

# PETERBOROUGH MODEL FLYING CLUB

Celebrating

80

Years

1938 - 2018

# MAGAZINE

June

2018



*FLY PAST*



1938.....PMFC.....2018

*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 word “Vintage” doesn’t just mean looking back to the past. In fact, some of us don’t particularly wish to do that. What it does is to set a block on any further development of a design. For some, of course, R & D is the mustard on the beef, and every model must be an advance on what went before. But for others the comfort of knowing that nobody can come up with a variant of the approved plans so we can just enjoy building and flying known shapes on a level playing field is a more relaxing way of competing, and offers opportunities to “sports fly” in the tradition of the thousands who went before. (What was that I heard? K.K. Sold a million Ace kits to the USA?)

We can, of course, enjoy both approaches in one hobby equally, and both challenge ourselves and relax our approach as we wish.

*Will all members please familiarize themselves with the Club Privacy Document, which is included in paper copies of this magazine, and also appears on our website. Andy Sephton, in the role of Data Protection Compliance Manager has done the donkey work to ensure that we comply with legal requirements, and we all thank him for undertaking this...er...thankless but essential task.*

*Please enjoy the biggest issue of PMFC so far, to celebrate eighty years since the club was formed!*

Editor@peterboroughmfc.org

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*Ricky Bould, on behalf of the Auckland club, hands over the Cloud Tramp Trophy.*

M Page photo

COVER: “Not yet...not yet...ready...”  
PG tests the air for Gerry Williamson on a perfect day at Barkston.

PMFC: 1938 - 2018  
The Gordon Truss Archive



Thanks to the considerable effort and generosity of Dave Truss, son of founder member Gordon, we are able to offer this celebration of the eighty years (with a brief hiatus during hostilities) of existence of Peterborough Model Flying Club. Dave has dismantled a valuable family album to present us with the photographs which we now present throughout the pages of this celebratory issue of our magazine.

*Jean Davey, soon to be Mrs. Jean Truss, around 1938. Now 94, she does not remember what the model was!*



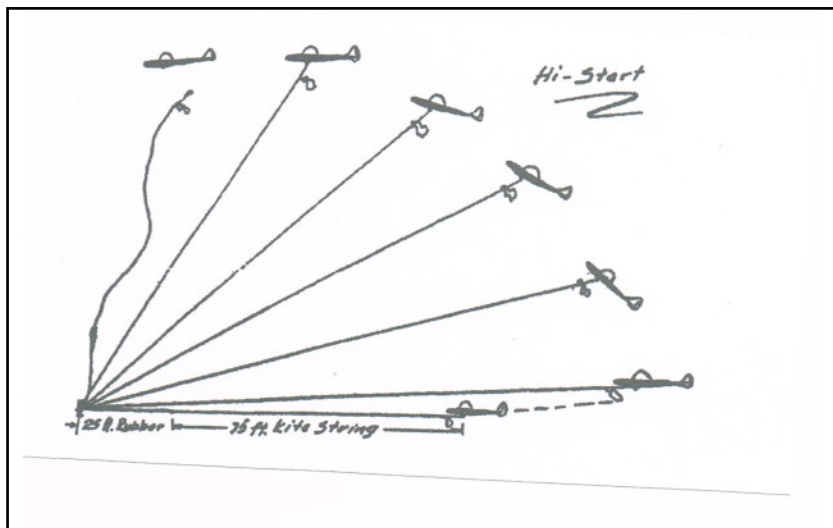
Caption reads: "Club Group during 1939." Keen young faces, with Wakefields to the fore. But what lay ahead for them all over the next five years?

## The Growing Up of Hi-Start

“Well, that wasn’t very good, was it?” said a voice, cycling past as I had just towed up my first Caprice, watched it gently drift off the line and settle into its journey. Looked good, I thought, but passing British Team member Brian Baines, who had helped me with a little mentoring in those early days, thought differently. More recently, on the subject of glider launching, John Carter told me that you could identify the glider flyers at World and European Champs by the patches of earth on their shoulders...where they had hit the ground after a particularly energetic catapult launch.

I was soon to learn that glider flying is all about the release: the attitude & speed of the model and the air that it is launched in.

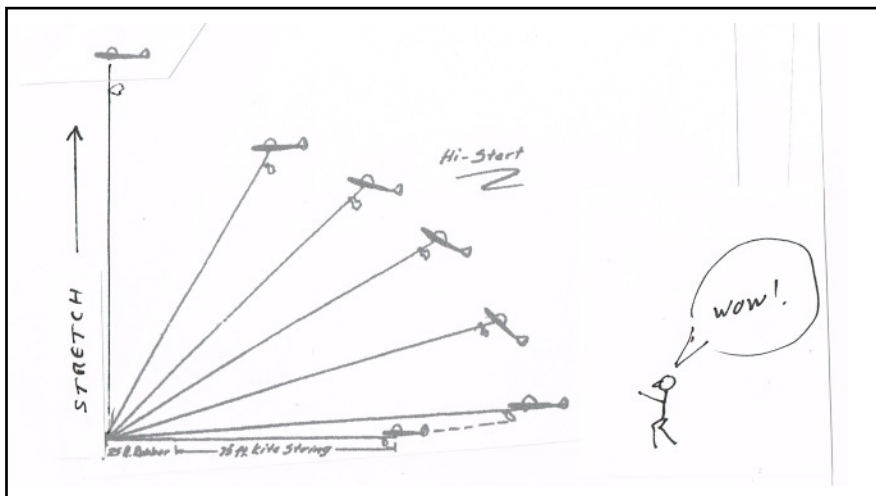
This moment came to mind when Mark Benns handed me an item from “SAM 8 Speaks” revisiting Hi-Start. It also quoted Frank Ziack who mentions “Some of you may have tried this idea and been disappointed. This was probably because the rubber was too powerful...” Interesting that he should say “too powerful” rather than too soft. This well known sketch is from his 1938 Yearbook:



SAM 8 editor tried this: “I used an old A1 glider with an autorudder. A flag or pennant attached near the towhook provides the drag necessary for the ring to slide off the hook. Recently ... I flew a demo flight in light thermal conditions. The glider tethered for a few seconds. Then, when the rubber relaxed enough, the towing slid off and the model circled gently.”

However, if we remember that advice to me back in the '70's, and the insistence by Mick Page (previous issue) that we choose very carefully the air in which we launch, something quite different can happen. The reason for choosing the thinnest section of rubber practicable (1/8" in PMFC Rules) is that the final stage of the launch can stretch the rubber upwards to a significant degree, causing the rubber to "sing" in tension. If trimming is accurate, the model should weave slightly with a bias towards the required turn, before pulling away. My two two-minute maxes with the Aiglet at Luffenham and Andy Green's near three-minute flight at Bucky last year provide adequate proof of this. Difficult at Ferry (and perhaps not really desirable in such a small space) but the modified sketch below shows what we can aim for.

