Diary

Since this issue is being sent out with the April issue, we are presenting more information by listing below the contest calendar continuing from that given in the April FFn.

10th July Cardington	SMAE Indoor. EZB Novice/expert pairs. Contact L Barr, tel 0628 25595.
10th July Beaulieu	Crookham. O/R, O/P, O/G, all-in FAI (no rounds). Contact D Cox, tel Ashford (Middx) 51696.
10th July Heath Common, Wakefield	Morley Silent event. P30, Wigan 70, CdH, A1, silent vintage. Contact J Godden, tel 0532 521002
17th July Cardington	SMAE Indoor. F1D first team trials (Houlberg Gold Medal, 3 flights). Contact L Barr, tel 0628 25595
22-24th July	Kolbri Pokal International. F1A, F1E. Austria.
23-24th July	F1D International. Brno, CSSR.
24th July Church Fenton	SMAE Northern Area Fly-anything day. SMAE members only, restricted parking. Contact J Godden
24-31st July	AMA 57th US Nationals. Springfield, MA.
6th August (SAT) Sutton Park	SMAE Junior Kit Contest (Under 16s). Field entry. D Hipperson at 35 Anthony Road, Boreham Wood, Herts (tel 01 207 0179).
7th August Cardington	SMAE Indoor. Open film contest. Contact L Barr, tel 0628 25595.
14th August Everleigh	SMAE Club Championships.
14th August Church Fenton	SMAE Northern Area Scale/Vintage Day. SMAE members and restricted parking. Contact J Godden.
20th August	Soko Cup. F1A, F1B, F1C. Mostar, Yugoslavia.
20-21st August Noize, France	Vol libre Poitou. F1A (Saturday), F1B,F1C (Sunday)
20-21st August	Indoor International. Flemalle, Belgium.
27th August Livno, Yugoslavia	Izet Kurtalic International. F1A, F1B, F1C.
28-30th August	SMAE Indoor Nationals

MAY 1983 83/05

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.

THIN MAN Open Rubber by Ed Bennett. Resuscitated by Malcolm Wood.

FFn are not about to give you plans of vintage cabin power models but I had the idea of occasionally recalling some classic PERFORMANCE free flight designs just to show everyone how the state of the art has ADVANCED over the years.

This month's subject is, I believe, one of the first 300 square inch open rubber designs around and was well suited to the four minute max competitions of the day. I remember it well as I used to hang on whilst Ed (a very accomplished Wakefield flier as well) piled on the 1400 turns using the then new "tube winding" system. The prop run was approx two minutes, which would still be competitive today. Note the sliced rib construction for both wing and tail (sections shown are very approximate) and the tip-up tail DT.

If readers feel strongly either way about the inclusion of such designs please let us know. I have a very well known power model on the drawing board for a future issue.

MAX MEN'S FAI CONTEST Taft, February 19th and 20th

We have received this report from Toni White :

No one would have bet two cents that the weather would be all right for a good long weekend of flying, especially when the wind was blowing at 50 mph on Friday as the storm came through. But, come Saturday, the storm was gone and the clouds that remained soon disappeared, replaced by sunshine, warmer calmer air and pleased looks on the faces of 55 contestants. Two competitors came from Canada (Peter Allnutt and Doug Rowsell) and other long distance visitors included Joe Friebis from New York, Bill Gibnons from Colorado and ex-Californian Matt Gewain from Florida.

The weather was great all Saturday. In the evening quite a good number of flyers were enticed to participate in the Champagne fly-off. It would seem that this fun event has done a great deal to improve the individual performance of those flying it, especially when it may be necessary to make 4, 5, or 6 minutes in a contest fly-off. 10 of 15 Wakefield flyers scored better than 5 minutes and 5 bettered 6 minutes ! Walt Ghio won with an amazing 423 sec.

Sunday was a duplicate of Saturday weatherwise. There was a fly-off in each event. In past years it had been considered quite an accomplishment if one flyer managed 14 maxes in any of the three events; in 1982 there had been several max-out in power and Wake.

