



PMFC NEWS

News and Views from Peterborough Model Flying Club

Autumn 2024

Online and in Print



INSIDE...

- ***Flying Aces Report***
- ***Results Roundup***
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- ***Forthcoming events***
and more ...

Get ready for the indoor season



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:** Andy Green

C/L Sec: Roger Silcock

Sports/Scale/RC Sec: Luke Goymour

Safety/Ferry Liaison: Dave Rumball

Webmaster: Paul Townsin

Cover: Luna Goymour (4) receiving her certificate for finishing in 2nd place in Junior Rubber Duration at the Flying Aces.

(Photograph: Mick page)

Editorial



As I write this editorial we are on the brink of entering the indoor Autumn/Winter flying season and with it comes another 'first' from PMFC as we work towards the advent of the Peterborough Rubber Powered Paper Plane Nationals event taking place in March.

We have Brian Lever to thank for this particular innovation, but it got me thinking; how many 'new' things have the Peterborough club introduced over the years? There have certainly been a few. The 'Cabbage Patch Nats' always comes to my mind, there have been many others.

But then I thought more widely ... at almost every event I have been to I've seen something 'new'. It seems to me that aeromodellers are perhaps among the most innovative of all hobbyists!

And, as I have come to edit this collection of articles sent to me over the last few weeks I have found that my daily workflow has slowed down somewhat – because some of the articles you supply are so interesting and as editor I get 'first dibbs!' (Hence, the editing takes me a little longer than perhaps it would if I were not stopping to read everything at my own pace.)

But what this does prove to me is that the evidence is there – innovation is amongst us and is an aspect of the hobby that will hopefully always stick around in spite of the challenges it/(we) continue to face in keeping the pastime alive.

So keep it going ... whatever it is you are doing now or are planning next. It's all good stuff

Happy innovationg.

Tom



From The Chair

Chairman John Ashmole



I am beginning to think that we may need a Club Archivist. Someone as far short of their eightieth birthday as possible (that narrows the field a bit) and has an organised mind and room for a couple of box files. The club's past is longer than its likely future, and many of us may have disjointed collections of magazines and other items which should not be lost.

I clearly have a few years of magazines missing, as my collection resumes as we enter the twentieth century. Brian Waterand reported in June 2001 on the Barton Bash, which provided a regular outing for our C/L boys in those days, and also one of the last Traplet weekends at Old Warden. No organised events for our interests, but one significant innovation, as he remarks, "This year is obviously the Coming Of Age of the Rapier rocket motor. I've never seen so much money go up in smoke since bonfire night." On that day, Chairman Tatlow flew his Mig 15, and a Canadair twin engine water bomber with two KPO1's.

There was also an intriguing reference to visits from the Nene Park Ranger, and that "putting RC in the next field seems to work well."

By the September of that year there is reference to a Veron Deacon being flown (by radio) at Ferry. I remember that model at one of my very first visits to that venue. In fact it was the catalyst that caused me to end my foray into thermal soaring and come into vintage electric, and by extension to join PMFC. There is also mention of the renovation of the Midi Slow, the original of the Aeromodeller plan, to become the club C/L trainer.

And so to the 2001 AGM, "The best attended that I can remember" says BVW. Kev was still Chair, Mark Benns FF Secretary, Dave Rumball Safety Officer (has he ever not been safety officer? Don't they cast medals for people like him?)

"Brian's jottings" (BVW, I think) appeared in May 2004, reporting on a club night on moulded propellers by Mark Benns which had followed on from a previous talk by Paul McMahon on propeller carving. Mick Taylor also provided a demonstration on the jig building of wings. In the first mention of Bernie Nichols that I have found, he is involved in the prescient introduction of P20 rubber designs, and his prop freewheel device, which allows instant prop changes if required. By July the jottings were mostly by Brian Lever. Taylor and Waterland had enjoyed success at Barton, Benns and Taylor ditto in the new catapult glider and in the old HLG at the Nats. PRO Paul Lumsden received praise for his work achieving half-page spreads on the magazines to publicise Flying Aces, and the Park Ranger had decreed that power (including Electric power) RC models were

