

PETERBOROUGH MODEL FLYING CLUB



MAGAZINE

December

2015



PLANE TALKING



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



Nothing that is mentioned in the pages of this magazine can begin to equal the list of achievements which, due to their late arrival, I have crammed rather unfairly into the bottom of Page nineteen. We are proud to have Mark Benns as a member, and we are delighted to see that he is excelling in events both indoor and outdoor at National and International level. Many other members are flying the flag for our club as we will see in this issue, and this reflects well on all members. It is well said that: “A rising tide lifts all boats.”

The big change at the Annual General Meeting involved the appointment of our erstwhile Vice Chairman, Dave Clark, to the heights of chairmanship. We welcome his appointment and I hope that all members will provide support and encouragement in his new role. Dave is prominent in free flight, control line, indoor flying and even some radio control, so he reflects a wide range of PMFC activities. That means, of course, that the ever-enthusiastic Bernie Nichols has, for reasons of health, stepped down to Vice Chairman, where he can provide continuity and support. I am sure the whole of the Club will join me in extending our good wishes to Bernie, our thanks for all the work that he has done in the chairman’s role (much of which takes place behind the scenes) and we look forward to seeing him at as many of our events as he can get to. I am particularly pleased that he has lent his name to the “Bernie Nichols Trophy.” (but more of that later.)

Editor@peterboroughmfc.org

COMMITTEE for 2016:

Chairman	Dave Clark
Vice	Bernie Nichols
PRO/Secretary/Magazine	John Ashmole
NPT/Indoor	Brian Waterland
Treasurer/M’ship Sec:	Richard Arnold
F/F Sec	John Ashmole
C/L Sec	Brian Lever
R/C Sec	Dave Shipton
Scale	Russ Lister
Safety/Ferry Liaison :	Dave Rumball
Webmaster	Tony Beckett

Club Subs for 2016:

BMFA £33, Jnrs £17

PMFC £15, Jnrs £1

**To: Richard Arnold,
21, Signal Road, Ramsey,
PE26 1NG**

Front Cover: Rob Briggins Shaw (National champion) brightens up a dull day at North Luffenham (see centre pages)

PAGE THREE MODEL:

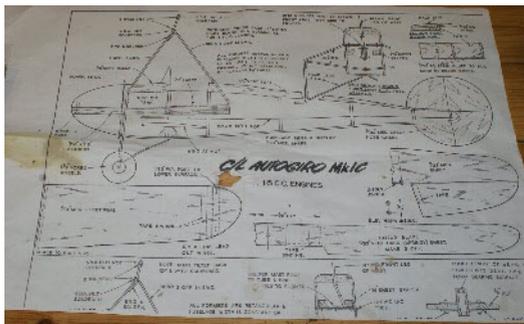
Steve Turner's C/L Autogyro



First shown at last year's UFO meeting, the job is now finished, with the high quality engineering that we would expect of Steve. Uses a PAW 1.5.

Signal down the lines feed a servo for throttle control. Will it hover? Will it fly?

Steve also recommends the similar APS "Hoppity." Dec 67, by W.I.Barrett. Steve has the article. Who's game to take him on, folks?



(Senhor Isidro, por favor, nao leia as proximas duas paginas.)

Gentlemen, we have a problem....

Portugal may be historically the most consistent ally to Great Britain, but that doesn't mean we are obliged to submit to them in the sporting arena. But we did: at Flying Aces, Team Portugal came first, second, third and fourth in Cloud Tramp (and then rubbed in their success by winning the Scramble with the same class of model.) A response is essential!

Now is the time for all good men to come to the aid of the Club!

Andy Sephton is first to respond:

“Getting the best from a Cloud Tramp”

I'm not sure why, but our friendly editor asked me to write about getting the best from a Cloud Tramp. It may have something to do with the success I had at the 2012 Flying Aces with one, but who knows? Anyway, thinking about it, there's no real secret it was all done by good old-fashioned down-to-earth modelling practise.

My first port of call on any competition was to look at the rules. For the CT, the model should be built to the downloadable plan with small mods being allowed. What are these mods? I asked. “Well, you can use a double bearing at the nose, and you can camber the wing at the root,” said Brian Lever...but he followed his answer with a comment that it's not really worth it as the one he built to plan flew OOS at a recent Ferry competition. So the decision was made there and then to build to plan, or at least, as close as was practical.

What of the competition itself? That one was simple: 5 flights, no max and the best and worst flights discarded.

Looking at the model, in order to perform it had to fly for longer than the others consistently. That meant a light airframe, a good prop and good rubber. I also wanted a stable airframe, one that wouldn't warp or twist under flight loads, so balsa choice became critical, too.

