



PMFC NEWS

News and views from Peterborough Model Flying Club

Spring 2022
online and in print

**Free Flight
Competitions
kicks-off at
Ferry**

**Rocket
Duration
takes off!**

Spring is Here!

**Rocket Plan!
Howard Metcalf's
QT for TSP L1s**



**Super 60 FF
restoration for
Bowden**



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Editorial

The Spring is here! As I write this I recover from the marathon of Holy Week - the busiest week in a priest 's year (makes Christmas look like a picnic!) however, the sun is shining and I'm looking forward to flying at Ferry in the coming days. We have a packed issue for you this month. With the weather improving, longer days and easing of nearly all Covid restrictions, the flying season is upon us and resembles a more familiar shape than it has the last couple of years. Not all is the same, however, and not all is good, the sad situation in Ukraine continues to develop and we send our thoughts and prayers to all affected by this tragic situation. Understandably, the RAF require operational use of Barkston Heath, causing the BMFA to re-think the plans for the Centenary Nationals. Consequently, the Free Flight Nationals will now be split over several weekends, with the mini-day being moved to North Luffenham on 29th May. Please check out the FF technical committee Website and SAM 35 website for full details of the changes of events.

Rockets (of the TSP variety, aka new Rapier-style reaction motor) feature prominently in this issue. We kick-off with Roger Simmonds taking us through the details of the new one-motor comp at the Flying Aces. We have a free plan of the QT, an excellent duration model for the L1 motor (courtesy of Howard Metcalf) and we have a report of our first round of FF comps at Ferry where the inaugural Open Rocket Duration contest was certainly the talk of the field! As well as this we have, updates on E20 competitions, members builds (keep sending them in guys!) Reports from Roger Silcock and Gerry Williamson, a tribute to past member Philip Francis and lots, lots more....enjoy! *Luke*

Errata: In last month's editorial we published some of the prominent achievements of some of our members, regretfully some of Andy Sephton's bio was inaccurate. He was actually a graduate of the French Air Force Test Pilot School as apposed to ETPS as was stated. He gained two world records (not one) in the Harrier, both of which still stand. He was also Chief Test Pilot for R-R and held the same post at Marshalls for a short time. As well as this he was also Chief Pilot for Marshall Executive Aviation and three separate CAP 632 Historic Aircraft Organisations.

On the cover: Brian Lever's attractive looking KK Star Jet, built for the new Open Rocket Duration Class, see p22 for more.

A New 'One Motor' Rocket Duration competition

Roger Simmonds

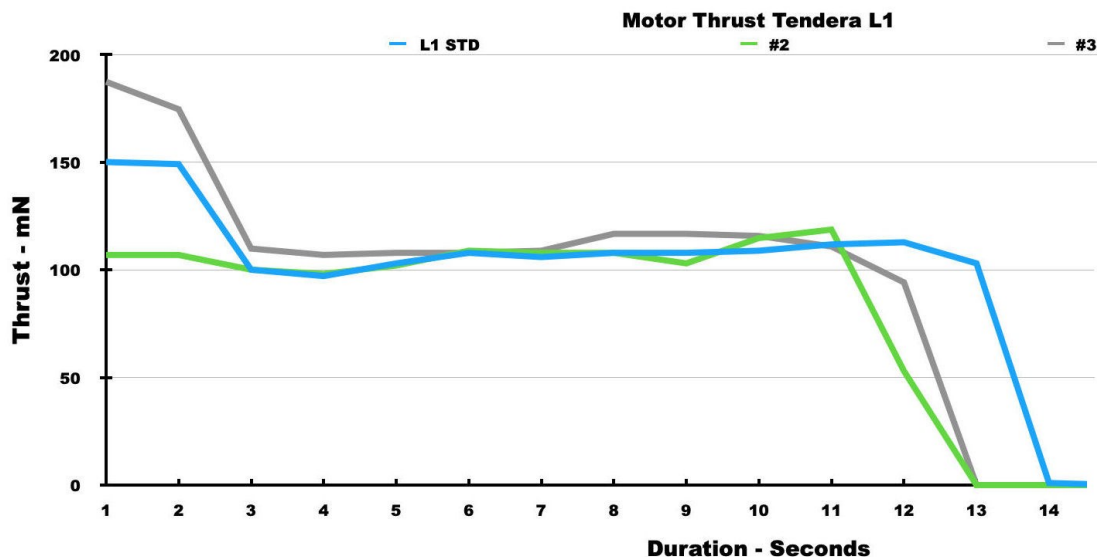
The new 'CE' TSP 'one shot' motors, being both reliable and consistent (I was going to add, "unlike some other motors", but that would be egregious) make a 'one motor' duration competition, one where the results better reflect the competitor's design, building and flying skills, an attractive possibility. The rules agreed for September's Flying Aces are shown below:

PMFC TSP L-1 Rocket-plane Duration

1. Models can be of any type of construction, propelled by a single reaction motor of the L-1 type (see (3) below).
2. The contest is open to all who pay and register upon arrival. Contestants must be current BMFA members.
3. Only the latest 'CE L-1 type TSP motors, be supplied by the organiser on the day, will be allowed. **These may not be modified in any way.**
4. All motors shall be mounted in a tube or clip securely attached to the model. Note the motors have a diameter of about 10.2mm. Mounting tubes should have a wire retaining clip to prevent the motor from slipping out during launch or separating from the model during the gliding phase of the flight. The Contest Director (CD) reserves the right to bar any model he considers unsafe.
5. Models will be launched by hand; no catapult assisted launching is permitted. If a competitor is using a fuse, the model may not be launched before motor is ignited.
6. An official flight occurs when the model remains in the air for 15 seconds or more. The maximum will be set on the day, taking into account conditions and flying site. A competitor's best three from five official flights will count towards the final score. Flights of less than 15 sec will be classified as an attempt. Re-flights in the event of, for example, a collision of models will be allowed at the CD's discretion.
7. Scoring time shall be the total elapsed time of three official flights in seconds, with all fractions of a second first dropped.
8. In the event of more than one competitor posting a maximum score on three flights a 'one off' unlimited 'fly-off' will decide the winner. No 'attempts' will be allowed in the fly-off. The score will be the total flight time or time to OOS.

