



## Diary

## PETERBOROUGH MODEL FLYING CLUB



# MAGAZINE



March

2020

## FLIGHT LINES



### COMING EVENTS:

March: 1<sup>st</sup> First Area, March Wynde.

6<sup>th</sup> Peakirk Clubnight

14<sup>th</sup> & 15<sup>th</sup> Combat at Bucky.

15<sup>th</sup> Second Area, March Wynde

20<sup>th</sup> Peakirk Clubnight

28<sup>th</sup> Indoor at Bushfield (4 hours)

29<sup>th</sup> Third Area, March Wynde

April 4<sup>th</sup> & 5<sup>th</sup> SAM 5 at Buckminster

7<sup>th</sup> Club Free Flight Contest, Round One

10<sup>th</sup> Northern Gala, Barkston

2<sup>nd</sup> Cloud Tramp Challenge begins.

May 9<sup>th</sup> & 10<sup>th</sup> Old Warden weekend.

15<sup>th</sup> Cloud Tramp Challenge ends.

### Old Warden dates for 2020

May 9/10, July 25/26, Sept 19/20

### SAM 35 weekends at Buckminster:

April 4/5, June 26/27/28, Oct 3/4

**Indoor Nationals**, April 19<sup>th</sup>

**Essential Calendar entry: Flying Aces 6<sup>th</sup> Sept 2020**

*Produced both as a paper copy and as an e-mail attachment for PMFC members, and subsequently on our website  
[www.peterboroughmfc.org](http://www.peterboroughmfc.org)*



Traditionally the March issue is the hardest one to write, as not much will have happened as far as events are concerned, and we only have clubnights and Bushfield to write about. In fact at one time I thought that I may not make the traditional 24 minimum pages. However, the rather unexpected arrival of a scale kit led me to set myself a challenge. Writing about the build became, as those of you who read the beginning of the article will see, something of a personal therapy. Let it also be a warning to all, that if I don't get enough contributions from members, there may be more of these! Seriously, how about some of you writing "How I Done It" items: we all have our little wrinkles to pass on, and don't talk much about our building techniques; surely we can learn from mistakes just as much as from successes.

We are all very grateful for the essential work done by Andy Sephton as Treasurer and Membership Secretary, without which there would be no PMFC. He is now passing the club abacus back to Richard Arnold, who has generously stepped in to resume his former honours. Please see below for his contact details.

[Editor@peterboroughmfc.org](mailto:Editor@peterboroughmfc.org)

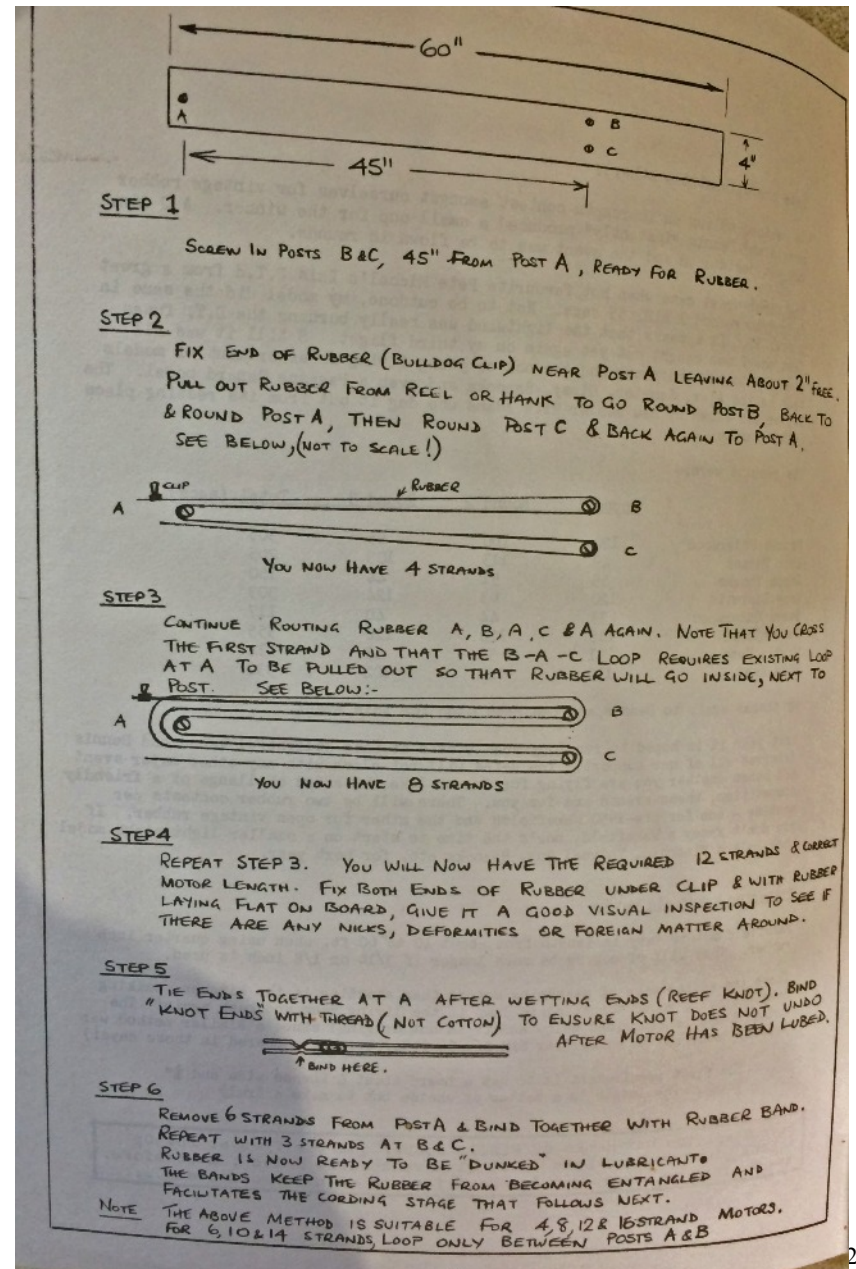
Sadly, if you have received this magazine but have not paid your £15 membership, this will be your last issue and we should be very sorry to have to delete anyone from our membership list. The fee is still only £15, plus BMFA fee if you have not yet paid that for the year. Richard is at: 21 Signal Road, Ramsey, Cambs. PE26 1NG...e-mail [arnold.warboys@gmail.com](mailto:arnold.warboys@gmail.com)

