Free Flight news FFn

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DIARY

March 29 – April 1 Narranderra, NSW, Australia	Australian Free Flight Society Championships World Cup F1A,F1B,F1C. P Mitchell, PO Box 44, Terrigal, 2260 NSW, Australia, tel: +61 24367 8316,fax:+61 243 84 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 P Tribe 01225 862748
March 31 – April 1 Middle Wallop	Sunday March 31: Classic G (1951 - 1960 designs 50m towline); Classic P (1951-1960 designs, no functions, any engine, glow 10 sec run, Diesel 12 sec run), Mini Vint: R,P,G. April 1: **4/8oz Vintage Wakefield (comb)** Vint G (100m line); comb SLOP+Elec power: glow 10 sec run, diesel 12 sec, electric 30 sec. All events on both days 3 flights, start 10.00, max to be decided on the day. See FFn 0203 & 0204. CDs: J Thompson 01252 842471, R Audley 01454 250354
April 2-4 Narranderra, NSW, Australia	Southern Cross Cup World Cup. F1A,F1B, F1C. Contact: Than Stowe, PO Box 138, Winmalee, NSW 2777, Australia, tel: +61 2 47 54 13 34, e: stowes@ozemail.com.au
April 7 Near Sheffield	BMFA F1E Team Selection. Contact: S Philpott, 0121 3544448
April 14 Area venues	BMFA Third Area event. O/P (White), F1A (KMAA / Plugge), F1G, Vintage
April 20-21 Sculthorpe	BMFA Team Trials F1A, F1B, F1C for 2002 Team. Contact: M Woodhouse 01603 457754
April 21 Odiham	SE AREA BMFA/SAM35 Spring Gala. Vint Wake (4 & 8 oz comb), Vint Lightweight, Vint G, Vint HLG, Vint P, CdH, A1, ½A P. See FFn 0202 for further details including max policy. BMFA members only, pre-registration mandatory to arrive by April 8th – send names of all car occupants, car reg, BMFA no., SAE, registration fee £1 per occupant non-returnable (payable to SE Area BMFA) to: N Allen, 12 Orme Road, Worthing, West Sussex, BN11 4EX
April 26-27 Rana near Louny, Czech Republic	Two Open International F1E World Cup events. See page 46. Contact: I Horejsi, Nad Prehradou 15, 32102 Plzen, Czech Republic, tel/fax +420 19 742 1361, e: info@horejsi.cz
April 27-28 Madziunai, Lithuania	Baltic Cup World Cup. F1A, F1B, F1C. Entry fee US$ 20. Contact: Rolandas Mackus, Taikos 19 -12, 4910 Utena, Lithuania, tel: +370 87 26 002, fax: + 370 39 69 181
April 28 Church Fenton	Classic Power, Mini vintage. Probably in rounds. S Fielding 01274 493080
May 4 & 6 Woodbury	Woodbury Weekend Gala. See FFn 0201 & 0203. G Fuller 01404 841609.
May 5 Near Sheffield	BMFA F1E Team Selection. Contact: S Philpott, 0121 3544448
May 5-6 Newbigging	May 5 Nostalgia Power; May 6 F1A+F1B combined. See FFn 0203

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

CIAM PLENARY MEETING

Report by Ian Kaynes.

The annual meeting of CIAM (the Aeromodelling Commission of the FAI) was held in Lausanne on March 20 to 22 in the Olympic Museum.

A CIAM Bureau meeting was held on the first day, the technical meetings on the second day, and the Plenary meeting (at which the binding decisions are made according to the votes of national delegates) on the final day. As chairman of the Free Flight Subcommittee (FFSC) I chaired the FF Technical meeting (FFTM) on the second day.

The FFTM was attended by:

Bill Bogart	USA
Pierre Chaussebourg	France
Mike Colling	UK
Martin Dilly	New Zealand
Luca Gialanella	Italy
Ivan Horejsi	Czech Rep
Wilhelm Kamp	Austria
Ian Kaynes	UK
Andras Ree	Hungary
Kurt Sager	Switzerland
Gordon Schimmel	USA
Daniel Tracy	USA
Gerhard Wobbeking	Germany
Mikhail Zanciu	Romania

There were three specific free flight items on the agenda for this meeting

F1A pennant. France proposed the change to the towline pennant and this was accepted unanimously for application from January 2003 and additionally to be used as local rules at the 2002 European and Junior World Championships. The rule in paragraph 3.1.11.c (and also the equivalent F1H paragraph 3.H.11.c) is changed to read:

c) To facilitate observation and timing, the cable must be equipped with a pennant, having a rectangular shape of a minimum area of 2,5 dm^2 and the smallest side of at least 5cm, attached directly to the main cable.

F1A and F1E Junior World Cup. France proposed to add a World Cup event for junior competitors in F1A and F1E. This will be based on position in the "junior only" results list. It was accepted unanimously by CIAM.

F1K (CO2 power). Following discussions last year, there were proposals from Austria representing that faction of F1K flyers who like flyoffs with the motor running on the ground before launching the model for two minute maxes. Hungary did not present any proposal from the alternative camp which makes flyoffs with smaller tanks and progressive flyoff maximum. Since the changes represented an approach nearer to the form flown compared to the current F1K rules, both CIAM meetings supported these changes and they were passed for application from January 2003. The actual changes are (3.K.2) maximum volume of the CO2 tank is 2cc; (3.K.5) no adjustment of motors during the flyoff ground running time; (3.K.8.b) the ground running time in flyoffs will be increased by either 60 or 120 seconds per round; (3.K.8.c) to increase the flyoff round duration from 10 to 15 minutes (to give time for a second attempt when long ground runs are made).

