Free Flight news FFn

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DIARY

July 8 Church Fenton	50/50 event. Vintage, O/G, SLOP, Vint.cabin, Flt Cup/Go. See page 74
July 12-14 Sibiu, Romania	Sibiu Cup WORLD CUP F1A, F1B, F1C, F1J. Contact: Romanian tel: +40 1 330 40 40 ext.224 frm@radiotel.ro
July 13-15 Kyiv, Ukraine	Antonov Cup WORLD CUP F1A, F1B,F1C, F1G,F1H,F1J. Ukrainian Aeromodelling Club, Str. Industrialna 27, n/c 8, Kyiv 03056, Ukraine, tel: +380 44457 0973, fax: +380 44457 09 73, Email: zakharov@cstcam.kiev.ua
July 14 Manchester Velodrome *Note date=14th*	BMFA Indoor. F1L, F1M, F1D, mini-stick, HLG/catapult G. Contact: B Hunt 01484 682353.
July 14 Kunszentmiklós, Hungary	Vörös Jenö Memorial WORLD CUP F1A,F1B,F1C. Contact: J Vörös, Tarogato str 61, 6726 Szeged, Hungary, tel: +36 20 9 136 463.
July 14-15 Borden, ON, Canada	Huron Cup WORLD CUP F1A, F1B, F1C. Contact: J McGlashan, RR 2, Group 4, 6 Harvest Dr, Niagara-on-the-Lake, ON, L0S 1J0, Canada, tel: +1 905 468 1829, fax: +1 905 468 5098, Email: rgmcg@home.com
July 15-21 Sibiu, Romania	European Junior Championship F1A, F1B, F1J.
July 15 Newcastle Town Moor	Tynemouth Mini Rally. BMFA½A, F1H, F1G (5x2) HLG (7x1). "Tynemouth" D/T fly offs & reduced maxes dependent on conditions. No thermal detection devices. B Martin 01914161096 brian_martin_uk@hotmail.com
July 20-22 Orel, Russia	Russian Open National Championship World Cup F1A,F1B,F1C. S Makarov, tel +7 095 1584905 / +7 095 4940271, fx:+7 095 1584905, makarovs@pol.ru
July 21-22 Kunszentmiklós, Hungary	Herend Cup F1A, F1B, F1C, F1H. Ferenc Kerner, Fasor str.24, 8440 Herend, Hungary, tel: +36 88 523 293, f_kerner_herend@hotmail.com
July 22 Barkston Heath	BMFA Silent Mini. F1H, F1G, P 30, HLG, CO2, Mini vintage. Special rules apply and events will be flown in rounds. See page 67, *to be confirmed*
July 27-29 Beauvoir-sur-Niort, France	Concours International F1A, F1B, F1C, F1G , F1H, F1J, F1K . Contact: M. André Pouyadou, Romans, 79260 La Crèche, France, tel: +33 5 49 25 58 52, fax: +33 5 49 25 58 52.
July 29 Church Fenton	Cleemac Rally. See page 74.
July 29 Cardington	BMFA Indoor. EZB F1L. Advance booking only. See FFn 0103. Contact L Barr, 01628 487544.

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

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

HENRY VIII TO XI, F1H BY BRIAN LAVIS

Henry VIII no longer exists; it disappeared from the top of a hangar at Barkston a year or so ago. It had a number of wins in its time including Poitou in 98.

Henry IX was the same (ish) as VIII but had a short & inglorious life with a DT failure & complete loss in Poiton on its first trimming session. The only compensation was watching the Hen Hamers sweeping through the fields during the unsuccessful search.

Henry X has several differences but has not yet been elevated to competition use - maybe this year?

Henry XII is the model that is used all the time now. It has had wins in both F1H and open competitions. The glide may not be anything special but on tow it is very consistent in both calm & windy conditions. The zoom launch is almost always (it is F1H) very good; screwing its way up.

I build too many models, I am up to XIII now, and most don't get flown enough to be used in competitions for the first couple of years after building unless there is a loss. Apart from an occasional fuselage boom I don't remember breaking any of these models. Except the one I fed through the spokes on the wheel of my bicycle.

All my F1Hs, except the latest, use home made D-boxes from 180 gm carbon.. To reduce wing weight I have recently changed to two laminations of 60 gm carbon/kevlar but that model hasn't been used in competition yet. Hooks are always home made, soldered up from brass.

CONCURSO NACIONAL ARGENTINA Embalse May 23-26

F1A 20 flew

1	J Costabella	ARG	1258
2	C Wilhem	ARG	1255
3	R Antonucci	ARG	1253
4	W Palmieri	ARG	1229
5	M Roggero	ARG	1226
6	M Busnellli	ARG	1224
7	O Martinelli	ARG	1206
8	D Bovari	ARG	1192
9	R Bonetto	ARG	1167

F1B 14 flew

1	H Azzara	ARG	1290
2	R Bovio	ARG	1281
3	H Ortiz	ARG	1276
4	R Marquez	ARG	1235
5	R Clemenceau	ARG	1201
6	J Galvan	ARG	1175
6	C Rodriguez	ARG	1175

F1C 6 flew

1	D Iele	ARG	1298
2	M Zito	ARG	1292
3	F Zito	ARG	1252

PUSZTA CUP, Kunszentmiklós, Hungary, June 2-3

F1A 123 flew

1	G Aringer	AUT	1290	+300	+351
2	J Valo	FIN	1290	+300	+336
3	V Stamov	UKR	1290	+300	+304
4	T Weimer	GER	1290	+300	+258
5	J Voros	HUN	1290	+300	+226
6	A Notaros	HUN	1290	+300	+223
7	L Meszaros	HUN	1290	+300	+184
8	O Stoev	UKR	1290	+300	+176
9	A van Eldik	NED	1290	+300	+155
10	S Pagnini	ITA	1290	+299	
11	V Brussolo	ITA	1290	+294	
12	M Koszonozskin	RUS	1290	+283	
13	I Treger	SVK	1290	+278	
14	S Pankov	RUS	1290	+224	
15	Y Donchenko	UKR	1290	+218	
16	C Nagy	HUN	1290	+204	
17	S Makarov	RUS	1290	+149	

