

PETERBOROUGH MODEL FLYING CLUB

Celebrating

80

Years

1938 - 2018

MAGAZINE

December

2018



SILVERWARE AND SPEECHES



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



The Editor must thank those three scoundrels, Bennis, Lever and Waterland, plus anyone else who was complicit in the plot, for the predicament in which he finds himself here.

Sufficient to say that the work of PMFC and SAM 35 in promoting sports flying, “sports competition flying” and the ethos of Real Aeromodelling was duly recognised at the BMFA Dinner and Prizegiving.

We are very pleased to welcome two regular columnists in Russ Lister (Sport ‘n Scale) and Ray Ewart (C/L) That by the way, plus a proper Correspondents’ page, is the reason why this is a MAGAZINE not a “news!tter.”

Editor@peterboroughmfc.org

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FRONT COVER: Russ Lister’s “long running project” the superb model of an FW190

**HAUL
OF
FAME:**
The PMFC Trophies
on parade.



Not the complete set, but as many as could be collected together prior to the AGM. Above: Victor Ludorum and Glider. Left: Bernie Nichols Trophy, PMFC v. Auckland Cloud Tramp Challenge; Eric Young Trophy for contribution to club/sport.

Right: HLG/Catapult Trophy, the new Ian Middlemiss Award for Open E20. incorporating an award previously won by Ian; and our own Cloud Tramp trophy.



Left: Ferry 500 Trophy, Free Flight Award (voted for at the AGM) and P20 award. (Not present: Control Line and Unorthodox awards, voted at AGM.)

The 2018 Club free Flight Championships

Seasonal review



Round Five out of Five: the E20 gang pose at the end of an absorbing contest.

L to R they are Mick, Jon, Peter G. Bert Rod. We all look forward to the continuation of amicable hostilities next year.

The first and most important thing to mention about the 2018 series is that all five events were entirely flyable throughout. This is certainly the only time in my experience that this has been so and means that the final results reflect a truer assessment of man and model than would have been the case if time had been lost to rain or wind. (It does not, however, diminish the need for thought to be given to “flexible dating” for other events, an innovation which we can discuss at the Free Flight Conference.)

The P20 class followed the pattern of previous years, Mick Page’s quiet efficiency versus Peter Adams’ slightly more wayward flights using less power, longer motor runs. This proved more likely to cause Peter retrieval problems, but I must stop pulling his (tired) leg about his penchant for walks in the country. Yes, really. Peter’s win in the final round did not quite achieve the glittering prize. Mick’s enthusiastic involvement in the burgeoning E20 category was not allowed to interfere with yet another P20 class victory. The interloper, once again, was Bert Whitehead who occasionally used a cabin model (no weight restriction) with equal success. Bert and Peter consequently finished equal second. The supporting cast involved myself (disillusioned after motor breakages) Brian Lever (a challenger but work commitments caused him to miss some events,) Dave Clark and Terry Page.

P20 Round Five results:

1 Peter Adams 120
 2 Bert Whitehead 111
 3 Mick Page 92

P20 Overall:

1 Mick Page 14
 2 Bert Whitehead 11
 2 Peter Adams 11

I should mention in passing that the small turnout for Round Five reflected the weather forecast plus the fact that a couple of comps were already settled, and was not representative of the usual attendance: in all, the number of entries for each class were: P20 7, Glider 12, CT 8, HLG 3, F500 6, E20 Open, 7. Local Ferry weather so often belies the forecast that there have been occasions when I have driven to Peterborough in fog and/or rain, and had a good few hours' flying when arriving there.

Cloud Tramp: We at PMFC must keep our CT skills sharp, as we shall have to retain the PACT Trophy next year. Bert dominated this class, John B. Lost a little form during the season, others looked dangerous but did not put in a consistent bid. Mick's win in Round One was his only entry, fortunately for the rest of us.



Round Five saw a CT shootout between Bert and John for overall victory (see photo) but both were beaten by some upstart who had needed the help and advice of almost everyone on the field before trimming some sense into his (my) Cloud Tramp. The day's result is not a likely portent for next year.