These are I hope, sensible and uncontentious, but a few comments may be necessary to answer any questions the reader may have.

The TSP L-1 motor went through quite a few iterations of size, formulation and hence performance during development, but now consistently produce a thrust of around 100 mN (a third of an ounce in old money) for 11-12 sec. This is more than enough to give the right model a sparkling (!) performance, models should stay in the field and the proposed max is a challenge without thermal assistance (suitable models will be discussed later).



I have ordered a good stock of the latest motors, which I will provide on the day. The advantage of these is that they are 'all the same' and ignite well with the fuses. Whether competitors can gain an advantage by the risky stratagem of launching a model (with some vigour) on lighting the fuse is a moot point! For trimming purposes, you may want to buy some new motors from the Vintage Model Company before the competition (come on now, they aren't that expensive!) or, if you, twist my arm, I can provide you with some preproduction motors. These, however, may (a) be more difficult to ignite and (b) have a thrust different from the latest 'CE' version.

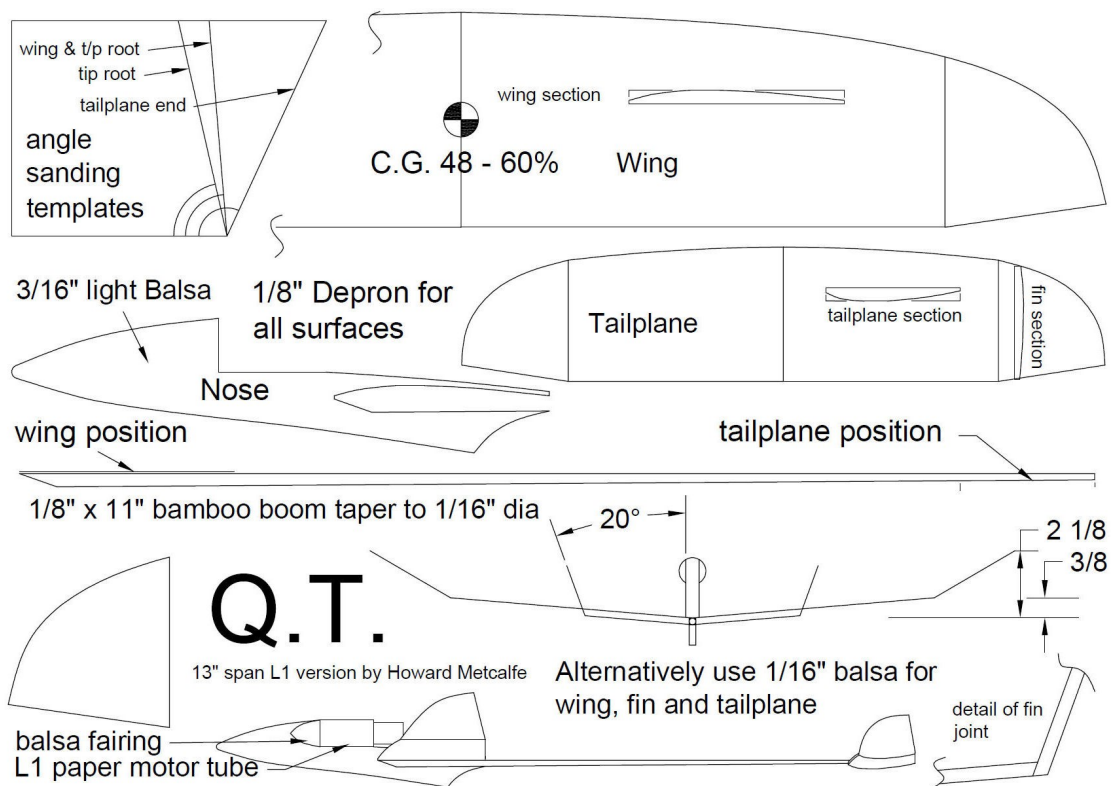
The choice of model is of course up to the competitor, and a quick 'surf of the net' will unearth many duration designs, Ancient and Modern that can be modified for an L-1. I would suggest 'Outerzone': (<https://outerzone.co.uk>) or my own Jetex website: (https://www.jetex.org/jetex_plans/index.php) as happy hunting grounds. Designs originally for Jetex 50 (which produced ½-oz thrust, equivalent to 150 mN) will need to be reduced by a factor of 10% or so, but remember that an L-1, even with its stout motor mount, is quite a bit lighter than a metal bodied motor, so there is a bit of leeway here. I'm no expert in duration models, but I would advise a top mounted motor (a Stiletto rather than Midget 50) and, given the average flying conditions we see at 'Flying Aces', a robust all-sheet design (a Fizzle-Bug rather than a Fizzle-Quick). I would add that the former is less combustible than the latter 'stick and tissue super ship'. Also, remember that models will need a lot more protection from the fierce L-1 exhaust than they ever did from Jetex exhaust. I use 'Car Plan exhaust repair tape behind the motor and give this a wipe after every few flights to prevent a performance sapping residue building up.

I'm sure experienced competition flyers (of which, happily, we still have a plethora in PMFC) will want to explore the options and come up with their own 'take' on some of the splendid vintage designs out there.

