to apologise for the lack of his usual excellent photographs, but damage to his discus model required an early return home to repair. He was to rue this decision as his P30 flights were rushed. This explains why, after two maxes in that class, he dropped 12 seconds, for his 4th place. Sez he.

Meanwhile, in another part of the field, SAM 35 was running 25" Vintage Rubber (a popular class, but with minimal PMFC participation although Julio Isidro proudly showed and flew the Portuguese "Baby Costa" designed long ago by a close friend.)

Also the 36" Histart Glider event, with Dave Rumball in charge of the bungee. This was run, as before, to PMFC rules.

FIRST; ANDY SEPHTON, (PMFC) using his lightweight reduced Caprice. He was to be heard loudly bewailing an early d/t and subsequent loss of 13seconds which spoiled a full house. This sounds ominous for future events, though he could have had a close rival: Tony Johnson, followed an excellent trimmer with a 2m 20 sec flight o.o.s and could not recover the model. Tony Beckett and Julio also flew and Brian Lever joined in late in the day, but after having flown the Bowden, some control line races and then this event, he was reduced to a mere ravel his former self. Thanks, Brian for having a go: this was the event most missed by those who ran out of time on the day, several of whom politely apologised to me after the event. (We'll try to get it back on the Monday for next year, folks.)

HLG results: (PMFC positions)

2nd Mark Benns

3rd Mick Page (retired)

6th Ian Middlemiss.(Frustrated.)

Sunday 29th May:

THE BOWDEN CONTEST

First mention should go to our Dave Leeding who, with assistants, stood for over four hours running this event, and then spent until 6pm sorting out the results. We may have had many noble efforts in the contests at the Nats, and even a brace of National Championships, but his sterling work must not go unremarked.



The Spirit of the Bowden: Brian Lever on the way to the flightline.

A.W.

Report, by Brian Waterland:

In some previous years PMFC have made up over a third of the entry in “the Bowden.” This year we could only muster five out of the total entry of 40. However, although only 16 entrants recorded a valid score all our entries were among them.

With two flights per competitor and two minutes allowed for each engine to start this is never going to be a quick competition! The second round was notably quicker than the first, possibly because the “whipping in” system had evolved to have two entrants waiting to fly and two more lined up waiting to cross the runway to the flight line. Next year I will lend them my **loud** loud hailer!

The object of the event is to do a Rise off Ground flight lasting exactly 45 seconds. Points are deducted for every second above and below the target. Flights of greater than 60 seconds or less than 30 seconds do not qualify. Points are also deducted for any lack of quality in the flight profile.

This year’s event was flown in bright, breezy and generally cool conditions and there was a tendency for a majority of flights to be overly long. Although we put a stopwatch on each other it is impossible to keep track of the state of play across the whole field. The final scores provided a pleasant surprise for the PMFC contingent:

2) Brian Waterland	Lula Too/ Mills 1.3	times: 51 and 42 seconds	deductions 24
4) Andy Green	Diamond Demon/1.0 DC	41	60 (!) 21
6) Gareth Tilston	48” Tomboy/Mills 1.3	38	32 24
14) Bryan Lea	44” Tomboy/Redfin 1.3	52	67 (DQ) 28
17) Brian Lever	Junior 55/Irvine Mills 1.3	65 (DQ)	31 33

Our friend John Kay won the Bowden Trophy, with a Sunbeam 48/PAW 0.8. His very accurate flights were 44 sec and 48sec with deductions of 22. These figures give us an idea of what to aim for in future...congratulations to John..

...BVW



MickPage archive

...back to Pee Gee's report...

Monday My 30th: DAY THREE:

High winds, gusting 20 - 25mph.

DRAMA

LOST MODELS

HOPE AND DESPAIR!

E30 Electric: 3 x 120 sec max.

FIRST (equal) Rod Briggins: British Champion for second year running.

Well done, Rod. A shared first place but the Champion unbeaten, therefore still Champion.

There were adventures along the way:

the model was lost, found, lost and found again. The tracker worked and was a great help, but on his first flight Rod forgot to put it on. (There follows at this point in Peter's report the usual lecture, which contains the words "check and check again" several times over. Rod will be interested to know that the great Phil Ball himself set off in pursuit of one max with *the wrong tracker*. So, even the great...)

Ian Middlemiss had one superb flight in E30 for a two minute max which resulted in a lost model He says, " *Yes I easily maxed using secret heated LiPo and it went into the ether. Spent the whole day looking for it and only found Rod's E30 ((twice.) Including walking the tractor line through a cropped field having spotted a large bag of large dog biscuits in the porch of the farmhouse which I crossed my fingers and ignored. I also ran in HLG and managed to hit the runway 6 times out of 7. ...totally lousy times. Should have, ought to have done better but will turn out next year to mess up again..*"

My E30 attempts (PG) resulted in 2 flights, one d/t'd on the peri track causing damage to motor so I finished with 3.19 from 2 flights: unplaced, The wind was awful; probably too many carrots.

Mark Benns came 4th (provisional.)

Coupe d'Hiver: Martin McHugh tried hard in the awful conditions, failed to match his usual form, but did manage to get in all five flights.

Co'2 Duration: 3 x 120 sec.

