



PMFC NEWS

News and Views from Peterborough Model Flying Club

Autumn 2025

Online and in Print

INSIDE...

- ***Flying Aces Nats (in action ... literally!)***
- ***Workshop Reports***
- ***Summer Events Round up***



30th Flying Aces Nats as not seen before!



Editorial

Another summer has drawn to a close leaving us to reflect on what went well and what didn't get done – built – flown.

Although the weather has been warm, many events were dealt the normal dose of British wind to keep us in our place! The 30th Flying Aces was a memorable event not only because for the fourth year in a row we were blessed with decent weather, but also the attendance – not far short of 40 cars made it on to the field.

And while I mention the Flying Aces, this edition is a first to capture some of its events on film. Whether you are viewing online or as a printed version you will (hopefully) be able to just scan or click the QR codes to play the image and watch some of the flights from the day.

Where you see this:  **WATCH:**
(pages 10 and 15). *Describe text...*

Just scan with your phone camera or click the QR code if viewing on a device and a short video of the moment will play. Enjoy!

I also appeal to all for contributions to this magazine. Please don't wait to be asked to send content. I shall try and produce issues at a more regular rate than they have been over the last couple of years ... so keep the content rolling in@

Also in these pages we pay tribute to a dear friend and club member John Ashmole, included in this edition of the magazine (*not newsletter*) with the blessing of his family.

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 photo: The Entrants in The Bowden Trophy run by PMFC at Sculthorpe on August 24th

From the Chair

Andy Green reports on the end of the summer



Well what a busy time August/September 2025 has been! It all kicked off with a celebration of 75 years of the KK Senator at Bucky on the 18th August and then the Free Flight Nationals on the 23rd-25th August at Sculthorpe, shortly followed on the following weekend of the 29th-31st by the Control Line Nationals at Buckminster. Then a week later on the 6th September we had our Flying Aces Gala day at Ferry Meadows, and finally there was the Scale Nationals at Buckminster on the 12th-14th September. At all of these events PMFC was very much involved both as organisers and competitors something for which we should be mightily proud, showing once again that our club very much punches above its weight.

The KK Senator anniversary event

This was organised in collaboration with CLEEMAC at Bucky was a fabulous day with probably the biggest turnout of the year at a FF Monday at Bucky. With more than 40 people on the field the air was full of KK Senators almost all day. Special thanks goes to Tony Rushby from CLEEMAC who did a fantastic job of getting things organised and running the comp.



A committee of Senators at Buckminster!

Free Flight Nats: Sculthorpe 23-25 August

On the following weekend it was off to the FF Nats. PMFC were the judges at the scale competition and the organisers of the Bowden Trophy & Stan Horne Memorial Shield. In terms of top 3 places, congratulations goes to Paul McMahon 3rd in Vintage Glider, Mark Benns 3rd in F1Q, Pete Gibbons 3rd in E30, 1st to Mark Benns in HLG, 2nd to Brian Lever in the Bowden Trophy with our NZ guest Ricky Bould in 3rd. In the Stan Horne Trophy that was run just after the Bowden I managed a qualifying flight but just missed out on a 3rd place. In scale Ricky Bould and Brian Waterland got 2nd and 3rd respectively in FF3 rubber scale precision. Also at the end of the scale contest a memorial flight was made in honour of John Ashmole with his Earl Stahl Interstate Cadet. Thanks go to Chris Grant and Brian Waterland who helped me with the organisation and judging over the weekend.



Control Line Nats: Buckminster 29-31 August

Before the dust had settled we were all back at it at Buckminster at the CL Nationals where PMFC was organising a whole suite of comps for KK Phantom, KK Champ, Stunt and Elite Voetsak racing. This was at a specially mown control line grass circle in the thick of the action down by the main hard racing circle. A vote of thanks goes to Brian Lever for not only organising this event but for getting it officially recognised as part of the Nats. As at Sculthorpe help provided by Chris Grant and Brian Waterland with your Chair as chief groundsman on the lawn mower!



Fuel soaked Phantom at the CL Nats

The circle was also used for the official Nats championship class of Mini Goodyear again organised by Brian Lever. PMFC members got top three placings in the following. The team of Brian Waterland/Brian Lever achieved 3rd in Mini Goodyear, your Chair (Andy Green) 1st in KK Champ Racing with our guest Julio Isidro 2nd, A PMFC 1,2 and 3 in KK Phantom racing with Brian Lever in 1st, Brian Waterland in 2nd and the Chair 3rd. In Stunt Racing our very own Roger Silcock took 1st position. In Elite Voetsak team Waterland/Lever took 1st with Isidro/Lever in 2nd.

