

# PETERBOROUGH MODEL FLYING CLUB



## MAGAZINE

March

2019



What Larks, Pip!



The calm before...

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



Radio Controlled flight may be understood by the public, but as for Free Flight, they may wonder what the Dickens we are up to. The two elderly (and rather scruffily dressed) gentlemen who were seen last Summer at Ferry trying to reach up into the tallest of the trees with two roach poles bound together were not birds-nesting, but rescuing (again) Rod's E20. So, what's an "E20"? Does the world care? But minority sports have a way of looking after their own, and however esoteric our ambitions, we all look forward to the coming season with Great Expectations. Doubts about numbers of participants and availability of fields is now commonplace, But small field flying will survive for as long as the will to compete exists. As the tide recedes, with its long, withdrawing roar, the immovable rocks stand out: hence the increasing prominence of PMFC.

Editor@peterboroughmfc.org

## COMMITTEE for 2019:

President	Brian Waterland
Chairman	Brian Lever
Vice	Dave Leeding
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### Membership subscriptions:

#### Final call, or no more mags!

PLEASE NOTE: PMFC fees remain at £15 (adult.) BMFA £4 increase.

You may send one cheque for the combined amount (£53 adult) payable to PMFC to Andrew Sephton, 34, St.Neots Rd, Sandy, SG19 1LG (07872 625279)

Please provide Address, Post Code, BMFA number, telephone number(s), car registration, e-mail address, mail or electronic magazine, and write "I confirm I have read and agree with the club privacy notice on the club website." With signature.

*Front cover: Calm before...on the "warmest February day since records began, " Peter and Martin, intent on their models, enjoy the Leicestershire countryside surrounding Buckminster: club trimming day, 25/2. But then...*

## **Page Three Models:**

The Must-Build models for PMFC and SAM 35 Contests:

### **.....The Veron Fledgling**



Brian Lever's version, built (of course) from the VMC kit. On completing the build, Brian says, "I doubt if many of today's youngsters would fare very well without a considerable amount of help. Perhaps youngsters in 1947 were made of sterner stuff!"

*Yes, we were,Brian: as you well remember.*

This is the most winning design in Under 25" Vintage Rubber,(at Nationals and Buckminster) and although not a cabin model, could also be used in the "Rubber Rally." *Oh, I haven't told you about that yet have I?*

### **...The VMC Pilot**

Brian's "Pilot." Weight 23.9 grammes using Jap tissue and Eze Dope mixed 20/80 with water.

*"Quite the best beginners' rubber model I have ever built from a kit. So well done VMC, who are promoting it in schools across Europe."*

See page 24 for how Pilots will compete in Flying Aces.



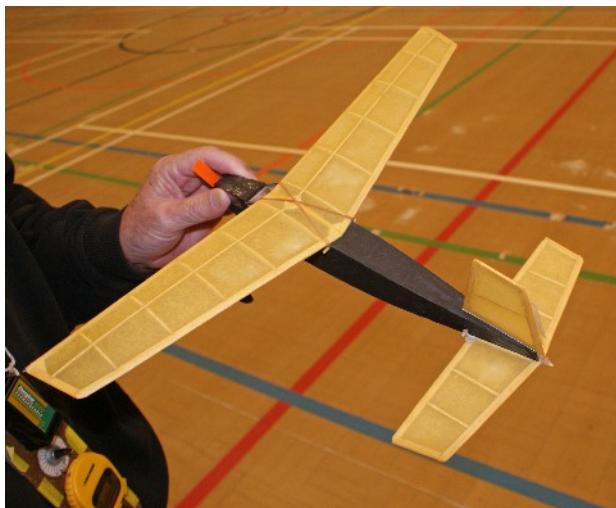
"Fledgling" plan from Outerzone/parts set from Belair/or complete kit from Vintage Model Company. "Pilot" from VMC, or SAMs, but ask Brian first. He may have some.

# Marmalade and Gin: ....January 5th

.....strange going-on at Bushfield.

A turnout of forty flyers, both members and visitors, for the first Bushfield meeting of the year enjoyed the spacious hall with no semblance of overcrowding. Sports flying and contests existed side by side, with unique prizes of offer!

*Martin Skinner flew this attractive design: with an impressive heritage-having been sketched by Ray Malmstrom, subsequently drawn by Al Backstrom and Terry King, it is called the ‘Invictar Wing.’*



*Tony Beckett, our webmaster and technology guru, brought this electric Elf from the VMC kit, and hopes to have a radio controlled version soon. Please make sure you visit the website regularly: he updates it more than twice a week, and also keeps in touch with our friends in New Zealand and America.*



*We normally feature only models owned by PMFC members in these pages, but this more than deserves a mention. The room went quiet as the four engines struck up in harmony, and Richard Crosley's PB2Y Coronado rolled forwards on its trolley. Several perfect laps ended only as the torque wore off, and the model straightened, to be expertly fielded by a trusted catcher. And then a round of spontaneous applause!*

And what of the marmalade and gin?? Well, in his unceasing search for innovation, Brian Lever offered these as prizes for a precision contest ("any model, 50p per flight, target 41.5 seconds.") Eight entered, John Picton won with an error of 0.06 sec. All flights were remarkably accurate, revealing the determination to lay hands on a quantity of marmalade (or was it the Gin?)

