

# PETERBOROUGH MODEL FLYING CLUB



## MAGAZINE

March  
2017



*CARPE DIEM*



Events to enter, starting now! “Coming Events” supplement enclosed.

*Produced both as a paper copy and as an e-mail attachment for PMFC members, and subsequently on our website  
[www.peterboroughmfc.org](http://www.peterboroughmfc.org)*



**The younger we get**, the more we realise that it is the trivial things in life that matter most. In a world in which democracy, compassion and even truth are on trial, we all need a sense of proportion and a homely grounding in focused activity, not to mention the companionship of collective activity. All this is provided by our hobby, and by clubs such as ours. It does matter very much, that we correct the trim of an errant model, that we have building ambitions that will probably outlast our abilities, and that tomorrow will be important because that fuselage will at last be completed. The season that is about to begin is full of opportunities to get involved on the flying fields, so *Carpe Diem*, every one: seize the day!

*Two thirds of the British team for the Indoor F1D European Championships in Slanic are PMFC members! (Quick, someone, persuade Tony Hebb to enrol!) So I am pleased to be able to give a few pages over to the remarkable achievements of Mark Benns and Martin Judge in qualifying to represent this country: the event is taking place in early March, around the time that you receive this magazine.*

## COMMITTEE for 2016:

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Brian Waterland

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John Ashmole

Treasurer/M'ship Sec:

Richard Arnold F/F

Sec John Ashmole C/L

Sec Brian Lever (temp.)

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Scale Russ Lister

Safety/Ferry Liaison :

Dave Rumball

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[Editor@peterboroughmfc.org](mailto:Editor@peterboroughmfc.org)

### Club Subs: (as last year)

£15. BMFA: £33

Cheques to: Richard Arnold,

21, Signal Road, Ramsey, PE26 1NG

If you have not renewed, this will be your last mag!

*Front Cover:* President-Elect Brian Waterland comes to terms with the stresses of flying No - Cal at Bushfield

## PAGE THREE MODEL

Jonathan Whitmore's delightful model of a de-mobbed Veron kitscale SE5a as purchased for the Oxford v. Cambridge air races of 1921. (Hence the tail in Oxford Blue.)

No paint, all markings in tissue (although the "roundels" were sprayed on the reverse to make them opaque.) Struts covered in yellow tissue, soaked in tea (looks like woodgrain.) At 28 grammes, Jonathan considers this 8 - 9g too heavy for competitive indoor kitscale flying. Rigging is in invisible thread (so how do we know, you may ask.) It's a mono-filament, & Jonathan had spent some time trying to calculate the correct width.



The story behind it is that some Varsity undergraduates, having survived the air battles over the Western Front, but still with a residual desire for action, embraced with enthusiasm the idea of an air race as a counterpart to the established Boat Race between the two universities. Eight recently-built SE5A's were purchased, three for each team, plus reserves. All pilots, we are told, took refresher courses before the event. The course, three laps of around 130 miles, was based on Hendon airfield.

The date was 16<sup>th</sup> July, 1921. Take-offs were almost simultaneous, which must have been a splendid sight, and at the end of the first 20 minute lap, Philcox (Cambridge) led. Pring (Oxford) was a close challenger but suffered a broken ignition lead and had to land (safely, Pring did not prang) near Epping. By the end, Philcox, who had led throughout, had averaged 119 mph for the race, winning for the light blues who also came second and third. It was pointed out (by those of the Oxford persuasion,) that Cambridge has an aero club which Oxford did not and would therefore have attracted more ex-pilots: but they should have thought of that earlier.

There may have subsequently been some unofficial races after that, but, unlike their counterparts on the water, it did not become an annual event.

## THE LADIES' PAGE

...and about time, too.

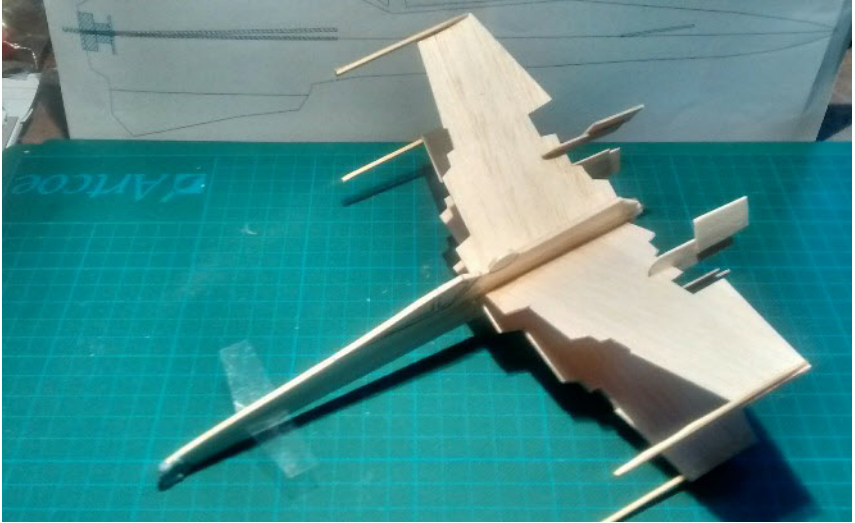


*Top left: Jackie, the daughter of Philip Francis (remember him?) who joined PMFC around 1946. Jackie won the Ladies' Cup at the Nats in 1997. Above: Sharon Ashmole built this Hep Cat from a Ben Buckle kit, complete with "negative" scallops. Used .75 Mills.*

