Free Flight news FFn

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DIARY

September 9 Cardington	BMFA Indoor. F1D Second trials for 2002 W/Champs. Advance booking only. See FFn 0103. Contact L Barr, 01628 487544.
Sept 15-16 Sculthorpe, UK	Stonehenge Cup WORLD CUP F1A, F1B, F1C. G le Vey, tel 1904 705 647
September 15 Liptovsky Mikulas, Slovak Rep	Mikulas Cup of Hungary WORLD CUP F1E. Contact: G Pinkert, PF.16 H-1625, Hungary, tel: +36 1 221 4071, fax: +36 1 221 4071.
September 16 Liptovsky Mikulas, Slovak Rep	Liptov Cup WORLD CUP F1E. Contact: M Valastiak, Vrbicka 1869, 031 01 Liptovsky Mikulas, Slovak Rep, tel: +421 840 23 314.
Sept 21-26 Nowi Targ, Poland	World Championship F1E (Seniors & Juniors). Contact: Aeroklub Polski, tel +48 2282 66333, fax: +48 2282 66333
September 23 Cardington	BMFA Indoor. Mini Stick and reserve team trials date. Advance booking only, see September 9 entry.
September 23 Port Meadow, Oxford	Oxford Rally + Dreaming Spires Rally. Sunday 10am. CdH, A1, P30+E30 combined in rounds, HLG, vint HLG, vint R (34" max span), vint G (72" max span or A/2), Nostalgia G (51-60 incl), Tailless R/G, scale. All towlines 50m. Fly from line. BoM. No power models, no thermistors or streamer poles. Insurance required. Contact: A Crisp 01865 553800 or C Newman 01865 873020
September 25 Nowi Targ, Poland	Saint Florian WORLD CUP F1E. Contact: Aeroklub Polski, tel: +48 22 82 66 333, fax: +48 22 82 66 333.
September 29 Lubomia Poland	Governors Cup WORLD CUP F1E. J Wojtak, tel +48 32415 3640, tel/fax: +48 32230 1594, jan.wojtak@interia.pl
September 29 Kunszentmikló s, Hungary	Arva Janos Memorial F1A, F1B, F1C. Janos Arva, Scherer Ferenc str 7, 5700 Gyula, Hungary, tel: +36 66 464 160.
September 30 Newcastle Town Moor	Tynemouth Mini Rally. F1G,F1H, combined BMFA ½A & British power (5x2), HLG (7x1). 10.30am-4.30pm. Tynemouth DT flyoffs and reduced maxes dependent on conditions. No thermal detection devices. Contact: B Martin, 0191 4161096 brian_martin_uk@hotmail.com
October 6 Lost Hills, USA	Canada Cup WORLD CUP F1A, F1B, F1C. L Farkas, tel: +1 905 886 3025, fx:+1 905 886 3025, aljolie@netcom.ca
October 8-14 Lost Hills, USA	World Championship F1A, F1B, F1C. Contact: AMA, tel +1 765 287 1256
October 13-14 Oberkotzau, Germany	F1E WORLD CUP F1E. Contact: P Kuttler, Schneebergstr. 26, 94145 Oberkotzau, Germany, tel: +49 92 86 61 87, Email: bkoenig@topmail.de
October 18-21 Sacramento, USA	Sierra Cup 25 World Cup F1A, F1B, F1C, F1G, F1H, F1J. R Simpson, T: +1 916 686 1301, rksimpson@prodigy.net

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

F1B BY DAVID GREAVES

This model – no. 32 – was built early in 2000. It is my only model with a variable pitch hub. It trimmed out very quickly and showed a marked improvement in performance over earlier models both in climb and glide. I used it for all my flights at this year's Poitou meeting.

The wing section was originally Andruikov but I have progressively increased the undercamber. The wing is built on four moulded boards, an approach which I think is essential.

The number of strands will, I suspect, be seen as excessive by many people. I have tried fewer but the model will not fly as well. It seemed pointless to do what others were doing – follow the pack – if it didn't give me the right results. The 32 strands are for the VP prop. My other models fly on 34 strands, best with a maximum of 370 turns. At Poitou this year I used October '99 rubber, made up to 32 strands with the expected turns being between 392 and 416. After blowing a motor I reduced this to 371-395.

I don't use wing wiggler and use only one VIT and rudder movement. I seem to get the trim pattern I need without the added complications. On the other hand, since my model is, perhaps, between 90 seconds and two minutes down on the best, maybe I should consider them.

For 2002 and the reduced rubber weight, our problems this year will allow little more than shortening the motors and keeping the same number of strands.

POITOU 2001

Report by Michael Warren

With Britain being a near contest-free zone this year, it was no surprise that the best part of 50 people left the UK at the height of summer to attend the 2001 Poitou meeting. For those flying at the forthcoming World Championships, it was an opportunity to keep in trim, and for others it was a touch of normality, of activity, and of fresh air in an otherwise dead year.

The mini events (August 3rd) were flown over fields several kilometres outside Moncontour, yet another huge area of open farmland. By the evening (the five rounds had been finished by lunchtime) the wind was brisk and the flyoffs were difficult. In F1H, John Williams was a clear winner, taking advantage of a promising lull in the wind to tow up and off, neatly and very fast, into a passing thermal. In these days of bunting A1s, 'up and off' means something very different from the old days of straight or even circle tow. This was a serious exercise in height gain, and very impressive.

In F1J, Oxager of Denmark launched left, and saw the wind flick the model onto its back and into the ground. Stafford Screen, who flew early, didn't max, and the two that did – Peter Watson and the German Tassilo Schwend – decided to call it a tie rather than fly again. Schwend, incidentally, was in the German power team at Cranfield as long ago as 1960 and is looking splendidly youthful despite the years.

There was a marked contrast between the best F1Hs and F1Js (sleek, sophisticated and very much the kid brothers of current F1As and F1Cs) and the Coupes, which are varied and many of which, frankly, seem old-fashioned by comparison. On the other hand, the models which reached the fly-off, despite their traditional appearance, were well flown, and coped admirably with the rough conditions.

