PMFC NEWS

News and Views from Peterborough Model Flying Club

Summer 2024

Online and in Print

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Great new innovative PMFC event

PMFC Committee
President: Brian Waterland
Chairman: John Ashmole
Vice Chairman: Dave Leeding
Secretary/PRO: Andy Green
Magazine: Tom Goymour
Treasurer/Mem Sec: Richard Arnold
F/F Sec: John Ashmole
C/L Sec: Roger Silcock
Sports/Scale Sec: Luke Goymour
Safety/Ferry Liaison: Dave Rumball
Webmaster: Paul Townsin

Cover: Spring flights at Ferry Meadows:

Above: Paul Townsin launches his RC Discus model

Below; Luke Goymour holding his RC Tiger Moth.

Editorial

As I write this editorial I sit in our newly erected summer house and bask in the glory that at last, it seems summer has arrived! We've just had the two hottest days of the year, now let's hope for a more settled second half of the outdoor flying season as the weather has certainly played it's part during early proceedings.

This point in time marks a turning point for me personally as I have just about 'caught up' with things that have been put off over the last three years because of my mobility restrictions. Thank you to everyone who wished me well. I made a very swift recovery from the second hip operation in April and it feels like I have a new lease of life. I haven't actually entered the London Marathon, and the climbing of Everest deson't feature in my plans either, but I have been able to get out and walk a few miles... whenever I like – which is just great.

What was intended to be a quick mid-summer news update has become a publcation packed full of articles I hope you will enjoy:
Our chairman takes us on a fascinating journey back through some of the history of this very publication. Then, as well as the ever varied projects that are taking place week by week under your own roofs there are one or two interesting events coming up. Don't miss the new innovative PMFC event planned for early 2025 - lots to read about it in here.

This edition of the newsletter has come together very quickly so I thank all who have contributed, keep up the good work and enjoy the rest of the summer.

Happy flying.

Tom

From The Chair
Chairman John Ashmole

It is October 1989 and the PMFC newsletter has landed on the doormat. Twelve pages, in black and white (as they all were in that decade,) and with just the current logo, no words, on the front cover.

It appears to have been written by Chairman Brian Lever, and reveals that Brian Waterland was Vice Chairman, Debbie Jarrett Treasurer, FF and C/L were in the capable hands of Peter Gibbons and Mick Taylor respectively. Interestingly, a recent committee meeting had recommended the addition of a "member without portfolio" to represent the wider membership of which some evidence will be found later. Planning for the indoor flying at the Wirrina, the visit to the Model Engineering Exhibition at the Ally Pally, and the forthcoming club Christmas Dinner and Prizegiving were all in hand. Among the listed highlights of the past year was, "First Newsletter published." On the downside, "reduction in the numbers attending club flying nights" was to begin a theme still heard today. Most notably, the Editor adds, "...it is important for a club with such a long and successful history as Peterborough to continually being a NATIONALLY recognised force within the aeromodelling movement..." And that, I remind you, was back in 1989.

Club sweatshirts, by the way, were on sale at £10 each...not everything goes up in price, as new ones are still available from me at £12 today.

The "Emergency Edition" of the following March is a call to support the "Cabbage Patch Nats" at the Embankment in April. In this edition, eight A5 pages clearly handwritten by BVW, events listed for that extravaganza includer "Yoiks" and "Midge Speed" but also included Free Flight contests for Jetex and C02 among others. Those two C/L classes mentioned were "world firsts" along with the "first Jetex competition for 25 years." Mick Page had become FF secretary, and introduced an all-in comp' providing points per number of opponents beaten: a system which I thought I had invented several decades later. There is a strong sense of urgency and forward momentum in this document, for which the editor quite unnecessarily apologises on the back page.

By October of 1990, and reverting to type (see what I did there?) four pages appear listing dates of forthcoming events for the coming Winter and the whole of 1991. A video show was planned, also a club auction as well as a full

selection of club contests. Outstanding performances of the year had been Peter Gibbons beating John O'Donnell in C02, Mick Page ("despite advancing years") in HLG, Paul McMahon's wins in CDH and Vintage Rubber, while Mick Taylor was collecting trophies in Vintage and Classic C/L stunt . Junior Richard Handscombe had successes in C/L at the Nationals, and at Clipston, Three Sisters and Hullavington. Where are the venues of yesteryear?

