

PETERBOROUGH MODEL FLYING CLUB



MAGAZINE

2012



IDES OF MARCH EDITION

Produced in conjunction with our website
www.peterboroughmfc.org



“FOR LOVE OF THE SPORT”

So what do exam invigilators think of, during those long hours of watching the Younger Generation (bless 'em) striving to achieve yet more government-imposed targets? In my case, I found myself wondering what progress I would have made in our multi-faceted hobby if I were not a member of PMFC.

I should not be flying f/f electric precision jobs were it not for the assistance of Ian Middlemiss. My enjoyment of four-stroke motors was imparted to me by Tony Wilson. My larger electric R/C jobs are back in the air due to the generosity and skill of Stephen Turner, my best C/L motor only runs thanks to a venturi being made by Mick Groom. I should probably be languishing in a padded cell but for the guiding hand of Bernie, and this magazine would not be in existence but for the time and patience of Marc Ashby.

(Hence my present attempt to make some kind of contribution in return.)

But that's what a club is. At least, that's what PMFC has become, and many other members have similar occasions to be thankful for our collective expertise.

Editor@peterboroughmfc.org

If anyone reading this have not paid their subs for 2012, this is the last you will hear of PMFC, and will no longer be a member of the biggest small club in the district. Please contact Richard Arnold at once! He's at 21, Signal Road, Ramsey PE26 1NG, and wants £12 for PMFC and £31 for BMFA unless you can prove that you have paid that elsewhere.
.....Membership@peterboroughmfc.org

FLYING AT NENE PARK

Free Flight at Ferry Meadows: Tuesdays and Fridays

Control Line at Thorpe Meadows: Mondays and Wednesdays

Times: 1.00pm to dusk at both locations. Please carry your club and BMFA Cards with you as the rangers may wish to check that you are a genuine PMFC member.

Thanks to our excellent track record we were successful in renegotiating our agreement with the Nene Park Trust. This extended the C/L hours and, although the current agreement runs from February to October, we expect to be able to fly all the year round. We will be having a meeting with the Head Ranger with a view to mowing part of the C/L circle (and removing some thistles.)
BVW.

FRONT COVER: John Thornburn's Cheshire Cat impression typifies the pleasure to be gained from Real Aeromodelling.

HOT AIR

FREE FLIGHT NEWS FROM
PETER GIBBONS



Welcome to another action packed year of flying with the following dates and events to be held at Ferry Meadows:

Friday July 20th: P20 rubber, using 6 grammes rubber, 1 Min max,
Three flights.
Catapult glider, 30 sec max, three flights.

Friday August 3rd: P20 rubber, 6 grammes.1 min max, three flights.
Catapult glider, 30 sec max, three flights.

PLUS PLUS PLUS: our newest venture at your leisure:

PICNIC IN THE PARK
Friday June 29th.

Bring your own food and enjoy our first Bungee Towline Glider Event.

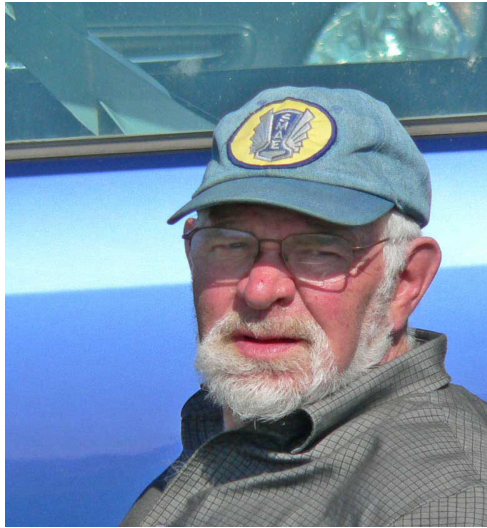
36" Max wingspan, any design, all entrants will use the bungee provided. Simply pull back and try to get your model to fly to the max, which is one minute. Three times.

Arrive for the picnic by 1.30, the contest will start at 2.00pm, continuing into the evening to accommodate latecomers.

A bottle of wine for the winner. And the acclaim of your peers!

