

PETERBOROUGH MODEL FLYING CLUB



MAGAZINE

June
2019



Borne on the Wind



THIRTY-TWO PAGE ISSUE WITH NATIONALS SUPPLEMENT

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



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I should perhaps explain how this magazine goes together. As soon as the previous issue hits the streets, the programme is cleared out, and the next begins. Items are written and inserted as soon as they happen, which is why the earlier pages tend to constitute a chronological diary of (mostly free flight) events. Other contributions are fitted in as and when they arrive (so if you want star billing, be prompt!) And eventually I discover whether I need more pages. If so, I resort to using a "Supplement," which is much easier than re-paginating everything. Hence a 32 page magazine this time. Eagle-eyed readers will see that I got into quite a mess in the latter part of this issue due to my continued incompetence at the keyboard. I am, of course, very grateful to those who submit text: we are involved in a broad range of activities and I like them all to be mentioned. Even Eben**zers.

In extending this issue to 32 pages, I realize that I may not have greatly enhanced the lives of Tony Becket or Brian Waterland, who prepare the magazine for e-mail and paper publication. I am very grateful to those gentlemen.

Editor@peterboroughmfc.org

Front cover: Roger Silcock, control liner converting slowly to free flight, with Dominator at one of our fortnightly winter club-nights at Peakirk Village Hall.

Rubber Flyers!

Do you have trouble with tangles? Arguments with strands of sticky rubber? Do your so-called friends make fun of you and take photos when you are struggling to make up a motor??



*You need a "CARTRIDGE LOADING SYSTEM"
Guaranteed to make life easier!*



Be the envy of your friends! Just slide in wind and fly!



All you need is plastic tube from any DIY shop, bobbins from the dressmakers and a wire pin at the front end. Good for motor storage, too!

AVAILABLE IN YOUR FAVOURITE COLOUR:

(as long as it's grey.)

CLUBNIGHT: bring a Model

.....15th st March.



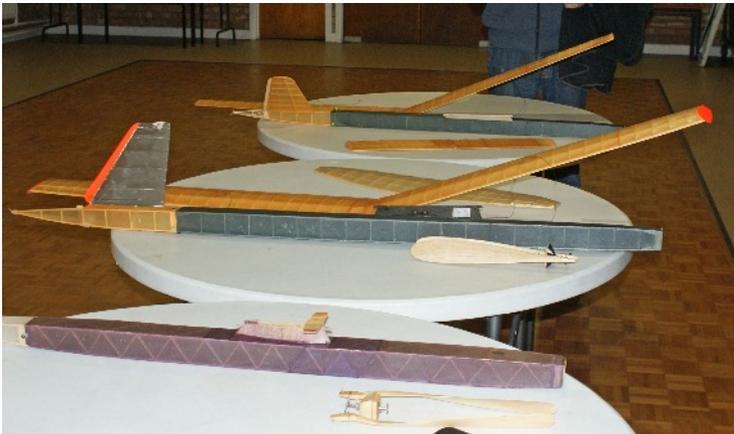
Brian Lever's Harvard from an EZE-Built kit re-defines the meaning of "easy." A challenge to build from the plan, even for one of Brian's experience. Intended for indoor use, now joining the "real men" who fly outside. Slowly overcoming trimming problems: washout and a gurney under stbd tip helped. Looks very good on the ground, is also a fine sight in the air.

Dave Leeding has built a Vic Smeed Mam'selle for single channel radio control, to make it suitable for the SAM 35 single channel precision event. Wing is tissue over mylar, and demonstrably withstood the "Bernie finger" test. DC Dart 0.5 has needle valve extended (to a degree) by Dave Causer.



Roger Silcock enjoys Vintage Combat, but without most of the recent relaxations of the rules. Here's his Dominator, his "little protest" against current trends. The AM 35 was bought second hand in 1966 and put into a similar model.

Martin Skinner's Mercury Mars. Just "...a nice aeroplane to see, said Martin. That's probably the Best of All Possible Reasons for building a model. Can anyone advise us of the Mercury range of six models, all named after planets? We could be on to something good here.



The Ron Draper models from the classic days of Open Rubber. All now have good homes, and will shortly see action in BMFA events. Does anyone know the name of the design, in which the wing stands on a slim pylon, and is rigged to the underside of the fuselage?

Pictured right, Pee Gee gets to grips with one that "looks like a Tripstick but isn't." It wound away over the Leicestershire countryside with the grace of an indoor job: a beautiful sight.



The Windbreak Club.....

Third Area, Barkston, 24th March



The PMFC windbreak just keeps getting longer!

It was rather disappointing to see, from Ermine Street, the Barkston windsock at 45 degree angles: a windspeed of around 15mph. The forecast had promised much better. And cold it was, too. But at least the turnout was good, with action all day (even if emergency repairs took up much of the time.) Martin McHugh, Mick Page and Terry Page worked on trimming, with greater or lesser degrees of success, while Gerry Williamson continued his relentless pursuit of electric glory despite a disaster caused, so the Accident Investigation Team assure us, by a thrown propellor blade. Conditions were challenging, but many were just glad of the opportunity to be on the field once again after a long layoff. There had been a useful, calm trimming day at Bucky four days before, but nothing can fully prepare us for the practice of waiting, fully wound, for just the briefest of lulls into which to launch and casting one's hopes to the winds.

Much attention surrounded the SAM 35 "March Wynde" contest for Lightweight Rubber, with an entry on the day in double figures, and still one more date to go. A full report of this has appeared in SAM Speaks, but I must mention my appreciation of those who support my "Shallow End" events. Not that there was much "shallow" about this contest, which contained all the achievements and disasters, not to mention physical challenges, of any Free Flight contest of any status. Read how Peter Adams dominated the day after a ropey start, how Top Flyers suffered contest-ending breakages, and several vowed to come back for the Northern Gala to finish the job. (See page 12.)