Saturday (August 4th) saw the Wakefield and power competitions. In some ways it was standard Poitou weather, with the wind speed increasing, particularly after lunch. On the other hand it was a bit cooler than usual and at one point, in advance of a brief mid-afternoon squall, positively chilly. On balance we were lucky – a huge rainstorm skirted the flying field, then dropped vast amounts of water on areas just too far downwind to be a problem for us.

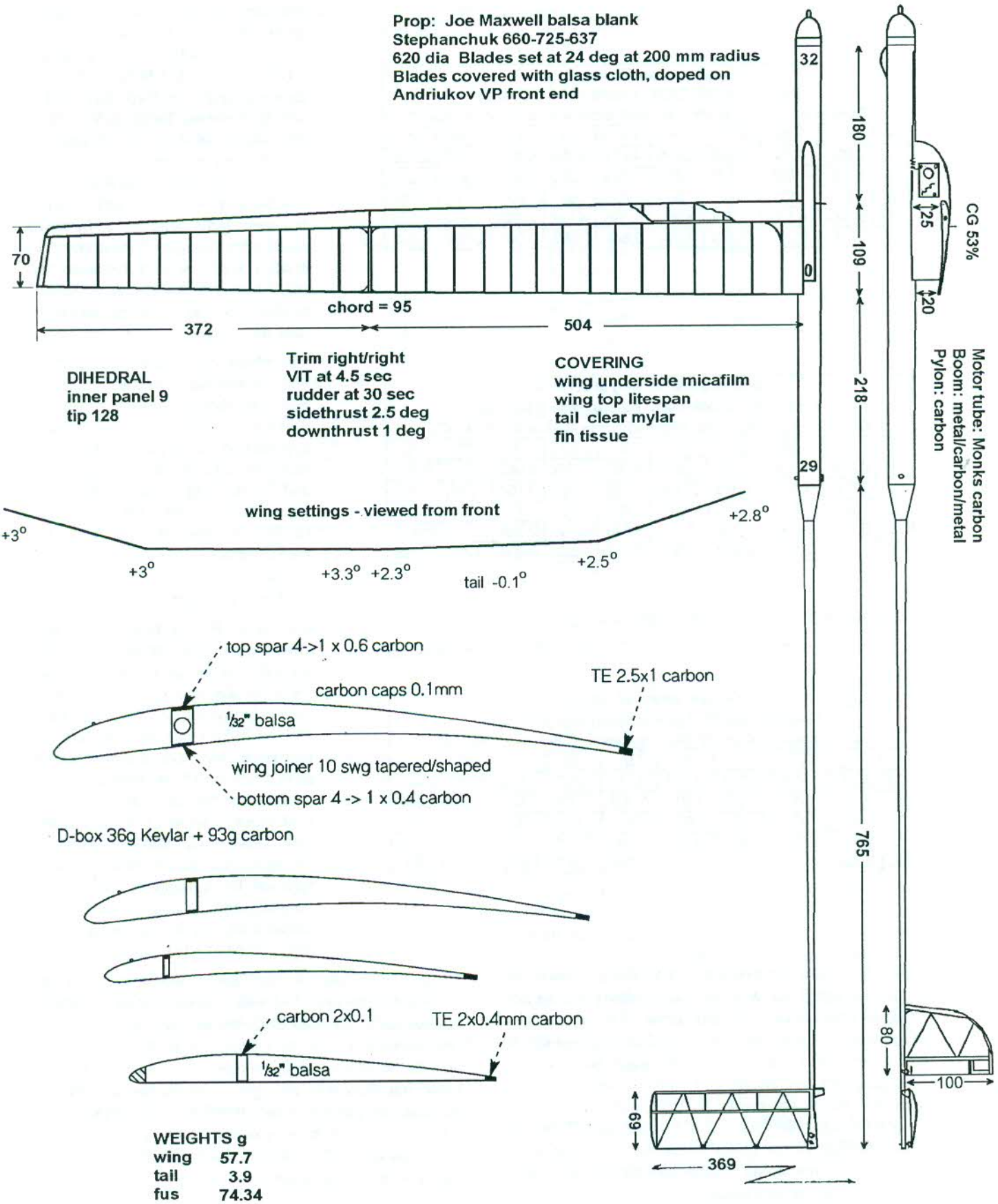
Mike Woodhouse had a disappointing day, dropping both the second and third rounds and retiring rather than risk his models on what can be an unforgiving flying field. Our other F1B team members for the forthcoming World Champs – Peers and Billam – also had troubled days and didn't reach the fly-off. David Greaves, on the other hand, was looking impressive from the start...

As can often happen, it was the first round after lunch – round five – that saw the first of the major difficulties, when more than half a dozen flyers, including Stringer, Piserchio, Howick, and Kristensen of Denmark, launched into what seemed a promising thermal but which died, dropping them out of contention. Though it wasn't as hot as it can sometimes be, there were still some massive Poitou thermals, including one that gave ex-World Champion Bernard Boutillier's F1C a hard time in one of the mid afternoon rounds. After a couple of minutes the aircraft was high and looked safe, when it suddenly turned left, then straightened, then tightened to the right and spiralled down 20-30 metres. It flattened out, though only just, then went through the whole bizarre process again before settling down and DTing from a great height.

Joe Flynn has spent part of the year (all those contest-free Sundays…) building a Wakefield. It is his first-ever F1B, Poitou was its first-ever contest and – to judge from the smiling faces – he and Edna were having a good time. Another in their first Wakefield contest was Pat Turnbull, flying a modified Prima. Guided by husband Glyn, Pat had a splendid and encouraging day, taking the prize for top woman flyer.