not allowed at Ferry Meadows. (Well, a Deacon was a bit big for the site. But what else had caused this decision is not stated.) Mention of the Bowden contest at the FF Nationals was a foretaste of the enthusiasm for that event which was to occupy the minds of PMFC members for years to come. Also in this edition was a summary of the Mini Goodyear Nationals Day on the Eastern Embankment, a highly successful event at the end of which... “everybody applauded the PMFC team at the end of the prize giving.” This issue, by the way, was an informative sixteen page document revealing development in an important aspect of PMFC membership.

By April 2003 there was a new Editor in place, a free plan and lengthy articles. But who was the editor? No name appears, so we will have to judge by the style. An engaging, epic sense of humour bubbling under everything he writes. And one big clue: a page entitled “Aviation humour, Canadian Style” So it must be Bernie Nichols. Mick Page had given a talk on “Why we build things that break?” explaining that we can make a structure stronger by cutting away some of it. Fancy doing it again, Mick?

December 2003 informs us that Ted Szklaruk has taken over as Chairman, with Marc Ashby at Free Flight and Brian Hennis as R/C secretary. Brian Oliver’s life had sadly ended, commemorated now in the Brian Oliver Trophy for unorthodox models. An informative illustrated item on wire bearings for indoor models, a couple of well chosen amusing stories and Marc’s Hints And Tips complete the edition. Gradually, newsletters were merging into magazines: the difference being that magazines contain stand-alone articles as well as information. This positive trend was to continue.

I have nothing from 2004, but by the following year, twelve pages stapled plus free plan, ascribed to Bernie constituted a good product. Welcome photographs had been creeping in, but now were regular and numerous. One of the most influential articles to appear in any of our publications was Chairman Ted’s FET Timer, over several pages with illustrations and circuit diagrams. FET Timers were to become one of PMFC’s most well known “exports.” The magazine even includes another full size plan. And speaking of plans, Larry Kruz’ Bandido” occupies the centre spread of May ’05 and references Ted’s Li-poly timer with a list of Maplins parts.

But my big finish this month is the Special which commemorated 60 years of Control Line flying, including a photograph of Ron Moulton and the model that made it all happen in 1945. Referring to the celebration event, the front cover (ten pages of A1, unfolded) portrays “the men who made it happen,” Mick Taylor (dignified) Brian Lever (enthusing) and Brian Waterland (bemused.) The issue also contains a “Chalking Tissue Tutorial”; Bernie’s regular choices of humorous stories and cartoons, and a useful piece on epoxying aluminium which I have devoured as it will help in my “bucket list” WW1 biplane. Oh, and one more thing: documentary proof bearing C.H.Grant’s name that the Cloud Tramp dates from 1940, and not the later date that has been commonly published.

From The Workshop of Bert Whitehead



KAREN R.C. BUNGEE GLIDER.

At the AGM last year it was decided that experimenting with Radio Control might be a good way of attracting new members and also, more likely to keep the models in the field. As one member remarked, it may well result in our

club loosing it's well respected international reputation as a small field F/F club flying rubber, glider, electric and jet and becoming just another RC club.

I've harassed a lot of experienced RC fliers for info, then designed and built KAREN RC glider as a model to keep within the parameters. i.e. a safe and lightweight 36" span, bungee park RC glider.

Some design specfications: 36"x 5" mylar covered wing. 180 sq. in. with 1/8" sq. bamboo spars.---- model weight: 164g ---- Box fus. with bamboo stringers let in for strength.---- Closed loop internal control system.---- Two channel rudder and elevator control.---- Two standard 9g servos ---- 4 x AAA dry cells. 6 volt, replaced by 4 x 2/3 AAA NmHD for adequate 4.8 volts ---- Flys off a 50 mtr. bungee.---- Balance brought forward from 70% to 40% by lengthening nose to 1 1/4 ins.

