



PMFC NEWS

News and Views from Peterborough Model Flying Club

Spring/Summer 2023

Online and in Print



Phantom Racing

3 Channel RC from VMC

Junior Comp at Flying Aces

Fairey Spearfish

And lots more...

Members Builds • New Competitions • Results • TSP



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

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Safety/Ferry Liaison: Dave Rumball

Webmaster: Paul Townsin

On the cover: Chris Grant gets his TSP Powered Open Rocket Plane model away in the first round of Ferry Competitions

Welcome to the spring/Summer Edition of PMFC News (yes, I know it's summer but it covers the spring/summer period!) We have our usual mix of members builds, results and news for you in this edition, as ever please keep sending in your photos, news and stories.

The weather has seemed to have gone from winter to summer, almost overnight, but after a long wait we have been rewarded with some wonderful warm flying days. Sadly, turn out at Ferry meadows and Buckminster has been, at times, disappointingly low. Understandably, our members come from different parts of the country and traveling to specific events is difficult so I trust you have had the chance to avail yourself of some early summer flying at sites nearer to home. I know from, my own experience, that life can get away from us and we cannot always do and commit as much as we would like to our hobby. Nevertheless, we have wonderful club at PMFC that we should be proud members of and our reputation is known far and wide. Our president, Brian Waterland recently wrote to me with the following: *"In the past 7 months Peterborough MFC have been honoured with the SMAE Medal and The Royal Aero Club Certificate of Merit . The MD of the Vintage Model Company referred to PMFC as "Awesome " and the editor of Aeromodeller added a "Hear Hear " to the RAeC citation . None of this would have happened without the continued work of our excellent members and I feel we should acknowledge this and thank them"*

Our membership is rich and our talent pool impressive. Sadly one of our most talented builders, Russ Lister passed away very suddenly after the Indoor Scale Nationals, we include an obituary in this issue and send our thought and prayers to his family. As I write this I hear of PMFC success at the FF Nationals (we will report on this in the next edition) as well as our continued involvement in running events, and promoting aeromodelling across the country.

So, thank you PMFC members , please continue being you, support our club, come to our events, build and share your beautiful models and continue being part of an aeromodelling community that is diverse and alive.

Enjoy! *Luke*

From the Chair

John Ashmole



Our Chairman, John holding the Award outside Buckingham Palace

Above us the chandeliers. The elegant Monarch's Room was abuzz with conversation (slightly more animated in the vicinity of a smartly suited Brian Waterland, as we have come to expect) as the assembled company of around two hundred progressed slowly through a formal multi-course meal. Silent hands appeared over our right shoulders bringing yet more goodies and topping up our glasses.

The King having been toasted, speeches of introduction made, we could revel in luxury until the award presentations began. Portraits and statues of pilots, designers and politicians had lined our route through the splendid galleries of the Royal Aircraft Club here in Piccadilly, along with fine portraits of heroes, their aircraft and deeds of gallantry. Clutching free drinks from the Churchill Bar, we could inspect them at leisure, with Brian explaining to me their significance. The company we found ourselves among was deeply impressive. I was sitting next to a lady who admitted to over seven hundred parachute jumps (for fun!) Skydiving, gliding, ballooning, parascending, judging of international contests, administration and magazine publication (that was for Ian Keynes, sitting beside me) either in respect of lengthy administrative duties or international achievements, or sometimes both. The restoration of vintage aircraft featured among the awards along with international success in aerobatics, plus winners of the King's Cup, the Queen's Cup and the Britannia Trophy for Hot Air Ballooning. I should also mention our friend and club member Chris Strachen who was to be rewarded for long term service to aeromodelling, the Impington Club and his 25 years as secretary of the FFTC. Unfortunately he was unable to be present but we all offer our sincere congratulations.

Thus it was that among this illustrious company, Peterborough Model Flying Club received a Certificate of Merit, for which the citation referenced "one of the most influential clubs in the UK," and our "prolific" organisation of events, our technical resources, enthusiasm over an extended period of time and our traditional approach to modelling. The "ubiquitous" blue club shirts were also mentioned (of which, more to follow.) Our presence in this assembly, I should mention, was all the fault of Dave Phipps, who combines his job with the BMFA with General Secretaryship of the RAeC.

All of which is further enhanced by the presence of the presenter of the awards, Sir David Hempleman-Adams. Adventurer *par excellence*, he would easily put Phileas Fogg to shame.

He has visited North and South poles 14 times including both solo and by balloon, crossed the Atlantic in an open wicker basket, climbed Everest several times as well as other peaks, flew a Cessna the whole length of America North to South, staged a dinner party, (including with one Bear Grylls) formally dressed, 24,000 feet up at a table suspended beneath a balloon, before returning to terra firma by parachute. He is also a winner of the Gordon Bennet Cup and Americas Challenge for ballooning. But not all in the same week.

