



# ***PMFC NEWS***

News and Views from Peterborough Model Flying Club

**Summer 2022**

Online and in Print

BMFA Centenary  
Celebrations

Cloud Tramp PMFC  
Vs  
Auckland

Trimming Catapult  
Launch Gliders



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## Editorial

Here we are at last: the Summer Edition of PMFC News. I do realise that by the time you read this it may well be technically Autumn—but I am a believer in Indian Summers, so perhaps Indian Summer Edition is more accurate!

My apologies, however, for the lateness of this issue. As I write these words, I am surrounded by my life packed-up in removal boxes. Since the May edition of the magazine the Bishop threw me something of a 'curve ball' and ordered a premature move this Autumn to Ipswich, where I will be running two significantly larger parishes than my current appointment. Although I shall sadly be geographically further away from Peterborough, the silver lining is that the house is much bigger, so I will be able to have a proper workshop enabling me to keep the parish office free from balsa, tissue and dope!

Once again, we have a packed issue for you this month. Mark Benns reports on his visit to the Indoor duration open international event in Croatia. John Ashmole gives us his blow by blow account of the Bernie Nichols Trophy, Chris Grant reports on our Cloud Tramp effort and I muse about the challenges of trimming Catapult Launch Gliders. As well as this, we also have our usual competition reports, members builds, Control Line report, results and much more.

At the time of writing we are a little over a week away from the Flying Aces, a full report of this will appear in the Autumn edition of PMFC News.

Please do keep sending in your pictures, articles and news, this our magazine and I can't do this without your help,

Enjoy,

*Luke*

**On the cover:** John Ashmole get his elegant Red Admiral away for a solid performance in the Bernie Nichols Trophy, so solid in fact, that he came joint first with Brian Lever! Photo: Mick Page



# Cloud Tramping it!



**Chris Grant reports on the annual PMFC vs Auckland Cloud Tramp challenge.**

The initial nominated period for the contest was from April 15<sup>th</sup> to May 15<sup>th</sup>. Bearing in mind that we only fly at Ferry on Tuesdays and Fridays the best day of the entire month was Good Friday 15<sup>th</sup> April but that clashed with a Barkston meeting and because of the good weather, Ferry Meadows was heaving, to such an extent that those of us there for the Good Friday fly in left at

The Band of Brothers: A valiant effort from our PMFC Team

13:00 hours. For the rest of the month Tuesdays and Fridays were either wet, windy or both. Most Wednesdays and Thursdays were warm and calm!

Brian W managed to get us an extension until June 15<sup>th</sup> but the fact that Auckland granted that without a quibble probably indicated that they thought that they had an unbeatable score on the board!

After studying four different weather forecasts and the Met office charts every day it looked like Tuesday 31<sup>st</sup> May would be flyable, though not ideal because of heavy showers and more breeze than we would like.

Bert encouraged me to nominate that Tuesday and as it turned out that was probably the only option as the next Tuesday and Friday were bank holidays and the following Friday was club comps.

Before setting off on Tuesday the weather was sunny and calm, looking promising. Journey along the A47 was good until I reached the A43 island where the A47 was closed with no diversion signed, so I headed towards Stamford. When I reached the A1 it was a limited junction and you could only go North. So I relied on the Satnav to take me through the outskirts of Stamford back to the A1. Just before entering the slip road there was a sign saying A1 closed but the traffic appeared to be moving OK so I chanced it and luckily there was no hold up.

As I approached Peterborough it started to rain heavily but by the time I had parked at Ferry the rain had stopped, phew!

We set up camp on the North West corner of the field and soon test flying commenced. Several members were consistently achieving flights of over 1 minute so things looked promising. The weather improved and we had almost no wind with sun for about 2 hours. Competition flights commenced with Bert being first away. Unfortunately he must have launched into sink as his model did not climb much and then dived in for 24 s, not a good start for our star man. The weather then deteriorated with black clouds and a cold turbulent wind. I launched rapidly in the hope of beating the rain but was down in 30 secs. We escaped most of the rain, having only a couple of light showers but as can be seen from the results conditions were tricky and only Mick maxed out but lost his model on the fifth flight so had to use another model for his fly off flight.



Mick Page preparing his model for battle

Brian L lost a model on both of his max flights but one was handed in to the visitor centre the following day. It was not Andy Sephton's day, he gave up on Cloud Tramp after 2 dismal flights and instead decided to carry out a trimming flight on his new open rocket model. However this was not to be as, he struggled to get the motor to ignite.

Overall we achieved a poor result with the score being well down on last times losing score of 1333.



Dave Rumball puts some turns on his Cloud Tramp

The main thing was that I think everyone enjoyed the afternoon and Mick showed us how to do it – meticulous preparation, careful trimming and great patience in waiting for the good air. Well done Mick.

PS My final flight was perfect, in good air it achieved 158 seconds and landed in the field! 3 maxes in one flight, but they only allowed me to count one of them!



# The Bernie Nichols Trophy

22nd July 2022

## John Ashmole reports on this yearly fixture in the PMFC FF Calendar.

It was rather a last minute decision to bring a model to this event as just undertaking the walk from car to launch point was likely to be problematic due to a slight health problem. But to resume the running of events and, most of all, to meet the lads (lads!) again was something I had hoped for over the last couple of months. But there was a "Red Admiral" stored in a box since last year and I could not resist the temptation to give it another outing, even with its year old motor which I splashed with just a little more lubricant for the occasion.



John gets his Red Admiral away to a perfect flight

Eight other contenders turned up: we should like more of you, but this would be enough to make a good event of it especially as they included such worthies as Rumball, Whitehead and Goymour, not to mention the club professional and perennial winner of the BNT, Mick Page. The very hot spell had passed although the brown colour of the grass betrayed its effects. The air was calm and thankfully not too humid, with just a slight breeze in the later stages.