MAX-MEN RESULTS

F1A GLIDER 19 flew 14x180

1	M Gewain	2520 + 240 + 300 + 360
2	L Hines	2520 + 240 + 300 + 188
3	B Isaacson	2520 + 240 + 150
4	J Parker	2505
5	R Weiler	2500

F1B WAKEFIELD 23 flew 4x180

1	J Foster	2520 + 240 + 290
2	R White	2520 + 240 + 249
3	W Ghio	2520 + 134
4	G Batiuk	2520 + 96
5	E Boteler	2463

F1C POWER 14 flew 14x180

1	D Galbreath	2520 + 240 + 203
2	K Oliver	2520 + 240 + 146
3	D Anderson	2520 + 169
4	B Morgan	2515

RESULTS - CHAMPAGNE FLY-OFF

F1A GLIDER 12 flew

1	D Zink	387
2	R Weiler	302
3	M McKeever	282

F1B WAKEFIELD 15 flew

1	W Ghio	423
2	R Rohrke	420
3	E Boteler	396

F1C POWER 8 flew

1	D Galbreath	383
2	R Simpson	378
3	K Happersett	320

OPEN POWER MODELS

We have received the following in reply to previous comments on small open power models :

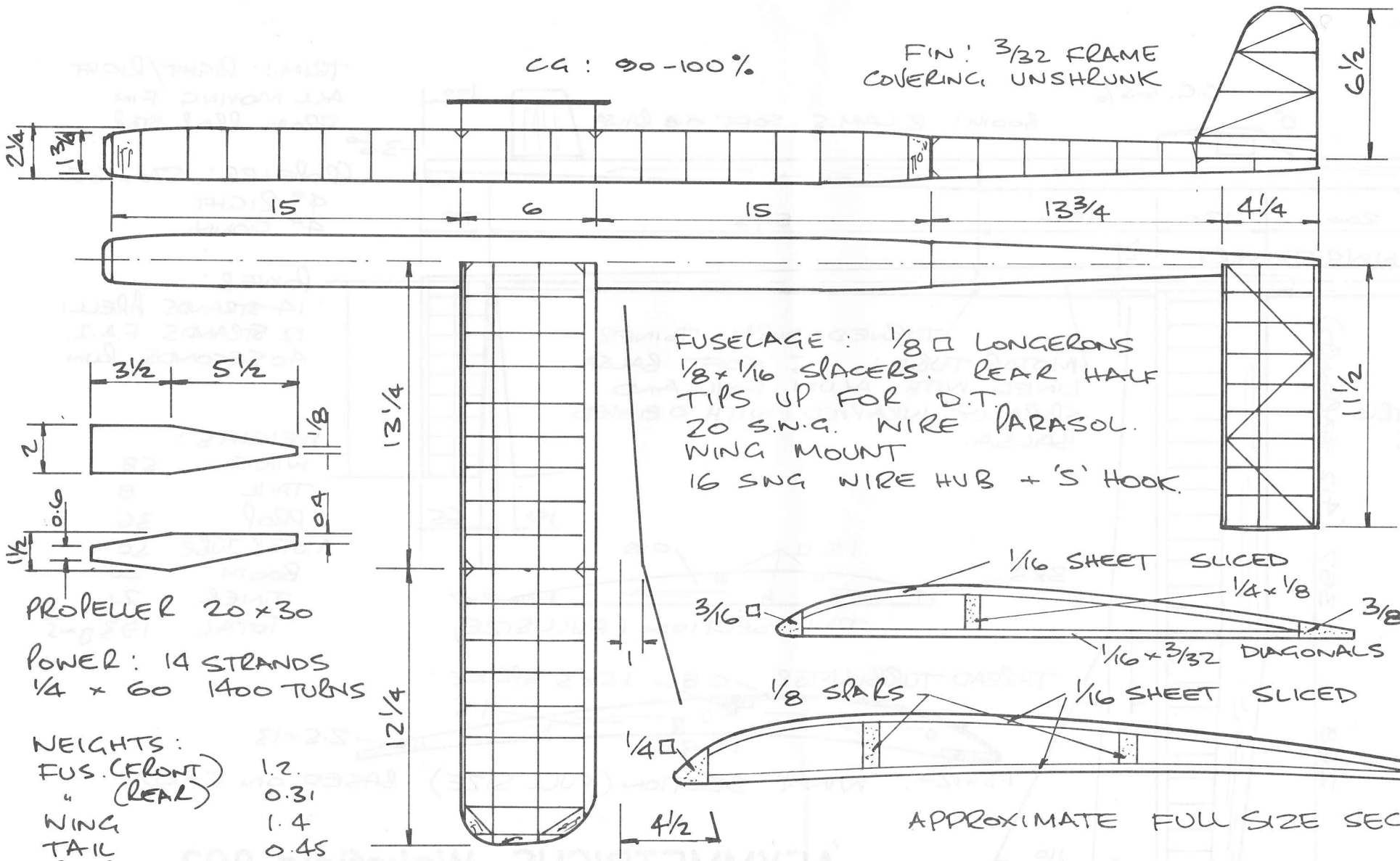
HERE IT IS FOLKS - The one you've all been waiting for - the NEW multi-million pound HYPER POWER MODEL. Designed by computers, built by robots and made of the very latest Hi-Tech materials....