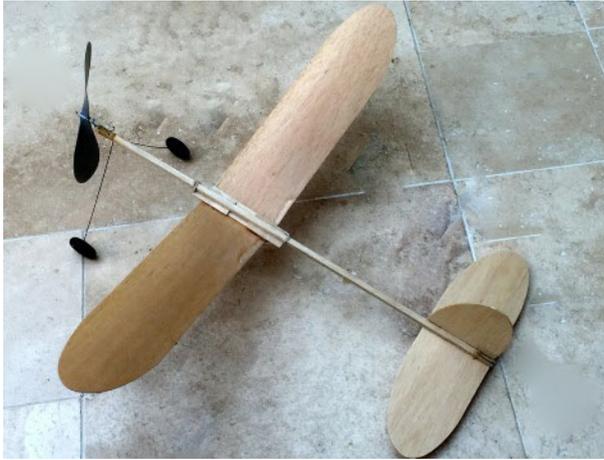
I had three colleagues who were attending the competition for the first time and they wanted something to fly. Accordingly I said I'd provide it, the CT being eligible for several competitions on the day I selected some nice, light even grained wood and set to, to build five airframes...yes, five! Three for my colleagues and two for me, giving me a spare just in case I lost one.

After building and weighing each assembly in turn, wing no.3 and fuselage no.2 made the lightest combination. They were immediately reserved for my competition model. The other three fuselages and wings were handed out on the day and kept by my colleagues.

All the models were built to the plan with the exception of the nose bush. I combined the U/C wire with a loop at the front of the model to hold a Peck Polymers nose plug. It kept the flavour of the original model in that the nose plug was free to move in its housing, making it effectively a single bearing. The removable plug also allowed a prop change, should one be needed.

On the subject of props, experience in indoor Peanut and other duration competitions led me to the conclusion that the grey plastic Peck Polymer props were about the most efficient available at the time. Accordingly, one was fitted to each of the five models and balanced by scraping the heavier blade. A single PTFE washer served as a bearing and an “S” or “Z” hook was

*The original Charles Grant building article can be found at
WWW.theplanpage.com/things/ct/ct.htm*



Andy's Cloud Tramp. (Several years of use caused damage to the wing roots, so harder wood has been spliced in at the trailing edge.)



Rear hook bound to extremity of model. Note also cuts for rudder and elevator trim tabs.



(Above) Combined U/C and nose plug holder.



(Left) Nose plug, Teflon washer and Peck Polymers prop. Note "S" or "Z" hook and simple free wheel on prop shaft.

bent into the rear of the shaft to prevent the rubber winding off the hook. The rear hook was bent as plan and bound to the extreme rear fuselage - see picture.

They also needed wheels: my good friend Derek Knight came to the rescue with a pack of a dozen or so when he next came to stay.

The next critical item was the rubber motor. I'd just returned from the Flying Aces event in the USA where I'd purchased several boxes of Super Sport rubber. Most batches available at that time were good, so that was what I used on the day. A motor of about 24" long, of two strands of 1/4" or four strands of 1/8" worked best, with 1200 to 1400 stretch wound turns giving a still air duration of about 60 seconds. I trimmed the models using rudder for a left/left flight path. I cut into both the fin and tailplane to produce rudimentary trim tabs. There was no point in trying to go right as the thrustline was set at zero/zero by the tension of the rubber making both torque and prop airflow produce a left roll and turn moment respectively. To help counter the initial power burst and to help a left turning glide, I warped a little bit of wash-in on the port wing. The original model was like that, so that was fine by me.

Beyond that, all I did on the day was to pick the air into which I launched. A minute or so was a good flight time to aim for as much more than that would have the model into the next field or even the lake. I just made sure that I wasn't launching into any sink!

All that remains now is to wish you good luck with your Cloud Tramps and if you enjoy ours half as much as I enjoyed mine, then I'll have enjoyed mine twice as much as you...!!!

Many thanks to Andy for the above.

Please take note that, as well as using a CT at our Flying Aces (not forgetting the Scramble during the day) and the commemorative Mass Launch day, **there will be a class for Cloud Tramps in the six 2016 Club Contests** (plus the three "Rubber Bowden" events), so there is every reason to have one or two CT's ready for the new season.

But most important is the need to restore national pride when Team Portugal next comes to call.

Right: At the BMFA AGM, Andy was presented with the BMFA medal for his work on Indoor Scale promotion and has been nominated for an RAeC Bronze Medal.



ANNUAL GENERAL MEETING and PRIZEGIVING

.....27th November 2015



A third of the club was present to offer sincere applause to the outgoing Chairman, Bernie, as he sat down after his last address, a heartfelt appreciation of our club, its members and its achievements. Dave Cark took over seamlessly, in what turned out to be the only change in the committee for 2016 (see page 2.)

