

# PETERBOROUGH MODEL FLYING CLUB



## MAGAZINE

Sept

2015



ABOVE US,  
THE CLOUDS



**FLYING ACES REPORT AND  
COLOUR SUPPLEMENT INSIDE!**

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



Oh, for the classic days of free flight duration! Huge, ultra light rubber jobs that wound their way to the clouds with motor runs of three minutes or more and an even longer glide, when fifteen minute flyoffs were not so rare. Power screamers that went straight up to the limit of vision for ten seconds (if nothing went wrong.) Open power at the Nats was one of the most spectacular events in the sport. And we would see fifty or more gliders in the same thermal!

we were lucky to have seen such days. Now, pinched for space on this tight little island, we must find other ways of expressing our love of aerodynamics and open space. How to achieve that now?

A precision contest would count as “controlled duration” provided that the target time is long enough. At Port Meadow (the Oxford Rally) a model that leaves the field perimeter scores zero: that is a step in the direction of controlling the landing of the model while still demanding good duration. Does this point the way to “Bowden” style events but with the longest target time that the field can reasonably accept? It’s still an exercise in controlling the behaviour of a free flight model. We at PMFC are experimenting with this concept, which can also help our members develop jobs for Kitscale at the F/F Nationals, for example. And no need for radio, single channel or otherwise, to taint the purity of flight.

Editor@peterboroughmfc.org

## COMMITTEE for 2015:

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

**N.B. AGM and Prizegiving is on  
Friday 27<sup>th</sup> November 7pm.**

**Quote of the month:** “ To achieve great things, two things are needed: a plan, and not quite enough time.”  
...Leonard Bernstein, conductor, composer...and Aeromodeller?

Front cover: *Vice Chairman Dave Clark readies his impressive P30 at North Luffenham, under an English sky.*

## PAGE THREE MODEL:

.....Dave's electric Skystreak

What a hair-brained idea !

Well you don't know until you try, just build in easy to modify the bits that do not work.

I have always wanted to attempted an electric control line model and seeing how my free flight and small radio models have flown I feel this will work.

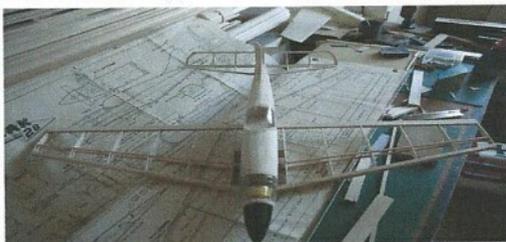


The plane is a Skystreak 26, 120sq inch area the original weighed 6oz with an ED Bee up front which weighs about 3 oz.

So I'm planning to use a brushless motor (BRC -A2212) weight 1.9oz. with a 7x5 prop, 20 amp ESC, and a 1300mA, 7.4volt li po battery. Now I'm sure there are some kind chaps who will be reaching for their slide rules and tell me I've got it all wrong, perhaps I have to satisfy my curiosity and give it a try. You will see from the photo's things are progressing a little beefing up here and there and mods to give access to battery and timers etc; you might notice the plastic bottle technique for the motor cowling. At present the CG is about right, so watch this space or be prepared to duck!!!

I hope to use timer as supplied fro Den's Models check out their web site as follows :-

<http://www.densmodelsupplies.co.uk/contact.php>



...Dave Clark

## Ferry: The Second Club F/F Contest.

Friday 19<sup>th</sup> June.

At the starting time of 4pm, we faced the same prospect as at the first round: a windswept, barren-looking field that seemed far too small for a free flight event. However, a max was set at 40 seconds (again) and Bert led the way, as always. Numbers were up on the last event (now that Mick Page realised what day it was) and we proudly acknowledged two National Champions on the field. One of them was Rob Brigginsshaw, who had experienced another epic retrieve only the week before, and who now tested the bounds of the field by “landing” in trees on at least two of his three flights. Conditions gradually improved, but were never fully calm. This did not seem to affect the event, and there was no carnage (Richard “Crashem” Arnold not being present on this occasion.) There were no major last-minute dramas this time, but Tony Johnson did just find time for a stormer of a max with his P20 in the final minutes to gain a valuable championship point. The only “full house” was Bert’s winning effort in P20. The most important outcome, however, was that all concerned had a thoroughly enjoyable time. Now that we have a membership of 74: do the rest of you know what you are missing?



*Without doubt the oldest model at the event, Peter’s KK Conquest was built when he was nine, which, after some computation, he declared was 63 years ago.*

*In case you’re thinking of Trigger’s broom, the components are all original, but it has been recovered twice. So, following the longest trimming period on record, it scored 25, 11 and a max off the bungee in unpredictable conditions. A worthy change from endless Gn\*mes!*

The small print: following a discussion as to whether a competitor who has driven some distance to the event should be rewarded by a point if he finds that there is no other competitor in his category on the field, it was agreed by all that solo competitors should receive one championship point provided that he puts in three bona fide (ie, over the 10 sec attempt) flights. Although this has not happened yet, it has a knock-on effect upon the other points awarded. Consequently the points from the first round have been slightly modified. The new arrangement can be seen by looking at those awarded at this event.

## Results, Round Two. (Max 40 sec.)

P20:

1 <sup>st</sup> Bert Whitehead	120sec	3pts.
2 Mick Page.	86	2
3 Tony Johnson	40	1

E20

1 <sup>st</sup> Rod Brigginsaw	110	2pts
2 Mick Page	102	1

HLG/Cat

1 <sup>st</sup> Mick Page	93sec.	4pts.
2 Peter Gibbons	69	3
3 Martin McHugh	44	2
4 Brian Waterland	33	1
5 Bert Whitehead	“also flew”	1

Hi-Start Glider:

1 <sup>st</sup> John Ashmole	103	4pts	4 Dave Rumball	44	1pt
2 Peter Gibbons	76	3	5 Tony Johnson	41	1
3 Brian Waterland	56	2	6 Bert Whitehead	23	1

## P 30's at North Luffenham, July 12th

.....Report by Dave Clark.