But you may prefer to put a modern motor in a modern design, like Steve Bage's 'Carbonara' (plan available on request) or one that both the editor and I rather like, Howard Metcalfe's 'QT':



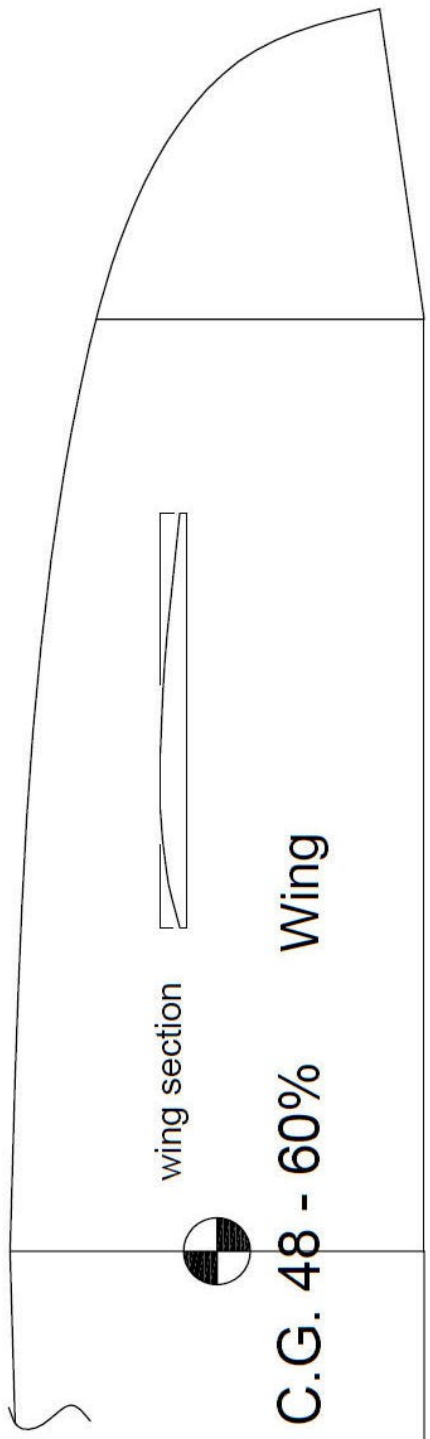
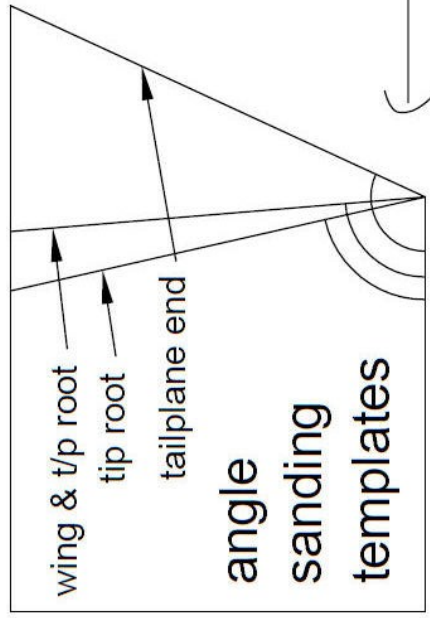
Left and Below: Howard's prototype QT. Originally designed for a Rapier L-1, it is equally happy with a TSP L-1. Note the elegant modern wing planform and that the fins are well away from the dirty and hot motor exhaust. It may need, however, more than a little foil protection behind the motor!



The QT conforms to many of the criteria above in that the motor is mounted above the wing (note it is also forward of the CG) and of solid construction. Howard suggests that balsa sheet can be used in lieu of Depron (our editor will confirm this in no way reduces QT's potential); a carbon rod can be used instead of Howard's bamboo and (my own advice) the motor mount can be raised 1cm to keep exhaust away from the wing and reduce any 'looping under power' tendencies.

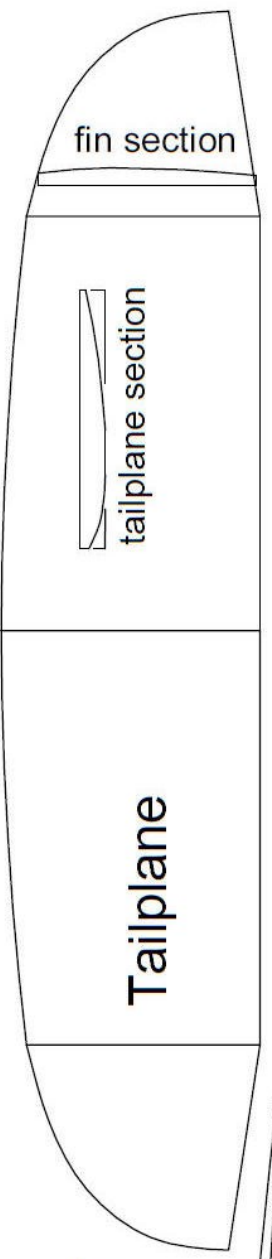
And there you have it. I hope you are as excited about this new competition for a new motor as I am. I will be there with motors and stopwatch on the day. See you there!

Ed's Comment: *As Roger says, I have built three balsa versions of the QT and they are superb! I lost one very quickly and I'm sure it won't be long until the others surrender to the thermal gods! Increase plan to A4 to build or measure out 13" span from the above plan.*



C.G. 48 - 60% Wing

3/16" light Balsa 1/8" Depron for all surfaces

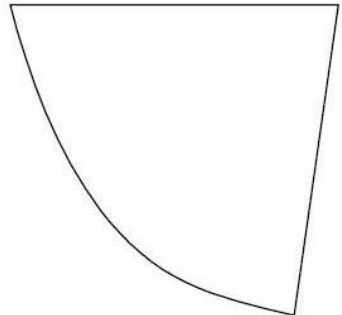


Nose

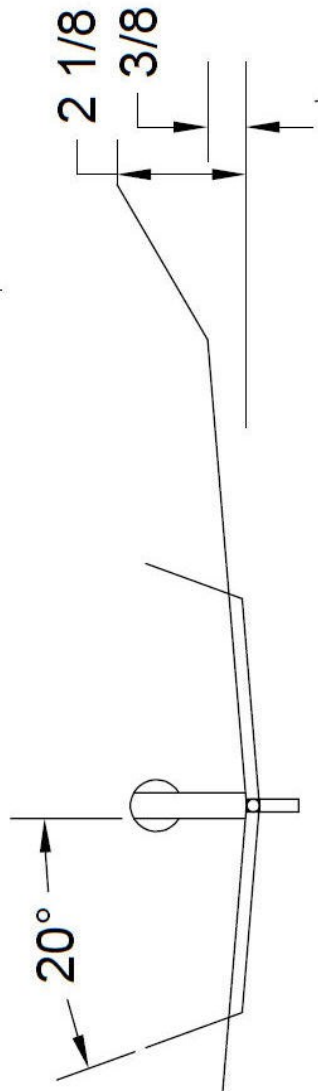
wing position

tailplane position

1/8" x 11" bamboo boom taper to 1/16" dia

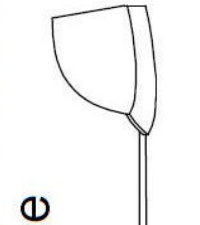


balsa fairing
L1 paper motor tube



13" span L1 version by Howard Metcalfe

Alternatively use 1/16" balsa for wing, fin and tailplane



detail of fin joint

Q.T.

