Diary

25th September Area venues	SMAE 6th Area Centralised event. Team Rubber (Farrow Shield), F1A (SMAE Cup), ½A power.
28th Sept- 4th Oct	FAI World Champs, Goulburn, Australia.
2nd October Odiham	SMAE Southern Gala. O/R, O/G, O/P, ½A P, CdH, HLG, A1, Vintage Wake. SMAE members only, double fee on field unless pre-entry by Sept 19th to N Couling, 7 The Green Walk, Willingdon, Eastbourne, BN22 ORB
9th October Cardington	SMAE Indoor. 1.5g single-design EZB Novices ONLY (£100 first prize). Contact L Barr, tel 0628 25595
9th October Church Fenton	Northern Area Rally. O/R,O/G,O/P, combined FAI (5 flights, no rounds), combined mini (4 flights, K factor), vintage. Contact J Godden,tel 0532 521002
15-16th October Sacramento, USA	7th Sierra Cup. F1A, F1B, F1C.
16th October Church Fenton	Northern Area FAI Rally. F1A, F1B, F1C in rounds, start 9.30, 2 flights before 12.30. Contact J Godden, tel 0532 521002.
23rd October Witchford	Third Witchford Meeting. F1A, F1B, F1C, Mini. Start 9.30. Contact N Beaumont, tel 01 393 4398.
23rd October Sheffield	SMAE Sheffield Magnet Cup. F1E (magnet steered gliders). Contact T Faulkner, 4 Birchitt Close, Sheffield.
30th October North Luffenham	SMAE Autumn Centralised Mini event. A1, ½A, CdH, HLG, CO2. Contact D Hipperson on 01 201 0179.
12-13th November Sculthorpe	SMAE Second European Championships Trials. Contact D Hipperson, tel 01 201 0179.
20th November Church Fenton	Falcons Rally.
27th November Watton	East Anglian Wakefield Contest. Vintage Wake (pre-51 design), Own Design up to and including 1953 rules, current F1B. Start 10.00, in rounds with first flight to be made by 12.00. Contact A R Wells, tel 04024 40859 (home), or 0245 67222 ext 2817 (office).

SEPTEMBER 1983 83/09

FFn

FREE FLIGHT NEWS

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

JEAN MAGNIETTE

It is with regret that we report the death of Jean Magniette in May this year at the age of 81. The founder of the Criterium Pierre Trebod, Jean did a great deal to foster interest in European international contests. It was largely as a result of his marvellous hospitality and superb powers of organisation that the small band of British at the 1970 Pierre Trebod so enjoyed the visit. We came back determined to increase the numbers crossing the channel to the contest and our FFn report reflected this; thereafter ever larger numbers came to enjoy the visit to Marigny and to make friends with Jean Magniette. After his illness, the driving force behind the Pierre Trebod was badly missed, leading up to the eventual demise of the contest.

UK TEAM FOR DOWN-UNDER

This is the last issue of FFn before the World Champs and we wish good luck for all our readers going to Goulburn. Especially we hope for the best for our home Pom team, and thank them for giving us the following details of their preparations.

Taking the glider team in alphabetic order, we start with Andy Crisp. No stranger to UK teams, Andy (43) flew at Burgos in 1981 and was 11th in the 1982 European Champs. He tells us :

"I plan to take four models to Australia, my last remaining Flashback and Tchip Tchop (my version of Tchop's 1975 winner) plus two more new models of the latter. If the latter prove to be no good then I have four more F1As to call upon which have flown reasonably well for me in the last few years.

I am moving away from my offset hook circle tow system to a swinging arm type which allows two position rudder but no catapult facility. This can be worked-in safely by a slight bias towards the glide circle at the top of the line.

I practice flying when the weather allows with all of my glider stock, remembering Jim Wilson's advice - always finish the session with a good flight ! Due to family, school and musical commitments I haven't been able to fly in as many competitions this year as I would like to. I hope to rectify this in the school summer holidays.

Other preparations for Australia include replacing towlines (fresh Dacron is much stronger) and checking over "twanger" springs and releases. Spring tension relates to the bending mode of the wings for optimum height gain. A new light but strong model box will also be made (a) so as not to create excess baggage and (b) to survive airport handling.

Martin Gregorie, age 37, has been flying models since the age of 10 and FF duration competitively since he was 20. He is a computer systems designer, working and residing in the UK for the last ten years apart from short absences for working in the USA, travel to India, etc. He also flew in the 1981 World Champs in Spain, but at that time he was on the Kiwi team then under his New Zealand nationality.