Following a brief discussion and vote, the meeting chose to accept Richard Arnold's recommendation that there be no change to our club subs on this occasion, although an increase will be necessary next time.

(There was, incidentally, a vote of thanks to the absent Richard, for the "behind the scenes" work that he does as Treasurer and Membership Secretary.)

Important information about the forthcoming parking charges, to be implemented by the Nene Park Trust (but that will not affect our flying sessions) and the current banning of "Drones" by the NPT, was given to the meeting. (See page 23 for these.)

The purchase of a projector, or similar, for use at Peakirk clubnights, suggested by Brian Waterland, will be considered at the forthcoming committee meeting. Also at his behest, a donation of £100 was approved, in favour of our chosen charity, the East Anglian Air Ambulance.

After the presentation of the free flight contest awards, slightly compromised as Mick Page, who won three out of the four, was not present,* voting took place for the following:



Brian Oliver Trophy:

(experimental models/techniques)

Rod Brigginshaw

Control Line:

Mick Taylor

Free Flight:

Peter Gibbons

Eric Young:

(achievement in support of hobby/club)

John Ashmole

Pee Gee was voted the Free Flight award by the members present, for his enthusiastic marshalling of the Outdoor Gang

*** WILL SOMEBODY PLEASE BUY MICK A CALENDAR!!!!**

THE PEAKIRK COMMUNITY BUILD

...by Brian Lever and John Ashmole

Masterminded by our indefatigable Brian Lever, this most successful event brought the mysteries of freeflight to the young and old(ish) of Peakirk!



They should not have been surprised. With Brian, an active member of the Peakirk Village Hall Committee (our regular Friday meeting place) living in their midst, anything could happen. For the congregation, one Mothering Sunday, to see a “Butterfly” circling above their heads taking a tissue heart up to heaven., to the sight of control line team Lever/ Turner, resplendent in red noses in keeping with Children in Need lapping (all precautions duly taken) at high speed on the village green for a “How many laps in 12 minutes?” and raising £750 for charity. In that village the profile of our sport could hardly have been higher.

Brian takes up the story:

...so it was a natural extension to see if anyone in the village could be tempted into building a model aircraft. A mailer was produced showing the BMFA Dart and Gyminie Cricket and extolling the benefits of both designs. For just the cost of purchasing the kits, mums, dads and children were encouraged to meet at the Village Hall on up to four Friday evenings from 19.00 to 21.00 where, with the help of PMFC members they would be given instruction and all materials to complete their chosen design. Soon the pre-printed forms began to appear through my front door. Interestingly, all parties chose to build the Gyminie even though I indicated that it was the more difficult model to build. Perhaps it was the fact that I had mentioned it had a superior performance compared to the Dart that won everyone over.

Young Jack (9) chose the Gyminie because “...it’s got aerodynamics.”

Three adults and four children were up for the challenge. Not a great take up, but as events were to show we could not have coped with many more when it came to building instructions. However, what I was not prepared for was the power of Facebook. After the first evenings building session these families posted their activities on their Facebook pages and by lunchtime of the following morning over 200 folk had viewed and made their comments!

One thing we quickly discovered was that if you have a group of enthusiast who have never built anything, never mind a model aircraft, then a great deal of attention is required to ensure they are kept on track. Thus it was that PMFC members stepped up to the plate and with consummate patience helped to keep fingers from being cut, sticks of balsa to form wings and eventually to have this covered in lightweight tissue It was a credit to all concerned that six Gyminie Crickets were completed in only

three two-hour sessions. Of particular note was the comment by Heather Revell (one of the mothers building) that this was the only activity in which she, her husband and her three children (14, 12, 10) could participate and enjoy as a family unit.

To everybody's delight and relief, brief test flying in Peakirk Village Hall proved all models to be successful flyers.



And so to the great day: It is a credit to all builders that they all turned up on time for the eagerly anticipated day. However, as is often the case in aeromodelling some hangar rash had occurred on the very morning of the event. All the Revells' family models had been carefully placed in a specially made box and this was placed on the dining room table prior to departure. As they came to collect the box and leave the house who should be sitting in the box? The family cat!! Unfortunately, of the five models, three arrived at Bushfield in various forms of collapse. Once more, PMFC members immediately set to work with skill

and copious amounts of Cyano. Within 30 minutes all the models were once again able to take the air. And take to the air they did. With plenty of trimming support available, it did not take long to have these models suspended on the ceiling and requiring the roach pole on a number of occasions to retrieve the errant Gyminies.

One lesson to be learned was that a strong climb does not produce good duration when flying indoors. As early times were recorded on the scoreboard, 16 to 18 seconds were the norm. But that was only the beginning.

