

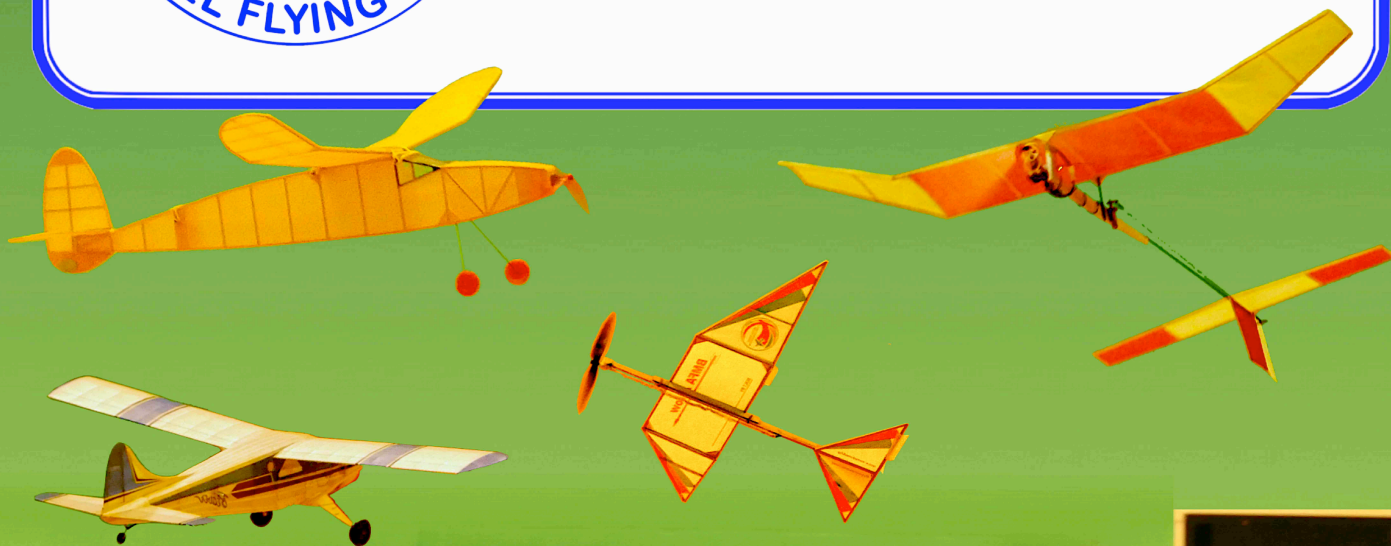


PMFC NEWS

News and Views from Peterborough Model Flying Club

Spring 2024

Online and in Print



INSIDE ...

- ***Indoor Flying at Bushfield***
- ***Workshop Builds***
- ***Forthcoming Events***
- and more ...***

April's issue of Aeromodeller carries no fewer than 13 pages written by PMFC members!



Editorial

Welcome to the Spring edition of PMFC News – my first as your new editor as I take over from Luke, my son. But this not actually my first newsletter over all time; during my recent return to the aeromodelling fold over the last year or so I have been fondly reminded of a time, many years ago now, when, as Chairman I produced some handwritten efforts complete with sketches. Ah! those halcyon days – a time before digital print and publishing, something I enjoy doing now for a living, but it was a very different game back then in the nineties. Getting information across so that people could understand everything was a challenge. A challenge that I see has been embraced now that some thirty years later I have come full circle. This edition, like many before it is filled with articles from no fewer than 7 of you that have provided fascinating insights into the processes involved with your various projects. To emphasise this skill I'd like to also give credit to John Ashmole, Stuart Marsden and Jon Whitmore who are the guilty parties alluded to on the front cover ... contributing 13 pages to a publication of Aeromodeller is no mean achievement.

Boringly, I do also have to include an apology as I begin my tenure as editor. I'm fairly sure you will be reading this slightly later than I intended. (*Hip operation, suddenly postponed then promptly rescheduled has played havoc with my schedule*) ... but here we are – I've made it. Now, as Easter approaches, all we need is for the wind and rain to go away! Once I'm free of crutches I hope to see many of you throughout the summer months doing what you love.

Happy flying.

Tom



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: Vacant

Safety/Ferry Liaison: Dave Rumball

Webmaster: Paul Townsin

Cover: Elizabeth Rigby-Raynor, 8, making her first flight with her Hanger Rat. (photo: Mick Page)

Other models:

TL: Chris Grant's Korda.

TR: RC Gyminnie Cricket

BL: John Bowerman's De H Beaver

BR: Mick Mahon's BMFA Arrow

From The Chair

Chairman John Ashmole



So, who are your heroes in the world of aeromodelling? Who are those who have impressed, inspired, influenced your achievements, set standards that you have tried to equal? Or just those who have shown the way and helped to make you feel an integral part of our great pursuit?

Back to the early 1970's. My first hero may not be well known to us today: his name is Mike Coomes, an A/2 and Open Glider flier, as I was then. He was the one who worked for Loctite and could be found prowling the peri track at

Barkston, tube of superglue and mini building board in hand, searching for damaged models in order to prove and publicise his product. (There were more examples of damage in those days when we all designed and built our own out of balsa and spruce and everything was more experimental.) He would proudly repair smashed wingtips and even broken spars in moments, and would react with pretended fury if anyone said thank you, but I shall finish the job with real glue when I get home. All this was just before he departed to the USA with a World Speed Record attempt (Richard Noble's thrust 2, I believe) sponsored partly by his product. But why is he a hero to me? Because of his attitude towards the sport. A serious competitor and one-time member of the FFTC, he also saw the humour, and he had a way with acerbic and witty but harmless comments which made him good company to be with, and set the tone for my approach to contests. (This characteristic, I am pleased to notice, can also be found among some PMFC members today.) I believe that without the input of serious effort by the entrants, any contest would be devalued (Mike would have responded to "It's just a fun event" with the same disdain as I would) but at the same time, he knew that we were playing with toys, albeit of our own making. I last saw him when he returned to Barkston fifteen years later, when getting out of his car he looked left and right, and pronounced, "I've just seen the fathers of all the people I used to fly with!" That was then: what would he have to say about us today?