As only two models survived the trials, he is taking at least two new models. The entire collection of four (possibly five if time permits) should cover the expected range of conditions - two paper covered Delta-G/6 for calm, at least one Mk4 (D-box) for rougher conditions, and the low aspect ratio Delta-Chopper (A/R 12, 6.4dm stab) for the worst. Only one mechanical timer will be used (on his oldest model) - the others are equipped with a mixture of Koster and Bauer electronic timers as an antidote to his recent spate of losses due to timer failure.

The glider team is completed by Steve Philpott, a newcomer to UK teams but with good experience on the domestic circuit. FFn has no news of his preparations.

There is no such lack of information on the Wakefield team, with all three members having supplied details and plans of their models. Mike Howick's model plans were presented in last month's FFn and he describes his preparations :

"I intend to take four of my standard type models to Australia. My favoured model at the moment is the newest with its thinned B6356 section and propeller diameter increased to 625mm. The slightly increased prop run appears to ultimately gain more height, but it is really trimmed for light conditions with its wide glide circle (successfully used in the two earliest rounds at the Nationals this year). This may well suit conditions as promised in Australia. The oldest of the remaining models is the most reliable performer. I am currently building a high aspect ratio model of some 2m span with all built-up construction, mainly as an exercise to keep me thinking of Wakes, but I think it would be unwise to pursue too seriously a change of direction at this stage, although I may well take it with me if space permits.

For motive power I shall be relying on the excellent Dowsett-Pirelli and some good FAI rubber is being taken as an hedge on higher than expected temperatures.

August and September before the Champs are a quiet time for me in my business pursuits of coal merchant and farming, so I shall have ample time to hone myself and my models to a state of readiness. I believe that if one can prepare and operate the models almost automatically the mind can focus on the one variable factor beyond our control - the air. Choosing the moment to launch is the deciding factor in win or lose.

I am fortunate in having a wife and two daughters with an all-consuming interest in their horses. Particularly at this time of the year, they may well not even notice my having departed for Australia to do battle !

Next, Bryan Spooner describes his model preparations :

"First and foremost I need a Wakefield which climbs like Andrjukov's and glides like Landeau's (who doesn't !). SPS 831 is a new model which, it is hoped, goes a long way to satisfying these two criteria (plans in a future FFn). At this point I have only test flown the model in relatively smooth air and its performance is very encouraging. I am using a sort of PGI layout - that is, thrustline through the CG with the wing set at a small negative angle with reference to the fuselage centreline. So far it has worked well and, although VIT is built in, I have not had to use it. This is interesting in that I have tried the model with both 'long' and 'short' motors, i.e. 12 or 14 strands of FAI Model Supplies rubber, and it handles both without changing trim.

The construction of the model is conventional, the only small departure being that I laminated the wing trailing edge to preserve the bottom surface camber. The nose is short as a result of the back end being light (tail 4.7g, fin 2.3g) so I have paid particular attention to the Montreal stop to ensure that it stops the prop instantaneously and gives a prop fold under the wing.

As to other models, I shall take to Australia my old high aspect ratio bombers (SPS 701 and 711), both of which I flew in the 71 Champs and again in Spain in 81. SPS 731 (a slightly smaller version of the original SPS) is now a little too heavy having been repaired so many times, which is a pity as it has always been so reliable. However, I have a clone of 731 (732 not surprisingly !) which is much closer to minimum weight and which has taken a new lease of life now I have retrimmed it to fly right-left. To complete the complement of five models I shall take SPS 811, which is like 731 or 732 but with a Benedek 6356 section instead of Thomann F4. Plans of SPS 701 were published in December 1970 FFn and SPS 731 in the August 1981 issue.

As with so many Wakefield flyers, I am very concerned about the rubber I shall use in Australia. I have only a few Filatti motors left and will have to rely on FAI. So far I have not found this to be as good as the better batches of Filatti and find, generally, that 12 strands makes a too long motor but 14 strands a too short motor. Consequently, I shall probably try to purchase the 3/16" wide strip so as to get a more optimum turns : torque relationship.

There is little doubt that most of us will use some form of thermal detection and I will take my temperature and wind speed measuring devices based on circuits by Jack North. If I have time I shall try to build these into one box simply to reduce the size and save weight.

I hope this gives some idea of my preparations. All I need to do now is fly and fly so that the models go as well as I know they can and in so doing make sure that I make my mistakes now and not in Australia.

