

Peterborough Flying Aces Nationals **SUNDAY 12th September 2021**
at Ferry Meadows, Nene Park, Peterborough PE2 5UU .
Competitions 10.00 to 16.15

A NEW EVENT FOR 2021 !

Keil Kraft "Sedan" / "Rapier" / "Sportster", Nostalgia Rubber Duration Competition .

A rubber duration event for these great old KK designs:

Cash Prizes to 3rd Place! Model to be built to plan but plastic prop up to 6" dia. permitted Plans available from Brian Lever blever@btinternet.com or 01733 252416

SCALE MODELS NOTE! ALL scale classes, except MASEFIELD Rubber Scale are judged for flight profile and realism by the Flight Judges. They may ask for some verification, so please have the plan or, if scratch built, the 3 view available on the field.

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

Open Rubber /CO2 / Electric Incorporating KIT Scale Judged for flight profile and realism. Any CO2 motor/tank permitted. See note re verification. Up to 36" Span. Judged for flight profile and realism. See note re verification

Jetex / Rapier/ EDF Authentic Scale Judged for flight profile and realism. See note re verification

Jetex/Rapier/EDF Profile Scale Judged for flight profile and realism. See note re verification

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

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

Frog "Senior" Rubber Duration (for plan see <http://www.houseoffrog.co.uk>)

VMC "PILOT" & KK "ROBIN" Rubber Duration. Senior and Junior Classes.

Models must use plastic prop and kit prop.size Note! We would like to see that any junior has had a hand somewhere in the building of the model.

Rubber Ratio: NO MAX. Any rubber powered model with wing span 15"- 25" (tip to tip).

(KK "Elf" is eligible). Flight score is total time in secs (for 3 flights) divided by span inches.

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

TableTop Precision Precision flight time Rubber event - models must Rise off Table.

36 inch Hi-Start Glider. Any glider up to 36", tip to tip, span launched by the supplied "Hi Start" bungee.

Best Unorthodox: Unusual models. Flight must be seen by the nominated Scale Judge

Open E20 Electric Duration Max length and span, 20 inches. Any motor, battery and timer. Max motor run 8 secs. DT and RDT permitted. Certificate for best "Ferry 500" Restricted Class model. (for rules see www.peterboroughmfc.org).

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

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

Young Flying Aces: Prize for Best Junior: Scrolls for top 3 (Jun. 17yrs or under on 12/09/21)

Prize for 1st place: **Scrolls** for 1st, 2nd and 3rd:

Bumper Raffle: Note: this is a Free Flight event: No Radio Control:

Proof of Insurance required for all flyers.

PLEASE NOTE ! NO GROUND PENETRATING STOOGES PERMITTED

Revel in the special atmosphere created at this unique event.

Toilets, Café, and Park Visitors Centre.

Contact Brian Waterland on 01778 343722 (07717 461000 on the day).

See also Peterborough MFC Website at www.peterboroughmfc.org

Note! Govt. and BMFA Covid restrictions applying at the time will be enforced.

Rev 3

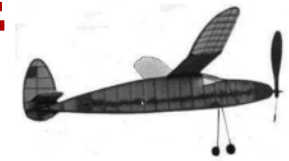
PETERBOROUGH MODEL FLYING CLUB



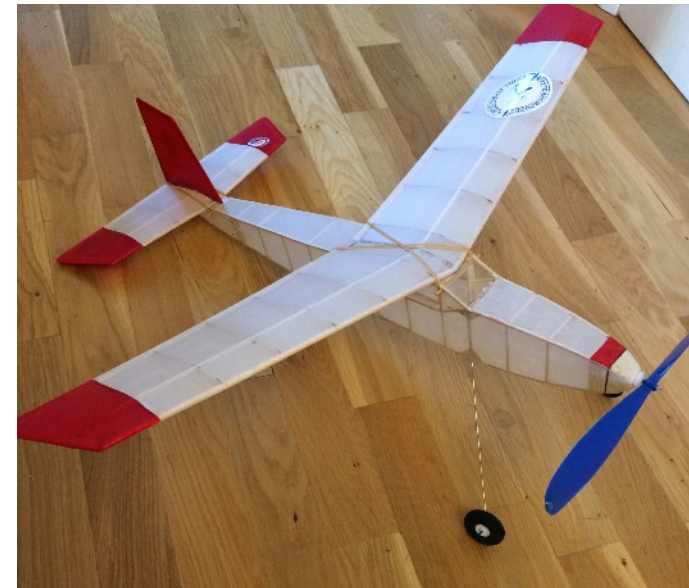
MAGAZINE

February

2021



THINGS TO COME



Special Tier Five Edition

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



COMMITTEE POSTS:

President	Brian Waterland
Chairman	Brian Lever
Vice Chairman	Dave Leeding
Secretary/PRO Magazine	Martin Skinner John Ashmole
Treasurer/M'ship Sec	John Ashmole Richard Arnold

(membership@peterboroughmfc.org)

Data protection	Martin Skinner
F/F Sec	John Ashmole
C/L Sec	Roger Silcock
Sports/Scale Sec:	Russ Lister
Safety/Ferry Liaison :	

...and then, suddenly, it all came at once: in just one day I saw the first nascent crocus in the garden, J.J. the tortoise crept out of hibernation, and I sighted the first Robin of the Spring.* Never have the signs of new growth been so welcome.

So this issue of our magazine, continuing for the present our monthly delivery, is devoted mostly to the shape of things to come. Brian Lever promotes the K.K.Ace along with a dedicated contest, Russ Lister offers a reward for our Winter's building programme, and I can now offer the (necessarily provisional) club contest F/F calendar, and one for SAM 35 too. We even have the first announcement of our plans for "Flying Aces" in September which just made it in time for the back page. Whatever you need to know, you read it first here!

* needless to say, I was roundly castigated by my dear wife for my ignorance. "Call yourself educated? You don't even know which birds migrate and which ones stay with us all Winter. Surely you've seen robins in December? Head always in a book, that's your trouble..."

"Yes, dear."

Editor@peterboroughmfc.org

Front cover: New initiatives abound as we prepare for our hoped-for liberation from Covid: here is BML's new KK Ace: see centre pages.

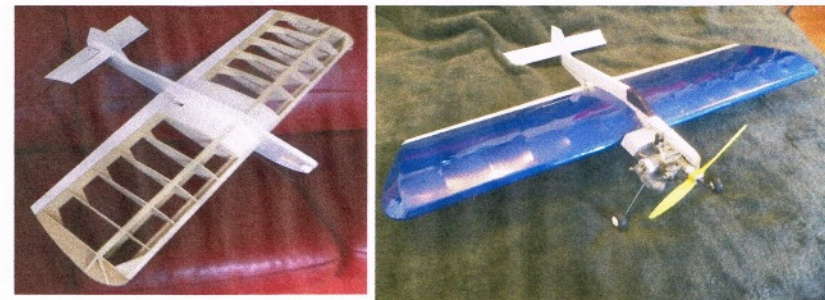
Stunt model for 3 line control By Roger Silcock

I have for many years been interested in making a stunt model on which I could control the engine. I had only got as far as making a suitable handle, mainly from components taken from an old Hotpoint washing machine. Then a former member of the club Gary (Mole) gave me a Roberts 3 line control handle. When clearing out my shed I came across it and thought that the time had come. I recall seeing an article on carrier models in one of my old Aeromodeller magazines. I climbed into the attic and found the magazine. There was a diagram of a basic 3 line control system which I quickly manufactured.

The pictures below show the two bellcrank system installed in the model and the Roberts and home made control handles.



The next step was the model. I do not like to copy other models so drew up one of my own. It has 55mm deep ribs to both accommodate the control system and also make the flight a little slower. The construction is unremarkable (as shown). The Tank is home made. The engine is ASP25. Tornado 9x6 propeller.



I will begin testing by pinning the throttle open to sort out the flight performance. Then try to get the throttle operational. Once we are allowed out to play again

.....
Did you like the visual pun on front page? Ed.



“The young gentleman with lots of hair is me,” says Rob. “Posing with the Shuttleworth Hurricane in about 1965. The background is interesting, as you can see how much Old Warden has changed.” And not only Shuttleworth, it seems.



Editor’s Choice: I just like this picture...surely the most demanding job in rubber flying. Andy’s Ace prop and lots of balsa shavings.

