



PMFC NEWS

News and views from Peterborough Model Flying Club

Winter 2022
online and in print



**Rocket Duration! A
New Class for 2022**

**New adjustable
Nose Block for
Rubber Models
by Derek Knight**

**“Electric
Mondays” at
Buckminster**

**Full Calendar of
Events PMFC &
SAM 35**

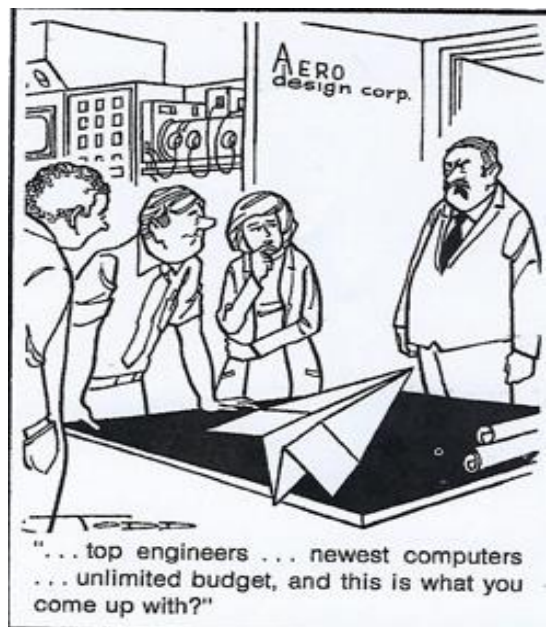
Editorial

Peterborough MFC, a wonderful club!

I was around nine years old when I was first introduced to the wonderful world of aeromodelling. My dad had dabbled throughout the years and had built several *Aeromodeller* plans. I have vivid memories of holding the model end of a towline whilst my dad towed his Vic Smeed "Peerless" skyward. Another model, again a towline glider that dad had built from an *Aeromodeller* plan was Nipper, a 25" simple model by J Van Hattum. We were struggling to get the thing in the air, and once we did get it up, to stay airborne. Again, I was acting as launcher and fetcher-mite, and enjoying every moment of it. The location of the flying site that day was the 'big field' between Orton Goldhay and Orton Longueville in Peterborough. As we struggled with our towline antics a man and his dog came over to talk with us. Turned out he was a fellow aeromodeller, a certain Dave Rumball. He invited us to come down to the local model flying club. Soon after we joined the Peterborough Model Flying Club as a family and my childhood was filled with balsa, tissue, rubber, and Co2. Our Peterborough Club was an important part of my childhood and gave me a wonderful education in aeromodelling. We were introduced to some great characters and made friends on and off the flying field. Dad even became chairman of the club for a while and was responsible for monthly newsletters, initially typed on his IBM electric typewriter, and when that packed up, handwritten in his neatest print.

There is then, something of a beautiful symmetry to history as thirty years later I take on the responsibility as Editor of the PMFC Club Magazine. It both a pleasure and privilege to do so. My sincere thanks goes to John Ashmole for his excellent tenure as Magazine editor. John has done a marvellous job with the Club Magazine and leaves me with a tough act to follow. It's a daunting task, but I will do my best to continue to keep the high standards that John has set and help keep our wonderful club connected, informed, and even, at times, entertained! Of course, you can help with this, for this is **our** magazine! So please do send me photos, contest results, news articles, cartoons and anything else you think would be worth sharing with our wonderful club members – **I can't do this without you!**

And indeed, PMFC is a wonderful club! As our Chairman Brian Lever will point out in his report it is one of the most famous model clubs in the country. As a predominantly Free Flight club we are large. We have over 70 members and they are widely spread around the country (with a few abroad). They are so widely spread that should they meet up, they may not even know the other person is a member, unless, of course, they are fortunate enough to be wearing a distinctive "T" or Sweatshirt!



On the cover, Martin Skinner gets his Frog Mamba off to a gentle flight at the Frostbite at Ferry meeting.



PMFC Committee

President: Brian Waterland
Chairman: Brian Lever
Vice Chairman: Dave Leeding
Secretary/PRO: Martin Skinner
Magazine: Luke Goymour
Treasurer/M'ship Sec: Richard Arnold
Data Protection: Martin Skinner
F/F Sec: John Ashmole
C/L Sec: Roger Silcock
Sports/Scale Sec: Russ Lister
Flying Aces Coordinator: Luke Goymour
Safety/Ferry Liaison: Dave Rumball
Co-Opted Mem: Andy Green
Webmaster: Paul Townsin

Talented members: Dr Jetex, Roger Simmonds about to launch his Mig 15 at the 2019 Flying Aces

Looking through some recent *Aeromodellers*, (Dec & Jan) Brian Waterland has brought to my attention just how far-reaching our influence on the aeromodelling world is. He writes:

The recent 3 part article on ED Engines was written by erudite member Kevin Richards. The Light and Eze tissue article was largely the work of another member, Andy Sephton. Andy was in the RAF, a graduate of the Empire Test pilots School; was a test pilot for Rolls Royce; was chief pilot at Shuttleworth and currently still holds at least one time to height world record (done in a Harrier) He is still testing and delivering Hercules transports for Marshall Aerospace. I cannot start to list his modelling achievements but suffice to say they include a published 36 inch Caprice (for P'boro Hi Start Glider) and an all sheet rubber model designed to win the Flying Aces, Rubber Ratio event (and he succeeded)