None of this can alleviate the sense of frustration and impotence that every Hi-Start flyer feels after releasing the model, unable any more to influence events, and which then ignores all that we have trained it to do & blithely goes its own way, but at least it is an aim.



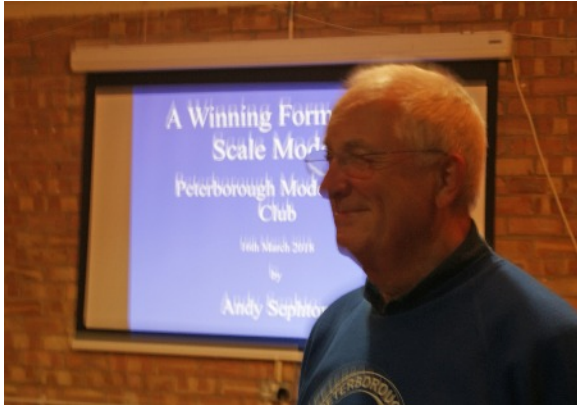
More recently, tests with a Lulu (full size) and yet another Caprice at Buckminster has shown that even with the standard 1/8" rubber, larger gliders can make good use of Hi-Start. I am told that even A2's can use it.

This discovery makes our life much easier of we wish to trim a conventionally-towed glider of almost any size. Instead of much nervous running about with a towline, which also necessitates a patient helper, we can just perform basic trimming with the Hi-Start. This will ensure that glide is adequate, and that the model is likely to climb straight(ish) when we commit to the towline.

## CLUBNIGHT

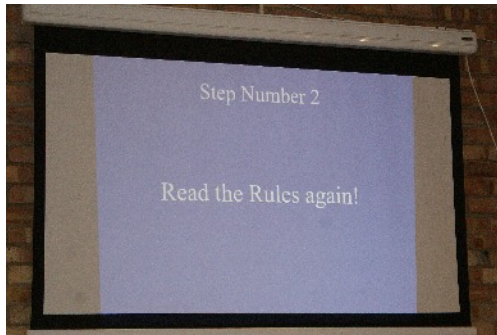
### According to Hoyle

A report of “A Winning formula For Scale Models”  
by Andy Sephton.



The talk which was amusingly and efficiently presented by Andy Sephton on 16<sup>th</sup> March was a version of that delivered to the Free Flight Forum earlier in the year. The original text, along with the Peterborough offering on Small Field Flying and many others, appears in the forum booklet which is now available from Martin Dilly. Consequently, what follows here will be snippets and observations rather than a verbatim report. Needless to say, however, it began with the usual exhortation: “Step One: Read the Rules.”

What followed was clearly a “tongue in cheek” attempt to provoke some of the f/f hierarchy, which, according to accounts, it did. The talk concentrated on documentation rather than flying.



The emphasis of the talk was on winning: you don't have to *like* the aircraft you have chosen. (Does anyone actually *like* the Lacy M- 10?)

You need an approved three-view, at least three photographs, one of which should be the actual aircraft modelled, and colour verification by suitably approved colour chips or coloured drawing. (But you'll know all of this anyway, 'cos you've just read the rules...twice, haven't you?)

A winning static score is normally between 1400 and 1700: just building an accurate model should get close to this. The complexity of the model has little relevance: "the simpler the subject aircraft, the easier it is to build an accurate model." Back to the Lacy again!

Since there are thirteen areas of assessment, one should ideally have thirteen pieces of documentation.

Availability of documentation is an essential point but it must be accurate and its accuracy must be provable. "There is no such thing as an accurate three-view." (See page 31 for illustration) Don't confuse, added Andy, a well presented drawing with an accurate one. Similarly, do not rely on manufacturers drawings!

For his Lacey, Andy drew his own three views, then had them approved. Method one get it published...this was done by including them in an article sent to *Aeromodeller*.\* (!) Method two: get it approved by the Scale Technical Committee. Of course, as many photographs and drawings as possible should be submitted for verification. It will be given, ..."a very pedantic looking at" by experienced scale judges.

Photo sources are legion: beware of colour reproductions. If only one colour plate matches the model, do not show any others! (although "K" Factor for colour is quite low.) "Colour Perspective," a personal beef of this writer, is not taken into account, so a winning model will be "shinier" than the scaled-down original.

The site G-INFO is favoured by Andy, also the ACAA website.

Info from plastic kits is acceptable, and can be very good, but a *photo of the actual aircraft is still necessary*. (Same comments apply to "Profile Publications.") Any photo, however grainy, is better than none, as BVW had experienced.

ALL markings must be authenticated: check both sides of fuselage, they may not match as on one of the ABC Robins which Andy had built, and which differed from a supposedly identical version in the size of the fin, angle of rear fuselage and shape of windscreen. (*And what if de Havilland's chalk fin outline should have been inadvertently walked over??*)

"Tongue in Cheek" perhaps, but points are made. Andy has threatened to regale us with a talk on the flying side of scale models another time, perhaps next Winter.

*\*This circular way of proceeding reminds me of the case of an obscure subject selected in an episode of "Mastermind" some years ago. To devise the questions, the producers wrote to the only expert on the matter that they could find. Needless to say, it turned out to be the contestant himself!*

# BACK TO BARKSTON!

## (1) Third Area, 25th March

Leaving home at 8.10 (or was it 9.10?) on the first day of British Summer Time, when the clocks may Spring Forward but the body requires notice of the event, it became clear that this was to be ONE OF THE GOOD DAYS. Just enough breeze to show which way to point the model, a sprinkling of cumuli and, for those who were patient, a mellow afternoon in which baby boomers were easy to locate. I even noticed that the Grantham Radio kindly moved along the runway to avoid our line of march.

At the Sign of the Windbreak (the most prominent pits area on the field) much trimming was taking place in anticipation of events to come. Chris Grant worked with his Hi-Start gliders to prepare them for the forthcoming club contests, Gerry Williamson continued to perfect his big electric job and the E20 contingent was also hard at work. It was becoming clear that Ferry Meadows ain't big enough for some of these little brats and accurate d/t'ing will be essential. Sadly, Mick Page's E20 proved too big for Barkston too, and made off into the distance leaving one of the favourites sans model for our first event (unless he can lash something together pronto.)