CLUB FREE FLIGHT COMPETITION,

.....Round One, 12th April



The pressures of being a high profile sporting superstar are clearly getting to Chris Grant.

This event will be remembered mostly for the cold, which sapped the enthusiasm of some and the competence of others.

Several high profile members were absent, to the detriment particularly of the Electric Classes, but this need not be a portent for the future.

In Cloud Tramp, Bert dropped only one second, but that was enough to relegate him to second, as Peter Adams had maxed out: quite an achievement in the conditions.

Glider required a flyoff between BML and Cee Gee, but Chris's modified Baby Buzzard had had enough by 7pm, and showed more interest in returning to ground and a warm model box. In electric, Peter Gibbons's model was outstanding, reached the lake on its first max, produced an understandably soggy but decent second flight, then maxed again with a new battery.



"Bang" went the motor: but John Brown treats the Two Impostors both the same.

Round One results:

Glider:

- 1) Brian Lever 109 + 46
- 2) Chris Grant 109 + 7
- 3) Dave Rumball 92
- 4) Dave Clark 88
- 5) Bert Whitehead 86
- 6) John Brown 79
- 7) Peter Gibbons 64

P20

- 1) Mick Page 125
- 2) John Ashmole 105
- 3) Bert Whitehead 104
- 4) Brian Lever 62

E2O Open

- 1) Bert Whitehead 59

Cloud Tramp:

- 1) Peter Adams 135
- 2) Bert Whitehead 134
- 3) Chris Grant 128
- 4) Mick Page 119
- 5) Brian Lever 93
- 6) John Ashmole 69

HLG/Cat

- 1) Chris Grant 83
- 2) Brian Lever 49

F500

- 1) Peter Gibbons 122
- 2) Mick Page 100
- 3) Bert Whitehead 89

The third annual...

...Peterborough versus Auckland Cloud Tramp Challenge

.....23rd April 2019

The date wasn't chosen because it was St George's day: that was just a serendipitous touch. The Aucklanders had asked for an earlier period this year (something to do with rugby players wanting to use their field) so Team Manager Bert Whitehead had a more difficult job than usual in choosing a suitable gap in the calendar. Just to make it harder Easter came in the middle of the period chosen, and the excellent weather over that period was due to break. As it happened, it worked out perfectly.

Nene Park was busy and quite crowded, the miniature steam train carrying visitors past our launching point, and clumps of people strolling or picnicking across the field. Most just ignore the group of evidently rather cranky elderly gentlemen with their toy planes: they are probably used to seeing us on Tuesday and Friday afternoons camped out behind windbreaks across the field.

Twelve Cloud Tramp flyers turned up: there are more in PMFC, but whatever date is chosen, there are bound to be some who can't make it and sadly three luminaries had to miss this one.

Bert was "over the top" early on, leading the way with successive 50 second maxes.

Mick Page, as last year, began more slowly, wanting to get everything right before committing himself to a comp flight. Later, a bent propshaft caused the motor to foul the fuselage top: not much, but just enough to drop two seconds, twice. He concealed his disappointment better than some of us do! Anyway, he made the team. Brian Waterland was his usual flamboyant self, but with better success this year: four flights over 40 seconds, then a max. (Perhaps all that carbon reinforcement of the fuselage is weighing you down, Brian.) The other of the Brians, Mr. Lever, had a bad day. His initial 39 second flight must have pained him, but he fought back, never fully confident with his model. The nag even threw a shoe at one point, but a borrowed wheel made the last flight possible.



Publicity-hungry competitors smile for the camera, ignoring the fact that their best scorer is on his knees in the background, (4th from left) fully wound and calling for a timer for his fifth max. There's



Enthusiastic organization, excellent choice of weather, five maxes: what more could we ask of Bert Whitehead?

Dave Leeding was responsible for the longest flight of the day, of 108 seconds, but the only reward for that was a pleasant walk in the park. Calculating that he could not make the team, he omitted his final attempt, otherwise he would have been higher up the results. Dave Rumball rolled off four maxes in a row, so must have rued his initial 32 seconds.

Chris Grant was more consistent than last year, eliminating the occasional duff flight, but is probably more concerned about the eight seconds that prevented him from reaching flyoff. It was good to see Roger Silcock, elevate himself from the world of control line and try some real free flight. Rather disheartened by his trim flights, he then shocked himself with a “42” which should bring him back for more next time. (His total is of just three flights.)

Dave Clark improved as the afternoon went on, but disgraced himself thoroughly by his attire: this Fifth Columnist needs to be watched in future! Peter Adams, who had just received a Second in Mini Vintage at the Northern Gala as well as winning the “March Wynde” outright, performed really well, in his trademark low-key manner. As usual for Peter he spent more time downwind than anybody else but that would not have been the case had his model not flown so well.

This year the “back up” team members (those who did not reach flyoff) all provided very high, consistent scores, which helped to make up for rather subdued flyoff flights from those who did make it. But by then the air was cooling noticeably as the ducks began to hoot over the lake, seeking to reclaim possession of the park for themselves.

As for the highest scoring model, I should mention that it was built directly from a VMC kit (£9.99) with only a slight modification at the wing/fuselage joint. Listening to Bert (at Barkston, four days before) and listening to Mick Page, seem to be the essentials for success.



Left: I would call Chris Grant a “rising Star” in the F/F firmament, but, like most of us, he’s been around a bit.

Bert Whitehead photo



Irrepressible BVW keeps his mind totally on the job.

After the event, Chairman Brian Lever sent the following e-mail:

“I find it a great privilege to be a member of PMFC on days such as this. The camaraderie and helpful support from all present is an experience that gladdens the heart. Bert was a truly inspirational team leader and there was nothing but wonderful conversation and encouragement throughout the afternoon. Congratulations to all those who made the top five places in what on occasions were tricky weather conditions.”