To complete the Wakefield trio, Ivan Taylor reports :

"Three new models have been built and flown since the trials and another is almost complete (writing early in July). The large 27 A/R model is going very well after a terrible first round in the Euro trials (tailplane not down) and was used for three rounds to help win the RAFMAA contest. I shall be taking the four new models plus the best from last year and decide out there which to use. Snoopy timers have been fitted for Australia and are proving reliable.

I am a graphics designer, 36 years old, married with one child - Julie was born the week before the trials. For ten years I have flown FF competition, but have built model aircraft since I was 8 years old. Most memorable models were copies of Rudi Linder's mid fifties winner and a Gerry Ritz "Continental". I would have probably started comp flying earlier but for five years of motor cycle racing. FF is much safer but can be just as exciting.

Going through the power team alphabetically means we start with Ken Faux, certainly no stranger to UK team places :

"I have been up to my neck in a mixture of balsa dust and titanium filings getting my new models ready for Oz. One of the new models was actually built for Spain but I seem to have underestimated the building time by a couple of years ! Anyway, it looks promising. Some details are - 86 ins span, 94 sq ins tail, forward fin (need a change), Russian style tail mount, Mk III Rossi on carbon fibre folding prop. If it doesn't fly it will be worth the effort just to pose and out-psych the opposition with ! The other new model is a copy of my 1979 model published that year in FFn. Again with

Russian tail mount but still with three fins. Brand new Mk II Rossi (there are still some about) on a carbon fibre folder again. Both models feature my usual front end casting though my cast is now mainly carbon fibre. Tail booms are one layer of 1.5mm balsa over 80g Kevlar and carbon fibre, with two layers of one ounce glass cloth outside.

All my other old models have been re-built over the winter and are flying well, though they are a little overweight now. I still think I will use one of them for the rounds in the Champs, probably the one I used in Spain but now Nelson powered with folder (all models use folders). Another possibility for the rounds is my high aspect ratio model that was used throughout the trials and in the fly-off at Mostar. This model is very good but sometimes temperamental. It was not good enough to beat the Russians in Mostar so that is why the panic is on to build the new fly-off model. It shows a close resemblance to the design of Nakonecni for a reason ! I will take a fifth model that I regard as a bit of a hack, though it was good enough to win Sezimovo Usti last year.

Let's hope it is a good trip. First, I'll try to win Poitou again for a bit of practice (Ed - see results later in this issue !).

Dick Johnson writes : "I hope to take four models to Australia, all more or less similar except for one having Benedek B8353b section and the others MVA 101. The motors will be two Mk II Rossi, one Nelson, one Cox with Rossi piston and liner, plus one Mk II and one Mk I Rossi for spares.

Three of the models are ones I took to Germany. The one I actually used in the comp has now been replaced by a new model and will be taken only if I get trouble with the intended four, as its age is begining to tell. One of the four I took to Germany was pronounced untrimmable by Ray Monks; this has now been modified. Ray has supplied me with two timers which will run for 6 minutes - only hope I will get to use them. Pete Smith will be supplying me with a starter and field equipment when I get to Australia, for which I am very grateful.

Our last report is from Stafford Screen, another flier with many previous team places :

"I shall be taking four models to Australia. the three used at Zulpich for the 82 European Champs and the model I flew at the Easter and Nationals meetings. The latter model is two years old and one that I had put to one side. Not a lot new ! However two are bunters. I'm not convinced about folding props. Although I've experimented for two years I cannot get the same performance / efficiency from them. but I shall continue to work on the concept.

All my models now have metal surfaces on moving parts like the stab pivot (dural) and the screw adjustment VIT and rudder (hardened steel). In fact this is routine even on a ½A. I fly a new model for about 12 months before I use it in an important competition, Nationals, trials, etc. I like to think that my models are functional with simple lines and totally reliable, consistency is a most important element. I use Mk III Rossi in the bunters. The motors now seem very smooth and reliable, running about 500 to 800 rpm faster than the Mk II, although it is difficult to be exact about this.

I shall have a new model box for Australia. I seem to spend more time on this than models lately. I guess my friends who lend hands will be relieved because it is half the weight of the original !

THIN LIZ NO.8 by Ivan Taylor

The model shown is the standard size model I am flying at the moment, a 27 aspect ratio model has been built for "dead" air and is trimmed accordingly with a wide climb and glide pattern.

The trim set up of my models is very simple with no auto functions. The thrust line adjustments and negative wing incidence are of French influence. The only deviation from a standard right-left trim is the use of more incidence on the LEFT hand wing, which gives the glide stability in thermals and surprisingly a very safe climb pattern.