*Left: Sharon also made this "Snoopy" thermal soarer, but won't say in what year! Also made 4<sup>th</sup> in Ladies' Cup with an open rubber job. She was, I have to admit, a member of Gr\*ntH\*m at the time.*

More contributions to this page, please.

## HE JUST DOESN'T STOP!



Hi, John:

Thought you might be interested in photos of test models for next year:

There's an X - Wing Fighter from Star Wars

And a Supermarine "Skyshark Mk VI

...both from the Briefcase Plans, revealed in the last issue.

....Rob Smith



## SCALE CLUBNIGHT, December

1) Red, white and blue...\*

...Brian Waterland's Corben Baby Ace.



BVW showed this excellent model of one of the very first homebuilt designs to be marketed, which displays fine detail and excellent craftsmanship (for a control line pilot.)

He stated, however, with some kind of perverse pride, that it came last in both static marking and flying at the Indoor Nats! "But don't let this put you off!"

How can this be so? Well, the wing is sprayed for the silver effect (and very well, too) but the judges don't like paint.

**READ THE RULES! READ THE RULES! READ THE RULES!**

(But, outdoor kitscale rules are different.) "Indoor kitscale," said Jonathan, "is easy to enter, but hard to win."



\* ..the blue?  
Oh, that was the colour of the air when those little red squares on the fin and wheels were being added.

About 25 models were present at this Scale evening; as it happened, all were rubber powered except one. (I did my best, Ian!)

**Martin Skinner**, whose ambition is to build all of the Veron Scale range, filled a table with interesting and attractive models from that and the KK range:



Firstly, his K.K.Auster Arrow: the kit was a gift from Russ Lister, who had won it as a prize at Flying Aces. This is a replica of one of the first models that Martin built. Lettering is in felt tip pen through a template printed from the plan...an idea that clearly works!



...and from Martin's Veron collection, this Luscombe Air Sedan.

It, "goes a treat" he says. He mentioned the glazing, often a problem for builders: uses the thinnest available, even that from greetings cards, fixed with RC Modellers glue. Plan available from Outerzone.

(I remember there were four model shops in Maidstone in the fifties, they all stocked K.K. Kits, but Veron ones, arguably superior, were harder to find.)

**ESSENTIAL INFORMATION:**

"It has been proved by science, comrades," that  
the SMELL OF DOPE KEEPS AWAY SPIDERS!!

See? You learn useful stuff at our clubnights, & that item may well  
be found useful next time the distaff side complains...



For his fast-flying Cosmic Wind, Martin purchased some no-fade tissue: but somehow the model used to be much brighter than this. As with several other jobs in his collection, he moulded his own canopy.

There were many other fine models present, and I really must apologise to Graham Gostick, having failed to photograph the two jobs that he presented. (But see p10.) His Panther, with a Derek Knight Ducted Fan is a regular sight at Ferry, providing excitement and unlimited opportunity for repair work, although now gradually coming to heel. “The first model I remember getting to fly was one of these with a Jetex 50,” he said. His Vintage Model Company Tiger Moth (hint, hint: an ideal job for the Masfield Trophy) is unfinished but, “glides well in the bedroom.” A discussion followed, not about unconventional test flying venues, but about the application of tissue: Graham used Pritt with success.

To stop it drying up in the tube, place some wet cotton wool inside the head, said Jonathan. We were in good scale company that night: Nationals winner Gareth Tilston brought no models, but a sense of humour that enabled him to survive some severe joshing about his marking of models at Flying Aces. Jonathan himself had brought along, as if to revive his interest in this kind of model, the SE5 that appears on page three, and this outstanding Frog Deluxe kits Chimpunk (below).

Like Gareth, Jonathon is sometimes uncomfortable building from other peoples, designs, but this was worth it, as he “beat Mike Stuart” at Flying Aces. Frog designs tend to contain a lot of wood, and to keep the weight down to 28 grammes he selected timber with great care.





Finally, in this extended report on a quality evening, here are Jonathon's Dime Scale jobs:

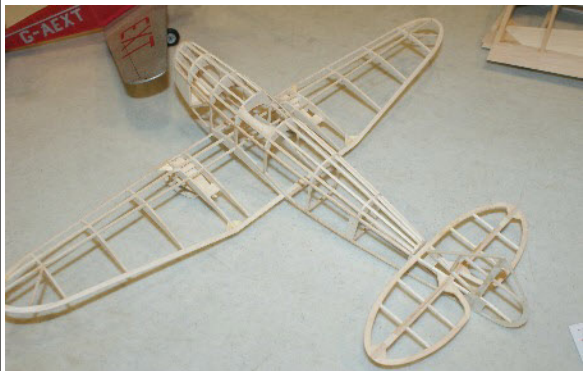
*Buddy can you spare...?*

So, what is Dime Scale?