Super 60 rebuilt for Bowden Trophy.

By Roger Silcock

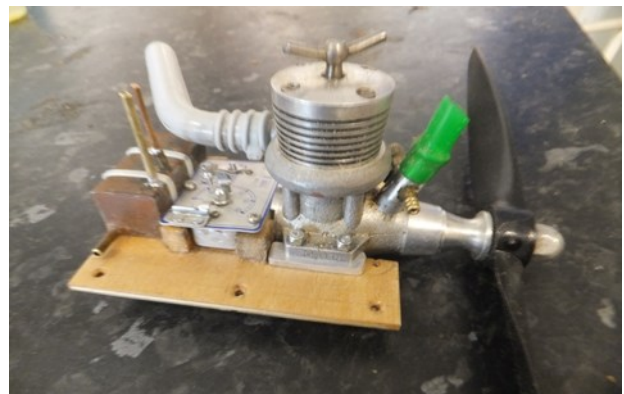
'When I were a lad' roundabout 1967. Mick Page kindly took me to the Nationals. On a calm evening he flew a large free flight sport model that impressed me no end.

I recounted this tale at one of the club nights and that I was thinking of building a Super 60 type plane. Martin Skinner said he had a Super 60 that has been in a shed for years. So I met him at Buckminster at a free flight comp to collect it. It had suffered some decay in storage, with evidence of damp mould, worm attacks and some rot. Its vintage can be estimated because it was set up for escapement driven single channel radio. Incidentally, as I carried it to my car John Ashmole said 'I have a Super 60 fully sorted you could purchase. So I did.

The first photograph below show the plane as received. I removed the painted nylon covering. The black mould was sanded back. The weak spongy wood was reinforced with 25gsm glass cloth. The wing was separated to reset the dihedral angle. Photograph 2.



Brian Lever encouraged me to make the model to participate in the Bowden Trophy. Brian won this event in 2021. Following his advice, I fitted a motor timer. I installed an Oliver Tiger MK4 for power using a 10 x 4 prop. (Photograph 4). Brian also advised introducing washout to both wing tips. I did this by freeing the glue joints at the tips. Weighting both tips with the washout, then holding in place using lead and brass weights before re-gluing the joints. (Photograph 3)



The engine was fitted with 3 degrees down and right thrust. The incidence of the main wing was increased by 2 degrees

I increased the dihedral angle to help the model stability. This is emphasised by comparing the RC Super 60 in photo. 6 to my free flight model in photo. 5.

The fuselage was covered in 35 gsm nylon and the wings were covered in lightweight poly-span. The entire model was fuel proofed with 50% thinned polyurethane varnish.



I am now ready to have a go at the Bowden Trophy this year.

I think I ought to rename it Lazarus because it has been brought back from the dead. Unlike Lazarus I hope it does better than 'coming fourth'!

And on the Subject of Bowden...

After years of trying (and coming second a couple of times) Brian Lever finally won the coveted Bowden Trophy in 2021. Unfortunately he was poorly on the day of the BMFA AGM and could not collect it in person and have his photo taken with it. This was in part, corrected when he recently returned it at Buckminster.



And in other news.....

Magpas Air ambulance have written to thank PMFC for the £250 donation that we made to them as agreed by the committee. A worthwhile charity that is rather apt for a model flying club.



Indoor at Bushfield 26th February 2022

The last indoor meet at Bushfield for the season, was well attended. With many models of all shapes and sizes taking to the skies. (well the hall in any case) The highlight of the day Tony Beckett Memorial Precision Competition. Expertly organised by our Secretary Martin Skinner, 9 of us flew in this fun precision event: The results were:

1. Gordon Hannah 4:00 secs
2. John Brown 5.8 Secs
3. John Warman 6.78 Secs
4. Luke Goymour 13.7 Secs
5. Stuart Marsden 14.6 Secs
6. Andrew Leftwich 20:26 Secs
7. Peter Adams 27.9 Secs
8. Malcolm Styles 29.49 Secs
9. Bert Whitehead 47.5 Secs



Above left: Roger Simmonds gets his 'Bulldog' way to graceful and steady flight.

Middle: Our Club President presents Gordon Hannah with the Tony Beckett Memorial Trophy

Left: Kev Tatlow with his granddaughter and our youngest member Olivia, looking very happy winding up her Pussycat and enjoying some indoor flying.



Spring Flying at Ferry

Martin skinner reports:

On Friday 18th March, 3 intrepid PMFC Flyers braved bright sunshine and a bit of a cold wind to sample fresh Spring air. Although we were only there for about 2 hours, Peter Gibbons flew his new E20 "Rooster" to very good effect getting just short of 1 min 30secs out of it. Consistent flyer too. The Rooster is based on the Vector 2 but with reduced span to cut down on drag. He also had another own design "PG High" still under test but looking good. Both pictures show the "Rooster".

Martin McHugh was also there with a old Keil Kraft Gypsy that he had dusted off and it performed very well. (Third picture).

I struggled with my Frog Raven but the wind got the better of it and was doing damage in cartwheel landings. I had also pulled out a old Peter Fisher "Pulex" from Aeromodeller free Plans. It has never shown much inclination to fly. So a prop change and some new tissue might be needed plus a lighter airframe. Perhaps I should retire it?



Upper left and right: Peter Gibbons ' E20 "Rooster"



Left: Martin McHugh's KK Gypsy



On the 25th March, following the FF Conference, the low ceiling challenge took place at the Clubhouse at Peakirk. This was Won by Chris Grant who managed a very impressive 66 seconds! **Pictured right** is PMFC Chairman, Brian Lever, donated a KK Robin kit and is shown presenting Chris with it during the afternoon's flying at Ferry Meadows.



