



# ***PMFC NEWS***

News and Views from Peterborough Model Flying Club

Autumn/Winter 2023

Online and in Print

## **Pictures from the Flying Aces...**

## **Covering with Mylar...**

## **Phantom Champions...**



**AGM Report + Competitions Reports + Member's Builds + E20 and much more...**



### **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:** Vacant

**Safety/Ferry Liaison:** Dave Rumball

**Webmaster:** Paul Townsin

### **On the Cover:**

Five of the fifteen entries for Hi-Start Glider at this year's Flying Aces:

Photo by Bryan Lea

## **Editorial**

Welcome to the Autumn/Winter Edition of PMFC News. A common refrain of these editorials has been apologizing for the lateness of publication. When I took over as editor it was my expectation to publish at least four times a year. This year, due to increasing pressures and demands in my professional and personal life I have been unable to fulfil this. What is more, as my parish demands are likely to increase, rather than decrease in 2024, I have, sadly, taken the decision to step down as your editor and as such, this will be my last edition at the helm. All is not lost, however, a new editor has been found who I know will do an excellent a job. (See AGM report for more details!)

In this final edition of the year we have lots for you to feast on: Our chairman, recalls the past and looks to the future as he reflects on the state of play in aeromodelling and revives our enthusiasm with a Flying Aces report. Bert Whitehead continues his experimentation with a rubber powered ducted fan and reminds us what wonderful stuff Mylar is.

Radio Control is becoming a feature for many a PMFC member, and to this end Andy Sephton shares his RC Co2 conversions and John Ashmole his traditional build electric versions of power classics. As well as this, we have pictures from the Flying Aces, results from Ferry Meadows Competitions and The Small Field Trophy as well as our usual fare of members builds and updates.

I hope, everyone has (is having, or has had, depending on when you read this!) a good Christmas and that 2024 is blessed year for you all, with lots of building and flying. See you all on the flying field soon,

*Luke*

# From the Chair

Chairman John Ashmole reflects on the past and looks to the future



Homework done, or more likely left to be hurriedly fudged the next morning after plying the class swat with Wagon Wheels, the rest of the evenings were our own. The meeting place was the centre of town (Maidstone) and for most of us it would be about half an hours' walk to get there.

There were two sources of interest: the model shops and the motorcycle shops. Hence a gentle evening of serious window shopping and forming ambitions for future projects. There must have been four model outlets which catered for free flight and control line in town, not to mention a department store which had balsa and kits in the basement. One visit to the foyer at Buckminster is the closest we can now get to the sights we absorbed through those shop windows, and we were not slow to criticize some of the offerings: the Ajax and Achilles box lids revealed tubby fuselages that seemed old fashioned even in the mid 'fifties, and who would want to assemble something as ugly as a Senator? The Ace, on the other hand, looked positively racy, but pocket money, if any, even if it had not been "docked" for some domestic misdemeanour, never seemed to stretch that far. Tubes of balsa cement, dope and thinners ("that's just for washing the brush out" I was told: information that was to lead to some serious disasters whenever any of my projects reached the covering stage.) With our very limited tools and building space, assembling a model was like constructing a house of cards in a strong draught, but very few of us dropped out.

Control line was something of a mystery, and later when we progressed as far as affording a motor, a D.C. "Quickstart" Bantam (£1.14.6) in my case, we found ourselves trying to fly in a manner that none of us had ever actually seen in action. My half lap achieved on a traffic island became folklore until outdone by someone who had managed a loop, intentionally or otherwise. Several built Champs, and it became noticeable that the completion rate of c/l models was greater than that of, say, the Veron or KK Scale Series. It occurs to me that even in recent years, I enjoyed building C/L models more than any other. Perhaps it was just that structures were stronger and weight relatively less important.

Then there was the exciting mystery of Jetex. We all owned one...some even fitted them into models, although just the possession of one was worth good bragging rights on Monday mornings. My testing of a Jetex 50 in my bedroom, followed by a crash course in interior decorating, has been mentioned before. In particular, the augments tube became a modelling icon. To own one meant that you had arrived as a modeller. A lightweight alloy tube, belled out at the end was just an elegant possession in its own right. Sometimes, just owning the technology is a pleasure in itself: own up those of you who still have a four stroke engine in its box which have never been bolted to a model. And the crowning achievement among these proto-aeromodellers was to be an Aeromodeller reader. That meant that you had a) surplus cash and b) at least some of the wisdom of the masters of the sport.

And the other windows? Tiger Cubs, BSA Bantams, even the L.E. ("Little Engine") Velocette, much used by the local police but old hat to us youngsters. One day...