We do not always get to meet our heroes: I never met Vic Smeed, though I may have had the honour of sharing a field with him. But after giving up aeromodelling finally and forever for the second time (early eighties) and turning to the world of scale model boats, who should I find filling the pages of the marine version of the plans handbook, but Smeed again! So prolific did he seem, that I once wrote to him (after one of his plans had inspired my "Florence Mary" which showed up well at the International Model Exhibition at Olympia) to ask whether he was, in fact, a consortium,

like Enid Blyton. I still have somewhere a lengthy handwritten letter in which he protested his innocence.

I am omitting from this list any who are likely to read it, to avoid any embarrassment (mine.) But during my dalliance with the Fourth Estate, I came to respect those who inspired us all by their writing. Any sport, such as cricket, motorsport and the turf is ennobled when it develops a literature devoted to itself. Dave Hipperson remains at the head of this list: he has a way of making you wish that you were there, wanting to play a part. Model flying was in his soul, and he imparted that emotion to the reader. And to his great credit, I once found him in barely concealed tears after winning Wakefield at the Nationals. Yes, it does matter that much. Among the other bards of free flight, some write with what I call an "edge." You read them because of who they are. The text is entertainment in itself. Some recent columnists in *Aeromodeller* stand out for the entertainment as well as the information in their articles.

If it matters so much, then we want to win. Who better to typify that than the arch-tactical Hamish Boots McGillicuddy. If things are going wrong, think to yourself, "What would the Maestro do now?" Anyone who can persuade his club members to spend half a day wheelbarrowing a large pile of manure from the downwind to the upwind end of the field so that advantage could be made of the lift it produced deserves respect. And it wasn't his fault that the wind subsequently reversed its direction. It was with this deviousness in mind that, clutching my fully wound model, I ran to launch over the shoulder of Mick Page to take his choice of air, in the famous six-way P20 flyoff at Ferry a few years ago. I still feel slightly guilty about that. But only slightly... after all, I won. I have seen genuinely questionable examples of gamesmanship: Wakefield flyers circling and intimidating each other in search of late evening fly off lift, not to mention circle towers bullying other flyers out of their airspace.

Once a very prominent Wakefield flyer, Ivan Taylor withdrew from that class after the removal of the Builder of the Model rule. F1B's loss was Scale's gain, however. For creativity, inventiveness and sheer skill, he tops my list. Not afraid to try something quite different, nor to risk his craftsmanship on the field and more than willing to discuss techniques with others: his presence graces the field.

Sportsmanship, not gamesmanship, is the true spirit of the sport. None of us could aspire to the heights of (in another walk of life) Stirling Moss in 1958 effectively relinquishing a world championship in favour of Mike Hawthorne, but helping opponents with materials and advice during an event, and particularly assistance when retrieving, is commendably common. Readers will I hope appreciate my fascination with the fine balance between grim determination to win, and generosity towards the competition. Even in our modest corner, help with a model in a tree or lake will take precedence over our next contest flight. And examples of sporting generosity abound.

Sports flyers are innocent of all this angst. We will all have our hero designers....Dean, McHard, Riding, Mooney, Baguely...where would we be without them?



A recent, but sadly departed hero whom I had the good fortune to meet, was the multi-talented Mike Sanderson. Stalwart of the Cleemac club, skilled keyboard player (piano and organ,) teacher of music, and member of the Magic Circle. A prominent Wakefield flyer in his day, but still received SAM 35 trophies from myself deep into his eighties despite the onset of Parkinson's. I believe he won more SAM trophies during my time as CD than anyone else. What placed Mike on my list, however, was his modesty. To find out what he had achieved in his long life it was necessary to ask somebody else.

There are many omissions from this list of potential heroes. Most, but not all, are due to forgetfulness, but I'm sorry that the Widdershins Warriors do not feature strongly. I am simply not familiar with the personnel. However, when my friend and mentor Richard Staines once flew the entire stunt schedule from a sedentary posture, it did not harm his status! (Try that, Brian! Or you, Brian.)

High on my list of heroes, and taking us in full circle from the beginning, is our great and much missed friend Bernie Nichols. He balanced quality building, a serious approach to contests (we will long remember his efforts in the Bowden, both on his own behalf and for fellow competitors) with a convivial, jovial manner both on the field and in the clubroom. Once he confiscated an abandoned Sopwith Tabloid from my workshop, re-engined it, trimmed it, and came third in Scale Free Flight at the Nationals. The first I knew of this was when he presented me with the medal. What had I done to deserve it? Bernie enhanced our meetings whenever he was on the field or in the room: in return, membership of PMFC enhanced and gave focus to his life. That folks, is the reason why we are here.

PMFC Christmas Party:

15.12.23, Peakirk Village Hall

The annual event of the year ... The PMFC Christmas party took place on Friday 15th December with all the usual antics. Now, I know that many of you take your aeromodelling very seriously when it comes to competition. I wasn't present myself, however, I am told that the paper plane comp on the day topped them all!

Pictures paint a thousand words!



Everyone got busy making their planes (well, maybe not quite everyone!)



Flyoff of the season?

A great time was had by all, long may this event continue.



Just what the Doctor prescribed ...the Winner, the angelic Doctor Roger (just don't ask him to fix your bodily ailments)



A Special Birthday

There were at least two absentees from the PMFC party, I was one of them ... the reason? It clashed with a rather special birthday for my eldest son and previous editor, Luke Goymour.