Left: Ersatz Kiwi and unashamed fifth columnist Dave Clark, revealed in his true colours!

Below: Roger wonders why there's no bellcrank.

P.A.C.T. Results, 2019

Five flights to a 50 second max.
Plus flyoff if “maxed out.”

- 1) John Ashmole.....307
- 2) Bert Whitehead 293

- 3) Mick Page 246
- 4) Peter Adams 245
- 5) Chris Grant 242

Team Total 1333

(NB same score as last year!)

Also flew:

- 6) Dave Rumball 232
- 7) Brian Waterland 226
- 8) Brian Lever 179
- 9) Dave Clark 161
- 10) Dave Leeding 111 (2 flights)
- 11) Roger Silcock 107 (2 flights)

AUCKLAND TOTAL:
...1458



Auckland win...by a large margin.

Shortly after we flew, the Auckland results came in: With Keith Trillo, Mike Mulholland and Ricky Bould all reaching flyoff and then scoring significantly better than our two, their smaller numbers beat our “strength in depth” by two minutes. A message of congratulations has been sent. As can be seen from our scores, several flyers came very close to maxing out without actually doing so: next year we are going to need four in flyoff! BVW has already suggested a Winter clubnight dedicated to Cloud Tramps: our “Enthusiastic English Amateur” approach will have to become more professional.

NORTHERN GALA, Good Friday 2019

...Barkston Heath report from Peter Gibbons



“It went up like a rocket and came down like the stick” but Gerry is still smiling!

A good turnout from the Club, weather OK at last, although it got windier as he day progressed. Gerry Williamson and Martin McHugh spent part of the day trimming E30 electric models for the Nationals: one flight of Gerry’s cleared the Heath, landing close to the woods on the western side of the base at well over five minutes duration. WATCH OUT, ROD!

Results, Northern Gala:

Mini Vintage: Second, Peter Adams, (6.00 + 2.25 flyoff, flying a K.K. Senator to great effect: he is the “man in form” at the moment.

P30 Rubber: 3rd Mick Page.

Combined Electric 4th Gerry Williamson: not a good day for Gerry, shearing off electric motors from fuselages (must use better chewing gum,) although on the plus side he achieved some very impressive climbs.

I (PG) flew in Mini Vintage with my well worn Scram, started well with a 2m max, messed up on the next two flights finishing with 4.56, a good minute down from the flyoff. I also had a go in the SAM 35 March Wynde with a Senator. Three poor flights followed, so on arriving home I got stuck in and have made a new Senator, determined to do better in this class.

(go to page 13)

(from page 12)

I ran out of time to fly in P30 rubber, but noted that the best supported class in the Gala was Mini Vintage.

Also impressive was John Ashmole, flying his Senator: when trimmed correctly these fly really well, so watch this space!

Recently I have been up to Buckminster trimming, where we could do with more support from club members (Mondays are F/F days at Bucky, other days by agreement with Manny.) Finally, at Barkston, Andy Crisp came across to the PMFC windbreak very impressed with the way we do things, and with some very nice comments about the club.



Man on form Peter Adams subjects his rather battered Senator to critical scrutiny.

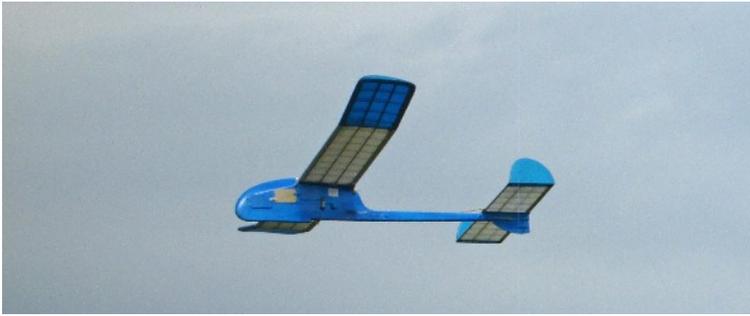
The “March Wynde” was completed at the Northern Gala. It was won by Peter Adams, with myself (JMA) gaining a certificate for “best non-Senator using a Scram (12 entries.) Full report in “SAM Speaks.”

CLUB CONTEST, ROUND TWO.

.....7th May

At 3pm the weather had adopted a stance of benign malevolence. It did not rain, but people found themselves wet. Having relented of that, it then turned slowly through 180 degrees during the course of the contest. We had bivouacked under “Tony’s Tree” which was correct to begin with, but later the walk to a safe launching point was significantly further than the walk to retrieve. Bert put in a strong shift, knowing that he would have to miss the next round. First in P20 after a flyoff was well deserved, he also shared first place in CT, since no amount of verbal bullying would force he and Mick Page to flyoff, the trees being so close. Mick had a mixed afternoon, with an uncharacteristic error in P20 (caused by the need to hurry) which may have implications later in the season. Peter Adams’ score was just a token flight to beat Mick. Cloud Tramp was the busiest class: perhaps in atonement for the defeat by Auckland the previous month.

Chris Grant took glider, having been seen practicing beforehand (someone must really have a word with him about this.)



Dee Cee's Gili looks good in the air.
(Alternative caption: it flies low enough to the ground to be photographed.)

RESULTS;

		F500	
	Glider	1 P Gibbons	124
1.	C Grant	2 C Grant	117
2.	P Gibbons	3 M Page	81
3.	D Clark		
4.	B W'head	HLG	
5.	D Rumball	1 B W'Head	90

P20

1	B W'head	150 +53
2	J Ashmole	150 +51
3	P Adams	74
4	M Page	20

Cloud Tramp

1=	B W'head	150
	M Page	150
3	C Grant	146
4	P Adams	137
5	P Gibbons	131
6	R Silcock	116



Above: looking every inch a seasoned free flihter, Roger is coming to terms with the vicissitudes of the sport.



