Free Flight news FFn

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DIARY

June 9 Saturday Linton-on-Ouse *call to check*	Northern Area 50/50 event. Mini vintage, SLOP, P30, O/G to 50/50 reduced performance rules. Security coordinator: J Northrop, tel 0113 2581292. Contest contact: D Davitt, 0113 2675433. *Call to check before travelling*
June 9-10 Kunszentmiklós Hungary	Novohrad Cup of Slovakia WORLD CUP. F1A, F1B, F1C. Entry: Senior CHF40 / Junior CHF25. Contact: S Hubert, Malinovskeho 5, 984 03 Lucenec, Slovak Republic, tel: +421 863 432 8206.
June 10 Area venues	BMFA 4th Area event. POSTPONED.
June 10 Cardington	BMFA Indoor. F1D First trials for E/C. Advance booking only. See FFn 0103. Contact L Barr, 01628 487544.
June 16 Rinkaby, Sweden	Scania Cup WORLD CUP. F1A, F1B, F1C. Contact: L Hanson, Sigurdsgatan 15, 215 66 Malmö, Sweden, tel: +46 40 193 790, fax: +46 11 368 214.
June 16-17 Prilep, Former Yugoslav Rep. of Macedonia	Prilep Brand Cup WORLD CUP. F1A, F1B, F1C Zdraxko Todorovski, Kej 4 Juli B 1/5, 2000 Prilep, Macedonia, tel +389 98 28693,fax: +389 98 28693,email: kiniln@mt.net.mk
June 16-17 Orléans, France	19ème Concours International d'Orléans F1D,F1L,F1M. Contact: J Delacroix, 41 Allée du Coudray, 45160 Olivet, France, +33 286 634957
June 21-23 Turda, Romania	WORLD CUP F1E. Jun 21 Turda Cup June 22 Napoca Cup. M Zancui, Str. Parcul Tineretului 1, Sala Polivalenta cam. 210 sector 4, Bucuresti, tel: +40 1 330 40 40 ext.224 frm@radiotel.ro
June 23-24 Ocana-Toledo, Spain	10th Castilla la Mancha-Campeonato Iberico WORLD CUP F1A, F1B, F1C. See page 64 of this issue.
June 23-24	BMFA Team Selection Trials. F1A, F1B, F1C. POSTPONED
June 23-24 Newbigging Postponed	Scottish Nationals. POSTPONED TO Sept 8-9 See FFn 0103. Contact: J Arnott, tel 01383 510279, arnott.downside@quista.net
June 24 Cardington	BMFA Indoor. F1D Second trials for E/C. Advance booking only. See FFn 0103. Contact L Barr, 01628 487544.
June 29- July 1 Beja, Portugal	Von Hafe Cup WORLD CUP F1A, F1B, F1C. See FFn 0105. A Paiva, tel: +351 223 393740, fax: +351 223 393749, anibalpaiva@mail.telepac.pt.
June 30 - July 1 Gliwice, Poland	11th "Black Cup" F1G, F1H, F1J, F1K. Contact: S Kubit, ul. Rybnicka 84, 44-100 Gliwice, Poland, tel: +48 32 232 18 22, fax: +48 32 230 15 94.
July 6-8 Kharkiv, Ukraine	Verbitsky Cup 2001 WORLD CUP F1A,F1B,F1C,F1G,F1H,F1J. Contact: V Vishnyakov, Str. Saperna 30 - 125, Kharkiv 61033, Ukraine, tel: +380 57 212 0711, fax: +380 57 214 7907, alex_f1c_planes@yahoo.com

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

FREE FLIGHT CONVENTION

Report by Ian Kaynes, Paul Masterman and Michael Warren.

This was an amiable, entertaining, and thought-provoking day. Conceived and organised by John O'Donnell (with much assistance from his wife June), the day helped to fill the gap left by the postponement of the Nationals. Part symposium, part trade fair and part party, the day attracted some 80 people from both the free flight and vintage worlds to the Kings Hotel, Grantham, for half a dozen formal talks, question and answer sessions, a display of models, two slide shows, food and drink, and lots of chat and gossip. Great fun.

Chris Strachan was the first speaker, and looked at differences within the UK vintage movement, both in the rules and the philosophy. The background – and this was a theme throughout the day – was our lack of flying sites, concerns about when (or perhaps if) we will be allowed back into the country, and the need for a carefully planned and positioned re-establishment of free flight within the rural community. We are threatened not only by foot and mouth but also by the 'privatisation' of airfields, the growth of pheasant shooting, and even car boot sales. The need, said Strachan, is for the free flight community as a whole to speak with one voice and to 'get back into the countryside in a sensible and co-ordinated way'.

