



PMFC NEWS

News and Views from Peterborough Model Flying Club

Winter/Spring 2023

Online and in Print

Hangar Rat Final Results

Frostbite at Ferry

AGM and Prize Giving

New Award for PMFC

And much more....



Members builds • Free Flight Competition Dates • KK Phantom



PMFC Committee

President: Brian Waterland

Chairman: John Ashmole

Vice Chairman: Dave Leeding

Secretary/PRO: Andy Green

Magazine: Luke Goymour

Treasurer/Mem Sec: Richard Arnold

F/F Sec: John Ashmole

C/L Sec: Roger Silcock

Sports/Scale Sec: Russ Lister

Safety/Ferry Liaison: Dave Rumball

Webmaster: Paul Townsin

On the cover: One of our younger members, Olivia Tatlow, launches her VMC Cessna Bird Dog at the Indoor meeting at Bushfield.

Editorial

Welcome to the Winter/Spring Issue of PMFC News. The weather, it seems, is struggling to make the transition from winter to spring. As I write this, a few days of mild temperatures and low winds have given way to snow, sleet and 45 mph gusts! A few of the Buckminster boys had already enjoyed some free flight on a Monday back in February, only to be thrown back into the wiles of winter shortly afterwards. Nevertheless, I understand a great days flying was had by all, and it was a little foretaste, one hopes, of what the year has in store. In any case, the days are most definitely getting longer, the sun is slowly making more of an appearance and, as we approach Easter we should be confident that the flying season is upon us once more. (understandably I won't be at Ferry on Good Friday, but I trust many will be and look forward to lots of pictures!) Not that we haven't been flying through the darker months of course, as our plethora of indoor competitions and fixtures will testify. In this issue we have the final results from the Hangar Rat league, our new chairman John Ashmole kicks-off his regular column "From the chair", reports from the AGM, the Free Flight Conference, Frostbite at Ferry. As well as this, we continue to have our usual variety of members builds, and excitingly lots of dates and information about upcoming events to satiate your Aeromodelling appetite.

Thanks to everyone who has sent in photos, articles and notes for this edition. Please, please, do continue to send stuff in, especially pictures of your models and building projects, we might not always meet each other on the flying field but it is always inspiring to see what our members are building. Here's to a great 2023 and I hope to see you many of you at Ferry or at Buckminster in the near future,

Luke

Frostbite at Ferry!



A hardy bunch of PMFC members met in the wind and rain for our post Christmas "Frostbite" meet at Ferry. After mince pies in the carpark (above) Brian Lever and Andy Green (above left and above right) braved the weather with a Rookie fly-off which led to a multi-person retrieve from one of the trees near the lake. After the models were recovered safely, we all retired back to the café for tea and cake. Despite the weather, a good morning all in all!

PMFC The AGM 2nd December 2022

Back in December we had our Annual General Meeting and Prize Giving, of note was Brian Lever's retirement as Chairman of our Club. Brian also celebrated his 80th Birthday this year and the Club made a presentation to him. (photo's overleaf) The annual awards and election of officers is as follows:

Annual awards

Free Flight Awards

Scale Precision – Brian Lever

High start Glider – Chris Grant

Cloud Tramp – Luke Goymour/Mick Page

P20 – Mick Page

Catapult Glider – Luke Goymour

E20 – Luke Goymour

Open Rocket – Luke Goymour

Victor Ludorum – Luke Goymour

Bernie Nicholl's Trophy – Brian Lever

PMFC Awards

Control Line Trophy – Brian Lever

Unorthodox Trophy – Phil Worth

Free Flight Trophy – Luke Goymour

Eric Young Trophy – Mick Page

The members of the full committee of PMFC were confirmed as follows:

President – Brian Waterland

Chairman – John Ashmole

Vice Chairman – David Leeding

Treasurer/Membership secretary – Richard Arnold

Safety Officer- David Rumball

Club Secretary/PRO/Data Manager – Andrew Green

Magazine Editor – Luke Goymour

Control Line Secretary – Roger Silcock

Scale/Radio Control Secretary – Russell Lister

Free Flight Secretary – John Ashmole/Chris Grant/Bert Whitehead

(John Ashmole as main contact)

The AGM in Pictures



Your Editor, being presented with the Free Flight Shield by newly elected Chairman, John Ashmole. Former secretary Martin Skinner looks on.



It's not all birthday celebrations—John Ashmole presents the Control Line trophy to Brian Lever.



Brian was Presented with a special framed print which the club organised to celebrate his Aeromodelling in PMFC. Club president Brian Waterland and printer (and a former PMFC chairman) Tom Goymour, look on.



New Club Secretary, Andy Green, presents Brian with a copy of Aeromodeller from the year of his birth!



Chairmans past and present: John presents Brian with a special edition of the PMFC Magazine containing Brian's recent Aeromodelling history in pictures.



John Ashmole presents Mick Page with the P20 award.

PHANTOM "75" RACING

Celebrating 75 Years of the Famous KK Phantom



Brian Lever reports on an exciting new Control Line event for 2023....

