

# Diary

**Frostbite Fly-In, Ferry: December 27<sup>th</sup> from 10**

**Bushfield Indoor Meetings:**

- Sunday January 12<sup>th</sup>. 10 am to 1pm**  
(Tony Beckett Tribute Meeting.)
- Saturday 8<sup>th</sup> February 10 am to 1pm
- Saturday 29<sup>th</sup> February 10am to 1pm
- Saturday 28<sup>th</sup> March 10am to 2pm.

**Clubnights at Peakirk (begin 7pm)**

Friday January 3<sup>rd</sup> (Free Flight Conference)  
 Also 24 Jan, 14<sup>th</sup> Feb, 21<sup>st</sup> Feb, 6<sup>th</sup> March, 20<sup>th</sup> March  
 (Topics to be advised)

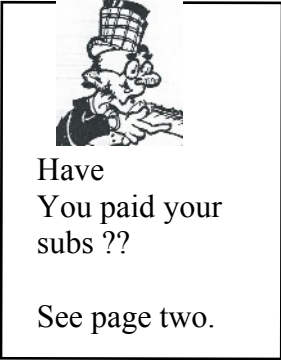
**Old Warden dates for 2020**

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

**SAM 35 weekends at Buckminster:**

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

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



Have  
 You paid your  
 subs ??  
  
 See page two.

# PETERBOROUGH MODEL FLYING CLUB



# MAGAZINE

December  
2019



# INNER CIRCLE



*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)*



October 26: The Midland Gala consisted of about nine windswept cars containing drivers sheltering from the rain and either talking in pairs, reading newspapers or, in Pee Gee's case, listening to a recording of The Hollies. Thus did the outdoor season come to an end. (Those who were in the relative warmth of Bushfield at the same time may be permitted a certain satisfied smugness.) But the outdoor season had come to an end at last, leaving us with a variety of memories. The Bernie Nichols Trophy, the Cloud Tramp contest against Auckland, the last two rounds of the club contests in such perfect weather. For those who were there, the Rubber Bowden. They all remind us of the reasons why we are aeromodellers. The Good Days...there were just enough in 2019 to make it all worthwhile. Now we plan for '20. What new models, what ambitions, what plots can we devise? The role of F/F Secretary for both PMFC and SAM 35 is a particularly interesting one at this time, integrating three calendars, the two mentioned and the FFTC events.

Oh, and by the way, there has also been some c/l activity.

Editor@peterboroughmfc.org

COMMITTEE POSTS:

President	Brian Waterland
Chairman	Brian Lever
Vice Chairman	Dave Leeding
Secretary/PRO	Martin Skinner
Magazine	John Ashmole
Treasurer/M'ship Sec	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

**Subs for 2020**

Andy will continue to accept membership renewals before handing over to Richard. Fees remain as last year: PMFC £15, BMFA £38. CAA registration fees (£9) fees will be paid for you by PMFC. Please use form attached with this magazine, and send to Andrew Sephton, 34, St Neots Rd, Sandy, Beds, SG19 1LG .

**Brian Lever presents.....**

“First shots of my “**Embryo Endurance**” Indoor model: I have plans if anyone may be interested.

Embryo Endurance has very simple rules: plus five seconds for having a cabin, 3 seconds for three dimensional wheel spats, and one second for three dimensional exhausts. You will note that my version starts with nine seconds before ROG from one metre round table.



Hi John,

Rules as promised:-

Not over 50 sq in in monoplane or 70 sq in biplane wings. 45 sq in max size for larger biplane wing.

Tailplane area not to exceed 50% of mainplane area.

Fuselage volume to enclose a space 1.25 x 1.50 x 3.0 inch or larger.

Wing and tail to be built up. Tissue covered both sides. No films.

Rubber power only. No folding props.

Model must ROG from a card table ( or sports hall floor) unassisted from a 3 point rest.

Landing gear wheels to be 0.75 inch dia. or larger.

One attempt per flight. Attempt = 5sec.

Highest flight total plus bonus wins. Fly off to break a tie.

Bonus as follows:-

Raised Cabin or Windscreen with open hole and Headrest. 5 secs.

Three dimensional wheel pants. 3 secs.

Three dimensional exhaust pipes 1 sec.

I have a plan for anyone wishing to build a Prairie Bird.

Cheers,

Brian.

Peterborough Model Flying Club remembers...