There are four approaches to vintage – from the BMFA, SAM35, SAM1066 and the various clubs. All of them run events, but to different rules and with different procedures. What is more, there are difference in the attitudes of those involved. The BMFA philosophy is the pursuit of excellence and a fascination with innovation and development. For many vintage flyers, however, the approach is different. (And, as someone pointed out in a lively question and answer session later, the vintage movement aims to *preserve* aircraft from a certain period, not improve them.) Performance is often a secondary consideration – the numbers attending may be large but the numbers competing are limited. There is simultaneously a desire to complete but a feeling that it should not be taken too seriously.

Difference such as these should be set aside – the greater need is for co-ordination in our joint efforts to search for flying fields. Strachan also referred to the BMFA's recent decision to reorganise its administrative/office arrangements but without a flying field being central to the plans. To judge from the audience reaction this approach was seen as bizarre and even, perhaps, absurd.

Next **Rod Brigginshaw** described "Achieving a 6 minute climb under the old E30" rules. A relative newcomer to aeromodelling but with an electronics background, Rod concentrated on the electric power source. He emphasised that it was necessary to design the model to suit the power configuration chosen, but did not go into details of how to do this

The winning models in the E30 event at the Nationals have progressed from 1 minute drawing a current of 2A four years ago to his 2 min 20 sec on 1A at last year's Nats. There were large gains in this route since the battery was 90% efficient when supplying 1A compared to 80% for 2A. This was amplified by the motors also being more efficient at lower currents, the older Super Turbo peaked at 1.75A, the Hypo at 1.2A and the current favourite Potonsky or Maxon peak at 0.5A. The power at the prop ranges from 3.8W at 2A, 3.1W at 1A to 1.7W at 0.5A - 0.5A gives half the power but at a quarter of the current and hence a much longer run.

The new rules for E30 now give a choice of a 75g model with two 50mAh cells or 115g minimum weight for a model using three 50mAh cells. Rod has not found any motors which perform well on only two cells and so this option is difficult to use. On the other hand it is difficult to get the heavier model to climb.

Rod concluded by offering ammeters to the audience.

Discussions emphasised the problems of long run models and the need for a positive climb for competition flying in normal weather. J O'D likened it to indoor models, with a 6 minute run equalling a six minute flight. The prop and gear ratio are two key selections; Rod tests his motor prop combinations by hanging them from a digital scaling and measuring the thrust. In response to a question about how to charge the cells, Trevor Grey said he would soon be covering this in AMI and reference was also made to John Godden's FF Forum article.

After a coffee and gossip break, **Dennis Davitt** explored the ways in which we might cope with restrictions on and around our airfields and other flying sites. We already have to deal with a variety of hazards – roads, railway lines, awkward farmers, aircraft hangers and security fences – so how might we alter our models, facing the facts that problems like these are not going to go away and, whether we like it or not, we are not getting any younger and retrieving is an increasing problem for even the most enthusiastic of us.

A variety of options was discussed, including adding weight to models for the fly-off, models being launched together at what is judged to be a 'non-thermal' moment (If only it were that easy and, anyway, who decides?), and flying on half power, whether rubber, CO2 or electric.

Davitt gave most attention to the '50/50' approach where, for example, for every gram of rubber that is used, the same weight of ballast must also be used. This has various advantages – it is easiest to check, it is the nearest to what we already do, it can be done without affecting the CG, it allows for experimentation (If you were using a 100 gm motor before, is a 50 gm motor and 50 gm of ballast the best approach, or would 60 gms of each be better?), and it has been tried and it works.

On the other hand, there are various complications and problems. Advance publicity would of course be essential for this approach, as a group we are resistant to change, and some people would see it as less macho and therefore unacceptable. Also, approaches like this cannot easily cope with significant changes in the weather during the day, or with huge thermals and consequent flyaways.

Finally, of course, for those occasions when going outside the airfield is particularly undesirable, systems

for timing the DT were discussed. The assumption here is that the height achieved relatively early in the flight can be taken as a measure of success, though it is necessary to try to 'equalise' the DT process by, for example, ensuring that the DT angle is always greater than 30 degrees.

In the last talk before lunch **John O'Donnell** raised the need to planning what we do if flying starts again this autumn. He observed that the Nationals have been postponed and so deducing an intent to fit them into the schedule. Already there are the regular events planned for the autumn. A further complication is the World Championship in October - while not wanting this to govern the domestic programme, John reported that there were about 40 people in the party going to California and this was not a negligible part of the UK flyers. The Southern Gala is regularly flown on a Friday without much impact on attendance and so John suggested that midweek flying would be one possibility - noting the majority of the audience are retired. Another suggestion was to postpone the team selection to next year. The days of needing time to build lots of new models for a Champs have passed and it could be better to pick the men currently on form rather than selecting with competitions well over a year before the Champs.

