Diary

2-3rd October Galeville, NY	Skyscrapers International Challenge, Open International. F1A; F1B; F1C; HLG.
3rd October Odiham	SMAE Southern Gala. O/G; O/R; O/P; ½A Power; HLG.
10th October Church Fenton	SMAE Northern Area model flying rally. All classes of F/F, C/L and R/C flying. Contact, D Kerswell, tel: (0653) 2580.
16-17th October Sacramento, CA	6th Sierra Cup. F1A; F1B; F1C. Open International.
16th October Witchford, Ely. *SATURDAY	1982 Witchford Meeting. F1A; F1B; F1C; F1H (A/1); F1G (CdH); ½A Power. Profits donated to charities for the disabled. Contact, M Dilly, tel: 01-777 5533. Start at 09.30 hours.
17th October Church Fenton	Northern Area FAI Meeting. Free Flight events, F1A; F1B; F1C. Contact, D Kerswell, tel (0653) 2580.
23-24th October Ouston	SMAE 2nd Trials for '83 World Championships teams. F1A; F1B; F1C. Contact, P Farrimond, tel: (0942) 34068.
14th November Watton	East Anglian Wakefield Meeting. Pre '51 rules; '51-'54 rules; F1B. Contact. A R Wells, tel: Hornchurch 40859.
21st November North Luffenham	SMAE experimental free flight event for O/G; O/R; O/P. Contact, P Farrimond, tel: (0942) 34068.

AUGUST 1982 82/08

FFn

FREE FLIGHT NEWS

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8 Blenheim Court, Farnborough, Hants, England GU14 7DS

Compiled and published by Ian Kaynes, Paul Masterman. Malcolm Wood.

Our apologies for late-running of the editions - due yet again to work commitments in general and Farnborough air show in particular! We shall be making intensive efforts to bring the editions' dates of publication into line with reality over the next few weeks. In the meantime, thanks for your forbearance.

Late news starts this month's copy:

SOME GOLD FOR GREAT BRITAIN AT THE EURO-CHAMPS!

Although there were mixed fortunes for the British teams to the Zulpich contest, we did show our paces to full effect in the Power event. The full report by Michael Warren will appear next month, but to whet the appetite and satisfy some curiosity, here are a few of the facts:

Glider, F1A

1 Cenny Breeman, Netherlands, 1260 seconds
2 Ivan Crha, Czechoslovakia, 1240 seconds
3 Hermann Motsch, German Federal Republic, 1210 seconds

11 Andrew Crisp, 1159 seconds
28 Michael Warren, 992 seconds
39 Chris Edge, 901 seconds

Teams: 1: Czechoslovakia; 2: German F R; 3: Netherlands. Britain was 7th

Wakefield, F1B

1 Alexander Andrjukov, USSR, 1260 + 240 + 241 seconds
2 Alain Landeau, France, 1260 + 240 + 212 seconds
3 Pim Ruyter, Netherlands, 1260 + 240 + 186 seconds

14 Phil Ball, 1187 seconds
37 Bob Wells, 1022 seconds
40 Newham Beaumont, 993 seconds

Teams: 1: USSR; 2: Sweden; 3: German F R. Britain was 12th.

Power, F1C

1 Vaclav Patek, Czechoslovakia, 1260 + 240 + 300 + 360 + 420 seconds
2 Mario Rocca, Italy, ;260 + 240 + 300 + 360 + 397 seconds
3 Nicoli Nakonetschni, USSR, 1260 + 240 + 300 + 360 + 389 seconds

5 Ray Monks, 1260 + 240 + 300 + 360 + 310 seconds
9 Stafford Screen, 1260 + 240 + 300 + 360 + 240 seconds
21 Richard Johnson, 1260 + 222 seconds

Teams: 1 Great Britain; 2 USSR; 3 Yugoslavia.

Journees de Vol Libre en Poitou

The fifth contest in the "Poitou" series was held between August 19th and 23rd on the flying site at Noize, with the organisation based in the little country town of Moncontour like last year. On arrival we crossed the street from the charcuterie to inspect the work of the local artist and found him to be none other than Mike Segrave who had stayed in the town since the 1981 Poitou. A second surprise came in the relatively poor international support. Without a Pierre Trebod in 1982 it might have been expected that Poitou would have been more popular, but the European Champs had an influence - too soon afterwards to risk models and too long to make a combined trip. Some stalwarts had travelled to Poitou from the Czechoslovakian contest but some French flyers kept away in deference to their Nationals the following week.

Wind prevented any practice until the day before the glider event, when a calm afternoon was followed by a storm during the night. A new wind direction then made the organisers choose another flying site. Efficient signposting led us to the other side of Noize village where we found a second area of fields as good as the usual one. Sunflowers, maize and melon crops were the only obstacles on the otherwise harvested fields. The first round was scheduled in the standard crazy manner - most of the round in calm still air then lift developing in the last few minutes to allow the lucky few to max. There were then some easy rounds while the wind and temperature rose, until by round 5 the conditions were becoming hot and windy. Models in thermals were covering distances of around 2km over the farm fields.

