



PETERBOROUGH MODEL FLYING CLUB



MAGAZINE

October

2020



PMFC Annual general Meeting for 2020: Announcement from our Chairman, Brian Lever:

“The Committee has voted unanimously to hold our AGM via e-mail information, with brief reports from those who have information to impart being published in the magazine.

The BMFA AGM is to be held on Saturday 24th November with no members present. With annual BMFA subscriptions then confirmed, we will issue by e-mail to all members details of PMFC subs plus BMFA subs for the year and Richard Arnold’s address details for the mailing of cheques.”

Indoor meetings at Peakirk and Bushfield:

With reluctance it has been agreed that we cannot guarantee safety, nor legal conformity to the Covid regulations at Bushfield, so no bookings have been made for this Winter.

Similarly, the meetings at Peakirk on Fridays imposes too much work upon Brian Lever to make them practicable. for a legal number of attendees.

“It will be a long Winter” as Roger Silcock has predicted. However, Club Magazines will continue to appear “as soon as I have enough material” even if some may be a few pages light.

Updates on the situation with regard to meetings will be sent out via e-mail to all members whenever necessary,

WIND BENEATH MY WINGS



Old Warden dates for 2021:

May 22 & 23
July 24 & 25
Sept 18 & 19

SAM 35 weekends at Bucky

April 10 & 11
June 25 - 27
Oct 16 & 17

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



So now there's a balsa shortage. Oh, goody! Just what we want. With around six months of semi-lock-down ahead along with short days, few flying opportunities and long dark evenings, one of the ways in which we (or many other hobbyists) will get through this time is by building our next masterpiece or two for the time when the lights come on again. So, what can your club do for you?

I propose that we set up a "hotline" for arranging the exchange of materials, balsa, electrical components, tissue, bits and pieces in general which under normal circumstances we could just go out (or go online) and buy, but which we need soon in order to complete a current project. My phone number can be used, 01406 370188, and if you need some thing that is not currently available on the market, I shall send out an e-mail to members to see whether someone else in our club can spare the material you need. In exchange, you will offer something that person needs (or cash if necessary, but it would be nicer if we kept to an exchange system wherever possible.)

This will be run for current members only, and I must ask that nobody takes advantage of this offer, (I know that you won't) but our lines will be open and your call is important to us, as they say.

In this way, our long established club, admired across the country wherever Real Aeromodellers meet, will keep together, look after our members as much as possible, and along with the website, the magazine and such meetings as it is safe to run, ensure that after the ball is over, we'll meet again. (Yes, that last bit is rather corny, but it's what my laptop wrote so I'll leave it there.)

Editor@peterboroughmfc.org

Cover: "Model of the Day" at the Rubber Bowden was Bert's Competitor. He says they are repair patches: we say it's a fine example of postmodern expressionism.



At the truncated Flying Aces event, in Oak Meadow, Bert carefully launched the Caudron monoplane built by our late friend Bernie Nichols, and which he had respectfully refurbished for flight.

During the Summer of 2020 this magazine was sustained by contributions of a number of members to whom we are very grateful. It would be nice to continue with mags throughout the long Winter that awaits us, so please would every member consider what contribution you would like to offer. If you are concerned about writing an article, just send rough notes: our editorial team (that's me!) will be pleased to lick it into shape for you. This is an important and worthwhile way to keep us all together while we are forced to be apart.

COMMITTEE POSTS:

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

From Rob Smith

...who can be relied upon for something dramatic:



His Star Wars XX Fighter, in an incongruous Autumnal setting. See also Aeromdeller 1001 for an excellent article. on the model, and Rob's creative genius.

Below: Roger Simmonds, who we all thought was a peace-loving kind of chap, operates the Old Warden Drone Repellent.. Notice green ammunition silos in background.



(Russ Evans photo)

MICK TAYLOR



Members may have been wondering what has become of Mick, whose membership of PMFC ceased without explanation a couple of years ago. We have only just learned that he died around 28 months ago although we are not aware of the reason.