Then on to our annual gala event at Flying Aces. As is very often the case the weather smiled upon us and a great time was held by all with an encouraging attendance from around the country and from further afield with two visitors from Portugal and 3 from New Zealand. The definite highlights of the day were the great attendance from family and friends creating a wonderful atmosphere and some notable flights and competitions. Particular congrats goes to Connie Gray from New Zealand who came 1st in catapult glider and Sandra Isidro from Portugal who came 1st in Table Top Precision.



Connie and Paul from NZ at the Flying Aces



Sandra Isidro from Portugal gets 1st in Table Top Precision at Flying Aces

Finally, and by this point your Chair's energy was beginning to flag, both Brian Waterland and Gareth Tilston were involved in the judging at the Scale Nationals at Buckminster. The weather was beginning to turn this late in the season and warmer clothing was being donned against the wind.

Gallery: Free Flight Nats: Sculthorpe Aug 23-25



A fitting and heartfelt goodbye to John

After a long battle against terminal illness, John Ashmole sadly passed in early July. We have lost not simply a valuable club member but a much loved friend who inspired all who met him.

John was chairman of our club until less than a couple of years ago and he left an indelible mark. Although his passing was a sad event, there was much to celebrate about his life and many attended his funeral at which we duly did as such. Fellow aeromodeller Fr. Luke Goymour conducted the funeral at John's request. I would like to share with you here some of the memories, delivered on the day through the words of Brian Lever:



Brian started by announcing he was speaking on behalf of aeromodellers worldwide and that he had been told to keep it to three minutes. Three minutes, Brian explained, is 180 secs – a Max in A2 Glider ... and fittingly, that was where John had his first aeromodelling successes. He was a 'literary genius' --writing for national magazines and the PMFC Magazine, (he hated the term 'Newsletter'). John brought Shakespearian quotations into his writing -- almost unheard of in our circles. He wrote a 40 minute speech to be given to a BMFA Free Flight group, but then insisted it be presented by Brian Lever. He schooled Brian in how to do it and said that "whenever you do a presentation always to be sure you have visual aids." At this point Brian plucked a small rubber powered model out of an M&S carrier bag. John invented the phrase 'Shallow end' to describe the small FF models he felt were the future of our hobby. He invented, ran and supplied trophies for various events (at this point Brian produced an example). John's prizegiving speeches were examples of the art of orating and thrilled their spectators

John had a sense of fun: when PMFC received an award from the Royal Aero Club, John, in his capacity as Chairman attended the luncheon at the Royal Aero Club along with President, Brian Waterland. When the meeting ended John donned a PMFC sweatshirt and insisted on crossing Green Park to have his photo taken outside the gates of Buckingham Palace proudly holding the award aloft.



John was a very neat builder as can be seen in his boats, free flight aircraft and large cabin radio models.

"We have lost an educated, thoughtful, interesting, kind, enthusiastic, loyal, generous man who was great orator."

In short, we have lost a true friend who will be greatly missed and always remembered.

Cloud Tramp Mass Launch

(GRANT MIMLOCT). Saturday 2nd August

This event took place in Oak Meadow, Nene park with a 5.00pm launch time synced the world-over. PMFC had about 8 members turn up turn to launch at the same time as thousands of others across the globe.

Bert Whitehead lent Mick Mahon one of his Cloud Tramps and when all launched together Mick's model was the last to land just over the Oak Meadow trees in the long grass of Coney Meadow, thanks to 950 turns.

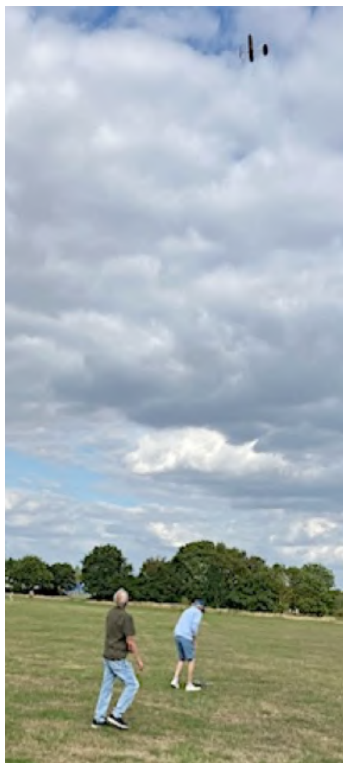
At the end of the day, Brian Waterland flew John Ashmole's Earl Stahl Interstate Cadet on its maiden flight, which needed loads of down thrust and extra weight on the nose.

A poignant moment as Brian Waterland launches John Ashmole's Earl Stahl model for its maiden flight





WATCH: Andy Green make this rather 'neat' little Cloud Tramp flight after a few false attempts



Dave Rumball puts his Cloud Tramp up into the blue and white

The weather was fair and there were some good trimming flights. We didn't capture the actual mass launch as all available photographers were flying! Well done to Mick Mahon (centre) for making the longest flight in the mass launch.