F1B flyoff. There had been a proposal from USA to change F1B flyoff to allow winding motors before the start of the round. This had not been included on the agenda because it could not come into force before 2006. It was discussed in the FF Technical meeting but did not gain much support. The main problem is that it would require further definition to give notice of the flyoff start time. Comparison with other classes is not relevant since the F1B flyoff is an event in its own right (e.g. F1B flyers might also complain that it is not fair that they cannot run all over the field to launch like F1A flyers). The time shortage acts as a limitation on performance - both in reducing time for air picking and also an option of under-winding to reduce the chance of a broken motor.

Power models

The Bureau meeting considered the situation in FF power classes. The use of geared motors in F1C was discussed both at the Bureau and the Technical meetings, including consideration of the defered proposal from France to ban geared motors in F1C. The general view was that the class should continue with the current specifications during the planned life time of the current rules, that is until January 2006. The rules allow changes only for clear safety issues and the geared motor could not be considered to be in that category.

The other part of the power discussions centred on the power event in the Junior Championships which is currently F1J. The Bureau emphasised the critical state of participation in this event, with only four nations in the last European Championships. This is the minimum required to allow a valid Continental Championships. The Bureau, and in particular the President, Sandy Pimenoff, considered that an urgent improvement is required. Various ways of improving the ease of junior entry into power flying were discussed, including model and motor limitations.

The FF Technical meeting discussed this further and proposed a new provisional class to be introduced to replace F1J as the power class at junior World and Continental Championships. The specific aim of the new rule was to introduce a model more within the capabilities of junior flyers. This is to be achieved by a minimum wing area and a maximum wing span (to limit aerodynamic efficiency for a slower climb), and limitations on motor complexity (no gears or brakes) and on variable surface complications (single VIT type operation allowed).

The FF Technical Meeting developed the class specification. In order to uncouple the need to encourage junior participation but without impacting existing senior F1J flyers the class was proposed as a new category F1P and the existing F1J is preserved as a mini-power model class for open use. The proposal from the FFTM was adopted by the Bureau as a Bureau proposal to the Plenary meeting. This is the only route for late submissions to the agenda and was appropriate in this case since the original push for the change came from CIAM President. The FFTM accepted this action, although regretting that it had not been publicised in advance, because the rule can be modified in future according to any views to refine the specification. Furthermore the change is an addition rather than a change affecting an existing class. The proposal was approved by the Plenary meeting.

The new class is formally recognised from January 2003 and it will be used at the 2003 European Championships and the 2004 World Championships.

To be consistent with the use as a junior championship class alongside F1A and F1B it will be flown in 7 flights with a 3 minute maximum. The following rules define the new class, with blank paragraphs copied from F1J.

New Power Class F1P

3.P.1. **Definition**

A model aircraft in which the energy is provided by a piston type motor and in which lift is generated by aerodynamic forces acting on surfaces remaining fixed in flight, except for changes in camber or incidence.

3.P.2. **Characteristics of Model Aircraft with Piston Type Motors**

Minimum wing surface area	26 dm^2
Maximum projected wing span	1.5m
Minimum total weight	250 g
Maximum duration of motor run from release of model.	10 seconds
Maximum swept volume of motor(s)	1,00 cm^3

Only one change may be made to the wing or tail incidence or camber during the flight before dethermalising.

No extensions whatsoever are allowed to the exhaust opening(s) of the motor(s).

The motor must drive the propeller directly, no gears allowed

Mechanical brakes are not allowed for stopping the motor.

Fuel constituents are not restricted.

The number of models eligible for entry by each competitor is four.

Rule B.3.1. of Section 4b does not apply to class F1J.

3.P.3. **Number of Flights**

a) Each competitor is entitled to seven official flights.

b) Each competitor is entitled to one official flight in each round of the event. The duration of the rounds must be announced in advance and may not be less than 30 minutes or greater than 90 minutes.

3.P.4…. (paragraphs not shown are the same as F1J)

3.P.5. **Definition of an Unsuccessful Attempt**

An attempt is classed as unsuccessful if the model aircraft is launched and at least one of the following events occur. If this happens on the first attempt, then the competitor is entitled to a second attempt.

a) The flight duration is less than 20 seconds.

b) The motor run exceeds 10 seconds from the release of the model.

c) A part of the model becomes detached during the launch or during the flight time.

3.P.6…..

3.P.7. **Duration of Flights**

The maximum duration to be taken for each official flight is to be three minutes. In the event of exceptional meteorological conditions or model 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.

3.P.8….

3.P.9….

3.P.10….

3.P.11….

Championship News

Decisions were made on championships in 2004:

The World Junior Championships F1A F1B F1P will be in France at Moncontour. Romania had also bid but withdrew in favour of France.

The European Championships F1A F1B F1C will be in Romania, voted in preference to an offer from Yugoslavia.

The Indoor F1D World Championships will be at Slanic in Romania.

The Championships in 2003 stand as awarded last year:
F1A F1B F1C World Championships in Hungary,

F1E Senior and Junior World Championships Romania,

F1D Senior and Junior European Champs Germany,

F1A, F1B, F1P Junior European Championships Poland

There have not yet been any offers for World or Continental Championships in later years (i.e 2005 and onwards).

BEAR CUP, PORI, FINLAND, MARCH 2

Ossi Kilpelainen reports:

Test flying conditions on Friday were nice: calm, sunny, a few+ degrees C, up to 10 centimetres of snow on the lake ice surface. Saturday dawned misty. The start of the contest was half on hour late and with 3 minutes maxes in all classes. And still some high flying models had problems to be seen. One power model disappeared before 20 seconds and had a re-flight. At least one Wakefield disappeared in the sky. At the end of the first round visibility became good. Wind was some 3 to 4 m/s, about 0 degree C. Partly sunny in the afternoon.

Fly-off was flown in twilight and there were some problems to see all the models. In the North we have short winter days long twilight and it's important to have the model with right colours on. In grey skies, when snowing, in mist and just before landing on glistening white snow dark colours (dark red, brown, blue, black) are useful, while against the forest or distant hills white colour is needed. Fluorescent colours are good, but perhaps not enough alone. Colourless doped Salzer is too bad when snowing!