OBSERVATIONS.

Every experienced Radio flyer I've talked to wants to change the radio set-up to his own different and unique lay-out. With almost 1 gm/sq. in. loading, the model fly's too fast when in the hands of an OAP novice RC pilot like me; this could be dangerous! The mylar covering looks good but not very durable and difficult for the novice builder ----1 minute flight time is brilliant for F/F but rubbish for RC.-----Elevator control not needed for design parameters and rudder only, so much simpler and lighter.----- Internal closed loop system difficult to make.

KAREN MK. 2: The build this winter will be a completely different design. Yorkshire Trading in Bridlington sells 4 x 1/3 AAA NmHD batteries for £4. (80 MAH,15gm. wt.) They work the receiver and servos OK and cheap enough to replace every few flights. So MK 2 will be a "Pod and Boom" fishing rod design with internal wooden push rod, one standard 9 gm. servo for rudder and 15 gm. batteries. The wing needs to be strong for the powerful launch but if I can build it for under 30gms. and increase the area to 200sq. in. then the model could weigh in at acceptable 100 gms. with 1/2 gm /sq. in loading.

From The Workshop of Bryan Lea



Photo credit Chris Brainwood

My Aerographics Velie Monocoupe which was built in 2017 suffered some tissue damage to the fuselage at the Old Warden event in July so I decided to re-cover it with Polyspan which is a much tougher material. Polyspan is only available in white but I had previously read that it can be coloured using Daler Rowney FW Artist's Acrylic Ink so I bought a bottle of

black. I cut 4 pieces of polyspan sufficient to cover the fuselage. I laid out some newspaper and a sheet of plastic, laid the polyspan shiny side down and painted the ink with a soft brush trying to avoid any streaking. Then I hung the sheets up to dry. Polyspan has a shiny side which should always be on the outside of the model. The wording 'The Monocoupe' was done using POSCA marker pen. These come in different widths and I chose the PC-1MR which is 0.7mm. The Aerographics plan has the monocoupe wording on it at the correct size so I made a paper copy of that. I turned my desk lamp so that it was pointing up, placed a thick piece of clear plastic on the lamp followed by the paper and black polyspan. With the lamp switched on I was able to see the wording and copied it using the POSCA pen.

After the Flying Aces I decided to also re-cover the wings and tailplane using orange coloured polyspan. Using the same technique of painting the ink on the polyspan with a brush I wasn't able to get an even streak free finish until I accidentally spilt the ink bottle. Don't panic, the ink was contained on the plastic sheet so I simply laid the polyspan on the pool of ink and then lifted it up, allowed it to drip off and hung it up to dry. This time the results were much better. Printing on polyspan – I have had very good results printing on tissue using my laptop to create the copy and my inkjet printer to print onto the tissue. I tried the same method using rejected sheets of orange polyspan and this was a disaster. There was a distinct fuzziness to the registration numbers. I tried applying a coat of dope but this was also awful. I have now printed the numbers onto a sheet of decal paper and will be applying these to the wings of the model.

From The Workshop of Kevin Tatlow

Some pictures of my Canadair CL215 39" wingspan. Twin electric.

It's built from an old Sam's Aerographics plan. Originally it was designed for twin KP01s. I built one a long time ago with the KPs but it didn't really have enough umpff unless it was a flat calm.



From The Workshop of Andy Sephton

Andy has had a busy summer inside and out by the looks of things...



I built a Radio Queen in the 1960s and have had the intention of replacing it for some time. The recent bad weather has allowed me to get on well with the new model. It's 84" span for a 30FS engine and 3ch RC.