Mick was an outstanding control line flyer, not only several times winner of the PMFC C/L award, but also a superb aerobatics plot over a long period of time, and a consistent winner of Vintage Stunt competitions including the British Nationals. He also won the Bowden in recent years with his "Frankenstein." As BVW reminds us, his knowledge of early UK and American stunters was unsurpassed, and he built replicas of them to see how they really performed. His comments, one clubnight, on the "Yoicks" seen here had to be heard to be believed!

Although belatedly, members of PMFC will surely join us in fond remembrance of this good friend and highly skilled builder/flyer.

ACTION AT LAST!

There was a window, in August, in which it was possible legally to meet and fly provided that certain precautions were adhered to. On such event, the first to take place in Britain since “lockdown,” was the “Ajax and Achilles” event at Buckminster, on 24th August.

A generalised report of this SAM 35/Cleemac event appears in BMFA News, and a more specific account is in “SAM Speaks.” It is sufficient here to say that a very good day was had by an unexpectedly large entry: lockdown seemed to have enhanced rather than suppressed peoples’ desire to get out onto a flying field. In all respects this was a normal, fine event...but for a cordon around the control table, discreet “social distancing” and the occasional mask.

The event shone a bright light into a dark year, for all who attended.



Above: Peter Adams won Cloud Tramp last year, but did not feature on this occasion.

Left: Stuart Marsden eschews high-visibility covering, as he trims his Achilles. It was to perform well subsequently, in the Rubber Bowden.

Gordon Hannah, a regular at Flying Aces events, reports “...Chris Strachan and I had a very pleasant day at Newmarket Heath...in Open Rubber Scale, my MR Smoothie (pictured) three nice flights of 61, 40 and 45 seconds.” Gordon also flew an Elf, a Robin and ducted fan Crusader (inset.)



We can rely on Ray Millard to remind us of the Grant MIM-LOCT commemoration:

“as usual on Cloud Tramp day, a bit breezy on the coast here, but the Tramps, not flown since September, flew nicely at exactly 5 O’clock.

“Here’s Wendy launching for a good flight.”

More from the Postal Flying Aces



Above: Anica Page holds Terry's Cloud Tramp, flown near Newport Pagnell in the spirit of the "Postal Flying Aces. Built for the 1999 Mimloct, it spent two weeks lost in this field, (Nice to hear from you again, Terry.)

Right: The hand of Chris Strachan built this Bostonian, entered in Rubber Ratio, but what is the design? Does anybody know?



Certificate winners:

(results were compiled by Chris Blanch, to whom we are grateful.)

Mick Page	Cloud Tramp
Chris Grant	Cloud Tramp
Terry Page	Cloud Tramp
Chris Strachan	CO2/Elec Rubber Scale Ratio
Tony Rushby	Frog, Ratio.
Gordon Hannah	Robin Rubber Scale
Martin Skinner	Robin, Ratio
Alan Paul	Ratio
Robin Willes	Ratio
George Pickens	Ratio
Amelia Silcock	Junior



With just part of the happy Buckminster thron in the background, Roger Silcock tests the rubber job he has been working on during the lockdown period. Just add an undercarriage, Roger, and it will be perfect for Precision events.



Another little lockdown achievement: your Editor's 66" Brooks Biplane has flown at last... just a few tweaks and I shall take over the controls myself!

THE postal “Flying Aces”

PMFC’s solution to the current restrictions.....

.....report by Martin Skinner.

While cub reporter Martin chats with “Captain” Marsden and Chris Grant, BVW uses his new spaghetti maker to prepare lunch. Below: John Brown bends to his task. (Pics by Mick Page.)



The day broke dry, bright, warm and with a gentle breeze. All that the weather forecast had promised, and it stayed that way too.

I had a lazy breakfast; it’s not too good to appear too keen as junior reporter. I might get too much work if I am found to be eager.

