

PETERBOROUGH MODEL FLYING CLUB



MAGAZINE

August

2020



COMING EVENTS

If you support “Real Aeromodelling” please come and join us, either as competitor, sports flyer or spectator. It will be a short season, let’s make the best of it!

Monday 24th August, Buckminster:
Ajax, Achilles, Cloud Tramp and Friends.

Friday 4 September to Saturday 12 September:
Flying Aces Postal, any venue.

September: date to be arranged:
PMFC v. Auckland Cloud Tramp Challenge. At Ferry

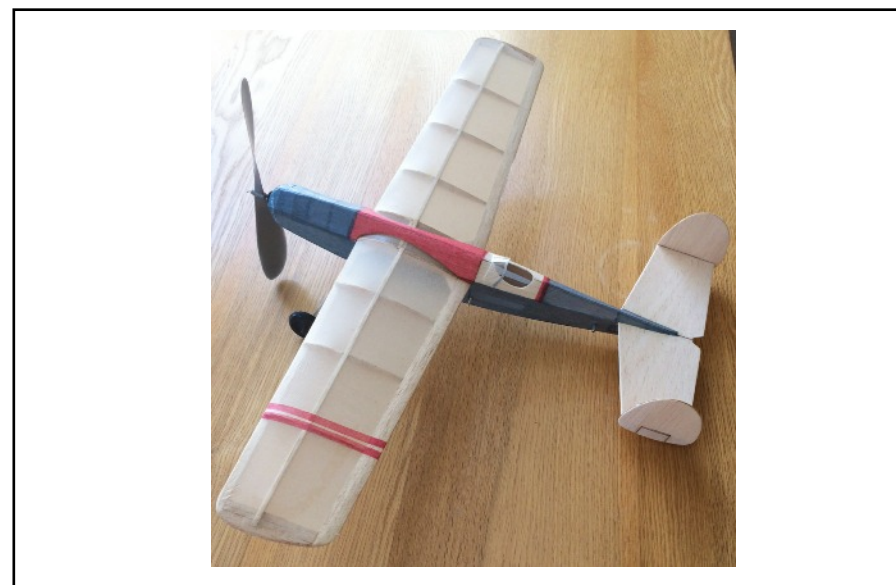
September: date to be arranged:
Bernie Nichols Trophy for cabin rubber. At Ferry.

October 3 or 4 or 5: Buckminster Gala:
P20, E20, Rubber Ratio, and others.

See centre pages for details, visit SAM 35 website for SAM rules, or contact editor.

Next Issue probably September. Please keep the contributions coming in!

BACK to the FUTURE?



The fifth in a series of MONTHLY crisis editions.

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



COMMITTEE POSTS:

President	Brian Waterland
Chairman	Brian Lever
Vice Chairman	Dave Leeding
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Webmaster	Andrew Green

This, I think, had better be the last of our Lockdown monthlies, and we shall revert to our normal quarterly publications, for the sanity of the Editor, if nothing else. There is a degree of normality returning to our lives, although I am sure a lot of us are still “sheltering” or at least proceeding with great caution as we begin to return to something like normal activities. Hopefully our magazine has enabled us to replace the opportunities to meet and fly together with something that has maintained a sense of belonging and prevented PMFC from becoming a remote organisation which has done nothing but make off with your £15. In this respect I must thank all those who have contributed to the five “special” editions and made this possible.

We are able to publish a “Coming Events” list at last, at least in respect of outdoor meetings: it is too soon for us to be able to comment upon either the indoor flying sessions at Bushfield or the Clubnights at Peakirk. As for the 2020 AGM, this will be considered by the Committee taking into account government advice just as soon as we are able to do so.

Whatever you do, please try to turn out for some of the events scheduled on the back page, to show that Real Aeromodelling and PMFC are still very much alive.

Editor@peterboroughmfc.org

Cover: Brian Lever's Cleemac - beating Linnet, (?)see p. 17

Remember Brian Lever's 1004 lap enduro? Here, at last, is the warts-and-all account of how it was done.....



STOP PRESS:
At the time of writing, the donations had exceeded £2000.

The total donated so far is over £1400 and I am so pleased the generosity of so many has beaten my target of £1000. Every penny is vital to help the dear old Church survive for another 1000 years. The model was built from the Ace kit supplied by Den's Models based on the Isle of Wight. I also fitted the brushless motor, speed controller and control line timer supplied by Den. The quality of the kit and accessories was first class. However, I had difficulty with programming the system which turned out to be a faulty speed controller. Den was absolutely committed to help me achieve the challenge and supplied me two complete systems (motor, ESC and timer) without charge to ensure the 1004 laps could be achieved. I purchased two inexpensive 800mAh batteries for the power source and these were peak detect charged which gave me four flights per charge at 80% programmed power. (The 80% was to keep the lap speed down to a level my 77 year old legs could manage flying on only 21' lines!)

The first flight was programmed for just 30 seconds to see if I could cope with Sheila's laurel hedge and herbaceous borders flashing by at very close quarters. It produced 13 laps. The next flight managed 1/2 a lap and ended up in a tree! No damage. The next two flights managed 1/2 a lap with the system keep shutting the motor down. It was at this point that Den kindly supplied two new power trains.