*Another of those Gerry-walking-back-with-a-big-smile photos, of which we hope to see many more in future.*



## Six Days Later...the Northern Gala (at Barkston!)

...some of us were back on the same field, but in quite different conditions. It was uncomfortably cold, breezy and wet. Those who chose instead to attend the previous days PMFC Good Friday flying morning at Ferry had made a better decision.

One interesting fact at Barkston, which teaches a lesson (or emphasises a prejudice,) is that the entry for Mini Vintage was as great as that for Glider and Power put together! (That is, in the Northern Gala, described last year as the second most important event after the Nats, there were three (THREE!) entries in Glider.

PMFC's star performer (again) was Gerry Williamson flying Open Electric. After this scribe had gone home feeling seriously cold, he stayed on for a well deserved flyoff, reporting:

*"By the time flyoffs were held at 5.45 pm it was nearly dark, raining, and the wind had certainly got up.*

*The chaps in Slow Open Power were climbing into low clouds, but luckily in Combined Electric we had opted to go for half motor runs (6 seconds): I managed 2m 15 sec which gave me second. Pete Watson won it.*

*All the models including mine ended up outside the airfield so it was anybody's guess where the SLOP's finished up."*

Also present was Peter Gibbons who sportingly entered his "Scram" in the SAM 35 "March Wynde" in the hope of beating the Cleemac scores of the previous weekend. Lightweight rubber is a vulnerable class in persistent rain but he made a good score with one huge thermal flight, winning the "Class B" award for the best non-Senator.

Mick Page blamed a slightly left launch (or an unexpected wind change, also on Page One of the excuses book) for failing to prevail in P30, the model dropping only 15 seconds despite climbing to half its normal height. (This being one of the P30's he showed at his talk a month ago.) He, also, saw sense and drove home before flyoff due to the cold and wet.



Unidentified timekeeper clearly wishing I was (correction, *he* was) somewhere else. Anywhere else!



Above: "First Annual Exhibition, 1st April 1948." Black Magics to the fore.  
Below: Clubnight :from the right: Gordon Truss, Jean Truss, Norman Davey, Mavis Davey



## SANDING TO AN ACCURATE THICKNESS

When recently building the tail plane and fin of my Rubber powered 30" Rearwin Speedster I chose to laminate the curves with multiple thicknesses of 1/32" balsa. They all glued up well but, as all the individual laminations were oversize and not identical, they looked pretty rough and tatty.

I needed a way of sanding the whole tailplane to a constant 1/8" thickness and remembered reading of a technique of sanding across pre machined steel plates of defined thickness. However, not having the time, patience or machine tools to accomplish that, I chose to use something common in model shops and that most of us stock, namely, Piano Wire.

**1/8" = 0.125" : 10 SWG wire = 0.128" dia. which is 0.003" oversize (ie 3 thousandths)**  
**1/16" = 0.0625 : 16 SWG wire = 0.064" dia. which is 0.015" oversize**

To be honest 3/32" (0.094") is more difficult .

Although 13 SWG is 0.092" dia., it is a non preferred size and not normally available.

14 SWG is 0.080" dia. and therefore needs a packer, The very thin ply we use is 0.016/017" thick .

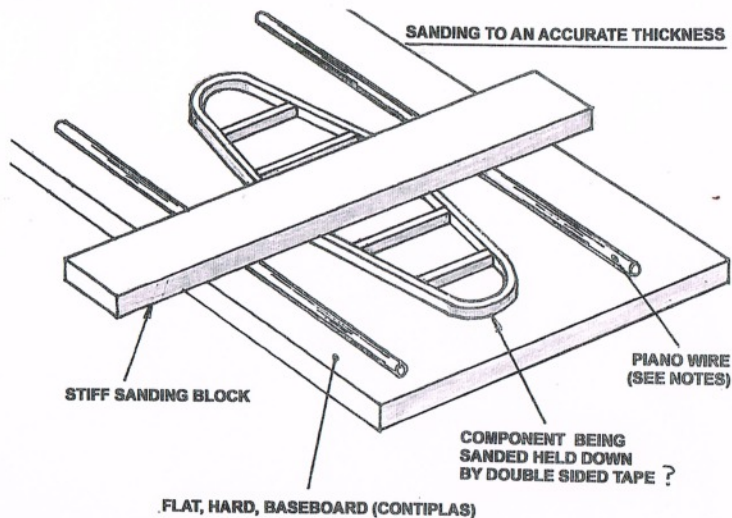
**3/32" = 0.094 : 14 SWG wire = 0.080" plus Ply Packer (0.017") = 0.097" (0.003" oversize)**

There are a couple of other wires that might conceivably be of use

**1/4" = 0.250" : 3 SWG = 0.252"**

**3/16" = 0.1875" : 6 SWG = 0.192"**

Depending on the size of the component to be sanded, the piano wire can be used as simple rollers or bent into a U. I am pleased to say my fin and tailplane sanded up very well and I shall use this technique to re-size square strip e.g. 1/8" to 3/32"  
BVW



...contributed by Engineer Waterland

## First Club Free Flight Contest, .....April 10th



*Jon Whitmore would prefer the “new” classes to be known as Ian Middlemiss’ initiative rather than his own as he had been the instigator. Here is Jon with his immaculate model, also seen on following page.*

Victor Meldrew wouldn’t have believed it. After the cold, rains and wind of the previous days (indeed, most of the early Spring up to this point) the afternoon of the contest offered conditions so calm that competitors were encamped in the centre of the field. Much interest revolved around the newly revived Electric classes, “Ferry 500” to an agreed specification, and “E20 Open” for those who wish to develop further. Indeed, trimming of these models was being undertaken an hour or more before the starting time of 4pm. In these neutral conditions there would be a good test of the models and their eight second motor run.



The results show that Jonathan dropped only one flight out of six which removes any doubts about the possible duration capabilities.

Meanwhile, as the gliders struggled to reach full height such was the lack of breeze, the Cloud Tramps showed great promise, an important fact in the weeks prior to 23<sup>rd</sup> April.

*Mick limbers up before putting on the turns. Flew four flights (all maxes) instead of three in CT by mistake. “I was practising for Auckland” was the excuse.*



*Left: Chris Grant had a good day, winning “Victor Ludorum” despite having to swap this Baby Buzzard derivative for a Dolphin after some wing damage. Also became the first winner of “E20 Open.”*

P20 went to a flyoff, as it often does, this time between Mick Page and Brian Lever. By that time, with fog slowly encroaching, the direction of drift had turned so that we received air that had just passed over the cold lake. This played havoc with the flight patterns of both models, though Mick’s (following a motor blow and rapid replacement) levelled out enough to achieve respectability.

**Results: (Max 45 sec.)**

- P20 1 M Page 135 + 46  
 2 B Lever 135 + 31  
 3 J Ashmole 124  
 4 B Whitehead 113\*

\* = best cabin model.

