



### PMFC and SAM 35 Calendar of events.

(Other events may be added later or changed if circumstances alter, so “check before travelling.”)

- 25<sup>th</sup> July: Masefield and Earl Stahl Trophies, Old Warden (part of Scale Weekend. )
- 23<sup>rd</sup> August: Ajax and Achilles plus Cloud Tramp Buckminster
- 7<sup>th</sup> September: Club FF Contest, Round Four.
- 9<sup>th</sup> September: 2021 BNT window opens.
- 12<sup>th</sup> September: PMFC Flying Aces, Nene Park.**
- 19<sup>th</sup> September: Rubber Bowden, Old Warden. Three classes, High Wing, Low Wing/Biplane, Vintage Wakefield (up to & including 4 oz Wakefield.)
- Festival of Flight weekend, 18 - 19<sup>th</sup>)
- 25<sup>th</sup> September: Indoor at Bushfield, 10.00 to 16.00
- 4<sup>th</sup> October: Rubber Aces, Buckminster (KK Ace, plus Under 25” Vintage Rubber)
- 17<sup>th</sup> October: Rubber Ratio plus E20, P20, Cloud Tramp Buckminster
- 25<sup>th</sup> October: Small Models plus 36” Hi-Start Glider, Buckminster/ (phone to confirm. as weather may not be suitable)
- 31<sup>st</sup> October: Indoor at Bushfield 10.00 to 13.00
- TBA: (Probably September) Cloud Tramp Challenge versus Auckland.**



(Please note that there is no FF event on 30<sup>th</sup> August as published elsewhere: it is a Bank Holiday and already booked.)

*Don't ever say that life is dull as a member of PMFC!*

## PETERBOROUGH MODEL FLYING CLUB



# MAGAZINE



July

2021

## THE LONGEST NIGHT

... and other stories



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



The most remarkable thing about the PMFC 24 - hour Control Line Challenge was how smoothly it all went. Meticulous planning, good preparation and an excellent crowd of flyers and support crew, some of whom had begun playing their part weeks before the event, made it all possible. It was, as we all know, the brainchild of our Brian Lever (known in some scale circles as “Dewhurst” for reasons which he may or may not be willing to divulge.) PMFC is now well “on the map” as if it were not before, and our reports, beginning on page 14, should be read in conjunction with Brian’s account in the latest BMFA News. There are so many people to thank that I cannot do them justice. Anyone who has sat through a Le Mans 24 Hour race should have some idea as to the enormity of this project. The good nature of all involved, flyers, support crew and villagers, was a real asset.

We heartily congratulate Brian and all involved on this remarkable achievement.



Never let it be said that PMFC does not encourage youth: Here’s young Luke Goymour in an earlier incarnation.



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Just as we prepared to print, there came the sad news of the death of PMFC member John Coulson BVW reports, “John started his working life at the De Havilland in Hatfield working on Vampires and the Mk 1 Comet. John never lost his love of aircraft and had an indomitable spirit. Despite being on twice weekly dialysis he continued to build model aircraft and often drove to Old Warden to fly them. We extend our sympathies to his partner, Jane, who has asked that his models be passed on to the members of PMFC.”

*Cover: Roger Silcock flies through the night, viewed from the Circle 2 control table.*

Luke writes: “Attached is a photo from the club website. It’s listed under Ferry meadows 2004. It’s certainly me, but not 2004 as I began my studies for the priesthood then! The photo is circa 1995 and I must be aged around 12 - 13 years old. I am launching my own design “Imp” which was specifically designed for the wingspan ratio contest. The picture is either from the October free Flight Gala- the precursor to the Flying Aces, or possibly the first Flying Aces. I believe my dad, Tom Goymour, was Club Chairman about the same time. Note the “old style” logo with the model in the vertical, cross-like formation in the centre of the badge.”

*On a related matter, please remember that Sew on & Sewforth of Hunstanton can supply our blue sweatshirts with the current logo. Contact info@sewsewforth.co.uk Mine cost £15, posted.*



....Brian Waterland remembers.....

#### Instant recollections - in no particular order

How well it all went thanks to meticulous planning by BML  
The good humour of all involved --- even in the rain at midnight .  
The absence of crashes

Very little excitement despite some dodgy turbulence ( following an early test flight we wound up the motor RPMs to help counter it ).