With a maximum span of 16", and many much smaller, these designs were sold as kits in the USA in the 30's. Balsa sizes above 1/16" are not used, the plan should fit on a Foolscap sheet, and the models can be used both indoors and out. You can find some at "Dime Scale Plans" by M. Morrow on the Internet. They seem to fall somewhere between Peanut and No-Cal. (Incidentally you did know, didn't you, that No-Cal doesn't mean Ultra Light as in "no calories" but refers to the origin of the concept in Northern CALifornia.)



His Dart Kitten, well worth a closer look. Tends to drop a wing in flight. "My first own design scale model."



The uncovered Chilton DW1. It's about 4 grammes so far, could be as little as 10g, all up. (Glue the balsa with PVA, mixing it on the brush with water, on a size 00 artist's paintbrush.)

**BUSHFIELD  
MISCELLANY**

Welcome new member Leon Cole (Belair Kits) brought this delightful Walt Mooney Druine Turbulent: plans to enter Indoor Scale this year.

Below: Dave Rumball's pretty Ky-  
osho Flybaby. Not sure what it's made  
of, though...



*Graham Gostick's VMC Tiger Moth, on its first time at Bushfield. Having won an award at Flying Aces last year, will Graham go for the big VMC Kitscale prize in September?*

## Special Supplement:

### COMING EVENTS, 2017

Far from slowing down, PMFC's involvement in both C/L and F/F activities seem to be on the up for 2017. With a solid agreement with Nene Park trust to cut a control line circle in the grass at Orton Mere and remove that impediment to flying days, the availability to use the BMFA National Centre in the very near future for both disciplines, plus new initiatives by SAM 35 that appeal to our particular interests, this should be a classic year. Firstly I'll go through the plans for our club F/F contests, introduce a new "Special Event", then show what SAM 35 can do for us. After that, I shall ask Brian Lever to elaborate upon his plans for club Control Line in 2017.

**Flying Aces, 3rd September, 2017.** You will find the complete list of events on page 23, but please notice in particular the standout event: the K.K.Elf competition with very generous prizes, kindly provided by the Vintage Model Company. Incidentally, they are producing a limited edition "PMFC Flying Aces version of their kit for this model, with carefully chosen wood at a reduced price of £20. To get one, contact Brian Lever or myself, we shall both keep small stocks. Otherwise, buy from VMC, or build to a plan. Remember to use a 6" plastic propellor.

### CLUB FREE FLIGHT CONTESTS

**Dates:** Friday 7<sup>th</sup> April  
Tuesday 2<sup>nd</sup> May  
Friday 2<sup>nd</sup> June  
Tuesday 4<sup>th</sup> July  
Tuesday 12<sup>th</sup> Sept.

Please note: times of contests are 4pm to 7pm, with the Bernie Nichols Trophy for rubber precision following after the May, June and July meetings. I have omitted August due to problems with the large number of other visitors on the field during the school holidays: the September event will run one hour earlier (3pm to 6pm) to prevent retrieval in the dark.

**Classes:** As before, but there has been one rule change, in the P20 category: as agreed at our Free Flight Conference in December, the minimum weight of these models will be 36 grammes (that's 32 plus 6 for the motor.)

If you enter with an under 20" models with cabin and two or three leg undercarriages, no lower limit. This weight change is to encourage the use of more reliable d/t systems than the gell timer, and also to show that "conventional" cabin-type models can be used in this class. Please refer to the "F/F Rules" on our website.

We hope to see increased use of RDT as the season progresses.

## CONTROL LINE NEWS



*The long grass problem, we are told, is now a thing of the past. With regular cutting having been promised by NPT, Brian Lever, our C/L Secretary (temp) is able to offer a range of dates and activities:*

**Gentlemen, please note in your diaries:**

PMFC Control Line flying at Orton Mere every Monday and Tuesday from 13.00 until dusk.

If the weather looks good telephone your mates and turn up for some circulatory fun.

This year we shall have a mown circle before the grass is too long. Yes, really!

### **Special dates:**

Monday 24<sup>th</sup> April: Season opener, bring any type of model and fly off the cobwebs.

Monday 5<sup>th</sup> June: Mini Goodyear competition. Two up races and final. Certificates for top three teams.

Monday 3<sup>rd</sup> July: Aerobatic workshop. Taster stunt competition to PMFC rules.

Monday 31<sup>st</sup> July: Combat racing to PMFC rules.

Monday 11<sup>th</sup> September: Beebug Bash to SAM 35 rules.

Monday 23<sup>rd</sup> October: Mini Goodyear competition. Two up races and final. Prize for top team and certificates for 2<sup>nd</sup> & 3<sup>rd</sup>.