Above and right: from building board to stopwatch: young Poppy (10) A careful and assiduous builder, experiences the satisfaction of real aeromodelling. She was to break the 40 second barrier.





"It's not what you know..." Andy, along with many others, was generous with advice. Heather "I'm going to win this!" Revell made 72 seconds! (Andy himself made 87 in the club comp.)

Flight times, remarkable as they were, took second place to sheer enjoyment as new found skills were gradually developed. Will they be back? You bet they will. They have already diarised to be back at Bushfield on 2nd January and have requested help to build Cloud tramps for flying at Ferry Meadows in the springtime. Who knows there may even be more additional Cloud Tramps at Flying Aces next year .

As for general aeromodelling publicity? The day after flying at Bushfield the Peakirk Facebook page had many hits as villagers caught on what they had missed. So I think we can say that the Community Building Project was certainly an enjoyable success and one that can be rolled out across the country.

Any takers, BMFA?



Honorary Granddad, Martin Skinner, discusses aerodynamics with young Jack who was this excited (below) when he broke 20 seconds: His best was to be 30.



The Other Side of the Fence

Over here in the Vintage arena, life is quite simple. Some fidelity to shape and style is called for, but there is great freedom in the fields of colour, trim and motive power. A brief glance at the “Members’ Models” section of our website will show that I have been turning out such models for several years. They all fly, look nice in the air, and are generally undemanding to build and maintain.



There may be many elite groups in aeromodelling, but free flight scale is surely one. Bernie, over the fence, watched by an appreciative crowd.

There is no shortage of advice and encouragement, whether within PMFC or from sources such as the Aeromodeller columnists who write with a self-deprecating style as if trying to prove that they are ordinary folk, like us. They’re not. Scale building requires such a high level of accuracy because the leeway granted to Vintage and Sport models is denied. Every square centimetre of surface must be thought about. A scale model is shape, colour and texture and the greatest of these is texture. The indefinable “feel” of the model. My “Road to Damascus” moment came when reading an Aeromodeller colouring special (does anybody have a copy?) from the seventies. You may say that it has taken me a long time to act upon it, but I would match my model fishing boats, built in the nineties, with anyone in the country.

But then the damn*ed things are expected to fly as well. Aye, there’s the rub. Without concern for weight saving, it would be relatively easy. Perhaps I should avoid the challenge of indoor scale for a while and build for outdoors where the odd gramme or two may not matter.

Paint or coloured tissue? Can tissue be dyed and not fade? Humbrol enamels, or Acrylic? Or inks, may be, as Peter Adams has demonstrated. Will one colour show through another if overpainted? Do you put cellulose over enamel, or enamel over cellulose?

My wife says stopwingeingandgetonwithit. Is she right?

.....JMA

Just another day:

8th Area, North Luffenham, 18th October.



There is a lethargy in the affairs of men which, taken at the ebb, leads on to indolence. On this morning, bed was still warm, outside a lowering sky promised rain, wind and Autumnal gloom, and there was rugby on the tele. OR, we could get up promptly, choose a symphony for company on the journey, and cruise over to North Luffenham, where the free flight gang was commencing the Autumn trilogy of season-ending events.



And what a very good day it turned out to be, with twelve PMFC members fully involved in a variety of classes.

Rod Briggins had generously signed over to Mick Page full deeds and title to one of his E30 models for the duration of the day. Peter Gibbons, granted freehold in perpetuity on another Rod-built job, was similarly equipped. Most generous. Now, no good deed ever goes fully unpunished, as they say, and in this case Rod began the day by dropping one of his flights. He was more concerned, however, to see Peter, who really needed just one more trim flight to open out the glide circle, drop one of his. Pee Gee, ever the sportsman, accepted this disappointment with equanimity, (he was to finish second on the field, fourth nationally) especially when watching MP's progress. Taking his time, checking every parameter thoroughly, choosing adequate air with care, Mick came through with the three required maxes and, at the end of the day, a huge 5.15 flyoff flight which did not show any inclination to descend until he



“Of all sad words of tongue or pen, the saddest are these: It might have been.” One of the lessons of the day was, don’t allow the systems to let you down, because they certainly will if left to their own devices. A too short d/t fuse, a switch in the wrong position, and the day’s work is over. Write on back of hand: “Check twice, launch once.”

Another lesson is: yes it is well worth getting out of bed to attend these events: good company, good fun and, occasionally, a Result. On this occasion a **FIRST** for Mick, who was not only best on the field, but came top nationally, beating class master Trevor Gray by a few seconds.

Start of a new career? MP with RB's P30



Terry Page's Norman Marcus Bazooka

Martin McHugh’s very professional management of his Coupe, four maxes (out of five for that class) and only six seconds dropped, rivalled MP’s performance as PMFC man of the Day.