Left: Engineer Adams has an adjustable thrustline on his CT. All you need is a

Design and construction of semi - scale Bostonians

.....by Russ Lister

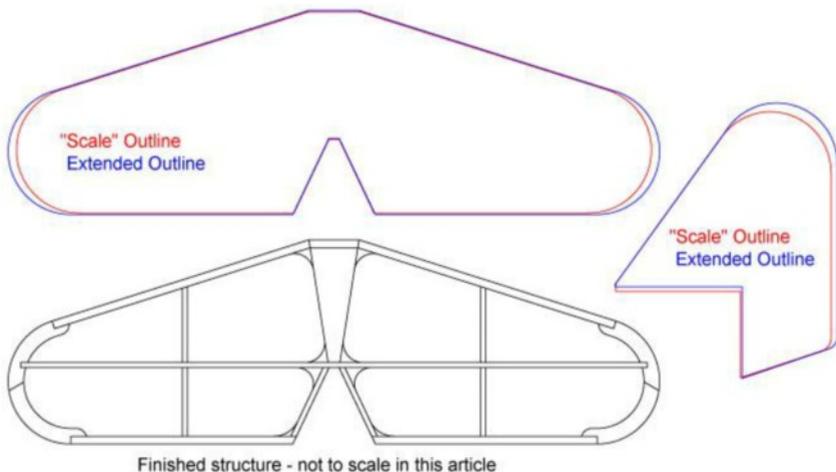
Part three: Scale considerations

As a Bostonian, this model has already been declared as semi-scale. The question now is just how true to scale it will be. As mentioned at the beginning, for the purposes of this project the Gary Miles plan is being regarded as “true to scale.” The chord had to be reduced by approx. 8% to fit the 3” chord limit. I shall use this as a marker for how close to stick to scale...quite close in this case.

Tail surface treatment:

With the 8% in mind I have decided to enlarge the tail surfaces by this margin. I try to enlarge things in a way that shows the least when compared to the original. Key to the shape is the radius of the tip and the rake of the leading edge. I have extended the leading edge at the same angle and pushed the tip radius down the line by the appropriate amount. This has the effect of pushing the trailing edge backwards slightly. The trailing edge sits inside the rear edge of the rudder, so nothing noticeable in that respect.

Next time I shall look at engine detailing levels and methods.



REMEMBER WHEN?



RAMBLING AROUND IN CIRCLES

Old Warden – Mayfly 2019

Saturday 10 May

Dartford Tunnel – 5.59AM – Yes, another successful free crossing – by one minute – this is fine art stuff now! 65mins later I am at the ATM Sainsbury's Biggleswade roundabout. Machine says 'no, you cannot have a £1000' so I negotiate a more conservative figures and as it always turns out – not enough! Into the supermarket to purchase ingredients for a 'continental' breakfast – croissant/cheese/salami plus two wine boxes, one white and one red! What has the modern world come to? Describing the juice of the grape merely by its colour – oh the shame! Actually it should have been Riesling and Tempranillo but I had to settle for Hock and Shiraz. Should get me though to lunchtime!

Fast forward to the first C/L comp of the weekend, the O&R starting event AKA Zimmer racing or Volkswagen - no – Voetsak (got it) racing. Racing! Ha! The incorruptible Brian Waterland officiating. For want of personal pride, I will not describe the actual perambulations but merely display the results:

1 st	Steve Betney/Trevor Tabor	6.04 mins
2 nd	David Goddard/Ian Bradley	4 laps, crashed, written off
3 rd	Andy Housden/Ray Ewart	7 laps, achieved in Round 1, Round 2 Scratched

But we all got a colourful rosette denoting participation and position from the lovely Moulton family. To be serious for a moment, in this horrible corporate world we must raise a glass to the people who organise/sponsor/support/and encourage humanity's more obscure endeavours – and for no personal glory. In the words of your Editor's favourite author – "Thank you one and all" (I know John, but it's called literary license.)

At this point, Sat 12.30pm, the sun is starting to peep through and the earth is warming up (local warming?) but there is still a determined chilly breeze. Next up on the Peterborough Vintage circle was KK Champ and JASCO Trojan events. Most modellers of a certain vintage are well aware of the history behind the Eddie Keil & Eddie Cosh Keil Kraft marque, but for the radio flyers amongst us the lesser known JASCO brand has an interesting provenance. One day, in about 1956/7, the owner of Southport Model Shop was wandering along the beach (very flat and large, tide goes out a long way there – local knowledge, my brother-in-law, lives at Southport) when he espied (always wanted to say that!) two local lads flying a model aeroplane (Americans and recently Antipodeans please note – not Airplane).

"I don't recognise the model, who designed it?" asked our entrepreneur.

"I did" replied youth.

"Tell you what I'll do, if I supply you with all the balsa and materials you need, how about designing some more models, for me?"

Naïve youth readily agrees and another piece of the exploitative capitalist jigsaw falls into place! By the way, the name JASCO stands for Junior Aircraft Supply Co. I cannot claim original knowledge of the above event as it was related to me over breakfast in Brian Lever's very nice caravan.

I think generally the TROJAN, which is the smaller of the two designs, is faster but of course the CHAMP is restricted to a defined engine – ED Bee Series one and two with the latter being the more favoured by the aficionados. Rules are available on the SAM & PMFC websites and possibly the SMA ... sorry BMFA website but I doubt if anyone has ever found them or indeed anything there, apart of course from all the admin/health & safety/data protection policies and all the other 'isms we are subjected to on a daily basis, in order to instruct we thick plebeian classes on how to survive this wicked modern world, by people who...OK, I won't go there – this time!