With the target time set at 30 seconds, there were to be five rounds in quick-fire succession, with draconian punishments for those who missed their slot (nobody did, and consequently the event was to last well under two hours.) A huge benefit was the arrival of John Brown as spectator: he was willing to timekeep for the whole event which greatly oiled the wheels. He was not to know how vital his timing was to become later on.



Luke get's his VMC Pilot away after suffering from motor bunching problems with his KK Ace.

Rumour had it that Luke (VMC Pilot) had a flyaway while trimming, but he was to return from the flora soon enough. It was a warning, however, that unwelcome lift was about and should be avoided. Round One produced "fours" for Dave (his trusty Sirocco) Bert (Ajax) and Martin Skinner (KK Robin) but any suggestion that these scores would predict dominance for one of the three was soon to be scotched. With slight trim adjustments as the rounds progressed, accuracy improved (for some) and Rumball & Ashmole achieved "ones" in the second round. Poor Chris Grant ( VMC Pilot) always a worthy competitor, had suffered two disasters and withdrew, to do some very welcome retrieving. Thanks, Chris.



Models at the ready! We happy few

Luke had changed models following a motor bunching problem with his Ace, but wondered whether he had done the right thing. Trophy holder Mick Page had a two-second dive-in following problems with his nose: he sportingly completed the event with some good scores, but devoted much time to photography. Of further note were the activities of one Brian Waterland (Rearwin Speedster) who was to provide continuous entertainment throughout the event and caused several to make a note of bringing

hard hats next year. Enough said. The shape of the contest was evolving by Round Three, as Peter Adams (Ace) was sadly out of contention with another double-figure score, Dave Rumball's hopes were raised with the first zero of the event and Brian Lever (Ace) benefited from steady, progressive improvement.

The fourth round produced zeros for Lever and a surprised Ashmole, but the real story of the round was the fall of Rumball, caught in a gust at the point of launching. Better luck in the Rubber Bowden later in the year, Dave. Martin struggled with on field repairs to his Robin, but sportingly stayed the course. The fifth round (there had been no breaks between rounds, so around 45 competitive flights had been run off in short order, thanks again to John Brown) and speculation was rife concerning the final outcome. Luke had fought through to a total of 35 and third place, just ahead of Bert who would rue a second round "14" for fourth. Halfway through the final round, rumour (which I was trying not to hear) said that Brian Lever would need a zero to win, or a "one" to tie. So he went and scored a "one."



Last year's winner Mick Page presents the Trophy to John

So a flyoff it would be. In a breathless hush the tension built. Brian lost the toss and had to go first. Three seconds out. Then the Other Person flew, trying to keep calm. Again, a "three." During retrieval, like two cricket captains on the final day of a high-scoring match, we shook hands and called it a draw. De-

prived for a year of the trophy, Mick Page was made to present it to the winners...but he and his "Link" will be back.

Results: 1<sup>st</sup> equal: Brian Lever, John Ashmole  
3<sup>rd</sup>: Luke Goymour  
4<sup>th</sup>: Bert Whitehead



The winners: John and Brian



# Peterborough Free Flight Club Competitions

Luke Goymour reports on the last three rounds of our club competitions at Ferry Meadows.

## Round Two of Club Free Flight Competitions

The second round of the PMFC Free Flight Competitions took place on Tuesday 24<sup>th</sup> May. The weather was typical for Ferry at that time of year: mild, breezy, showers and turbulent with lift coming through an inopportune time.

On my walk on to the field I noticed Bert Whitehead's Ladybird glider coming off the top of the high-start bungee and clearly in lift. As it meandered over towards the car park I decided to go after it in the hope of getting a better line than Bert could from his vantage point. Picking up speed, I ran back towards the carpark to see the model disappear behind trees bound for the caravan site. After a brief look, Bert decided to write the model off as a loss and continue with the competition. I promised to help him have a good look at the end - more of that later.

The rest of afternoon was fiercely fought by a bunch of hardy flyers. Five of us flew in in CLG your editor pipping Peter Gibbons to the first place by a few seconds. John Brown made Bungee Glider look easy, whilst Peter Adams flew solo but respectably in P20.



Three of us flew in Cloud Tramp, and Bert and I battled it out in Open Rocket, sadly Bert said goodbye to his model as it landed in the middle of the lake, leaving the door open for yours truly, to take first place.

At the end of the afternoon we were all grateful to Bert who had acted splendidly as CD with great diligence and enthusiasm. I insisted that Bert and I would go and look for his Ladybird glider and his 'Snowflake' Rocket Model. Bert was somewhat sceptical that we would find his glider, convinced that it was resting on the top of tree somewhere or perhaps even on a caravan.

The Exodus: after a successful afternoon of flying, PMFC members haul their models and equipment back to their cars.



A quick prayer and 'hey presto' Bert's model appears at reachable height — why doesn't that work for models eh?

With the belief that every model is worth looking for, however, I persuaded Bert to humour me for 10 mins as we searched the woods at the end of the car park that separate Ferry Meadows from the Caravan site. As we waded through the thickets on the supposed line that the model took, it was seeming unlikely that we would find the model. Bert and I split up and Bert focused his attention on the tops of the trees. I on the other hand, had a strange feeling: being a priest and inclined to 'talk to the boss' quite regularly I let out frustrated a prayer "Lord give me this one, find this model...please" I turned round and there, at a little over waist height

lying in thicket was the Ladybird. I reached out to it "thank you" I thought (and at the same time wondering why he hadn't deigned to help me find any of my models....the Lord works in mysterious ways...I'm told!) "Found it!" I cried out to Bert, a happy Bert couldn't believe his eyes. Sadly we were not so lucky with the Snowflake, but 1 out of 2 ain't half bad!