Cloud Tramp, Round Five:

1 John Ashmole max + 57
 2 Peter Adams max + 55
 3 Bert Whitehead max + 40
 4 John Brown 109

CT Overall:

1 Bert Whitehead 13
 2 John Brown 10
 3 Chris Grant 8
 (8 flew)

HLG Round Five

Jon Whitmore 87

HLG Overall:

1 Jon Whitmore 7
 2 Dave Clark 3
 3 Brian Lever 1

HLG/Catapult Glider: The fact that I could just squeeze in the HLG results at the bottom of the previous page tells us that all is not well in this class. Basically, Jonathan just had to turn up to win it. The role of Dave and Brian was just to make him look good! It would be a loss to our Championships if his excellent flying and spectacular catapult launches were to be lost, but some discussion will be necessary at the forthcoming Free Flight Conference to determine the future of this class.

Hi-Start Glider: Our most popular event in terms of entries, and the one which contains the most widespread use of Radio Dethermalisers. The recent dominance of the Corsair does not appear to have dampened enthusiasm (why doesn't everyone build one?)

Serious challengers came from Chris Grant, who won one round (Grrrr!) and later in the season from Peter Gibbons. Consistency wins, which none of us has yet satisfactorily achieved, and we understand that there is some determined building going on this Winter. At the last Round only Bert flew, although his usual enthusiasm for having a go at everything did not trouble the scorers.

Glider, Round Five:

Bert Whitehead 73

Glider, Overall:

- 1 John Ashmole 15
- 2 Chris Grant 10
- 3 Peter Gibbons 6
- (12 flew)

...and so we come to the most innovative and most talked-about events of the 2018 series: the **“E20” classes**. The “specification” class was “Ferry 500” in which almost all entries (sorry, Dave, Peter) played leading roles. The “Open” class also accepted F500 models and was also an absorbing contest for most (sorry, again, Peter, Dave.) Both classes were undecided at the last round, so this became the main feature of the afternoon’s flying. Notable was Jonathan’s crash under power which damaged the nose of the model (page three, last issue) and split the tailplane in two. After repairs he bravely flew again *without a trimmer*: finally the honours were shared between Jonathan and Mick Page, both harried by Bert throughout, with cameo appearances by Rod Brigginsshaw and Chris Grant. Plus the aforesaid supporting class.



Final Round:
The Weapons.

It now becomes important that these electric classes do not suffer from “second season syndrome” and be allowed to wilt. There are plenty more drivetrain assemblies available, there is much room for development for those who are adventurous, and Jonathan regularly informs the f/f group by e-mail. Recently there was a demonstration contest at the successful Buckminster Gala, and a brief demo also took place at Flying Aces. Popular magazines now carry photographs and accounts of these models, so we hope to learn of activity from other clubs.

On the final day, Mick’s unusually low score proved to be enough to win overall, despite Jon’s win on the day.

F500, Round Five:

- 1 Jonathan Whitmore 120
- 2 Rod Brigginshaw 115
- 3 Mick Page 104
- 4 Bert Whitehead 77

F500 overall:

- 1 Mick Page 12
- 2 Jon Whitmore 10
- 3 Rod Brigginshaw/Bert Whitehead 8
(7 flew)

Conversely, in “Open” Mick won on the final day but could not reach Jonathan’s target:

E20 Open, Round Five:

- 1 Mick Page 102
- 2 Jon Whitmore 92
- 3 Rod Brigginshaw 76
- 4 Bert Whitehead 61

E20 Open, Overall:

- 1 Jonathan Whitmore 13
- 2 Bert Whitehead 10
- 3 Chris Grant, Mick Page, Rod Brigginshaw, 7
(7 flew)

(The Bernie Nichols Trophy had already been decided in favour of Mick Page.)

VICTOR LUDORUM:

I had ventured this idea in a rather hypothetical way last year, but we never agreed a procedure for finding an overall Victor. Drop the idea quietly, I thought...then I realised that the answer was right there beside me: the spreadsheet of overall results that, thanks to Tony Beckett, appeared on the website the day after the last round. The principle of the award is to give it to the flyer who beats the greatest number of other flyers over the series. It could be argued that this is the most important of all the awards. So we just count up the number of people each competitor has beaten in the final scores.

It ends up like this: (top six.)

