

PETERBOROUGH MODEL FLYING CLUB



MAGAZINE

March

2015



NEW AGE



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



I have recently developed an empathy with septuagenarians (I wonder why?) “It’s the new 45,” said somebody on the media. Condescending Pr*t! But for us, it’s a great time to start something new, as long as we acknowledge our slight limitations. In his outstanding presentation on Indoor Flying at National level, (see page 7) Martin Judge who is about to join our select band, has, in only two years, absorbed the intricacies of that branch of the sport to the extent that he only very narrowly missed a GB Team place, alongside his younger mentor, Mark Benns. For the rest of us, it’s a wonderful life if we look through the windscreen, not the rear view mirror. These ARE the Good Old Days! (With apologies to the younger members of PMFC of whom, I believe, there is a few.)

There is so much confusion about the availability of flying fields at the time of writing, that anything I state here could be incorrect by the time you read it. There are even doubts now about Lodge Farm. However, the good news is that we have a full set of dates for our Free Flight events at Ferry Meadows with trophies waiting to be won, and also plans for c/l fly-ins as soon as the field is ready.

Editor@peterboroughmfc.org

COMMITTEE for 2015:

- Chairman Bernie Nichols
- Vice Dave Clark
- Secretary/Magazine John Ashmole
- Treasurer/M' ship Sec: Richard Arnold
- F/F Sec John Ashmole (temp)
- C/L Sec Bernie Nichols (temp)
- R/C Sec Dave Shipton
- Scale Russ Lister
- Safety/Ferry Liaison : Dave Rumball
- Webmaster Tony Beckett

Front cover: Tony Johnson fettles his Gyminie Lite, at Bushfield.

There has been a very good take-up on membership this Winter: Hardly anyone needs a reminder. BUT, if you haven’t paid your fee, this is the last you will hear of us. Surely, at £15, it’s worth it!

Club Subs: no change:
BMFA £32, Jnrs £17
PMFC £15, Jnrs £1
 Cheques payable to Peterborough MFC
 To:Richard Arnold,
 21,Signal Rd., Ramsey,
 PE26 1NG ASAP, Please!

PAGE THREE MODEL:

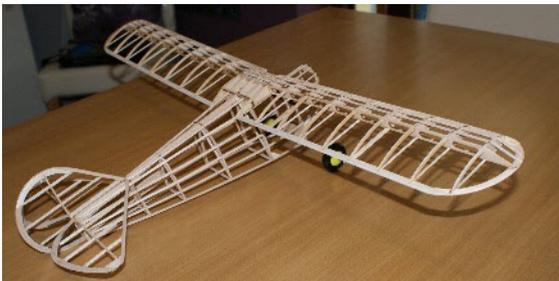
MADE IN PETERBOROUGH The Aeronca 100



The name “Aeronca” is a contraction of “Aeronautical Corporation of America,” based in Ohio, and, despite a flood destroying the initial factory, tools and drawings, it is described as the first company to build a commercially successful general aviation aircraft. Over 17000 aircraft were sold. After the rather primitive and draughty C-2 came the well known C-3, with space for a passenger beside the pilot (if they were close friends). It appeared in razorback form in 1931, and with a 36hp JAP motor was widely regarded as a “powered glider.” The “roundback” was developed in 1936, and thankfully cabin could now be enclosed.

Our part of the story begins in 1937 at Walton, Peterborough, site of Light Aircraft Limited, (with the involvement of H.V.Roe, AV’s brother) whose version of the C-3 Collegian, known as the 100, was slightly modified to satisfy British regulations: dual ignition, fabric covered ailerons instead of the ribbed metal ones and “British specification materials.” Visually, it had a slightly lengthened cabin for comfort. In fact, only 24 (some sources say 21) were built and not all were sold. Financial issues ended the company, but not before a revised version, the Peterborough Ely, was begun, but remained incomplete. Presumably, the rather spartan styling, low power and the extensive wire bracing in place of of fixed wing struts made it seem old fashioned compared with its rivals.