John also noted the poor BMFA communications - this meeting and the cancellation of the Nats had only been announced via newsletters and the poorly circulated Club Bulletin, there not having been BMFA News information. Looking further ahead, he said that we were too dependent on Barkston and needed to diversify to find other sites.

For the FFTC, John Cuthbert said that planning was already underway for the autumn but it was difficult to make progress when the MOD did not know the availability of their own airfields and there would also be pressure of their own and from other leisure users. The preferred use of Barkston for the Nationals largely resulted from the need for infrastructure to support this major meeting, but we have been asked not to use it from mid-August.

A good lunch was served most efficiently and followed by a number of additional activities. The Bowden Trophy was handed between the joint holders Stubbs and Burrows who had tied at the Nats last year and agreed to hold it six months each. Michael Warren and Michael Fantham entertained with their free flight version of Radio 4's Sorry I haven't a Clue late arrivals at the ball. Mike Fantham thanked the hosts John and June O'Donnell, noting that last year John celebrated his 50th Nationals by winning the Model Aircraft Trophy.

Returning to the talks, **Albert Duncan** described a novel new source of potential flying fields. This was the return to the community of disused coal mine sites, with Albert having direct knowledge having been in the coal industry for many years. He had investigated this following doubts about the BMFA proposals to spend a large amount on a new headquarters building without a flying site. Apparently there are about fifty sites and these are usually given to the local council at now cost. Some of the tips contain sufficient coal to justify reclamation and after this has been done the remaining spoil is re-distributed to landscape the site. For usual scenic purposes this would be undulating but there would be no increase in cost to make it flat across the site. Some of the sites are 500 acres (for comparison note that Barkston is 540 acres) and have farmland around them; building and car park hardstandings may also be included.

There was considerable interest in Albert's suggestion and the FFTC will discuss it at their next meeting and submit a proposal to Council.

PSM comments that the work undertaken by Albert Duncan, with his long-term knowledge of land reclamation from the residuary spoil heaps created by coal mining, makes a cogent case for investigation. Since it's generally agreed that we need to expand the number of usable sites for model flying (and especially for free flight) innovative options such as the use of reclaimed land could be a solution. At first sight, one significant benefit is that a selection of candidate venues are in the middle of the England, providing ready access for the flyers around the nation. What's more, even if the site was landscaped to be undulating, if the variation of elevations was within reason, what's the problem?

This idea also provides an option which falls outside the parameters defined at the recent BMFA Council meeting. Reading the minute of the meeting, one can't help feeling that those tasked with searching for premises were given an intractable brief. (Putting it as diplomatically as possible, professional people who involve themselves with the politics of conflict resolution within meetings will be having a field-day analysing how Council decisions were proposed, debated and resolved on the day in question - it provides a classic example of how NOT to obtain a result).

However, one option in the BMFA deliberations which may help concerns the joint use of sites; there is no reason why model flying activities could not co-exist with some other users, especially given our self-imposed limitation of 'one day per week' in venue use. Assuming that other leisure activities would also target weekends, model flying events do not occur 52 weeks of the year. Then we occupy only part of a venue on part of a day (cf: Sculthorpe, with perhaps two other users actively engaged on site when a BMFA Area Centralised is held). And what of the rest of the week? Options for industrial users? We need some imagination and lateral thinking before proposals concerning coal industry sites are dismissed out of hand.

A word of warning, though. Even if a 'yes' decision was taken tomorrow, it would be some time before we had a flying site...

John Cuthbert summarised his views on competitive free flight. He wants to win medals for Britain and, to do so, needs to provide himself with the best possible equipment. If a new engine came onto the market developing 30 percent more power than any current motor, he would of course need to buy some to compete and thus have a chance of winning. Similarly, since the new, geared-motor Verbitski F1Cs are now, in Cuthbert's estimation, getting 25 metres higher on the climb than any other models, it is again necessary to buy one to have a chance of winning. Which is what he has

done, and he showed the model – huge, beautiful and stunningly engineered – as part of his talk.

Cuthbert estimated that perhaps ten or twelve of the models in the F1C fly-off at this year's World Champs will be Verbiski's. He does not expect to have to use the new model in the seven rounds, but for the early morning long fly-off it will probably be essential. During the question and answer session he acknowledged that though the model gives him an immediate advantage (they come not only complete, but set up for the first two-second trim flight), the ultimate prize – to make him a winner from within the squadron of Verbitski models – will be his own work, the trimming and familiarisation. He also acknowledged, after a question from John Bailey, that the systems in the model are very different from his own and thus special care will be needed in its use, particularly when under the pressure of competition – hence the importance of the lengthy familiarisation process.