Failing, by half a whisker, to achieve this, our Peter Adams instead took away the wine for the spot landing mass launch, which brought proceedings to a close.

What prize next time, Brian?



*Our very welcome new member John Warman brought a number of models, including this Chiltern, from the Vintage Model Company kit.*

## **REAL MEN fly outdoors...(1)**



What? Buckminster in the cold of Epiphany...

Roger Silcock writes "The first meeting of the year took place at Buckminster on the 6<sup>th</sup> of January. A pre-season "blow the dust off" with stunt, Goodyear and combat flyers taking part.

Many flyers took advantage of the F2D flyers' generous offer to let them fly the latest international class equipment. A real eye opener. Most combat flyers took on practice bouts with no structure other than friendly tussles. A great day even if cold with light wind.

Can you see that I am flying the flag? (Club badge on helmet.)"

.....Roger

### **A message from the membership secretary:**

Many thanks to all members who have renewed their subscriptions to PMFC and especially to who who included an SAE. It was neither requested nor was it required, but it does help the club funds and reduces the time I spend sending out the membership cards.

There are still a few members who haven't yet renewed their membership with the Club. The fee remains at £15 for the year, which is a small price to pay for the amenities that the club provides.

For those of you who have renewed their BMFA membership through the Club, I have downloaded your BMFA insurance and membership from the BMFA membership portal and sent it to you by post. You can download your own duplicates from the portal if you require them, or alternatively, I can e-mail you an electronic copy or send you a hard copy if you wish, If you need a duplicate and would like me to send you one please contact me direct. My telephone number is 07872 625279 and my email address is [andrewjsepton@gmail.com](mailto:andrewjsepton@gmail.com)

## CLUBNIGHT: Wakefields, a history:

...a talk by Brian Lever

The three hours went remarkably quickly, and this listener was to spend the following day researching 4 ounce and 8 ounce Wakefields to the detriment of daily chores. Brian had begun by telling us how he had enjoyed the research, and his enthusiasm showed. It had always been the Blue Riband of Free Flight, ever since the early and much-publicised contests in the days of the Kite and Model Aircraft Association, which began in 1911, centred around London, and sponsored *inter alia*, by Sir Charles Wakefield.



He was later to donate the Wakefield International Cup to the newly-formed SMAE.

This column is primarily concerned with the application of the rules of the two classes which ran from 1934 to 1951, as we can build for the Nationals at which both 4 ounce and 8 ounce contests will take place (separately.)

*NB: Please remember that, at the Nats, you can enter SAM 35 events "on the day."*

One crucial question is, how much rubber can the flyer handle? How many turns, to keep the model safe, and also reach the Max. The aforesaid maximum for the three rounds is (only) 120 seconds, which should de-stress both modellers and models, but flyoff will, of course, be unlimited.

*Peter Adams' Korda, for eight ounce. Nicely built and light. Single blade folder, neat d/t, and tracker fitted. Go for it, Peter!*





My VMC kit of the Gypsy. It seemed remarkably light at 160 grammes, until we read about the weights of the experts' models. However, it's a good start. Readers may like to Google "Old Wakefields" for a bewildering array of designs.

**There will be a Certificate, to be handed out at the next AGM, for the "Best Vintage Wakefield performance at the Nationals" by a PMFC member.**

So, where is the best advice to be found? A description of the specifications of 4 oz. and 8 oz. Wakefields appears in the BMFA F/F Rulebook, on pages 35/36. Here it is made clear that the 1936 - 36 rules are for over four ounce jobs, and 1937 - 1951 (also known as the "Pre - 1951 Rules" are for eight ounce Wakefields. The overall specification is the same despite slight variations in text, only the weights and a limitation on tailplane area for the heavier class are different. These rules can also be found on the SAM 35 Website. For our purposes, however, we can assume that the designer of whatever plan we choose to build from has taken all that into account. As for a quibble about the K.K. Contestor, I have taken the advice of Dave Hipperson (who once campaigned one,) who assures me that it is acceptable.

The article to which Brian referred us, and from which he quoted extensively, is to be found in the SAM 35 Yearbook No. 12. Written by Andrew Longhurst, over six pages, it offers as precise a template for setting up a model as we are likely to find.

Brian expressed willingness to provide copies of these pages, which do not only concern Wakefield trimming, to any member who requests one.