**Cover:** *There, finished! Just in time for the mag.*

**COMMITTEE POSTS:**

President	Brian Waterland
Chairman	Brian Lever
Vice Chairman	Dave Leeding
Secretary/PRO Magazine	Martin Skinner
Treasurer/M'ship Sec	John Ashmole
	Andy Sephton
	(to be Richard Arnold from March)
Data protection	Andy Sephton
F/F Sec	John Ashmole
C/L Sec	Roger Silcock
Sports/Scale Sec:	Russ Lister
Safety/Ferry Liaison :	
	Dave Rumball
Webmaster	Andrew Green

Brian Lever has sent in this advice on braiding rubber motors, from Mike Kemp's column in a copy of "Speaks."





The contest, run annually at Buckminster on an August Monday (the 24<sup>th</sup> this year) for these designs, was initiated by the Cleemac Club, although John Ashmole has been bullied into running them. There will also be a contest for Cloud Tramps, so it will contain something for almost all of us.

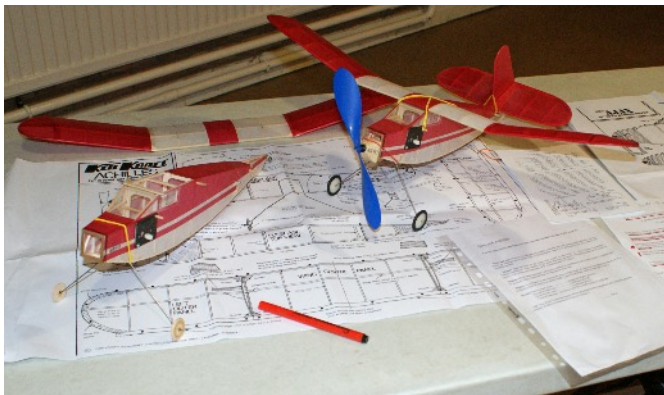
*Martin's Ajax*

Achilles: (VMC kit recommended.) Chris Strachan's model weighed 36.5g all up, JMA's VMC version, was 40.1. Add short 1/8" spar under centre section just aft of le to prevent wing incidence changing under band tension. Possibly relocate wing retaining dowels. CG at 50%. 8" Peck prop. CS used 4 X 3/16" X 21" long rubber: 830 turns. Don't go to full turns as it can't handle the power burst. JMA uses 5 X 1/8" X 17", but a 23" long version is popular around Cleethorpes.

Ajax: Longhurst says add at least 1/16<sup>th</sup> under te before beginning to trim. Other authorities say if built light, use 8 or 10 strands of 1/2" rubber, one and a half times the length of the motor tube (or longer.) Alternatively 6 X 3/16". Go for medium power, no "power burst." VMC kit recommended: the plastic prop is good, possibly better than balsa but it runs off the turns more quickly.

Rules say two flights to a given max, then one unlimited: which means that even if an early flight is dropped, we are all still in the game.

Plenty of time to build, lads!