A Ferry Meadows the "Family Day FF event" was in the planning stages for the following year, with Mick Page, ever inventive, suggesting the maxes in seconds to be four times the span in inches. Hmmm. Oh, and BML wished to step down as Chairman (not for the last time) so a new incumbent was sought.

In April 1991 the Cabbage Patch Nationals programme for the sixth annual running of that event, appeared, with advertisements (Orton Models, P.A.W., Geoff Stubbs and Peterborough Model Centre). Twelve pages, with an introduction by Brian Lever (Chairman again, we notice), it is a wonderfully comprehensive account and explanation of the day's events and was to be repeated in subsequent years. There is colour on the front page, but close scrutiny reveals evidence of discreet, subtle…well, not that subtle…crayoning prior to printing!

To July, with BVW agreeing to be acting Chair for the remainder of the year. Finding a willing Mule to do this Donkey Work seems to be a perennial problem. There is, sadly, little glamour to be gleaned from the appointment! BVW writes a comprehensive tribute to Brian Lever, little knowing what the future was to hold for one he dubs our "mover and shaker in chief". That, Brian, was only the beginning! Member Richard Handscombe was on his way to represent Great Britain in C/L stunt in Poland with the good wishes of the club, and other notable names in this edition are those of "Technical Rep" Norman Townsin, (hence "Techno Townsin, as I have been told) and Paul Townsin as Junior rep. How large was his constituency, we are not told.

By October (still '91, remember) winter meetings had begun at the Lecture room in Brotherhood's. By the way, here follows a warning. Never, never, on any account ask BVW about his time at Brotherhood's unless you have a comfortable chair and sandwiches handy!)

We learn that young Handscombe had come 22nd out of 48 in Poland as well as firsts at Nuneaton, Slip End and Hullavington. Mick Page, in the HLG arena, had firsts at Port Meadow, York and the South Midlands rally. Young Mark Benns took the Sweepette Trophy (remember that?) and cat glider in Cardington. Paul Townsin (HLG) Mick Taylor and Brian Waterland excelled in HLG., Vintage Aerobatics and Mini Stunt respectively. This, incidentally, is the first PMFC newsletter that I know of to contain a fold-out plan, for "High Roller" an HLG by Deerfield and "Pseudo" by Warmann.

We jump to November 1992, my collection not being complete. A single A5 sheet, hand written by Brian Waterland. In a hurried edition, written while running to

the post, Brian invites members to the AGM, reminds us that the BMFA has 28,000 members and rising, but reports that the sub committee of the BMFA looking for a permanent flying site is "Very Pessimistic."

By May '92 the FF Nats and the Cabbage Patch Nats were about to take place. The former was to take place on Barkston Heath and included a Real Money prize for tailless. Over £300 in fact. Mick Page has a story to tell about that one! Come July (four pages, some handwritten one printed) and there is much enthusiasm about the recent successful Cabbage Patch event: a lengthy list of over 90 entrants. It's worth sharing BVW's enthusiasm:

"It was a fantastic day and for once the weather played its part. We had reorganised the events, dropped team Race and added Mini Goodyear and Biplane Stunt. There were seven circles down the field in a nearly straight line with stunt nearest the Parkway and combat (the noisiest) banished to the Whittlesey end. With all the circles white lined, fluorescent tape crowd barriers, welcome signs, refreshments, toilets, a public address system and central control it looked (and was) the "Business." We counted over 100 cars in the car park…."

There was more…

Mick Taylor, writing to the SAM 35 editor:

"Several modelling personalities were in attendance including Ron Moulton and Henry J Nicholls, Jim Mannall and Peter Tribe of "Razorblade" combat fame. Mick also makes reference to the new Phantom Trophy award beautifully made and donated by John Handscombe…"

In October, (four pages, handwritten) Brian (W) refers to the dusky end of season "with lit d/t fuse providing the only clue as to the models' whereabouts." Justifiably proud of his win of the Rolie Lelliott Trohy for Jetex he also suggested indoor tethered free flight at Brotherhood's. (see also Bert Whitehead's rubber RTP experiments more recently at Bushfield.)