We started with 8 models and expected to lose some. In fact we finished with 8 models and only swapped out one motor and an ESC with a broken cable. At BML's request **Den's Models** had modified the Profiler to help us by fitting an RPM trimmable pot in place of the tedious button press programming . Den also checked out the ESC units before sending them to us--and it paid of

Charging of the 36 **Overlander** batteries was in the capable hands of Ian Lever . We had a few flights terminated early but the meticulous logging showed that this was because the battery had done two flights without being recharged.

The support of the Peakirk villagers and in particular the ladies who supplied Breakfast, Dinner and Tea and unbelievable amounts of tea and coffee all while we were flying

Visits by most of the hierarchy of the BMFA ---some came twice !

#### ODD Highlights

Some two up flying in both circles

A battery moving in flight giving an unacceptable movement in the C of G and instant crash ! ( in the other circle to ours )

Some deliberately inverted laps ( in the other circle to ours ) But the pilot could not get it back the right way up !

Flying in the dark by the light of Tilly Lamps and the blue glow of the one onboard LED .

The non deliberate loop by Richard Arnold . He recovered the situation and flew to the end of the allotted flight .

BVW

### ALTERNATIVE C/L COMBAT NATIONAL CHAMPIONSHIPS

We should all be aware that both of the British National Championship events have been cancelled.

The Combat Flyers Association have been in negotiations with the BMFA and it has been agreed that the CFA can organise alternative events that will be recognised by the BMFA.

The Vintage and Oliver combat will take place on 14<sup>th</sup> and 15<sup>th</sup> of August at Buckminster.

The F2D and F2E will be held at Buckminster on Sept 26<sup>th</sup>.

The 1/2A will be fitted into the meetings at old Warden on either 24<sup>th</sup> July or 18<sup>th</sup> September.

### AN INVITATION TO CLUB MEMBERS WHO WISH TO PARTICIPATE

Two years ago the club combat flyers got together to enter a Vintage Combat competition. A great time was had by all. But none of us worried the top half of the results sheet. This can be explained by most of us being 'rusty', but a large part of the reason was due to outclassed engines and uncompetitive models.

To rectify this situation I have built a 'fleet' of 5 identical competitive models, the liquidatorXL. I have obtained 5 x PAW19 motors to power them. All the motors were second hand in more ways than one. The oldest is a Combat Special dating from the 70's. However I returned the worn ones to PAW and had them rebored. They are all working and up to a competitive standard.

I will continue to participate in combat with my own models and motors. If any club members wish to enter an event as a PMFC member I will bring these models for them to use as required.



Roger Silcock 23/5/2021

# CLUB FREE FLIGHT COMPETITION

Round One. 25<sup>th</sup> May



Bert's Gnome tried to escape, but was retrieved.

The forecast was dire, and I really expected to be spending a few hours sheltering in the car, reading a Terry Pratchett novel. But upon arrival, on the dot of 3.29pm, it was clear that some members at least had arrived ready for action. Skies were bright, occasionally cloudy, but there was no likelihood of the rain that had been predicted.

We moved to the far end of the field: among the K.K.grass, not too deep just yet. That meant that a 40 second flight should land just before the cafe, provided that the first downwind leg of the model was not too long.

Roger Silcock got underway promptly, running off three Cloud Tramp flights in quick succession before departing with his model divided, like Gaul, into three parts. Conditions were going to be challenging. More to the credit, therefore, of Bert Whitehead, who then put in three strong maxes with his similar model. Hi-start Glider was to be more problematic however, his Gnome heading off to the trees with enthusiasm.

Jon Whitmore was the only flyer in electric, so made the necessary "bona fide" effort (as specified in the rules) to gain a point which may be of significance at the end of the season. He was to do the same in HLG.



A general view from the Grassy Knoll, as BML warms up prior to the start. That's Richard Arnold in blue, our genial treasurer and membership secretary, trying to remember what C/L flying is all about.

We resumed flying again at 4:30. Only 5:30 hours to go. The skies were clearer but the initial calm of the morning was soon replaced by wind gusting just as strong and unpredictably. Back to business clocking up the hours until - - breakfast. Woohoo. A very welcome pile of bacon butties and steaming hot tea.

With our spirits suitably lifted the competitive nature of Lionel and Chas took over and they decided to fly two - up to clock up extra flight time. Three flight intervals adding 6 flight times. We had sufficient batteries for them to do this twice. Lionel even did one flight inverted. Chas enjoyed it so much he defected to circle 1 for a two - up flight with Steve Turner. We achieved the 12 hour mark with around 4 hours to go. Brian asked us to continue until 10:00. At 10:00 the bells tolled again and we stopped flying.