But that's enough reminiscence. The past does not excuse the future, but it does explain the way we are pointing. What is so good now is that almost all those exciting goodies that we drooled over in shop windows are still available, and frequently of better quality. We may not find an augments tube, and may not even want a D.C. Bantam, but balsa, adhesives, covering material and anything we require are readily available, even delivered to our homes after a few touches of a keyboard. The "Yoof" are looking elsewhere. It's not their fault: the world has moved on, and our analogue world has become a digital, commercial and rapidly-changing environment. Our numbers are down. We know the reasons, and would prefer not to dwell on some of them. All disciplines are shrinking, not only Free Flight, though that is possibly the most vulnerable.



Brian Waterland and Luke Goymour with two of the youngsters who competed at the Flying Aces

But that's enough gloom. If there was ever a day to revive enthusiasm for the current state of our pursuit, it was Peterborough's Flying Aces event at Ferry Meadow on Saturday 2<sup>nd</sup> September this year. I am not aware as to the number of youngsters who joined us, but it was satisfying to see the field strewn with folk of all ages and models of all qualities. There were whole families involved, along with the acknowledged experts in scale and duration. The weather was perfect, the field adequately spacious, the organisation experienced and supportive. All of us at PMFC, whether present on that occasion or not, may feel pride in the achievement of Luke and the many others who played their part, and also that PMFC as a club was able to present such an event for the Free Flight community at large.

The list of those to whom we are most grateful is:

The Family Goymour: Mother... gate and raffle...no small task

Sister in law, and father Tom (once our Chairman and now again a PMFC member) ...table entries and scrolls.

Andy Green...Table entries

Roger Silcock...Gazebo storage and transport

Gareth Tilston and Roger Simmons...Scale judges

Dave Rumball...High Start, provision and management

Dave Clark...entry cards

Brian Waterland...Longstop

Luke Goymour...Everything else before, during and after the event.

And there were others who also gave valuable assistance.

As your Chairman, I take great pride in the fact that our membership stands at 73 despite the decline in activities that I mentioned above: we are much more than just a local town club, having an influence in control line, scale, free flight, indoor flying and general innovation which has been acknowledged in high places. And long may it remain so.

# Ferry Meadows Free Flight Competition Results

## Round 3: 9th June 2023

The weather was far from perfect: reasonably warm but with quite a breeze blowing posing a challenge for little models. Subsequently attendance was not great. But as Bert Whitehead remarks, flying went on without any major hiccup "I put 9 flights in and never lost or damaged a model."

### Results

Cat Glider: 1 Chris Grant 2 Peter Gibbons

Cloud Tramp: 1 Bert Whitehead

P20: 1 Bert Whitehead

Precision Scale: 1 Bert Whitehead



The Lake that claimed a Trinity of models! That's not a swan it's an E20!



Andy Green get's ready to time Chris Grant in CLG

## Round 4: 7th July 2023

### Chris Grant writes:

"Conditions :- very warm with medium breeze although frequent calm spells which signalled some very strong thermals"

"Andy was the first to fly with his brand new Cloud Tramp which had only a couple of trimming flights previously. He picked a calm spell and it signalled a big thermal. I have never seen a Cloud Tramp climb so well, high or fly so far. Luke`s final Rocket Plane flight was similar and Peter Adams suffered the same fate on his second P20 flight. Many models were also drawn to a watery end: PMFC 0 Lake 3."

"A fly off was required in 36" glider as both I and Bert totalled 92s after 3 flights. Bert had put his model away so I thought I had won with a 23 second flight but Bert being the competitor, reassembled his model and managed 24 seconds!

In Cloud Tramp Bert had two maxes and a 10s. Mick had two maxes and so only needed to exceed 10s to win but only managed 5s after one attempt! Oh dear"

"It was a most enjoyable afternoon and it's a shame that more members did not turn up. If you do not want to compete it's a good chance to do some sport flying, watch some great flights or just enjoy a chat and a bit of banter."

### Results

Cat Glider: 1 Chris, Grant 2 Bert Whitehead

Cloud Tramp: 1. Bert Whitehead, 2 Mick Page

P20: 1. Bert Whitehead, 2. Andy Green, 3. Mick Page, 4. Luke Goymour,

5. Peter Adams, 6. Christ Grant

Rocket Plane: 1. Luke Goymour, 2. Chris Grant



Mick Page prepping his Cloud Tramp for his final flight.

## Round 5: 8th September 2023

The weather was near perfect for the final round of free flight competitions at Ferry Meadows. As is often the case, on hot calm summer days, what little wind there was liked to change direction a lot, which caused some consternation when your editor decided to stay behind on his own and launch his micro Starduster straight into the thickest part of a tree. Fortunately a brief message to Peter Gibbons had the model safely down from the tree before breakfast the following morning. Thanks Peter!