Heavy wings do not appear to be at all detrimental to the aerodynamic qualities and a "thermal sniffing" glide can be obtained. Some builders of this layout complain of insensitive qualities. The construction is very simple, easy to repair and can be built down to weight with care. "Snoopy" timers have been fitted to replace the fuse DT system.

The propeller run has been extended until a run of 48 seconds maximum seems best. The propeller is based on the North Korean (1977) type and recent tests show that the lighter balsa blades are better than the original spruce ones because the CG shift is less, helping the later part of the climb.

SIXTH JOURNEES INTERNATIONALES DE VOL LIBRE EN POITOU by Ian Kaynes

The Poitou contest continues to grow in popularity. This year it was truncated to just two contest days (Saturday F1A and on Sunday F1B combined with F1C) but the entry list didn't reflect any disappointment. Arriving to pitch a tent at midnight on Thursday

SCALE 1·5 & Full size

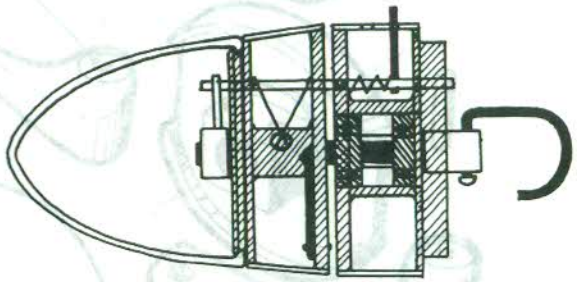
Thin Liz No.8

Ivan Taylor

WEIGHTS	
Wing	79
Fuselage	57
Propeller	44
Stab	7
Bobbins	4
	191

HUB ASSEMBLY

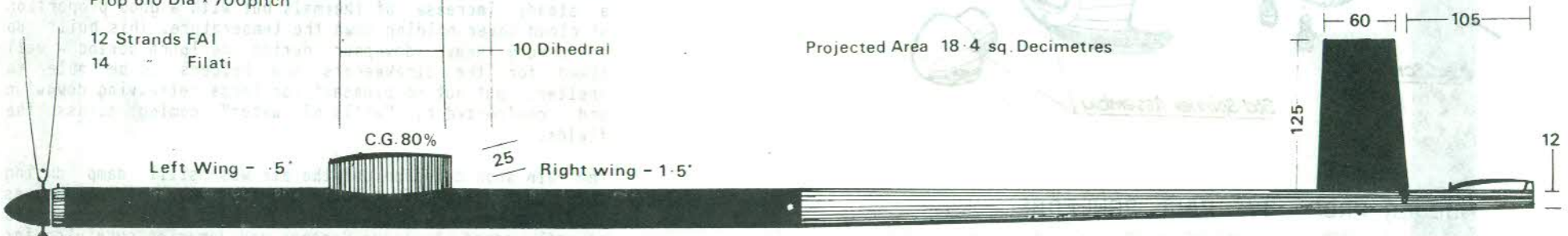
Turned from dural, 2 ball races & silver steel shaft.
Torque stop with Russian style setting pin locating in 'L' slot
2 mm Piano wire outriggers. Plug on spinner.



