Free Flight news FFn

CONTENTS

Isaacson Winter Classic, Lost Hills, Feb 9-10	28
Maxmen International, Lost Hills, Feb 15-17	28
ATF-20 KURCZAK, F1E by A TSCHANZ	29
French team for Euro Champs	30
Timperley Winter Special, Church Fenton,Jan 27	30
Crookham Gala, Middle Wallop, Feb 3	31
Vintage, Pannett and Kay, Church Fenton,Feb 10	31
BMFA Winter Open, North Luffentham, Feb 17	32
Cargolifter	32
FAI Indoor Record	33
Hermann Jenne Tailless Postal	33
FAI News	33
News from BMFA FF Technical Committee	34
Salisbury Plain trimming sessions	35
UK supporters at 2002 Euro Champs	35
Flying North – What the readers say	35
Ferries for Hungary	35
Wanted – Mikalento tissue	36
A car for free flight	36
International Competition News	36
UK Competition News	36

DIARY

March 3 Area venues	BMFA First Area event. O/R (Gamage), F1C (Halifax/Plugge), F1H, Tailless **NB MIDLAND AREA FLYING AT N. LUFFENHAM**
March 10 Crivelle, TO, Italy	Trofeo AGO. F1K.Entry fee US$20. Contact: S Schirru, Via C.B. Cavour 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 Vintage, F1G, F1H, F1J ½A Power, P-30, Catapult G. Start 10am. See FFn 0202. Contacts: D Beales 0208 858 2714; M Dilly 0208 777 5533. NB F1H and F1J/ ½A events will count for Biggles League.
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 FFn 0202. Contact: Tor Bortne, tel: +47 611 96 736, fax: +47 611 52 606, e: margit.bortne@c2i.net
March 17 Area venues	BMFA Second Area event. O/G, F1B (Weston / Plugge), F1J / BMFA½A HLG, Catapult Glider. *(Midland Area N.Luffenh'm.)*
March 18-20 Omarama New Zealand	Kotuku Cup World Cup. F1A, F1B, F1C. Contact: W McGarvey, 63a Ngatiawa St, Auckland 1003, NZ, t: +64 9 636 89 88, e: bill.mcgarvey@xtra.co.nz
March 22-24 Omarama, NZ	Omarama Cup World Cup F1A, F1B, F1C. Contact: W. McGarvey, see above details.
March 23 Österlo Sweden	Matfors VT International World Cup. F1A, F1B, F1C. 3 min first rounds. Entry fee SEK 250. Contact: Mikael Holmbom, Österlo 140, 86013 Stöde, Sweden, tel: +46 60 21 210, fax: +46 60 21 210
March 24 Church Fenton	BMFA Northern Gala. O/G (CMA), O/R (Caton), O/P (Hamley), SLOP, F1G, F1H, F1J / BMFA½A, Mini-vintage, CO2, E.30, HLG, Catapult Glider. Names must be on security list, contact J Northrop 0113 2581292. Contact: D Davitt 01727 764473
March 29 –Apr 1 Narranderra, NSW Australia	Australian Free Flight Society Champs World Cup F1A, F1B, F1C. Contact: P Mitchell, PO Box 44, Terrigal, 2260 NSW, Australia, t:+61 24367 8316, fx:+61 24384 3217, phil.mitchell@gosford.nsw.gov.au
March 30 Sculthorpe	BMFA Easter meeting. O/R,O/G,O/P,F1G, F1H, F1J / BMFA½A, SLOP. Contact: P Tribe 01225 862748, CD R Peers
March 31 Sculthorpe	BMFA Team Trials F1A, F1B, F1C for 2002 Team Contact: P Tribe 01225 862748, CD D Hipperson
March 31 -Apr 1 Middle Wallop	Mar 31: Classic G&P, mini Vint R,P,G. Apr 1: Vint G, SLOP+El See page 36
April 2-4 Australia	Southern Cross Cup World Cup. F1A,F1B, F1C. Contact T Stowe, tel: +61 247541334

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

FAISAACSON WINTER CLASSIC, Lost Hills, USA, Feb 9-10

F1A 29 flew 8 in flyoff

1	L Hines	1290+300	420	279	
2	O Stoev	+300	420	228	
3	M Cowley	+300	420	217	
4	M Kochkarev	+300	346		
5	B Coussens	+300	329		
6	H Diez	+300	213		

F1B 24 flew 8 in flyoff

1	A Andriukov	1320+300	420	350	
2	L Horak	+300	420	322	
3	J Sessums	+300	420	319	
4	R Peers	+300	420	246	
5	P Ruyter	+300	407		
6	O Kulakovsky	+300	399		

F1C 10 flew

1	B Johannes	1320+300	333		
2	S Screen	+300	312		
3	G Mennano	+300	121		
4	K Oliver	+290			
5	P Watson	+288			

F1G 17 flew 6 full scores

1	P Ruyter	600+240			
2	P Brocks	+224			
3	A Burdov	+209			

F1H 17 flew 8 full scores

1	O Stoev	600+240	240	240	140	
2	V Beschasny	+240	240	240	131	
3	S Makarov	+240	240	240	112	

F1J 9 flew

1	G Mennano	600+240	240	240	240	360	121
2	E Carroll	+240	240	240	240	360	0
3	L Pulley	+240	0				

MAXMEN, LOST HILLS, USA, FEB 15-17

Contest director George Batiuk reports:

Flying on the first day of the F1A, B, C competition was as good as it gets, at least until the 7th round. About 10 minutes into the round, the wind went from 2 m/s to 10 m/s, almost immediately. Several people had flown, some with recorded maxes, and some with less than maxes because their model was lost by the timekeepers in the resulting dust storm. If I would have interrupted the round, as the Sporting Code suggests, and continued it the next day, I would have had to allow the ones that did not max to refly. But there were several that had legitimate drops, and there was no way of telling who had what, fairly. In the end, I just cancelled the round all together, and picked up the next morning with round 8. But it was all for naught anyway, as the wind picked up during the 9th round, and by the end of the round it was over 10 m/s. Within an hour it increased to 15 m/s, and I scrapped the rest of the day and told everyone to leave the field, worrying about another Valley Fever scare from the dust. We convened the next morning, our reserve day, for an early morning flyoff to determine winners, and the weather was great. A little cold, but 1 - 2 m/s breeze made for a very nice flyoff. These free flighters are a tough bunch, as everyone told me they had a great time flying, in spite of the conditions.