But what's this, is there a flaw in this description ? The model was built of BALSA WOOD (that most exotic and magical of materials with a feint hint of the Aztec), JAP TISSUE (until recently a secret known only to the people in the Land of the Rising Sun) and - wait for it - BENT WIRES (the latest in revolutionary technology requiring sophisticated vice - and pliers).

Well what a surprise, and it wasn't even built by robots but by hand, in a room less than the length of a billiard cue. Some were even made by people who'd only built two models previously. Rumour also has it that they cost less than the price of half a pint of beer a day ! Yet these are the very same models which consistently get to fly-offs, along with all those little models with tiny engines, which cost almost as many pints of beer as the big ones.

As for flying - the big ones always get lost - one chap would have built 40 models last year but he kept on finding his original model down wind - in the same place as all those little models with

SCALE 1 : 6 ALL DIMENSIONS IN INCHES.



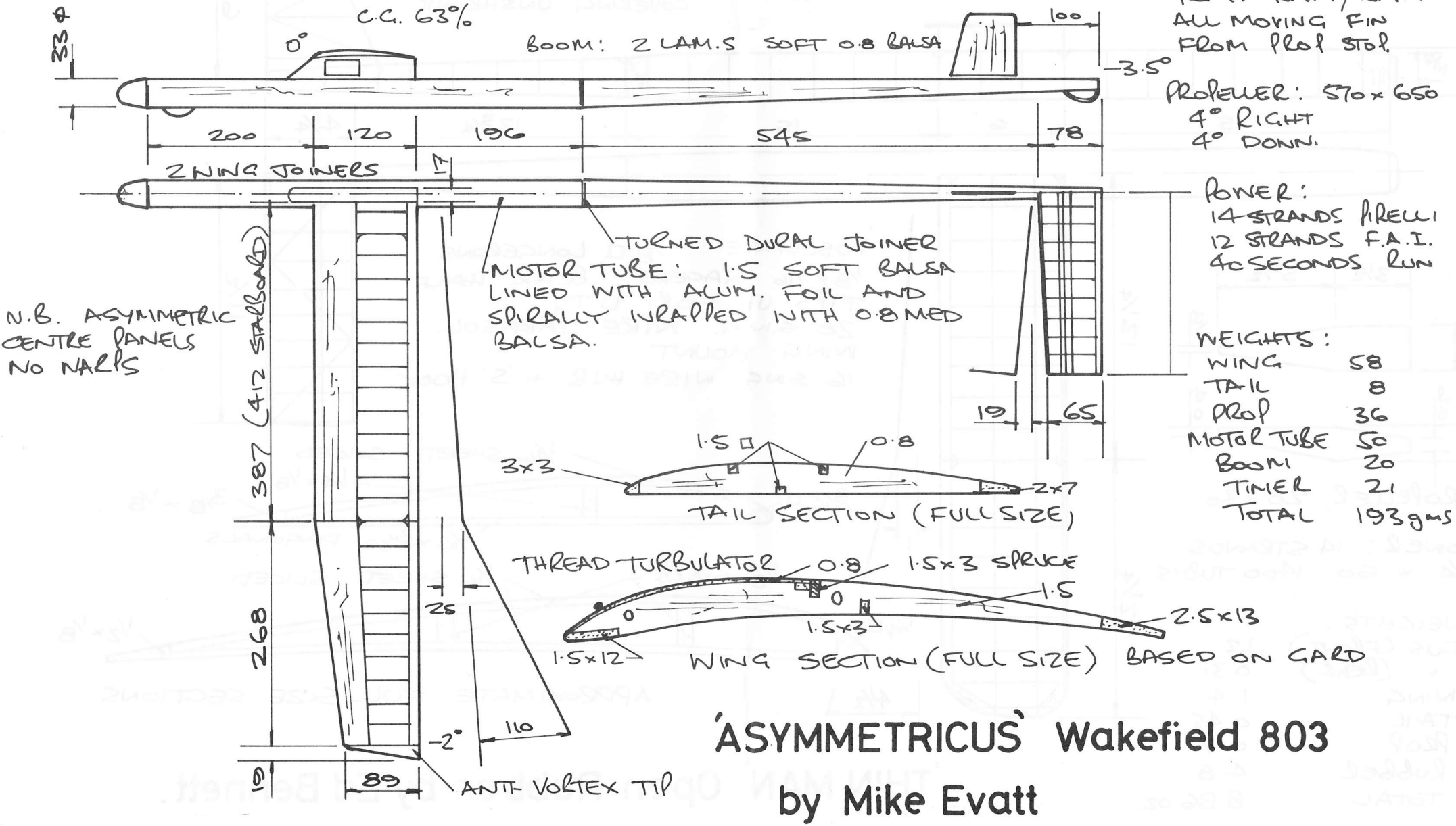
APPROXIMATE FULL SIZE SECTIONS

WEIGHTS :	
FUS. (FRONT)	1.2.
" (REAR)	0.31
WING	1.4
TAIL	0.45
PROP	0.7
RUBBER	4.8
TOTAL	8.86 oz.

'THIN MAN' Open Rubber by Ed Bennett.

FROM 'MODEL AIRCRAFT' JUNE 1953.

SCALE 1:6 ALL DIMENSIONS IN MILLIMETRES.



TRIM: RIGHT/RIGHT
ALL MOVING FIN
FROM PROP STOP.

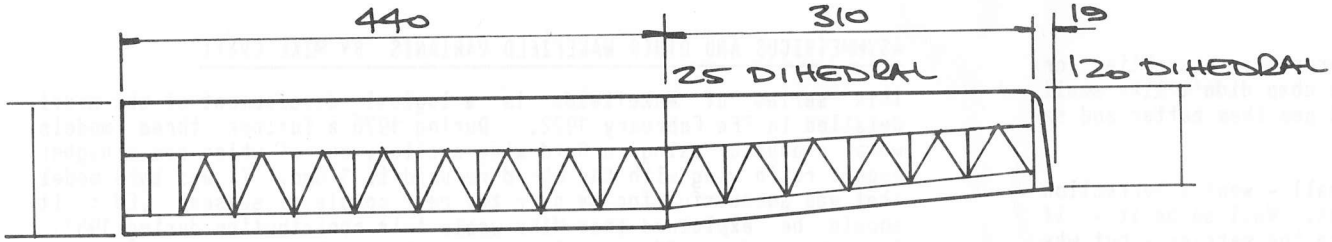
PROPELLER: 570 x 650
4° RIGHT
4° DOWN.

POWER:
14 STRANDS FIRELLI
12 STRANDS F.A.I.
40 SECONDS RUN

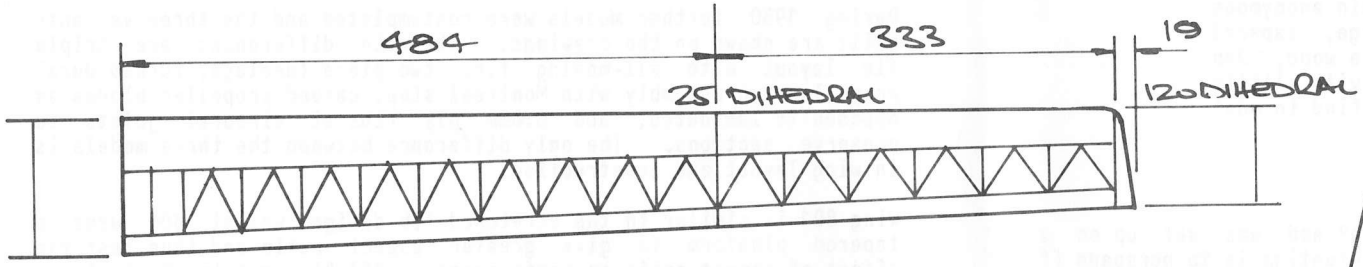
WEIGHTS:	
WING	58
TAIL	8
PROP	36
MOTOR TUBE	50
BOOM	20
TIMER	21
TOTAL	193 gms