(I should mention that I have also found very useful, Hipperson "Aeromodeller Guide to Rubber Trimming" from February 1989, and Strachan "Trimming the Achilles" from a SAM Speaks that I cannot date. Application for copies on the back of a fiver will be considered.)

Returning to the Longhurst article, just to provide a flavour: he titles it “The Art of Trimming” and is of course right to do so: our job is to turn that art into a science (ie, introducing greater precision) by ensuring consistency of trim. “Trimming begins in the workshop” should be written in large letters on the wall of my workroom, as I have a bad habit of taking a new model to the field “just to see what happens.” Mick Page would be very annoyed.

Longhurst divides his text into sections, “freewheelers on R/R trim,” “Folders on R/L trim” etc. He gives advice on selecting motors (which, being quite recent should take into account the rubber we currently use,) goes “On the Field” with each type of model, and provides five pages of “Frequently Asked Questions.” This is all well worth troubling Brian for. I’m sure he won’t mind.

We must remember that the 4 oz class predates any of our current heroes, even the most venerable. It had been largely forgotten...until one day in the early Eighties Bernard Aslett turned up at what was then a Vintage Wakefield event with a 4oz Lanzo and “cleaned up” as my knowledgeable correspondent Dave Hipperson puts it. He claims that 4 oz models are usually much higher performance than 8oz jobs. Perhaps the first two days at the Nats this year will tell us more.

## **Free Flight at Middle Wallop...after more than seven years.**

.....information from Brian Lever

*Dear John,*

*Here is the breakthrough we have been striving for.*

*Models must be under 250 grammes. This is where government legislation does not impose any limitations on operation and hence the approval of Wallop management. The first meeting will be scrutinised by the Wallop management. DT's essential, RDT preferred but not mandatory. Full details in the SAM 1066 website.*

*As you are aware, Wallop is the best free flight field in the UK for space and suitability. A number of PMFC members are involved in some of the classes being flown. Perhaps some may wish to attend by car share. There is a very reasonable Premier Inn (which I use) just 10 minutes from the aerodrome.*

**Saturday April 27<sup>th</sup>.** Vintage Coupe  
Vintage/Classic Glider  
Combined Vintage/Classic under 36”  
Hi-Start Glider  
Mini Vintage  
Under 25” Vintage Rubber  
Vintage lightweight Rubber.



During the heyday of the Co2 class Sharon Ashmole won a BMFA award and an inter-club contest with this design (I believe it was drawn by Dave Hipperson,) Yes, she rolled her own fuselage. Model is using the "Turbotank" version of the motor. Very sensitive to atmospheric conditions, but on its day...

She was a Granth\*m member at the time, but we still speak.

### Corespondence, from Brian Waterland

"Mystery benefactor:

At the 2018 Nationals PMFC members managed to get four out of the top five places in the Kit Scale event. I was fortunate to come first flying a Rearwin Speedster. Sometime afterwards a kind individual left an Easybuilt Models kit of the Rearwin Speedster on my daughter's cars windscreen. The trouble is, I do not know who it was and am therefore unable to properly thank them. \* I would be most grateful if they would contact me on 01778 343722."

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Stop press: Roger Silcock  
is the latest to join the  
Cloud Tramp gang.  
Those Kiwis don't stand  
a chance!

We are likely to get a  
record number of entries  
this year.



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\*NB: It is Brian himself who kindly proofreads this magazine. It will be interesting to see whether he blue pencils his own split infinitive...Ed

## **CLUBNIGHT:      Free Flight Conference.**

*What a night... (Oh what a night it was...it really was...such a night...)*

Your Editor is not normally given to Elvis impersonations (at least, not when anybody is listening) but this was a good one. Brian Lever had arranged the room to set off the event to the best advantage, prompting visiting speaker Dave Hipperson to say, "Wow - you have a very impressive set-up at Peterborough. Good hall to meet in as well ... I don't think there are many aeromodelling clubs that have proper indoor meetings anymore certainly not Free Flight unless it is an actual indoor flying event. I think your policy and general direction is the correct one for the current climate and I am not surprised Andrew at Aeromodeller has shown an interest in these little electric duration designs..."



*Rod's E30 demonstration. Pay attention, Mick!*

Not only did Rod Brigginsaw generously offer the essential parts of an E30 to those who requested them, but he also provided a detailed demonstration to the meeting, and a comprehensive paper on how to make use of it all. If he were to be beaten at the Nationals, he surely hopes it would be by a PMFC member.

(Please note that your Editor studiously avoids mentioning any electrical details for fear of getting it wrong: the correct source of guff is Rod himself.)

Jonathan Whitmore, who will be providing updates on our website, showed us that a new alternative motor source for the Ferry 500 class is now freely available, that a new batch of timers has been distributed, that there is a YouTube tutorial for people to make their own timers, and that the (open) class is now included in "Flying Aces." His demonstration of his latest model suggests that for some it will be the trimming skills that will now be put to the test, if all the available power is to be made use of.

