



Diary

COVER: Pee Gee (Branch Manager) emphasizes the importance of adding a forked element to the end of a retrieval pole. Bert approves. Rod will have nothing to do with it.

PETERBOROUGH MODEL FLYING CLUB ALSO RUN A SERIES OF INDOOR MEETINGS TO WHICH ALL ARE WELCOME

INDOOR FLYING 2019 / 20

- Saturday October 26th 2019. 10.00 -13.00 hrs
- Saturday November 30th 2019. 10.00 -13.00 hrs
- Sunday January 12th 2020.10.00 -13.00 hrs
- Saturday 8th February 2020. 10.00 -13.00 hrs
- Saturday 29th February 2020. 10.00 -13.00 hrs
- Saturday 28th March 2020. 10.00 -14.00 hrs

All the above are held in a large (8 Badminton courts) uninterrupted span hall with a flat ceiling.

Indoor Clubnights at Peakirk: 7pm to 9.30pm

October 4 th	December 6 th
“ 18 th	“ 20 th .
November 1 st	
“ 15 th	Events will be announced
“ 29 th (AGM)	via e-mail before each date.

EDITOR'S NOTE: for a variety of reasons, partly due to deadlines and the difficulty of getting this edition out to members, some material contributed by Bryan Lea and Brian Lever has reluctantly had to be held over to the next issue.

PETERBOROUGH MODEL FLYING CLUB



MAGAZINE



September
2019

CONEY CAPERS



..... *With Flying Aces report.....*

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



Tony Beckett, taken from us so suddenly.

The perfect exemplar of an English Gentleman.

Peterborough Model Flying Club is mourning the passing of one of its favourite and most dedicated members. Tony was the creator of our website which has become one of the most visited and enjoyed aeromodelling sites in the world. We loved his quiet manner and aeromodelling skills, in particular his radio gliders and quirky indoor electric models flown with such aplomb at Bushfield Sports Centre.

We have sent our condolences to Catherine and family at this very difficult and sad time.

We understand that Tony wished for no gathering to mourn his untimely passing; however we feel sure he will smile down on one of the indoor flying meetings to be held at Bushfield this Autumn, which will be dedicated to his name.

.....Brian Lever, Club Chairman.



Ray Millard, true to the spirit of Grant MIM-LOCT, says, " We'd been to a 1940's event and got back in time to fly but not to get changed. Here's Wendy With our Cloud Tramps after their rather short duration flights."

No stranger to exotic fuels, Stirling Moss (now Sir Stirling of course) fuels up a C/L Lightning.



**COMMITTEE
POSTS:**

President
Chairman
Vice Chairman
Secretary/PRO
Magazine
Treasurer/M'ship Sec
Data protection
F/F Sec
C/L Sec
Sports/Scale Sec:
Safety/Ferry Liaison :
Webmaster

Would the current Committee members please contact Brian Lever at blever@btinternet.com to confirm whether they are willing to stand for 2020.

**NOTICE:
Annual General Meeting and
Prizegivng**

At Village Hall, Peakirk on November 29th at 7pm.

Further information will be sent out to members before the event.

This will be a good opportunity to pay club and BMFA subscriptions.

NB: Would all annual trophy holders please return their trophies to either Secretary Martin Skinner or to John Ashmole (Free Flight) as soon as can be conveniently arranged.

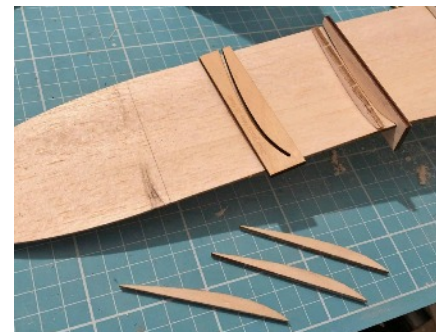
Page three models:

Andy's new Cloud Tramps.

Following the loss of my favourite Cloud Tramp (see page x6) I had a look around for an efficient way of producing a few more for the Sephton Stable. In the end, I bought three kits from VMC - I understand our Editor had something to do with the kit being produced. Anyway, at only £9.99 each I believe they provide excellent value. They arrived a couple of days later and I wasn't disappointed. The wood is good and the kits are complete including, as well as the laser cut parts, some comprehensive instructions, a plan and some paper decoration.



There are also some innovative construction methods such as a jig to fix the undercamber before gluing the ribs onto the wing and a rather neat method of producing the dihedral block: it's laminated from te stock and a rectangular piece of wood!



The latter needed some fettling as the angle was a bit shallow for the 6" total dihedral required, but it's still a great idea.



Peter Adams (007) launches in the Cloud Tramp flyoff at the "Ajax and Achilles" event at Buckminster, Monday 19th August. Did he win? Yup! As usual..