'ASYMMETRICUS' Wakefield 803

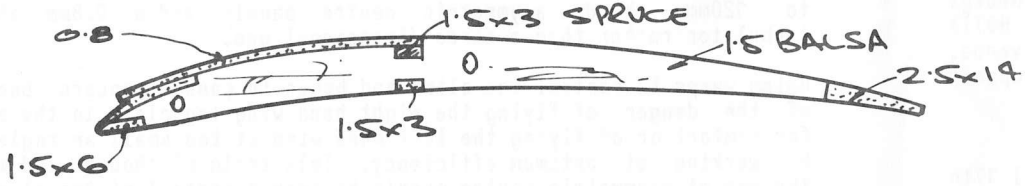
by Mike Evatt

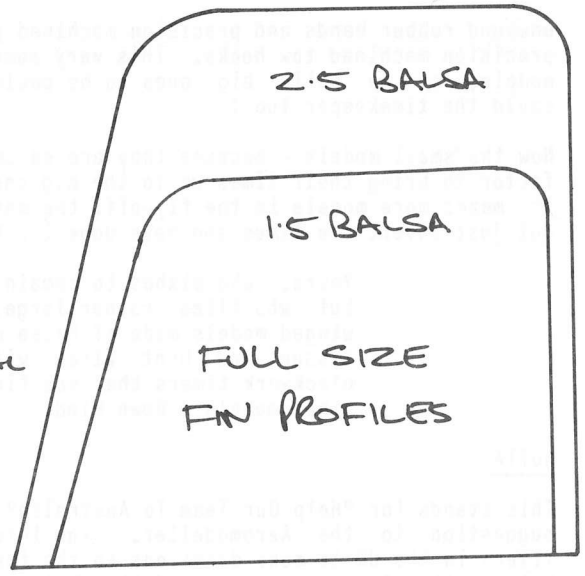


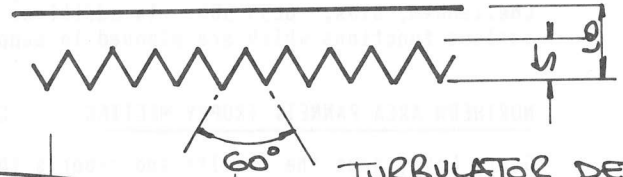
WING: WAKEFIELD 801



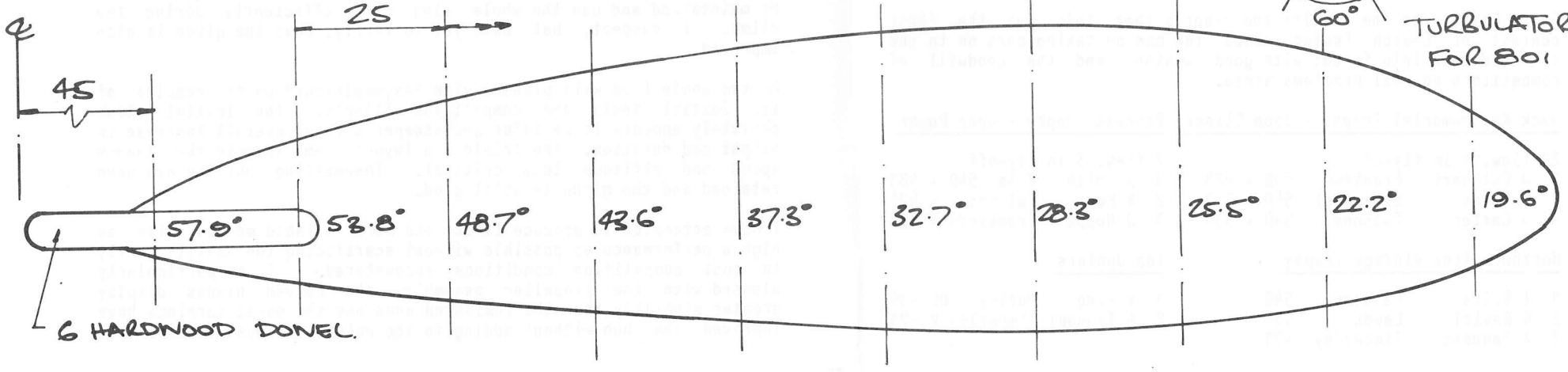
WING: WAKEFIELD 804







TURBULATOR DETAIL
FOR 801 & 804



FULL SIZE PROPELLER OUTLINE

Wakefield Details.

unwound rubber bands and precision machined propeller assemblies or precision machined tow hooks. This very same chap didn't like small models, so he built big ones so he could see them better and so could the timekeeper too !

Now the small models - because they are so small - want a Korrection factor to bring their times up to the big ones. Well so be it - if it means more models in the fly-off, the more the merrier - but why not just invent the times and have done (or build bigger models) !

Yours, who wishes to remain anonymous but who flies rather large, tapered winged models made of balsa wood, Jap tissue and bent wires with little clockwork timers that you find in most other models - Down Wind.

HOTTA

This stands for "Help Our Team To Australia" and was set up on a suggestion to the Aeromodeller. The intention is to persuade FF flyers in the UK to make donations to the fund, which will be shared between the nine team members of the UK team for Australia. George Lynn, SMAE Treasurer, has established a special account for HOTTA and your donations should be sent to George at 2 Salisbury Avenue, Cheltenham, Glos, GL51 5BS. In addition, watch out for and support various functions which are planned in support of HOTTA.