A couple of other interesting points emerged from this session. Firstly, the models are not made by Verbitski but by a range of workers, many of whom are not aeromodellers. Which, given the breath-taking workmanship, puts the whole process of model building in a somewhat different light. (Parts of the model were passed round and it was interesting that they were treated and handled with almost religious awe, as if they were the Holy Grail or parts of the True Cross) Secondly, given the costs and quality of the model, Cuthbert emphasised the importance of 'not being frightened of it'. The aircraft is a means to an end, and must always be seen and used in that context.

Emphasising the complete contrast with F1C, **Dave Clarkson** talked about "Real open power models". Specifically he means wooden models with large glow motors, remembering with awe the open power flyoff at the last Nationals to have a 10 sec run. The motors are cheap, either from swap meets or purchased new with silencers and RC throttle to be discarded. They run safely on 25% nitro fuel so long as there is at least 20% oil in the mixture. Wing flutter is a major problem if carbon or metal is not used. Dave has only encountered this on models with aspect ratio greater than 8, so he now keeps aspect ratio below 8. His current models have a 10% thick flat-bottom wing section, while he plans in future to copy his SLOP and use an upper surface from NACA 6409 with flat underside for a thicker very stiff wing. His models are small at 600 sq ins for a 40 motor (Russell had used 700 sq ins under the old 10 sec run). At a total weight of 20 oz the loading is two-thirds that of an F1C.

The discussion centred on why so few people fly the class if it is attractive and cheap as Dave suggested. Furthermore, J O'D said that the event is decided on an unlimited flyoff and an expensive F1C would be set to DT earlier than a cheap O/P model. John Cuthbert observed that Russell Peers had won the Sir John Shelley more times than anyone else, he still has models, but he has chosen not to fly power. Peter Watson said that there was a limit time available for modelling and F1C left little spare for other classes. Ray Monks doubted that the O/P model with aspect ratio 8 could glide as well as an F1C with much higher ratio.

F1E RANA, CZECH REPUBLIC, APRIL 27-28

Ivan Horejsi reports on the two F1E World Cup contests on the Rana hill in Czech Republic on April 27 and 28.

The Rana is legendary hill which saw the first full-size gliding attempts in Czech Republic before the WW II. The hill is almost free of obstacles, currently used for the paragliding and deltaplanes activities as well as for model slope soaring. There is a small sport airfield under the hill.

The organising of the F1E contest by the local model club has a long tradition and everything can go smoothly. Also, the mobile refreshment facility helps to keep people in good spirit.

The pair of F1E contests at the end of April attracted 38 competitors in the Friday contest and 42 on Saturday from 6 countries. The unofficial contest of teams consisting of 3 flyers is regularly flown and well attended.

The hill is very good for most directions of the wind, but the SW wind blows along the slope and brings problems. This time, it was the case. Unfortunately, we cannot turn either the wind or the hill.

After the cold weather we suffered almost all April, the Friday was pleasantly warm, only the end of the contest saw some rain. After the cold front which came across during the night, the temperature dropped and the wind velocity increased. You bet, the direction did not change. The Saturday contest was not so pleasant and we had to make a few short breaks due to the rain showers.

The pair of contests were closed Saturday night with a festive dinner, the written results were provided during the closing ceremony during the evening.

April 27

Seniors 38 flew

1	D Petcu	ROM	500.00	+216
2	F Doupovec	CZE	500.00	+199
3	V Ing	SVK	500.00	+161
4	J Wojtak	POL	500.00	+160
5	S Kubit	POL	496.00	
6	I Paltane	ROM	493.33	
7	D Bildea	ROM	466.33	
8	J Orel	CZE	465.00	

Junior 4 flew

1	D Bildea	ROM	466.33
2	M Noskova	SVK	432.67

Teams 10 flew

1	Romania	ROM
2	Silesia	POL

April 28:

Senior 42 flew

1	F Martan	CZE	446.56
2	A Gheorghe	ROM	424.58
3	T Ing	SVK	412.42
4	V Zima	CZE	407.92
5	N Ing	SVK	402.36
6	D Petcu	ROM	400.83
7	J Brada	CZE	387.64
8	I Crha	CZE	374.78