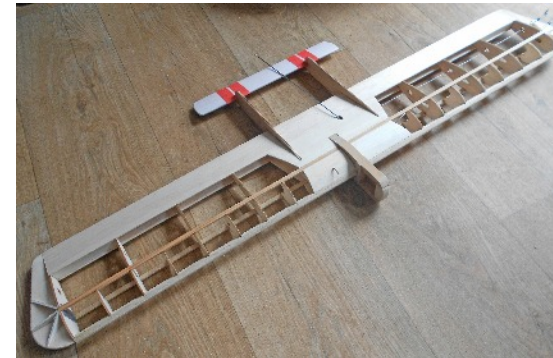
On site arrival 9.30am, where I found a little gathering of club stalwarts: Brian Lever, Brian Waterland, John Brown and Chris Grant. Mick Page was there to fly Cloud Tramp and record proceedings via photographs for the Editor in Chief.

Dave Rumball had the market stall open of tools and models from the late Tony Johnson’s estate and I am pleased to report that he did not take much home.



This is the source of the fine alloy tubes used in the dt system and for line guides: they are called “bootlace ferrules” as used by Roger in the building of electrical control panels. Also suitable for c/l leadout guides and rubber motor bearings. They come in all sizes.

Below: Roger is waiting to cover this 1964 Bill Netzeband Vintage Combat job. Ribs by Tim Hobbins. Go on, lads, ask him for the plan...



This is the CT/Hangar Rat clamp, as built by Stan Mauer of the Auckland club. Se p. 17 for dwg.

Roger's VMC Eliminator:



Roger Silcock has been at work again. Picture below shows the installation: Controller is an EFF4 from Dens Models. Battery is 350mAh. Servo is 3 grammes.



Eliminator's dt mechanism



Peter Adams, Gareth Tilston, Stuart Marsden, Bert Whitehead, Roger Silcock, grand daughter Amelia, Peter Gibbons and I completed the troop. All suitably socially distanced.

The flying:

Oak Meadow suffered a little from its usual tree surrounds and turbulence, the wind direction was very variable throughout the day.

In line with the Chris Blanch initiative, models flown were Cloud Tramp, Keil Kraft Robin, VMC Pilot and Frog Seniors. There was also a KK Achilles, KK Ajax on reduced turns and KK Playboy plus a KK Elf. Also a Caudron Monoplane from the late Bernie Nichols' stable by Bert Whitehead. Other scale models on site were Peter Adams with his Lacey (Oh, no, not *another* ruddy Lacey...Ed.) And KK Piper Family Cruiser (Lever) plus VMC Cessna Bird Dog (Skinner) although these last two were flown in the quiet of the early evening, as they were not yet fully complete.



Reporting on an event while also flying in it keeps one busy, as any future Magazine editor will discover: but the position is not vacant just yet.



“Yes, but the one that flew away was this big...”
 Pee Gee and Roger compare sizes.

Cloud Tramp: Mick Page put in some very good flights but ended with a lost model in the Ferry Meadows car park. (Lost on Sunday, found on Monday, lost on Thursday at the Auckland Challenge.) It was probably the best CT flight of the day at 47 seconds when he lost sight of it.

Peter Adams had a risky day with the trees. After putting one high among the branches, it took the combined efforts of Dave “keep you eye on the model” Rumball, Pete and your reporter to find and recover the model. It was high, and only just visible from one point on the roadside embankment. There followed many more flirts with the tree line. He returned a mixed bag of flight times, the best being 44 seconds.

John Brown had mixed fortunes with flight times in the mid 20 second range. Chris Grant maxed with his CT and Roger Silcock with Amelia used the day for practice of model and ground team. Amelia proved that she could launch as well as granddad. Bert was having a day off CT and Brian Waterland spent the day with a collection of CT wings of four different sections/under cambers to try to establish what is best: it’s not the shallow one. Looks like Mr. Grant had it right from the beginning.

KK Robin: There was a number of these lovely little models on site. Bert flew 54 seconds, Martin put in many flights trying different motors to get a 33/38/34 second range, while Stuart Marsden put in an excellent 62 seconds.

VMC Pilot: Chris put in good consistent flights of 26/23/24 secs, but Dave Rumball got a max. BVW flew his Pilot, Brian Lever spent much of the afternoon trying to get his to behave in the turn but did put in flights in the mid 20 to 30 second range.