By February 1994 (a bigger gap in the collection) we find a single A5 sheet, handwritten by BVW again. Dave Warren had delivered a successful talk on the hand carving of rubber props. Soon to come was a Show and Tell night, of a kind which continues to this day. Wirrina indoor events were continuing, Gyminie Crickets to the fore. Brian had recently lectured the "Bourne Stormers" to prove that there is life outside of Radio Control. (Bet he mentioned Brotherhood's!)

In March (were the newsletters monthly in those days?) still two sides of A5 as Brian strove to keep everyone informed, the Good Friday meeting was due on April 1st. Yes, really. Looking back through the recent clubnights he recalled Mick Page talking about gamesmanship in free flight and how to make your opponent beat himself. Ha! I wish I had been there, but his memory is good, and recently he was able to tell me what some of his ploys were. McGillicuddy would have been impressed! Mick had already given the same talk at the recent free Flight forum…

was able to tell me what some of his ploys were. McGillicuddy would have been impressed! Mick had already given the same talk at the recent free Flight forum…but presumably he kept back one or two of his best schemes for himself!

At the Wirrina, the indoor flying continued. Stan Spencer had modified his "Cricket" beyond the accepted norm, so "Team Goymour" were considered the winners. At the Show and tell evening Luke Goymour demonstrated three techniques for colouring expanded polystyrene, while Tom showed his developments of Parlour Flyers. Thus the sequence of indoor meetings at Brotherhood's came to its end. The end of an era, as Editor Waterland added.

"Yet another emergency Newsletter" was to appear, one sheet of A5, in June. Urgent was the need for volunteers for the Cabbage Patch Nationals. Sheila Lever once again took charge of catering, a not insignificant contribution. "Incidentally," adds Brian, "the Cabbage Patch reputation is now firmly up there in the top three events in the country. Let's keep it there." The "Windbreak Club" although not yet known by that name, had a good Nationals (Barkston) with a win for Mick Page (HLG) who was also second in Tailless, Waterland first in Co2 Electric scale with his Lancaster (to be immortalised in Aeromodeller.) David Gibbons was 3rd in CO2 with brother Peter 4th. Mark Benns won the CO2 Scramble (remember them? They lasted half an hour.)

In December of 1994, (four pages, printed, smaller font) a new Chairman introduced himself. Tom Goymour "It all happened very suddenly, proposed, seconded, in! A mad rush of blood to the head, perhaps. But seriously, I'd thought about it a bit more than that…" Tom went on to thank and praise the outgoing BVW. A new winter venue was found to replace Brotherhood's: Arthur Mellows Village college Glinton. In those rooms, Ben Goymour managed 77 seconds with his GC, Ben's brother Luke had success with a BMFA Frog. Brian Oliver impressed with his two "Gyminie Specials." Tom refers to an "all metal" version… we'd like to know more. I note that Dave Rumball was now membership secretary, "Techno Towsin" was still in harness, and there was a members' representative in the shape of O. Nightall.

Highlights of the year, says Tom, who seems to be Editor as well as Chairman, was the award of a Certificate of Merit to the C/L section of the club at the SMAE prizegiving. It's not hard to see why. Brian Lever had his most successful season in Vintage Aerobatics, BUT at the Nats wrote off his Super Zilch and Brian Waterland's Devil Bat. (How? How? Tell us more!!)

We have reached the middle of 1995. There are many gaps in this account, as the archives are not complete. If you do have any of the missing issues, please let me have sight of them. If memories have been stirred, please write in to Tom with your stories. If folk are interested, I could continue into the next century, but if the requisite number of letters were to be received by the Chairman of the 1922 Committee, I shall be forced to withdraw.

From The Workshop of Bert Whitehead

HIGH-START RADIO GLIDER

I'm constructing a Radio Glider with the hope of flying it in at least one of the Ferry Meadows club days with the hope that other members may be prompted to take part.