F1B 58 flew

1	V Rosonoks	LAT	1290	+300	+334
2	J Krasznai	HUN	1290	+300	+268
3	M Kapetanovic	BIH	1290	+300	+261
4	O Kulakovsky	UKR	1290	+296	
5	S Stefanchuck	UKR	1290	+275	
6	M Varadi	HUN	1290	+272	
7	I Zilberg	GER	1290	+270	
7	I Kocsis	HUN	1290	+270	
9	B Silz	GER	1290	+265	
10	I Kolic	YUG	1290	+172	
11	P Monninghoff	GER	1290	+108	
12	V Starostenko	UKR	1290		
12	A Chik	UKR	1290		
12	A Sanavio	ITA	1290		
15	S Molchanov	UKR	1286		

F1C 28 flew

1	E Verbitsky	UKR	1320	+287	
2	V Alexandrov	UKR	1320	+254	
3	G Zsengeller	HUN	1320	+212	
4	A Babenko	UKR	1317		
5	M Roman	POL	1315		

NOVOHRAD CUP OF SLOVAKIA, flown at Kunszentmiklós, Hungary, June 9-10

F1B 20 flew

1	A Chik	UKR	1290	+300	+335
2	J Krasznai	HUN	1290	+300	+93
3	H Herbsthofer	AUS	1290	+300	
4	V Vivchar	AUS	1269		
5	S Tedeschi	FRA	1266		
6	I Zilberg	GER	1261		

F1A 47 flew

1	I Treger	SVK	1290	+282
2	I Yablonovsky	UKR	1290	+274
3	F Aberlenc	FRA	1290	+257
4	I Bezak	SVK	1290	+251
5	K Kubasch	HUN	1290	+245
5	M Grueneis	AUT	1290	+245
7	D Varhos	SWE	1290	+238
8	A Notaros	HUN	1290	+235
9	O Pshenychny	UKR	1290	+218
10	C Bachmann	SUI	1290	+188
11	M Hudcovic	SVK	1290	+180
12	C Nagy	HUN	1290	+154
13	J Bodo	HUN	1290	+150
14	B Mihaly	HUN	1251	

F1C 8 flew

1	O Macko	HUN	1320	+246
2	R Szabo	HUN	1320	+206
3	J Szecsenyi	HUN	1257	

F1E WORLD CUP, Cluj Napoca, Romania

Turda Cup 22 Jun 25 flew

Wind speed 3 to 5 m/sec with rain.

1	Z Vojtech	CZE	429.08
2	P Nosko	SVK	401.66
3	F Draghici	ROM	395.00
4	A Bot	ROM	391.50
5	E Pop	ROM	390.33
6	S Ionita (J)	ROM	381.08
7	T Lungu	ROM	366.50
8	J Smeringai	SVK	358.91
9	A Varga	HUN	356.58

Napoca Cup 23 Jun 19 flew

Dry and wind speed 5 to 7 m/sec, but increased to 12-14 m/sec and contest stopped after round 3.

1	S Ionita (J)	ROM	234.44
2	A Ciucu (J)	ROM	220.00
2	G Arghir	ROM	220.00
4	V Salistean (J)	ROM	206.11
5	F Draghici	ROM	204.72

NEWS FROM BMFA FF TECH COMMITTEE

BMFA Events

The present position at the time of writing is that BMFA events are still postponed or cancelled until further notice.

However, the prospects of some flying this year are becoming brighter, but only for events where special measures are taken to minimise the possibility of models leaving the field. Graham Lynn reported to the FFTC that Barkston may become available in July; negotiations are proceeding with the MOD and local farmers. If successful, the 'Silent Mini' on the 22nd July might be flown, with Mini Vintage added to the events list. If this event is held, the following 'special rules would apply:-

1. All event (with the exception of HLG) would be flown in rounds (first round 9.00 to 11.00) to allow the contest director to adjust the maximum to suit conditions.

2. Any fly-offs would be flown to a progressive or regressive maximum.

3. It is anticipated that there will be very restricted access outside of the perimeter fence, and zero access to many fields where retrieval will be forbidden. Details will be posted at control. It is hoped that liaison with local farmers will be arranged to enable the farmer to retrieve any wayward models.

4. It would be a condition of entry that participants accept and abide by these rules.

The Southern Gala in September may also be flown. Any necessary special rules will be determined closer to the date.

Prospects for the final two Area meetings are still very uncertain.

Martin Dilly reports that the licence for trimming sessions on Salisbury Plain have been reinstated, possibly commencing on July 7-8. If the licence is issued, the venue will be open for all forms of trimming, but as always, is subject to confirmation by telephoning 01793 840629. The planned trimming date of 21st/22nd July will not be available for trimming, the army want it for training.

Participants are recommended to review the BMFA and FFTC web pages for the latest information.