His very competent day’s work gained second place Nationally; frustrating not to be first, perhaps, but a result to be proud of.



Just a blur! Martin shows how to launch a Coupe.

Plus ca Change...*

The Power Nationals, August 29th to 31st.



The two Brians testing their limits in the cage, battles on South Bristol's beautifully prepared Mini Goodyear circle, an idyllic Saturday evening flying F/F Scale against the setting sun. Ditto on a windier Sunday, then the annual Monday washout in which hardly any flying could take place.

We can record with pleasure, however, that Mick Taylor won Vintage Stunt (see also page 22); in F/F CO2/Electric Scale Gareth came second and Bernie third, while Waterland/Lever were second in mini Goodyear with a surprised Lea (pitman Turner) coming third.



Bernie launches for Richard Arnold in Mini Goodyear: but it was not to be their best day.

Later in the day, he was to go the other side of the fence, and make probably his best performance in Electric Scale with his "Grasshopper."

Mini Goodyear at the Nats

....report by
finalist Bryan Lea.

*(...and why BVW needs to go to
Specsavers!)*



PMFC fielded there teams at this year's BMFA Nats. Last year's winners Brian Lever (BML)/ Brian Waterland (BVW) , Bernie Nichols/Richard Arnold and myself Bryan Lea with Steve Turner. Preparations for the event consisted of a shakedown session at Peakirk on August 17th. Improvements suggested by BML and BVW included a compression screw lock, new tank and more elevator movement. Just to put things into perspective, our model was timed at 37 seconds for ten laps compared to a blistering 23 seconds by BML/BVW. For the Nats our aim was just to compete a race in reasonable time. We're not here to win, we're here to learn!

On the Saturday of the Nats before the real racing started we did a couple of flights to check the model. Then, for our first 100 lap heat, I was flying with a young chap, Charlie Waters, and his model was much faster than ours so we were well beaten. As a rookie pilot I was conscious that I shouldn't whip the model or fly high, but the CD kept calling out "fly high, Bryan, fly high." I think this particularly applied when other teams were pitting. We were so slow that the CD called time after ten minutes before we had finished our 100 laps. With rain forecast we opted to take our second heat shortly afterwards and I was now flying with a young lady called Anais Huning. Again we were the slower model but some good pitting by Steve meant that we completed the 100 laps in a reasonable time. I didn't enquire as to the actual time as I knew that our model was slow compared to everybody else's but we had some fun which is what it is all about and as last year I had not crashed or caused opponents to crash.

Next day, Sunday, I spent some time watching R/C Scale then drove over to the Mini Goodyear circle and watched the junior final from the comfort of my car. I then got out and went over to the tarmac to watch the Class B Vintage team race final. Brian Waterland came up to me and said "Where have you been, we've been looking for you, you're in the final." I said, "You're joking," he replied, "No, I'm not!" How did that happen, then, our fifth race as a team was to be in the National Mini Goodyear final and my first three - up race and first 200 lap race! No pressure there, then. As expected the two other teams were much faster than us so all I had to do was keep low and let them do the overtaking. I tried to land our model as near to Steve as possible. At one point in the race BVW landed their model at our pitting station mistaking Steve's PMFC sweatshirt for that of BML's. This probably cost them the race but being the true sportsmen that they are they shrugged it off as just one of those things.

In the final five stops are required and our model was doing more laps to the tank than expected so for our fifth stop I deliberately flew it into the ground. I didn't know (must read the rules next time) but apparently fifteen minutes is the time limit for a 200 lap final at which point we had completed 184 laps but what the heck, we were THIRD!! The most amazing fifteen minutes of intense concentration and fun were over. Congratulations all round. BVW paid me the compliment of saying that he thought, "... it was the first time a rookie pilot had completed a 200 lap final without causing a line tangle." - So, well pleased with that. When we got the official results we found that there were ten entries in Senior Mini Goodyear but only four teams returned heat times, the rest either retired or did not finish. BVW/BML were the fastest with a time of 4.58 compared to Steve and my 8.34. The hare and the tortoise. Only BVW/BML and ourselves returned times in both rounds one and two. That all goes to show that to finish first, second or third, first you have to finish. I still haven't had to overtake another model: perhaps next year.

Finally, many thanks to the South Bristol club for running the event and especial thanks to team mate Steve for doing an excellent job of pitting.

British Goodyear, Saturday and Sunday:report by Brian Lever



Last Man Standing...is that good?