A happy Bert with his Ladybird glider.

### Round three of Club competitions 10<sup>th</sup> June 2022

We had mixed weather again: breezy and cloudy was the run of the day. The wind pretty much the same direction as is often the case - down in the far corner near the 'club tree' and dog exercise area, with the prevailing wind taking the models off toward the lake. Given the forecast, the turn out was reasonable. Five flew in Cloud Tramp and Bungee Glider with Bert Whitehead and John Brown both sharing the same score for fourth place. Despite dropping flights, Mick Page, Andy Green and myself all had the same score in Cloud Tramp, necessitating a fly-off. Andy went first but his model was soon down due to the Russian Roulette turbulence coming off the trees. Thinking he had left the door wide open; I went up next only for the model to be knocked out of the sky even quicker than Andy's. Seasoned Cloud Tramp pro, Mick Page, made it look easy, as avoiding all turbulence, he got his model away to a tidy fly-off flight.

A Fly-off also took place in P20, between Bert and me. Bert let his model go with great finesse whilst yours truly managed to find the turbulence again – it was over very quickly! Well done, Bert.



## Round Four of Club Competitions 8<sup>th</sup> July 2022

High temperatures and low winds were predicted for the fourth round of the club competitions. Well, they were right about the temperatures, but alas the wind (and turbulence) was much higher than expected. Presumably the heat put many members off from attending, as this round saw the fewest of participants at a Ferry competition this year, nevertheless those of that were there battled it out and enjoyed a



Mick Page's P20 climbing to victory (photo Dave Clark)



Martin with his fine looking tailless model

good after-  
noons flying.

Sadly, not all models made it home that day. Mick Page lost his Cloud Tramp on a trimming flight, but made up for it by taking first place in the P20. Even that wasn't straightforward. Mick thought he had lost his P20 on his final flight, tears turned to joy, however, when Bert

came to the rescue and found the prize model resting in the hedges that separate the meadow from the carpark.

My Open Rocket model, the QT found the middle of the lake and I had written it off as lost. Happily Roger Silcock's son, James and granddaughter Amelia (club junior member), took their kayak out on the lakes of Ferry Meadows and found the model in the reed beds. It was returned to me a couple of weeks later and, it still flies! Thanks Team Silcock!



Peter waiting for good air to come through

### The Results

#### Round 2 24/5/22

**HLG/CAT Glider** 1 Luke Goymour, 2 Peter Gibbons, 3 Chris Grant, 4 John Brown, 5 Bert Whitehead.

**Bungee Glider.** 1 John Brown, 2 Martin Skinner. (Joint 3) Bert Whitehead. (Joint 3) Chris Grant. 5 Dave Rumball.

**Cloud Tramp.** 1 Luke Goymour, 2 Mick Page, 3 Peter Adams.

**Rocket Plane** 1 Luke Goymour, 2 Bert Whitehead.

**Scale Precision.** 1 Bert Whitehead.

**P 20** 1 Peter Adams. (**E 20** No flyers.)

### Round 3 10/6/22

**HLG/CAT Glider** 1 Luke Goymour 2 Chris Grant. 3 Peter Gibbons 4 Brian Lever.

**Bungee Glider** 1 Chris Grant 2 Brian Lever 3 Martin Skinner Jt. 4 Bert Whitehead Jt. 4 John Brown.

**Rocket plane** 1 Luke Goymour 2 Bert Whitehead 3 Brian Lever.

**Cloud Tramp** 1 Mick Page 2 Andy Green 3 Luke Goymour 4 Peter Adams  
5. Chris Grant.

**Scale Precision** 1 Brian Lever 2 Martin Skinner 3 Bert Whitehead 4 Andy Green.

**P 20** 1 Bert Whitehead 2 Luke Goymour 3 Mick Page 4 Peter Adams.

**E 20** 1 Peter Gibbons 2 Luke Goymour.

### Round 4 8/7/22

**HLG/CAT** 1 Luke Goymour 2 Peter Gibbons 3 Brian Lever

**Bungee Glider** 1 Bert Whitehead 2 Brian Lever

**Cloud Tramp** 1 Luke Goymour 2 Bert Whitehead

**Rocket Plane** 1 Luke Goymour 2 Brian Lever

**Precision Scale** 1 Brian Lever 2 Bert Whitehead

**P20** 1 Mick Page 2 Brian Lever 3 Luke Goymour

**E20** 1 Luke Goymour 2 Peter Gibbons

### Championships Points after Round 4 (final round on Sept 9<sup>th</sup>, best 4 to count only)

**HI-Start Glider:** Grant 10, Lever 7, Skinner 6, Brown 5, Whitehead 6, Whitmore 2, Rumball & Gibbons 1 each.

**Cloud Tramp:** Goymour 10, Page 8, Green 3, Adams & Grant 2 each Whitehead 1

**HLG/Cat** Goymour 15, Gibbons 10, Grant 6, Lever 4, Brown 2, Whitehead/Whitmore 1 each.

**P20:** Page 7, Goymour 5, Whitehead 4, Adams 2. Lever 2.

**Scale Precision:** Lever 7, Whitehead 6, Skinner 3, Green 1.

**Open Rocket:** Goymour 8, Whitehead 5, Lever 5.

**E20:** Goymour 4, Gibbons 3, Whitmore 2.



Taking refuge from the sun under the "Club Tree"



# Circular News: Control Line at PMFC

**Roger Silcock writes:** "I attended the third Vintage combat event on Sunday at Buckminster. A really hot day with little wind. The entry was 23 as some competitors were away at internationals.

The CFA had laid on tents for shade and a large supply of chilled water. All of which were needed. I met three former competitors who were like me active in the 70's. I let one of them fly my model to encourage him.