The wind took its customary toll of models on tow and there was pleasure in the UK camp that the two people making seven maxes were both from their number. In the first round fly-off Martin Gregorie towed upwind and chose a good bump while Mike Fantham circled downwind of the starting line and found adequate lift. Both made the 4 minute max. The next round saw Martin - Kiwi - circling downwind and he launched into air which was obviously too poor for his electronic timer to be needed. Mike towed on, despite an injured ankle, and chose his moment well to send his trusted Robin away for the 5 minute max. It covered a good distance but was caught by Gary Madelin, one of the flight's retreiving group. Extensive use of CB was possible this year, thanks to legalisation in the UK.

Next day the Wakefield contest started with remarkably few maxes in the relatively still and damp first round. Among the near-misses Joe Barnes was the unluckiest on 179. Easy rounds then followed until partial cloud cover brought the familiar French conditions with difficulty in reading the air. There was a dramatic reduction in full scores on round 6 with flights in poor air by Taylor, Dupuis and Zeri. The latter was making a second attempt after his prop fell off his good model when in strong lift. The reserve was off trim after baking in the car all day and made a low pass across the launch area before climbing at the end of its run. Considering the power that it had used up before it started to climb it managed to reach a good height and the glide then showed that this had not been in lift. Steve Marriott was lucky in that round when his model wandered into lift of its own choosing, but the last round saw both his rubber and the air prevent an improvement on last year's third place. Gerard Nocque had thus won a clear victory with the only full score and Joe Barnes could take second place. Quickly after winding he launched into a downer (apparently marked by rising bubbles) but by incredible luck the timekeepers had not clocked the flight. The reflight that then followed needed a long anxious wai. with a wound motor, a rewind during a cold spell and finally a well-judged max just a few minutes before the end of the round.

Day 3 had a Coupe d'hiver contest run concurrently with the poorly supported power event. The launch positions for the two classes were well spaced apart, making for a pleasantly quiet day for the Coupe flyers. The casualties in power quickly reduced the potential fly-off, notable mishaps including last year's winner Bill Hartill having a model glide in without VIT and Dick Johnson suffering a DT from the end of the run. Faux and

Ferraro both held on through the last three rounds to reach the fly-off. This was preceded by a rapid trimming session for Ken, trying to sort out a hesitant motor on his first choice model and trim difficulties on the others. The first round emphasised Ken's motor problems, but both his and Ferraro's models were in lift to make 4 minutes. Just before the next round was due to start the streamers (and everything else) gave a super indication of strong lift. Faux was away as soon as possible. Despite sounding rough the model flew a good pattern and reached a fair height and very good lift. Ferraro apparently tried to follow in the calm air but didn't get away for a couple of minutes. To the horror of the local crowd, the motor cut at about 4 seconds and the model stalled down, to leave Ken the first place and the problem of packing more trophies into the car along with the ones from Sezimovo Usti.

Coupe had begun at the time of the second power round and so there was lift from the start. Russell Peers soon demonstrated this with a glorious flight in gentle lift, followed by Ian Kaynes demonstrating that when there is lift you can also hit downdraughts. Bernard Boutillier amazed us with a very small model. With a 30 second run on 6 strands it reached a fantastic height, the idea being that this approach was good for flying on days with strong thermals since the model does come down quickly on DT. In round 4 we saw that it could also loose height rapidly when it flew out of lift. That round was also the one in which Russell concluded his run of maxes. Martin Dilly had started out with 2 maxes from an impressive new model. It boasted a "Snoopy" timer powered by the DT line rubber band (in the style of the Model Aviation article), but had suffered failure on one flight apparently due to poorly supported shaft bending loads from the rubber band. Later in the day it again failed to DT and this time it was lost upwards in a thermal. Martin's reserve model did not equal the performance of the new model.

Three Frenchmen had reached the fly-off : Ambroso, who had lost all of his models and so could not fly in it; Dupuis, flying a model to his typical style but with a slab-sided fuselage; Nouge, after a busy day when he had also been proxy flying a model of Piserchio. There was consternation at the timetable proposed by the organisers but they stuck to it and held the Coupe fly-off at exactly the same time as the first round power fly-off ! This anti-climactic ending was thus observed from the power launch point or missed entirely by most spectators. Neither model reached a great height when launched together and Dupuis stalled down later in the glide to give Nouge victory with a max.

An enjoyable contest concluded with the prizegiving, at which the British were presented with the team challenge cup for the highest placing nation in all the events and everyone received the full printed results. The invitation to return next year was given and surely everyone will return for another of these fine contests. IWK

F1A Glider 104 flew

1	M Fantham	GB	1260 + 240 + 300							
2	M Gregorie	NZ	1260 + 240 + 72							
3	JP Laureau	F	169	180	180	180	180	180	180	1249
4	W Kamp	A	147	180	180	180	180	180	180	1227
5=	F Bjerre	DK	177	139	180	180	180	180	180	1216
5=	J Williams	GB	136	180	180	180	180	180	180	1216
7	J Somers	NL	180	180	180	180	180	180	134	1214
8	L Braud	F	171	180	180	180	180	133	180	1204
9	Th Schandel	F	149	143	180	180	180	180	180	1192
10	JP Boissimon	F	180	180	180	110	180	180	180	1190
	Full houses		12	8	7	5	5	4	2	
	Maxes		12	53	65	43	42	23	34	