Introducing a new postal and event competition for the famous Phantom Mk11

Model: Phantom Mk11 to plan. Wing can be set without incidence and rudder without offset. Flexible stranded heavy weight leadouts

The Rules:

- **1.5cc steel liner motors plain or single ball bearing.**
- **45' 012" stranded control lines from centre line of model to centre line of handle. (Note line length to help reduce pilot rotation speed)**
- **Bellcrank mounted on bearers. 1 3/4" Spinner**
- **Fuel Cut Out allowed but not mandatory. 2" Racing Wheels**
- **Commercial I.C. Propellers only. BMFA number on inboard wing**
- **50 lap race with one pit stop. Up to three races per team per event**
- **Mandatory wrist strap for pilots and helmet for pitman**
- **10 second count down to engine starting for League 1 (one up) and League 2 (two up). No whipping other than one lap for take off and landing. All other rules as per BMFA C/L racing.**

There are six events to be run in the 2023 season

Please send your six postal event race times to Brian Lever (blever@btinternet.com) within five days of the event taking place

Events to take place at six location. Three at Old Warden, 13/14 May, 22/23 July, 16/17 September. Three at Buckminster 15/16 April, 23/24/25 June, 14/15 October The best three times are to count towards Special "75" Trophies for First, Second and Third Places in each league. Certificates awarded to every entrant. League 2 winners receive a tuned PAW 1.5cc single ball raced motor from the Brian Lever collection. Fettle or new build. Good times are back. Questions? blever@btinternet.com or Tel: 01733 252416 Good Luck!

Brian's Charity effort

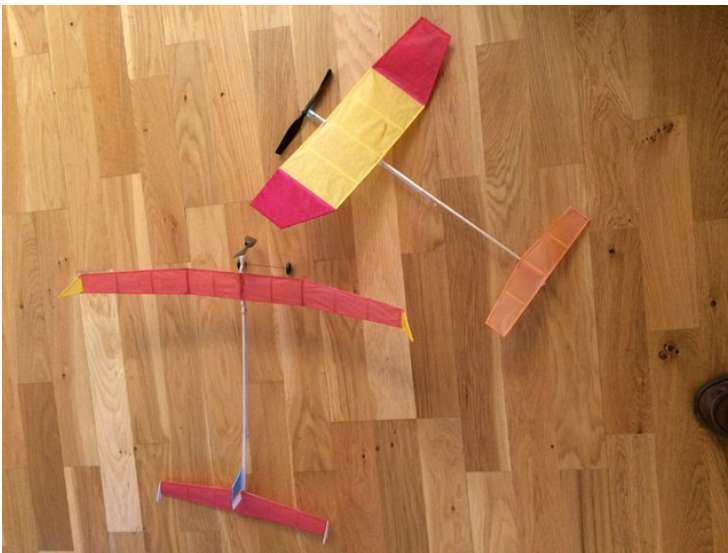
In our last issue we reported on Brian Lever's success in auctioning off of two Gyminie Crickets for Cancer Research. Following this, he repeated his effort to raise money for his local Church Benefice. Here he shares some photos and feedback from the lucky winners...



Brian explains:

"Sue (on the left) and Ross (on the right) met up with me last November while building a Gyminie Cricket at the Ruddy Duck Cancer Raffle Day.

They won the Gyminie Raffle prize and flew their model into second place (the first time they had ever encountered a model aircraft in their lives.) after only some initial trimming flight practice. Their error was only 17 seconds after 5 flights.!"



Left and bottom: A note and photos from Andrew Curwen who sponsored a Gyminie Package to the tune £200 towards the Benefice Church Funds. **Andrew writes:** *"Thank you !! What an absolutely amazing morning we all had flying your hand built planes. They are incredible. We thoroughly enjoyed it. The children were gripped and I can't thank you enough for making it so fun and engaging. It was a wonderful mix of craft and science and Harry loved all your engineering trimming! Not to mention winning, the icing on the cake to a super morning."* The children (two brothers and sister) flew the Gyminie Crickets to second place in precision and won the nearest to £5 flying a Bostonian Pup. They won a box of chocolates and a £5 note. Photos show the prize giving with Mum and next door neighbour watching on.



Competition Results: Indoor at Bushfield

Bushfield Results 7/1/23

TONY BECKETT TROPHY

- 1) Luke Goymour. Error 7 Mini Gyminnie
- 2) Sue Shaw. “. 17 Gyminnie Cricket
- 3) Andy Green. “. 21 Gyminnie Cricket
- 4) Chris Grant. “. 46 Ikara Butterfly
- 5) Chris Strachan. “. 49 Impington Special

Gordon Hannah (Nesmith Cougar)

made only 3 flights but with a cumulative error of 17 did not continue with his further two flights.

BEST SCALE FLIGHT

- 1) John Cooper Rearwin Speedster 15.0
- 2) John Bowerman Howard DG1 13.5
- 3) Gordon Hannah Nesmith Cougar 13.0
- 4) Peter Adams Lacey 11.5

LONGEST FLIGHT

Chris Grant 122 seconds(Hanger Rat)

HANGER RAT (5 Flights)

- 1) Chris Grant 498 seconds
- 2) Andy Green. 354. “
- 3) Malcom Styles. 174. “
- 4) Peter Adams. 140. “ NB Peter only flew two flights.