We gathered for speeches and photographs and even a drop of champagne.

The event was really well organised and run, all we had to do was turn up and fly. It was flown in the best spirit and was well received by the local inhabitants. We had people stopping their cars and passing donations to us. The amount raised on the day plus a 'just giving' page is so far £4,200.

Circle 2 totalled 15 hours 4 min 49 sec. The total time for both circles 27 h 50 m 45 s.

CIRCLE 1.		CIRCLE 2	
	flights		flights
Richard Arnold.	27	Chas Campen	41
David Cowburn.	38	Neil Hayward.	6
Andy Green.	18	Pete Harvey.	38
Brian Lever.	12	Mart Kiszell.	24
Steve Turner	21	Roger Silcock.	34
Brian Waterland	29	Lionel Smith	37
Total.	145	Total.	180

Total flights made 325 !!

Chas Campen completed 41 flights making 3,485 laps. This may also be an electric CL 24 hour record.

Total laps covered by everyone a dizzying 27,625. Roughly 1000 laps/hour.



The pit for Roger's circle: Four models per pit, so one must be in the air. (Ian Lever's battery charging "office" is just down the drive, to the right of the tree.) Volunteer flyer Peter Harvey waits his turn.



Memo to Andy Green: when the camera points, don't pose. Just use that KK Cub to stop Jon!

P20 was a tense affair, in which the star performer was Bert, once again. Had his second flight not disappeared over the trees at 1½ minutes, he would very likely have won. There was a lottery element to all flying on this day, as turbulence from upwind trees tended to force model to low altitude across the centre of the field.

Nothing else happened of note. Well, there was something, but I'll have to whisper it...

*Following a series of very satisfactory E20 flights, that once-respected club member Jonathan Whitmore, expressing no remorse whatever, had the temerity to borrow a pin, stick it into the fuselage of a spare F500 as a towhook, and run it up the bungee., Sans propellor. No such outrage has been enacted at Ferry Meadows since Brian Waterland once did the same with a P30. a dozen years ago. And what makes all this much worse, is that he only went and won the event!! As Mr. Growser in "Toytown" would have said, "It shouldn't be allowed :there ought to be a law about it.!" But what would Jon remember about that? \**

Our next problem came when we had exhausted the supply of charged batteries even though Brian had 36 batteries and 4 chargers. This caused a pause in the proceedings and allowed for a 'comfort break. A local RC flyer Shawn Chaffe who came to spectate, drove home and brought us his battery charger which helped maintain an adequate supply of batteries from then on.

We carried on taking turns racking up the hours. We were plied with tea and coffee very frequently throughout by the ladies bringing trays of mugs. There were sandwiches and cakes for lunch. These were very welcome. As was the soup and cottage pie provided for tea.

We were joined by Neil Hayward who had driven from Milton Keynes after working all day. He happily joined in the rota after taking refreshment. He had to leave shortly after 20:00 as he had to work the following day but his contribution was very welcome.

Once darkness fell we turned on the torches and tilley lamps. Brian had also provided head lamps which turned us into rotating lighthouses when flying. The only person I can report having difficulties in the dark was me. I seemed to be even more dizzy flying in the dark and wobbled around the centre of the circle. I would drift towards the cherry tree near the circle and must confess to my models have a glancing blow with its branches no fewer than 5 times through the night. Fortunately the sturdy little thing would carry on unaffected.

The model I was allotted was number 8 which stood up to a great deal. Not only did I use it, so did Martin Kiszell. Thus it covered twice the mileage of the other models. Added to this, it had already covered 1000 laps during Brian's previous fund raiser. We estimate we added a further 5,000 laps. We carried on in the rhythm we had established even through the occasional rain showers. We had dressed to cope with the weather.

We had become rather tired by 00:30 and the rain had also intensified. Brian Lever decided we should take a break until approximately 4:30. We all retired to our own sleeping accommodation. Brian even organised an alarm call for us because the village peace was shattered just before 04:00 by his neighbours cockerel. It was quite light by then.

### Positions and points:

E20: Jonathan Whitmore 1pt.

HLG/Cat : Jonathan Whitmore 1

Cloud Tramp : Bert Whitehead 2  
Roger Silcock 1

#### P20:

John Ashmole	Sweet Pea	4pts
Peter Adams	Junior Miss	3
Bert Whitehead	0/D	2
Andy Green	Elf	1

Bert and I currently lead the "Victor Ludorum" chase (for the most people beaten) so I suspect he will have to brush up his Latin again. But these scores provide little indication of what the final outcome may be, as over the four rounds one score has to be dropped. It is still "all to play for" with many others yet to join the fray.