Eight flyers maxed out and four of them, including David Greaves, managed the five-minute flyoff. One of those to drop in this first round was the normally reliable Tedeschi of France, who had prop release trouble on launch and whose crashed model lay on the ground, twitching slightly as the motor tried to continue unwinding. He broke the motor in his reserve model however, so, with time running out, grabbed the first model again and flew it on what was left of the turns. Extraordinarily, he hit good air and managed just over three minutes despite having lost his initial burst on the first attempt.

Prop: Joe Maxwell balsa blank
Stephanchuk 660-725-637
620 dia Blades set at 24 deg at 200 mm radius
Blades covered with glass cloth, doped on
Andriukov VP front end



DIHEDRAL
inner panel 9
tip 128

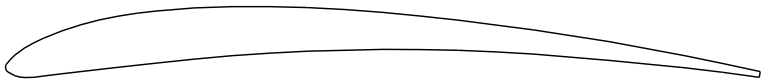
Trim right/right
VIT at 4.5 sec
rudder at 30 sec
sidethrust 2.5 deg
downthrust 1 deg

COVERING
wing underside micafilm
wing top litespan
tail clear mylar
fin tissue

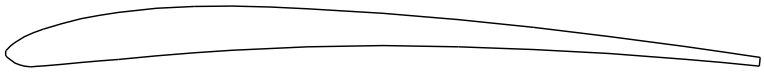
WEIGHTS g	
wing	57.7
tail	3.9
fus	74.34
boom	15.15
prop	45.38
joiner	4.5

Model 32
F1B by David Greaves

Greaves Model 32 wing root Nose radius=0.85 Upper surface max= 8.64 at 33 Camber max= 5.74 at 43 Max thickness= 6.84 at 20 Area= 420									
X	0	1.25	2.5	5	7.5	10	15	20	25
YU	0.000	1.652	2.587	3.975	4.971	5.734	6.933	7.779	8.265
YL	0.000	-1.083	-1.175	-.933	-.614	-.293	0.372	0.940	1.561
X	30	40	50	60	70	80	90	95	100
YU	8.565	8.555	7.973	6.953	5.688	4.192	2.469	1.531	0.535
YL	2.096	2.908	3.253	3.214	2.848	2.083	1.001	0.289	-.535



Greaves Model 32 wing at DH break Nose radius=0.745 Upper surface max= 8.37 at 33 Camber max= 5.40 at 43 Max thickness= 6.88 at 20 Area= 436									
X	0	1.25	2.5	5	7.5	10	15	20	25
YU	0.000	1.638	2.555	3.878	4.897	5.749	6.940	7.639	8.097
YL	0.000	-1.094	-1.319	-1.100	-.783	-.460	0.164	0.762	1.320
X	30	40	50	60	70	80	90	95	100
YU	8.313	8.282	7.735	6.800	5.619	4.167	2.386	1.417	0.400
YL	1.819	2.509	2.844	2.833	2.412	1.692	0.806	0.252	-.399



Greaves Model 32 wing tip Nose radius=0.75 Upper surface max= 6.59 at 30 Camber max= 3.82 at 40 Max thickness= 6.29 at 17 Area= 399									
X	0	1.25	2.5	5	7.5	10	15	20	25
YU	0.000	1.455	2.224	3.237	4.014	4.675	5.579	6.187	6.476
YL	0.000	-1.266	-1.672	-1.610	-1.368	-1.109	-.636	-.102	0.357
X	30	40	50	60	70	80	90	95	100
YU	6.593	6.345	5.846	5.122	4.208	3.130	1.921	1.263	0.580
YL	0.739	1.303	1.578	1.539	1.288	0.870	0.215	-.154	-.580

Rather than turn the event into a visibility contest, the organisers opted for a second five-minute fly-off and again all four managed to max. (One of the great sights of the weekend was Greaves's model circling against the background of a massive bank of bright white cloud.) Changing tack somewhat, and with the wind dropping, there was then a seven-minute flight, with only Greaves and Zeri maxing. By this time it was late, so at 7 a.m. the next morning, as the glider flyers were arriving at the field, the two remaining competitors reconvened, and it was Zeri who took first place.

The F1C contest attracted an encouraging 18 competitors though only two maxed out. Some of the flying was, at the very least, uneven, and I get the impression that the five second engine run is still a major challenge to some flyers. John Cuthbert picked bad air in a couple of rounds, and is having trouble with the prop blades on his geared Verbitski model, which seem to be delaminating. Stafford has had a similar problem. Incidentally, one of the other great sights of the weekend was the grin on Ken Faux's face after his first round flight. He'd dropped a few seconds, which he didn't enjoy, but was simply delighted to be flying again after months of inactivity. The contest ended with a two-man fly-off, which Watson won from Screen, neither of them getting anywhere near the max.

The glider day (Sunday August 5th) was somewhat breezier than the Saturday, though we've had worse in previous years. As lunchtime approached however, it was clear that the weather was deteriorating and by the end of the sixth round, when there were still ten flyers (including three British) with full houses, it was windy and had started to rain. And it didn't stop raining until well after dark.

The three British flyers who were still in contention for the fly-off had a hard time in the last round. They were on the end of the flight-line, with a harrowed field ahead of them and, as Mike Cook as to discover, a harrowed and increasingly muddy field immediately downwind. Cook, as he was the first to admit, lost control when he was towing and was well downwind, after a series of increasingly difficult circles, when he released for a flight of less than a minute and a half. His only consolation was that he ended up one place ahead of Kochkarev.

Doug Bartle, after a long and fruitless wait for the weather to improve, flew well in deteriorating conditions but couldn't max. Bill Colledge was last to fly – by this time there was a steady downpour, visibility was poor, and the field was almost deserted – and did what he could but there was no sign of lift. Sadly, all three of them had dropped their last flights and missed the fly-off (and they weren't the only ones), leaving John Cooper as the best-placed of the British, having dropped only five seconds on a difficult day.