Good Friday– Fly In

Martin Skinner reports on this traditional ‘marker’ at the beginning of the outdoor Free Flight season...



The weather on Good Friday was very good, generally calm and nice and warm. The morning was not too busy with park visitors although by lunch time it was getting full.

Pete Adams, John Ashmole, Chris Grant, Dave Rumball, Bert Whitehead and myself all flew. Chris Grant organised the Cloud Tramp trimmers and John Ashmole was trimming his new scale Velie Monocoupe, I think from a Aero Graphics kit. I trimmed out my new Frog Redwing and on 700 turns was showing good promise.

Above: Dave Rumball looking happy with his model and Pete Adams off for another walk in the background.



Above: John Ashmole with his delightful and immaculate Velie Monocoupe.

Above right: Camera shy Pete Adams getting the low-down on his Cloud Tramp. Flew very well and

Above: Bert Having released his Cloud Tramp, closely followed by Chris Grant and Dave Rumball putting on a few extra turns.

Meanwhile on an airfield a few miles away...

The Northern Gala

Gerry Williamson reports: “The weather was fine all day, with the wind about 10 mph I would think. Peter Gibbons and Mick Page were also there, as was Mark Bennis.

I entered E30 and combined Electric, Pete E30, Mick P30 and Mark was in Combined Rubber and HLG. We did our E30 flights in the morning, I'm afraid we both dropped a flight and ended up Pete 3rd, Gerry 4th. Mick won P30 and Mark HLG.

My first two Combined Electric flights were easy maxes, the second was so high when it DT'd That Peter timed it to 41/2 mins before it went out of sight. However, it landed in the famous compound so it was out of play for the rest of the competition! I had to use E36 model for last flight which maxed so in fly off but had to wait till 7pm for that. 2.35 min, second place. Quite a good set of results for four Peterborough members.”



Above: Well done lads! L-R Gerry, Peter and Mick Great set of results for Peterborough. First place in HLG Mark Bennis, First Place in P30 Mick Page, Second place in combined Electric, Gerry Williamson, Third Place in E30 Peter Gibbons—Great stuff!

Competitive Free Flight 2022

Peterborough members fly and compete in a variety of different disciplines and our Free flight team are very active on the BMFA circuit. Gerry Williamson reports on his competitive start to 2022...

After the normal winter doldrums I was really looking forward to getting out with the models again. I had built a couple of new models which had had a minimal test flying.



Top of the Bush! Gerry's one and only Max in E36, earned 2nd place!

The First Area 27 February

A bright morning when we left Newport Pagnell. Still bright when we arrived at Barkston but windy. I had a choice of two comps, E36 and combined electric. By the time I had checked out my models the wind was 17-20 mph, so decided to go for E36 as with a 2 min max as against 2.30 max the retrieves would not be as long.

So to the first attempt: timer located, good launch, good climb, good transition straight into lift. Without binoculars it was soon out of my sight. After some time I located the model at the top of a hawthorn bush but a two minute max obtained. By the time I got it down the wing covering was very much the worse for wear, so it ended my comp. Amazingly the one max gave me second position overall so the weather across the country must have been abysmal.

The Second Comp: The Inaugural E20 comp at Buckminster 21st March

Good weather for the small models, sunny at times, not windy.

At one time one of my test flights was the best of the day at the time, but three mediocre comp flights gave me fourth place. Better luck next time !!

Third comp. The second Area. 27th March

Once again the weather was bright but breezy, not as bad as the first area. This time I went for the combined electric. The first flight was an easy max. The second, not so lucky, 9 secs short, but the model landed in a locked compound and it was an hour before I got it out. Third flight not too bad but only 6.50 scored. That was the end of the comp but enough to give me second overall!

Fourth comp. Le Petit Classique de Birmingham

This took place at North Luffenham.

The weather once again was bright breezy at times. The competition was E36 but with a reduced motor run, 8 secs.

Two average flights and one max gave me 4.58 and third place, one place and one sec ahead of Peter Gibbons.



Right: Gerry gets his model away in combined Electric

Competition reports: First Vintage Combat competition of 2022.

By: Roger Silcock

The geriatric (mainly) participants of the vintage combat circus assembled at Buckminster on 20th March. There was a healthy entry of 25 contestants. The weather mild with a light wind and scattered clouds. The ground was soft. Ideal for combat but bad for driving the cars onto the field. We had been allocated a start and finish time of 10 am to 5 pm. This required us to run two circles simultaneously to complete the contest in the allotted time.

Mine was the first bout on circle 1 against Tim Hobbins. The last time I flew combat was over 3 years ago. I was extremely dizzy and glad when the bout ended. Unsurprisingly I lost, by 1 cut. I then took up the job of scorer.

We ran circle 1 at a fast pace with the deadline in mind. So much so that we completed the first round and losers round before circle 2 had finished the first round.

In the losers round I maintained my form and lost on ground time after crashing twice. The second crash was a classic 'tentpeg' with the engine buried and the leading edge leaving a long indentation in the field. The engine was so full of mud I conceded the round rather than cause too much damage. I used a nylon covered Piranha powered by a Ukranian engine a K12/19.

The contest was won by one of the younger contestants Jonathon Crabtree flying a nylon covered Assagai powered by a Parra T4

My contest summed up.



Model Technics Fuel, Roger notes:

"I recently passed on the information I received that Model Technics were no longer operating. Thus making diesel fuel hard to source. I have now been informed that 'The Model Shop Leeds' has taken on the supply and will ship it throughout the UK."

Here is a link to the web site: https://www.modelshopleeds.co.uk/catalog/index.php?cPath=291_836

Model Technics fuel is now made by Optifuel

Winner Jonathon Crabtree



PMFC Free Flight Contest Round 1

Luke Goymour reports:

The first round of our club Free Flight Competitions began on Easter Tuesday (19th April). The various weather apps predicted low winds and mild to warm temperatures. As it happened,



a hail storm earlier in the day, brought the temperature down by about five degrees and the wind, sadly decided to increase. Nevertheless it was still very much flyable weather, and hardy group of PMFC members set out to achieve their 40 second Maxes.