### TERRY BAILEY



Known mostly to the “windbreak club” on Luffenham and Barkston, Terry was one of those whose life was enhanced by model flying and membership of PM-FC.



He brought a serious, structured and competitive approach approach to the PMFC “team” and will be missed. PMFC sends condolences and good wishes to Terry;s family.

Page Three Model:

### BRYAN LEA’S SPARTAN ARROW



Bryan reports: ” I only put together my Spartan Arrow on the Friday afternoon prior to the Nats. It was completely untrimmed and the Redfin Millish 1.3 had last run over two years ago. I submitted it for static judging on the Saturday but decided not to attempt any flights in the evening. I did though, take it down to Lodge Farm next day where I found the centre of gravity was out and it needed more noseweight. Back home I re-checked the tail incidence and found that it was 1 degree negative.

The following weekend I went to Shuttleworth Vintage Airshow where the full size was down to display. I had previously been in contact with the owner, Richard Blain, who took the photo of the model along with his aeroplane (see above.)



*The model is 45” span and looks really small on the grass, so for this picture Bryan artfully placed the model on one of the Old Warden litter bins.*



Brian Lever, voted winner of C/L trophy at the AGM, reports on.....

### PMFC AT THE AUGUST 2019 CONTROL LINE POWER NATIONALS.

This year the two Brian's decided to be more organised than in previous National Control Line Championships.

This consisted of:-

A new mini Goodyear model built by BVW and powered by a tuned PAW 1.49 diesel engine.

Making up a new set of M\Gyr lines.

Making up a new set of British Goodyear lines

A new formulation of British Goodyear fuel mixed by BVW with more paraffin and less oil content. ( exact formulae secret).

BVW repaired the loose British Goodyear elevator and also made up a spare single leg u/c.

Test flying of the new mini and British G\yr took place with good results.

After the excellent Friday evening meal at the nearby to Barkston Plough Inn both the Brian's were up early on Saturday morning and tested the British Goodyear model by 9.30am with excellent results ( Airspeed of 25 seconds for 10 laps with first flick starts and immediate warm up)

We reported to the caged circle one by 9.45am, however there were some delays in administering the races and we finally entered the circle nearer to 11am for our first three up heat.

For 2019 we used an air horn to inform BVW when a pit stop was required within five more laps.

We were in the air with a first flick start and were the second fastest model during the first 30 laps. We used the tactic of staying in the air longer than other teams thus giving BVW the opportunity to fly two or even one up.

When the air horn was sounded Brian quickly operated the fuel



*Whether it's model flying or "Come Dancing" Peterborough regalia is the thing to wear!*

### Peterborough MFC Sweatshirts and T Shirts

Supplier :-  
Sew on and Sew Forth  
20 and 22 Beach Terrace Road  
Hunstanton  
PE36 5BQ

mark@sewonsewforth.co.uk

Tel 01485 534349

John Ashmole has found this 5 star rated supplier, Sew On & Sew Forth, and our contact there, Mark, has been most helpful.

The shirts are made by reputable suppliers ( T Shirts are "Fruit of the Loom) but , unlike the current shirts, the Club Logo is Transfer Printed NOT Screen Printed.

If you would like a shirt (or two) you should order directly. They can be paid for using Paypal, Bacs or over the phone using a credit / debit card . They do NOT accept cheques.

Blue Sweatshirts ( White Logo ) £15 including postage to your address  
White T Shirts ( blue Logo ) £12 including postage to your address

Sizes available are :- S 35/37" M 38/40" L 41/43" XL 44/46" 2XL 47/49" 3XL 50/52" 4XL\* 53/55" 5XL\* 56/58".

We feel that it is unlikely that we could get together sufficient orders to make Screen printed items viable and this is a good solution to the problem of some members feeling they are currently "incorrectly dressed "

...BVW



This is a fairly typical shot of our friend Ray, who seems to be enjoying his aeromodelling. Please be sure to visit his C/L Carrier hospitality tent at the Nats.

Oh, as for the model, he says...

“English Electric Lightning Ducted Fan designed by Frank Bishop. It’s Aeromodeller plan Feb 1982. Uses Cox Babe Bee (improved with TD Trumpet Head and twin transfer passage cylinder.) Weight, all up with motor and home made ali fan is (conveniently) 8 ½ oz (240g)



Ole Blue British Goodyear Model now fitted with repaired PAW 2.49 racing motor.