F1B Wakefield 52 flew

1	G Nocque	F	180	180	180	180	180	180	180	1260
2	J Barnes	GB	179	180	180	180	180	180	180	1259
3	A Zeri	I	180	180	180	180	180	164	180	1244
4	L Dupuis	F	180	180	180	180	180	155	180	1235
5	J Petiot	F	180	178	180	180	180	180	137	1215
6	I Taylor	GB	180	180	180	180	180	127	177	1204
7	A Koppitz	F	180	104	180	180	180	180	180	1184
8	M Lara	F	150	180	180	180	126	180	180	1176
9	D Barberis	F	180	156	180	180	133	180	164	1173
10=	I Kaynes	GB	156	180	147	180	147	180	180	1170
10=	S Jensen	DK	180	155	180	180	180	180	115	1170
	Full houses		25	12	7	6	5	2	1	
	Maxes		25	25	30	30	24	28	16	

F1C Power 13 flew

1	K Faux	GB	1260 + 240 + 300						
2	D Ferraro	F	1260 + 240 + 60						
3	M Iribarne	F	180	180	180	180	159	180	180	1239
4	G Moust	NL	180	162	180	180	180	171	180	1233
5	B Boutillier	F	180	180	180	159	111	180	180	1170
	Full houses		10	9	8	4	2	2	2	
	Maxes		10	12	11	7	7	5	9	

F1G Coupe d'Hiver 32 flew

1	A Nouge	F	600 + 180					
2	L Dupuis	F	600 + 119					
3	G Ambroso	F	600					
4	G Marquis	F	120	111	120	120	120	591
5	I Kaynes	GB	103	120	120	120	120	583
6	P Lenotre	F	120	120	120	101	120	581
7	Th Fradin	F	120	120	120	96	120	576
8	R Peers	GB	120	120	120	81	120	561
	Full houses		11	9	7	3	3	
	Maxes		11	21	23	11	20	

National distribution of competitors:

	A	B	CDN	CH	D	DK	F	GB	I	NL	NZ	S	US
F1A	3	2	-	1	10	3	56	20	-	5	1	2	-
F1B	1	-	1	-	2	1	35	10	1	1	-	-	-
F1C	-	-	-	-	2	-	6	3	-	1	-	-	1
F1G	-	-	1	-	-	-	26	4	-	-	-	-	1

WOODBURY RALLY — Woodbury Common, August 8th

The max was kept down to 2.30 as the weather forecast was for wind. As it happened we had a warm and sometimes sunny day starting with only a light southerly breeze. At lunchtime we had to move to another part of the Common following a change to a westerly wind, which became moderate and increased still further by fly-off time. We had good support and several well known names had a successful day.

Chris Chapman

Open Glider 3x2.30 13 entries

1	J O'Donnell	Whitefield	7.30 + 1.25
2	E Drew	Bristol & W	7.30 + 1.15
3	P Jellis	Croydon	7.04

Open Power 3 x 2.30 10 entries

1	J Hopper	Freebirds	+ 11.12
2	R Peers	Falcons	+ 4.17
3	R Moore	Biggles	+ 2.48

HLG 5 x 1.00 2 entries

1	J Hopper	Freebirds

Open Rubber 3 x 2.30 6 entries

1	J O'Donnell	Whitefield	+ 6.15
2	D Hipperson	Grantham	+ 6.08
3	D Wain	Bristol & W	+ 4.45

Combined Mini 5 x 2.00 9 entries

1	R Moore	Biggles	9.29
2	K Smith	Croydon	8.41
3	R Woodruff	Swindon	8.28

Vintage 5 x 2.30 4 entries

1	D Hipperson	Grantham	7.30

LOOK BACK 10 Open Power by Dave Brawn

Following publication of "Washin Machine" by Andy Crisp in the May issue of FFn, Dave Brawn has supplied details of his related model to similar concepts of simplified open power. Dave writes as follows, partly based on an article that he had published down-under in the VFFS Newsletter :

When I started aeromodelling in the early sixties the classes which everyone flew were open glider and open power. Entries in power contests were similar to those in glider contests, how things have changed since then. Now you are lucky to get more than a handful of fliers for an open power contest and FAI power fliers are as rare as proverbial hens teeth.

During 1976 and 1977 I travelled to contests with Andy Crisp and we agreed that the decline in power flying was due to the average flier feeling that he couldn't be competitive in power flying. Everybody would agree that unless a flier feels he has some chance of winning he will not enter a contest. The reason for fliers feeling they don't stand a chance of winning is easy to see if we trace power model development since 1960 :

1960 - Moderate performance motors available to everyone. Models designed with inherent stability, giving simplicity of operation and forgiving flight characteristics.

1980 - Vast difference in power output between racing Schneurle motors and average price motors. Models designed for knife-edge climb stability with VIT systems. Top line contest systems have become rather expensive.

We have now got to the stage where anyone without the full modern system gets the idea that he stands no chance. As a result nobody publishes plans for simple to operate, reasonable performance (and reasonably competitive) power models. Nowadays yo get the impression that you have to start off with an all swinging Flood Off, Auto rudder, VIT or VIW, Schneurle motor, glass fibre prop and starter to stand any chance at all !! This simply isn't true - in 1960 models did 4 to 6 minutes on a 10 second run, now top models are in the range of 5 to 8 minutes on 10 second runs. If the max is 3 minutes, who needs all the complications ?