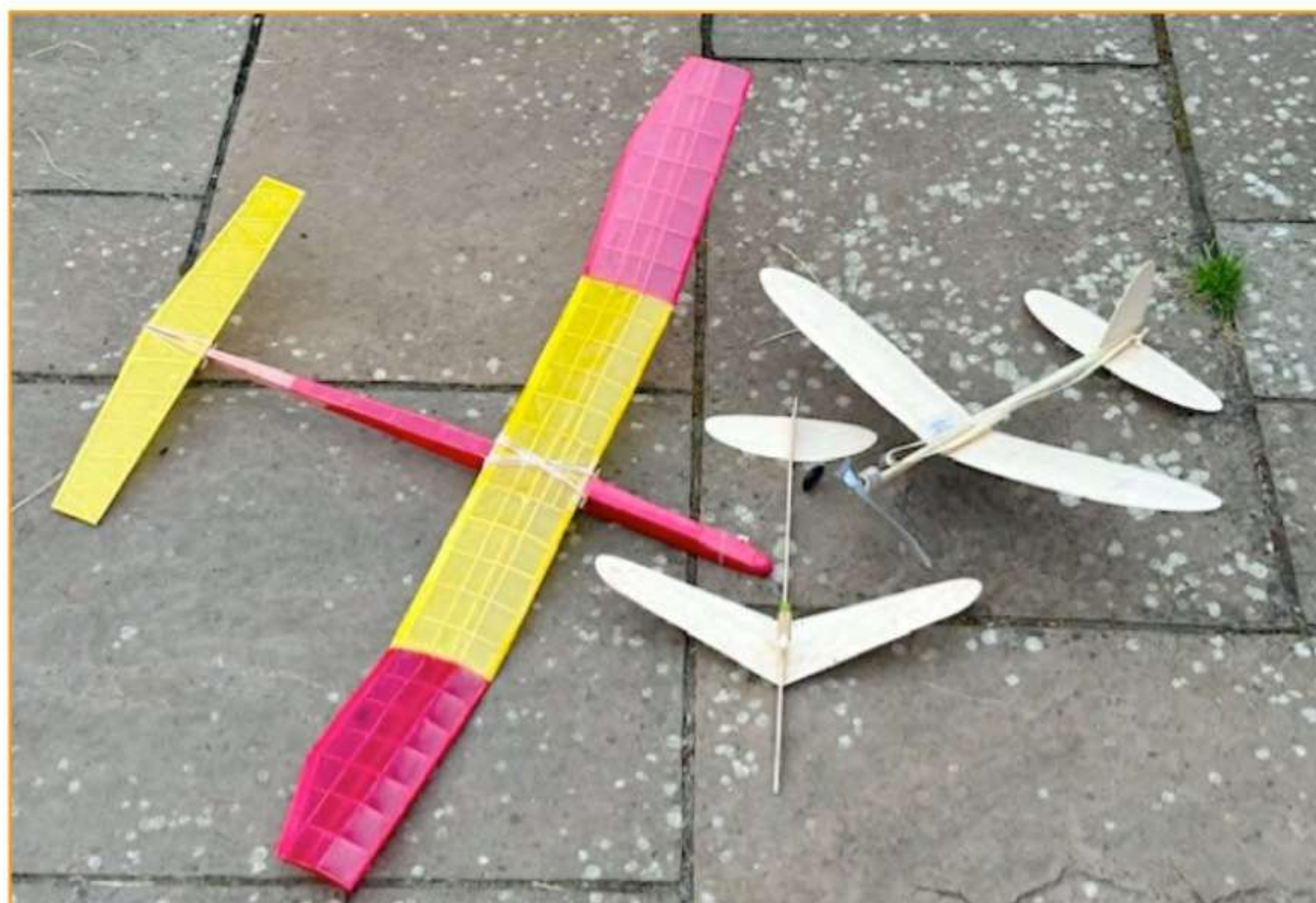
The KK Seamew has been painted and successfully test flown. (Photo by Mick Page)



I've also had time to paint the Waco Hadrian. (photo by Mick Page).



I had a smashing time at the last PMFC Club Event in September. As well as the three models in the picture, I crashed, broke, and field repaired my R20 model and both of my VMC Finn CLGs.



Whilst the bad weather caused a number of crashes, it also gave me time to carry out repairs!
From the left: 36" Mini Caprice glider, 85% Fizzlebug for Rapier L1, and Cloud Tramp.

