



PMFC NEWS

News and Views from Peterborough Model Flying Club

Summer 2025

Online and in Print

INSIDE...

- ***Peterborough Rubber Powered Paper Plane Nats***
- ***Early Season Flying***
- ***Workshop Projects***



Get ready for the second half of summer



Editorial

One thing it has been is hot. Another thing it has been is windy. Put those two together and it's probably not a huge surprise that there have been one or two lost models this season amongst the most avid flyers in the club. But there have been some great flying days right from the early weeks as we have had the best spring of recent years weatherwise.

My one day out thus far took me to Buckminster and memories of yesteryear were stirred when I accompanied a couple of fellow modellers on their long countryside retrieval jaunts .. all part of the fun!

To add to the 'fun' you will come across a couple of QR codes in this publication which, if you have the inclination to scan with your smart phone camera, will take you to some 'action'. It's a commercial venture I am using elsewhere, but I thought it might be a bit of fun to employ it here. (Technology is advancing so fast and these little digressions are easy to create.) So don't actually try scanning this one –it's too small, but when you see one of these..



... and you have your mobile handy, give it a scan! (Viewing the online version? Just click.)

Enjoy the rest of the summer, it looks likely to at least remain reasonably warm, but also, going by the trends of the past, and the present, the future will almost undoubtedly be somewhat windy! Bless this island.

Happy flying

Tom



PMFC Committee

President: Brian Waterland

Chairman: Andy Green

Secretary/PRO: Andy Green

Magazine: Tom Goymour

Treasurer/Mem Sec: Richard Arnold

F/F Sec: Chris Grant

C/L Sec: Roger Silcock

Sports/Scale/RC Sec: Luke Goymour

Safety/Ferry Liaison: Dave Rumball

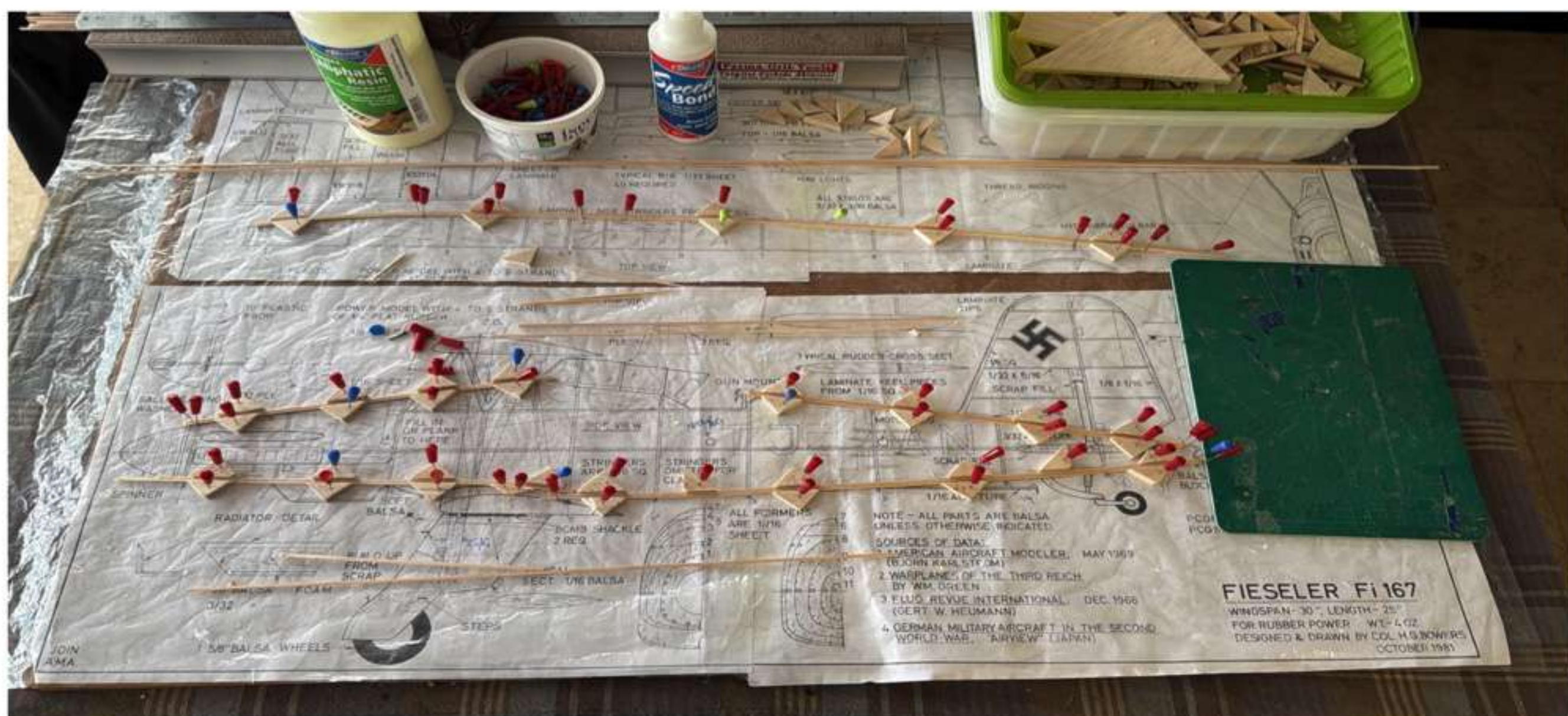
Webmaster: Paul Townsin



Cover: Dave Rumball assists Mick Page in his last minute final flight of the opening Free flight round at Ferry Meadows in May. Mick made the flight with about 15 seconds to go and claimed 1st place

From The Workshop of Andy Sephton

Earlier in the year the weather, car unserviceability and work, all contrived to keep me away from the flying field, so the KK Gypsy and Radio Queen remain unflown and flight testing of the Kit Lacey remains un-progressed. On the other hand, it has given me time in the workshop, which has been particularly useful.