Andy has put our ideas into practise. His model won't outfly a 40 ship in dead air, but it regularly does 4 minutes with tremendous regularity. As fly-offs are usually won by picking lift it is very competitive. In rushing off to the wilds of Papua New Guinea I didn't forget the quest, but rather researched my ideas on what makes a simple/reliable/ adequate performance/ moderate size power model. The ideas are contained in my Fire Truck (for Fox 19/25) and Look Back 10 (for OS10/PAW 1.49), based on a Jim Clem design. The fundamentals are :

1. Downthrust to give climb control with reasonable CG position and dealage
2. Majority of fin below thrustline, pylon above - giving a natural right turn on the climb
3. Large area, low wing loading giving good glide and good power to glide transition with auto rudder.

Wing sections are open to a choice between flat bottom, NACA 4409, or ARA-D flat bottom with 9.45% thickness.

Few models cane beat the aesthetic pleasure of a well trimmed power model winging its way into the blue, particularly when the opposition is grounded due to using a micrometer to set the VIT. Why not give it a try, just a plain bearing motor, KSB timer and away you go - putting some fun back into power flying.

Ed: Andy and Dave have now had their say. To get both sides of the story, we would particularly like to hear from those of you who fly 'hot' open power models, with model details and strategy, etc.

RESULTS OF INTERNATIONAL AT SEZIMOVO USTI, CZECHOSLOVAKIA August 14

By all accounts this contest was superbly organised - like a championships - but was rather upset by the inadequacies of the flying site. The field was small and it was not calm, so that much time was spent trying to locate models in the surrounding dense pine forests and then getting them down from the trees was even harder.

F1A Glider 90 flew

1	R Barta	CSSR	1260	+	125						
2	Z Jancar	CSSR	1260	+	77						
3	P Dvorak	CSSR	180	177	180	180	180	180	177		1254
4	K Salzer	FRG	151	180	180	180	180	180	170		1221
5	C Breeman	NL	180	180	180	180	140	180	171		1211
6	G Preuss	DDR	178	180	180	180	125	180	180		1203

F1B Wakefield 39 flew

1	Kim Jeng Sok	N Korea	180	180	180	180	180	180	180		1260
2	Kim Dong Sik	N Korea	180	180	129	180	180	180	180		1209
3	J Libra	CSSR	180	180	180	180	165	136	180		1201
4	J Krajc	CSSR	180	180	180	180	102	180	180		1182
5	J Klima	CSSR	180	148	142	169	180	180	180		1179

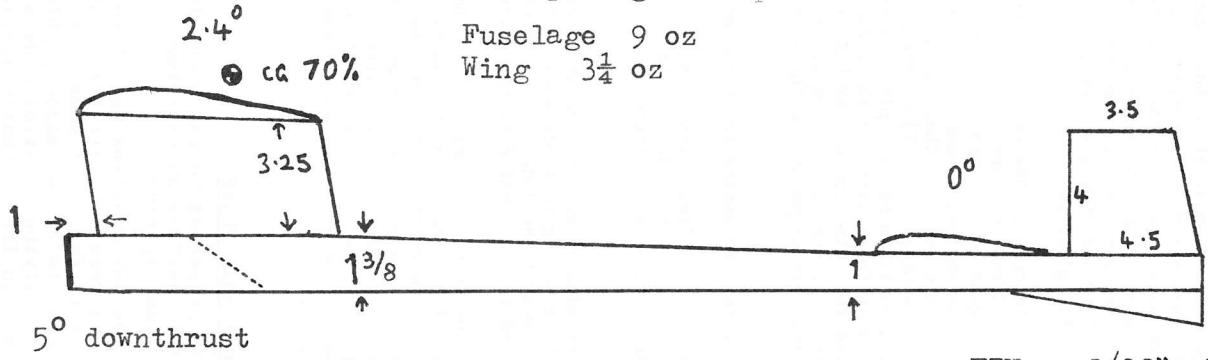
F1C Power 36 flew

1	K Faux	GB	1260	+	240	
2	C Popa	Romania	1260	+	231	
3	V Hajek	CSSR	1260	+	165	
4	J Adlt	CSSR	1260	+	160	
5	Kang Zung Sik	N Korea	1260	+	106	