Frog Seniors: Dave Rumball led the pack with his Redwing (76 secs), a lovely model that flew very well every time it was put up. Stuart Marsden had a Linnet and a Tomtit, the latter suffered wing support damage. Bert flew a Redwing, Brian Lever his Linnet, the intended Cleemac beater, and I flew my Tomtit.

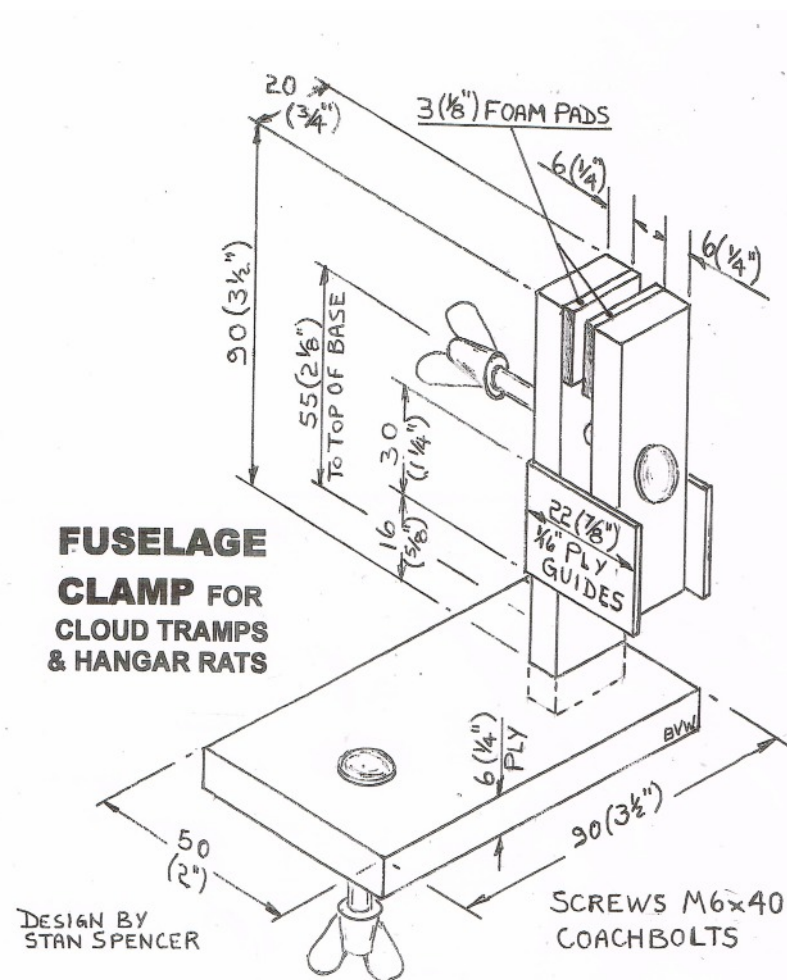
Catapult Glider: Flown by Chris Grant (winner of last year’s CT Club Championship) Tested two models with flights up to 30 seconds. Brian Lever hit 54 with his. Brian Waterland also was seen stretching his elastic.

.....Martin Skinner.

Cloud Tramp (and Hangar Rat) Stooage,

As used by Brian Lever, designed by the late Stan Spencer, and drawn for us by Brian Waterland, draughtsman extraordinaire, aka. The T..... from the T... R...

(see also photograph, on page 19)



8 (more on the Flying Aces on page 20)

The Windbreak Club have been at it again:

Seventh Area, Barkston, Sunday 11/10

Report by Peter Gibbons...



Barkston Heath: Very windy and cold!

Results: F1B Rubber,

1st Mark Bennis, 5 x 2.30 flights, perfect score, he didn't need to do a flyoff as everyone else had dropped flights. Models flew well out of the aerodrome over Ermine Street...but this may not have been a good move as someone from down South could still win. One should always flyoff to be sure. But it was a British Team standard performance from Mark.

E30: 1st Peter Gibbons, 3 x 2.00 plus a 1m 24 flyoff.

2nd was Steve Philpott with three maxes but no time for a flyoff.

3rd Rod Briginshaw.

Combined Electric: 1st Gerry Williamson.