Last year's Friday evening winners were: P20...Peter Adams (twice.)
Catapult glider...Mick Page .

TONY WILSON



So the name of Tony Wilson will never appear on the Bowden Trophy.

What irony it was that, while dealing with the models and equipment of his good friend Harry Perkins, Tony should himself be told that he had a terminal illness.

He faced the news with a heroic stoicism that is an example to us all, as he began at once to apportion his vast stock of materials among his friends while calmly making detailed arrangements for his departure.

Few of us know much of his past, though he had fond memories of duck shooting on the marshes north of Moulton . We remember him as one who remained staunchly loyal both to his friends and his prejudices. With the humour of an ex-engineer, he would justify his decisions with “My grandfather was a plater on the Titanic.” End of debate. As befits a Vintage enthusiast, he was reluctant to embrace much that was modern, although it was with a complete lack of irony that he would describe the members of the FFTC as “dinosaurs.”

Much of Tony lives on in his models, some of which will fly, I am told, in his beloved Bowden Trophy this year. He has passed on to us motors, plans and parts which will keep him among us, in a sense that he would appreciate, for a long time to come. But it will be a sad remembrance, for our friend will no longer be there.



What's all this about the

Electric “Bowden”

Then?

Originally, this was Harry Perkins' project. Thanks to his efforts (and his personal expense) several of these contests have already taken place. It is too good an event to lose, fits comfortably into the format of the Barkston Inter-Club comps, and should be accessible to a large number of flyers, even if we do not normally take part in contests.

By the way, before continuing, I should point out that this is a re-written version of an item that I was asked to write for the Gr*ⁿth*m Club newsletter recently which made recommendations for the conduct of the event. I suggested that our aim for 2012 should be to encourage the largest number of modellers to take part: once a core of flyers competes regularly, we could then move more closely towards the “genuine” Bowden rules. Consequently at present I would rather speak of an “Electric Precision” contest, and retain the honoured name of Bowden for subsequent years when we more nearly approach its ideals.

What do you need to take part? Any CABIN model THAT YOU HAVE BUILT may be used. A timer is nearly essential (some have competed without) but no airbourne trim adjustments may be used. Oh, except a d/t to go off after 60 seconds, if preferred. All this means that those little scale electric models that many of us keep for small field flying would be welcome if the weather allowed: also Vintage types, of course, but remember the requirement for a cabin. We know that a “Simplex” was flown in the Bowden at the 2011 but it was on the understanding that it would not feature in the results.

So, for those of you who have diesel jobs, why not just build another fuselage for electric use? In fact, any model could win; there is, as yet, no preferred type for this style of contest.

What do you have to do? When it is your turn to launch, fly for as close to 45 seconds as you can. Twice. That's all. This would be very easy, except that all the other chaps are trying to do the same. No long retrieving is necessary, so those of us who are (how can I put this?) ah, I know..."of a more sedentary disposition" should not have to exert ourselves any more than nurse normally allows.

To be a little more precise, I proposed the following, (and I understand that Dave Leeding, who will be CD, has accepted these suggestions.) This application of Occam's Razor to the previous rules is to keep things simple and draw in as many competitors as possible.

- * Model: as described above. The owner is responsible for the safe Operation of the electrics.
- * Entries: up to two, but only the better score will be entered in the Results.
- * Competitors ballot for running order.
- * CD allows two minutes to hand launch. If the first flight is less than 20 Seconds a reflight can take place if still within two minutes.
- * Competitors begin with 100 points per flight. One point is lost per second deviation from 45 seconds. But if the flight is less than 30 seconds or more than 60, the score is zero. (Perhaps I need to justify this business of 100 points: Firstly, it's correct Bowden practice. Secondly, it paves the way for the addition of "style" points, RoG bonus and any other refinements as per the real thing for the following year. It also allows the timekeeper to clock off in the event of a flyaway, and for the use of d/t's in the event of a flight overrunning.)

These electric precision contests will take place at the Inter Club Comps on Barkston Heath on the following Saturdays:

June	30th
July	28th
September	29th.