The main feature of the evening, however, was the appearance of Dave Hipperson, who needs no introduction but was given one anyway. His entertaining talk centred around the life of the late Ron Draper (world champion 1956) and the experiences of meeting one's heroes.

It must be stressed that it was his initiative to attend our meeting and to bring with him some of Ron's Free Flight models. These were distributed, more or less by consensus, between members during the latter part of the meeting, and comprised rubber jobs of varying size and significant quantities of good rubber, over which Peter Adams and others were seen to be slavering. Altogether the whole evening showed PMFC at its best and did no harm to our status in the world of Real Aeromodelling.

A letter of thanks has been sent to Ron Draper's widow for her generosity.

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### STOP PRESS: Some action at last!...

real men fly outdoors!...(2)



Readers may remember a page in the last magazine in which Peter Gibbons recorded three washouts in a row on Barkston Heath. This was to continue at First Area this year, and also at the Second, except that on both occasions there was PMFC participation (particularly by the redoubtable Gerry Williamson) at least to provide the CD (Phil Ball) with some reason to be there. But what effect five bad weather events in succession may have had on long-term participation in the sport (yes, this really is an issue, as comments at a recent FFTC meeting demonstrated) has yet to be assessed. Of the 3<sup>rd</sup> March event, Peter Gibbons writes: "*This event moved from Barkston Heath at very short notice (bird Cull..Ed) to North Luffenham. It was flown in awful rain, with wind picking up strength during the day: but we did our best. We were all absolutely soaked. ("Clothes so wet," said Peter in an exclusive interview afterwards, "that it just didn't matter any more.")*" The intention was to get flights in before the wind (Freya) crossing from the Southwest, reached the East Midlands. Results in Combined electric were (on the field: as if anyone managed to fly elsewhere) 1<sup>st</sup> Gerry Williamson, beating his Nemesis Trevor Payne into second. "*Gerry's model started with a fine 2.30sec max but the next two with a soggy model failed to max but still very impressive. It suffered some damage to the wing on landing, that didn't help. P30 Rubber: 2nd Peter Gibbons 3<sup>rd</sup> Terry Bailey.*"

Well done, the lads!! Peter says the bath at the end of the day was by far the best bit! Compare conditions at Luffenham with our cover picture, pre-season testing at Buckminster, on a day when two minute flights were landing on the field!

## PMFC CLUB FREE FLIGHT COMPETITIONS for 2019:

### PMFC versus Auckland Cloud Tramp Challenge:

Date to be arranged, between 7<sup>th</sup> April and 12<sup>th</sup> May.

Location: Ferry Meadows if on a Tuesday or Friday, or Buckminster if on a Monday.

(Remember, strength in depth was our reason for victory last year: we need at least a dozen flyers on the field this time.)

**Bernie Nichols Trophy:** In the recent past this event has suffered by becoming an “Add-on” at the end of a busy day’s flying. The contest, and Bernie, deserve better than that. Consequently it was agreed at the Conference that this will become a stand-alone event, on a Tuesday or Friday evening, to be agreed after the CT Challenge has been completed.

it will be run as follows: Ballot at an agreed time, (probably around 4pm.) Once the first competitor is called to launch, we shall keep strictly to schedule, which will be, two rounds in succession, 20 minute interval, two rounds in succession, another 20 minute interval, the one final round. That should provide an intense and suitably challenging event. Two (cabin) models may be used. The VMC “Pilot” does count as a cabin model. In addition, as this is a Tribute event, an entrant may use a model built by a flyer who is no longer alive, as one of his two aircraft.

**Club Championship contest:** best four rounds out of five, as before. The Conference noted that the Builder of the Model Rule shall continue to apply in these contests. Other rules remain as before.

Dates are:

Round 1 Friday April 12<sup>th</sup> 3.30pm to 7pm.

Round 2 Tuesday May 7<sup>th</sup> “

Round 3 Friday June 14<sup>th</sup> “

Round 4 Tuesday July 2<sup>nd</sup>

Round 5 Friday September 13<sup>th</sup> 2.30 to 6pm.



Awards for: HLG/Cat, Cloud Tramp, P20, Hi-Start Glider, Ferry 500, E20 Open  
Victor Ludorum. Certificate for best cabin P20



One of the Ron Draper models, a 4 ounce Wakefield Lanzo Duplex. This was the subject of the “Guess the weight of the model” competition at the following meeting at Peakirk. At 65 grammes (for 40” span,) it is truly a work of art.

## **From the BMFA Scale Technical Committee:**

**...Andy Sephton writes...**

"Having taken over as Chairman of the BMFA Scale Technical Committee last December, I Felt it appropriate to put a few words about BMFA Scale in our Club magazine. I'm aiming To hold the post for two years, so you'll be Hearing from me again in that period.