Of the few survivors, the most photographed is “Jeeves”, G-AEVS . At one time all red, it struck a basketball post in 1966 and was subsequently “permanently withdrawn from use.” Never say never: a preservation society got their hands on it, with the happy result that it flies to this day, based in Yorkshire, in an attractive scheme of silver grey wings



Hopefully, pic of finished job in next issue. Electric or rubber? Yet to be decided.

Let's all have a go at...

THE MASEFIELD TROPHY!

Date: Sunday July 26th

Place: Old Warden.



Rules I am told, put people off. The Masefield is complicated, they say. Well, it's not! (Except for the CD.) You have a scale rubber job? Then come and fly, with a chance to win one of the most prestigious trophies in aeromodelling, (or a smaller one if you make it to the podium.) All you need is a rubber scale job or two, built from a kit or plan that's widely available, and a good motor. The quality of building is not marked, nor are there any points for flight pattern. Only duration counts, and that from a hand launch. And if you have a smaller job, or a low winger, biplane or seaplane, the rules are slightly in your favour.

To add a little drama, the comp is run in rounds (provided the weather pattern permits) which are likely to be arranged as follows: Round One Noon to 1pm. (Fly three times, hand in your best score), Round Two 1pm to 2pm (two flights, record the better one), Round three, 2pm to 2.30 pm (one flight only.) Prizegiving half an hour later. There's no catch, except that you must show the model and its plan to the CD before your Round One flights so that it can be assessed for eligibility and bonus marks. Plenty of time left to enjoy all the other attractions that Old Warden has to offer. The current holder of the trophy, contested as a stopgap event at Flying Aces last August is Andy Sephton, but don't let that put you off: he may be good but he's only human. If we prick him will he not bleed? Come on, let's try!

The Small Print (read this if you're still keen)

The regulation that restricted entries to model designs published before January 1951 has now been removed, so any widely available design, built in traditional materials (no f*am or visible carbon) should be acceptable. At processing the competitor must satisfy the CD that the model qualifies, and to try to eliminate any disappointment, prospective entrants are invited if they wish to contact the CD (me, John Ashmole) before the event. A precise description of permitted modifications is in the SAM Rulebook.

Bonuses are as follows: Span: under 20", 40%, 20" to 30", 20%, 30" to 40", nil.

Mainplanes: Two or more, 20%, low wing, 10%.

Watercraft: Flying boat, 40%, floatplane 20%

Multi engines: 150% (*Check rules for these*)

By keeping the flight max as close to 60 seconds as conditions allow, this should produce a fairly level playing field, as larger, high wing jobs could log some serious duration.

REFERENCES: SAM Rulebook, pages one (that's the one that says CD's decision is final) and 12 - 13. plus update in SAM Speaks in March

(Andy Sephton Photo).

Indoor at Bushfield (2) Jan 31st.



Mister Smug proves them wrong:
 “K.K.Lysanders don’t fly” we all said in chorus at the UFO night. Too much balsa, too little wing area, ineffective tail surfaces. That was just the incentive that Graham Gostick needed: within a fortnight the job was completed, and there it was, cruising across Bushfield. What next Graham? Oh, and where do you get that black tissue??



Before (16th Jan).....After (31st Jan.)

The Hangar Rat resurgence has proved a great success: the ceiling was infested with the things. The meeting on 31st January was the first occasion that the “Beat the clock” board was used, with those who chose to take part in the competitions able to keep up with each others’ scores. The slate will be wiped clean for the next event, but for the record, the times were:

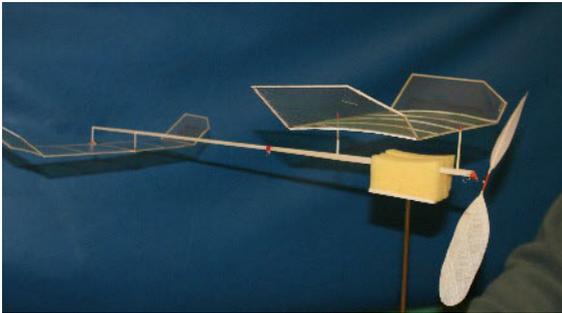
Rat.....94sec..Bert Whitehead
 Gyminie Lite.....170 sec..Tony Johnson
 Gyminie Standard .87sec..David Leech
 RoG Kitscale.....26sec...Brian Waterland



Jonathon’s Kirby. Towline launch with offset hook. For more on this, and his outstanding 7.9g Tucano, see website!