Even the Combat article has a link to PMFC. Newer members may be unaware that in the 1980s the club annually ran 4 rounds of the grandly named British Diesel Combat Championships. Peterborough proved to be ideally placed as it was far enough north for flyers from Yorks and Lancs and far enough south for those from Kent and London. Many years later the club was thanked for "keeping Combat going through the lean years"

Then we finally get to the article on Peterborough Flying Aces which is full of PMFC members doing what they do best, enjoying flying small models. Dr. Jetex, Roger Simmonds, font of all knowledge on "the smoky addiction" assisting that purveyor of fake aircraft histories, Rob Smith, with his Focke-Wulf Triebflugel. On the same page member (and Lincoln motorbike main dealer) Phil Worth with an electric Triebflugel and rubber powered Wright Flyer converted to Electric (he has also done an RC version!) Of course, we should not forget that 36-inch Hi-Start Glider was a PMFC invention (by Dave Rumball) and E20 would be much the poorer without the assistance this class has received from the club and, in particular, members Jon Whitmore and the late Ian Middlemiss



Turning to the January edition we find Chas Campen teaching his grandson to fly Control Line. Chas was a member of PMFC for many years and joined us recently as part of the 24-hour Electric Control Line Team at Peakirk. Topical Twists / Pylonius ---- I have heard it told that some of these tales may come from the pen of a certain PMFC FF Sec who also came up with, and runs, the Old Warden Rubber Bowden. Not yet halfway through this issue and we come across the Arbalete, by Roger Simmonds (having a rest from reaction motors and trying electric capacitor power. The drawing is by Sibley (Leics) based member, Rob Smith.

Within the Scale Matters article, we discover that Bill Dennis, that doyen of FF Scale flyers, owes his success in electric-powered models to the assistance of PMFC scale expert Gareth Tilston.

And finally, we find the report on the British Nationals, Mini Goodyear event run by, who else, but Peterborough MFC

This list of course is not exhaustive, our members serve on various committees (SAM 35 and BMFA) and regularly compete up and down the country in a myriad of events and disciplines. Whenever I go to an Area Meeting, I am always proud to put "Peterborough" down as my club, and it's not uncommon for someone to comment; "oh you're Peterborough as well!"



Above : Talented members far and wide: Andy Sephton not only won Combined Profile Jet Scale at the 2021 Flying Aces with his deH Vixen but also placed second with his Victor B2, plus also came third with his Victor Prototype!!! Hence, Andy holding three certificates at once, this may have been history in the making.

We have much to celebrate as a club, and still lots to do. I hope this Magazine goes some way in helping us to continue to thrive in 2022. There is plenty to look forward to this year including smoke trails over Ferry Meadows as Rocketplane duration has been added to our programme for our club competitions and appears at this year's Flying Aces (Which, for my sins, I have taken on the responsibility of organising, *mea culpa!*) Peter Gibbons and I are pushing the boundaries with E20 and are running informal events at Buckminster (see feature inside). There are the usual packed programme of events, at Old Warden, Buckminster, and Barkston. And of course, 2022 is the BMFA's centenary year and I hear that exciting model flying activities are afoot, Enjoy...

Luke Goymour,

Editor (revgoymour@googlemail.com)



Left: Full Circle: Your editor in 1995 wining something at the Flying Aces being awarded by the then Chairman, (and his Father) Tom Goymour. Also in the Picture, Brian Lever, Mick Page, David Gibbons and Ben Goymour

Peterborough Model Flying Club – Chairman's Report 2021

Another tough year for the nation, aeromodelling and several individuals in our club. For the first time in many years of being Chairman of PMFC I have, on occasions, felt unable to keep all the balls in the air.

The Chair of our famous Club has many calls for help from quarters outside of PMFC business. Thus, during 2021, the requests for help from the BMFA, ModelAir, SAM35, Aeromodeller Magazine, Zoom meetings and, in particular, help to try and create new ways of operating and attracting new members or readers have multiplied significantly. The fact is I can only guess this situation will continue. This is an area of activity mainly unseen by members concerned (and quite rightly) by what dates have we agreed for the Auckland Cloud Tramp Challenge.

We have an ageing committee (with certain notable exceptions) and this is now becoming a pressing requirement to address. Of course, this situation is not unique to PMFC as many other model flying clubs face a similar situation. I do not wish to appear to be a doomsayer but at the time of this meeting I have received no enquires for new or existing committee posts. Perhaps we have a few more years to stay in business – but not more.

Nevertheless, I believe PMFC has made the very best of another disrupted year with our meetings and competitions at Ferry Meadows, Buckminster and Old Warden.

For the first time in our history, we hold a British National Record (*24hrs continuous Control Line Flight*) and this was made possible by months of building, testing and detailed organization. During the 24 hours of almost faultless C/L flying from a wonderful band of pilots, this preparatory work paid off in spades.

The final and 28th year of the two Brian's organizing Flying Aces was an outstanding success with the weather being perfect for lightweight free flight models.

Articles by John Ashmole in all major magazines and supported by articles from members in our own club newsletter have helped our profile at high level and this has been aided and abetted by Paul Townsin keeping our website updated.

In particular I wish to mention Mick Page. Quite apart from his modelling expertise Mick has been our unofficial Club photographer for many years. Our website introductory page has been filled with his magnificent photographs (and wry comments) for the delight of us all. Please remember when voting for club awards.