In the competitions Bert dusted off his E20 which flew well, but not good enough to take first place. P20 was hotly contested between Bert and Mick, with Bert taking first place with Mick, and Andy hot on his heels.

Having lost and broken all of his rocket duration models, your editor struggled to get the replacement model he built the night before to fly at all. And so decided to compete in duration with a Rocket powered Canberra and Concord, the results were, well predictable - flights were good but not of sufficient duration to be competitive, Chris

Grant, on the other hand, managed to put in some good flights, but had neglected to put enough foil tape on his wing and had an impressive burn through on what would be his last flight! Nevertheless Chris took the victory that day.



An impressive burn through the wind! Those TSP motors pack a punch—more

### Results:

P20: 1. Bert Whitehead, 2. Mick Page, 3. Andy Green. 4. Christ Grant

C/HLG: 1. Chris Grant, 2. Andy Green

Cloud Tramp: 1. Mick Page, 2 Bert Whitehead

Open Rocket: 1. Chris Grant, 2. Luke Goymour

E20: 1. Luke Goymour 2. Bert Whitehead



A Starduster in a tree! Pesky wind direction, thankfully 'branch manager' Peter Gibbons rescued the model before breakfast the following morning!

# From the Workshop of Andy Sephton: CO2 Conversion of a SAMS Models Pippit

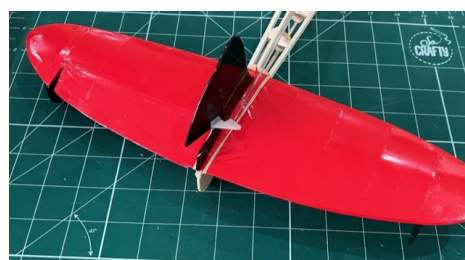
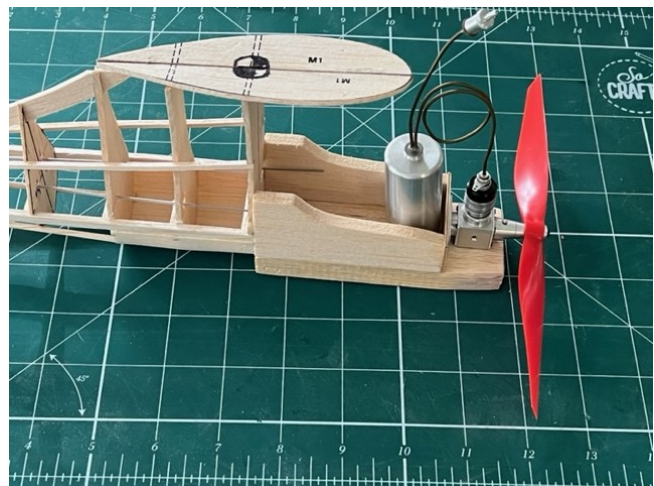
In consultation with Kevin Wallace, the then owner of SAMS Models, we designed, built, tested and marketed the Pippit as a small free flight electric powered model kit. Later developments included the Pippin, a 'V' tail tricycle undercarriage version of the model, and the development of RC and alternate power plants. The



Pippin was produced in kit form and if combined with the Pippit kit, produced some 8 different model configurations. The RC version of the Pippit was successful but SAMS was sold to VMC before it could be kitted. An RC power version with a Clan engine was created but the engine failed to start (I'm not alone with that issue), so the airframe was converted to CO2 to

try that configuration instead. The motor is a GM300. This brings the story up to date; at the time of writing the CO2 version is ready for test. I'll follow up with a fuller report after the model has flown.

The next project is well under way, a CO2/RC conversion of a Slicker Mite:



## From the Workshop of John Ashmole: Traditionally builds with a modern twist...



The Long Cabin, looking rather splendid on the airfield

With no clues as to size, this job could be a park flyer or even an electric-powered free flighter. In fact it is 70" in span with a three cell battery. My point is, it is as much a "pure aeromodelling" build as any FF model that we may construct. I remember saying at the last AGM that we should not be too reticent in talking about radio control models if they are built in the traditional way. For reasons of field availability and physical

movement, some of us are being pushed in that direction in order to remain in the sport.