BUSHFIELD, (3) 22nd February.

Right: John Coleman and “Hangar Bout,” an enlarged Rat. Tissue pre-doped on a frame. See? Even John’s using sophisticated techniques now! Below: Walk slowly past Martin’s 35cm. Job. Weight 1.1 grammes! (His motors, incidentally, are stored in the freezer. Its not that actual temperature that matters, but its constancy.)



There was a good deal of friendly rivalry around the scoreboard during the event. The “Beat the Clock” system means that only improvements upon previous times are displayed, so competitors know what is needed to scoop the pool. Come and join in, next time at Bushfield.

Outcome: Rat:	Dave Leech	105 sec.
Gyminie Lite	Dave Leech	180 sec
Gyminie Std	Dave Leech	76 sec
RoG Kitscale	Brian Waterland	28sec
Tango	Ted Szclaruk	43 sec
Bostonian	Peter Adams	33 sec

STOP PRESS: BRIAN LEVER WINS PEANUT AT NW INDOOR GALA using Tailwind, and with best static points! Well done, Brian!



Clubnight:
MARTIN JUDGE
on Indoor free Flight



Can you believe it? This is a ¼ size motor for an F1D, takes 400 turns and is good for a flight of over eight minutes. Martin has not yet had the chance to use a full motor, but expects to be “in the 30 minute club.” Although enormous patience and care is required, Martin repeatedly insists, “It’s simple!”

Wow! This was a real brain-bender. Martin would have us believe that he is “...no different to the rest of us,” but you don’t rise from total beginner to just missing membership of the Great Britain Team by one point at the Team trials in just two years without possessing certain special qualities. Firstly, the determination to achieve, then the ability to source and absorb large amounts of data. Being apprenticed to an excellent and experienced mentor in Mark Benns was a great help, but Martin also has, to a high level, the ability to make his fingers do precisely what his brain tells them to, to a degree of accuracy which can only be assessed through a magnifying glass.

It began, says Martin, with a determination to do F1B (Wakefield, rubber) at the highest possible level. Then a back problem intervened, and the thought of retrieving five (sometimes seven) flights in a day, for one who is about to join the septuagenarian club, forced a reluctant injection of caution.

An understanding of the esoteric materials is essential. Mylar, half a micron thick, is hard to handle due to static. At 0.7 grammes per square meter, it is a from a finite source, known at DuPont as “single sided film!” Ambroid (or DuCo) must be thinned 1:1 with Acetone and applied with a thin lettering brush, as Superglue is just too heavy. Boron, potentially dangerous if a splinter enters the body (“Be bloody careful,” says Martin, “they’ll never find it”) is used for rigging, and around the perimeter of propellers. Carbon threads can be stripped from 3 thou sheet, then stiffened through balsa cement.

Balsa needs to be really light but stiff: Martin showed some at 5.4 lb/cu ft, but has some that is lighter. There is a way of testing stiffness: hold sample stick vertically over scales and press down from the top until it buckles. Read the value. (There's a formula for this.) Sandpaper is to be avoided as it crushes the balsa: a (very) finely tuned razor plane is better.

Martin showed us a rolled motor tube, (it looked like a thin drinking straw) rolled in 10thou balsa. At over 300 mg, however, "It's too heavy!" Rolled on a mandrel after soaking, the ¼ grain balsa, after the edges have been touched with thinned Ambroid, is laid up with carefully-chosen tissue (with minimal glue sizing). Remove after a couple of days on a radiator, ease out the tissue, touch edges with acetone to complete the gluing process. Wing posts need to be stiff. Martin has tried making them, 1/16" id, from 3 thou carbon by a process involving winding and cooking: "put several in the oven, some will come out right." Otherwise he uses "heavy" 6lb/cu ft balsa.