The glider is a box construction similar to the LULU design. 36 ins. projected span and 5 ins. chord gives 180 sq. ins. A couple of features I've incorporated are 1/16 x 1/32 ins. bamboo stringers on the corners of the boom for strength and 2 x 1/8 square bamboo wing spars, top and bottom, made from green garden shop bamboo planed to 1/8 ins. square.

The finished wing will incorporate some bamboo shaving capping.

Weights: 4 AAA batteries 46gm, Receiver 8gm, 2 servos 22gm. and the unfinished airframe 63 gm. Giving a total of 139 gm. at present.

Snakes or pushrods or closed loop or 20g wire in the tubes will activate the tail feathers. Still needs covering, tow hooks and a skid.

I've got to hold it to 180 gm finished somehow, which may mean Mylar covering.

Pete Gibbons found a drone and decided to make a smaller version of Brian Waterland's Lancaster. He is seen here with the original fuselage and a new, lighter version. Experiments are continuing.

PMFC Club Competitions 2024 – Points Table

Results Roundup

36” Glider						
Name	**Round 1**	**Round 2**	**Round 3**	**Round 4**	**Round 5**	**Total**
Chris Grant	1					1
Andy Sephton		3	1			4
Dave Rumball		1	2			3
Brian Waterland		2				2
Bert Whitehead			3			3
Cloud Tramp						
Name	**Round 1**	**Round 2**	**Round 3**	**Round 4**	**Round 5**	**Total**
Andy Sephton		1				1
Mick Page		2	1			3
HLG/Catapult Glider						
Name	**Round 1**	**Round 2**	**Round 3**	**Round 4**	**Round 5**	**Total**
Chris Grant	2					2
Brian Lever	1					1
Roger Silcock		2				2
Andy Sephton		1	1			2
Luke Goymour		3				3
P20						
Name	**Round 1**	**Round 2**	**Round 3**	**Round 4**	**Round 5**	**Total**
Bert Whitehead	1		1			2
Mick Page		3	2			5
Andy Sephton		1				1
Luke Goymour		2				2
Open Rocket						
Name	**Round 1**	**Round 2**	**Round 3**	**Round 4**	**Round 5**	**Total**
Andy Sephton		1	2			3
Chris Grant			1			1
E20						
Name	**Round 1**	**Round 2**	**Round 3**	**Round 4**	**Round 5**	**Total**
Bert Whitehead	1		2			3
Jon Whitmore	2					2
Luke Goymour		3				3
Roger Silcock		2	1			3
Andy Sephton		1	3			4

ANSWER TO TRIVIA CROSSWORD ON PAGE 18

1. Short Sterling, 2. Tiger Moth 3. Concorde 4 Airspeed Horsa 5. Harrier 6. Lancaster 7. Fokker Eindecker

Table Top Precision						
Name	**Round 1**	**Round 2**	**Round 3**	**Round 4**	**Round 5**	**Total**
Andy Green	1	2				3
Brian Lever	2					2
Andy Sephton		1				1
Bert Whitehead			1			1
RC Spot Landing						
Name	**Round 1**	**Round 2**	**Round 3**	**Round 4**	**Round 5**	**Total**
Brian Waterland - PWR	1					1
Jon Whitmore - DLG	2					2
Paul Townsin - DLG	3	1	1			5
Jon Whitmore - PWR	4					4
Paul Townsin - PWR		3				3
Luke Goymour - PWR		2				2

Ferry Meadows Friday 7th June

We arrived at the field to a strong WSW wind which meant that we were using the shortest part of the field with trees and lake downwind. We set the max. at only 20 sec. but still had two models in trees and one lost. Despite the short max, Mick Page (who else?) was the only one to max out, in P20. Andy Sephton came close in E20 with two maxes and a 19 second flight.

Chris Grant

STOP PRESS: ***Editor:*** *I have just received this very enthusiastic update on the forthcoming* ***indoor Paper Plane Competition*** *from Brian Lever. Last minute allocation of space means I place this as a lead in to all the details which follow on the next two pages. See also page 14 for news about one of our distant members who has already made a start!*

Update on Paper Planes: Very high interest from the free flight community. Discussion group on designs, paper types and weights, lamination experiments, bamboo sourcing adhesive usage, propellers, wing sections, fuselage (round and rectangular sections) wing area and weight targets.