*Achilles bits on display*

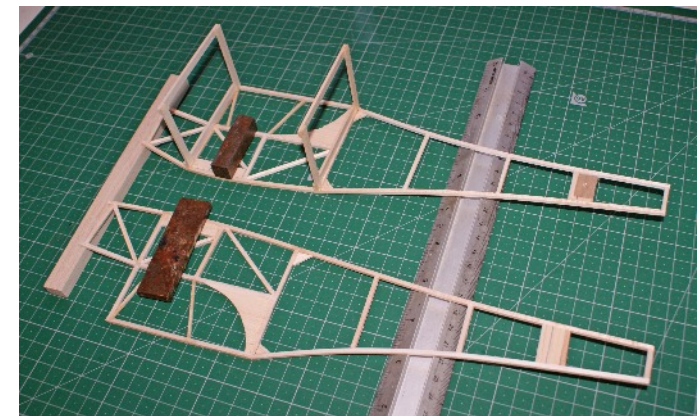
## NEW BLADES, PLEASE...

( an incompetent's guide to building a scale model)

My consistent failures to complete a free flight scale model to my satisfaction had reached pathological proportions. How many attempts have ended in the workshop bin I have lost count, and many times I have been heard to whinge about this state of affairs. Unfortunately, regular failures have only made me more determined to succeed one day. Now it may have arrived.

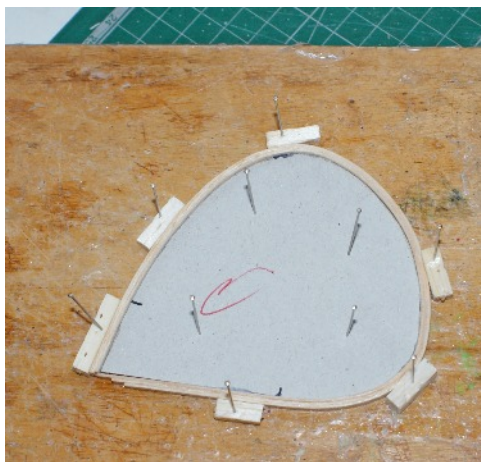
A letter "out of the blue" from Don Imrie resulted in my purchasing an unopened Aerographics kit of the Velie Monocoupe for £20. I offered it for sale at a clubnight with a reserve price of £15, but no takers. Only one thing to do, then: to have a go myself.. A David Deadman design, three sheet plan, very good instructions...these kits are among the best. AND, hardly any 1/16" strip for my fumble-fingers to break.

It's fundamentally a simple structure, but with add-ons in the shape of five-cylinder motor, struts and long oleo legs. I identified the motor as the main difficulty, and began by creating a nifty five-pointed starshape out of 1/8" strip to take the Williams Bros cylinders that I found in storage. This was really clever: so much so that it all fell apart as soon as I began to cut out the centre for the rubber motor. RULE ONE: do what the plan says...if there were a better way, someone would have thought of it by now. OK, then, let's turn to the fuselage sides. Easy build. Now to join them. Being a scale model this has, in relative terms, a wider fuselage than a sports model: especially this, one, which carries two persons, side by side. Consequently after fitting the formers, the tail and especially the nose bend in rather sharply. On this occasion, therefore, I cracked and glued the bends before fitting them together, thus removing some stress (in both senses of the word) from the lining-up of the fuselage sides.



The wing just sort of happened, while listening to a couple of recordings of Hancock's Half Hour. I should mention a couple of points: the trailing edge is not shaped but of a rectangular section. It was not laziness that sent me to my balsa stock in search of a shaped piece, but the fear that sanding the kit item may induce a curve. On the subject of trailing edges: most commercial ones these days are not shaped to a point, but remain blunt by about a sixteenth. If, however, we can occasionally find some that does reach a point, (the more acute the angle the better) it is worth buying it even if it be too wide, as the front part can easily be sliced off to suit. I had none suitable, so wedged the t.e. against the edge of my cutting mat and plied some P120 grit fitted to a hand-sized rubber block formerly used when refurbishing the bodywork of a Vintage Rolls Royce. Purists will cavil at this horror, but the principle is that coarse sandpaper used very gently is better than fine used with pressure. And I do finish off with finer stuff later. Kit ribs were printed onto balsa with blue ink. This means that after cutting, every vestige of blue lines must be removed. Every bit. If after covering the thinners find a single iota of the ink it will spread it all the way along the rib edge: as I found to my cost when making the Luton Minor some years ago although fortunately it was blue and white. Laser cut parts can be just as bad, with burned edges to be removed. Surely cutting round ply templates is best. That would also permit the practise of cutting the tail of each rib a millimetre high, to enable the ribs to be sanded down into the trailing edge, and avoid the unfortunate situation of having to sand the t.e. to match the ribs. The Replikit Caprice tailplane was notorious for this.

All OK so far. Now for the tail. The plan offers the option of laminated outlines, and as far as I am concerned, this is by far the best way to go.



*The former provides some protection for the balsa during initial (soft) sanding.*

(This item continues on page 18 )



## CLUBNIGHT:

“Ajax and Achilles”

Presented by Commander Lever, RN,  
with trimming advice by Sub Lt. Ashmole.

Brian launched the evening with a two-pronged attack upon his subject: mentioning the two Leander Class light cruisers involved in the harassment of the Graf Spee, and some history of Keil Kraft. The link is that Grandfather Keil served on the Ajax.