The torque curve, displayed on Bernie's easel (eventually, see below) displays a huge initial peak but a severe drop-off. For low ceiling flying, one should aim to use the flattest part of the curve. To find it, set wing at zero, tail at -2 degrees, no downthrust, fly level, with fuselage angled upward by about 6 degrees. Then catch the model, measure torque. In future, wind to that level for a steady climb. Heavier models, or cool, damp conditions, need more torque. Trim with some wash-in on port side of tailplane, to support the inboard wing. Climatic conditions will vary inside the room affecting the buoyancy of the air. Next stop: the Slanic salt mines!

There was much more to Martin's talk that contained in these brief notes. Any members wishing to have a go at this esoteric category are referred, not only to Martin and Mark who will be pleased to help, but also to items in earlier club magazines.



Chairman Bernie, after an extended and hilarious attempt to assemble the thing reminiscent of the old deckchair variety act, proves that he can still get a good tune out of an old easel.

LAST TANGO IN PEAKIRK



Above: It is a matter of bewilderment that inveterate raconteur Brian Waterland finds any time between stories to get anything built! Martin McHugh has clearly heard this one before.

Right: A lifetime in engineering has finally prepared Mick Groom for cutting out Tango noseplugs: as long as Dave Leeding keeps a close eye on quality control.



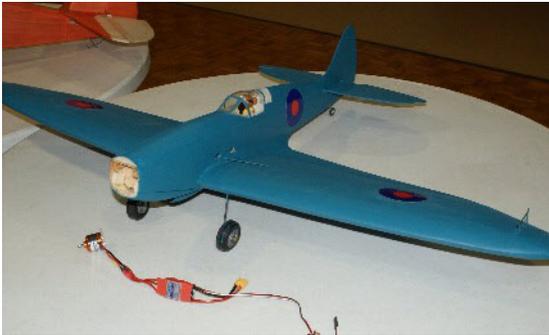
Even the offer of Latex gloves to avoid having contact with the fo*m with which these models are made was not enough to persuade your Editor from getting involved: but a most convivial evening ensued, as PMFC went into mass Tango production. If you have one, bring it to Bushfield. Or make one now: plans (and bits) from Bernie.



Quiz Question: Which prominent member of PMFC is seen here riding a Bantam in a 1960's trial? (Not JMA!)

“ECLECTIC ELECTRIC”

Show & tell at Peakirk, 13th February



Below: Richard Arnold brought two electric c/l jobs, both experimental and yet to fly. One was the APS “Pfalz-SE-Pfighter (dress it as you wish), and this is his Spitfire. Motor looks a bit small, but hand launching will be the norm. Will it overheat? Fly it and see. AH! The good old Empirical method: who needs theory? Too much philosophy will clip an Angel’s wings. Just fly it, Richard!

Mick Page waxed very enthusiastically about his E20. “I don’t know what the electrics are” but they were provided by IDM. He strongly recommends this class to members, it’s great fun. With tip dihedral only it does not normally bank under power, & is less likely to crash, sez Mick. (It’s a P20 Sweet Pea wing.)





It's good to see a less familiar face in this magazine, even at cost of showing a model made of fo*m. **Ray Millard** derives a lot of pleasure from this design, believed to be a reduced, Chinese "Lazy B." Ray also had brought a Sharkface, and one of the models previously shown in a previous edition. He enthuses over the cheap, E-Bay resourced giblets with which his models are powered and guided.

Bernie Nichols also produced his "Sharkface" built by IDM. "It flies extremely well," said Ian (when selling it to him.) Bernie, a member of the tentpeg school of landing, has built a larger wing, with two extra bays, to make it less of a "bomba." Good idea, said Ray.



Ian Middlemiss, carefully posing in front of one of his favourite designs, reveals the electronic d/t upon which he is currently working. He also greatly impressed the assembled company with his f/f discus launch glider which has a number of trick features, but for which he has placed an "X" in the box, in order not to pass information to the enemy .