There have been two major changes to the BMFA Scale Rules this year, the first being to allow 2.4GHz RC on Free Flight Scale Models and the second to introduce a Light Scale RC Competition to the competition programme.

Taking the latter first, the competition will be for Flying Only models which should comply with BMFA Scale Rules and have a maximum weight of 5kg. The idea is to encourage more modellers to enter BMFA Scale RC competition without having to build a 15kg model. The event will not be held at the Nationals this year, but if it proves to be popular it may be introduced at a later date. Static judging may also be introduced. There are numerous ARTF's, plans and kits on the market that are eligible for this event, so if you are thinking of taking up competitive BMFA Scale RC, then this may be the event for you.

The introduction of RC into Scale Free Flight should allow models to fly in smaller areas such as Buckminster. There is no limit to the number of functions allowed but flight marking will cease as soon as the RC is accessed. The elegant part of this is that RC throttle control can now be used as an acceptable safety device on electric F/F models to kill the motor after landing or after a crash. I would expect the failsafe to be set to "engine off," which should be checked by the CD before allowing the model to enter the competition.

The new BMFA Scale rulebook has been issued. A copy should appear on the BMFA Website, but if you need one in the meantime send me an e-mail request and I'll forward you a PDF copy.

If you have any comments or questions on Scale Modelling in the BMFA, please get in touch. My telephone number is 07872 625279 and my e-mail address is [andrewjsephton@gmail.com](mailto:andrewjsephton@gmail.com)."

Thank you, Andy. We all wish you well in your current role. Andy has been busy in the administration of model flying for many years in a number of guises, and currently is another example of PMFC members who bestride the Corridors of Power for the benefit of the modelling community, and to whom we are all grateful.....Ed.



**Correspondence:** members may remember that at the AGM the meeting voted to donate £500 to the Buckminster control line hard circle project. In consequence, we have received the following handwritten letter of thanks from Jo Halman, the BMFA Competition Secretary.



## British Model Flying Association

### Competition Secretary

Langley House  
21 Polegate  
Luton  
Bedfordshire  
LU2 8AJ

Telephone: Mobile: 07761-465835 Email: jo.halman@ntlworld.com

Patron : HRH The Duke of Edinburgh KG  
President : Air Chief Marshal Sir Michael Alcock  
GCB KBE DSO FEng FRAeS FRAeS

A Septon Esq  
34 St Neots Road  
Sandy  
Bedfordshire SG19 1LG

1st January 2019

Dear Andy

I am writing to thank the Peterborough MFC for the generous donation to the Control Line hard circles at Buckminster.

Donations such as this will make the construction of the hard circles a reality and these circles will make Buckminster into a fully-fledged flying site.

I should like to thank your club members on behalf of all the Control Line flyers and tethered car enthusiasts who will eventually use the wonderful facilities that we shortly intend to begin building at Buckminster.

Yours sincerely  
Jo Halman FMAE  
BMFA Competition Secretary



Vice Presidents: Air Commodore Robert McAlpine CBE DFC MA BSc MRAeS RAF Kath Watson FMAE Martin Dilly FMAE

The body delegated by the Royal Aero Club for the control, regulation and administration of the sport of model flying.  
United Kingdom representative to the Commission Internationale d'Aero Modelisme, Federation Aeronautique Internationale.  
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Regd. Office S.M.A.E. Ltd., Chackfield House, 31 St. Andrew's Road, Leicester LE2 6RE.



## RAMBLING AROUND IN (EVER-DECREASING) CIRCLES

February 2019

It's that time of year again – the silly season – no, not mid-August but January/February when we witness the, dare I say, very modern British phenomenon of GB closing down because of an inch of snow! Sometimes it doesn't even need to be real, eg a virtual (by definition) forecast of inclement weather can lead to the recommendation of schools/factories/offices not being manned (peopled), indeed I heard the Met Office recently say that the populace should wrap up warm (would never have thought of that myself, especially during winter!) and don't go out unless your journey is absolutely necessary – what like going to work to earn a living?

I have recently been working in Wembley, yes outside and it was b....y cold, so three of us 5.30am start in my trusty builder's wagon/metal aeromodelling tent, through the Dartford pipe, around the M25 and in on the A1. Once we even tried following the signs on the East M25 that say for Wembley Stadium leave at J16, that's all the way anti-clockwise from J1 to West London M40 – don't do it! The A40 is ten times worse than the A1! Average journey time to site is 2.5hours – at worst over 3hrs and that's sixty miles one way! Talking of that government propaganda institution the Met Office, work this one out – it recommends a kit for winter motoring including the usual food/water/shovel/blanket etc and a very sensible fuel can – EMPTY! I think I know why, it has to be the devil's alliance between those other two massive propaganda arms of authority – the EU and 'elf and safety!