So, on that Friday we had a family celebratory day of our own ending up with a meal in the evening. Then, the very next day ...

... you've guessed it ... we were at that very same Peakirk Village Hall for a huge surprise party for Luke. A few members also attended, and there was yet another paper plane competition held, but this time, it was just for the kids.

Frostbite at Ferry

A group of about seven met for the annual post-Christmas gathering at Ferry Meadows. It wasn't the warmest of days, and certainly not the calmest. Nevertheless A certain Mr Lever was determined to fly something ... enter the kite that we were assured *had* flown before but nobody could remember quite how to assemble. In my incapacitated state (hip-wise you understand), I was, sadly, unable to help!

The morning ended in the right place – the café, where a hot drink was had by all, and in most cases a mince pie or two as well.



Four men and a kite!



The brave souls that did attempt to fly, and another model that got briefly airborne, (as did the kite in the end, well flown by Brian L.)

Winter Indoor Flying Meetings

For this indoor season six events were booked of which four were three hour sessions and two for four hours. We must thank Brian Waterland for organising the bookings with the Hall Manager (not the easiest of jobs!), arranging for the hall to be paid, collecting the fees from competitors and watchers and also (somehow) finding the time to do some scale flight judging. All this to sacrifice his own indoor flying which he has now just about given up on. Our committee will no doubt be aware of our indebtedness and hopefully have a plan to reduce Brian's workload for the future.

For these meetings a number of low key competitions were devised and run at all the events with the exception of December when inclement weather reduced the numbers attending and general flying was the order of the day.

COMPETITIONS

PRECISION RUBBER: Any rubber model suitable for indoor flying had to make five flights to a differing precision target. Seconds over or under the target time were recorded and the competitor with the lowest error on completing five flights was the winner. This has become a very popular event and with different times required for each of the five flights it is always a challenge to achieve a good score.

HANGAR RAT: Single design competition with model built to plan including all struts. Minimum weight 14gms excluding rubber, 7" plastic propeller, all five flights to ROG. Highest cumulative score in seconds from the five flights is the winner.

SCALE: This is a flying only competition although a brief visual check is made to verify a scale model. Power may be rubber, CO2, or electric. Five flights are made and judged for: Take Off, Climb, Cruise, Descent, Scale Speed and Realism in flight, Landing. A perfect flight scores 20 points and a minimum qualifying time of 20 seconds is required.

Held monthly at the Bushfield Leisure Centre from 23.10.23 - 03.03.24



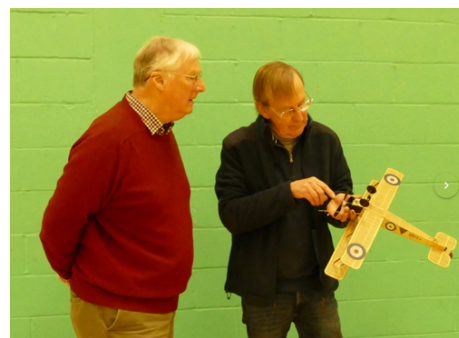
Chris Grant collects a bottle of wine for winning Hanger Rat Duration with a score of 471 seconds. He also produced the longest flight with the model of 101 seconds.



Gareth Tilston flew his Eastbourne Monoplane rather well

LONGEST FLIGHT OF THE DAY: Awarded to any model type flown on the day with the longest flight time in seconds.

NEAREST TO THE BOTTLE OF WINE WINS THE BOTTLE: Any model flown on the day can be used. This is a fun mass launch event and the winner must have made a minimum flight time of 20 seconds.



John Warmen explains the finer points of his Avro 504K to Martin Skinner



Bushfield is undoubtedly one of the best indoor sites around ... piling on the turns is something rubber free-flight aeromodellers can really go to town on here, hence, some admirable flight times over the course of the meetings were achieved

It was great to see youngsters at the meetings. Marley Mease (below and right) made his first flights guided by Brian Lever, and Elizabeth Rigby-Raynor was a regular flyer throughout.



SUMMARY OF COMPETITIONS: The prestigious Tony Beckett Trophy for five individual precision times with any indoor rubber powered model was competed for on the 7th January 2024 meeting. The winner was Andrew Leftwich with an error of only 16 seconds, followed by Chris Grant (22) and Bert Whitehead (68).

Hangar Rat was well supported although Chris Grant and Bert Whitehead were the two outstanding flyers. For the final meeting in March Bert came out on top by 346 seconds to Chris's 330. However, for the season end total of best three flights Chris came out first with a score of 1342 against Bert's 1150 seconds.

Scale was well supported with a wide variety of beautifully built and flown models. Hopefully some of the indoor photographs will provide an idea of the models flown as there is no more space to list them all here.

FINALLY, A BIG THANK YOU to all who came and supported our indoor programme. With the significant increased cost of hiring the hall our Club was facing a rather scary shortfall for every session. Up stepped a number of members (you know who you are) who very generously sponsored each meeting and enabled all the increased costs to be covered. As a result our programme from October 2024-March 2025 is booked and secured for yet another enthralling indoor season. If you missed out on the huge enjoyment created by last season why not make a diary note (dates are on the PMFC website) and join us for the October meeting later this year? Best wishes to All,

Brian Lever.



It's all just so exciting!

Right: A picture of concentration as Bert Whitehead launches his 20-year-old 'minnie' version of a Hangar Rat



The Author of this article winds his Bebe Jodel, built from a Veron plan



... pictures from the final meeting 3rd March



Graham Banham with his beautiful scale, four engined, Armstrong Whitworth Ensign



Richard Crossley and his fantastic Short Shetland



Our Bert and Cleemac's Tony Rushby fought all year for the prestigious Small Field Trophy. Finally, Bert generously conceded on a technicality, but hostilities will be resumed shortly



It is not so often we have a lady picking up a prize at Bushfield. Donna Lever went one better when receiving her 3rd place Certificate as she built her very own Gyminnie Cricket!