NORTHERN AREA PANNETT TROPHY MEETING — Church Fenton April 17th

Gerry LeVey sent the results and reports that this was the first contest at Church Fenton since the ban on taking cars on to the airfield came into force; with good weather and the goodwill of competitors no real problems arose.

Jack Kay Memorial Trophy - Open Glider

21 flew, 8 in fly-off

1	J Cuthbert	Grantham	540 + 428
2	P Owens	Liverpool	540 + 337
3	J Carter	Falcons	540 + 330

Pannett Trophy - Open Power

7 flew, 3 in fly-off

1	A Smith	B Ae	540 + 481
2	R Pees	Falcons	+ 476
3	J Hopper	Freebirds	+ 428

Northern Area Vintage Trophy

1	T Dilks	Falcons	540
2	D Davitt	Leeds	534
3	A Tennant	Timperley	471

Top Juniors

1	V King	Morley OG	486
2	A Tennant	Timperley V	471

ASYMMETRICUS AND OTHER WAKEFIELD VARIANTS BY MIKE EVATT

This series of Wakefields is a logical development of the model detailed in FFn February 1972. During 1976 a further three models were produced using a Gard wing section, one of which had a higher aspect ratio wing with the chord reduced to 110mm. It was this model that was successful for me over the past couple of seasons (Ed : it should be explained that Mike wrote this contribution during 1981). The other major difference in this model was that it was trimmed to glide to the right using a propeller stop actuated rudder.

During 1980 further models were contemplated and the three variants built are shown on the drawings. The main differences are triple fin layout with all-moving fin, two piece fuselage, turned dural propeller hub assembly with Montreal stop, carved propeller blades as opposed to laminated, and 0.8mm ply ribs at dihedral joints to preserve sections. The only difference between the three models is in wing layout and construction.

Wing 801 is similar to the stretched '76 design whilst 804 uses a tapered planform to give greater aspect ratio and thus test the effect of aspect ratio on performance. 803 "Asymmetricus" features wings with other changes as follows : swept back tips, a reversion to 120mm chord, asymmetric centre panels and a 0.8mm thread turbulator rather than a three-dimensional one.

Using warps to control the climb had begun to cause concern because of the danger of flying the right hand wing too close to the stall for comfort or of flying the left hand wing at too small an angle to be working at optimum efficiency. This train of thought led me to the use of asymmetric centre panels to enable control of the climb to be maintained and use the whole wing more efficiently during the climb. I suspect, but have yet to verify, that the glide is also improved.

On the whole I am well pleased with "Asymmetricus" on the results of its initial tests and competition flights. The initial climb certainly appears to be safer and steeper with an overall increase in height and duration. The triple fin layout seems to make the launch speed and attitude less critical. Thermalling ability has been retained and the glide is still good.

I have attempted to produce tidier and more reliable models with as high a performance as possible without scarificing the ability to fly in most competition conditions encountered. I am particularly pleased with the propeller assembly, the carved blades display greater stability than the laminated ones and the dural turnings have improved the hub without adding to the weight. I must confess that

the acquisition of a Unimat 3 lathe has allowed me to produce all the turned parts needed very conveniently and is a real gem to use.

Planned developments for the future include a stretched version of "Asymmetricus" with Benedek B6356b section, reduced tail area with the wing area increased to the maximum.

SMAE FIRST AREA CENTRALISED EVENT - RESULTS

F1A Glider (KMAA + Plugge) 76 flew, 5x180

1	J Cooper	Biggles	890	7	A Cordes	Birmingham	749
2	A Crisp	Biggles	886	8	C R Plant	Darlington	744
3	G Madelin	Crookham	877	=	K Smith	Crookham	744
4	R Pollard	Tynemouth	845	10	M Cook	NYFFG	738
5	G Le Vey	NYFFG	756	11	S Philpott	Biggles	728
6	C Edge	Welland Vly	751	12	B Harding	Darlington	721

Open Rubber 31 flew, 3x180

1	T Dilks	Falcons	+235
2	J O'Donnell	Whitefield	+220
3	P Ball	Grantham	+209
4	D Hipperson	Grantham	+201
5	J Anderson	NYFFG	+179

Open Power (Frog Senior) 14 flew

1	R Peers	Falcons	540+200
2	M Hargreaves	Leeds	540+ 71
3	D Scott	Morley	540+0/R
=	A T Smith	BAC	540+ 0
5	T Payne	Biggles	532