SCALE 1 : 6
All dimensions in inches

All-up weight $12\frac{3}{4}$ oz

Fuselage 9 oz
Wing $3\frac{1}{4}$ oz

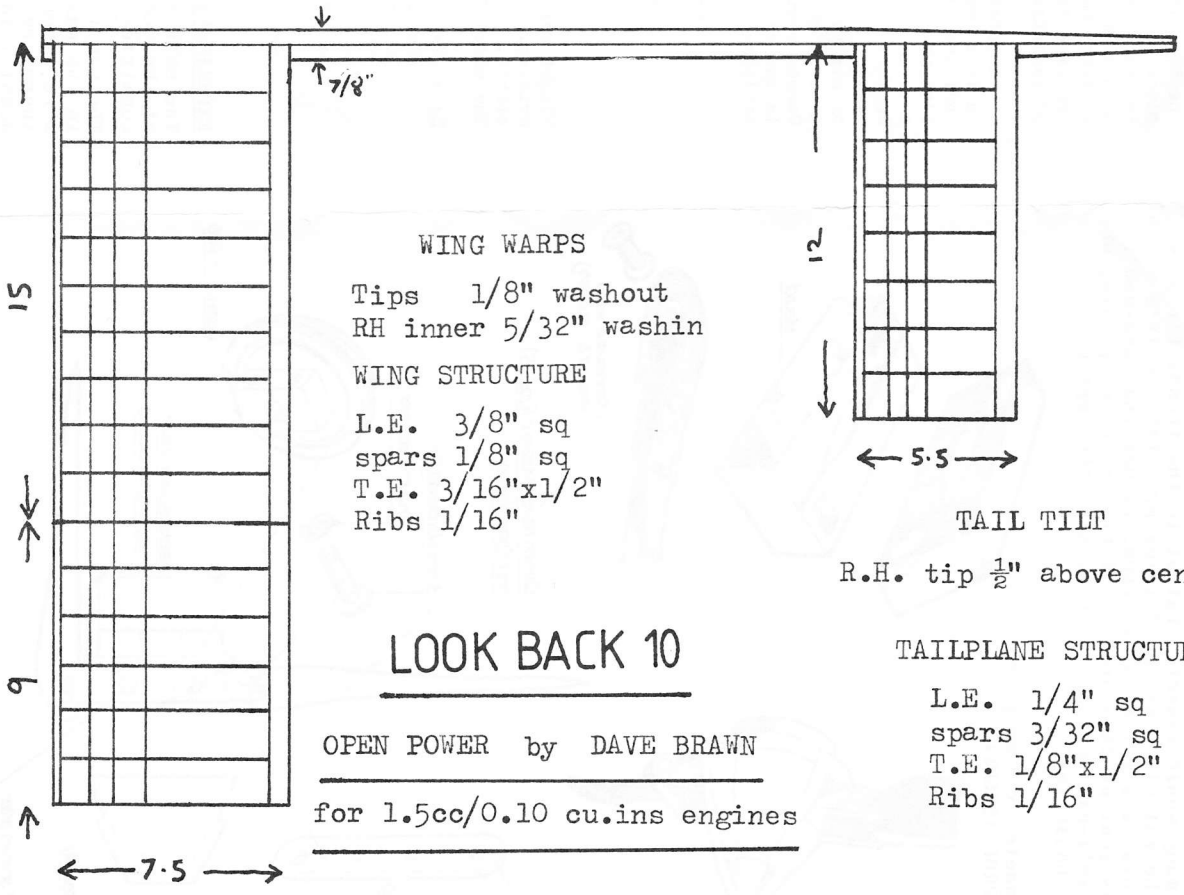


5° downthrust

FIN : 1/32" sheet ov
1/16" frame

FUSELAGE : firewall $\frac{1}{4}$" ply + $\frac{1}{4}$" balsa
1/16" sheet box with 0.5mm doublers

PYLON : 1/16" sheet over 1/8" frame
goes to bottom of fuselage



WING WARPS

Tips 1/8" washout
RH inner 5/32" washin

WING STRUCTURE

L.E. 3/8" sq
spars 1/8" sq
T.E. 3/16"x1/2"
Ribs 1/16"

TAIL TILT

R.H. tip $\frac{1}{2}$" above centre

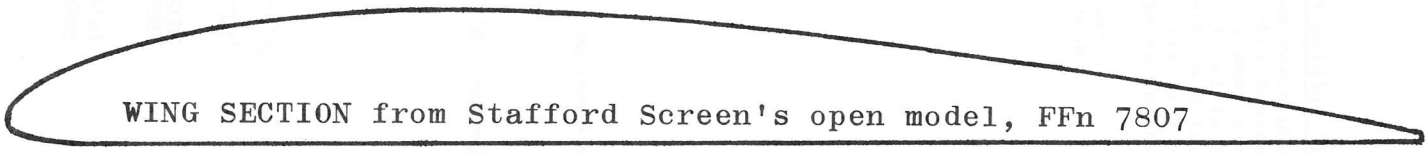
TAILPLANE STRUCTURE

L.E. 1/4" sq
spars 3/32" sq
T.E. 1/8"x1/2"
Ribs 1/16"

