Free Flight news FFn

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## DIARY

| | |
|---|---|
| 31 May - 1 Jun<br>Middle Wallop | Nostalgia Weekend. Sat: fun flying. Sun: O/P (incl Dixielander prize), O/R (incl Wake), O/G. Kit or design published before Dec `60. Sweepette, best 5 from 7 flights. See FFn 9702. Contact: D Ridley 01276 476436. |
| 6-8 June<br>Beja, Portugal | Von Hafe Cup. F1A, F1B, F1C. World Cup event. See FFn 9705. |
| 7-8 June<br>Port Meadow, Wolvercote, Oxford | Oxford Rally. Sat: A1, Cdh, HLG Champagne flyoffs from 7pm. Sunday 10am start: A1,CdH, CO2 in 5 rounds of 2.00; 3x2 no rounds for vint R(34" max span), vint G(72" max span or A2), tailless (R or G); HLG 9 flts all count. No power models, no thermal detecting devices, no motor heaters. Gala & junior champ. Contact: A Crisp tel 01865 553800. |
| 7-8 June<br>Lucenec, Slovakia | Novohrad Cup. F1A, F1B, F1C. World Cup event. See FFn 9705. Contact: S Hubert, Malinovskeho 5, 984 01 Lucenec, Slovakia. |
| 13-15 June<br>Turda, Romania | Napoca Cup F1E. World Cup event. Contact: Fed. Romana de Modelism, tel +40 1211 0160, fax +40 1210 0161 |
| 15 June<br>Area venues | BMFA Fourth Area event. Team Power (Keil+Plugge), F1B (Gutteridge), F1H, CO2. |
| 15 June<br>Cardington | BMFA Indoor. Limited Penny Plane and Index. Call L Barr on Fri or Sat before meeting, tel 01628 487544. |
| 15 June<br>Gorizia, Italy | Vintage Wakefield Cup. See FFn 9705. Pre 4 oz, 4 oz, 8 oz, 1951-53. Contact: Aero Club Giuliano, tel +39 481 20744, fax +39 481 521070. |
| 21-22 June<br>Ocana, Toledo, Spain | Castilla La Mancha. F1A, F1B, F1C. World Cup event. Contact: F Garcia Saez, c/Albacete no.5, 45300 Ocana (Toledo), Spain, tel +34 925 130923. |
| 21-22 June<br>St Denis en Val France | 15th Orleans Indoor. F1D, F1D Beginner, F1L. Contact: J Delcroix, 41 Allee du Coudray, 45160 Olivet, France, tel +33 23863 4957. |
| 21-22 June<br>Middle Wallop | BMFA 2-day Summer Gala. Sat: F1G, F1H, F1J, SLOP, Mini vintage, HLG, E30. Sun: O/G,O/P,O/R,Club Champs |
| 22 June<br>Church Fenton | Northern Area Summer Gala. Dixielander one model event, 50/50 OR (ballast=rubber wt). BMFA members only, must be registered for field access. D Davitt 0113 267 5433 |
| 27-29 June,<br>Rinkaby Sweden | Scania Cup. F1A, F1B, F1C. World Cup event. See FFn 9705. Contact: L Hansson, Sigurdsgatan 15, 215 66 Malmo, Sweden, tel +46 40 193790. |
| 28-29 June<br>Newbigging | Scottish Nationals. Sat: F1A, F1B, vintage; Sun: O/R, O/G, O/P, mini. Contact: J Arnott, "Downside", Farm Road, Hill of Beath, Fife KY4 8DZ, tel 01383 510279. |
| 29 June<br>Cardington | BMFA Indoor. EZB and Index. Call L Barr, see June 15 entry. |

7 Ashley Road, Farnborough, Hants, England GU14 7EZ kaynes@compuserve.com

Compiled and produced by Ian Kaynes, Paul Masterman and Michael Warren

## F1B DURATION AND RUBBER STORED ENERGY

*Dennis Davitt writes:*

I read the item by Alex Andrukov in May's FFN with great interest, great respect, and even greater awe, from two aspects -

1. I have measured energy storage in a number of batches of Tan 2, all at an ambient of about 20°C. The answer has usually come out at about 4,000 ft.lb per lb, which converts to 1.219 kg.m per kg. The corresponding figure quoted by Alex is a staggering 1,840 - 51% *better*.

My testing involves pulling 4 strands of 1/8", initial length approx 6", to a peak force of around 15 lbs, at which pull the length is around 57". The sample weight, minus knot, is about 2.2 gms. Measurements are taken as the rubber is relaxed, and mean forces multiplied by incremental movements in the usual way. I estimate that errors in my measurements of force, distance and weight give an overall accuracy within ±10%. The result could be spot on if errors cancel but no worse than 10%. It would be very interesting if other readers would comment on their rubber test results. Is 1,840 very common?