I understand that electric models can also be entered in the Interclub Cabin Power event on June 30th and the Keil Kraft event on October 27th. The results of all these electric precision events will contribute towards the Overall Club Championship, which last year was won by Gr*nt*nm. PMFC members have a solemn duty to put this state of affairs to rights. The other participating clubs are Cleemac and Morley.

How to convert a diesel free flight vintage model to brushless

By Ted Szklaruk



(The unedited article and a series of photographs illustrating the process is available on the PMFC website.)

This is very simple and quite easy to do. My example uses a Tomboy that I used to fly with a Mills .75.

- 1) remove diesel engine and mounting bolts.
- 2) Use a Perma-Grit tool and sand off the nose to make a new end face..
- 3) While doing so, sand a couple of degrees of right thrust into the new face.
- 4) Drill two holes into the ends of the original beech engine bearers. Then an oversize piece of scrap light ply should be screwed into the bearer ends using two wood screws.
- 5) Roughly carve and sand the new light ply nose plate in situ.
- 6) Screw motor onto the new nose plate, and re-fit to the model.
(The website illustrations make all this very clear.)
- 7) Drill a couple of access holes in the fuselage for the Peterborough FET timer and ESC speed controller wiring and it is all finished.

My brushless motor setup consists of a cheap 10gramme outrunner from Micron, a 5x3 APC propellor and a 2 cell 450 LiPo stuffed securely into the engine bay where the Mills used to be. For those new to brushless electric flight you could of course just buy the readily available KP brushless timer from SAMS Models or KP Aero and it will work.

The Tomboy flies consistently well in left hand circles followed by a smooth left hand glide. Should you ever wish to revert to diesel again, all you need to do is remove the two woodscrews holding the light ply mount and reinstate the Mills engine.

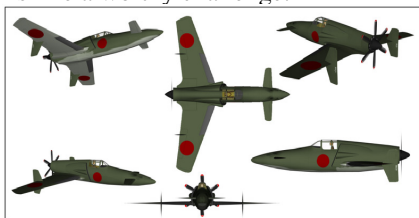
For details of the brushless wiring circuit used in this Tomboy, see Website, technical article August 2011. While there, see also Ian Middlemiss' article on the latest KP Timer, posted December 2011.

THE BUCKET LIST SURVEY

“The Bird of Time has little way to fly,
And, Lo! ‘Tis on the wing...”

The e-mail “Bucket List” survey produced a wide variety of responses from all disciplines; the hobby of R/C, the sport of C/L and the pursuit of F/F. Indeed, while some thanked me for making them think about their aeromodelling ambitions, I was also mildly cursed by those among whom the whole idea had aroused such angst that we are soon likely to need our own dedicated PMFC psychiatrist.

At least Rob Smith is clear about his aims: to get a plan published in a magazine that isn’t an Ebenezer, and to build a “really good flying scale model of a Kyushu J7W1 Shinden, my all time favourite aeroplane.” It seems like a worthy challenge.



So no danger of a Shindeneezer, then.

LEVER/WATERLAND AND ARNOLD/NICHOLLS In FRANTIC FOTO-FINISH GOODYEAR FINAL!

Here’s Richard Arnold on the tensions, the effort and the pleasures of competitive C/L:

“ Having come back to Aeromodelling after a 35 year break I was very keen to learn control line stunt, as this is what I did (or tried to do) as a boy. After two years of trying it seems it will be sometime yet before I shall be able to do the “schedule.” (BVW says Richard’s vertical nines are a sight to behold - Ed.)

Last year quite by chance I had a go at Mini Goodyear, initially just one up; wow it’s easier that stunt. Bernie Nichols said we should enter the Mini Goodyear at last year’s Nats, and he had acquired a plane that with some repair work would be a good starting point. So, entry off to the BMFA, a little practice and we were ready to go.

Come race day we were definitely nervous, didn't want to make fools of ourselves, but heyho, we won the first round (lost the second & failed to qualify) but we enjoyed it so much that we are planning our 2012 assault on MGY. A new model is in preparation, engines are being tuned and we are keen to race." Then Richard adds:" But above all, I just want to have fun with friends I have made at the club, turning round in circles."