Other Events

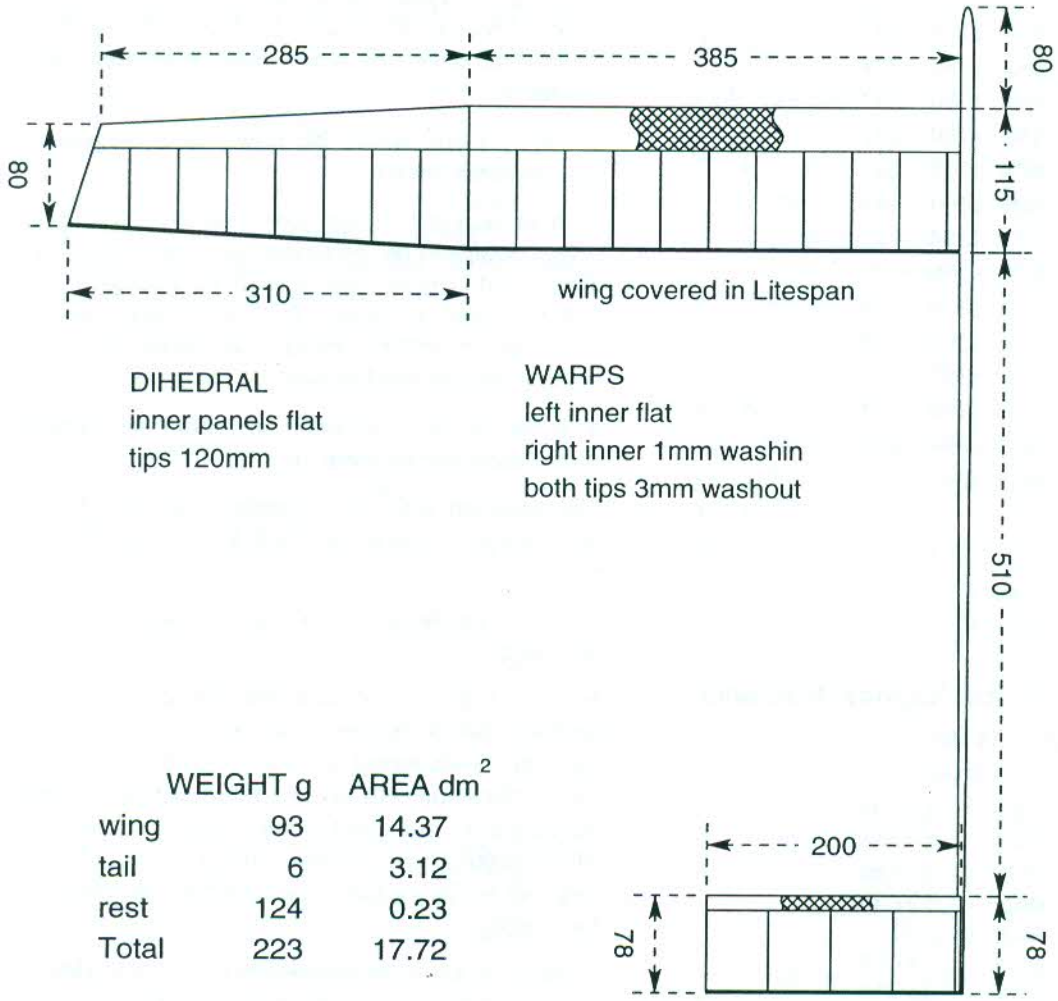
There are a number of 'specials rules' events being organised by clubs and Areas, with rules applied to restrict performance to minimise the possibility that models leave the flying field. The organisers are responsible for contacting adjoining property owners to determine a procedure for any models that do stray, and also for the effective policing of these procedures.

The Northern Area are organising a number of these at Church Fenton on 8th and 29th July, and also 5th August; see contacts in FFn or 'phone Clive Westerman on 01132 868333.

Team Selection Trials F1A/B/C

Detailed proposals for selection of the teams by committee were considered, but gained little support. The view was taken that there was a groundswell of opinion among flyers that at least one selection event should be reorganised, even if this was not until Spring 2002. The difficulties that this might present were recognised.

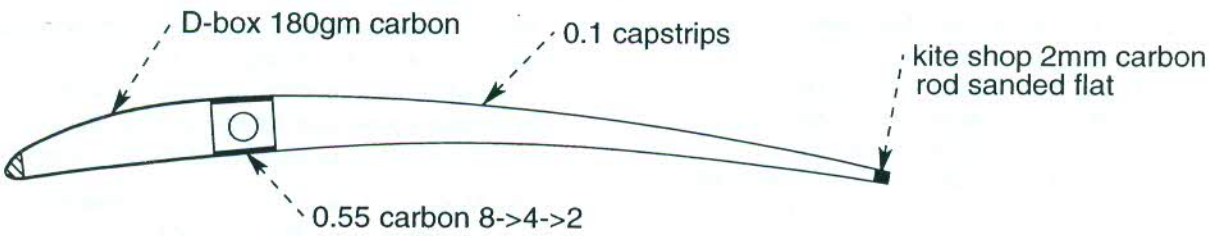
However, to ensure that preplanning for the European Championships was not compromised, the FFTC would be advertising in the BMFA news for applications for the post of ‘Acting Team Manager’.

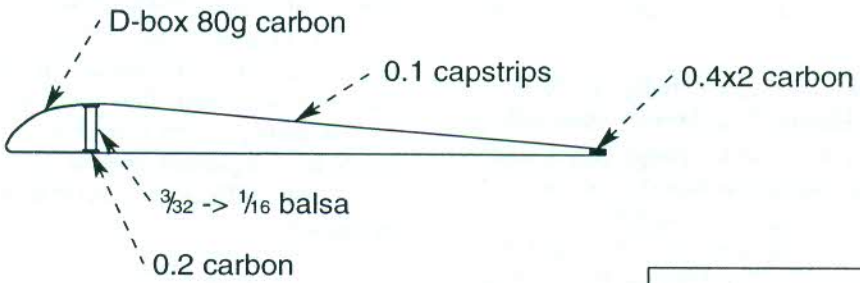


DIHEDRAL
inner panels flat
tips 120mm

WARPS
left inner flat
right inner 1mm washin
both tips 3mm washout

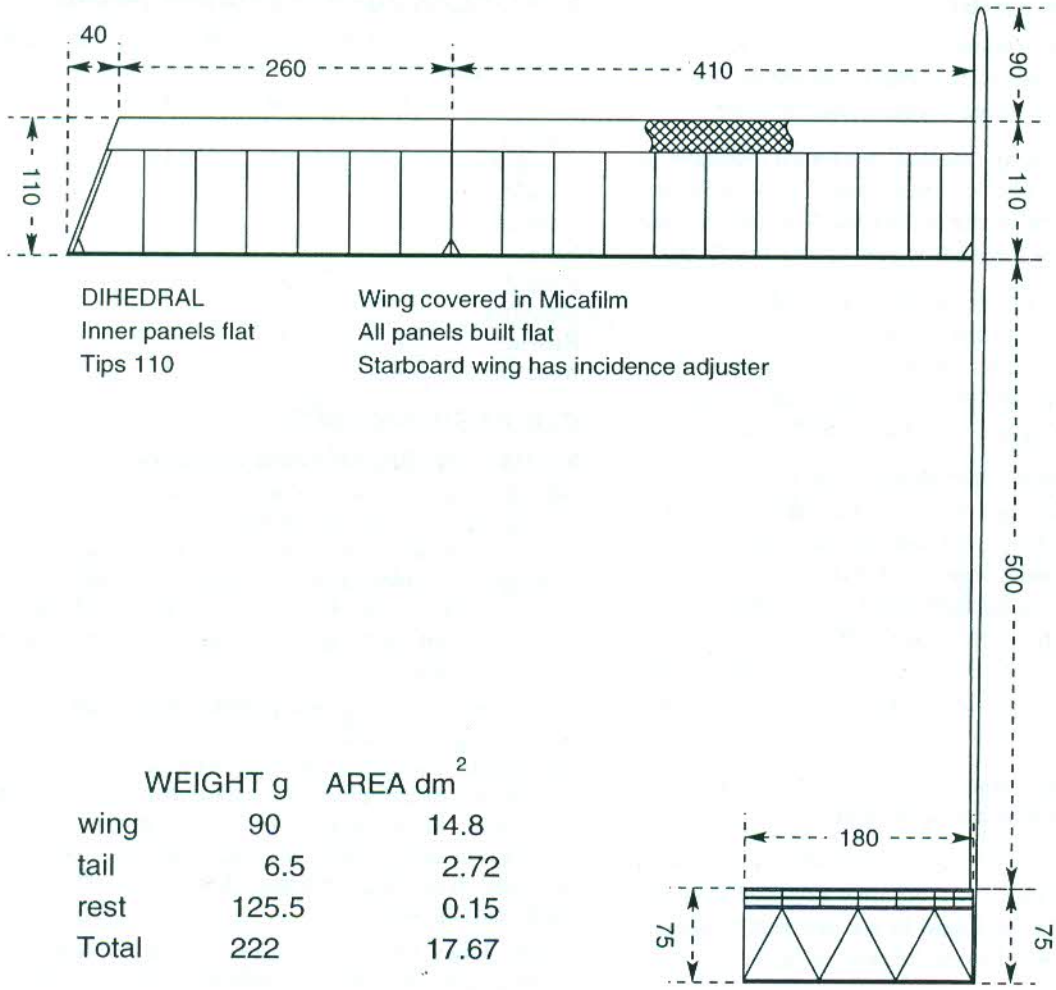
	WEIGHT g	AREA dm^2
wing	93	14.37
tail	6	3.12
rest	124	0.23
Total	223	17.72