Junior 6 flew

1	A Gheorghe	ROM	424.58
2	J Brada	CZE	387.64
3	P Valastiakova	SVK	259.81

Teams 10 flew

1	Peno	SVK
2	OK timer	CZE

MAY 40TH ANNIVERSARY COMPETITION, UPPSALA, SWEDEN, 5-6 MAY

F1A 32 flew

1	M Holmbom	SWE	810	+300
2	J Nyhegn	DEN	810	+262
3	S Rumpp	GER	810	+246
4	R Hellgren	SWE	810	+244
5	U Edlund	SWE	810	+200
6	P Findahl	SWE	810	+167
7	T Isotalo	FIN	810	+162
8	D Oldfield	GBR	810	+92
9	A Kordemets	EST	810	+87
10	L Larsson	SWE	810	+17
11	P Johansson	SWE	780	
12	J Petterson	SWE	770	
13	P Ronkanen	FIN	762	
14	H Hellgren	SWE	761	

F1B 28 flew

1	M Woodhouse	GBR	810	+420
2	A Kutvonen	FIN	810	+285
3	M Rolands	LTU	810	+284
4	Y Waltonen	FIN	810	+282
5	N Hollander	SWE	810	+225
6	J Akerman	SWE	810	+193
7	H Broberg	SWE	810	+183
8	I Taylor	GBR	810	+101
9	B Eimar	SWE	810	
9	R Posa	FIN	810	
11	J Forsman	SWE	801	
11	G Pink	GBR	801	

F1C 7 flew

1	J Cuthbert	GBR	810
2	G Agren	SWE	785
3	T Niiranen	FIN	781
4	T Eriksson	SWE	770

F1G 7 flew

1	A Sjöberg	SWE	536
2	G Sjöberg	SWE	489

SREM CUP, YUGOSLAVIA, MAY 11-13

A brief report from Darko Mihajlovic (for which, many thanks) tells us that during first day the weather was sunny with some rain, with the wind at 5-6 m/s. The second day was sunny and there was no rain, but on the other hand the wind was very strong, up to 9 m/s. After the fourth round the wind blew over 9m/s so the organisers, with the competitors' agreement, decided to end the competition.

During the first day, strong wind caused the loss of a few models, but during the second day all them were found and brought back to their owners. Some of them were found 8km away from the flight line.

F1A 22 flew

1	A Notaros	HUN	1242
2	K Kubasch	HUN	1091
3	J Voros	HUN	1087
4	F Kerner	HUN	1072
5	D Velkovski	MKD	1057
6	Z Naracic	YUG	1026
7	I Szentpeteri (J)	HUN	996
8	J Zagorac	YUG	815
9	G Josipvski	MKD	791

F1B 6 flew

1	D Zulic	SLO	720	+90
2	S Gostojic	YUG	720	+82
3	B Lacimic	YUG	604	

F1C 1 flew

1	Z Kovacki	YUG	417

F1H 3 flew

1	N Biukovic (J)	YUG	297
2	S Jelikic (J)	YUG	253

VSECHOV, CZECH REPUBLIC, MAY 18-20

F1A 74 flew

1	I Bezak	SVK	1290
2	R Kreetz	NED	1255
3	M van Dijk	NED	1251
4	B Ryz	CZE	1240
5	M Grueneis	AUT	1234
6	I Kreetz	NED	1233
7	H Fuss	AUT	1221
8	M Valastiak	SVK	1215
9	I Crha	CZE	1191
10	W Gerlach	GER	1174
11	P Seren	GER	1165
12	D Kamrla (J)	CZE	1154

F1B 29 flew

1	M Lovato	ITA	1290	+277
2	B Silz	GER	1290	+216
3	P Monninghoff	GER	1269	
4	I Kolic	YUG	1267	
5	J Mezera	CZE	1242	
6	A Gey	GER	1227	
7	V Urban (J)	CZE	1212	
8	P Dvorak	CZE	1211	
9	S Tedeschi	FRA	1207	
10	Y Waltonen	FIN	1171	

F1C 9 flew

1	R Marek	POL	1273
2	V Patek	CZE	1272
3	C Wachtler	GER	1259

BMFA INDOOR

By Peter Lawson.

Bernie Hunt has requested that I quote a change of date from 7th to the 14th of July for the Manchester Velodrome. Bernie can be contacted on 01484 862353.

Manchester Velodrome April 28

F1D was designated the BMFA certificate class of the day plus other duration classes, all flown with ½ motors and spacers.

Apart from slight drift conditions were excellent at this venue. It's very relaxing to be able to fly from 12.00 to 5.00pm without concern about drift or steering. By flying with caution and only gradually increasing launch torque it's possible to fly to the girders at 40ft and to achieve good times with the minimum of worries. Bear in mind that forty feet is the height of the nets, protecting possible over flying on to the cycle banked circuit.

Bernie Hunt and Bob Bailey flew, using the same motor on variable pitch and fixed pitch props respectively, to try to determine the factor enabling both classes of F1D to be flown together competitively (IK: ??). Their findings were that one and a half minutes was about the right differential.

F1D at the new weight of 1.2g is attracting a good amount of interest. Bill Murray was also flying a model although he didn't record any times in the contest.

