



**PMFC and SAM 35 Calendar of Indoor events.**

Club meetings at Peakirk, 10.30 to 12.30.

NB: Please take lateral flow test, and if negative, come along. Masks optional.

- Friday 22/10 Bring a model
- Friday 29/10 Annual General Meeting
- Friday 17/12 Christmas Party
- Friday 28/1 Free Flight Conference
- Friday 25/2 Club Auction
- Friday 25/3 Low Ceiling F/F Precision competition

Pub lunch for all available after meeting, then how about an hour or two at Ferry?

Indoor at Bushfield: PE2 5RQ, all 10.00 to 13.00

No helis, quads nor shockies, but small small slow flying RC, particularly scale, are welcome.

Sunday October 31<sup>st</sup>

Saturday November 27<sup>th</sup>

Sunday January 9<sup>th</sup>

Sunday January 30<sup>th</sup>

Saturday February 26<sup>th</sup>

Also, “Frostbyte Fly-In, 9.30 to 13.00 at Ferry, on December 27<sup>th</sup>.”

“ .....that’s all, folks!”

**PETERBOROUGH MODEL FLYING CLUB**



**MAGAZINE**

October

2021



**OUT TO GRASS**



.....Club FF championship... Flying Aces... BNT... and more....

*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)*



Well, lads, that's ten years (plus a bit, due to the Covid "monthlies") since I first sat at the Editorial keyboard. It was previous editor Marc Ashby who trained me to use this Serif Page Plus programme (which does not seem willing to transfer to a more recent Windows configuration.) But the world is getting faster and I am becoming slower. I am sure the Committee will be pleased to purchase a new programme for my replacement, so that the club can be provided with a predominantly paper magazine, with on-line option. (Should any collector be interested, all "my" magazines are still available for download, or print, from our website.)

Occupation of this seat is a privilege, enabling the incumbent to set the tone of club debate, and be at the hub and centre of affairs. Not to mention setting off some cheeky Memes and watching them spread! I for one should be delighted to contribute in future on a regular basis if requested.

I would have had to stop long ago had it not been for Brian Waterland's generous offer to print and mail the paper copies, and I am already missing those early mornings in his lounge as he patiently proof-read my efforts and stretching his diplomacy to the limit whenever he found an error. We may never agree on how to spell "propellor."

I thank all those who have generously given their time and expertise to contribute over the years, and I must add a special thought for those who were prominent in our pages ten years ago but who are no longer with us.

I am now left with a collection of about 700 photographs of club friends and models, many of which may not have been published. I would like to make these available free of charge if possible to members:

If anyone has expertise in this area, please get in touch.

*In resigning from the post of magazine editor, I dedicate my past efforts to the memory of our late friend Bernie Nichols, who I still miss almost every day.*

J.M.A. (Ex-Editor@peterboroughmfc.org)

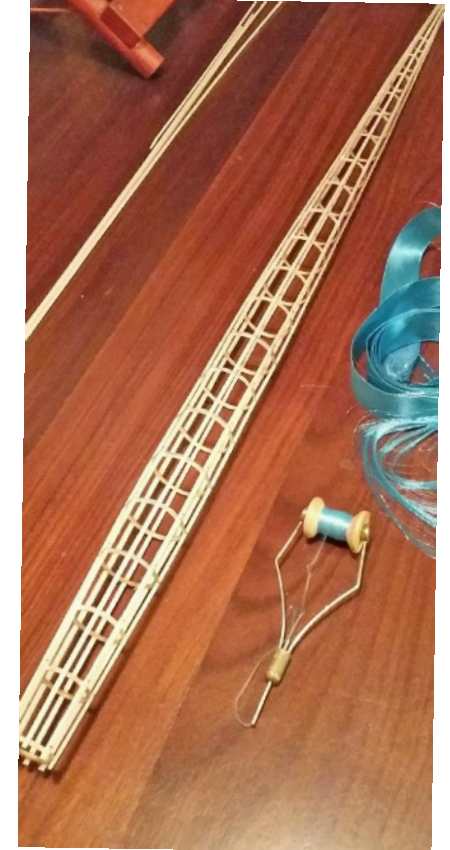
COMMITTEE POSTS:

President Brian Waterland  
 Chairman Brian Lever  
 Vice Chairman Dave Leeding  
 Secretary/PRO Magazine Martin Skinner (situation vacant)  
 Treasurer/M'ship Sec Richard Arnold  
 (membership@peterboroughmfc.org)

Data protection Martin Skinner  
 F/F Sec John Ashmole  
 C/L Sec Roger Silcock  
 Sports/Scale Sec: Russ Lister  
 Website: Paul Townsin

Cover: Very welcome visitors at Flying Aces, Derek and Marilyn Knight, scamper to the launching point, winding as they go!