Henry VIII
F1H by Brian Lavis

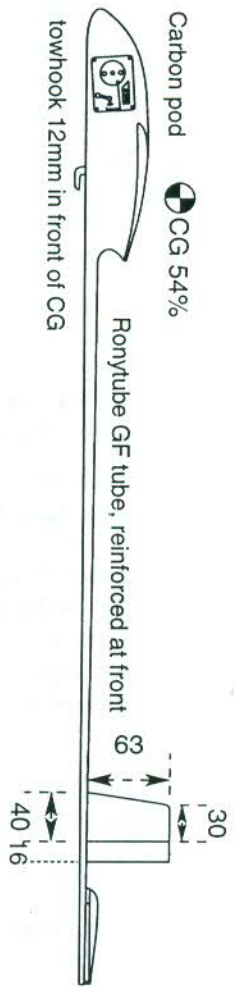
FFn Scale 1:6 All dimensions mm



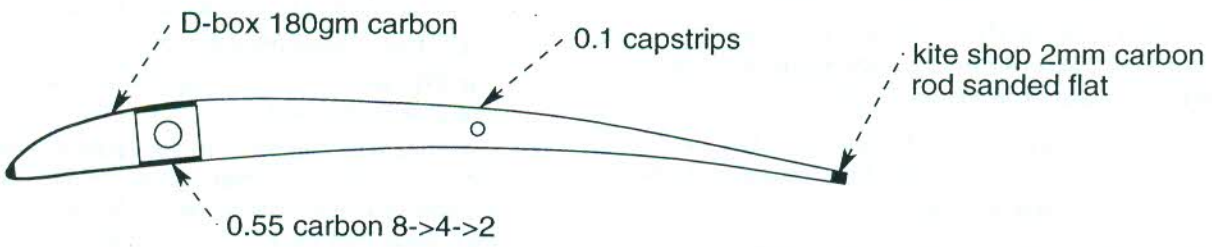
DIHEDRAL
Inner panels flat
Tips 110

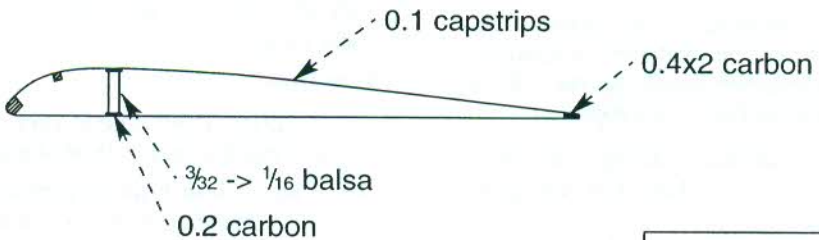
Wing covered in Micafilm
All panels built flat
Starboard wing has incidence adjuster

	WEIGHT g	AREA dm^2
wing	90	14.8
tail	6.5	2.72
rest	125.5	0.15
Total	222	17.67



Fantham/Edge tailplane construction





Henry XI
F1H by Brian Lavis

FFn Scale 1:6 All dimensions mm

SC4 BY PETER TRIBE.

At the present time when F/F is in the UK is still restricted in the countryside, here is something easy to build, and which will impress young and old alike.

This plan is based on my memories of a kit available in the late '50's, which I believe was called 'SC4' (or was it 5), and was quite a favourite among the Northwood Club members at that time for what is now called 'fun flying'.

I built two recently as gifts to the two children of some friends in Germany who I went to visit; the models flew so spectacularly that I was tempted to steal them back when I left to come home! They are ideal if you are looking for something to interest the grandchildren.

The models are simple for children to fly (once trimmed out), but only under supervision as they are quite fast at the launch phase. Just hold the fin, pull back on the rubber, hold the model low and horizontal, and let go. The model should fly straight and fast at a slight climb of about 5º above the horizontal for 60/70 metres before gradually turning into a vertical climb as the speed drops off and the tension rubber on the elevator comes into play.

The glide is not particularly good; lets just say that you are very unlikely to lose it in a thermal.

There is a dimension line on the drawing to assist in getting it to the correct scale. As they say, size may not be important, but I have found in the past that making it any larger just detracted from the performance.

Just have fun.

FAI INDOOR RECORDS

FAI has ratified the following new records:

Class F1L (FAI EZB) record no. 116-d duration, ceiling over 30m: 23 min 47 sec by Jonas Romblad (Sweden) at Berlin (Germany) on March 3 2001.

Class F1M record no. 117-d duration, ceiling over 30m: 16 min 12 sec by Jonas Romblad (Sweden) at Berlin (Germany) on March 3 2001.