Full report in "SAM Speaks."



The general build of the models produced no real surprises and the models went together quite quickly taking about 90 minutes each to complete. This doesn't include drying time, so the whole production cycle lasted just over a day.

To contact Vintage Model Company go to website, or 'phone 01629 258240. Remember to mention that you are a PMFC member.

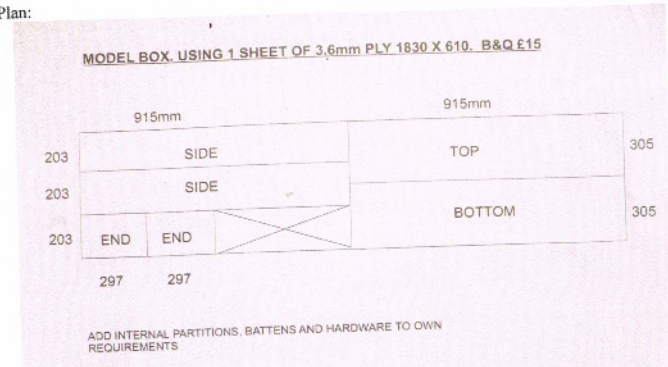


Corner detail:



Once the glue is dry assemble the sides using the angle braces and M3 screws. Or any alternative method to suite. Attach the bottom of the box using the corner strengtheners and angle braces as required. Affix the lid using the hinges close to the corners. Alternatively a piano hinge could be used. Apply a weatherproof finish and allow to dry. Finally fix suitable handles.

Plan:



VALUE FOR MONEY??

Our Branch manager Peter Gibbons was busy with his roach poles at this year's Flying Aces, bringing down a total of six models, almost entirely undamaged, from surrounding trees. He now calculates that he has rescued around twenty models (including mine, see front page) since investing £15 on the set of poles.

Now if each model is worth, at a conservative estimate, £15 that's 300 quids worth. THANKS, PETER!

“Canonised fake in fuselage structure” (8) Answer on p.11



The noisy end of Roger's Argander special. All mod cons: now to fly it in anger!

Construction of light weight model box.

R.Silcock

I recently decided to revisit free flight to see if I could finally get a rubber model to fly well. It became obvious to me that I would have to construct a sturdy but light container to transport the models in. They would need protection not just from the elements but the 3 excitable dogs that share my car on most outings.

This is the finished box:



Being frugal by nature I wanted to construct the box with the least amount of waste (and outlay).

Parts list:

- 1 off sheet of 3.6mm plywood. 1830mm X 610mm. £15.30
 - 2 off 6mm x 18mm planed battens.
 - 4 off corner strengtheners.
 - 6 off 19mm x 19mm angle braces.
 - 2 off toggle catches.
 - 2 off 40mm hinges.
 - 1 Length of old webbing for the handle.
 - Pk M3 x 20 stainless steel screws and nuts.
- Most of the items were purchased from B&Q

Method:

Commence construction by cutting out the plywood sections to the dimensions shown on the plan. I used a Stanley knife which proved to be adequate. If the box is to be strengthened using the battens cut the battens as follows:

- Lid:
 - 2 off 916mm long.
- Box:
 - 2 off 908mm.
 - 2 off 284mm long

Lay sides on a flat surface and glue the battens in place. NB. Not all the battens fit to the edge of the plywood. Ensure there is sufficient space at the end of the batten to allow for lapping the joint. See corner detail photograph of the lid and box:

Glue all batten pieces to the lid and allow to dry. Attach angle braces as photograph.

“from our correspondent”

Fourth Area, 9th June, Barkston Heath.



Up, Up and away...times two...

A good turnout from the F/F team: we had decided to fly in the E30 contest.

The weather was very hot, with huge thermals. I (Pee Gee) flew my new model, its first ever comp: on its first flight it flew too well into a large black cloud. Peter Adams timed it for 6 minutes, never to be seen again. It had not reappeared, and although we had a good look downwind as far as Ancaster village, but nothing.



Mick Page, trimming his P30 model had the Same problem: two models lost in one day.

There were some good results, however: In E30 (3 x 2m plus flyoff)

- 1) Rod Brigginsshaw 6.00 + 3.09 flyoff.
- 2) Peter Adams 6.00 + 1.49
- 4) Peter Gibbons 5.11

I had to use my all singing and dancing reserve model with a brushless motor using a E.S.C. for my final two flights, but the last flight, of only 1m 11sec, meant it was not a good day for me.

Undaunted, on the Monday after the event I started building a new E30 model, one wing and two tailplanes finished and ready by the 14th.

We also went up to Buckminster where I started to trim my new Senator on the Friday of the SAM 35 three day event: it was hard work with the long grass and heat when retrieving.

.....Peter Gibbons.