F1A 44 flew

1	S Spence	USA	1440	+428
2	D Zulic	SLO	1440	+380
3	P Allnutt	CAN	1440	+360
4	D Parker	USA	1440	+262
5	M Kochkarev	RUS	1440	+245
6	C Edge	GBR	1440	+242
7	M Keever	USA	1440	+240
8	R Limberger	USA	1440	+225
9	J Bradley	USA	1440	+193
10	M van Dijk	NED	1440	+187
11	V Bezchasny	UKR	1440	
11	D Kozlyuk	USA	1440	
13	E Busnelli	USA	1433	
14	I Fradkin	USA	1418	
15	L Hines	USA	1408	
16	D Oldfield	GBR	1406	
17	R Sifleet	USA	1398	
18	N Smith	USA	1391	
19	H Diez	USA	1383	
20	J Carter	GBR	1381	

F1B 53 flew

1	J Lueken	USA	1440	+379
2	O Kulakovsky	UKR	1440	+350
3	P Ruyter	NED	1440	+349
4	J Sessums	USA	1440	+344
5	I Vivchar	UKR	1440	+331
6	D Zulic	SLO	1440	+307
7	M Woodhouse	GBR	1440	+289
8	B Booth	USA	1440	+246
9	R Rohrke	USA	1440	+212
10	E Davis	USA	1440	+144
11	D Ellis	USA	1440	
12	B Aslett	GBR	1421	
13	B Jensen	USA	1407	
14	R Cooney	USA	1405	
15	P Crowley	USA	1396	
16	E Ryan	USA	1378	
17	D Wood	USA	1347	
18	A Andriukov	USA	1279	
19	J Fitch	USA	1260	
20	B Piserchio	USA	1253	

F1C 25 flew

1	F Parker	USA	1440	+378
2	S Screen	GBR	1440	+376
3	D Joyce	USA	1440	+365
4	R Simpson	USA	1440	+305
5	D Perkins	USA	1440	+217
6	H Spence	USA	1440	
7	E Verbitsky	UKR	1429	
8	B Johannes	USA	1427	
9	M Gewain	USA	1394	
10	J Servaites	USA	1279	
11	P Sahlberg	USA	1196	

