Free Flight news FFn

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DIARY

February 2-3 St Petersburg, USA	Miami Tropicana record trials. Entry fee $50. See FFn 0201. Contact D Linstrum, davidlinstrum@cs.com
February 3 Middle Wallop	Crookham Gala. Comb R, Comb G, Comb P (see FFn 0201). Start 10.00. Contacts: Mike Parker, 0118 9481392 email: michael@cavgrove.freeserve.co.uk John Thompson tel 01252 842471 or email Johnd.Thompson@btinternet.com See www.cavgrove.freeserve.co.uk
February 9-10 Lost Hills, USA	Isaacson Winter Classic. Saturday F1A, F1B, F1C; Sunday F1G, F1H, F1J, P30, catapult G, plus F1E demo/contest. Must be AMA member or affiliate. Contact: N Furutani, +1 310 323 1943, norgin@earhtlink.net
February 10 Church Fenton	Vintage Pannett & Kay. Vintage R/G/P, combined O/P+SLOP, O/G, special combined Mini to Ian Davitt's aggregate rule. Start 9.30. CD: J Northrop. Names must be on security list, contact J Northrop 0113 2581292.
February 10 Altopascio,Italy	Pistoia Coppa Italia 2. See FFn 0201. Entry by Jan 31.
February 15-17 Lost Hills, CA, USA	Maxmen International. World Cup event. F1A, F1B, F1C, F1G, F1H, F1J. Entry fee $20 (double for entries received after Feb 10). Contact: George Batiuk, 1759 Southwood Drive, San Luis Obispo, CA 93401 4031, USA, tel +1 805 574 8231, fax +1 805 543 1135
February 17 North Luffenham	BMFA Winter Open. O/P (Frog Senior), O/R, O/G, SLOP, EOP, Vintage. Contact: A Gibbs, 02476 676507, CD I Davitt
February 24 Near Sheffield	BMFA F1E Team Selection for 2002 Team. Contact: S Philpott 0121 3544448
March 2 Pori, Finland	Bear Cup World Cup F1A, F1B, F1C. Entry fee FIN 150. Contact: Kari Lindgren, Muenamiehentie 5, 28610 Pori, Finland, tel: +358 2 63 77 860, e: pipo.lindgren@kolumbus.fi
March 3 Area venues	BMFA First Area event. O/R (Gamage), F1C (Halifax / Plugge), F1H, Tailless
March 10 Crivelle, TO, Italy	Trofeo AGO. F1K.Entry fee US$20. Contact: S Schirru, Via C.B. Cavour no 5, 10095 Grugliasco, Italy, tel: +39 011 78 017 88, fax:+39 011 95 90 519
March 10 Middle Wallop	London Area Challenge Trophy Meeting. Mini Vint, F1G, F1H, F1J ½ A Power, P-30, Cat G. Start 10am. See p.26. Contacts: D Beales 0208 858 2714; M Dilly 0208 777 5533.
March 10 Near Sheffield	BMFA F1E Team Selection for 2002 Team. Contact: S Philpott, 0121 3544448
March 16-17 Gjovik,Norway	Holiday on Ice World Cup. F1A, F1B, F1C. See page 25.
March 17	BMFA Second Area event.

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

DISCUSSION OF THE NEW DURATION RULES FOR 2002

by Ian Kaynes and CIAM FF Subcommittee

The following article has been circulated to the Organisers of 2002 FF World Cup events to aid in the interpretation of the new Sporting Code. Issue of the 2002 Code has been delayed (sorting out the rules for other disciplines!) but it should be available from the FAI web site at any time now. Apart from the duration changes described here the other significant change is the reduction of F1B maximum motor weight to 30g and increase of the minimum airframe weight to 200g.

The full text of the 2002 FAI Sporting Code rules for duration of flights and flyoffs for F1A F1B and F1C is as follows:

F1A

3.1.7. Duration of Flights

The maximum duration to be taken for the official flights in world and continental championships is four minutes for the first round and three minutes for subsequent rounds. These maximum durations are to be used for other international events unless different durations have been announced in advance and approved by CIAM for specific rounds.

In the event of exceptional meteorological conditions or glider recovery problems the Jury may permit the maximum for a round to be changed. Such a modified maximum must be announced before the start of the round.

For any flights with a maximum duration greater than three minutes the additional time over three minutes is used only to resolve any tie.

3.1.8. Classification

a) The total time for each competitor for each of the official flights defined in 3.1.3. is taken for the final classification subject to a limitation of three minutes for each flight. This total time achieved is also used to determine team classification.

b) In order to decide the individual placings when there is a tie, the total time achieved in each of the official flights defined in 3.1.3 will be taken without limitation at three minutes.

c) In order to decide the individual placings when there is still a tie after the procedure in (b), additional flights shall be made after the last flight of the event has been completed. The maximum time of flight for the first of the deciding flights shall be five minutes and the maximum time of flight shall be increased by two minutes for each subsequent flight. The time of the additional flights shall not be included in the final figures of the classification for teams; they are for the purpose of determining the individual placing.

d) The organiser will establish a 10 minute period during which all fly-off competitors must tow and release their glider. Within these 10 minutes the competitors will have the right to a second attempt in the case of an unsuccessful first attempt for an additional flight according to paragraph 3.1.5. Starting positions will be decided by draw for each fly-off.

e) If for meteorological reasons or poor visibility or glider recovery problems, a fly-off must be postponed to be flown in the morning, it will be flown as early as daylight and visibility permit in order to avoid thermal activity. The maximum duration of the first flight will be a minimum of ten minutes.

f) In the event of exceptional meteorological conditions or glider recovery problems, the Jury may permit the maximum for a round to be changed. Such a modified maximum must be announced before the start of the round.

F1B

3.2.7. Duration of Flights

The maximum duration to be taken for each flight in World and Continental Championships is to be five minutes for the first round and three minutes for subsequent rounds. These maximum durations are to be used for other international events unless different durations have been announced in advance and approved by CIAM for specific rounds.

In the event of exceptional meteorological conditions or model aircraft recovery problems the Jury may permit the maximum for a round to be changed. Such a modified maximum must be announced before the start of the round.

For any flights with a maximum duration greater than three minutes the additional time over three minutes is used only to resolve any tie.

3.2.8. Classification

a) See 3.1.8.a.

b) See 3.1.8.b.

c) See 3.1.8.c.

d) The organiser will establish a 10 minute period during which all fly-off competitors must wind their rubber motor and launch their model aircraft. Within these 10 minutes the competitor will have the right to a second attempt in the case of an unsuccessful attempt for an additional flight according to para 3.2.5. Starting positions will be decided by a draw for each fly-off.