NB: A REPORT OF FREE FLIGHT AT THE SAM 35 RETRO FEST APPEARS IN THE SAM 35 MAGAZINE “SAM SPEAKS.”...Ed. 5

CLUB CONTEST, ROUND FOUR. (July 2nd.)

(Round three having been cancelled due to waterlogged field)



A welcome rarity: Andy Sephton, who came, lost, won and went home. Hopefully satisfied! He began by flying the electric classes (in a rather offhand manner) before graduating through catapult glider (with something that looked a bit like a boomerang,) then his mini Caprice on the Hi-Start, then Cloud Tramp. Reaching flyoff against Mick Page (with a seriously hefty motor) he blitzed the opposition with 2 minutes 25 seconds out of sight.” Retrieve? Nah! Quicker to build another one.”

You know you're a member of PMFC when, after abandoning a P20 at the top of a particularly tall and verdant tree in the car park, you return to the launch site and three members immediately abandon their contest flying and pick up roach poles to fetch it down. It was certainly a two-pole problem.

After the travails of Buckminster on the weekend (wind, long grass, heat: see SAM Speaks for reports) or even the wet and windy Nationals, it was a breath of fresh air to take part in this event. Fourteen members flew and Coney Meadow was at its best, allowing us to use its longest fairway in calmish conditions. The three and a half hours went quickly as all were kept very busy, several folk taking part in three or more classes.

Glider was a win by a distance for Chris Grant, who cannot now be beaten. Next year will be different! He was very busy all evening, as the results will show. P20 also went to flyoff. Bert threw in some flights towards the end and probably surprised himself by maxing out. In the three-man flyoff Mick, however, launched better, climbed better, flew better, glided better and took the win by, in reality, a greater margin that the stopwatch witnessed. Rats!

After missing earlier rounds, Rod Brigginsshaw was back with us. And with a bang, winning both electric classes, by a significant margin in each case. This puts him top in Open and with a chance in F500. Regretfully the applause for him was missing at the end of the day, as tired flyers scurried home to watch football on the Telly. Most notable feature of the event was how very busy all competitors were. Is it the Victor Ludorm that is causing this, or just enthusiasm for free flight?

Apart from the Glider class, there is “all to play for” in the final round in September which will be reported upon in the next issue.



We are defined by the company we keep: Oh, Chas!



Thinking alike, Chas Camden and Brian Waterland independently memorialised the late Neil Gill, using blue with white stripes.



Combat models safe on the ground.

(Best place for 'em!)

Roger also shows us his new British Goodyear model: Mike Argander Special with new K25/15 engine. Refuelling system and shutoff valve by Ed Needhm.



“Widdershins warriors indulge in oxymoronic contest (8, 6)”

Friendly Combat.....(Is it possible??)



.Roger Silcock has the evidence from Buckminster..



The event was brought about by the declining numbers in participants in c/l contests. Tim Hobbins organised an informal “taster” session for anyone willing to try out combat or simply to brush up rusty old skills. Reterborough was represented by myself, Brian Waterland and former club member Chas Campen.

The event started with those wishing to try flying two in a circle. Each one was paired with an experienced flyer who towed a streamer and flew straight and level. The trainee would then take potshots at the streamer. Not as easy as it sounds with both models operating in a hemisphere. Brian and Chas took part and successfully took cuts.

The event moved on to those wishing to try friendly combat. Not as many takers this time but a few brave souls took part including Chas, Brian and myself. Honours even.

The rest of the day was used trimming new models and running in new engines.

Other disciplines represented were one carrier deck model, one stunter, and my Goodyear model. The day was voted a success and plans are taking shape to repeat the event again. The weather was fine with a light breeze.



Results, Round Four

Glider:

- 1..Chris Grant 122
- 2..Bert Whitehead 94
- 3..Terry Page 82
- 4..John Brown 72
- Peter Gibbons 72
- Dave Clark 72
- 7..Andy Sephton 65
- 8..Dave Rumball 64

CAT Glider:

- 1..Chris Grant 117
- 2..Andy Sephton 44
- 3..Bert Whitehead 34

Ferry 500:

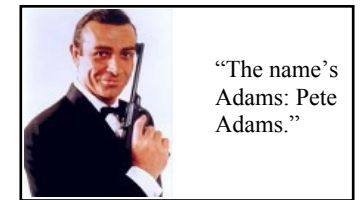
- 1..Rod Briggins Shaw 133
- 2..Chris Grant 113
- 3..Peter Gibbons 112
- 4..Andy Sephton 99
- 5..Bert Whitehead 79

E20 Open:

- 1..Rod Briggins Shaw 128
- 2..Chris Grant 102
- 3..Peter Gibbons 92
- 4..Andy Sephton 77
- 5..Bert Whitehead 75

P20

- 1..Mick Page 135 + 80
- 2..J.Ashmole 135 + 72
- 3..Bert Whitehead 135 + 61
- 4..Terry Page 106
- 5..Peter Adams 007 (!)