Mike Green had a good flying day with five flights in F1D and two in F1M. Even though I think he suffered frustrations in the height stakes.

Tom Tomlinson had a good day, leaving his catapult glider at home he concentrated mainly on F1D but put in some useful times in F1M.

Aubrey Beaton also flew in two classes. He just missed third in F1L by one second to John Billam, on his first visit to the velodrome. John had lots of flights but found frustration also in achieving forty feet. An encouraging third place rewarded his efforts.

Bernie Hunt spent most of the day flying his favourite class F1D, logging an excellent 10.29. He also easily won F1L with an equally fine 9.54.

British F1D 2000 team members Bob Bailey and Derek Richards both had relaxing days socialising, but still managing second places in their chosen classes.

Results Best single flight

F1D 4 flew

1	B Hunt	10.29
2	R Bailey	7.16
3	T Tomlinson	6.32

LRS 1 flew

1	P Lawson	5.00

Catapult Glider 1 flew

1	P Lawson	0.34

F1L 5 flew

1	B Hunt	9.54
2	D Richards	7.25
3	J Billam	7.05

F1M 4 flew

1	P Lawson	6.37
2	T Tomlinson	5.47
3	M Green	5.11

Cardington May 6

It was cold in number two shed for the first meeting of the year. Flying action was decidedly slow. At noon it was agreed that the BMFA Gold, Silver and Bronze certificate of the day would be F1L flown on half motors, to an imaginary ceiling of half shed height marked by a single balloon. The cold, lack of flying at Cardington since last September and some attendees dislike of the height restriction saw a slow start in F1L.

Apart that is from John Billam - 2001 British Wakefield team member - who was putting in contest flights from the start of the contest. Partly due to no outdoor activity, John has been churning out F1Ls for the past few months. Even though he damaged all his F1L wings in transit to Cardington, be recorded most contest flights and recorded a commendable best flight of 9.15. Very good for your first visit to Cardington for many years John, well done!

Also putting the flights in was Mike Green, with second highest number of flights and a best of 8.35.

Clive King also had many flights although only recording two officials. Clive also did his stint in timing for others. His 8.46 flight in, I believe, his first F1L contest, was also very commendable.

Roy Wilson was also doing quite a lot of flying, with a best of 7.57, taking a day off from his favourite classes of Pennyplane and LRS.

Quietly getting on with his flying was Phil Olson - Essex man - ably assisted by Derek Richards who was having a day off from contest flying - even though he did an 11.30 flight a bit over balloon height. Phil was judging his height well and only needed one official flight to clinch third place with his excellent model.

Meanwhile Bernie Hunt took time out from flying his FD to record the undisputed best times of the day with flights of 11.24 and 11.15. Like most others, but unrecorded, he had several flights above balloon height.

Second place went to Bob Bailey who only needed one late flight of 10.25 to secure it. Bob spent most of the day trimming for the French Bordeaux meeting in late May. Laurie Barr, Ron Green and Geoff Lefever spent the day trimming their f1Ds. Most of the twenty six places were taken at this first meeting of the season - very encouraging.

Several new faces were in attendance with notably three young men enjoying themselves flying electric models all day long. Also Ian Dowsett, a one time regular at Cardington, was there hopefully the first of many re-appearances.

F1L ½ motors, ½ shed height 7 flew

1	B Hunt	11.24
2	R Bailey	10.25
3	P Olson	9.57

Cardington May 20

On arrival at Cardington the slight breeze was on the back doors of the shed. An early vote was taken and by seven votes to three it was determined that both BMFA contests should be on full motors.

An early flight by Peter saw his model bouncing about the girders, a case of too much torque. A t 6.40 it hung up on top of a girder. Laurie tried in vain to shift it, but the diagonal support bar to the corner prevented him gaining access to the model. Laurie decided to inflate a small balloon and tried again. Unfortunately the white thread on a white reel ran off and the balloon escaped. Laurie tried in vain to rescue it by winding his balloon line around the thread but alas without success. However, as I was on my way to lunch, Roy Wilson had managed to get his F1L caught on the dangling line. He now used his balloon to good effect by bringing his model down along with the errant small balloon.

A jubilant Laurie came into the canteen whilst I was having lunch to inform me that my model was retrieved and the only damage was a cracked tailplane spar.

The rescue had been a three man attempt with Laurie laid down on his blanket manipulating the small balloon. Derek Richards on a normal size balloon with Eric Hawthorne using his binoculars to guide Derek and Laurie on to the model. My thanks to you all for enabling me to fly again!

John Billam on his second visit to Cardington armed with a new Pennyplane was putting trimming flights in and managed a best of 8.05 for third place in the contest. A few mods will see his model improve its performance.