Plugge Points : Biggles 284, Crookham 255, NYFFG 248, Tynemouth 240

SMAE SECOND AREA CENTRALISED EVENT - RESULTS

F1C Power (Halfax Trophy + Plugge) 18 flew, 5x180

1	J Bailey	E Grinstead	877	6	R Monks	Birmingham	747
2	P Bond	Anglia	875	7	J Hook	Crookham	731
3	S Screen	Birmingham	857	8	F Chilton	Crookham	705
4	P Harris	Birmingham	820	9	D Cash	E Grinstead	702
5	A Wells	Anglia	759	10	H Hutchings	E Grinstead	628

Open Rubber (Gamage) 23 flew,3x180

1	P Ball	Grantham	+644
2	R Peers	Falcons	+478
3	J O'Donnell	Whitefield	+362
4	D Hipperson	Grantham	+340
5	T Dilks	Falcons	+305

Open Glider 33 flew, 3x180

1	C P Williams	Richmond	900+121
2	J Cooper	Biggles	515
3	P Fairman	MFFG	490
4	G Madelin	Crookham	489
5	M Gregorie	Freebirds	482

Plugge points : Biggles 430, Anglia 396, Crookham 394, Birm'ham 380

SMAE CENTRALISED EASTER MEETING RESULTS Barkston Heath April 3rd/4th

F1A Glider 42 flew

1	P Williams	900
2	B Colledge	891
3	J Cuthbert	880
4	D Thomson	873

F1B Wakefield 23 flew

1	I Kaynes	892
2	L Burrows	882
3	G Foster	878
4	D Greaves	852

Open Glider 29 flew,9 F/O

1	A LeVey	450 + 397
2	M Dilly	+ 376
3	J Carter	+ 226
4	G LeVey	+ 184

F1C Power 6 flew

1	S Screen	900
2	J Bailey	884
3	R Baggott	854

O/Power 7 flew, 6 F/O

1	P Harris	450 + 468
2	T Payne	+ 362
3	S Screen	+ 331

O/Rubber 17 flew, 10 F/O

1	P Ball	450 + 565
2	D Hipperson	+ 551
3	J Carter	+ 368
4	J Cooper	+ 299

SMAE FIRST TRIALS FOR 1984 EUROPEAN CHAMPIONSHIPS

Held at Barkston Heat on April 30th. Following the smooth running of the World Champs Trials last autumn, it came as a disappointment that the organisation of trials had not been solved for more than that event. The weather was generally pleasant with light winds. However, last year's example was not followed and there was apparently a lack of determination by the contest director to complete as many flights as possible in the conditions. Breaks between rounds and a lunch break are one thing, but then a Wakefield round was held up when conditions were improving compared to the glider round flown in rain just previously - with little foundation in the rulebook. This was also apparently true on the second day when flying was not started for reasons of wind and visibility. A Jury on the field upheld a protest and so this is now to be the subject of discussion in SMAE; also it is promised that the Technical Committee will be drawing up rules for running trials. Whatever the status of this part of the event, the next part of the trials will not take place before November. One rumour suggested flying at Sculthorpe in November - surely it would be better to wait until the following Spring and resume the previous practice of using an Easter meeting to complete the European Champs team selection - IK.

F1A Glider 34 flew, 4x180

1	B Baines	180	169	180	180	709
2	E Drew	149	180	180	180	689
3	M Fantham	180	159	180	145	664
4	S Phimpott	176	128	180	164	648
5	C Edge	126	160	180	180	646
6	M Gilmore	180	180	115	150	625
7	G Madelin	180	148	111	180	619
8	P Owens	180	136	180	119	615
	Maxes	19	4	9	4	

F1B Wakefield 27 flew, 4x180

1	D Greaves	180	180	180	180	720
2	L Burrows	180	180	180	180	720
3	I Kaynes	163	180	167	177	687
4	M Duce	180	180	158	160	678
5	A Wells	180	180	158	157	675
6	I Dowsett	180	180	133	180	673
7	J Barnes	180	180	127	180	667
8	R Peers	180	180	140	157	657
	Maxes	11	15	4	13	

F1C Power 12 flew, following have full score 720 : R Baggot, J Bailey, P Bond, F Chilton, A Jack, R Monks, P Rowledge, S Screen.