**HLG/CAT**

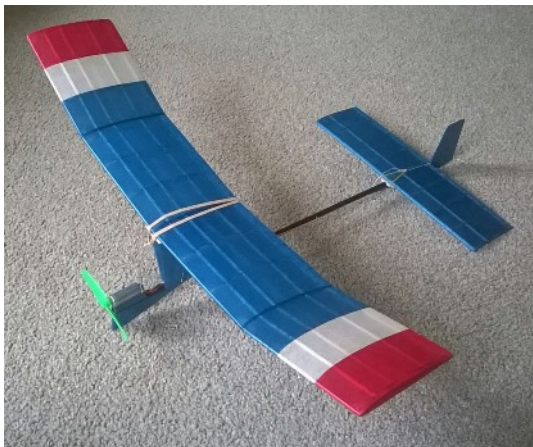
- 1) J Whitmore 135  
 2) B Lever 57

**Glider**

- 1) J Ashmole 121  
 2) C Grant 96  
 3) D Rumball 83  
 4) P Gibbons 72  
 5) J Brown 68  
 6) B Lever 66  
 6) T Johnson 66  
 8) B Whitehead 55

**Cloud Tramp:**

- 1) M Page 135  
 2) J Brown 127 + 13  
 3) C Grant 127  
 4) B Whitehead 118



**Ferry 500**

- 1) J Whitmore 135  
 2) B Whitehead 95  
 3) P Gibbons 94

**E20 Open:**

- 1) C Grant 115  
 2) P Gibbons 97  
 3) J Whitmore 67  
 4) B Whitehead 63

Victor Ludorum (No prize, just the glory: competitor who beats the most others on the day)

- 1) C Grant 10  
 2) J Ashmole 9  
 3) M Page 7

## Five Days in May (and that's not including the Nationals.)



*"Wave to New Zealand, Lads!" Waiting for the wind to drop. It didn't.*

If it were not for the bad days, the good days would not be so good. Ten members made their way to Buckminster to thrash the New Zealanders in the annual PMFC/Auckland Cloud Tramp contest, but returned home with nothing achieved. The breeze was greater than advertised, some turbulence over the upwind hedges made launching rather problematical.. One rogue change of wind direction, however, took a trimflight deep into a field of five foot high rape, and in a bout of common sense rare for free flighters, the decision had to be made to call it off on what could quite justifiably be deemed reasons of Health and Safety.



A. E. Housman may have lauded the coloured counties of England, but we had reason to regret that the farmer had decided to paint the downwind field yellow. BML, here, was more concerned about turbulence over the upwind hedge. Meanwhile the Team Manager was sacked (at his own request) and the more decisive Bert Whitehead took charge.

(2) ...and then, it was Old Warden,

**Sunday 13<sup>th</sup> May.** Another of the GOOD DAYS, as it turned out. Soft breeze, warm, all that Old Warden can offer. Several of our brave lads flew in Frog Senior and K.K. Elf duration: but as they were SAM 35 events, the report appears in SAM Speaks and the full results on the SAM 35 website.



*Clever folk these engineers! Brian Waterland employed an address label as a gurney flap on his Elf; thus presumably saving weight. What we fail to understand is that, later in the day, the model was seen with one on each wingtip. We await the definitive article describing this technique but fear that the explanation may be beyond our comprehension.*

*Also seen at OW, Roger Simmonds emerges from one cloud of smoke, before creating another.*



(3)...and after that, it was:

## CLUB F/F CONTEST, ROUND TWO



*Bert's new twin motor E20: climbs like a b. Out of h. No name yet: any advance on "Toofer?"*

With the breeze from the North, we faced the longest trek away from the cars...and an even longer drag back, five hours later. It was swinging through twenty degrees as well, keeping flyers on their toes.

It has become normal now for electric models to fly first, then rubber, with gliders appearing towards the end. Bert Whitehead led from the front, scoring two firsts, two seconds, a third and a fourth to win "Victor Ludorum" by a distance. John Brown worked his way back to his best in Cloud Tramp, just in time for Friday's Auckland Challenge. Jon Whitmore splatted his E20 but won the Open class, while Chris Grant called an attempt in glider after a 10 second flight in CT and followed it

*Chris' Dolphin has sprouted an underfin, to assist with the climb. Colour match? What colour match?*





up with just three seconds. Sportingly, he carried on, and was rewarded with second. Mick Page fired off three P20 maxes in short order, as did the Corsair, although it dropped just a little on the last flight.

*Dave Clark has threatened to take a Hatchet to the established order in Glider with the kind of aggressive determination that wilts the opposition. Or so he thinks.*



*It's A "Gili Chopper" with, quite sensibly, a radio dethermaliser installed.*

In P20 flyoff, the models of Peter Adams and Mick Page behaved according to character, Mick's climbing strongly, Peter's easing away more gently but with longer motor run. It landed in a tree after 86 seconds, and quite understandably Peter decided to forego his BNT entry in favour of finding the temporarily lost model.



*The shadows lengthen, as Mick, in typical pose, waits for his precision launch. But what is the model, built by Stan Spencer? (Note: tailplane slots into fuselage.)*

Time had passed, some had to go home, and Peter was up distant a tree, when the remaining flyers prepared for the first round of the Bernie Nichols Trophy, a precision event with two flights to a 35 second target. The scene was beginning to resemble an episode of “Last of the Summer Wine” as, keeping strictly to the rules, we summoned our remaining energy, balloted and wound. Bert’s Elf ambled upwind, hung up on a branch overhanging the lake with predictable results, and was strangely reluctant to perform in the second flight dripping water droplets as it struggled to stay in the air. The last flight of the day, in fading light, saw the Ajax on a perfect pattern wind upwards, transfer imperceptibly into a glide, and return almost to its owners’ feet. Time? Nought-point-one of a second short of target. Pure luck, but very rewarding. After that, The Rescue of Peter’s Model, and then, belatedly, home.