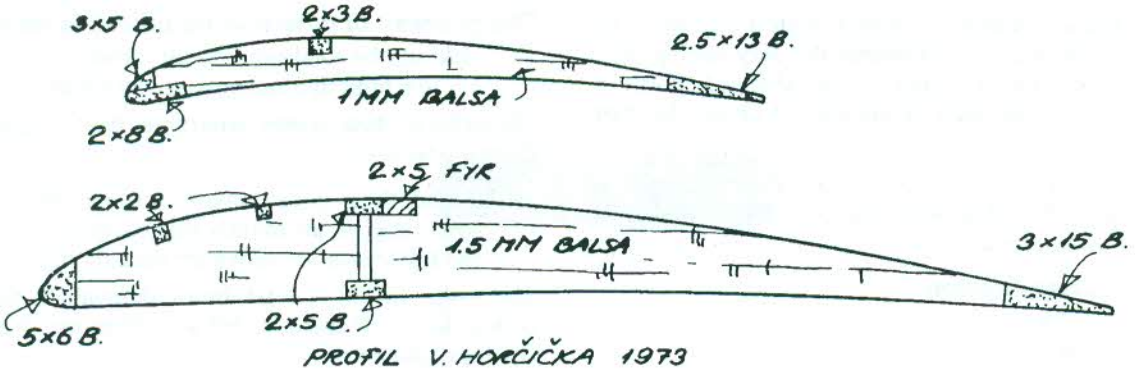
e) See 3.1.8.e.

f) See 3.1.8.f.

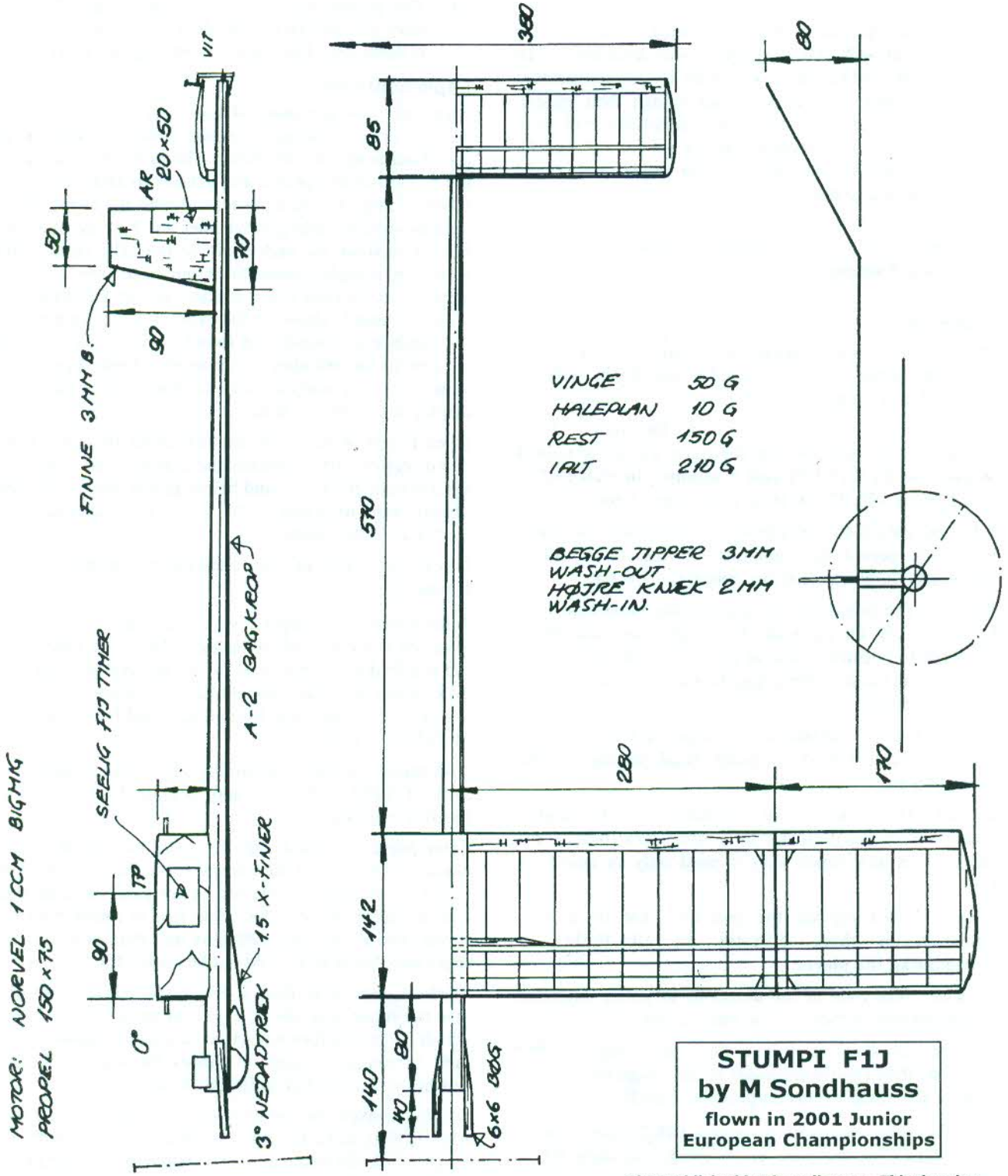
F1C

3.3.7. Duration of Flights

The maximum duration to be taken for each flight in World and Continental Championships is to be five minutes for the first round and three minutes for subsequent rounds. These maximum durations are to be used for other international events unless different durations have been announced in advance and approved by CIAM for specific rounds.



PROFIL V. HORČIČKA 1973



STUMPI F1J
by M Sondhauss
flown in 2001 Junior European Championships

Plan published in Thermiksense. This drawing by Jorgen Korsgaard in Modelflyvengt

In the event of exceptional meteorological conditions or model aircraft recovery problems the Jury may permit the maximum for a round to be changed. Such a modified maximum must be announced before the start of the round.

For any flights with a maximum duration greater than three minutes the additional time over three minutes is used only to resolve any tie.

3.3.8. Classification

a) See 3.1.8.a.

b) See 3.1.8.b.

c) See 3.1.8.c.

d) Starting positions will be decided by a draw for each fly-off. The organiser will establish a 10 minute period during which all fly-off competitors must start their engines and launch their model. Within these 10 minutes the competitor will have the right to a second attempt in the case of an unsuccessful attempt for an additional flight according to para 3.3.5.

e) See 3.1.8.e.

f) See 3.1.8.f. The maximum duration of the motor run is 5 seconds.