Cloud Tramp:

- 1..Andy Sephton 135 + 143oos
- 2..Mick Page 135 + 52
- 3..P Gibbons 125
- Peter Adams 125
- 5..Chris Grant 118
- 6..Roger Silcock 101
- 7..Bert Whitehead 89



If you find a model and it has toothmarks on the prop, you know it's Mick's.

Bernie Nichols Trophy, Coney Meadow, 9th July

.....Brian Lever comments:

With the memory of dear Bernie deep in my thoughts I assembled three free flight rubber scale models to honour the memory of the Great Man.

In my humble opinion no Chairman of PMFC during my membership of the Club (since 1982) has been so loved and enjoyed as Bernie.

On arriving at the field there was already a posse of members set up to do battle, with control already in place by our master of ceremonies John Ashmole.

I mistakenly thought this would be a casual competition. BUT NO. JA called all the troops to order and we were given the information we must all make five flights to a precision time of 35 seconds. Not only this but a draw would take place for the order of flight and once wound and ready we would have two minutes to commence the flight. This was to be a REAL competition for Bernie to look down on with a certain twinkle in his eye.

If Bernie was having some influence on the weather Gods then we can assume he was in total control as Ferry (for once) was breathless. When making a flight it was necessary to check and check again in which direction the breathlessness was coming from. PERFECT flying conditions.

I was drawn out of the hat to fly first and the competition commenced. John Ashmole was ably supported by Peter Gibbons who called each flyer to order, timed their flight and called out the variance from 35 seconds at the end of flight.

There then commenced one of the most marvellous occasions ever witnessed at Ferry. Flight after flight was watched by all in the perfect conditions. The sheer beauty of small cabin free flight models climbing away from perfect launches was a total delight for all taking part. Flights were applauded whether they made 35 seconds or not and the usual banter between all present just added to the occasion. Our contest director gave us a break of ten minutes in the middle of the competition to rest legs and models and this was eagerly accepted by all present. Then the call to arms was made again and we were once again winding and trying to achieve the perfect 35 seconds.

The results of the competition will no doubt be recorded elsewhere. There was a winner and we all applauded the feat at prize giving. However, it would be true to say that sticks and tissue aeromodelling, along with flying with a true bunch of friends in one of the greatest aeromodelling clubs on the planet were the true winners.

As for dear Bernie on a cloud higher than any flights we could manage that evening I have no doubt he would have smiled down on us all with a " Good on yer Mates"

If you were unable to be there you missed a treat. John Ashmole intends to make this event one of the "majors" on the Club calendar. When the date is available for 2020 pencil it in early and be there to enjoy a magical PMFC competition.

Brian Lever July 2019.

probably more than I do. Madness!

Whilst in the scale circle with Ron and Pete Tribe an intriguing flying wing (FF) landed near us. The owner was Phil Worth, a PMFC member, the model a BLOM & VOSS BB215, one of the many German oddballs that didn't really work – too late, too little development time. Nice KP unit powered, though originally for rocket motor, D/F Glider model, flew well. Phil connected really well with Ron Tribe with a common interest in the WW2 German Horten Flying Wing that Ron was flying. See Ron Tribe's website Control Line Flying- Ronnie Tribe. Quote from Phil Worth – to make our editor happy – "I have dabbled with R/C but have seen the light". Nuf said!

I had my usual rendezvous with the Cleemac folk on the flying field, a Premier club - well GADMAC really – sorry but one cannot disinherit one's roots!

Also I succumbed to my nemesis – traders' alley – of course I bought stuff I will never use – of course I visited Sainsburys ATM more than once – what do you expect? Come on now, how many of you have been sent to a supermarket for 'just a loaf of bread' and spent £50? I will not subject you to a list of my purchases, because the typist (!) will then know more of my financial affairs than is good for me!

On nearly completing my ramble around the trade stands I came across a chap called Robin Read from Lower Stondon (just down the road from OW) and yes, of course, I bought something – a glider winch which I believe was once Trevor Tabor's, plus other stuff! More interestingly Mr Read had a selection of newly made (not by him) F/F sport kits (Tomboy, Mamselle, etc) seen earlier in the day by my mate Fred Skinner (Barton) who was also impressed by the quality. On inspection these are not the ubiquitous laser cut offering we see all over the place these days but CNC Router cut – so no horrible charring of edges and reverse surfaces. They are full kits and very reasonably priced, anyway more info in the next edition. On the laser cutting note, also check out I-GULL run by Neil Gillies, Fife, Edinburgh. He does rib kits, short kits and accessories with hardly any discolouration. Go to I-GULL on the web which leads to his Ebay shop, have spoken to him and he really knows his stuff – aerospace background.