This one's for Bernie Nichols having bought his superb Gasparin 120, I decided I would enter a model in Co2. After many trials and heart stopping moments in the high wind, I finished :

Peter Gibbons, 3rd, with 3m 16sec. That was only seven seconds short of second place. It was so windy that the model was at the far end of Barkston Heath at 1m 30, so two minutes would have been in the crops. Consequently I d/t'd early (intentionally) twice.

SO, thanks to all club members who came, helped, timed etc. It was a good turnout and produced two British champions for PMFC.

Thanks also to John Ashmole, who manned the FFTC control van for the entire day, recording all the scores on the Monday, showing the PMFC flag in high places.

FREE FLIGHT SCALE AT THE NATIONALS

...Brian Waterland reports

OPEN SCALE: This is the premier event normally run at the August Power Nats. All models are submitted to rigorous static judging for accuracy of outline, finish, detail, colour and build quality before flying. Bryan Lea entered his Citabria in the Rubber powered class and Gareth Tilston his DH 60 Moth in the Electric powered section. Bryan had found his model to be underpowered and had upped the motor from 8 strands to 12. This put the Gizmo Geezer prop assembly under stress and, following a bent propshaft, Bryan withdrew to save the model for a future comp. Gareth's DH 60 put in a good flight from a hand launch but it was obvious that, against the stiff opposition, a perfect Rise off Ground flight was needed. Accordingly the motor was started, the Moth held on to the runway to allow the revs to build up, and the model released. It rolled forward accelerating, the tail came up and the model lifted smoothly off, climbing slowly out and into a wide circling flight: it was enough to gain **FIRST PLACE** making **PMFC** member **Gareth Tilston the 2016 winner of the Knight and Pridham Trophy**. Congratulations Gareth!



Please don't laugh, lads. I was determined to get this Russ Lister photo onto this page. After all, it's the winning model on its winning flight, but my laptop refused to put it into the magazine programme. Looks as if I have photographed the screen, but I wouldn't be that desperate would I? See hip pocket for his excellent originals.

KIT SCALE:

This event is for any model originally sold as a kit - although scaling is permitted. It is run as a rubber powered “Bowden” with a target time of 30 seconds and penalties for each second above or below that target. PMFC fielded four entries, Bryan Lea (Curtiss Robin) Brian Lever (Fairey Junior), Andy Sephton (Grumman Wildcat) and Gareth Tilston (Piper Family cruiser.) For once the Barkston Blow was absent and it was so calm that indoor models could safely be flown outdoors. There was a large entry but, unfortunately, PMFC had no podium places.



Brian Lever is justifiably proud of his indoor/outdoor Fairey Junior.
Fifth in kitscale.

Alex Whittaker photo

BVW continues...

This state of affairs was corrected in the next event for “**Aeromodeller/ Model Aircraft Magazine Designs.**” Having destroyed my new Ryan “Spirit of St Louis” I was unable to take part. Fortunately members Andy Sephton (BE2c) and Gareth Tilston (Lancaster) competed against a strong field that included *Derek Knight* (DH Swallow), *Mike Kelsey* (SE5a), *Peter Fardell* (Morane) and Two (!) English Electric Humming Birds from the *Smith Bros.* The Lancaster flew well with no hint of a stall and **Gareth Tilston triumphed**, winning by a clear margin even before his multi engine bonus was added!

(Non PMFC members in italics)



Gareth with winning Lancaster, of which much has been written, and much more is doubtless to come.

The association of “winner” with the PMFC shirt is becoming a noticeable characteristic of free flight contests.

(And c/l, as some of you will wish me to add.)

(AW)

S7

THE CREDGINGTON TROPHY:

In this event the scale model is judged purely on the realism of its flight performance, and models are hand launched. This time Gareth T. Elected to use his PAW 55 powered Eindekker (a tricky beast with a fully flying tail and rudder.) Bryan Lea his rubber powered Citabria and Andy Sephton his rubber Grumman Wildcat. For the first time I can remember two ducted fan models finished in the top three.

1st *Billy Hanshaw* (FW Stosser), 2nd *Derek Knight* (Avro 707a) 3rd *Stephen Glass* (Scimitar.) Gareth T just missed out on a place by coming 4th followed by Andy S. In 5th place In doing so they beat such luminaries as *Andrew Hewitt, Mike Smith and Ivan Taylor.*



BVW with the Spirit of St. Louis, the subject of considerable effort in the weeks before the event but damaged in a trimming accident. Also Bryan Lea (Citabria) and Gareth with the Eindekker.

Bryan Lea photo (but how?)

Note from editor/contest director: was this the most high profile Nats ever for PMFC with club shirts everywhere, even on the top step of the podium?

I must make one point, however, which refers mostly to the duration events: I was very much aware, on both the Sunday and Monday, that we were sending gentlemen of a certain age repeatedly into the fields over a mile away from control, with an understandable determination to keep on walking, without insisting on setting up a communication system with them. I had a conversation with the Event Organiser in which we agreed that the control mobile 'phone number must be displayed on the control van, but that should be a minimum requirement. Although I do not intend to make it mandatory, I should like to see a system by which nobody disappears out of sight without a flying buddy being aware and with phone contact.

We must not forget the lessons of the recent past. Suggestions are welcome. We'd never forgive ourselves if.....

S8

JMA