When I was a lad up North (up the Mariners and yes Grimsby docks was a \*\*\*\*\* cold place to work) the Grimsby & District MAC (GADMAC then – Cleemac now (ask Tony Rushby et al) used to fly in all sorts of locations. Our 'local' was a recreation ground on the edge of town near Laceby Bypass. My first 'ton' on my re-built Triumph Speed Twin to Tiger 100 spec. was achieved/imagined on this very piece of tarmac! Back then (1960-61) we had been known to cycle there, in the snow, with Senators tied to our backs for the Boxing Day comp. Another venue was a one-time RAF base called Waltham Aerodrome, purchased after the war by local farmers and Nickersons Seed Co. – where were the SMAE? – the AMA did it with Muncie. I used to fly con-line and free flight at another local airfield called RAF Kelstern. There we even tried skis in the snow on a KK Ladybird which sort of worked and on a KK Champ which didn't!

GADMAC also flew at RAF MANBY a satellite 'drome to Binbrook – then full of English Electric Lightenings, the best and most brutal British jet fighter of all time.

When 'our gang' were playing on the Humberston marshes we could see the Bloodhound STA missile carriers at RAF North Coates swivel towards the North Sea – Russian Bears ahoy! A few minutes later a pair of Lightenings from Binbrook would fly low over our heads, and once out over Spurn Point would 'go vertical' and the tell-tail cone and doughnut exhaust of the re-heat would presage a boom boom of supersonic flight – Vertically! Minutes later the pair would fly low over our heads at cruise speed returning to base – job done! Brilliant! What a memory – only to be bettered by actually being in the cockpit? Er.... Second thoughts, perhaps not!!

The two Redfin/Sam 35 & 50 motors I purchased late last year have finally been run on the test stand – lovely pieces of miniature engineering! I also took a trip down to Weston Model Shop, Teynham, Kent, to buy one of the last ED engines we will be able to buy new, from Alan Greenfield. The engine is a Hunter 3.46 air-cooled r.r. with an interesting throttle on the rear-facing exhaust stack. I have run it briefly on the test stand but I need to return to collect the silencer which he did not have at the time, just before Christmas. So Andy Housden and I are going to make a day visit soon, when Andy will, no doubt, squander more hard earned pennies on buying more engines –



Ray's Christmas goodies. (You'll like the Rover, Ray.)

honestly some people never learn! Anyone who is contemplating a similar excursion be warned, leave yourself plenty of time – Alan can talk for England on our favourite subject. Still, one consolation, the pound had devalued so much by the time I paid and finally got away, I think I got a real bargain! BTW there is an article on this engine in Aeromodeller issue 973 (June18) by Martin Dislers.

Other Christmas presents, to myself, include a Ripmax KK Ajax and a Belair short kit of the 1947 KK Rover; interesting the latter one, never heard of it! Although when I will find the time to build these I do not know – Perhaps retire???

Well sorry this has been a real potpourri of ramblings with no real Peterborough coverage, but my attempt to reach the AGM was comprehensively thwarted by the Friday (every Friday, and Monday, Tuesday etc) Dartford Thames 'non-crossing'. Aren't we hypocritical! We sit in our vehicles moaning about the traffic jams caused by too many – Vehicles!

Well, bye for now and here's hoping you all keep well and circulating in 2019.

Ray Ewart

Senator, and repair kit.



More goodies in the workshop. An appealing sight. TWO Redfins?? Yes, a SAM 35 AND a SAM 50!



Regular readers will have been able to follow the progress of our F1D heroes in previous editions of this magazine. Mark Benns introduced the theme with “The Madness of F1D” in the Winter 2012 edition, followed by the “Sorcerers Apprentice” Martin in March 2015. Now, the apprentice is closing in on the achievements of the Master, and in a well-prepared evening talk at Peakirk he was able to move the story on a little further.

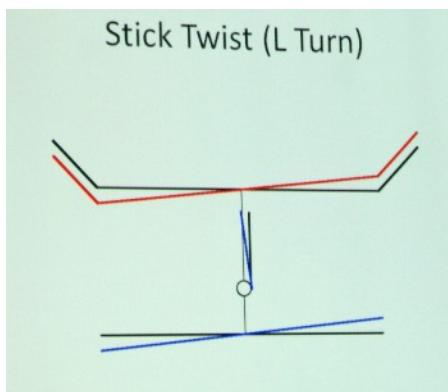
In the esoteric world of Indoor duration at International level, perhaps 100 people worldwide are participating, all seeking to acquire finite quantities of best rubber, covering material, highest quality balsa and components such as variable pitch propellor hubs. (One is inclined to wonder, rather disrespectfully, how avidly they scan obituary columns.)