Comments

Points to note on the changes are given below. Note that the term "super max" is used for any flight with an extended maximum.

3.1.7 etc para.1. The maximum for round 1 in championships and advised for other events is now **4 minutes in F1A (3.1.7) and 5 minutes in F1B (3.2.7) and F1C (3.3.7).** This is treated as a super max.

3.1.7 etc para.2 In exceptional circumstances the **Jury** may now permit the maximum to be **CHANGED.** Previously there was only the option to reduce it.

Remark: The possibility to increase the maximum may be invoked if, for example, the weather or visibility is expected to become worse at flyoff time. It may not be invoked just because there may be many people likely to reach the flyoff.

3.1.7 etc para. 3 The time of any super max flight over 3 minutes is used **ONLY** to decide **final placings in the event of a tie.**

Remark: The basic time of 3 minutes in each round is used to determine if there is a tie. The **extra time over 3 minutes on any super max is used only to resolve a tie.**

3.1.8.a) This repeats the principle that there is a limitation of **three minutes on all flights in determining the places**.

3.1.8.b) The total of full durations including extended maximum time is then used to resolve ties.

3.1.8.c) If there is still a tie after using the full durations then flyoffs are made to determine the winner, exactly according to current practice in 2001.

3.1.8.f) The maximum for a flyoff flight may now be CHANGED by the Jury when conditions demand it, previously the maximum could only be reduced.

The process of determining places is now:

1) Add up the total time on all rounds flights subject to a limit of 3 minutes on any flight

The order of these scores determines the final placing. If there is a tie then:

2) For all those people involved in the tie add up the total time on all rounds flights (using times up to the full maximum flown for each round)

The order of these total times determines the order within the tie. If there is still a tie then use the present flyoff procedure:

3) The people with tie scores make a flyoff. If this does not resolve the tie, then a second flyoff flight is made, etc. The winner is the highest flyoff time

Implementation

There are now questions of how best to implement the scoring system during a contest, how to display it on scoreboards and results sheets. The problem is that there are a number of options and actions to take on a score when adding up a running total during the event. These options arise according to whether the flyer has made the basic maximum on each flight or not. The table below shows the complete quantities required to keep a running view of scores (and hence places) during a competition, with the sample showing the process for a contest with two super max rounds and round 7 with a max reduced because of bad weather. Later another table is presented which gives a simpler way to run a scoreboard for display at the competition.

In each cell of the table the full flight time is written down, below this is written the current total subject to the 3 minute limitation and below that is written the total of extra time recorded by the flyer - if he has maxed all flights up to this point.

Describing each of the competitors in this sample competition:

John maxes up to flight 5 when he beats 3 minutes but does not make the full super max. His extra time of 35 sec is added to his previous 60 sec to give an extra time of 95 when he maxes through the remaining rounds. He has maxed out on 3 min limited time and has a total time of 1230+95=1325.

Alex maxes all flights including super max rounds for a total of 1230+120=1350 and eligible for the regular flyoff if required.

Peter maxes in round 1 giving an extra time of 60 sec, maxes in round 2 but then drops below the 3 min max on round 3 - he then looses his "extra time" and finishes with a plain time of 1183. Note that in round 5 he has flown only to the basic 180 max and did not try for the super max because it could not be counted in his score

Michael does more than 3 minutes in round 1 but less than the super max. He thus gets an extra time of 14 sec which he carries forward while he maxes, adding 60 sec to it in round 5 when he makes the super max and finishes with a total of 1230+74=1304.

Stephen maxes out and goes into the regular flyoff with Alex to determine the winner, which he wins with a 5 min max of 300 beating Alex's time of 228. John places 3rd, Michael 4th and Peter 5th.

name	flight 1	flight 2	flight 3	flight 4	flight 5	flight 6	flight 7	limited total	extended max - total extra time	total with extended max time	Flyoff 1
maximum=	240	180	180	180	240	180	150				300
John	240 180 60	180 360 60	180 540 60	180 720 60	215 900 95	180 1080 95	150 1230 95	1230	95	1325	
Alex	240 180 60	180 360 60	180 480 60	180 720 60	240 900 120	180 1080 120	150 1230 120	1230	120	1350	228
Peter	240 180 60	180 360 60	133 493	180 673	180 853	180 1033	150 1183	1183	0	1183	
Michael	194 180 14	180 360 14	180 540 14	180 720 14	240 900 74	180 1080 74	150 1230 74	1230	74	1304	
Stephen	240 180 60	180 360 60	180 480 60	180 720 60	240 900 120	180 1080 120	150 1230 120	1230	120	1350	300

Classification:

1 – Stephen 1260 + 120 + 300
2 – Alex 1260 + 120 + 228
3 – John 1260 + 95
4 – Michael 1260 + 74
5 – Peter 1213

Note for Competitors:

If the Jury has set a super max for a round, it is neither necessary nor mandatory for a competitor to set his timer for more than 3 minutes in that round if he (or she) has dropped below the basic maximum in a previous round: his (or her) extra time would not be counted in his total score.

The table above with 3 entries in each cell shows how the process works. The table below is a suggestion of how to display the results on a scoreboard during the competition. It uses red to denote perfect scores and totals, and blue for any lower score or total. This is not essential but helps to show which competitors are flying well. Here red is shown as **bold** text, blue as plain text.

The second line for each flyer shows either:

a) The accumulated total of extra time (shown with a + before it to save confusion and make it clear what type of quantity it is) -- if the flyer has flown all basic maximums

b) The total basic score from flight times limited at 180 -- if the flyer has dropped below any basic max

In the example type (b) appears only for Peter (from round 3 onwards).

To record a particular flight of a competitor the process would be:

1) Write down the score on the upper line – in red if it equals the max for the round or in black if less than the max

2) Check the competitors previous round total:

   A) If the previous round total was a + extra time

      i) If this flight was a max or if the flight had a total greater than 180 then add any extra time to the previous round extra time and write down with a +

      ii) If this flight was less than 180 and less than the max, then this competitor has dropped and so you write down the total of his previous flights (limited to 180) plus this flight as his basic total time.