*Above: Yup! That's North Luffenham, OK.*

*Left: A very relieved Dave Rumball returns after a long and determined retrieve in model-hiding grass.*

The weather forecast was cloudy with chance of heavy showers and 15+mph wind. As I was not able to attend the last meeting at North Luffenham I thought I would go and observe the P30 competition as quite a few of PMFC were showing good interest in this class of free flight rubber powered models.

I took along an ancient model which I had built over twenty years ago from a free plan in a model magazine, fitted with the standard eight inch prop and ten grammes of rubber, plus a new fuselage I had built during the week, plus a third Yellow Bird catapult glider (the first was lost on my last visit to N. Luffenham, the second being lost at Ferry Meadows on a hot afternoon the previous week. All models had given good service as with all this wind they have been the most flown models so far this season.

Arriving before 9am and finding the way in through the golf course, there in front of me was the wide open field with grass about three feet tall (real measurement) and the sad looking runways with grass breaking through where it could. During the next half hour most people had arrived and I counted over thirty cars - a very good turnout. We set out the windbreaks and set up the winding stooges when, from the west, came a downpour causing a quick dash to the cars, hoping that it would blow over.



When the light level went up and the rain ceased we ventured out into very tall, wet grass! Those who had the sense to pack their wellies were OK, the rest of us had

wet feet for the rest of the day. Finally entry sheets were filled in and competition flights were in progress. Rubber motors were wound up, models launched into the still very windy N. Luffenham airfield to try and fly three flights for at least two minutes. A constant stream of people could be seen tramping through the wet grass to retrieve models from the far side of the airfield. The best way of finding a “needle in a haystack” was found to be a good pair of binoculars and a compass. By five thirty, all flights were completed and the P30 results were:

1) D Davitt 5.56, 2 )W Dennis 5.50, 3) Peter Adams, PMFC, 4.52, 4) Peter Gibbons, PMFC 4.08 . Dave Rumball also flew. (NB These are local area scores only.)

1) D Davitt 5.56, 2 )W Dennis 5.50, 3) Peter Adams, PMFC, 4.52, 4) Peter Gibbons, PMFC 4.08 . Dave Rumball also flew. (NB These are local area scores only.)



Happy group of competitors with their prizes after the last contest in the 1978 Sweepette IHLC Series held in the airship hangar at RAF Cardington. Back row left to right: Chris Edge, Julian Masterman, Steve Philpott, Phil Ball, Pete Bayram, Dave Hipperson, Bill Simms, Dave Edmondson and Mick Page. Front row from left: Ian Dowsett, Gary Dowsett, John Buskell, Kevin Brown and Bryce Malton.

*Before the ravages of Chronos. From Aeromodeller of 1978, contributed by IDM. Who's that good looking chap over on the right?*

## THIRD CLUB COMP and FIRST RUBBER PRECISION

..... 14<sup>th</sup> July



*Entrants  
in the first  
“Rubber  
Bowden”  
event.  
“Shall we  
do it  
again?”  
“Yes!”  
They all  
cried.*

The afternoon began dismally, with a knot of club members cowering from fine drizzle under the only tree on the field, while listening to Brian Waterland telling stories. Things could only get better. Low cloud threatened all evening but, bemused by the antics of strange humans beneath, it witheld its burden.

*And get better it did, so that by 8pm the event was declared to be one of the best contests held at Ferry for a long time.*

Both E20's were entertaining to watch, Rod's developed an idiosyncratic style of trim as the evening progressed (but at least kept out of the trees this time) while Mick Page, bewailing the lowness of the max, (50 seconds) dropped five seconds over the three flights to win. That's two points to Mick, one to Rod.

Dave Clark dominated 36" Glider, having no difficulty reaching the top of the line in the very calm conditions. Lesser mortals fought over the minor placings, queueing in approved fashion to make their attempts. Four points for Dave, three for Dave Rumball, two for BVW, with one each for also-rans Ashmole, Gibbons and Arnold.

Mick Page, who, having turned up on the right day this time, was making his presence felt, dominated HLG/Cat as befits a National Champion, scoring four points by dropping only 18 seconds. Second (3 pts) was Bernie Nichols, third Peter Gibbons. One point each for Dave Clark and Brian Waterland.

As it happened, it was the P20 class, about which I had reservations before the event, which gave us the best finale. Tony Johnson waived his final flight (his moment was to come later) in the face of full house maxes by Mick Page (still complaining) Dave Clark and Bernie. Cue a tense, close flyoff in flat calm conditions at 7pm. As the three rubber jobs wheeled overhead, someone pointed out that the only difference between this and the Open and FAI events at the Nationals was one of scale. Bernie landed first to gain 2 points, Dave second, and M...P... won with 103 seconds and four championship points.

There was a little change of personnel around 7pm, as some had to go home, and others made a welcome appearance from the direction of the car park for the follow-up event, the rubber precision contest.

## A NEW PMFC INITIATIVE:

### THE FIRST “RUBBER BOWDEN.”\*<sup>\*</sup>

The concept of having fun in a small field may have been modified since our courting days, but there is still much to be enjoyed. Members had been blitzed with e-mails prior to this event, which may well pave the way to a bright new future. Certainly, those who took part in this inaugural event were looking forward to more. Since the rules appear on the website (and are very simple) I shall not repeat them here.

Turnout was disappointing in sheer numbers, a very uncertain weather pattern putting some off, but that didn't seem to matter. Brian Waterland (“I'm not trimmed”) was gulled into taking part, and Dave Leech (with a Bostonian) arrived just in time to enter the ballot for running order and fit in a quick trimmer.

And so, in the most neutral air conditions imaginable, flyers were called to the mark. It was a beautiful sight, watching classic cabin jobs (mostly) cruising overhead, as timekeeper Peter Gibbons provided a running commentary. The scores were remarkably close to the target time, in fact the greatest deviation from 35 seconds in the first round was eight. This I must ascribe as either due to the calmness of the air, or the excellence of PMFC building and trimming.

The second round was flown in reverse order of scoring (ie. best last.) This produced the finest score of the event, with Ian Middlemiss deviating by only one second. (The announcement of this was the cause of a deal of undignified capering on the part of the aforesaid person at prizegiving which was, as Maestro McGillicuddy would say, inappropriate in a person of such exalted status.)