ONE DAY LAST SUMMER

Out of the blue, our good friend Alex Whittaker, having completed his account of the Bowden Contest for RCM&E, kindly sent these pictures:



Dave Leeding, Bernie, IDM, Gareth Tilston and Editor. (I have been duly reprimanded for being out of uniform.)



Not only a c/l whizz, Bryan Lea stoops to his task.



Brian Lever , undaunted by critical audience strides to the flightline.



In memory of Ron Smith, 1937 to 2015
for whom it really was the last Summer (see p. 21)

Preparing for the season:

36" Hi-Start Gliders.



CLASSIC: Andy Sephton's new job, clearly based on the K.K. Caprice. It's 35" span. Weight 40 grammes at present, but will probably increase to about 50 when hook, d/t and a/r are added. Watch out, lads, when Andy competes, he competes!

MODERN: John Ashmole's "Charon. (= "Ferryman.") E36 wing & tail, fuselage sketched around a carbon boom. Has carbon rib capping, auto rudder, timer, d/t, hook release. Should be good, but the more systems, the more trimming is needed. And owner is too lazy. Weighs 162g.



VINTAGE: Tony Becket's Gnome, the third that he has built in the last 51 years, and which won the trophy last year., an event that he modestly ascribes to good luck. It weighs 90g, and "really needs an autorudder as it ... wanders after dropping the line. " Towhook on the furthest back of the three positions marked on plan.

WANT A DATE?

F/F and C/L plans for the year.

Note: In the absence of an elected C/L secretary for 2015, Bernie Nichols has stepped forward to hold the fort. Ditto John Ashmole for F/F.

Free Flight competitions at Ferry Meadows:

With Pee Gee preoccupied with other sporting matters, in addition to his very active involvement in National and Area contests with the Rubber Band, JMA has, with his full approval, stepped in to organise our regular events.

The arrangements are as follows:

Free Flight Comp dates: Tues 12 May
Friday 19th June
Tues 14 July
Friday 14th August
Tues 15th Sept.

Best three events to count. Fourth event score used in case of tie. Comp flights between 4pm and 7pm only. CD will be a committee member appointed in advance. Comps for P20, HLG/CAT, 36" H-Start glider and E20 if three or more entries. Max: normally 60 sec. Let's all make it work, folks: Ferry flying is our club's core activity!

Control Line Fly - Ins at Thorpe Meadow:

Our fitness fanatic and vice Chairman Dave Clark will monitor the condition of the ground and length of grass by repeated, steroid-enhanced cycle rides to the venue and back. When conditions and weather forecast seem suitable, an e-mail will be circulated to members (with a reasonable amount of notice) calling us out to what we hope will become a series of "Bring What U Like" fly-ins. These may, or may not develop into a series of contests depending upon support. This, at the moment, seems to be the best way of making use of this facility and getting the maximum people to them. So, the message to all who may be interested is, keep models and motors at the ready, to "scramble" when needed. PMFC is still a prominent Control Line club containing a heap of talent. And Brian Lever's grass-cutting skills are legendary!

Please remember, folks, that our agreement with NPT permits us to fly f/f at Ferry from 1.00pm to dusk on Tuesdays and Fridays, and c/l at Thorpe Meadow Mondays and Tuesdays, 1.00pm to dusk (see December 2014 issue.).

January 16th was UFO night at Peakirk: that means

“ UNFINISHED OBJECTS”

Inherited from a relative, **Martin Skinner** now has this Super 60, originally built in the Sixties. He has dealt with the woodworm, and de-oiled the front end by enclosing it repeatedly in a bag of chalkdust. It contains an antiquated escapment mechanism which he will not use, but flying surfaces are “OK.”



“Should I go to the trouble of finishing my PAW 1.5 profile Tucano?” asks Martin. The audience, who don’t have to do any of the work, was unanimous that he should, and will be watching out for it later this year.

Dave Leeding’s F/F Mercury Tiger Moth (using the kit as a basis, but mostly his own wood) , built because “I had one in my youth.” Care has been taken to ensure that the Mills .75 can easily be extracted: side panels are removable. It is one of those jobs that looks really good uncovered.