Bert's Bamboo structures:  
 more on an innovative experiment well worth watching.



Bert Whitehead writes, "I have been cutting up bamboo skewers for my latest Coupe. Twenty rings have been derived from bamboo shavings. Also, bamboo wing mount runners, a 2mm bamboo tailplane hinge pin. Removable fin with 4 x 1.5mm bamboo dowels and a 2mm plastic screw. Tailplane and fin are covered with 5 thou bamboo capping, except for ribs. All bound together with superfine satin ribbon thread. It weight 28 grammes so far, and is on target for 81g overall weight."



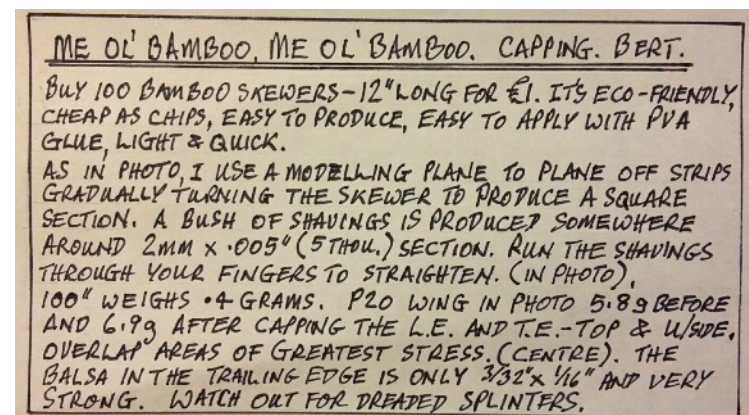
*My Clyde Puffer "Kintyre." Two years' research (including reading all the Para Handy Tales). That's real coal on deck, someone has left the heads door open:and you won't believe how much lead was needed to make it sit right in the water.*

But the biggest workshop achievement of early 2021 was with the boats. Three detailed fishing boats and a Clyde Puffer had, quite literally, not been touched for a quarter of a century. Each in turn was lifted out of its glass case, given a new modern speed controller and receiver, and I am delighted to say, each was to work perfectly! Twenty-five year old graphite grease had done its job. Bath flotation tests with some spare lead in hand for trimming (by the half pound, not the fraction of a gramme!) then off to Boston model boat club to get the "perfect photograph" ( a project still in hand.) I even began a new own design 27" Cornish lobstercatcher (Lyonesse) which may be completed this Winter. But the problem with scale boats is, having built them, what to do? Look at them. Then what? They are builders' exercises and very absorbing and rewarding, but that's about all. So, how about combining the two requirements, something that is a building challenge plus the activity of flying, and go for that "bucket list" biplane that I mentioned back in my first magazine? Well, it may just happen this Winter, as I now have a rather expensive stack of excellent balsa from Balsa Cabin and a Duncan Hutson plan for a.... but I'll only let on if it works!

Reverting to Free Flight, I must get my rubber "Ladybird" biplane to the field: completed two years ago it has not yet been outside the workshop. If the Club would still like me to continue running our FF events, I shall be delighted. A series of "proper" contests at a level that we can all take part with chances of success, but more importantly, the companionship of like-minded enthusiasts.

## PAGE THREE MODEL:

.....Bert's bamboo capers.....



## CLUB FREE FLIGHT CONTEST, .....Round Three



Luke puts energy into his P20, in more ways than one.

When reporting upon an event, we of the Fourth Estate like to major in on a particular stand-out aspect to use as a highlight of our report. In this case, it was not the greatly improved turn out, nor the almost perfect conditions that stand as the highlight, but the final seven minutes of the event. But more of that later.