- 1 Bert Whitehead 28
- 2 Chris Grant 21
- 3 Mick Page 18
- 4 John Ashmole,
Jon Whitmore 13
- 6 Peter Gibbons 11

Well we all knew that Bert would have won it, due to his all-action approach, it was just a matter of ratifying it with figures, So, a new trophy has been ordered, and WELL DONE, BERT for being the first winner.

“Jetexneezers”

.....by Roger Simmods



I’ve not been able to go flying very much this year, so the models I’ve built are scarcely flown, or even unflown, and thus still in their pristine state. Another factor has been the somewhat unpredictability of Rapier motors (we have not had any fresh supplies this year.) I’m happy to use these in an all-balsa crash-resistant profile model, but my “superscale” Hunter with moulded fuselage has had to wait.

So this year, only profile scale models, or as I like to call them, “Jetexneezers,” have so far occupied the building board. I am still quite taken with the SAAB jets, so I started with a “semi scale” Larsen which is based on a colourful (and perhaps fanciful) old Swedish ARTF kit.



It flies very well indeed with a Rapier L-1

Next up were a couple of more modern Gripens, which I was inspired to make after two of these circled my house last year. (See p. 9) The one in front is printed tissue over balsa: the one behind is rather more “3D” with a motor in a trough hidden in the fuselage and is covered with 40gsm paper over balsa. It turned out @ complex to manage and (b) quite heavy (36 grammes as opposed to 25 grammes.) But it has flown in “ground attack” mode with a potent Rapier L-2X up its jet pipe.



Being now quite enamoured of the printed tissue over balsa method, I have just finished a Cutlass to replace the one that did a “CATO” * at Old Warden:



This is larger than my normal “profile” Rapier models _ 12.5” span with lots (and I do mean lots) of wing area. I’m hoping it will go well with one of my vintage Jetex motors. Again, it’s printed tissue over balsa.

Which brings me to my present project: a Skyleda Cutlass. John Holman turned up at Old Warden this year with a clutch of Keil Kraft “Stick ‘n tissue” *Flying Scale* models, all genuine Jetex powered. He has built these very light (they are covered in unpainted coloured tissue) and this has encouraged me to have a go at Andy Sephton’s technique of printed tissue (lightweight modelspan is pretty good for this, as you can see) over an open structure. This means the model will be quite colourful without the wretched business of masking and spraying, and it’ll save 5-6 grammes. Well, that’s the hope. See you on the flying field!

.....Roger

* + “catastrophic Takeoff.” Not, as I had imagined, a particularly inept and gruesome attempted suicide by Ancient Roman orator, definitely not for the squeamish. 9



So what happened to the second half of the season, then?

Champs in waiting: Dave Clark & Son (James) prepared these KK Champs with great enthusiasm, not to mention home made decals: rained off at Old Warden, they remain all dressed up with nowhere to go: until next year. The contest, as BVW points out, will be won in the two compulsory pitstops. Tank volume is critical.



Part of the Editorial glider fleet, after an afternoon's Hi-Start trimming: Caprice, Lulu, Aiglet. All with RDT, and hardwood spars of course. But none was to be used in anger in the end-of-season postals.

CLUBNIGHT:

“Bring a Model.....November

Into every life....

“It’s a Washout”

...Peter Gibbons reports on a soggy end to the season



23 September... **Old Warden Festival of Flight:**

Dave Rumball and Peter Gibbons attended this event to run the “Rubber Bowden” as John Ashmole was on holiday. It poured with rain until lunchtime. Consequently attendance was low: a huge shame. The contest simply did not take place. And we all came home early.

14th October... **Eighth Area, Barkston:**

Peter Adams and Peter Gibbons attended this event: once again it poured with rain and was very cold at lunch time, by which time we decided to give up and come home. By all accounts, it rained all day.

27th October... **Midland F/F Gala, Barkston:**

A good attendance by the F/F Team. BUT, it just was not suitable for flying: rain, sleet, snow, high winds, temperature 2 degrees. It was awful, once again we decided to give up and go home, a huge shame.

....Pee Gee, still drying out.

Check your e-mails for date of the **Free Flight Conference**, due soon. Receive Calendars, and have your say. (As long as I agree with it.)

(PG continues, in happier mood.....)

Among all this gloom, we have some happier news... Gerry Williamson finished Third in the Combined Electric event which has been running throughout the year at Area events.