U.F.O NIGHT, continued.



Brian Waterland showed us a ducted fan Crusader yet to be completed (and “C of G yet to be arranged,” so bring hard hats when he trims it), and also this Arado 234 “Blitz.” A twin jet bomber which carries its bombs externally. Its most noteworthy sortie was an attempt to destroy the bridge at Remagen. It was also the last Luftwaffe aircraft to fly over Britain in WW2. Brian is very enthusiastic about this project which currently employs two K & P ducted fan units and is of f*am construction. Wing area is “very limited” as the original was to be launched from a jettisonable 3-wheel trolley and land on skids (without any braking!)

Discretion (since when, Brian?) suggests a profile Proof of Concept first. Hmmm! Once again, watch this space, but from a distance.



Your Editor showed this attempt at a Brooks Biplane, sadly in Radio form due to the severe lack of places to fly a 66” f/f biplane. It will shortly appear on the website under “Members’ Models.”

TUTORIAL; Tissue over Doculam

One of the earlier Winter talks at Peakirk was led by our chairman Bernie, who demonstrated the techniques involved in combining the rigidity of doped tissue with the puncture resistance of various grades of Mylar. He began with a personal favourite of his, used with great success on Control Line jobs, and also f/f models of moderate size.

First, you get your Doculam. Try www.ebay.co.uk and type in “doculam.” It may be called “laminating film.”

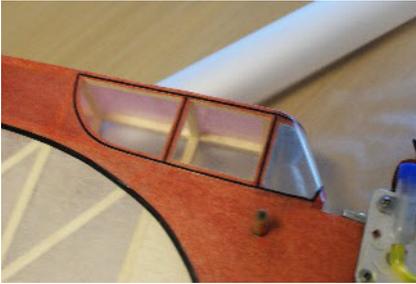


*Even
Bernie
can't break
this cover-
ing!*

Doculam, says Bernie, is about the equivalent of Free Flight Supplies' medium Mylar, but is much easier to use. It contains its own heat activated adhesive (the milky sheen clears with the application of heat) and adheres to every wooden component when a heat gun is applied. Consequently it is less likely to creep away from edges, and adds torsional stiffness, which can only increase when tissue is applied with thinned dope.



The reduced Trenton Terror, veteran of many a Bowden competition, still looks immaculate thanks to strong covering of tissue over Doculam



The screen panels are a continuation of the Doculam which covers the whole fuselage side. Tissue trim doped on.

CHRISTMAS PARTY

Since the slow death of Rock and Roll after 1963, your correspondent has become disillusioned with popular culture and looked elsewhere for his kicks. Consequently, the wonderfully organised and wide-ranging pictorial quiz set up for us by Brian "Santa" Lever, which had hardly any questions on aviation of any kind, was an embarrassment to be quickly forgotten. Unable to tell a Mel B from a Rhiannon from a hole in the ground, and convinced that U2 was an aeroplane (well, it was!) your Editor's score will remain a deeply hidden secret. Needless to say, that swot BVW won, having been up all night cramming, as usual. His reward (or punishment) was a short kit for a vee tail Beechcraft Bonanza, which would make a good entry for the Masfield.



Prior to the quiz was a highly energetic paper glider spot landing event, in which Shane Humphrey exercised to the full his youthful advantage in retrieving (it was a whole six metres!) and thus getting in more shots during the ten minutes' time allowance than his more stately opponents. Even Dave Rumball's tactic of strolling slowly down the centre of the fairway to block off other competitors' flight paths and thus protect his early lead (he will deny this, but *we were there!*) failed to overcome youthful enthusiasm.

The evening concluded with a wide-ranging discussion extending from the current slump in Aberdeen to the characteristics of the woodcock (knowledgeable folk, these PMFC members,) and BML recounting tales of Christmases Past, including the stop at 3pm to see, on a tiny, flickering screen, the King's Speech.

....Comic Sans

Le Debacle!