B) If the previous round total was a basic total time (no +) then add on the time on this flight (limited to 180) and write down the new basic total time.

name	flight 1	flight 2	flight 3	flight 4	flight 5	flight 6	flight 7	limited total	full total	Flyoff 1
maximum=	**240**	**180**	**180**	**180**	**240**	**180**	**150**			**300**
John UKR	**240** **+60**	**180** **+60**	**180** **+60**	**180** **+60**	215 +95	**180** +95	**150** +95	1230	1325	
Alex USA	**240** **+60**	**180** **+60**	**180** **+60**	**180** **+60**	**240** **+120**	**180** **+120**	**150** **+120**	**1230**	**1350**	228
Peter CAN	**240** **+60**	**180** **+60**	133 493	**180** 673	**240** 853	**180** 1033	**150** 1183	1183	1183	
Michael SWE	194 +14	**180** +14	**180** +14	**180** +14	**240** +74	**180** +74	**150** +74	1230	1304	
Stephen DEN	**240** **+60**	**180** **+60**	**180** **+60**	**180** **+60**	**240** **+120**	**180** **+120**	**150** **+120**	**1230**	**1350**	**300**

CRUISE MODEL - EXPERIMENTAL F1E CONTROL SYSTEM

By Klaus W. Salzer. First published in German in Thermiksense.

Is there anything cruise missiles and free flight models have in common? Mostly nothing - except for my latest F1E experimental plane: This, too, is controlled by an on-board GPS system!

Most F1E models are controlled by magnets, leading to the occasional description as "magnet steered models", which is true to fact, but does not reflect the wording of the sporting code, which just refers to "automatic steering". Magnet steering allows a model to orient itself into a predetermined direction. If this is not exactly opposite to the wind direction the model will drift sideways. Often it is detrimental, bringing the plane into regions where it will be hard to retrieve.

A GPS control system, however, can steer the model towards a specific point - the flight path will be adjusted during the flight to always point towards this destination, whatever the present position of the model and the necessary direction will be. It will even return to this point should it overshoot - magnet steering can only achieve this by a timer controlled shift to circle mode.

So far the theoretical background ... and it might have stayed a dream, had I not found 3 years ago a GPS module on the Garmin homepage while searching for a better handheld for model retrieving! This module (GPS 25 HVS) is a complete 8-channel GPS receiver with V24 interface at a weight of only 38g. There maybe even better/lighter(/cheaper?) things available in the meantime! A preliminary weight calculation looked promising: GPS at 38g, a Basic Stamp microcontroller at 11g, a RC servo at 9g, some batteries - not that far above a conventional magnet unit plus timer.

Not being an electronics expert nearly proved to be my undoing: Such a system needs to be programmed for each flight, and I meant to build an external control box which would be plugged into the model prior to each flight to define the direction and distance of the destination point, and - since a computer already was on board - a D/T time. And I found that I could not built such a box ...I am simply too stupid! And I did not want to buy a palm, or lug a notebook around.

So I found another solution: do everything in the model! The basic stamp has enough programmable I/O-ports, and is now wired as follows:

- a switch to change between programming or flight mode
- a hex coding switch using 4 bit for 16 possible (binary) numbers
- 5 pushbuttons to assign this number to any of the parameters

  flight time in steps of 30s (1 to 16 times 30s = .5 to 8 min)

  Distance to destination in steps of 50m (50 - 800m)

  direction towards destination 3rd digit (0 to 9)

  direction 2nd digit (0 to 9)

  direction 1st digit (0 to 3)

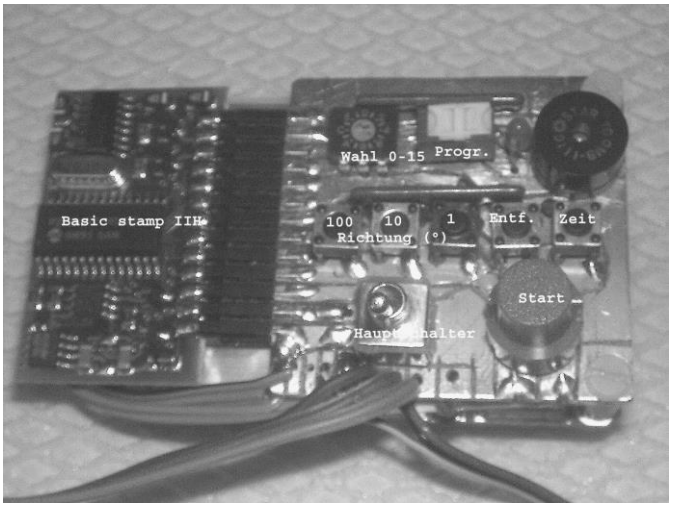
- one large pushbutton as a start button

- output for the servo control

- output for a beeper (input control sounds and retrieval aid)

- serial port for GPS communication

When I switch the system on, the GPS will acquire the satellite info. While it does so, the flight parameters may be set: select the number on the hex switch and push the appropriate button until a confirming beep sounds. The data is stored in non-volatile memory, so a second flight may use the same parameters, if everything stays as before. The GPS takes about a minute - then everything is ready.

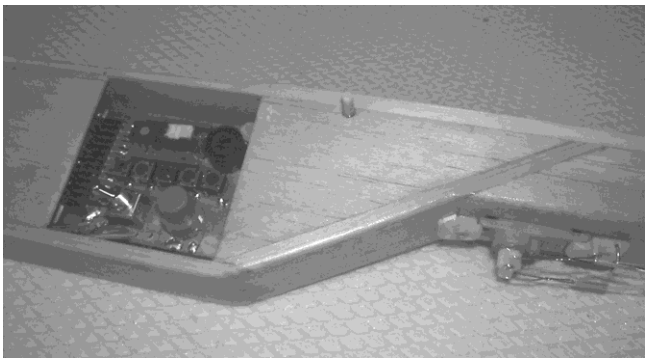


The Basic-Stamp (left) and GPS module, total size 70x46x18mm, 57g

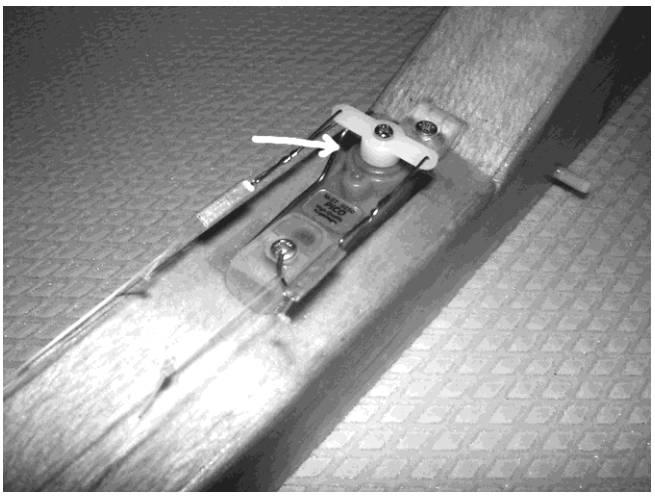
Holding down the start button tells the system to wait and calculate the destination coordinates from the present position using direction and distance - releasing (and launching the plane) activates flight mode, i.e., compare direction from present position to destination with the direction of movement as sent by the GPS, and set the servo accordingly (right/straight/left only, no proportional control). The GPS sends a message each second, so this is also used to count down the flight time. To keep things simple, the D/T is activated by having the servo move to full rudder, thus releasing an arm like a timer trip wire.