The A/A kits sold in their tens of thousands and were among the first kits commissioned

By Eddie Keil.

After Eddie's fatal road accident in 1968 and subsequent bankruptcy of the company K.K. designs became the property of Solarbo, and it was claimed that “over a million” of each of these two model kits had been sold pre-1970. As we know, the titles then were subsequently absorbed by Amerang.

Centre: *the works at Wickford. Nearby are two bungalows named Ajax and Achilles for senior employees.*  
Bottom: *fast fingers: kits being packed, from the You Tube video which tours the works.*

.....  
Hey! Wot about HMS Exeter??



The picture on page nineteen references the tailplane and fin: the smallest items that I have ever covered in polyester (the largest being the 90" wing of my KK Falcon.) The tailplane weighed 0.8g uncovered (kit wood, laminated outlines) 1.7g covered, and 1.9g finished and doped. This is too small a sample, in both senses, to lead us to many conclusions, but my assertion is that the slight additional weight of the polyester is offset by the small quantity of dope used. (Banana oil if you can get it, or non-shrinking dope, thinned by more than 50%)

The cockpit screen was next: I have fallen at this hurdle before. Fortunately there is an outline on the plan. As a precaution I found in stock extra sheets of thin perspex (if that's what it is called) bought from Mike Woodhouse many years ago. Careful preparation as that photo (p.18) shows, had the perspex taped over a photocopy of the outline, over a sheet of white paper so that I could see the cutting line clearly. Now, I would feel more comfortable if kit manufacturers included about three times the amount of screen material that we need: then we would have a chance of success. On this occasion...guesswot? It worked perfectly first time! "Procan", drying clear, finished the job.



*Following my confusion with strut dimensions, I had this great idea of inverting the model, with fuselage raised by the amount of the dihedral to set the strut lengths. Then in an idle moment I read the instructions, which advise us to invert the fuselage, raised by...etc...etc. Lesson: "Do it by the book!"*

And so to completion: what I now have, despite its many faults, is a "club level" scale job, not for contest flying, but simply to try to satisfy myself. The Scale Aces in the club will probably be apoplectic by now, if they have bothered to read this far, but we all have to start somewhere. We all assume, by the way, that the experts proceed calmly and efficiently through their building without anxiety, sleepless nights fretting about insignificant details, and never, never destroy anything because they are dissatisfied with their work.

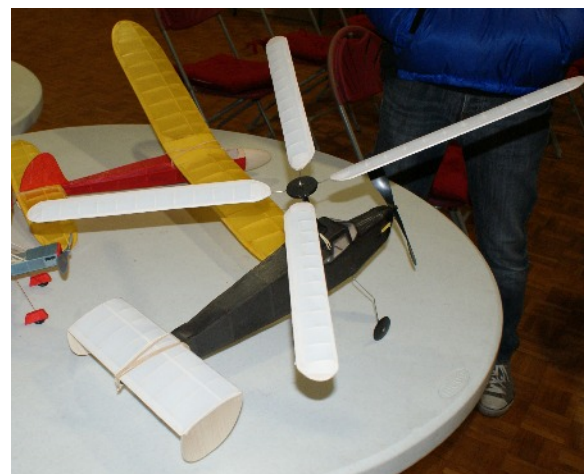
Are we right??? Tell us, folks!

*Data: Adhesives used: white glue (Wilkos) cyano (Wilkos) epoxy (Wilkos) thinners (Skytech) banana oil: wherever you can find it. Otherwise use non-shrinking dope. Use of dope/thinners permits the removing/replacement of tissue at any time, which may not be possible with other concoctions, and which is useful in repairs, double covering, or the sliding on of tissue registration lettering.*

*I have used up five pages already, so had better stop. As you can see from the front cover, it doesn't look too bad.*

CLUBNIGHT:

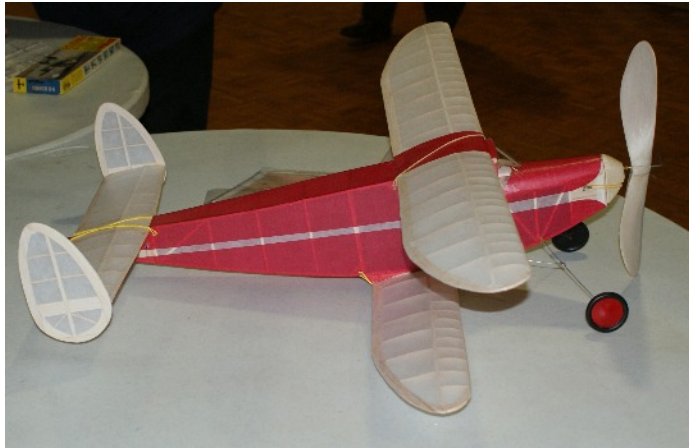
## January 3<sup>rd</sup>: Free Flight Conference



*Watch out, Graham! Brian (Lever) is on the warpath with this Gyro to contend for the Unorthodox Trophy. Any more challengers??*

Gloomy prognostications about the future of Free Flight in Britain have no place among our deliberations. 2019 had been a classic season in respect of our Club Contests, the Bernie Nichols Trophy and in the attendance at the Cloud Tramp Challenge. The outcome of this meeting was "more of the same" with only slight adjustments.