To digress a moment, which I know I hardly ever do, in the older motorcycle fraternity it used to be that Veteran was up to 1915, Vintage to 1930, Post Vintage Thorough-bred (PVT) to 1939 -every marque seemed to be in this class – and Classic after WW2. God knows what defines Modern these days?

Anyway, back to the events which consist of a ten lap timed speed element, a 50 lap two-up race (1 stop TROJAN/2 stops CHAMP) and some subjective judging of fidelity to original, engine, flying quality and some sort of concours. For

results to go on the PMFC website, as I conscientiously took photos of all the results sheets (the things I do for you, dear reader) but I think the writer was a doctor or headmaster because it is illegible!

Over towards the hedge was a group of vintage/veteran combat flyers. I don't think it was a comp but some determined practicing was going on. Brian W had made a couple of ANDURIL '69 RIDLEY OLIVER powered models designed by Mick Tierman in guess when? (My father in law comes in and says "I bought this from the 99p shop, guess how much it cost?") Brian said he was going over to join in the merriment. Now I leave it up to you, dear reader, to decide how far back in out vintage classification that unity would have pushed the assembly! Anyway, after a lot of looking, he decided not to participate - some excuse about the motors not running right - any other suggestions?

Teatime on Saturday as always consisted of fish, chips and mushy peas from a really good fish shop just past Sainsbury's roundabout into Biggleswade, highly recommended - trust me folks, I was born and bred in Grimsby remember so it was intravenous Haddock and chips suppers for me and my siblings: but get there early in the Summer months, it gets rammed.

Saturday evening morphed into night in a haze of alcohol and chat with the carrier crowd and 3K members. Talking of night, why is it always so blinking cold when camping at Old Warden, especially at 4 o'clock in the morning when nature calls?

Regarding camping, I now have a new builders' van/metal tent. It's just as cold, but this one is a medium wheelbase model and in much better nick, so when I finally retire it can quite easily become a camper van, proper beds, proper cooking and, bliss, a toilet/shower. Mind you, I will still have a long way to go to catch up with Brian L's palatial mobile mansion.

Sunday dawned bright and proved to be a beautiful day. In flocked the crowds (needed them after the dismal turnout of Saturday.) Bit worrying, though, no Speed at all either day, stunt only on Sunday, and the new pricing structure for entry fees and museum. Sod's Law really, after my diatribe last year raising the Collection and how we should all visit it more often. If you missed the display of American Limo's in front of the hangars then you missed a real treat. Total respect to the owners and restorers of these beauties and if you think you know our hobby, just speak to these enthusiasts! Whatever you think of American vehicles of the post-war era, you cannot deny that when the Americans do something, they do go for it!

Anyway the rest of my second day was spent trying out the new(Ish) Electric Wi-Fi carrier model - at least I got a score! - And I trying not to arrange mortgages down traders' alley (failed!)

I have a a error to own up to from our latest "newslime" - Tony Rushby (PMFC nemesis) took me to task for implying that the CLEEMAC club is the old Grimsby & District MAC . These two clubs have always co-existed, bit like Grimsby & Cleethorpes really. And I think Tony's brother Frank was in CLEEMAC when we were in GADMAC Would you believe they made me treasurer at one time , a bit like Fagin as Chancellor of the Exchequer! Still, I am glad to hear that Brian, son of another illustrious name in modelling, Eric Fernley, is back in the Grimsby & district fold.

Well, I've a lot more to report but our esteemed Editor says I shouldn't ramble on too long because he doesn't have much red ink left. Funny that, I thought he used a different marker because I overheard someone at the weekend say they thought he didn't have much lead in his pencil!*

Bye for now and keep circulating!

.....*(hodie mihi, cras tibi.....Ed.)

ANTIQUES ROADSHOW,

.....by Bryan Lea

I am just a poor boy though my story's seldom told but let me tell you a bit about the object in the photo. The year is 1967 and I am a spotty 19 year old Ariel Arrow riding motorcyclist about to start a new job with the East Midlands Electricity as a cartographer. My letter of appointment which I still have, sad I know, says to report to the District Engineer Mr J.W.Baillie at the office in the Market Square, Boston. My salary will be £500 per annum and the starting date is Monday 30th January. The job title Cartographer might sound impressive but my duties as a junior included doing dyeline prints from Ordnance Survey transparencies. The semi-dry process as it was called started with placing the OS original and a light sensitive piece of paper against a long semi-circular glass exposing device behind which were a bank of fluorescent tubes. Everything was held in place with a canvass cover and the appropriate exposure dialled in via a switch on the top. When the exposure was finished the paper was then fed into some rollers that were partly submerged in a bath of chemical solution. The next stage was to dry the print and to do this it was put into the Miles Copycat 42" Rotary Dryer. This was basically an circular aluminium drum containing an heating element. There was a handle on the right hand side and the print was held in contact with a canvass sheet as it was wound in. Moving on about 3 or 4 years the EMEB decided to relocate the offices from above the electricity showroom (nowadays a bookmakers) to offices converted from the old railway engine sheds in Sleaford Road, Boston. The old semi-dry process was replaced by an ammonia developing process. The old Miles dryer was taken away and scrapped but not before I had removed the maker's plate. Coming up to date I finally decided to do something with the plate. I recently went to a plastic modeller's show and bought a suitably sized base for £1 on which to mount the said plate. Several coats of MDF sealant and lacquer were required to put a shine on it and it has only taken me 52 years to get around to the job!

From the internet I have been able to find out that Miles were listed as an exhibitor at the 1947 British Industries Fair, (Olympia, Ground Floor, Stand No. B.1461), as Manufacturers of the Copycat Non-optical Facsimile Copying Machines, complete developing process and print driers.