One unexpected problem arose: What antenna to use for the GPS? Garmin offered as advice "it is not easy to build a 1.5GHz-antenna" and tried to sell a $100 antenna with triple the size and weight of the GPS module. Luckily, the internet knows it better: a short search resulted in 3 perfectly working simple and - with

modifications - lightweight antennas. Even a tiny commercially available antenna came up at only $30 plus handling.



Steering module mounted in fuselage



The servo arm

So far the system works OK. It does have its limits, however. The flight itself looks - well, horrible! A nice F1E flight should be a quiet, majestic thing, possible even standing still - this GPS model always jumps around, continuously moving, and doing something. System limitations require that: only a moving model allows the GPS to define a track for the movement, and only if you have a track you can decide, whether it points towards your destination ... and the model must fly forward, or rudder action is reversed!

The lazy programmer (me) furthermore defined

- flight in the northern hemisphere
- around 50° northern latitude
- Eastern longitude
- flight regime within one minute of an arc lat/long (1 nautical mile)

all to simplify calculation, which has to be done in integers, as the stamp does not accept floating point numbers, and to respect the time limit: Since the GPS sends new data once per second, and the data itself takes 1/3 of a second to transmit, only 2/3 of a second remain for the calculation itself and any servo movement - otherwise a data telegram will be lost.

No mention is made of the test plane for a very simple reason: I was too lazy to build more than a new fuselage front end. Wing, stab, and rear fuselage are the 38dm² McCombi 1 of 1975 vintage! The only modification is a rudder cut into the old fin. And the new front end is not heavier than the old front, due to that having been built much too strong!

Further developments might include:

- return to the launch point (the coordinates of the destination are exchanged with the launch point)
- weaving between two points parallel to the slope
- checking for 'backwards' flight, slower than windspeed
- 'bunt' launch (second servo?)
- R/C activation of the D/T

Should anybody want further information, do not hesitate to contact me (e-mail salzer@ping.at)!

MORLEY WINTER MEETING, CHURCH FENTON, JANUARY 13

Report by Dave Hipperson

We appear to be going full circle. Years ago almost everyone flew power and few dabbled in the black arts of Rubber and the like. It seems Power is back in the ascendancy. The recent Morley Winter Meeting experimented again with Combined Power rules and produced an excellent contest attracting numbers that until recently would have seemed inconceivable. Glider and Rubber suffered a bit as a consequence but ever popular Mini Vintage still drew.

Of course the host club got lucky with the weather. For mid January a mild if rather damp day with a light to moderate southerly, a convenient direction, under an often heavy but rarely threatening overcast was a surprise especially this far north. At one time it looked like the entire dozen or so flying the various forms of Power (mostly Slow Open) were going to max out. Dave Clarkson broke the model and Ewan Jones got delayed when his number one was pinched by a passing van driver some mile off the drome after a slightly long DT. The trouble with fuse on a damp day, they rarely go out but often burn long. His reserve then over-ran once and he was out of time.

Mini Vintage enthusiasts had less walking thanks to their shorter max. Amongst the rubber models Gordon Beal's Hyperion made two minutes look much easier than it was in the relatively liftless conditions even off 250 ft of line.

The flyoffs, were soon after 3pm with Vintage first. Here Eric Taylor using something that looked like an Eaglet

launched promptly to a great climb but no chance against the others. Truth was he had done very well to get that far with such a small model. Dennis Davitt and John O'D were in the air virtually together. John's Mick Farthing climbing better than Davitt's gaudy Hep Cat. Gordon Beal was not to be out done and produced a great floaty three minute plus flight with his glider.

The power flyoff was reminiscent of the good old days; raucous with lots to see. Most waited a bit and therefore all were effectively in the same air when eventually they launched. Ian Wilkinson's Slow Open climb was as spot on as ever whilst Hipperson's and even more so Ball's went a bit off and ended up lower than they should have done. This left current F1C World Cup holder John Cuthbert to top it comfortably with his FAI model on 7 secs. Finally a cautionary observation on this comparatively new class of Combined Power. Be careful you know to what engine run you are entitled! This is as important for timekeepers as contestants. Although it didn't matter it was alarming to discover at the end of the day that one very well known glow user had been instructing his timekeepers to the effect that he could have 11 seconds when in fact he was limited to 10!

Open Rubber 2.30x3

1	G Ferer	7.30 + 2.20	(token flight)
2	P Ball	7.30	
3	E Flynn	4.00	

Combined Power (Open/SlowOpen/E30) 2.30x3 11 flew 7 flew off

1	J Cuthbert	F1C	7.30+4.50
2	L Wilkinson	Slow Open	7.30 + 4.03
3	D Hipperson	Slow Open	7.30 + 3.57
4	P Ball	Slow Open	7.30 + 3.35
5	F Rushby	Slow Open	7.30 + 3.33
6	C Hickmot	Slow Open	7.30 + 3.19

Mini Vintage 2.00x3 11 fl

1	J O'Donnell	6+4.14
2	G Beal	6+3.13
3	T Rushby	6+2.47
4	D Davitt	6+ 2.44
5	E Taylor	6+ 1.39
6	C Foster	5.49

Open Glider 2.30x3

1	J O'Donnell	7.16
2	J Flynn	7.08
3	G Peck	5.53

FFn

The NFFS 2001 Symposium Report is again available from FFn. Following the delay reported last month, all the outstanding order have now been posted. For anyone wanting to order a copy of the report the price is £20.10 including postage in UK and Europe.

The FFn stock of earlier reports has been much reduced by recent sales, with reports remaining from the years 1988, 1993, 1995, and 2000. The prices are £4 1988, £5 1993, £5 1995, £19 2000, supplied to first buyers, not to be re-ordered when the current stock is sold.

NEWS FROM BMFA FF TECH COMMITTEE

The Nationals

You will be aware from previous news bulletins that Barkston is not available for contests this year. The FFTC, aided by BMFA, did approach the authorities to determine if an exemption could be made for the Nationals, but to no avail.