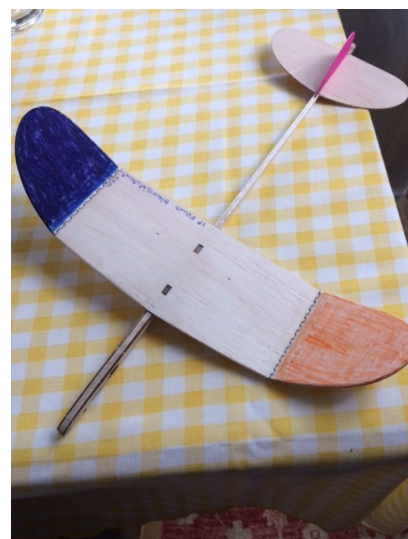
For PMFC to get a mention among this illustrious company is a great privilege for all of us. In contemplating who the members were who raised our reputation to such a level I began to assemble a list of much-respected names, some sadly long gone, others very much with us. To write down such a list is impossible, however, as inevitably there must be glaring omissions. We will all have our suggestions. The creativity and initiative of PMFC members is clear to us all, although I must stress that the entire membership, even those who we rarely see but who pay their subs and read this magazine, may feel the pride. And wear the club shirt, of course. Speaking of which, and in response to the proclaimed “ubiquity” of said garment, I think my companion for the day, our own “BVW,” was rather shocked to see emerging from the palatial changing rooms after the presentations were over, an individual minus formal suit but sporting the blue of PMFC. We toured the halls and the bars with a feeling of pride not entirely unjustified while imagining moustachioed elderly members in lounge chairs snorting over their G&T's and muttering grunts of disapprobation. But fortunately the exit door was not too far away.



New Product: VMC Finn Gliders

Brian Lever has written in: “These kits are beautifully produced with clever jig construction and excellent balsa/ply. You receive two models in the box including trimming weight, glue, rubber for

the catapult and sandpaper for finishing/ rear catapult grip. Finn is a catapult specialist from the USA and had collaborated with VMC to produce the kit. At £14.50 for two models great value in today's inflationary world. Please Excuse my scribble on the wing tips and fin as I believe it will take some finding if lift is found. “ - I have brought a couple of these as has Andy Sephton and I can confirm they fly and build well- Ed.



From the workshop of Bert Whitehead

Rubber D.F. No. 3.



Bert's Rubber D.F. MIG 15 prototype

Bert Writes: "My third unsuccessful attempt to achieve rubber Ducted Fan (D.F.) model flight. Originally built for indoor flight,

I had several low level straight line flights into the walls which produced damaged every time. Also, the model was too fast and heavy and would potentially annoy other fliers. So I have tried it outside but now find it is too small and light for outdoor flying.

The fan and ducting gives a reasonable static thrust with 1500 turns for 10 secs. (9000 rpm average and considerably more at the start). So all my problems relate to the design of the model, not the power system.

Dave Rumball loaned me his Aeromodeller Annual, 1974-75 with an extensive and highly informative article by Marcus Norman, so I photocopied and will be useful for future design.

I know nothing about flying MIG.15's with swept shoulder wings, no dihedral and a tailplane stuck half way up the fin. So my lonely way forward will be to build a powered glider type lightweight model with high wings, dihedral and a long moment arm. Something I'm more familiar with. "

From the workshop of Gerry Williamson

Gerry writes: "I've attached a couple of pics of my latest model. It is an E36 which I call FunE36. I already have the original, but this is getting a bit tatty. Peter Gibbons and his brother



David have both made samples,

although Peter's has flown away, never to be seen again! Peter and I have used this model in E36 events but also in open electric where with the extra 5 second motor run it holds its own."



From the Workshop of Andy Sephton

Andy writes: For various reasons, I've had a year away from free flight models, but I have been busy in other areas, particularly Fx-RES and SAM35. The latter has been



27" span Gloster Gannet

in the form of VPD or Vintage Power Duration and Simple Scale. My fleet of a Gaucho and Dixielander for VPD has now been increased with the addition of a KK Halo and I've almost finished an ABC Robin for a Redfin SAM 125 diesel which will be used for the Scale competitions.



KK Halo for VPD



Three Fizzle Bugs awaiting test flights.

Rockets:

My Fizzle Bug fleet has increased with a repaired 110% version and a new 85% model for L1 size motors. All are awaiting test flights.



44" ABC Robin

During lockdown, Russ Lister, sponsored a Club competition for 'Lockdown Builds'. He gave away a number of unbuilt kits as prizes as he 'wouldn't have time to build them all' I was fortunate to be presented with an Easy Built Models Skokie, a model that had been on my build list for some time. I started it over Christmas 2021 but the build stalled in 2022. It needed finishing, so I applied the last of the markings this afternoon and the model is now ready for flight. As you can see, I've dedicated it to Russ's memory. He was truly a really great man and is a sad loss to us all. Finally, I finally got my ancient Gloster Gannet ready for test (I started the model in 1990!), but that too is awaiting its first flight.



Skokie—Dedicated to Russ Lister

Fairey Spearfish

Martin Skinner reports on building his beautifully finished Faery Spearfish that he won at a Club event last year.