In motor classes only two Wakes made 5 minutes maxes (in lift?) 5 gliders made 5 minutes max and flew so far that they had to continue on the Sunday morning.

In the northern winter contests on ice 5 minutes first round looks too bad. Most people in Pori thought it is too difficult especially for a Wakefield with an ice cold 30g motor, and the feeling of the contest falls if the first flight is decisive

(IK: the Sporting Code extended max rules allow the organisers of open internationals to announce in advance the maximum they will aim to fly. If, as Ossi suggests here, it is foreseen that 5 minutes will be too long for the conditions then a shorter intended max can be announced in advance – and can be changed on the day if conditions are not as expected).

F1A 40 flew

1	J Valo	FIN	900	+300	+327
2	P Findahl	SWE	900	+300	+294
3	D Varhos	SWE	900	+300	+258
4	K Kulmakko	FIN	900	+300	+210
5	L Leino	FIN	900	+300	+184
6	H Tahkapaa	FIN	900	+284	
7	V Tchop	UKR	900	+278	
8	V Varuskivi	FIN	900	+273	
9	T Isotalo	FIN	900	+270	
10	V Poliayev	RUS	900	+254	
11	A Lepp	EST	900	+251	
12	P Kuikka	FIN	894		
13	T Pajunen	FIN	892		
14	J Heikkinen	FIN	883		
15	K Koivula	FIN	880		
16	L Kutvonen (J)	FIN	874		
17	P Rahkala	FIN	873		

F1A0 Glider (15 years) 9 flew

1	J Mihkel	EST	822
2	L Kutvonen	FIN	818
3	J Lehtovirta	FIN	768

F1B 20 flew

1	V Razko	LAT	900	+300	+248
2	A Kutvonen	FIN	900	+300	+133
3	T Sarpila	FIN	900	+255	
4	L Girsus	LTU	900	+244	+257
5	T Linkosalo	FIN	900	+244	+219
6	Y Waltonen	FIN	900	+240	
7	J Isotalo	FIN	900	+225	
8	V Rosonoks	LAT	900	+164	
9	M Soderling	SWE	900	+83	
10	J Isotalo	FIN	899		

F1C 4 flew

1	R Naaber	EST	900	+276
2	K Kuukka	FIN	900	+264

HOLIDAY ON ICE, GJOVIK, MARCH 16-17

F1A 56 flew 33 full scores

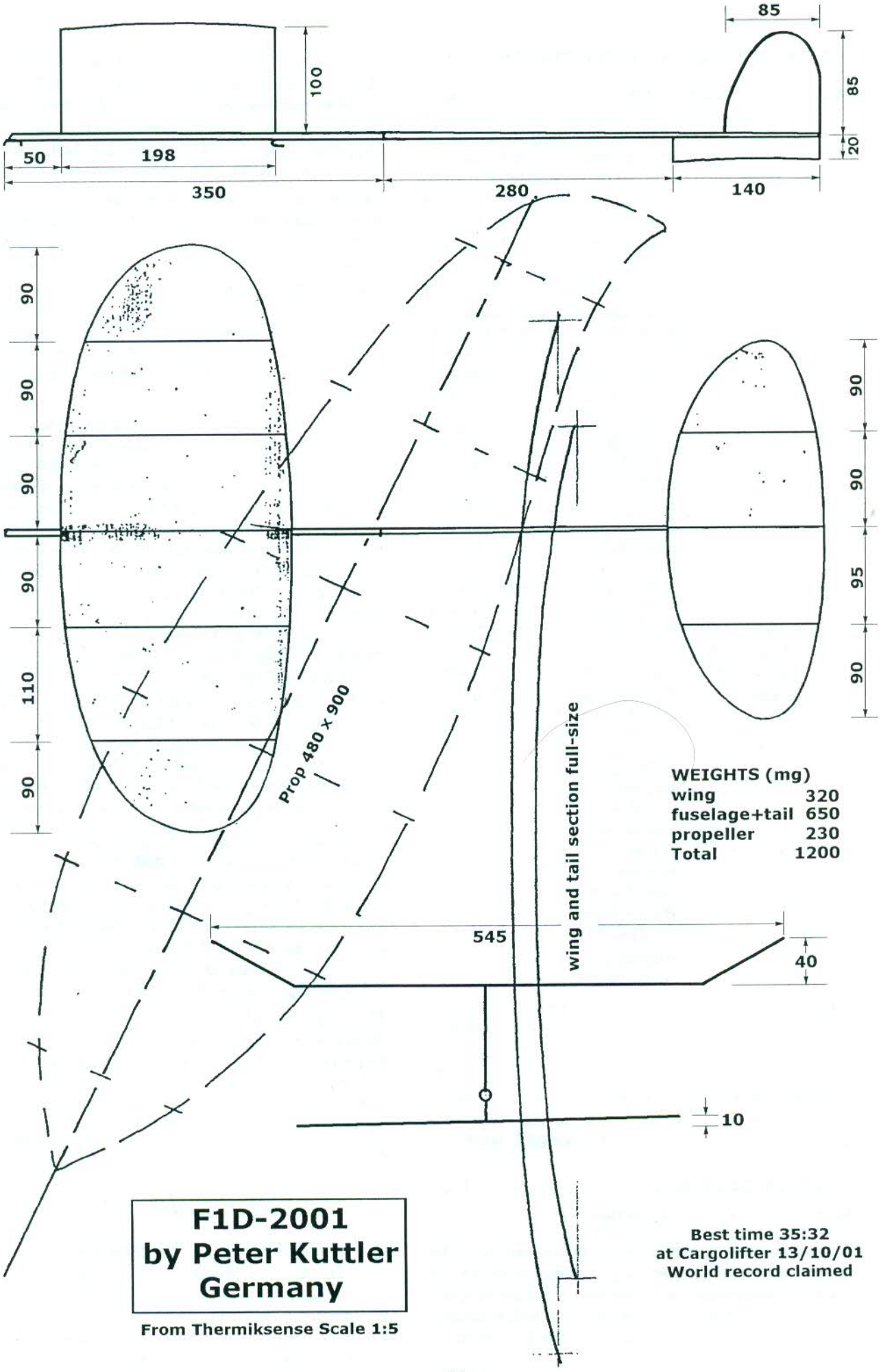
1	S Makarov	RUS	930	+300
2	P de Boer	NED	930	+292
3	G Aringer	AUT	930	+291
4	K Kulmakko	FIN	930	+288
5	J Nyhegn	DEN	930	+287
6	I Yablonovsky	UKR	930	+286
7	J Valo	FIN	930	+284
8	J Heikkinen	FIN	930	+277
9	P Findahl	SWE	930	+275
10	J Schellhase	GER	930	+272
11	T Pajunen	FIN	930	+268
12	M Kosonozhkin	RUS	930	+266
13	B Nyhegn	DEN	930	+264
14	M van Dijk	NED	930	+256
15	H Tahkapaa	FIN	930	+254
15	M Lihtamo	FIN	930	+254
17	R Hellgren	SWE	930	+252
18	V Varuskivi	FIN	930	+251
18	A Kutvonen	FIN	930	+251
20	F Aberlenc	FRA	930	+248