He managed ten laps before falling flat on his back dizzy. I lost both my bouts with no damage to my models. Not everyone was as lucky due to the rock hard ground.

Many braking propellers but thankfully no broken crankshafts this time. The eventual winner was Richard Herbert."



**Above:** Roger Silcock flying Simon Miller in in Vintage Combat at Buckminster



**Above:** Chris Sanders flying his **Gee Bee Racer** at Thorpe Meadows. PMFC has permission to fly Control line on the Thorpe Meadow site, so there's no excuse not to give it a go!

**Right: PMFC's esteemed Membership Sec. / Treasurer Richard Arnold with his 2.5cc PAW powered Peacemaker.** Richard learned to fly Control Line some years ago and then had a lay off but came back to fly for us in the 24 Hour Electric CL Marathon. More recently he went to Buckminster with the two Brian's and successfully flew his untried Peacemaker.





## The Two Brian's continue to make headway in the Voetsak, Brian Lever reports:

The Waterland /Lever Tribute Voetsak after four rounds leads the championship by two points. Close up of the wing shows the leadouts brought closer together to improve handling particularly during landing.



The sleek Mini Goodyear Racer is entered in the C/L Nationals being held at Buckminster in August. Powered by a tuned single ball race PAW 1.5cc Diesel engine and using a cut down 7x6 propeller.





# BMFA Centenary Celebrations

## BMFA World Record Attempt

PMFC members have been involved in many of the events celebrating hundred years of model flying in the UK. The picture on the **right** shows PMFC members with others at Crowland gliding club taking part in the World Record Attempt on 15th May



A highlight of the BMFA Centenary celebrations has certainly been the excellent exhibition. **(Above four)** PMFC has had representation here as well, through the models of Andy Sephton, he writes "Following on from the request for PMFC to provide models for the BMFA Anniversary Display at Buckminster, I today delivered six. Five have a PMFC sticker on the fin; the sixth is a Pistachio Scale HP-Sayers Monoplane so I passed on the Club sticker!"

# Centenary Painting



Ben with his Painting at Buckminster

Another PMFC connection to the centenary celebrations is the painting that was specially commissioned for the occasion. The painting was produced by artist, and previous PMFC member Ben Goymour. (and yes, he's also your Editor's younger brother!) Ben received a brief to produce a painting that incorporated the many and varied disciplines of model flying that the BMFA have enabled and supported over the last century. It was to be produced in a '1950s' aeromodeller – cover-inspired style and features many recognizable models including a Senator and a Copeland Wakefield.

The choice of Ben as artist for the painting was not by chance. As well as being a former 29 Commando,

Ben was also an established Aeromodeller in his own right. As a junior, Ben, mentored by Mick Page, built HLGs and competed in contests up and down the country. Notably, Ben once won Top Junior at the Euro Champs at Middle Wallop losing his model on the final flight OOS to the thermal gods. Ben was not only handy with hand launch gliders, he also tried his hand at rubber power and A1 glider and took a memorable victory at the SAMS Peck ROG competition at the indoor meet at Watford. Evidence of Ben's PMFC history can also still be seen with careful examination of the past winners of the Eric Young Trophy! These days Ben lives in Wittering where he works from his studio as a full-time artist. Ben is busy painting and giving workshops but we hope (and pray) that he will find time in the future to fling a glider or two in the air once again!

To view his work and find out more about Ben you can visit his website at: <https://www.bengoymour.com/>

To purchase a print a limited edition print of the picture, a postcard and other centenary merchandise visit: [shop.bmfa.org](http://shop.bmfa.org)



The Timeless Fascination of Flight by Ben Goymour





Your editor's Polly B, by Carl Rambo  
fresh off the building board.

## **Trimming Catapult launched Gliders : an art or a Science?**

It would seem that building and flying Catapult (and hand launch gliders) is something of an art form, rather than an exacting science. I am more of a student of the topic, rather than an expert. It is, however, something I have given some time and attention to this last year. I have been asked by several people "what do I do" when trimming CLG as mine seem to fly. (Not all do, I might add!) I write this with not a small amount of hesitation; for there are far more qualified members of PMFC to write on this topic than I. Both Mick Page and Mark Benns have been Na-

tional Champions for HLG, on numerous occasions and

Mark won the Nationals again this year for CLG. Furthermore, Peter Gibbons is pretty handy with a catapult and Brian Lever recently recorded a flight with his CLG of over an hour thermalling over Ferry Meadows! Nevertheless, I promised to put something in the next PMFC News, so here goes:

If you are building from a plan, then it's likely that essential things like the CG and decalage, etc will be contained in the plan. When building catapult gliders often a slightly different set-up is required than used for a simple hand launch glider. If you are converting one to the other, or if you are building your own design from scratch, some points that are worth considering. The first concerns how the design of the airframe will affect the transition.

With gliders, the transition is everything. If the tailplane is too large, it will tend to let the plane fly even if the CG is badly out. Too large a tailplane will keep a glider from a snap recovery and the model will fly through the top of the launch. If, however, the tailplane is too small, it will cause the model to sink out at gliding speeds. Generally speaking, the rudder is overly effective at high speeds, and not effective enough at low speeds. The answer is to use a little tail tilt for the glide turn, keeping just enough rudder for a transition.

Basically, the four basic trim adjustments for gliders appear to be: (1) Center of gravity (CG) and zero decalage (no incidence in wing or tail) to obtain a loop-free launch. (2) Slight left rudder to provide launch turn and (3) tail tilt for a left glide turn. (4) Wash-in, in the left wingtip/panel to prevent spiral dives. (This is for a right handed person to launch a left-hand trimmed glider, this would be reversed for a left-handed launch and right-handed circling glider) The glide turn is controlled with tail tilt and the climb pattern with the rudder. I also like to put a bit of washout on the extreme tip of each wing – this seems to help transition at the top of the launch.