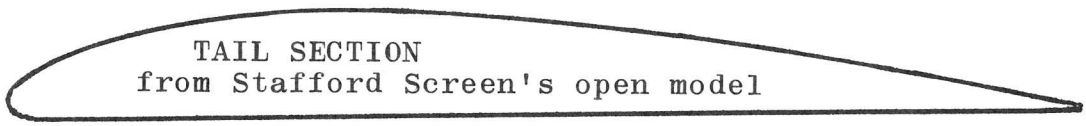
LOOK BACK 10

OPEN POWER by DAVE BRAWN

for 1.5cc/0.10 cu.ins engines



WING SECTION from Stafford Screen's open model, FFn 7807

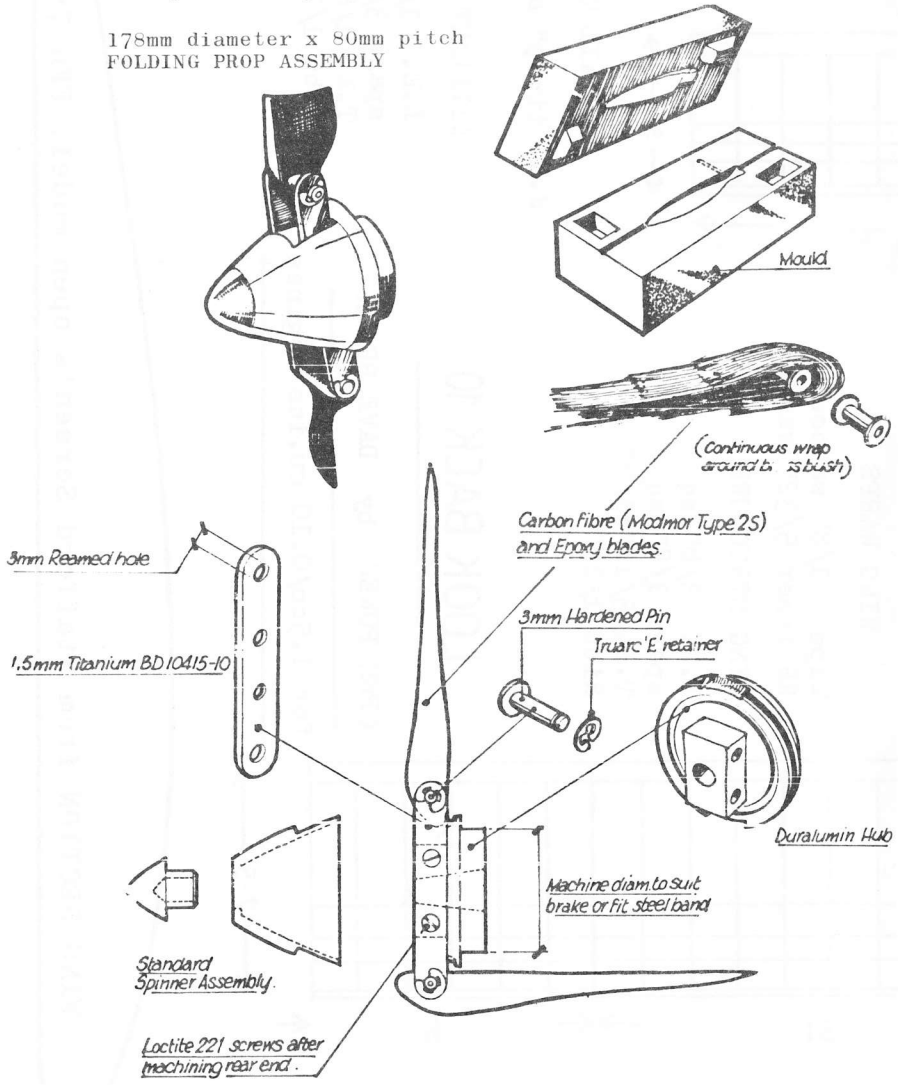


TAIL SECTION
from Stafford Screen's open model

F1C FOLDING PROPS

Open power models with '40s don't represent the ultimate in IC engined models, many would assert. Latest in the trends for more performance in the FAI class is the folding prop (though it's worth recalling that this is a return of a trend, rather than new-new). Paul Rowledge has sent us this drawing of his '82 developments, which we feel will be self-explanatory to those with the appropriate manufacturing technologies!

178mm diameter x 80mm pitch
FOLDING PROP ASSEMBLY



GRUNSCHNABEL 82, F1A Glider by Fritz Wilkening

The idea is not new. At the 1952 World Championships Max Hacklinger placed second flying a model with a symmetrical section tailplane. Nevertheless, models of this design have never been popular. Most models of yesterday and today have positively cambered tailplanes (camber here meaning the camber of the mean line of the section). The free flight literature between 1950 and 1970 gives only a few cases of symmetric section tailplanes on F1A gliders.

The theoretical analyses by Dieter Siebenmann have revised thoughts on this topic; in his article in the Schweizer Aero Revue 5/75 he wrote that the flat plate tailplane was a good concept and tests to prove the idea would be useful. In recent internationals such a model was first seen in 1980 at Sezimovo Usti and at the European Championships in Mostar. The model belonged to Einige Mitglieder (?) of the East German team. In the March 1981 issue of Modellbau Heute a plan was presented by his fellow countryman Gerhard Bohme for a standard class F1A. This is a class of standardised design used for introductions of F1A to East German beginners. The flat-plate tailplane had an area of only 3.2 dm^2. In the description of this model the advantages of the "non-lifting" tailplane section were listed as :

1. it has less drag
2. it gives smaller fore and aft movements of the centre of pressure
3. it is more effective in stabilising the model and thus the tail area can be reduced, to reap benefits by allowing a larger wing area and hence a useful increase in lift and a better glide.