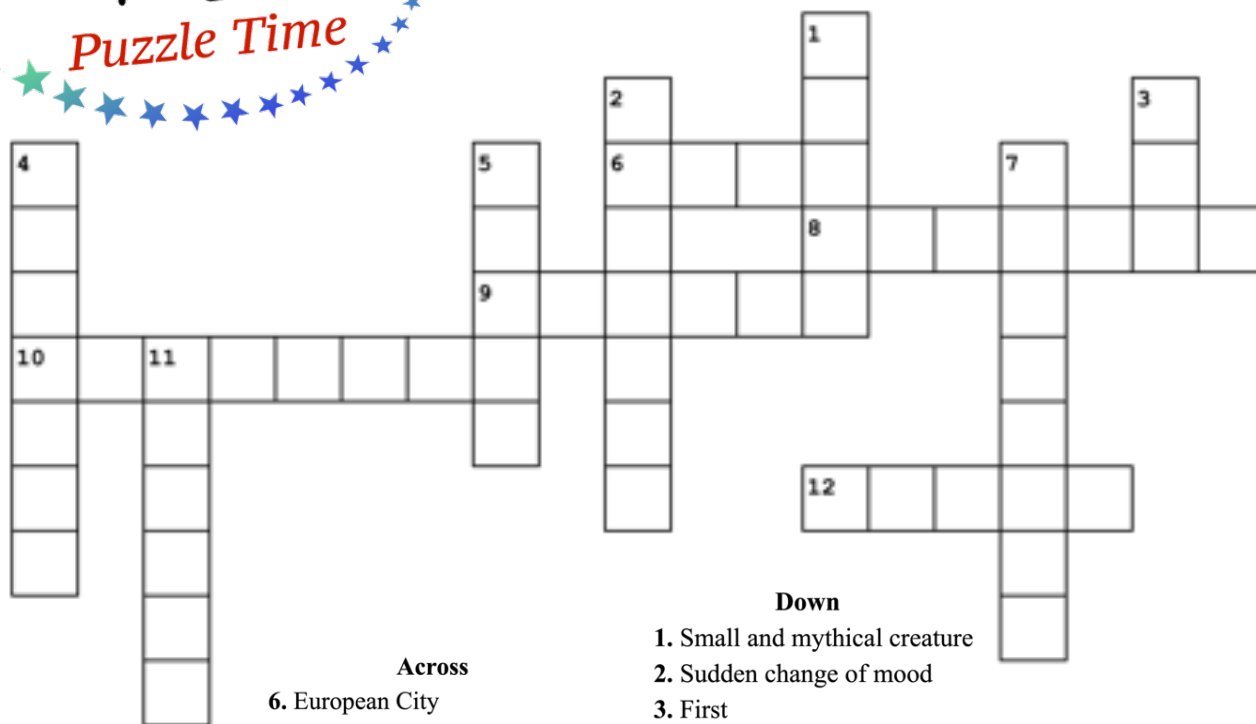
From the Workshop of Robert Smith



One of Keil Kraft's hand-launched gliders recreated from an advert and a small electric motor added.



Can you name all 12 of these KEIL KRAFT model kits



Across

- 6. European City
- 8. Romans, Vikings and Normans
- 9. Bad men all at sea
- 10. An arrow hit his weak spot
- 12. It's here all winter

Down

- 1. Small and mythical creature
- 2. Sudden change of mood
- 3. First
- 4. Politician
- 5. Traveller
- 7. An insect with spots
- 11. An insect with stripes

Answers on page 15

From the Workshop of Andy Sephton

The recent bad weather has forced me back into the workshop rather than onto the flying field, so the last few months have been quite prolific. In no particular order, the following has been done since the last update:

1. Hawker Fury. I've recovered the front end with 4-Max Bright Silver and converted it to electric power. There's still some detail to add but it's now ready for test flights. The model is to 1/6th scale, it's electric powered and was built from the Dennis Bryant plan.

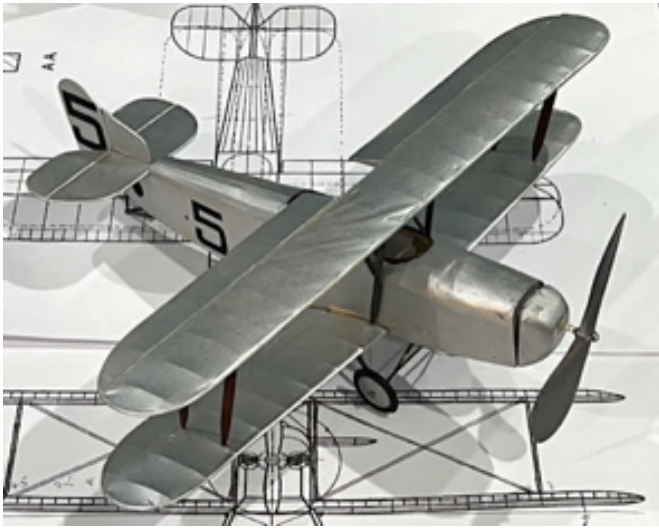


2. Blackburn 1912 Monoplane: I started this one a few years ago as a free-flight model. It's from the Aeromodeller plan and spans 48" It now has 3-ch RC but it can still be flown FF. The front end is covered in 4-Max Bright Silver polyester heat shrink covering and the rear in Antique Eze Tissue applied with Eze Dope over Doculam. The power is a Redfin SAM 75 diesel. The pilot was kindly donated by Dave Banks.

3. CO2 powered Slicker Mite: this one has now test flown. Initial results are good, but bad weather and a leaky cylinder head have curtailed progress until the spring.