Under consideration firstly was the FFTC Calendar for the coming season. Reduced now to seven Area Events instead of eight in order to avoid the potentially bitter January/February conditions, this has resulted in three events in March. Thus the SAM 35 "March Wynde" will live accurately to its name, as any one of the three meetings can be used. It remains the two-class contest as before, for Senators and "Best non-Senator." Incidentally, there will be no other "Area Postals" nor genuine Postals in the coming year, as demand fell off in the vile conditions of the last two Autumns.

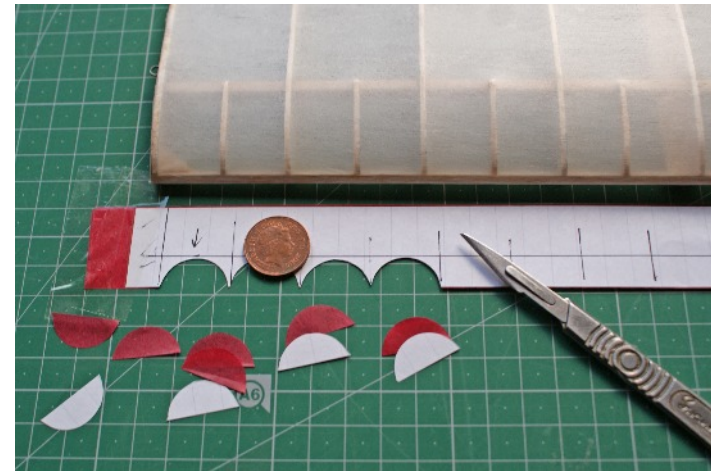


*Watch out Mick Page! A plague of Ladybirds (well, one, anyway) is after you. Winning the Bernie Nichols Trophy twice is quite enough even for you. I had sketched out a colour scheme using authentic ladybird spots, but Sharon said it looked like a butterfly with acne, so instead here it is as portrayed on the front cover of Aeromodeller, April 1948.*

As for the SAM 35 events for the coming year, more will be said in “SAM Speaks,” and may even have appeared before this issue is printed. May I just mention one or two items for the immediate interest of members? March Wynde” for Mini-Vintage, at Barkston on 1<sup>st</sup>, 2<sup>nd</sup> and/or 3<sup>rd</sup> Area. The Mayfly Sunday at Old Warden Small Models contest adds VMC Pilot to the regular Elfs and Frog Seniors. Nationals as before except that Lulu can be flown on any one of the three days. At the O.W. “Rubber Bowden” on a Saturday again, an invitation class for Vintage Wakefields has been added. Please visit SAM 35 website and go to Free Flight Updates for the complete up to date calendar.

The Cloud Tramp Challenge must take place between 18/4 and 17/5, so no club contests will happen during that period. Bert will choose the date so we must be at red alert during that period. Similarly the Bernie Nichols Trophy will be fitted in during the latter part of either July or August. The five club dates appear on page 12 in this magazine. Much discussion stressed the need for timekeepers at these events...non-flyers would be very welcome, and it must become acceptable for any competitor to shout loudly for a timekeeper at short notice without being considered impolite. (I am sure I shall lead the way!) Rules remain the same, although it has been suggested that the two electric classes become combined into one “Open” class for the following year. They were rather thinly supported in 2019 and combining them should produce a more competitive event. The decision was not ratified at this meeting, however, due to the low numbers of electric competitors present in the room.

SO, the message is, please support our events either as a participant or spectator. They have been among the highlights of PMFC membership for the past few years as well as being very competitive events in their own right.



Eventually, Scallop Day could not be put off any longer, however much I volunteered for extra gardening duty. Draw the shapes required onto paper, tape to cutting mat over a couple of sheets of valuable and increasingly rare red Esaki, fit a new blade, & find a shape to cut round. A penny for the wing, a shirt button for the tail, as it happened. When applying to the wing, it may help if the tissue is dampened, but only slightly, just enough to take away the resistance of the fibres. I use what I call “enhanced thinners” (with just a touch of banana oil.) Yes, I did have to scrap one piece on the wing and start again, but one out of four is a reasonable score.

When building scale fishing boats with Boston MBC, I adopt the pauline mantra “shape, colour and texture, and the greatest of these is texture.” Meaning, in this case, that the job must “feel right.” Most of the structure imitates fabric and alloy, but the motor is a separate animal. Noisy, oily and dynamic, it must not look as if it’s made of balsa. It also needs to be painted in a different way. (As for paint: the kit instructions recommend several paints for various tasks, far more than would be good for lightness.) I shall keep my views about dummy pilots to myself at present, as I seem to be in a minority.