F1B 43 flew 35 full scores

1	A Andriukov	USA	930	+420	+424
2	M Woolner	GBR	930	+420	+390
3	B Eimar	SWE	930	+420	+353
4	W Ghio	USA	930	+407	
5	S Stefanchuck	UKR	930	+403	
6	G Wivarsson	SWE	930	+388	
7	B Peers	GBR	930	+384	
8	V Rosonoks	LAT	930	+376	
9	P Skjulstad	NOR	930	+363	
10	Y Waltonen	FIN	930	+360	
11	A Bukin	UKR	930	+353	
12	P Monninghof	GER	930	+351	
13	H Broberg	SWE	930	+330	
14	R Seifert	GER	930	+328	
15	N Hollander	SWE	930	+326	
16	J Isotalo	FIN	930	+323	

F1C 7 flew

1	K Kuukka	FIN	960	+382
2	J Cuthbert	GBR	960	+342
3	T Niiranen	FIN	960	+312



WEIGHTS (mg)

wing	320
fuselage+tail	650
propeller	230
Total	1200

F1D-2001
by Peter Kuttler
Germany

From Thermiksense Scale 1:5

Best time 35:32
at Cargolifter 13/10/01
World record claimed

BMFA FIRST AREA EVENT MARCH 3

F1C Halfax Trophy 13 flew

				Plugge pts
1	P Watson	Birmingham	12.30+5.36	100
2	S Screen	Birmingham	12.30+4.06	92
3	P Harris	Birmingham	12.30+3.59	84
4	J Cuthbert	Falcons	12.30+3.51	76
5	F Chilton	Crookham	12.30+2.04	69
6	J Thompson	Crookham	12.12	61
7	R Baggott	Birmingham	10.00	
8	D Cox	Crookham	9.49	46
9	G Fuller	Bristol & West	8.47	38

Open Rubber, Gamage Cup 37 flew, 24 full scores

1	D Hipperson	C/M	7.30+15.41
2	G Sharp	C/M	7.30+10.25
3	C Chapman	Bristol & West	7.30+8.16
4	M Croome	Bristol & West	7.30+8.10
5	S Willis	Croydon	7.30+7.25
6=	G Ferer	Timperley	7.30+7.04
6=	P Jellis	Crookham	7.30+7.04
8	M S Bull	C/M	7.30+6.16
9	T Challis	C/M	7.30+5.44
10	J Minshull	Brighton	7.30+5.40
11	M Parker	Crookham	7.30+5.03
12	M Stagg	Maidstone	7.30+4.27
13	W Hodkinson	Timperley	7.30+4.21
14	J O'Donnell	Timperley	7.30+4.00
15	C Strachan	Biggles	7.30+3.27
16	R Marking	CVA	7.30+3.00
17=	T Bird	CVA	7.30+2.51
17=	T Tyson	Bournemouth	7.30+2.51
19	J White	Croydon	7.30+2.38

F1H 22 flew

1	A Gibbs	Birmingham	9.45
2	B Lavis	Biggles	9.34
3	M Dilly	Croydon	9.19
4	C James	Crookham	9.10
5=	A Cameron	Crawley	9.06
5=	R Heap	Biggles	9.06
5=	S White	Bristol & West	9.06
8	S Philpott	Birmingham	8.58
9	J Oulds	Crawley	8.26
10	J Cooper	Biggles	8.16
11	P Tribe	Bristol & West	8.07

Tailless 6 flew

1	S Willis	Croydon	7.30+4.00
2	C Strachan	Biggles	7.22
3	J Pool	C/M	6.41

Plugge Championship Points

1	Birmingham	276	3	Falcons	76
2	Crookham	176	4	Bristol & West	68

LONDON GALA, Middle Wallop, March 10

Report for FFn by Dave Hipperson

Twice the attendance as at the Crookham Gala of a few weeks previous despite the reliable forecast of tremendous winds. A straightforward Mini event which everyone could understand but possibly a little ambitious to stick with five flights bearing in mind the gale -gusts of 40 mph were common by noon. Brian Lavis was most unlucky to get his second Al flight into the impregnable Apache compound when mostly the drift was not towards the buildings. Around the same time Hipperson and Taylor came very close with their Vintage entries - Hipperson's aged (1977) Bazooka being shredded against the fence after it had 'bounced' on the concrete.