Finally, my thanks go to our President, committee and members for unstinting support. Together we make PMFC an outstanding "Real Aeromodelling" Club in the world.

PMFC Club Trophies

Eric Young Trophy – for contribution to Club, Hobby and /or personal achievement.
JOHN ASHMOLE

Peterborough MFC Free Flight Champion Shield – Best /active Club modeler in Free Flight. **BERT WHITEHEAD**

Control Line Trophy – Best / active Club modeller in Control Line. **BRIAN LEVER**

Unorthodox Trophy – Club modeler with best track record for devising unusual flying contraption. **BERT WHITEHEAD**

FREE FLIGHT INDIVIDUAL AWARDS (as recorded by John Ashmole)

36inch Hi-Start Glider. **JOHN ASHMOLE**

Bernie Nichols. 2020 **PETER ADAMS** and **2021** **MICK PAGE**

Catapult Glider. **LUKE GOYMOUR**

Cloud Tramp. **BERT WHITEHEAD**

E20 Open. **JONATHON WHITMORE**

P20. **BERT WHITEHEAD**

VICTOR LUDORUM. **BERT WHITEHEAD**



Left: A Tale of two Brians. Team Lever/Waterland won the Voetsak League



Brian Waterland presents Free Flight shield to Bert whitehead, who wins, erm....just about everything!

Right: A happy Mick Page receives the Bernie Nichols Trophy from Brian Waterland



Frostbite at Ferry

Brian Lever reports on our festive flying at Ferry....

Our secretary Martin Skinner reminded members by e-mail a couple of days prior to our Frostbite meeting at Coney Meadow. He mentioned the possibility of rain and wind speeds of 15mph+. Not very promising !

On the day a hardy half dozen members were in the Car Park prior to the 10.00 planned start of flying activities. Much chat took place waiting for better conditions most of which centred on the new FF Open Rocket Duration Class planned for Club Competitions in the New Year.



*A hardy bunch!
Left to right:
Martin Skinner,
Stuart Marsden,
Bert Whitehead
Brian Lever and
Luke Goymour
(Dave Rumball
behind the camera*

By 10.15 we had moved onto the field not too far from the famous “ Club” tree. A couple of catapult glider flights later we had established half the field could be covered in approximately 20 seconds! Martin admitted he had shaved a few mph off the forecast windspeed when sending out his e-mail so as not to discourage attendance!

After an hour or so of long retrieval’s, the odd broken prop and everyone feeling the cold wind an excellent suggestion was made. “Why not go to the cafe for hot drinks”. There was no opposition to this great idea and off we all went to chat and thaw out.



Above: Stuart 'Captain' Marsden with his Mercury Mistral

The special car parking passes all worked a treat saving members over £4 of car parking charges for what turned out to be precious little flying.

Roger Silcock turned up after 12.00 with his grandchildren and flew for an hour or so with Cloud Tramps, missing the gang of six. The children enjoyed the freedom of being "Fetcher Mites" while Roger conserved his energy for winding.

As usual when flying conditions are not at their best our enthusiasm to put the world to right quickly took over and everyone went home feeling much better for the experience.

Happy New Year to All,

Brian Lever Reporter at Large.



Above left : Stuart gets his Mistral away; he says of his model "it is a great small field flier and I usually get 1 minute in dead air. This was my very first model aged 8, this later version was built 3 years ago and test flown on the same village recreation field in Great Shelford nearly 60 years later. The first model looked and flew like an 8 year old had built it. 30 yards only for the first and only flight but this was obviously enough to keep me at it"



Below Martin Skinner launches his Frog Mamba for another fine flight

Exciting E20's for 2022

Luke Goymour and Peter Gibbons report on exciting developments and new opportunities for small electric duration...

The E20 class has come on leaps and bounds in recent years, not least through the actions of the Peterborough Model Flying Club. The excellent Ferry 500 Class combined with the ingenious FET timers, (to which, (building on the work of Ted Sklaruk) we are indebted to John Whitmore and the late Ian Middlemas) have put these small electric duration models on the map. The Ferry 500 and Open E20 events, with the 8-second motor run, are perfect for small field flying and suit our Ferry Meadows site perfectly. There are, however, some drawbacks. The motors and batteries designated for the Ferry 500 Class are no longer readily available, and equivalents are hard to come by. Furthermore, whilst the FET timers are excellent, they can be off-putting to those of us who only have a rudimentary electrical and soldering ability. The world of electric duration models, and E20 specifically, is an exciting and emerging branch of Free Flight. The possibilities provided with supercapacitors is also something to be watched with much interest and offers an exciting and accessible way forward to engage, dare I say it, a younger generation in Free Flight aeromodelling.