2. Alex recommends reducing F1B rubber weight to reduce performance from a staggering 8 minutes, so that it is not an eyesight test. Whilst that level of performance is way beyond me, I think that reducing flight times, whilst maintaining worthwhile competition, is a good idea.

However the usual FlB flight is less than 1 minute motor run, the rest glide. Reducing rubber will reduce climb height, but not affect glide sink rate.

I think a better way to limit performance would be to increase airframe weight, since this will affect climb height and affect glide sink rate. It could be implemented without making models obsolete - a significant factor with the work involved in top class models.

If the glide performance is not reduced, we will still get the kind of scores as in this years Weston Cup at the 2nd Area meeting - 16 to 18 mins in F1B.

*From Michael Woodhouse:*

I, like many other F1B flyers, very much admire Alex Andriukov and I am lost in wonder regarding the performance of his models. However, in his letter I believe Alex has got it wrong! Whatever happens, we must not reduce the rubber weight or otherwise change the specification of the F1B. If we make life harder, we will seriously reduce the numbers flying the models. We must have a model specification that enables a reasonable flyer to get a decent performance.

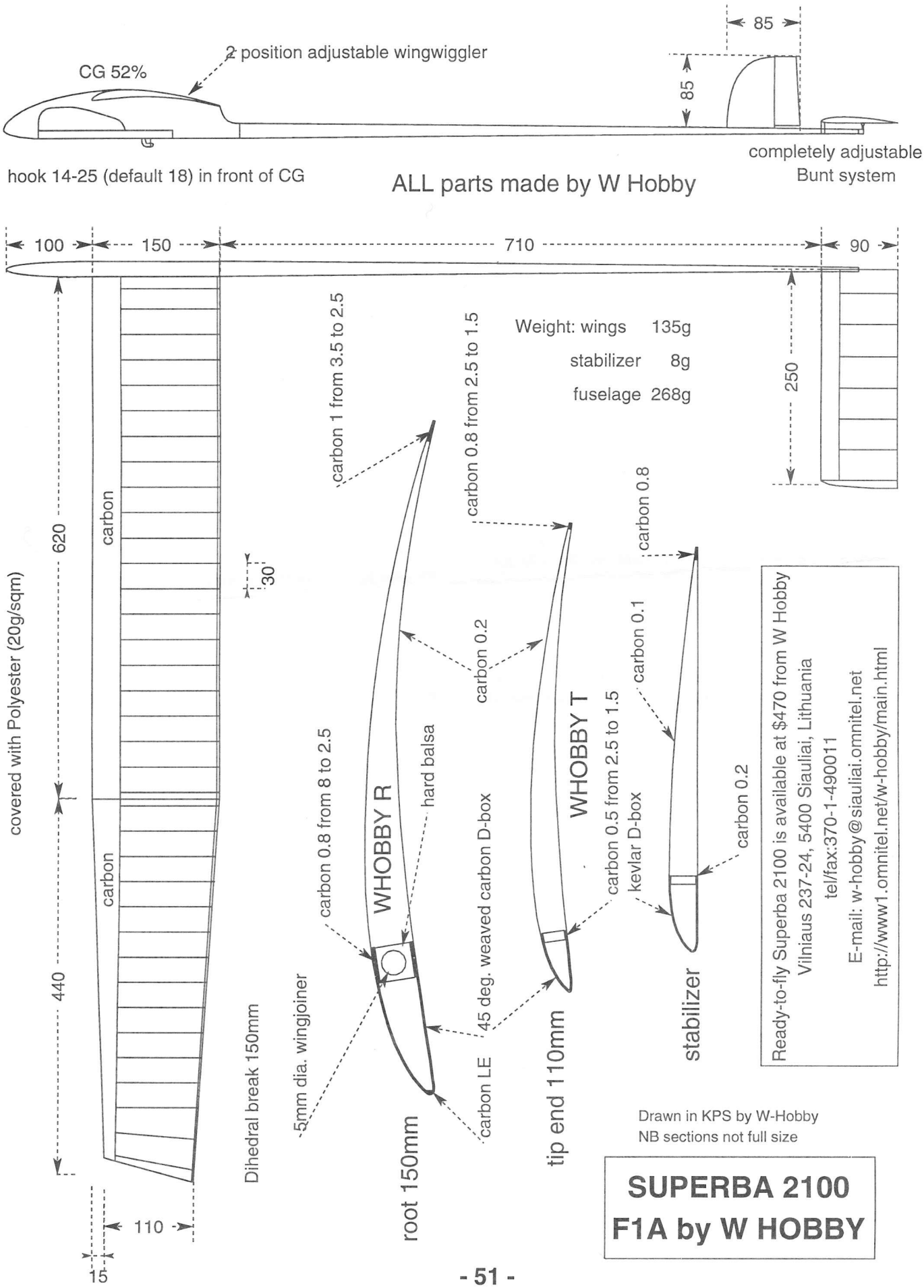
The problem of large fly-offs in premier events should be dealt with within the organisation of the event. Fly the rounds early in the day and make the maxes long in the dead air. This will cut down the fly-off. The final fly-off should be made outside thermal conditions. Reducing the rubber weight will reduce the numbers in the fly-off because less people will be competing!