Well a long ramble this time (more of a hike – for all the ex-Baden-Powell recruits amongst us- so I will sign off now, much to the Editor's delight, and just say "nil carborundum illegitimii"

Ray



Also at the Nats, Brian loans the Cloud Tramp Trophy to Richard Bould and Stan Mauger.

Betney who couldn't get a peep out of the Cosworth Formula One O+R 61 even with the assistance of that maestro of engines Jan Hunning. Andy and I actually had a chance this time, but the Fates/Powers-that-be once more scuppered us. What hurt even more was the CDs comment "we can't really call that a win so no Moulton Bust for you – boy, and indeed I don't think this will get written up in the Vortsak reports." First observation – there's been plenty of occasions like this in various competitions when people have been declared winners; second observation – Steven Betney is from HULL (more correctly Kingston-Upon-Hull) Yorkshire. I'm from GRIMSBY, Lincolnshire, seven miles across the Humber. What does one expect from the heathen hordes of North Humberland?

The other premier event which spanned the weekend, indeed last one to finish, was Carrier Deck Landing, this time BCD (Basic Carrier Deck – the slow one as opposed to Class One the fast one) and was the only class contended. Without blowing our trumpet too much, Carrier Deck, since the early nineties, has been the most consistently supported event in C/L. The infrastructure we have built up is second to none and it's now a truly European class. I will not 'bang on' about our success but if you want to find out more, go to www.carrier-deck.uk. Not 'carrier UK' as that site is redundant now, but in the capable hands of Nigel Cheffers-Herd it started the media representation of Carrier way before other disciplines were out of their nappies. All credit to Nigel, one of nature's true eccentrics and a fine fellow. Better still, for information and stimulation visit the Thai Massage Parlour – No! What am I saying, go to the Carrier Megadrome Complex at the Nationals and see me (or any official/competitor for that matter) we are a real friendly bunch, but please not when they are about to make a flight.

Talking of Carrier, why aren't there more PMFC members participating? As far as I know only Andy Green and I fly this event. Still, the intrepid Brians can join us now they have more time on their hands!

Last year Andy Housden bought David Limbert's free flight stuff (and a lifetime of mentoring) as reported in our previous news mag, and people thought (mostly FF herberts) I was rotten to him by saying how far he will now have to walk to retrieve. Well, no more, 'cause the model has gone! What do you mean gone? At this year's FF Nats Andy released a beautifully trimmed and competitive Open Power ship (that'll please the Americans!) and the motor did not cut out at 10 secs and, wait for it ... nor did the DT work after 2-3-4- ad nauseum minutes. There was a perfectly serviceable KSB multi timer fitted so I will leave it to you, dear reader, to figure out what went wrong! PS: Hands up any aeromodeller who has not done a similar thing in any discipline, so we all (well nearly all) feel for him.

OK, back to OW Scale Event. On the F/F field I'm sure there were many lovely models, I did see some. Hats off to all participants of this discipline. I always disagreed with the title (not the content) in a newsletter/magazine that said something like "what, you just let them go?" "You know which one. Of course no aeromodeller worth his/her salt would 'just let it go' without Oh, you know,



Left: Well presented kits (see text)
Right: The Cleemac collection.



He would have loved this event



Top and left: Mick Page, winner (again) and model (again.)
Centre: BML came fully prepared for a "casual competition." Not when I'm the CD, old chap!

REPORT ON AN IDYLIC CONTEST:

The Bernie Nichols Trophy.

We would have liked a clear, blue sky, of course, as these models can look so good against such a background, but in other respects conditions could not have been more perfect. Trying to fit this contest into the calendar before the school holidays was made more difficult by the need to avoid the Old Warden scale weekend, so a good deal of luck was involved in the success of this event. During the afternoon there were rumours that the drift was altering in direction, but the seeded dandelions so kindly provided by the Nene Park trust to enable us to observe the phenomenon were of limited use. (Although I discovered that “she loves me not” which was rather disappointing.)

On one occasion Brian Lever appeared to be launching his Harvard straight downwind, but on the slightly questionable basis that “Brian knows what he is doing” little comment was passed.