Martin and Bert used the day for trimming models: we all enjoyed the day but are still looking for more PMFC members to join the club."



The PMFC v. Auckland Cloud Tramp Challenge, 2020

...and challenge it was, for both the teams, our Team Manager Bert Whitehead and the competitors. "Any day in September" was the deal for the postponed running of the 2020 version of this contest, which had such a long preparation time that information and advice was almost overkill. It was nearly a year ago that a clubnight at Peakirk was dedicated to "not finishing second" and that was followed up by several e-mails full of "how to do it."

What then made it harder was the imposition by hmg (I cannot afford them capitals) that groups of more than six could not meet unless even further safeguards were put in place. Consequently Bert had no option but to call us out on the last Friday before that rule came into effect.



Team Manager Bert Whitehead led from the front, provided motors for those who needed them, retrieved and searched for others: unfortunately dropped his fourth flight to spoil a perfect day.

So the Distant Drums were sounded and we were called to the Colours, to be greeted by fifteen mph winds due to drop slightly later, and full cloud cover: we were doomed! All that preparation, and for this? Our flyers were more spaced out of the field than usual, as per Covid practise, but eleven flyers, of whom ten put in scores, was a good turnout. My own feeling is that, while the Auckland Club rely upon the individual skill of their smaller numbers, we pack in as many scores as possible, in the hope that a few will come good. Quantity rather than quality any day, eh, lads?

But would there be any good times? Early flights, if they escaped from the protective line of trees that we had to camp beneath in order to gain maximum visible length of field, tended to be hit by turbulence to the extent that some of our finest had to suffer embarrassing twenty-something scores. My barely legible notes taken at the time read, "D. Rumball in lake, Chris in tree, BVW lost..." Oh, well, it is windy around Auckland, 14mph as I write: that's our only hope, though I suspect that they can handle that easily. Peter Gibbons may sit near the bottom of our scores, but that does not reflect his usefulness to the team. In full chimney sweeper mode, he was frequently to be seen, rods in hand, on his way to the next stranded model. His efforts kept the show on the road.

Unable to attend the 2019 AGM, Chris Grant missed out on receiving his trophies from the Club Contests: he won HLG and Glider (temporarily) and a mug for being in the 2019 CT team. Hence a car park presentation by an anonymous admirer.



This was going to be a game of patience. In conditions like this, as a rule of thumb I would expect to fly at the rate of one launch per hour, on average. That's about how it was to work out. A further requirement was to keep the models in the field or risk loss of a trimmed model. As for trimming, much has been said about the fickle nature of this design: build two identical and they will perform differently. With turbulence added to the vagaries of model and motor, the element of chance was high.

Roger Silcock was very pleased with his opening max, made when conditions were near their worst. Subsequent encounters with cruel reality did not worry him. Chris Grant had a frustrating day, the early loss of a few seconds must have disappointed him, but to be in the top five "team" was still a target. He even tried launching from the upwind field in the hope of clearing the first line of trees and giving himself more space. Three subsequent maxes showed What Could Have Been. Brian Lever maxed once, suffered in the conditions but stayed to the very end to encourage others. After his first loss, a max of course, Dave Rumball trimmed a second model and maxed again, but did not find consistency.



Dave Rumball began with a max when conditions were at their hardest, but could not regain consistency as the afternoon went on having lost his best model in the lake.

Provisional free Flight plans for 2021

In expectation and hope that we can return to some form of normality next year, members may like to be given some idea of our plans.

All that follows is provisional, but it is what we INTEND shall happen, so this provides an indication of what models need to be built, repaired, trimmed or refurbished for action.

The 2021 version of the PMFC v Auckland Challenge should take place in or around April. It may even turn out to be our first comp of the year.

The Bernie Nichols Trophy should return to its August evening slot.

The series of PMFC contests, which have not taken place in 2020 at all, will resume. If the Spring is problematical and/or the CT contest takes precedence, we shall reduce the contests to "Best Three out of Four." Using the months of May, June, July and September. If the situation in the Spring is improved, we can stay at "Best Four out of Five" beginning in April. As for the actual contests, they remain as before but with two changes. The two E20 classes will be absorbed into one Open Class, and we shall add a "Kitscale/Planscale Precision contest in place of the missing E20. (These are the changes approved at last Winter's "Free Flight Conference" so there is nothing new there.)