Differences between indoor flying at this level and our more common outdoor activity are necessarily great, and in some cases instructive for the regular flyer. Airspeed of an F1D is close to two feet per second (an EZB would do 3 or 4 Ft/Sec.) Martin mentioned that it was the aesthetic virtue of this form of flight that attracted him. Wing loading is 0.057 oz/sq ft, lighter than which you just cannot get under current 1.4gram regulations.

CG position is critical, very close to trailing edge: 85% at least, better if you get close to 90%. Structural stiffness is vital: Ecuadorian balsa is better than plantation-grown wood from New Guinea: boron is used for stiffness on le, fuselage and tail, but comes with a serious health warning. The rubber/propellor combination is vital. Motors may last for three flights, the third wind often the best, but a fourth may be risky.

The 1.4 gramme regulations (changed from 1.2 a few years ago) has produced stiffer models, with tighter covering, separate fins and flat tails (replacing dihedral at tail tips which tended to be unstable under high torque.)

No wing warps, 3 degrees left thrust offset (for left turn) and around 2 degrees left on fin. Slight port tail wash-in counteracts yaw.



The model changes shape in flight. Stick twist (left: model viewed from behind) induces washin on port trailing edge, reducing as motor unwinds: wing should become flat in time for the cruise. Stick bow, on the other hand, pulls the tail down, and this can last for most of the flight.

Trimming is therefore more difficult in countries such as ours in which there are no halls high enough for

full winds to be used: half (or even one-third) motors have to be used. Final full turns trimming must wait until the day or two allocated at the Championship venue.

To achieve competitive duration (25 to 30 minutes) energy utilization must be maximised. Propellor RPM needs to be minimised. Climb should be slow but consistent, a fast climb is a waste of energy. Rubber (Tan2) from May 1999 or March 2002 will cost around £450 per pound weight (if you know who to buy it from) and is stored in a freezer in acid-free plastic bags. It can stretch to about 10 times its original length. It is also essential to control RPM throughout the flight via VP (variable pitch.) Hubs which would challenge a Swiss watchmaker (if any still exist) are adjusted by 1mm dia screws, and these allow the pitch to vary from high to low as the flight proceeds.

The Eurochamps are in the Czech republic this year, then it's the Mines of Mordor again (ie Slanic) for the World's in 2020.

All of PMFC and many others wish our two heroes all the best.

# PMFC Sport ‘n Scale:

incorporation part two of Russ Lister’s introduction to Bostonians.

I begin with a model from a prolific builder, Rob Smith. Rob has completed several “what if?” Models and I’m not sure if this falls into that bracket? Is it scale...or is it sport? You decide...



It is a model of the Yecal 01M. I’ve never heard of it myself.

## Design and Construction of Semi - Scale Bostonians

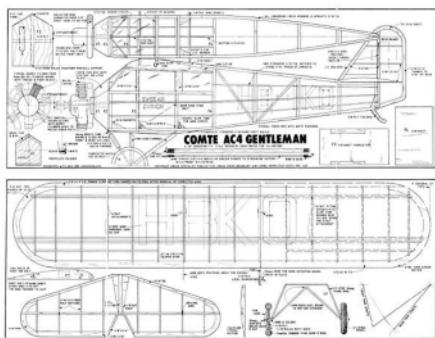
### Part Two.

Continuing with the design and build of a semi-scale Bostonian, I now reveal the chosen subject. I saw this model a few years ago, competing in the Bowden Trophy event at the Free Flight Nationals. I was quite taken with the model and had a search for details on my return. Then I put it on my ever-growing wish list. This is where it sat for the following time until I saw Peter Fardell starting a build on the HPA Forum.



It is the Comte AC-4 Gentleman. There was a plan for this model published in the Aeromodeller and it is this plan that I shall use as my “scale Drawing” guide.

The Bostonian-style name should really come next, but I have to admit that I haven’t managed to think of one that pleases me yet!



I then import the picture of the plan as an image underlay in AutoCAD. CAD is not essential but it does make life easier if you are familiar with its use. Previously I have done all scaling work using a ruler and a calculator.