The final score was 1=) Pete Watson 24pts
and Trevor Payne
3) Gerry Williamson
4) Chris Strachan
etc.



COUNTRY BOY, COUNTRY MEMBER:

(left) A very young Peter Gibbons, with hair, on the flying field at Castor sporting SMAE number 02896 on the wing of his APS Dynamo 1/2A power model, powered by a Cox Tee Dee 049 engine. It used a KSB timer. He built and trimmed this job prior to encountering PMFC and when he was one of about six members of the Castor club.



(Right) Even younger: a snap of Peter (yes, really) with his Dixielander, using a Cox TD 15 glow engine, using KSB d/t and cut-off timers side by side. Picture taken in his parents' house at Castor. He admits to loving f/f Power than, and would fly that class now, if opportunities arose. Peter is, as we know, working on the Electric class, having been suitably encouraged by Gerry.



Correspondence (1)

From Mark Benns:



Dear PMFC members:

I hope you don't mind indulging me for a few paragraphs, but being informed by our Brian (L) that I was awarded the Eric Young Trophy and the Free Flight Trophy at this year's AGM has rather taken me back. Firstly thank you to all who cast their votes and raised their paws.. I feel humbled by your choice.

For those who don't know, this year has been rather special on a number of aeromodelling fronts. Most notably, I was winning the F1D World Championships for two of the three rounds only to stumble at the finishing post. Note for next year: must do better.

Far more importantly, as a member of the Free Flight Technical Committee I have been able to help influence a sea change in how Free Flight shapes up for the club competitor...with John Ashmole driving the revolution. John, keep up your fantastic efforts!

My second year as Hon. Secretary of the BMFA has provided a platform to make a difference for our 35,000 members with my focus in bettering the experience we all have in model flying. PMFC has provided me with an amazing grounding: its leaders and innovators like the "Two Brians" drove me (subliminally) to get involved.

Like you all, I love our sport and hobby and I really hope I can help steer us all over the forthcoming years. With such an active club as Peterborough I am always listening to you...thank you so much, and see you at Peakirk very soon.

.....Mark



Correspondence: (2)

A generous offer from Rod Briggshaw:

Hi, John:

In the same manner as Jonathan did last year in E20, and in an attempt to promote E30, I have made up four sets of the following:

Propellers/batteries/foam battery holder/ball raced gearbox , timer and charging lead, all wired up ready to run. These are all free but I am approaching the end of my stocks so I must insist that they are for club members only, and hopefully members who intend to fly.

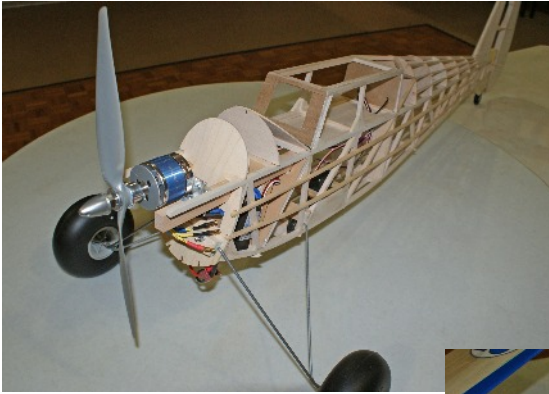
As the systems stand they are capable of doing well at the Nats in May, as shown by Peter Gibbons coming second in 2017, but anyone who makes good progress will get a **free tuneup** which includes selected batteries and gearbox tweaking which could easily see you coming second (to me) in May. The timer is a modification of the "Peterborough" timer and does not include any d/t facility.

... Contact me at rod.brigginshaw.co.uk

or 01923 264978

CLUBNIGHT: BRING A MODEL, 9th November.

Left: “A most enjoyable build” and relaxation from free flight contest models: my Falcon. David Parker, hearing I was building one, asked, “Are you going to put a Sparky in it?” Well, er..in a way, yes.