The center of gravity location is the primary variable for glider stability. It may be possible to get the trim right on an unstable glider, but just a little turbulence would upset it. When the glider is stable, however, it can be trimmed easily, and once trimmed, will stay trimmed. A good rule of thumb is that for most good glider designs, the center of gravity should be between 40% and 50% of the wing's chord. That is, just slightly ahead of the middle of the wing.

As I say, this is what I do, it's not exacting science and some models are easier to trim than others. I remember talking to Phil Ball about trimming CLG models and he said he approached it much the same as an HLG. Even he, however, found that he had a model that for love nor money, he couldn't seem to trim – well that makes me feel better! So to reiterate, I start with zero incidence, put in a little left rudder, and play around with the CG until the model transitions nicely and consistently. Sometimes it takes several outings to get it right, but once it works, and the glider transitions well – it's magic. If any members have anything to add or correct please do write in, as I say I am only a student and no expert. Happy thermals!

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## Geoff Stubbs RIP

**Brian Lever writes** "Geoff was a great friend to PMFC members over many years. His shop became legendary over the later part of his life and I remember taking Julio Isidro who came all the way from Portugal because " I want to visit a real model shop and meet the man who runs it".

Geoff was a remarkable builder of beautifully constructed model aircraft. Whether flying his models under radio control or free flight he was a great example to all who met him on how to enjoy the wonder of flight.

His many years of competing in the Bowden Trophy and sometimes in the most appalling weather conditions would always bring a smile to all those who watched his expertise.

Generous to a fault Geoff was a long time supporter of the Peterborough Flying Aces Competitions held at Ferry Meadows. He could always be relied on to provide generous raffle prizes and invariably enter a beautifully built model for all to admire. He was in every sense a gentleman and the aeromodelling world is the poorer for his passing.

Never again will I be able to take my wife to Oundle for her to do some shopping while I would visit Geoff to purchase two sheets of 1/16" balsa carefully selected by Geoff. As my wife would always say; " If you are visiting Geoff I'll see you in a couple of hours!"

On behalf of your many friends in PMFC may you rest in peace. You were one of the aeromodelling greats."



The famous shop front at Oundle



# Indoor Duration Open International 2022, Karlovac, Croatia.



Mark and Tony enjoying great hospitality from Vladimir the car with my Covid coughing colleague, sadly off and he opted not to travel.

**PMFC Member and indoor guru, Mark Benns' reports on his visit to Croatia to compete in the Indoor International Open Championship...**

After three years of trying to fly abroad one could not turn down the opportunity especially in the beautiful climate of Croatia.

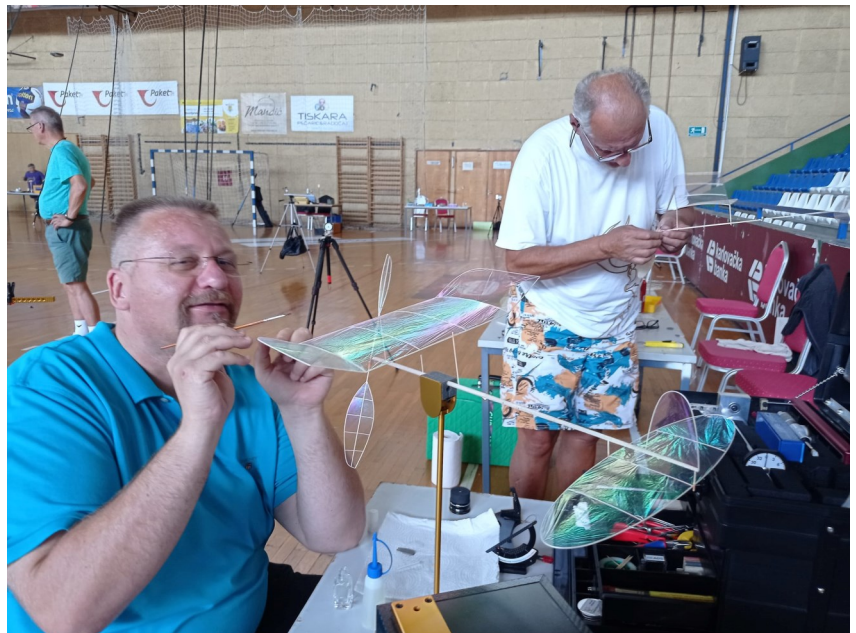
Hans, Tony and myself booked the trip early in the spring shortly after Boris announced freedom.. Heathrow our choice, BA our carrier... all of us trying to stay clear of Covid, Tony caught it 2 weeks earlier, I missed it after spending a day in