New yellow Mini Good-year model used in all heats and final although we swapped motor for the last heat and final.



Blue carbon fibre model from which motor was taken to put in yellow model to improve race times.



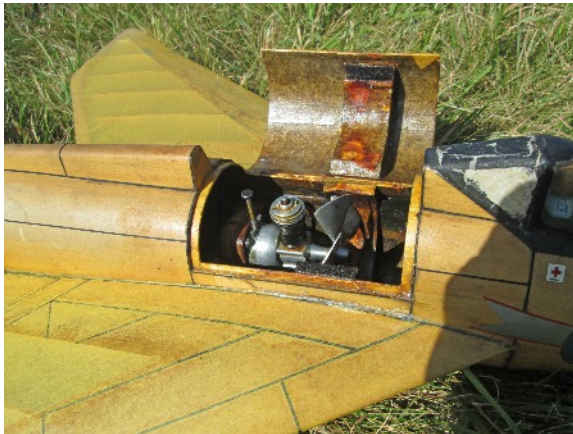
Must be light is very marginal on thrust. Flies really well, slight nose up at about 10 - 12 feet, glides well. Fly in calm only.

Made circa 1972.

Didn't have the heart to consign to bonfire . It lived under the house for many years. The day before the 2019 F/F Nats I retrieved it and recovered in Jap tissue (still prefer the old Modelspan) and cellulose dope.

Lovely model, Lots of fun on a calm evening.

Who needs EDF or rockets? (Hic!)



shut off but at the identical moment so did one of the other teams. The result was both models were flying in the same airspace and to avoid a crash Brian had to fly past our pitting position and land the model at the other side of and inside the flight circle. This effectively ended our race and I was requested to pull the model clear to ensure no further accident could take place.

Back in the pits a number of mechanics came to examine our motor as there was a rather nasty vibration starting combined with a slight rattling noise. Nobody was sure what the problem was, however BML knew that we were starting to lose airspeed.

For the second three up race we made a perfect first flick start and into the air. Unfortunately the engine was just not up to speed and although the team made two perfect pit stops with first flick starts only managed a time of 5.41 for the 100 laps. This was so disappointing as the engine trouble only started in the first heat so there was no chance to fix the problem. We took the motor out of the model and took it to the PAW stand for Tony to examine it. He felt some 'pick up' on the crankshaft and said he would take it back to his workshop in Macclesfield for further examination. In the light of all this information we decided to not fly in our third heat on Monday morning.

Postscript to the above story. Tony telephoned BML on Wednesday of the following week. "no wonder you were losing airspeed and sounding like a bag of nails" The front bearing housing was starting to collapse and the bearings themselves had become oval in shape!

The engine has been repaired with a new housing, bearings and crankshaft and is back in the model for the team's next outing. As they say "This is what can happen in racing".

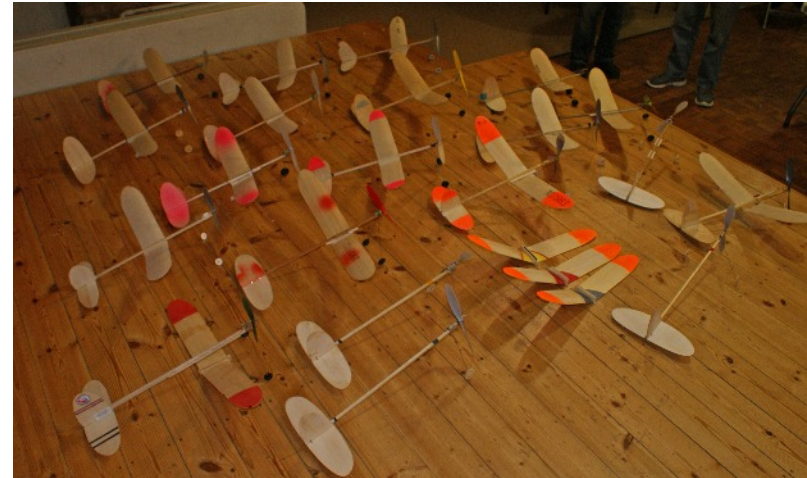
Mini Goodyear was flown on the Saturday and Sunday commencing at 15.00 each afternoon.

We decided to fly the new model as BVW found it flew away at launch much more securely than our carbon fibre model.