For 2015 we had none of the last minute panic difficulties encountered in 2014 (i.e the wrong length of lines and incorrect compression screw.) We had managed one brief practice prior to the Nats on some pretty unsympathetic tarmac at Barkston on a wet, cold and windy evening. Apart from flying the model and returning it to land safely, little was gained from a racing point of view. However, we did pick up a considerable amount of FOD (lumps of solid tar) which were given to Grantham Club member Ian Hibbert who was delighted and said he would return them to the RAF with considerable aplomb.

British Goodyear is the first up racing class at the Nats, so we had to be at the circle early on the Saturday morning. We were using PAW brew which BVW had painstakingly mixed. Basically, more paraffin and less oil than used in 2014. Once again we decided on a (flying) strategy of playing safe while attempting to improve on our best heat time of 6.31 achieved in 2014. Prior to the heat the motor was

copious amounts of Waterland fingers over the cylinder head and venturi. Once fully warmed up the motor ran sweetly. However, on stopping the motor via. cut-out and restarting it immediately, it once again exhibited the symptoms of running cold. With this symptom continuing we were called to fly in our first heat. We were given pit position two (sandwiched between the other two teams) and when the start was given the motor started first flick but once again exhibited running cold. So BML had to hold the model on the ground until the motor “came in.” With it up to speed the model was released and we were racing but BVW was already well behind the other two models. Even with holding the model on the ground to warm up, the engine was still not up to maximum smooth revs. We never did find out the times we made for the first two heats (no results were posted for any of the racing) and apart from one hard landing which bent the u/c but (soon sorted out by BVW with a pair of pliers) they basically went to plan with safe flying and pitting. However, we were not really able to race with the slowest model in each of the first two heats. The final heat took place on the Sunday and this had given BML time to think about the motor cooling problem. Two seasons ago the team had experimented with O-rings around the cylinder head of the Mini Goodyear tuned 1.5cc PAW when flying in cold conditions at the Barton Bash near Manchester. This had certainly helped the motor to retain heat at pitstops and for the start of races. So for the final heat BML fitted two O-rings around the cylinder head of the tuned 2.5cc motor. Testing showed that this appeared to solve the problem of cool running. Also for some reason BVW was feeling particularly nervous about this final heat although BML was blissfully unaware of this state of affairs as he never allowed this to show.

So to the final heat and with a fast start, and the motor operating almost to maximum revs, the team was in the air and this time really racing! After the first pitstop the motor was really up to speed and we were making our first ever overtaking manoeuvres in British Goodyear! Once again, no times were available to see if we had broken our previous best time: in fact we had to wait six weeks to find out our time and in an effort to speed matters up BVW wrote a polite e-mail to Jo Halman (C/L Technical Committee Secretary) who promptly mailed back with a very unpolite reply!! Eventually we were able to view our time on the BMFA website...5.30 for the 100 laps including two pitstops. Wow, we had reduced our previous best time by a full minute - we were both pleased with this result. Where did we place? Well, 11th out of 11 teams: however, if we can improve by another 30 seconds this will place us in the middle of the pack, and if we can manage yet another 30, we shall be in the final. Can we achieve it? You bet, because we confidently overcame the cool running problem for more air speed during the race (we were on the money for airspeed in the latter part of the final heat) and we can really improve the speed of our pitstops if we can find somewhere to practice. So...onwards and upwards for the 2016 Nats!

...BML



*“You are old Father Lever” the young man cried,
 “And your hair has become almost white
 Yet year after year in these circles you fly
 Do you think at your age it is right?”*

REAL MEN FLY OUTDOORS

.....Nth Luffenham, 8th December



Even Michael Fish would have forecast a gale for Sunday morning, with rain for later. Just the day to go to Luffenham for the annual Coupe d'Hiver event. So rough was the weather that the max for the first round, to be flown before 12.00, was 60 seconds, and even that seemed impossible when it was first announced. Waiting until just before noon, our Martin McHugh, with his usual methodical approach, launched bravely, and the model wound itself upwards with a smoothness that greatly impressed the spectating Dave Hipperson. It cleared 90 seconds, but Martin's reward was for it to land in a bombhole and suffer damage in several areas.

As conditions improved to just normally horrible in the afternoon, Martin could only rue what might have been, and plan for next year.



For 2016 I shall run a league based on Area, Regional and National f/f events for all PMFC members who take part. Points as per club contests, double points for the Nats. Just for fun.

Just Desserts:

Bryan Lea's encyclopediac knowledge of the sport has paid off as he wins the star prize in the November Aeromodeller quiz:

"Andrew Boddington emailed me to say that I had won a prize in the 80th Anniversary quiz. He didn't say what it was, only that the office was sorting it out. Looking back to my copy from November I could see that the prize list consisted of 7 different book titles, a year's subscription to Aeromodeller and best of all a CS Boddo Mills replica 1.3. Which could it be? I was on tenterhooks all weekend. On Monday the postman rang the doorbell and produced a small box from his bag. I was trying not to get too excited as I was also expecting a box of LED bulbs but ripping the parcel open, Lo and behold, it was the engine!!"