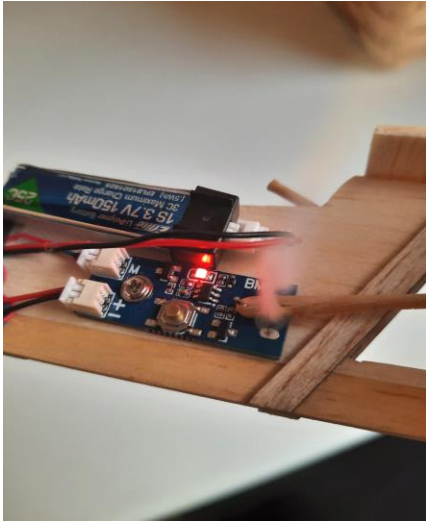


Above: Your Editors', Ferry 500, the archetype for E20 activities at Ferry. (Flying weight 62g)

If something is to survive, it must grow, and growth inevitably involves development and change. Change can be good thing and shouldn't be feared. It was the late 19th Century English Cardinal and Saint, John Henry Newman who once said, "To live is to change and to be perfect is to have changed often." Two significant developments in the world of E20 have occurred in 2021 which signal change and demonstrate the vitality of this emerging class.

The first, concerns E20 across the pond. E20, as a class, has enjoyed far more popularity in the USA and in Europe. In the US E20 has been flown for several years under provisional rules developed by the NFFS (National Free Flight Society) which is a specialist group within the AMA (American Model Airplane Association), which would be the equivalent of the BMFA here. E20 is serious business in the States: a plethora of designs exist with kits of famous power models scaled down for little electric motors including the "Micro Starduster, Ramrod, Pearl and Stomper". What is more, E20 is a fiercely contested event at both Free Flight meetings and the US National Championships. So much so, that the event has now moved from 'provisional' to fixed status. This means that there are codified rules that say what an E20 is, what it looks like, and how it should fly. These rules echo that which is already being flown in other parts of Europe. Whilst it's true that we in the UK have not adopted any formal or universal E20 rules as of yet, it would be logical to take into consideration what is now a mainstream Free Flight Class in America.

The second development of note concerns the availability of E20 timers, motors, and batteries. This year Melih Karakelle of BMK Free Flight Products has produced and made available ingenious lightweight E20 timers. These timers, incorporate the motor run time with a simple coil element that heats up and burn through a rubber band for a D/T. The timer cost a rather reasonable £14.99. I have tested two of these and can confirm they are superb. For those who want a whole package, he offers an E20 bundle which includes, motor, timer, battery, charger, propellor, and extension lead for £30. He fits them all with micros JST plugs, so no soldering is required, it really is plug and go! Importantly, these motors, timers, and batteries are configured for the now accepted US (and what is becoming elsewhere) standard E20 rules.



Above: BMK Motor Timer and Band Burner D/T in action. Tiny coil burns through rubber band. Small, inexpensive, light and reliable what more could you ask?

The rules and specifications for an E20 in the United States are:

Projected wingspan not to exceed 20"

No auto-surfaces except dethermalizers

Model must **weigh at least 28 grams**

Motor: Models must use an **8.5 mm x 20 mm coreless electric motor** No gear drives are allowed.

The propeller is not to exceed 2.7 inches in diameter.

Battery **The battery is a single cell 3.7 volt Lipo battery.** There is no limit on Mah capacity.

Motor run is 20 seconds

Max is 90 secs

What is significant is that 8.5 mm x 20 mm motors are available everywhere, they are standard for micro drones, inexpensive and powerful. Shop around and you can buy four, for just under a tenner! Another major difference is the weight of the model and the motor run. With the Peterborough Ferry 500 Class, the model was restricted, as the specified motor and battery combination means that you were flying a model around 55/60 grams. Now a tiny motor, battery, and timer which combined weigh less than 13g, means that an airframe of around 30g is easily achievable. This combined with a 20-sec motor run makes a 1:30 max a real target and offers a fun, accessible, and relatively cheap introduction to Free flight Electric Duration.

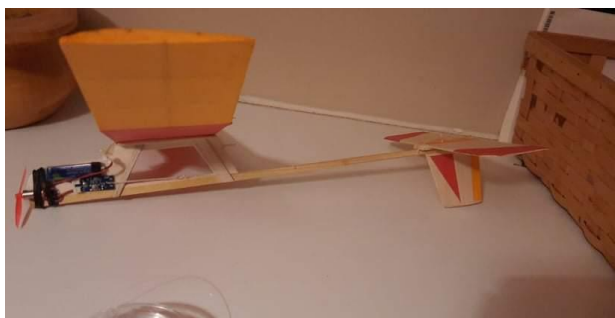


Above and left: Your editor's prototype E20 with BMK Set-up
Right: BMK band burner



What can we do with all this?

Peterborough Open E20 rules already allow for any motor/any battery model so provided that it's 20 inches projected span, you could use this setup and fly a light model to an 8 Sec run at Ferry Meadows. No change would be needed and models could compete alongside Ferry 500 class for the 40/50 second Max.



Above and middle: Peter Gibbons Prototype High thrust line E20 with wing D/T initial tests are very promising. Bottom: Your Editor's finished proto E20. (flying weight 31g)

But there is more! Several of us have already been experimenting with BMK timers, and Peter Gibbons and I are keen to promote E20 duration, adopting NFFS rules as we feel it's perfect for the slightly bigger site at Buckminster. To this end, the "Wind Break Club" will be running "Electric Mondays" at BMFA Buckminster throughout 2022. Many of us already meet for "Free Flight Mondays" at Buckminster. A season ticket is £80, or £10 payable on the day. There are toilets, washing facilities, tea making facilities, and the site is well maintained. On specific Mondays in March, April, May, June, and July, Peter and I will run E20 comps adopting the NFFS rules as outlined above. E30 and E36 may also be run as supporting events. We will have cash prizes for first place and most importantly lots of free flight fun! To entice you to get involved I have secured several motors, propellers, and (if they ever arrive from China) batteries, which I will gladly pass on to anyone who wants to build a model for the price of a beer! (postage really) So all you would then need is a timer from BMK for £14.99! Peter and I are developing some designs for models and there are also some excellent kits available from the US supplier J&H Aerospace. I have contacts in the US, which means I can order from the states easily and not pay international postage, so if anyone is interested, I can make an order in bulk. Feel free to email me: revgoymour@googlemail.com or call me on 07752 236645 if you would like to add to my order.