NORMAL FOR NORFOLK

Like the past, Norfolk is a place where they do things differently. PMFC member Ray Millard, known to us as a regular supporter of MIMLOCT and Flying Aces, has been experimenting...



“ For a few years now, on a calm evening, I’ve been flying a little foam Lazy Bee from our front garden. However, after I’d read the latest SMAE/CAA writings, I thought that I should stop doing it, especially as the road’s electric cable marked the crosswind leg; next door’s bungalow was the downwind leg, the house at the back was the base leg and the final approach was over our roof past the telly aerial.

So what to do?

Having measured up the garden, its fences and trees, I thought I could get maybe 15 or 16 foot lines in. Also, having seen a freeflight/control line aeroplane in a 1949 mag I decided to knock together a “goat,” as I believe they called them. My dwindling balsawood supply is too precious to waste on a “proof of concept” so I used a bit of leftover depron and a little foam wing. This little aeroplane flies c/l quite nicely with very little line tension and at a sedate pace.

The motor is a generic 10g one; the battery pack is a 2 cell 350mAh LiPo. Elevator is normal with a little Paxolin bellcrank, and as I’m not confident enough to use a timer, there’s a 10 amp speed controller being talked to by the pistol grip transmitter via a tiny Flysky receiver.

It’s flyable in a bit of a breeze in the garden, and I think it conforms to the regulations that the little r/c Bee may have ignored.

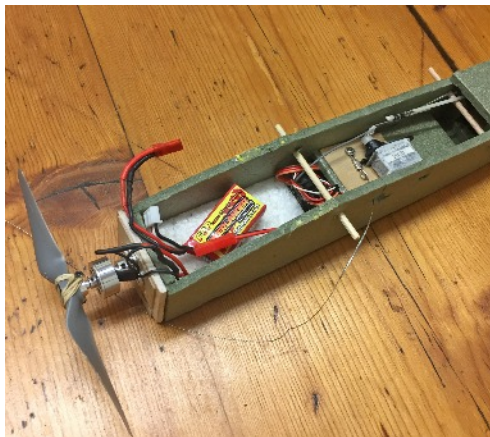
Now I know it works, I’ll build a balsa version with a proper wing. I’m sure the Covid police will make sure we’ve all got plenty of building time.



View under the f*am wing showing lead-outs. (Incidentally, does anybody know which APS plans showed both c/l and F/F versions of the same design? And does this foreshadow an ambitious new competition?)

No sooner had I dizzily flown the model as a control liner than the latest "SAM Speaks" dropped through the letterbox and I read about putting an elevator servo for control instead of a bellcrank. It only took a few minutes to take out the bellcrank and replace it with a servo. The two lines became one, and an old rotorhead from a DB Autogyro became the pivot. Now the model is a sort of monoline electric throttle and elevator control liner., I think... It flies just as well, but as I stand

outside the circle with the transmitter, I don't get dizzy. Now I'm going to put the gear into something nicer. Those Teatrays look to be good little fliers, and I think I've got enough wood.



WHICH WAY, LADS?

...more from you-know-who



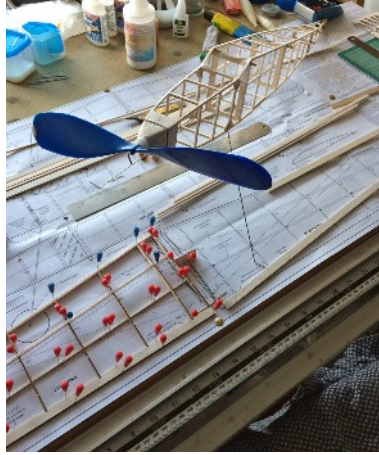
"It's called a Najort," says Rob Smith, clearly influenced by our Kryptic Kwiz. *Go back to find its name among equine besiegers.* It flies as a canard, he says. Seeing would be believing, Rob...