Brian Lever

SENSATIONAL NEW COMPETITION FOR PAPER RUBBER POWERED INDOOR FREE FLIGHT MODEL AIRCRAFT

DURATION AND SCALE CLASSES
By
PETERBOROUGH MODEL FLYING CLUB

WHY PAPER? A recent article in the May 2024 Aeromodeller Magazine was entitled " Paper Planes- FLYPAPER by Jim Leuken". Jim's father John Leuken had a paper plane design called Fly Paper published in American Modeller magazine in 1973. The AM article came with a 70% size plan of FLYPAPER and this immediately piqued my interest. The article went on to describe how in the winter of 1966/67 the Scientific American held an event that has already taken to its proper place in aeronautical history, The First International Paper Plane Competition. Several of the outstanding designs were published by Simon and Schuster in "The Great International Paper Airplane Book".

WHY NOT? With nothing on the horizon for a paper plane competition in the UK and with Peterborough Model Flying Club having a considerable reputation for inventing new competitions over many years the initial germ of an idea grew to the holding of a National Rubber Powered Paper Plane Competition. Coupled to the fact PMFC have one of the finest indoor Sports Hall in the UK with bookings in place for October, November and December 2024 and also January, February and March 2025, we then had an idea plus the perfect place to hold a PRPPPN (Peterborough Rubber Powered Paper Plane Nationals).

WHAT NEXT? With aeromodellers being such an inventive bunch we put our thinking caps on to develop a set of rules that will allow both Sport Duration and Sport Scale free flight indoor enthusiasts to be creative in developing paper planes to set the standards for years to come.

WHAT COMPETITION?

PETERBOROUGH RUBBER POWERED PAPER PLANE NATIONALS.

WHERE HELD? BUSHFIELD SPORTS CENTRE , 10 BUSHFIELD, PE2 5RG close to the A1 turn off (North and South) for Peterborough.

WHAT DATE? SUNDAY, 2 MARCH 2025

WHAT COMPETITIONS?

Two classes:- Rubber Powered Sport Duration Rubber Powered Sport Scale

WHAT AWARDS? £200 prize money divided between both classes.

Concours Certificates for the 3 most beautiful models flown.

PRPPPN Certificates awarded to all entrants.

WHAT PHOTOGRAPH? Along with photos being taken throughout the event there will be a special group photo taken at 13,00 of all competitors and their models. We expect the event to be videoed.

WHAT RULES? Design and size is open but must be suitable for rubber powered indoor flying with a minimum flight of 12 seconds to score in scale and 20 seconds in duration. Note all models must feature an undercarriage and full fuselage (no sticks or external motors), a mainplane (or Foreplane) tailplane and fin.
Primary construction material for all models we suggest 100% sustainable or recycled paper of between 60-200 grm. Thus fuselage, formers, wings, tailplane, fin to be of 100% paper construction. Paper to be used for any areas requiring strengthening.

Wheels to be made of paper/card with U/C of paper or thin wire.

Wing and Tailplane spars may be a paper tube, drinking straw (paper or plastic), bamboo, or cocktail sticks.

Noseblock may be made of balsa when necessary and a commercial nose bush may be used.

Propeller may be a suitable commercial light weight wood/plastic or homebuilt using a balsa/ply, paper, yogurt pot, cocktail stick combination. Prop shafts may use thin wire and bead type bearings.

RUBBER POWERED SPORT DURATION COMPETITION
Five official hand launched flights timed by BMFA member and recorded on score sheet. One attempt per round for a flight of less than 5 seconds. Timing in seconds commences from release and ends on the model landing or ceasing to fly. The flight time in seconds from the best flight of five determines the competitors final placing.

RUBBER POWERED SPORT SCALE COMPETITION
Models to be accompanied by three view/photo to enable visual check prior to flight.

This is a flying only scale competition.

Five official flights, one attempt per round for a flight of less than 5secs.

Flights are scored for ROG (bonus of 10 points) or hand launch then climb, height, cruise, descent, landing and overall appearance in flight.

The highest score from the five flights determine the competitors final placing.