NEAREST TO £5

Chris Strachan

The Hanger Rat Competition this Winter Season was a great success and was held over six rounds with the best 3 scores from 5 flights counting. Nine competitors flew over the six rounds although none competed in every round so justifying the best of 3 out of 5.

The top four competitors were as follows:-

- 1) Chris Grant. 1324 seconds
- 2) Bert Whitehead 1247. “
- 3) Peter Adams. 1187. “
- 4) Andy Green. 1048. “

Chris Grant managed the longest single flight during round 4 of 122 seconds. His model featured a beautifully made prop shaft bearing that undoubtedly helped performance. Thanks to all who took part and the popularity and success of the event means that this comp will be a feature of the 2023 Autumn Season.

Bushfield Results 5/2/23

HANGER RAT.

- 1) Chris Grant. 522 seconds
- 2) Peter Adams 414. “
- 3) Bert Whitehead. 387. “
- 4) Andy Green. 345. “

PRECISION 5 Flights

- 1) Chris Grant. 14 seconds
- 2) Harry Bristol 25 (Junior)
- 3) Andy Green. 42

SCALE

- 1) John Wynn Piper Family Cruiser
- 2) Gordon Hannah Bleriot
- 3) John Barrowman Beaver

LONGEST FLIGHT

Chris Grant 110 seconds

Nearest £5

Harry Bristow (Junior)



Above: Brian Lever's Daughter in Law , Donna Lever winding up her Prairie Bird prior to another successful flight. Donna flew her Gyminnie Cricket into second place in the five flight precision event with a total error of only 15 seconds!



Above: Our senior member of the Club John Coleman with his partner enjoying the convivial atmosphere.

Right: Martin Skinner winding his delightful No-Cal German fighter which flew beautifully.

Results and Pictures from Bushfield on 4th March

PRECISION. 5 FLIGHTS

- 1) Chris Grant Total Error. 8 secs.
- 2) Donna Lever. “. “. 15. “
- 3) Bert Whitehead. “. 32. “

SCALE- FLYING ONLY

- 1) Gareth Tilston Pietenpol Air Camper. 57 points
- 2= John Wynn Piper Family Cruise 50 points
- 2= John Cooper. Fred 50 points
- 4) Peter Adams Lacy 49 points

LONGEST FLIGHT

Chris Grant Hanger Rat 114 secs

NEAREST TO £5

John Cooper Fred. 5 feet away.



FROM THE CHAIR



Club Chairman John Ashmole shares his thoughts in a new regular “*Ex Cathedra*”^{*} column...

The world was a fractured and damaged place when the last war ended, as many of us (too many of us) will well know, and one of the most basic requirements for the young was the need to belong. To be part of something we could understand, trust, and to which we could eventually contribute. Maybe you remember those Aeromodellers of the late 1940's and the ponderous words which appeared in the advertisement pages, “*Let me be your father.*” I can't remember what service was being offered, but what a sad subtext did that offer have! Probably such an offer would not be permitted today, although perhaps those adverts were not quite as exploitative as the claims of one Horace Batchelor of K.E.Y.N.S.H.A.M., who was to benefit from thousands of youthful forays into football pools. In the innocent schoolboy world, the amateurish building of Keil Kraft Flying Scale Models inducted one into a discrete group with a language of their own...although it seemed to be an unwritten rule amongst members never to ask if anyone had actually completed such a model!

But around the same time as a friend and I attempted to fly control line on a traffic island (yes, really...it was the right shape after all,) I was accepted with some enthusiasm into Maidstone Model Flying Club, who were, then just as clubs are now, keen to attract youth. They flew on Detling Aerodrome at the top of the North Downs in Kent. You just had to watch out for the fullsize tugs and gliders and step aside when they swept past. Once a Tiger Moth came taxiing past us on its own, sans pilot, amid much shouting and splintering of the propeller as it began to nose forwards. On the same day I saw someone walking past carrying the wing of a Leprechaun. So monstrous it seemed to me, a mere KK Scale builder, that the owner seemed godlike in stature, and one day I wanted to be as good as him! (There was no sand nearby for him to kick into my face.)

Girls and motorcycles, in the opposite order, occupied the next decade along with adherence to a free church: a brief but interesting dalliance which I now realise was more about belonging than faith. You could ask me more about this, but only if you have trouble sleeping!

Several motorcycle clubs later, an introduction to Barkston Heath (so huge when first seen) led logically to membership of Gr*ntham which lasted over 30 years and to my enjoyment of the classic years of Open Glider and Open Rubber, as well as my first venture at a club magazine, Hot Air, of which there are, I hope, no remaining copies. My other club, South Lincs Soarers, no longer exist in name, though I meet several of the lads regularly these days...one BARCS trophy is little to show for five years thermal soaring. My heart was not really in it, and it was not until I read Stuart Marsden's build of a Long Cabin in QEFI 12/2003 that I found my home in the world of sedate vintage radio flying. However, one does not have to be closely allied to the personnel of a club to feel the comfort of membership: I had received the magazine of SAM 35 for many years before playing an active part and yet received the monthly issues like an old friend.