For any further information, contact Brian Lever 01733 252416 (answerphone if not around) or [blever@btinternet.com](mailto:blever@btinternet.com)

## “Action, and action now!”

### Join the SAM 35 Free Flight Revival

It is a common fallacy that you have to be a member of SAM 35 to enter their comps. Not so. With the exception of the two “pure” postals, any BMFA member can enter. Another common error that I still hear is that SAM 35 is for Vintage models only. No. That all changed a couple of years ago: the stress is on “real aeromodelling” more than Vintage.

The calendar for the year has been published (see SAM 35 website) and I have given out some copies. I won’t repeat all that, but I shall just mention those events that are COMING SOON.

I now have a stack of flight cards for the first of the “**Area Postals.**” This is for Lightweight (Vintage, on this occasion) Rubber, with classes for “Senator” and “Anything But Senator.” Fly at North Luffenham or any other Area site on either 5th March or 26<sup>th</sup> March. Enter in advance by giving me or sending me £3 (preferably: although you may find me on the field.)

**The first true Postal** begins on 29<sup>th</sup> April, and is for under 25” Rubber cabin-type models either Vintage or non-Vintage. Once again, entry is £3.

**At Old Warden** on Sunday May 14<sup>th</sup> there will be Frog Senior Duration and Biplane Precision: rules on SAM 35 website or contact me: enter at the control tower before noon.

**At the Nats**, on the Monday, I will be running the 36” Glider Hi-Start comp (over five flights if it’s calmish), another Under 25” Rubber event, and Biplane Precision. For these, however, it will be necessary to enter by using the BMFA entry form, unless you wish to enter on the day.

And that is only the start. We at SAM 35 are trying to reboot free flight for the “Lower Formulae” and provide real aeromodellers with action throughout the year. Later in 2017, you will need an Under 50” Classic or Vintage glider and possibly a “Lulu” for the revival of the Lulu postal, also a good P30 for the season-closing “Autumn Trophy.”

It will only happen if members respond.

So you will have a go, won’t you?

...John Ashmole, f/f secretary, SAM 35.



# THE PETERBOROUGH - AUCKLAND CLOUD TRAMP CHALLENGE!

The gentlemen of Peterborough Model Flying Club venture to offer to the noble and sporting gentlemen of Auckland Model Aero Club this, the "P.A.C.T. CHALLENGE"

*"That five of our Cloud Tramp flyers can beat five of your Cloud Tramp flyers on a day to be chosen in 2017."*

That a Trophy provided by the Gentlemen of PMFC shall be competed for annually, and in the event of an Auckland victory it shall be posted to New Zealand until, in a subsequent contest, virtue becomes triumphant once again and it shall be returned to its rightful place.



Members who were at the AGM will remember that this challenge was approved by acclaim, and was sent to our friends in Auckland shortly afterwards. The news is that the challenge has been accepted, so now we must prepare for battle. The trophy has been purchased. Cloud Tramps must be in readiness, and fully trimmed. Any number of members may take part, the best five will be counted in the results. The most recent news is that Auckland plan to do their flying on 23<sup>rd</sup> April (not an apposite day to challenge the devotees of St George!) but my "rules" allow each club to select any day from a period of one month. The Southern Hemisphere climate may be predictable, but ours isn't. That means that we must be in close contact with each other, and ready to "scramble" at almost a couple of days' notice. And not only CT flyers need be involved: we shall need timekeepers, helpers, photographers, and wipers of sweaty brows.

Where shall we fly? Ferry Meadows is a possibility, but it could be that the greater space provided by Buckminster Lodge may be available to us. E-mail is the most immediate source of information and contact.

..... Be ready!



*In vino veritas*: the truth's out! On this occasion The "Chairman's Fiver" became a bottle of wine: the way to encourage participation is clearly to pander to lust for the grape. There in the centre stands the bottle, drooling flyers launch simultaneously, model that lands nearest wins.



*Dave Clark has built this "Mollyhawk" (Aeromodeller free plan, Sept (?) 1994.) Will be used in SAM "Biplane Pre-cision" contests. They will be at Old Warden May 14<sup>th</sup> and Barkston May 29<sup>th</sup>. And possibly more later in the year.*



**Left** :BVW has a No-Cal for indoor use: a Grumman Wildcat in "Poundshop Blue." Don't show the starboard side, he said, or they'll see the lump of plasticine at the nose (that's it, just by my fingers.) Now, let's see, left side of model is starboard: no, wait a minute...,umm... Flies well.

**Right** Martin Skinner's No-Cal is a Belair Cobra, ex-RAF, sent to USSR via Arctic Convoy for use as ground attack platform. Adds historical interest (or is it that stars were easier to cut out?) Needs more trimming.

**clubnight:  
Manny Williamson speaks.....**

We all receive the BMFA News magazine, so we are familiar with the writings and work of Manny Williamson, a full time employee of BMFA who wears the title of “Development Officer.” (Although he seems to be involved in just about everything BMFA, particularly with regard to the excellent insurance cover which covers us most comprehensively in any of our aeromodelling activities.)