*From David Ackery:*

I want to commend Alex Andriukov on his fine sporting gesture of declaring that Bror Eimar should be the winner of the F1B World Cup rather than Alex.

However it is a mistake to try to "correct" something of this sort. The flight times of our aircraft are not determined by radar tracking devices that can see in the dark, or through trees or dust or clouds, and we do not have onboard computers in each model that record each flight in micro seconds, and then when it lands instantly transmits the results to a central computer. The length of the flight is determined by frail humans, who have to use their eyes and their judgement. And comply with the rules. If a model glides behind a row of trees we know that it is still flying, but the rule book says that if it does not come back insight within 10 seconds then the watch is stopped and that 10 seconds are deducted. We all know that it is still flying, but we do not know for how long. It is the role of the timekeeper to determine this and if it is not in his sight then he has to stop the watch. Everyone who flies free flight will quickly come to understand this, it may not be a perfect system but it the system that we have. If we loose a max because some seconds are lost out of sight then that is something we learn to accept (this is something with which I am sure we are all familiar), it is part of the nature of free flight, and if you cannot accept it then perhaps you need to go and fly indoors, or do some other sport such as chess where situations are more clearly defined. We need to back up the actions of our timekeepers, rather than seeking to reverse their decisions in cases where it not convenient for us, and accept decisions and results in a sporting way, because when we put a free flight model in the air it on its own, and the science becomes less exact, and that is why we do it.

Regarding Alex's suggestion that current Wakefields have too much rubber, and that motor size needs to be significantly reduced, I feel that this is the wrong way to go. The top 2-3% of fliers may have excessive performance but the *average* flier does not have this problem. If we reduce motor size as Alex suggests the average flier will suffer such a significant performance loss that the satisfaction and pleasure they get will quickly disappear. It is hard enough to retain existing FlB fliers at the moment, let alone recruit new ones, and a change like this would be devastating. We need to consider the health of Wakefield flying around the world, and not just focus on the occasional flyoff. To see what will happen we just need to look at the current state of FlC which is slowly sliding into extinction. If there is a problem with flyoff flights being too long we need to address the problem of flyoff flights, not wreck everything else. I notice that FlK has a method of reducing model performance for the flyoff flights, and while that particular method may not be right for FlB maybe we need to think of something like this that is appropriate and will work for Wakefield.


85
2 position adjustable wingwiggler
CG 52%
85
completely adjustable
Bunt system
hook 14-25 (default 18) in front of CG
ALL parts made by W Hobby
100
150
710
90
Weight: wings 135g
stabilizer 8g
fuselage 268g
250
carbon 1 from 3.5 to 2.5
carbon 0.8 from 2.5 to 1.5
carbon 0.8
620
carbon
30
covered with Polyester (20g/sqm)
carbon 0.2
carbon 0.1
carbon 0.8 from 8 to 2.5
WHOBBY R
hard balsa
WHOBBY T
carbon 0.5 from 2.5 to 1.5
kevlar D-box
carbon 0.2
440
carbon
5mm dia. wingjoiner
45 deg. weaved carbon D-box
stabilizer
Dihedral break 150mm
carbon LE
root 150mm
tip end 110mm
110
15
Ready-to-fly Superba 2100 is available at $470 from W Hobby
Vilniaus 237-24, 5400 Siauliai, Lithuania
tel/fax:370-1-490011
E-mail: w-hobby@siauliai.omnitel.net
http://www1.omnitel.net/w-hobby/main.html
Drawn in KPS by W-Hobby
NB sections not full size
SUPERBA 2100
F1A by W HOBBY

## NEWS FROM BMFA FF TECH COMMITTEE

*World Air Games:* The Free Flight events at the WAG are an open international World Cup Event. Therefore no representative UK team has been selected. If you need details, entry forms, etc, get in touch with me. Entries made and paid for after 1 June 1997 may not be accepted but will be surcharged.