However to begin at the beginning, we had all assembled by 4pm and the Law was laid down. A five-flight contest with rounds in pairs, brief intervals for repairs if necessary, then a final round. (Signs of impending horror on some faces, subtly identifying those who had not read the last magazine.) A ballot was taken to select the running order and we were off. Well, almost. BML was clearly attempting to fill the role of the necessarily absent BVW by engaging all around in lengthy conversation, but once he could be prized away from this task, the cycle of flights began. In fact it proved to be a quick-fire event, as winding in advance was permitted, so we hardly had to wait for anyone. Peter Gibbons, who had left his cabin model at home and resolutely refused to go home for it, was dragooned, willingly, into timing and calling the shots generally. He recorded the “deviation from 35second target” on the scoreboard. Noteworthy was Graham Gostick’s ultra-laidback approach, waiting to the last moment before winding on the turns and then making smooth shapes in the sky with his “VMC Pilot” of which we are doubtless to see more on a later occasion. Peter Adams worried us with a “Three” on his first flight: when he gets into his stride he is a formidable competitor. He was second after the first round, behind the inevitable Mick Page who scored zero error, and was menaced by the Rumball Sirocco with a score of four. Attempts were made to persuade John Brown’s recalcitrant Elf to fly but strangely it performed in the style of a small dog that really doesn’t want to go “walkies” by throwing itself fretfully into the long grass on every occasion. Odd, because once sorted, these Elfs can be remarkably good flyers.

Round two followed at once: the Lever Harvard misbehaved and he had to call an attempt (ie, go again at the back of the queue.) When it did, it dropped 20 seconds from target, effectively removing its owner (taking things more seriously now) out of the running. Peter’s F.A.Moth was now in trouble, spoiling his chances, and it was becoming plain that consistency plus lack of mistakes was key to a good score.

“A gentleman,” as Doctor Johnson would have said, “is one who knows how to fly control line but refrains from doing so.”

Ray Ewart has no such qualms...

RAMBLING AROUND IN CIRCLES

- It’s 13th July 2019, 5.30am and I’m off to Old Warden for Modellair Scale Weekend – A2/M25/A1. Promised Editor I will not mention Dartford Thames Crossing or bacon sarnies ever again! Damn, too late!
-
- Saturday morning was cloudy with a breeze but very flyable. However, and it’s a big however, there were not many people in attendance and indeed those who were there were mostly buying, not flying! I accept that the weather on the Saturday at last May’s meeting was poor and consequently must have put people off, but that Sunday was beautiful with a healthy flying turnout. This weekend also boasted a brilliant turnout and fabulous weather on the Sunday so what happened on Saturday? Why the reduced numbers? One does not have to be the Chancellor of the Exchequer (jeez what an analogy!) to appreciate the fact that these types of events are large financial undertakings for the organisers so a poor attendance for one day (of a two day event) is really NOT GOOD! So, please, everyone try to get to as many events, of all types, as you can throughout the year, including your club do’s. Walk away from the screens - TV or computer, but not cinema- and get doing!
-
- Given the preceding cri-de-coeur, it was dismaying to see that the PMFC have taken a step back from running the sport/novelty (that’ll upset some people!)C/L events at OW. Oh dear, that didn’t come out quite as I intended. What I mean is now that the two Brians have expressed a wish to ease back as officials it’s a shame that nobody has volunteered to step in, but of course it’s early days yet. Whosoever does will need really big boots to fill that particular vacuum.(Crikey, what sort of English is that?)
-
- One such large ‘footweared’ fellow is Dave Cowburn, who ably ran the C/L Scale circle later in the day. What a revival this discipline has undergone lately, after many moribund years of near extinction. Remember the glory days of Bob Ivans with his earthshattering cannon in the big Stuka, and the four engine beauties of Albert Briggs et al. Don’t worry I’m not going down the golden era route (nostalgia ain’t what it used to be) it’s just that the exploding bombs and shells seemed to chime with my misspent youth! (Freud would have a field day with that one!)
-
- Saturday morning was quite ‘dead’ compared to the past (nearly said ‘good old days’ – shoot me now!) That, by now, evergreen of ineptitude – Zimmer Racing was nearly run! I say nearly because technically the geriatric team of Housden/Ewart won, with the earth shattering (for them) total of 17 laps being staggered around in 7 minutes, seemed like hours to me! The only other competitor was the organiser Steve

In Mini Goodyear they were a little down on their normal speed but qualified for the final. The final started well with good pitstops One of the other teams missed a catch and during the retrieval lost a number of laps. It was shaping up to be a great final with a close finish in prospect. After the third pitstops the Brians' model had the fastest airspeed but after another team's pitstop their plot stood up among Brian's lines and caused him to crash. The race should have been stopped but the CD was pitting in the race and the deputy did not stop the race. Therefore we were robbed of at least second place and finished third. "



NB: Further reports from the Nationals will appear in the next issue.

At this first 20 minute break in flying, Grant and Ashmole were equal second, and watching each other with suspicious glances.

The hot news in round three was that Page had scored nine (minus nine if you imagine it that way.) This gave hope to his pursuers, but that was all they were going to get. It was an overflight, of course, just finding good air on one of the few occasions when it was not wanted. The Grant Ajax was slipping out of trim, and his closest rival began to gloat.