Free Flight World Championships, Salonta Romania, July 2025

– A Silver for Mark Benns



Pint well earned Mark!

A huge congratulations to Mark who made the fly off in F1Q with 2 others finally landing with a Silver Medal. A rare achievement for one of the smallest international teams to make the trip. He is pictured celebrating below with Neil Allen, who the day before became Britain's first F1C Champion since 2009



Bert Whitehead describes Hump 2:

24 inch Rubber Duration by JAD NOAKES Feb 1942

Hump 2 is listed on Outerzone No.OZ10392.

https://outerzone.co.uk/plan_details.asp?ID=10392.

It is drawn half size but with all the dimensions needed to create your own plan. The design is good for up to a span of 25 inches and shows ideas years ahead of its time.

What's different that makes this design interesting? High under-cambered polyhedral wing, wide lifting flat bottomed and top cambered lifting fuselage, folding single bladed prop (Some club rules may require a plastic prop. replacement), off-set prop shaft with UPTHrust, angled cambered fin, and geodetic fuselage. construction.

The plan calls for Birch wing rails so off I went to the woods to find a lump of Silver Birch.(Now more commonly, used in plywood).

Motor: 9 grams of 1/8 in. rubber made into 6 strands gives a very lively and high flying performance.

8 grams of 1/8 in. rubber in 5 strands is a better option for duration.

Conclusion: I like to build true to plan. The motor peg also acts as a tail-plane band peg. It is too far back to get the motor in so we have to put a 2 inch wire on the peg internally to bring the motor forward. It's a hard design to fit a DT to; I used to burn through the wing bands, but now, no DT is fitted.

The 1/2 inch diameter wheels look silly but are there for the duration performance.

Overall, it's a good looker and the cab become something of a talking point. It's a fantastic and stable performer, even in wind. I found it to be a very interesting drawing and building exercise .



Struggling with Geodetics?

Bert Whitehead gives some advice on how he overcame the challenge on a recent project

I made a 15" tailplane for yet another Coupe. The target weight was 5 grammes. To achieve this weight I've used Mylar covering but then needed a way of making the structure torsionally stiff.

One way of doing this is to use geodetic construction and some sort of capping to achieve rigidity. But I didn't use carbon.

The photo shows the bare bones. The leading edge, trailing edge and 1/32" x 3/16" spar are all capped with bamboo shavings planed off from green garden canes. The straight ribs are 1/16" x 1/32" strips with 1/32" vertical webbing on the sides. They are then capped with Phil Balls' idea of 1/32" strips of brown paper. The angled ribs are not capped.

The hinge consists of 1/16" diameter aluminium tubing and a hinge pin of 1/16" diameter glass fibre. Elastic bands are cut from balloons.

Structural weight: 5.3 gms.

with mylar covering: 6.0 gms.

Conclusion.

Weight not brilliant but strength and stiffness achieved and now gives me the confidence to build a 38" wing for less than 25 grammes!



30th Peterborough Flying Aces Nationals

6th September, Ferry Meadows, Nene park, Peterborough

The 30th Peterborough Flying Aces Nationals was again, for the fourth year in a row blessed with good weather. Although the forecast was for a windy later part of the day, in truth it did little more than take the edge off the flying performances. Many quite spectacular flights took place throughout the middle part of the day.

Around 20 individuals covered a total of 55 competitive entries on the day. What was really impressive was the attendance overall. Close to 40 cars on the field and a few 'passers through' means around a hundred attended.



*Isla Goymour (left) narrowly beat her cousin Luna Goymour to win the junior prize.
Right: Peter Gibbons launches his CLG*



Brian Lever makes an impressive Jetex launch



Close to 40 cars made it onto the field for the day, a record?



Phil Worth with his flying wing



One of the most popular planes on show – the Cloud Tramp featured in a number of comps

You can watch some of the flights from the Flying Aces right here from this page just by clicking or scanning the QR Codes



Chris Grant waits for the wind to drop - it was that sort of day ... but the good air was plentiful enough



WATCH: Charlie Jeffreys' winning Maselfield flight



WATCH: An impressive flight from Julio isidro in Table Top Precision



WATCH: Gary Law' form Oxford makes an impressive flight in the Table Top Precision competition



WATCH: The winning flight from Sandra Isidro in Table Top Precision

Gallery: More Pics from Flying Aces



4th July, Round 3: As usual the weather was windy and as a result I set the max at 20s and the target time for Rubber Precision at 15s. There were dire predictions of many fly offs but there was only one full house and so no fly offs at all.