ATF-20 Kurczak
F1E by Andreas Tschanz
Switzerland
F1E World Champion 2001

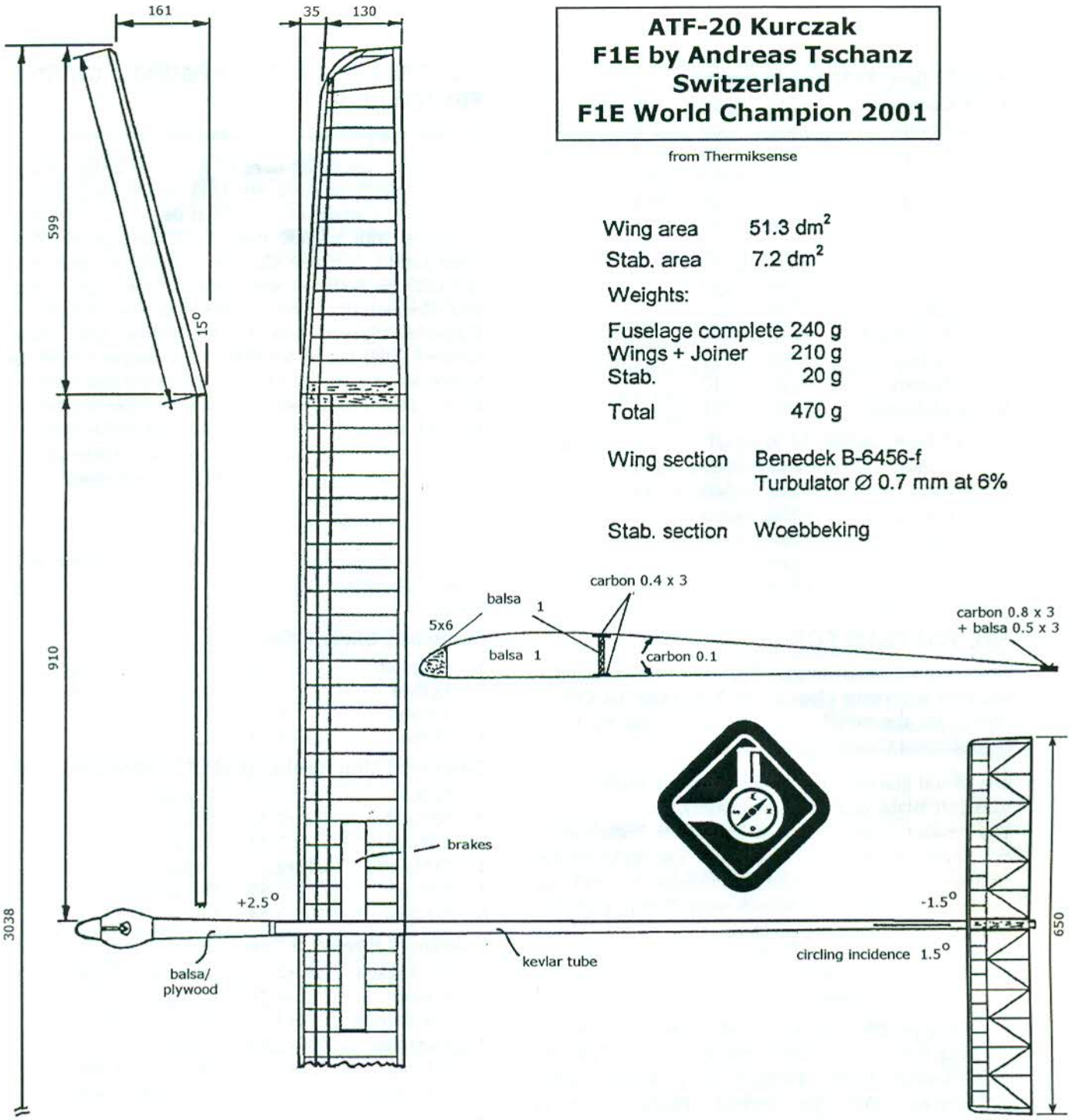
from Thermiksense

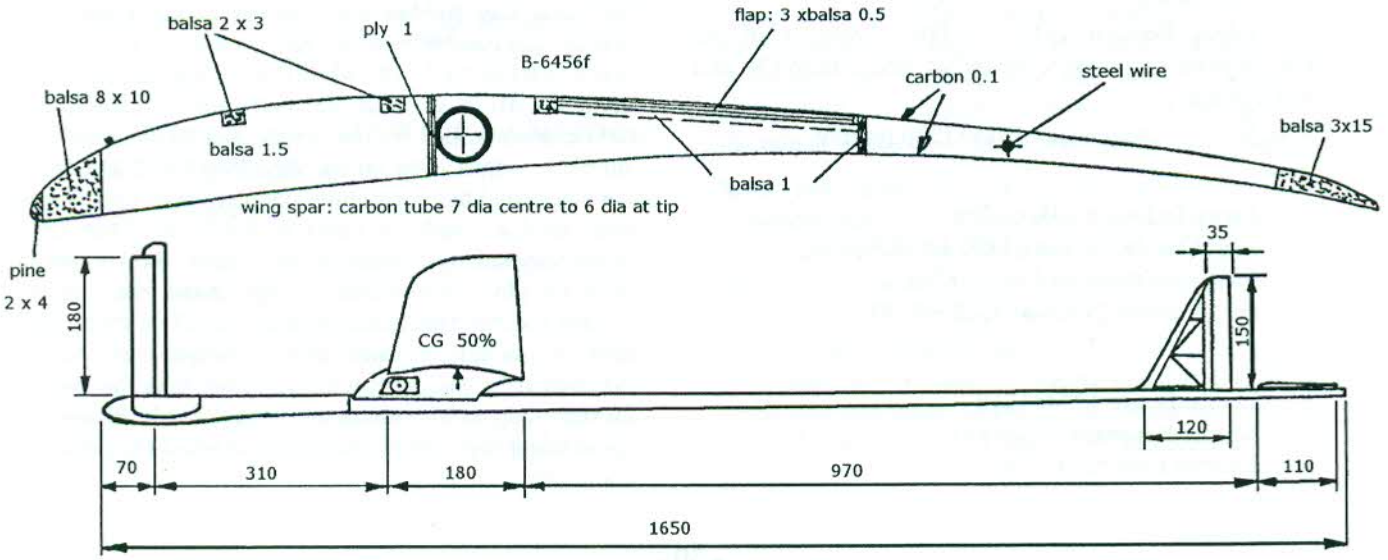
Wing area	51.3 dm^2
Stab. area	7.2 dm^2

Weights:

Fuselage complete	240 g
Wings + Joiner	210 g
Stab.	20 g
Total	470 g

Wing section	Benedek B-6456-f Turbulator Ø 0.7 mm at 6%
Stab. section	Woebbeking





F1G 29 flew 5x120 12 in flyoff

1	R Cooney	+240	+360	+330
2	A Burdov	+240	+360	+278
3	B Davis	+240	+360	+273
4	J Emery	+240	+360	+261
5	D Wood	+240	+360	+258
6	M Davis	+240	+360	+171

F1H 23 flew 5x120 15 in flyoff

1	M Cowley	+240	+284
2	D Zulic	+240	+262
3	M Kochkarev	+240	+233
4	S Makarov	+240	+223
5	V Stamov	+240	+210
6	M Mckeever	+240	+201

F1J 21 flew 5x120 12 in flyoff

1	B Gutai	+240	+360	+390
2	N Poti	+240	+360	+353
3	P Watson	+240	+360	+311
4	J Warren	+240	+360	+307
5	E Keck	+240	+360	+228
6	F Parker	+240	+360	+224

FRENCH TEAM FOR EURO CHAMPS

From Pierre Chaussebourg: The team selection contest was held at a venue close to the Alps, near "La Cote St André" (in the middle of a triangle limited by Lyon, Grenoble and Chambéry.

It is an old glacier valley, from where we could see the Alps (Mt Blanc and other mountains), very nice place. The weather, which has been horrible in France about everywhere, has been excellent there. The organiser was "testing" the place in order to organise a world cup contest in the future. 14 rounds were flown, treated as two separate 7 round competitions.

The team is:

F1A

1 Philippe Drapeau 1320+1320+300 (14 maxes including 4 minutes on last Saturday evening flight and early Sunday flight) Philippe is a former junior W/Champion and the current Junior European Champion)

2 Luc Picard 1320 + 1320 + 255

3 Edgar Bernard 1317 + 1320 (member of the French winning junior team at last junior Euro/Ch, and still a junior)

4 Vincent Croguennec 1315+1320 reserve

F1B

1 Serge Tedeschi 1380+1380
2 Jean-Claude Cheneau 1350 + 1380
3 François Ducassou 1345 + 1258
4 Guy Buisson (reserve) 1352 + 1241

F1C

1 Lucien Braire 1234+1260
2 Michel Reverault 1160+1211
3 Laurent Pouyadou 1196

TIMPERLEY WINTER SPECIAL, CHURCH FENTON, JAN 27

By Dave Hipperson from notes by Ralph Sparrow

A religious man might have taken this as a sign. A sign that the Northern Area are held in the very highest regard by the weather Gods. Their determined efforts to persevere with contest Free Flight throughout 2001 when almost everyone else couldn't and in some case still can't be bothered was rewarded once again. This time dramatically. The weather the day before the Timperley Special was so horrendous your usual reported (DH) feared his high sided camper would not have made it up in the 60 mph crosswind that blew the night before. The day in question in London was calmer but very wet with impossibly low visibility and indeed the day after even in York the gales returned. (In Scotland they reached 130 mph!) However for January 27 on Church Fenton it was calm overcast and dry even though the drizzle got up to them by mid afternoon.