There was a 90-minute wait before the glider fly-off, which took place in damp conditions, with light rain but somewhat better visibility than earlier in the afternoon. De Boer's launch was probably the worst of the five but

he had found the best air. It was, I suspect, a relief to the organisers as well as to the spectators that only one person maxed and we could all go home and dry out.

French idiosyncrasies are still a delight, particularly in these days of increasing model standardisation. There was, for example, the French A/2 with a carbon D-box wing but elliptical dihedral – elegant and presumably efficient, but surely a nightmare to build? I also liked the decoration of Michel Reverault's F1C – the model is called 'Hello Dennis' and is decorated with drawings of the late Dennis Ferrero, whose death from cancer came at far too young an age. It is, says Reverault, 'un hommage à Dennis', which is a nice touch. There were also a couple of French Wakefields with elliptical, underslung fins which, as someone put it, 'wouldn't last five minutes on Barkston', and a French Wakefield tailplane, again elliptical, with riblets but no spar, i.e. the riblets were stuck only to the leading edge.

And, talking of idiosyncrasy, there is always Georges Matherat. This year he was flying a foam-winged Wakefield with a single-bladed prop which folded vertically and, being on an outrigger, laid flat on the top of the wing, parallel to the fuselage. The model was going well until late in the day when the wind caught it on launch and the wings folded.

Looking back, we were lucky with the weather. The Sunday afternoon rain was a nuisance but it was the start of some appalling conditions over the next couple of days, with stiff winds and, from time to time, lengthy and torrential rain. If the front had come in a few hours earlier, the weekend, so welcome and important to many British flyers, would have been a write-off.

One evening, over dinner at the Swan Hotel, Station Road (OK, the Hotel du Cygne, Rue de la Gare, Airvault), the conversation turned to contest organisation and age. This was not another exercise in despair about greying hair and aching limbs, brought on by one too many glasses of red plonk. Rather, it was a constructive discussion about how we best cope with the undeniable fact that, despite the encouraging number of young French flyers there seem to be, the majority of competitors are now ageing rapidly. We are losing some flyers not because they aren't interested or can't do the flying, but because they can't retrieve seven flight in a day. So what's so magic about seven flights? Why not cut it to six, or even perhaps five, with some revision of the structure of the day to allow contest directors to build in longer flight when the wind is at its lightest, usually first thing in the morning? Those that have given up competing are unlikely to come back, but – it was suggested – surely we should do what we can, without distorting the nature of our competitions, to encourage those who are still with us to stay as long as possible? At which point in the discussion it was getting late. So we went to bed, considerably earlier than we would've done a few years ago. QED.

MONCONTOUR AUGUST 3

F1H 25 flew

1	J Williams	GBR	600	+180	
2	L Pelosato	ITA	600	+156	
3	F Moreau	FRA	600	+86	
4	F Dujardin	FRA	600		
5	J Cooper	GBR	598		
6	B Lavis	GBR	588		
7	D Echivard	FRA	568		

F1G 38 flew

1	A Laty	FRA	600	+180	+64
2	M Bernard	FRA	600	+180	
3	A Manoni	ITA	598		
4	E Flynn	GBR	593		
5	C Chapman	GBR	589		
5	E Challis	GBR	589		
7	M Evatt	GBR	588		
8	P Ruiter	NED	582		

F1J 9 flew

1	T Schwend	GER	600	+240
1	P Watson	GBR	600	+240
3	S Screen	GBR	600	+203
4	T Oxager	DEN	600	+6

F1K CO2 4 flew

1	C Lesieur	FRA	600
2	C Binet	FRA	569

POITOU - COMMENTS ON LIFT PICKING

by Ron New

Barbara and I made our annual pilgrimage to Poitou, leaving Portsmouth on the SupaSpeed Cat on July 31st. Driving south through the Cherbourg peninsular, stopping overnight at St. Lo, then to Mayenne, Sable, La Fleche, Saumur, etc, is always a pleasure. This year, more than earlier years, I regretted not having air conditioning in the car; it was very hot, really hot, so I thought we were in for thermals galore!

The weather, of course, changed for the F1B on Saturday 4th, the wind speed increased from calm to nearer moderate and the sky less clear with numerous clouds developing. Thermals would not, it seemed, be so easy to pick. I noticed that Anselmo had his usual multi-channel pen recorder with him for monitoring temperature and wind variation - I assume, with the quality of his F1Bs, "half a channel" should be sufficient! He won, of course, but what happened to Pim, who dropped a flight?

The majority of flyers went off at the start of each flight and piggy-backing looked as though it was the order of the day. Not so with Dave Greaves, he flew with some distinction midway in the rounds.

Picking out the thermals was not easy in the strong wind, the velocity of which increased throughout the morning and afternoon. Judging by the thermistor readings, streamer behaviour and the wind on one's face, warmer air was coming through in short bursts. A quick rise in

temperature followed by an increase in wind speed and rapid drop in temperature occurred several times before a noticeable in-fill went through.

Waiting for the sun to poke through the clouds and picking out the largest gap before counting the warm air bursts did not improve thermal detectability; conditions were not consistent. I decided to release the model when the sun was showing during the second temperature rise following a pronounced in-fill for my first flight. Following this procedure the model went off in gentle lift, climbing up to a reasonable height. During the glide, which had a wide turn radius, the model appeared to go in and out of lift indicating a small area of bubble, then after about 160 seconds the bubble apparently dispersed and the colder in-fill brought the model down fairly rapidly to record 188 seconds. Obviously, I had gone too early and should perhaps release during the fourth or fifth bubble after a very noticeable in-fill with the corresponding temperature drop. This seemed to work during the second and third rounds, the model staying in the good air. The wind had "backed off" some 20º and with the increase in speed the model was dropping just short of an enormous field of sunflowers, with the DT coming in at about 190 to 200 seconds.