On the latter point, Roger Simmonds, who has seen the film, reminds us that "...the 'Bucket List' is really a Buddy Movie, in which the heroes find that companionship is more important than achieving their goals. The real value of a Bucket List is in helping others in their endeavours by sharing plans, motors, skills and encouragement. As Paul McMahon said, this article could encourage cross-fertilisation. (Well, he actually used the phrase, "Dating Agency.")

The ever-competitive Brian Waterland, who also covets the Mini Goodyear podium, remembers a challenge from the past, but seems to want someone else to take up the baton:

"Way back in 1993 I designed and built a 4 engined electric powered free flight scale Lancaster, and flew it in the F/F Scale Comp at that year's Nats. The model was built solely to prove it could be done and was not up to the standard expected of a Nats model. However as a multi engined model it would gain a lot of bonus points and I gave it a clip on u/c to permit RoG. Having qualified via a hand launch in strong wind, I went for the RoG. On release the tail lifted most realistically, it took off, and then promptly rolled left, went behind a Marquee and totally destroyed itself.

I found the trophy last week, and it says I came first! But since that day I have never seen anyone enter with more than two motors.

I would really love to see someone finally do that RoG with a 4 engined Scale model. Surely someone...?"(This model was the subject of a plan feature in Aeromodeller March 1994, which shows it flying serenely over Old Warden.

Roger has written extensively, indeed lyrically; so much so that it would be inappropriate for me to omit anything. Consequently his "A Smoky Bucket List" c/w illustrations is now on the club Website under "Members' Models." Well worth a visit, (but not until you've finished reading this.) The Bert Judge Hawker Hunter is high in his list, understandably as this beautifully functional design was making news during our formative years (when heroes were heroes; remember Neville Duke, a kind of aeronautical Malcolm Campbell?) There's a Hunter in a garden centre near me. (Swords into ploughshares?) I've asked Roger to give us the gen on motors, fuel and availability for the next mag, as several folk have shown interest. (Rob Smith, incidentally, wants to "...get a flying scale Hurricane to fly from my catapult." Not sure that "Smoky" Simmonds would approve!)

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Making himself comfortable on the couch, Kevin Tatlow (he of the push-me-pull-you propellor) dreams of Fillon's flying boat. (Picture, anyone?) Oh, Kev, build a Fillonezer and have done with it! He also wants to have a go at Vintage Glider and "...stop wasting time on the web and forums and build more instead of huffing and puffing about it."

Paul, aka "Victor Meldrew" McMahon is in a state of "stickiness" and clearly needs to get out more. A Scorpion with a "ratty diesel" would do nicely he says, adding "If you hadn't jogged me with this survey I probably would have just left it another 30 years. Again." Try a 2.4 Letmo from Flitehook, Paul, & have you seen my Super Scorpion on the website?

"It's the beauty of the flight that moves me," he says, and John Coleman feels the same: his response to a recent flight at Ferry cannot be recorded here lest the Ladies or children should see this page. The model in question was a Cloud Tramp. That's all it needs. Last year, when Bernie and I were flying one of my power jobs, I think it was the 60" Bandolero (2.4 Letmo) a passing retriever, I forget who, described the event as "The Platonic image of a flight." So, that box is ticked, then.

DAVE LEEDING WINS BOWDEN

Ted Szklaruk arrested for GBH.
(C.D."Stable.")

Well, make it so, Dave. Your "Tomboy" is uncannily consistent. There is an element of luck in all F/F events, but practice makes us luckier. "It was watching the Bowden some years ago that re-whetted my appetite for F/F yet again," he says.

Ian Middlemiss dreams of an EDF Saturn rocket which releases a space shuttle glider at its zenith. No, this is not the wind-up I thought it was. He means it! If anyone can make a ducted fan model like that go vertical, he can. Tickets are on sale for watching the trimming flights!

On a much more down to earth level, a "...bog standard Ajax would stretch my imagination and ability." Interesting that Ian would refer to the (supposed) limitations of his (boundless) ability with regard to an Ajax. He's right, of course, it ain't easy to succeed with such a simple device, despite the tens of thousands that must have been glued together, warped and subsequently lobbed about by schoolboys such as myself in the fifties. But we enjoyed it. After all, competence, like truth, beauty or contact lenses, is in the eye of the beholder.