This was the first London Area Gala for nearly 30 years and had come about because the LDICC Trophy - an inter club challenge trophy from the period had been resurrected and CDs Dilly and Beales thought it would make a good centre piece for the event. A Gala Champion award this time although plans for future are that the contest should become part of the official BMFA programme and the trophy be awarded somewhat like the Club Championships but presumably for Mini events.

This year it was on offer for the contestant with the best performance based on the Plugge Cup formula. A problem then, as the day was so tough it looked like no one was going to fly in more than one event therefore there could have been a tie between all the class winners. Fortunately there were people on hand who thought more competitively than that and after having made sure of his win in CDH with a fifth flight that actually he didn't need Ian Davitt flew in Mini Vintage - once again with authority bearing in mind it was blowing over 30 mph and with rain in the air by now - and scored another 20 points. It secured him what will probably be the only ever individual win of the LDICC Trophy and to be fair he deserved it anyway for his great effort in CDH. The only man to make five flights let alone six. Truth is however when that formula is applied to a day with sparse entries things can get out of balance. For instance John Oulds would only have had to make a single flight of any length in P30 to have beaten Ian by 80 points!

Throughout the carnage (well done the brave ½A flyers) Strachan flew only twice and both models were seriously damaged, Hipperson continued and demolished another losing many parts to the gale, Dave Oxbndge crashed and Dave Taylor retired after two flights, George Sharp sailed through unscathed with a Senator from which four flights were enough to totally subdue his opponents! You have days like that, at least George does.

The prizes included BMFA Certificates which they should not have done. As well as confusing people into believing it was a BMFA event their presentation at what was essentially an Area Gala further diminished the stature of these already deeply unpopular awards.

CD David Beales reports that London Area plan to run the event next year, but with the LDICC trophy awarded to a winning team.

All events 2 minutes x 5 flights

Coupe d'hiver

1	I Davitt	8:12
2	J Knight	5:59
3	R Vaugn	3:38
4	M Marshall	2:56
5	D Oxbndge	0:35

Mini Vintage

1	G Sharp	7:24
2	D Hipperson	5:25
3	D Taylor	3:23
4	C Strachan	3:20
5	I Davitt	1:20

A1 Glider

1 B Lavis 3:33

1/2A Power/F1J

1 J Thompson 6:06
2 T Hopgood 4:42
3 J Bailey 2:00

Catapult Glider

1 J.Oulds 1:30

No entries in P30.

The LDICC Trophy was awarded to the Gala Champion. Points awarded as per current BMFA Plugge system. Winner- Ian Davitt 120 points.

10TH WORLDWIDE POSTAL COMPETITION

Jim Moseley reports on the 2001-2 postal:

I would like to dedicate this contest to the memory of Brian Faulkner who has been a faithful supporter of this annual event since its inception ten years ago; unfortunately he passed away following complications arising from a fall early last year. Brian was active in our hobby and sport from the early 1940's and had many excellent designs published in newsletters and magazines, his series of "Chad" lightweight rubber models being especially well known and popular in British Vintage events. I would also like to pay tribute to Dick Hawes, of Omaha, USA who participated for the first time this year. He had great enthusiasm for flying small models on his local field and kept me regularly informed of his activities, posting scores in the Cloud Tramp and 20" Rubber classes and stating his intentions of not only flying more events but of also involving his grandchildren; sadly, he succumbed to a heart attack in mid-December. Once again, I never met him but our association was such that I felt as though I knew him very well and feel a deep sense of loss at his passing.

My thanks to all of you who have supported this contest with so much expressed enthusiasm, with entries from twelve countries including first-time participation from Equador , the Philippines and the Isle of Man, although once again with frequent reports of persistently windy and unseasonable conditions in many parts of the world. British flyers were also severely hindered by the widespread epidemic of Foot and Mouth disease which closed access to most flying sites, it was noticeable that a large proportion of returns from the UK were from flights made early in 2002. The other side of the coin was that the W/W benefited, in a sense, from the epidemic as Dave Hipperson – frustrated at the near-cessation of organised flying – found himself an area of private land unaffected by F&M and threw himself into flying multiple events, stating that this Postal gave him almost all his flying incentive of the year.

Response to some events introduced this year has only been moderate in comparison to the enthusiasm shown for same when proposed but I intend to carry most forward into the next Postal to see if overall participation improves. However, entries for the "Lanzo Cabin" event have been steadily diminishing and with but three participants this year I feel it is time to bring it to a close; interest in one-design classes does usually decline quite quickly and it is unusual that the Lanzo – a founding event of the 1st Worldwide – has lasted for so long. There are similar indications that the "Stomper" competition is also winding down, with but three of such being flown, but I will retain it as I am aware of quite a number of these airplanes in existence around the world and am hoping for a resurgence in 2002/3. Embryo Endurance and Cloud Tramp events, conversely, received substantial support, as did the 20" rubber class**.**

HLG scores looked very depressing until the last week or so of the contest when more arrived to make up a reasonable field and I really felt that there would be much more interest in this popular class. **Catapult Glider**, however, produced a substantially higher level of interest, perhaps because of a less demanding level of physical ability, and Stan Buddenbohm showed his customary prowess by topping both events with impressive strings of maximums from variants of his 'Vee' design.

Embryo Endurance saw a close flyoff between Dave Aronstein and Justin Shuck – Justin with a lightly built 'Prairie Bird and Dave flying an original design of 22" span with a long motor turning a 8.7"x16.5" prop. 'Prairie Bird's predominated though Enrico Paredes flew a biplane and Charlie Hendrickson a canard to add a little diversity.

20" Rubber provided scores from a very varied assortment of models with some 2/3rd of same progressing past the three 60 sec maximum flights, Mike Thomas repeating his win of the previous year with the same 1940's "Tubby 2". A welcome to Bob White, first-time participant, flying one of his P20 designs, the kits of which were released after I had publicised the rules for this class and which gave me fears that this small high-tech model might well dominate the OT, Vintage and sport models for which the event was envisaged, but not the case in this instance.