The two alternatives which remained were Church Fenton and a new site on Salisbury Plain. It is now apparent that Church Fenton cannot be booked for all of the holiday weekend, and so the FFTC is taking the appropriate steps to book Area 18 on Salisbury Plain. The work on the Barkston runways has not yet started and Barkston remains as a fall back in case the situation changes before we have to finalise matters.

Members of the FFTC together with Bernard Aslett and David Greaves carried out an inspection of Area 18 in early January. Area 18 (together with the adjacent Area 19) are very extensive. The access is very easy compared to the previously used Area 8, and perhaps more important it is an all-weather access. Some of you may remember this area, as it combines part of the Everleigh dropping zone which was used some years ago.

This site will also be used for the Easter event on 30/31 March, which will provide first hand experience prior to the Nationals.

Because of the nature of the site, the Nationals will have to be a different style to that flown on an airfield. At this stage of our planning, it is unlikely that the FFTC will be able to offer the normal camping and caravan sites as camping within the training area is forbidden, although recent discussions with the Authorities have indicated that there may be some possibilities. However, a camp site for tents/caravans/motor caravans just South East of Devizes and within 20 minutes drive of the site is:-

> The Bell Caravan Park, Andover Road, Lydeway, Devizes, Wilts, SN10 3PS, 01380 840230

Enquiries are being made to prepare a list of available accommodation and other camping sites.

Further news will be posted on the FFTC web page when they become available.

Area 18 Salisbury Plain

Both the Easter meeting and the Nationals will be flown from the vicinity of Weather Hill, map reference SU 205 517, and not from the previously used western part of area 18 adjacent to Netheravon Airfield.

Area 18 on Salisbury Plain can be accessed at Everleigh which is midway between Devizes and Andover on the A342; turn down the road past the Crown Public House. Much of the grassland in the vicinity are of special scientific interest, and there will be designated parking areas and restrictions relating to driving cars off the access roads. Vehicles must not be driven on the grass.

FFTC Members

Dave is presently unwell; Peter Tribe is now Acting PRO for the FFTC. We are sure that all fliers will join the FFTC in wishing Dave a speedy recovery.

Stephen Philpott and Stuart Lodge represent F1E and Space Model interests on the committee.

Flying Sites.

The FFTC were pleased to have Roger Bellingham, the BMFA Flying Site Consultant at their recent meeting. Concerns had been expressed that there were a number of traditional FF flying sites were being lost where RC Clubs were negotiating agreements with landowners and Local Authorities without any regard to other flying disciplines.

The meeting was very useful, and the FFTC will be preparing a statement and recommendations in the near future for Rogers consideration. If you have any issues or thoughts that you want to include please get in touch with the FFTC.

Team Managers for Hungary-August 2002

The FFTC has instigated a change to the method of appointments for Manager/Assistant Manager this year. However, first of all we wish to apologise for any confusion relating to a further advert which was posted on the web page and elsewhere. This has been withdrawn; the original advert which appeared in the BMFA News has been applied. Acting team Managers have been appointed as set out below.

Martin Dilly has been appointed Acting Team Manager (Organisation) and his role will be to organise all aspects of the team with the exception of flight line management. During the pre-event arrangements he will be assisted by the Acting Team manager(Flight line).

The prime purpose of the Acting Team Manager (Flight Line) would be to manage all aspects of the flight line/training/retrieval/etc. Phil Ball has been appointed to this position.

The leader would be the Team Manager(organisation) up until arrival at the European Championships with the TM (FL) assisting, and then seniority would be changed with the TM(FL) leading, and the TM(O) assisting with any on site organisational issues under the direction of the TM(FL).The exact timing and extent of the changeover to be agreed between the two managers.

F1A/B/C Selection trials 2002 and 2003

To avoid any confusion, the trials for both the 2002 team and the 2003 team will be flown in accordance with the new FAI rules that came into operation on 1st January 2002.

The principle changes are 30grms of rubber for F1B, and the new extended max round rules. This latter rule is explained in detail in the March 2000 issue of FFn, but in essence it means that if you do not max out, any time gained over the normal 3 minutes in the extended round will be forfeited!

The FFTC has been advised that Sculthorpe is not available for the selection Trials scheduled for 11/12th May, or 12/13th October. The FFTC is negotiating with the authorities to try to re-arrange each of these to the adjacent weekend, forwards or backwards. Finalised dates will be posted as soon as they are agreed.

F1A/B/C team selection for 2002

As explained in the December 2001 'News from the FFTC', a fallback voting procedure is being organised in case neither of the selection trials provides a result.

The Selection Committee has advised the FFTC of the following clarification with regard to the voting procedure:-

'In the event that no trials are held, then the teams will be selected by a ballot of those competitors who competed in the 2000 team selection events.

In the ballot, each person who competed in the 2000 team selection can vote for three people for each class, F1A, F1B and F1C. Voters are expected to be honest and diligent in choosing the best flyers to represent their country. Voters MAY NOT vote for themselves.

The results of the Selection Events (or Ballot) will be considered by the Selection Committee who will then present their recommendation to the FFTC.

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Tow line rules

The numerous references in the 2000 BMFA rule book in connection with tow lines were rationalised and collected into a single rule in the rule changes which came into force in January 2001.

However, the attention of the FFTC has been drawn to a potential difficulty for Vintage and Open fliers, where they might have to use different tow lines if different models are flown in the same event.

The FFTC has resolved to re-write this rule for 2003, and the proposal is that all vintage models will be flown to a line length of 100m when subjected to a pull of 2kg. A1 (F1H) and A2 (F1A) will be reaffirmed as 50m x 2kg and 50m x 5kg respectively.

Entry Fees for 2002

Entry fees for 2002 remain unchanged at :-

£5 for first entry, and £3 for the second and subsequent entries.

£45 for a season ticket.

Two day selection trials £10

Juniors free

SAFETY BULLETIN FROM THE FFTC

1. Starting Engines.

There have in recent times been at least two instances where fliers have seriously cut their hands/fingers while hand starting powerful motors in free flight models.

In each instance, it is understood, the main cause was the motor was being started by hand, and the accidents occurred either while the model was being transferred from one hand to the other for launching, or trying to reach the needle valve through the arc of the propeller.

The FFTC recommend that fliers should utilise a mechanical starter securely mounted in a 'Starter Box' with a foot operated remote switch wherever possible so that the flier is behind the arc of the propeller and there is no need to turn the model around or to transfer the model from one hand to another while the engine is running.