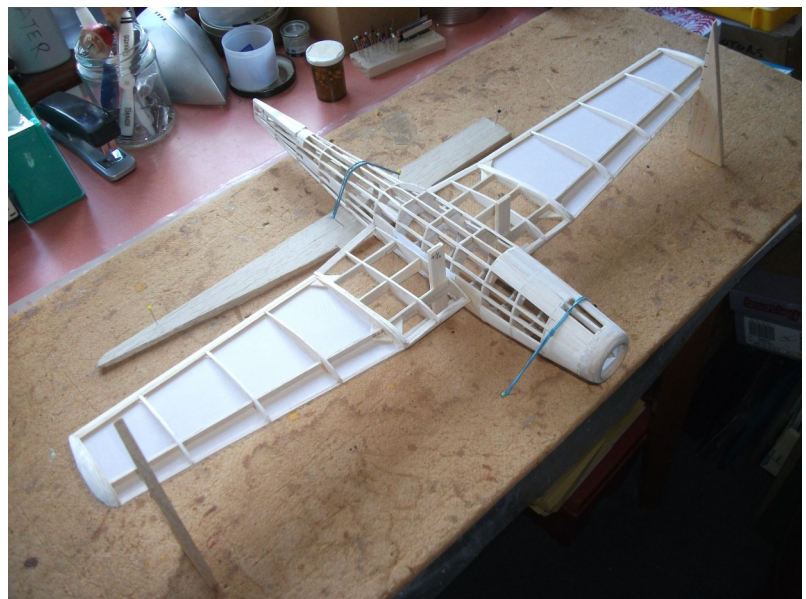


Some readers may recall that, thanks to Brian Lever and John Ashmole, I was lucky enough to win a 1950s Veron kit of the rubber powered Fair Spearfish. I had seen one hanging from the ceiling at Bud Morgans Castle Arcade Model Shop, Cardiff, in the late 50s when I were a lad. I had wanted one ever since. Well over the last 2 or 3 years I have managed to get it built and painted.

The kit was original and had the usual contents, printed balsa sheets for components of course. There was also the original 1/4 inch loop of rubber, unusable, but the rest of the kit was OK. Balsa sheet was a bit dense, tissue yellow with age, a good 7 inch black plastic prop and an accessory kit of preformed prop shaft, bushing bits and plastic wheels.

Construction was typical of the period with basic fuselage keel carrying half frame fuselage formers, spilt on the vertical and mostly 1/16 stringers. Wings, tailplane and fin follow similar Veron practice. The worst aspect was the fuselage centre section formers with stub spars projecting out such that the remaining wing centre section on both sides needed building in the air once the fuselage sides had been finished around the fuselage keel.

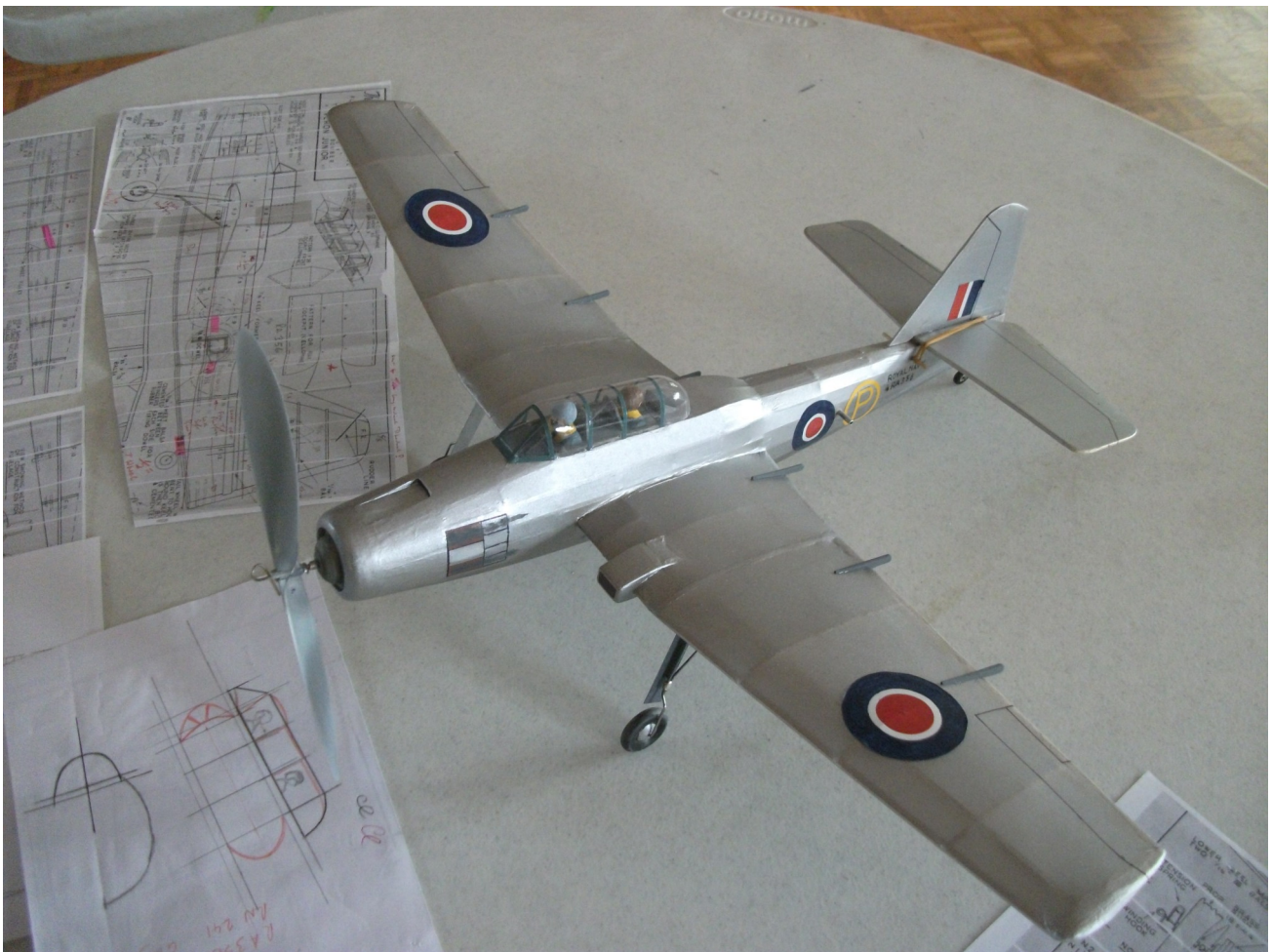
The outer wing panels were jigged into place and needed a lot of fettling. If I ever build something like this again, I would build a complete wing with fuselage carry through spars, jig and glue them to the modified fuselage formers and then cut out redundant material for rubber motor passage.