Hans contracted it a few days before take

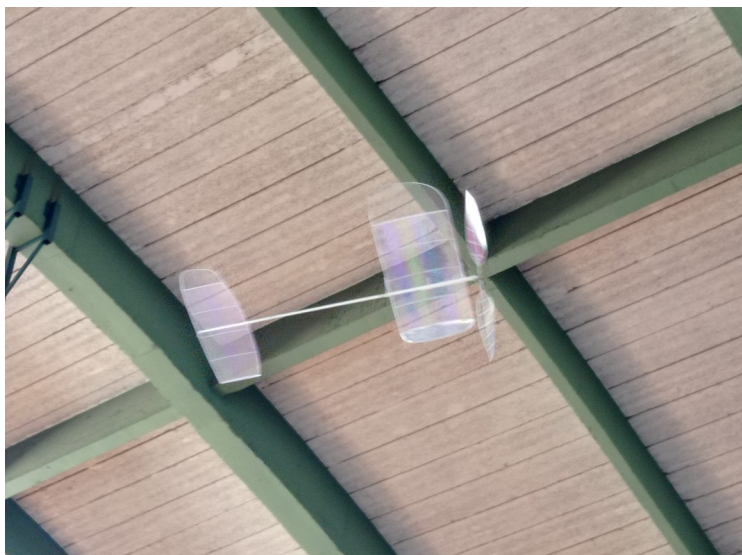
off and he opted not to travel. The horror stories of luggage losses and cancelled flights was always a threat. With us carrying lots of luggage (model boxes, steering poles and some clothes) we chose to fly business class with priority luggage, confident of no issues, we made the flight were well fed and watered, landed early and made it through customs only to find that my luggage had not left the UK! Wearing jeans and a long sleeved shirt I was perfectly prepared for the mid 30° climate, thankfully this is why I travel with Tony; same height, inside leg and style! Our luggage was air tagged and seen landing late the following day, making it to our hotel that evening.

Our great friend and host Vladimir whom I've known for many years was sponsoring the contest through his company, and he spoilt us rotten. We were treated to a local tour, and were then taken to the coast to dine in some amazing restaurants. What a gent!

It was so good to meet up again with some of our Ukrainian, Romanians, Serbians, Hungarians and of course Croatian friends, all were in fine fettle and magnificent company. Notable highlights was the Serbian Baklava, Hungarian coffee, Croatian local beer and Vladimir's hospitality.



Organiser, Vladimir setting his model before flight



An F1d in flight

The hall was a perfect height Cat II arched in shape with only a couple of basketball hoop structures to avoid. We had a week of contests including F1N, F1L, F1R, F1M, F1N150 and 3 days of F1D... heaven!

Flying conditions were good to exceptional throughout the week with no issues at all with bad air or drift. This showed in the flying times for all events. Consistency of flights times was very evident with duration ever increasing as us visitors tried to catch up with local knowledge, in a nutshell we should have taken and flown slightly thicker rubber.

I flew HLG (F1N) with a couple of experimental models completed the day before I flew out, suffice to say they showed potential but I needed far more time to trim than allowed for. F1N150 was great fun, catapult models 150mm span, 6 inches in old money weighing around 1.0gram and reaching 35ft. Again a knack to making these little blighters perform, something I will get to grips with. Not a bad showing but must do better.

Tony flew really well in F1L (EZB) against the opposition especially Dezo the master, who eventually pipped him and then pushed into 4th by late Croatian exuberance. Tony's F1R was too much for all setting a new UK record of 25min27secs for a single flight and taking the Gold medal!

Together Tony and I flew well in F1D with only a few seconds separating us in 4th & 5th and enough to give us a team second place behind Vladimir & Dima who stole the show.

A beautiful country, great hosts, venue and flying... the flight home was uneventful thankfully and back to normal.

## **The Indoor season is nearly upon us! Dust of those models.....**

We have our usual dates prepared for the Indoor Season at Bushfield. (See back page) As well as the usual fun-flying and to help encourage people to give indoor flying a go. We are proposing to run for fun informal duration competitions for the Hangar Rat. The proposed rules would be: 7" Plastic Prop. 1" Plastic Wheels. Front and rear fuselage to wing supporting spars.

Wing, Tailplane and Fin may be covered on one side only.

Any Hanger Rat Kit May be used and flown.

Minimum weight of 14gms ex rubber.

Any rubber motor may be used.

All flights to be ROG and timed from release.

**Let us know what you think?**



# Members Builds

## *From the Workshop of Rob Smith...*



**Above and right:** "Sometimes it's ok to show your failure's. This is a slightly enlarged Frog senior Raven. It took a week to build and five minutes to spoil. It looked great then I doped it and the colours ran! However the more I look at it the more I like it, It's sort of weathered as a real aircraft might look"



**Right and below:** A frog Mamba, with a KP 24mm EDF unit.

Built from the outer zone plan with modification.



**Above** "It's a Faradair triplane feeder liner. The press of course likened it to the Red Barons Fokker triplane.

I built a small balsa chuck glider to see if it worked ok , which it did, then fitted a small electric motor. It flew so well it left the field and I lost it!!

This version is depron with a small EDF unit."

Covered with printed layout



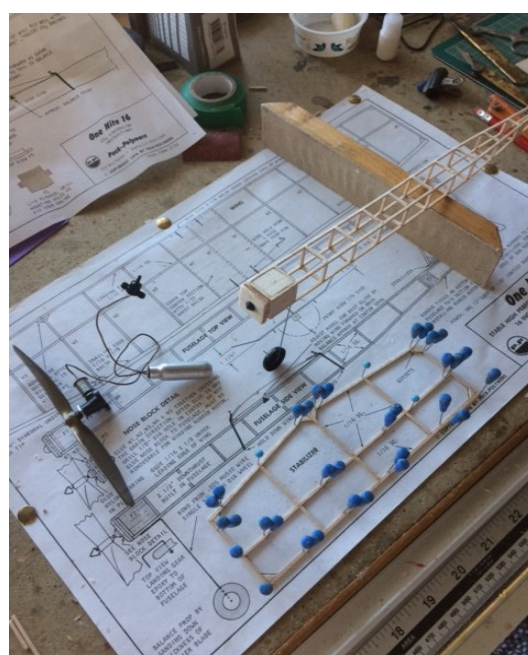
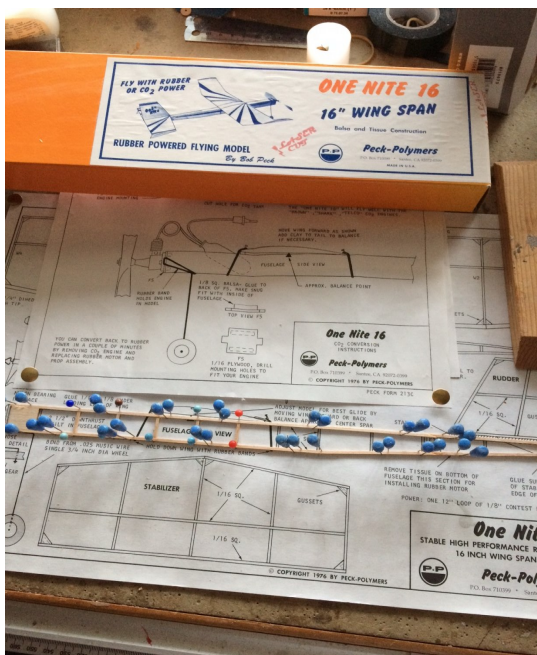