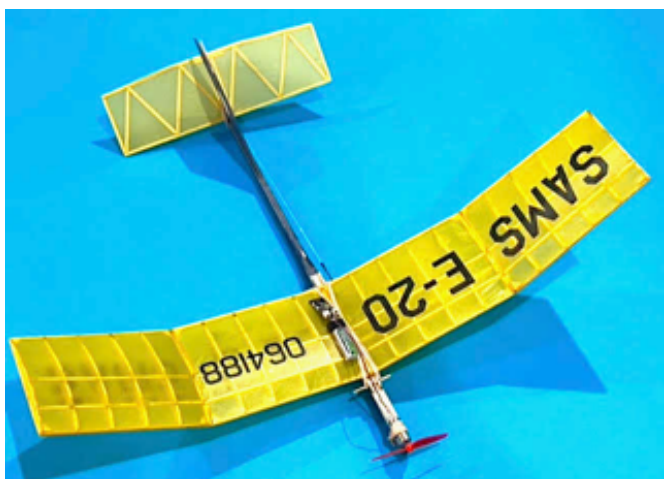


4. Pistachio Lacey M-10. This was the test model for the Aeromodeller plan. I renovated it for the Bushfield season but have yet to fly it.



5. Westland Woodpigeon. I built this one a few years ago for 13" span Peanut Scale and never got it past the trimming stage. It's rested in pieces in a box for far too long, so it'll now join the Lacey at Bushfield

6. KK Playboy. I built this one for a bit of light relief between the major projects. It's been test flown successfully, but I've not yet entered it into any of the competitions.



7. SAMS E-20. I've fitted a BMK band-burner DT and motor combination to one of my old SAMS E-20 prototype models. It'll hopefully be tested at the 2024 Frostbite-fly-in, but time will tell. The electronics are just sitting on the wing in the picture. They'll be fitted when I've checked on the Centre of Gravity.




8. No-Cal Bonzo: this is another restoration of an old model made ready for the Bushfield season. It features a new prop and slight redesign of the wing root and U/C



... and finally, No 9: Avtec Tiger Moth: This is another restoration and more importantly another model made in the memory of an old friend, Bernie Nichols! Ricky Bould brought the kit over from New Zealand for Bernie, but he unfortunately passed away before he could make it. I purchased the kit from Bernie's estate and built it in his memory. It's suffered a bit of hangar-rash recently, but is now ready for further flight. It'll form part of my Bushfield set for 2024.



During the early 1990s I, along with my eldest boys when they were youngsters, designed many small indoor and outdoor models. I shared some designs and tips in the newsletters of the time. *This is a snippet of the article from my original notes for this powerful little 10 1/2" wingspan rubber model from 1994 (plan and full notes always available).*

SKY- SCRAPER	FREE- FLIGHT	RUBBER POWERED by T GOYMOUR
		
<p><u>DETAILS / FEATURES / NOTES</u></p> <p>We wanted a plane that would zoom up high quickly and easily and yet still have a reasonable motor run and a good glide. Using my "polystyrene wing" construction method which seemed to have such a weight advantage for outdoor models such as "Bubble" and "Polydurt" I have designed a plane that is a cross between these and "Step Two". I haven't quite succeeded in keeping the plane in the park as it flies so high initially without turning and has such a reasonable glide that it needed more space than I anticipated.</p>		

Answers to crossword on page 12:

1D Pixie, 2D Caprice, 3D Ace, 4D Senator, 5D Gypsy, 6A Ajax, 7D Ladybird, 8A Invader, 9A Pirate, 10A Achilles, 11D Hornet, 12A Robin

2 NEW EVENTS FOR 2024

Peterborough Model Flying Club



CONTROL LINE STUNT RACING

The sensational NEW event for 2024

This brand new competition mixes up racing with three basic stunts. All flown one up and we believe never been done before?

MODEL: Capable of ROG and able to fly loops, bunts, inverted and possibly more in addition to level flight. Full or profile fuselage with mainplane, tailplane and fin. A Peacemaker or similar will fit the bill and allow for future development of the competition.

ENGINE: Up to 2.5cc steel piston/liner non schnuerle diesel/glow

LINES: 012" Multi strand 55' centre of thrust line to centre of handle.

RACE: Pilot + Pitman with safety helmet. 1 minute warm up. Stop engines, 5-4-3-2-1-GO timing starts. After 20 laps and before 30 laps pilot signals by raising hand the following stunts which must be flown in sequence and centred on the launch point. 3 loops, 3 laps inverted, 3 bunts. On completion, racing continues until 50 forward laps are completed when timing finishes. Stunts are not judged for accuracy but must be recognisable. Teams wishing to enter but unable to stunt may do so and must fly 68 level laps. Penalties for not completing each stunt.

EVENTS: 3 x SAM 35 advertised Buckminster meetings, 2 x ModelAir Old Warden advertised meetings, plus UK and worldwide postal entries accepted. 3 fastest times for the whole season of five competitions declared the winners.

PRIZES: Stunt Racing Trophies for 1st, 2nd and 3rd Teams (pilot and pitman) Plus £100 shared 1st, £50, 2nd £30 3rd £20

HOW CAN YOU RESIST? This unique competition will be developed as pilots' stunting skills improve. Thus with agreement from pilots, we may increase the stunt element in 2025.

CONTACT:- Brian Lever: blever@btinternet.com Tel:- 01733 252416
3 The Park, Peakirk, Peterborough, PE6 7NG Thank You!

AUCKLAND CHALLENGE - HAPPENING SOON!

As our good chairman announced in February, the Auckland challenge is back on ... but no longer as Cloud Tramp duration. Going forward it will be a Kit Scale Precision comp' which should better suit us flying at Ferry Meaows.

It will happen on a Tuesday or Friday between 16th April and 14th May - a week's notice before the exact date ... look out for the updates.