Aside from this, the model went together very well. The tissue went on the fuselage in narrow strips, the engine cowling had balsa infill to round off the front end and the prop / shaft / bush was carried on a removeable plug to avoid trying to push a bunch of rubber through a 1/4 inch hole.

I decided early on that I would not attach the undercarriage permanently and opted for separate units sliding into alloy tubes so I could display on wheels or fly clean.

I dispensed with the Veron wood cockpit framing and decided to plunge mould an acetate canopy and provide a crew of two. This was all my imagination, the aircraft never went into Fleet Air Arm service so there are no pictures of the final crew seating arrangement.



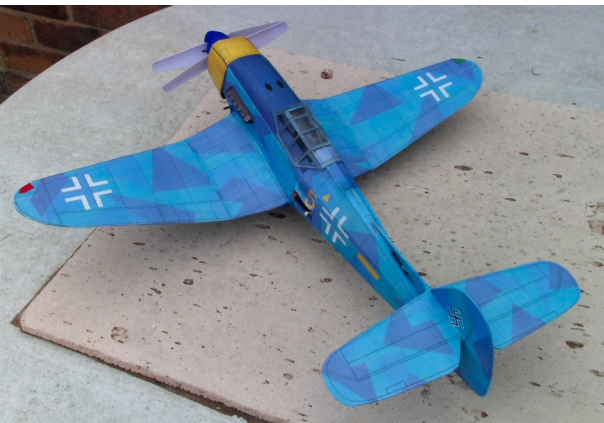
The paint finish and markings held up the final stages for a long time. I hate painting and I hate silver/aluminium paint. Brian Lever told me to stop messing about and get some Halfords spray paint so I did. This coincided with the cold and damp winter / spring of 2022. My paint spraying goes on in the garage so I need some good condition. Well, the hot early summer sorted the issue out and the spray paint went on very nicely. Roundels and other markings were hand painted tissue or paper cut outs.

As for flying, the model is a hangar queen at present but will be out in the spring / summer at Ferry Meadows.

From the workshop of Rob Smith ...



Rob writes: “After examining a captured Fokker D8, the Royal Aircraft Establishment decided to try a monoplane based on the (which was built, check it out)
Here's the result with an experimental dazzle camouflage”



“...and this is a ME119 carrier fighter! Built for the KMS Richthofen. Cranked wing and the same motor as the FW190D”

From the workshop of Brian Lever...

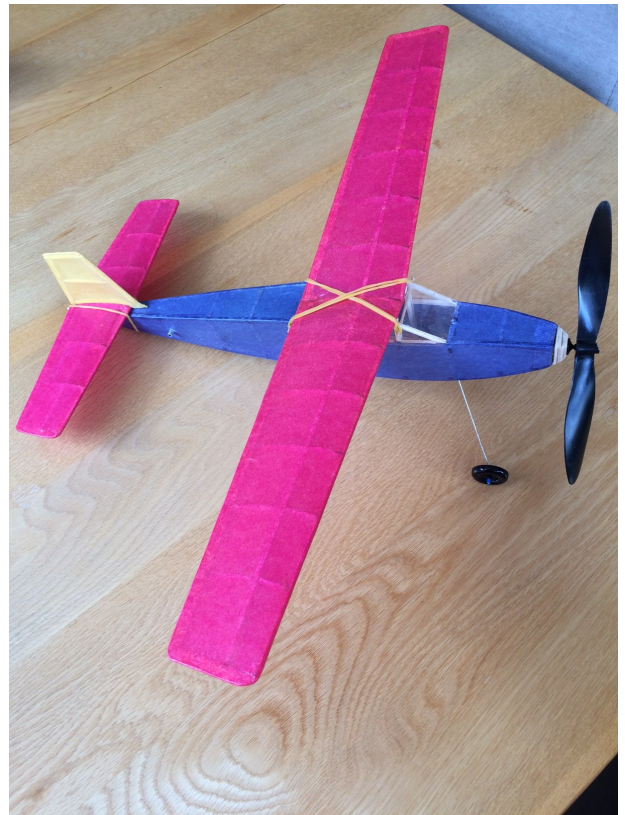
The KK PLAYBOY built from the VMC laser cut kit.

I built one 78 years ago and I cannot remember it ever flying.

This one is destined to fly in the V20 competi-



tions which have been created by Andrew Longhurst and Tony Rushby. Andrew has been building vintage under 20" rubber powered models over the last 18 months and reporting on their flying abilities each month in SAM35 Speaks. I shall be flying the model at Old Warden in the V20 Competition.