*Easter FAI Contest:* The differences between the approach adopted at Easter and that used in Internationals has been discussed. We have agreed that in future the BMFA centralised events will be operated to the standard pattern of maxes as flown in Internationals, i.e. first round FIA/F1B 3.30 minutes, F1C 4 minutes; all other rounds, if weather permits, to 3 minutes. The FFTC will issue guidelines to CD's for future events.

*FAI Meeting 13 July:* This is an advance warning that the date of this meeting may have to be moved because the DLO have doubled booked the event with a motorcycle meeting. The motorcycle meeting may not go ahead, but we will not know until the end of May. If it does go ahead we will transfer our event to 20 July instead. Be warned.

*Flight Line Behaviour:* We don't want to make a rule, because it would be impossible, but can we ask that when setting up the line in FAI events, the F1B and F1C flyers separate themselves. This will help prevent accidents as wall as make it quiet for the FlB guys. Could FlB flyers also be considerate when erecting their beach screens as FlA flyers need access to the line also. Thank you in expectation.

*World Champs supporters and helpers:* Bryan Spooner requests that any additional people planning to attend the World Champs as UK helpers or supporters and you have not yet contacted him, please do so immediately.

*Open International World Cup Event at Sazena*, Czech Republic, August 15 - 17, 1997. Would all who wish to receive the details and entry form for these two events which precede the World Championships please write to the BMFA office enclosing a stamped and addressed envelope marked in a bottom corner "World Cup Sazena". Please return completed entry form no later than 6 June 1997 to Bryan Spooner, Wing Lodge, Middle Street, Wing, Oakham, Rutland LE15 8RZ, tel/fax 01572 737281.

David Facer, the BMFA Accounts Manager, has kindly agreed to send a single payment in Korun to the Czech Aero Club covering for all entrants their entry, accommodation and banquet fees as requested. Entrants will, therefore, receive a letter about mid-June requesting payment, which is to be made to the BMFA.

The World Cup event is an FAI competition, so it is conceivable that the organisers may wish to check Model Specification Certificates as well as FAI Competition Licences. When you return your entry form to Bryan Spooner, please state how many Model Specification Certificates and FAI stickers you require.

## F1E WEB SITE

From Robert Hart: I have been a member of the British F1E team for a number of years, and this year was co-opted onto the FFTC as F1E rep.

For some time, I have been incensed every time I receive a FFn copy, to see that whenever there is an F1E competition on the diary, the only information given is "contact Trevor Faulkner" and it always conveys the impression that these competitions are a bit of a closed shop, and possibly "toffee nosed" -- were I an ordinary member of the modelling fraternity, I should want a lot of persuading before I actually went to the trouble of finding a telephone number when there is not even an address or anything (March edition).

Now I realise that you can only print information that you have been given, and I suspect (knowing the free flight and F1E community) that you have only been given just the comp dates alone (probably for quite a few years past), so what else could you say? I believe this should change, and as a start in the direction towards better communication (diplomatically and with a view to not upsetting anyone) I have prepared a www site dedicated solely to the British F1E scene , including quite a bit of information, and of course details of all the coming season's competitions. God willing I shall update all the competition results after each comp.

Should you require any other info, please don't hesitate to email me (robert@hargv.demon.co.uk)

The site is http://www.hargv.demon.co.uk

## RADIO TRACKERS

From Louis Joyner.

I enjoyed the two pieces in the May issue on trackers. I just wanted to mention two additional advantages of electronic retrieval:

* You no longer have to chase in a straight line. This can be a tremendous advantage when flying on airfields or unbuilt subdivisions (ie Palm Bay, Florida) where easiest and quickest route to the model might not be a straight line. Simply peddle off in the general direction the model went, stopping occasionally to take a bearing. Since the direction of the signal is fairly accurate, but the distance is not, I find it quicker to take two or three readings from different, easily-reached locations (ie paved roads) to triangulate the model's location before starting the actual search on foot. Often this technique can save considerable time and effort slashing through the woods. (We don't all fly at Lost Hills over here.)

*The other advantage is the tremendous peace of mind that a tracking system gives you. A good example was at the 95 W/C. A jammed timer caused a fly-away on my 6th round flight in F1B. The model stayed up for about 1-1/2 hours, out of sight but still putting out a signal. The chase crew tracked it through Domsod and lost the signal across the river. When they told me this, I remember my reaction was "That's OK, I'll pick it up tomorrow". Which is exactly what I did, after about a 45 minute driving search.