We found ourselves flying across the shorter width of the field, so the max had to be kept fairly low; most retrieving had to be in the longer grass but at least we could land just short of the trees beyond. Only Peter Adams fell foul of the downwind landscape: at the time of writing, he has still not seen his best P20 since its test flight. P20, in fact, is becoming a close fought contest this year, with some of the regular cast not at the top of the standings, Mick Page having experienced a problem with his stooge which severely damaged his fuselage. Bert Whitehead, however, dominated this round using a new “Dynamite” with flat bottomed, triangular fuselage

Glider was a search for consistency: models that can on one occasion max easily and in a later flight come off the line wrongly and cannot regain their proper flying trim. It’s all about the climb, I’m sure, but that’s easy to say, hard to overcome. I find it a frustrating class: the only one in which we cannot place the model into its launch by hand. Perhaps, however, I should not complain!

Cloud Tramp is also bubbling up into a fine contest. Seven entered, making it the biggest contest of the day. Following his dreadful *faux pas* in the last round, Mick Page dropped only three seconds overall. Terry Page, on a welcome return visit to Ferry Meadows, did the same, but was not available for flyoff, thus giving Mick the extra point by a walkover. The high number of maxes scored in Cloud Tramp may not yet cause sleepless nights in Auckland, but it is promising.

Luke made hay in E20, taking advantage of Jonathan Whitmore’s absence, beating Chris Grant on the way. This is a serious sport, remember, and if an opportunity is offered, take it!

## Ramblings from a lockdown workshop:

Every crisis is an opportunity. On this occasion, confinement to barracks plus a balsa shortage caused something of a rethink. Look around the room: I have too many F/F rubber models still untrimmed, so the first rule will be, don’t make any more of them! But a builder has to build. Hands begin to itch. Sorting through plans is always an enjoyable, and time-consuming task, but will I have the sizes and grades of balsa in stock to be able to complete anything? Why not purchase a full kit, just to be sure? I soon realised (last Autumn) that I had almost missed the boat here. DB Sport & Scale has some excellent scale radio jobs in its lists, but by the time I visited their site almost all were “out of stock.” How about me old mate Colin Buckle? I have already built, flown and sold most of his big vintage radio designs, but I could not pass over one obvious example: yet another Junior 60. I have built at least four of these in the past, for FF power, FF Electric, RC Power and RC electric, but remarkably I did not own one on his occasion. So the kit arrived, a very satisfying build taking about a month and not using up any rare brain cells, subsequently covered with Woodhouse Polyester and heavy red Esaki for scallop decoration, and with a three-cell LiPo providing plenty of power. It immediately became a favourite model.

Another useful way of spending enforced hobby time was to make those little updates that have been waiting for ages: I have an electric FF Diamond Demon (Buckle kit, polyester/Esaki blah, blah) which had broken its motor shaft landing on a breezy day at Buckminster. I was able to find a new shaft and tap it through the motor, but it is, of course, just as thin as its predecessor. Solution? A folding prop. At least, I hope that will prove to be the answer. I know that most folk still go for diesel for small jobs like this, and I well understand the attraction. Perhaps I shall be on the lookout for a Mills in the near future, as the neighbourly impediment to running motors in the drive is no longer present. But I have already, in “SAM Speaks” threatened to add an electric class to my “Power Precision” event, if a few others were interested.

For me the future is likely to involve free flight models that don’t go very far. (An uncharitable reader will say, that’s what I have always been building.) I have an Achilles that climbs and descends with manic enthusiasm and a box of Cloud Tramps with all the predictability of rabid kittens. But my favourites are the excellent P20’s from the Spencer Willis kit. This is becoming the foremost event at our club contests, and a worthy contest can be assured.

A thorough, once and for all cleanout of the workshop took a day (and all evidence of it had disappeared within the following week) and then came the next new model of the lockdown: if one Corsair Hi-Start glider is good, two must be better. Just as well that I did, as the original, six years old, was to lose its life during the turbulent second round this year. Hence a very fortuitous and undeserved win about which Jon Whitmore would probably rather I did not crow.

## Autumn at Buckminster



Bert's KK Competitor is becoming well known to us, mostly as a Precision weapon. But at the "Rubber Ratio" with many more turns, it flew magnificently with flights of around a minute and a half, to come a competitive second. Due to its relatively large size, and therefore the need to divide its flight time by 31, it needed to fly very well: to be beaten by a 22 inch-er was no disgrace.



It's Monday so it's Bucky: Rod Briggshaw, Luke Goymour, Peter Gibbons and Gerry Williamson enjoy some trimming.