By the end of the third round Barbara and I were feeling the strain on our bodies as we pursued on foot across the ploughed field to retrieve the model. (Anno Domini was extracting its revenge). Shortening the timer run, hoping to drop short of the sunflowers, I over did it and dropped short of 180 seconds, the DT coming in too early. Despite this, my last flight dropped over the sunflowers on the far side. Thanks to Fiona Jones (operating the radio) our look-out saw the model down and retrieved it for me. I forget his name, but many thanks to you. After the fifth round Barbara and I were all but exhausted so I called it a day.

In conclusion, I still find it difficult to decide on the best time to start the flight when a strong wind blows across the line. It seems preferable to wait for a strong and cold in-fill to pass, then wait for several "bubbles" - indicated by the increase in temperature - to pass then release when the maximum temperature holds for a few seconds longer.

All in all, a most enjoyable day in the company of so many friends who enjoy the Poitou trip as much as the News.

FAI INDOOR RECORDS

This month's indoor record news:

FAI has received the following record claim. 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 F1D record no.125-c duration (ceiling 15m - 30m): 28 min 8 sec by Dezso Orsovai (Hungary) at Debrecen (Hungary) on August 20

VOROS JENO MEMORIAL, Hungary,July 14

F1A 45 flew 19 in flyoff

1	S Rumpp	GER	1290	+280		
2	R Holzleitner	AUT	1290	+275		
3	A Zavodszky	AUT	1290	+263		
4	K Kulmakko	FIN	1290	+257		
5	J Voros	HUN	1290	+248		
6	P Nosko	SVK	1290	+246		
7	O Krucky	CZE	1290	+241		
8	F Kerner	HUN	1290	+234		
9	W Gerlach	GER	1290	+232		
10	M Notaros	HUN	1290	+230		
11	S Jun	HUN	1290	+225		
12	J Valastiak	SVK	1290	+223		

F1B 22 flew

1	I Kolic	YUG	1290	+300	+420	
2	B Silz	GER	1290	+300	+404	
3	M Varadi	HUN	1290	+288		
4	H Herbsthofer	AUT	1290	+273		
5	J Krasznai	HUN	1290	+239		
6	H Meusburger	AUT	1290	+228		
7	B Schwendemann	GER	1290	+192		
8	R Blagojevic	YUG	1290	+120		

F1C 11 flew

1	Z Szablewszki	POL	1320	+300		
2	L Patocs	HUN	1320	+260		
3	R Truppe	AUT	1288			
4	O Maczko	HUN	1260			

BODENLAND CUP, GERMANY AUG 24-26

F1A 80 flew

1	P de Boer	NED	1290	+300	+420	+273
2	R Walliser	GER	1290	+300	+420	+264
3	F Adametz	GER	1290	+300	+420	+250
4	T Weimer	GER	1290	+300	+420	+244
5	P Kuttler	GER	1290	+300	+420	+230
6	S Rumpp	GER	1290	+300	+420	+212
7	O Krucky	CZE	1290	+300	+420	+210
8	O Pshenychny	UKR	1290	+300	+420	+209
9	M Vollbrecht	GER	1290	+300	+420	+196
10	L Bajorat (J)	GER	1290	+300	+420	+181
11	G Aringer	AUT	1290	+300	+420	+180
12	A Rink	GER	1290	+300	+420	+177
13	D Sauter	GER	1290	+300	+338	
14	S Limberger	LUX	1290	+300	+216	
15	V Gorynin	UKR	1290	+300	+139	
16	F Hofmann	GER	1287			

F1B 47 flew, 20 in flyoff

1	B Silz	GER	1290	+300	+420	+417
2	R Seifert	GER	1290	+300	+420	+372
3	I Vivchar	UKR	1290	+300	+420	+367
4	I Zilberg	GER	1290	+300	+420	+366
5	D Drelse	GER	1290	+300	+420	+358
6	A Gey	GER	1290	+300	+420	+354
7	H Wagner	AUT	1290	+300	+420	+329
8	M Hoffmann	GER	1290	+300	+420	+327
9	A Kutvonen	FIN	1290	+300	+420	+326
10	H van Hoorn	NED	1290	+300	+420	+324
11	A Seifert	GER	1290	+300	+420	+310
12	D Schulz	GER	1290	+300	+420	+248
13	M Amthor	GER	1290	+300	+420	+231
14	T Seren (J)	GER	1290	+300	+420	+230

F1C 18 flew

1	C Wachtler	GER	1320	+300	+420	+375
2	M Nogga	GER	1320	+300	+420	+303
3	A Molchanov	UKR	1320	+300	+420	+239
4	S Seydel	GER	1320	+300	+420	
5	M Roman	POL	1304			
6	J Cuthbert	GBR	1295			
7	G Aringer	AUT	1261			

F1E KARNERALM, AUSTRIA, AUG 14-18

World Cup Freundschaftscup, Aug 14, 22 flew

1	F Mang	AUT	500.00	
2	B Berger	CZE	485.00	
3	D Petcu	ROM	480.00	
4	J Valastiak	SVK	463.75	
5	R Wolf	AUT	460.83	
6	J Smeringai	SVK	457.92	
7	J Morgala	POL	457.08	

30th Heri Kargl Cup, Aug 16th 24 flew

1	S Puttner	GER	500.00	+21.67
2	R Wolf	AUT	500.00	+8.67
3	W Dziuba	POL	467.50	

World Cup Kolibri-Pokal Aug 18 26 flew

1	S Puttner	GER	466.67
2	R Wolf	AUT	455.00
3	F Doupovec	CZE	445.80
4	J Valastiak	SVK	426.67
5	V Zima	CZE	402.50
6	J Smeringai	SVK	396.67
7	B Berger	CZE	381.67

CORRESPONDENCE

From John Thompson

In the past the FAI has refused to make major changes to the Free Flight specifications on the grounds that it would make all current models redundant and therefore destroy a lot of interest in that particular class. This is despite the fact that performance is far too high for the majority of sites available and in the case of F1C the noise problem.

It now looks like all current F1Cs with the advent of geared motors will be made redundant, I don't hear any complaints, which would indicate to me that changes to specifications would also be acceptable.