WHAT NOW? If you fancy taking part in a UK history making Paper Model Aircraft Competition why not put on your thinking cap, come up with a design (or make a paper version of an existing one) and pop along to the Bushfield Sports Centre October-December 2024 meetings for trimming flights prior to the PRPPPN which will take place on Sunday 2nd March 2025.

How can you possibly resist the hottest new indoor event in town? To Register and have any questions answered please contact :-

Brian Lever, blever@btinternet.com or Tel: 01733 252416

Or write to :- Brian Lever, Fairwinds, 3 The Park, Peakirk, Peterborough, PE6 7NG

THANK YOU, AND GOOD LUCK WITH YOUR DESIGNS!!

From The Workshop of Andy Sephton

With the almost continuous bad weather the Winter and Spring have been very productive modelling wise, my problem now is that I have too many models ready for testing and not enough trimmed!

In no particular order, the Blackburn, Westland Wood Pigeon and Fury, reported in the last issue are still waiting to fly. The others have flown, some more successfully than others. To that end, I've converted my SAMS E-20 model to RDT. To say that it has transformed it would be an understatement. The RDT system is perfect for Ferry Meadows as given the small flying site, control as to when the DT pops is a perfect way to use all of the available field without fear of a water landing. It also has the advantage when trimming. If the model goes into a power spiral, pressing the RDT button immediately stops the motor and the DT pops about a second afterwards, preventing a hard arrival with terra firma. I've also added RDT to my Mini-Caprice (36" bungee glider). Again, it's transformed the flight operations in that a hang-up on the line can be solved with a press of the RDT button and there is no issue if the model stays on the line for a few seconds before coming off of its own accord.

** RDTs may well be illegal for competition use - something to bear in mind! (Editor)*

Models created over the winter have included an APS Waco Hadrian converted to 2ch RC. The model was first published in the December 1944 Aeromodeller. My new model was built from the same plan I used in 1963 and the new model flies as well, if not better than, my original. It goes up the Peterborough Bungee like a home sick angel and I even managed to thermal it at the recent Old Warden meeting. Unfortunately, it's too heavy for operations at Ferry Meadows being 205gm without the U/C and 215gm with. The model will eventually be finished all silver when the trimming process has finished.

Next one is a KK Seamew. Like the Hadrian, it's a model I built in 1963 and have been hankering after another one for about the past 10 years. SO when I saw a kit for sale on the Bring-and-Buy stand at last year's Flying Aces, it was too good to miss. Flight testing is progressing well and also like the Hadrian, it will be painted silver when trimmed. Black makes a good base for silver paint, which is why it's covered in black tissue.

I decided to build a new model for the Vic Smeed themed Single Channel Spot Landing competition at July's Old Warden meeting. I decided on an Austrish (AeroModeller September 1984). The model is built and awaits testing. The motor will be a Redfin SAM 75.

My lovely wife Jaqui has decided to learn to fly radio models in order to fly a Spook 96 model. I've built her a trainer in the form of a DB Models Tyro Major. The model awaits test flights. She chose the colours!

One of my other Clubs decided to have a one-model nostalgia event for the APS Lulu (AeroModeller November 1949). My model is built, but awaits testing. It has two channel radio and weighs 175gm, so it should be good for the new RC competitions at Ferry Meadows.

And finally, VMC had a recent offer on their FROG range of kits. Accordingly, a Redwing and Raven were procured and built. Both are awaiting test flights.

Julio leads the way

Julio Isidro has already got stuck into some serious design projects for the Paper Plane cmpetition (see pages 10,and 11).
Here is an email update he sent last week.

After watching Portugal beating Turkey 3-0, I went to the workshop.
The wings are now in progress. Planked paper, two bamboo sticks with handles I cut.
The paper drinking stick was not my best option.
I designed an airfoil and made one in wood. I cut 10 from the original and have glued one for you to see.
Tomorrow I'll glue the others. Also I covered the tailplane.
Not bad at all.
The fuselage is my next challenge.

Júlio Isidro

From The Workshop of Robert Smith

M wing fighter, Star Wars. Straight from my imagination… with KP 24mm EDF printed tissue

Here's a couple more pictures, one the uncovered airframe. The other is a small chuck glider built to check CG.

The model has a KP 24mm EDF unit and timer.