P20 3 entries		VICTOR LUDORUM after 3 events	
1st BRIAN LEVER	60	MICK PAGE	16 points
2nd MICK PAGE	57	ANDY SEPHTON	14
3rd LUKE GOYMOUR	46	PETER GIBBONS	13
		CHRIS GRANT	13
RUBBER PRECISION 1 entry		BERT WHITEHEAD	11
MICK PAGE		LUKE GOYMOUR	11
		BRIAN LEVER	9
CAT/HLG 2 entries		BRIAN WATERLAND	8
1st CHRIS GRANT	36	MICK MAHON	2
2nd PETE GIBBONS	31	TOM GOYMOUR	1

12th September Round 4: For our last club competition of the year, the wind, as usual, was blowing strongly. After several suggestions that we just head for the cafe, the decision was made to make a start. The max was again set at 20 secs. Three members of the public took an interest and Pete let them have a go with his catapult glider. These two ladies achieved very good flights!

P20 1 entry
MICK PAGE 47

RUBBER PRECISION 3 entries: Total error

1st BERT WHITEHEAD	9 sec
2nd MICK PAGE	10
3rd ANDY GREEN	28

CAT/HLG 3 entries: 5 flights

1st PETE GIBBONS	92
2nd CHRIS GRANT	81
3rd BERT WHITEHEAD	56

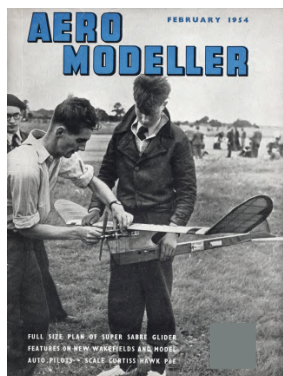
36" HI START GLIDER 2 entries

1st DAVE RUMBALL	50
2nd BERT WHITEHEAD	32

VICTOR LUDORUM
final result for 2025

MICK PAGE	21
PETE GIBBONS	18
CHRIS GRANT	16
BERT WHITEHEAD	14
ANDY SEPHTON	14
LUKE GOYMOUR	11
BRIAN LEVER	12
BRIAN WATERLAND	8
MICK MAHON	2
TOM GOYMOUR	1

I think we had a successful season and I for one really enjoyed every session. The weather could have been better but at least we didn't get wet. Thanks to all that attended and for the banter that made it so enjoyable. See you at Bushfield.



A little trivia quiz for you: can you guess the sale price at the time of these Aeromdeller issues?

1. February 1952 2. November 1963 3. October 1972
(Answers on page 20)

From the Workshop of Gerry Williamson

My latest project It is an E36 class FF model which is a scaled down version of a model called Lucky Lindy by Larry Conover. The original version of this model was flown successfully in World FF Power championships in the 1950/60s. This culminating in being one of the five joint winners of the trophy after 17 maxes in 1960 at Cranfield.



My model will compete in the BFMA E36 competitions for which there are two basic rules. One being maximum projected wingspan 36" and the other being maximum battery size being two cell.

The model is as yet unflown.



I have built a larger version for the BMFAE class. This model has been test flown with some success.

I'm afraid I haven't been able to get to any comps this year as I had a complete knee replacement in the spring so retrieving was a no no. Just recently I have had a few visits to Buckminster where I have been lucky to have had Pete Gibbons' grandson James to do my retrieving.

The Mysterious Tale of a Phantom Airfield



In 1935, RAF Wing Commander Robert Victor Goddard flew over an abandoned airfield at Drem, near Edinburgh. The runways were cracked, weeds pushed through the tarmac, and cattle wandered across the site.

A few hours later, lost in a violent storm, he was forced to return towards Drem to regain his bearings. Suddenly, the rain ceased and brilliant sunlight poured over a startling vision. Below, the derelict base was alive again: mechanics

in blue overalls moved purposefully, and four bright yellow aircraft stood on the runway. One design was so unfamiliar that even the experienced pilot could not identify it. Moments later, the vision vanished. Drem remained deserted.

Within four years war broke out and quite quickly it became a fighter station for Edinburgh's defence. At that time RAF trainers were repainted yellow, and ground crews switched to blue overalls — just as Goddard had witnessed years earlier!

Had he glimpsed the future? His strange experience remains one of aviation's most enduring time-slip mysteries.



FORTHCOMING EVENTS



2025-2026 Peakirk Village Hall Meetings

The Club meeting dates and times at Peakirk Village Hall are on the Calendar.

The first meeting is the Free Flight Conference on Friday 17th October, followed by the Club AGM on 21st November

2025-2026 Indoor Flying

Includes new Gymnastic Cricket Competition. Details on the website.

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

2025

Sunday 19th October 10:00 to 14:00

Saturday 29th November 10:00 to 14:00

2026

Saturday 10th January 10:00 to 14:00

Sunday 1st March 10:00 to 14:00

Sunday 29th March 10:00 to 16:00

(Great for trimming for Indoor Scale Nats)



Never a truer word spoken, and a fitting caption on view
at John Ashmole's Wake