Fi167 – the fuselage outlines were laid down on Christmas Day, but the build stalled after that. I decided to concentrate on the Chief and Tomboy. The Fi167 is now the next on my build list.

The KK Chief was finished ready to test in early January. The model features 2ch RC and is covered with Esaki Tissue applied over 30 micron Doculam using Eze Dope. The model has not yet flown.



I've been interested for some time in the SAM 35 Vintage Power Duration Competitions as a means for me to get some of the Classic Designs safely airborne. SAM 35's latest initiative in this class is Vic Smeed's Tomboy with a defined Electric Motor, ESC, Prop and LiPo. The decision to build one was an easy one! I decided to build the increased span version detailed on the plan as well to see if there was any performance difference between the two designs. Both sets of wings and tailplane use the same fuselage. The standard model has red wings, the stretched one has them in orange. Both models are covered in Esaki tissue applied over 17 Micron Doculam (available from VMC), and are applied using Eze dope. The result is a covering of about 35gsm that is robust, stiff, and of a lighter weight than most plastic films. The models were finished during early March; both are yet to fly.



Standard Tomboy



Extended wing Tomboy

Following on, I decided to have a big clearout of the workshop and finish some stalled projects. The three models pictured are a VMC Veron 150% Hawker Fury (started about 10 years ago), a VMC Tiger Moth (started last year) and a VMC 150% Veron Tiger Moth (started about 6 years ago). All are rubber powered and all are covered in printed tissue. The Fury and small Tiger have successfully flown, the large Tiger awaits test flights.

Finally, a Vic Smeed Poppet has been on my build list for some time, so when I saw one part built on the BMFA Scale WCh stand at a recent Buckminster Swapmeet, I just had to have it. It was finished over the following month, and covered in Eze Tissue over VMC Doculam. Power is a Redfin SAM 25 and radio control is via rudder and elevator.



Above right: VMC Veron, Hawker Fury and VMC Tiger Moth

Right: Poppet (Vic Smeed)

A Pictorial update from Brian Lever



The Waterland/Lever Elite Tribute VOETSAK. A joint building project with Brian W contributing Tank, Cutout and Undercarriage and Brian L building and finishing the model. Fastest Elite VOETSAK at the June SAM35 RetroFest with a sprint time of 1.04 for 20 laps and 4.11 for the race of 60 laps with one pit stop.



150% version of the Veron 18" scale rubber model gives a wingspan of 28". Trimmed by Brian L to fly in right hand circles, the model is to compete in Flying Only Scale Competitions.

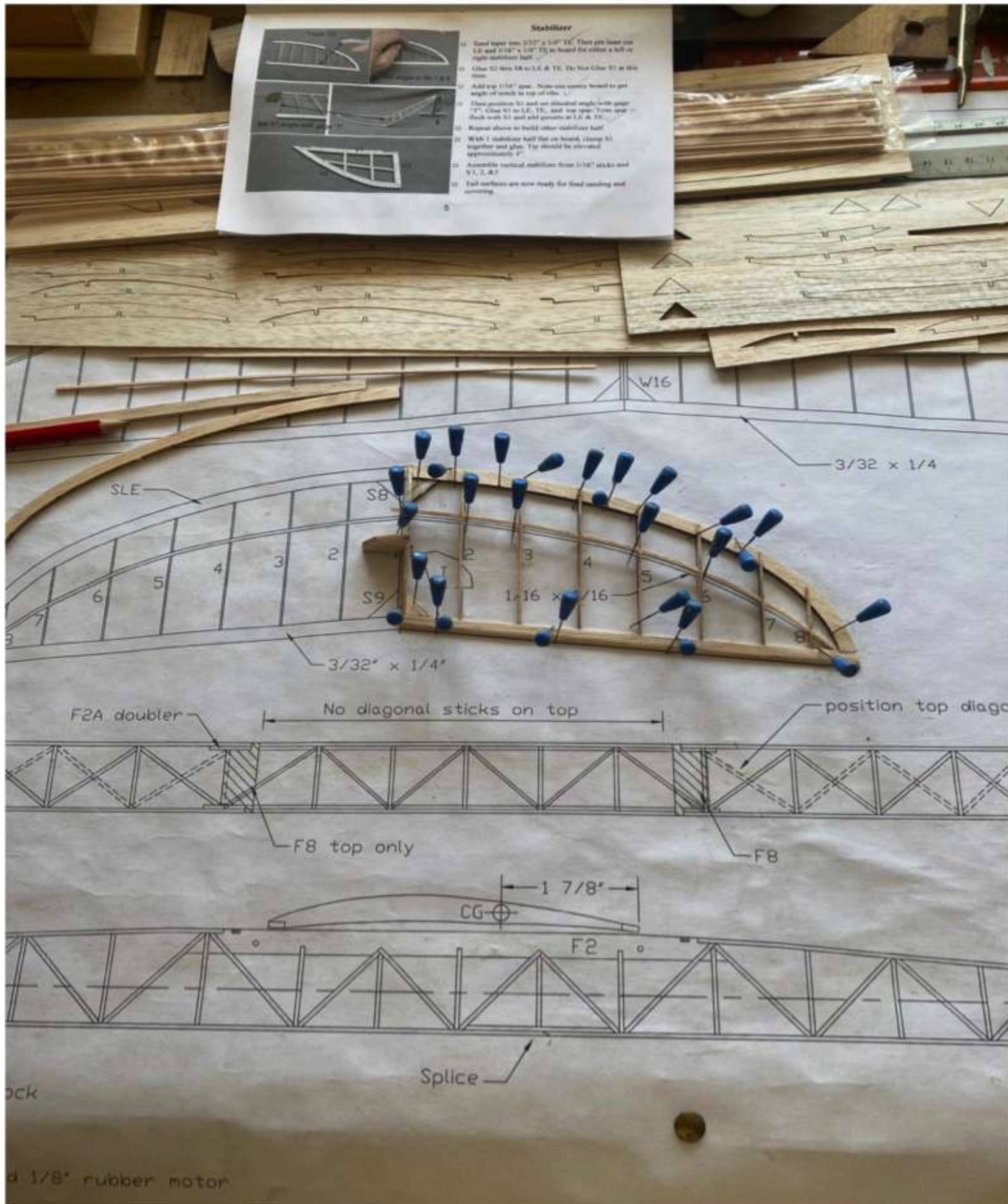


New Peterborough MFC member Andrew Robertson with his beautiful Elite VOETSAK. Flew at the RetroFest with times of 1.16 for 20 lap Sprint and 5.19 for the race of 60 laps with one pit stop. Andrew has plans to fit a fuel cutout for even faster race times.