## Clubnight:

### How not to finish second...

....in the PMFC v. Auckland Challenge



A remarkably good turnout (for such a wet night) spent nearly two hours in structured discussion on the thorny topic of beating Auckland, who now lead two/one in the series. That means, it's our turn next. Discussion centred upon the airframes (VMC products are well regarded, *vide* Andy Sephton's recent purchase in last issue although alternative wing mounting is commonly used.) The flexibility of fuselage sticks may also need some attention, especially with the large number of turns that will be piled on. Motors were discussed in detail, "Bert's Method" described, the number of turns per motor considered. As for our performance on the field, the fact that we are a bunch of "enthusiastic English amateurs" was agreed upon...but that's how we want to be. A breach of a long-standing PMFC tradition, by actually trimming models in advance was begrudgingly accepted, plus the need to bring more than one (trimmed) model to the field. More mutual assistance during the event was called for, but the use of a very efficient bubble machine, demonstrated by JMA, to assist air picking was considered unsporting. There was no shortage of entrants in 2019, but more timekeepers must be encouraged to be present in 2020. We had just two in flyoff, against Auckland's three. Consequently the meeting stressed the need to get more sets of five maxes.

Mick Page concluded the meeting by speaking of model consistency and accurate alignment, which should guarantee a 50 second max every time the model is launched into reasonable air.

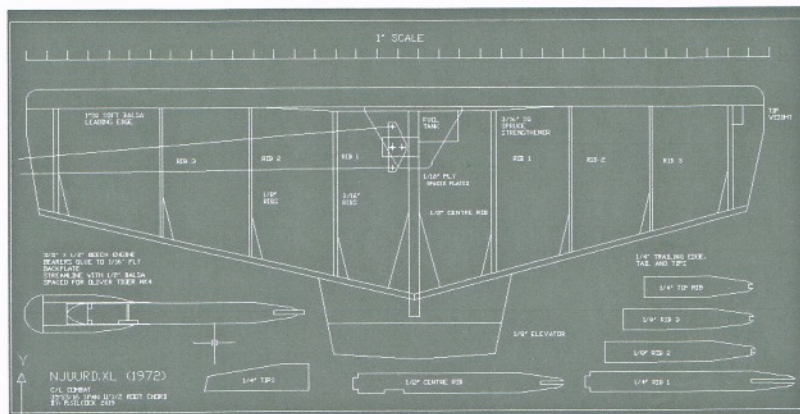
Fuller details of the decisions reached and advice offered may be obtained by speaking to any of those present: this account has been rigorously censored!

I sent the drawing to Tim who will use the CAD files to manufacture rib sets on his laser cutting equipment. I have ordered several sets of ribs to allow me to build a model for each of the types of motor that I am using. They are: Fora junior 15, PAW CT19 and K12/19.

I will submit the plan for approval at the CFA AGM this year.



Original Njuurd in yellow. NjuurdXL in white. Egress red and blue



Roger Silcock 2019

The first two up heat was flown against a German team and we were lacking in absolute airspeed and also some slow pit stops. We ended up being second fastest with the very slow time of 5.26 for 100 laps. For the last five years the team have been producing times of sub five minutes to immediately obtain a place in the final. This caused consternation and head scratching.

We decided to swap the motor from the carbon model as we believed it to be marginally faster. This was done plus switching to a marginally faster Taipan propeller for the next heat,

The next two up heat found the team with a first flick start and a similar airspeed to the competing model. Two perfect pit stops with first or second flick starts produced a time of 5.14. Better than previous but at least 20-25 seconds slower than our normal heat times.

We did fly one other heat using a cut down Tornado propeller to see if we could increase airspeed but to no avail. Now we had to wait anxiously to see if we had made the final. When the times were announced we were third fastest so we just scraped in. The final was to take place on Monday so BVW dashed off to help the free flight scale boys who would commence their competition at 18.00.

On thanking the CD for his help while packing up our models and kit and saying I would see him tomorrow he said " The final is taking place at 18.00 **this evening !!!** We had absolutely received nor heard any information regarding this! BML now made a hectic dash to collect BVW from scale at the other side of the airfield as we were given until 18.00 to be ready to race ( we received this information at 17.40)

It is testimony to the well rehearsed team preparation that we were ready to race at 18.00.