Below is my original Radio Queen, the picture was taken in 1968



Left, my 25 year old KK Gypsy needed a re-cover.

.... and finally, right, VMC put out a call for builders to make up some display models for their Christmas Selling Season. I made up their Tiger Moth

The FLYING ACES

For the third year in a row the weather was kind for PMFC's annual outdoor free flight event. A great day was had by all with classes in general well supported. Thanks goes to Andy Green (his first time as CD) and to all the team of helpers who ensured the day ran so well. These are just some of the moments that caught the eye.



Phil Worth launches his latest unorthodox model



John Kay, the oldest competitor entered his flying plank in 36" Hi-start Gilder and placed 3rd. He also won Unorthodox model for the day



The group of flyers that completed the 'Rubber Scramble' - twenty frantic minutes for all involved but great fun!. Junior Flying Aces Champion of the day was Ryan Bond (Centre in black)



Rogerv Simmonds launches one of his Jets

14th September 2024, Oak Meadow, Ferry Meadows



Piling on the turns ...why not?



Running repairs was a theme of the day



You never know Bert... care and attention might just win the day?



Peter Gibbons with his Keil Kraft Conquest



Start 'em young ... it was good to see a handfull of enthusiastic youngsters taking part



'Flying Ace of the day' probably has to be Bert Whitehead. He placed 1st in 3 competitions and 2nd in another. He also won the 'Flying Swarm'

Full Results can be found on the website www.peterboroughmfc.org

From The Workshop of Robert Smith



Robert has been busy taking on the indoor challenge. He describes this project as ...

A what if! Jet thunderbolt
30mm EDF, balsa and pre- printed paper. These are all paper, except of course the prop and spinner.
Made just to see if I could do it!



Have you started preparing for...

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

2 Classes:

- Rubber powered Sports Scale • Rubber powered Duration

All details on the website: www.peterboroughmfc.org

If you fancy taking part in a UK history making competition come up with your 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 day

The **PRPPPN** will take place on

2nd MARCH: Bushfields Sports Centre 10.00 - 14.00

How can you possibly resist the hottest new indoor event in town?

The Peterborough Aeroncas

by Johnathan Whitmore

I do love chasing down an aviation history rabbit hole. And so, while leafing through the online archives of FLIGHT magazine, I was intrigued by a report from October 1936:

‘Progress at Peterborough – Things have been moving very rapidly at the Aeronautical Corporation factory at Walton, Peterborough, during the last four months. An initial batch of English Aeroncas is now going through.’

I was aware of the significance of RAF Westwood but aircraft manufacture in Peterborough was new to me. It turns out the story begins even further back with Frederick Sage & Company Ltd, a London shop-fitting company who expanded in 1911 by building a factory in Walton, Peterborough. The factory was well-positioned next to the railway on Lincoln Road, just north of what is now the Brotherhood Retail Park and Morrison’s supermarket.

During the First World War, Frederick Sage & Co were awarded aviation contracts and built Short 184 Seaplanes, BE2cs and Avro 504 trainers in Peterborough. They even developed their own designs, including the quirky Sage Type 2, a rotary engine biplane with an enclosed cockpit reminiscent of a submarine’s sail.

In 1936, Humphey Verdon Roe, brother of AVRO's Alliott Verdon Roe, founded the Aeronautical Corporation of Great Britain (Aeronca GB) and purchased the Walton factory with the intention of bringing aviation to the masses. The company opened a production line building the little snub-nosed Aeronca C-3, an American design. Despite being a very lightweight machine, The C-3 had demonstrated itself able to cope with windy weather, had won air races under handicap and had even been flown to Johannesburg, South Africa. The Peterborough built version was designated the Aeronca 100 and would cost £395 ready to fly away, a cost comparable to a small car at the time.