He expressed pleasure that the audience was a sizeable one: PMFC regulars were joined by some welcome PARCS members for this event. Since we are fortunate to have the National Centre “on our doorstep” the main thrust of his comments (and the ensuing question and answer session) was in connection with the Lodge Farm development.

Thanks to the support of the Tollemache family of Buckminster, we have a 35 year lease on 43 acres of land (longest single measurement 660 metres) and surrounding fields which can, with the usual care, be overflowed.

(I should mention that Peter Gibbons and I will be visiting shortly and, duly resplendent in in boots, fluorescent jackets and hard hats, will be walking the perimeter in order to understand the potentialities of the field before planning events. None of this, however, will detract from our core activities at Ferry.)

Stage One of the development, which should lead to the premises being opened “in the Spring” will provide an office, toilets, hard standing for cars, and the gradual development of the large barn on which rebuilding has already begun. Some grass control line circles will be cut, and a hard-surfaced circle is being planned. In due course a daily fee will be set, or a season ticket could be purchased. There will be a dedicated website with links to a real time weather station and vidcam so that last minute checks on conditions can be had. (When “up and running” the site will be closed one day a week, probably Thursdays, for maintenance.)

We must acknowledge that by far the greater proportion of BMFA members fly Radio Control, and that for reasons of safety not all disciplines can use the field at once. Consequently it would help if we (f/f members in particular) made clear our willingness to use the facilities and showed up in numbers in the early stages. “It’s the squeaky wheel that gets the oil” so it helps to make our presence felt. When asked whether we could use the field for the “International” P.A.C.T Challenge, (see page 14) Manny was enthusiastic: it could be the first significant f/f event to take place on the field, and provides a good opportunity for us, and the BMFA, to grab publicity for the Free Flight use of Buckminster.

As Manny explained, there will be opportunities for some members to become linked directly to the site by assisting on occasions with maintenance and organisational work, in a “Friends of Buckminster” group, with appropriate benefits.

In thanking Manny for his time, and his interesting (not to say essential) information, Chairman Brian Lever presented, on behalf of the club, a cheque for £50.

.....thanks, Manny, we’ll keep in touch.



# RETRO

...did you notice the rogue PMFC logo on the front cover? It's from the archives of **Phil Francis**, now of Amphill, former member, who has kindly looked out some material for our interest.

From Aeromodeller February 1939: "A fine assortment of all types built by members of the Peterborough Club."



Dramatis personae: Bernard Riley (holding model high) "He flew sailplanes and rubber jobs," says Phil. Also in picture, Gordon Truss, sometime Club Secretary, good organiser of comps, trips etc. "One day with a steady breeze, he towed up his sailplane (long line in those days) tied it to a fence and left it there all afternoon. Bill Stanley, liked unorthodox, canards, etc. Bill Harlow, Salvation Army man who did not fly on Sundays. Owned Oliver Carley's model shop but put O.C. In to run it. Tug Wilson (in trench coat ):teacher, he made vintage streamlined Wakefields."

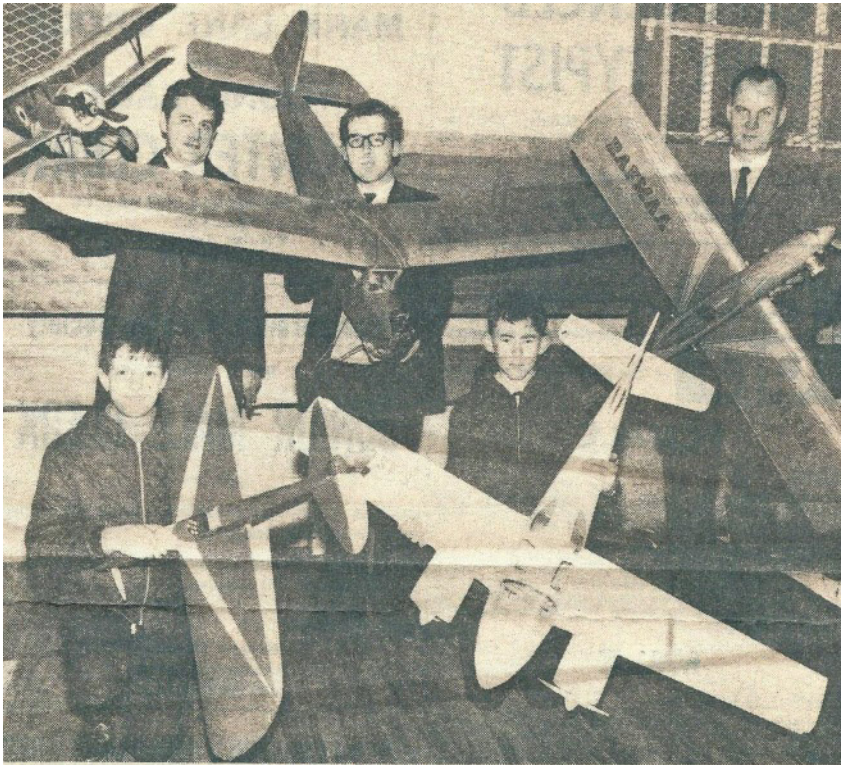


"Remember John Hutton: professional artist exhibiting in London and Paris. Battle of Britain pilot: patched models with brightly coloured round patches."