Thanks to Ralph Sparrow there was a fine event with worthwhile prizes. He is also to be thanked for the results.

Combined Glider 4 flew

1	C Foster	7.30	Hyperion .Vintage
2	G Beal	7.24	Doverian -Vintage
3	J Flynn	6.04	A2
4	G Peck	5.23	Al

Combined Mini Rubber (CdH,P30,Mini Vint) 12 fl

1	G Beal	6.00+3.21	Hepcat
2	M Sanderson	6.00+2.52	Senator
3	J Wingate	6.00+2.44	Perseus
4	D Davitt	6.00+2.32	Hepcat
5	G Ferer	5.58	Buckeridge
6	E Flynn	5.54	CdH

Combined Power 9 flew

1	D Clarkson	7.30+5.02	Slow Open Diesel
2	E Jones	7.30+4.21	Vintage
3	I Wilkinson	7.30+4.12	Slow Open Diesel
4	J Godden	7.30+3.49	E.O.P
5	D Limbert	7.30+3.42	Slow Open Glow
6	C Hickmott	7.24	Slow Open Glow

As these Combined class ideas grow in popularity it might be well if we standardised on the rules. On this particular day Rubber was limited to the three Mini classes this combination has been in use successfully for many years in the North. Mini Vintage dominated but so often a CdH is a better bet particular for the flyoff. Glider is controlled by line length and that is relatively simple to adjust even on the day. Combined Power on the other hand has got slightly confused with unbalanced rules used a couple of times in the South. Here once again they simply combined the classes. Slow Open in both its glow and diesel configurations was ranged against Electric Open and Open Power all on their usual runs. As simple as that. Only Vintage was slightly different from the norm with 15 rather than the BMFA 20 sec. Simple. fair and an even field for all. Please lets try to adopt this system universally it will help eliminate confusion.

CROOKHAM GALA, Middle Wallop, Feb 3

Report by D Hipperson

Heralded as featuring 'combined' classes the rubber event might have been better called Mini Vintage as that is what everyone flew. The necessary factoring of scores simply got in the way. Truth is a respectable Open model would have cleaned up but no one tried! Glider was a Nostalgia/Vintage benefit and most impressive they looked on their long lines. Combined power was a bit of a fly over for the winner but it was Jack Allen who provided the cabaret. A 38 second over run on his first attempt and both he (80 years old) and his wife Kath immediately set about retrieval on foot! (Those that think this part is hard please take note). A case of engine timer failure for Jack but thankfully still an advocate of fuse DTs the model popped promptly - fast burn with the motor on for so long. It was soon retrieved by the ever co-operative soldiers. Indeed these same fellows literally sprang into action later to rescue Hipperson's Dixielander from the main road outside their guard room. Fully armed soldiers held up the traffic seconds after it impacted and split open so that another could collect all the pieces carefully before it was run-over or stolen. They were even apologetic that it had been damaged at all and couldn't understand the owners delight when he arrived. All in a days work for them!

By mid afternoon, with occasional showers and still a firm 20 mph Southerly wind the day looked all over when miraculously it calmed to no more than 10 perhaps at times 5mph for the last half hour allowing Ed Bennett to finish his full score with his Hepcat and push Dave Taylor (Senator) to a flyoff. This too was conducted in calm if drizzly conditions but the near 90 degree wind shift took Dave's model into an oak on the boundary of the drome and allowed Ed to win. Could have been closer had both been timed to the ground but they were fine flights. They appear in real time on the results the other rubber scores are 1.5 K factored up.

Combined Rubber (6 flew)

1	E Bennett	7.30+2.54
2	D Taylor	7.30+2.30
3	D Beales	6.46
4	R Uden	4.15
5	T Challis	4.03
6	J Knight	2.30

Combined Glider

1	K Burt	7.08
2	P Michel	6.20
3	R Audley	0.26

Combined Power

1	D. Hipperson	6.59
2	J.Thompson	2.30

THE VINTAGE, PANNETT & KAY MEETING CHURCH FENTON, FEB 10

Report by D Hipperson

For the last few years a rather novel combined mini event has been part of this tradition Open meeting. Instead of maxes contestants are given a total score which to achieve in a limited number of flights. On the calmer occasions this has been a five flight affair with a target of eleven or twelve minutes. This year the breezy start and promise of worse cut it to 7.00 in three flights. The fun is deciding whether to risk a few long ones and get it over with quick. The other fun is ribbing the people who still can't make the full score! So, Mike Sanderson, what were you doing?

The day grew windier although the rain didn't arrive until the flyoffs. Just before that a swing in the direction caught John Cuthbert's last power flight out and took it behind a hangar and robbed it of crucial time - he would have to sit it out. So power for the Pannett Trophy was away first and an early launch by Dave Clarkson using his large light diesel powered Slow Open model with the thick flat bottomed section had the edge on the climb of those that followed and was the worthy winner although all the top three were tough to see in the rain laden 15 mph plus southerly. Somewhat thankfully times were modest as your reporter discovered that when he retrieved his model from the near side bank of the Ouse in full spate behind it stretched hundred of acres of flooded fields - it would have been a nightmare to search even with a boat!