^{*} *Ex Cathedra* Latin for “From the Chair”It's a Pope reference I couldn't resist sorry—Ed!

So here we are, at home in PMFC. I soon realised that I should have joined years before I actually did so, but better late than never. What an excellent group of friendly, helpful, committed folk! Such variety of interests and skills in all areas of aeromodelling, though mostly outside of Radio Control. And how helpful and supportive everyone is. In his final comments as Chairman, Brian Lever stressed his happiness within this group, having heard “never a cross word” in his 40+ years as a member. Much of that, of course, was due to his leadership and the ethos that he propagated, largely by example. In my opening words as his successor, I said that all members, whether they be those we meet often, those who turn up on rare occasions or even those who we never see but who relish the warmth of membership of such an enthusiastic club *in absentia*, are regarded as of equal value. And remarkably the subscription has still not changed, being just £15. That's less than one day out at Buckminster if you account for just some of the fuel needed to get there. So if you are one of the few who have not yet renewed, please do it right now. We may wallow comfortably in the past, but it is what we plan to do next that still matters, and PMFC has so much to offer!

.....chairman@peterboroughmfc.org

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STOP PRESS!

PMFC have received another National award. This time it is from the Royal Aero Club and will be presented at the RAF Club Piccadilly to our chairman:

John Ashmole (possibly accompanied by our president: Brian Waterland)

Ed Comments: *We really are a famous Club! I recently visited the local RC Club in Ipswich, when I said I was a PMFC member and I did Free Flight they remarked “Ahh Peterborough that’s a proper FF Club!”*

2 February 2023

Dear Brian,

Royal Aero Club Awards for 2022 – To be presented 11th May 2023

It gives me great pleasure to notify you that, following a nomination by the British Model Flying Association, the Council of the Royal Aero Club has decided to award you a Royal Aero Club Certificate of Merit as part of their 2022 Awards.

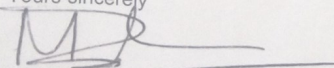
The Awards Ceremony will take place at the Royal Air Force Club, Piccadilly, London on Thursday 11th May 2022. The presenter will be confirmed in due course.

The proceedings commence at noon and take the form of a three-course lunch including wine in the Sovereign's Room. A cash bar will also be available in the Churchill Bar from 11.30am. A photographer will be present to 'capture the moment' and you will receive a mounted copy of your photograph after the event with our compliments.

As an Award recipient, the cost of your ticket will be covered by the Association which submitted your nomination. Should you wish to purchase an additional ticket for a guest, I have enclosed a ticket booking form along with a summary of the Awards being presented for 2022.

I do hope that you will be able to join us for this occasion and our General Secretary – David Phipps will be in touch with you again shortly with further details. Should you have any queries in the interim, please contact David at secretary@royalaeroclub.uk

Yours sincerely



Matthew Bolshaw MBE

Chairman – RAeC Medals & Awards Committee

British Aerobatic Association
British Balloon and Airship Club
British Gliding Association
British Hang Gliding & Paragliding Association
British Microlight Aircraft Association
British Model Flying Association
British Skydiving
British Precision Pilots Association
Formula Air Racing Association
Helicopter Club of Great Britain
Light Aircraft Association

Club Free Flight Contests for 2023

John Ashmole writes:

Following the recent "Free Flight Conference" we can now fix the dates & times of our events, and announce a couple of changes agreed at the meeting.

Classes will remain as before. They are P20, E20 Open, HLG/CAT, 36" Hi-Start Glider, Cloud Tramp, Open Rocket and Scale Precision.

The dates of the five meetings, which already appear on our website, are: **April 18th May 23rd June 9th July 7th and September 8th . Awards for all classes presented at AGM, along with "Victor Ludorum."**

The first of two significant changes are the alteration to the times of these events: the meeting appeared unanimous in wishing them to begin at 2pm and end at 6pm. These times can also be applied to the two stand-alone events:



John gets his Red Admiral away to victory at last years Bernie Nichols Trophy

The Bernie Nichols Trophy, for which we suggest an approximate window of 7 July to 18 July in order to find a calm afternoon, and The Chairman's Trophy for Open 20, between 22 September and 6 October, of which more information below.

The second change is the removal of the Builder of the Model rule from the duration classes. The reason for this is to make it possible to encourage a larger number of flyers to enter our events. Suitable models appear at our annual Club Auction as I know to my fiscal benefit. However, part of the agreement was that no commercial models could be used, only those which had been hand made by other PMFC club members.

A suggestion that awards should be offered contingent upon a minimum number of entries was quashed, also a handicap system to encourage newcomers was thrown out, the argument being that all the assistance a new flyer could possibly require would be available on the field. Similarly, proxy flying was rejected.