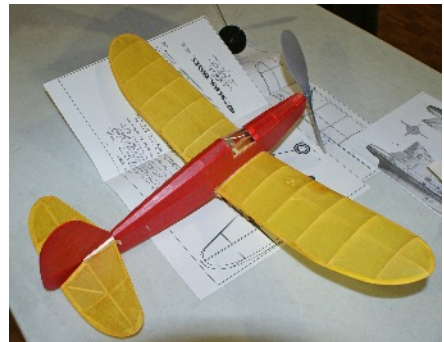
Brian Lever, half of the “Oldest ever Team Race Novice Winners” showed this Skyleda Hornet team racer, a recent new build of a model from his illustrious past. How to catch a sparless tissue wing?



BML also showed this Champ, for the SAM 35 “Beefest.” He recalled grandpaternal advice not to use “that silly balsawood” and subsequent “flight” of plywood version. 2018 contest rained off, now due to be run at “Mayfly” 2019.

(See Barton website for guff on Champs & Bees.)

Martin Skinner’s 20” red and yellow “Black Bullet.” 1934 SAM plan. One loop of 3/16”. Needed very little trimming. Seems very similar to the “Red Admiral” which it predates, of course. Has pilot to please Graham and annoy the Editor.





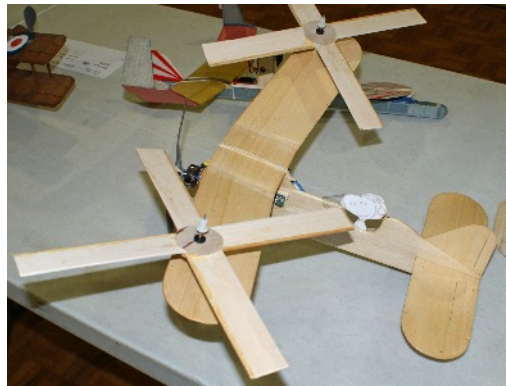
Graham Gostick's Hunter, K&P Ducted fan, duct is untreated copier paper. Knock-off wing adds weight but is still an advantage.

Diamond Demon, for electric free flight, (and "Cabin Precision" competition.) Ben Buckle kit.



Martin Skinner's Veron SE5a. Result of time-consuming and careful jiggling. Martin calls it "sports scale," but includes excellent detail. "SAM Browne" tissue.

Ever-inventive Graham Gostick's "Autoneezer." Still needs some trimming. Flat plate rotors counter-rotate. Basically a biplane Ebernezer, lower wing removed, rotors added. *Call that a pilot?*





“Gypsy” built from VMC kit. Light and simple. Awaits the 8oz Wakefield event on Sunday of Nationals. Polyester covered, Spencer Willis prop.

The contents of BVW’s loft never ceases to amaze. Original builder, John Thornburn will recognise this.



Peter Adams’ Teachers Pet, mylar covered fuselage as well as tail. 30% increase in tail area simplifies trimming. Tracker fitted to reduce the length of Peter’s countryside walks.



Roger Silcock’s Mike Argander Special, a 45 year old Goodyear racer. Now converted from glow to diesel: recent repairs with glass fibre . Once timed at 112mph with ST15 on board. Roger is keen to fly it again.



PMFC AGM and PRIZEGIVING

November 2018



Top Brass: Chairman Brian Lever is flanked by Treasurer/membership secretary/data protection officer Andy Sephton, and new club secretary Martin Skinner, already hard at work, poor chap.

NOT THE AGM MINUTES: With 22 members present, Brian Waterland began proceedings with his President's address. Suggested that his job was one of "plugging gaps." (A kind of "Radweld President?"). Chairman Lever commented on the shrinking numbers at Friday meetings...but 50% of members now live outside the extensive PE postcode. He described us as "a delightful club." Andy pointed out that our membership reached 72 members during the year, and recommended no change to subs. (Unanimously approved!) He is now Data Protection Officer, a role forced upon us, and we thank him for taking it on. Ashmole spoke for too long as usual. & was given an unsubtle "hurry up" while dishing out F/F trophies. We donated £500 to the Buckminster C/L hard circle. Most importantly, Martin Skinner is our new Club Secretary and PRO. A convivial evening, as usual.



Winners all: Bert Whitehead (Cloud Tramp and Victor Ludorum, Moley (glider...wot, again?) BML (looking after Mark Benns' Free Flight award and Eric Young Trophy,) Mick Page (P20.) Unorthodox Graham Gostick and BVW who won Control Line Award but we don't know where it is. (Hey, own up, someone!) Not present was Jonathon Whitmore, who will later receive HLG and E20 Open. Full list of f/f winners elsewhere in this issue.