Class F1D record no. 125-d duration, ceiling over 30m: 27 min 2 sec by Jonas Romblad (Sweden) at Berlin (Germany) on March 4 2001.

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-c duration, ceiling 15m - 30m: 19 min 53 sec by Akihiro Danjo (Japan) at Kanagawa (Japan) on May 27 2001.

Class F1M record no. 117-c duration, ceiling 15m - 30m: 18 min 20 sec by Akihiro Danjo (Japan) at Kanagawa (Japan) on May 27 2001.

EUROPEAN JUNIOR CHAMPIONSHIPS

Romania reports that currently 9 nations have entered for this event at Sibiu on July 15 to 21:

Country	F1A	F1B	F1J	E.Ch.
Austria	1	-	-	-
Czech Rep.	3	3	3	-
France	3	3	-	-
Germany	3	3	1	-
Israel	?	?	?	?
Poland	3	3	3	-
Slovenia	3	-	-	F1A
Russia	3	3	3	-
Romania	3	3	3	-

CORRESPONDENCE

Martin Dilly, British Team Selection 2002:

With the ongoing foot and mouth situation, coupled with the fact that around 40 of us will be in California for most of October, now would seem to be a good time to seriously consider how we select the best team to represent the UK in Hungary next summer (June/July is probable from past experience there) for the European Championships.

It has been traditional and popular in the past to do this by running a series of trials. Most of us prefer this and the idea of some sort of conspiratorial 'them' choosing people in a secret committee conclave has little appeal. However, there may be some more acceptable alternatives and I think it's high time that we made a decision, rather than let things drag out till it's too late to think it all through.

It now looks likely that there will be no contest free-flight in the UK until late autumn if then; additionally, many of the trimming sites are equally unavailable, so here are the choices as I see them and that I have gathered from other people; there may be others.

1) We schedule Trials for, say, Easter (March 30/31) next year and maybe another date close to then.
2) The F/F tech. committee decide on the team.
3) The F/F tech. committee appoint a small committee to decide on the team.
4) Everyone who competed in the Trials in 2000 (or in 1999 or 2000 if that gives wider range of experienced flyers) votes for the three UK flyers in each class they regard as having the best chance of bringing back medals.
5) We send the same team as this year
6) A suggestion I've heard that is not specific to the current crisis but may be of interest is that the top UK flyer in each class gets a place on the following year's team.

Pros and cons

1) i) A Spring Trials date is very close to the Champs and this has major disadvantages.
   ii) It leaves little time for preparation between Trials and Champs for either team members or team management. The latter can be, from personal experience, a major problem, exacerbated by peoples' inability to adhere to deadlines for payments and returning information essential for the team entry.

SC4

TRIMMING WARNING. THIS FLIES VERY FAST ON LAUNCH AND NEEDS CARE TO ENSURE NO ONE IS IN THE LAUNCH PATH. CHILDREN NEED TO BE SUPERVISED.

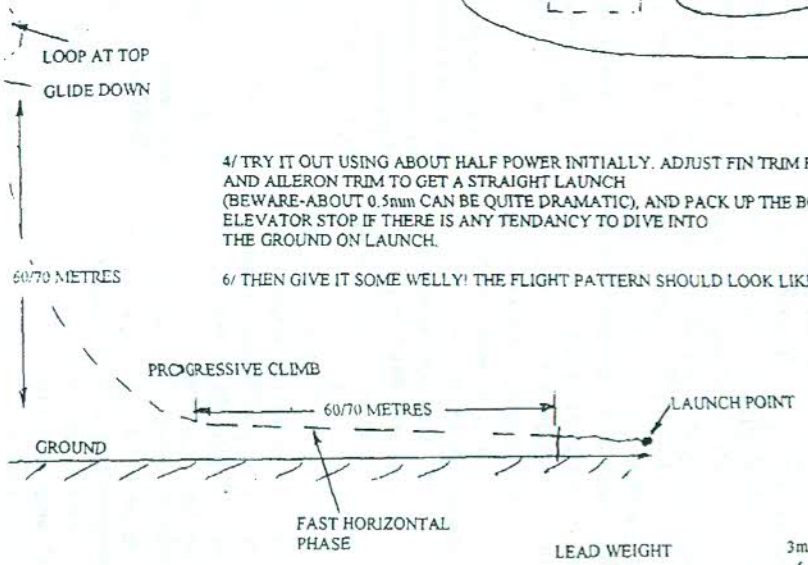
1/ IT IS DIFFICULT TO HAND LAUNCH, BUT TRY IT OUT WITH A FAST HORIZONTAL THROW, AND ADJUST C.G. OR 30° UP ELEVATOR AND TRIM TAB ON FIN IF NECESSARY TO GET STRAIGHT GLIDE.