The only other items which had to be approved concerned the avoidance of ties. In the BNT, after one flyoff, there should be a countback of the most zeroes, ones, twos, etc. In final rounds of duration events, in the case of a tie for overall placing, a flyoff should take place (as we have done before) but in the event of a contender being absent, there should be a countback of the number of maxes throughout the season. This would avoid shared trophies. If this seems rather abstruse, please note that both these situations existed last year. As for the mystery event, known as O20 or Open 20: this is to take the place of the discontinued Cloud Tramp Challenge. The idea is that we find a calmish afternoon towards the end of the season and put together all our under 20" models (in the same specification as used in the club championship rounds) and fly a five flight duration contest. Each flyer may use up to two models of any category. So what would win? A P20?

An E20? Or would a well launched HLG see them off? I'm told an Open Rocket could clear the field. And to add to the entry, let's also add V20 since that is the new class for Small Field events. My promise is that if you will indulge me with this new idea, I shall offer the Chairman's Cup for this and subsequent iterations.

Small Field Contest Run by PMFC (and Cleemac) in 2023

Also discussed at the Free Flight conference were our plans to keep alive the former "SAM 35 Calendar." Originally I had hoped just to organise remotely a few standout events but, as happens with these matters, it just grew until we finished up with an enhanced version of what went before. Thanks to the willingness of our members, notably Bert Whitehead, Andy Green, Brian Waterland and Chris Grant, we can not only offer the same events as before but even add a little extra incentive to prospective competitors.

Readers will see from the list that the new class "V20" for under 20" Vintage models has been added. The best source of information for this is Andrew Longhurst's column in SAM Speaks but I have placed the rules on our website as well. And the "incentive" that I mentioned is the overall trophy, generously donated by the Old Warden MFC. It was initially donated by C.R.Fairey in 1937 for an inter club trophy and is better known as the "Northern Heights Trophy." This is quite a coup for us and an honour to receive it: nor should it be presented lightly. Consequently it will be offered to the winner of an overall "Small Field Championship" covering selected contests in the published calendar. The qualifying contests are highlighted on the list as you can see, and the points system will be the same as with our "Victor Ludorum." further details on our website, and that of SAM 35. I hope to see plenty of you attending these events, whether as competitor, assistant or sports flyer...they have all been created for the benefit of those who love the sport.

Old Warden: May 13th **"Small Models"** (KK Elf, Frog Senior, VMC Pilot.)

May 14th: Cloud Tramp plus **"Under 20" Vintage." (V20)**

Buckminster: June 25th: Power Precision.

Old Warden: July 22nd: **E20 (to Peterborough Rules)** plus V20

July 23rd: **Masefield Trophy** plus Earl Stahl designs.

Buckminster: August 21st: **Ajax, Achilles** plus Cloud Tramp.

Old Warden: September 17th: Rubber Bowden.

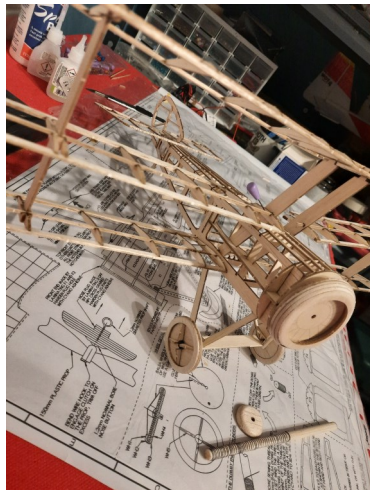
Buckminster: September 25th: **KK Ace**, P20, 36" Hi-Start Glider.

Buckminster: October: 15th **Rubber Ratio**, P20, E20.

NB:Contests in bold qualify for the annual "Small Field Trophy," in addition to **Cloud Tramp** and **P20** at the Peterborough Flying Aces (September 2nd.) Best six scores from ten contests to count: for details see SAM 35 website or contact freeflight@peterboroughmfc.org

Your Editor writes: *“Three wings are better than two right? Developing my interest in micro RC, I decided to build and convert this VMC Sopwith Triplane to three channel RC: Throttle, Elevator and Rudder. (I had already successfully done this to a Tiger Moth so I had a general idea of how to do it) The RC brick, servos and motor come from a 3 channel Eachine Mini Trainstar available from Hobby RC for around £45 (That’s cheaper than buying all the components individually elsewhere!) I then hinge the rudder and Elevator with mylar hinges and move the CG forward slightly to make it easier to fly. I added some rigging, a cockpit control panel and had a bash at carving a pilot. Despite being the top end of the wight for the power train (67g should be 50-60g) she flies indoors pretty well. Rather unnervingly on takeoff, you have to employ a little down elevator to get tail nice and level until you have enough airspeed to lift off without the tail dragging! All good fun!”*

From the Workshop of Luke Goymour





From the Workshop of Rob Smith

Left, Rob writes: “In 1910 a Rumanian gentleman Henri Coanda built an aircraft powered by a reaction turbine. It was a ducted fan device with added afterburner effect.”

This is a “what if it worked and had been developed this is what it might have looked like in 1916” version!