Graham Walker flew consistently and his best of 12.20 gained second place in the contest. Well done Graham.

In F1M Laurie put in a single late flight of 16.45 to win the contests. Most of his day was spent flying F1D, as were Ron Green and Geoff Lefever. Ron did a best flight of about 17.50 on a half motor, which augurs well for the F1D contest on June 10th. Geoff, Geoff Jones, Bob Bailey and John Tipper were trimming models for their trip to Bordeaux at the end of May. We wish them good results in the French contest. Ron and Geoff put in late flights of 13.13 and 12.43 respectively in F1M. Nigel Bathe on his second visit to Cardington was flying well and managed a best of 13.00 in F1M.

Derek Richards and Eric Hawthorne were holding a private half motor contest in Pennyplane, Derek winning with 8.00 to Eric's 7.30. Derek also spent most of the day steering models. Two to four steers were required on most contest flights. The recipients thank you Derek!

Pennyplane	**3 flew**		**F1M**	**5 flew**	
1	P Lawson	13.30	1	L Barr	16.45
2	G Walker	12.20	2	P Lawson	16.07
3	J Billam	8.05	3	R Green	13.13

HALF MOTORS

Mark Croome writes: May I add a couple of notes to Laurie Barr's note about using ½ sticks to obtain a half motor for indoor work. I have used a similar setup for trimming my big open models and work on 1/3 motor 2/3 solid spacer to use full torque and only a minute run! There are a couple of things to be wary of which probably do not affect the indoor people:

1. Don't use it for the first flights on low turns. If you stall on the glide and land nose first the weight of the solid stick acts like a sledge hammer and destroys the rear fuselage until it hits the noseblock.

2 You also need to provide a cushion along the length of the stick to prevent fuselage damage during D/T landings. Discs of pipe lagging or similar soft foam are essential particularly with tissue covered fuselages

Otherwise I can thoroughly recommend this solution for trimming where space and retrieval time is limited and where three minute prop runs are totally out of the question.

WOODBURY GALA

With foot and mouth bringing free flight in the south-west to a complete standstill, it was quite amazing the number of aeromodellers loyal to the Woodbury gala who turned up as usual.

The Saturday became a general get together and the evening a "swap and natter" finishing with a history of how the Castle Brake Cararavan Park started.

Regretfully, from the flying point of view, the two days were blessed with lovely sunny weather.

However, there was no disappointment, the Caravan Park had booked a coach trip which was completely full for a day's outing to the New Eden Project in Cornwall. One of the talking points was the balsa tree growing there, possibly the only one in the country.

The Sunday evening was still an unbelievable success with the usual supper and with a presentation of a cup to John Deeming, the Bristol and West champion, whose efforts helped to win the Plugge Cup once again.

The generosity from the modellers was overwhelming, and we had over 40 items donated for the raffle, ranging from a bottle of whisky to very expensive engines.

When the evening ended I looked around the crowded room and I thought what a nice lot of characters aeromodellers are. To sum up: no lost models, no damaged models, no tree climbing, no aches or pains, just a wonderful friendly weekend.

George Fuller

FLYOFFS

Louis Joyner writes: The recent mention of alternative fly-offs brought to mind an experience I had at a contest in Huntsville, Alabama, some quarter-century ago. Two of us maxed out in open rubber, flying 2-minute maxes. Increasing the max for the late-afternoon fly-off would have put models onto a downwind golf course. So the contest director suggested we both launch at the same time, and the winner would whoever was highest at the end of two minutes. (There was enough drift so that height could easily be determine.) Launching at the same instant adds to the excitement of a fly-off. No waiting to compare times--last model up wins.

Even though I lost, it still remains one of my more memorable fly-offs, and one method that could be used on almost any small field. Certainly it would not work in dead air since height would be too hard to determine with models overhead. Judging height would be more difficult with a large number of models in the fly-off, although the chance of a mid-air collision would add to the drama. Obviously the method is easiest with rubber models, but it also should work with power. (They seem to prefer mass launches, at least during the rounds.) Gliders could be required to do a straight up-and-off tow, which would offer a good way to compare zoom heights.

If memory serves, the contest director that day was George Batiuk sr, father of the 2001 W/C contest director. I doubt that George jr will have to resort to this method, given the wide-open spaces of Lost Hills.

FAI INDOOR RECORDS

FAI has ratified the following new records:

Indoor models record no. 125-a duration, ceiling less than 8 m (2000 record category): 18 min 04 sec by Antonio Russo (Italy) at Gorizia (Italy) on August 5 2000.

Class F1N (Indoor Glider) record no. 118-b duration, ceiling 8m - 15m: 54.8 sec by Leonard Surtees (Australia) at Tamworth Airport, NSW (Australia) on March 6 2000.