Scores continued to be very close, as Dave Leeding, (KK Ace) another evening arrival, tied with IDM with a good chance of victory. But last to fly would be the first round leader, the silent assassin, Tony Johnson. Already with a good lead (two seconds out at the first attempt) he only needed to repeat the dose. The field fell silent. The air hung flat and still. In the distance, a snail coughed, and retired embarrassed into its shell. Calmly, he launched and the F A Moth wheeled away. Even Peter kept shtum. Wow! Four seconds out, for a popular victory, and the very first “Rubber Precision” Trophy!

#### Results: (8 flew)

- 1) Tony Johnson 6
- 2) Ian Middlemiss 9  
Dave Leeding 9
- 4) Brian Waterland 10
- 5) Dave Clark 12
- 6) Bernie Nichols 14  
Mick Page 14
- 8) Dave Leech 16

(The number is the aggregate deviation from 35 seconds of two flights.)



\*The revered name of “Bowden” must not be used lightly. However, as this event requires competitors to fly in sequence as well as hit a target time, I think we can justify it here.

## Rubber Scale

Lodge Farm, evening of Wednesday 15<sup>th</sup> July



An addition to the calendar, this event was largely by invitation only, it being the first of what is hoped to be an expanding series organised by Bill Dennis. For some of us it served as a reintroduction to the wide open spaces of Lodge Farm, which was at its best on this calm, sunny evening. Bernie collected a bottle of wine for his Open Scale flight, although the Grasshopper is now being kept under wraps for the Nationals. Lever and Waterland flew their similar Mustangs, although both are becoming rather stricken in years.



***Above:** See how the noseblock of Brian Lever's Mustang hangs out of the fuselage after the rubber has done its job, thus causing the plane to land within the time allowance: was he aping Andy Sephton's trick with the Piper at the Nats? Of course he wouldn't!*

***Left:** Both Brians built their Mustangs to "save" rubber scale, when, about eight years ago, Bill threatened to delete the class. The ploy worked, although competition numbers are still quite low. We must console ourselves with the thought that for everybody who competes in this class, there are a hundred beavering away in their workshops, reading the construction articles, and copying, if only in their imagination, the exploits of the brave.*

## Fourth Club Free Flight Contest

Ferry Meadows, 14<sup>th</sup> August

I must be jinxed! This is my sixth time as CD this year, and not one event has taken place in anything like perfect weather conditions. On this occasion, rain was forecast for the afternoon: in the event the clouds remained continent (just) but models and scoresheets were uniformly damp by the end. Although weatherwise it is still the same old story, the fight for fame and glory continued.

Consequently, it was a round up of the usual suspects who took part in the five contests, and despite a smallish turnout, the three hours were filled with action. Only two flew in E30, but the standard was excellent, as befitting two National Champions pitted against each other. Once again a flyoff was needed in P20; (well done, Peter, who confidently d/t'd just short of the trees.) In fact, it was to be Peter Adams' day with good scores all round. To the detriment of other competitors in the "Bowden", he was prevented from surreptitiously packing away his P20 at 7pm, and made to retrim it for the 35 second event. With what result? You guessed it!

Other notable events included Bernie's glider max, landing a few yards from the cafe. He then withdrew, finding those laurels comfortable enough to recline upon, and regarding further success as not worth a hill of beans, until IDM bullied him into another flight, which broke the model. We are inclined to wonder which of them will be effecting repairs. Sadly Steve Turner suffered a rubber breakage, having travelled to Ferry specifically for the Bowden, which reduced the entry to below that at which we award a trophy.

The second Bowden, under full cloud, no real rain but everything becoming wetter as time goes by, involved two P20's, a Long John, a K K Ace, a Redwing, plus a foamie that was allowed in because the CD forgot to implement his own rules.

### Results, Round Four. (Max 50 seconds.)

#### P20 (4 flew)

1<sup>st</sup> Peter Adams 150 + 90  
2<sup>nd</sup> Mick Page 150 + 68  
3<sup>rd</sup> Dave Clark 127

#### HLG/Cat (3 flew)

1<sup>st</sup> Ian Middlemiss 106  
2<sup>nd</sup> Mick Page 75  
3<sup>rd</sup> Dave Clark 56

#### E20 (2 flew)

1<sup>st</sup> Mick Page 147  
2<sup>nd</sup> Rod Brigginsshaw 135

#### 36" Glider (7 flew)

1<sup>st</sup> John Ashmole 123  
2<sup>nd</sup> Peter Adams 98  
3<sup>rd</sup> Dave Clark 77

### Rubber Bowden

Target 35 sec.  
(7 flew)

1<sup>st</sup> Peter Adams -13  
2<sup>nd</sup> Tony Johnson -15  
3<sup>rd</sup> Dave Clark -17

No photos this time: it was just too dull.

Peter Gibbons reports..... (And collects an accolade.)



## 1) EAST ANGLIAN GALA SCULTHORPE

....1<sup>st</sup> August.

**Hlg:** Mick Page (retired) 2<sup>nd</sup>.

In this event, Ian Middlemiss lost his HLG in a massive thermal thought to have cleared the airfield, last seen as a speck in the sky.

### **P30:**

Four PMFC members flew in this event, which was run as 3 flights to a 2 minute max.

3<sup>rd</sup> Peter Adams, 5.40; 4<sup>th</sup> Peter Gibbons 5.31

Dave Bent lost his P30 in a high thermal, we think it also cleared the airfield so he finished lower down the results.

This was a very good turnout by the club, as ten of our club made the journey. It was a superb rally run by Michael Marshall on a brilliant airfield...this is an event not to be missed.

## 2) TIMPERLEY F/F GALA, North Luffenham. August 16<sup>th</sup>.

A lovely sunny day with light winds...but what a day, with a superb attendance.

Headline:1<sup>st</sup>. Mick Page (retired) HLG.