Some eight days later on a Monday morning with a weather forecast giving appalling conditions from Wednesday morning onwards I started the real challenge of flying the best part of 1000 laps over two days. I used caravan carpet runners for a take off runway and a 30 second motor start delay to enable me set the timer and walk to the handle.

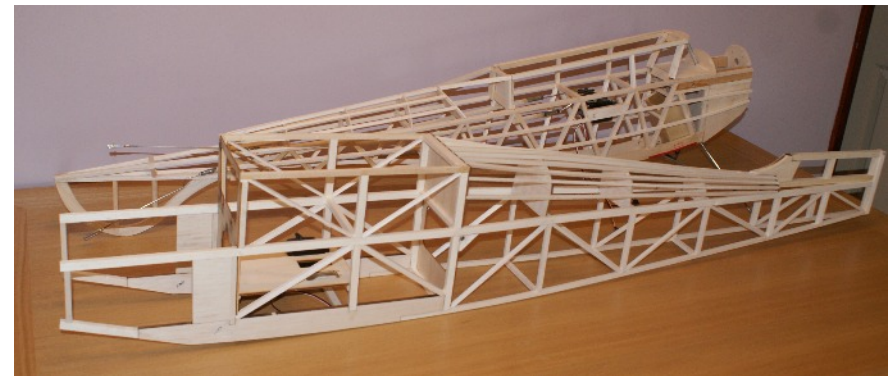
The timer is very clever. It has a very bright blue led that flashes and holds steady in certain sequences to inform you regarding motor start, motor about to power down etc. I soon found the timer telling me everything that was going to happen in turn via the blue led.

Over the Monday and Tuesday (with a team of lap counters logging each flight in a special book) I flew 28 flights, with an average of 36/7 laps and actually achieved 1024 laps on Tuesday afternoon. The model flew just under 27 miles to achieve the 1004 laps.

No model damage occurred throughout the epic flights and while one battery was giving four flights the other was on charge in preparation for the next four.

My flying of the model required plenty of concentration because of the closeness of the hedges and trees (I lopped some branches off after the crash) but by keeping eyes on the model at all times I did not suffer from much dizziness. The whole project has captured the imagination of many supporters with no knowledge of aeromodelling. So much so that I was interviewed last Friday morning on the BBC Radio Cambridgeshire Breakfast Show. The video of me flying on YouTube and Facebook has had hundred of views.

So all in all a very positive result and one in which the generosity of my many aeromodelling friends has been humbling on the one hand and inspiring on the other.



In a despairing attempt to keep up with the prolific Mr. Sephton, your editor is enjoying the building of Super Scorpion and 80" Black Magic fuselages: "real aeromodelling" at its most satisfying.

John:

The plan on the previous page is for Winsome Wing at 12 inches span. I have built two in the past and given them to interested spectators. I catapulted mine with a loop of 1/8th.

As noted on the drawing, they were also built twice size.

.....Martin.

(Ed. I have printed this as closely as I could get it to correct size: should be OK unless you are a perfectionist...in which case you are not a member of PMFC, so will you please go away!)

MEMORY LANE.... (2)



Bottom: my favourite launch photo: Steve Turner puts everything into this Mini Good-year release.

Above: but who is this shy, retiring type who clearly prefers not to be noticed on the flying field?

Cloud Tramps to the fore!

With the third annual contest against Auckland almost upon us, Team Manager Bert Whitehead has some good advice.

“Just a few pointers on how and why I do things flying Cloud Tramps.

I remember a conversation with the late John Barker who told me that in the 1960’s C H Grant , the CT designer, had a pet theory that caused a lot of controversy and argument. That being the placing of the thrustline on the CLA. (Centre of Lateral Area.) The CT is a manifestation of this theory. Because the thrustline is on the CLA, the motor shaft follows a natural line with the rubber and no up or down thrust is required. This results in 100% efficiency of the forward energy plus only one simple flat plate nose bearing resulting in minimum friction losses. He does this by placing the thrustline above the motor stick and having an underslung wing with massive dihedral. The drag above the shaft and below is about equal .Disregard this by altering dihedral and u/c at your peril.

A substantial u/c is essential: The dangling down undercarriage weight acts as a stabiliser as well as for take off and landing.

A chat with the late John O’Donnell revealed this fact: anything that touched the rubber on your airframe has a drastic reduction in the power output. So - keep the motor shaft high, 10mm minimum. Also keep the rear hook the same, and away from the fin at an angle. It’s impossible to stop motor contact but every little helps, and to this end, keep the knot at the rear. Undercamber is great - on slow indoor models. Our CT’s are a bit heavier than they should be so they have to travel a bit faster than normal to fly. Overdo your undercamber and a partial vacuum will result under the wing. The wing will try to suck down instead of up. My undercamber is 5/32” or 4mm. Plane overall weight 48grammes. The same effect happens with CT’s using plastic props. We use these in PMFC comps to make building easier for everyone. But these 8” undercambered props are designed for models of 25 or 30 grammes. Our CT’s are almost double that weight, so the prop has to rotate at virtually double its designed speed resulting in high drag, and reduction of lift. I’ve made CT’s with the simple carved wooden prop shown on the plan and they always fly very much better. This is because the wooden prop is flat bottomed and has a proper “wing” section, so it’s more efficient.