In November 1947, Miles Aircraft ceased trading and I was born - no connection. There were many reasons for the financial problems, not all of them of the company's making and questions remain about the behaviour of the Ministry of Aircraft Production, the company's bank and certain of its financial advisors. In fact, when the company was restructured, many non-aircraft activities prospered in other hands, notably the Biro pen, the Copycat photocopier and its range of electric actuators.

So therefore I think my maker's plate must be 1947 or earlier. So with this provenance what is it worth? Not a lot probably but where would you find another one? Who knows but it is not for sale.

How things have changed in the work place. One of my little jobs was to nip next door to the tobacconists for Mr Baillie's pipe tobacco. Later the District Manager entrusted me with the job of driving his Austin Westminster to the Holland Bros. garage for servicing. I should perhaps



point out that I was a bit of a boy racer at that time but took my responsibilities seriously. The managers were all called sir, none of this first name business and all the men wore ties. Boston Gliderdrome was the place to be and appearing that year '67 were the Small Faces, Spencer Davis, Jimi Hendrix, Manfred Mann, Alan Price, Temptations and Stevie Wonder. Great times, all these stars coming to a sleepy market town in rural Lincolnshire.

Note to Editor: "I am just a poor boy though my story's seldom told" are the opening words to The Boxer, by Simon and Garfunkel.

Old Warden. Mayfly.



Top: flightline: before the Twister. (Full report in SAM Speaks.)
Below: BVW...but did he risk the Anduril ? No! (See Ray's text.)
Champ, and Andrew Green.

Is that an E20 I see there, Andy?

.....(Lower three photos by Ray Ewart.)

“Never let the facts get in the way of a good prejudice” *

*Friends of the Editor, should any such people remain, will be aware that certain areas of model flying are anathema to him. Fo*m structures, for instance. Plastic pigs. Also those Eben**zer things. Well, one has to have standards. However, in this modern society, such discernment is unfashionable, and we must learn to embrace inclusiveness. Consequently when this item reached the editorial mailbox from Andy Sephton, what could be done but to give it full billing:*

Modelair Ebenezer, 2019: Winner: Andy Sephton.

“After entering the Ebenezer event every year since its inception some 20 years ago, I finally hit some success...and a lot of it is due to our Chairman Brian Lever. The model was modified from a Black Hawk Squadron kit of a Great Lakes Ebenezer model presented to me by Brian at the PMFC Christmas clubnight, December 2017. I built the model and flew it in the competition last year but it was unsuccessful. Roll on 12 months and with the new Redfin SAM 35



The result was a predictable flying model.”

Congratulations to Andy. Was this the first win for a SAM 35 motor??



engine fitted (another initiative by Brian) the model was relaunched into success.

For interest, the kit was modified by adding decalage (there was none originally) dihedral, none of that either, making the wings removable (the alternative was one piece)and adding down and side thrust to the engine.

* A BVW quote. It would be wouldn't it?



I have mentioned in several issues the rubber propellers made so well by Spencer Willis. In an idle moment, and being temporarily “short of bobbins” he carved this monster, from a piece of balsa 37 1/2” by 4 3/8” by 3 3/4.” Just for fun. If you want a good prop for your model, glass covered and with hub, phone Spencer on 01362 821045. Price is normally prop span plus one, in pounds.

KITSCALE DURATION!

(Caution, SPIN DOCTOR AT WORK!)

It seems to be a trend in the modern world to revive an old concept by a process of “Re branding.”

So we can do it too. The Masefied Trophy is one of the most prestigious in the sport, but entries are only around the dozen when it is competed for at Old Warden on the Sunday of Scale Weekend. So, from now we shall present this contest to the public as “Kitscale (and Planscale) Duration.” Rather cumbersome, but it describes better the models that qualify, and is intended to attract more folk who may say “I’ve got one of those”

Bonuses will be added, as per the original: in fact nothing else has changed, just the billing. Just like politics, really! Now, hands up all of you who have a suitable model...

Are you ready for
the NEW FORMAT BERNIE NICHOLS TROPHY?

Date: soon after this magazine hits the streets, Tuesday or Friday...the “Free Flight E-mail Circle” will keep you up to date.

Time: ballot for flying order at 4pm.

Entry: Free.

Models: Rubber powered. Up to two may be used, one may be a “tribute” model. Cabin type, enclosed motors with undercarriage.

Procedure: Two rounds in quick succession. Twenty minute interval. Two more rounds in succession. Twenty minute interval. One final round.

Scoring: target time 35 seconds. Deviation from target will be recorded and subsequently added up. Missed flight scores 35. Lowest total wins.

Publicity: the whole contest will be written up, with photos, for Aeromodeller provided that we get enough entries to make a good story.

Award: the Bernie Nichols Trophy will be presented to the winner at the end of the contest.

I am hoping this will become a major event, like the Auckland challenge, except that this time we will be competing against each other. This should provide good entertainment, as well as kudos for PMFC, so if not entering bring a chair and picnic and share the fun. But most of all, the contest needs a good number of entries, to fix it on the calendar for the future.



There always seems to be a photographer there just when you don't want one! Mick Page is the guilty party on this occasion.

Many thanks to all contributors, who have helped to make this edition a worthy record of our many interests. Next issue shortly after Flying Aces.

...J.M.A.



Diary

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

**Coming Soon: The Bernie Nichols Trophy:
date to be announced shortly. See page 23.**

June:

Friday 28 to Sunday 30: SAM Retro Fest at Buckminster (see SAM 35 Website)

July:

Tuesday 2nd: Fourth round of PMFC Club championship, Ferry, 3.30pm.

Saturday/Sunday 13/14: Old Warden Scale Weekend, including Kitscale (and Planscale) duration for the Masefield Trophy.