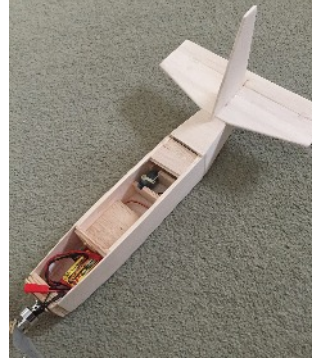
This Japanese fighter is a KI 61 Tony fitted with a turbojet in the same way that the Russians did with a Yak. It has a small KP EDF unit. I used the same construction as in the turbojet FW that was in the Aeromodeller.

THROUGH THE KEYHOLE:

A quick snoop at someone else's workshop: but whose? There are plenty of clues....



So, after the trial flights, the prototype was "reduced to produce" and the little store of balsa dwindled even further to build this 19" wingspan jobbie. Inside the fuselage is a very light and cheap Flysky 3 channel Rx, a HK 10amp speed controller, a 5g servo and in front of the wing a 2cell 350mAh LiPo.

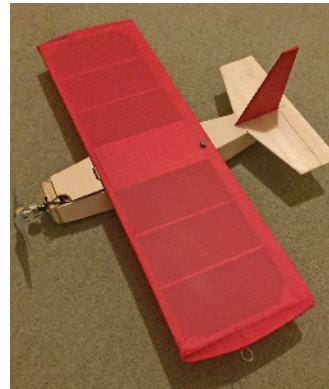


All the important work was done, but it wasn't doped or decorated. However, a few evenings ago it was calm and dry, so it was time for the first flight. I like it. It's a steady little thing on the 15' lines I can use in the garden, and I think that if I can find a place where I can use 20' lines it might manage a loop or something. We'll see.

Having got the first flight out of the way I can dope it and pretty it up.



And a week later, it looped!! *
Quite an achievement in such a confined space.



* Actually the loop was not intended, but why spoil a good story with the facts...JMA

MY FAVOURITE MODEL:

No 2: The Comper Swift, by Martin Skinner



My favourite model is the Comper Swift by Dennis Rattle and published as a free plan in Model Aircraft Magazine Sept 1963. My first non-kit "scale" model. Until I saw this plan I had no idea that such a lovely little aircraft existed. I think there are 3 or 4 still flying and the most well known in the UK is displayed and flown at Old Warden. Back to the model. I built the first of three - see, I said it was my favourite - in Spring 1964 and made all the classic mistakes, ie, taking no advice from anyone, I painted it with two coats of enamel, used a 7 x 6 nylon prop I had used for a C/L model and underpowered it with 2 X 3/16 flat strands of dark grey rubber. Just to make matters worse, it has a short motor to keep the prop/nose block on and thus could only wind on about 400 turns. Finger wound. It did not fly very well, but looked lovely.

Step on 20 years, and just having completed an intensive training spell at RAF Cranwell I built another one. This time built light, covered in orange Modelspar, goodish 8" prop designed for rubber power and four strands of 3/16" flat, it flew like a dream. Still hand wound, but with a longer motor I could get on 600 or so turns. Flew it on North Airfield when full size flying had stopped.



Banks hand winds the turns without appearing to count them. We may assume that the ensuing juvenile lecture on winders and motor tubes remained on the cutting room floor. Such knowledge would have been current among all fifteen year olds in 1941. So I am told. But what can this all sheet model be?



WARNING TO E20 FLYERS!

Gerry Williamson has just added an E20 to his comprehensive electric fleet. Now that the club E20 comps are "Open" class only, he should immediately become a threat.

By the way, lads, have you seen the E20 article in Aero-modeller? A potential game-changer.



FILM REVIEW:

Keeping members up to date on the latest from the cutting edge of world cinema.



In the 1941 spy story “Cottage to Let” a very young but easily recognisable George Cole, in his first cinema role and clearly not in need of a Minder, berates Leslie Banks for not lubricating his motor properly, just wimpishly trickling lubricant onto the strands. George demonstrates how to rub the motor between his hands. “Those shop built jobs are never any good,” he says of the model claiming an eight minute flight of his own recent creation.



“And that,” he says, “is not the way to install the motor.” Young George then does so, deftly and without the aid of a motor stick, in a sequence that is neatly cut, presumably so as not to give information to the enemy.



Sad to relate that when it came to moving all my worldly possessions and huge piles of kit, I could not cram anything extra into my Vauxhall D Type Viva. So rather than damage the orange Comper Swift, I gave it away to an RAF policeman on guard Room duty, who had an offspring.