## PAISLEY TROPHY, NEWBIGGING, MAY 11

The weather was forecast to be frequent showers and light winds varying from south east to north east. An east wind means tree problems at Newbigging and the max was set to a lowly 2:30. In practice the breeze was southerly to south west for most of the day and with hindsight a higher max would have been safe. The wind veered to due west for late afternoon and the fly-off. An hour was lost due to rain early afternoon but for the remainder of the day it was generally heavily overcast but dry.

Of the 12 entrants, two flew Power, two flew Glider, and eight flew Rubber.

George Gilkes from Oban made a very impressive start to his contest flying career with a nicely prepared Tripstick. He was well on the way to the fly-off with two maxes when a damaged wing-mount ruined his third flight. He was one of the five nearly men with two maxes and an expletive.

Four rubber model flyers lined up for the fly-off as a rain storm approached rapidly. While Jim Arnott broke a motor then broke the handle on his winder, Harry Wilkinson, Urlan Wannop, and Ian Granger went together early. Their three models climbed quickly in very positive air. Their joy was short-lived. The models were sucked into a dark storm cloud at about 1000 ft. First Urlan's at 4.17, then Ian's at 5.17, and finally Harry's at 6.10. Jim finally got a model airborne and missed the big lift for a flight that disappeared behind the Weston Farm trees at 4.57.

| | | | | | |
|---|---|---|---|---|---|
| 1 | H Wilkinson | +6.10 | 3 | J Arnott | +4.57 |
| 2 | I Granger | +5.17 | 4 | U Wannop | +4.17 |

## WOODBURY WEEKEND MAY 3-4

The organiser George Fuller reports that the new format worked out quite well with the introduction of the nostalgia classes on the Saturday. The weekend rounded off with the usual Bristol and West raffle and prize-giving on Sunday evening with special ceramic embossed mugs and the new Alan Parker memorial trophy for the overall champion won deservedly by John O'Donnell. All events flown to 3x2.30 unless stated.

SATURDAY

Nostalgia - designs published between 1/1/51 and 31/12/60

### Rubber

| | | |
|---|---|---|
| 1 | S Willis | +5.43 |
| 2 | M Turner | +3.04 |
| 3 | E Bennett | +2.37 |

### Power

| | | |
|---|---|---|
| 1 | T Hall | +4.01 |
| 2 | M Parker | +2.24 |
| 3 | A Crisp | 7.01 |

### Glider

| | | |
|---|---|---|
| 1 | C Chapman | 7.30 |
| 2 | R Audley | 6.32 |
| 3 | A Hares | 5.55 |
| 3 | R Marking | 5.55 |

### Precision

| | | |
|---|---|---|
| 1 | J Ralph | 1.500% |
| 2 | K Hurry | 2.916% |
| 3 | J Watson | 4.444% |

CHAMPAGNE FLYOFFS

### Rubber

| | | |
|---|---|---|
| 1 | J O'Donnell | 10.16 |
| 2 | D Hipperson | 5.55 |
| 3 | R Pullen | 5.11 |

### Power

| | | |
|---|---|---|
| 1 | E Hopgood | 3.54 |
| 2 | C Chapman | 3.26 |
| 3 | S Willis | 3.18 |

### Mini-vintage rubber

| | | |
|---|---|---|
| 1 | S Willis | 4.07 |
| 2 | R Wilkes | 3.34 |
| 3 | J Knight | 3.10 |

### Glider

| | | |
|---|---|---|
| 1 | J Arnott | 5.02 |
| 2 | J Howick | 2.56 |
| 3 | A Hares | 2.16 |

### Vintage Rubber

| | | |
|---|---|---|
| 1 | G Ferer | 5.32 |
| 2 | T Bird | 5.02 |
| 3 | J Knight | 4.39 |

Bottle of wine presented by Mike Kemp for top Wakefield: won by T Bird

### Vintage Power

| | | |
|---|---|---|
| 1 | E Hopgood | 4.20 |
| 2 | J Leitch | 3.32 |
| 3 | R Cooper | 2.34 |

Vintage power added by popular demand, bottle of wine donated by William Beales.