RUBBER: I was lucky enough last year to get 5 X 50 second maxes and through to the flyoff. Because the Committee is putting great importance on this comp, I will be using new rubber every flight. 10ft or 10 grammes of 1/8 rubber, 200 turns pretensioned made into 4 strands. Lube with Castor oil or similar and an “S” hook at each end. Stretch wind to approx. 1600 turns. Be careful: flying “S” hooks can be dangerous.

Some memorable CT flights:

It was last year when Dave Rumball was flying OK but struggling to achieve a decent time. Changed his 4 or 5 gramme motor for a 10 gramme: instant max. Dave Leeding was struggling in the same comp. with a few low score flights. His motor shaft had a diamond shaped hook. OK for rubber directly onto the shaft, but he was also using an “S” hook which needs a rounded hook. He altered the shaft: made well over 2 minutes into the next field.

Unflappable John Ashmole. Cool and calculating. Produced the longest flyoff in last year’s event. The best CT example I’ve seen was flown by Andy Sephton in the 2018 comp. His plane was accurately made to plan including single plate nose bearing. The motor shaft and prop does not wobble about, but runs true. He used about 12 ft of rubber well lubricated and no pretension. This produced well over 1700 turns. He had no freewheeling prop because, like me, he believed that the plane is not a glider but flies under power only. When the turns run out the motor bunches around the rear hook and the plane stalls out of the sky. But the prop has run for plenty of time before this happened: it’s his DT method.”

.....Bert.

More from the toolroom: BVW's "Z Bender".

With a Dremel cutting disc cut a slot in one jaw about 2mm in from the side. (This is easy and fairly quick.) The slot needs to accommodate the wire to be bent. Put one bend in the chosen wire and then position the bent portion in the slot before making the second bend. (NB the photo shows my unit, says Brian, and I am left handed.)



Correspondence



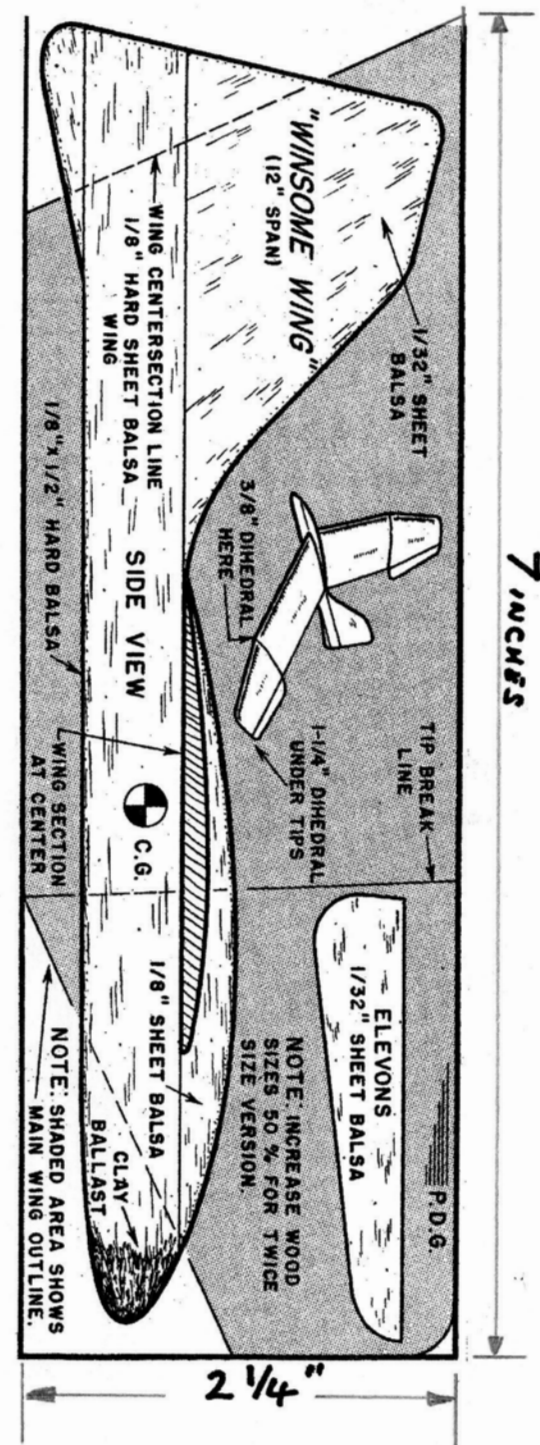
From Gerry Williamson: my final lockdown build programme.

"All we need now is the go-ahead for contests to resume!

These models are the same design, just different scales. As mentioned in a previous issue, they are based on a 1960's model by George French, the "Night Train." We have seen pics of the smallest and biggest, the middle one is new. My smallest is 36" span, for the E36 comps. It has had some test flying and is pretty well sorted. The other two are 50" and 45" span. The largest has had a couple of outings but the climb and transition are not good at the moment. The 45" model has had a few garden test glides but I am keeping the testing until we go to our proposed visit to Buckminster in August.."



By Paul de Gatto Model Aeroplane News May 1957



Roger Silcock goes electric free flight...no bellcrank, no prop, no lines, no smell, no noise.....just skill! (So keep a safety lookout on the field, folks!)