Class F1N (Indoor Glider) record no. 118-d duration, ceiling over 30m: 73.9 sec by Leonard Surtees (Australia) at Johnson City, TN (USA) on May 31 2000.

Provisional Records.

FAI has received the following record claims. The details are provisional. When the evidence required has been received and checked, the exact figures will be established and the records ratified (if appropriate).

Class F1L, record no. 116-b duration, ceiling 8m - 15m: 20 min 36 sec by Akihiro DANJO (Japan) at Kanagawa (Japan) on April 26 2001.

Class F1M, record no. 117-b duration, ceiling 8m - 15m:

18 min 14 sec by Akihiro DANJO (Japan) at Kanagawa (Japan) on April 26 2001.

Class F1L, record no. 116-a duration, ceiling less than 8m: 19 min 39 sec by Akihiro DANJO (Japan) at Tokyo (Japan) on May 6 2001.

Class F1M, record no. 117-a duration, ceiling less than 8m: 16 min 44 sec by Akihiro DANJO (Japan) at Tokyo (Japan) on May 6 2001.

UK COMPETITION NEWS

LINTON-ON-OUSE. An experimental reduced performance event is planned for Saturday June 9th at Linton-on-Ouse. Events will be Mini vintage, SLOP, P30, Open Glider all run to 50/50 reduced performance rules (see FF Convention report). Must be on the security list - contact coordinator Joe Northrop on 0113 2581292. Contest organiser is Dennis Davitt, contact him on 0113 2675433 to confirm the event is on and for details of rules. ***Please call to check before event.***

IMPINGTON VILLAGE COLLEGE INDOOR FLYING will be on Sunday October 21st. This will be in the 100x50x28ft sports hall at Impington Village College, 3km north of Cambridge. Fun flying all day including radio (60g max AUW). Competitions will be for Ray Malmstrom's Hanriot design and for the Butterfly ready to fly rubber model. Both competitions will be decided by longest single flight from as many attempts as you like. Contact 01223 860498.

2001 ANNUAL LEAGUE AWARDS

Dave Hipperson writes: Unless there is a return to a full BMFA / Club Gala Free Flight calendar on or before Sunday 22nd July then the computations, trophy awards and presentations necessary for the following leagues will not be made at the end of 2001. They will however start all over again in 2002.

Timperley League
Aeromodeller League
Open Rubber Trophy League

As Contest Director for the above I hope this action will not be necessary.

INTERNATIONAL COMPETITION NEWS

CASTILLA-LA MANCHA World Cup event in Spain will take place on June 23-24 in a field 2km from the SENASA flying school, and far away from the highway. Saturday is for registration and practice from 10:00 until 21:00, followed by dinner at SENASA Flying School Restaurant at 22.00. The competition will be flown on Sunday from 7.30 to 14.30 with flyoff at 17.30. Senior entry fees are 5000 ptas for one class or 6000 ptas for two or more classes, junior fees are 2000 and 3000 ptas. The Saturday evening dinner costs 3500 ptas. Contact: Francisco García Sáez, Calle Albacete 7, 45300 Ocaña, Toledo, Spain, tel +34 925 121205, e-mail: antonio.gloria@airtel.net Accommodation may be booked in SENASA for 3000 ptas single or 4000 ptas double, tel +34 925 130 700.

2001 BMFA FREE FLIGHT FORUM REPORT

The new BMFA Free-Flight Forum Report is now available. The following is a list of the contents:

Laurie Barr	The pleasures of indoor model flying
Bernard Aslett	Rubber Ramblings
Andy Hewitt	Chucking and Cursing (Hand-launched gliders)
Trevor Faulkner	Why fly F1E Magnet?
Paul Chamberlain	Improving contest performance through nutrition
Dave Clarkson	Binoculars for timekeepers
Peter Williams	My F1A system - What can go wrong does go wrong
Pete Watson	½A and F1J Developments
Martin Gregorie/Chris Edge	Heat it up Scotty (An epoxy curing oven)
Dave Clarkson	The Timperley flight scoring system
Mike Woodhouse	Free-Flight tomorrow ?

Copies are available from Martin Dilly, 20, Links Road, West Wickham, Kent, BR4 OQW, or fax: +44 0181 777 5533, or e-mail to martindilly@compuserve.com

Prices including postage are UK £7.00, Airmail to Europe £8.00, Airmail elsewhere £9.00 Cheques should be payable to 'BMFA F/F Team Support Fund', in pounds sterling only, and drawn on a bank with a branch in the UK; you may also order by credit card.

All proceeds go towards the funding of Britain's teams for indoor and outdoor F/F World and European Championships.