With F1C there should be movement towards electronic timers, which can be preset thus avoiding timing problems. If this was acceptable, silencers could then be used, which in turn fit in quite well with the lower prop revs of a geared motor, and hence minimizing noise problems. In turn engine runs could be further reduced thus limiting performance. Would it not be appropriate for the FAI to start thinking along the lines of making electronic timers compulsory say in 2 years time, as they are available today further development could take place and reduce the price of such devices

If this was done imagine the relief in the faces of F1A and F1B flyers!

From Bernard Boutillier

In the last issue of Free Flight News one can see the current positions of World Cup after 20 contests, 13 contests being still to count.

For now the leader in F1C is John Cuthbert with three wins: one in UP with a flight total of 810 sec.(?) and 7 contestants, two wins in CM and VH as a SINGLE flyer with a flight time of respectively 322 and 240 sec.

I have nothing against John, who is a good fellow that I appreciate, but to my eyes he deserves more for his total of 1286 sec in windy Poitou than for a single flight of 240 sec in Beja.

It is time to think about FAI World Cup rules. The points awarded according the placing are, with the above example, a real masquerade.

I have no ready made solution, anyway my opinion is that the placing AND the flight times should play an equal part in the points attribution. For instance 50 points for the winner + his flight time. This will encourage a contestant who finds himself alone on the starting line to complete all his flights in the goal of getting 50+ 1320 points, i.e. 1370 points. For a contest with many participants with several fly-offs the winner will get, for instance 50+1320+300+420+ 297,i.e. 2387 points. This way competition is rewarded with more points in a big contest than in a small one, and the World Cup winner will be a real winner.

This is only a personal opinion but I am already sure that it is shared by many contestants.What thinks the F.F. subcommittee? World Cup contestants should submit to their national delegates in the hope that things could improve.

Reply from Ian Kaynes:

Thanks for your interesting idea Bernard. My immediate reaction is that while something to account for flight time could be useful your proposed use of the flight score in seconds completely swamps the points for placing. The problem is that time depends on the weather and this makes it something of a lottery - you cannot plan in advance how many points you might get by going to a particular competition and winning. It would work against people going to competitions away from central Europe or California which might have wind and poor weather (nobody would risk going to Stonehenge Cup with our weather).

You quote John's performance at Poitou of 1286 sec but he was 5th and was beaten by 4 people who scored more in the same conditions. By comparison Vasiliev was 5th in Antonov Cup out of 8 people with a score of 1320+245. His place was too low to count for World Cup points in that entry but his time would have represented 279 more than John at Poitou and surely it was not such a good achievement.

The bonus point scheme was introduced so that a tie with equal place results in the World Cup results would be resolved by giving a few more points to the person who had beaten more people. Thus Cuthbert will not win if someone else achieves 3 wins at contests with more competitors than the ones John has won – possible at the end of the year in California? Perhaps the points available need to be reduced when there are very few entries (e.g. less than the number required to get one bonus point = 5 in F1C). Perhaps flight time could be covered by giving a bonus for reaching the flyoff? Another idea is to reduce World Cup points (or not allow points) for any competitor who has not recorded a time in each of the rounds flown. Other ideas are welcome.

KING-CONN, TAILLESS GLIDER
BY DAVE DENT

I first began experimenting with planks in 1995 and entered Hermann Jenne's postal contest in 1996, totalling around 650secs for *5* flights (I've lost the exact times). In the 1997 Nationals I made 3 max flights but didn't 'fly oft' due to illness in the afternoon. Numerous modifications and experiments later and I've drawn up the following model. I must stress that, like M.Rolls' model in the 1938 Zaic book, it is still 'under construction'.

I did quite a bit of analysis of the American tailless scene (mainly radio it must be said) and came to the conclusion that a large chord (the best American models average around 14") would be advantageous. Because of the large reflex necessary on the plank section, the efficiency as a lift producer is low. A large chord would compensate somewhat for that low efficiency.

The constant chord centre section was fixed at 15"and in order to reduce weight at the tips I reduced the tip chord to a still acceptable 9" (my original models had a constant chord layout of 12"). This led to an aspect ratio of 8.32, using a convenient 3 panel wing, each panel being 36" long. The recommended aspect ratio for this section is between 8 and 9, so this works out quite well. Also the aerodynamic centre works out at 0.46 of semi-span, whereas the AC for an elliptical loading is 0.42, so again this seems satisfactory.

The centre of gravity using this section should be at around 17% - found by extensive testing The "Aeromodeller" article in 1954 stated that the CG could be moved back to 20%, but I have found that this is not true! Due to this forward position of the CG, everything behind this point must be kept as light as possible if excessive weight in the nose is to be avoided. I have tried various wing loadings and have found that there is no advantage in having very light values. My best performing plank has a loading of 4.2 oz/square ft. I aim, with this model, for a value of 4.00ozs/sq ft. You will see that I have drawn 2 different fin profiles - the one with the lower fin(used for tow stability) is solid 3/16" balsa, whereas the alternative would be built up - hence the variation in weight estimates. I expect that some modification of fuselage shape will be necessary, in that I think it may require more forward lateral area. This will show up in flight testing.

The D/T system is to use spoiler flaps, which are incorporated into the fuselage and swing out parallel to the LE at the highest camber point. This brings the model down nose first and very quickly. There is a need therefore to make sure that the fuselage is very strong and that the wing structure is slightly flexible in order to withstand the shock loads - hence there is little or no carbon in the construction.

Planks are superb thermal machines and I think that this combined with the l00 metre line now allowed will make this a formidable machine. (Says he!!!)

NEWS FROM BMFA FF TECH COMMITTEE

BMFA Events

The present position at the time remains that BMFA are still postponed or cancelled until further notice. This includes the Southern Gala at Little Rissington, and the two remaining Area Events.

The Plugge Trophy and the BMFA Championship has been abandoned for 2001.

Team Selection for Euro Champs 2002.