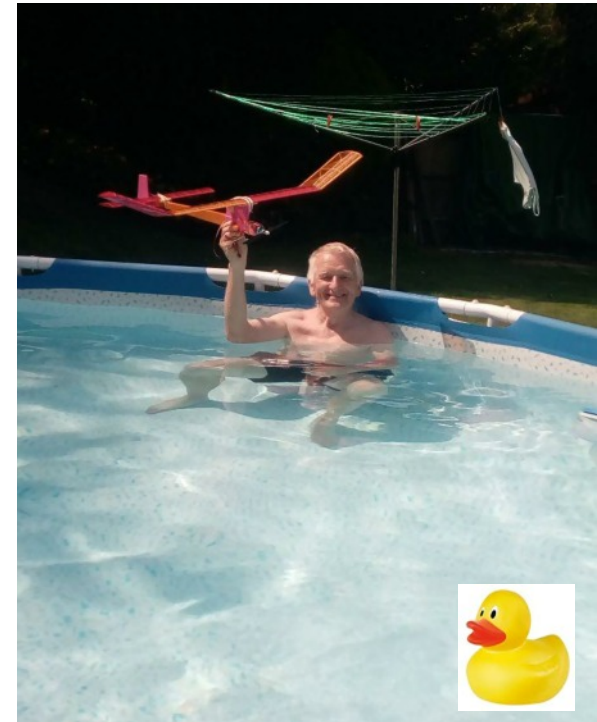
John: Whilst stuck in lockdown I was daydreaming about walks in the countryside. With that in mind I determined to build a power model. I purchased the 45" span VMC Eliminator and set to work. With the kind advice from yourself and several clubmates notably Peter Gibbons, I have completed it. I converted it from 1.5 diesel to electric. It may be over powered but time will tell.

Had I better polish my walking boots?



...and while on the subject of Gerry and his models, we felt that, as this photo has been inflicted upon us, we had a responsibility to pass it on...

(We do not stoop to caption contests in this publication, but we are being tempted.)



Remember the unclothed Hawker Tempest shown last month, by **Rob Smith**? I had several enquiries asking whether it was from a kit. Rob replies:

"It's my own design, but I can see why someone might think it's a kit. The construction is based on the Frog Senior format. One, a Spitfire 22 was on the cover of Aeromodeller with a plan. (You are doing a great job with the magazine, I look forward to it every month.)

PS: If anyone wants any of the plans for these models, I would let them have them with pleasure, free."



Now, here's an interesting item: no, not the lad, a young Rob Smith, but the round object in front of him. He says, "It's a Hurst Hovercraft with an AM 35! Very tricky to start but it did work." Surely we need to be told more about this terrifying device.



Now older and slightly wiser, Rob has built this magnificent Fairey Gannet.

quality conkers at the appropriate time of year. After a good search, I could see my precious Senator's ugly black fuselage and red wing tip in the neighbouring garden to the church yard, it was high in an apple tree. To my great relief, the lady of the house sang in the choir and was glad to allow my to climb her tree and retrieve my Senator, and home for minor repairs.

Next day, filled with enthusiasm, I walked over the Chinese bridge in Gumster as it was known in medieval times, right through onto Port Holme Meadow, where there appeared to be no chance of the model flying away. I squeaked 350 winds into her, no stooge, just a boys finger nearly cutting through with the pressure created by the motor, then off she went, high, higher, amazing, and then for the first time in my life I witnessed the true strange emotion created by a fly away. Ecstasy, elation tempered with a total loss, never to be seen again. The Captain

I think it is now time to build a replacement Senator, enough time has passed with many similar fly away experiences under my belt, and this time I think a DT maybe in order. The Captain

.....

MEMORY LANE.....(1)



Peters Adams and Gibbons fought the flyoff at the "Ajax and Achilles" event last year. Who will take them on in August?

The Vintage Model Company Cloud Tramp kit. Best value model on the market?



Last month's **Win A Kit** went to Stuart Marsden:
Here is his pitch for the Senator.

SENTORIAL SUCCESS

Of all the tales I have told of my Aeromodelling experiences, there is one which is most dear to me and one I have never written until now. Some of you would have read my tale of the Mercury Mistral, the very first model aircraft which I built and flew myself. To give you a brief summary, the anxiety to get the thing built and flying, negated any reading of the instructions, hence I actually stuck both fuselage side together without formers or spacers. To make a mense, I used the bluntest knife known to mankind and prised them apart. Great Shelford Playing field was the venue for my first flight and it did manage 30 feet or so before it became the only flight.

Rustons in Huntingdon and St.Ives both sold model aircraft, Huntingdon was closest to Godmanchester, where we had just moved from Little Lever near Bolton Lancs. I was 10 so this would have been 1963. The Mistral had been bought as a Christmas present from my uncle Bob from Farnworth, model shop Moses Gate, again I believe C of G is also familiar. Some of the KK Flying Scale series were purchased from Rustons and duly built to increasingly better standards, as pocket money would allow, they were 4s/11d at the time. Better standards they may have been, however flying was a different matter, many damaged with test flights in my bedroom walls. Finally it dawned on me to try a little patience i.e. fly outside and in calm conditions, the search for Keil Kraft grass began.

Another trip to Rustons and now at the age of 10, I had a paper round (probably illegal, well I am sure it is today), this gave me my own money and a sense to spend it. The KK Senator was selected, along with tins of coloured dope for decoration, tissue paste, rubber lube and miles of that horrible grey rubber.