Model No 3, the one pictured here: using the same 1963 plan I built this in late Summer 2019. I have flown it twice, somehow the weather and Covid 19 have restricted more attempts. The model is built to plan with the exception of removable wings and struts, removable fin and tailplane unit (just in case I need to move my kit again!) U/C wire looking more like the real Comper configuration, and Very Little Paint. The markings are cut from a white sticky backed plastic film I found in Inwoods Model Shop. Cuts well and sticks well with no lift at the edges. It's 24" wingspan and weighs 65 grammes.

The original plan has some interesting detail added by me regarding cost of materials. Six 3/32" square 36 inch strips, one shilling. One sheet 1/16" balsa, 1/2d. 22 swg wire at 2d, and a sheet of Modelspan, 4d. The whole material listing came to 10/4d.

Comper Swift VT - ADO, named the Scarlet Angel, was flown all the way to India by the owner/pilot after taking delivery from the factory.

The Free Flight E-mail circuit:

Some of you will know that when there is any F/F activity in the offing, I have kept members informed by my Free Flight E-mail list. (This saves Secretary Martin having to send out to the entire membership, when some of you would not necessarily need to receive the information.) If you are not yet on that list, and would like to receive the most up to date information, especially at a time when dates and events may be rather fluid, please write to me from the address that you would like me to use, & I shall add you to the list, and use BCC when contacting you all. You would also be the first to receive club contest results, within a day of the event. You don't have to be a Free Flighter to be added: even C/L-ers could join, as long as they promise to sit quietly at the back and behave themselves.
... johnashmole@yahoo.co.uk

WHEN THE LIGHTS COME ON AGAIN.....

Free Flight opportunities for 2021



Much of what follows has already been said, but because I like to assume that our Free Flight members are waiting for action “like greyhounds in the slips” I shall set the rabbit running with an outline of what will be happening soon.

I still hope to begin with the 2020 Bernie Nichols Trophy, because after the first iteration of that contest on a beautiful afternoon in 2019 it was simply too good to miss. However, if circumstances prevent it occurring before the end of May, it will be withdrawn.

May will, we hope, be a busy month beginning with Old Warden on the 8th and 9th. At the time of writing, this is ON according to Modelair. Please note the added E20 comp. plus the fact that there will be further opportunities for the “Small Models” category to be revisited later in the year, so it’s well worth having one. PMFC club contests should also begin in May, and I would expect to run four rounds (May, June, July, September) and score the “best three from four.” Planning by the FFTC for the Nationals is currently delayed due to uncertainty, but as the next page reveals, SAM 35 will run events largely as before if the weekend were to continue in its normal way.

The scale weekend at Old Warden should continue as before, with the Masfield trophy and the Earl Stahl duration event: I must repeat my encouragement to build an Earl Stahl model, which would be useful in the new PMFC club “kitscale/planscale precision” class as well as in scale and precision events.

Buckminster becomes the centre of operations for the late Summer: Power Precision (a “Bowden Style” contest as mentioned last month) should take place in July, the “Ajax and Achilles” event in August, “Rubber Aces” in September shortly after our “Flying Aces” at Ferry (see back page for the menu of events, and please note the date, slightly changed from its normal weekend after the Nats.) After the very popular “Rubber Bowden” back at Old Warden there will be the “Rubber Ratio” at Buckminster: a new idea that was well received last year. The 2021 BNT should fit in around September as well.

Thanks to Brian Waterland, an agreement now exists with NPT that will give us a wider choice of afternoons in which to contest the Auckland Cloud Tramp Challenge...we need all the help we can get!

The “Buckminster Gala” is yet to be fitted into the Calendar, but may also become a Monday event, probably in October.

All this is what I very strongly intend to do: I hope that we shall see more, rather than fewer, of you at these events, as we have nearly a year’s flying and socialising to catch up on.

So let’s ensure that our models are trimmed and ready! We have a lot of catching up to do!

KK Ace, (continued.)