Prop 610 Dia × 700 pitch

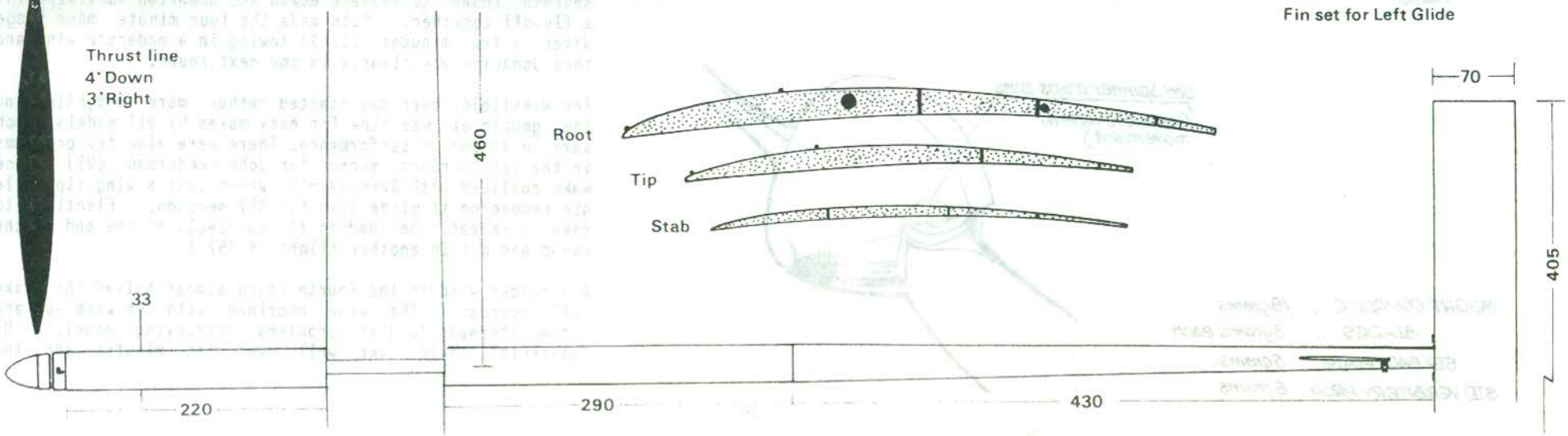
12 Strands FAI
14 " Filati

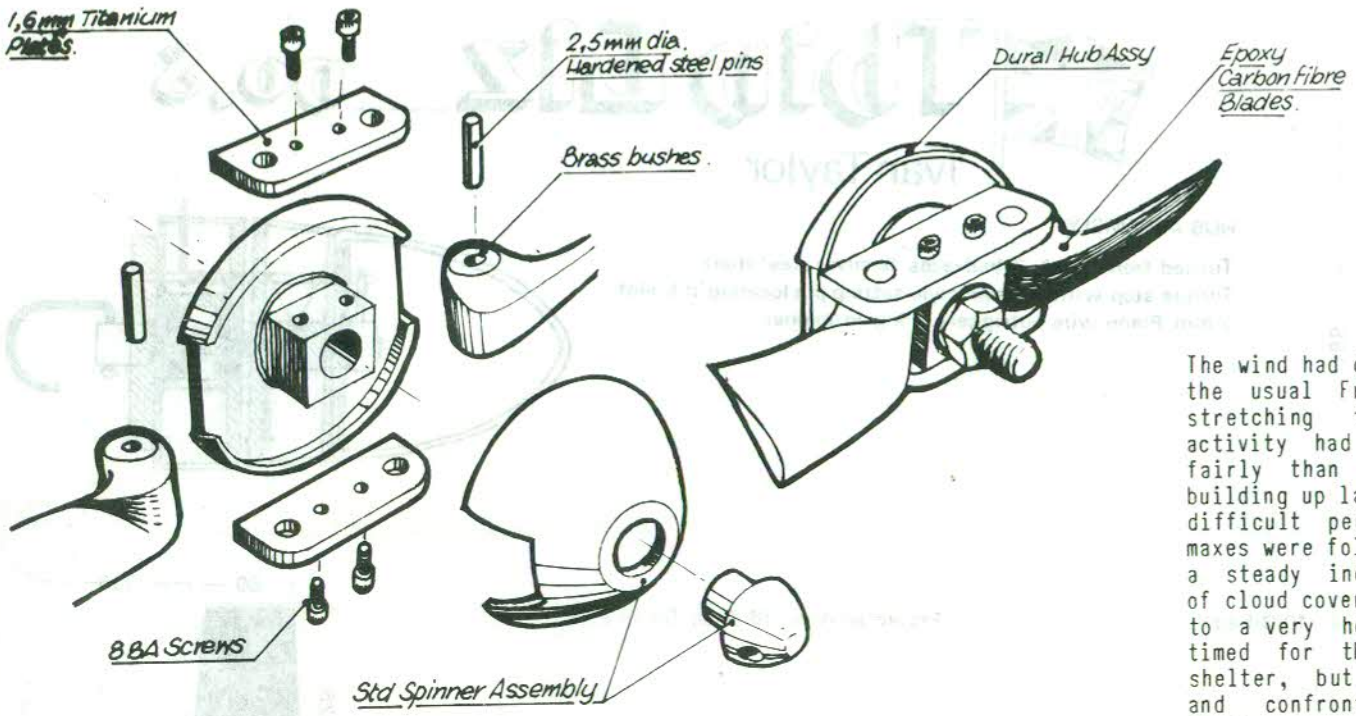
Projected Area 18·4 sq. Decimetres



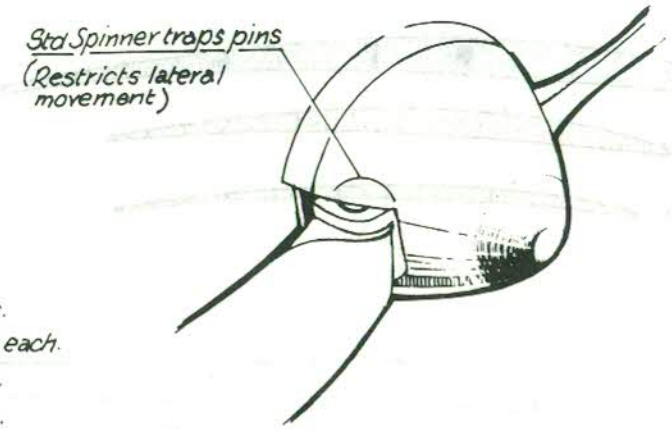
Fin set for Left Glide

Thrust line
4° Down
3° Right





FOLDER PROP BY PAUL ROWLEDGE



WEIGHT COMPLETE..... 18grams.
BLADES..... 3grams each.
STD BACKPLATE... 5grams.
STD VERBITERY PROP.. 6grams.

evening revealed that the camp site was already nearly full. There was good trimming weather on Friday until the wind increased in the middle of the morning, followed by rain later in the afternoon. This had stopped in time for the additional event of an HLG contest, which had a British first for John Buskell and third for Bill Simms.

The wind had dropped again for the start of F1A, flown to the usual French schedule of the 90 minute first round stretching from soon after dawn until after thermal activity had started. In fact it worked out rather more fairly than usual, with some good air early and overcast building up later. Indeed, the second round had some difficult periods and less than half of the first round maxes were followed by another. The following rounds saw a steady increase of thermals but with a good proportion of cloud cover holding down the temperature. This built up to a very heavy downpour during the lunch period - well timed for the timekeepers and helpers to be able to shelter, but not so pleasant for those retreiving downwind and confronted by "walls of water" coming across the fields.

The rain soon dried up but the air was still damp during the first round after lunch and the number of full houses fell from seven to just three. Of these Braud dropped his seventh round to leave Breeman and Jomarien surviving for a fly-off together. Both made the four minute max stage after a few minutes circle towing in a moderate wind and then Jomarien won clearly in the next round.

The Wakefield/Power day started rather more brightly and the gentle air was fine for easy maxes by all models which were up to par in performance. There were also few problems in the second round, except for John Lenderman (US) whose Wake collided with Rasmussen's, which lost a wing tip,while his recovered to glide down for 157 seconds. Electing to take a repeat, he had to fly hurriedly at the end of the round and put in another flight of 157 !

A stronger wind in the fourth round almost halved the Wake full scores. The wind combined with the warm sun and strong thermals to give problems retrieving models - DT "descents" could take well over ten minutes and the