Brian's Fizz Whizz gets off to a rocketing start

The sky was busy with models old and new. Happily Bert and Brian Lever graced the meadow with some rather gentle circuits in Scale Precision. A good number of entries in both glider classes (CLG and Hi-Start) saw Chris Grant taking first place in Hi-Start, followed by Brian Lever and Jon Whitmore. Your Editor managed

to sneak first place in CLG (despite an early d/t on the second flight!) closely pursued by Peter Gibbons and Brian Lever for 2nd and 3rd respectively.

The big talk of the day was the newly introduced 'Open Rocket Duration'. Using the new TSP motors, yours truly was the first to take the skies with the L1 powered (QT) the model, sadly, was not trimmed-out and after climbing impressively decided to spiral in. This was fixed for the 2nd and 3rd flights which saw the QT climb impressively in left hand spirals before transitioning into a nice glide for two easy maxes. Any chance of winning, however, was thwarted by the estimable Bert Whitehead and Brian Lever who after taking time to trim their models (modified Snowflake and Fizz whizz, respectively) put in three impressive flights each, both maxing out. This meant we had a fly-off between Brian and Bert. Bert was first up; unfortunately a motor misfire caused his model to loop into the ground after a few seconds, he chucked the model up again and it flew for about a minute and half before it disappeared into the distance. Unfortunately, (or fortunately depending on ones perspective!) as attempts are not allowed in fly-offs, Bert had left the door wide-open for Brian Lever, who made it look easy with his Fizz Whiz (Waterland design). Brian's model competently spiralled in wide circuits upwards and transitioned for a near perfect glide to take first place in the inaugural rocket event. Happily, Bert found his model after the event so all was not lost....look out for next time Brian he's hot on your heels!



CD Bert, with his modified Snowflake



Bert's Snowflake was hot on the heels of Brian with an easy max

PMFC FF Contest Round One Results and points so far:

Scale precision:

Bert Whitehead 2 points
Brian Lever 1 point

Open Rocket:

1) Brian Lever 3 points
2) Bert Whitehead 2 points
3) Luke Goymour 1 point

(NB: Flyoff between Brian and Bert)



Hi-Start Glider:

Chris Grant 4 points
Brian Lever 3 points
Jon Whitmore 2 points
Peter Gibbons 1 point
Martin Skinner 1 point
Bert Whitehead 1 point

The Rocket Men! A good start made to the inaugural Open Rocket Duration

P20:

Mick Page 2 points
Luke Goymour 1 point



Cloud Tramp:

Luke Goymour 3 points
Mick Page 2 points
Chris Grant 1 point
(NB Flyoff between Luke and Mick)

Luke gets his E20 off to a promising start, but turbulence got the better of it and it was down before the max

HLG/Cat:

Luke Goymour 4 points
Peter Gibbons 3 points
Brian Lever 2 points
Chris Grant 1 point
Jon Whitmore 1 point
John Brown 1 point

E20:

Jon Whitmore 2 points
Luke Goymour 1 point



Brian Lever preps his motor in scale precision

With special thanks to Bert Whitehead who did a wonderful job as CD.

E20 Update: Electric Mondays at Buckminster



At the time of writing we have completed two 'Electric Mondays' Events at Buckminster. A good start was made on Monday 21st at BMFA Buckminster for the first round of our E20 contests. A cloudy but mild day with light winds set the scene for our inaugural event. Seven of us turned up and the sky was soon buzzing with electric motors as we frantically tried to trim our models on what had proved to be the first real flying day of the season. Two contests were run: E20 Duration (20 sec run to NFFS Rules, 8.5mm x 20 motor, 1s battery etc.) and Open E20 (incorporating Peterborough rules with 8 sec run), we hope more people can join us as this grows. **(next dates : 16th May, 27th June, and 18th July.**

Results 21st March (First three places only)

E20 Duration

1. Luke Goymour (Micro Pearl)
2. Peter Gibbons (Own Design)
3. David Gibbons (Veron Skyrod)

Open E20

1. Luke Goymour (Super E20)
2. Chris Grant (Ferry 500)
3. Peter Gibbons (Own design)

Round 2 on the 25th April saw fewer flyers as the forecast put some people off, but between the showers it wasn't too windy and there was certainly some lift about!

Results first three places only:

E20 Duration (20 sec motor run 90 sec max)

1. Luke Goymour ("Advent" O/D)
2. Peter Gibbons (O/D)
3. Gerry Williamson (O/D)

Open E20 (8 sec motor run 45 sec max)

1. Jonathan Whitmore (Ferry 500)
2. Luke Goymour (Super E20)
3. Peter Gibbons (O/D)



Top Left: Peter Gibbons at the prize-giving on the 25th April—we do things properly at PMFC!

Above: some of the flyers at the first E20 meet



Certificates and cash prizes up for grabs! What's not to like! Your Ed's "SwanE20" landed on control!

E20 World Postal Event!



Throughout July Peter Gibbons, ably assisted by your Editor is running **THE international postal event for E20!** The contest is flown in two categories using different motor runs (20s 'Fixed Cat' and 10s 'Open Cat') to aid those with smaller fields to take part, as well of those with bigger sites to show the class's full capability. (The 10's category incorporates PMFC Open rules, 20s is restricted to Buckminster/NFFS rules) **Flights must take place on a day in July, All entries are to be sent to Mr Peter Gibbons at petergibbons43@gmail.com by Midnight GMT+1 on 2nd August 2022** This event is supported by BMFA Buckminster who will be providing certificates for the top three in each class. Trophies and

medals are also up for grabs! **Full rules and details about E20s in general are available online at new dedicated website:**

www.e20world.com

Home Postal Competition About Contact Buckminster Meets E20 at the British Nationals More

The World of E20 Model Flying

E20 World Postal Comp

Compete in two classes
with Flyers from all over
the World

Stop Press: E20 Event at Nationals Mini Day (29th May) with Prizes from BMK Free Flight Supplies and Aeromodeller! See back page for details

Member's Builds:

From the workshop of Andy Sephton



Left and middle left: Chatterbox and Smoke Trail - these have been built with 2ch RC for trimming but they are destined for single channel RC for the SAM 35 spot landing competitions at Old Warden and Buckminster. They are powered by a Redfin SAM 75 and a Redfin SAM 50 respectively.