Seven of our club went to this event for a day's trimming of various models. Peter Adams trimmed his new Coupe to great effect while the rest of us flew P30, but as CD J O'D\* was not running a P30 event I decided that PMFC would, so instantly we had 5 entries, resulting:

1<sup>st</sup> Tony Johnson, 6.00, 2<sup>nd</sup> Peter Adams, 5.27, 3<sup>rd</sup> Mick Page 4.22

A great win for Tony, but Mick Page FORGOT TO SET HIS D/T! He was timed at 11 minutes oos. We looked for it in the evening and decided where we thought it landed, but Mick had a 'phone call on Monday afternoon so the model is now recovered. Special thanks to Martin McHugh who searched on the Monday morning.

It was found just where I had worked out its position with wind speed and time, in the corner of one of the two fields that I had marked on my O.S. Map.

Interestingly, Dave Hipperson came over to see me. He was very impressed with our club sweat shirts, club windbreak and flag, and remarked what a well run team we were. (Well, you wouldn't play for Liverpool in jeans would you?)

..Pee Gee.

---

(\* So, it was done properly, then.)

# FLYING ACES, 2015

This was our flagship event, and very good it was, too. The headline should simply state that a lot of people had a very good time, in conditions that could hardly have been better. Although the organisers had some qualms about setting a max at 50 seconds, the light breeze that developed as the cloud burned off during the morning did not develop to do any more than assist the 36" gliders to reach the top of the line. Although roach poles were in evidence, I am only aware of one model that was lost.

Working hard all day was Dave Rumball, who took personal charge of the Hi-start bungee and was always available, tow-ring in hand, for the almost continuous line of customers waiting to launch. He was to be rewarded, in a way, by Russ Lister's "Rumball's Yard" coming second in the event, which went the way of Andy Sephton with his Mini Caprice at 61.5 grammes still annoyingly light, and of which, more in the National press in due course. But what would have happened if previous winner Geoff Stubbs had not lost his Veron Cirrosonic out of sight in its second flight?

There was also an award for best scale glider in this event, for which Derek Knight's DFS 230 prevailed over Russ's Lister's Skylark. There were, thankfully, only two Gnomes in this event, with the Cirrosonic statistically the most prevalent design. (Remember however, that for PMFC rules, models don't have to be Vintage.)

## STATS:

No of comps: 15

(Plus six other awards)

No of entries: 139

Most popular event: Hi-Start Glider (19).

## New event: Rubber Scramble.

*For the first time a twenty minute scramble was included, to take place during the "lunch break" that was allowed for the other flight judges. Due to the inevitable age of prospective competitors, runners were allowed, although so that no unfair advantage was gained they had to be within touching distance of the launcher for every flight before setting off in pursuit. Ken Norton, PM-FC member but batting for the beleaguered Granth\* club, sporting-ly did his own retrieving with five scoring flights in the time allowed, one of which was 76 seconds (no max for this event) which must have exercised him somewhat. Dave Leeding sensibly made seven flights of modest duration, while Phil Wigley, who was enjoying himself hugely at this event, went for small profits and quick returns, with a very fit retriever. That would have been enough to win, except that Cloud Tramp Team Portugal, new to this type of event, "...what is it called, a scramble?" took time to think through the procedure, with Julio and Sandra taking turns to do the running. Despite some minutes spent in combat with a tree, their six flights, five of which were over 30 seconds, did the trick.*

- 1) Julio Isidro.....224sec
- 2) Phil Wigley.....210
- 3) Dave Leeding.....154

**Special mention is due to James Day, best junior with 2<sup>nd</sup> in Frog senior and also in catapult glider.**



## THE TWENTIETH PMFC FLYING ACES

Ferry Meadows, 6<sup>th</sup> September, 2015



Top: the Sephton BE2C performed immaculately.  
Centre: Website manager Tony Beckett with the Gn\*me that won last year's club glider event.



Above: Bryan Lea and his Comet WACO Coastguard. Just beginning to come into trim. We should see a lot more of this model.

Left: someone has to do the work: Gareth pursues his new career as a scale judge.



**ENGLAND 1,  
PORTUGAL 0.**

Tony beats Julio in  
Table Top Precision!

*...Mick Page photos*





*Some folk just like to be noticed: being this month's cover boy was not enough for Dave Clark.*

*Below: Bernie, who worked tirelessly throughout, enjoys himself at prizegiving with the greater part of Team Portugal, all of whom thoroughly immersed themselves in the day's competitions.*



Duration rubber ratio requires the total time of three flights to be divided by the span of the model. It was a 16" O/D job by Chris Blanche that won it, well ahead of Chris Strachan's 16" Bostonian. The winner averaged 110 sec per flight, (the day's max of 50sec did not apply to this event) which is outstanding flying.

Table Top precision, going for a target of 40 seconds, required an international fly-off, in which the home hero Tony Johnson overcame Julio Isidro by an error of 2%. Electric Precision became a Grantham affair. Here, the targets were 20sec, 25sec and 30sec for the three flights. David Leeding overflowed by just six seconds in the last flight but Ian Hibbert flew with great accuracy to drop only a four-second total error. David Leech would have fancied his chances after a perfect first flight (zero error) but, in an event in which every second counts, twelve seconds lost over the last two flights did for him.

At this PMFC event, Open Rubber Scale, which allows own-designed models, is marked to Masfield rules with regard to bonuses (for multi engines, floats, etc.) With ten entries (but Bryan Lea withdrew with a broken prop), a potentially close contest was blitzed by Mike Stuart's twin-engined Beechcraft with a 150% bonus. (This gives the CD food for thought, though that's not for this page.) Mike Sanderson, one of the heroes of the Old Warden Masfield, came second with his Globe Swift.

Static scoring was required for Open CO2/Electric Scale, after which Peter Iliffe's truly outstanding Albatross DV led, but only put in one flight. Derek Knight, who had prevailed at the Nats, won with his DH 108.

*(Incidentally, in writing up these notes, I am very aware of how little I actually saw of these flights during the day. Flying Aces is a very hard event to encompass, especially when tied to control by a long length of elastic.)*

Graham Banham's piper Tripacer claimed best static points in kitscale (11 entered) although the scale scores were close throughout the field, but Ian Lever's flying of his Miles Magister overcame the slight points deficiency to win.