Brian Lever's Fathers Day present from daughter Amy. Perfect for the trip across Coney Meadow with lots of models to find the upwind launching point.

From The Workshop of Brian Lever



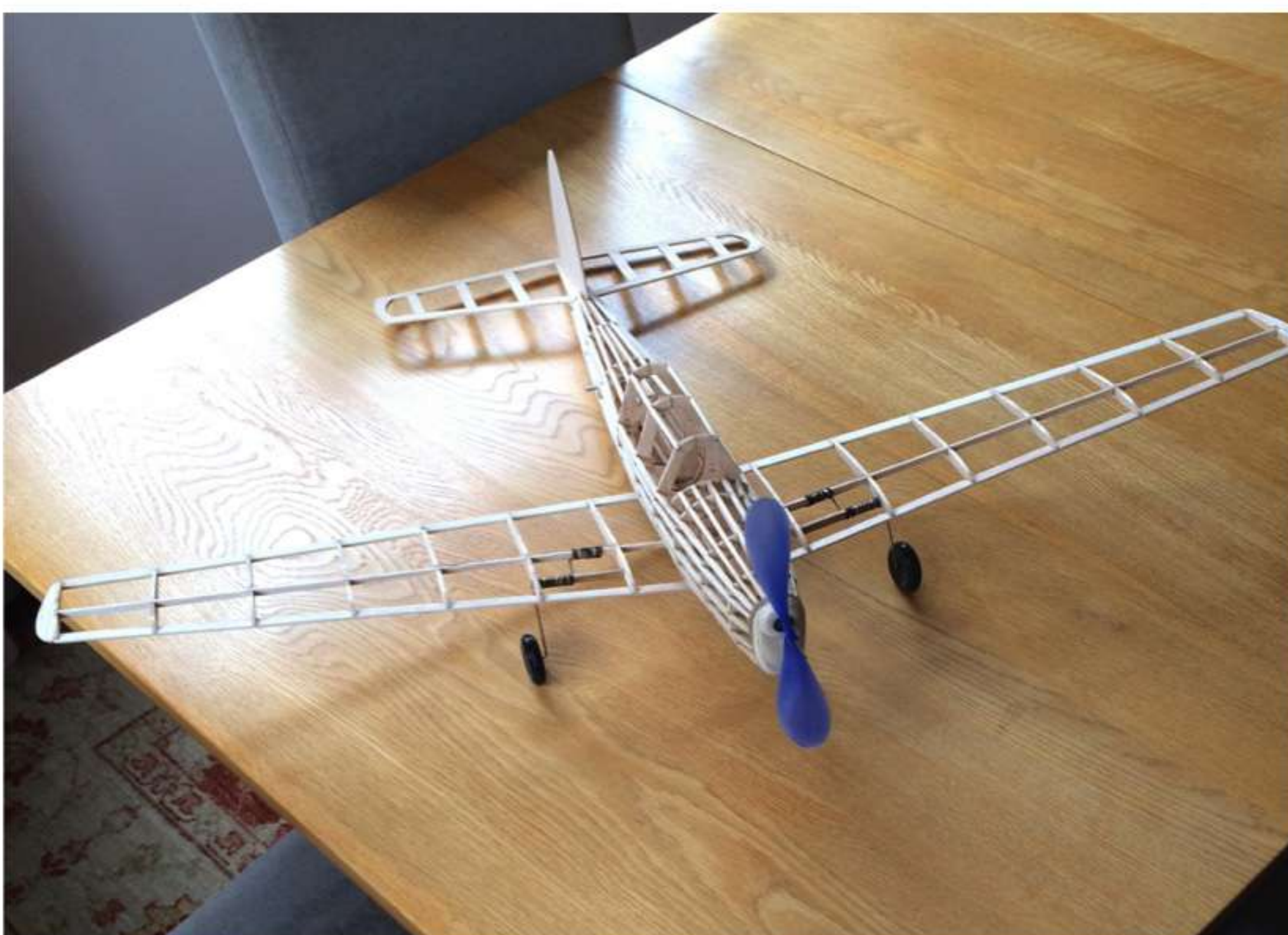
Speckled P30 start of construction on Brian Lever's building board. Planned to compete at this years Free Flight Nationals being held at Sculthorpe Aerodrome in Norfolk during the third week of August. Photo taken on 18th June so plenty of work to do!



Brian Lever, fully wound and ready to go pictured here at the first Free Flight comp at Ferry Meadows in May

The construction of my free flight rubber powered Veron Chipmunk. It is an enlarged version of the old Veron design by Phil Smith from the 1950's.

This is enlarged to 150% and has a 28" Span, all stick and tissue construction I plan to finish in a Canadian AirForce Scheme.