Coup d'Hiver, N. Luffenham, December

So, what happened, then? The weather, that's what. A conversation with Peter Adams revealed that, in the wilds of North Luffenham's 20mph plus winds and bitter cold, although getting one max (we expected nothing less!) he suffered a broken wing while retrieving, an out of control rubber motor that destroyed a fuselage from inside, and, later a broken prop. All this was narrated with the same glint in the eye that proved that, once hooked, still hooked. Good for you!

Martin McHugh's comment on the day was, er... succinct.

"Cr*p!" summed up the day.



Hopefully our next issue will bring news of blue skies, calm weather and enjoyment, if not success, at the Free Flight Nationals, at Area events, and the first of our Club Contests. So, as a foretaste, here are Dave, Shane and Pete on the field of battle.

Ron Smith

PMFC and Grantham club member Ron Smith died suddenly on 3rd January 2015. A photo of him in his "dual" club sweatshirt appeared in the June 2014 club magazine. Many members will have met Ron at Barkston where he could be found flying mainly i/c powered scale models. They included a Luton Minor, Fokker Eindexker, RE8, Cessna Bird Dog, Chrysler Skyjeep and a Walrus. He built a BE2e in 1962 which was still flying well despite being much patched. It was only last May that he had what was probably his best ever competition result when he came second in the Bowden Trophy with a Vic Smeed Cherub. On a personal note I first met Ron when I discovered that we had both decided to model the same full size Luton Minor. We became good friends and had many telephone conversations when we would exchange tips and encourage each other in our scale modelling endeavours.

He spent much of his working life serving in the RAF and was a crew chief on Vulcans during the Cold War. It was whilst serving in Germany that he met his future wife Rita who later accompanied him on his model flying expeditions. Ron was a great buddy and I'm sure all who knew him will miss his infectious enthusiasm and cheery smile. It is to Rita and his son Rodney that we offer our condolences.

...Bryan Lea



Yes, Juan Pablo Montoya, you have won at Indy and in Formula One, and you can fly a jet, but can you make a Hangar Rat do 60 seconds at Bushfield??



Pity the two of you could not have flown together.



Mick, turning over another Page in his photo album, has found this record of him and his Eros from...don't ask how long ago. He was inspired to search for it after reading your Editor's account of a recent Eros build, which appears on our website, under "Members' Models." Seen it yet? (While mentioning the website, remember also to view the Auckland Club's online magazine "Slipstream," provided by our New Zealand friends. "Kindred Spirits" as Andrew Boddington would say.



*With nothing better than a magnificently restored Hawker Hind to look at, Steve Turner searches for cobwebs in the rafters. (Cosford, '14)
(...Mick Page pic).*

Accompanying this edition should be the full list of events for our Flying Aces competition, on 6th September. Lots of time to prepare models for our flagship event and to encourage others to join in.

Several well known film titles, a quote from John Keates, and a touch of Shakespeare. Just a normal day at the editorial office....



Diary

N.B. Please refer to the Club Calendar on the website for more detailed, and more up to date information.

BUSHFIELD: indoor dates

(no helis over 12" rotor, & no shockies)

Sat Mar21st 10am to 1pm

ALSO: All day event at Bushfield Sat 28th March (organised by Andy Sephton as a practice for the Indoor Nats. which will be at Walsall 19th April.) £15.

Comps : Gyminie Cricket , both standard (min 14g) and lightweight ((min 3g) using the "Beat the Clock" board, Flyers £5, Advisors £2 Plus other comps, according to demand.

PEAKIRK NIGHTS; Fridays 7.00.to 9.00pm
(Special events will be announced as arranged)
March 6th, 13th, 20th, 27th, April 3rd.

FERRY DAYS:

Good Friday April 3rd, from 10am. (Free entry to field with club card.)
Club contest dates (see p. 15)

Tuesday 12th May , Friday 19th June, Tuesday 14th July, Friday 14th August, Tuesday 15th Sept.

FLYING ACES: Sunday 6th September

CONTROL LINE DATES: will be announced as conditions permit.
(see p. 15)

OLD WARDEN WEEKENDS:

May 16/17th, July 25/26th (Scale), September 26/27th.