Gloating cometh before a disaster however, as this was the moment when it was discovered that the Red Admiral had thrown a strand. No time between rounds, no spare motor...but there was one in the yet-untrimmed Setter waiting nearby, A quick motor change, but the number of strands was different: six against four. Now it so happened that I had just begun to use my torque meter (mainly to impress observers) so there was a torque reading to use as a guide. Chance plays a big part for the less-competent, and here it worked well: a stronger but shorter climb but only five second deviation. With Mick dropping just two, the game was virtually over, but there was one more round to go.

Into every contest a little rain must fall, and a few drops at this juncture caused a shortening of the interval: into the final round we went, with all competitors still in the running and no flights missed out. Brian Lever had to lead us off once again, flying over the K.K.Long Grass for safety: another beautiful flight for a model that must now be repaying the difficulties in its construction. Peter was now back on form, but too late, Mick continued to reel off very accurate scores in his usual professional manner with the "Link" flown as a tribute model for the late Stan Spencer. (You really must build your own cabin job for next year, Mick!) Chris Grant has a stally fourth flight which just cleared the longest grass prior to exceeding the attempt time (the merest touch of a frond would have provided a reflight) but followed it up with a reasonable fifth while the Admiral remained consistent apparently regardless of the motor change. Dave's Sirocco, an ideal model for this kind of contest, could not equal its third round score of "one" but finished consistently.

The rain came to nothing: a convivial prizegiving took place at which Mick took home the Bernie Nichols Trophy that, as holder, he had brought to the meeting, and all present subscribed to the view that this contest and format should continue in future years.

RESULTS PMFC Bernie Nichols Trophy 2019

1)	Mick Page	Link	0	4	9	2	4	19
2)	John Ashmole	Red Admiral	6	6	4	5	5	26
3)	Dave Rumball	Sirocco	4	13	1	13	6	37
4)	Chris Grant	Ajax	6	6	9	17	6	44
5)	Brian Lever	Harvard	9	20	9	3	5	46
6)	Peter Adams	F.A.Moth	3	18	19	13	2	55
7)	Graham Gostick	Pilot	14	10	11	14	14	63



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Two more shots of Kevin's E20: we shall doubtless hear more of this kit in future.

ington

“Into every life....”

Pee Gee writes from Sculthorpe.



The East Anglian Gala, 27th and 28th July...

Sat: Rain, rain and more rain. What an awful day, although Malcolm Marshall and his team did once again a superb job in running the contest at the most brilliant of venues.

P30 Rubber: 3 X 2m

4th Peter Adams 4m 06 sec.

5th Peter Gibbons. 3m 49sec.

Twelve flew in this event, the highest entry of the weekend by far.

It was difficult to find good air in the murky conditions, the mist was so dense at times that models went out of sight within 40 seconds or so, to reappear later. It was awful: I (PG) flew a very old model that promptly got wet through rather than risk a good model, so the results are poor but at least we had a go.

NB in combined electric, Gerry Williamson came third scoring 5m 05sec: a very good result considering the weather.

A week earlier, in much better conditions on Barkston Heath for 5th Area, Gerry had finished third in E36 with 5.52, as well as second in Combined electric. I was third with 5.06.

In Combined Rubber, Peter Adams was third (on the field) with 6.26.

It was very tricky to find good thermals, some models coming down with what looked like a very poor glide. This was probably due to the turbulence off the trees behind at the Southern side near the conning tower. Rob Brigginsshaw attended with a new E20 and a new foam wing he had cut, which we hope to see much more of in future.

So, what happened at the Nationals, then?

Reporters, Chris Grant, Ray Ewart and Editor.



Pics by Chris Grant



Visitors to the August Nationals on the Saturday this year, having paid their tenner in expectation of drama and excitement will have been rather bemused to see, in a kind of circular cage, an elderly gentleman lying rather uncomfortably on his back and occasionally shifting his position and drumming his fingers on the concrete as if waiting for someone to come running into the circle with a cushion or two. Meanwhile, two other protagonists continued to turn diesel into noise for some esoteric amusement of their own. Just another day in the Life of Brians, as they challenge for fame in British Goodyear.

Chris Grant elucidates:

“In the first heat of British Goodyear the Brians were doing OK but at the first pitstop Brian and another pilot both cut their engines and as Brian approached his pit the other aircraft was underneath his. He could not land but did not have enough airspeed to complete another lap so landed out. DNF.