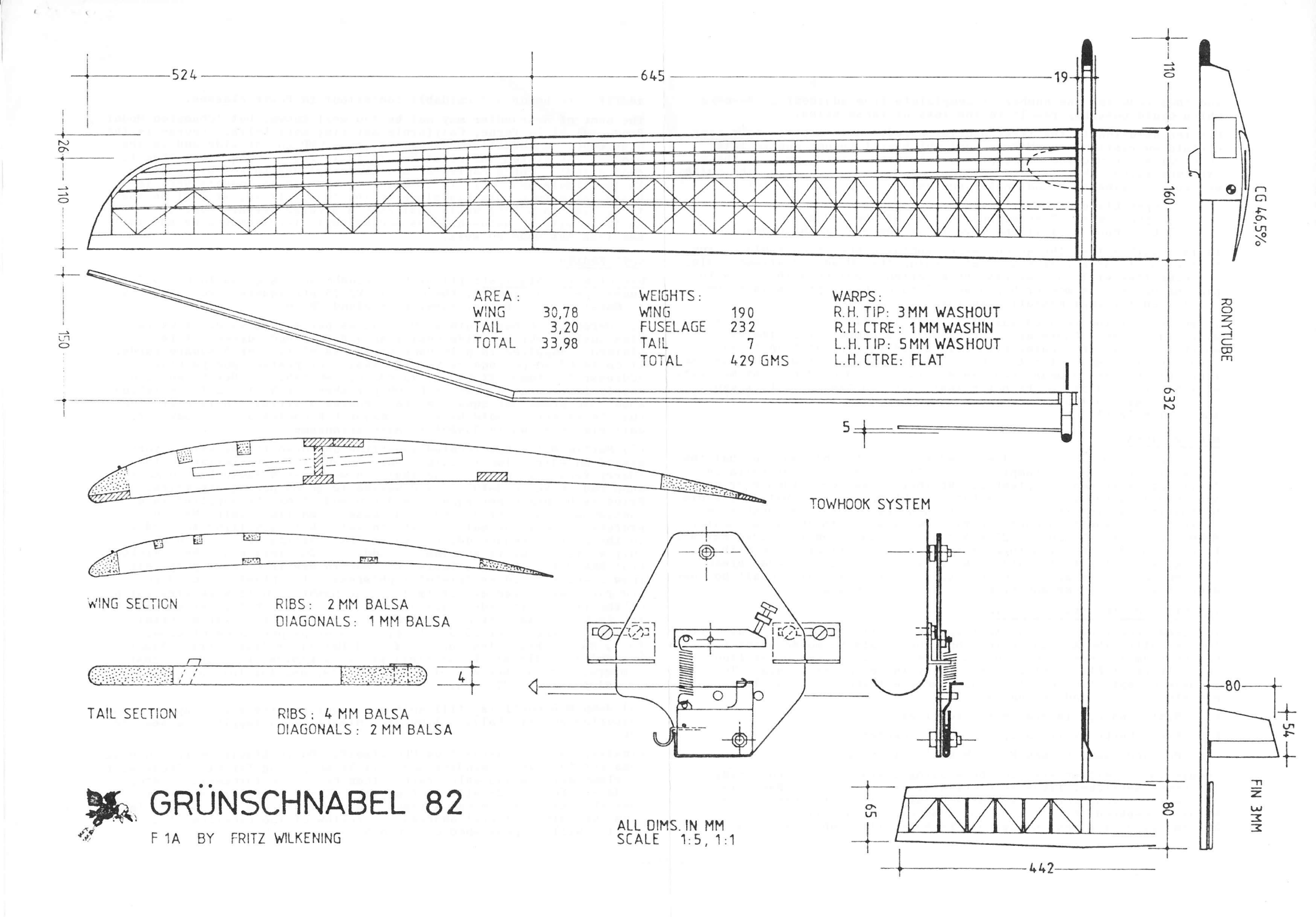
Flight tests of Grunschnabel 82 exceeded my expectations,with no problems arising. During the glide and while towing in windy weather the model is stable. The first contest outing was at the 1982 Holland International. The model flew well and demonstrated an excellent floating glide.

Ed : Fritz was too modest to mention in his account that he won the Holland International 1982. I have not been able to find the reference to flat-plate tails in our translations of the Dieter Siebenmann articles - indeed, at one point he discounts the centre of pressure movement of the tail as having little effect on stability of the glider; this movement is minimised on a flat-plate section. Perhaps we will receive some more views on the potential merits of this layout.

EXPERIMENTAL F/F CONTESTS - SOME SMAE PLANS

The SMAE Technical Committee is proposing to run a couple of events at the end of this year and early next as an experiment. Technical committee chairman Peter Farrimond explains:

The committee is concerned at the way problems have been developing in the past couple of years or so regarding airfield acquisition and more importantly, retention. It is felt that some sort of action is therefore necessary. There appear to be two major problems, viz: acquisition of sites suitable for flying existing models to existing rules; and keeping the models within the currently available sites


524
645
19
110
26
110
150
160
632
5
CG 46,5%
RONYTUBE
80
54
FIN 3MM
65
80
442
AREA :
WING 30,78
TAIL 3,20
TOTAL 33,98
WEIGHTS :
WING 190
FUSELAGE 232
TAIL 7
TOTAL 429 GMS
WARPS :
R.H. TIP: 3MM WASHOUT
R.H. CTRE : 1MM WASHIN
L.H. TIP: 5MM WASHOUT
L.H. CTRE: FLAT
WING SECTION
RIBS : 2MM BALSA
DIAGONALS : 1MM BALSA
4
TAIL SECTION
RIBS : 4 MM BALSA
DIAGONALS : 2MM BALSA
TOWHOOK SYSTEM
GRÜNSCHNABEL 82
F 1A BY FRITZ WILKENING
ALL DIMS. IN MM
SCALE 1:5, 1:1

and thus reducing the number of complaints from adjacent landowners which could possibly result in the loss of those sites.