*A simple box structure, satisfying to build. But there will be several “add-ons.” in the form of struts and...that prominent, five-cylinder motor!*



Velie, vidi, viki,  
(from page 4)

When laminating shapes, (photos on page 4) I submerge the strips in water for about half an hour. If they were weighted down in a curved bowl, this will begin to bias them into the desired shape. Dry lightly on a towel. Prepare the card former by rubbing its edge with a candle (strawberry-scented, in my case: just an irrational tradition.) I use Wilko's white glue, spread sparingly along each piece (the dampness will water it down & help it to spread.) All three pieces (four in the case of the wingtips) can be joined together in this way before applying them to the jig. Use hard balsa blocks: fix one end in place, then PRESS HARD into the former while pushing the next block against the existing one and sliding it along the curve while FORCING it around the former. Remember your Dylan Thomas, and "Do not go gentle." You are breaking the grain of the timber into the shape of the former. I really believe that this is as easy as using separate pieces to make the shapes, and it will be both stronger and proof against warping.

I had found a colour scheme on the web, in red and white which suited me perfectly. In fact, this led me to make a mistake of howler proportions, but as only Bryan Lea, who is an acknowledged expert on this design is likely to notice, I shall say nothing. And I have absolutely no intention of submitting my work to any of those most unfeeling of human beings, the Scale Judges, so it really won't matter...



## BEHIND THE RED DOOR

"Real Men" as we know, fly outdoors. Braving the sleet and bitter winds in the cause of pleasure. But there was a sound reason on this occasion for enduring the warmth and comfort of the Bushfield hall (eight badminton courts big, for those who have not visited.) This was the meeting to commemorate our late friend Tony Beckett, and a good many came to fly and compete in his memory.



For the precision contest to be run in Tony's name, our Brian Lever had set three target times: 29.5 seconds, then 47.5, then 38.5. Carefully calculated challenges via some sort of mathematical rule, or the random outpourings of a deranged and malevolent psyche? Well, we know our Brian, so no further explanation is needed. Fourteen flyers (about a third of those present) joined up, and the careful trimming and counting of turns began. Any kind of rubber model was acceptable, so we were treated to quite a variety of design. There were two "Hangar Rats" (Bert Whitehead and Kevin Wallace,) each of whom were within two seconds of target after the first flight. John Wynn's Elf beat them with half a second loss in its first go, but failed by a margin to reach the larger, second target. Garry Flack's Gyminie Cricket managed that easily, overflying by around eight seconds which, with some remarkably accurate trimming elsewhere, was to ruin his hopes. Chris Grant's Butterfly came very close to the 47.5 target, but lost its way later. Chris Strachan blew his chances on the first flight but soldiered on. Peter Adams withdrew his Lacey after two rounds (surely he can't have lost a model out of sight again...indoors!)



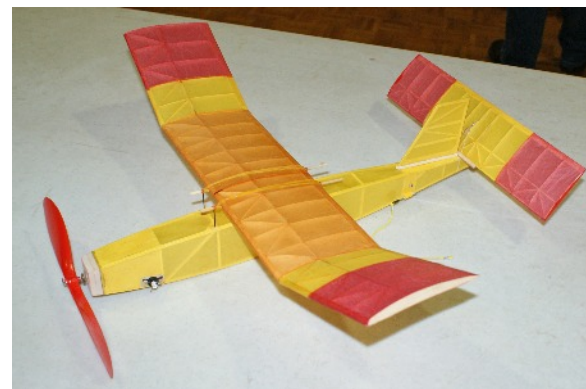
Left: Jonathan's Embryo class "Skiptown Cadet" from a Peck kit. Well worth a "Google" search. Below: Chris Blanch's No-Cal "Fred" on flypast. Bottom: Kevin Wallace, caught in a web of intrigue.



There was a good deal of general flying also taking place, as our pictures show, but, returning to the contest, Martin McHugh's Butterfly flew now wisely but too well, exceeding all targets: Kevin untangled his Hangar Rat to produce very respectable scores, the Chris Blanche Fred looked and performed elegantly throughout, Jonathon's Cadet was stylish, Andy Sephton's BMFA Gyminie Cricket Scored well, but in the present company was merely a midfield runner, while the once competitive Brian Waterland seems recently to have lost his edge: we must sympathise, as it will happen to all of us someday.



Steve Turner with his APS Valkyrie (Aeromodeller 1961). He said something about eliminating warps by storing it in a tennis racquet press, or was my mind wandering at the time? An .049 Baby Bee proved inadequate though it did fly the length of the Barkston runway in a straight line. (Hey, BVW, you have one of these too: surely we must see them together on the field some time?)



Peter Adams' "Junior Miss" modified by extending the fuselage to accommodate a tip-up tail dethermaliser behind the fin. He is currently using a viscous timer: but please remember, folks, that we have raised the minimum weight limit for our P20's to 32 grammes to make it possible to use the more precise Tomy timers if we wish.