With the slowest model in the three up final we knew first flick starts and perfect pitting would be required to have any chance of being better than third. At the start we were first in the air but soon overtaken by the faster models. It would be all about better pit stop

tactics with faster pit stops to keep us in the race. This we did with four great stops and restarts and keeping our model in the air while the other two teams were taking longer with slower stops than the Peterborough Team. By lap 180 we were in second place with one stop to go and 1.5 laps behind the leading model. At lap 184 one of the pilots took Brian W and our model out of the sky with a major crash which took our pushrod out of the elevator horn and landed the model on the other side of the circle and well inside the pitting area. The assistant CD shouted for all pilots to stop flying ( The CD was actually pitting in the race), nobody stopped flying and he allowed the race to continue with our model now out of the race.

This was such a disappointing end to a race where we flew and pitted out of our skins to at least have made the Silver Medal position.

Well as they say “ This is what can happen in racing” and it certainly did!

Nevertheless the two Brian’s smiled all the way through this adversity and at the end of the meeting on Monday shook hands and agreed it had been another enjoyable Nats. The big question is whether they will be able to fly again next year with the tag “ The Oldest Control Line Racing Team still flying at National Level” We shall have to wait and see

.....  
**...and from BVW:**

We should not forget PMFC’s Ace Scale Flyer Gareth Tilston. He came fifth in ic power flying a Fokker Eindexer EIII. A tricky model with beggarall dihedral.

He was the highest scoring model that was flying *without the aid of a gyro*.

Our member Bryan Lea also entered with his very nice Spartan Arrow (see p. 3) but did not record a qualifying time.

Our friends Richard Bould and Stan Mauger came over from New Zealand for the Nationals. Richard came fifth in the CO2/Electric class flying his Comper Swift. Unfortunately neither Richard’s Auster nor Stan’s Vickers Vildebeest managed a qualifying flight in ic Power.

**TOP TIP FROM IAN LEVER:**

Ian covered his Ron Moulton designed Auster AOP9 in Poundland “Space Blanket.” This is nothing more than metallized Mylar film.

Metallizing increases the opacity so that, when painted, you cannot see through the structure. Cheap and very effective.

Roger Silcock presents.....



**The Story of a Combat Model from 1972 to present**



The Peterborough Combat team 1972 with several Njuurd models.

I began modelling 1966. I built many models from plans but always had the arrogance to think ' I can do better than that '. I followed the rest of the club into CL Combat and built many of my own designed models gradually learning how to make them work. In 1972 I designed the model featured here and pictured above.

At this time I worked as a Junior Engineer in an Electronics Design Lab. My colleagues were the long haired loonies this profession attracts and a fashionable expletive was the word Njuurd. I hope this explains the silly name.

I used this model in many competitions for the next 2 years. It was competitive when powered by a Copeman Oliver Tiger engine. The last competition I used it for was the Dutch International in Spardam Holland in late 1974. I still have one of the models and is the yellow one in the photograph below. I briefly began using the model shown in blue and red. This was more sensibly called Egress (way out)! I gave up modelling in 1975.

I took early retirement in 2016 and decided to return to model flying. I attended a Vintage model competition with my original models and motors but was told my equipment was ineligible. All models had to be from an approved CFA list to enter the competition. Motors were 3.2cc diesels.

I slowly obtained the correct models and motors and began to compete again. I took my old equipment to one meeting and Tim Hobbins suggested that I should submit the Njuurd model to the CFA for approval. I found the old plan which I had drawn in Drafting film and drew it on Autocad. I had to scale it up slightly to meet the current requirements and called it NjuurdXL. I have built one model to this scale and it flies very well powered by a Fora junior 15. It is the white model shown in the photograph.



**Webmaster Andy Green**, who to our great relief has taken over from the sadly late Tony Beckett, is currently running the format “as it stands” while working to understand how Tony wrote the programme. He will put together a simpler format (one that an subsequently be passed on “to a layman”) in a few months. He understandably intends to remain a webmaster, but not an editor or creator of text.)

**John Ashmole** (Free Flight, whether Precision trimmed or otherwise) distributed the prizes for a very successful series of club contests (see list below) but was later assailed by an almost lachrymose Pee Gee for omitting to mention his **FIRST PLACE IN E30 AT THE NATIONALS**. This error was rectified *en haute voix* later in the proceedings.