With the wind increasing the Mini flyoff had it even worse and they were not easy to see either despite their shorter flights. Davitt's flight did in fact go out of sight still in the air. All seemed amicably if soggilly resolved when it was learnt that the fourth qualifier in power had been credited with an astonishing 5.38 flyoff! This it has to be remembered was on a night when large boldly coloured models were fading from site at around 4 minutes and the model in question was the white surfaced Dixylander of Colin Hickmott and his timekeeper had shunned binoculars! This would have been puzzling enough had it not been for the fact that Colin's model was seen down quite early by numerous casual observers and was indeed on the ground at little more than half the distance downwind of the other three. First it was thought that this was a transcription error from watch to card then perhaps a writing error but no, Hickmott's timekeeper was adamant that he timed it for 5.30 plus. The question was what had he timed as it certainly it wasn't the model and it was the sort of evening when the birds had give up as well. Thankfully realising the huge anomaly Colin himself withdrew his score. This of course is something only the contestant can do as the timekeeper's word is final. A courageous thing and he was quickly congratulated for his sportsmanship by those that benefited. The event was saved and Joe Northrop who had made his usual first class job of CD'ing rounded it off with a prizegiving in the rain at which the trophies went to the right people.

With the increased interest in power we should remember that Church Fenton and many similar sites are noise sensitive. The Northern Area ask that engine running, except for models that are being flown in the contest that day, be kept to an absolute minimum. In other words no running- in or prolonged testing. Despite this clear and reasonable request one local flyer was doing just that much of the day and then came out and showed little respect for the flyoff by doing it then as

well. It would be a pity if such actions meant fewer power contest just when it is enjoying such a renaissance. Please be sensible.

Combined Mini 3 flights, no max, target 7.00, other events 3x2.30

Open Glider
Kay Shield

1	J Flynn	6.31
2	J O'Donnell	5.25
3	J Dyer	4.22
4	A Kelly	3.04

OpenVintage
Topcliffe Trophy

1	G Ferer	7.30
2	C Foster	6.45
3	D Davitt	2.55
4	E Jones	1.49

Open Power/SLOP 7 flew
Pannett Trophy

1	D Clarkson	7.30	+4.17
2	D Hipperson		+4.09
3	D Limbert		3.36
4	C Hickmott		7.30
5	J Cuthbert		7.26
6	F Rushby		4.39

Combined Mini
10 flew

1	K Bates	7.00	+2.32
2	D Davitt		+2.31
3	J O'Donnell		+2.24
4	B Whitehead		+0.22
5	T Rushby		+0.05
6	M Sanderson		6.53

BMFA WINTER OPEN, N.Luffenham, Feb 17

Report by D Hipperson

A year since the last BMFA event, how could that have ever happened? Thankfully the contestants came back - attendance and participation was enormous compared to last years blow-out. A relief to see large entries in Open Rubber and Glider again when recent events have been showing distinct lack of interest in these classes.

A fine day with a steady westerly under a reducing overcast and never much colder than 50F. CD Ian Davitt bravely opted for a 3 minute max - so rare nowadays. He had actually considered 4 minutes! Despite the greater than usual challenge or possibly because of it the flyoffs filled up none the less. Quite incredibly Slow Open produced as many as Rubber and from a slightly smaller entry. It is a joy to see power flying now returning to the levels of interest and quality that existed in the early 60s before the ill considered silence rules all but killed it. Perhaps it was appropriate therefore that 'champion' of the class Dave Clarkson's brave and almost immediate launch on the hooter should win it and by a healthy margin. The third straight victory for that very special model. Sadly it was not found that evening nor the next morning (I'd like it but I haven't got it - honest!) The usual three batted out the top spots in rubber but Bull made a good stab with a non flyoff 200 sq inch model - cleared the trees and got it back safely after over six minutes in the air whereas Terry Dobson flew less time, went a bit further and was unlucky with more trees and substantial damage recovering it.

The vintage flyoff was as so often a Lanzo Stick benefit but the fresh air in this class was John Bailey's excellent PAW 0.75 powered Junior Mallard. This was a delight on its 20 second run. A really competitive option to the usual rubber model and off course only Mini-Vintage and a serious threat to the Senators. He would have maxed out comfortably had he not had an alarmingly short (12 sec) run on his last flight. Still managing 2.20 gives some idea of the performance

An F1C is the obvious choice in Open Power nowadays but didn't win this time. Pete Harris flew a real Open model and topped the final despite some interesting trimming incidents during the day that might have stopped the less determined! Trevor Payne suffered of all things, a fuselage failure, on his huge Fox 36 powered Open model when it shed a blade on the way up -the downside of stiff carbon structures - and then reverted to an F1C and promptly lost that model in the woods on his second flight. Such is Free Flight when you forget the bug.

All events flown to 3x3 minute max.

Open Rubber, 17 fl, 8 F/O

1	P Ball	9.00	+10.50
2	J O'Donnell		+8.02
3	G Ferer		+7.05
4	M Bull		+6.12
5	T Dobson		+5.17
6	M Marshall		+4.38

Open Glider 15 flew

1	J Flynn	9.00	+2.02
2	T Nicholson		+1.47
3	J Cooper		8.42
4	A Ball		8.26
5	M Cook		8.24
6	A Gibbs		8.22

Slow Open Power 12 fl,8 F/O

1	D Clarkson	9	+6.36
2	P Ball		+5.37
3	G Shacklock		+5.29
4	D Hipperson		+ 5.23
\5	F Rushby		+3.45
6	I Wilkinson		+3.40

Open Power

1	P Harris	9.00	+5.27
2	P Ball		+5.03
3	F Rushby		+3.40
4	R Baggott		7.32
5	T Payne		6.00
6	J Cuthbert		2.04

Electric Open Power

1	J Godden	8.27
2	T Grey	8.19
3	A Whitehead	8.09
4	P Lang	5.57
5	R Brigginshaw	4.02

Vintage 9 flew

1	C Strachan	9	+6.17
2	D Davitt		+5.34
3	C Foster		8.47
4	J Bailey		8.20
5	T Wingate		7.51
6	D Beales		7.40

CARGOLIFTER

Ray Elliott writes:

Reading Laurie Barr's and Bob Bailey's report of the indoor contest held in the Cargolifter hanger reminds me (belatedly) of a European workshop on logistics in construction that I organised about four years ago. Hochtief, one of the major German construction companies, arranged for someone from Cargolifter to give a presentation. This was listened to in awe and with some incredulity, most people present believing it would never happen. And now look where we are - the best indoor flying site in the world (or so I understand)! However they've yet to build the 160 tonne payload airship for which the hangar was designed. For FFn readers who are interested there is a web site,

www.cargolifter.com which is well visiting.