And a new Cloud Tramp...

Latest off the production line is my new Cloud Tramp for Ferry competitions.

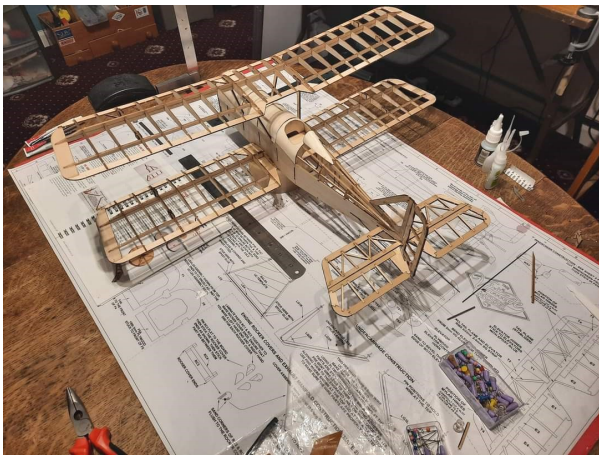
Mainly VMC kit wood apart from the fuselage which is a piece of very old and stiff balsa. I have written to VMC pointing out their 1.6gm motor stick will never manage a decent number of turns and Hadi has come back to say they will improve their wood selection for future CT kits.

I also pointed out to them the 6" prop supplied with their Playboy kit is too small. As a result all future kits will be supplied with a 7".

It's Always good to have a supplier who listens and then takes action.



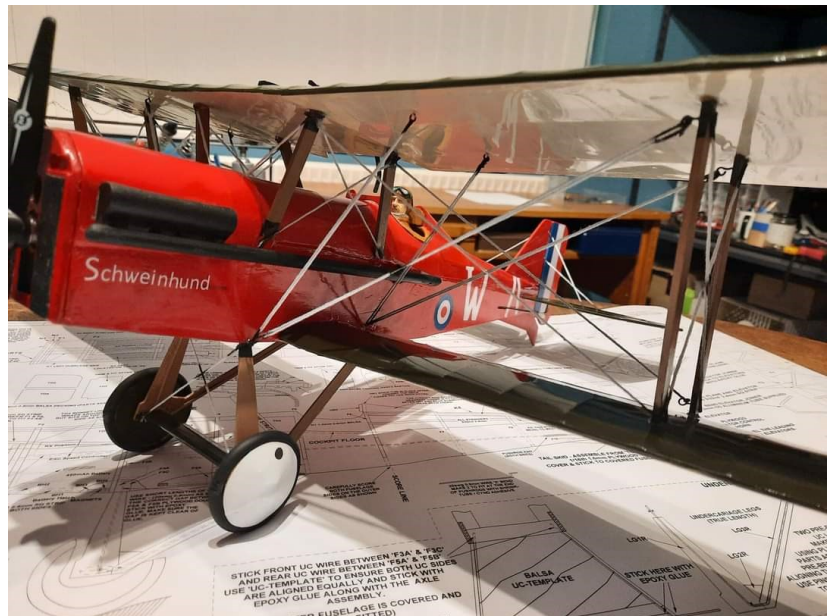
From the Workshop of Luke Goymour... 3 Channel RC from the Vintage Model Company



During the winter and early spring I had been indulging my passion for WW1 biplanes and, after having received the VMC SE5A RC kit for Christmas set about building one of my all time favorites. I love the simple lines and proportions of the SE5A , it's a plane that just 'looks right' and it really is a joy to build.

I had never covered in film before (Oracover) and waterslide decals were a new (and infuriating) experience for me. Nevertheless , with my own addition of some rigging and hand painted pilot, I was fairly pleased with the results.

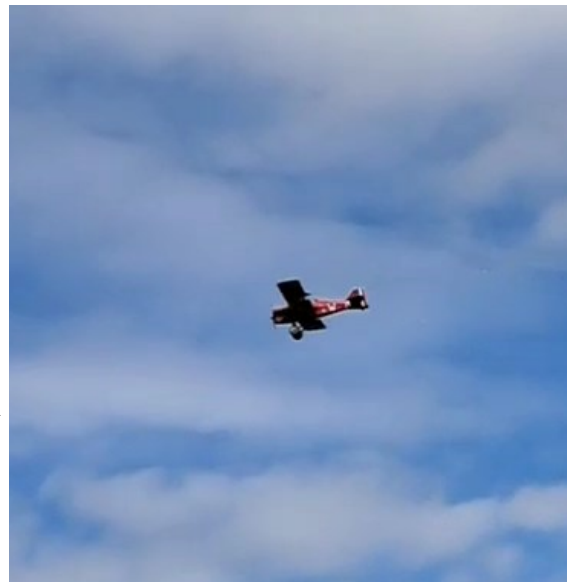
The model was completed in February but it was May before the weather had coincided with my time -off before I could maiden her. Quickly into the first flight, it was apparent that the CG needed to be moved further forward, setting her down gently and adding lead to the nose soon sorted this out and she took the sky one more. this time



'on rails' This little three channel model (Elevator, Rudder, Throttle) is a lot of fun.