**F500**

- 1) B Whitehead 111
- 2) C Grant 95
- 3) M Page 78
- 4) J Whitmore 36

**E20 Open**

- 1) J Whitmore 93
- 2) B Whitehead 76
- 3) C Grant 70
- 4) D Clark 54

**HLG**

- 1) J Whitmore 80
- 2) D Clark 62

**P20**

- 1) P Adams +86
- 2) M Page + 57
- 3) B Whitehead 116
- 4) J Ashmole 114
- 5) D Clark 86

**Cloud Tramp**

- 1) B Whitehead 118
- 2) J Brown 95
- 3) C Grant 80
- 4) P Adams 68

**Glider**

- 1) J Ashmole 104
- 2) C Grant 80
- 3) D Clark 72
- 4) B Whitehead 69
- 5) D Rumball 63
- 6) J Brown 61

**Bernie Nichols Trophy**

- 1) J Ashmole (Ajax) total dev: 3
- 2) M Page (Unknown) 10
- 3) B Whitehead (Elf) 18

. (4) .and the Manic Month of May continues with...  
**The PMFC V. Auckland Cloud Tramp Challenge.**

Deserting Buckminster for this second attempt, eleven stalwarts of PMFC convened at Ferry to wrest back that which is ours, the P.A.C.T trophy. After all, we invented the game, so we should win it. Bert, who had chosen the day, had read the weather just right, and proceeded to reel off max after max on his way to a full house. Conditions could hardly have been better, and it became a theme of the afternoon that despite exhibiting spectacular climbs, most models still landed in the field. Cloud Tramps are not renowned for their gliding abilities and fly without d/t's. Brian Lever could be heard emphatically bewailing his loss of four seconds in his second flight, spoiling what would have been a full set of maxes. Peter Gibbons started well, dropped some flights and unselfishly assisted others throughout. David Leeding took great delight in finishing with three "fifties" but must have rued his earlier flights. Peter Adams ended up, for the second time in a week, in a tree, vowing to come back the next day to retrieve. Dave Rumball flew consistently, including a 104 second boomer, while Chris Grant, entering wholeheartedly into proceedings, began with a max but also endured a 17 second disaster. Spare a thought for Club Champion John Brown, who must have had high hopes for this event. It was simply not his day...but he'll be back! Brian Waterland's exhibitionist approach made P.T.Barnum sound like a Trappist monk, and he was one of several who had a flight well past the minute-and-a-half mark.

Mick Page (if PMFC were a golf club, he would be the Club Professional) flew quite late, waiting until a test flight had exceeded 90 seconds before declaring himself ready to go for a series of fifties. This he did, in the same organised way that he had flown P20 three days before. His flyoff flight of 69 seconds was, he claimed, his poorest of the day. Both he and Bert made these additional flights to increase the club's overall score. Although this was a team event, thoroughly enjoyed by all who took part, it should be noted that Bert Whitehead, with a 76 second flyoff, had the best individual score, as befitted one who had taken control of this event, chosen the date and new venue and led, as usual, from the front.

I make no mention of the models themselves (except to say that my VMC kit-based job performed most satisfactorily) nor of the wide variety of motor arrangements that folk were using. Apart from the fact that a full description would become bewildering, there is also the fact that, well, you never know who might be reading this...

**The top five:**

Bert Whitehead	326
Mick Page	319
Brian Lever	246
John Ashmole	225
Dave Rumball	217

**Also flew::**

Brian Waterland	211
David Leeding	210
Peter Gibbons	206
Chris Grant	196
John Brown	177
Peter Adams	111

**Final Score:**

**PMFC: 1333**  
**Auckland:1255**



*Dramatis Personae* at the CT Challenge: front row: Mick Page multi Nationals winner, John Ashmole whose idea it was. Standing: John Brown club CT Champion, Dave Leeding long-term enthusiast and Bowden CD, Peter Gibbons the driving force behind PMFC F/F. Bert Whitehead highest scorer on the day, Dave Rumball reviver of Hi-Start gliding, Brian Waterland Club President and perennial competitor, Chris Grant thermal soarer and doughty opponent, Brian Lever Club Chairman and control line ace, Peter “Maxagain” Adams hooked on f/f, and Tony Johnson who didn’t have a CT but enjoyed being there just the same.



*This motor break was just one of John’s woes. So much effort, so little result, on this occasion.*

*Serious fun: Dave Rumball holds as Pee Gee winds.*





*Peter Adams believes in colour co-ordination: Here he fettles his Lightweight rubber contender, the Bazooka, on Barkston prior to the Nats.*

The “Five Days in May” concludes with Peter Gibbons’ account of

### **Fourth Area, on Barkston Heath.**



I stopped my watch at 7 m 40 sec as it slowly carried on flying into the sunset and not coming down: a superb aircraft with the potential for many contests. I am sure John will add to his report of its loss on the very first trimming flight of his new Lulu.

*No, I won't, Peter: I'll just blub quietly while carrying on typing.....Ed.*

Another good turnout from the club for this pre-Nats meeting, with the following results:  
**E30 Three flights, 2.00m max.**

- |   |                |      |
|---|----------------|------|
| 1 | Rod Briginshaw | 6.00 |
| 2 | Peter Gibbons  | 5.40 |
| 3 | Peter Adams    | 4.50 |

(Final Area results not known at the time of writing.)

Rod Flew three perfect flights but decided not to flyoff and risk his model with the Nationals so near...a good decision as events were to prove.

**Combined electric 3 flights, 2. 30sec max.**

3<sup>rd</sup> Gerry Williamson 7.30 plus 2.58 flyoff.

Gerry d/t'd the model early to avoid the crops: I think it would have flown for at least another five minutes from the height it had reached.

While this was happening, John was still looking for his Lulu: a good walk in the countryside spoiled by the failure to find the dam\*ed thing. Needless to say, the next one is already on the building board. And a systems check will be more thorough before launching next time. *(Sob.)*



MR. SMITH ROG'S THE "YING". THE  
PREVIOUS MODEL DID  $6\frac{1}{2}$  MINS OUT  
OF SIGHT. ROG & RETURNED TO THE  
OWNER 8 WEEKS LATER IN A SORRY STATE



*"Group Dec. 1938":* Gordon Truss, & Bernard Riley  
(with specs, in middle)



*Plus ca change... Anyone  
for Hi-Start?*

# SCALE AT THE FREE FLIGHT NATIONALS



*Kitscale competitors.....Bill Dennis photo*

PMFC had four members competing in Kitscale and they came 1<sup>st</sup>, 2<sup>nd</sup>, 4<sup>th</sup> and 5<sup>th</sup>. So four out of the top five places for PMFC. What other club can beat that? Also, three of them were called Brian/Bryan as well!

Outdoor Kitscale....21 entries of whom 15 qualified.



**WITNESS STATEMENT (1)      Brian Waterland....1<sup>st</sup> Place:**

Saturday and Sunday’s events were run in a ridiculous wind and top marks to all who risked their models to take part. On a personal note, my entry in Kit Scale was a Rearwin Speedster built to 1938 Peerless Model Airplane Company plans from a Golden Age Reproductions Replica kit. I covered it in tissue over mylar and was still finishing it at noon on the Friday: as is traditional.

Unlike the original I built mine with working struts and knock-off wings held with magnets. I guessed the amount of rubber and, with the benefit of experience, wish I had hinged the rudder as well as the elevators.