Revisiting the past is a major theme in these cogitations. Bernie Nicholls has plans (literally) for a Debutante and a Chatterbox. In the less aesthetic world of C/L he favours a Cheshire Kitten (a little sparless job for .5 to 1.0 c.c.) Also, to my chagrin, a Peacemaker. Now, at present he leads me by two loops to one in the Great Sexuagenarian Stunt Challenge (manoeuvres don't count if you fall over at the end.) So part of my BL, which is to do eights and inverted flight without destroying the model, had better come soon. The soon to appear Kombat Kapers may live long enough to do it.

Now, about the Eric Fearnley Bird Dog. When Martin Skinner eventually gets round to blowing off the dust we shall see this pretty little project in action. Send us a pic, Martin. There is also a 50" WACO glider pending, but "...the worst experience I have ever tackled" is a Gee Bee QED C/L, from a plan which bore little relationship to the sizes of components. (What's new?) "The final bit that is to compound my problem, and keep topping up the bucket, is my desire to build all the Frog Junior and Senior rubber models. Mike Stuart's fault for putting the drawings on line. My local model shops only had room for Kiel Kraft and Veron on the shelves. So the House of Frog came as a revelation to me."

Brian Lever, a kind of aeromodelling polymath, has a Spencer Willis kit of a Mini Manxman. That's tailless rubber - a simple build if you can do tubular balsa fuselages, but an interesting trimming task. If you see it, do remember to compliment him on how well he has carved his propellor: he must have paid a lot for it. (Check this, Kevin, it was on your list too; it's on Mike Woodhouse's website.)

“Of all sad words of tongue or pen The saddest are these: “It might have been.”

David Shipton goes for an R/C scale Spitfire. Leaving a part built Mick Reeves job in the loft (shame) he contemplates an electric version (wise). Well, the plans are out there. Like several others, David would like to walk backwards in time, and fly a Jetex model or KK rubber scale. In fact, the more he contemplates his hobby future, the more wide-ranging his aims become.

David Clark modestly feels that he will never top his “Beaufighter” of last year. “Did I Really build that?” he asks as I do of my model Fishing boats. But he will, and they will be mostly Scale, both F/F and R/C.



As for myself, it may be an anticlimax that my choice of a R/C 1st. W.W. Biplane rather lacks originality. One fifth scale will do, for a slow-revving four-stroke. I have been trying to move towards this in increments for years. Trouble is, I have terminal hang-ups about scale detail and colour finishing which has resulted in more aborted projects than any other class of model. Any more room on the couch, lads?

FOOTNOTE: Thanks, folks, for your contributions to this item. It may be worth keeping this thread running, so please keep in touch with updates. By the way, did you notice something? **Not one correspondent made any mention of ARTF models!** What kind of a flying club are we??

CAESAR SHALL GO FORTH

(And finish second.)

DRAMATIC END TO GYMINNIE CRICKET MATCH AT BUSHFIELD.

18th February,
2012

Caesar, in the form of Brian Lever, established his superiority early on, and waited imperiously, fiddling with other projects while burning ambition raged around him. Sixty nine seconds: was it enough?

The knives were out, as conspirators circled ominously, “Honourable Men” plotting his overthrow. The choice and wisest spirits of the age tested the air, took the auspice and wound themselves up for an attempt.

Dave “Cassius” Shipton, new to this form of skulduggery, began by scoring 60 seconds to place himself in the foremost rank of challengers. But would it be enough?

Russ Lister, calmly, patiently, carved out some consistent times, but with all who took part scoring 50 seconds or more, it became clear that tension would rise as the moment of truth approached. David Leech followed so very closely behind, eager to make his mark on history, but with barely a minute to go, Shipton, who had been changing motors and even stripping rubber in his determination to strike the fatal blow made one final thrust, but to no avail.

“Brutus” Lister had done the deed! The tyrant had fallen, ambition’s debt was paid. A Capitol achievement. But next year, Russ, watch your back!