It's a Long Cabin, the second of that design that I have made. And for those who seek an uncomplicated way into flying with the helpful and supportive "Power Strugglers" at Buckminster, or just spending an evening stooing around in a relaxed way, this along with the equally straightforward Junior 60, is the way to go. There is little to say about the build: I prefer two piece wings at this size, so wire joiners in brass tubes are used just as I employed in A/2 gliders. Wings are flat-bottomed, which has no detrimental effect at all on the glide: rather the opposite. Tail is glued on, not banded as per the plan. Covering is, as I will have said many times before, polyester with heavy coloured tissue for trim: I know some of you will be relieved to hear that I am now running out of red at last!

"Off the board" it flew at Buckminster in a slight breeze without any trim adjustments. (Incidentally, my earlier version was covered in Solarfilm, and after a dozen years developed a twist in the fuselage due partly to the lightness of construction...not that the ensuing tail tilt had any effect on its flying. The doped polyester makes it much stiffer.)

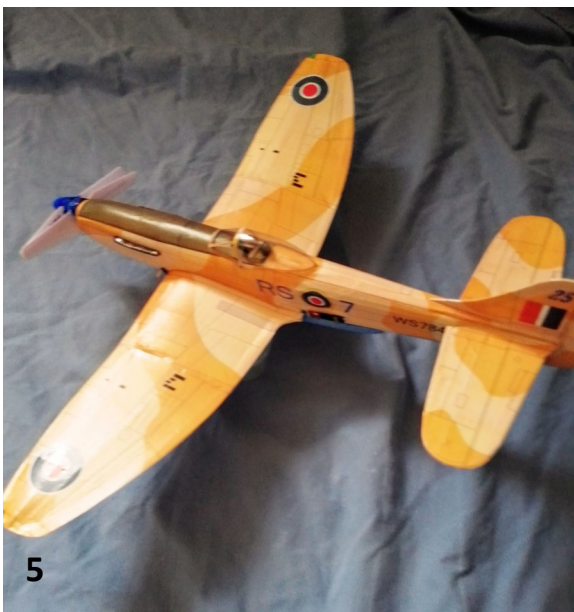
The Slicker was awaiting a nose job when I took this photograph: I prefer to check that the thrustline is correct before finishing. This one is 50" span and was completed about a year ago. Once launched, just won't come down. It's the kind of design that we derided when young for being unrealistic and toy-like...but now we are older we value its aesthetic and efficient outline. Needless to say, I now have a partly built 80" version beside me as I write



The Slicker, a fine model awaiting its' "nose job"



# From the Workshop of Rob Smith: Innovative and unorthodox models...



1 & 2: HP51 sweptwing jet mustang. For TSP rocket power

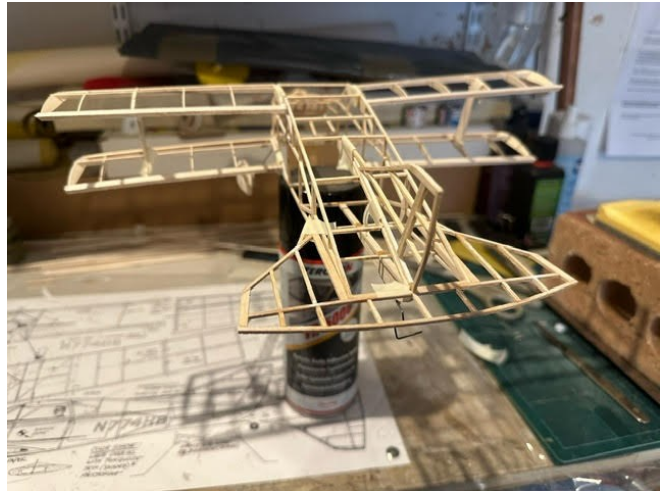
3: Jet spitfire. This spitfire was built for TSP rocket power and Dr Roger Simmons now has it.

4: Lockheed L133. powered by an EDF,

5: Hawker P1027 super tempest with a contra rotating prop motor made using drone spare parts.

**Rob remarks:** " *The Super Tempest, Jet Spitfire and L133 were prototypes, and unfortunately we're never built as full scale aircraft* "

## From the Workshop of Kev Tatlow: Scale and Peanut...



Kev has been busy building a P51B ('because everyone does the D') Mustang and a Peanut Scale Hiperbipe, which looks fantastic .

### Free Flight Team: Peterborough at the Free Flight Nationals

Back in May, PMFC members competed and represented our club at the Free Flight Nationals—well done lads!