We welcome our new columnist Russ Lister...

PMFC Sport 'n Scale.....December 2018

This is my first attempt at writing a column for the PMFC as “Sport and Scale” officer...please be kind!

In recent years the PMFC has been quite well represented in scale competitions held at various events including those at National level. This year has seen a bit of a dip, that I am sure will be only temporary.

The Flying Aces event of course does its bit to provide its own brand of small field events and competitions suited sometimes for models that would otherwise be described as “sports” models. 36” Hi-Start Glider is a good example of this. The Bowden Trophy event at the May Nats is another example of a competition where you can compete with what was primarily intended as a sports model. In the future I shall include such models under the sport banner and would be happy to hear of any activities regarding such models. Contributions are welcome for both **sports** and **scale** models, **free flight** or **radio control**.

I look forward to hearing about your latest scale model, whatever class it might be:



...a Peanut, like David Parker’s recently completed Walt Mooney Waco SRE, or maybe a long-running project like my eternal FW190 (see front page.)



We all know how relaxing sport flying can be...



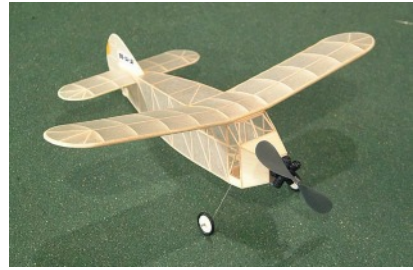
I look forward to bringing you details of indoor sports flying enjoyed by members such as Tony Beckett or Bert Whitehead. It will, however, only be scale competitions that will be reported in this column.

Design and Construction of semi-scale Bostonians.

Part One.

I have a bit of a thingy for semi-scale Bostonians. I know that I am not alone in this, with many sharing the same passion. Our own Jon Whitmore is just one example.

I will be giving my own approach to the design, construction and flying of these models...With a mention of the work of others. I guess you could say I sit between the “mild cartoon” and “closest possible representation” of the subject spectrum.



An early attempt at the mild cartoon approach was the “Chesty Jeep” shown above left. This was built back in 2004 as a take on the Chester Jeep racer. Above right is an attempt to get closer to the original subject. My OO-LA-LA is a take on the Renard R7.

De rigueur with Bostonians is choosing a suitable name! ..almost as important as choosing the subject. Usually this is a nod to the altered nature of the source subject. Chesty Jeep suggests the fat bodied version of the Chester Jeep that it is. OO-LA-LA is a take on the OO-ALV registration of the subject. It has been a great performer for me with flights of just under a minute in a reasonably sized hall...not too far behind a Bostonian designed primarily for duration. This is when flown to Impington rules, which is something I will cover later.



An example of what I would call a “full cartoon” Bostonian is “The Chub” by Peter Fardell. This delightful model was a free plan in the Dec 2014 RCM&E.

The Bostonian Rules:

- Maximum wingspan* 16 inches
- Maximum wing chord* 3 inches
- Maximum overall length* 14 inches (thrust button to rear extremity.)
- Minimum weight* 14 grammes (without rubber)
- Maximum prop diameter* 6 inches
- Capable to rise off ground: at least two wheels.*

Fuselage must contain a “box” space of 1.5 x 2.5 x 3.0 inches and must have transparent front and side windows of at least 1 inch by 1 inch. In addition the prop must be a commercial one piece plastic prop. It may be cut down to the appropriate diameter but other alterations to the blades should be to one blade only in order to balance the prop. This is to discourage excessive tweaking of the prop by thinning the section, etc.

Flights are to be rise off ground with the total airborne time noted. Any number of flights may be made, with the best three totalled for the final score.

I shall only give these general rules that have been adopted by the Impington VMAC. Impington is one of the few venues to run Bostonian competitions in the UK. The class was developed in the US and the situation is different there, with different rules covering indoors and out.

I am only aware of competition with the 14g minimum weight in the UK.

Choosing a subject:

I shall conclude my introduction with my initial considerations when choosing a suitable subject for a reasonable match to true scale.