The Peterborough Advertiser of May 1st 1936 ran a rather giddy news item: "...the Aeronca-J.A.P. may well prove to be aviation's greatest gift to the youth of to-day. Side by side young people will be able to roam the skies with greater freedom than that with which they speed down the great arterial roads in their fast sports cars to-day and more safely. Crowded off the highway, they may now turn to the limitless space of the blue, knowing that there exhilarating recreation is costing no more than their dusty, monotonous and uninteresting journeys on the ground. Transporting them in safety is a neat little machine with a high performance and few working parts, able to hold its own in more than a capful of wind, and which can be put down comfortably, thanks to its efficient wheel brakes, in a very small field-an ideal machine, therefore, for the informal and casual week-end visit."



The Frederick Sage & Co Ltd Factory as it was



A Wartime Advertisement



The Sage Type 2 in 1916



Sage's Tower as it looks today

Sadly, it was not to be. After less than a year with only 21 aircraft built, and many in storage unsold, the company went into liquidation under the cloud of a financial scandal. The youth of that generation would be flying, but in heavy bombers over wartime Europe. The Walton factory built torpedoes during the war, while Sage & Co built wooden parts for the DeHavilland Mosquito and Horsa glider at their other sites.

After the war, the Walton factory was eventually bought by Perkins Engines and then later sold to the parts manufacturer Triplex. The factory itself was finally demolished in 2010 to make way for a housing development but the iconic water tower, a listed building, still stands.

And what of the 21 Peterborough Aeroncas? Only three have survived until today: G-AETG is

currently being restored to flying condition in Devon. G-AEVS, known as 'Jeeves', a nice pale blue and silver example, is flown by the Real Aircraft Company based at Brighton, Yorkshire. And finally, G-AEXD, restored and operated by Matthew Boddington, was based at Sywell Aerodrome for many years. And yes, Matthew is the nephew of the famous modeller David Boddington and cousin of Andrew, former editor of AeroModeller magazine – which brings our story neatly full circle.

[Further Reading: <http://www.extriplex.co.uk> is a website devoted to the Walton Factory and is well worth a look. The history of Frederick Sage & Co is detailed in the book 'From Plane to Plane' by Martyn Chorlton.]



Left:
'Jeeves' flying at Brighton
(Photo: Simon Connor)

Below:
G-AEXD at Plymouth in 1969
(Photo: Chris England)



Result Roundup

Indoor Free Flight Nats



Congratulations to Mark Benns who has this year become Indoor Free flight overall Champion. These are his placings

LPP										
Place	Name	BMFA Number	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Sum of best Two Flights	
1	Benns Mark	72513	02:27	03:24	05:31	04:19	06:22	07:17	13:39	
2	Hebb Tony	35650	04:07	02:56	06:31	06:27	00:00	00:00	12:58	
3	Goodwin David	194118								
4	Robb									
5	Sell									
6	Goodwin									
					</					

F1M									
Place	Name	BMFA Number	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Sum of best Two Flights
1	Evans Meredith	111999	01:44	05:46	05:39				11:25
2	Benns Mark	72513	03:58	02:02	01:50	05:42	04:53	05:23	11:05

F1D		2		Benns Mark		72513		03:58		02:02		01:55		00:12		00:00			
Place		Name		BMFA Number		Flight time 1		Flight time 2		Flight time 3		Flight time 4		Flight time 5		Flight time 6		Sum of best Two Flights	
1		Linardic Vladimir		123456		10:19		11:15		10:52		10:36		11:17		00:00		22:32	
2		Benns Mark		72513		08:01		08:20		10:09		10:46		10:59		01:14		21:45	
3		Hebb Tony		35650		10:09		10:18		10:41		10:02		10:59		10:45		21:44	
4		Staartjes Hans		185400		05:55		10:01		09:54		09:53		09:33		09:58		19:59	
5		Adams Terry		82966		09:13		09:21		09:15		08:26		00:00		00:00		18:36	
6		F1L																16:51	