Hey, I read the instructions and looked over the plan before rubbing it all over with one of my Mums candles (stored carefully for when we might have a power cut, no tea lights in those days). The model was built and ready for test flying, red, black and white all on top of white tissue, I hadn't yet grasped that light is right.

The flying site selected was next to my school in Godmanchester, the village cricket pitch to the right and now a much smaller site the A14 bypass going over the Ouse, which itself is now closed due to the latest updates. Two hundred winds were applied after numerous test glides and a few winds, and yes I had KK grass, so no damage. Up she went circling around an old Elm, it was at this point I became excited she was flying really well in wide circles, the prop was now free-wheeling and still she went up. I hadn't noticed that although she was about 100 feet high and flying in circles she was getting smaller, mainly because when I looked down she had drifted over the church yard. I was now running full of fear and excitement in equal measure.

I got to the church yard an area I knew well as I was a choir boy and it was on my way home from school, the main draw being the huge chestnut tree which provided

John:

A little more information concerning the Bristol Scout and Lord Carbery. The Carbery Bristol Scout was Serial 206 and the first Bristol Scout produced. Bristol had started the construction of two more machines and were happy to sell 206, less engine, to Lord Carbery. He fitted an 80hp Le Rhone of his own. With this engine the aircraft achieved 100 mph on three timed runs.

The names for this aircraft have always caused a little confusion. Serial 206 was listed by Bristol as the Scout A but that was in retrospect after they had started the next two in production. 206 was initially known as Barnwell's Baby at Bristol, or Baby for short, Frank Barnwell being the designer.

When the RFC got hold of the next two in build they were so impressed with the speed of the machines that they nicknamed them "Bullet." Hence, Bristol Bullet in most of the popular newspapers of the time and even in Eddie Riding's Aeromodeller plan. These two aircraft were also called Scout B's.

Full production machines were scout C's and D's and these served with the RNAS. A Scout C undertook the first underway shipbourne takeoffs of a land based aircraft from HMS Vindex in 3rd November 1915. They were then landed back on land. If out of reach of land the intent was to ditch alongside.

As for Lord Carbery's machine, the a/c was lost on its return journey over the English Channel because the ground crew in France had failed to fill the second of two fuel tanks. There was no cockpit fuel gauge, and ranging was done by time flown. There was an attempt to recover the aircraft from the water but some unaccustomed handling had damaged the fuselage structure behind the engine mounts and all they recovered was the Le Rhone engine and mount. The rest sank to the bottom of the Channel.

.....Martin Skinner

Martin's Swordfish...see over for account of build



Veron Fairey Swordfish – By Martin Skinner

This model has been on my “to do” list for a long time and started life as a fuselage in a box of balsa bits offered to a good home at one of the Impington Public Indoor flying days about 4 years ago. I thought that having a fuselage was a quick move to a completed model but alas not so.

The fuselage, on inspection, had a fair bit of crush damage and this was resolved quite easily by inserting new 1/16 strip bits and cross bracing. The motor rear peg mount was also move forward one bay at the same time. The forward fuselage was given in-fill of 1/16 sheet bits when the wire mounts for the wing and undercarriage were resolved. The nose / engine cowl was already fitted but I did cut out a 5/8 inch square hole for rubber insertion and a new removable prop nose block with 18 swg prop shaft.

I had a Phil Smith plan and bits photocopy so Wings and Tail surfaces were built. The solid sheet fin was replaced with a built up version in the same manner as the tailplane but with a laminated outline. The wings went together well although I had to guess dihedral issues and I put in double ribs where the wing struts would be fitted.

The major issues with this model were the wire pylon for the Top Wing mounting and the wire undercarriage. I made the centre pylon up with one piece of 22 swg piano wire. It Took 3 Goes to get something useful. The U/C was easier, 22 swg wire but bent up 4 separate bits. 2 “V”s each side and 2 wing to axle bits, these hang from the lower wing. But before I bent anything I inserted thin Ali tube, to take 22 swg wire loosely, into the fuselage at the forward fixing and sheeted the local area. I made up a stiff jig fixing a point in space where the axles would be and bent the wire around the fixed point giving side V and front elevation splay in one go. When satisfied I fitted a second ali tube for the rear fuselage fixing and this is mounted externally by simple paper and PVA glue wrapped strips; easier then trying to use thread. It’s strong too and if it needs to come off a damp brush will lift the edges and it can be peeled off. The U/C wires were now removed and I had a “clean” fuselage to tissue apart from the top wing pylon area.

All tissue covered surface were water shrunk white tissue and Humbrol enamels provided colour. This and the Service markings were all done before assembly of the wings etc to the fuselage. The side roundels and fin flash, permanent felt tip pen, were sticky address labels. A/C Ident “H” Black tissue cutout. The top wing roundel did present a problem because the sticky backed address labels would not conform to the wing surface shapes. Brian Waterland advised me to paint roundels on pre-shrunk and doped tissue on a suitable frame and cut out and affix with very thin watery PVA. It worked a treat. So I did the same for the fuselage “ROYAL NAVY and Serial” The colour scheme is generic Fleet Air Arm and not specific to one aircraft although LS354 did exist serving with 842 Sqn RNAS on HMS Fencer in 1944.