I had a complaint after the last issue that there was "too much BVW" in it. \* But on this occasion I must, for the sake of completeness, just mention that Brian, having remembered that there is a new class for "Kitscale/Planscale Precision" which nobody has yet flown in, brought along a Rearwin Speedster to trim for the forthcoming Masefield Trophy. He offered some of his trim flights as entries. However, Brian seems to adopt the view that no model is adequately trimmed until it is fully destroyed. Last seen repairing to the workshop to effect repairs.

And so we come to the "Editor's choice." With seven minutes to go before the end of the day's play, our Luke decided to enter HLG/Cat. Would there be time? Amid much shouting, there was a "twang" and his little Catapult model was high above, with Luke bounding after, into the long grass in hot pursuit. This was a cartoonist's dream: a couple of minutes later he again returned, the distant figure called to his timekeeper, and "twang" he was off again. Back just in time for one more go, scampering off again...and, dammit, he wasn't even out of breath at the announcement of results...

### Results:

Cloud Tramp	
1 Mick Page	132 + F/off
2 Terry Page	132
3 Brian Lever	123
4 Bert Whitehead	120
5 Luke Goymour	118
6 Peter Adams	114
7 Andy Green	91

### Scores so far:

CT: Whitehead & M Page 6  
T Page 3, Adams & Lever 2,  
Green, Silcock, Goymour 1

P20: Whitehead 10, Ashmole & Adams  
6, Goymour, M Page, Lever 3,  
Lever 2.

Glider: Whitmore 6, Rumball & Whitehead 5  
, Ashmole 4, Grant 3, Green &  
Lister 2.

HLG/Cat: Goymour 4, Grant 3  
Whitmore 2, Lever 1.

E20 Open: Whitmore 3, Goymour 2,  
Whitehead & Briggshaw 1.

Scale precision: Waterland 1.

Please remember the "best three out of four" rule: some scores will have to be dropped.

P20	
1 Bert Whitehead	131
2 Brian Lever	117
3 Luke Goymour	116
4 John Ashmole	103
5 Andy Green	100
6 Mick Page	45

Hi-Start Glider	
1 John Ashmole	106
2 Chris Grant	103
3 Russ Lister	99
4 Bert Whitehead	69
5 Dave Rumball	52
6 Andy Green	38

HLG/Cst	
1 Chris Grant	95
2 Luke Goymour	90
3 Brian Lever	71

E20	
1 Luke Goymour	96
2 Chris Grant	57

\* The complainant was, of course, BVW....Ed

Just a couple of recent PMFC winners...and a star!



Above: Brian Lever will have to find room at home for the huge Masefield Trophy: well, you went and won it, Brian!

Top right: Kevin Wallace, aka the Televangelist in "Wonder Woman 1985" (yes, really) wrestles with his Cloud Tramp (Andy Sephton photo.)

Right: speaking of Andy, who came top out of 18 in Cloud Tramp at Bucky, then?



## 2021 Bernie Nichols Trophy

This is a major event in our FF Calendar, so popular that it had been decided collectively that there should be two iterations in 2021 to make up for the lack of such an event in 2020. On the earlier occasion Peter Adams had won magnificently, using a dihedral-less scale job (whose name I temporarily forget, but it's in the last mag.)

On this occasion, however, it became hard to find a calm forecast for Ferry, and the chosen day was not promising. Brian Lever, who ran this event, reported that it was better than expected, but there were still only four entries, but I am pleased to hear that the full five rounds were flown.



*Mick Page's Link, looking slightly awry, and resting during its exertions. We suspect that Mick keeps this model specifically for this contest, (in which case, "good move") but hopefully many of us will turn out next year to take it on.*

Dave Rumball and Andy Green occupied the remaining podium places, but sadly Peter could not find a trim good enough to challenge them.

A five round contest flown in strict sequence is a really good test of model and trim, as well as providing us with the chance to watch attractive models in safe action. Please, lads, see that you have something well trimmed for 2022, and we'll find some better weather.



This, if I remember rightly, is the first version of our Rubber Precision contest late one evening at Ferry. It was later to be renamed the “Bernie Nichols Trophy.” In memory of our unforgettable Chairman. (Far left.)



Village Green Control Line at Peakirk: yes, those cottages were that close!