RULES: As per our own Kit Scale/Plan scale rules but over 5 flights instead of 3 with a target flight time of 25 secs. Just to reiterate for you the rules are:

Any scale rubber model built from kit or plans.

Please keep closely to the spirit of the original design.

No static or flight judging.

The target time for each flight will be 25 seconds.

Five flights. An attempt may be called if any flight is under 10 seconds.

Lowest aggregate score wins.



News Roundup



MODEL DAYS AT OLD WARDEN: 18/19 May. 27/28 July

new

Two weekends packed with activities, free to attend, (Shuttleworth collection admission chargeable). Free flight, Radio, Control line, Rockets, Trains, Cars, Boats, Tanks and Drones.

• Trade stands • Children's build & Fly comp • Demonstrations + more

Participate in flying or just enjoy the action

ModelAir



A SPECIAL MENTION

Many of you will know of the success club member Mark Benns has had over recent years. He is the current club Free flight champion. As well as finishing high up the rankings in the world championships back in the summer, he led the way for the team GB to claim a Silver medal in the European Indoor Championships at the end of 2023 finishing 4th overall. This was the highest duration score for a GB team ever!

Well done Mark and team.



GREEN WITH ENVY!

Our Club Secretary made the best of his trip to New Zealand. He attended their National Model Flying Championships and, with a borrowed model, came third in Vintage Free Flight Precision and 6th in P30!

He also got a merit prize for being the only 'POM' at the New Zealand Nats!

Well done Andy.



RECOMMENDATION

I've had a recommendation from a club member for Osborne Sports and Toys as somewhere to get model kits and RC kit.

<https://osbornes-rushden.co.uk/>

From The Workshop of Bryan Lea

PZL S4-Kania for Outdoor Rubber Scale

The Kania is a two seat parasol light aircraft built in Poland for glider towing. Only one S4-Kania was built and is exhibited at the Polish Aviation Museum in Krakow.

I first became interested in this aircraft when I saw the Aeromodeller article on the model built by Trevor Faulkner published in April 1975. I thought that it had ideal proportions for a rubber model.

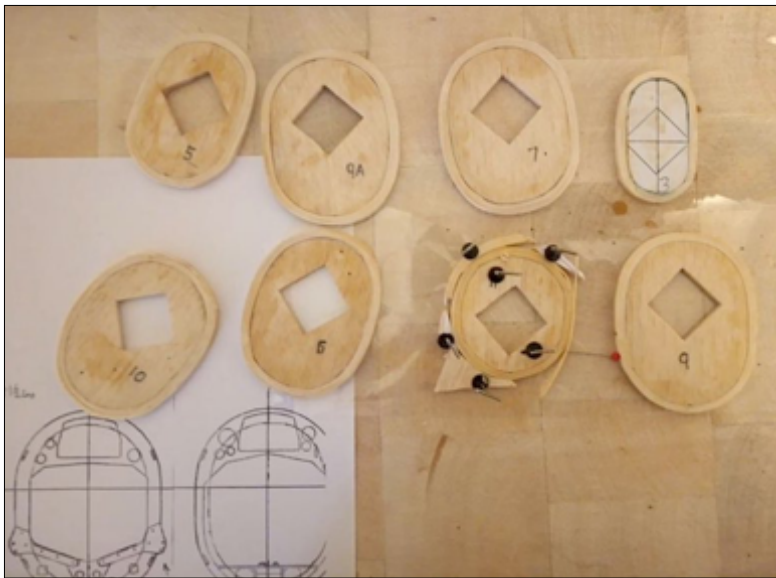
Flying Scale Models magazine recently re-visited this model/aircraft with a peanut foam indoor free plan in this years November issue. What

really got me interested though was browsing the '4 books for £10' stall at the Old Warden airshow in September. What should I come across but a Polish language monograph of the Kania. A quick flip through the pages showed me that here was all the info that I needed to make an accurate model. The rib for rib and former cross sections scale 3 view was excellent. Colour and black and white photos showed all the detail that you could want except perhaps for the radial engine. Further research has revealed that the mark of engine used is the same as the one fitted to the Shuttleworth Polikarpov PO-2, happy days. With an aircraft like the Kania the exposed radial engine is what most spectators are drawn to so I need to make a good job of this when I come to it. A future visit to Old Warden should give me the photographs I need.

The first decision was what size to go for. This being an outdoor model I thought around 36 inches seemed about right and enlarging the 3 view 200% would give me the desired wingspan. A Google search of photocopy shops in Milton Keynes came up with Prontaprint who are on the west side of MK, I'm on the north east side but no matter. I drove over there and explained what I wanted and was met with the response "we don't do walk ins" ah well, other photocopy shops are available. Forewarned I phoned up the next shop and explained that I wanted an A4 drawing enlarged 200% and was met with the response "that'll be A4 to A3 then" actually it wont mate that is 141% DOH!

My third photocopy contact at the Station Square managed to scan the two pages of drawings and he then had a problem loading the paper into the plotter! I went away and did a bit of shopping then soon got a call to say that all was sorted.





I decided to build both wing halves at the same time and you can see them in the photo awaiting the 1/32nd top sheeting. The leading edge is 2mm carbon rod, trailing edge is 3mm x 0.8mm carbon, spars are 1/8th balsa, ribs 1/32nd quarter grain balsa.

I plan to make the fuselage using a method popularised by the late Peter Iliffe. The photos show the formers mounted on a square rod. I have wound 1/32nd strips of balsa 4 times around the central former which when the balsa shells have been moulded will be knocked out to leave a monocoque construction. To be continued...



From the Workshop of Brian Lever

Control Line Peacemaker prior to covering.

This has been built to compete in the new PMFC competition "STUNT RACING"
This will be held at SAM35 events held at both Buckminster and Old Warden this year.

Models have to complete 50 forward laps and between 20 and 30 laps fly 3 loops, 3 laps inverted and 3 bunts (outside loops). So it is all rather exciting.