2. Starter Boxes

Having recommended the use of a Starter Box, attention is drawn to the recent BMFA Safety Bulletin on a 'Flight Box Fire' issued to all club secretaries.

A (RC) flight box recently caught fire, presumably caused by a short circuit on the starter battery in the proximity of glow fuel. Unfortunately, methanol burns with a pale blue flame which is barely discernible in daylight resulting in the flier and his helper being unaware of the seriousness of the situation. As the helper bent over to pick up the box and remove it from the flight area, the flight box exploded causing burns to his face and scalp which required specialist hospital treatment.

The BMFA Safety Bulletin advice is quite extensive and fliers are recommended to obtain a copy of the full text, which will no doubt be reprinted in the next BMFA News.

However, the simple advice from the FFTC is 'Do not store fuel with your Starter/Battery in your Starter Box'

UK SUPPORTERS AT 2002 EURO CHAMPS

The 2002 European Free-Flight Championships at Kunszentmiklos, Hungary, are sandwiched between two World Cup contests for F1A, B and C at the same venue. The latter are open to anyone with an FAI contest licence. This will make July 27th-August 5th something of a highlight of the year for anyone interested in enjoying free-flight at its best. The Puszta Cup is on July 27-28th and the Jenö Vörös Memorial is in Aug. 4-5th.

Our team's success at Championships depends a lot on the help of supporters. So that arrangements for the British group can be made in good time, please contact the acting team manager, Martin Dilly, before April 10th at the latest if you are interested. If you enclose an s.a.e. he will then keep you up-dated with details. His address is: 20, Links Road, West Wickham, Kent BR4 0QW or e-mail him at martindilly@compuserve.com

BIGGLES LEAGUES 2001

Brian Lavis reports:

It was not exactly the ideal start for these leagues but in F1H we did manage 3 rounds and 11 fliers - even if they didn't know it. The results are:

		Crookham	Oxford	Silent	Total
1	J Carter	0	4	9	13
2	B Lavis	6	2	3	11
3	A Gibbs	0	9	0	9
4=	R Heap	0	6	1	7
4=	J Bailey	0	3	4	7
6	N Parry	0	0	6	6
7=	J Cooper	3	1	0	4
7=	D Cox	4	0	0	4
9=	P Tribe	2	0	0	2
9=	B Nicholson	0	0	2	2
11	P Sweeney	1	0	0	1

There was just one flight in F1J and that was made by John Bailey.

BIGGLES LEAGUES 2002

The scoring will stay the same as last year but the competitions have been amended. Crookham has combined classes so is excluded. The Spring Gala is expected to include F1J this year and the Scottish Nationals have been added. All competitions depend upon there being a separate class for the F1H, F1J as appropriate.

So the expected qualifying competitions are as below but there is still a lot of doubt about the season. Let's hope we get them all in.

F1H: Northern, Easter, Spring, Oxford, Nats, Silent, Southern, Brumfly, and Scottish.

F1J: Northern, Easter, Spring, Nats, Southern, Brumfly, and Scottish.

COUPE CHAMPIONSHIP 2002

Ian Davitt advises that the qualifying events for this years Championship are:

BMFA Northern Gala
BMFA Easter meeting
BMFA Nationals
Oxford Gala
BMFA Silent Mini
Timperley Gala
BMFA Southern Gala
Brumfly
Aeromodeller Trophy contest

Rules remain unchanged, principally competitors best 5 scores to count.

FF TRIMMING ON SALISBURY PLAIN

Martin Dilly: The Salisbury Plain facility for free-flight trimming on Training Areas 8 and 20 will once more be available for the use of BMFA members on the Army's security list. As in 2001, those flying Open and Mini competition classes will be welcome, as well as people practicing for FAI contests. The aim is to improve overall free-flight standards in the UK.

For those unfamiliar with the site there are a few simple rules to follow, and a single per capita charge to meet the annual licence cost that we must pay.

If you want to use Salisbury Plain in 2002 send an SAE to Bernard Aslett, 25, Honeyhill, Wooton Bassett, Swindon, Wilts, SN4 7DX; in return you will receive a sketch map showing where we fly on Training Areas 8 and 20, a request for the one-off fee, which will allow you fourteen weekends at one of the best free-flight venues in Britain, and two copies of the users' guide; sign one copy, return it to Bernard, and your name will be included on the security list (unless you're already on it). This information is being provided before the licence fee for 2002 has been decided, to give you the opportunity to fly on the first available weekend.

The following dates have been agreed: Feb. 23/24; March 9/10; March 23/24; April 27/28; May 18/19; May 25/26; June 22/23; July 13/14; July 27/28; Aug. 17/18; Aug 24/25; Sept. 7/8; Sept. 21/22; Sept. 28/29.

Because of possible short-notice military use, you must call Bernard Aslett on 01793-840629 on the Friday before you plan to fly.

INTERNATIONAL COMPETITION NEWS

HOLIDAY ON ICE World Cup event will be at Gjovik in Norway on March 16-17. The competition will start at 9.00 on Saturday after briefing at 8.45. First round max will be 210 for F1A and F1B and 240 for F1C. Five rounds, jury will decide maximum and length of rounds according to weather and retrieving conditions. Entry fee is NOK 250, or NOK 300 for two or more classes. There is the usual reminder that warm and waterproof boots will be required on the frozen lake, which may have a slippery surface.

Lodging and meals may be booked at the youth hostel, with other hotels in the vicinity as alternatives for direct booking. Note that you cannot use your own sleeping bag at Norwegian youth hostels - please bring your own bedlinen or you will have to pay 40 NOK for renting bedlinen. Youth hostel lodging and meals must be booked through organiser but paid direct to the youth hostel - the bed and breakfast cost is NOK 220 per night, or NOK 550 from Friday evening to Sunday morning including B&B, packed lunch and Saturday evening dinner.

Fees may be paid on arrival but entries should be sent before March 5 to Tor Bortne, Jernbaneveien 28, N-2840 Reinsvoll, Norway. The full list of contacts are: Tor Bortne (tel +47 611 967463, fax +47 611 91023, e: margit.bortne@c2i.net), or Vegar Nereng (tel +47 611 96736, fax +47 611 52606, email vnereng@online.no, http://home.online.no/~vnereng/), Svein Olstad (tel +47 611 96764 or email svein@enitel.no) or Ole Torgersen (tel +47 611 92585, email o.torg@frisurf.no).