#### THE BOWDEN TROPHY 2021

There were 7 entries for the Bowden Trophy held at RAF Sculthorpe on August 1st. They were :-

- Andre Borowski: "Outlaw", 1.3 Mills
- Douglas Campbell : O/D Model "Jess", Mills 1.3
- Paul Hoey: "Tomboy", Irvine Mills 1.3
- Brian Lever: "Outlaw", Irvine Mills 1.3
- Mike Smith: Scale "Sopwith Snipe", AM25
- Brian Waterland: "Deacon", Mills 1.3
- John Wynn: "Junior 60", PAW 2.5

CD Brian Waterland assisted by Timekeepers Chris Grant and Andy Green

The Target Time was 45 seconds. Flight under 30 Seconds and Over 60 seconds were disqualified. Thus it is impossible for someone who fails to record a time in either of the rounds to win the event.

Only three flyers recorded a valid time in the First Round. They were Borowski (0.7 second error), Campbell ( 6 second error ) and Lever ( 2.3 second error).

In the second round Borowski unfortunately had a big overrun (1minute 56 seconds!) leaving only Campbell and Lever in the frame. The two of them had flown together at the last contested Bowden trophy in 2019. On that occasion they had tied on flight times and Douglas Campbell had been declared the winner for a better flight profile. This time Douglas Campbell, using only a graduated tank as timer, recorded a time of 55.6 seconds and Brian Lever 31 seconds. Thus, on aggregate, **Brian Lever was declared the winner Of the 2021 Bowden Trophy** by a small margin from Douglas Campbell. ( No third place awarded)

#### THE STAN HORNE SHIELD

However, the excitement of the day was not over. John Lynn had earlier returned the Stan Horne Shield, a trophy he had won at Sculthorpe back in 2019. This trophy was given in memory of the first CD of the modern-day Bowden event at the British Nationals. Everyone agreed to carry on and, after a short lunch break, compete for the "Stan Horne". Amazingly all the aircraft were undamaged by their earlier flights and a very pleasant afternoons flying ensued.

Mike Smith's scale biplane Sopwith Snipe, recently re-engined with an AM25, continued to do some wonderful take offs, landed back on the runway and finally put in a qualifying flight ( despite the difficulty of judging the fuel level through a spinning prop!) . John Wynn had managed to tame his PAW2.5 powered Junior 60 and recorded two valid times, one with an error of only one second. Andre Borowski got a 12 second error with his Outlaw but short first round flight put him out of contention.

Thus, once more, it was down to the old adversaries - Campbell versus Lever. Douglas Campbell flying his Mk1 Mills 1.3 powered own design "Jess" put in flights of 41 and 42.8 seconds ( Total error 7.2 secs) whilst Brian Lever with his Irvine Mills Outlaw achieved 43.8 and 36.4.(Total error 9.8 )

The results for the 2021 Stan Horne Shield were

**First:** Douglas Campbell. **Second:** Brian Lever. **Third:** John Wynn

**CLUB FF CONTEST,  
FINAL ROUND.**



There was no wind at all, and it came from the South. The grass was close-cropped and a greenish grey. Regular visitors may be familiar with these changes, but to me it was like a small piece of savanna grassland, strangely alien to England and emphasised by the heat of the day. I set the max at 50 seconds, as there would also be lift (lots of it, as it happened) and models would climb quite dramatically if released at the right time. This was to be proved correct, as CT's and P20's in particular were seen at great heights at intervals all through the contest.

However, I shall start with the contest that wasn't. Because we had combined both E20 classes for this season, an opportunity arose to add a new one. I had hoped to encourage the "Kit/Planscale" type of model, such as could be used in the Masefield Trophy, and call the event "Scale Precision." This budding idea was initially blighted by the rough winds of May, but in Round Three Brian Waterland turned up with his Rearwin, ostensibly trimming for the Masefield. He, however, was the only entrant until the indefatigable Bert Whitehead produced a Skyhawk for the final round. He hopes to encourage more entries, as several of us have such models and the contest could grow next year. No trophy ensues this time, but the annals of our doings should record that BVW and Bert achieved one point each. I promise to purchase a suitable reward for next year.



Bernie finds something valuable at a boot sale! First in a power Bowden on Barkston.

**THE JOHN ASHMOLE  
PHOTO ARCHIVE:**

As mentioned in the editorial, I have hundreds of group snaps, action shots, individual portraits of members and models, some of which have been published in this magazine, *Aeromodeller*, *SAM Speaks* and *BMFA News*, but many that did not make it. It would be a waste to lose these, taken over the past ten years. It is beyond my skill and knowledge to prepare the set for distribution to members, but maybe there is somebody out there who has the time and skill?