(IK: I have read that Cargolifter have applied for state aid to keep going. Being in Germany doubtless this application will succeed, but let's hope they don't increase income by charging exorbitant rates for the hall)

FAI INDOOR RECORD

The FAI have now ratified the record by Akihiro Danjo:

Class F1L record no.116-c duration (ceiling 15m - 30m): 21 min 23 sec by Akihiro Danjo (Japan) at Kanagawa (Japan) on October 20. The current record of 19.53 was set by Akhiro on May 27 2001.

HERMANN JENNE TAILLESS POSTAL

Dave Dent writes:

I have just received the results for the above competition and thought you might like to see them. Initially Hermann decided to close the results early on the 31st December which missed out flights by Andy Crisp and Ernst Rebensburg, but he has now re-issued the results including these flyers.

In the latest results, the first place was taken by Hermann Jenne with 765 sec flying his "Bambino '92" model and he also took 4th and 7th with the "Badenia 2" design (which won last year). Ernst Rebensberg placed second with 737 sec with his number 2 model , third with his number 3 model with 710 sec and fourth with his number 2 model again.

Due, no doubt, to lack of flying fields last year, there were fewer entries than usual from England. John Taylor placed 16th with his second version of the "Penumbra" (first model lost, trying to reach the Isle of Wight!) A brave Andy Crisp flew at Port Meadow on New Year's Eve totalling 329 seconds with his "Sans Queue" glider. Brave? - yes - with a temperature of-3 deg. C and no wind to speak of. Andy finished 17.

Reg Boor was placed 1st in the C02 class flying an indoor model outdoors and Dave Dent was first in rubber, flying a version of John Pool's return gear "Elephant". (It must be said that both Reg Boor and Dave Dent were the only entrants in their class).

In case the winning design might be of interest, I will enclose the sketch that Hermann sent to me. It is a handy design as the wood sizes - one metre panel lengths on the Jedelsky construction - are available from John Hook. Also enclosed are drawings of Ludwig Lohr's models - the N26 is the one used in the postal (placed ninth) and the N40 is the design he used to become the Bavarian Tailless Champion last year (Ed: these plans will follow in a future issue of FFn)

Competition for 2002

ALL types of tailless models may compete, five flights may be made on any day between 01/01/02 and 3 1/12/02. Full details from Dave Dent at: 112 Doncaster Road, Scunthorpe, North Lincs, DN15 7DN, tel: 01724 346 937, E-mail: wingonly@ freeuk.com

FAI NEWS

Plenary meeting

The CIAM Plenary meeting takes place in Lausanne on March 21 and 22. The agenda has finally been published. For free flight interest it includes the two proposals from France described in the December 2001 FFn (size of F1A pennant and a Junior World Cup in F1A and F1E) and it also includes proposals from Austria on F1K. These call for a maximum tank size of 2cc, and additional attempt rule if the motor is adjusted while waiting, and flyoff running motors for 60 or 120 seconds on the ground, and a 15 minute flyoff period.

These changes will discussed at the FF technical meeting on and voted on by the national delegates, to be reported in FFn next month.

From the other proposals noted as not being accepted on to the agenda for this meeting, two relevant to free flight have been published for the attention of the CIAM FF Subcommittee. Since there are few proposals on the real agenda then these subjects will also be discussed at the FF Technical meeting. However, no decision of recommendation will result at that meeting. These two proposals are:

USA propose to change the F1B flyoff definition to state that "Competitors may wind their models in advance of the start of the 10 minute round".

France proposes to ban geared motors in F1C.

Sporting Code

The 2002 edition of Section 4 of the FAI Sporting Code have now been published. The code consists of various volumes, the two of interest to FFn readers are ABR (the general rules) and F1 (containing all free flight rules, indoor and out). They can be downloaded as PDF files at http://www.fai.org/aeromodelling/documents/sc4.asp

Note that the F1 volume was initially published with the deleted old text also indicated. It has now been updated to the intended format with changes indicated by margin sidelines and listed in amendment list, but if you got the earlier version you can be assured that there were no actual changes of text only just the change indications.

The FAI web server is quite busy at this period of the year, with agendas for several commission meetings and various sporting code updates having just been published. Do not therefore hesitate to take advantage of the possibility to receive the documents by email if you experience slow web download times. Documents sent by email are processed on a different server, which should help minimise the inconvenience. Instructions on how to receive documents by email can be found also at http://www.fai.org/aeromodelling/documents/sc4.asp

NEWS FROM BMFA FF TECH COMMITTEE

The Nationals and Easter Meeting 2002

The Nationals for 2002 will not be held at Salisbury in June as the BMFA have been unable to secure the use of Salisbury Plain. This will also affect the venue for the Easter Meeting.

There had been no objections in principle from the Army and detailed agreement had been reached for the Easter meeting, but our applications are expected to be refused due to environmental considerations. Since 1993 the training area has been given Site of Special Scientific Interest (SSSI), Special Protection Area for Birds (SPA) and Special Area of Conservation (SAC) status. The Easter Meeting will now be held at Sculthorpe on 30/31st March.

The BMFA and its FFTC are seeking an alternative Nationals venue. If there are any suggestions for suitable alternative Nationals sites please let the FFTC know immediately.

Further information will be released as soon as it is available

Barkston Heath

At the Winter Open meeting there was wide spread rumour circulating that Barkston might, after all, be available for the Free Flight Nationals.

Mike Goldby of the BMFA has spoken to the Work Services Contracts Manager at Cranwell this morning and she confirms that Barkston will not be available to us for the Nationals in June or for any other BMFA Area or Centralised event until the refurbishment is completed (due end July).