#### Glider:

Jonathan Whitmore	F500 (!)	3pts
Bert Whitehead	Gnome	2
Andy Green	KK Cub	1

\* Who now remembers Hulme Beaman, Uncle Mac, Larry the Lamb, et al?



...and what is worse, he won!  
 Yes, that's a Ferry 500 E20 on a towline!!



Briefing: Brian gives last minute instructions, then the church bells rang, and it all started. Hospitality tent behind, refreshments caravan beside, tables and chairs for team and visitors.

### Voetsak tribute C/L at the SAM Buckminster weekend, 25 -27June.

Never knowingly out of the lime-light, Team B & B won this event with a time a whole 45 seconds better than the second team. "I am now," says BVW, "the proud possessor of a tiny replica bust of Ron Moulton. It is not an Oscar, it is a Ron, and as my eldest daughter said, Ron seems to be an ideal name for a non-gilded model of a balding old man. \*



We also found out why our other engine gave trouble. Apparently to lower manufacturing costs, AM left out the crankcase bush and ran the crank directly in the crankcase casting material. In certain circumstances the crank web can finish up rubbing directly on the crankcase acting like a disc brake. This would explain why Brian L claimed it ran so hot he was burned by the spinner nut! I have now to make a 0.010" brass shim spacer to fit up against the crank web."

BML adds, "The opposition were trounced by a full minute in the 60 laps, one pit stop racing. Where we found the energy from after the 27 hours 50 minutes and 45 seconds marathon is one of life's mysteries."

*\* It's all right, Brian, I've checked the names on the membership list. I think we can get away with this.*

The church bells chimed at 10:00 to mark the start of the record attempt. Each team member selected one of the four planes allotted to the team. We took one flight each to feel how the models flew. The model would leap off the floor before flying very stably under power. The light weight meant the glide was very short when the power cut. The light weight of the model gave us some problems because the wind was gusting very strongly round the adjacent buildings. This gave us some very bumpy flights. We religiously wrote down the time at the start of the flight, the name of the pilot and the time airborne. A running total of airtime was updated after each flight. We quickly decided that we were wasting time changing planes and pilots after one flight and that each pilot should take three consecutive flights with the same plane, changing over the battery as in a 'pit stop'.

The flight time for each battery was very consistent at 5min 15sec with a few seconds added by enthusiastic whipping when the motor stopped. Averaging around 85 laps. The first problem occurred when Lionel took off and the battery fell off. It remained attached by the battery cable and acted like a pendulum making the plane flip on its back then whipping back upright before hitting the ground and breaking the propeller. An additional velcro strip was added to each plane and battery. This worked with no further problems. Mart Kiszell arrived after problems with his 'Sat Nav' and quickly joined the team rota.



Our correspondent Roger at work, logging every flight and lap for Circle 2. We hope it was a comfortable chair!

## The Longest Night

.....21/22 June



**24 Hour Marathon Electric CL Record**

21<sup>st</sup> and 22<sup>nd</sup> June 2021 Peakirk village green .

Report by Roger.Silcock

Brian Lever put out the call for willing volunteers to fly electric models for the 24 hour period to establish a UK record but essentially to raise money to help pay for the repairs to the village church. I in turn posted a request for help on the Facebook site of the Combat Flyers Association. This resulted in 5 definite offers and 2 maybes. We assembled around 09:00 on the green and Brian divided us into two groups.

I can only write about team A, flying in circle 2.

This team consisted of myself, and Chas Campen from Peterborough. Lionel Smith had travelled from Aylesbury. Peter Harvey from Keighley. We were expecting Martin Kiszell from Mansfield with Neil Hayward coming after work in Milton Keynes. Unfortunately we received a phone call from Chris Davey saying his car broke down on the way to us and had to withdraw.



Backroom Boy:  
Ian Lever sits among the clutter of a helpful neighbour's garage, and charges batteries...all day and, almost, all night, logging every charge.

## Ray's Rambles

.... Ray Millard



I don't have a lot of luck with aeroplanes I haven't built but which have come to me by various means.

Here's a pic of me in about 1964 with an A/2 given to me by Chalkie White of the Boston club. (Wasn't it nice when we had A/1's and A/2's etc, rather than the F1-something designations!)