Looks like Barkston. Bleak, windy, lots of open space. You can even see the rain sleetng across the picture: I Yes, it's Barkston, OK.



## The Voetsak League, final scores.

Following on from our report in the previous magazine, we can now announce that BML/BVW transformed their lead, after the earlier round at the Bucky SAM weekend in June, with the expected overall victory at the Autumn SAM meeting. (results below.)

As we should all know by now, the “Voetsak” (do not look up its meaning!) is a Control Line Team Race model designed in 1946 by Ron Moulton. These “tribute” models are powered by AM 25 motors.

The duo also came third (out of three) against the best opposition in the land (they tell me) in the 2021 Nationals Mini Goodyear, run at Buckminster on Sunday 17<sup>th</sup> October: a worthy event clearly affected by a poor weather forecast.

### VOETSAK TRIBUTE LEAGUE TABLE RESULTS. (COVERS BUCKMINSTER OCTOBERFEST RESULTS AND FINAL 4 RACE POSITIONS)

TEAM	10 TIMED LAPS		60 LAP RACE RESULTS			OVERALL LEAGUE TABLE POINTS		
	SECS.	PLACE	LAPS	TIME	PLACE	THIS RACE	CUM YTD	PLACE
BRIAN LEVER, BRIAN WATERLAND	41.80	2 <sup>nd</sup>	60	4m 54.16s	2 <sup>nd</sup>	9	38	1 <sup>st</sup>
STEVE BETNEY DAVE COWBURN	54.20	3 <sup>rd</sup>	60	4m 47.08s	1 <sup>st</sup>	10	36	2 <sup>nd</sup>
DAVE COWBURN +	39.30	1 <sup>st</sup>	7	7minutes	3 <sup>rd</sup>	8	31	3 <sup>rd</sup>
JAN HUNING SIMON TIMPERELY	-	-	-	-	-	-	10	4 <sup>th</sup>
ANTHONY CLARK DENNIS CLARK	-	-	-	-	-	-	7	5 <sup>th</sup>
DENNIS CLARK ANTHONY CLARK	-	-	-	-	-	-	6	6 <sup>th</sup>

## PMFC ARCHIVE !

Just one of nearly 800 photos, see next page.



Bert's neat Cessna Skyhawk. Hopefully we shall see more entries in the “Scale Precision” class (for kitscale/planscale jobs) next season.

Glider Hi-Start was a disappointment this year, except perhaps for Dave Rumball, the popular winner of Round Three. It was won largely by default, the Corsair replacement scoring a lucky max in its first flight. Had Jon Whitmore been able to attend, he would have walked it even if he only scored one point. (I shall remember this with due humility whenever I lovingly polish the little carved glider that surmounts the trophy during the coming year.)\*

Luke's exertions with the “Sandpiper” Catapult glider were to pay off: On the day he beat Peter Gibbons, making him overall winner by a distance. In E20 Luke finished second to Peter Gibbons on the day, leaving him equal on points with the absent Jon Whitmore. The trophy will be shared.



Left: Terry Page's glider: no component is more than 18” long...good for carrying on the bus. Also his 36” flying wing, still to be trimmed. Right: Dave Rumball's neat “Dizzy.”

\* Later, he was to admit to me that he “forgot what day it was.” So my sympathy is withdrawn!



*A good job I filled in the first lockdown by building a replica of my Corsair: the original lost its life in Round Two.*

The standout competitions of this season have been Cloud Tramp and P20. A couple of weeks before, there had been 18 entries in CT at Buckminster in a support class for the “Ajax and Achilles” meeting: the top six in the results were all PMFC members. How unfortunate, then, that we have had to postpone the Auckland contest until next year: the sight of CT’s winding their way upwards in good trim was a regular feature of Round Four. In fact, there were thirteen fifty-second maxes on the day leading to a three-man flyoff. Peter Adams wisely sat out the final drama (it was still really hot) leaving the stage to Bert and Luke who decided in Bert’s favour after a close contest.

The P20 class was opened up a little by Mick Page’s dip in form earlier in the season, but he did not leave without a fight, equalling Bert on a full house, leading to another flyoff. Not only that, but another Whitehead win. We were all quite exhausted after our exertions in the heat, but a series that had begun in difficult conditions earlier in the year ended in suitable climaxes for most of the classes.