It got a couple of quick tests in the calm Nats campsite on Friday night and then I flew it with Brian Lever’s assistance and trimming help from 8.10 to 9.10 am in the Saturday



“Breeze.” Getting a first flight with an error of two seconds was a great surprise. After that I just kept pretty well to the same turns achieving a total error of three seconds.



**WITNESS STATEMENT (2) Brian Lever.....Second place:**

I flew in Kit Scale with my KK Piper Family Cruiser on the Saturday morning in a fair old breeze for a 21” rubber model. I had built the model initially for indoor kit Scale but decided it was too conventional a design, especially with my love of low wing designs. I spent some time with Brian Waterland early on Saturday morning helping him trim his model which apart from a couple of test launches in the camp site was unflown. We had an enjoyable hour during which we started with a left turning trim, changed to right turning until we suffered a dropped wing at the end of the power run. We then changed back to left with some rudder to balance the torque. We then achieved some steady flights of 25 seconds plus, and put the model away as Brian had some long retrieves. I then decided to test my model which had only had a single test launch in my back garden. With 200 turns wound on the model stalled all over the place. I guessed an amount of plasticine to put on the nose, put on another 200 turns and the model flew much better. As the competition was about to start that was the end of my testing. I watched Brian W’s first flight. Model was on rails for a superb 29 seconds. He was going to be the man to beat. I wound on 600 turns for my first competition flight. The model reared up on launch in the wind and made a nose-in crash. Bill Dennis called attempt. I let all the turns run off I added more left rudder and launched with the model nose slightly down and helped it round the corner a little on release. The model flew away, settled down and made a nice flight of 28 seconds. The second flight was similar: crash (attempt) away at the following launch and a good flight.. Before the third flight Bill Dennis had a word, “You are living on the edge, Brian.” I was well aware of this! The third flight crashed: “Final attempt,” shouts Bill. It was now all on the launch. Nose down a little with help to turn away from the wind and another decent flight. Phew! At last I had finished. But no! Bill declared a tie for silver/bronze and a flyoff with Andrew Hewitt.

Wound model again with some extra turns as the rubber motor is becoming tired. Andrew and I stand in the box and start sledging one another to the delight of the watching crowd. After various attempts to ask Bill to DQ one another we launch to good flights. As we walk to collect our models the news is that we have tied yet again! Back at the box Bill suggests a mass launch with the last one down the winner. Andrew and I agree as it will give the spectators even more fun to watch. We both wind again and I put on a few more turns to my by now more-than-tired motor. Bill calls launch and we both release. Andrew claims (in jest) that I launched slightly late. Bill agrees with him and says he will deduct a second from my flight time. Meanwhile the models are flying beautifully downwind with similar patterns and heights.

The crowd are shouting for their favourites and the models are now descending. It is going to be very close. The Piper is just gliding slightly better and had a couple of feet height advantage. Andrew is down and the Piper is still in the air. Bill deducts one second and declares the Piper the winner. Wow! What an exhausting and thrilling competition for Silver and Bronze. Bill cannot remember in all his years of scale judging a flyoff requiring two flights to settle the matter. Andrew and I shake hands and say what great fun it was to compete with each other. Amazingly, after all the attempt crashes the model is not damaged and can fly again another day.

And so ended the little Piper's first competition.

### **WITNESS STATEMENT (3) Bryan Lea, 4<sup>th</sup> place.**

I was flying the Aerographics Velie Monocoupe which I had previously flown as an indoor model at the BMFA Scale Nats. It wasn't too successful as an indoor model mainly I believe because it was too heavy. Outdoors at windy Barkston



it was in its element. I had a couple of trimming flights that showed a need for more downthrust. My first competition flight was only 21 seconds so I wound on as many turns as I dared and did 27 and then 34 seconds, so nowhere good enough for the target time of 40 seconds. Ah, well, I had taken part and didn't have any damage. It was only when the competition was over and I looked at the master score sheet that I saw that the target time was only 30 seconds! Listen, is that Mr. Sephton's voice I can hear? "READ THE RULES!" As it happens I don't think that would have made any difference as I was winding on 700 turns and using a torque meter and blast tube. The motor didn't feel that it would take any more but what I am going to do is wind the motor out of the model and wind it to destruction to see what it really will take.



### **WITNESS STATEMENT (4) Gareth Tilston, 5<sup>th</sup> place**

I entered Kit Scale with my very high mileage KK Piper Family Cruiser. To get three flights I went through five motors (clearly my rubber is past it) and had to back off the turns to keep the motors intact...as a result my flights were a bit short

*Many thanks to contributors, and especially to Bryan Lea for collating the above (and following) accounts.....Ed*

## Scale at the Nationals, continued:

### Aeromodeller/Model Aircraft designs

12 entries, of which 8 qualified.

This was held on the Saturday afternoon and by now the wind was blowing even more than in the morning. Damage was fairly high with those that flew which is a shame, but Ray Hall's lovely Missel Thrush came out on top with Derek Knight's DH108 and Mike Smith's Martinsyde Elephant which caught a thermal on the glide and nearly cleared the airfield.

There was a feeling that Mike Smith's Elephant had a better flight than Derek Knight's DH108 and Mike deserved at least 2<sup>nd</sup> place.

The motor failed in Gareth Tilston's Bird Dog (lunched the main ball race) which is best in strong wind. He had to fall back on the Hawk Moth which was too light for the prevailing conditions. It was damaged in the wind and so did not get a complete score on the only flight: 7<sup>th</sup> place. As his model was damaged, he was reduced to spectating on the Sunday.

### Flying Only, Sunday Afternoon

17 entries of which 6 qualified.

This was held on Sunday afternoon and was won by Terry Aydon of the Novocastria club flying a twenty year old Oliver Tiger powered Aeronca Sedan that had won the Bowden Trophy around nine years ago. Unusually ducted fan models placed 2<sup>nd</sup> (Derek Knight, Miles Student) 3<sup>rd</sup> (Stephen Glass, SAAB Tunnen) and 4<sup>th</sup> (George Foster, Sabre)...which probably says more about how much better they cope in the wind than anything else.





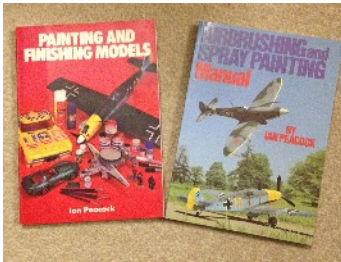
T Golding with his H.V.450 at Wittering, in 1948



T. Johnson with his Veronite at Ferry Meadows , in 2017

## Meeting Ian Peacock...

...a serendipitous  
encounter  
for  
Bryan Lea



Paul Fitzmaurice, who runs the website [www.modellingtools.co.uk](http://www.modellingtools.co.uk) runs regular events at Hanslope village hall just outside of Milton Keynes where I live. These events are mainly for plastic modellers but I go along to see what scale reference books might be for sale. I was most surprised to see on the website advertising the latest show the name of Ian Peacock.