Below: The Tomboy is a revamp of an old model. Andy Sephton says; "I modified the control system, made a new tailplane and re-covered the wing. This too, is destined for the SAM 35 single channel spot landing comps. The engine is an Irvine Mills 0.75 "



Right corner: Seychelle - this is a 65" aerobatic slope soarer I built in 1983 for which I've made a new wing with a different section to the original.

Below: Skokie - I was presented with this model by Russ Lister for my 'lockdown build' of a Caprice. Part of the deal was that I report the build for the mag, so here it is. I started it on Christmas morning (a personal tradition) and completed the basic build over the following week. It'll be finished in time for the competitions for 25" vintage models later in the year.





P-47D - I found this old kit when clearing up some boxes in the roof. It only took an afternoon to assemble, so it's now ready for testing. It will be fitted with a Gasparin Co2 motor.

Right: Dixielander - I always wanted one of these, but could never afford the kit when I was a youngster. I was really pleased to see that VMC have re-issued the kit, so it was too good to miss. I'm planning to fit an electric motor for the SAM 35 Vintage Power Duration contests

From the workshop of Rob Smith...

The model is a Supermarine Skyshark, MKIII based on the spitfire Mk 24. Powered with KP 24mm EDF, using KP timer.



Fizzle Bug - This is the third one I've built for Rapier Rocket Motors. This one is ready to test when the weather improves. It should be ready for the new rocket comps this year.





Left: another version - the Skyshark has two wings one big one small....*Hope we can get some shots of this in the air? Ed.*

Below and left : Frog Tomtit in what Rob calls McClaren dazzle. Based on the F1 car colours.

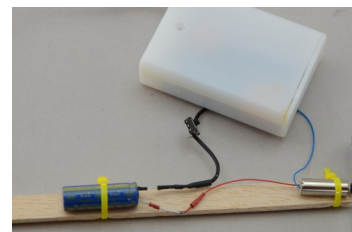
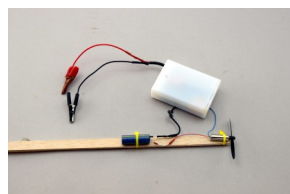
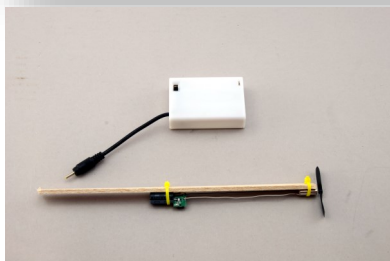


Left: The Electric power using drone motor as shown Available from Amazon as spares. Controller and cell from hand thrown glider again from Amazon.

Above: the hand thrown glider (that's what you ask Amazon for) The control board and single cell came from this, rewired to the drone motor.

Electric motors and supercapacitors: from the workshop of Stuart Marsden...

There are several people in the club experimenting with supercapacitors too great effect, Stuart Marsden sent these pictures of his set-up:



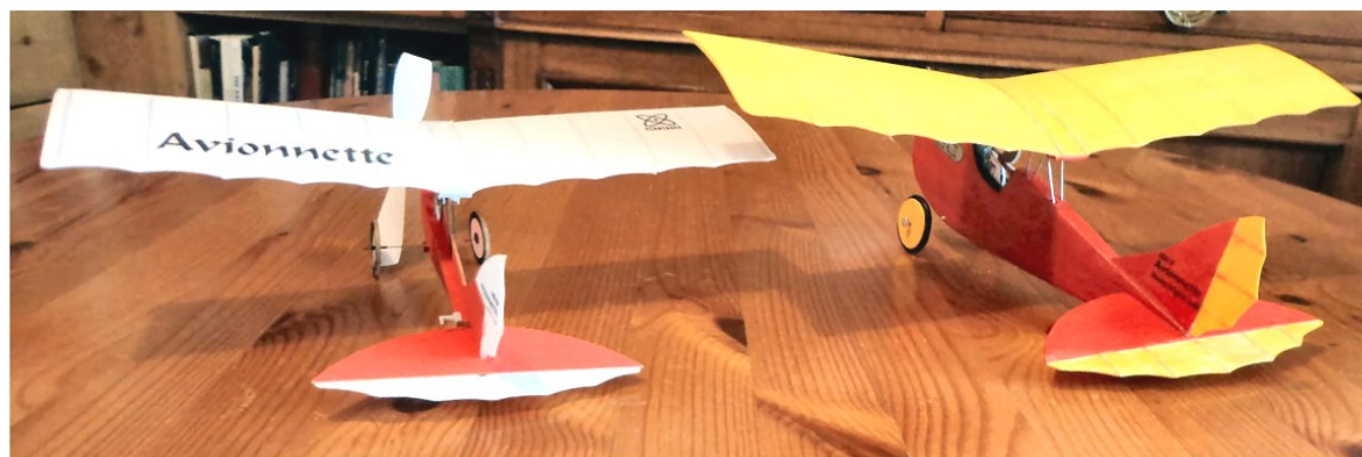
Stuart writes: "My own circuit guided by Uan (**left above**) the Wooden Shoe Aviation Toys 5 farad set-up, (**Middle**) this is already wired up using a small board at the Supercapacitors contact legs, allowing a jack plug to go into the female on the board for charging. I bought a model with full set up and a motor kit, about £30 for the two. The third image shows a close up of the wiring, I have pushed the insulated sleeving back on the positive side to show everything but it should look like the black negative side when all pushed in place. I have used a modified charger to clip crocodile clips onto the legs. My Supercapacitors are 10 farad and a twenty second charge has a burst of power with a 90 second cruise. I could be losing a lot of models this summer."