outfield did not lend itself to finding models at great distances, if they were actually seen down to the ground. Dave Hipperson had one such long flight and the model was later returned by a French family; no such luck for GB team member Ivan Taylor who lost his best model, nor for Gerry Pink who suffered from not being able to raise the downwind CB recovery team through battery rundown at the most crucial moment. The area downwind of the farm field flying site was rather worse than usual, having larger than normal fields of maize and sunflowers - which make for very tiresome searching conditions. John Bailey had his power model crash just a few hundreds yards from the launch area after an over-run; it took hours to locate the wreckage in the sunflowers.

In Wakefield there were five full scores at the end of the sixth round. Ivan Taylor waited through long periods of a cool fresh wind and was on his third motor when he did fly. However the wind had apparently blown the tailplane out of position and the no-gadget model came down just as if it had VIT down. Champion made a very poor flight and Petiot recorded no time, so that Zeri and Cheneau were left for the fly-off. Anselmo Zeri had been flying well all day with his impressive model, picking lift mainly on the Dutch thermistor and with no regard to wind speed changes. He continued this for the fly-off and located some comfortable lift in the wind to make the required four minutes. Frenchmen Cheneau waited until near the end of the round and when he flew it was a complete anti-climax, leaving Anselmo the clear winner. Good practice for him for his position as the sole Wakefield representative of the Netherlands in Australia.

Meanwhile, the power contest had been progressing to select four people without any mistakes over the seven rounds. Notable dropouts had included Koster who stopped after dropping 40 seconds in round 4 and Hartill who really lost out on the last round. The first stage of the fly-off could have seen three maxes, but Denkin (one of the Bulgarian visiting party) dropped just short and Alan Jack DTed at 189 seconds from a good height - it took half a minute to come down under DT. Alan judged it to be likel;y to have been a case of putting the wire in the wrong groove of the Seelig, or perhaps of the wire moving from the correct position. So Ken had won, the same as had achieved last year.