Powered by an Oliver Tiger Mk111 it should be great fun to fly.



Our 1949 BRM Tethered Model Racing Car.

Powered by a 2.5cc ball-raced twin shaft racing Diesel engine. We are hoping to achieve speeds approaching 90mph.



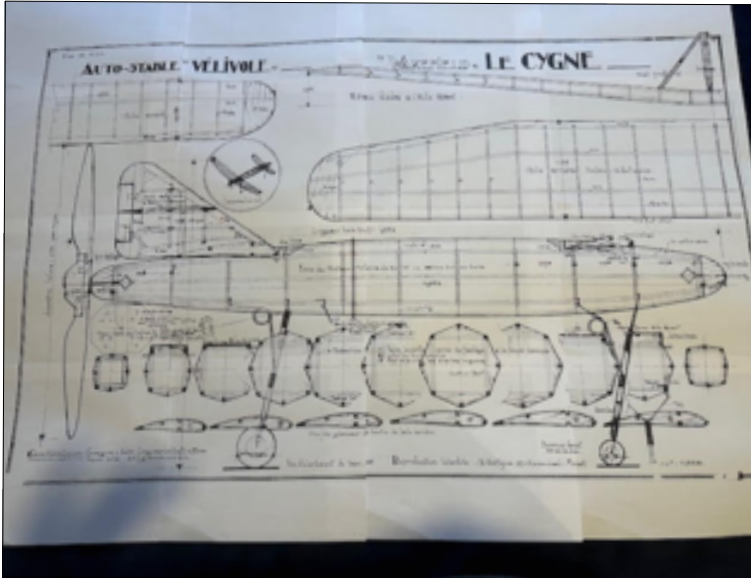
From the Workshop of Kevin Tatlow

Work in progress:

1941 Vintage Wakefield, Le Cygne (The Swan)

It's a canard with a pusher prop that folds backwards.

(I do like something a bit different.)



From the Workshop of Bert Whitehead

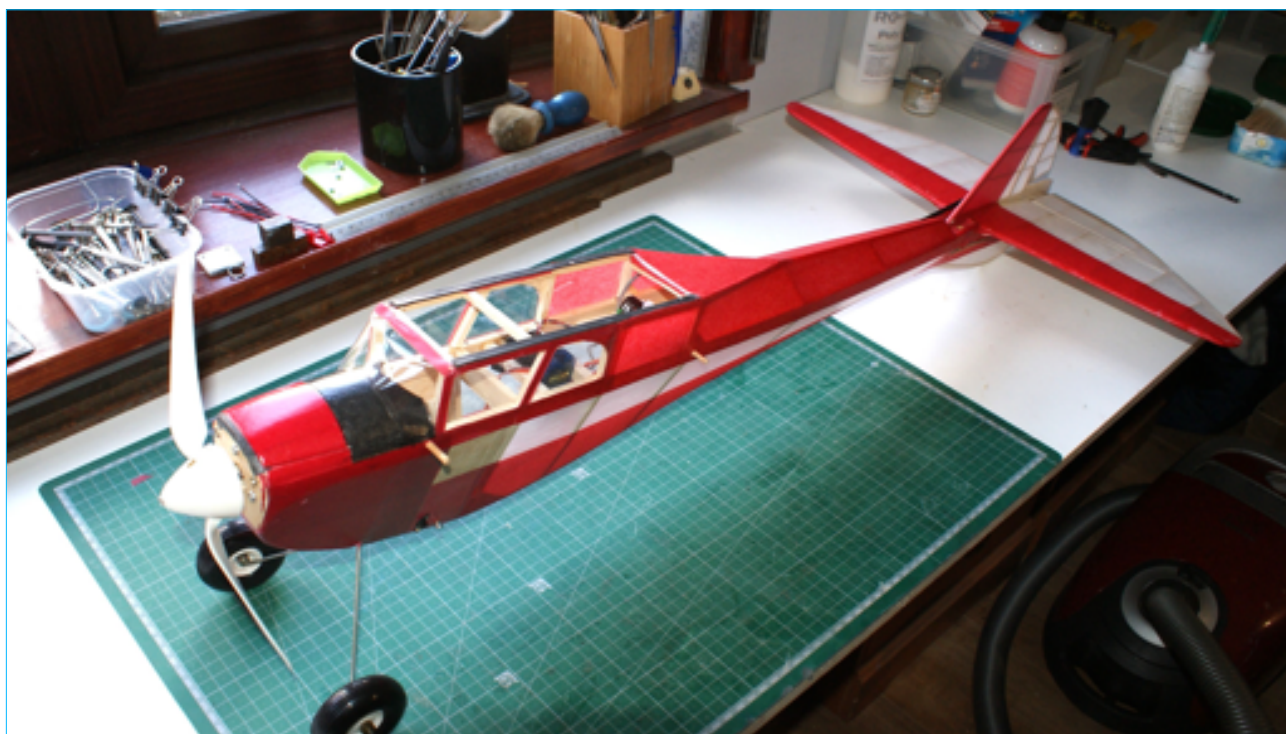
RUBBER DUCTED FAN MK. 5

This 5th Rubber D.F. in the series is now longer at 25" and larger in diameter at 2 3/8". With a good hard chuck, it will achieve around 20 secs flight. Difficult to construct with double skin fuselage, pot noodle fan blades, 12 stringers and 25



Depron foam ring formers the project is too time-consuming to continue. It does however show that R.D.F. does fly to a degree but has a poor performance due to the limited rubber power.

From the Workshop of John Ashmole



New blades, please...

There are chewmarks in the corner of the carpet. Monty the terrified Terrier has migrated to a safe haven underneath the table. The postman leaves the letters at the gate and runs. What's happening? Moley is trying to build Scale Free Flight again. Why do other folk seem to find it so easy? Why do I feel so much stress? It's all in the mind, of course. But recently I have been building several eight-footers, and consequently, I seem to be losing my touch with small objects.