For the solution to the first problem posed, the committee is making certain suggestions to SMAE Council which will become public later. Concerning the problem of keeping models within the bounds of the existing sites, that is more complex. As a way of tackling the matter, we are proposing to organise two contests to experimental rules:

1 Open Glider	100 ft towline	120 second max
2 Open Power	7 second engine run	120 second max
3 Open Rubber	1 flight fly-off at the end of the competition.	

It is possible that the second experimental competition could be run to the 'best three from four', abolishing the 20 second attempt rule. The committee will then assess the experience gained with a view to placing before the membership a set of rule change proposals to be considered for implementation in 1984.

If successful the reduced max contest would automatically bring more sites into play. There are, for example, a number of airfields which fall into this category. This would be a great help to all Areas seeking venues for Area Centralised events. If Clubs/Areas can find suitable sites under reduced max rules (and no doubt the majority will be able to) it can be hoped that they can organise their own competitions and thus inject some new enthusiasm into free flight at the novice level.

NEWS OF 1983

The grapevine may have supplied readers with the information that the '83 World Free Flight Championships will be hosted by Australia in their Spring season - September. Whether it was coincidence or not, the Yugoslavs announced at the European Championships that they would be holding two international events in August (for those unable to travel to the southern continent?). Details: 20th August at Mostar, SOKO Cup for F1A/B and C. 27th August at Livno, Memorial Izet Kurtalic Livno is a small Bosnian town at one end of the Livno plain with a flat grass flying field said to be 10 x 20 km! The four-day break between the events gives the opportunity for an Adriatic coast holiday since Mostar is 50 km and Livno 100 km from the sea.

THE FIRST OF THE TEAM SELECTIONS

The usual Labor Day weekend meet saw the US finals being run at Taft. Incidentally, the AMA has ruled that the finals be moved about the nation from the next event on, in spite of a mixed reception from some flyers of FAI models, particularly those in California. To date we have no specific details of how the event went, but the list is a mixture of old and new names:

F1A: Matt Gewain; Jim Bradley; Dale Elder.

F1B: Steve Beebe; Walt Ghio; George Schroedter.

F1C: Rol Anderson; Norman Poti; Mike Aschterberg.

Gewain is a familiar site in the winning lists at Taft, but being in the armed services, lives in Florida at present. Steve Beebe is obviously in good form this year - he did well at the USFFC event Memorial weekend, but then he has some excuse; he lives in Taft! Rol Anderson is a past winner of the Mulvihill rubber event in addition to being a formidable contestant in Power classes.

The name of Schroedter may not be too well known, but 'Champion Model Products' of La Verne, California may ring more bells. George is the high school mathematics teacher who runs CMP on the side and is the man who has kitted the first Wakefield in years - and flown them to good effect. Three copies of his 'Wake Up' design got him a place in the finals and it is to be assumed that similar models were the basis for earning him his place on the team. If so, it must be the first time in a long while that such a straightforward model, entirely without auto-surfaces and using flat-bottomed wing and tail sections has done so well.

NOTICEBOARD

Useful materials list: (1) Michael Woodhouse has glasscloth. 0.7 ounces per square yard, the cost is £2.75 per square yard. Address: 12 Marston Lane, Eaton, Norwich, England NR4 6LZ.

(2) Derek Leigh has cloth at 0.6 ounces per square yard, of extra fine quality which moulds easily around compound curves, it is claimed. Supplied in polythene bag packs of 1, 2 or 3 square yards, it costs £2.50 per square yard inclusive of postage and packing. Address: 18 Stonehill Drive, Rochdale, Lancashire. Derek can also supply ½mm ply at a cost of £2.00 per sheet of 4 ft x 2 ft, weighing about 380 grams per square metre. Postal distribution is a problem but the material could be got to major F/F contests. You may care to call him on Rochdale 354291 to make arrangements.

(3) Martin Dilly has located superfine Japanese tissue with a very marked uni-directional grain. This tissue is very similar to the 'Harry York' Japanese tissue that a now-vanished South London model shop had in the mid-1950's and weighs 12 grams per square metre. Price is 60 pence per square yard run and it can be supplied in a continuous length if desired. Because of mailing costs, Martin prefers to sell the material at contests, but is willing to send it in the post if requested, but warns that mailing tubes are heavy! Only white colour is available. Address: 20 Links Road, West Wickham, Kent BR4 0QW. Also available from Martin are Tri-cresyl phosphate (now re-classified as tri-tolyl phosphate) for plasticising dopes and for home-brewed microfilm)if your Humbrol won't work straight out of the tin!). Its advantage over castor oil is that it eliminates the tacky, greasy effect sometimes fould when the latter material is employed, Price, £1.20 per 10cc; use 3 drops per ounce of dope. Last, Martin has a few copies of Bill Hartill's 'World Free Flight Review' for sale at the original price of £16.88 or £15.00 to SMAE members. Again, because of mailing costs, ask for this at contests or telephone 01-777 5533.

(4) John O'Donnell is still able to supply genuine soft soap (without colouring and alcohol). £1.00 at contests for a supply in a Nescafe jar.

Finally, two foretastes from FFn itself. David Stapleton is moulding cams for the rubber winders and will be supplying for £1. These will be clamp-screw adjustable, rather than being the force-fit used up to date. Further details next month. Also, you may like to note that the new NFFS Symposium report is published and will be available from our main editorial address. A review of the excellent '82 edition will be published next month.