Sunday 21: Fifth Area

Saturday/Sunday 27/28 East Anglian Gala

August:

Monday 19th: Ajax, Achilles, Cloud Tramp and Classic A/1 at Buckminster.

Saturday to Monday 24-26 Nationals, Barkston

Tuesday 27th Lulu and Open Hi-Start postals begin

Saturday 31 Flying Aces, Ferry Meadows.

SUPPLEMENT:

The Free Flight (and some C/L) Nats, 2019



Medallion Man:
“I’ll keep it on, even in the bath.”
 Pee Gee gets gold in E30, presented by Dave Phipps, CEO of the BMFA.

9 E30 ELECTRIC

BMFA FREE FLIGHT NATIONALS 2019

EVENT 9 E30 ELECTRIC

Sheet 1 of 1

DATE 25 May

Competitor Name	Flight 1	Flight 2	Flight 3	Total	Points
G. WOODWARD	2.00	2.00	2.00	6.00	2.00
T. L. BERRY	2.00	2.00	2.00	6.00	2.00
P. GLOANIS	2.00	2.00	2.00	6.00	3.00
R. BROWN	2.00	1.75	2.00	5.75	
C. BROWN	2.00	1.58	2.00	5.58	
A. BROWN	2.00	2.00	2.00	6.00	2.00
M. PETERS (1)	2.00	2.00	2.00	6.00	4.00
G. WILKINSON	2.00	1.03	2.00	5.03	
S. PULLITT	1.00	-	-		
D. DAVITT	2.00	-	-		



A very weather-affected event, with high winds and heavy rain on the Sunday, and the same (but slightly less except when BML was retrieving) on the Monday. It would appear that the Scale events were particularly affected.

**BMFA Nationals, Sat 25th, Sun 26th, Mon 27^h May,
.....at RAF Barkston Heath, Grantha**



As Amundsen said, “An adventure is the consequence of bad planning.” So here’s the story of PMFC adventures, told by P.G:

Saturday: BMFA Electric, 3 x 2m30sec plus flyoff.

Gerry Williamson flew in this event with his huge 3-cell electric model, flew carefully all day to finish with three maxes . I (PG) was downwind when his model flew towards me with a fine 2m 50 sec flyoff time: the model was high enough to have flown for a further one minute plus but sadly d/t’d early, so it was not to be.#

My Nationals or “I’ll get this DT’ing thing right one day!”

I was entered in BMFA Electric, but having accepted Rod Bigginshaw’s offer of an E30 power system I had built a model for this class, with some chivying from Pete Gibbons. After an eight second motor run test flight I entered this as well.

I had decided to use my all red BMFA model as I thought it would be tempting fate to use the yellow one with all the rape crops about. The gods were with me and I managed three maxes to get into the fly off.

As I had no acceptable timer for my E30 model I had fitted it with an old fashion fuse DT. The first flight was perfect apparently; it maxed, as was the third. The second was woeful; having waited for the “good air” I had forgotten about the smoldering fuse, which caused the model to DT just before the end of the motor run from good height. No max!

The fly off for BMFA Electric was at 7.10. By then it was overcast, we had some rain. I now had a dilemma, Increase the DT or fly with no DT. The decision was increase DT to 4 mins, the problem was I couldn’t adjust the timer, so left it.

Good climb, slight stall off the top, DT at 2.30, 2.58 by the time it landed, 5th place.

The BMFA electric model has maxed every competition flight this year!

So that’s early d/t’s from both Gerry and, in Hi-Start Glider, Chris Grant, who missed a flyoff for that reason. (At this stage, please do not glance at page 23.....Ed.)

Peter continues: So we can’t put you in the world cup squad yet, Gerry. Anyway, your hair is not long enough. HOWEVER, congratulations to your soccer playing granddaughter who is Arsenal, England, now in World cup squad . Well done, from PMFC: we shall be watching your progress in the forthcoming Womens’ World Cup.

E30 Electric. 3 x 120 plus flyoff:

The plan was to try and get three of our club into the flyoff which nearly worked out. Gerry finished with two maxes but...er...d/t'd early. Peter Adams dropped one flight in very tricky conditions, but had two maxes. My (PG) E30 model flew OK all day with three maxes making the flyoff in which it produced a superb 3m 28sec time to take **first place** against four others.

- 1) Peter Gibbons 6.00 + 3.28
- 6) Peter Adams 5.25
- 7) Gerry Williamson 5.01

Sunday 26th:

The day started off cold, very windy with rain showers, some heavy at times which contributed to make part of the day a nasty experience, but things were to improve later.

P30 Rubber 3 x 120

- 3) Mick Page 5m 01 sec.



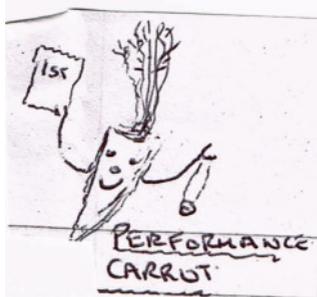
It was hard to concentrate for this event after a difficult beginning to the day, but Mick found good air on two flights. The model was a Spencer Willis "Sweet Pea" of which excellent kits are readily available.

The rest of the PMFC F/F team struggled in the conditions but a special mention must go to Peter Adams flying his Lanzo Duplex eight ounce Wakefield in the SAM 35 event with two very good flights. I am sure this will appear in the SAM 35 write-up.

(Ed The full, illustrated account of SAM 35 events at the Nationals with the usual attention to detail and respectful regard for competitors appears in "SAM Speaks" due at the end of June. Ed)

We must also say well done to Dave Leeding for playing his part in the running of the Bowden in the most difficult circumstances: true grit, indeed!

Monday 27th.