1st:	Russ Lister	70 seconds
2nd:	Brian Lever	69 seconds
	Dave Shipton	69 seconds
4th	David Leech	68 seconds

(So close were the scores, that Bernie will accept times to the tenth of a second next year.)

(Note from Editor: for all copies after the first production run, some photographs are missing. That’s because I inadvertently deleted them from my computer. This page, and page 9 are the ones affected. Sorry!)

ROUNABOUT

The Control Line Column

THE FIRST TEN LAPS.

(or, How I B. Came a B. Lever.)



It was 1956. I had built a Phantom Mite with ED Bee Mk2 in 1955. It never managed a lap. It's fate was under the front wheels of dad's car, when I left it in the garage after engine testing. I then built a KK Ranger

Class A Tear Racer. Not a good choice to learn on. However, it only cost 27/6 inc. Purchase Tax. With pocket money of 2/6 per week this meant only 5 weeks of saving up-QED. Christmas 1955 brought forth a 1.5 DC Sabre. The Ranger was built (planking and stiff leadouts), the Sabre was fitted, and off my brother Ian (now Chairman of SAM, bless him), and I went to circulate. The Sabre was fired up, the model took off with me at the controls. It flew a perfect wing over (not what Team Racers are designed to do) and thwacked hard into the rough patch of mud we flew from. The outside wing parted company from the fuselage and although it was later glued back on, the very stiff leadouts prevented any further daring do. So what to do next? After 18 months of saving, building and crashing, no laps whatever had been achieved. The KK Champ was called a trainer, was cheap at 12/9 inc. Tax, and I was beginning to realise that I needed a training aircraft. By now it was August 1956. I saved up and bought the Champ. The kit was very complete, even including a ply handle and thread lines. This was duly built, and the Sabre fitted. The Sabre, by the way, was never quite the same after its first good crash In the Ranger. I'm sure something became slightly bent. Off we went to fly the Champ. The Sabre was fired up, the Champ took off, managed a half loop, crashed inverted, and the fuselage broke in two.

This was glued together on numerous occasions, as every flight crashed before a lap was completed. This serious state of affairs was mentioned to my Grandad when sat in his workshop one Sunday morning. He considered the matter carefully and concluded the problem was me using "this weak balsa wood." He suggested we should build a Champ in his workshop out of best ply. I was not sure about this approach, but decided it was an idea worth doing. So it was that the following Saturday I was in Grandad's workshop with the Champ plan, and under his eagle eye cut out the parts by fretsaw and glued and nailed them together.

The finished model was painted with best marine varnish, which gave it the look of my parents' oak dining table. It was probably only slightly less heavy. The battle scarred Sabre was once again mounted in the nose and the leadouts were suitably free running.

Once again brother Ian and myself set off to the mud patch adjacent to the local cricket pitch with the plywood Champ and a bottle of Mercury Number 8 fuel. The Sabre was coaxed into life and on 30' thread lines the Champ rumbled across the mud. With full up elevator It staggered into the air after a half lap take off run and rose to the magnificent height of three feet from where it refused to go any higher However it did

continue to proceed forwards, and after a few more seconds one full lap was achieved. The Sabre continued to run, and with the model clinging to the air (just) nine more memorable laps were completed. All on full up elevator. When the Sabre spluttered to a halt, my plywood Champ plunged back to the safety of the mud. On inspection it had no damage and had flown ? ten laps.

All this had taken over two years to achieve so you can imagine I was over the moon with excitement. We filled up the tank and did it all over again. And again. Although I was not to know it at the time, this event was to bring me a lifetime's pleasure in building and flying control line model aircraft and to enable me to enjoy rich friendships reaching across the globe from like minded enthusiasts.

Like most things, they start from small beginnings.

Thanks, Brian.