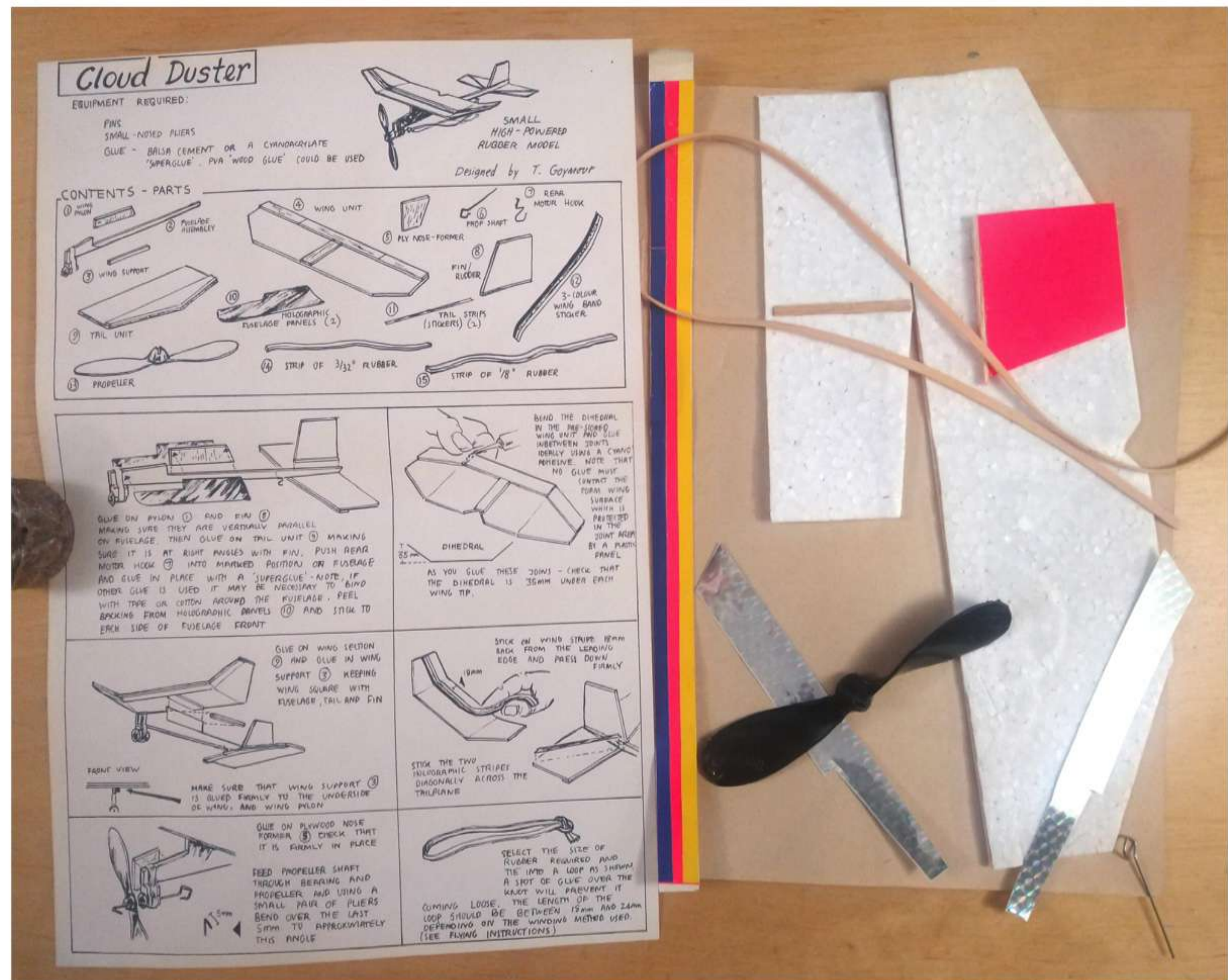


Nostalgic Memory for the Editor

Brian Waterland recently sent me this:

'I declare I am the owner of a genuine, ORIGINAL, Cloud Duster kit! Beautifully presented and in mint condition.'

This takes me back. One of a few ODs I produced from scratch in the early 90s for members to try out. It did fly .. but the design never really 'took off'.



An early season 'swelterer' at Buckminster produced some good flights - scan or click to see how this one went

The Inaugural Peterborough Rubber

2nd March , Bush

Around 30 people attended the event and there were a handful entries in the various classes. The most fiercely contested class was rubber powered duration.

A challenge it certainly proved to be, and the innovation on show can surely only inspire for future events. Well done to all, and particularly to Bert Whitehead, who emerged as the most successful flyer of the day. Many thanks also to Brian Lever for his prize sponsorship of £200, and to all those involved with the organisation.