It's covered with pre printed layout paper.

I have since fitted a small electric motor to the chuck glider which flies really well. I haven't had a chance to try the main model yet, the weather has been too windy.

September 6 1970, American Maynard Luther Hill set the record in Gain in Altitude for a Radio Control Flight Aeroplane, with a record altitude of 8.205m (26.920 feet). (Ratified F3 WR).

From The Workshop of John Ashmole

MISTER MOLEY'S
MYSTERY MODEL

My balsa store is running low. Soon it will be chequebook time. How much of a new Vintage-style radio job can I cobble together with what I have left?

Sixty four inches would be about the right span, it's the biggest one-piece wing that will fit into the car. Two copies of the plan were ordered, one of which is to write on, draw modifications on, scribble out, start again, and crudely cut into manageable pieces. Enlarging the design (hint,) modifying for electric radio use, and adding discreet extra stringers/ribs to avoid large areas of unsupported covering (a regular giveaway on an enlarged job) is itself an interesting task and requires a degree of careful forethought. In this respect I fail dismally, and almost always find myself winging it as the model comes together. Mostly, it works, or at least the co*kups don't show.

It was not my fault, however, that the plan view of the crutch, a kind of ladder chassis to build the fuselage around, was wrongly drawn and had to be built again. (When you have worked out what the model is, be warned, check the fit of all components before fitting, which I didn't.) Saving significant cash by cutting all strip wood from sheet and by assembling composite shapes for the formers, I now have the basic fuselage. The conventional engine bearer, fitted as per plan, are not essential for electric power but I like to use them to provide a firm base on which to add the nose assembly. Having run out of the bits of my neighbour's dismantled greenhouse, I have to buy my own metre of alloy angle strip (£6, B & Q) which now constitutes more than a lifetimes' supply of motor mounts, and which can bolt on to those bearers. For anybody who has not used that material, it cuts as easily as plywood but is more secure: a pleasure to work with. There will have to be rear undercarriage legs soldered to those already fitted which demands a three dimensional bending procedure at which I always fail. The solution is, make the two legs as separate sides, push into a brass tube sewed onto a former, and when soldered to the front legs shove some epoxy into the tube and the job's a good'un. The three cell battery will be banded into a kind of "bomb bay" that can be seen just aft of the nose.

At the rear we have a large chord fin over a small chord tailplane. This won't fit in any of my garage storing boxes without disassembly so the tp will have to slot through its gap under the fin and be secured with nylon bolts. This means that the fin will be attached to the fuselage only at the front and rear. That will be done with concealed carbon rods reaching down into the fuselage rear. I've done that with my enlarged Black Magic so I feel confident that it will be secure.

Tailplanes are boring. Most fins at least give the plane some character but few have horizontal stabilisers that are exciting to make. This one is the dullest of all, despite the eminence of its designer (hint!) Just a plain oval with no redeeming features. I have drawn in the elevators by sight at around 20% of tailplane area but I am more concerned to avoid any chance of warping, with some nifty spar design that is not visible after covering. At this point, I have no more balsa good enough for a wing, so the dreaded time has come.

When the new balsa arrives, I shall indulge in my favourite way of doing these large wings. The designer eschews undercamber (hint, again) so I can sheet the leading edge, cap the ribs and use a "Junior 60" type trailing edge with 1/16" balsa above and below. It guarantees a smooth upper surface for the polyester/tissue covering that I intend to use. Hopefully I shall have a more or less completed job in time for the next 'Bring a Model' meeting. And by then, perhaps, one of you will have told me what the model is….

From The Workshop of Bryan Lea

This photo shows a trial assembly of my Kania for rubber power scale model. I found that the forward undercarriage former was badly misaligned so I have removed it and replaced with a new one. The wing has slots which are temporarily taped in place. Span is 35.5 inches. The blue foam will eventually have 5 dummy cylinders of the radial engine. Covering will be Polyspan and the colour scheme will be white with dark blue trim and registration letters. The prop is a 12 inch Chinese orange plastic.