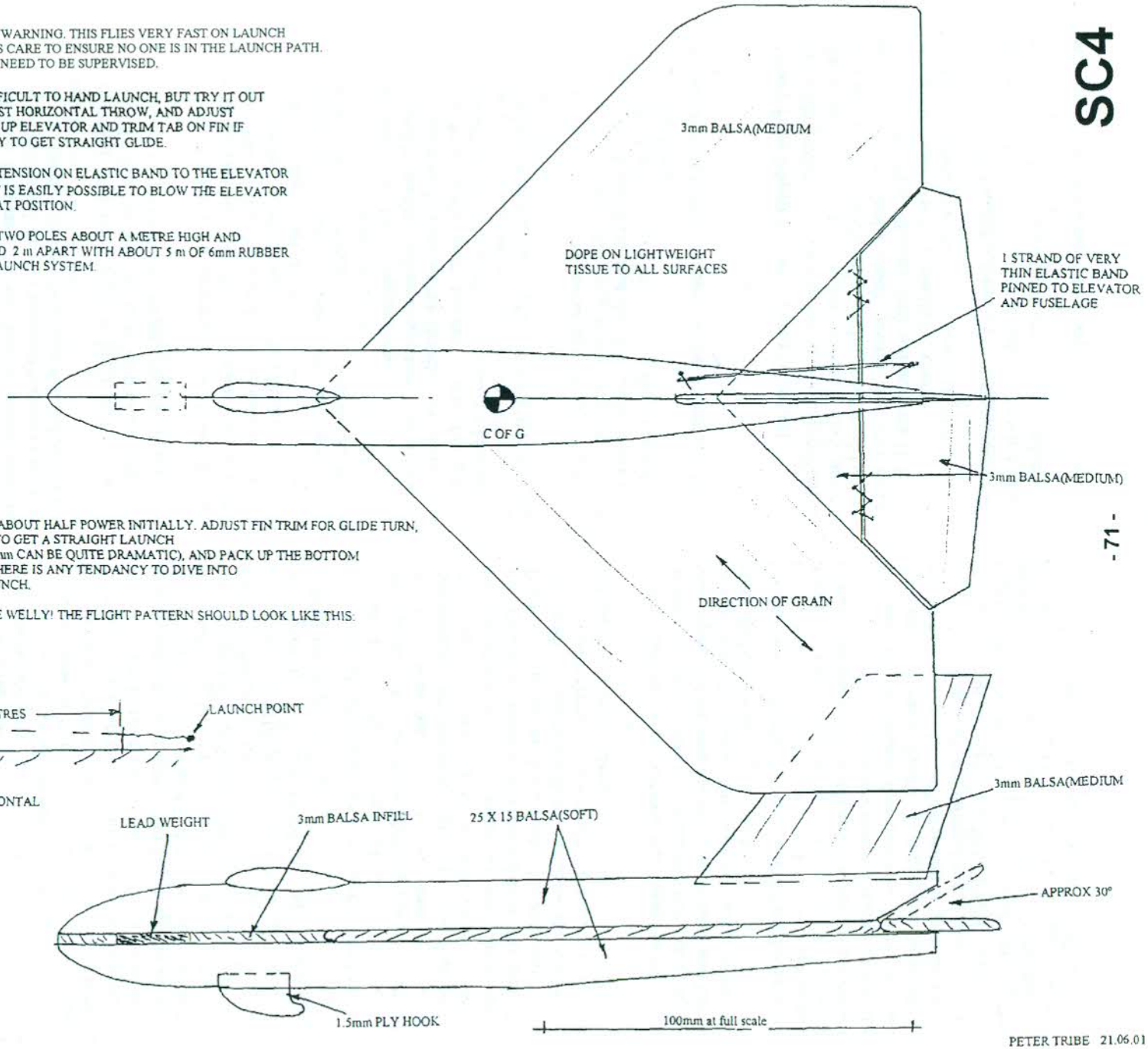
2/ ADJUST TENSION ON ELASTIC BAND TO THE ELEVATOR SO THAT IT IS EASILY POSSIBLE TO BLOW THE ELEVATOR TO THE FLAT POSITION.

3/ UTILISE TWO POLES ABOUT A METRE HIGH AND POSITIONED 2 m APART WITH ABOUT 5 m OF 6mm RUBBER FOR THE LAUNCH SYSTEM.

4/ TRY IT OUT USING ABOUT HALF POWER INITIALLY. ADJUST FIN TRIM FOR GLIDE TURN, AND AILERON TRIM TO GET A STRAIGHT LAUNCH (BEWARE-ABOUT 0.5mm CAN BE QUITE DRAMATIC), AND PACK UP THE BOTTOM ELEVATOR STOP IF THERE IS ANY TENDANCY TO DIVE INTO THE GROUND ON LAUNCH.

6/ THEN GIVE IT SOME WELLY! THE FLIGHT PATTERN SHOULD LOOK LIKE THIS:





PETER TRIBE 21.06.01

iii) A decision delayed till Spring can give problems for booking leave and/or domestic holiday committments.

iv) Bad weather at one or other of the Spring Trials will mean one of two things. We fly despite the weather, risking the very models that flyers who make the team will need in a couple of months' time and/or resulting in a team of good rough weather flyers representing the country and competing in an event in Central European summer conditions, or else we cancel the event and have to pick the team by committee anyway because it's too late to do anything else.

2) This puts too much pressure on the tech. committee, not all members of which in any case are aware of the potential of the likely candidates. Additionally, selection by committee can lead to people thinking they didn't get picked for personal reasons or because one or two of those on the committee influenced the rest.

3) The same objections apply as in 2), with the added possible concern that the tech. committee might be accused of picking the wrong people to pick the team...

4) I think this has a lot to commend it. Most of those who fly in UK F1A, B or C events have a pretty good idea of the 'form' and team potential of those who fly in the other two; it's one effect of the small numbers taking part. I am sure they have sufficient integrity not to vote for friends or clubmates simply because they are friends (so that's yet another team I won't make...), and I'm equally sure that those not selected would be far happier for this to have been decided by all their fellow competitors rather than by a committee. In view of the fact that we do need to give next year's team adequate time for getting themselves and their models ready for a mid-summer European Championships, not to mention making their personal and travel plans, I think this may be our best choice.

5) This would have the advantage of at least being simple, but might not be generally popular. On the other hand, the 'form' that the 2001 team shows may be about all we have to go on if this year sees no contest flying.

Whatever is decided, it needs to be announced quite soon.

Those Free Flight Flyoffs John Minshull

The main problem (if you will pardon the expression) is the wind. It is also the models because if they always flew into wind at windspeed then they would land where they were launched, which would be very nice. Reducing the effect of wind drift and accurate D/Ts are always desirable, both in qualifying rounds and flyoffs, so it seems worthwhile to discuss model flight patterns.