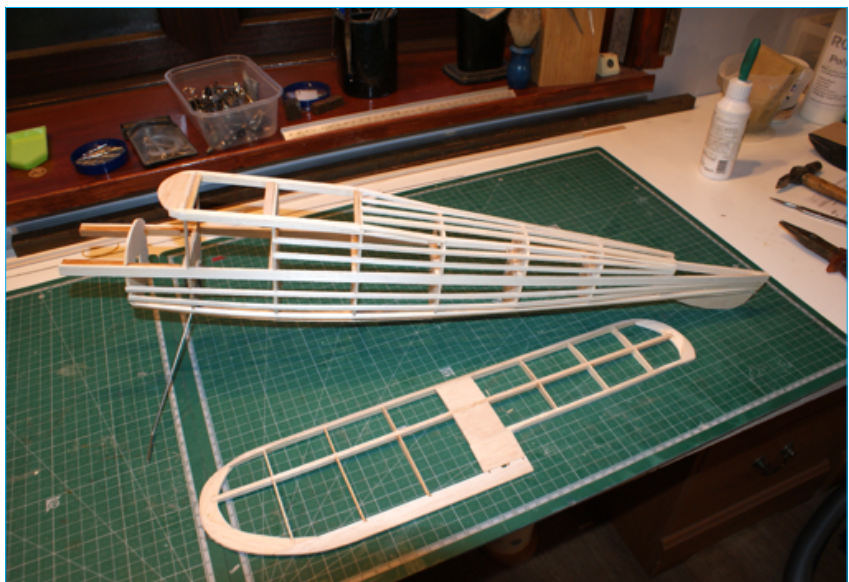
So there I was one evening browsing the 1955 December *Aermodeller*, as you do, and out fell the month's free plan. It shouted, "build me!" Ron Moulton's Druine Turbulent. So apparently simple, why had I overlooked it before? A phone call from Dave Collins (of Rubber Bowden fame) clinched it: he had made one long ago probably when it was a new plan and said it flies well.

The model had some features that were new to me. Wing slots. (or is it "slats.") I have serious doubts as to whether these have any value on a free-flight model, but that's not the point. Imagine what folk will think when I bring this to the clubroom. Moley knows all about slats and uses them to stabilise his flights! Perhaps I should look them up on Wikipedia and memorise some long words. It's worked before. There were also twenty-four scallops in the sheeting. All cut around an inverted coffee cup. Of course, they all went perfectly first time ... well, they almost match. Trying to make the curved rear deck in one piece was an ambition too far, so I have shelved the fuselage for a while pending a rebuild. But I have a suitable small motor fitted, and can just remember how to wire up a K & P profiler.

Following a traumatic experience sixty-nine years ago with black tissue and unthinned dope (on one of those K.K.Jetex scale jobs), I have never been comfortable with covering. Juvenile scars cut deep and never go away. One layer of polyester on the Turbulent was easy, of course, but for some reason the layer of yellow lightweight tissue would insist on wrinkling...despite my experience of using it successfully on other models. So currently the job rests in a box, and Monty can come out again, for a while.

I have a long-standing tradition, admittedly more honoured in the breach, that I should build a model, or the greater part of a model, in those dog days between Christmas and the New Year. Well, every sheet of paper has two sides, and on the back of the Turby I found the ideal vintage model: Vic Smeed's very attractive Mamselle. Ideal for my "small R/C" collection, although it will certainly exceed our self-imposed 150-gramme limit for Ferry. Lots of stringers but otherwise conventional structure. Now, here's a thing: having no 1/8" square in stock, I took a long steel ruler (thank you, Tony Wilson) and sliced strips by eye from 4" wide sheet. The price of one strip of eighth from one of our well-respected suppliers is now 52p (they are now priced individually.). If I have cut accurately, I should have 32 strips. The best price I could find for a 1/8" x4" sheet is close to £4. But 32 X 52P is £16.64. Do we save cash by cutting our own?? I'm still shocked by this, but please check for yourselves. Now imagine cutting larger sizes, and the even greater saving, pro rata. I have, of course, been using a SLEC stripper on anything over 1/4" and it has paid for itself many times over. At the time of writing the Mamselle is awaiting a final covering of the fuselage with all electronics up and running.

One task that has been completed is the radio conversion of my Diamond Demon. Built for FF electric, it has only been taken to a field once in its five-year life. That was at Buckminster, where it chose to land on the only short grass on the field: the end of the R/C runway. Motor shaft snapped! A new shaft was fitted, and also a folding propellor to prevent it happening again. But other things intervened, and it remained hanging on the workshop wall. Until now. Elevator and rudder cut into the tail surfaces, same motor, electrics from 4-Max, new fuselage covering, ready to begin a new career. It's a good looking design and an easy size for transport. Interesting build, too, and probably no harder than the regular box section jobs.



FORTHCOMING EVENTS



Ferry Meadows Free Flight Competitions 2024

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:

19 April, 10 May, 7 June, 5 July, 6 September

The *Bernie Nichols Trophy* was not held in 2023 so we will have 2 *BNTs* in 2024. The first will be held on 24th May and the second on the 19th July.
These are reserve dates as this comp is weather-dependent. An email announcement will follow to confirm a week before these dates.



For more details: peterboroughmfc.org



E20 Competitions at Buckminster

These will take place on Mondays 10am - 4pm

29th April, 20th May, 17th June, 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:

1st 10 March
2nd 28 April
3rd 19 May
4th 16 June
5th 7 July
6th 21 July
7th 1 September

BMFA FF NATIONALS

25 -27 May
Salisbury Plain

OLD WARDEN MODEL DAYS



18/19 May
27/28 July
(see page 17)