ICONS OF THE SKIES

Puzzle Time

Across

2. Holds the speed record for passenger aircraft 1354mph

4. Gave prominent support on June 6th 1944

6. The company that made it was not large, but the plane is as solid as a city in central Scotland

7. Monoplane of World War 1

Down

1. On the night of 16th/17th May 1943

3. Feline insect

5. known as the 'Jump Jet'

1,2,4 and 7 contain 2 words to make the name (no space)

Answers on page 8

PMFC TETHERED CAR RACING TEAM

BRM Model first timed attempt. Brian Lever reports:

THE SAM35 JUNE RETROFEST MEETING AT BUCKMINSTER WAS TO BE THE MAJOR ATTEMPT BY THE PMFC TETHERED CAR RACING TEAM TO ACHIEVE AN OFFICIAL RACE TIME.

RATHER LIKE NEW F1 RACING TEAMS WE HAVE EXPERIENCED A NUMBER OF SETBACKS ALONG THE WAY OF BUILDING AND SETTING UP OUR 1949 MODEL BRM.

ON THE GREAT DAY WE RECEIVED OUR REPAIRED BODY (Beautifully restored and resprayed) FROM GARETH TILSTON (body lifted from the chassis on the previous run resulting in damage) AND WERE ABLE TO SECURE THE CAR BODY TO THE CHASSIS AFTER TOP CLASS ENGINEERING DEVELOPMENT WORK BY BRIAN WATERLAND AND STEVE TURNER. THE TWINSHAFT ENGINE WAS QUICKLY STARTED AND TUNED ON OUR SPECIALLY DESIGNED TEST RIG.

ALL WENT WELL AND THE CAR WAS TAKEN TO THE TRACK. WE WERE OFFERED AN IMMEDIATE RUN AND WITH SOME CONSIDERABLE NERVOUSNESS OUR CAR WAS GIVEN A QUICK ENGINE START BEFORE BEING CONNECTED TO THE TETHER WIRE. ANDY GREEN IS OUR CAR STARTER ON THE TRACK. WITH A HUGE PUSH FROM HIS STARTING STICK OUR BRM FIRED UP AND WAS AWAY!
SPEED BUILT UP RAPIDLY AND AFTER A PERFECT RUN WE RECORED OUR FIRST OFFICIAL TIME OF JUST UNDER 80MPH.
THE BIG CROWD CHEERED AND CLAPPED AS OUR CAR COASTED TO A STOP.

WHAT A MOMENT... AFTER 3 YEARS OF DESIGNING, BUILDING AND TESTING. WE STILL HAVE MORE WORK TO DO. MODIFICATIONS TO THE FUEL TANK WILL GIVE US MORE RANGE AND HOPEFULLY EVEN FASTER RACE TIMES.

MORE UPDATES IN THE NEXT MAGAZINE.

FORTHCOMING EVENTS

Remaining Free Flight Comps at Ferry Meadows 2024

A reminder of the details:

The times for comps at Ferry this year are 14:00 to 18:00hrs.
The builder of the model rule no longer applies but models must be hand-built by a PMFC Member and no commercially built RTF models are allowed.

The competitions for P20, E20 (open), HLG/CAT, Hi-Start Glider, Table Top Precision, Cloud Tramp and Open Rocket are on the following dates:

5 July, 6 September

The 2nd *Bernie Nichols Trophy* will be held on **19th July**
This is the reserved date as this comp is weather-dependent.
An email announcement will follow to confirm a week before.

at Ferry Meadows, Nene Park, Peterborough PE2 5UU.
Competitions 10.00 to 16.15

For more details: peterboroughmfc.org

E20 Competitions at Buckminster

These take place on Mondays 10am - 4pm

29th July, 2nd September

Competitions are weather-dependent. Check with Luke Goymour at: revgoymour@googlemail.com on the Friday before to check that it's going ahead.

BMFA Area Meeting dates:

5th: 7 July
6th: 21 July
7th: 1 September

BMFA Control Line Nationals: Buckminster
Aug 30 - Sept 1

OLD WARDEN MODEL DAYS

27/28 July

• Vintage 20 Cloud Tramp and E20 Duration - Sat 27th

* PMFC C/L Stunt Racing, KK Phantom 75, KK Champ & Voetsak Tribute Race - Sat 27th

ModelAir