Free Flight: the season draws to a close.

....Peter Gibbons.

BMFA Midland Gala, North Luffenham, 24th October.

Eight members attended, on a very wet, cloudy day, but we tried our best with wet and soggy models even though it poured all day.

However, Peter Adams came second in P30 with a mylar covered model flying well: the rest of us finished from 4th downwards, so, not a good day by PMFC standards.

Martin McHugh flew in Coupe but only made one comp flight, a fine two minute max, landing in a field of horses at the very edge of the 'drome. However, returning very wet and cold, he chose not to continue. This poorly attended event petered out with some going home early. But at least Peter got his wine (hic!)

It's Thank You time.....

Thanks to you, John, for a super magazine, and for running so brilliantly the free Flight comps at Ferry, and for your valued attendance at the various Area events, etc.

Thanks to Rob Brigginsshaw for his help with E30 for myself and Mick Page. Rod is a superb club member travelling many miles to attend not only Ferry but further afield.

Thanks to all the free flight team for the effort they have put in all year.

Thanks to Ian Middlemiss for helping at most comps, another fine club member.

The Free Flight team now numbers around twelve persons on average. Next year we will have Mick Page flying in P30 rubber, ditto Rod, while Ian will join in E30, Myself and Peter Adams will enter E30 beside our usual events.

So it was a very good year: I cannot fault the effort of all the f/f crowd, and with a bigger impact planned for 2016.

And, yes, we still have room for more to join us, including at Ferry Meadows on Tuesdays and Fridays, from 1.00 to dusk.

.....Pee Gee



Was it a good year, Mark?



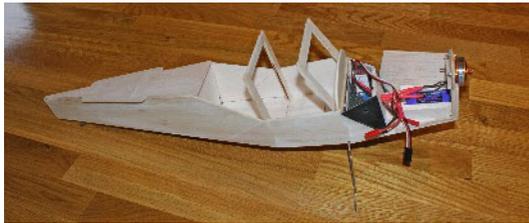
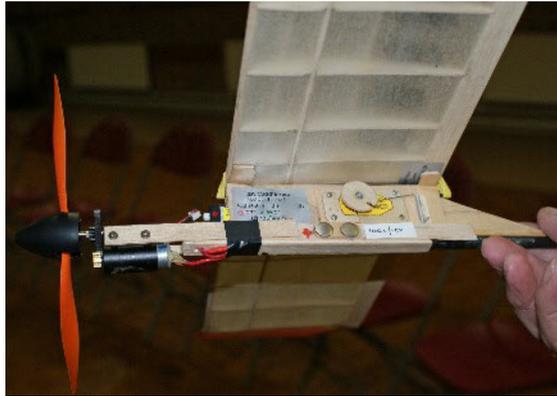
Cat Glider British Nats...Gold
HLG, British Nats..... Silver
F1D British Indoor Nats..Gold
F1N British Indoor Nats..Gold
F1R British Indoor Nats Gold
BMFA Challenge Trophy
Longest flight of the year trophy
Winner F1D Team trials for 2016 World C'ships
Plus:BMFA Chairman's Award.

CLUBNIGHT:

Show and Tell

6th November.

Joining, or rejoining, the current enthusiasm for E30, Ian Middlemiss showed this example of neat, concise engineering on his, mostly new, model. Uses an off the shelf wing ("can't remember what the model was.") Standard GWS brushed motor, 70mAh micro battery. Trimming flights are in progress. Ask him about the drawing pins.



Hoping to lay the ghosts of failures past, I am treating this APS Auster AOP 9 as a painting exercise. If you don't see it again, you'll know why. Electric motivation by...guess who.

Never thought I'd see that old beast again! Richard Staines' Valkyrie, which flew with such an excellent glide across Barkston over twenty years ago. That's a challenge for BVW, who will probably use electric power rather than the Cox TD. When he launches, don't be looking the other way!

Originals (two were built) were intended to be immune to interception, at Mach 3 at 70,000 feet, but was rendered obsolete by the development of Soviet ground to air missiles.



Or is it a wind-up? I did say that unfinished models were acceptable for the Show and Tell evening, but....

*Dave Shipton arrived with a huge grin, a sheet of Depr*n and a plan. He sez it's for a Scott Swanson Showboat, a kind of RoW device. Hmm....*

Watch this space.

Also present at the evening (attended by about twenty members) was Martin Skinner with an Earl Stahl "Caudron Cyclone" for rubber power. Humbrol paints provide the camouflage.