#### Results:

Mark Benns: 1st in Hand Launch Glider, 2nd in Combined Rubber, 2nd in F1B

Peter Gibbons: 1st in E30, 2nd in Co2

Gerry Williamson: 5th in E30, 6th in E36 and 7th in Combined Electric

Alex Green: 11th in Mini Vintage

**Well done to Mark and Peter, National Champions in in HLG and E30**

## Mylar Plastic Film Covering

**Bert Whitehead revisits a covering material that's been while around but often overlooked.**

"Mylar" is produced by DuPont in the USA. A similar product, "Melinex" is the ICI trade-name for its plane-oriented crystallised polyester film. I use it quite extensively for Coupes and P30, and also indoor planes. It is 10 micron (4 tenths of a thou. thick) so commonly called "1/2 thou. Mylar." It weighs in at 10 gms/sq mtr and is unaffected by moisture and many common aeromodelling chemicals. It is stable at room temps until heated to around 200°C where it suddenly contracts. Although the basic film is clear, it is available aluminised on one side which produces a highly reflective mirror-like finish. To cover a 200 sq. in Coupe wing both sides will only add 2 1/2 gms.

The film is more elastic than doped tissue and adds little rigidity to the covered structure so for other than light and slow models it might be advisable to use geodetic construction or a carbon tube main spar and rib caps. (I use bamboo shavings).

The film is stuck on with heat activated glue. The glue is thinned to a watery mix with cellulose thinners and painted on to all the bits that the film touches. Leave it for around half an hour and the glue will then become tacky. After you have done this lay the film on and lower the temperature of the iron. Move it around the periphery then all ribs and spars, leaving 1/8" turnover around all edges. Then glue down edges then do the other side the same. Use a bit more glue on undercambers and turn up heat slightly to shrink with hot iron. But beware, too much heat will melt it! There are specialised tools for the ironing process. John O'Donnell, however, recommended curling tongs for ladies hair. I tend to use a small travelling iron and stretch a sock over it to temper the heat a bit

DO NOT SHRINK when used on indoor models. They look good if you colour the framework first, red or green, but don't use felt tips, it gets messy on your hands. I would not advise it for highly competitive models that use microfilm and the like but for ordinary fun-fly stuff its fine. Check that the rules allow it in your low-key comps.

Mylar does have certain peculiarities: When your plane lands in a tree, the mirror effect reflects the tree and the plane can sometimes disappear. (Solved by spraying wing tips fluorescent orange). It is also waterproof but when water gets in it's hard to dry it out. On a sunny day it will flash as the mirrors line up with the sunshine.

In 1996 I bought 9 mtrs. of 1 mtr wide aluminised Mylar from John O' Donnell. The stuff was so cheap and he delivered it in sheets of newspaper and came with a personal letter. (One of my treasures). Also 4 pages of instructions. "Most contact adhesives are worth a try." And in those days the solvent in contact adhesive was Toluene which is now



Some of Bert's mylar covered models—very visible in the air.

a banned substance so contact adhesive just isn't the same. I saw the ban coming so bought about 10 tubes of Wilko contact adhesive before it was withdrawn. I'm OK with my dollup but hope one of our readers can advise us on a suitable adhesive. (Rod Brigginshaw used photo spray).

Quick to use ,easy to apply, looks good, cheap and easily obtainable. Not too sure about environmental issues.

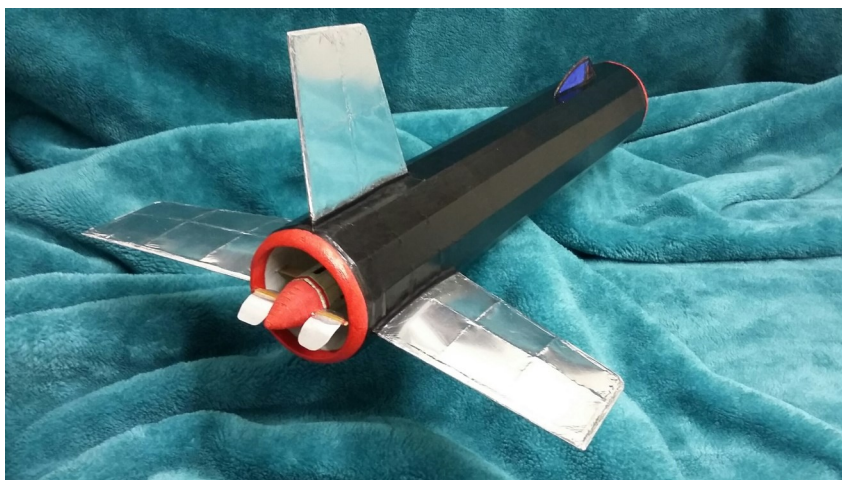
# From the Workshop of Bert Whitehead: Bert's quest for a rubber ducted fan continues ...



The liner tube is made on a plastic water pipe mandrel 21.5 mm dia. One layer of recorder paper wrapped round tube then 15 bamboo shaving hoops then 8, 1/16 x 1/32 longerons finished by another layer of paper. Tube reduces Cross Sectional Area behind fan in main tube 20%.