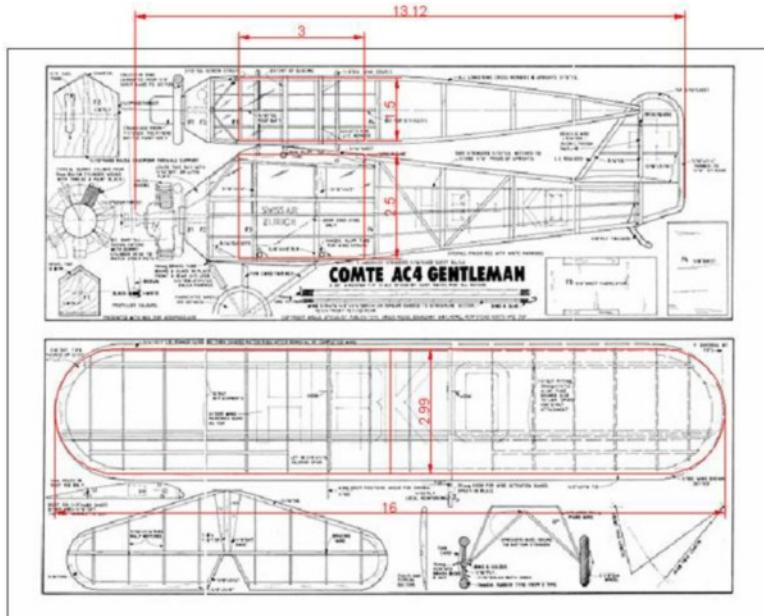
The underlay is scaled so that the wing-span measures 16". With the span at 16" the chord measures approx. 3.25"...this reveals the first alteration to be made. The maximum chord is 3" which means the amount of "squeezing" to be done is minimal. Already the subject is

lending itself to the Bostonian conversion. I shall position the wing centrally to the position of the original.

A quick measurement of fuselage length reveals that it is within the bounds so again, no problem.

Next stage was to check the imaginary box against the scaled plan for fit. The box fits easily in plan, but quite tightly in profile of the fuselage. I shall make the fuselage very slightly chunkier, but this subject is proving almost ideal.

...more next time...Russ.



**Peterborough Flying Aces Nationals SATURDAY 31ST AUGUST 2019**  
**at Ferry Meadows, Nene Park, Peterborough PE2 5UU.**  
**Competitions 10.00 to 16.15**

**3 NEW EVENTS FOR 2019!**

**Vintage Model Company "PILOT" Rubber Duration.** Senior and Junior Classes Plus Fly Off - Best Senior versus Best Junior. Note! Intending competitors may purchase the kit from V.M.C. for only £20 by quoting the code "acesfly". Model must use kit prop. Note! We would like to see that any junior has had a hand somewhere in the building of the model.

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

**Open Rubber Scale.** At last! a flight profile judged class for scale rubber models that are not necessarily "Kit" models.

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

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

**Open C02/ Electric/ Rubber Scale** Judged for flight profile and realism. Any C02 motor/tank permitted. See note re verification

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

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

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

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

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

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

**Tailless Rubber Duration:** Max span 30" (tip to tip). Max rubber 10gm, Prop 9.5" max dia. commercial plastic. (may be modified.) No in flight movable surfaces, except DT)

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

**Rubber Ratio:** NO MAX. Any rubber powered model with wing span 15"- 25" (tip to tip). (KK" Elf "is eligible). Flight score is total time in secs (for 3 flights) divided by span inches.

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

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

**36 inch Hi-Start Glider;** Any glider up to 36"span launched by the supplied "Hi start" bungee. Includes a prize for best performance of a SCALE glider (proof of scale reqd.)

**Best Unorthodox:** Must be seen to fly by nominated Scale Flight judge )

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

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

**Young Flying Aces:** Prize for Best Junior: Scrolls for top 3(Jun.17yrs or under on 31/08/19)

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

**Bumper Raffle:** Note: this is a Free Flight event: No Radio Control: Proof of Insurance required for all flyers.

Revel in the special atmosphere created at this unique event: Discounted parking. Toilets, Café, and Park Visitors Centre.

Contact Brian Waterland on 01778 343722 (07717461000 on the day).

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

(Rev C)



Please excuse this moment of self-indulgence: my Winter project, the workroom. No more excuse for gash models.

The tipple by the phone is Traditional Mead, it's my only weakness. The black fridge is for rubber, and contraband chocolate.



Sincere thanks to all contributors: a club magazine should be a "club talking to itself" and that is how we are developing. Hopefully next time we shall have some real outdoor action to report upon. Will members please remember my serious shortage of photographs, and bear me in mind when returning from events.....John



# Diary

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

## March:

15...Final Clubnight, Peakirk. Guest speaker Jaqui Sephton

24..... 3rd Area and “March Wynde,”

## April:

6/7/8 : SAM 35 Spring Fly-In at Buckminster. (Swapmeet on 7<sup>th</sup>.)

7 April to 12 May: PMFC v. Auckland CT challenge.

12....PMFC Comp Round One.

14...Combat, Buckminster.

19....Northern Gala, Barkston.

27...Free Flight at Middle Wallop (see P. 9.)

28....Indoor Scale F/F Nationals, Wolverhampton.

## May:

7...PMFC Comp Round Two.

11 and 12: Old Warden Mayfly FF Small Models /Vintage Combat on the 12<sup>th</sup>

25/26/27 Nationals, Barkston.

## June:

24 9 4<sup>th</sup> Area.