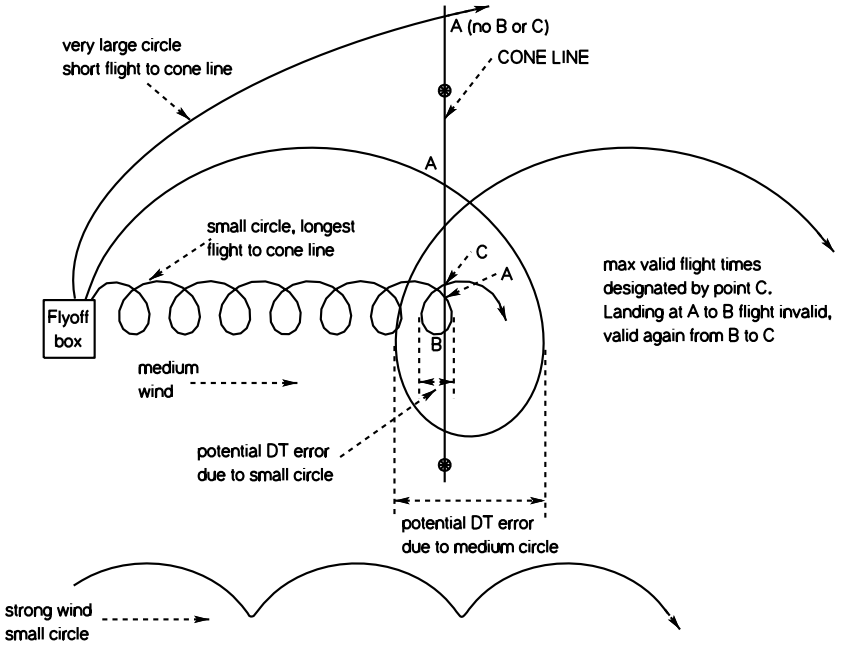
It is not a perfect world and some fast flying models turn tail as soon as they are launched, add to the wind speed and disappear to the horizon as quickly as possible with little or no turn. Those that perform large circles are sensitive to the possibility of D/Ting at the extremity of a downwind leg adding flight speed to wind speed in terms of distance travelled. Those with the tightest turns do not add much distance to that caused by wind drift even if they D/T on the extremity of the down wind leg. This last statement is true providing the flying field allows a fair number of circles (say more than 10) to be performed before D/T. To put it another way it is desirable that the point of the circle at which the D/T occurs does not make a significant difference to the distance travelled. Thus the circle size should be a small proportion of the flying field size. As a model is not normally retrimmed for a particular field it follows that a small circle will be more generally appropriate, in terms of distance travelled, for all field sizes.

Is it possible to build free flight models that have a natural inclination to stay into wind but if they turn away perform a tight turn? The general assumption seems to be that once launched a model assumes the wind speed plus or minus its flying speed and is therefore flying in still air. Some models, however, appear to perform better than the average, spending more time on the upwind half of a moderately tight circle than on the downwind half while others do the reverse. Whether this is an illusion I am not sure, but it is desirable that more time is spent in the upwind leg for obvious reasons. On this topic it has been suggested that actual flight speed (with the wind speed subtracted) may vary on the upwind and downwind legs. The proposition in this case being that they speed up on the downwind leg and lose energy by slowing on the upwind leg.

It must be admitted that the stronger the wind the less important the flying characteristics of the model become, as in this case a model flying into wind actually flies backwards, but I believe it is common knowledge that models with identical flight times and launched at the same time can end up at substantially different distances down wind, so should we know more about how models perform in a wind and how fast they fly? The possibility can be that a model that flies mainly into wind ends upwind of the flyoff box (how about that for a utopian objective!). I think many modellers have seen this happen on calmer days.

From the above we can see how free flight models might be designed and trimmed to make the best use of flying field limits. Models that fly well in tight turns and have a natural ability to fly into wind and have an accurate D/T make the best use of a flying fields.

For centralised events we can then add these ideas to the notion that valid flyoffs must land within a designated distance from the flyoff box (based on the Tomboy Comp. principle). Although I have not seen it mentioned in the many dicussion papers from learned modellers,the boundary of the airfield does not have to become the boundary for valid flyoffs. I suggest a boundary is established within the airfield using a pair of traffic cones. A willing soul (the umpire) mans the sight line between the cones handing out 'Valid Flight' cards for all flights within the boundary. A valid flight must either land before, or D/T to land before the cone line but it is probable that using a D/T would be the most popular choice. If the cone line is within the field it allows some



The cone line could be applicable to all flights but would be difficult for an umpire to handle a large number of flyers during a complete days flying. The present method of setting a round MAX for the qualifying flights based on prevailing conditions seems to work quite well.

This type of approach may not appeal to the flyer who enjoys searching through acres of waist high rape 5 miles downwind but does encourage controlled flying and good D/T control ,which I personally find appealing. It could add a new dimension to the hobby ,does not require significant administrative support ,reduces the need for imaginative timekeeping, could help to keep the majority of models within the flying field and seems to be in the spirit of free flight. It is not an immediate 'cure all' for flying field problems but it could refocus folk away from sterile high tech. 30 minute flyoffs, where successful models are invariably lost.

latitude for wayward invalid flights to still land inside the field.

The cone line idea has the property that on a small field, flight duration prior to D/T is less important than the D/T time because a large proportion of the flight is likely to be taken in the D/T descent and thus flying ability becomes less significant. On the large fields, where most prestige events occur, the cone line can be set further from the flyoff box and the flight duration prior to D/T will far exceed the D/T descent time. This is important as flying ability, not D/T characteristics, are a key objective of free flight. At least the cone line approach can be used irrespective of field size, using the same rules, even though large fields are obviously desirable. On very large fields the line might become excessively long and could cause problems for the umpire. From the drawing it is obvious that the model that spends the highest proportion of its flight path flying upwind, all other things being equal, will record the longest flight time before reaching the cone line.

For a small circle, if MS is the model speed and WS is the wind speed ,and half the time were spent flying into wind the average speed to the cone line is 0.5((WS+MS)+(WS-MS)). If WS is 10mph and the model speed is 10mph the average model speed to the cone line is 10mph. This low value is relatively independent of the point in the circle where the D/T occurs.

For a very large circle the average model speed to the cone line is (WS+MS) or 20mph

The average speed for a medium circle will lie between these two values depending on the point in the circle at which the D/T occurs.

It is probable that flight times to a cone line will not vary to the extent currently seen in free flight flyoffs, particularly if a mass launch is used, thus increasing the need for accurate timekeeping. A mass launch would reduce the variations due to wind speed and give a fairer result.

NOTICEBOARD

Model Radio Trackers

Trackers: these tiny micro transmitters, in combination with a 2 mt band receiver, allow safe model retrievals in windy days, under strong thermal activity or when the model gets lost for any reason. Simple "body shielding" direction finding technique. Miniature surface mount circuit, crystal controlled RF section with 30 cm music wire whip antenna. Any frequencies on request in 2 mt band (note: may be subject to local regulations). Epoxy waterproof sealing. With 3V lithium batteries BR435 (type V1) or CR1225 (type V2) battery life is > 5 days. Also available without battery-holder to use any 3V batteries/holders.