*The forthcoming Cloud Tramp International against Auckland is prominent in many minds: here are two of them. BVW, suitably enthused by the dedicated CT evening, shows his version. Fin offset to allow full length motor, plug-in u/c, and a Bale Bar (still needing development as it induces an eccentric mass) to allow replacement of damaged prop. Once an engineer, always an engineer.*



Graham Gostick is completing this DVIII from the original kit: apart, that is, from the tissue which he had in stock. He made the K.K Ly-sander fly, so any doubters stand to be confounded.



*Brian Lever's earlier Frog Diana made a successful bid for freedom at last year's nationals (an achievement of which Brian appears to be understandably proud) so he has built another: enthusing the VMC to kit the model along the way. Brian has "de-snagged" the prototype kit, and here is the result. So far, no d/t is fitted, but, since lightning does strike twice, there will be one soon. He also showed his CT, from VMC wood, and the Piper Family Cruiser which provided the opportunity for himself and ourselves to enjoy the story of the Nats Kitscale climax once again.*



Top: the much-missed Tony Beckett in whose name we met at Bushfield, here he taunts the Editor with one of his electric fo\*m models.

Above: Stuart Marsden brought Tony's "Stomper" with its tiny electric motor...made of some strange white stuff.

Left: the Gostick Tripe from the VMC kit: looking good and aggressive, with two neat machine guns.



*David Parker flew this attractive "Found Centennial" from an enlargement of the Walt Mooney Peanut plan. Seems like a nice model to build? Other sizes available on Outerzone.*

#### Results of Precision contest

- 1) Gordon Hannah (6.0 deviation)
  - 2) Bert Whitehead 7.7
  - 3) Chris Blanch 9.2
  - 4) Kevin Wallace 9.5
  - 5) Stuart Marsden 11.7
- (14 flew)



*Gordon reminisces about Tony as he takes the new "Tony Beckett Memorial Trophy." But he must bring it back and defend his title next year.*

*There was also a spot prize for landing closest to the wine: winner Chris Grant anticipates a bibulous evening, while in the background Brian Lever continues to pontificate. Many thanks, incidentally, are due to Brian (and Brian) for arranging the morning's contests.*



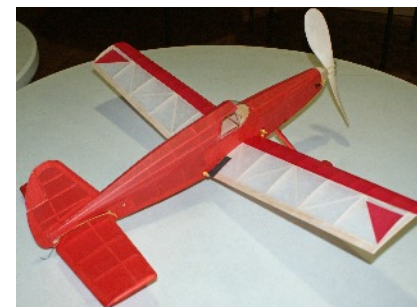
### CLUBNIGHT: January "Bring a Model."

Another remarkably convivial evening at Peakirk: how fortunate we are to have such a location for our fortnightly winter meetings. All it lacked were a few plush leather-covered armchairs and a butler with a tray of beverages gliding silently between the Members.

The format of these evenings is that each member in turn stands up and leads the conversation, which mostly, but certainly not exclusively, concerns the model he has brought.



*Martin Skinner seems to have an endless store of plans and models, not to mention knowledge, of early designs. Finding that several Megow plans shared too many similarities, he then uncovered drawings for this PZL, which is at least different. Reportedly it was "bl\*\*dy difficult to build" and carries a kind of two-dimensional pilot figure, presumably intended to mollify some critics and annoy others.*



*As a reward for good behaviour in 2019, the Red Admiral had been given a new wing, covered in polyester rather than tissue. There followed much prosletysing on the benefits of Woodhouse polyester by our F/F secretary.*

## Hot News on the Flying Aces front!

The new feature model for a Precision contest in 2020.



Brian Lever reports:

*As shewn on the Flying Aces list of events on page 11, the "K.K.Robin" will be required to fly three Precision flights, to the following targets:*

1<sup>st</sup> 43.5 seconds

2<sup>nd</sup> 33.5

3<sup>rd</sup> 47.5

*Flights must be flown in the above order.*

*£50 prize for the winner.*

*We have a batch of kits (courtesy of Julio Isidro) and currently have four left. (More could be obtained.) £20 when collected, £22.90 posted.*

*(Illustration above shows the launch of this Neville Willis design, in January 1963.)*

**Peterborough Flying Aces Nationals SUNDAY 6<sup>th</sup> September 2020**  
**at Ferry Meadows, Nene Park, Peterborough PE2 5UU .**  
**Competitions 10.00 to 16.15**

### **A NEW EVENT FOR 2020!**

**KK Robin Precision Flight Time rubber event. £50 PRIZE FOR THE WINNER.**

**3 different target times. Note! Model must use plastic prop 8" Max dia. For original KK kits for £20 (£22.90 inc p&p) contact Brian Lever at [blever@btinternet.com](mailto:blever@btinternet.com) or 01733 252416**

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

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

**Open Rubber / CO2 / Electric Scale** For models that are not necessarily "Kit" models Judged for flight profile and realism. Any CO2 motor/tank permitted. See note re verification