A hurried "kitchen work-top "snap (It's OK Sharon was out!) of my unfinished Earl Stahl Interstate Cadet. Plans from Outerzone. Hopefully this will be good for Precision contests.

PMFC Kitscale/Planscale rules: for club comps: build as per plan, prop diameter as per plan. Three flights at any time to a target of 25 seconds. Record deviation from target, lowest score wins on the day. (Scoring is "time only.")

Indoor models could be used, of course, also Masefield/ Earl Stahl types, in anticipation of use at the the Scale weekend at Old Warden.

**SAM 35 Rubber Bowden, Old Warden
...Saturday 19th Sept.**



Conducted in a brisk breeze and with elaborate Covid precautions, this popular annual event was both a challenge, and a tense contest for several PMFC members. Full accounts will appear in "SAM Speaks" and "BMFA News" but these photos are a taster.

Left: Peter Adams gets his Millennium Moth away: he needed to take advantage of the attempts rule, but acquitted himself well.

Below: Dave Rumball (Sirocco) was in the running for overall victory for much of the contest, but second flight was good, but not good enough.



Waterland's three maxes must have made the two under half minute scores painful but it barely interrupted the flow of anecdotes without which, it would not be Brian. Mick Page did well to recover, (mentally I suspect,) after dropping his first two scores and subsequently did good work retrieving downwind. The greatest howl of anguish, should he have allowed himself one, would have come from Bert Whitehead, whose run of three successive maxes was broken by a "23" to be followed by another max. He had done everything possible to lead from the front, and after completing his flights went off downwind to retrieve for others. Thanks, Bert.

The sole flyoff flight took place at around seven pm, patience having been rewarded. However, as last year, it was not a high score, conditions being about neutral at that time of day.



By about 7pm the sun came out, and conditions were less turbulent. So that'll be twelve successive competition flights over 50 secs, then.

So the scoreboard looks like this:

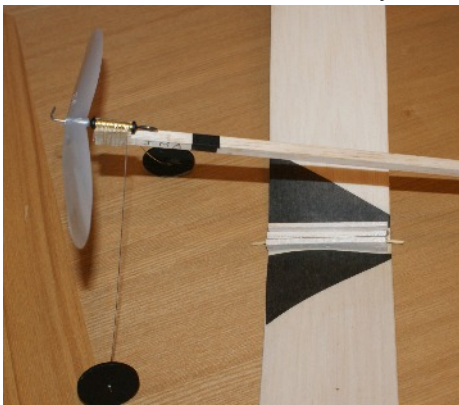
But what about Auckland?	John Ashmole	50	50	50	50	50	+ 54	305
	Bert Whitehead	50	50	50	23	50		223
Due mostly to Covid restrictions, the Auckland members could not access their field in	Mick Page	38	18	50	50	50		206
	Chris Grant	43	50	50	10	50		203
	Brian Waterland	50	50	23	50	24		197
September. In exchange for their generosity in allowing us to change fields two years ago, due to wind and crops at Bucky, we are allowing them the rest of October in which to fly.	Team Total.....							1134.
	Also flew:							
	Peter Adams	38	50	27	8	50		173
	Dave Rumball	50	35	50	20	14		169
	Brian Lever	39	50	17	26	34		166
	Roger Silcock	50	3	30	29	30		142
	Peter Gibbons	22	20	24	24	35		125

HOW I DONE IT

...with Mister Yellow.

Last year's winner was Blue. I build CT's at the rate of one per year (it does not really take that long: being all sheet one could easily build one in a day, or "Twenty four hours from Balsa" as Gene Pitney would have it*) so now I have Red, Blue, Yellow and Black. The initial build was from the very good American kit, but postage charges put paid to getting any more. A 'phone call followed to the Vintage Model Company with the suggestion that they may like to kit this design. They did so, expecting to sell a dozen or so. Now I use only their kits, with slight mods to be mentioned below. A brief trimming session at Bucky a few weeks before the event revealed that Black was just plain anarchic and Red was feeling stropy. Black, I should mention, was kitted with VMC's best contest wood at my request so may be a player on some future occasion. Blue proved safe and Yellow quite a revelation. So, yellow it is. With Blue on the bench. The philosophy therefore, is quantity: to rely just upon one model would require far greater skill than I possess in getting it consistent, and even then it could be lost during a contest.