The rear balsa streamlined bung incorporates the rear motor hook and also thin aluminium thrust deflector blades. The compressing front balsa nose cone runs in a removeable nose block to take out for winding and also allowing replacements for testing purposes. Blades from Pot Noodle tubs have lots of 1/2 mm holes drilled in the roots, slotted into the nose cone and Superglued. Tip angle 45 degrees.



## Rubber Ducted Fan Mk.4

Below and left: All finished, except for experimental wings and sticky tape. May need an underslung bomb at front to bring weight forward.



# The Phantom Champions!

**Brian Lever and Brian Waterland fly to victory in Phantom Racing**



Dave Rumball presents to the well earned trophy to Brian Lever and Brian Waterland

The event was called Phantom 75 and was designed for KK Phantom models. The model has to be powered by any 1.5cc single ball race motor and the team of pilot and pitman were required to do 50 laps including first start of the engine and at least one pitstop.

The winning time was achieved with Brian Lever (pilot) and Brian Waterland (pitman) using the latter's model powered by a PAW 1.5cc motor owned by Brian Lever

The second place entrant was almost half a minute slower!

***Good to see PMFC still leads the way in Phantom racing Well done Team Lever/Waterland! - Ed.***



# PMFC AGM, November 24<sup>th</sup> 2023.

## John Ashmole reports

*NB. This is an unofficial summary of the meeting, full minutes will be presented at the following AGM.*

**From where I sat**, this was a typically convivial annual general meeting, even with a tea break in the middle, thanks to our host at Peakirk village Hall, Brian Lever.

President Waterland (that sounds ominous) began by reporting that it had been a year not without problems despite the membership remaining over 70, although culminating with the award of the prestigious Certificate of Merit presented to us by the Royal Aero Club.

Flying fields are in short supply, with Barkston not likely to stage the three day Nationals in the near future. On the other hand, Buckminster is readily available, thanks to the helpfulness on Manny Williamson. The Flying Aces meeting was enjoyed by all who attended, although numbers followed the general trend downwards. A profit of £250 was made, however, with a further £250 from the sale of items for which Graham Gostick and John Coleman should be thanked. The President also thanked Luke Goymour for his club magazines, (of which more later.)

**The problems** facing the committee included falling attendance at Peakirk and at Ferry Meadows meetings, though these are currently the subject of discussion and will be tackled at the forthcoming Free Flight Conference, so were not raised at this AGM. Of more immediate concern was the increase in charges by the Peterborough City Council for use of the excellent Bushfield Sports Hall. The club faces a potential annual loss of around £600 . At this point, Brian led a discussion on club finances. Two courses of action were available, and both were to be adopted. Firstly, as recommended by our Treasurer Richard Arnold, a sum of £10,000 has been transferred into an account which produces an estimated minimum of £300 plus per annum: secondly, the club fees have been raised. Since nobody in the meeting seemed able to remember a time when fees were not £15, it seemed a reasonable change to make. The additional £5 plus account interest should obviate almost any anticipated loss. This decision was ratified without opposition later in the meeting, which leaves the current adult fees at:

PMFC...£20

BMFA ..£47.

Chairman Ashmole (which sounds even more threatening) thanked all members of the Committee individually for their efforts during the past year. Richard Arnold in a written report showed our finances to be in good condition, subject to the aforementioned plans to keep any deficit to the minimum. Dave Rumball (safety) is keeping an eye also on any proposed changes by NPT which may affect us: our very busy Club Secretary Andy Green claimed to be enjoying his role (praised earlier by the Chairman for his assistance and patience) and is also intending to enhance his role as PRO.

Outgoing Magazine Editor Luke Goymour was standing down with regret. It is well known that his Pastoral duties have greatly expanded, and he is unable to commit the huge amount of time that it requires. This matter does, however, have a very promising outcome: many members may not have been aware that his father Tom Goymour not only has experience in publishing, not only was he once PMFC club Chairman but he also produced a very good club magazine. The meeting voted unanimously to accept his offer to take over the editor's chair.

Paul Townsin reported on the updates to our website, and the remarkably high numbers of worldwide visits: the meeting recorded its thanks to Paul for his work. Roger Silcock provided a short Control Line report, augmented by Brian Lever, referring to the Phantom contests, Mini Goodyear success, Tribute Voetsak and Combat. I ended the list of reports by speaking of Free Flight which brought to an end the ten years of contest directing that I have enjoyed. This was followed by presentation of the FF awards. They went to:

Chris Grant: C/HLG

Luke Goymour: Open Rocket, E20

Bert Whitehead: Cloud Tramp, Hi-Start Glider, P20 and Victor Ludorum.