**Kit Scale** ANY rubber powered Kitted model up to 36"span. Judged for flight profile and realism. See note re verification

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

**EDF Authentic Scale** Judged for flight profile and realism. See note re verification

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

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

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

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

**Vintage Model Company "PILOT" Rubber Duration.** Senior and Junior Classes.

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

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

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

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

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

**36 inch Hi-Start Glider;**Any glider up to 36"span launched by the supplied "Hi start" bungee.

**Best Unorthodox:**Unusual models. Must be seen to fly by the nominated Scale judge

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

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

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

**Young Flying Aces;**Prize for Best Junior,Scrolls for top 3(Jun.17yrs or under on 31/08/20)

**Prize for 1<sup>st</sup> place: Scrolls** for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup>;

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

**Proof of Insurance required for all flyers.**

**Revel in the special atmosphere created at this unique event: Discounted parking.**

**Toilets, Café, and Park Visitors Centre.**

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

**See also Peterborough MFC Website at [www.peterboroughmfc.org](http://www.peterboroughmfc.org)**

(1a)

## PMFC Free Flight contest Calendar \* 2020

**Free Flight Club dates.** At Ferry: 3£.30 pm to 7pm, September date one hour earlier.

Tuesday April 7<sup>th</sup>, Friday June 5<sup>th</sup>, Tuesday June 23<sup>rd</sup>, Friday July 10<sup>th</sup>,  
Friday Sept 25<sup>th</sup>.

**Cloud Tramp Challenge:** between April 20 and May 15<sup>th</sup>.

**Bernie Nichols Trophy:** between July 14<sup>th</sup> and 31<sup>st</sup> August.

Roger Silcock sent in these combat dates for those who enjoy the delights of “friendly combat.”



Buckminster, January: “The ritual post-crash discussion following “30 seconds of shambolic arm-waving:” Roger and Richard Berry conduct the inquest. It isn’t always like this! Or as cold!

### COMPETITION CALENDER 2020

- Sat/Sun 14th/15th March - Buckminster (F2D/F2E/Vintage)
- Sat/Sun 25th/26th April - Buckminster (F2D/F2E/Vintage)
- Sunday 10th May - Old Warden (Vintage)
- Fri/Sat/Sun 29th/30th/31st May - Buckminster F2D Training with Audrius Rastanis
- Sat/Sun 30th/31st May - Buckminster (F2D/F2E/Vintage)
- 14th June - Bristol Gala (Vintage)
- Fri/Sat/Sun 19th/20th/21st June - Weston Park (Demo/Show)
- Sunday 26th July - Old Warden (Jack Marsh Oliver)
- Sat/Sun 8th/9th August - Buckminster (F2D/F2E/Vintage)
- 29th/30th/31st August - BMFA Nationals Barkston Heath (TBC) (All Classes)
- Sat/Sun 12th/13th September - Buckminster (F2D/F2E/Vintage)
- Sunday 20th September - Old Warden (John Oliver Trophy)
- Sat/Sun 10th/11th Oct - Buckminster (F2D/F2E/Vintage)
- Sat/Sun 24th/25th Oct - Buckminster - **Combat Reserve Date**

\* with an “a”, Roger!

## SAM 35 Free Flight

### Calendar for 2020.....chronological version

March 1<sup>st</sup>, or 15<sup>th</sup>, or 29<sup>th</sup>: The “**March Wynde**” at Area venues. Mini Vintage, two classes: Senator and non-Senator.

May 10<sup>th</sup> (Sunday) **Small Models Contest** at Old Warden: three classes: Frog Senior, KK Elf and VMC Pilot.

May 23<sup>rd</sup> (Saturday) at Nationals: **Wakefield 4oz**, also **Lulu**

May 24<sup>th</sup> (Sunday) at Nationals: **Wakefield 8oz**, also **Lulu**

May 25<sup>th</sup> (Monday) ay Nationals: **36” Hi-Start glider, Under 25” Vintage Rubber, Lulu.**

(NB the Lulu contest flights may be made on any one of the three days of the Nationals.)

June 26<sup>th</sup> (Friday) **Buckminster All-In Precision**, day one.

June 27<sup>th</sup> (Saturday) **Buckminster All-In Precision**, day two

June 28<sup>th</sup> (Sunday) -**Buckminster: All-In Precision**, day three, also “**Rubber Rally**”

(NB the Precision flights may be made on any one of the three days of the meeting.)

July 26<sup>th</sup> (Sunday) Old Warden; **Masefield Trophy** and **Earl Stahl** scale duration contests.

August 24<sup>th</sup> (Monday) at Buckminster: “**Ajax and Achilles**” plus supporting events

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

October 3<sup>rd</sup> or 4<sup>th</sup> or 5<sup>th</sup> (Saturday, Sunday or Monday) at Buckminster: **Buckminster Gala.** Comps by BMFA, SAM 35, PMFC, Scale.)

(Please check SAM 35 website, or with JMA, in case of enforced changes.)