Assembly of all the major components went well over a flat plan jig with essential positions of leading edges etc marked and supported by balsa shapes. This also kept the top wing level at the correct dihedral until the struts were fixed and solid. Low wings first, top wing stitched to pylon and then inserting wing struts one at a time, with plenty of looking at. I still got one wrong so don’t look to hard. The struts are coffee shop stirrers, just the size needed and stronger than balsa, rounded LE/TE and sharp ends so they can be pressed into the doubled wing ribs for support.

Once off the building board the U/C could be finished. Side “V”s fitted, vertical landing strut and axle fitted, to underside of wing in a rolled paper tube glued to the appropriate rib, brought together at the lowest joint, final tweaks and a blob of solder. U/C fairings are simple paper folded around the wire. Wheels from card and balsa discs, turned on a hand held Dremmel. Wheels have rolled paper axle tubes for the 22 swg wire and retained with thin electrical insulation tubing. Tail wheel is a shape glued to a paper clip wire, attached to the underside of the fuselage with a paper and PVA glue plaster, less messy than epoxy or trying to stitch to the woodwork.

The aircraft will fly with a 2 bladed 7 inch plastic prop but for “fun” I have made up a 3 blade with balsa that might work and be as good as the original kit plastic effort. Please don’t ask me what the pitch is. So that’s another kit done that that has been a long time in the making, and kept me happy in this Corvid 19 lockdown.



It will use a 7” Peck prop (rather than 6” on plan,) weight 16.9g as shown in the photos. And 21.5 ready to fly. Will be powered by 1.5 fuselage length of 1/8” rubber with estimated 900 turns. Finished off the u/c with 40gsm paper fairings. 1/32” washout to both tips.

(I think all those 3/6d KK Flying Scale models I built in the distant past have kept me a small model man at heart.)

....Brian Lever

Martin, attempting to provide positive encouragement, writes in to say...I built a Linnet a while ago ...a bit heavy. I am not convinced the twin fins help either. Well, Err... Thanks, Martin.





Project 9

A couple of years ago, I started a Denis Bryant 60" span RC Hawker Fury to support my own Light Scale initiative (BMFA RC Scale Flying Only Rules with a max. weight of 5 kilogram) and Danny Wynne Fenton's mass workshop build of the same model. I'm aiming to get it into a flying state by the end of the year. The plan is not very scale, so I'm building it as a scale sports model rather than an out and out competition machine. I'll fly it in BMFA Flying Only competitions so any detail that can't be seen from the ground will not be added. It will be covered in Oratex with markings in vinyl. Most of the complex parts have been 3D printed by Tony Bennett.



That's it for now, but there may be more for the next edition, just remember my motto: ***"Too many is never enough!"***

CAN'T WAIT TO SEE THIS ONE IN ACTION...



John: Some photos of the contra prop model based on the FW 190D. Same construction as before based on the Frog Senior series. Uses old Peterborough timer tech.

....Rob Smith



COMING EVENTS

Yes,
Really!

With
Covid
Precautions!

Yes, there is really going to be some action at last!

Both within PMFC, and also on the National Scene, with SAM 35 and the BMFA returning to action.

Here, at our own Ferry Meadows, there will be opportunities to fly in the “**Postal Flying Aces**” either on the day booked for the event, Sunday 6th September, or one of the Tuesdays or Fridays between the 4th to the 12th. Note that you can even use a different field if you wish. (See following pages for more info.)

THEN, as soon after Sunday 6th as the weather allows, it will be **Cloud Tramps** to the fore, with the much-delayed and anticipated attempt to restore the battling reputation of PMFC after two defeats. Much was said on this subject during the past Winter, and you may remember that a clubnight was spent discussing out tactics: see this magazine, for December 2019, and I hope you will have read Bert’s advice on P2 of this issue. Look out also for his e-mails prior to the event.

That will be followed by our Precision Rubber contest for the **Bernie Nichols Trophy**, just as soon as a suitably calm afternoon becomes available. This has been won twice by Mick Page, so we want to see a concerted effort this year to make a hat-trick really difficult. I think all who took part last year found it one of the most enjoyable ever...and it even had a detailed write-up in *Aeromodeller* shortly afterwards.

PLEASE ATTEND AT LEAST ONE OF THE EVENTS, MENTIONED ON THIS PAGE, EVEN AS SPECTATOR OR TIMEKEEPER, JUST TO SHOW THAT FREE FLIGHT IS BACK IN ACTION AND THAT YOU ARE PART OF IT!

A for SAM 35, we are taking advantage of the fact that Mondays are F/F days at Bucky to run the **Ajax and Achilles** event, with a side helping of **Cloud Tramp**. A good opportunity to trim them out prior to the international challenge.

Then it’s time to prepare for the **Rubber Bowden** at Old Warden, a thoroughly enjoyable challenge, which is my personal favourite event of the year. (Remember, admission prices back down o £8 with proof of club membership.)

Finally, don’t ignore the **Buckminster Gala**, with a good range of contests including 10 “our” E20 and P20, models which will not otherwise get a competitive outing this year. And the “Rubber Ratio” is another of my new initiatives: will it work? Please come along and find out. (Sports flyers very welcome.)