Hand made three blade propellor & freewheel. Tail plane in slot, 1/32 shim moves fore/aft for fine trim.



Shown here at Old Warden, Dave Clark's Skystreak was also brought to Peakirk. Now using a 3-cell battery and Dens Models timer, currently set for four minute flights, it provides a "cut and restart" warning before stopping. Originally designed for an ED Bee at around six ounces, this one will perform inverted flight and loops on 42' lines, while weighing nine ounces. The elevator tends to act as a brake, however, so may be a little too large. (Remember the Peacemaker's elevator: narrow chord but very effective.) When Dave demonstrated the motor run in the hall, it appeared clearly more powerful than the Bee would have been. A very worthy experiment What's next, Dave?

So, what was your year like then, Mick?



Old Warden, Mayfly:

- 1st Vintage Stunt.....Ringmaster
- 1st Scatterbrain Racing...(Taylor/Waterland)
- 2nd Rascal Racing.....(Taylor/Waterland)

CLAPA Champs:

- 1st Vintage Stunt.....Ringmaster
- CLAPA Vintage League: 2015 winner.

C/L Nationals, Barkston:

- 1st Vintage Stunt.....Ringmaster
- 1st VTR Cup (new Vintage/Team Race authenticity event)
.....Sorcerer's Apprentice, ED 2.46)



Well deserved: Mick receives the club C/L award (again.)

Old Warden Festival of Flight:

- 1st Rascal Racing(Taylor/Waterland)
- Judge, Taster Stunt.

NB: It was the 30th Vintage stunt event at the Nats this year: the first one in 1986 was also won by a yellow and black model - maybe time for a change?
.....Mick Taylor

After reading this magazine, why not sample the Auckland club's "Slipstream" which appears regularly on our website. They have very much in common with our interests, particularly with small scale models. Many of us have had the good fortune to meet their enthusiastic stalwart, Richard Bould, on his visits to our Nationals, Old Warden and Flying Aces.



Erudite SAM Speaks writer on all things Jetex, Roger Simmonds proudly models the club sweatshirt, and, (perhaps less proudly) the Editor's miniature Power House.

On the subject of club regalia: it really does make a difference if as many of us as possible wear the blue of PMFC. We still have a few left: contact JMA for prices & sizes.

Access to Nene Park: Due to a reduction in income (recent annual loss of £400,000) Nene Park plan to recoup half their losses by introducing car park fees during the week as well as on weekends.

A camera based system will take registration numbers, and then require payment on departure. HOWEVER, PMFC members will be given a code to tap into the machine so that we can exit without paying. This will apply only to the occasions when our licence applies, ie, Tuesdays and Fridays, 1pm to dusk.

This will begin in February 2016

Drones in the Park: In the event of any member of PMFC witnessing the use of what we can collectively regard as “drones” in Nene park, and especially if they are flown in a manner considered dangerous, we are invited to contact the Duty Ranger on 07860 308 081 who will log the incident, and attend if possible. Alternatively, inform the Visitors' centre.



The Reigns of Power:

Dee Cee has ascended to the throne, Bernie reverts to Vice.

Secretary Moley affects a Machiavellian innocence.

From the next edition, all Section Secretaries will be given their own dedicated page, in order to widen the scope of our coverage and reflect a greater range of activities: as if there aren't plenty already!



Diary

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

Peakirk Indoor: (all 7pm to 9.00pm.)

(The committee will be considering fortnightly bookings for 2016/17 at their meeting on 15/1.) Events listed here may be subject to confirmation via e-mail.

Every Friday 2^d October to 18th December, inclusive, and
8th January 2016 to 8th April inclusive.

Special events:

Jan 8th Bring and Buy Auction

Jan 15th Committee

Jan 29th SAM 35 Plans for 2016 (plus quiz)

Feb 12th New Build bring and Show Night

Feb 26th Scale Demo

March...tba.

Ferry Meadows outdoor:

F-F-Ferry F-F-Frostbite Sun 27 Dec 10.00 to 13.00

March 25th (Good Friday) 10.00 to 13.00

Bushfield Indoor : (can't find it? Dial in PE2 5RQ)

2016 Jan 2nd 10.00am to 1.00pm

Feb 6th 10.00am to 1.00pm

Mar 13th 10.00am to 1.00pm

Apr 2nd 10.00am to 2.00pm

No quadcopters or shockies, helis up to 9" rotor only. £6 flyers, £2 spectators.

(Also Andy Sephton's event, preparation for the Indoor Nats
Sunday 10 April, 10 am to 4pm.)

OLD WARDEN WEEKENDS

2016: 14/15 May, 23/24 July, 24/25 Sept

Masefield Trophy, 24/7: how can you forget?