MATFORS VT INTERNATIONAL is the World Cup event to be held on 23rd March in Sweden on the frozen lake Stödesjön. March 22 is arrival and practice day; F1A F1B and F1C will be flown on Saturday March 23 (briefing at 8.45, first round 9.00), Sunday is reserve day. Entry fee is 250 SEK per class for entries received before 15 March, late entry 300 SEK. Entry fee is paid on arrival. Send entries to Mikael Holmbom, Österlo 140, S-860 13 STÖDE, Sweden, tel/fax: +46 60 212 10, e-mail: mikke@ebox.tninet.se
homepage: http://jump.to/matfors

The contest will be held at the frozen lake Stödesjön, which is located approx. 35 km west of Sundsvall in mid-Sweden. The weather this time of year is normally 0-10 °C and very light winds. The ice is usually >50 cm thick with a few centimetres of snow on top of it. The competition will be held in accordance with FAI rules except it is a 5 round competition, 4 minutes first round for all classes and competitors must help each other with timekeeping.

Lodging: A limited amount of floor space at Rude Gården (approx. 50 people) is provided by the organizers, there are also two small kitchens with appliances available. This will cost 60 SEK / night. Details of alternative accommodation is available for direct booking by competitors. Rude Gården will be used as the competition headquarters and the organizers will be there from 15.00 Friday 22nd. On Saturday evening the prize giving ceremony and dinner will take place at Rude Gården. The price for the dinner is 70 SEK.

NOVOHRAD CUP is the World Cup event in Slovakia during June. Please note that the date has been changed to June 1. The location (Lucenec) and other details remain the same (contact: Stefan Hubert, Malinovského 5, 98401 Lucenec, Slovak Republic, tel: +421 47 43 28 206)

SOKO CUP is a World Cup event to be held in Bosnia Herzigovina on August 10. The competition will be flown at Mostar for F1A, F1B, F1C,and F1H.**This is a new announcement of the event for World Cup 2002.** The competition notification had been received in due time at the FAI Office but due to a confusion of application and dates the competition was not listed in the previous World Cup listings. Contact: Mijo Pehar, Sijepana Radica 76 B, Mostar, Bosnia Herzigovina, tel /fax +387 3632 6438

UK COMPETITION NEWS

SE AREA BMFA/SAM35 SPRING GALA will be held at RAF Odiham on April 21. Events will be

a) Vintage Wakefield (4 and 8 ounce combined)
b) Vintage Lightweight
c) Vintage Glider
d) Vintage HLG
e) Vintage Power
f) Coupe D' Hiver
g) A1 Glider
h) ½ A Power

Events a) to e) to SAM 35 Rules, event d) to count towards the Mike Laxton Trophy.

Events f) to g) to BMFA Rules, event h) will contribute points to the Biggles ½ A League Trophy.

The aim will be to set maxes so that models stay within the airfield, but flyoffs will be unrestricted. Aircraft movements may disrupt flying and access is via the main gate only. Pre-registration is mandatory, and open to BMFA members only. To pre-register, please send the following:

-Your name and the names of your car occupants

-Car Registration

-BMFA No.

-Registration fee, £1 per occupant, non-returnable. (cheques payable to 'SE Area BMFA')

-SAE

To: Neil Allen,12 Orme Road, Worthing, West Sussex, BN11 4EX, to arrive by Mon 8th April

In return you will receive your registration number and full details of the Gala.

LONDON AREA CHALLENGE TROPHY MEETING. Many London club flyers from the 1940s and '50s will remember the London District Inter-Club Challenge events, - the LDICC contests, where London club teams flew in knock-out contests at Epsom, Chobham and Fairlop. Now the original trophy has been found and re-furbished and will be an award at what it is hoped will become an annual event with BMFA championship status. The first London Area Challenge Trophy Meeting will be at Middle Wallop on March 10th. and is the first free-flight contest organised by the BMFA's London Area for many years.

It will be open to all BMFA members and there will be classes for Mini Vintage, F1G Coupe d'Hiver, F1H A/1 Glider, F1J ½ A Power, P-30 and the new Catapult Glider class. Start will be 10 a.m. and BMFA rules will apply. Contacts for information: David Beales 020 8858 2714; Martin Dilly 020 8777 5533.

BRUMFLY GALA will be held on 22nd September 2002 at North Luffenham. Full details will follow later. Contact Alan Gibbs 024 76 676507

OXFORD MODEL FLYING CLUB 20th ANNUAL FREE FLIGHT RALLY will be held on June 22 and 23 at Port Meadow, Wolvercote, Oxford. On Saturday Champagne flyoffs for CdH, A1, HLG start at 7pm. On Sunday flying starts at 10am. CdH, A1, P30+E30 comb will be flown in 5 rounds (2 min max), other events not in rounds are: HLG 9 flights 1.00 max (flown from box), and all the following with 3 flights of 2 min max: vintage rubber (pre '51 max span 34"), vintage glider (pre '51 A/2 or 72" max span), Nostalgia glider (1951 to 1960 A/2 or 72" span), tailless (rubber or glider). All towlines 50m. Junior prize and gala champ. No power models, no thermistors or streamer poles, bubble machines, etc. All flyers must be insured. Contact: Andrew Crisp, 4 Grove St, Summertown, Oxford OX2 7JT, tel 01865 553800.

FLYING NORTH

Flying North has now been published. It traces the model flying career of Jack North, one of only two people to represent Great Britain on all three outdoor free flight teams - Wakefield, Power and Glider. It covers his flying from 1938 until the 1980s and includes plans of no less than 24 of his previously-unpublished models. The 163 page book includes 130 photographs, reminiscences by colleagues, re-prints of all Jack's published plans and articles, including his later extensive work on thermal detection, and an outline of the professional career that also made him a respected name in high-speed aerodynamics.

Flying North was compiled and edited by two of Jack's Croydon club mates, David Beales and Martin Dilly, who had access to Jack's extensive notebooks, photographs, drawings and original models.

Prices are as follows: UK -£17; Airmail Europe -£18; Airmail Elsewhere -£21

Copies are available from: Martin Dilly, 20, Links Road, West Wickham, Kent BR4 0QW. Cheques should be payable to "BMFA F/F Team Support Fund", in pounds sterling only, and drawn on a bank with a branch in Great Britain. You can also phone or Fax your order to him using your credit card on: +44 (0)208-777-5533.

Proceeds from sales help to defray the costs incurred by the team members selected to represent the United Kingdom in World and European F/F Championships.

My copy was received only yesterday and so far I have hardly scratched the surface of this impressive 163 page book. There is certainly a lot of interesting content.