It was a really good flyer and in those days we used fuse d/t's. Chalkie said I should band down the tailplane for retrieval as it made it easier to carry.

The inevitable happened and I forgot to take the band off before launching into a boomer. It flew away from Wigsley!

Many of you will have seen a photo of me lying dazed on the ground at Barkston in about 1988 after being hit by the Foster Wickner Wicko given to me by crazy Jack Bradshaw.

Fast forward to six or seven years ago.

There was a nice single channel glider for sale at Old Warden. I kept hanging my head over it, but, well, did I really need it? I finished up buying it for ten pounds. I put it together when I got home, but it had a T-tail, and I couldn't work out an elevator linkage for it. I put it away: it would come out of storage every now and then. Then it would go back to the spare room.

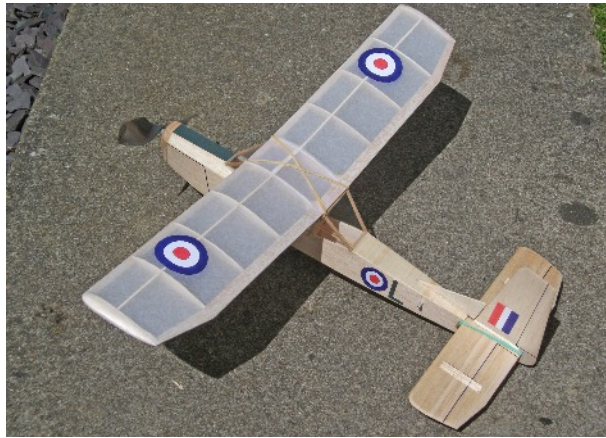
Then came the second lockdown and out it came again. I thought about burning it, and that would be that. Then I decided to do away with the T-tail and fit the tailplane with an elevator and to make a conventional fin and rudder for it. It had to be electric powered. ...It's a really nice, easy and gentle flyer. It's got an A2212/6T, 2200kv motor in it, whatever that means, and it carries a 7.4 volt LiPo turning a 7 x 4.5 prop. Even I can find thermals with it!



So what's the difference between these models? Easy. I bought this one. If only I'd paid Chalky and Crazy Jack for their planes I might still be flying them.

Jasco Spotter

...by Martin Skinner



A boyhood flight of fancy from the 1950's. Always liked the design, based on various WW2 spotters. The plan came from Outerzone. Except for the wing it is all 1/16<sup>th</sup> sheet balsa. 18 inch span and 6 inch prop. Despite thinning down the tail surface sheets, it still needed a little noseweight to bring the CG forward to a reasonable place. Garden glides seem to be OK. It only took a week to make in odd snatched moments. Roundels etc are permanent ink on address labels.



...and then, from Rob himself, without whom it would not be a PMFC magazine.....

### An Ebernezer "Fairey Battle Axe."



"This is when they realised how ineffective the "Battle" was, so it was decided to fit two Bristol Hercules engines instead of the single Merlin.

Armed with a 6 pounder Molins cannon it did good work for Coastal Command, sinking several submarines.

Editor: A twin engine Battle did fly, and very successfully at that. The project is described as a "might have been" (a category which always interests our Rob) and the original design shows separate canopies for the pilot and rear gunner.

Source: [dingeraviation.net](http://dingeraviation.net), although Rob's sources may be much more extensive.





## Martin Skinner: another month, another project.....

Hello John: another creation from me. The Frog inspired Supermarine Spitfire 22, by PMFC member Rob Smith and published in Aeomodeller March 2015. The model went together quite well, and excepting the fuselage sides, is built from scrap. The wing trailing edges are wet balsa strips laminated with PVA to hold the lot together.



Span approx 18", Plastic 7" prop and a moulded canopy. Not my best effort but close enough.

Finish is high gloss Aluminium/Silver spray can and the service markings are sticky address labels, hand contrived. Squadron bars are 604 Sqn. I don't think the colour scheme ever existed but I have seen 604 Spits photographed in the same period with a combination. So why not?



## Club free Flight contest, Round Two. 11<sup>th</sup> June



Not as windy as last time, but far more turbulent: Many times the "thud" of a glider hitting the ground at speed was to be heard, and some wild flightpaths performed by E20's revealed the malign intentions of upwind trees. Downwind, for those models that got that far, the lakes called like Sirens awaiting their prey.