Mike Fantham, Russell Peers and Stafford Screen have been chosen by the FFTC to select the F1A/B/C teams to represent Great Britain next year. They will initially determine the most appropriate method of selection. This may be by a Team Selection Event if it is possible to arrange such an event within the necessary time restraints

BMFA rule changes for 2002.

The FFTC will be considering rule changes for 2002 in the near future. A number of proposals have been put to the committee, and the committee would appreciate comments on the following: -

SLOP- ignore the 'burble' when timing the engine run.

E30 - Although the rule changes instigated for 2001 have not had a thorough testing, indications are that the performance of these models is still excessive. Alternative suggestions are to specify a KPO 1 electric motor, or to drop the 3-cell/115gm option.

Vintage/Mini Vintage- consider a 'k' factor for the three classes flown as one event; say k=1 for rubber, 1.1 for power, and 1.2 for glider

Comments on these proposals should be addressed to the FFTC Secretary Clive Westerman.

VFFS WORLD COUPE POSTAL

A reminder from Darien Cassidy:

Entries for the VFFS World Postal Coupe Comp must arrive at 29 Russell St. Surrey Hills,Vic. 3127, Australia by 22nd October 2001.

Entries are for the 3 best competition results(including unlimited fly offs where the competitor has a full house for that comp) between 1st March and 30th September 2001. Entry fee is £1 pound, or Aus$2.00, or US$2.00

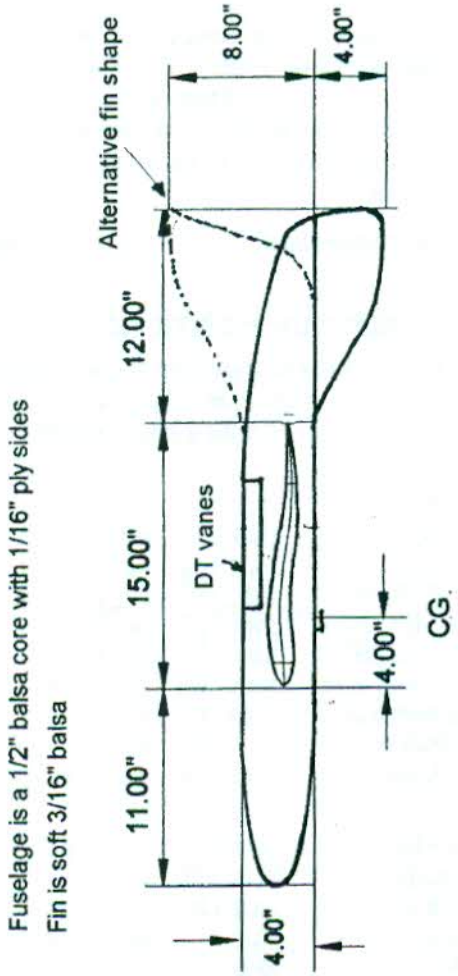
PRIMA 2001

Michael Woodhouse: Following the success of the 2000 event at Barkston Heath coupled with the Stonehenge Cup it has been decided to repeat the exercise again this year but with a some changes.

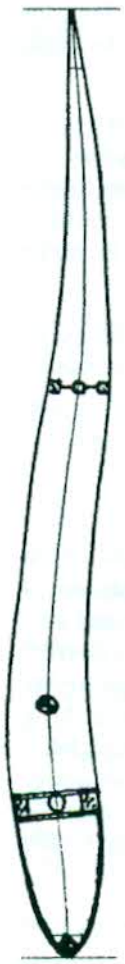
There will be two events, both run with other contests: -

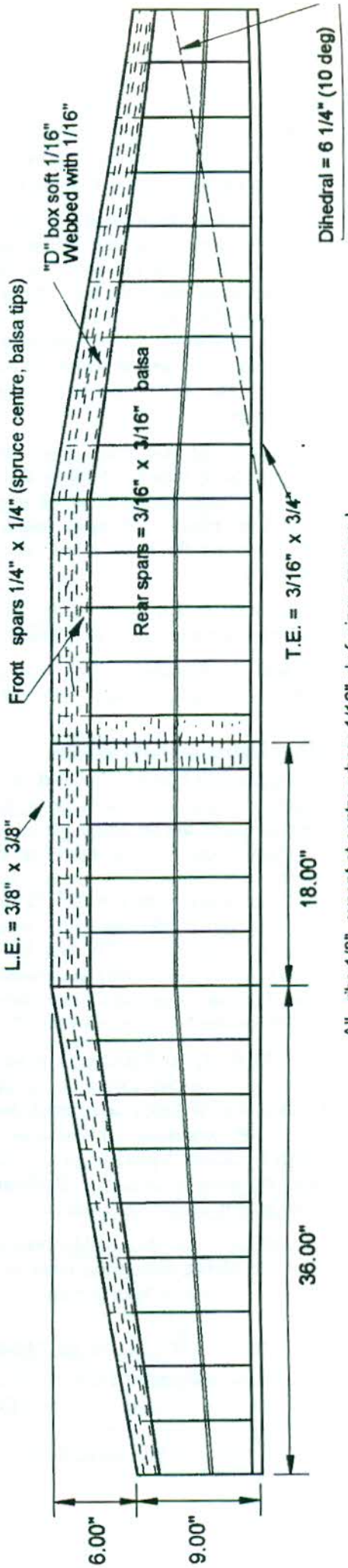
September 16th in conjunction with the Stonehenge Cup at Sculthorpe

October 21st in conjunction with the Croydon Wakefield day at Middle Wallop



Fuselage is a 1/2" balsa core with 1/16" ply sides
Fin is soft 3/16" balsa





All ribs 1/8", except at centre where 1/16" ply facings are used
Joiners - either 2 x 8mm carbon rods between spars OR 3/8" ply tongue in box

"King-Conn" by Dave Dent

Span = 108"
Area = 1404sq ins
M.A.C. = 13.3"
C.G. at 17% MAC = 4" from L.E.
A/R = 8.32
Calculated weight in range = 1000/1150grams
Section = S1 (see Malkin's "Airfoil Sections" p 148)
Angle of incidence = 2deg

These two events will be run to a 3 x 2 minute flights, in rounds, plus an unlimited fly off. It is hoped that the designer Igor Vivchar will be at the Stonehenge event to offer help and assistance. Geoff Kent and myself will be on hand to help. Last year I had to bail out of helping as I was up a tree getting my F1B down!