Peter G and Peter A together with Martin McHugh and Terry Bailey decided to try and fly Senators and my Scram in Mini Vintage. I dropped time on the first flight at 1m 45sec, but my second flight cleared the 'drome with a great climb and an easy max, the same for Peter Adams, who began with a 1,35sec flight followed by a two minute max, the two models landing together in the same field. Meanwhile, Martin McHugh could not get his Senator to perform properly, one decent flight followed by the model turning over in the high wind



“Bringing them home”

A large part of free flight involved walking back against the wind (Peter’s went further than mine!)

Lulu was a walkover, as after seeing Ken Bates model destroy itself, nobody else was foolish enough to have a go. (Apart from this chap!)

Another loss was that of Terry Bailey, whose plane went into a huge thermal for over five minutes with no sign of coming down...so far not found.

Finally to finish, special thanks to John Ashmole for running with his team the SAM 35 events over the three days: more folk are now having a go and entering. Well done also to Brian Lever who got among the medals: these I expect will be covered in more detail in the SAM and Scale write-ups.

...and Special Thanks to Mike Woodhouse and his team of helpers for without these superb people none of this would have happened. THANKS, MIKE!

...and thanks also to Peter of the “High Performance Carrots” for his report. ... Ed

Free Flight Scale, and the Bowden Contest

.....by Brian Lever (and others)



Photo: “A prial of Peterborough Aces...
or “a bewilderment of Bri(y)ans(photos by Russ Lister)

KIT SCALE: A most enjoyable low key event held in the best weather of the week-end, sunny and fairly calm.

BML: Three flights to a 30 second precision requirement.

1st: 475 turns 21 seconds

2nd 545 turns 22 seconds

3rd 665 turns 23 seconds

Total error 24 seconds.

Those who know best reckoned I picked poor air each flight as the launch and flight path for each one were nigh on perfect.

Brian Waterland Rearwin speedster:

First flight: a rocket like climb finishing, thank goodness, with a very fast glide for a 29 second flight. (1 sec error.)

2nd flight: 6 second error.

On winding for the third flight the motor exploded within the motor tube. Fortunately the whole mess came out very cleanly, trapped within the motor tube. A fresh motor was quickly made up, installed and wound..

3rd flight: 13 second error.

Final placing **SECOND!**

The Bowden Trophy, 2019

.....BML reports.

Wetaher: very windy, rain showers, cool: horrible!

B.M.Lever: K. K. Outlaw, Irvine Mill 1.3

Round One: Engine revs turned up in an attempt to get the model up quickly.

Model reared up from launch with no takeoff run. Climbed with erratic flight path created by higher engine revs than it was trimmed for.

Flew off own main runway. After engine cut, settled into decent glide. Landed on runway for 43 seconds (target 45 seconds.) Flipped over in high wind but mercifully was not blown down the runway.

Second Round: Placed 1/16" ply under the tailplane leading edge to reduce erratic climb of first flight. Slightly reduced engine revs.

Model did make short takeoff, stooged round overhead without making too much height. Turned downwind eventually. Motor cut, glide steeper because of packing. Made 30 seconds, to just achieve a scoring flight. Model retrieved with no damage. Scored joint equal highest points of 155 but marked down (quite rightly) because of erratic power flight path, to take the SILVER MEDAL.

Brian Waterland: Veron Deacon with lengthened nose and sidewinder engine installation to suit left hand starting, plus a larger fin.

Round One: (Two minutes to start and release model.) 1st attempt flipped over.

Restart and then second attempt. Ground loop.

Restart and third attempt: long slow climb out and only eight seconds error!

Second Round: Long slow climb out to six feet maximum altitude heading towards spectators who scatter in alarm. Model turned and went into the ground at less than 30 seconds flight time - scoring zero. Result 7 out of 16 who flew. (Only seven people recorded a valid score.)

The very difficult conditions made everyone a winner for attempting to fly and a bonus was still having your model in one piece after two launches.

36" Hi-Start Glider.....BML/BVW/JMA report:



“The gentleman’s way to go flying.”

M Page photo.

weather: Very windy, cold and wet.

BML: Frog Diana, 1950.

1st flight (max 60 seconds) 62 seconds, just short of Ancaster Road. Walked back, in torrential rain and was soaked through upon arrival at control. Second flight last seen at 4m 38 seconds, and way out of airfield. Model lost. So, two maxes and then retired, very wet.

BVW/(with help from Jane Austen) Mercury Gnome:

1st flight 43 seconds. I rushed the next two flights having decided that it he’d delighted me long enough. It was my grandson’s 11th birthday and I wanted to be home to join him in a celebration curry. I rushed the next two flights (returning times of 17 secs and 20 secs) correctly described by John Ashmole as “laughable!” Of course, on the way home the weather improved and the sun came out.

JMA: Taking things very seriously, both Chris Grant and I would have/could have/should have challenged serial winner Stephen Fielding, but each managed to find ways of demonstrating our lack of competence under pressure. But we’ll get ‘im next year!

Roll of Honour (for some!)

PMFC Nationals Results

Kitscale, 2nd Brian Waterland.

Bowden Contest: 2nd: Brian Lever

BMFA Electric 5th Gerry Williamson

**E30 1st Peter Gibbons (This places Peter 4th in the
“Nationals Electric Championship”)**

6th Peter Adams

7th Gerry Williamson

P30 3) Mick Page

14th Martin McHugh

Mini Vintage: 7th Peter Gibbons

9th Peter Adams

C02: 4th Peter Gibbons

SAM 35 Free Flight:

Classic A/1 2nd: J Ashmole

8 ounce Wake: 3rd Peter Adams.

Lulu 1st J. Ashmole

Hi-Start: 2) Chris Grant

3) J.Ashmole

4) Brian Lever

5) Brian Waterland

6) Peter Gibbons

H

**If I have missed you out, I apologise: please let me know
and I shall put it right in the next issue.)**