Left: The finished 1916 coanda jet. Colours are Rumanian, as they fought with the allies in WW1



Left: Here is the finished Westland whirlwind that we featured in last edition of PMFC News. Rob writes: “I wish I had chosen a brighter colour scheme, but it I think it still looks ok.”



Left: Rob continues: “Inspired by an article in RCME, about a conversion of the camp E racer, I built this.

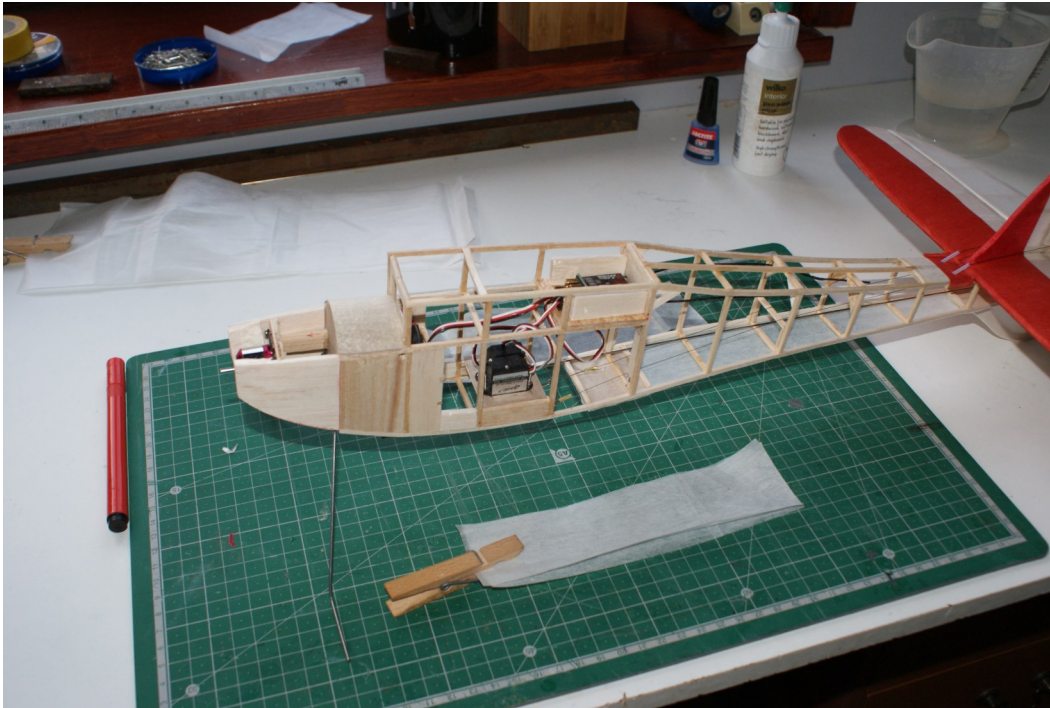
I already had the art work so it didn't take long to build. It's another what if? - A Hurricane with a radial motor and clipped wings. Not to far fetched as they did investigate the idea at the time.

Also they did fit 40mm cannons to hurricanes.”



Notes from a small Workshop John Ashmole

.....in which our hero saves the lives of a pair of Trexlers and builds a model in six days...



On average I build around four models per year, but 2022 had been rather barren, with just the Long Cabin to show after several failed attempts at regaining such ability as I may have had. But I possessed a sort of personal tradition, begun when I was nine, to cram a

complete build into the days between Christmas and the New Year. On that earlier occasion it was a “solid” of a Mig 15, which turned out to have a remarkably squarish fuselage section due to the very small piece of sandpaper supplied in the kit, and my ignorance as to the use of a sanding block. This time, however, it was during the tidying up of a pile of plans that I came across a pleasant little design which I first built around ten years ago: a 32” reduced Skyleada “Bantam.” My choice was affected by cost (this would be a “Scrapbox” project as far as the airframe was concerned) and also the forthcoming March club meeting featuring, *inter alia*, radio jobs light enough to be flown at Ferry.

In fact it was less than six days, as this winter I do not heat the model room until evening when I have a couple of hours to myself with the backing of the Radio Three Evening Concerts or a soccer commentary. The longeron size of 3/32” square is about my limit for small structures: I have heard other club members say that smaller sizes do not match elderly fingers, and my attempt some time ago to construct a Peanut Bristol Scout was hilariously tragic. Soon I had the flying surfaces completed, covered in Woodhouse polyester and red (ish) lightweight Asuka.

While the fuselage awaited its electronics, I turned to the matter of wheels, which on an aesthetic model like this must be appropriate.

Ideally, my pair of 25 year old Trexlers would be the most appropriate, but time had taken its toll there as well. The narrow rubber tubes, which are twisted and rolled around the hub when inflated, had glued themselves closed, and had no interest in allowing the inflator tube to pass through. Drat! One tyre had enough ancient air within it to stay as was, but its twin was completely flat. What to do? Bin? No, I have an idea. Remove tube completely, leaving small hole. "Acquire" a complete hypodermic needle (of the larger kind, with which I am unfortunately well acquainted) and fill it from a tin of Micro Balloons found in a cupboard. This is in the form of a fine powder, and the plan was to fire it into the tyre under gentle pressure followed up with a touch of glue. I could imagine the erudite article in Aeromodeller evolving in my mind. It all failed, however, as the powder, being dry, clogged the needle...also I began to have reservations about breathing it in as I worked. So to plan B: negotiate with Sharon, trading a week's washing up for a small quantity of lightweight teddy bear stuffing. Insert a little at a time into a short alloy tube, insert end of tube into incision in tyre. Push stuffing through with the wrong end of a small paint brush. Ease around the tyre to even the material: seal with a touch of Cyano. Result: from a distance of more than six inches, it looks better than the real one.