F1A/B/C Selection Events for 2002 and 2003- rules

Following the announcement in the January "News from the FFTC" regarding the application of the new FAI rules, a detailed consideration of the rules applicable to Team Selection Events has been undertaken and the following will apply:-

1. Extended Max

The FFTC concluded that 'an extended max may be used as in 3.2.6.1(f) but that the 2002 FAI rule on discarded time will not be invoked due to rules 3.2.1 (second sentence) and 3.1.4.2(a)'

2. Wind Speed

The FFTC concluded that 'interruption of the contest when the wind speed exceeds 15mph' is at the discretion of the CD. This hinges on the word 'may' in clause 3.2.6.1(h).

3. Weight of Rubber

The new FAI weight of rubber will apply in conformity with the first sentence in rule 3.2.1.

F1A/B/C Selection Events for 2002 and 2003- dates and venues

As advised in the January issue of "News from the FFTC" the FFTC has been advised that Sculthorpe is not available for the Selection Events scheduled for 11/12th May, or 12/13th October. In addition, Salisbury Plain is not available for the Event scheduled for 31st March.

The following dates and venues will apply:-

31st March One day event at Sculthorpe for the 2002 team commencing at 9.00am (preceded by the Easter Open Event on 30th March).

18/19th May Two day event for 2003 at Sculthorpe.

Note- although strenuous efforts have been made, a suitable alternative venue/date has not yet been determined for the event scheduled for 12/13th October.

Contest Calendar

The difficulties which have already been experienced in booking venues has continued. Apart from difficulties at Barkston and Salisbury, Luffenham is not available for the two mini meetings in July.

Fliers are recommended to check for the latest situation on the FFTC web page, or with BMFA offices.

At the time of writing, the following changes apply:-

30/31st March: venue now Sculthorpe, (not Salisbury)

18/19th May: F1A/B/C Team selection at Sculthorpe (not 11/12th May)

7th July: Summer Mini-on hold pending suitable venue.

14th July: Silent Mini-on hold pending suitable venue.

In addition, the **F1E calendar** has also had to be amended due to SSI difficulties; only one contest per month is permitted in April and May. The revisions are:-

10th March: cancelled;	7th April: cancelled;
5th May: OK;	26th May: cancelled;
30th June: OK;	21st July: add;
8th September: add;	20th October-kept as reserve.

Entry Fees for 2002

It was noted that the items on entry fees in the Club Bulletin No 128 and the Full Council Minutes from 12th January required clarification. They should read:

Decentralised Contests: £3 for each event.(venue costs to be collected separately by the Area)

Centralised Contests:

One-day events	£5 for first event, £3 for subsequent events
Two-day events	£10 for first event, £6 for subsequent events

Season ticket: £45. This covers the £3 at decentralised meetings and the £5, £3, £10 and £6 at centralised meetings other than the Nationals.

Contest Results Service.

Rod Brigginshaw has kindly agreed to collate contest results. Competition Secretaries/Competition Directors should send results to Rod at:-

Rod Brigginshaw, 60 Upper Highway, Abotts Langley, Herts, WD5 0JE. Phone 01923 264978, email rod@brigginshaw.freeserve.co.uk

Those people who wish to receive results can:-

A) Send 6 self addressed stamped A5 envelopes to Rod, or

B) Send their email address to Rod, or

C) Look at the web site that Rod is setting up at

www.ff-results.co.uk

BMFA Rule Changes for 2003

In order to met the requirement that rule changes must be passed to Technical Council by 30th September and to provide time for consultation and review the FFTC intend to adhere to the following time schedule:

25th May FFTC Meeting Prepare list of possible rule changes

End May Published proposals for comment.

6th July FFTC Meeting Review responses and amend proposals if necessary.

End July Published revised proposals.

7th Sept. FFTC Meeting Prepare final Rule Changes for submission to the Technical Council.

The FFTC already have the following list of rule changes to consider:-

1. Towlines: It is proposed to revert to 3 lines only, related to classes rather than model sizes:

2. Motor Heaters: DH proposal 5.9.01

3. Slow Open in Open: DH proposal 5.9.01

4. Plugge Cup Eligibility: Ian Davitt proposal 5.9.01

5. Electric Classes: Trevor Grey proposals 22.1.02

6. FAI rules: Update the BMFA rulebook to match the latest FAI rules where necessary.

The FFTC would welcome any additional proposals and comments. These must be received by the Secretary prior to 25th May.

SALISBURY PLAIN TRIMMING SESSIONS

The dates booked for Area 8 on Salisbury Plain, announced in FFn 0202, are still available and there is now an additional weekend, March 30/31st, for BMFA members' use. The fee for the possibility of 30 days use has been set at £17. Contact Bernard Aslett on 01793 840629 for details and in any case on the Friday before any weekend you intend to fly.

UK SUPPORTERS AT 2002 EURO CHAMPS

Further to the announcement in FFn last month (the "Febuary" issue as I spelt it) Martin Dilly requests the following additional information:

"The Hungarian organisers are offering discounts for early payment of team and supporter entry fees and a surcharge for payment by later dates. If you want to come to the Euro Champs as a supporter please contact Martin Dilly ***before March 11th*** with a cheque payable to the BMFA for 45 Euro (about £27.60) and including an s.a.e." His address is: 20, Links Road, West Wickham, Kent BR4 0QW or e-mail him at < martindilly@compuserve.com >.

FLYING NORTH - What The Readers Say

The newly-published book Flying North seems to have been well-received, and co-editors Dave Beales and Martin have already had some appreciative letters from readers. Among them were the following quotes:

"No other modeller's life and times can ever have been so comprehensively covered"

"I hope it becomes a classic."