The next aspect of my approach is simplicity. No carbon, no unpronounceable free-wheeling set-up, just as per plan. Only the wing/fuselage joint is different, so that the camber of the wing extends to the fuselage (for strength, not aerodynamic considerations) and a simple slider mount that fixes with two bands but could take incidence shimming if required. At risk of contradicting my betters, I feel that the recent wing-section discussion is a distraction...just use the templates in the kit! I have not weighed the models recently: if this is the best I can do with the balsa I have there is no point worrying about it. My only concession is that the gauge of wire for the u/c is one thinner than on the plan: the u/c is never required to hold the model upright...so mine stand like Bambi. Wheels are thin ply discs abandoned by fishermen on the harbour wall at Lyme Regis. Yes, really!



Unused sub "Blackie" shows off simple wingmount. Slide fore and aft, shim if required. Two bearings in nose, front and rear, about 1 1/2 degrees down and side. Also, all rear hooks are forward of fin, bar one model, for comparison purposes.



The foregoing assumes that the model is the main part of the equation. Well, up to a point it is, but the motor is vital. My CT flying was transformed last year by a brief conversation with Bert. From then onwards, using "Bert's Method" I felt confident about that part of the equipe. I noticed, by the way, that at Ferry Bert had a tin full of neatly bound, braided motors which were available to any team member who needed one. My motors are braided only on the model at the time of first winding...there is no philosophy about this, only inefficiency during the last minute panic preparation that always seems to be the case however long I have been given to prepare for an event. I used each motor twice, which meant that I used up six motors on the day: one I had braided incorrectly so abandoned it lest I confuse myself. On the subject of becoming confused, which can happen so easily in a contest, regular note taking is essential. Motors, turns, conditions, trim adjustments, successes, failures. All written down, to be studied before the next event. Oh, and I don't use wire motor hooks front or rear. After winding, ensure that the motor is at the top of the rear hook, away from the motor stick. Then massage the motor in a forwards direction to try to even out the inevitable bunches of winds.

The field, the air, the time available:

The field is surrounded as we all know, with hazards. Bring pole. Models in the lake or up a tree don't win events. Have a useful spare so that a long search does not take up too much air-picking time. Don't fly when *you* are ready: go when the conditions are right. Big boomers are dangerous (if you can find them.) If in doubt, ask yourself, "What would Mick Page do now?" Although I normally look down on "Baby Boomers" as an inferior, juvenile race, I do favour them on the flying field. I must admit however that my Yellow model sailed close to the wind: five out of the six flights were under 60 seconds but over 50, which is consistency taken to the limit. Strong advice to "change nothing" at flyoff was wise, but resulted in another unsatisfactory climax, just as last year. Perhaps this may be the one failing of the "Bert's Method" motors: but to add any more power to the model would threaten to lose more than could be gained, as "Yellow" power stalled quite frighteningly on several launches.

The time available was 2pm until dusk: five flights in five hours plus flyoff filled the day. There were calmish patches, nearby upwind treetops were a tell-tale due to the sound of their leaves as well as any movement. If the vagaries of turbulence can be avoided, the biggest risk factor is eliminated. Late in the day Bert generously went downwind to retrieve, three times, which was a huge help. Exhaustion (or increasing backache) would have had a seriously detrimental effect upon concentration.

There is of course, no guarantee that this little success will be repeated on any subsequent occasion: any other club member could have similar luck next time. But I have noticed one strange thing: on the few occasions when I have had some success, whether in motorcycle trials long ago or in model flying, the rare but deeply felt belief that "I can do it" can somehow transmit itself to the equipment: and a confident model flies best. A happy phenomenon, and please don't spoil the magic by offering an explanation. It could happen to you next time.