F1L										
Place	Name	BMFA Number	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Sum of best Two Flights	
1	Hebb Tony	35650	05:31	06:38	07:51	07:06	06:25	00:00	14:57	
2	Benns Mark	72513	06:43	05:01	02:16				11:44	
3	Goodwin Thomas	194117	05:20	05:19	00:00	00:00	00:00	00:00	10:39	

		Number	time 1	time 2	time 3	time 4	time 5	time 6	best Two Flights					
Cata	1	Hebb Tony	35650	05:31	06:38	07:51	07:06	06:25	00:00	14:57	e	Flight time 8	Flight time 9	Sum of best Three Flights
	2	Benns Mark	72513	06:43	05:01	02:16				11:44				
	3	Goodwin Thomas	194117	05:20	05:19	00:00	00:00		00:00	10:39				
Place	Name	Number	time 1	time 2	time 3	time 4	time 5	time 6	time 7	time 8	time 9	time 10	time 11	time 12

Place	Name	BMFA Number	Flight time 1	Flight time 2	Flight time 3	Flight time 4	Flight time 5	Flight time 6	Flight time 7	Flight time 8	Flight time 9	Sum of best Three Flights
1	Benns Mark	72513	44.14	37.40	48.02	21.02	20.02	51.63	55.13	46.31		154.78
2	Goodwin David	194118	21.20	22.10	21.00	22.80	20.80	23.20	23.40	17.90	22.00	69.40
3	Goodwin Thomas	194117	23.80	22.00	19.00	00:00	00:00	00:00	00:00	00:00	00:00	64.80

Overall Championship 2024															
			Events												Total Points
Place	Name	BMFA Number	No Cal	35cm	Catapult	F1D	F1L	F1N	F1M	GC	F1R	LRS	L.E.	LPP	
1	Benns Mark	72513			2	5	2	4	1					10	24
2	Hebb Tony	35650			3	4	4				4			8	23
3	Goodwin David	194118	1	3	4			2		1		1	1	6	19
4	Goodwin Thomas	194117		7	1		1	1		2	1	2		3	18
5	Adams Terry	82966			6	2							5		13
5	Evans Meredith	111999		5		1			2		2		3		13
7	Sellwood Roy	53324		4									2	4	10
8	Linardic Vladimir	123456				7									7
9	Thompson Peter	23053	2	1										2	5
9	Roberts Dylan	212430												5	5
11	Beere Andy	229670	4												4
12	Staartjes Hans	185400				3									3
13	Wilson David	170600		2											2
14	Funnell Rob	55579												1	1

Brian Lever Reports ...



The Bernie Nichols Trophy was flown in temperatures around 30C at Ferry Meadows on the afternoon of Friday, 19th July.

With a Precision time set at 28 seconds for the five flights it was a very close run affair between the two leading contestants Mick Page and Dave Rumball.

Over Mick's five flights he had errors of: 0, 6, 6, 4, 2 Total of 18 seconds.

Dave's five flight total errors were: 8, 13, 1, 2, 1 Total 25 seconds.

As you can see Mick's consistency just outdoing Dave who needed a couple of flights to settle, with a remarkable run of only 4 seconds error for his last three flights.

Mick Mahon broke his wing during testing his VMC Buddy. With cyano to the rescue he completed his five flights to take a great 3rd place. Chris Grant unfortunately bent his prop shaft and was unable to fly but was a great help with timing.

Brian Waterland flew his radio Mustang and kept us all amused with some aeromodelling stories.



All in all a very enjoyable afternoon and a tribute to the great, late Bernie Nichols.

Photos are of Mick Page, Dave Rumball, Chris Grant, Brian Waterland and Mick Mahon.

Brian Lever was CD to keep the event moving.

Results

Events run by PMFC at the East Anglian Gala, Sculthorpe 04.08.24

THE BOWDEN TROPHY

1st Andy Jeffreys: Performance Kits
"Meson" Frog 100
2nd Ken Stanley: "Frog 45", PAW1.5
3rd Doug Campbell: O.D. "Jess" Mills 1.3

STAN HORNE MEMORIAL SHIELD

1st Charlie Jeffreys: "Ace of Diamonds"
by George Woolls, Mills 0.75
2nd Bob Stanley: KK "Junior 60" Frog 3.46
3rd Ken Stanley: "Frog 45" PAW 1.5.