SUNDAY

### Open Rubber

| | | |
|---|---|---|
| 1 | D Hipperson | +11.03 |
| 2 | G Sharp | +3.32 |
| 3 | C Chapman | 7.19 |

### Open Glider

| | | |
|---|---|---|
| 1 | J Hook | 5.30 |
| 2 | R Wilkes | 4.53 |
| 3 | J O'Donnell | 4.52 |

### Mini vintage

| | | |
|---|---|---|
| 1 | T Grey | 6+4.48 |
| 2 | J O'Donnell | +1.33 |
| 3 | C Strachan | 5.58 |

### Open Power

| | | |
|---|---|---|
| 1 | H Hutchings | 5.51 |
| 2 | F Chilton | 4.36 |
| 3 | R Barley | 4.15 |

### Vintage

| | | |
|---|---|---|
| 1 | C Strachan | 7.30 |
| 2 | R Alban | 5.24 |
| 3 | E Hopgood | 2.30 |
| 3 | R Oldridge | 2.30 |

### Supreme Champion

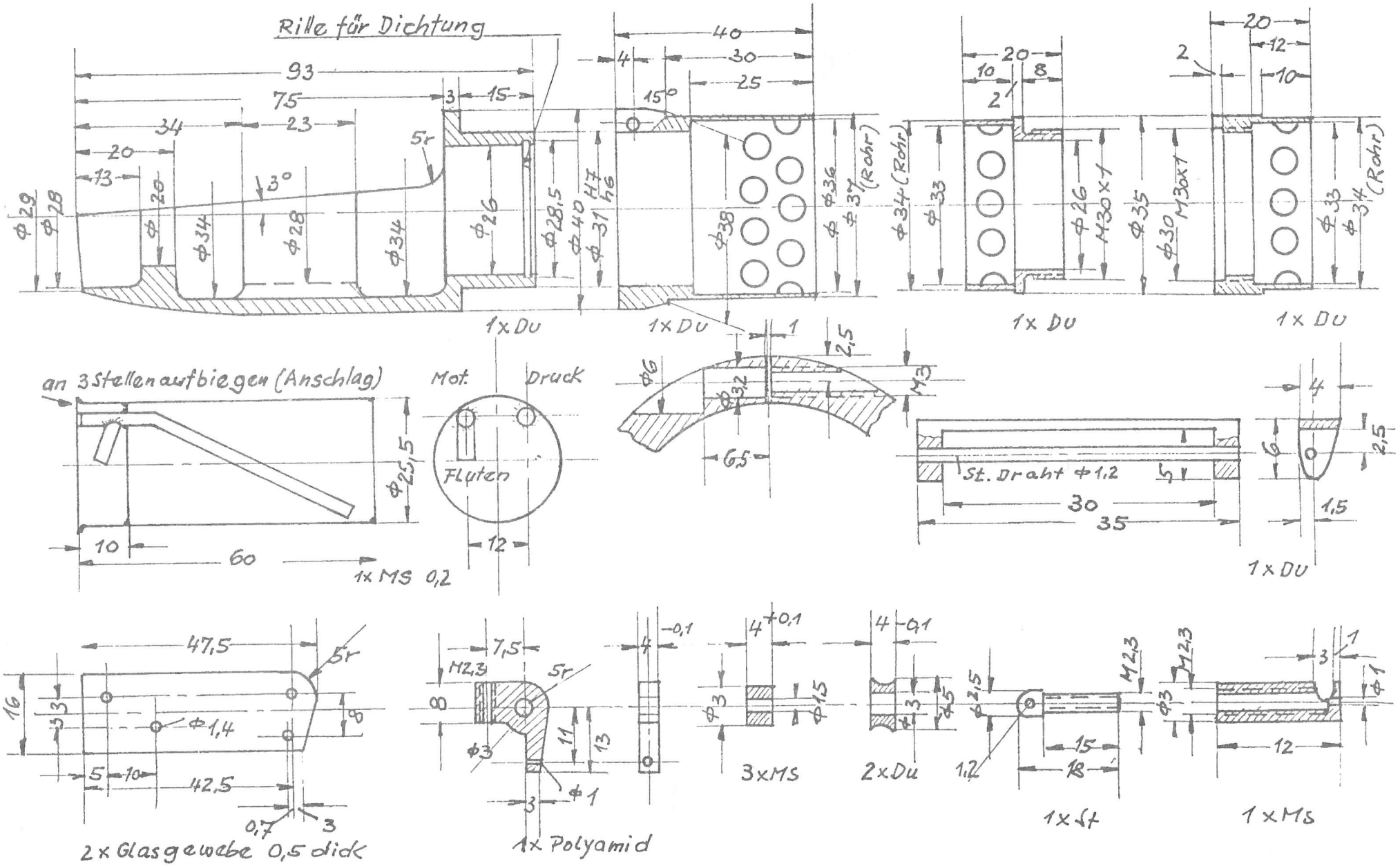
| | | |
|---|---|---|
| 1 | J O'Donnell | 24 |
| 2 | S Willis | 23 |
| 3 | C Chapman | 17 |