One other rubber duration event was for Frog Seniors. This all Redwing event went to Tony Rushby with two maxes, from James Day for whom the Juniors' bonus (currently of 25%) did not quite provide quite enough extra time to win.

Mike Stuart's Fiat G91 won both in static score and flights in Jetex/Rapier Authentic Scale, while Andy Blackwell took jet Profile Scale. P20 Rubber Duration did not need a flyoff (as it has in recent club comps) as Geoffrey Cutting was the only one to max out. He was followed by Chris Blanche, and Ken Bates. Where, then, was Tony Johnson? Having maxed twice and raised his hopes, he then dropped twelve seconds on his last flight to come fourth.

Cloud Tramp is always popular (17 entered). The home side will have to work hard to catch up, however, as the results were an Isidro family benefit, in the order Mariana, Francisca, Sandra and Julio. "The younger riseth where the old doth fall." No juniors' bonus needed here!

A fuller set of results appears on the website.

*FINALLY, mention must go to our "Flying Aces Supremo" Brian Waterland who not only held the entire meeting together but who worked tirelessly for months to put everything (and everyone) in place. **Thanks, from the whole of PMFC, to Brian!***

## CONFESSIONS OF A CONTEST DIRECTOR

The voices in the committee meeting droned on. Coffee and biscuits had done their soporific work, and debate slowed. “Blah, blah... Flying Aces, blah, blah... Flying Aces...blah...” Then there was a change in the undercurrent of voices as someone announced, “SAM would like us to run the Masefield Trophy, firstly at our event, then, subsequently...”

I heard an enthusiastic voice say, “I’ll do it. I shall make it my pet project. Leave it to me!” I looked round to see who had spoken, then suddenly realised that it was Me!\*

What have I just done? Why? What was in that coffee? Well, I know why. At least, partly. We had been discussing the scale events at the forthcoming Flying Aces, and the need for a flight judge. A job that would need accurate subjective judgement. Definitely not for myself. (Fortunately, Dave Shipton was subsequently to perform that task that year, and very well, too.) By shying away from that kind of task, I suppose the thought that the Masefield was judged by stopwatch only was what appealed to me. So this relationship began, “on the rebound,” with all the uncertainty with which such relationships are imbued.

We ran it adequately at our event last August with a rather pinched max, but that was just a learning and “running in” event for me. Further useful experience was gained by running our Ferry F/F events, where some decisions (see page 4) had to be made “on the hoof,” and at the Nationals where, along with Dave Rumball, I found myself at seat of custom for <25” rubber and the 36” Hi-Start Glider event. The need for accurate advance publicity became evident, and a willingness to be a little flexible with regard to published rules when the exigencies of the field (a bar on all models leaving the field) led to an increase in the max in order to reduce the likelihood of a flyoff. (My account of that event is in SAM Speaks, July 2015.) I also spent some interesting hours reading Machiavelli... (yes, really: well, I would, wouldn’t I?) just in case I needed to ensure the CD remained on top.

My first port of call was the SAM Rulebook. (I won’t bore you even more by citing the rules here, they should be well known by now, and we all know where to find them.) The worthy intention of this event is clearly to provide a level playing field for different types of kit or plan rubber jobs, whether they be biplanes, waterplanes, multi-engined, miniatures, or plain high wing cabin designs. But, do we still need the 1951 cut-off date?

Next, I contacted Messrs. Lindsey Smith and Alan Wiggs, who had between them kept the event alive for around the past twenty years. We were to meet at Old Warden subsequently, for the handover of the (huge) trophy and for the baton (literally, a notched yardstick for measuring span) to be passed on. Both gentlemen were happy for me to remove the cut-off date, which should open up the contest to a huge range of more recent designs. This would also be in keeping with the new ethos of SAM, “The preservation of Real Aeromodelling” provided the committee agreed. Next, to Ian Lever, SAM Chairman: I made it clear that I did not want to deviate from the traditions of the event, and only my one rule change, plus its inevitable consequences elsewhere, was envisaged.

The message came back that that all was acceptable (although I suspect that they were just glad that some willing donkey had been found.)

Publicity is essential, and must be accurate (I hope it is) as well as trying to encourage more flyers to take part. I take the view that this trophy is as worthy as the Bowden, and that draws 30 or more competitors. However, as the Rt. Hon. Jim Hacker would often say, “Rome was not built in a day.” It would (I write this bit before the event) require a couple of years of running plus good publicity in the press to regather momentum. (Memo to self: be extra nice to Andrew Boddington.)

14 \* To be precise, as Sir Humphrey Appleby would have it, the interlocutor should have been identified by utilisation of the perpendicular pronoun. “It was I.”

I began with an item in SAM Speaks (Feb 2015) and followed it with another bit wot I wrote in Aeromodeller shortly afterwards. Now, the one thing I really don't want to happen is that I have to reject a model as not being up to spec. To cover my back I offered, in print, to answer queries personally, and to provide written rules for those who cannot access Internet sources. One query came at once: what constitutes a multi-engined job? It seemed to me that the extreme types would be Ford Trimotor with free-wheeling props on the wings, or Wright biplane (one motor, two props.) A little more exercise than usual north of the eyebrows and a brief e-mail discussion with clubmates confirmed my preference: props must be driven to be counted. Good. I like this kind of discussion in the context of running an event fairly. The only concern is, how many other conundrums lie in wait?

One thing that is certain in these affairs is that we must anticipate unpredictable snags. One appeared when the condition of the elderly, tottering trophy was raised. Upon which, holder A brought it to B who gave it to C who declared that it was beyond immediate repair, so passed it on to D. Unfortunately it was needed by E to whom it was subsequently delivered by F so that brother G could place it before H for examination. (Where H = the SAM Committee.) You will notice that it did not get as far as "I", which makes me feel a little guilty, as all I did was direct events via e-mail. So many thanks to all who were involved.

### **Cometh the day:**

When we contemplate a flying event, our natural optimism inclines us to imagine gentle breezes, blue sky and, if not a street of Cumuli, at least a few alleys and byways of puffy clouds to shield us from the heat, and impart a gentle buoyancy to the air. Ha! The whole weekend proved to be as wet and windy as a month old child. Clearly the most prominent problem for any aspiring CD is not the sagacious Mr. O'Donnell, but simply the weather.