At the start of the usual prizegiving there was a minute of silence in memory of Jean Magnette. The French had won the national team challenge cup. There was a superb little detail by hardworking Alain Roux - the Bulgarians had arrived just after the power cups and flowers had been presented in the absence of second place Denkin. Quick thinking by Alain had him return Ken Faux to his first place position on the rostrum and then announce Denkin's second place just as he got out of the Bulgarian minibus, so that he could have a full presentation of his prizes, followed by Alan Jack returning to his third place position on the stand. The banquet that followed was better than the usual and much enjoyed by everyone - add that to the memories masses of the British contingent taking advantage of the good 38 franc meals at the Hotel du Cygne in Airvault.

It is interesting to examine the increase in Poutou entries over the years, remembering that it used to be a mixed attraction between that contest and the Pierre Trebod. Alain said that this year it had not been possible to run the contest over three days including Coupe d'Hiver (like last year) because of the tremendous effort of organisation involved in the contest, particularly in providing a full set of timekeepers. Perhaps other clubs could help out with some of the events - we do not want to see a repeat of the demise of the Pierre Trebod through the weight of work falling on a few organisers.

	1978	1979	1981	1982	1983
F1A	76	128	87	104	143
F1B	47	46	44	52	69
F1C	23	23	16	13	24
TOTAL	146	197	147	169	236

F1A GLIDER 143 flew

1	P Jomarien	F	1260 + 240 + 189							
2	C Breeman	NL	1260 + 240 + 127							
3	A Hacken	NL	180	180	180	169	180	180	180	1249
4	J Cooper	GB	164	180	180	180	180	180	180	1244
5	H Peper	D	145	180	180	180	180	180	180	1225
6	J Drapeau	F	180	180	148	180	175	180	180	1223
7	J Godinho	F	180	180	180	170	148	180	180	1218
8	P de Boer	NL	180	136	180	180	180	180	180	1216
9	T Marilier	F	180	171	180	180	180	180	142	1213
10	H Nyhegn	DK	166	180	176	180	149	180	180	1211
11	J Piquer	F	130	180	180	180	180	180	180	1210
12	P Richer	F	170	139	180	180	168	180	180	1197
13	F Aimelet	F	180	131	160	180	180	180	180	1191
14	T Schandel	F	151	154	180	160	180	180	180	1185
Maxes in each round			38	60	74	76	65	78	75	
Full houses			38	16	10	7	3	3	2	