(More from Rob) Smith A modified KK invader, masquerading as a French flying boat. Built as a test bed for the contra rotating twin drone motor. Built from a modern Ripmax kit, the wood in this kit was worse than any I ever saw in the 50s so hard you couldn't stick pins thru it!!!. The only saving grace was the laser cutting which was excellent.

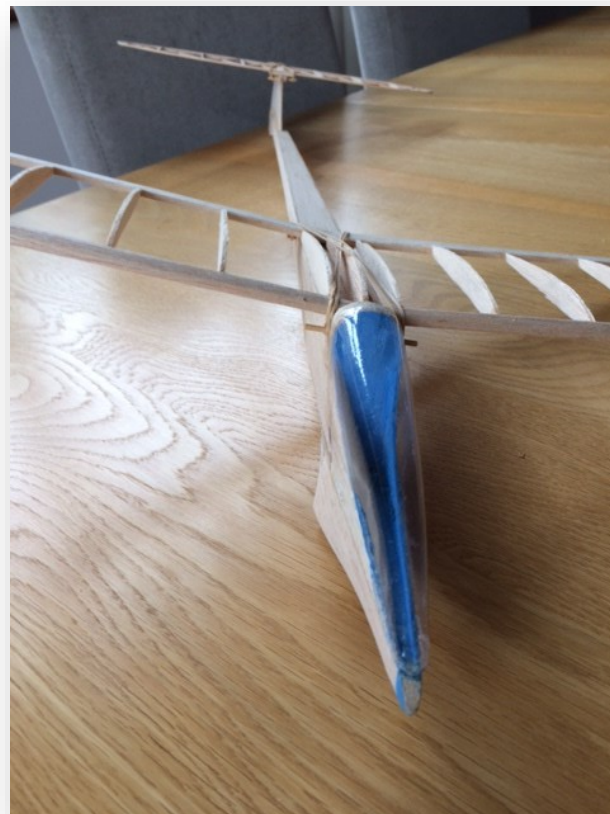
***From the workshop of Roger Simmonds ...
(More supercapacitor creativity!)***

As a counter to the current madness of the World I have been making a larger capacitor Avionette to fly at our local recreation ground. Just finished assembly: Quite pleased with it (especially the wheels which have proper rubber tires) though retrospectively there are things I would have done differently, for example the wing parasol is 18 SWG; 20 or 22 SWG would have been adequate. Span is 32cm and it weighs a disappointing 24 grams (I aimed for 20g or less). But it should fly OK with the 15g thrust the motor gives. And it should stay in the field. We will see come the next calm day.



From the workshop of Brian Lever ...

Brian says: "Photos are of my Star-Jet destined to be powered by L3 and possibly L4 motors both of which have a serious amount of fizz! Wing Span 28" Fuselage length 28". is by far the biggest jet powered model I have ever built. An out and out competition model for the new unlimited rocket class."



Some Dates for your Diary

Tuesday 24th May FF Ferry Comp Round 2

Sun 29th May Nationals Mini Day North Luffenham

(See FF Tech Calendar for other dates)

Friday 10 June FF Ferry Comp Round 3

Mon 27th June E20 at Buckminster

Friday 8th July FF Ferry Comp Round 4

Monday 18th July E20 at Buckminster

Friday 22nd July Ferry - Bernie Nicholls

All July—International postal for E20

Saturday 3rd September—Flying Aces

Friday 9th Sept FF Ferry Comp Round 5

Robert Philip Francis “Philip”

In memoriam

Former PMFC member Philip Francis sadly passed away earlier this year.

Philip was born in Peterborough, in 1931. Aeromodelling and aviation have been part of his life since an early age, He recalled that when;

“The (school) masters returned from the war, one of them formed a model aircraft club which I and my pal David Witt joined. We finished up running it and developed the club so

that it could easily beat the Peterborough club. On the strength of what I had done in the club I was made a prefect and at the end of my two years the Headmaster came to me with some application forms for an aeronautical scholarship through De Havilland's - only 10 offered worldwide. I thought I had no chance but applied, to my amazement I got one!”

After graduating Philip worked at De Havilland's on the design of propellers. He then served in the RAF and gained Chartered Aeronautical Engineer status. After leaving the RAF he worked for a number of firms, including Rolls Royce and Luton Airport, with Hunting Engineering.

In 1963, Philip was raised from Graduate of the Royal Aeronautical Society to Associate Fellow and soon after he was elected a Chartered Aeronautical Engineer.

Mick page remembers his friend fondly, he writes: “When I first joined the PMFC, in the early sixties, the top rubber flyer was Philip Francis and I have just learnt of his sad demise. Most of our members were not in the club in the sixties although he has flown at some of our Flying Aces. He was one of life’s gentlemen. Philip introduced me to contest flying by taking Geoffrey Archer and I to many model-flying rallies. What an eye opener to someone like me who had been a lone flyer until then; all those models going skywards yet, hardly any crashes, unbelievable! Up to then I thought crashes were a regular part of model flying!...Not only did he show me what real Aeromodelling was about but also what real friendships were like.”

Requiescat in pace

(Philip was a great rubber flyer, photos by Mick Page, additional photo supplied by Philip’s family.)



Check out the New E20 dedicated website at e20world.com There you will find, lots of information and details about the International Postal Event happening in July!

E20 at the Nationals

At the British National Free Flight Championships Mini-Day
Sunday, 29th May 2022
At MOD North Luffenham, Rutland, England



Prizes kindly supplied by
Aeromodeller and
**BMK Free
Flight** Store

Come fly, compete and find
out about this exciting class
for FF Duration

Basic Rules: Min weight: 28.35g • Motor: 8.5mmx20mm, coreless (no gears) • Battery: Single standard one-cell lipo (3.7 V) no mAh limit • Wingspan: 20" projected-span • Propeller max: 2.7 inches in diameter. • Motor run: 20 sec • Max 90 sec • No auto services except d/t • For more details email Peter at petergibbons43@gmail.com or Luke at revgoymour@googlemail.com

Please note: This competition is being held to demo and promote the E20 class, it is not at present, for a BMFA National Trophy