Project 6:

I’ve had a KK 40” Piper Super kit in the stash for many years; lockdown gave me the excuse to build it. As of this morning, (26th June) it’s ready to cover. I’ve made several mods, including three channel RC, electric power, removable wings, removable u/c and flat plate tailplane. The model will be covered in Oratex. I’m hoping to make it dual FF and RC for entry into SAM 35 Simple Scale competitions and BMFA flying only FF comps. Watch this space for more news.



Project 7:

I recently discovered there is an excellent slope site just 35 miles from my home, the Ivinghoe Beacon. Accordingly, I have just joined the Ivinghoe club, procured a Phase 6 aerobatic slope glider kit and commenced the build. There is still lots to do, but it progresses slowly.

Project 8:

Easy built Lysander: (Picture p.16) This one also progresses slowly. It was started to support Indoor RC Kit Scale at this year’s nationals, but after they were cancelled, the model went onto the back burner. Completed next year, hopefully.



Phase 6 wings under construction.

THE SEPHTON LOCKDOWN PROJECTS:



John:

You asked for Club Members' projects, so here goes:

Projects 1 - 3: As part of my initiative to promote an affordable and simple RC Soaring competition, I've been building F3-RES and F5 RES R/C Gliders. Both classes are for 2m span soaring models with rudder, elevator and spoiler control. What appeals to me most of all is that the models must be built predominantly from wood. Carbon is allowed, but only for the spars, LE's and fuselage booms. The launch is by bungee for F3-RES or electric motor for F5-RES.



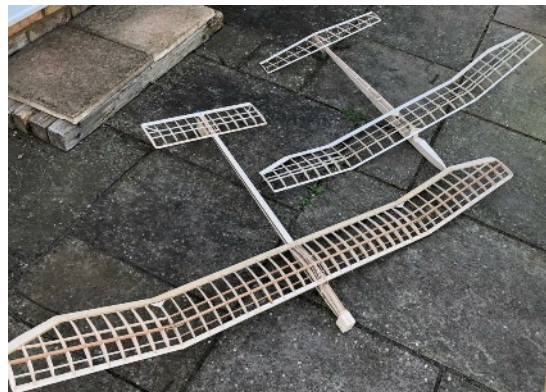
Over the lockdown period I've built an X-RESe and an X-RES, the latter bungee launched, the former electric. Both kits from Hyperflight, and both models are ready to test. Weights are around 500 grammes.

I've also built a second Slite V2 to go with my original Slite, (top of page) but that model is yet to be covered.

Projects 4 - 5:

I've had an Inchworm part built for some time. A bit of lockdown work has got it ready for covering. It'll have an RC d/t system, I'm not sure yet whether to add RC rudder to keep it in the field.

The Inch Worm shape is very similar to the Caprice, so I had to build another of those to keep the Inch Worm company. This one is now ready to cover. It'll have an electronic d/t from SAMs Models



The 2020 Buckminster Free Flight Gala

.....October 3rd or 4th or 5th. One day only depending upon weather forecast.

Competitions for all tastes.....

.....sports flying and trimming welcome subject to Covid 19 precautions.

Run by BMFA: 1) Vintage Coupe D'Hiver plus P30 Combined
2) Classic A/1 (no minimum weight)
3) Classic Glider (50 m towline for both glider classes)
4) E36
5) HLG/CLG

CD Stuart Darmon (01858 882057)

Run by SAM 35

All in Rubber Ratio

CD John Ashmole (01406 370188)

Run by BMFA Scale Tech Committee:

Flying only events for IC, CO2-Electric and Rubber.

CD Doug Hunt (01332 672362)

Run by PMFC 1) E20
2) P20

CD Peter Gibbons

Gates open 9am. Events begin 10am. Field entry £8 per flyer. Contest entries (tba) maxes to be announced on the day. This event will encompass all Covid-related precautions as may be relevant at the time. Social distancing will be practised throughout. No thermistors, Mylar streamers or any other type of thermal sensing equipment. (One Mylar streamer will be provided by the organisers to establish wind direction.) **Confirmation of date will be made on Thursday and can be discovered by telephoning your CD that evening or by visiting the Buckminster website on Thursday evening..**

This event is an attempt at making fullest use of the Buckminster site, and is part of a programme to ensure a practical future for Free Flight alongside the continual use of larger fields. Depending upon circumstances it may be necessary for CD's to impose launch lines, to move control to respond to wind direction changes or to vary flyoff procedure but it is hoped that flyers will enter into the spirit of the event and enjoy the sense of inclusivity we hope to promote.

.....JMA 7/20

PETERBOROUGH MFC POSTAL FLYING ACES

AT ANY FLYING SITE YOU CHOOSE

FRIDAY 4TH SEPTEMBER-SATURDAY 12TH SEPTEMBER 2020.

In early June the PMFC committee were faced with a dilemma. Was it possible to hold Flying Aces at Ferry Meadows on the 6th of September? With the uncertainty over changing rules relating to Covid-19 and the then limitation of a maximum of 30 persons being able to assemble together, plus all the stringent hygiene requirements, it looked to be a formidable challenge. On a 6 votes to cancel and 2 votes with some proposals to possibly overcome the restrictions the decision was made to cancel. Secretary Martin Skinner was then tasked with quickly making the announcement to all interested parties.

A decision was also made to continue with the booking made in 2019 of Oak Meadow on the 6th September 2020. The thinking behind this was to enable PMFC members enjoy some Sunday sport flying while also being able to greet anyone who for whatever reason had not read the many cancellation notices.