"I am glad I bought Flying North. ... such a huge chunk of nostalgia"

"... am immensely impressed. A splendid effort"

"A fitting memorial to an unforgettable personality. I am sure the book will become an instant classic, treasured by aeromodellers all over the world"

"A very balanced record of Jack's modelling and professional activities"

The first print run was a small one, so ordering your copy sooner rather than later looks like a good plan. They're £17 from Martin Dilly, 20, Links Road, West Wickham, Kent BR4 OQW. Cheques should be payable to "BMFA F/F Team Support Fund". You can also phone or fax your order to him using your credit card on: +44 (0)208-777-5533, or by e-mail to: martindilly@compuserve.com. Proceeds go towards the costs of the UK national teams at World and European Free-Flight Championships.

FERRIES FOR HUNGARY

Martin Dilly, acting team manager for the UK for this year's European Championships, has done a spot of forward planning. SeaFrance had an offer of half price Dover-Calais ferry crossings if booked in early January. He has booked and paid for ten car crossings at £125 each compared with a normal fare of around £240+, nominally going out on July 23 and returning on August 8th. Details can be altered later by those taking up the places when cars and drivers are known.

If you are interested, please contact Martin at 20, Links Road, West Wickham, Kent BR4 0QW or e-mail at: martindilly@compuserve. com. Preference will be given to those finally selected to represent the UK this year, presumably some time after April 21st., but supporters are, or course, welcome to benefit too, and are vital to our team's efforts in Hungary; first come, first served.

WANTED

Wanted by John Bailey: A roll or part roll of Mikalento tissue as supplied some years ago by Martin Dilly. Contact John on 01525 860939.

A CAR FOR FREE-FLIGHT

If you need a reliable car to move your boxes and bikes, Martin Dilly is selling his 1997 Opel Astra 1.4 16-valve estate. All the usual stuff, airbag, central locking, radio cassette player, asymmetric split rear seat, Arctic white, 65,000 miles, full Vauxhall service history, and you can get a 50" box in the back sideways and longer ones end on. To you, a snip at £3,800. Call Martin on 020 8777-5533 or e-mail: martindilly@compuserve.com.

INTERNATIONAL COMPETITION NEWS

CANADA CUP CHANGE OF DATE.. The second Canadian World Cup event at Toronto has been moved to August 31st to September 2nd. The contact details remain as Leslie Farkas, 21 Misty Moor Drive, Richmond Hill, Ontario L4C6P9, Canada, tel/fax +1 905 886 3025, email aljolie@netcom.ca

F1E IN GERMANY. The two World Cup events have been moved one week later. Now the Föhrlberg Cup will be on 18-19th and the Oberkotzau on 19-20th. The venue, Oberkotzau, remains the same and the entry and contact details are unchanged except for a new e-mail address: Entry fee €30 1 event or €50 2 events. Contact: Peter Kuttler, Schneebergstrasse 26, 95145 Oberkotzau, Germany, tel: +49 92 86 61 87, fax: +49 92 86 84 27, e: peter-kuttler@web.de

UK COMPETITION NEWS

BMFA MIDLAND AREA will be flying all the Area events at North Luffenham this year.

WOODBURY WEEKEND GALA. Because of a date clash with other users on the Sunday, George Fuller reports that the events scheduled for Sunday will now be held on Monday. Saturday events and other details remain as announced in January FFn.

SCOTTISH EVENTS this year are:

May 5-6	Saturday May 5 10.00-17.00 Nostalgia Power (Morley rules); Sunday May 6 Steel Cup combined F1A+F1B, 2 flights at will from 10.00 to 13.30 then rounds for flights 3, 4, 5.
June 29-30	Scottish Nationals. Saturday F1A, F1B, 2 flights at will from 10.00 to 13.30 then rounds for flights 3, 4, 5. Also vintage 10.00-17.30. Sunday 10.00 to 17.30: O/G, O/R, O/P+SLOP combined, F1G, F1H, ½A+F1J combined.
September 7-8	Saturday Paisley Trophy (all-in open) 10.00 to 17.30; Sunday Cranfield Classic, 2 flights at will from 10.00 to 13.30 then rounds for flights 3, 4, 5.

All events are at Newbigging. Contact is Jim Arnott on 01383 510279 or arnott.downside@quista.net

MIDDLE WALLOP EASTER EVENT. Sunday March 31st:
Classic Glider: 1951 - 1960 designs (50m towline); Classic Power: 1951 - 1960 designs, no functions, any engine, glow 10 sec engine run, Diesel 12 sec engine run Mini Vintage: rubber, power, glider.

Monday April 1st: Vintage Glider (100m towline); Combined SLOP and Electric power: glow 10 sec engine run, diesel 12 sec engine run, electric 30 sec motor run

All events on both days will be flown with 3 flights, start 10.00, max to be decided on the day.

Contest Directors are: John Thompson tel 01252 842471 and Rod Audley tel 01454 250354.

Note: It is planned to fly the contests to a 'normal' maximum and have unlimited fly-offs. However, changes may be made if circumstances dictate, for example:

1. Restrictions imposed by the military effecting the use of Middle Wallop.
2. Wind strength/direction deemed to be a hazard to people or property

Any last minute changes will be notified on the SAM 1066 Notice Board.

Camping on the museum picnic field (Saturday evening to Tuesday morning) is available. Send a cheque for £12 (payable to the "Museum of Army Flying") to David Baker.

TIMPERLEY FLYERS OPEN DAY will be held on SATURDAY August 24th at RAF North Luffenham. FF events are Open Rubber, Open Glider, Open Vintage, Coupe d'Hiver, Combined Power. 9am start. No rounds. Trophies and prizes. Gate fee to cover airfield cost. BMFA rules apply where not specified. BOM applies. Timperley, CdH, and Open-Rubber Leagues events. The engine run allowed in the Combined Power event will depend on the model as below:

All models fitted with timer-controlled aerodynamic surfaces	7 sec
All models without timer-controlled aerodynamic surfaces:	
Glow motors	10 sec
Diesel Motors	12 sec
All Vintage designs (pre Jan 1951)	15 sec

Contacts: Dave Clarkson, 0161 477 7647, Gerry Ferer 0161 928 4955. All welcome, flyers must be BMFA members.