Even in a moderate breeze and with the substantial added drag of the rigging she handles well and looked great in the air. (left and right)



Free Flight at Ferry Round 1 18th April 2023

Luke Goymour reports...



This first round of our Free Flight competitions at Ferry Meadows provided us with challenging conditions to say the least. After the almost flat calm, near-perfect conditions for Buckminster E20 the day before we were left with 13-18mph gusts and turbulence that would likely disconcert many a passenger travelling on an a 747! This said, a small but faithful group of flyers turned up to battle it out by keeping our small lightweight creations in the air – even if by a hundredth of second – longer than our opponent! And it was no mean feat: catapult gliders went up...and down, rocket planes models cut through the wind and turbulence only to be wiped out of the sky by a stray gust at the earliest opportunity and Cloud Tramps bounced and broke as the ground rose up

Bert skilfully gets his scale model away to meet them all too soon. Nevertheless, six of us managed to get flights on to the board, with Chris Grant making an impressive start by taking first place in everything he entered. Also impressive, was Bert's scale effort, which managed, despite the conditions, to make attractive circuits around field – what witchcraft is this? Who knows, but just goes to show, that in the right hands anything can fly! Well done Bert and thanks for being CD on what was all in all, a fun afternoon.

CLOUD TRAMP.	1 Andy Green,	2 Bert Whitehead
3. Peter Adams	4 Luke Goymour	
HLG/CLG	1 Chris Grant	2 Luke Goymour
3 Peter Gibbons		
ROCKET PLANE.	1 Chris Grant	2 Luke Goymour
H/START GLIDER.	1 Chris Grant	2 Bert Whitehead.
P 20	1 Bert Whitehead	
SCALE	1 Bert Whitehead	
E20	No Flyers	



Chris Grant aligns his wings on his 36" High Start

Free Flight at Ferry Round 2 23rd May 2023

Luke Goymour reports...



The flight line on Oak Meadow

In a complete reversal of what we saw last month, Monday's E20 comp at Buckminster was cancelled due to the weather being unflyable and Tuesday's weather at Ferry Meadows was, near perfect – no, correct that, it was perfect. We were instructed beforehand to fly in Oak Meadow (Flying Aces Meadow) as Nene Park had an event in Coney Meadow, however, as it turned out we would have been fine to fly in the traditional spot. The number of flyers

for what turned out to be a spectacular afternoon's flying was disappointing, especially for those of us who travel relatively long distances to meet up and fly with fellow members.

For those flyers who were there, however, a fun afternoon was had by all. Chris Grant acted as Contest Director, and controversially, set the max to 90 seconds in all classes! A few of us commented that this was unrealistic in CLG, before Chris demonstrated how wrong we were as his little glider found a thermal with ease and disappeared out of sight after several minutes. Rocket planes whooshed upwards, Hi-Start gliders slipped off the line with ease, the sun glistened through Mick Pages' E20 circling as if on rails in a thermal before the d/t brought it home. E20's buzzed skywards against the clear blue sky and Cloud Tramps danced around looking for lift and treetops (sorry Mick and Andy!)

The usual fierce (and not so fierce) competition took place, with solid performances from all present. Bert, freed from the shackles of CD took first place in High Start, P20 and Scale (okay, so he maybe the only flyer in scale, but he did awfully well!) Our chairman also joined us for a spot of trimming and was helpful addition to the time-keeping squadron. Yours truly, had a mixed day performance wise, but the weather being so good, I decided stayed behind after the competition ended for several hours of trimming in the evening sun—it was like the good old days!

ROCKET PLANE 1. Luke Goymour 2 Chris Grant

SCALE: Bert Whitehead

36" HIGH START 1 Bert Whitehead 2 Chris Grant 3 Dave Rumball 4. Peter Gibbons
4 . John Brown

CLOUD TRAMP 1 Andy Green 2 Bert Whitehead 3 Chris Grant 4. Luke Goymour

HLG/CATAPULT 1 Chris Grant 2 Peter Gibbons 3 Luke Goymour

E20 1 Luke Goymour 2 Peter Gibbons

Results from 1st Round of "Electric Monday" E20 Contest at BMFA Buckminster 17th April 23

Luke Goymour reports:

E20 Duration:

1. Jonathan Whitmore
2. Luke Goymour
3. Peter Gibbons
4. Gary Dickens
5. Peter Adams
6. David Gibbons

Open E20*

1. Jonathan Whitmore
2. Luke Goymour
3. Peter Adams
4. Gary Dickens
5. Peter Gibbons
6. Martin Peters



* Open E20 is flown to PMFC Open rules which means any motor and battery can be used as opposed E20 Duration which flies to the NFFS rules

The first E20 competition of the year got off to a good start with near-perfect flying conditions at Buckminster. There were some solid flights from all present, but the most impressive model of the day was Jonathon Whitmore's Thermite. The Thermite is an all sheet high aspect ratio model designed by Ralph Bradley, We had seen Jonathon trimming the model on previously occasions, but this time he had got it trimmed and the thing climbs like a Saturn V rocket! Not surprisingly, he took first place in both events—well done Jonathon. He has also been developing a an entry level model E20 for the new rules and BMK set-up (The Idiom) and several PMFC members have built the model to beta-test it. Jonathon and I had ours ready for the Monday, and initial flights looked very good. I was so impressed that the model flew straight of the board, and although perhaps didn't climb quite like the Thermite remained very competitive, taking 2nd place in both classes. The Idiom is looking to be a good starting point for anyone interested in this exciting class of model—**watch this space for more details.**

STOP PRESS E20 POSTAL EVENT FOR JULY AND AUGUST 2023

A 'just for fun' postal event is being held throughout July and August for E20. You can fly in two categories: Fixed and Open, the Open Category incorporates PMFC Open rules which means that E20's traditionally **built for the PMFC Ferry events are eligible and can be flown.** What is more, providing you state beforehand, you can also enter E20 at one of our events (Ferry, Buckminster, Old Warden etc.) and the times can count for the postal event as well! Entry is free, just email your times to petergibbons43@gmail.com go to www.e20world.com for full rules and details.