Those of us who were around in the late 1980's will be aware of the name of Ian Peacock. His articles in *Aeromodeller* inspired me to make my own compressor from a fridge motor. (Don't try this at home, as current regulations mean this is forbidden.) I went along and met Ian who is still an active aero modeller though at the moment recovering from a serious spinal operation. He expects to be fully mobile in about six months' time all being well. Many of you will have heard of his books "airbrushing and spray Painting Manual" and "Painting and Finishing Models:" well, he signed my copies of his books. He jokingly said they wouldn't be worth much anymore, but it was nice to have his signatures upon them. We agreed that we aeromodellers can learn a lot from the plastic modelling community. He was displaying some plastic models which have a connection to the media such as film and he had a model of Glenn Miller's UC-64A Norseman (s/n 44-70285)



### American Senator:

Familiar sight? Old Timer with K.K.Senator? Yes, but this scene is In Georgia. Karl Hube, of the Thermal Thumbers of Metropolitan Atlanta says "The flyer is the late Clarence Purdy who was a longtime member of our club...The British influence in our group runs deep and there are several Senators in club members' inventories...Recently we had a British Lightweight theme underway..."



Gordon Truss becomes just another member of the brotherhood of those whose painstakingly built creations come to dust.

Gordon wanted to join the RAF on leaving school, but his father would not sign his admittance papers, so he worked as an apprentice at Aeronautical Corporation in Peterborough (Aeronca) before being drafted for military service. Subsequently he joined and remained at Baker Perkins joining the glider club and gaining a solo licence.



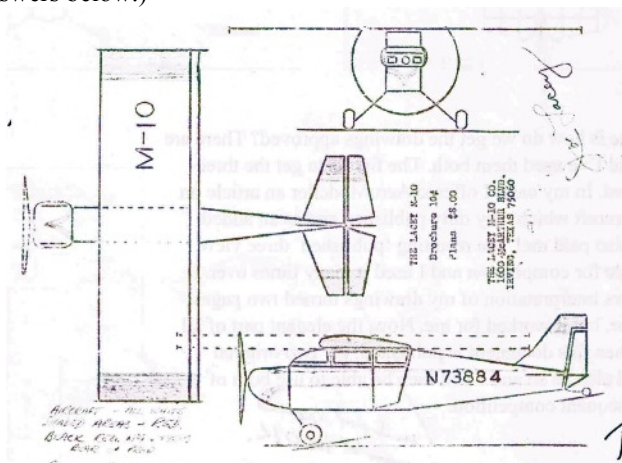
From the Summer of '47. Compare with P3: different models, but how many of the same members?

**Spot the difference:**

“There is no such thing as an accurate three-view” ..A.S.

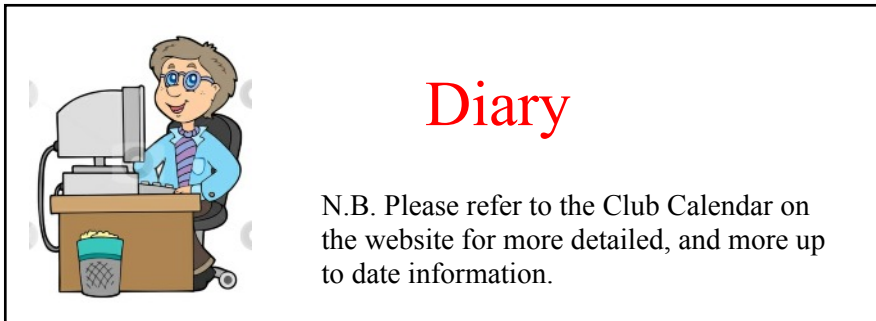


...and here is the official three-view, signed by the perpetrator of the actual aircraft, Joe Lacey...  
(Answers below.)



The FF Forum report for 2018 which contains the full text of Andy’s talk and (for the more easily pleased) my redacted version of the Small Field item presented by BML plus much more serious stuff, is now available from Martin Dilly or, indirectly, via myself.. .....JMA

Fin shape, window shape, length of tailwheel, fuselage depth, top of cowling, bottom of cowling, size of lettering, etc, etc.



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

## Forthcoming Events:

June 24th: Fifth Area.

July 6 to 8<sup>th</sup> July SAM 35 Buckminster “Retro Fest.” Including Ajax/Achilles duration event on Sat 7<sup>th</sup>.

July 8<sup>th</sup>: Sixth Area.

July 17<sup>th</sup>: PMFC club f/f contest, Round Four.

July 21/22: Old Warden, Scale weekend, including Masefield and Earl Stahl on Sunday 22.

August 25<sup>th</sup> to 27<sup>th</sup>: Nationals, Barkston.

Sept 2<sup>nd</sup>: Buckminster Gala, including E20, Precision, Cloud Tramp, etc.

**Sept 9<sup>th</sup> PMFC Flying Aces at Ferry Meadows. “All hands on deck!”**

Sept 11<sup>th</sup>: PMFC club f/f contest, Round Five.

Sept 16<sup>th</sup>: Seventh Area, also, Lulu postal P30 Area Postal begin.

Sept 22/23 Old Warden Festival of Flight, including the ED Bee contests, and Rubber Bowden on the Sunday.

Oct 14<sup>th</sup> Eighth Area, also P30 Area Postal ends.

Oct 27<sup>th</sup> (Sat) Midland Gala, also Lulu postal ends.

*Editor’s note:* So that’s 36 pages, then, including the supplement. It’s unusual for an editor to be overwhelmed by contributions, but that’s the kind of club we are. My original intention to account for all our activities chronologically collapsed under the strain, as also nearly did I: consequently I have used the technique of making a Supplement of some more recent additions. Many thanks to all who made this celebration issue possible! And, please spare a thought for BVW, who has had to print and make up all the paper issues!

I should also add that the layout and pagination is designed to be read on a paper version and that the web version may not work as well. I hope some of those of you who download do still print it out and perhaps keep the issues for posterity.