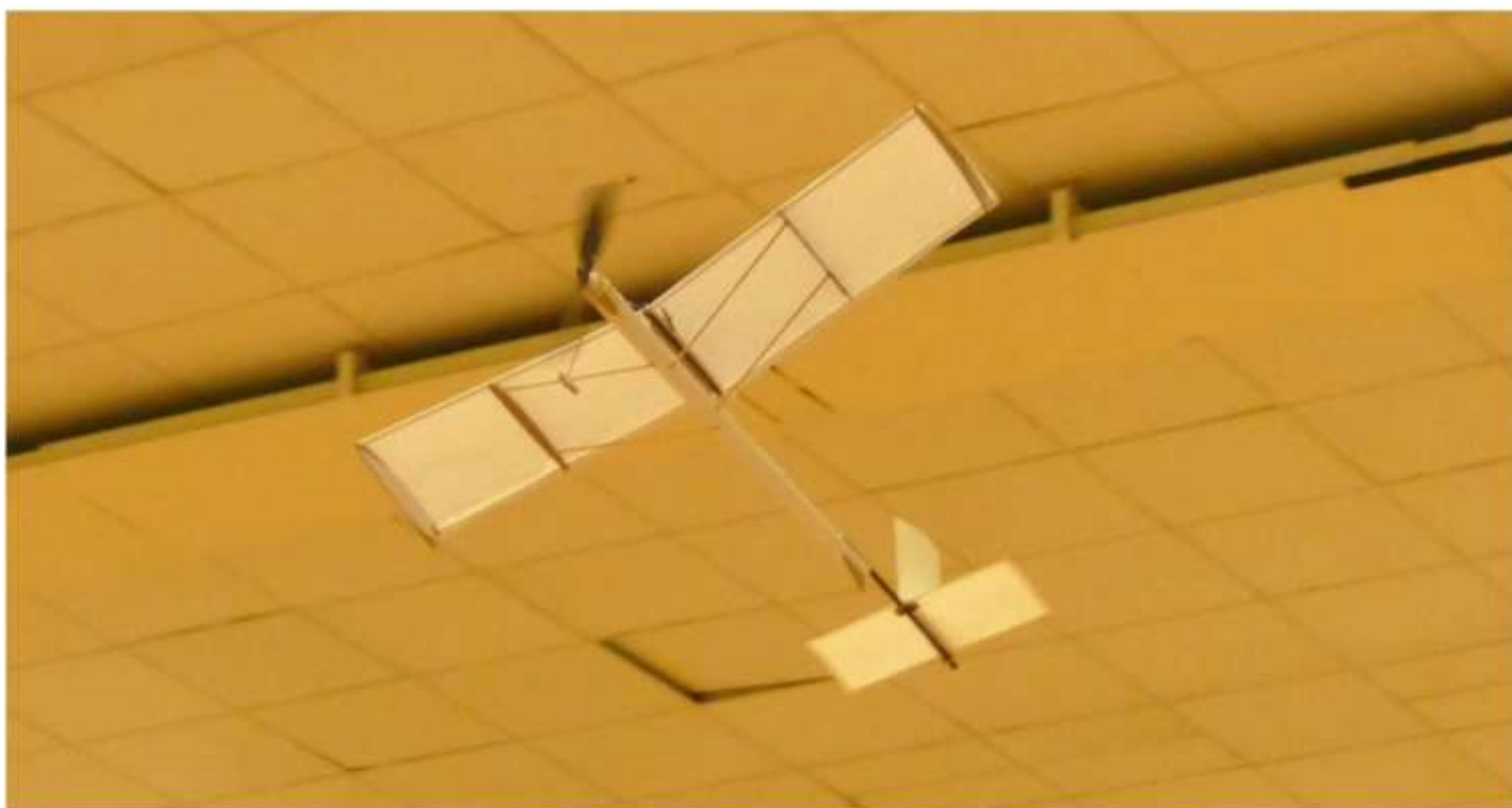


Far left, Bert Whitehead receives his 1st place certificate for rubber powered paper plane duration



Left: Bert explaining the finer points

Below: Bert shows just how it's done!



Chris Grant placed 2nd in Rubber powered paper plane duration



Gordon Hannah placed 3rd in Rubber powered paper plane duration



Brian Lever placed 4th in Rubber powered paper plane duration

Powered Paper Plane Nats (RPPPN)

fields Sports Centre



Above: Richard Crossley's Piper Pawnee



Top right: Peter Adams came 3rd in Rubber powered paper plane Scale with his Cessna 140

Right: Brian Waterland made an excellent job of the scoreboard

Below: Graham Banham's Lublin XIII



A good time was had by all. Full results for the day are on the website

The best duration time of the day was made by the Editor of *Sam 35 Speaks*, Colin Hutchinson, who, unfortunately had a non-eligible model (external motor)

Bert Whitehead gives us an insight into how the day was won (RPPPN)

Bert's winning model 'Ghost' didn't just 'float in' overnight. it took several designs before it gracefully haunted the sports centre that day back in March.



Ghost won the £25 first place prize in the rubber powered paper plane duration challenge and for the concourse best design. My thanks to our generous sponsor.

It took five designs to evolve Ghost to what it eventually became. Here are the specs:

The 16" Fus. was built with one layer of 75 gsm paper on a 3/4" plastic tube mandrel. 14 index card formers with a 3/4" hole were then glued to the basic tube and trimmed until the sides of the formers were flat and level with the tube sides. Two side panels from 135 gsm paper with tabs top and bottom were then glued to the formers. Then a top and bottom panel also from 135gsm paper were then glued in place onto the provided tabs.

The T-plane (9" x 2 3/4") and Fin (3" x 3" high), were single sheets of 75 gsm paper with 3/16" strip skeletons of 135 gsm paper stuck both sides in a Union Jack pattern and round the edges.

The 1" diam. Wheels were 4 coned laminations of 75 gsm paper on a rolled paper hub. A 31 thou. wire u/carriage was then made.

The Wing 21"(20") x 3 1/2" had a LE of 4 x 1/32" diam. bamboo strips from a table mat and was then wrapped in paper. The TE was made of 3 x 1/32"