TSP Rocket Motors

Roger Simmons



Roger prepares for launch at the Flying Aces

Rocket plane duration is slowly gaining momentum, with several of us experimenting and competing with different models at Ferry Meadows on a regular basis. Furthermore, the plans (see the F15 in July's Aeromodeller) and kits for these "modern day Jetex" motors are increasing steadily. If you want to join in the fun you will need a stock of these excellent motors. Fortunately Dr Jetex himself, Roger Simmons has a stock of motors readily available, he writes:

"I have been checking over my stocks of TSP motors that were produced before all TSP motors were modified so they could pass the stringent requirements of certification. They are, therefore, pre 2022, but, given the shelf life of motors is at least four years, they are still just fine for our purposes. I know, because I've just been testing them!

The stocks I have are:

TSP L-2, nominal thrust 200 mN

TSP L-2, nominal thrust 170 mN

TSP L-2HP, nominal thrust 320-350 mN

all these come in labelled boxes or packs of ten motors.

TSP L-3, nominal thrust 550 mN. These come in boxes of seven motors.

I tested examples of all these L-2 motors without modification, and these specifications are about right, though of course, the thrusts do vary during a run.

Results include:

L-2 170 mN': 170 mN 24 sec.

'L-2 200 mN': 180-210 mN, 15 sec.

'L-2 HP 320 mN' 330 mN 13 sec.

This was encouraging, but I had two thoughts:

1. 330 mN is rather more power than we would want to put in models originally designed for Rapier L-2. Drilling out the nozzle to from 1.5 mm to 1.8 mm gave a very acceptable 180 mN (or so) for 16 seconds.

2. there is no equivalent to the old Rapier L-2L, which gave a very nice 100 mN (or so) for 20 plus seconds.

Drilling out a '170 mN ITSP L-2' nozzle to 1.6 mm gave a rather nice 120 mN for 20 sec; drilling out the nozzle to 1.7 mm gave around 100 mN for 23 sec. Perfect!



I did try drilling out a couple of '170 mN motors' to 1.8 mm. This was a step too far, perhaps. The thrust was well below 100 mN for most of its 26 sec. Still, it might be worth trying with a very light model."

"I am happy to ship packs of motors to anyone in the UK at a cost of 20 GBP, incl 'postage 'per pack of ten. Please note these motors come *without* the posh packaging and green fuses you get with the CE TSP motors which, let me emphasise, are value for money and more convenient to use (I love them!). *Pre CE motors come without fuses and need electric ignition* (I only part with fuses at meetings!) So, if you want to get stocked up before the Flying season, here's your chance. **Contact me by email** . I'm tempted to add, "Hurry, hurry whilst stocks last!" (rsimmo@globalnet.co.uk

* Taken from jetx.org forum, used with permission

Junior Event at Flying Aces The PB01 Skywalker



This year at the Flying Aces, we are running a special one-model Junior competition. The club has purchased 12 kits of the P1B Sky Walker and is making it available to the first 12 people who pre-enter our Junior Aces event. The model takes about 20 mins to assemble and features a folding prop



Saved from a watery baptism!
These models fly exceedingly well

mechanism. These models perform exceptionally well but they do need to be built and given a basic trim pattern ready for the Flying Aces on September the 2nd. If you feel you can help with this then please do get in touch. We also need young people to enter this event If you have a grand-child, great grandchild , niece or nephew whom you think would benefit from of these models please do encourage them to come and compete at the Flying Aces.

They can pre-enter to secure their model at

revgoymour@googlemail.com

Please support your club, support the Flying Aces and support the future of Aeromodelling!

Control Line Report

Brian Lever reports on Voetsak Trophy and Phantom Racing at Buckminster



The Brian's (Waterland and Lever) flew in Voetsak and Phantom 75 Racing in rather wet grass conditions at Buckminster.

Voetsak was only given a two hour slot on Saturday morning and as we were also setting up our tethered car chassis on the same day this gave us no preparation time. On arrival at the circle we were not allowed a test flight and so we flew the 10 lap speed competition first achieving a very competitive 38.8 seconds.

We then immediately flew the 60 lap race requiring one pit stop. Unfortunately we flew 61 laps before landing and received a penalty of 2 minutes. Thus our 60 lap time of 3.58 (very competitive) became 5.58 and we were out of the running. Next time out we shall have to open the needle just a small amount.

We flew Phantom on Sunday afternoon in quite pleasant conditions although parts of the flying circle were still very wet.

First up was the Lever Phantom with Brian W at the controls. We were hampered by a sticking cut out which although Brian tried valiantly to operate refused to cut the engine. This hampered the flying speed although fortunately we ran out of fuel before the 50 laps and made the compulsory pit stop for a time of 3.08.