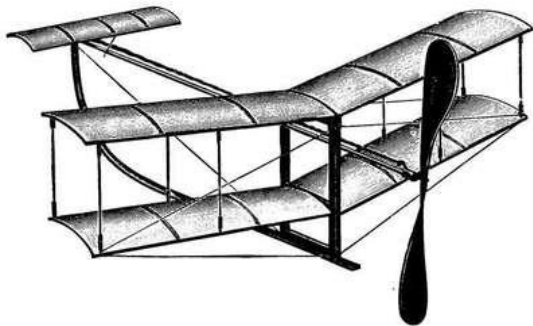
Electric Mondays At Bucky!

So how about it? Why not build a model and come and compete in a friendly competition on a Monday at Buckminster? Electric Mondays' for 2022 will be: **21st March, 25th April, 16th May, 27th June, 18th July.** Competitions will run from 11 – 4pm with any flyoffs occurring shortly after. (and option of small donation for entry fee to be returned as prizes) **Perhaps see you there?**

Gordon Jones 1910 Pusher

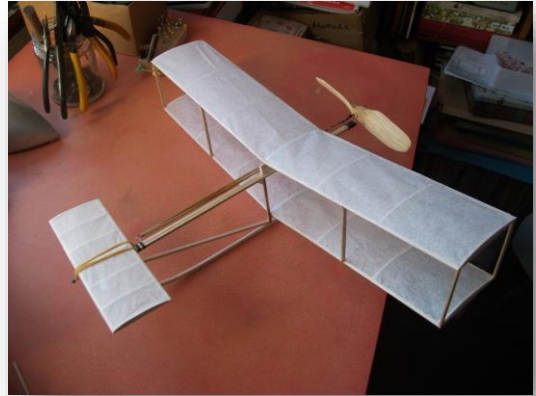
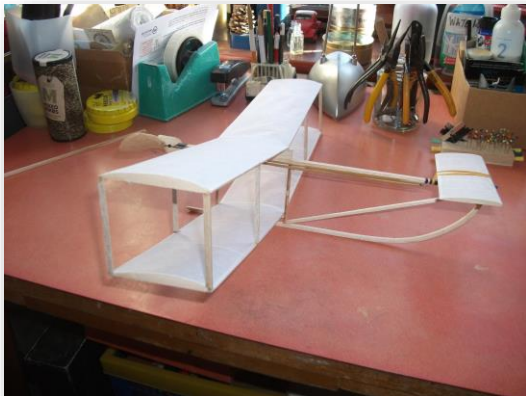
Martin Skinner shares his ingenious reproduction of an early 20th Century Pusher which was seen performing well at our indoor meet...

The June 2020 PMFC magazine carried a drawing of a advert that appeared in the 1910 Gamage's Catalogue. No dimensions were given but other models on the same page were sized at approx. 24 to 30 inch span. I had sketched out drawing for 24 inch span but in the last 18 months or so the drawing had probably gone into the waste bin. Anyway, I have had another go and this time sized it at 18 inch span suitable for indoor at Bushfields.



The model took a week to build including the prop. Wings are simple 1/16 inch balsa frames with a slight cambered section (Cloud Tramp actually) and the fuselage has a wet formed 1/8 lower longeron and 1/4 inch motor stick for the top. The fore-plane, or canard, also has a cambered section which allows for an AoA adjustment by virtue of the rubber band that it is secured with.

Fixing the fore-plane with a rubber band also provides substantial 'give' in the event of a nose down arrival. Wings are glued to the fuselage frame. CoG is on the wing LE. I made a simple balsa pusher prop of 6 inch diameter and the rubber motor is a loop of 1/8 about one and a half times the motor stick length.



Did it work!! Well yes, at Bushfield's 27th Nov 2021. The first flight was a disaster and required a rebuild of the lower fuselage frame and 3/32 LE packing to the canard LE. There after the model flew in stately left hand circuits, between 6 and 10 feet, and landed on an even keel. Magic.

Next time some more turns on the motor for longer flights and perhaps a complete circuit.

Indoor at Bushfield

27th Nov 2021



Brian Lever and 'Embryo'



Kevin and Oliva Tatlow with Olivia's Gymnie Cricket



Bert Whitehead surrounded by an aeromodellers bliss.



Pete Adams and NOCAL Electric Bristol Bullet.