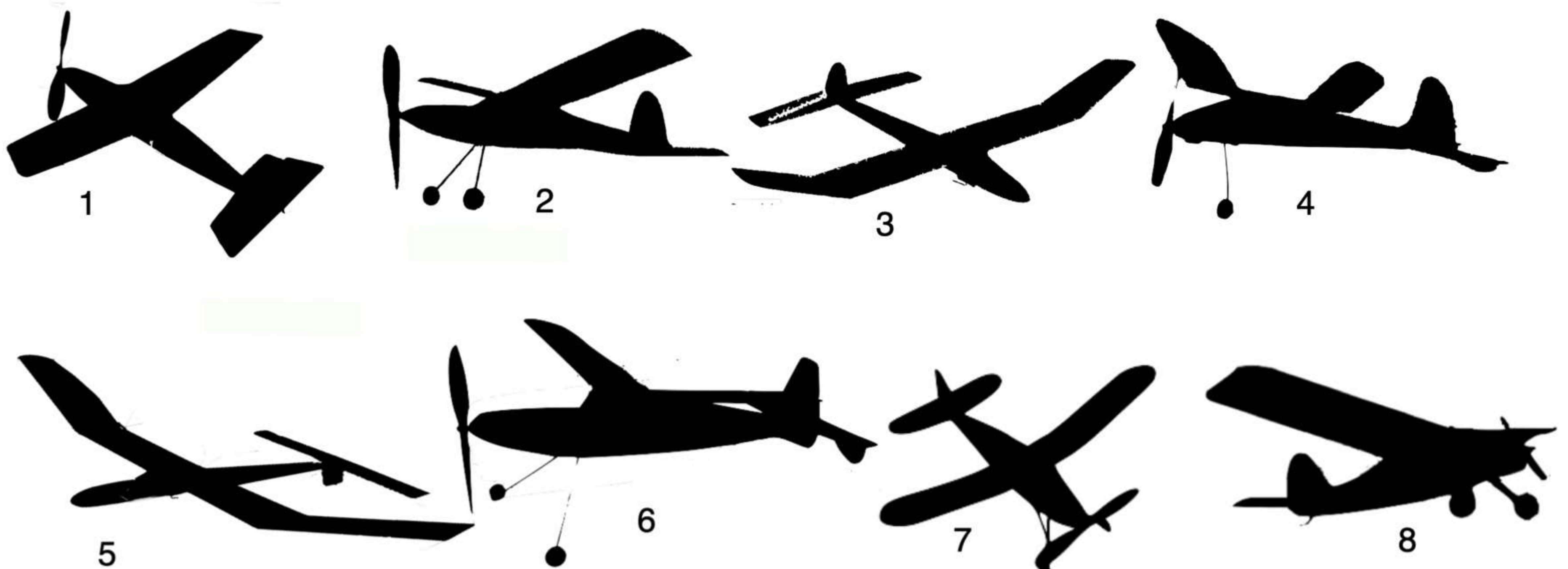
Tstrips. No main spar. The 16 ribs were 1mm corrugated card and the wing covered on top with 75gsm paper. A 3/4" strip of 75gsm paper was glued along the u/side of the front of the wing with slots for the ribs to produce a Jedelsky section which reduces drag under the LE. The tubular section produces rigidity. An 8" plastic prop, balsa nose block, 50" x 1/8" rubber in 3 strands and lots of side and down thrust finishes the job.



Scan the code (or click the image) to see Bert and 'Ghost' in action



KEIL KRAFT **KONUNDRUM**



*Can you identify these Keil Kraft models from their silhouettes?
Answers on page 14*

Result Roundup

The weather for the first club competition on 9th May was good with sunshine all afternoon and slightly more breeze than ideal but still eminently flyable. There was a good turnout of members and a good mix of flyers, competitors and those that were just there for a chat. A very enjoyable session with a great relaxed atmosphere. In Hi-start glider there was a tie for 1ST place but ANDY SEPHTON had left so BERT was given 1ST. There was also a tie for 3RD between PETE and BRIAN; the fly off was won by PETE.

Results

P20 3 entries

1ST MICK PAGE	90
2ND LUKE GOYMOUR	86
3RD ANDY SEPHTON	67

RUBBER PRECISION 6 entries

1ST MICK PAGE	12	Total error
2ND BRIAN WATERLAND	14	
3RD BERT WHITEHEAD	10	

CAT/HLG 5 entries

1ST LUKE GOYMOUR	62
2ND PETE GIBBONS	50
3RD ANDY SEPHTON	46

E20 3 entries

1ST LUKE GOYMOUR	84
2ND ANDY SEPHTON	69
3RD BERT WHITEHEAD	59

36" HI START GLIDER 6 entries

1ST BERT WHITEHEAD	82
2ND ANDY SEPHTON	82
3RD PETE GIBBONS	68

VICTOR LUDORUM after 1 event

ANDY SEPHTON	14 points
BERT WHITEHEAD	11
LUKE GOYMOUR	10
MICK PAGE	9
PETE GIBBONS	8
BRIAN WATERLAND	8
CHRIS GRANT	5
BRIAN LEVER	3
TOM GOYMOUR	1

The forecast for Friday 6th June was not good. We arrived at the field for a 2 o'clock start and the weather was as forecast, dark clouds and very windy. So we chatted for an hour and then at about 3 o'clock the sun came out and the wind dropped. So although the wind was blowing more than was ideal, we had a great afternoon's flying and nattering. Results below.

Results

P20 1 entry

1ST MICK PAGE

RUBBER PRECISION 3 entries

1ST MICK PAGE	13	Total error	Fly off 4 sec error
2nd ANDY GREEN	13		Fly off 21 sec
3RD BRIAN LEVER	16		

CAT/HLG 4 entries

1ST PETER GIBBONS	69 sec
2nd CHRIS GRANT	36
3rd MICK MAHON	31
4th BRIAN LEVER	22

36" HI START GLIDER 3 entries

1st CHRIS GRANT	75 sec
2nd DAVE RUMBALL	60
3rd BRIAN LEVER	58

VICTOR LUDORUM after 2 events

ANDY SEPHTON	14 points
MICK PAGE	13
PETER GIBBONS	12
BERT WHITEHEAD	11
CHRIS GRANT	11
LUKE GOYMOUR	10
BRIAN WATERLAND	8
BRIAN LEVER	6
MICK MAHON	2
TOM GOYMOUR	1

From the Workshop of Bryan Lea

DHC-2 Beaver

Wings:

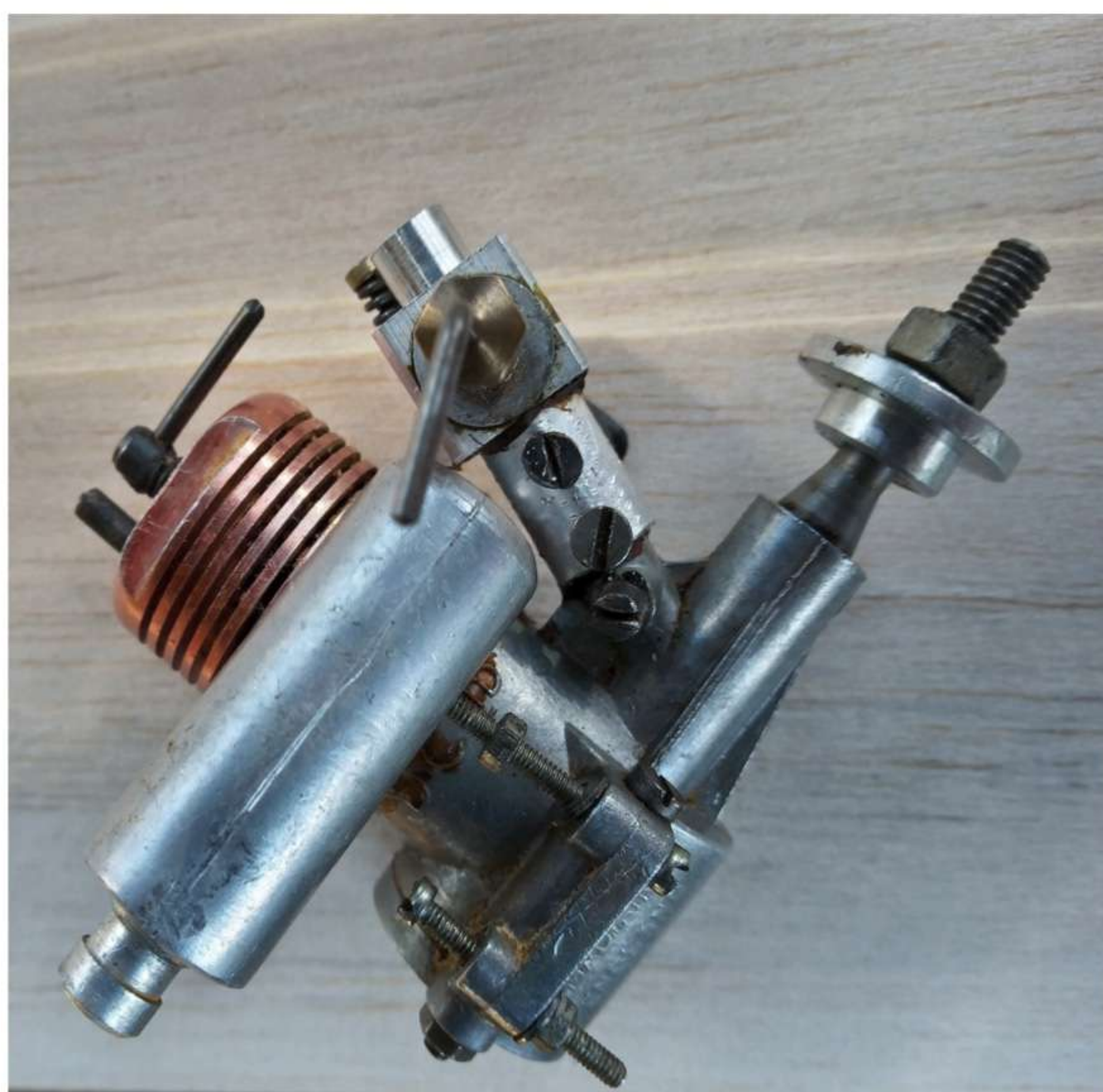
The full size Beaver is of all metal stressed skin construction. Most model aircraft plans show ribs and tissue or fabric covering with sagging between ribs. My first Beaver model's wings were made from hot wire cut polystyrene foam. The covering was from thin card. This time I decided to try brown paper as the covering material hopefully with a saving in weight. I read up on the technique in the book *Radio Control Foam Modelling* by David Thomas, and also watched a YouTube video. I cut the brown paper to size and applied a coat of thinned PVA to the paper and also to the foam core. I carefully positioned the paper and smoothed it down to exclude air bubbles. It is important to cover both sides at the same time to avoid warps and hang up to dry overnight. I was pleasantly surprised at the result.

Flaps and Ailerons:

The undersides of the flaps and ailerons have distinctive corrugations. First of all I made up the flaps and ailerons from balsa and covered the underside with paper that I had previously printed with the correct positions of the corrugations. Triangular 1mm Plastruct was the material used and stuck to the paper/balsa.

Engine:

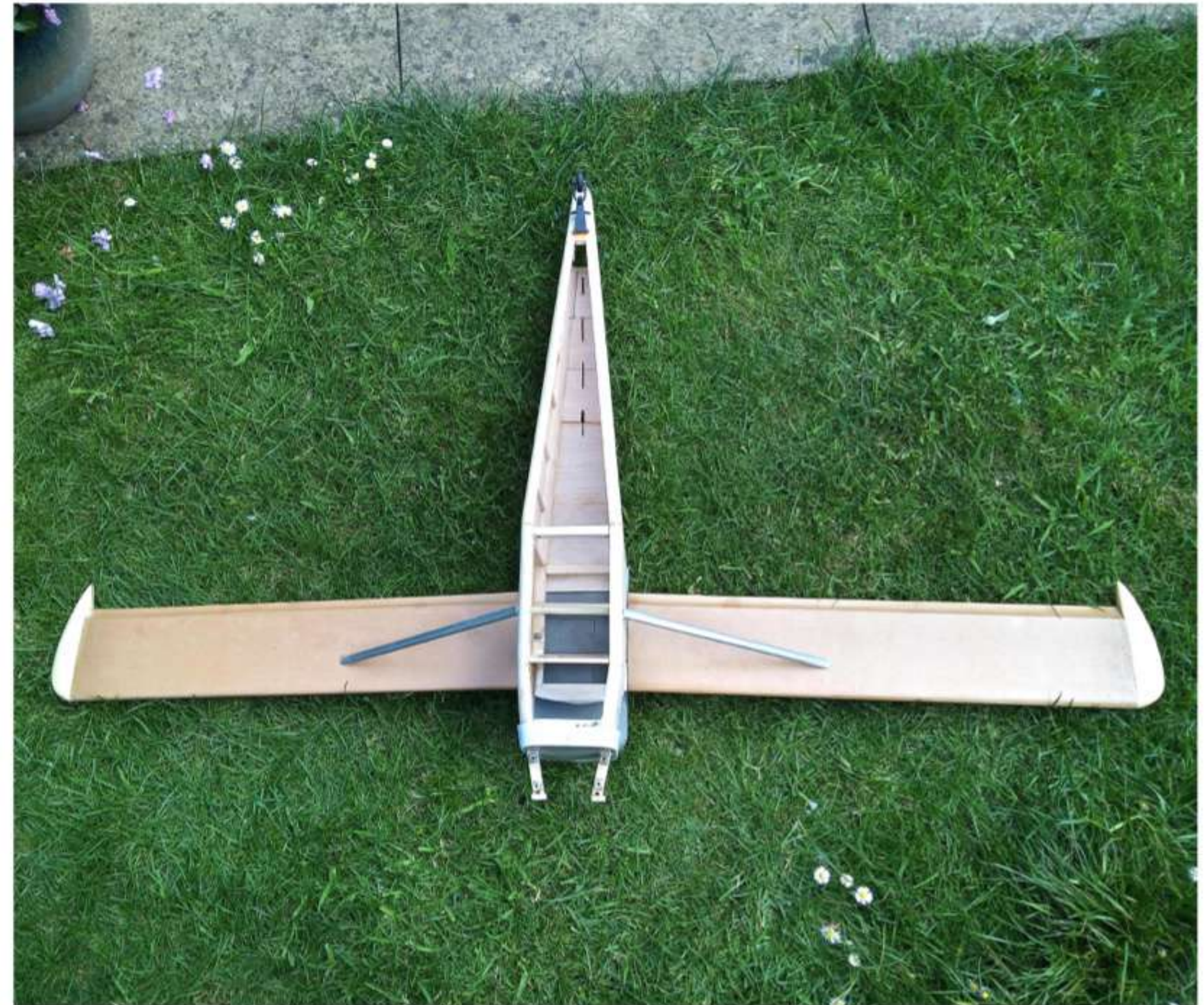
My first Beaver started off with a PAW 1cc but I found that it wouldn't take off from the Barkston runway with this engine. The following year I used a DC Sabre 1.5cc and this was much better. At the SAM Retro Fest at Buckminster I spotted a modified Sabre complete with throttle and silencer. It was seized with castor but at £20 I decided to buy it. Back home and after 15 minutes at 150 degrees in the oven it was freed up. (Don't tell the wife). The plan now is to have rudder, elevator and engine control on this model.



DC Sabre with throttle and silencer



Underside of ailerons and flaps.



Underside of brown paper covered foam wings, struts are aerofoil section alloy tubes.

Parking permits for Control line flyers using Thorpe Meadows site on Mondays and Wednesdays

As there are no QR code reading machines at the Orton Mere car park (access point for Thorpe Meadows) the NPT issues the club with parking permits to display in your windscreen for free parking at this location. We are only issued with a very limited number of permits and so these have to be shared. Dave Clark who lives in the area has kindly agreed to hold 2 permits for us. If you require a permit please contact Dave on 01733 234228 to make arrangements to pick one up. Please make sure you return the permit to Dave when you're done.

Notice of apology:

In the previous winter edition of PMFC News there was an article kindly contributed by Jim Wright, the person responsible for restarting PMFC after the war. Unfortunately his name was spelt incorrectly. Apologies to you Jim, and thanks again for an interesting article.

Editor

KEIL KRAFT

KONUNDRUM

Answers to puzzle on page. 11

1. ACE 2. ROBIN 3. CONQUEST 4. SENATOR
5. CAPRICE 6. GIPSY 7. AJAX 8. LADYBIRD

Chris Strachan

Club members may be aware that Chris Strachan died on April 30th after a long illness. He was a member of the Peterborough Club but was probably better known as a past chairman of the Impington Club. He and I attended many indoor meetings (and in the summer he was a very active F/F competitor) and came up to Bushfield on many occasions.

In his memory and with the approval of his wife Christine, and the BMFA, I have had made a trophy to be awarded at the indoor Nats.

With all the normal classes having trophies I thought a general one covering Chris' special skills would be appropriate. So the trophy is to be for the best 'Model of a racing style of aircraft covering all the free flight classes flown at the Indoor National Championships'. Judgement will be made by a panel of judges (preferably 3 selected from the differing classes).



At this year's Nats we were honoured by Christine Strachan being there to present the trophy. After some consideration it was decided that the trophy was won by Tony Farr flying a Floyd Bean Racer.

Poignantly only two days after the Nationals Chris passed away. His funeral was on 10th June and he is buried at the Woodland Burial Ground at Barton. The service was very well attended completely filling the facility at the burial ground.

Gordon Hannah

Steve Turner

We lost another friend and club member back in February. Brian Waterland pays tribute.

It was Steve who convinced me to join PMFC. He was a skilled Control line Combat pilot and brought his enthusiasm and fast running skills to every bout in which he flew or pitted. His last Control Line model was the Aeromodeller Mosquito powered by two Oliver Tigers. Typically Steve built it using his own designed jigs to ensure absolute accuracy. Steve was happiest when among friends and fellow aeromodellers recounting tales of minor disasters and engineering problems. We shall all miss him greatly.

FORTHCOMING EVENTS



Flying Aces 2025 Saturday 6th September



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

Melton & District Model Club are celebrating their 60th Anniversary

Sat 2nd - Sun 3rd August

Longfield Academy School, Ambleside Way, Melton Mowbray LE13 0BN

Lots to do and see. For more details: 07976 710270



... and more dates for your diary



26 or 27 July	East Anglian FF Gala
18 August	Cleemac 75 Years of KK Senator
23-25 August	BMFA Free Flight Nationals at Sculthorpe <i>* PMFC are running The Bowden trophy and The Stan Horne Trophy</i>
29-31 August	BMFA C/L Nationals <i>* PMFC are running 5 events</i>
30 August	Oxford MFC Duration and Fun Fly
6 September	Peterborough Flying Aces
12 September	PMFC Club Comp
12-14 September	BMFA Scale Nats
11-12 October	SAM35 Autumn Gala

*For venues and details, please visit
<https://events.bmfa.uk>*