Andrew Longhurst has written in to Brian, with the following: “Mike Kemp wrote exactly 100 of the 454 rubber columns so far. The Bill Dean Ace plan is on Outerzone, and can be printed off for free. Tip: put the Tomy at the back as they come out nose heavy.” Spencer Willis has 12” hand carved props for £13. (JMA has his ‘phone number.)

PMFC Winter Building Competition

With everyone still stuck inside I am hoping that everyone has been busy building!

With this in mind I hope that you might be interested in this fun competition?

You can enter with any model, as many models as you like.

For now I shall split models into the following categories:

All Free Flight

All Radio Control

All Control Line

There will be a prize for each category that has entries.

Prizes to be confirmed, but will be worthwhile and hopefully relevant to each category!

All that you have to do is email two photographs of the model, preferably a ‘bones’ and a completed shot with a brief description of the model. This is a relaxed competition so no need to worry about the state of completion! (Though inevitably, it might impact on the score!)

Email to: **RGLister@aol.com**

Examples given below:



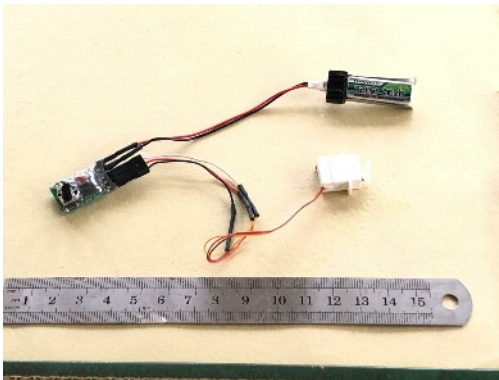
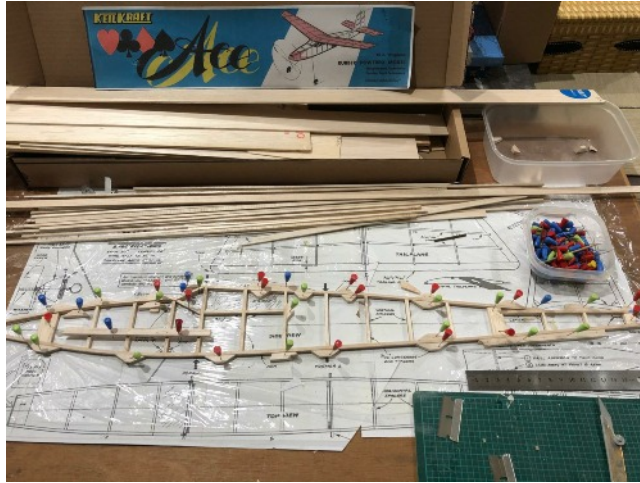
In the current situation, I propose a relaxed closing date of: 1st May 2021

Russ Lister

Ace builder Sephton

provides useful advice even for the experienced builder

“The DT system is electronic and consists of a LiPo, controller and servo. All up weight is 8.5 grammes. With fuselage additions, it will be probably be 10 to 12g. Can be programmed from 10 sec to 5 minutes in 10 second intervals. From Den’s Model Supplies, named E_Zee Timers, for £16 each. “



“Above: the jiggging blocks are twice the depth of the fuselage sides: That way, I can guarantee both side are the same.
The servo action is weak, so I’ve fitted a swinging arm. The long arm is held back by the servo, the short arm is tensioned by the DT line. Pic below shows the system armed. “

“U/C is removable for storage. Wheels cut with a compass cutter from 0.8 ply and 2.5m balsa either side, ally tube at centre. “

(Or you could just go for a stroll along the Cob at Lyme Regis and pick up those little discarded ply circles among the fishing nets: see last issue! Ed.)



Provisional SAM 35 Free Flight



Calendar for 2021
chronological version

March The “**March Wynde**” deleted for 2021

May 9th (Sunday) **Small Models Contest** at Old Warden: three classes:
Frog Senior, KK Elf and VMC Pilot.
Also invitation contest for E20.

May 29th (Saturday) at Nationals: **Wakefield 4oz**, also **Lulu and Classic A/1**

May 30th (Sunday) at Nationals: **Wakefield 8oz**, also **Lulu**

May 31st (Monday) at Nationals: **36” Hi-Start glider, Under 25” Vintage Rubber, Lulu.**
(NB the Lulu contest flights may be made on any one of the three days of the Nationals.)