Any changes to our arrangements, if needed, will be discussed at the “Free Flight Conference” this Winter at one of our Friday morning clubnights.



Jon Whitmore, no stranger to heights, enjoyed the challenge of rescuing John Bowerman’s Elf. I was expecting to build another one, said John, but this beautiful build and covering were well worth Jon’s effort.



The Frog Senior event, which also appears on the SAM 35 “Small Models” programme, was not all Redwings: Tomtits, Linnets and Ravens also showed up in an entry of eleven. Tony Rushby’s and Mike Stuart’s series of maxes came to a flyoff which was won, by a distance, by Mike. They had dominated the event from the start. P20’s are *made* for Ferry Meadows: a strong entry of eleven produced 16 maxes: it was decided after a four way flyoff in favour of Luke Goymour (with 134 seconds (now finding more consistency than during our PMFC club contests) from Peter Adams. A close contest all the way through the scoresheet: this is a popular and worthy class of model.

Also a popular sight at these events are the jet models: generally other flyers tend to stop and watch when they hear the sound of a launch: although some of this may be self-preservation. Applause followed several flights: Derek Knight’s Student, Phil Worth’s B&V Horton which were first and second in Authentic Scale. Mr. Sephton had the temerity to enter three models in Jet Profile Scale, the entire squadron (Vixen, Victor B2, Victor Prototype) bombing Derek’s DH 110 into fourth. Finally, on my list of contests, Tony Rushby won an undramatic KK Sedan contest against Gary Law .

After the usual busy prizegiving the participants and later the organisers departed the field, all uncertain about the future of this classic event. The one memory we should all retain of this long-established series of much loved meetings is that, with the help of clubmates, Brian and Brian have made an indelible mark upon the world of Free Flight which will remain in our memories of all who have attended over the years.



Alan Chamberlain with venerable "Felix." It just looks right.

Duration Rubber Ratio drew an entry of 17, showing its popularity. Time in seconds is divided by span in inches: an idea also stolen by SAM 35 for use at Buckminster, using slightly larger models. Elfs continue to be widely used, eight entered, and they took the top four places, Gordon Hannah prevailing with, among others, flights of 84 and 90 seconds. Hi-Start Glider (13 entries) went to a flyoff in which Jon Whitmore's Rumball Strip overcame Andrew Longhurst's Corsair. (See, Corsairs *can* be beaten!)

E20 to Open rules really should have been a PMFC benefit, and so it turned out: Peter Gibbons' win proved very popular taking some time out from his renowned de-treeing service, pursued every second of the way by Jon Whitmore.

The Rubber Scramble proved an interesting contest, typified this year by an unusual spate of broken motors. Efficient

Dave Banks withdrew himself from the results having to depart early, leaving the field to Duncan Hale Sutton who took the win, and the Knight husband and wife team who came third despite a motor change. Table Top Precision had a close outcome Derek Knight (Redwing) winning by a second from Mike Stuart (Howard DGA-8.) Chris Sanders, with "Sarah" wasn't far behind.

Catapult Glider (best five of nine to score) Luke Goymour beating Peter Gibbons and Gary Law among the podium places. The VMC Pilot/KK Robin contest was exclusively Robins as it turned out, Gordon Hannah maxing throughout to lead Kevin Wallace.



Usual suspects: Skinner, Turner and Adams: enjoying a joke at JMA's expense (as usual.)

### Round Four results:

#### P20:

- 1 Bert Whitehead 150 + 69
- 2 Mick Page 150 + 43
- 3 Luke Goymour 145
- 4 Andy Green 119
- 5 Peter Adams 50

#### Cloud Tramp:

- 1 Bert Whitehead 150 + 71
- 2 Luke Goymour 150 + 65
- 3 Peter Adams 150
- 4 Mick Page 143
- 5 Andy Green 142
- 6 Roger Silcock 126
- 7 Terry Page 93



#### HLG/Cat:

- 1 Luke Goymour 85
- 2 Peter Gibbons 66

#### Hi-Start Glider:

- 1 John Ashmole 113
- 2 Bert Whitehead 93
- 3 Dave Rumball 69

#### E20:

- 1 Peter Gibbons 118
- 2 Luke Goymour 104

#### Scale precision:

- 1 Bert Whitehead -12

BERT WHITEHEAD, VICTOR LUDORUM (again.)