In addition it has been decided to add a worldwide postal contest as well. Last year following the event I had several "what about us" questions from those overseas who wanted to join in the fun. The postal will be to 5 x 2 minutes plus an unlimited fly off. The flights to be made on any single day in September or October. The results are to be sent in within 10 days of making the flights. The scores are to be signed off by your timekeeper.

You can fly the basic Prima, either built from the kit or the ready to fly model. There are Primas that have been improved, with the addition of upgrade parts, these models are eligible. What we ask is that the model is still following the basic prima concept. If in doubt please ask.

If you want further details of the events or the model please contact me. I have the kits and the parts in stock.

Michael J. Woodhouse, 12 Marston Lane, Eaton, Norwich, Norfolk, NR4 6LZ, tel/fax: 01603 457754.

UK COMPETITION NEWS

OXFORD RALLY will be held at Port Meadow on September 23rd. It is now be a Sunday-only event combined with the Dreaming Spires Rally and will start at 10am. Events are Coupe d'Hiver, A1, P30+E30 combined in rounds, HLG, vintage HLG, vintage rubber (34" max span), vintage glider (72" max span or A/2), nostalgia glider (1951-60 incl), tailless rubber/glider, scale. All towlines 50m. Fly from line. BoM. No power models (apart from scale), no thermistors or streamer poles. Insurance required. Contact: Andrew Crisp 01865 553800 or Charlie Newman 01865 873020.

TYNEMOUTH MINI RALLY will be held at Newcastle Town Moor on September 30. Events are F1G,F1H, Combined BMFA1/2A and British Power (5X2), HLG (7X1). 10.30am-4.30pm.Tynemouth D/T fly offs & reduced maxes dependent on conditions. No thermal detection devices. Contact B.Martin 0191 4161096, brian_martin_uk@hotmail.com

BRUMFLY 2001. Alan Gibbs reports that due to the Foot and Mouth restrictions there will be no Brumfly this year. Hopefully, back to normal in 2002.

COUPE INTERNATIONAL 2001

As readers will know, Dave Hipperson has made an excellent job of running the annual Coupe Competition for many years. This year Dave has asked me if I will run the event at RAF Church Fenton, and I have said I will be pleased to do so.

The competition will closely follow Dave's very successful format of 80g, 80g and Vintage Coupes with prizegiving afterwards in the local pub, the Fenton Flyer (open fire, teas, coffees, beers). I hope to gather a good prize list.

RAF Church Fenton is an attractive airfield situated in Yorkshire, about 11 miles southwest of York and 13 miles east of Leeds. It is normally used by the RAF 7 days a week for flight training.

The actual date of the competition will be during the Christmas to New Year RAF shutdown period, on Saturday 29 December. There is one uncertainty about using Church Fenton, as for any other field - foot and mouth disease will have to be over, so that we can fly without limits.

More information later. Dennis Davitt

FAI WORLD CUP POSITIONS

Contests added to the results since the places given last month are: for F1A F1B F1C the Voros Jeno and Bodenland Cup, for F1E the 2 competitions in Austria.

F1A

1	S Rumpp	GER	155	HL-1	VJ-1	SC-1
2	V Stamov	UKR	140	MM-1	VB-1	PZ-3
3	J Valo	FIN	130	BC-1	PZ-2	HL-3
4	P de Boer	NED	119	PT-1	BD-1	HL-14
5	M Holmbom	SWE	113	UP-1	HL-2	BC-6
6	G Aringer	AUT	97	PZ-1	PT-5	BD-11
7	V Crougenec	FRA	94	PT-2	SB-3	CM-6
8	A Notaros	HUN	93	SV-1	PZ-6	NC-8
9	J Parker	USA	92	HC-1	MM-2	
10	I Bezak	SVK	90	VS-1	NC-4	PZ-20

F1B

1	B Silz	GER	147	BD-1	SC-1	VJ-2
2	I Kolic	YUG	142	VJ-1	VH-1	CM-2
3	O Kulakovsky	UKR	126	VB-1	RN-2	PZ-4
4	A Kutvonen	FIN	112	BC-1	UP-2	BD-9
5	A Zeri	NED	110	PT-1	SN-3	AC-4
6	V Rosonoks	LAT	106	PZ-1	HL-3	BC-8
7	Y Waltonen	FIN	103	CM-1	UP-4	BC-4
8	W Ghio	USA	103	MM-1	HC-3	HL-10
9	R Blackam	AUS	99	AC-2	SN-2	MM-11
10	A Chik	UKR	88	NC-1	AN-6	PZ-12

F1C

1	J Cuthbert	GBR	151	UP-1	CM-1	VH-1
2	E Verbitsky	UKR	142	PZ-1	MM-2	AN-2
3	A Lindner	GER	115	HL-1	SC-1	PZ-12
4	D Thomas	AUS	100	AC-1	SN-1	
5	C P Wachtler	GER	98	BD-1	VS-3	PZ-12
6	M Roman	POL	97	VS-1	PZ-5	BD-5

F1E

1	V Zima	CZE	102	TC-1	RB-4	KA-5
2	D Petcu	ROM	102	RA-1	FR-3	NA-8
3	F Doupovec	CZE	75	RA-2	KA-3	RB-10
4	P Nosko	SVK	65	TC-2	RB-5	RA-13
5	F Mang	AUT	65	FR-1	RA-14	RB-21
6	J Smeringai	SVK	55	KA-6	TC-8	RA-11