Above us the clouds lay heavy and threatening. Would there be a contest at all? Rain and wind alternated as the time of decision approached. A discussion in the car on the way south with Bernie, my right hand man for the day, agreed on a Plan B which would be workable provided that enough competitors arrived at the control tower, where Bernie and I had been made welcome. How many is enough? My reading of some archive records made by Alan Wiggs revealed that in 2008, only four were considered sufficient, (winner Ken Bates, Comet Puss Moth) so a precedent had been set. Called by loudspeaker, they arrived, in waterproofs through sodden grass. How many? Five. And a sixth arrived some time later. Are we game to proceed? Yes. Needless to say, this was not what I had envisaged, but nobody was to blame: the Show, however, would go on, and the traditions of the Masefield will continue. Plan B, by the way, was that competitors would fly in rounds as required by the original Vic Dubery rules, but in their own time so that breaks in the weather could be exploited. (Yes, believe me, that does make sense.)

There was no representation from PMFC in this event: under the circumstances that may be excusable, but I hope to receive support next year. It became very clear that, as well as having a "best" scale model for this event, a second string job that is capable of accepting some rough treatment is more than useful. This contest was the only event to take place at the airfield on this Sunday: stallholders were disconsolately taking down their tents and awnings as we flew. But rubber flyers are a hardy bunch, and one feature of proceedings was the positive and sporting attitude of those who took part in an event that remained commendably good natured throughout.

The smallest model won the event, a Herr Piper Cub that claimed a 40 % bonus.

Now, one of my favourite moments in life (now that the barbs of Eros are beginning to lose their edge) is the prizegiving at the end of a day's contest. These tend to be convivial and rewarding for the CD. This one at Andrew Boddington's suggestion took place in the hangar, as it was seriously soggy outside. All entries, plus supporters attended, which was a reward in itself.

There was, however, one discordant note. Someone, on behalf of SAM 35, told the previous holder of the trophy, without consulting me, that the event was postponed due to weather. The name

of that individual has wisely been withheld from me lest I should try to do to him what Roderick Spode wanted to do to Bertie Wooster. Well, after months of preparation, what else?

Anti climax? Yes. Disappointed? Er...a bit. Do it again? D\*mned right we will.

Next year will be a great event: come and join us. It's on the 24<sup>th</sup> of July, so if you think modelling 24/7 BE THERE! (Please!)



*What better place for a prizegiving? A happy Kevin Atkins accepts the Britannia model for the next year, from a CD who was, by this time of day, bordering on the tired and emotional.*

*When the going gets tough... but it takes more than a major weatherfront to stop the Cleemac crowd. My sincere thanks to them for participating. Lesser mortals just stand and hold the models...*



.....SAM 35.....

Are you interested in “Real Aeromodelling”? Do you believe in the preservation of traditional building techniques rather than pursuing a chequebook hobby? If you are a member of PMFC it is almost certain that your answer is “Yes.” In that case, are you also a member of SAM? Once again the answer is likely to be “Yes,” but if not, you are missing something good: especially one of the best monthly modelling magazines available anywhere with its new editor Colin Hutchinson. It covers f/f, c/l/ scale, vintage and r/c. Fifty two pages, no ads. Among the regulars is our own Brian Lever with his entertaining “Wind in the Wires” feature. At £27.50 for a year, this is seriously good value for us all. Try the website (Google “SAM 35”) or contact Membership Secretary Kevin Richards, Old Bear Barn, 19, Ebor Court, Northallerton, DL7 8RY.

....Join us!



## Stan Horne memorial Bowden, Sculthorpe,

August 2<sup>nd</sup>.

reporter and CD Dave Leeding.

*In memory of a most entertaining and erudite man, much respected CD of the Bowden Trophy.*

PMFC was represented by our illustrious Chairman Bernie Nichols with his Frog 100 powered Trenton Terror, the irrepressible Brian Waterland with his Mills 1.3 powered Lula II and last but not least David Clark with a very nicely presented Venture 52 sport biplane from an Aeromodeller plan (it did have the mandatory cockpit.)

They were the first to register for the competition, I had set a start time of 11.00am and decided to operate from the intersection of two runways which were visible from control. The boys decided to decamp and move near to the start point for some practice flights. Reg Kinsey from the Gr\*nth\*m club very kindly made the trip from Birmingham to act as my timekeeper for the event and hopefully get some sports flying in afterwards.

Ten forty-five came round and I wandered over to see how the boys were doing and fund BVW madly flicking a recalcitrant Mills in the aforementioned Lula with not so much as a bang, pop or squeak for his efforts. Being a simple sort of fella I thought that the compression was the problem, but not wishing to show my ignorance (!) of such matters I decided to keep quiet. Bernie was suggesting an engine change...until he realised that he hadn't got his bag of engines with him. I said that I would be over again at 11.15 and not to worry, that start time can be flexible.

Back at control there had been no additional entries, so it looked as if PMFC would have a clean sweep with prizes for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup>. Not being able to postpone proceedings any longer I suggested that if there were any late entries (more in hope!) send them straight over.

Back at the start, Brian had got the Mills running: not wishing to embarrass I tentatively enquired as to the cause of the previous non-starting problem, he muttered something about having to put *four* turns on the compression lever.\*

Looking round in some alarm, I asked where Bernie was (couldn't afford to lose a third of the entries.) Oh, he's retrieving the model, said Dave and sure enough a speck way down the runway gradually morphed into Bernie with said model. BVW said we should draw for flying order, I asked Reg to pick a number from 1 to 10 (?). The outcome was that Bernie flew first followed by Brian, then Dave.

By this time the wind had freshened quite considerably which made take-offs tricky. Bernie failed to make a flight following several tries before the 2 minutes expired. Brian followed and overcooked the time with 56 seconds, Dave achieved 74 which was a zero score. Round Two was flown immediately, with Bernie and the Trenton struggling to get airborne again: the model eventually took off, zooming into a right hand spiral dive into the tarmac with considerable force which broke the nose complete with engine off the fuselage! A great shame, especially as Bernie had flown the model in 10 or more Bowdens. Brian's luck also ran out as he tried to get airborne, the first attempt ending when the model made a right turn into an electric fence.