## From the workshop of Kevin Tatlow....



**From Top left to Right**, Kev has been busy building some beautiful kits-scale models. The Guilows Piper Super Cub 95 , resplendent in decals and markings, a fine looking VMC Cessna Bird Dog in rare orange with the US livery. ( I understand granddaughter Olivia played a major role in building the Cessna) and finally a VMC Spitfire night fighter. Well done Kev, nice work.

## From the Workshop of Brian Lever ...



**Above:** Brian is building a 16" One Nite, a Peck Polymers Kit for Telco CO2 , it can also be converted to rubber power Brian writes: "The model on the building board is the One Nite 16 designed by Bob Peck in 1976 and powered by a Telco CO2 motor. I am proposing a CO2 precision competition over 5 rounds in 2023. Model must not exceed 16" in any direction. Any CO2 motor may be used. Precision time set on the day. Prize money of £100 offered to be split £50, £30 and £20 between 1st to 3rd place at the end of the season.." Watch this space for more info...



# From the workshop of Andy Sephton...



**Andy Writes:** "SAM 35 Single Channel Spot Landing: A couple of months before the event at Old Warden, I learned that the theme would be for Keil Kraft models...a Keil Kraft Slicker (a kit I've had for longer than I can remember) was started. However, while looking for some supplementary parts, I 'found' the remains of a Keil Kraft Bandit that I'd built about 10 years ago and covered in tissue, which turned out to be a big mistake. Engine running had caused significant damage to the tissue covering (my own fault) so the model had been stripped and was waiting for a rainy day to be re-covered. RC assist models flown at Old Warden in the FF area are limited to a max weight of 500gm and a max power of 0.8cc or 100watts. Accordingly, I replaced the PAW 1.5 with a Redfin SAM 75 and re-covered the model with Litespan. After replacing the tailplane with a lighter version, the model weighed in at 430gm, so all was good-to-go for Old Warden. I didn't disgrace myself in the comp, coming mid-field ... but I do have a lot to learn about SC flying! Both the Smoke Trail and Chatterbox flew 'off the board' and will be entered in other SC Spot Landing events over the season. I've yet to test fly the restored Tomboy."

1. The rehashed Bandit  
 2. The Dixielander was finished and tested just in time for the VPD event at Old Warden. It was built for group B power (100 - 250 watts) so I had to derate the motor to under 100watts to allow flight at Old Warden. The climb was a mite sedately, but I didn't come last! The model came mid-field in the mass launch at the end of the day. Again, I have a lot to learn in this field of modelling, but I'm rising to the challenge.

3. and 4 : Earl Stahl - I'd promised John Ashmole that I'd get my Earl Stahl Taylorcraft re-covered in time for this years Earl Stahl event at Old Warden. I achieved the aim, but timing on the SAM35 Single Channel and VPD lines proved to be a bigger challenge. By the time those competitions had finished, there was not enough time left to enter either Earl Stahl or Masefield. Oh well, at least the model is ready for next year..... The Taylorcraft was built for the 2012 Flying Aces meeting in the USA. Accordingly, I finished it in US colours ... which are totally inappropriate for a FF model in the UK - have you ever tried finding a camouflaged model in a sea of trees and long grass? The new colours should stand out a lot better. Oh, and I've also fitted a viscous timer DT, just in case.....

Earl Stahl Taylorcraft in it's 2012 US colours and 2022 civilian livery.



# E20 Updates



**Luke Goymour reports:** The momentum for this small class for Electric duration continue. Since the spring edition of PMFC News, we have successfully run an E20 event at the Free Flight Nationals, for which we had sponsorship from Aeromodeller and BMK Free Flight Products. Peter and I have also run and completed our five rounds of "Electric Mondays" at BMFA Buckminster flying E20s in two categories : the new NFFS adopted rules (as flown at the Nat's) and the Open Class to Peterborough rules. Through July we hosted the International Postal Event, (In which yours truly scraped a second place!) and we are now looking at a similar event for the winter. Several members have started to build E20's which is very encouraging. The scaled down power model classics are really stealing the show!