The Bantam fuselage awaits Polyester covering

As members may already know, a 'phone call to George of 4-Max will provide the optimum specification for motor, speed controller and battery. It arrived shortly afterwards and with a little adjustment of battery position, all balanced well. No! It was not really like that at all! I remember years ago some flyer admitting "I don't build models so much as nag them together." Well, so be it. Maybe I should write that AM article on the one subject that I can claim expertise: How to Hide One's Mistakes. But it's done now, and looks attractive and waiting for warmer weather.

The Bantam which is originally intended for small Kalper would make a good free flight model as well, and I have the plan if anyone would like to have a go.



From the Workshop of Brian Lever

Brian's beautifully finished KK Ajax all ready for the seasons small model competitions . He writes: *"One of the advantages of no Chairman duties is more building time! First off the board for 2023 is the timeless KK AJAX. Destined to compete in the Cleemac Competition held in August at Buckminster.*

Hopefully this will give me plenty of time to trim the model.

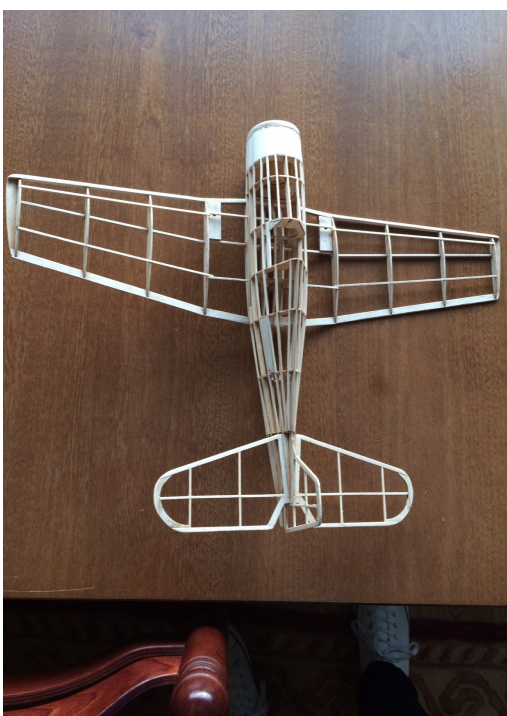
Tony Rushby and company appear to generally win their own competition although I think Bert may have pushed them very hard.

Perhaps this year Bert and I can mount a two pronged attack? "



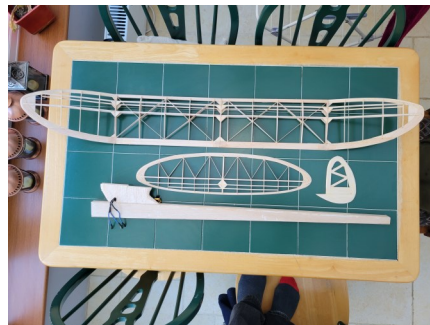
Below: A F6F HELLCAT for both indoor and calm outdoor kit scale competitions. "I won at Barkston years ago. All up weight is 33.6 gm and the U/C is a plug in affair for indoor flying or can be detached for flying outdoors.

The unusual camouflage scheme of wavy lines and three colours took a lot of time for an 18" wingspan model but is authentic."





From the Workshop of Gerry Williamson: Gerry's new E36 Gerry Writes: *.The model is a replacement for one that flew away last year , never to be heard of again.*



From the Workshop of Kev and Olivia Tatlow...

Under the guidance of Grandad Kev, Olivia (on the cover) works hard in building her Vintage Model Company Osprey—look forward to seeing this take to the air at Ferry!



E20 at Buckminster

E20 Competitions at BMFA Buckminster for 2023 are back! They take place on **Mondays: 17th April, 22nd May, 19th June, 17th July and 18th Sept**, - Prizes for 1st 2nd and 3rd. Importantly: the competitions are weather permitting, please contact Peter Gibbons or Luke Goymour after 6 pm on the Friday before to check if it's going ahead. Alternatively, check out the Facebook E20 group or this e20world.com. Additionally, a just-for-fun postal competition is planned for July and August.

- Models flown to same rules as last year (motor run adjustable depending on conditions)
- Model Eligibility Projected wingspan not to exceed 20" (monoplane only)
- No auto-surfaces except dethermalizers
- Model Weight Model must weigh at least 28.5g
- Motor Eligibility Models must use an 8.5 mm x 20 mm coreless electric motor No gear drives are allowed.
- Propeller: The propeller is not to exceed 2.7 inches in diameter.
- Battery The battery required is a single cell Lipo battery. There is no limit on mAh capacity.
- Competition 3 flight to a 90 sec max*

*can be reduced as conditions require

Two categories are to be flown : 20 sec motor run and 8 sec motor run incorporating Peterborough Open Rules as well.