In the second heat their engine sounded rough and speed was down but pitstops were good. After the race the engine was checked and it was concluded that the bearings had failed. It was subsequently stripped and bearing failure was confirmed. This had resulted in the housing being worn so the complete bottom end was scrap and it was surprising



Table Top Precision is an attractive event, focused as it is on one launch point: Tony Johnson worked hard with a Veron Goblin to grab the wine. Graham Percival, from Granth**m*, made Catapult Glider his own, Junior Archie Waterland grabbed a certificate (but not the wine) in "Pilot" Duration. (NB; if this kind of thing continues we shall have to offer bottles of "Tizer" on the prize table.) In that event, Bert Whitehead and Stuart Marsden were well and truly put in their places. Jonathan Whitmore took E20...good to see him in action again after a climbing injury earlier in the year. Open Rubber Scale, flights assessed by BML, provided a good contest, Mike Stuart's Short Seamew finishing just ahead of Gordon Hannah's Bird Dog and Chris Strachan's Ecoupe.

The "Masefield" Scale event (any scale model, but with bonuses added) was won by a distance with Mike Stuart's Blackburn Ripon (60% bonuses) which outflew Sanderson's famous Globe Swift (40%) and Peter Fardell's Agricola (30%) thus proving the importance of those bonus points. Kitscale: 1) Sanderson, Guilloe Beaver, 2) Derek Knight's Piper : Co2/Electric Scale a walkover for Strachan's Piper Family Cruiser, Derek also took Authentic Jet Ducted Fan With his Fouga Cyclone (the only entry, but an impressive model to watch.) Much fun was had in the two Jetex/Rapier classes, Roger Simmonds (MIG 15) overcoming Andy Blackwell in Authentic, and Derek (DH110) in Profile using an F100.

Above: Archie Waterland (can we just call him "AVW" from now on?) launches for second in Cloud Tramp. Team member next year?



The amount of work involved in running this event is phenomenal: thanks are due to so many I could not list them for fear of missing someone out. All will surely agree, however, that Brian Lever and Brian Waterland should not be allowed to escape without mention.



SAMS' Kevin Wallace models his new kit of the Ferry 500 for E20 flying.

FLYING ACES, 2019

Weather forecast: winds up to 17mph, rain expected.

Entry analysis:

Total entries....96
Number of individual flyers who entered:32

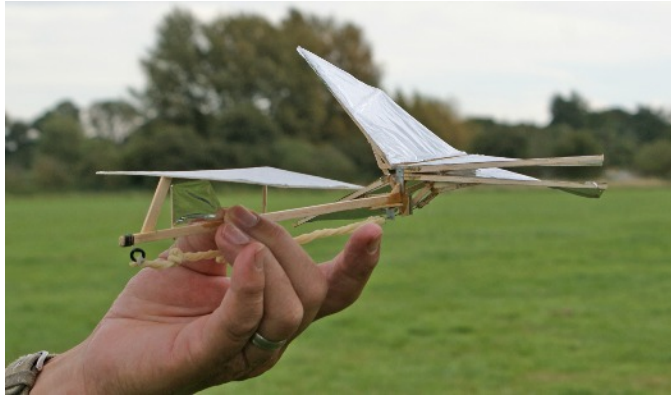
But, when the Scramble began, it became so calm some models hardly flew back across the start line.

However let's start with the more serious events. P20, something of a PMFC speciality, went to Tony Rushby of Cleemac from Ken Bates, ditto. We really should do something about this! Our Tony Johnson tried to do so, but came third. Frog Senior, also contested at Old Warden each May, was won by Mike Stuart, *not* using a Redwing, but the Linnett (see below) which did so well in that May event. However, he won by only a second from the Redwing of Mike Sanderson. (Mike S. also took flying swarm, later in the day.) Hi-Start Glider, another PMFC favourite, went to Gary Law's "Dab" with two 40 second mxes. Our Ivan Brown (KK Conquest) came second, with Dave Clark's now-familiar Gili Chopper third.



Malmstron Viking was beaten by Tony Rushby, including a 68 second flight, and Sanderson's Elf. Cloud Tramp went, as it should, to our Team Manager Bert Whitehead from Archie Waterland and Naomi Day. Jo Harper took Unorthodox despite the efforts of Strachan and Graham Gostick. See below for Joe's remarkable "Flutterby." Over to you for next year, Graham!

The Rubber Scramble, mentioned earlier, was a remarkably leisurely affair. No dashing about, no perspiration, no panic! During the calmest 20 minutes of the day, Stuart Marsden strolled through 133 seconds in the time available beating Ray Millard and Peter Adams, who was progressively improving with his P30, only to launch his best flight four seconds after the final whistle.



Below Chris Strachan appears to be wondering why he bothered to build this tailless, dihedral-less xxx



Lee Harper winds in Scramble, under close and critical supervision.



No wins this year for Peter Fardell, but a nice day's flying in good company. The most important news from the event is that all who attended had a thoroughly enjoyable time.

Left: Tony Johnson found this Veron Goblin, probably in the attic: he built it in a couple of decades ago. Note how wing fixes under the fuselage top longeron. Came first in Table Top.