Dick Baxter's simple, good flying little designs are prominent in the results but several people flew original models such as the 'Ballerinaria' of Rita Aronstein (8 yrs old), published in a club newsletter and 'Denny Dart' and 'Dashtray' designs which are widely available for download from the Internet.

30" Vintage/OT brought out a very mixed selection of designs with only three duplications. Dave Hipperson won with a convincing score from his "Bazooka" – his first Vintage model, built in 1977 – which would have made the four minute flight if the stabiliser hadn't fallen off when it d/t'd ten seconds short….

P30 was won, once again, by Stan Buddenbohm with his now-famous 'Air Shark' which surpassed the 6 minute mark to eventually total 2578 seconds, setting a US record – congratulations, Stan!

'Cloud Tramp' produced 41 flyers, though several were unable to complete the necessary flight quota – notable amongst such was Les Sayer who wound his CT for the first time to 'see if it would fly'. It did .. 217 seconds OOS. In general the exclusion of the longest/shortest flights seems to be well accepted and it's readily apparent that this simple all-balsa airplane can fly better than one might expect.

Dime Scale brought but four entries but further interest has since been expressed since the contest closed, so I'll continue the event in the 11th Worldwide. Mike Thomas won with an attractive Miles Sparrowhawk which I've seen flying very well. First place in **Lanzo Cabin** was taken very effectively by Mik Mikkelson who steadily maxed until finally dropping the 4½ minute flight, totalling over twice Mike Thomas's 2nd place time.

Power events were rather disappointing – just four scores in **TD 1/2A Power**, in which I flew a 'Creep' – scaled for AMA Nostalgia – into first, not far ahead of Lynn Rodways' 1/2A version of a successful New Zealand design**. Slow Power** became a walkover for Dave Hipperson. **1.5cc Diesel/Stomper** combined once again saw Dave Hipperson in the lead with his "T34", plus a third place with "Y-Bar". Frank Seja came between these with another o/d high-thruster "Skippy" – interesting to note that both his airplanes have 'dieselised' glow motors. The three 'Stompers' took 5th, 6th and 7th … or 1st, 2nd and 3rd in their own event.

Vintage Glider produced a gaggle of "Lulu"'s, Lionel Smith of South Africa maxing out nicely, though Pete Robinson broke the line by putting "Sunnanvind" into 3rd. **Classic Glider** brought out a small but varied field of designs, Neil McDougall putting a good string of max's together with a "Mad's Dream" followed by a mix of older lightweights, A/2's and an A/1.

Hand Launch Glider 10 flew

1	L Surtees	AUS	689	Sting 24
2	D Wadeson	AUS	369	Flicker
3	R Pollard	GBR	266	O/D
4	S Herbert	RSA	261	Challenger

Catapult Glider 18 flew

1	S Buddenbohm	USA	540	Vee 17
2	N McDougall	NZL	367	Mayn '38
3	I Treen	NZL	342	Mohican
4	G Lovejoy	NZL	328	RPG
5	N McDougall	NZL	300	Zip-a-do II
6	Jim Moseley	CAN	292	KJM

Small (12") Catapult Glider 14 flew

1	S Buddenbohm	USA	505	Vee 12
2	G Lovejoy	NZL	419	Lunchbox
3	D Wadeson	AUS	390	O/D
4	S Pearson	GBR	288	Worcraft Wonder
5	S Pearson	GBR	262	Vartanian

Classic Glider 7 flew

1	N McDougall	NZL	742	Mad's Dream
2	G Lovejoy	NZL	316	Lulu
3	T Taylor	NZL	302	Bobcat

Vintage/OT Glider 10 flew

1	L Smith	RSA	385	Lulu
2	D Dent	GBR	243	Lulu
3	P Robinson	GBR	220	Sunnanvind
4	G Lovejoy	NZL	215	Lulu

Lanzo Cabin 3 flew

1	M Mikkelson	USA	1395	
2	M Thomas	CAN	665	

Cloud Tramp 35 flew

1	K Walker	USA	115	331
2	G Hunter	USA	294	
3	F Takagi	USA	276	
4	P Cameron	GBR	256	
5	M Turner	GBR	225	
6	R Rowe	RSA	223	
7	S Pearson	GBR	206	
8	J Taylor	GBR	193	

P30 Rubber 14 flew

1	S Buddenbohm	USA	2578	Air Shark
2	B Whitehead	GBR	510	Plane Jane
3	P Cameron	GBR	482	Piccolo (mod)
4	P Spalding	GBR	470	Plane Jane
5	P Squires	NZL	460	?

20" Rubber 44 flew

1	M Thomas	CAN	631	Tubby II
2	J Moseley	CAN	521	Veron Goblin
3	B White	USA	501	P20
4	J Moseley	CAN	471	Embryomatic
5	J Moseley	CAN	355	Pussycat
6	J Howell	USA	345	Big Pussycat
7	B Chiang	USA	272	Big Pussycat
8	B Stinshoff	USA	267	Akro
9	T Hall-Willis	GBR	261	Mr. Malcolm
10	R Katigbak	NED	255	Pussycat

30" Vintage/OT Rubber 24 flew

1	D Hipperson	GBR	1160	Bazooka
2	M Thomas	CAN	914	Lanzo Cabin
3	D Hipperson	GBR	891	Hepcat
4	G Cutting	GBR	851	Walthew
5	J Moseley	CAN	701	Hepcat
6	M Sanderson	GBR	694	KK Ace
7	M Thomas	CAN	692	Easybuilt Cub
8	T Chambers	GBR	654	Filibuster

Embryo Endurance 18 flew

1	D Aronstein	USA	369+169	O/D
2	J Shuck	USA	369+141	Prairie Bird
3	D Gee	USA	334	Super Prairie Bird
4	J Moseley	CAN	330	Embryomatic
5	E Paredes	EQU	321	XE-5 Biplane
6	D Hawes	USA	309	Prairie Bird