NATIONAL FREE FLIGHT SOCIETY NFFS 1983 MODELS OF THE YEAR

Jim Wilson has sent us the details of this year's awards by the National Free Flight Society :

INTERNATIONAL CLASSES	F1A -	Matt Gewain	Pacer 14
	F1B -	Alain Landeau	
	F1C -	Andreas Mecxner	Delfin
AMA POWER	Small -	Roman Ramirez	Cargo
	Large -	Hal Woods	Summerwind 744
		Doug Galbreath	
HAND LAUNCHED GLIDER		Phil Hainer Jr	Kwik Flip II
		Phil Hainer Sr	
INDOOR		Stan Chilton	Sweet 16 EZB
UNLIMITED RUBBER		Bob White	Unlimited Unlimited
SCALE		Don Srull	Santos Dumont
SPECIAL		Ed Dolby	FAI Rubber

The awardees have been invited to display and discuss their models at the NFFS Symposium to be held at the US Nationals in July. Drawings, photos and stories about the models will appear in the 1983 NFFS Symposium Report.

NFFS HALL OF FAME

NFFS President Tony Italiano has sent us the names of the 1983 recipients of the NFFS Free Flight Hall of Fame awards :

Reginald Denny (dec) - designs spanning 50 years; Dennymite engine.
John Gard - scientific designer of Wakefields and Nordic gliders.
Don McGovern - editor of Flying Models for many years.
John Pond - grandfather of old timer activity throughout the world.
George Reich - dedicated rubber flyer, Wakefield winner in 1961.
Lawrence Smithline - construction articles in many early magazines.

NOTICEBOARD

ROSSI SPARES WANTED : At the European Champs trials John Bailey had a crankshaft break in his Rossi. Since it is a Mk.1 Rossi with the small shaft he asked us to help in finding anyone who may be able to sell him a spare crankshaft. If you can help, please write to John at 22 Goodhall Cres, Clophill, Bedfordshire, or phone him on 0525 60939.

WOODHOUSE SUPPLIES : Following our feature in the March FFn, Mike has told us that the price of tissue has been increased (thanks to the state of the Pound versus the Yen). The new prices are Light 18p, Medium 36p, Heavy 40p. All are costs per sheet, with the addition of 35p postage on orders below £2 total.

NFFS SYMPO : A small further batch of NFFS 1982 Symposium Reports last month has now arrived and are available from Ian Kaynes at the address on the FFn cover, cost is £7.50 including postage.

ENGLISH-FRENCH CHILDREN EXCHANGE : One of our French readers, Remi de Lapparent, has requested our help in arranging an exchange for his two boys to spend some time with an English family during July. Bruno is 13 and Xavier 9 years old, they both fly glider and last year won first and second prizes for Juniors in Ile de France. They both learn English at school and hope to be able to improve it while staying in England with a family which includes one or two boys interested in free-flight. Other activities range over football, table tennis, tennis, swimming, running and music. The English children could stay with Remi and his wife next summer. If this interests you, please contact Remi de Lapparent at : 19 Domaine Bois-de-Jarcy, 91480 Varennes-Jarcy, France; phone (6) 900 71 19.

J H MAXWELL AIDS FOR ADVANCED AEROMODELLING : We have still not managed to write up a full test of Joe Maxwell's first product, the hardness gauge which we reported in the January FFn. His next items are form blocks for making indoor and laminated outdoor propellers.

The first series of blocks is intended for EZB and Manhattan type models. They are double sided with a different pitch on each side. There are three different blocks covering pitches of 21/23", 25/27", and 29/31". Each block is 9" long to cater for propellers up to 18" diameter and is clearly labelled to indicate the pitch of each side. Instructions are included on how to form the blades, how to incorporate undercamber, and how to use the block as a propeller assembly jig. Foam pressure pads and binding rubber are also supplied for the price including postage and packing of £5.95 for one block, or £10.50 for two blocks. Please state which pitches are required. The blocks are certainly well made and would inspire me to have another go at indoor models if I had time and if it there was not the pressing need for more work on my outdoor models ! (IK)

For small outdoor models - Coupe or similar - Joe has produced forms which are single sided and have a machined datum face on the reverse to aid setting up hinges. For the same prices as quoted for the Indoor forms, these can be supplied in the following forms : helical pitch 500mm, or 550mm, or 600mm, with diameter up to 500mm; varying pitch maximum at the root (pitch ranging from 719 at root to 500 at tip) or varying pitch minimum at the root (pitch ranging 485 at root through 620 to 559 at tip). The two varying pitch forms are suitable for diameters from 430 to 480mm. All forms can handle blade widths up to 50mm.

JHM can also produce different size forms to special order; send for a quotation on your specific need. Wakefield forms are promised for June. Contact Joe at 14 Upper Craigs, Stirling, Scotland FK8 2DG.