"Remember David Witt? Keen o/d rubber man, almost got into UK Wakefield team, but I hashed up his d/t on last flight of trials). Double first at Oxford."

“In the 1960’s I and another member of the Luton Club were asked to judge the club exhibition. It snowed heavily during the evening and we got back to Luton at about 4am having passed lots of abandoned cars and the snowplough on its side in a ditch!”



Caption refers to the heavy snow on the day, and quotes Ted Fairchild (Chairman) in appreciating those who managed to turn out, It names (L to R): Robert Essex (C/L), JOHN THORNBURN (scale), Alan Wright (F/F), STEPHEN TURNER (Junior), and Eddie Rance (R/C).

*“One year one of the club tried to fly a pulsejet which he could hardly control. It went up high on the line and broke the telephone lines to the bus station...great panic to arrange rapid repair!”*

And then there was Phil Francis himself: Joined as a schoolboy in 1947. Flew mainly o/d rubber. Won de Havilland scholarship, elected Associate fellow of Royal Aeronautical Society in 1954. Became Chartered Aero Engineer with Hunting Engineering.

.....Thanks for the memories, Phil!

## Clubnight: MARTIN JUDGE

### On the F1D venue for the World Indoor Duration Championships

*To be “sent to the salt mines” was, for many of the convicts forced to work underground, a sentence of death. Worse than death, in fact, as conditions were beyond our imagining (thankfully) and, forced to remain below ground 364 days of each year, allowed to the surface only to see in the unwelcome New Year on a hostile mountainside. Then back to the stifling, blinding world of salt. Never even to see the colour green. In Stalin’s Gulag, good, honest thieves and murderers were treated much better than political prisoners, and it probably was not much different in Chausques-land.*

*Better not to dwell on this, though such horrors should not pass unacknowledged.*

*Today, the Rumanian tourist machine offers an anodyne image of salt mining and the creation of underground beauty, softly lit, providing the health benefits of the salty air, and an unworldly diorama of child’s fable and myth.*

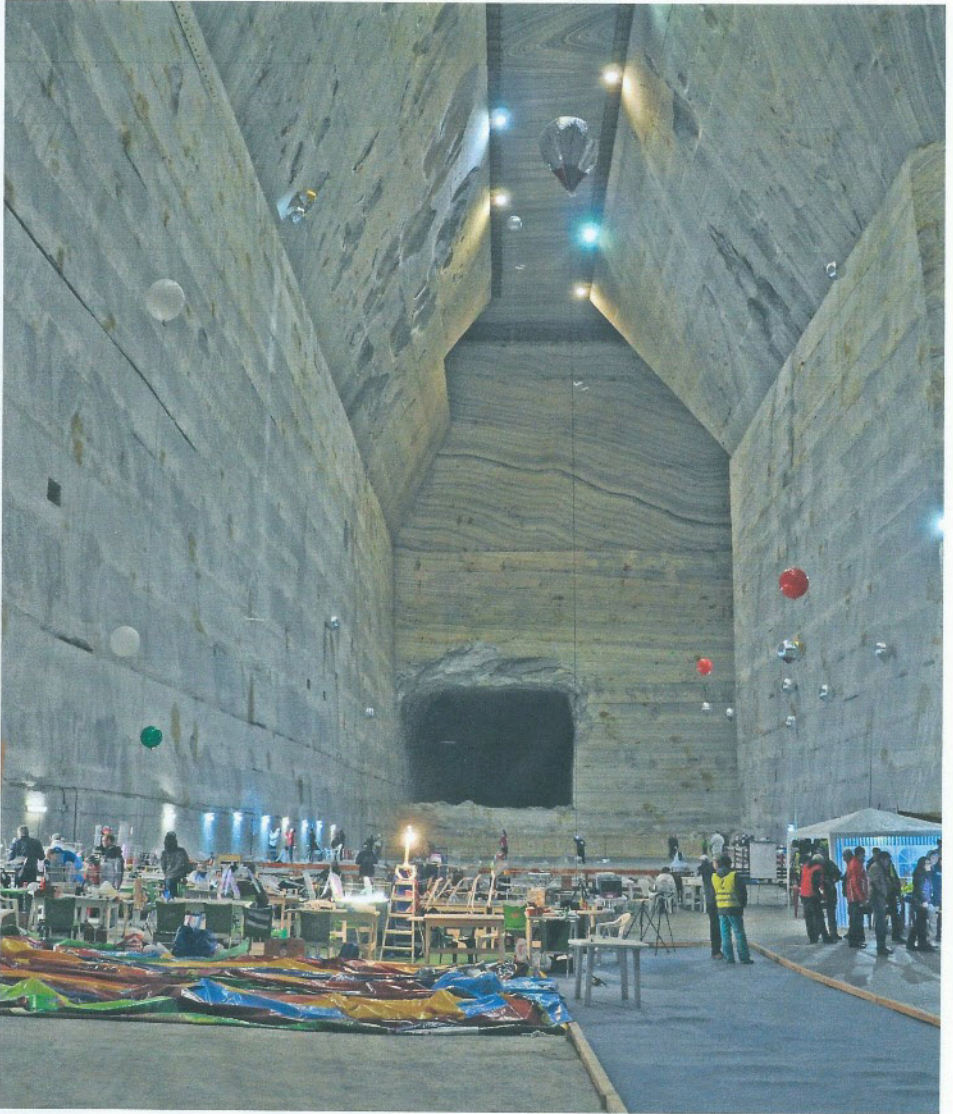
Inspired by Mark Benns’ demo at one of our clubnights a couple of years ago (see “The Madness of F1D” in the 2012 “Winter’s Tale” issue of this magazine) Martin Judge set aside his Wakefield aspirations and decided to have a go. Within a very few years, he found himself a member of the three-man British Team for the World Championships at Slanic Salt Mine, 100 kilometers from Bucharest.