## NOTICEBOARD

WANTED - Koster timers. Martin Gregorie: If anybody has working Koster timers they are not using I'll be glad to take them off your hands. My address is:

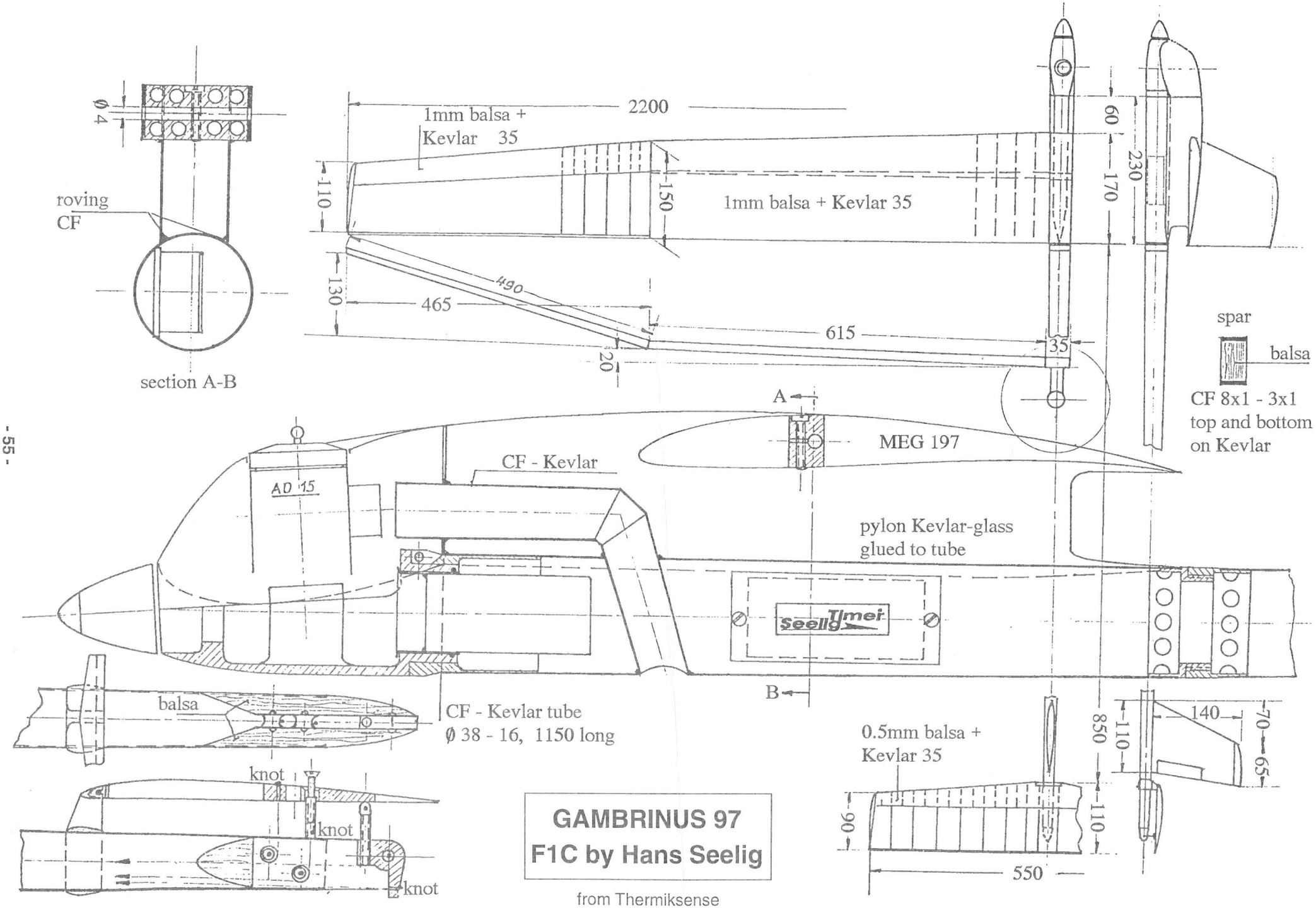
Martin Gregorie, 10 Sadlers Mead, Harlow, Essex CM18 6HG; tel 01279 445 174;

e-mail: gregorie@logica.com






**GAMBRINUS 97**
**details**




**GAMBRINUS 97**
**F1C by Hans Seelig**

from Thermiksense

## BARKSTON HEATH

Most of you are probably aware that the Midland Area have lost two out of the first three Area meetings. This has been due to the RAF getting behind with their flying programme due to the bad weather earlier this year and having to fly at weekends to catch up. The cancellations have also been at very short notice.