HLG

1	J Buskell	GB	363
2	B Trachez	F	348
3	W Simms	GB	325

TEAM CHALLENGE

1	France	(Jomarien, Cheneau, Iribarne)
2	Great Britain	(Cooper, Hipperson, Faux)
3	West Germany	(Peper, Silz, Buechner)

F1B WAKEFIELD 69 flew

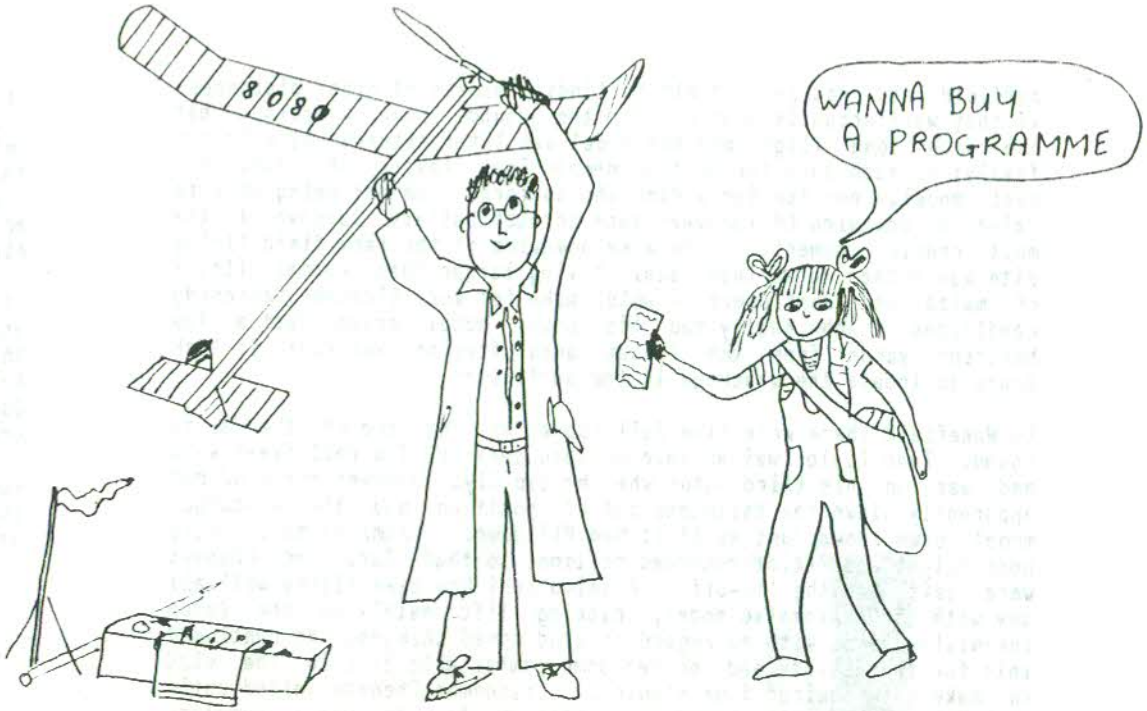
1	A Zeri	I	1260 + 240							
2	J Cheneau	F	1260 + 112							
3	J Hacken	NL	180	180	180	180	180	174	180	1254
4	D Hipperson	GB	180	180	148	180	180	180	180	1228
5	F Gaensli	CH	180	136	180	180	180	180	180	1216
6	C Coin	F	180	145	177	166	180	180	180	1208
7	P Rasmussen	DK	180	180	180	180	180	127	180	1207
8	B Silz	D	178	180	180	165	180	117	180	1180
9	D Greaves	GB	180	180	130	141	180	180	180	1171
10	I Kaynes	GB	180	180	180	81	180	180	180	1161
11	L Dupuis	F	180	180	153	180	180	106	180	1159
12	B Boutiller	F	180	180	150	120	168	180	180	1158
13	R Allais	F	118	180	152	180	180	180	166	1156
14	J Barnes	GB	180	180	112	180	140	180	180	1152
=	R Champion	F	180	180	180	180	180	180	72	1152
Maxes in each round			33	32	32	26	33	26	22	
Full houses			33	22	14	8	7	5	2	

F1C POWER 24 flew

1	K Faux	GB	1260 + 240							
2	A Denkin	BG	1260 + 235							
3	A Jack	GB	1260 + 216							
4	W Buechner	D	1260 + 134							
5	M Iribarne	F	180	180	160	180	180	180	180	1240
6	A Bartschi	CH	180	180	180	180	157	180	180	1237
7	R Collins	GB	180	180	180	180	153	163	180	1216
8	D Rounsaville	USA	180	180	168	180	180	180	134	1202
9	T Oxager	DK	180	180	180	109	180	180	180	1189
=	O Vasilev	BG	180	180	149	180	180	180	140	1189
=	D Ferraro	F	180	180	180	109	180	180	180	1189
12	W Hartill	USA	180	180	180	180	180	180	78	1158
Maxes in each round			18	17	14	14	15	14	10	
Full houses			18	16	12	7	5	5	4	

NOTICEBOARD

FFn Bulk Purchasing - A new delivery of rubber has now arrived in thicknesses 1/4" and 3/16". It has been necessary to increase the price by 50p, taking the cost of a box, including postage, to £11.50 in the UK or £13 to overseas readers. There remains some stock of the previous batch of 1/8" rubber. Send orders and payment payable to FREE FLIGHT NEWS to David Stapleton at 21 Ravensbourne Drive, Chelmsford, Essex CM1 2SJ.



"MY DAD AT THE NATIONALS" by Jenny O'Donnell

A further item of news from David is that for the moment (under pressure of work) he has had to suspend the service of making "one-off" nose assemblies or fuselage joining rings to people's non-standard dimensions.

Woodhouse Supplies - the range is now extended to include DT fuse at £1.85 per hank (presumably plus postage if ordering a single hank) and a Bob Wilder type torque meter suitable for Wakefield or open rubber models. The meter is supplied complete except that calibration is left to the purchaser; price is £14.50. Mike's address is : 12 Marston Lane, Eaton, Norwich, Norfolk NR4 6LZ.

John O'Donnell can now supply single-edged stainless razor blades at 50p for 12 blades. Write to John at :
36 Marina Drive, Marple, Stockport, Cheshire SK6 6JL.

Barry Kershaw has for sale the following Wakefield parts - a metal motor tube and a complete (i.e. front and rear) carbon fibre fuselage. Phone Barry on Coppull (0257) 793074.