Having flown across Europe, with the added concern for the sensitivity of the carefully boxed models to changes in air pressure on the flight, one finds that one has also travelled a generation or two back in time, offered only food that is in season, and watching livestock being herded through the streets.

The mine in question is one of a number of huge cavities hewn in a mountainside: a huge upper mine currently unavailable for flying due to lift problems, but a lower one, 650’ below the entrance can be accessed via a 15 minute, 3 ½ kilometer, minibus journey cramped, inevitably, with flyers, boxes, equipment, team managers, etc. No place for the claustrophobic.

Past the public attractions, pools of salty water, dioramas; exposed to the “health-giving” saline air (this must explain Martin’s youthful complexion, but it doesn’t work for everyone, does it, Mark?) The visitor arrives eventually at a flying hall seven times the height of Bushfield, softly lit, and almost but not entirely, free of draughts. Cool (a constant 12 degrees) and with a degree of humidity that we would regard as average. There is artificial grass in the pits area, and a tent for detailed (if rather primitively done) processing.

World class times approach 30 minutes, so it’s worth mentioning that Mark’s best so far in the Brabazon hangar with 1/3<sup>rd</sup> motor is just over ten minutes, Martin has achieved an almost similar time, so if we multiply those times by three... That’s with models which, at the championships, have an all up weight of 1.8 grammes. There can be up to 15 models in the air at a time, they all look very much the same, timekeepers must concentrate! Best rubber costs £350 per pound if you can get it, but you can’t!



The flying hall at Slanic: catwalks under the “roof” catch models: locals will dislodge models if you pay them enough. Other ledges 2/3rds of the way up, no access. Notice steering balloons, & look closely to see models in flight. Wall slopes gently outwards, away from balloon reach, so if model “sticks” to wall (Mylar/smooth rock contact,) burn paper below it to create draught: frowned upon, but can be done.

(Next World Champs will be in the Atrium of a hotel in the USA overlooked by guests: “Gee, Wilmur! Just look at those toy planes, where can I get one?”)

## Trials and Tribulations



My obsession with indoor flying started about three years ago when, shortly after buying four F1B's, I injured my back. I could no longer manage walking ten miles in the day on retrieval and needed something else to do. This coincided with the BMFA introducing a class for beginners using 35cm models weighing over 1 gram. Mark Benns called in to see me and told me that he and Derek Richards were producing a few kits for this class. I bought a couple and that started the downhill slide. First flight around 4:30 in the sports hall at Towcester which seemed wonderful and that steadily developed as I got to understand the basics. I was also watching F1D models floating around so gracefully and slowly and rapidly decided that at some stage I had to build one. Shortly after getting my 35cm model up to 9:30 at Werrington during the F1D trials that year the BMFA announced that they were introducing a mentoring scheme on F1D for a small number of people who were prepared to commit themselves to it and I enrolled and this started the joys and frustrations of flying a great international class of model.

Some months after starting in spring 2014 we approached the first team trials for the GB team to be held in Peterborough. There would be three team places to be competed for and times in excess of 7:30 would be required. Anyone getting 8:30 or better and finishing in the top three was guaranteed a place. Now at that stage 8 minutes on a motor weighing 0.165gm was a dream however over the first trial I managed to beat it twice and finished in fourth knowing that one of those above me was not available for the Champs. It felt good but when we got to the second team trials it all unravelled as I started to have problems with rubber. The March 02 I had would not perform adequately and my times suffered. The results are worked as a percentage of the winning time for each trial with the best result for each individual to count towards the team placings and when the mathematicians had finished it was clear I had failed to get in by one place. Grrrrrrr!