Dime Scale 4 flew

1	M Thomas	CN	252	Miles Sparrowhawk
2	K Bates	GBR	170	Comet Puss Moth

42" Vintage/OT Rubber 21 flew

1	D Hipperson	GBR	1405	Lanzo Duplex
2	D Hipperson	GBR	1094	Senator #3
3	R Pollard	GBR	900	Hi-Ho
4	M Thomas	CAN	879	Golliwock
5	D Hipperson	GBR	840	Senator #2
6	M Sanderson	GBR	831	Raff V

TD 1/2A Power 5 flew

1	J Moseley	CAN	510	Creep 220/Medallion 049
2	L Rodway	NZL	459	78% Harvey Fly/TD.049
3	D Hipperson	GBR	337	Sloworm/TD.049

Slow Power 5 flew

1	D Hipperson	GBR	684	T34/AM15
2	D Hipperson	GBR	510	Dixielander/AM35
3	F Seja	GER	495	Joker/BigMig 061 dieselised

1.5cc Diesel / Stomper 8 flew

1	D Hipperson	GBR	891	T34/AM15
2	F Seja	GER	510	Skippy/OS10LA dieselised
3	D Hipperson	GBR	508	Y-Bar/AM15

11TH ANNUAL WORLDWIDE POSTAL

The purpose of this postal contest is to encourage friendly participation between aeromodellers worldwide with the prime emphasis being on low-key, leisurely flying without the pressures of 'regular' competition. As an experiment to involve those with access to larger sites I am introducing Classic Rubber, Classic Power, and also a Combined Power event based upon rules evolving successfully in the UK which appears to permit balanced competition between all types of gas models regardless of mode.

Flights may be made outdoors between June 1 2002 and February 16 2003 inclusive; it is not required that all flights in any event be made upon the same day but each is to be pre-nominated as 'official'. The general format (with exceptions as noted) is for three or more flights to the specified maximum; after three (or more) maximums further flights will be made to a score increasing by increments until the model fails to reach the duration target for that flight. The final score will be the total of all flights, recorded in seconds. Flights exceeding 20 seconds are 'official', except where noted.

Vintage/Oldtimer classes are for designs authenticated to have been flying outdoors prior to December 31 1950 even though plan publication may be of a later date in any kit, commercial magazine, SAM publication, club newsletter, etc. Classic Glider, Rubber and Power rules are identical other than that the cut-off date is December 31 1960, the latter class limited to fixed flying surfaces unless the plan indicates otherwise. Multiple entries with different models may be made in all events but flights in one event may not be 'doubled up' with any other class for which a given model is elIgible – separate flights, please.

all Power classes engine runs are to be timed in accordance with North American rules i.e. to the last audible power (combustion) stroke. Propeller rundown (the 'burble') is not considered as engine run time.

20" Rubber. For any published designs not exceeding 20"/51cm span as measured on plan. Three flights to 60 sec maximum followed by 30 sec increments thereafter.

30" Vintage/Oldtimer. For designs with spans greater than 20"/51cm but not exceeding 30"/76cm. as measured on plan. Three flights to a 90 second maximum followed by 30 second increments thereafter.

42" Vintage/Oldtimer. For designs with spans greater than 30"/76cm but not exceeding 42"/107cm. as measured on plan. Three flights to a 120 second maximum followed by 30 second increments thereafter.

P30 Rubber. Standard P30 rules. Three flights to 120 sec maximum followed by 30 sec increments thereafter.

Embryo Endurance. Monoplanes not over 50 sq.in wing area (70 sq.in. biplanes with 45 sq.in maximum for largest wing). Stabiliser area not to exceed 50% wing area. Fuselage volume to include minimum space 1.25"x 1.5" x3". Wing and tail surfaces built up, covered both sides with Japanese tissue or equivalent. Landing gear in conventional configuration with ¾" diameter wheels, or larger, which must turn on axle. Unassisted ROG from a card table top permits bonus points as follows: 5 pts for raised cabin (minimum 30º windshield slant) or windscreen with open cockpit and headrest. 3 pts for 3-dimensional wheel pants 1 pt. for 3-dimensional exhaust pipes. Highest flight total plus bonus points wins. (Note: Handlaunch is also permitted but in this instance all bonus points are forfeited) Three flights to 120 sec maximum, plus one unlimited flyoff flight if required.

Cloud Tramp Any version of the Cloud Tramp design as published. 8" prop (plastic OK), any type of prop bearing. Five flights, no maximum; longest and shortest will be discarded and balance totalled for score. Note: No BOM rule, anyone may fly any model in this event.

Dime Scale A duration event for scale designs formerly kitted for approx.10 cents with maximum span of 16" Three flights, 60 second maximum plus 30 second increments thereafter No scale judging.

Classic Rubber Any design published between January 1 1951 to December 31 1960 is elegible. Three flights to 180 sec maximum followed by 60 sec increments

Small Power A 'Slow Power' event for any engine to .051 cu.in displacement No auto functions other than engine cutoff and d/t, pressure fuel feed optional. Three flights, 7 sec engine run (glow) 9 sec (diesel), 120 sec maximum followed by 60 sec increments thereafter.

Classic Power. Any design published between Jan 1 1951 to Dec 31 1960 is eligible No auto functions other than engine cutoff and d/t unless shown on plan, fuel feed optional. 3 flights, engine run 7 sec (glow) 9 sec (diesel), 120 sec max and 60 sec increments thereafter.

1.5cc Diesel Slow Power. Plain bearing diesels only. No a/r, VIT or brakes permitted. 3 flights, 10 sec engine run, 150 sec maximum with 60 sec increments thereafter.