**Top:** Brian Lever proudly showing off his Micro Pearl which flew off the board!



**Above:** Peter Gibbons with his scaled down Witch Hawk which also flew pretty much straight off the board .



**Middle:** Stuart Marsden's Micro Pearl looking attractive in Ukrainian Colours

**Above Right:** Peter Adams looking Happy with his Micro Pearl

**Right:** Your editor's Micro Starduster which managed 2nd Place in the Postal

**Far Right:** Your editor's Micro Satellite , took a lot of trimming but goes lovely now!



## Results (Top 3 Only) Round 3

### E20 Duration (20 Sec run)

1. Luke Goymour
2. Gerry Williamson
3. Peter Gibbons

### E20 Open Rules (10 sec run)

1. Jonathan Whitmore
2. Chris Grant

### Results Round 4 ( 14 Sec Run)

1. Gary Dickens
2. Peter Gibbons
3. Luke Goymour

### Results Round 5

#### E20 Duration (20 sec run)

1. Luke Goymour
2. Peter Gibbons
3. David Ginns

### E20 Open Duration (10 Sec)

1. Peter Gibbons
2. Luke Goymour
3. David Ginns

**Go to [e2oworl.com](http://e2oworl.com) for full results of the Postal and lots of information on E20**



## **Peterborough Free Flight Team at BMFA Events**

### **Peterborough at the Nationals\***

Mini Vintage: John Watson 4th

CO2: Luke Goymour 3rd

E36: Gerry Williamson 5th

E30: Peter Gibbons 2nd, Luke Goymour 3rd

P30: Mick Page 9th

E20 (NON BMFA TROPHY) Luke Goymour, 2nd Peter Gibbons 3rd

FIB Mark Benns 5th

HLG Mark Benns 1st

CLG Mark Benns 1st

\* Clubs are not listed in results, so if I have missed anyone my sincere apologies

### **4th Area Meeting**

Combined Electric: Gerry Williamson 4th , Peter Gibbons 5th

E30: Peter Gibbons 6th , Gerry Williamson 8th

### **5th Area Meeting**

E36: Gerry Williamson 2nd , Peter Gibbons 8th

CO2: Luke Goymour 2nd

P30 : Mick Page 5th

### **East Anglian Gala**

E30 : Peter Gibbons 3rd

E36: Gerry Williamson 3rd

CO2: Luke Goymour 1st

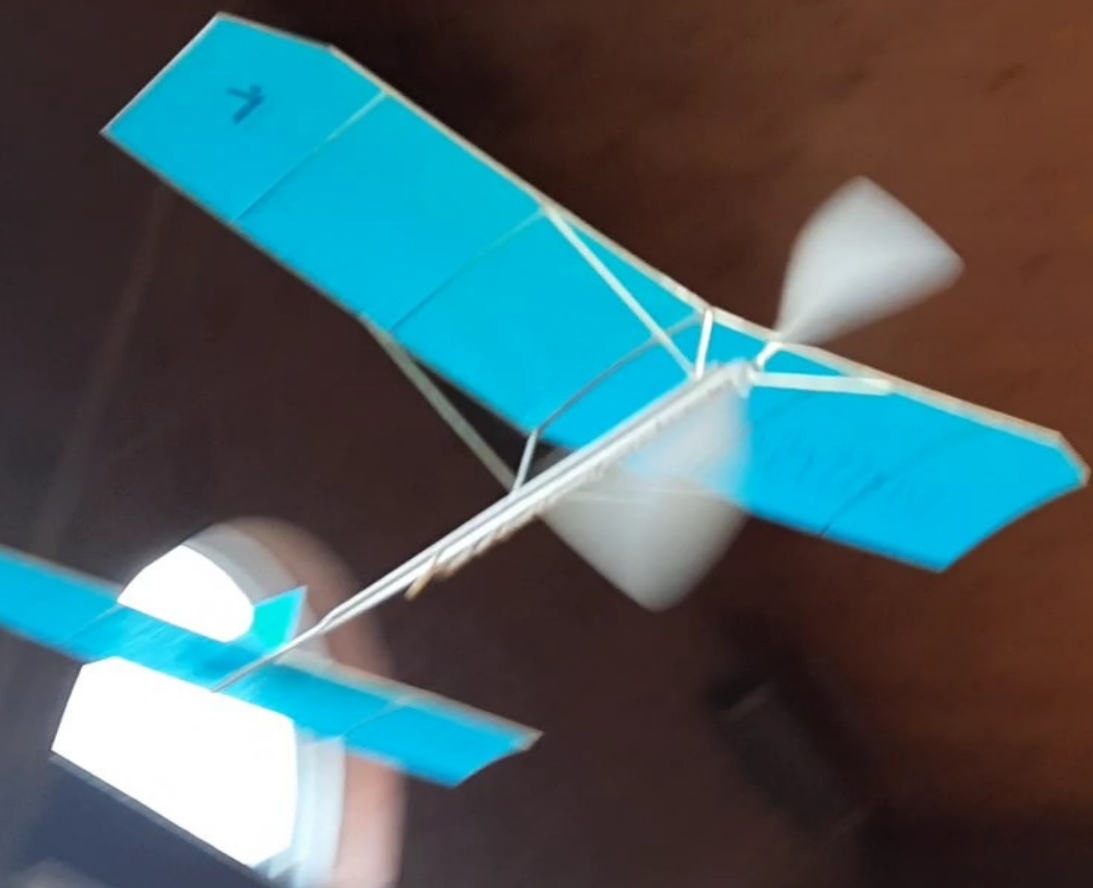
### **Bowden Trophy** run by Brian Lever

and Chris Grant was won by Brian Waterland and the Stan Horne Memorial Shield was won by Mike Smith



Gerry Williamson and Peter Gibbons at the East Anglian Gala. Note, Peter Gibbons wearing the three lions shirt in support of our Lioness' who took the victory at Wembley the following day. The England Team was captained by Gerry's grand daughter Leah Williamson! Well done Leah, and well done ladies!

# Indoor at Bushfield, Coming Soon....



## Indoor Flying Dates

(All events 10.00am to 1.00pm EXCEPT the 7th January 10.00am to 2.00pm)

Location: Bushfield Leisure Centre, Orton Centre , Peterborough PE2 5RQ

(Park in the adjacent car Park and gain entry to the hall through the nearby “Crash” Fire Door)

### 2022

**Sunday 30th October**

**Saturday 12th November**

**Saturday 26th November**

### 2023

**Saturday 7th January**

**Sunday 5th February**

**Saturday 4th March**