Unknown to the rest of us (well, me, anyway,) Dave had set up a twee red and white striped

---

\* *There will doubtless be a convincing explanation, as soon as Brian has thought of one.*

windsock in the middle of the take off area admittedly only 12” to 15” high attached to an aluminium tube and wedged into some drain cover. In Brian’s second attempt (by now the 2 minute rule was abandoned) Lula II decided to demolish the windsock which it did and continued to take off but only achieved a 35 second flight. Having removed the remains of the windsock Dave went for his second flight he made numerous attempts with lots of “advice” being given but the biplane persisted in ground looping and Dave eventually had to admit defeat with a zero score. Another great shame but the model will fly again.

As the only competitor to achieve a score Brian was declared the winner with David second as he scored with his first flight. Bernie was in third place.

We adjourned for a lunch break. I was asked by Malcolm Marshall to present the prizes which was a surprise to me. The prizes were worthy of a larger entry which I hope to promote next year. Brian as the winner received the STAN HORNE MEMORIAL SHIELD, a bottle of wine, a certificate and a small plaque, David received a bottle of wine, a certificate and a plaque, and Bernie the same for third place.

A great shame there were so few entries, bit a big thank you to PMFC for stepping up to the plate to allow the competition to be run at all.

.....Dave Leeding



Club free Flight Contest:

**THE RECKONING**

Ferry Meadows, 15<sup>th</sup> Sept

Things are not always as they seem, and a glance at the final results of our very enjoyable series of events may imply domination by one individual. Yes, Mick Page did lead for much of the year in the contests he entered, but he was chased all the way by some very competent opposition. In P20, it was not until Round Three that he broke away from Bert Whitehead, and ultimately won on countback after tying with Peter Adams on points. We hope that was a good holiday, Peter, that caused you to miss an event!

Mick’s tussle with Rob Brigginsshaw in E20 lasted until the final flight of the season, although Rod would have had to beat him on the day just to force a flyoff. There were only two competitors for this trophy, but it was still an absorbing contest between two national champions. More entries are promised next year.

Having announced his retirement from HLG/Cat, Mick began a “farewell tour” which resulted in success on other fields as well as at Ferry. In a well supported series of contests, he won overall on three occasions which provides a full house. This was probably his most decisive victory. Now, he says, he really will retire.

It may be some relief to the rest of us that he did not enter glider. This seemed to have devolved into a Clark v. Ashmole contest, but both were overshadowed on the day by Bert who described his second flight of 40 seconds as a “...flash in the pan,” and then did it again but better with a serene max that turned three quarters of a huge circle, flirting with trees and lake before returning, almost, to the field. This victory thrust him into third place in the final count.



*Chris Saunders joined us at Flying Aces and plunged immediately into the cutthroat world of f/f competition.*



**Results, fifth round:**

- |         |                 |                            |               |
|---------|-----------------|----------------------------|---------------|
| HLG/Cat | 1) M. Page,     | 2) I. Middlemiss           | 3) P. Gibbons |
| E20     | 1) M. Page      | 2) R. Brigginsshaw         |               |
| P20     | 1) B. Whitehead | 2) P. Adams (after flyoff) | 3) M. Page    |
| Glider  | 1) B. Whitehead | 2) D. Clark                | 3) J. Ashmole |



*The glider podium: a very popular event which at present reveals less consistency of performance than the other categories.*

*Many thanks to Dave Rumball (left) for providing and maintaining the hi-start bungee. Came 4<sup>th</sup> overall. Thanks also to all who supported us. Many fine flights and dramatic moments have, inevitably, gone unreported. All we need now is more entrants for next year. Will you join us?*

**FINAL SCORES, for f/f trophies:**

- |         |                 |       |                     |    |                   |    |
|---------|-----------------|-------|---------------------|----|-------------------|----|
| HLG/Cat | 1) Mick Page    | 12pts | 2) Peter Gibbons    | 8  | 3) Ian Middlemiss | 6  |
|         |                 |       |                     |    | (9 flew)          |    |
| E20     | 1) Mick Page    | 6pts  | 2) Rod Brigginsshaw | 4  | (2 flew)          |    |
| P20     | 1) Mick Page    | 9pts, | 2) Peter Adams      | 9, | 3) Bert Whitehead | 7  |
|         |                 |       |                     |    | (6 flew)          |    |
| Glider  | 1) John Ashmole | 10pts | 2) Dave Clark       | 9, | 3) Bert Whitehead | 7. |
|         |                 |       |                     |    | (12 flew)         |    |

**Small print:** A couple of rule refinements was agreed. The 10 sec attempt rule, one for each qualifying flight, applies to all classes. A second model can be used but only as a complete new entry and only if forced by damage or loss. Also, there is a precedent for allowing Cloud Tramps to compete with 30's. We'll call the class P30/Tramp in future.

In Praise  
Of....

## Vintage Radio Electric



Now, this really is for everyone! Whether your preference is to shred your fingers by degrees against a snappy c/l propellor, to spend hours carefully trimming a world-beating contest model only to lose it in the long grass at Luffenham, or to watch your finest scale job scuff itself to oblivion against the abrasive Barkston runways, or even if you eschew all claim to virility and confine yourself to the protected, sterile environment of an indoor sports hall, whatever your preference, here is a simple, satisfying form of flight that makes very few demands upon time or intellect. In fact, it's probably the least stressful form of model flying. Even in the building of such a model there is sufficient leeway in construction and finishing to allow us to interpret the design to suit our taste and ability.

The choosing of motor, speed controller and battery is no longer an issue. If, for you, the pronouncements of electronic Boffins are shrouded in Delphic mystery, just remember one of my favourite aphorisms, "It's the second mouse that gets the cheese." Find someone who flies a similar type successfully, and copy their systems.