Stomper. A one-design event for plain bearing diesels no larger than 1.5cc displacement. 3 flights, 10 sec run, 150 sec max and 60 sec increments thereafter.

Combined Power. An event for any power model with engine runs as follows:-

Models with any auto-controlled aero surface		7 sec
Models with fixed aerodynamic surfaces:	glow	10 sec
	diesel	12 sec

3 flights to 180 sec max, 60 sec increments thereafter.

Vintage/OT Glider. Models with spans not exceeding 50"/127cm as measured on plan. Three flights to 90 second maximum followed by 30 second increments. Maximum towline length 164'/50 metres; high-start

launch systems permissible if unstretched length does not exceed 164'/50 metres. Straight tow only.

Classic Glider. Any design published between January 1 1951 to December 31 1960 is eligible. 3 flights to 120 sec maximum followed by 60 sec increments. Towline requirements as Vintage/OT Glider. Straight tow only

Catapult Glider (small). For any glider with wingspan no greater than 12"/30.5cm. Best 6 from 9 flights, 90 sec max. If six maxes scored, 30 sec increments thereafter. Catapult: 9" loop of ¼" flat rubber attached to 6" handle. No minimum attempt flights; multiple entries permitted.

Catapult Glider (large). For any glider larger than 12"/30.5cms. Rules as above.

Handlaunch Glider. Any HLG – rules as above

A full report will be forwarded to each entrant by mail or e-mail as appropriate. To assist in the compilation of same a brief account of weather, site, flying anecdotes, photographs, etc. would be appreciated when scores are submitted. All scores to arrive by March 1 2003. Please advise if you have an Email address Please request entry form from and return your entries to:-

Jim Moseley	19 Banner Crescent, Ajax, Ontario L1S 3S8,Canada; jjmoseley@look.ca
Tony Roberts	12 The Ridgeway, Caversham, Reading RG4 8NX, Berks, England
Sven-Olov Linden	Hovstavagen 15, 703-63 Orebro, Sweden
Neil McDougall	60 Heke Street, Wellington 6004, New Zealand
George Car	4 John Street, Kooringal, Wagga Wagga, NSW 2650, Australia
Mario Perrone	Via Val di Lanzo, 107/A 00141 Roma, Italy

Additional Cloud Tramp event

For a number of years the 'Grant Mimloct Mass Launch' event has been conducted in both UK and USA on a given date. In 2001 244 models were simultaneously launched from all parts of the world. The 2002 Mass Launch will be on Saturday Aug 10 at 17.00 British Summer Time (e.g. 12.00 New York). For further details see http://website.lineone.net/~mike.denise.parker/index.htm A CT plan may be downloaded from this site.

This postal competition has been arranged to give Cloud Tramp enthusiasts a further opportunity to fly their models. The contest opening is timed to coincide with the Mass Launch but flights may be made at any time thereafter until Sept 30, rules as for CT in WW above.

UK COMPETITION NEWS

MIDDLE WALLOP Easter event includes an additional event to the details published last month. There will be a 4/8oz Vintage Wakefield combined event on Monday April 1, all other events and details remain as published.

CHURCH FENTON competition on April 28 will be for Classic Power and Mini Vintage. Probably to be in rounds. Note Church Fenton security list requirement. Contact Steve Fielding 01274 493080.

COUPE INTERNATIONAL will be at North Luffenham on October 27. Contact Dennis Davitt 0113 2675433.

INTERNATIONAL COMPETITION NEWS

SCANIA CUP World Cup competition in Sweden will be on July 19-21 at Rinkaby. July 19 is arrival day with test flying from 9.00 and registration from 15.00. July 20 is competition day with registration from 7.00 to 7.45, briefing at 7.45, seven rounds flown from 8.15. The length of the rounds will depend on the weather. If possible the contest will be accomplished on this day. Sunday July 21 is reserve day for any rounds and/or flyoff. Competitors have to be timekeepers for each other. Entry fee is 250 SEK (or equivalent currency) to be paid at arrival. Send entry form to Jan-Erik Andersson, Hjalmgatan 25, 3—260 70 LJUNGBYHED, fax no. +46 435 37380, not later than July 5, 2002. A list of youth hostel, camping and hotels are available. Contact Jan-Erik Andersson tel +46 435 441188 or Anders Persson tel +46 40 969862, not later than 9.30pm.

2 F1E WORLD CUP events will be held at Rana near Louny in Cech Republic during April. April 25th is arrival and registration day, the first competition is on April 26th, the second on April 27th followed by prize-giving and dinner in the evening, and April 28th reserve day and departure. On both competition days the latest registration time is 8.30 and the first round begins at 10.00. The rounds will be 75 minutes long. The fees for each competition are 800 Kč for seniors, 400 Kč for juniors and the dinner 160 Kč. Fees may be paid at registration but entries should be sent by April 15th, with a surcharge of 200 Kč for late entry. The organizer will not provide any accommodation but can provide a list of local hotels. Send entries to Ivan Hořejší, at Nad Přehradou 15, 321 02 Plzeň, Czech Republic, tel - fax+420-19-742 136, tel (evenings)+420-19-782 8023, e-mail: info@horejsi.cz

LIPTOV CUP is the F1E World Cup event at Liptovsky Mikulas in Slovakia during September. The arrival day is September 20 with registration from 15.00 to 18.00, dinner at 18.00 and night swimming in Bešeňová from 19.00 to 21.00. Competition day September 21 with latest registration by 8.00, first round starting at 9.00, each round 70 minutes duration, flyoff from 16.00, prize-giving and banquet at 20.00. September 22 is reserve and departure day. A list o fhotels is available. Entry fee is €25 senior, €15 junior to be paid at registration. Entry should be sent by June 1 to Peter Nosko, Nábrežie 1686/10, Liptovský Mikuláš, 031 01 Slovakia, tel+421445522299, fax:+421445520264, e-mail: nosko@naex.sk