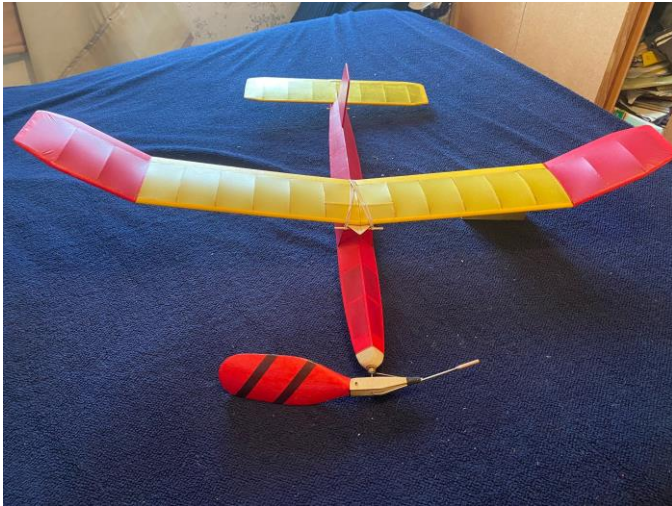
Luke with his Wittman Tailwind Peanut Model



John Brown and Hangar Rat.

Back in the fold...

Returning Member Kev Tatlow shares his most recent projects...



“I made a useful tool for getting super thin glue in the right place without the mess.

I made it so my granddaughter could us a bit of super thin CA where it was needed without the risk of sticky fingers.

We use it for white glue as well

So basically, it's a pencil that I cut a groove across half way through, then I bent a piece of piano wire into a U. Put a dab of thick CA in the groove then put the bottom of the U in the groove, top up with thick CA set off with kicker and then wrapped with insulation tape.

To use, drop a few drops of thin CA or wood glue into a little tray (mince pie tinfoil's are great) then just pick up the glue with what is basically a quill pen and touch it to the joints.

To use with wood glue pick up glue as before, but put it on the wood and then bring the bits together as normal. When the wire gets choked up with glue and doesn't pick up anymore either scrape it clean with a blade and sandpaper or burn it off”

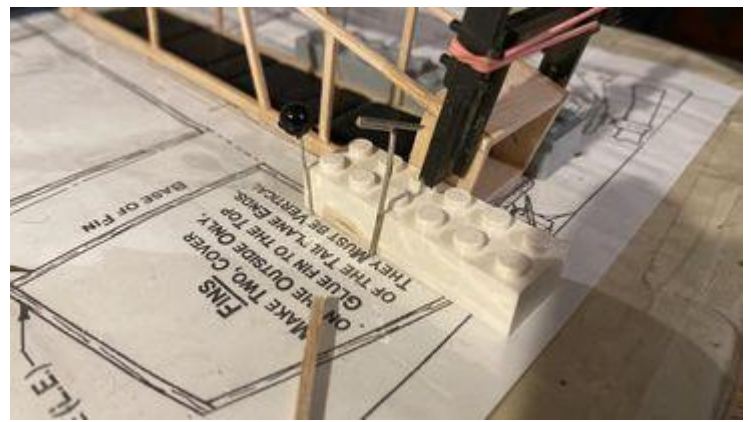
Pictures:

Above: Kev's Mercury Mentor

Middle Kev's 24" Piper Super Cub

Below: The glue dispenser





Kev writes:

“ I have another one for you

Stick and tissue fuselages, generally have a load of parallel spacers. I hate cutting one at a time because you always end up with odd sizes and wonky fuselages.

I have a guillotine that I use in combination with a sliding T square

Measure the spacer off the plan . Then set the square on the guillotine

Slide , chop, repeat and all the spacers are all the same size. “



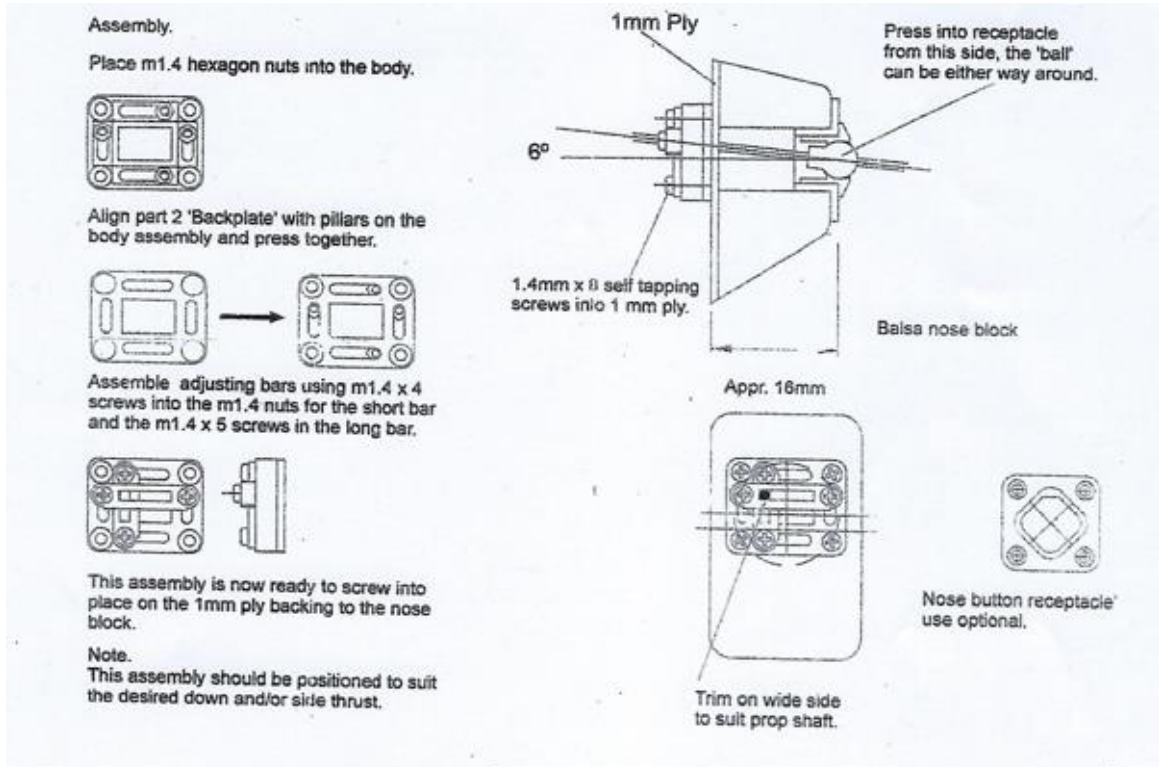
Above and Top Right:

Kev’s Granddaughter Olivia, is building a BMFA, Pussycat (with some assistance) note the Lego block building jigs – glue doesn’t seem to stick to them!



Above and right: *“Slide, Chop and Repeat” Kev’s handy trick for cutting fuselage spacers*

Derek Knight's New Adjustable Nose Block



Derek Knight has come up with a new and improved nose block for small rubber powered models. It is totally adjustable for almost any combination of down and side thrust , including that last resort of the Cad and Bounder , UP thrust !

From the propeller the shaft goes through a ball shaped section (that permits angular adjustment) and continues to the back of the nose block where the shaft passes between two slotted members positioned at right angles to each other. These slotted parts are adjustable and are locked in place with "proper" steel screws. Cost £3.05 plus post. See drawing above It is available direct from Derek Knight (KP Aero Models) kpderek@btconnect.com

tel. 02392 412172 or Mike Woodhouse (Free Flight Supplies) mike@freeflightsupplies.co.uk
tel. 01603 457754

BVW

Other New Products from BMK's Free Flight store

Melih Karakelle is base in the UK and is producing high quality, low cost electronics for Free Flight. His E20 timer and bundle is featured on page 10, but he also produces Radio D/T's E36s Timers, Radio Trackers and much more. We will feature a review of his new Tracker in our next issue. Go to <https://bmks.co.uk/> to see his full catalogue and order online

J&H Aerospace Your editor will be ordering from this great American supplier in mid February (I have contacts which means US shipping is cheap for me) if you would like me to add anything to my order, please contact revgoymour@googlemail.com Check out the website and their great E20 kits at <https://jhaerospace.com/>

Rod Briggishaw

It is with great sadness that we learned of the death of Rod Briggishaw shortly before Christmas. Rod was known to many in the club as a bit of whizz with electronics. His working life was involved in engineering and academia and among other things, he designed and drew the control systems for North Sea Oil Rigs. He had a brilliant mind and transferred his skills to his innovative E30 Flight systems. He was an early adopter of trackers as Brian Waterland recalls "I spent an interesting afternoon with him tracking his model from Ferry across Hampton to be ultimately found just outside the parkway." In recent years he was very active on the Free Flight Scene as a member of the "windbreak club" Peter Gibbon remarks: "Rod was a member of our free flight team and a master with electronics. He was top flyer in E30 and E20 and was so helpful to fellow members. He was a good friend and a skilled and talented member of our Club. I will always remember fishing out his E20 model from the lake at ferry in the rain after another epic flight, he will be missed."



Above: National Champion, Rod with his gold medal at the 2015 Free Flight Nationals where he won E30

I was lucky enough to get to know Rod a little over this last year. I have fond memories of flying with him and his wife Angela at last year's Substitute Nationals in E30. As I was new to the class, Rod was more than happy to help me out with battery warming techniques and advice on charge rates. I spent a happy afternoon wading through long grass on Salisbury Plain to help him find his E30 and then raced back to get his battery on charge for him, ready for his final flight.

Rod was a kind, gifted aeromodeller who knew his stuff and was generous in sharing his wealth of knowledge. I last saw him at the end of October at the Midland Gala at Barkston Heath. He had stayed behind afterward, along with Andy Green, Peter, and I to help me look for my Co2 model which had outflown the aerodrome. After the successful retrieval of the model, aided by trackers, a metal pole, and Rod's Binoculars, we chatted for a while at our cars before heading off. We realised that we probably had the last good bit of weather and wouldn't fly again until the new year. We spoke briefly about trackers and building projects and then parted fully expecting to meet again in the New Year. Alas, it was not to be so. Who knows, perhaps he's busy up there working on a new celestial tracking system? Rod was a great asset to our Club and he will be greatly missed.

Requiescat in Pace

LG



Left: Rod launching for a Max at the substitute Nats on Salisbury Plain in 2021. Above: Rod launching his model at the second area in 2016.

Silly Putty and Rocket Planes!

Bert writes: "I have now manipulated Chris Grant's design for a silly putty timer (with his permission) and will install 3 of them into 3 Snowflake Rocket planes."

CHRIS GRANTS SILLY PUTTY TIMER.

Best Silly Putty Timer I've seen.