The committee was voted in en bloc with only the alterations already noted. (See p.2)

Then we came to the election of annual award winners. Martin, who had been scribing assiduously for the last hour and a half, now took over, adopting a magisterial stance rather like a benign morphing of Quelch and Jimmy Edwards, while organising the coloured voting slips and reprimanding anyone who was not paying attention.

The situation was resolved in this manner:

Unorthodox.....Graham Gostick  
 Control Line.....Brian Lever  
 Free Flight.....Peter Adams  
 Eric Young Trophy....John Ashmole



After queueing up to pay subs to Andy (he has produced nifty little laminated membership cards with the PMFC details on the obverse and the Ferry Meadows gate code on the reverse,) the meeting broke up just after ten pm in the usual disorder.

**Free Flight Awards:**

Additional members of Cloud Tramp team (CT mugs)  
 ...Peter Adams, Chris Grant.  
 Bernie Nichols Trophy...Mick Page  
 Hi-Start Glider.....Chris Grant  
 HLG/Cat.....Chris Grant  
 Ferry 500.....Peter Gibbons  
 E20 Open...Peter Gibbons/Rod Briggins  
 Cloud Tramp.....Mick Page  
 P20 Rubber.....John Ashmole  
 Vicror Ludorum..Chris Grant/Bert Whitehead

Left: MP was less reluctant to receive CT cup than it appears. Right: PG’s enthusiasm knows no bounds: this is the F500 award..



...all the goss...



**from Pee Gee on the flightline.**

**Sixth Area, Barkston, 15<sup>th</sup> September:** A reasonable turnout from the free flight team on a windy and overcast day.

Combined Electric...3 flights, 2.30 max.

3<sup>rd</sup>: Gerry Williamson (pictured) scored 7m20sec: ten seconds short of the flyoff, using a standard Dixielander with an electric setup: looked very good. Climb superb.

P30 Rubber 3 flights, 120 sec max.	Peter Adams was using his newly built
1 ( Stephen Fielding 5.55)	“Teacher’s Pet” a J. O’D design: looks very
2 Peter Gibbons 5.33	good. It was a tricky day to pick good air but
3 Peter Adams 5.14	once again we did our best.
4 Terry Page 2.39	

Word on the grapevine: Dave Bent, one of our Free Flight team previously, has finally decided to retire from work and hopes to rejoin the windbreak team and once again fly P30 and hopefully some other classes. That will certainly boost our numbers, as we are trying to expand with a goal of 10 - 15 members flying regularly, joining the PMFC team that has so often been commented upon by other flyers.

.....Peter Gibbons.



*Peter “007” Adams won the Free Flight trophy by acclaim at the AGM...well done, Peter.*

## Vulneratus non victus:



### Roger Silcock gets ambitious...

I have not been at all active flying control line this year, so took the opportunity to enter a competition.

On Saturday 7<sup>th</sup> September there was an F2E contest organised by Alan Bunker at Buckminster. This was the day before the scheduled Vintage Combat meeting on the Sunday. (F2E is a combat class that differs from the international F2D mainly in the motor required. It is any 2.5cc Diesel engine, any model.)

The entry was low at eight flyers which allowed the entrants to do all the judging, pitting and flying tasks. It was decided to run five rounds.

I entered using the Fora a Junior engines and planes I had. I thought that would work while not being international class.

The results suggest I was being ambitious expecting to compete!

4 bouts flown.

4 bouts lost.

4 models broken.

The funniest bout came when I was forced to use an old Oliver Tiger powered wing that I had only taken to teach my 8 year old nephew to fly.

I was against a very experienced flyer with full competition kit. This meant that there was at least 20mph speed difference between the planes...I was chasing him for the full 4 minutes after he took two quick cuts. I got close but that's not good enough. No ground time for either of us.

Ah, well. I am not prepared to invest serious amounts of money in Russian built equipment so will accept this is the only likely result. That being said, it is a poor workman that blames his tools!



*Regular readers will understand that Roger had to pay a good deal in bribes to keep this image from the front page.*

With membership remaining more or less constant at around 70, of whom nearly 50% lie outside the PE postcode, we are in good shape. Conversely the BMFA is now budgeting for a membership of 29,000 which signifies a concerning reduction.