June 26th (Saturday) or June 27th (Sunday) **Power Precision** (Buckminster) Two classes, high wing, low wing/biplane.

July 25th (Sunday) Old Warden; **Masefield Trophy** and **Earl Stahl** scale duration contests.

August tba (Monday) at Buckminster: **“Ajax and Achilles”** plus supporting events

September tba (Monday) at Buckminster **“Rubber Aces”** contest plus supporting events.

September 19th (Sunday) Old Warden: **The “Rubber Bowden.”** Three classes,
High wing, Low wing and Vintage Wakefield.

October 16th or 17th tba. **“Rubber Ratio”** also P20, E20, Cloud Tramp.

NB: the **“Buckminster Gala”** will be added, or possibly run alongside one of our August/September Mondays. Stuart Drmon is going to offer some possible dates.

NEW CONTEST, NEW INITIATIVE:

.....Brian Lever

MIKE KEMP AND THE KK ACE



The Andrew Longhurst Column in SAM35 Speaks is dedicated every month to the late (great) Mike Kemp.

Mike started the column in the early 80s and it became (and still is) an encyclopaedic monthly treatise of all things connected with rubber powered model aircraft.

At that time there were many competitions for "MINI VINTAGE" duration models and the KK SENATOR became the model of choice.

However Mike had a love of the KK Ace and campaigned the model against the Senator brigade.

Results showed the Senator was the better model even when flown by new competitors to the class, however with Mike squeezing every last bit of his knowledge on propeller design, build quality, rubber motors and trimming, he on occasions came out top of the result sheets.

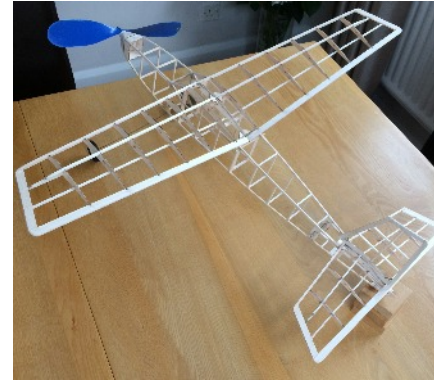
I spent time with Mike when he attended his final SAM35 AGM which in those days was held at Henlow. Mike was in his wheelchair and reminisced about his time developing the Ace and how much enjoyment it gave him. He passed away some months after the meeting.

I commenced building an Ace from the Chinese manufactured Ripmax kit shortly after Christmas (good job Mike is not around to find me building a Chinese kit of his favourite model), and this gave me some time to think about Mike.

In his honour I decided to propose an Ace Competition to John Ashmole, to be flown at Buckminster in (hopefully) 2021. John quickly approved of the idea and suggested the competition be incorporated into one of his Buckminster sport and competition days. I was very happy for this to happen and no doubt John will be in touch with proposed dates.

The competition will consist of three flights (max decided on the day and in the region of 90 seconds) If required a flyoff will decide the winner.

Prize money of £50 will be apportioned amongst the first three places along with certificates and " The Mike Kemp Memorial Trophy" will be presented to the winner who may retain for one year.



With luck, the "Flying Ace" meeting will be held at Buckminster one Monday in September or October, and will also include other contests for small rubber designs.

I hope the idea will give the " Rubber Brigade" another excuse to build a multi- purpose model which can be flown in other competitions such as the Rubber Bowden, BMFA Mini Vintage and " All in Rubber" at Buckminster.

The Ripmax kit is very good value at under £30 although stocks were low when I eventually purchased one from Sussex Model Centre.

There are already a number of "ACE" models being constructed and I'm looking forward to the day when we can all be once more trimming and flying our creations.

Brian Lever 11.01.2021.

A useful model: your Ace could be used in:

PMFC Bernie Nichols Trophy, Ferry Meadows

SAM 35 Rubber Bowden, Old Warden

SAM 35 March Wynde, Barkston

(Class B non- Senator.)

BMFA Mini Vintage, Barkston.

SAM 35 "Rubber Aces" Buckminster.

SAM 35 "Rubber Ratio" Buckminster.



This is Andy Sephton's..
You can tell by the grass

.....or you could just fly it for fun.JMA