Stephen Turner about to get into a flap

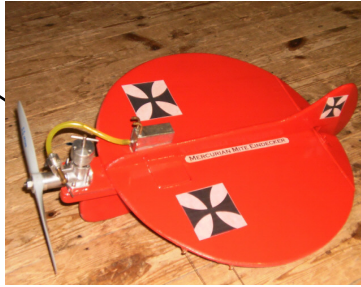
THE MIKE LUCAS MEMORIAL FUND

Did you know that our use of Bushfield is part-funded by the late Mike Lucas' Memorial Fund? A model builder of the highest order (many of his models have been sold by Christie's), including steam locomotives, model boats and oil engines. His relatives kindly arranged for a substantial sum to be invested in model gliding and, by extension, traditional model building.

Tony Becket reports:

The Fund was organised in 1994 by John Butcher to commemorate Mike Lucas who had been an enthusiastic and long term modeller. Each year since then money has been available with the intention of encouraging traditional building and design skills. Perhaps in more than any other branch of aeromodelling the free flight community still continues with these skills. To encourage this, the Fund has been contributing to hiring Bushfield for indoor flying where traditional models are well in evidence.

Paving The Way



Members of PMFC take some pride in the fact that among our numbers are creative inventors who can advance the technology of the hobby. Step forward Richard Arnold, whose 1.5 PAW powered Mercurian Mite with Red Baron markings will doubtless be making us all run for cover at Old Warden this summer. The disc is made from two laminations of 1/8 balsa with thinned white glue between. Thinned white glue? So, where does all the moisture go? Result, one wavy wing. Solution: a fortnight under a paving slab! See? Innovative again I'm sure he would be delighted to give us a demo at a clubnight, if we could find volunteers strong enough to carry two half-hundredweight slabs into Peakirk Village Hall.

UNDER NEW MANAGEMENT

Thanks to the hard work already done by Bernie Nicholls and Marc Ashby, it has been a relatively simple task to continue the PMFC tradition of an occasional magazine. The hard part for me was to master (master?.Ha!) the necessary computer programmes to publish it. Putting the words in has been relatively straightforward but constructing pages, printing and assembling will be a challenge. Please don't laugh if the pages come out off centre or in the wrong order. All mistakes are mine...all the good bits are our contributors. Thanks are due to them all, and please feel welcome to send material for our next edition which should appear, D.V, as soon after the free Flight Nats as possible. Tell us about your latest creations, and any events you have been attending, so that this mag. becomes an accurate reflection of our activities.

Quotations provided by: Omar Khayyam, Mike Hailwood, Stanley Holloway, Harold Macmillan, and a gentleman from Stratford. Eclectic, Eh?

EVENTS

“Events, Dear Boy, events...”

Interclub Competitions, Barkston Heath: (all on Saturdays)

April 28th. Lulu Gliders, Cloud Tramps, Senators, Tomboys. Also, the Dunsterville Memorial Bowden

June 30th Kit weekend, for glider, rubber, under 30”scale, cabin power. Also electric precision .(see page 5)

July 28th. Mini Weekend: HL/Catapult glider, mini Vintage glider & rubber, ½a power. Electric precision

September 29th Vintage/Classic glider, <25” rubber, P30 rubber, SLOP. Electric precision

October 27th Keil Kraft Weekend. Glider, 2 wheel u/c rubber, ditto power. Frog Senior Rubber.

(For more precise definition of these specifications, contact Editor or see PMFC website.)

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BMFA Dates:

March 25	4th Area (Barkston available to all BMFA for f/f)
June 3,4,5.	Free Flight Nats
June 10	Festival of Flight, Barkston
June 24	5 Area
July 22	Sculthorpe (Stan Horne Memorial Bowden.)
August 25,26,27.	R/C & C/L Nats.

PMFC Dates:

March 9:	Oundle Indoor
March 23	Whittlesey Indoor
March 16	Peakirk
March 30	EGM to adopt constitution Please be there!
Sept 2:	Flying Aces.

Club events at Ferry Meadows

April 6:	Good Friday at Ferry, from 10am
June 29th:	PICNIC IN THE PARK
July 20th:	P20 and Catapult Glider
August 3rd:	ditto

(See page three for details.)

Old Warden Dates:

May 12/13:	Mayfly: Rascals on Sat, Mercurian Mites Sat & Sun, Ebeneezers Sunday.
28 & 29/7:	Scale Weekend, 8 & 9/9: Festival of Flight.