2015 followed a similar pattern and by the last trials I needed a miracle as Mark, Tony Hebb and Hans Staartjes had all flown extremely well and once again I had failed to get in. More Grrrrrrr!  
Very frustrating

Starting out for 2016 I set out a plan which meant I needed at least three new models to a common design that had the potential to get in. I was also offered a supported place to the World Champs in Slanic to act as a timekeeper and have the opportunity to fly in the Otto Hints International for two days before the Champs. The flying in Slanic will be the subject for a talk in the near future so I will say no more here except that it provided valuable experience and knowledge for the trials to come.

I obtained some very good wood and the planned models were duly laid out and built, and were tested at the Brabazon Hangar over the two months preceding the trials. I had been fortunate enough to buy some very good but very expensive rubber in the run up to the trials and hoped that this would all help get the right result. Certainly testing of the rubber suggested it was better than any other I have by a significant margin. By now the permitted rubber had been reduced to 0.138gm in an attempt to stay within the 65ft hangar and provide a good measure of potential in Romania. All three models were trimmed without winding the motors to the absolute limit and they all produced times between 8:00 and 8:35.

The first trials were held in September on a lovely warm, dry day without too much wind. That may sound daft but windy days always produce turbulence indoors and rain tends to create downdrafts. Mark Benns flew extremely well and was top with flights of 10:24 and 10:32. This time there was no slipup and I finished second with flights of 9:42 and 9:29 with Tony Hebb third and Hans Staartjes fourth. The second trials were flown in October and again Mark was top and the other places stayed the same.

At last I have a place on the team and have a lot to do before we fly out to Slanic on 9 March to fly another Otto Hints and the European Championships. Models and a model box to be made and rubber motors to be sorted.

....Martin Judge



2

**Peterborough Flying Aces Nationals, Sunday 3rd September 2017**  
**at Ferry Meadows, Nene Park, Peterborough PE2 5UU .**

**NEW EVENT ! BIG CASH PRIZES ! KK Elf Precision.**

Precision flight time contest for the "Elf" model (Super complete kit available from The Vintage Model Company (VMC) or Brian Lever (blever@btinternet.com). Target times posted on the day at control.) Model must use a 6 inch Dia Plastic prop ( spares available from VMC)

**Note!** The Elf is also eligible for the Rubber Ratio Contest (see below). Prizes, kindly donated by The VMC, will be determined by "Elf" Placings in both "Rubber Ratio" and "Elf Precision" (1st £50, 2nd £30, 3rd £20). **Photo by Aeromodeller of "World Record for Most Elfs"**-12.45pm at Scramble location.

**Rubber Ratio: NO MAX.** Any rubber powered model with wing span 16"-25" (tip to tip). Flight score is total time in secs (from 3 flights) divided by span in inches. **Cash Prizes** for "Elf" models! See above.

**SCALE MODELS - NOTE!** All scale models, except Masefield entries, are judged for accuracy, workmanship and flight profile. Please bring the plan or, if scratch built, the 3 view.

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

**Open CO2/Electric Scale** "Stand off" scale judged against plan/ three view plus judged flight profile of launch/flight/landing. Any CO2 motor/tank permitted.

**Kit Scale** ANY rubber powered kit model up to 36" span. Model judged against kit plan plus judged flight profile. Cash Prizes, donated by The Vintage Model Company, for highest placed VMC models

**Jetex/Rapier Authentic Scale** Judged against model plan/three view and judged flight profile.

**Jetex/Rapier Profile Scale** Judged against model plan/three view and judged flight.

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

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

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

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

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

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

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

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

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

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

**Young Flying Aces:** Prizes for 3 best Juniors (Junior - 17 years or under on 31/08/17)

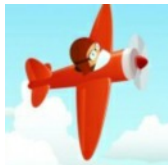
**World War One Tribute event:** Until 2018 we will award a prize for the best scoring model of a WW1 combat aircraft flown in any of the scale competitions.

**Prizes for 1<sup>st</sup> place: Scrolls for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup>:-Raffle** Including Kits donated by The Vintage Model Company.

**Note: this is a Free Flight event: strictly no Radio Control: Proof of Insurance required for all flyers.**

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

**[www.peterboroughmfc.org](http://www.peterboroughmfc.org) OR contact Brian Waterland on 01778 343722 (07717 461000 on the day)**



## 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)

Sat March 25th 10.00 to 1.00

Sun April 9, 10.00 to 17.00

### **Old Warden dates for 2017:**

Mayfly: 13/14 May

Scale: 22/23 July

Festival: 23/24 Sept.

For club Free Flight dates, and the Bernie Nichols Trophy, see page 11.

For club Control Line events, see page 12

For SAM 35 f/f events see page 13

**Indoor evenings at Peakirk, 7pm to 9pm:**

All Fridays

March 10, 17, 24, 31. **Please  
watch for e-mails advising of events**

**FLYING ACES: SUNDAY 3<sup>rd</sup> SEPTEMBER.**