- 1) Any Silly Putty, Bouncy Putty etc.
- 2) Two pieces 1/16" ply 5/8" sq. and 3/32" x 1/8" high hard balsa.
- 3) .064" dia. panel pin. Tin plate. Copper wire to make side spacer washers. Solder on to nail.
- 4) Fill with Silly Putty. Press armature into Silly Putty and glue top on.
- 5) Finished assembly. Thoroughly bind with cotton. Make pully out of razor blade handle as shown from Savers. £1. Rough up spindle, trim to length. Drill pully 1.5 mm drill. press on shaft. Insert anchor pin. All surfaces inside and out covered and glued with Wickes PVA glue. Weight 2.2 gms. Shown incorporated into my Snowflake (modified) rocket plane.



Rocket Duration is set to blast-off in 2022

The open class will take place at Ferry comps and at various SAM 35 Events, including the Nationals. At the Flying Aces a new restricted class (1 motor comp) is debuting this year, to showcase the new TSP motors from Poland. The event is sponsored by Dr Jetex himself, Roger Simmonds who will supply the motors for the event. Your editor went to visit Roger to receive a crash course on lighting motors and flying with 1 shot rocket motors. In the afternoon, as it was a fine day, we went off to Roger's local field to fly some models. The QT (left) eventually got trimmed out and performed well, putting in a flight of around a minute.

Full rules for the New PMFC TSP L-1 Rocket plane Duration are available here:

<https://peterboroughmfc.org/FlyingRules/PeterboroughRulesFF.htm#rocketplane>



Above: The QT 13" L1 version designed by Howard Metcalfe, knocked up in haste to try the new TSP – L1s

PETERBOROUGH MODEL FLYING CLUB
PROGRAMME OF ACTIVITIES 2022

Competitions to be flown at Ferry

P20, Bungee Glider, E20, HLG/CAT Glider, Cloud Tramp, 30" max span rubber/CO2/ Electric Scale, Open Rocket Powered Duration

Note the two additional competitions. The up to 30" span scale class is to encourage more scale free flight. The open rocket powered duration class is to encourage design, development and flying of this class now the new TSP motors are available. The first year is deliberately classed as an "open" competition. This is to enable the use of any motor (there are still stocks of Rapiers available) while we judge model performances and then refine the rules for 2023. Thus design your model to fit the motors you intend to use.

Dates to please put in your diary now!

Friday, January 28th, F/F Conference Peakirk 10.30-12.30

Sunday, January 30th Bushfield Indoor 10.00-13.00

Friday, February 25th Club Auction Peakirk 10.30-12.30

Saturday, February 26th Bushfield 10.00-13.00 Tony Beckett Trophy

Friday, March 25th Low Ceiling Rubber Precision Peakirk 10.30-12.30

Saturday May 7th Old Warden Frog Senior, KK Elf, VMC Pilot .

Sunday May 8th Old Warden Masefield, Earl Stahl

Tuesday May 24th PMFC Ferry Comps Round 1 from 15.30

Friday 10th June PMFC Ferry Comps Round 2 from 15.30

Friday 8th July PMFC Ferry Comps Round 3 from 15.30

Friday 22nd July PMFC Ferry Bernie Nicholls Trophy from 15.30

Monday 22nd August Buckminster, Achilles, Ajax, CT, Ace 10.00 start.

Saturday September 3rd Ferry, FLYING ACES 10.00-16.00

Friday, 9th September PMFC Ferry Comps 14.30 (note early start) Round 4.

Sunday, 18th September Old Warden Rubber Bowden entry from 9.30am

New: from the Windbreak Club - Electric Mondays (E20 at Buckminster) 21st March, 25th April, 16th May, 27th June, 18th July. Competitions will run from 11 – 4pm with any flyoffs occurring shortly after. NB The Cloud Tramp Auckland Challenge will be announced after a window is agreed by both clubs. The Grant Mimloct Cloud Tramp mass launch will be announced later in 2022

SAM 35 FREE FLIGHT CALENDAR 2022

May 7th (Saturday) Small Models Contest Old Warden

Three Classes :- Frog Senior, KK Elf, VMC Pilot

2nd June Nationals TBC (Thursday) Lulu and Classic A1

3rd June Nationals TBC (Friday) Open Rocket plane Duration

4th June Nationals TBC (Saturday) Wakefield 4oz and 8oz

5th June Nationals TBC (Sunday) 36" High Start Glider, Under 25" Vintage Rubber

June 25th (Saturday) Retro Nationals. Buckminster. Power Precision Two classes:- High Wing, Low Wing/Biplane.

August 22nd (Monday) Buckminster. Ajax, Achilles, Cloud Tramp, Ace, Open Rocket Duration

September 18th (Sunday) Old Warden The Rubber Bowden. Three classes. High Wing, Low Wing, and Vintage Wakefield

October 16th (Sunday) Buckminster, Rubber Ratio, P20, E20, Cloud Tramp, Open Rocket Duration.

NB Open Rocket Duration is a new class created with the new TSP Rocket motors becoming available. However, for the first year an "open" class has been created as there are still stocks of Rapiers out there. Therefore design your model to fit the motors you have available. Maxes will be decided on the day dependent on weather conditions.

Please Check the SAM 35 Website for Full details of Events

We shall require some members of the Free Flight band to volunteer with the running and timing of these competitions. Please give Brian a call on 01733 252416 or e-mail at :- blever@btinternet.com Your help will be gratefully received.

PMFC News relies on you! Please send any news, views, competitions results articles, photos and anything else you think might be of interest to revgoymour@googlemail.com alternatively you can send stuff to me at:

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