Active attenuator: pocket sized, great to speed-up the retrieval without messing with a shortened RX antenna when approaching the model. The adjustable attenuation allows accurate direction finding with a normal antenna, keeping the directionality but preventing the receiver from saturating even when the distance is as low as 10 meters. Provides over 100 dB maximum attenuation. Standard BNC connectors for quick insertion between the receiver and its antenna. 3V button type lithium battery, 7 days battery life. Dimensions mm 40 (L) x 55 (H) x 25 (W). Weight 60 grams.

Type V1 tracker: ultra light (< 2 grams). Miniature aluminium battery holder for the popular sport fishing batteries (BR435/25). Dimensions: mm 19.5 (L) x 9.5 (H) x 8.5 (W). Price 70 Eur each.

Type V2 tracker: rugged and light (< 3 gm). Powered by CR1225 button type batteries and a plastic battery holder. 20.5 (L) x 12.7 (H) x 8.5 (W) mm. 70 Eur each.

Active attenuator: complete with connectors for antenna/receiver and battery. Price 40 Eur.

Battery holder for BR435. Ready to solder separate aluminium tube holder with gold plated contacts. 5 Eur.

Batteries BR435 lithium cylindrical. Price 5 Eur per pair.

Batteries CR1225 lithium button type. 5 Eur per pair.

HB9E: 2-element foldable directional antenna. 8.2 dB gain. 25 cm long when closed. Standard BNC connector. Price 30 Eur.

For further information please e-mail or write to:

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I-40069 Zola Predosa (BO) - ITALY
Fax/Phone: +39051757064
E-mail: txic@hotmail.com
Website: http://members.tripod.com/txic

KB20. Jim Moseley: Thanks to the previous mention of KB20's for 'Slow Power' there are now a half dozen happy owners who are all enthusiastic about their new toys. However, due to an order not followed up, I'm left with one new-in-box KB20 and another with a supposed 10 mins bench running, which I've no reason to doubt. I'd like to clear them at £50 and £45 respectively (plus postage - £2.60 surface, £5.20 airmail) and also have a couple of used engines at lower prices. If sufficient interest I'd be happy to continue to seek out new or as-new units but I'd like to dispose of this pair first.

Contact Jim at: 19 Banner Crescent, Ajax, Ontario L1S 3S8, Canada, email: jjmoseley@look.ca

F1B FOR SALE. F1B ready to fly model 60" span by Alexander Andriukov, as new, never flown. Contained in a ¼" thick plywood box 32" x 6" x 7" (deep). £800. Contact John Bridgeland, Woking 01483 725765.

COUPE CHAMPIONSHIP 2001

Ian Davitt writes: In order for this years Championship to be ratified and trophies awarded, a minimum five of the nominated events must take place.

The remaining events are:

BMFA Northern Gala, Oxford Rally, BMFA Nationals, BMFA Silent Mini (if held on 22 July), Timperley Gala, BMFA Southern Gala, Brumfly, Hipperson 80 grm.

To date, only the Crookham Gala has taken place.Scores for the year to date are therefore:

I M Davitt	9	F G Sharp	3
E Challis	6	D Oxborough	2
D Beales	4	D Greaves	1

UK COMPETITION NEWS

Dennis Davitt: Most people will know that the MOD have allowed us back on to Ch Fenton. However at this time new cases of F+M are still occurring in Yorkshire. Because of that we are using the field for "50/50" events, plus Wed evening trimming. No one is allowed off the field to recover wayward models. This has worked well so far. Forthcoming events are :-

8 July: Vint, O/G, SOP, Vint Cabin, Flt Cup/Go.

11 July: Wed evening F/F Scale.

29 July: Cleemac rally may be back to normal rules then.

5 Aug- Morley 'Hth C' A1/CdH, P30, Brit Pwr, Midi Vint R+G.

For a detailed rules and events sheet please contact John Godden with an SAE. Usual security list.

INTERNATIONAL COMPETITION NEWS

POITOU, the World Cup event in France is on August 4th and 5th this year. F1B and F1C competitions are on Saturday August 4th and F1A on Sunday 5th, starting at 7.30 each day. The entry fee is 200F for one class or 270F for two or three classes, with the price for juniors being 80F for one or two classes. Midday meals on the field on contest days cost 55F per person per day (must be ordered and paid in advance, midday meals free to timekeepers on that contest day). Entry and payments must arrive before July 15th. Entry forms sent without payment by that date pay an extra 50%, entry on the field (on Aug 3rd) costs double the standard fees. Contact Poitou 2001, BP 36, 79101 Thouars Cedex, France, tel +33 54966 6107, fax +33 54996 1337, email: poitou-aero@club-internet.fr, web site:
http://site.voila/fr/poitouaero

PRILEP BRAND CUP is the World Cup event in Macedonia. A postponement has now been required by the unhappy conditions in the country as described by Todoroski Zdravko: "Although we have a great desire, enthusiasm and lot of preparations, we are not in a position to normally realise the second Prilep Brand cup as it was planned. Unfortunately the situation in our country destroys our hopes." The event is now rescheduled for 8-9 September.

25TH SIERRA CUP is the World Cup event just after the World Championships. It will be held from October 18th to 21st at Waegell Field, Sacramento, California. F1A and F1C will be flown on Thursday, Oct 18 and F1B on Friday, Oct 19. On both days round 1 will start at 8:00am, all rounds are 180 seconds, flyoffs start after round 7. F1G, F1H, and F1J will be flown on Saturday Oct 20 with 5 rounds, each round one hour long. Round 1 will start at 10:00am, flyoffs start after Round 5, first flyoff round is 240 seconds, second flyoff round is 360 seconds, etc. Saturday evening there will be a banquet and trophy presentation. Sunday 21st is a reserve day.

Note that timekeepers will not be provided. Please find someone to fly and time with you at your pole position. If you qualify for the flyoff in your class, you are required for each flyoff round you fly to provide a timer for the flyoff timer pool who will be assigned to a flier during that flyoff round.

Entry fees are $45 for Group 1 (F1A, F1B, F1C) and $45 for Group 2 (F1G, F1H, F1J). Entry in both Group 1 and Group 2 is $60. These fees include banquet, banquet tickets for additional people $20 (reservation by 9am Saturday). Entry fees must be received by October 1, 2001, or a late entry penalty of $35 will be imposed.

Foreign competitors must send entry forms in advance, but may pay on the field on final registration day, Wednesday, October 17th, between 9amand 5pm. For insurance purposes, AMA requires that all entries, including foreign entries, be members of AMA. Membership is available on the field for $28.

Contest Directors :

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