Following on we reversed positions with Brian W pitting his model and Brian L flying. The model is very fast and smooth to fly and with a good pit stop we returned the fastest time of the day for 2.51.

The team of Timperly/Huning managed 4.09, and Ian Hewitt (with three models at his disposal) made 4.57 with Brian W at the controls .

Thus Lever/Waterland came out fastest on the day and we are looking forward to the second round at Old Warden in May.



Vintage Combat

Roger Silcock reports on the popularity of his 1972 'njuurd' design

The first vintage combat event this year took place at Bristol back in April. I was unable to attend due to ill health. However the model I designed back in 1972 with the silly name 'njuurd', seems to have caused quite a stir. The model placed in 2nd, 3rd & 4th. I have had many positive comments on it. Notably from Richard Herbert (who has already built 6 of them) Richard Evans and Dennis Murphy .



A pair of Njuurds! Roger's design going strong in Vintage Combat

I may not have been there in person but I was there in spirit. I will be attending some of the more local contests and 'fly the flag'. Hope I can remember how to do it.

Free Flight: Model Models Competition at Old Warden

Back in May PMFC ran on behalf of SAM 35 the small models competitions at Old Warden. Bert Whitehead served as Contest Director and, as is often the case PMFC members featured highly in the results:

Frog Senior: 1 Tony Rushby, 116 secs 2 Dave Rumball, 109 Secs 3 Ken Bates. 60 secs.
Best in class **Tony Rushby**

VMC Pilot 1 Chris Grant. 51 secs.
Best in class. **Chris Grant.**

KK Elf 1 Bert Whitehead. 126 secs. 2 Tony Rushby 122 secs 3 Ken Bates 119 secs

Overall winner of Small Models **Bert Whitehead.**

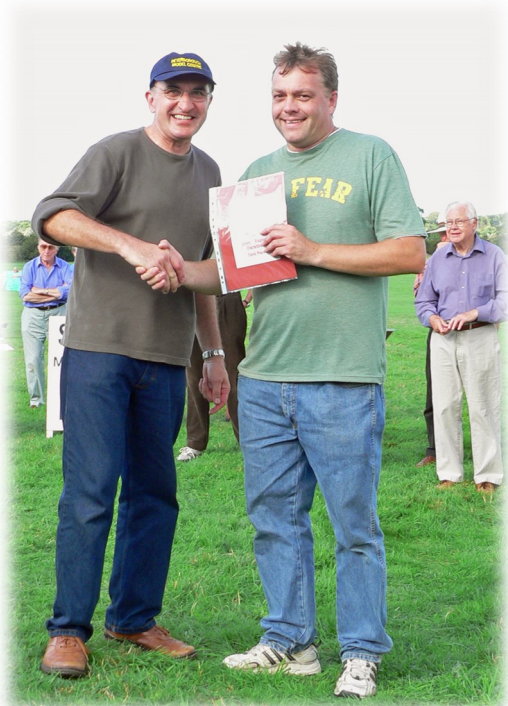
In Memoriam: Russ Lister



Back in April we received the shocking news of Russ Lister's sudden death. Russ was known to many of us as a talented and active PMFC member, and although had been suffering from health problems of late, was just days before his death enjoying the atmosphere at the indoor scale Nationals. When health allowed, he was a regular visitor of Buckminster and so it is right and fitting that we have learned from his family that a memorial bench will appear at the site shortly.

Remembering Russ, Our Chairman John Ashmole writes:

"In his measured and modest way Russ was a model builder of the highest order. He promoted scale flying and unobtrusively offered several prizes to encourage that aspect of our sport through both our club and the social media sites. He also contributed several articles to Aeromodeller magazine.



His expert craftsmanship was evidenced by the remarkable hand made wire spoked wheels, some of which are currently doing service in PMFC models. Russ was a self employed model maker and a fine painter as well.

Proud of his membership of PMFC, in recent years he greatly enjoyed indoor meetings at Bushfield, and has also given a talk at Peakirk outlining the techniques that he used.

As a keen supporter of our Flying Aces events, Russ judged scale competitions and, for years, did all the laminated presentation scrolls which was no little task.

We have all lost a member who typifies all that is good about Peterborough Model Flying Club, and one who has just recently been justifiably described to me as a "thoroughly nice bloke."

Requiescat in Pace



*A Just for Fun, Informal warm-up event:

E20 World Postal Competition

July 1st to August 31st 2023

Compete in two categories with flyers from all around the World

Go to

e20world.com

For more info

Free to Enter!

* Ahead of a Big Worldwide Postal event planned for next year

Peterborough

Flying Aces

Saturday 2nd September 2023

Ferry Meadows, Nene Park, Peterborough

peterboroughmfc.org/flyingaces2023



Some Dates for your Diary: Ferry Meadows FF Round 7th July and September 8th

Old Warden: July 22nd: E20 (to Peterborough Open Rules) plus V20, July 23rd: Masefield Trophy plus Earl Stahl designs.

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

E20 at Buckminster 17th July and 18th Sept,

Flying Aces 2nd September: Buckminster: September 25th: KK Ace, P20, 36" Hi-Start Glider.

October: 15th Rubber Ratio, P20, E20.