We have been liaising with the RAF and although they assure us they will try to avoid our bookings they cannot guarantee it will not happen again.

To make sure you do not make an unnecessary trip to Barkston please contact me after 6 pm on Friday prior to any of the Barkston dates (see list). There will be a short message on my answer machine, hopefully with alternative venues if Barkston is not available.

As to the future all I can say is the BMFA are doing everything possible to maintain flying at this central venue.

Phil Ball, tel 01332665361.

Remaining dates booked for Barkston Heath 1997:

| | |
|---|---|
| 15th June | 4th Area |
| 20 th July | Midland Area Fun Fly |
| 14th Sept | 5th Area |
| 21 th Sept | Brumfly |
| 27-28 th Sept | Stonehenge Cup |
| 5 th Oct | 6 th Area |
| 12 th Oct | Northern Gala |
| 26 th Oct | Timperley Gala |
| 2 nd Nov | Falcons Gala |

## CRANFIELD CLASSIC POSTAL

Postal entries are invited alongside the Cranfield Classic event at Newbigging. This is for models flown on September 7th to the Cranfield Classic rules:

Model must be one of the five 1960 World Champs co-winners. Motor of the period, or genuine reproduction, or PAW 249 PB, or OS 15, 15 sec motor run. No minimum weight.

Contact: Jim Arnott, "Downside", Farm Road, Hill of Beath, Fife, KY4 8DZ, 01383 510279.

## UK COMPETITION NEWS

CRANFIELD CLASSIC AND STEEL CUP is at Newbigging on September 6-7. Saturday event is: Steel Cup (combined F1A, F1B), two flights 1000-1300 at will, then scheduled rounds for flights 3,4,5. On Sunday: Cranfield Classic two flights 1000-1300 at will, then scheduled rounds for flights 3, 4...17; also Caprice Contest from 1000-1700.

In general BMFA rules apply. Builder of model rule does not apply to the Caprice contest which is open to all, including non-BMFA/SAA friends and family. Attached towline winches are allowed if used with a wrist strap. The use of rubber motor heaters and thermal detection equipment is banned. Entry is £2 per event seniors or £1 juniors. Pre-entry not required. Re-entry will be allowed. See the Cranfield Classic Postal item for model rules.

The site is undulating moorland. Only retrieval on foot is practical. The prevailing wind direction gives an "unlimited" distance but an east wind is restrictive. Relationships with farmers are excellent. Please treat all fencing, gates, forestry, and animals, etc, with respect.

Location: From the North West, travel to end of M6 and onto A74, M74, join A70 (Edinburgh) at junction 12, some 50 miles over the border. Follow the A70 to Carnwath; join the A721 (Peebles). Newbigging village is 2 miles on. At Newbigging turn left towards Dunsyre, the flying site is one mile along this road.

From the North East, A696 from Newcastle or A68 from Darlington thro' Jedburgh to join A72 at Newton St Bothwell. Follow A72 through Galashields and Peebles and join A72 110 miles past Peebles. It is a further 8 miles to Newbigging, then as above.

From the East and South of Scotch Corner, it is quicker to cross the A66 to Penrith and follow the above route from the North West.

Several campers normally stay Saturday night in a sheltered corner of the field. There are no facilities. There is a caravan site at Biggar, 6 miles south of Carnwath or you can park around the flying site.

The Nestlers Hotel in Newbigging has four letting rooms only, so booking is advised (01555 840680). Four local houses offer B&B: Mrs M Armstrong 018 998 1251, Mrs B Miller 018 998 1324, Mrs M Kirby 018 998 1338, Mrs L Ibbotson 01555 840677.

Contact: Jim Arnott, "Downside", Farm Road, Hill of Beath, Fife, KY4 8DZ, 01383 510279.

## INTERNATIONAL COMPETITION NEWS

BILZEN INTERNATIONAL. Just after publishing the notice last month, Cenny Breeman wrote to add some explanation to the entry fees: "Entry is free for members and supporting members of our club, and everybody can become a supporting member if they pay 1000 BF in advance. In fact this is a procedure often used by contest organizers and the amounts we use do not differ very much from others. The difference is the funny formula. The reason behind this is the fact that in Belgium we have to pay a tax of 15% on all entry fees for contests. So, even if somebody wants to compete in more classes, this is possible for 1000 BF." Contact Cenny Breeman at Priesterweg 3, B-3621 Rekem, Belgium, tel +32 89 721144, E-mail Cenny.Breeman@ping.be

Further details are on the homepage:

http://www.ping.be/ ~ping7820/BI/