Winner of The Bowden Trophy 2024 Andy Jeffreys with CD Brian W

Note: The Stan Horne Trophy was presented by PMFC member Tony Wilson in memory of Stan who ran the Bowden event for many years at the British Free Flight Nationals. It retains the 45 second target time of the BMFA Bowden event but allows larger than 2.5 cc engines and Hand Launches, for a penalty.



Charlie Jeffreys winner of the Stan Horne Memorial Shield



Andy Jeffreys with his Performance Kits Meson, winner of the Bowden



BVW and Airflo (Put in a time twice the duration required!)



Andy Green. A competitor in the Bowden with recalcitrant PAW1.00cc

Brian Waterlad Reports from Buckminster 01.07.24

FF SCALE

I went to the FF Scale event at Buckminster this weekend – very pleasant company and good weather but not many there. The models were static judged on Saturday morning by our own Gareth Tilston (and Monz Lyons). Entries were 3 in Rubber Scale and in 2 Power scale! (2 is insufficient to award a trophy). As is traditional there was "Scale Briefing" at 5.00 and flying started at 6.00pm when the electric RC boys stopped. The flight line was at the bottom of the field, roughly in the centre, with the wind coming down the hill from slightly to the left of the Office/Farmhouse.

Rubber Scale was won by Martin Pike (ABC Robin) 2nd Mike Smith, (Rans ST Courier ?) and 3rd Pete Fardell, (Morane Saulnier TP). Early on Peter F smashed the tail and fin off his model, glued them back (alignment solely by using the MK1 eyeball) and went on to get the second highest flight score !

In **Power Scale**, Mike Smith (DH4 M2) beat Andrew Hewitt, who was flying a model no one had ever heard of – a Dynott Monoplane of 1913. The latter was painted a delightful shade of green, all over.

Conclusion It is terrible that FF Scale has been reduced to this poor state. Why? The most likely reason is the perception that the standard is dauntingly high – that is not universally true, particularly in Rubber Scale. Don't forget that unlike CL Racing, FF Scale flyers cannot claim that old age, the inability to rotate at 2,3 seconds a lap or to get up from a kneeling position disbars them. At Buckminster all models are hand launched and, with low qualifying flight times, they don't even go very far AND fetchermite are allowed !

Some years ago the BMFA proposed terminating the CO2 event because of low entries. PMFC then "Packed" the event with club members flying anything they could. There were then more entries in CO2 than many of the other events, making it very difficult for them to single out CO2 for culling. (Incidentally, on the day, Brian Lever beat one J. O' Donnell !)

FF Scale is not quite in this position but I do wonder if a certain amount of "packing" would be helpful? Of course the "packers" would be unlikely to finish in the top 3 but, like other competitive events, they would try and beat their clubmate for, say, 7th place.

NOTE: A Full round up of club results can be found on the website
www.peterboroughmfc.org

FORTHCOMING EVENTS



2024-2025 Indoor Flying

Location: Bushfield Leisure Centre,
Peterborough PE2 5RQ

Large Hall, Low Key Comps, Slow Light R.C. welcome
(no Shockies / Helis)

Contact: Brian Waterland 01778 343722

2024

Saturday October 19th 10.00 to 13:00

Saturday November 9th 10.00 to 13:00

Sunday December 8th 10.00 to 13:00

2025

Saturday January 11th 10.00 to 14:00

Sunday February 9th 10.00 to 13:00

Sunday March 2nd 10:00 to 14:00 - Includes

**The Peterborough Rubber Powered
Paper Plane Nationals event**



... and more dates for your diary



Friday 18th October 10.30-13.00

Friday 22nd November 10.30-13.00: **AGM**

Friday 13th December: **PMFC Christmas Party**

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All the above at Peakirk Village Hall