To give the maximum wing area the wings will almost invariably end up the full 16” span allowed and the maximum chord of 3”.

To give a body capable of carrying a reasonable length of rubber motor, the fuselage will be stretched or compressed to the allowed 14”.

Combining the two, we re looking at a subject that will have a ratio of approx. 16:14 for the span:fuselage length.

Next we must consider how far from carrying the imaginary Bostonian “box” the fuselage will be at the above proportions. Bostonians are chunky things, so usually this will involve a little bloating at least.

Next we must consider if the subject has an appropriate undercarriage. The models are required to RoG so the UC must work.

In the second part. I will start to apply the rules to a selected subject.

.....Russ



Old Warden Vintage Weekend – September 2018

SATURDAY - At last - arose 4.45am, Dartford tunnel 5.50 am, £3 saved! Bacon sarnie here we come!!

Arrived OW 7.00 am and even at that time there are people on the gate!

By the way when I arrived, real aeroplanes – not airplanes – we are not American, although I have the greatest respect for that nation and especially their ‘can-do’ attitude, but their spelling and pronunciation of the English language however is atroc..., atroce..., atroci... aw dang it... not good! Anyway as our esteemed editor would say, back to the plot (what plot? Ed) Real aeroplanes were lined up on the peritrack – I know, but it sounds better – to take off for greener pastures, actually to Duxford Air Show weekend. To see these old aircraft start up and fly off gladdens the heart. The Bristol Fighter was started by the Hucks Starter wagon in true WW1 fashion – fantastic!

The initial brief for my contribution to this newsletter was to cover Peterborough Club members’ participation in C/L at various model flying events. AT OW this weekend unfortunately only one C/L competition was run, totally because of the weather – rain from about 12 o’clock Saturday. Only one entrant was a Peterborough Club member – me! The novice (still) team of Housden/Ewart (remember – mechanic last) bravely entered the Ohlsson & Rice starting competition otherwise known as Voetsak, aka zimmer racing. It seems to be that all one has to do to win is complete the required number of laps (40) within the allotted time (7mins). Only one team manages to do this every event and as it’s not always the same, one begins to wonder on what basis the Gods distribute their winning laurels. On a personal note I would like to know how the pilot manages to land the model on the exact opposite side of the circle to the (knackered) pitman?

To credit the entrants, three teams entered and the result was:

1 st	Bradley/Goddard	40 laps (race distance)	4 mins 26 secs
2 nd	Catlow/Huning	Sorry, don’t know times	
3 rd	Housden/Ewart	approx. 15 laps, 10 pit stops! *	

*I say about 15 laps, must have been more than 10 because Fred Skinner (Barton) our timer (with Rolex hourglass) and lap scorer had his shoes and socks off because he’d run out of fingers!

The comp. was ably CD’d by Peterborough C/L stalwart Brian Waterland. I must say that as a fellow club member and despite a magnificent bribe (mug of team!) he still placed us 3rd out of three entrants – you can take impartiality too far, you know!

As a note, the regular organiser and CD Steve Betney did not fly because (he said) he had fallen down stairs the week before and was still not feeling too stable. Personally I don’t stash my secret booze hoard upstairs - I think it was fear of the opposition that led him to scratch!

An observation, there are increasing numbers of vintage events these days, some pure and some improved; the improved ones seem to keep the spirit of the old but use modern



Starting
the Brisfit
as it
should be
done.



techniques to fly. Some on the other hand rigidly stick to the old stuff in all aspects, with consequences that they were c..p then and are still c..p now – just a thought!

Saturday afternoon was rained off so lots of talking and mooching around the trade stands! Looking forward to running the two SAM motors I bought! Saturday evening, after many fliers had gone home, was spent by the more committed under an awning with the obligatory 'cocoa'!!

SUNDAY MORNING - After a snug night in the van (down to a fine art now – would not go back to tenting any more) I awoke at 7.30 to the sight of – rain, not cold just wet! Most of the spectators, participants and stall-holders had departed the previous evening so there was a rather subdued, even melancholic feel about the place.