**The Committee** for 2024 remains as before, with the following changes:

Magazine Editor: Tom Goymour

Free Flight: Andrew Green

Scale/Radio Control: Luke Goymour

All positions were unopposed and unanimously elected.

**Finally**, the meeting voted for the following annual awards:

Control Line Trophy: Brian Lever and Brian Waterland, shared.

Unorthodox Trophy: Phil Worth

Free Flight Shield: Mark Benns

Eric Young Trophy: John Ashmole

**SMALL FIELD TROPHY..... the first year.**  
**John Ashmole writes...**



A worthy trophy, could it be yours in 2024?

The links between PMFC and SAM 35 have always been close. Brian Lever has only recently relinquished the post of President of that larger body, and several other posts have been filled by our members. One of those, of course, was myself, having volunteered in a moment of weakness to take over the running of the Masefield, after which the whole project ballooned until I found myself developing the whole Free Flight Calendar. Eight years on, as a replacement was not forthcoming, I found myself running “just one more year” by a kind of remote control. This only worked thanks to several very capable PMFC members attending events,

getting soaked, frozen, stressed and occa-

sionally baked, while I stayed in the comfort of home stroking a white cat. It worked, and we must all be grateful to Bert Whitehead, Andy Green, Chris Grant (and Tony Rushby, of Cleemac) for keeping the show on the road.

The very generous donation by the Old Warden MAC of C.R.Fairey's “Northern Heights Inter Club Challenge Trophy” dated from 1937 provided an opportunity for us to enhance the Calendar of events by linking them together into an overall contest. This became the “Small Field Trophy” and the idea was launched in my column in *Aeromodeller* in June 2023. There were significant differences between this and the BMFA overall FF Championship: the intention was to be as customer friendly as possible, so not all contest results would count: we know that our members do not want to have to turn out every other weekend regardless of conditions. Consequently, out of the ten qualifying contests, just the best six results would be counted. And the ten comps were chosen to cover a wide, easily manageable but eclectic range of models. The venues were more limited than I would have liked, being just Old Warden, Buckminster and Ferry Meadows: the loss of the Barkston Nationals was, I have to admit, something of a handicap in attracting participants.

So the battle for the Trophy began, at Old Warden in May. We had expanded from one day to two for that weekend, with Small Models beginning the scoring. This was to set the pattern for the season, with Bert Whitehead and Tony Rushby only a point apart, chased by Ken Bates. The following day's V20, had a smaller entry but, as my correspondent Tony wrote, it involved five different types of model, so promises well for the future of that class.



The outcome only increased the rivalry between the top three with Ken Bates closing on the top two. Clearly, the race for the Trophy was to become largely a PMFC versus Cleemac contest. Two months later, E20 introduced the name of Luke Goymour onto the scoreboard but sadly it was a small turnout so his points gain was unrepresentative of his efforts in that class. Then came the Masefield Trophy, the only scale event on the SFT list: it is unusual in being a duration contest for scale models. (I should remind readers that other FF contests were also taking place around these qualifying events, so this is not a complete review of all that SAM 35 had to offer.) The weather, however, was not on our side: if I remember rightly, June was almost unflyable and throughout the summer Scale flying and Buckminster events were being cancelled or postponed.



On the field! The models may be small but the competition is real!

The “Ajax and Achilles” however, did go ahead in gently breezy conditions (accompanied as usual by a well-entered Cloud Tramp, non-qualifying event.) Achilles was poorly supported but allowed both Rushby and Bates to add to their scores. At Flying Aces a good CT entry boosted the chances of our Bert Whitehead and he picked up points in P20 too, but so did Tony Rushby. Neither scored in “K.K. Ace” later in September at Bucky where Andy Green accumulated points, and he added more by winning “Rubber Ratio” at the final event in October (in increasingly pleasant conditions.)

In the final outcome, Cleemac and PMFC, in the shapes of Bert Whitehead and Tony, Rushby were equal on paper. Very sportingly, Bert Whitehead conceded on a technicality, so the top scorers were:

- Tony Rushby (Cleemac)
- Bert Whitehead (PMFC)
- Ken Bates (Cleemac)
- Andy Green (PMFC)

Full scores of the fight for the SMT Trophy, which involved 21 flyers this year, will appear on PMFC and SAM 35 websites. It is hoped that the Trophy will be awarded to Tony as soon as he next travels south: probably at one of our meetings at Bushfield.