The "Drones Legislation" seems to have resolved itself for the time being, with a fee of £9 to be paid (for those who join BMFA via PMFC, it will be paid by the club.) There was some open discussion about the on-line test, which proves to be unfailable, as any wrong answers we may er...intentionally put in are corrected in the following text, so all we do is go through it again and pass. Presumably this is viewed more as a teaching aid than a bona fide test by the authorities.

Returning to BML's comments, he concluded by lauding "A fantastic club, great members, anticipating a positive 2020."

**Dave Leeding (Vice Chairman)** made reference to working with pupils at Peterborough School under Manny Williamson's auspices, building and flying BMFA Darts. He would like to see an evening meeting devoted to recruitment of younger members.

**Andy Sephton** made the maintenance of our accounts seem simple, which I am sure it is not. Taking into account the paying of Vivacity (Bushfields) up front, we are £350 up on last year: hence subs can remain as before and "drone fees" as already mentioned will be paid by the club. We do, however, need a new Data Protection Manager.

**Dave Rumball ((Safety))** reported on another trouble-free year. He attends NPT meetings on our behalf, and mentioned that plans for future development will not affect our activities. The Magazine Editor spoke briefly (!) saying that transition to a new laptop and "Windows 10" may hamper transfer of a completed mag to Andy and BVW, but if you are reading this now, we may assume that it has worked out ok.

**Martin Skinner (Secretary)** had been kept busy with the CAA Registration matters: in total he had handled nearly 700 e-mails on model flying topics over the last year. (His predecessor having resigned just in time!) He, like the PRO before him, felt uncertain about the effectiveness of sending material to the national magazines, but was well consoled with the view that "PMFC largely promotes itself."

**Roger Silcock (C/L)** delivered a brief comment to the effect of "relatively little activity this year, apart from the Two Brians." This modestly overlooked Roger's crushing (see p.10) experience in combat. We should mention here that Roger's modest demeanour belies the vicious aggressiveness that we assume to be necessary to succeed in combat. But redemption is at hand, as he has also been seen with Cloud Tramps and other civilized rubber models at Ferry. Ray Ewart chipped in with mention of the Carrier presence at the Nationals which this writer can endorse as having the best hospitality unit on the field, and well worth a visit by all members. Brian Lever added that the K.K.Champs built for a rained-off event last year will be given a run in 2020. He also endorsed the "70% Voetsak" initiative. With nearly two dozen models in preparation, this should be a highlight of Old Warden next year.

Andy again, now in the role of Member of the Scale committee, advised us that rules are changing, and anyone planning to build or compete should acquire a copy of the rulebook from the BMFA.

## NOT THE AGM MINUTES...



A gang of the usual suspects (I forgot to count) turned up on a slightly frosty evening (outside) for a convivial AGM. This time, Ray Ewart, who had to turn back last year, made it all the way Out of Eden (Kent) to the edge of civilization here at Peakirk in as little as four hours. How he must like the M25! The evening was smoothly run by the urbane Chairman Lever (who only had to saunter a couple of hundred yards through his home village.) President Waterland (those words seem somehow ominous) was absent on family duty on Mona's Isle so at least most of us expected to get home before dawn. He did, however, submit a report, which covered a number of points.

He referred to the sad and sudden loss of Tony Beckett, for whom a minute of silence had already been observed, and registered his appreciation for Andrew Green's appropriation of the website, of which more later. He also thanked Andy Sephton for his work as Membership Secretary and Treasurer: now that Andy had found weightier committees to sit upon at Chacksfield House having been elected to the Executive as Technical Secretary a replacement was needed, and fortuitously our old friend Richard Arnold had heard the call, and volunteered despite the fact that he is no longer a modeller. Many thanks to Richard, as these posts are unglamorous but absolutely essential to the existence of the club.

**Brian Lever** began with a big thankyou to all members of the club: various difficulties had been overcome during the year, including the Flying Aces date alteration, but they had been survived triumphantly. There had been "never a cross word" in forty years of his membership. (*We know, don't we folks, that this can be ascribed to the leadership and example of the two Brians, but let's not let on.*) He had re-badged "Free Flight" as "Precision Trimmed Lightweight Models" which maybe some of us should adopt when talking to landowners. (What we think of our collective ability to "precision trim" is something best kept under our hats.) Brian continued by mentioning that to have five flying fields within 40 minutes of Peterborough is astonishing. (*I once asked a man from Dover where his nearest field was. "Here," he replied. We were talking at Old Warden!*)

## PMFC FREE FLIGHT CONTESTS,

Final round, and seasonal review:



A rather truncated series of events this year, with one omitted completely due to a waterlogged pitch, plus some high profile names occasionally, but unavoidably, absent from some rounds. On the other hand, the weather was perfect for all four rounds flown, even idyllic on some occasions. In fact, I would stress that point further: the tendency for the local Ferry Meadows climate to provide periods of near-perfect calm almost regardless of the surrounding weather pattern is a great benefit to us. It is well worth constructing models suitable for our contests (including the annual Precision event) as we are well away from the traditional hilltop airfield-type of field, and are very fortunate to have this environment in which to fly. The best conditions of all were saved up for the final round (13<sup>th</sup> September) at which all contests bar glider were to be decided.

**Hi-Start Glider** had already been settled in favour of Chris Grant at the previous round, so he was in a position to give this a miss: his absence favoured Dave Clark and his Gili Chopper (103 sec) who beat Bert Whitehead (74), Peter Gibbons' ancient KK Conquest (66) and Tony Johnson who would probably prefer it if I did not quote his score.

Final Championship scores for Hi-Start: 1) Chris Grant, 11 pts  
2 =D Clark and B Whitehead (8)  
4) Peter Gibbons (7)

5=) Dave Rumball, Brian Lever, 7)John Brown, Terry Page, 9) Andy Sephton, Tony Johnson.



**Cloud Tramp** needed a three man flyoff (hail the conquering heroes, left.) Mick Page having the greatest reason to smile, having just seen off Bert and Peter.

Overall, the championship results were:

- 1) Mick Page (10.5 pts)
- 2) Bert Whitehead (9.5)
- 3) Peter Adams (7.5)

4) Chris Grant, 5) Andy Sephton, 6) Peter. The half marks were due to some unresolved ties.

The electric competitions were rather truncated this year due to the enforced absences of certain key players. **E20 Open:** On the final day the returning Jonathan Whitmore maxed out with some emphatic climbs, Peter Gibbons fought back strongly, Bert was third. Overall Rod Brigginshaw's earlier victory, over a larger number of competitors, gave him four points but Peter Gibbons equalled that leaving us with a tie, as the two protagonists were not together on the field at the final event.

Championship scores were, 1=) Rod Brigginshaw, Peter Gibbons. 4pts  
3= Bert, Chris, Jon. 3

**Ferry 500**, on the day, offered a better competition, Pee Gee beating Jon outright (which gave him much pleasure) and this also gave him the championship, results being: 1) Peter Gibbons, 12 pts 5)= Jon Whitmore, Bert Whitehead  
2) Mick Page and Chris Grant, 5 7) Andy Sephton  
4) Rod Brigginshaw. 4

Hopefully these two very promising classes will have better integrated contests next year with contenders meeting each other more frequently on the field of battle.

**HLG/Cat** struggled on as a contest, with occasional quite spectacular cameos. Brian Lever won on the day of the final round, from Jon and Bert, but overall the accolades go to... 1) Chris Grant, 5 Pts  
2) Brian Lever 4  
3) Bert Whitehead 3 4= Andy Sephton, J Whitmore

**P20** became a tense affair, concluding with a six-man flyoff... at least it would have been six had not BML sportingly stepped down to cee dee the flyoff. In the most perfect conditions imaginable for free flight the times tell the story: Ashmole 1m 23 sec, Bert 1m 22sec, Mick 1m 16 sec, TeeJay 51 sec, Peter (007) Adams 44sec. A close ending to competitive year in this class.

Final positions, therefore were 1) John Ashmole 13pts  
2=) M Page, B Whitehead 11  
4) Peter Adams 4

5) Brian Lever, 6=) Terry Page, Tony Johnson



*"From bias free of every kind" your Editor chooses this photo to represent the finalists in P20. But if MP had not made a mistake earlier in the season, and if BW had not assisted in the treetop retrieval of my model in Round Four, I may have chosen a different one. (BTW, just look at the conditions!)*

## TeeJay at the Rubber Bowden:

Among the PMFC competitors at the Rubber Bowden was Tony Johnson, seen (right) appearing slightly flustered despite, or because of, the assistance provided by Dave Rumball. However, all went well despite the breeze, as the lower picture demonstrates.

(A full report of that successful event has appeared in "SAM Speaks." ...which will save certain high-ranking PMFC blushes in *this* magazine.)