During a tinned 'All Day Breakfast' – not very nice anymore, what happened to 'London Grill'? – couldn't be doin' with frying out in the elements, Andy H ambled (funny word, seemed to fit his condition at the time) down the road avec umbrella. Consensus of opinion between the four remaining stalwart Carriers (we need a collective noun for group of Carrier Deck Flyers) was Go home! So by 11 o'clock we were ready to depart a very soggy Old Warden. By the way, must accredit the brave souls – Andy Housden CD; Mike Welch, Marlborough deck transporter; Chris Howell, new wave aficionado and Ray Ewart PRO layabout - who stayed to the bitter end. However, being England of course and a sizeable model flying event there was no 'bitter end' weather-wise, because just after lunch-time, lo and behold, the skies cleared, the predicted winds failed to arrive and it was a perfect flying afternoon, but by then unfortunately everybody had disappeared, apart from a handful of hardy C/L stunt fliers and they didn't stay long!

On the way to the exit gates I stopped and parked in front of the hangars for the obligatory visit to you know where – just in case of traffic jams! Then it dawned on me, it's years since I had the time to look around the Shuttleworth Collection in detail. When I was 18 full size and model weekends were idyllic – or is that just the rose tinted specs. of time? So almost four hours later and many digital photos in the camera - (if it was the old film (remember them?) back from the chemist clutching the cardboard pocket folder – one for the bin, one for the album and one for ... oh crikey can't show me mum that one!) - I left for home, thoroughly sated.

It was a really brilliant afternoon. For all those people who tend to have a cursory look around during the model events or, worse still, have never been in the hangars, go in and really look around. Better still make a visit on one of Shuttleworth's full size events. I guarantee if you have an ounce of interest in any form of aviation you will love it!

Well that's all for now folks, keep circulating!

Ray Ewart



“The photo,” says Bryan Lea, “is of me with the **King’s Cup**. This is awarded annually to the winner of a handicapped air race for light aircraft flown by British or Commonwealth pilots. Along with the Schneider trophy it is one of the most sought after trophies in air racing. The winner in 1938 was Alex Henshaw (my hero) in Percival Mew Gull G-AEXF. He won the 1,102 mile race at an average speed of 236.25 mph. I have both of Alex’s books, *The Flight of the Mew Gull* and *Sigh for a Merlin*: both come highly recommended. The Royal Aero Club had a display at the Shuttleworth Race Day on October 7th to promote air racing and the trophy was on display on their stand. Talking to the chap on the stand, he could see that I was an air minded young man (sic! Ed) so I asked if I could have my photo taken holding the trophy. To my surprise, he said Yes. So, as my mum used to say, “If you don’t ask you don’t get.”

FOOTNOTES: 1) Worthy of mention in dispatches is the fact that Ray Ewart had to send apologies for non-attendance at our AGM having that evening become stuck in traffic for a couple of hours near the Dartford Crossing. You mean, he was trying to travel *all that way* just for our AGM? The spirit of PMFC stretched far and wide. Have another bacon sarnie, Ray!

2) Another of the Widdershins Warriors, Roger Silcock, has provided dates for combat events: more in our next edition, but the first ones, at Buckminster, will be on:
9/10 March for F2D/F2E/Vintage)
and 13/14 April (same classes.)



Good entertainment, usual facilities provided. PMFC C/L is alive and well. (Who needs B & B?)

Betcha didn’t know I once played for Forest!.....JMA



Diary

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

Forthcoming Events

Ferry Frostbite: Friday 28/12 1pm 'til dark.

Indoors:

Bushfield Leisure Centre, PE2 5RQ
10.00 to 13.00 No shockies, quadcopters nor Helis.

2019: Sat 5 Jan, Sun 27 Jan
Sat 9 Feb, Sat 9 March.



**HAVE YOU
PAID YOUR
SUBS??**

See p. 2 for details..

Clubnights at Peakirk Village Hall, Fridays, now back to 7pm to 10pm.

2019 dates will be: 4th Jan, 18th Jan, 1st Feb, 15th Feb, 1st March, 15th March.

Old Warden dates for 2019:
Mayfly: 11/12 May
Scale Weekend: 13/14 July
Festival of Flight 21/22 Sept.

SAM @ Bucky

April 6/7
June Retro Fest June 28 to
30.
Oct 19/20

Also: Bucky Gala 12 or 13 or
14 October.

**Full calendar for club events in next issue, due out in
24 March.**