At the end of June Brian Lever received an e-mail from long time Flying Aces enthusiast Chris Blanch saying how he understood our decision but was so disappointed there was to be no 2020 Flying Aces. However, Chris made a suggestion. " Why not consider a Postal Flying Aces competition and if you do I will compile all the results for you".

An e-mail was flashed around committee members asking for their views and a 24 hour response back to Brian Lever. By the following morning we had a 100% positive response and a Free to Enter Flying Aces Postal Competition was on with our grateful thanks to Chris for his ideal

Time was short to ensure details would be available to meet magazine deadlines and the whole competition programme was written and sent out far and wide within the next 72 hours!

When considering postal competition events and their corresponding rules one of the major considerations is the lack of decent flying sites for many Flying Aces supporters. In addition it is no longer possible to introduce the scale flight judging that is such an integral part of the

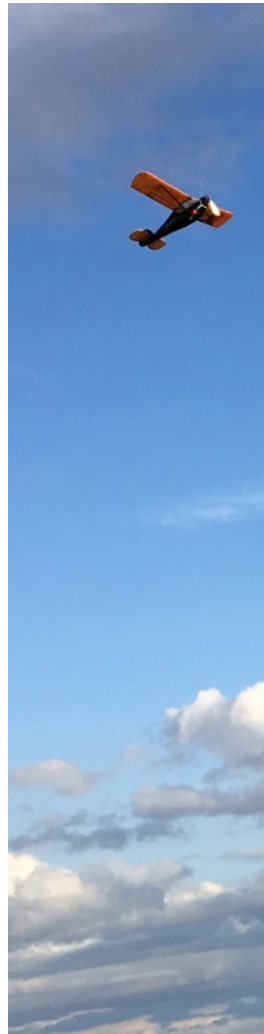
Flying Aces we know and love. Thus a decision was made to make the postal event " A chance to air your small field models in a flying site near you with modest max times". The modest max times were decided upon to encourage competitors fly on local scraps of available land and enable multiple entries, while making the obtaining of three consecutive max flights a realistic possibility. Everybody who achieves three consecutive max flights will receive a certificate to record their achievement as a further encouragement.

We also decided to encourage all participants to take photographs of the models they compete with in addition to timed results in seconds for each class entered. These to be sent to Chris Blanch (by e-mail or snail mail at:- therealchrisrita84@btinternet.com or Chris Blanch, 2 Bell Meadow, Martham, Great Yarmouth, NR29 4UA These photos and times will be sent to all the main magazines and websites after the event to enable them produce a photographic report with results for every class.

Those PMFC members who use Ferry Meadows as their flying site of choice will have the following four dates to make their flights.

Friday, 4th September, Sunday, 6th September, Tuesday, 8th September and Friday, 11th September. The 4th, 8th, and 11th all at Coney Meadow and the 6th at Oak Meadow. So not much excuse for anyone not making multiple entries in a free competition with the chance to see yourself and models in a future magazine article.

Details of the events and maxes required have already been sent to every member, magazine and website so are not included here. Just to wish everyone who takes part the Very Best of Luck and enjoy your social distanced flying! Brian Lever 10.07.2020.



NB: Postal addresses are requested from competitors in case scrolls need to be dispatched.

And: the max does apply to the Rubber Ratio event in this case.

AT ANY FLYING SITE YOU CHOOSE

FRIDAY 4TH SEPTEMBER – SATURDAY 12TH SEPTEMBER 2020

EVENT. A free postal competition for Flying Aces Supporters to overcome health concerns associated with multiple gatherings and a chance to air your small field models.

WHERE. Any flying field of your choosing suitable for small models and modest max times.

HOW. Competitors record your own times for 3 flights in each class you decide to fly in. A photograph (where possible) of the models flown, plus times achieved in seconds and your name, address with full post code. Results may be sent by e-mail to :- therealchrisrita84@btinternet.com or by post to:- Chris Blanch, 2 Bell Meadow, Martham, Great Yarmouth, NR29 4UA.

To help compilation of times please show:- Event, Model, Times for each flight in seconds, and total cumulative time achieved. **All results must be in the hands of Chris Blanch by Monday, 21st September 2020. Thanks.**

EVENTS. 3 Flights in each event. Results per flight in seconds.

KK ROBIN (Brian Lever has kits available:- blever@btinternet.com)

VMC PILOT

OPEN RUBBER SCALE (Any rubber powered scale model)

OPEN CO2/ELECTRIC SCALE (Any CO2/electric powered scale model)

JETEX/RAPIER PROFILE SCALE (Any scale profile Jetex/Rapier model)

CLOUD TRAMP

FROG SENIOR

RUBBER RATIO. Please provide model wingspan in inches. Measure carefully tip to tip (NOT flat span). Only 15" to 25" models eligible.

CATAPULT GLIDER. (2 grams rubber 6" handle max.)

Max requirements. Non Scale Models any propulsion 30 seconds. Scale Models Rubber/Co2/Electric 25seconds. Scale Models Rapier/Jetex Profile 20 seconds.

ATTEMPT. One attempt per competition flight of less than 5 seconds.

AWARDS. Certificates will be posted for each individual class where the competitor has achieved three consecutive max flights. **GOOD LUCK AND ENJOY THE FUN!**