To see those classic shapes in the sky is a pleasure for any Real Aeromodeller (especially those of a certain age,) and also to wallow in this nostalgia, probably while sitting down gently prodding the sticks to hold her in a gentle thermal. Pictures that we poured over when young can now come alive...and due to the lack of stress, not to mention exhaust residue, on the airframes, these jobs will last for decades. Whatever else you like to build, do have one of these.

For myself, I have found a niche, and I will continue to scratch it.

...JMA.



*"Memo to self: I must bring a bin bag next comp so that I don't get this fo\*m litter piling up on my desk." (After 4<sup>th</sup> "Bowden" 14<sup>th</sup> August.)*



## Ian Hibbert, herpetologist.



“Bert Whitehead obtained this Mercury 1 at a PMFC swap some years ago. He passed it on to me explaining that it needed a 500 engine and also suggested how to preserve and recover the decals. As a tribute to the original Lever/Waterland partnership I decided to attempt a partial restoration. I fitted a Frog 500 and made a team race tank and gave it a whirl. It proved to be a grumpy Frog and after a great deal of effort it coughed into life hurling a ball of fire onto the fuel soaked wing - a whole new meaning to the Fireball trophy! At this point I gave up on decal recovery and covered the wing with antique Solartex. The fuselage and cowl were very fragile and needed binding with more of the antique Solartex. The original Frog was replaced with a Frogski replica and serious flying too place. The final finishing leaves the model looking slightly distressed in an antique sense. I took it along to the vintage tram race display at this year’s Nats and resolved to fly it on the Monday. Torrential rain deterred everyone but I was raring to go. After all, all Frogs are amphibians!”

.....Ian Hibbert

## Brian's Ride for Charity, Ferry Meadows, ...28<sup>th</sup> June.



Brian writes:

*"I was very thrilled to receive the donation of £100 from PMFC to swell the funds I am collection on behalf of the East Anglian Air Ambulance. Please be kind enough to inform the Club membership how important fund raising is to keep this vital service in the air. When you consider they make on average 5 critical care flights each day you can well imagine they require to collect £8.6 million per year to cover their costs. I have always been proud to be a member of our wonderful club and this donation plus many individual donations by generous members only confirms what a wonderful spirit we all enjoy and display to the world at large.*

*Many, many thanks,  
Brian."*

Avoiding the early morning rain that soaked other riders by starting his 15 kilometre ride until midday, our Brian was to discover just how big Nene Park is.

Being familiar, as many of us are, just with Coney and Oak Meadows, he was to discover places he had never previously visited. The Air Ambulance service later e-mailed Brian with profuse thanks on behalf of themselves and any of their future customers, all of whom hope to be rescued by Prince William!



*Chairman Bernie took advantage of a fine evening at Lodge Farm to hand over PMFC's contribution. Good Lord: Brian MUST have been pleased!*

---

### **From Vice Chairman Dave Clark, concerning the club ff events:**

"A lot of good fun and serious tactical flying was had by all, with the overall winners in each class not being decided until the very last flights. I would like to thank all those who took part, special thanks to Dave Rumball who looked after the hi-start equipment, Peter Gibbons for his enthusiasm both here and at other free flight events PMFC has taken part in this season.

Special thanks to John Ashmole for being Competition Director for all the events and completing the spread sheet, and introducing us to the rubber powered Bowden which again turned out to be great fun and close fought.

We hope we will run these events next year with six dates starting in April. So do come along and enjoy yourself!"

The “Twothorn Jolleybern.”



You won't see many of these. The partly built job was taken to our UFO night last Winter, where it passed into the hands of Derek Thornburn. Apparently the wings were a Tom Jolley design, Bernie Nichols added a three dimensional fuselage, John Thornburn finished it, with input on the tail surfaces and the addition of a Thunder Tiger 25 glow motor. leaving Derek just to do the leadouts. And fly it. (Rather well, too. Watch out, lads!)

*“Now is the Winter of our discount tent...”*

Another trader leaves us, as Paul Winter closes down PS Aeroproducts. at a suitable gloomy Old Warden. Thanks for all you have done for us, Paul.



**INFO:**

**Skycraft**, from whom some of PMFC have purchased dope and thinners in quantity (they are suppliers to Flitehook), has moved to a site just north of Holbeach. Visit [www.sky-craft.co.uk](http://www.sky-craft.co.uk), or put PE12 8BT into you navigation system. Don't wait too long, the business seems to be contracting.

AND, don't do what I have done. Do not store thinners in its gallon can on a concrete garage floor. The cold destroys the effectiveness of the anti-bloom retardant. They are willing to sell nitrate thinners by the half gallon, & will add retardant if requested.

**In accordance** with usual practice, the Power Nats report has been held over to the next issue: Your photos and reports will be welcome.

**Twenty eight pages** of action this month if we include the centre photopages: sorry, folks, but it “just grewed.” Did you see that nod to Wodehouse on page 8, Liz?

And what about those Casablanca refs? AND a bit of King Lear!..... Thanks to our contributors....Hope y'all enjoyed it.



## 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.)

Every Friday 2<sup>nd</sup> October to 18<sup>th</sup> December, inclusive, and  
8<sup>th</sup> January 2016 to 8<sup>th</sup> April inclusive.

Special events to be announced in due course.

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

2015: Oct 10<sup>th</sup> 10.00am to 1.00pm.

Nov 28<sup>th</sup> 10.00am to 1.00pm

2016 Jan 2<sup>nd</sup> 10.00am to 1.00pm

Feb 6<sup>th</sup> 10.00am to 1.00pm

Mar 13<sup>th</sup> 10.00am to 1.00pm

Apl 2<sup>nd</sup> 10.00am to 2.00pm

No quadcopters or shockies, helis up to 9" rotor only. £5 flyers, £2 spectators.

### **Impington Indoor:** 1<sup>st</sup> November, 9.00am to 5.00pm.

### **OLD WARDEN WEEKENDS**

**for 2015: Sept 26<sup>th</sup>/27<sup>th</sup>.**

**for 2016:**

**14/15 May, 23/24 July, 24/25 Sept**

**PMFC AGM and Prizegiving, at Peakirk  
Village Hall,**

**Friday 27<sup>th</sup> November, from 7pm.**