Did you know?

The plane: "The Spirit of Butts Farm" (Also known as TAM 5) was the first model aircraft to cross the Atlantic Ocean in 2003. The plane was launched from Cape Spear near St. Johns Newfoundland and landed at Mannin Beach in Ireland an impressive 39 hours later! The model was powered by a small 4 stroke 10cc engine using only a gallon of fuel for the entire flight. It was recognized by the Federation Aeronautique Internationale (FAI) as a double world record both for its flight duration and straight line distance of 1,881.6 miles!

Source: Guinness book of Record / Wikipedia Thanks to Kev Tatlow for sending this in.



**Peterborough Flying Aces Nationals Saturday 2nd September 2023
at Ferry Meadows, Nene Park, Peterborough PE2 5UU. Competitions 10.00 to 16.15**

Scale Modellers Please Note! ALL scale classes, except Masefield Rubber Scale are judged for flight profile and realism by the Flight Judges. They may ask for some verification, so please have the plan or, if scratch built, the 3-view available on the field.

Masefield Rubber Scale (No flight judging) Any scale rubber model, to which **Masefield** type bonuses will be applied., just duration plus bonuses. Present model to control for processing.

Open Rubber /CO2 / Electric Incorporating KIT SCALE: Judged for flight profile and realism. Any CO2 motor/tank permitted. See note re verification. Up to 36" Span.

TSP L-1 Rocketplane Duration Models can be of any type of construction, propelled by a single reaction motor of the TSP L-1 type. These motors will be supplied on the day. No others will be allowed and motors may not be modified in any way. All motors shall be mounted in a tube or clip securely attached to the model. Note, the motors have a diameter of about 10.2mm. Best three from five flights to count to a Max set on the day (see www.peterboroughmfc.org for full rules and details)

Jetex /One Shot Rocket Motor/ EDF Authentic Scale: Judged for flight profile and realism. See note with regard to scale model verification

Jetex/One Shot Rocket Motor /EDF Profile Scale: Judged for flight profile and realism. See note with regard to scale model verification

SPECIAL JUNIORS' EVENT for **Skywalker PB01-0** Rubber Duration. Model supplied ready built to first 12 entries. Pre-register at revgoymour@googlemail.com to guarantee a model, or enter on the day with your own.

P-20: 20" span Max 8" plastic prop, 6 gram motors (may be external), 3 flights to a Max.

Cloud Tramp: 5 flights NO MAX. (best and worst times discarded, and the remaining 3 times totalled. Note! If fewer than 5 flights logged the best and worst are still discarded.

Frog "Senior" Rubber Duration: (for plan see <http://www.houseoffrog.co.uk>)

V20. Under 20"Vintage (see rules on PMFC website), includes VMC "Pilot" / KK "Robin" Rubber Duration. Models must use prop size as per kit or plan. **Awards** for each class.

Rubber Ratio: NO MAX. Any rubber powered model with wingspan 15"- 25" (tip to tip).

(KK" Elf "is eligible). Flight score is total time in secs (for 3 flights) divided by span inches.

Catapult Glider: Catapult, max 2 gm rubber on a 6"max handle. (a 12" length of 0.25" weighs close to 2gm) Any model permitted. 9 flights to Max set on day, all times recorded, best 6 to count.

Tabletop Precision: Precision flight time Rubber event - models must Rise off Table.

36 inch Hi-Start Glider: Any glider up to 36", tip to tip, not flat span launched by the supplied "Hi Start" bungee.

Best Unorthodox: Unusual models. Flight must be seen by the nominated Scale Judge.

Open E20 Electric Duration: Max span, 20 inches. Any motor, battery and timer. Max motor run 8 secs. DT and RDT permitted. (for rules see www.peterboroughmfc.org).

Rubber Scramble: 20 minutes, use any rubber powered model that qualifies for one of the above events. Competitor must both wind and launch from box, but may use a retriever.

Flying Swarm: Mass launch for any model that is eligible for one of the day's competitions. Last model down is the winner. Flown at 4.15 pm

Prizes for 1st Place, **Scrolls** for 1st, 2nd and 3rd:

Young Flying Ace Prize for Best Overall Junior: A Junior must be 17yrs or under on 3/09/23

Note: this is a Free Flight event: No Radio Control: Proof of Insurance required for all flyers.

Bumper Raffle !

PLEASE NOTE! NO GROUND PENETRATING STOOGES PERMITTED

Revel in the special atmosphere created at this unique event.

Toilets, Café, and Park Visitors Centre.

Contact: Luke Goymour on 07752 236645 or revgoymour@googlemail.com See also Peterborough MFC Website at www.peterboroughmfc.org

Where applicable, Maxes for each class will be set on the day. BMFA Rules unless otherwise stated.

Please note the special junior event! More details to follow in next issue...