I must mention just one more event. My last as CD. This was the “Rubber Bowden” a pet project of mine. It does not qualify for the SFT as its larger entry would skew the scoring.) A fine entry, breezy conditions and a win for Ken. (See “Speaks” for report.) Also a rousing bout of applause for the outgoing Aeromodeller editor, Andrew Boddington who just happened to be attending prizegiving.

Be aware, folks, of the SMT contest next season, as hopefully it gains momentum. A certain club to the north needs to be put in its place. Oh, and...thanks to all who have supported my efforts to provide a “good day out” to free flieters over the last eight years.

# The Flying Aces in Pictures

"A snap shot of the action"

Photos by Richard Fallas and David Clark



# E20 Update

Luke Goymour reports:



Andy readies his Ferry 500 at Buckminster

E20 continues to grow and gather pace as a FF duration class. The Facebook group “E20 Free Flight Model Flying” that I run, along with Peter Gibbons and Jon Whitmore now has 1400 members. Although Facebook group numbers on their own do not translate into models built and flown, it’s notable that there is regular interest, sharing of builds, flight videos and other E20 related activity on the page . Recently Jon Whitmore did a survey where he asked 444 members questions on their interest and activity in E20 models. The results were encouraging; 65 people had built an E20 and 29 people were currently building a model and 66 people had never built an E20 but were considering doing so in the future. The postal events and The Vintage Model Companies release of the SAMS E20 coupled with Stuart Marsden's excellent aeromodeller article is creating quite a buzz in this class.

Although the E20 has yet to be accepted as official BMFA event, regular competitions at Buckminster, Old Warden and Ferry Meadows provide ample opportunity to fly these fun free flight models. Sadly the weather this year, has been particularly bad on Mondays rendering some of the E20 events postponed or cancelled. Nevertheless, these models can be flown almost anywhere (on a shortened motor run) and even if you don’t want to fly in a competition you can still get them out and give them an airing at you nearest local field.



Peter Adam waiting for lift with his micro pearl

There is another postal event (Nov– March, see back page) for which both Peterborough/ Ferry 500 E20’s and the new duration style are eligible—why not dust-off a model (or build a new one?) and give it a go!

## PMFC Events Dates for the Diary

### Indoor Flying at Bushfield:

**Sunday 7th January 10:00–14:00**

**Sunday 4th February 10:00 - 13:00**

**Sunday 3rd March 10:00 -14:00**

**Free Flight Conference at Peakirk: Friday 19th January at 10:30**

**\*A Just for Fun, Winter Warm-up Event:**

# **E20 World Postal Competition**

**November 1<sup>st</sup> 2023 to March 31<sup>st</sup> 2024**

Compete in two categories with flyers from all around the World

Go to

**e20world.com**

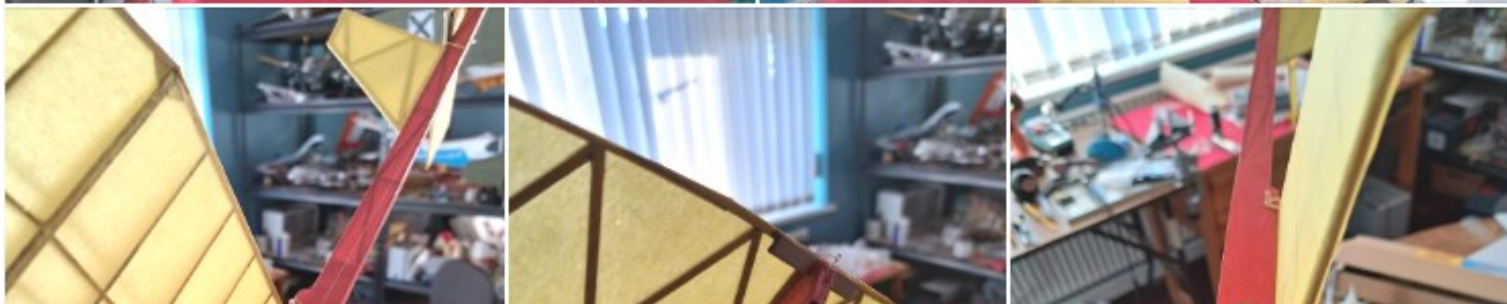
For more info

Email results to [amcblatna@email.cz](mailto:amcblatna@email.cz)

**Free to  
Enter!**

**\* Or Summer in Southern Hemisphere!**

**Dig out those  
Ferry 500's for  
some winter  
fun!**



**SAMS E20 Kit now available from the Vintage Model Company**

**[www.vintagemodelcompany.com/sams-e20-free-flight-duration-model](http://www.vintagemodelcompany.com/sams-e20-free-flight-duration-model)**