Next issue in September, probably....possibly...perhaps... ..JMA



## Control Line and Free Flight at the Nationals:

### Colour Supplement.



*Flags in harmony: PMFC and SAM 35. Your editor was busy on SAM 35 duty at the Nats (full report of those comps in "SAM Speaks" at end of July) but found time to take a few snaps.*



*Rod Briginshaw,  
deer whisperer.*

"Virtue," says the Mikado, "is triumphant only in Theatrical Performances." But in this case it was well rewarded. While on retrieve for his flyoff flight in E30, Rod came across a deer caught in a thicket. It panicked, but Rod's calm voice settled it down, and with the assistance of another passing competitor, set the relieved animal free. In fact, he had dominated the class, with every flight worthy of a flyoff. Much work, thought and study goes into such a victory. Also came 6th in E36.

AND: While sheltering his eyes from the unaccustomed sunlight, perennial troglodyte Mark "Orpheus" Benns won the most high profile Catapult and HLG glider contests of the year. Also second in E36



*Having left sandwiches at home, Mick Page finds an old bit of plastic to chew on. Came third in P30, two places down on last year.*

*Below: Terry Bailey fettles Gollywok in Mini Vintage.*



*Left: P30: Martin pretends to be listening to Rod, while really concentration on the air with his P30.*

This was not a classic Nats as far as results were concerned so a full list of PMFC results has been withheld to protect the reputations of the innocent.

## CONTROL LINE REPORT...

.....From our correspondent.

A cautionary tale! Barkston Heath, Saturday morning 10 O'clock. Your scribe, looking forward to a relaxing weekend with no real commitments, being mainly C/L at a F/F event, was greeted by a certain editor of a club magazine.

"Good morning, Raymond, did you read my e-mail regarding items for the next newsletter?" (Sic! Ed.)

"Yes."

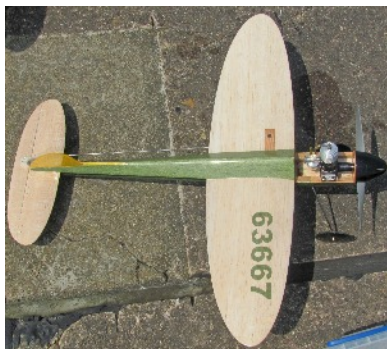
"Good, then you can cover C/L at this meeting!"

"Oh, no, I've only been in this club a couple of months, and..." (Desperate protestations and thoughts of looming 'RESPONSIBILITIES!')

Devious editor: "Well, alright then, I will simply leave two blank pages with the words...Ray Ewart's contribution!"

"But that's moral blackmail!"

Unscrupulous member of the Peterborough hierarchy: "Hmmm...off you go, then."



Jan Huning's very nice Mills  
Weatherman

Anyway, C/L at the F/F Nats is a rather limited affair, it should really be called C/L Vintage Speed and T/R Practice. I couldn't photo the results sheet as there seemed to be millions of them!

I travelled up from Kent early Saturday morning rather than anytime on Friday - brilliant run through. For those people coming from the South (a visa needed north of Watford) this is the time to travel - M25/A1(M)- I hate the M11!

Saturday and Sunday weather was beautifully sunny and hot but with a nice cooling, gusty wind: not nice though for the lighter and fragile F/F models. Of course, being Barkston, it was still glorious but *sans* wind on the last day. At the C/L circles situated on the hardstanding where the old trade stands used to be before they became peripatetic at the "Power Natinonals" - (horrible phrase) a hard-core of the "usual suspects" had gathered. Throughout the weekend Tony Goodger ably assisted by Mike Edgerton and Peter Fox scrutineered and timed entries from

Ian Russell - Weatherman Class 6 - very roty and fast K & B 6.5 glow

Alastair Macnair - Profile Proto Speed - Enya 29 - supposed to be a learner model, seemed blinking fast to me!

David Farmer - Vintage Class 6 - McCoy 49

Roger Gedge - Weatherman Class 2, Rusian CTAH 09

Peter Fox - Model unknown - STG 29 - this model had a habit of jumping off the launch dolly prematurely, so I'm told!

Dave Finch, and fellow T/R people John Allcock, Pete Jephcott, John Catlow and Pat Leeman

practised with a variety of nicely-made vintage Team Racers. Dave (*right*) also practiced with the winning (in performance terms) KK Champ and Mk 2 E.D. Bee for the forthcoming event in September at Old Warden weekend Sorry, Brian and Brian, c'est la vie!

Mustn't forget to mention a pair of dubious characters who flew a pair of ancient Phantoms in Phantom Speed class - almost a contradiction in terms! The Three Kings Club used to hold indoor Phantom racing and, believe it or not, carrier at the Model Engineering Exhibition at Olympia in the 1980's. Andy Housden and Ray Ewart both of 3K, are still circulating with these models - pathetic, really. By the way, Andy has gone over to the "dark side" and is now trying F/F competition with Dave Lambert's SLOP and other infernal machines. One has to ask oneself, Why? If you ask Andy you just get a silly grin as if he's actually enjoying himself. Remember, I walk sixty feet either way, he now walks ruddy MILES!



And finally, on a personal note, I would like to thank all the members of Peterborough MFC who have made me so welcome in the last few months since I paid my £50 membership fee! **What! You say, it's only £15! I've been rolled over...again!**

**The Bowden:**

..... Ray Ewart

PMFC has a long and distinguished involvement in the Bowden precision competition. The club boasts two previous winners , has on occasion provided 33% of the entry and has even supplied the organisers.

2018 was not one of our vintage years. This year only four club members entered and one of them scratched before the start because of family illness. Our hopes rested on Brian Lever, Gareth Tilston and Brian Waterland. Brian Lever had, in a very tight programme, built a brand new K.K. Outlaw but had had no time even to test glide it. "Rise off ground" flights are tricky at the best of times and strong winds & first flights end only in disaster. So BML wisely scratched.

Gareth had his Tomboy (Mills 1.3) and BVW was, once again, campaigning his own design Lulu Too. (Mills 1.3) In one quick test flight on the Saturday Lulu Too had performed well - good take off and transition and a time very close to the required 45 seconds. If only that could be repeated. In the first round, despite first flick starts and three attempts to take off, Lula was determined to ground loop, only managing a very short flight. By Round Two, Waterland had realised that the glued trim tab on the fin was no longer fixed, but persevered. Another set of comedy take-offs culminated in a great take-off but a short, non-qualifying engine run.

Gareth fared little better and afterwards described his contribution to the Bowden as fairly nondescript, both flights suffered from poor engine settings producing short and underpowered flights giving two "no scores." In both cases the take-offs would have ben well received in a scale competition! He felt he was too conservative with the power settings due to the very strong and gusty wind. The winner was Peter Walkinshaw flying his Webra 2.5 powered Viking. Gareth placed 12<sup>th</sup> and Brian 13<sup>th</sup>, BUT there's always next year....

d .....BVW