In P20 Bert maxed out: quite an achievement on a day in which others were to encounter such inconsistencies. If I mention that Mick Page scored only a "26" it will illustrate the difficulties the rest of us encountered. LukeGoymour's new P20 climbed well and looked a good bet for some maxes, but suffered from vertigo returning to earth with haste. When, unfortunately, he had it finally trimmed out for what was probably the flight of the day, he a) had not called it a contest flight so had no timekeeper. and b) it landed well out across the lake.

He and Jon Whitmore finished the event by amusing themselves with an interdenominational HLG flurry, the catapulted models appearing to leap high above the turbulence.

Also visiting the lake was Rod Brigginsaw's E20: a pity as we really don't want to lose those designs, the most technically advanced class that we contest. Glider suffered most in the conditions, several models showing damage by the end. It was nice, however, to see that Dave Rumball, our greatest supporter of that class, won, prevailing over Jon's "Rumble Strip." (At least he used a GLIDER this time!)

The most newsworthy event came towards the end: to win Cloud Tramp, and beat Bert's score, Mick, having called an attempt on his last flight, needed six seconds. All present crowded round to watch, as he faced this huge challenge. Amid shouts of encouragement he released, a gust caught the model, and he scored THREE! *How do the mighty fall!*



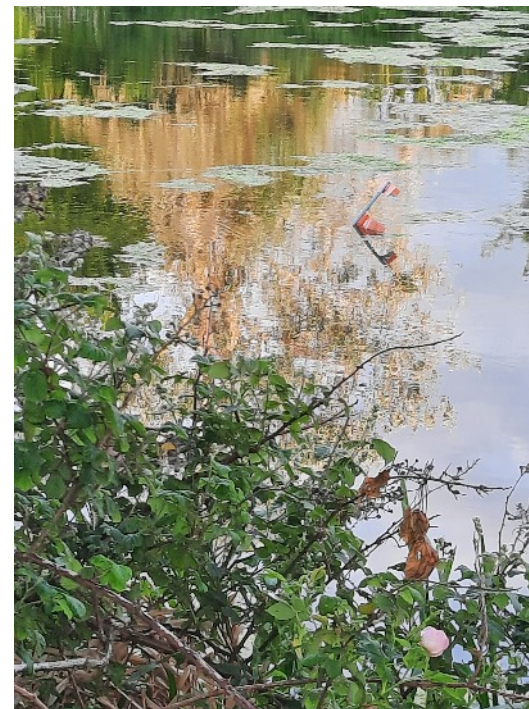
Jonathan, with "Rumble Strip"...at least a *proper* glider this time!

### Scores so far after two rounds out of four (best three to count.)

Glider:	
Jon Whitmore	6
Dave Rumball	4
Bert Whitehead	4
Andy Green	1
John Brown	1
	HLG
	Luke Goymour 2
	Jon Whitmore 2
P20	
Bert Whitehead	6
Peter Adams	6
John Ashmole	5
Mick Page	2
Andy Green	1
Luke Goymour	1
	Cloud Tramp
	Bert Whitehead 5
	Mick Page 2
	Peter Adams 1
	Roger Silcock 1
E20	
Jon Whitmore	3
Rod Briggins	1

### Round Two results

Glider	
1)	Dave Rumball
2)	Jon Whitmore
3)	Bert Whitehead
4)	John Brown
P20	
1)	Bert Whitehead
2)	Peter Adams
3)	Mick Page
4)	John Ashmole
5)	Luke Goymour
Cloud Tramp	
1)	Bert Whitehead
2)	Mick Page
3)	Peter Adams
E20	
1)	Jon Whitmore
2)	Rod Briggins
HLG	
1)	Jon Whitmore



Left: Luke's P20 before imitating a duck.  
Above: there it is, in the top right quarter of the picture.



Reprieve! Reprieve!

Luke writes,  
"I got the laked P20 back...or rather Jonathan did. He ingeniously attached a weight to his catapult line and waded out to get a good throwing angle. Through a mixture of fishing skill, athletic effort and luck he managed to fish the offending model out!"

This picture shows the model being towed out of the lake.

And on another note, I flew P30 in the third Area meet . Peter Gibbons flew at North Luffenham taking home Silver, which I flew at Sculthorpe (my first BM-FA event for 21 years) and despite losing model (d/t failure) took bronze...which was a pleasant surprise. Model was picked up by a gamekeeper a week later: it had flown for some 14 miles!"



Remember this one, lads? (Look away, Rod!)