### Final Championship scores

#### P20:

- 1 Bert Whitehead 12 pts
- 2 Peter Adams 7
- 3 Mick Page
- John Ashmole 6
- 5 Luke Goymour 5
- 6 Brian Lever
- Andy Green 3
- 8 Peter Gibbons 1

#### Cloud Tramp:

- 1 Bert Whitehead 9 pts
- 2 Mick Page 7
- 3 Peter Adams
- Luke Goymour
- Terry Page 4
- 6 Brian Lever 2
- 7 Roger Silcock
- Andy Green 1

#### Victor Ludorum Scores:

(based on number of opponents beaten in all competitions)

- 1 Bert Whitehead 16
- 2 Mick Page 10
- John Ashmole 10
- Peter Adams 9
- 5 Luke Goymour 9

#### HLG/Cat:

- 1 Luke Goymour 6
- 2 Chris Grant 3
- 3 Jon Whitmore 2
- 4 Brian Lever 1

#### Hi-Start Glider:

- 1 John Ashmole 7
- 2 Jon Whitmore
- Dave Rumball
- Bert Whitehead 6
- 5 Chris Grant 3
- 6 Andy Green
- Russ Lister 2

#### E20 Open

- 1 Jon Whitmore 3
- 2 Luke Goymour 2
- 3 Rod Briggishaw 1
- Chris Grant 1

## B & B's Final Flying Aces ...after 28 years!

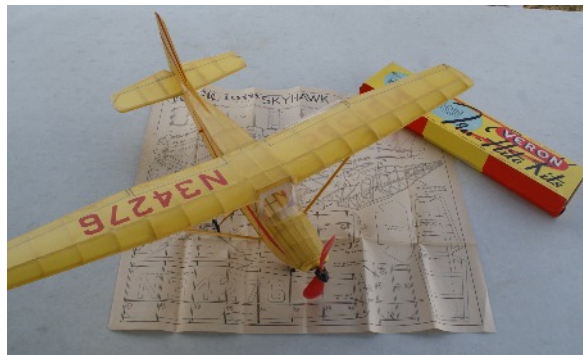


On the day, the work begins at 8.30am, but how many months of preparation are also needed?

The first thing to say about the 2021 version of Flying Aces is that, however satisfying many such events have been in the past, this must be rated as one of the best. Almost flat calm all day, around 65 cars present, and lots of happy customers!

The usual, very eclectic, range of contests was on offer: 123 entries were made, spread over fifteen contests. Combined Kit scale (rubber, electric, Co2) was graced by some very impressive models (and Sephton's Moth) and was assessed by static scoring and flight points, rather than duration. In this, Brian Lever was kept busy as Flight Judge. The outcome was close, with just one of Brian's points separating Mike Stuart's Blackburn Shark from Gordon Hannah's Puss Moth and Peter Fardell, who has written a glowing account of Flying Aces on Mike Smith's FF Scale brief. The "Masefield Rubber Scale" event only invokes the Masefield name in respect of bonus points: in fact, own design models can, and are, entered. To be under 20" span, and to be a biplane

Bert's Veron Tru-Flite Cessna Skyhawk: original kit in box, components copied to make the model, which had also been used in the Club Scale precision contest.



Sean Hollamby brought the workshop to Ferry Meadows: this Veron Moth was just one of a series of his Lockdown models

clearly an advantage. Models are not judged on build, nor flight profile, just duration, to which the bonuses are added. A strong entry this year saw Gordon's "Mr. Smoothie" in third, Mike's DHC-8 in second, and the Sephton Moth first, although I just don't seem able to locate a photo of it at present. It's worth mentioning that, while Gordon and Mike maxed out their flights, the Moth took victory by accumulating the most bonus points.

Away from the scale arena, there were some closely fought duration events to watch.

Cloud Tramp employed the traditional scoring system of five flights deleting best and worst: from 13 entries, there were some remarkable flights, such as Amelia Silcock's "87" and "86", although the greater had to be discarded she finished third, with a Junior award as well. Andy Green had to discard a "66" to come second, while Kevin Wallace made an impressive "104" but, guess what, had to discard it: he still came first. Sport can be cruel: it is a characteristic of these rules that you can proudly boast of your best flight (and longest retrieve) only to see it struck from the record!



The Bryan Lea Minicab, a most attractive subject.