Free Flight news FFn

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DIARY

June 1-3 Barkston Heath	BMFA National Championships. See May FFn
June 1 Lucenec-Bol'kovce, Slovak Republic	Novohrad Cup World Cup. F1A, F1B, F1C. Entry fee DM 50. Contact: Stefan Hubert, Malinovského 5, 98401 Lucenec, Slovak Republic, tel: +421 47 43 28 206
June 7-9 Beja, Portugal	Von Hafe Cup World Cup. F1A, F1B, F1C. Contact: Anibal Paiva, rua Marques Leitão 33, Valbom - GDM, 4420 Gondomar, Portugal, tel: +351 96 80 23 273, fax: +351 22 33 93 749
June 9 Area venues	BMFA Fourth Area event. O/P Team (Keil/Plugge), F1B (Gutteridge), F1H, CO2, EOP
June 13-15 Turda, Romania	2 F1E World cup events. 13-14th Turda Cup, 14-15th Napoca Cup. Contact: M Zanciu, Str. Parcul Tineretului camera 210, Bucuresti, Sector 4, Romania, tel/fax: +40 1 330 40 40 ext 224
June 15-16 Barkston Heath	BMFA Team Trials. F1A (Nordic), F1B (Mike Duce), F1C (Pete Buskell) Contact: M Woodhouse 01603 457754
June 15-16 Prilep, FYR Macedonia	Prilep Brand Cup. World Cup. F1A, F1B, F1C. See page 70
June 16 Cardington	BMFA Indoor F1D and Mini-stick. See FFn 0206. Must be on attendance list for the day. Contact: L Barr, Herries Cottage, Winter Hill Road, Pinkneys Green, Maidenhead, Berks, SL6 6PJ, tel 01628 487544. e-mail: lgbarr@tiscali.co.uk
June 22-23 Portmeadow, Oxford	Oxford Rally. See FFn 0202. 22nd: Champagne flyoffs 7pm CdH, A1, HLG. 23rd start 10am: CdH, A1, P30+E30 comb in 5 rounds; events not in rounds: HLG, vint R (34" max span), vint G (72" max), nostalgia G (51-60 A2 or 72" max), tailless R/G. Contact A Crisp, 01865 553800
June 22-23 Orléans, France	Concours International d'Orléans F1D, F1L, F1M. Contact Jacques Delcroix, 41, Allée du Coudray, 45160 Olivet, France, tel: +33 2 38 63 49 57, fax: +33 2 38 63 49 57
June 28-30 Gliwice, Poland	12th Black Cup. F1G, F1H, F1J, F1K. Entry CHF15. Contact: Stanislaw Kubit, Ul. Rybnicka 84, 44100 Gliwice, Poland, tel: +48 32 232 18 22
June 29 Saturday Church Fenton	Morley club day. All welcome. Contact D Davitt 0113 2675433

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

CATAPULT GLIDERS BY ANDREW CRISP

There has been much talk about catapult gliders in this country, but very little written. Here are some of my relatively recent experiences.

When I was in the 'States last autumn (fall!) for the World Champs, I was given a catapult glider by Norman Smith, who, incidentally, had built the "Grooving High" HLG design of mine, which had been published in FFn. Norman's model got quite a lot of testing over the winter months and gave me some ideas for my own creation. It was rather small at 13" span with an ⅛" deep aerofoil, and I figured that an 18", 3/16" deep would give a lower sinking speed without sacrificing too much height on the climb.

Two "Boogie Woogies" were made and they trimmed out quite easily. Inconsistency on the launch with No.2 was rectified by stiffening up the carbon rod with a glued-on spiral of carbon tow. This was my first attempt at a tip-up wing DT and it seems to work fine, the model coming down in a positive yet controlled manner.

I estimate that the American model gets around 50m on the catapult launch.

Trimming of these models is relatively straightforward. Repeatable angle of release is much easier to get right than on a conventional HLG. Adjustments are just like a "chucky", that is, right/left, with as little incidence difference as you can get away with. Bearing in mind the increased speed of launch with a catapult, adjustments to rudder, wing twist, etc, have to be very carefully applied, and in minute amounts. If you have pull-out problems from the top of the climb, try more left rudder and a little up elevator to give more of a vertical spiral.

The only "power" I have used so far is some grey FAI rubber. The surge characteristics which bedevilled Wake and Coupe seem to be a definite advantage in Catapult. I suppose a calm evening and a selection of 6" loops of different types of rubber would determine the best motive power.

BALTIC CUP, Madziunai,Lithuania,Apr 27-8

F1B 17 flew

1	H Indrek	EST	855
2	J Isotalo	FIN	785
3	Y Waltonen	FIN	753
4	V Ivancikas	LTU	747
5	R Seinauskas (J)	LTU	742
6	V Racko	LAT	727
7	M Liivik (J)	EST	724
8	L Gircys (J)	LTU	722
9	T Sarpila	FIN	716

F1C 11 flew

1	T Niiranen	FIN	760
2	J Roots	EST	722
3	D Babenskas	LTU	693
4	C Gretter	GER	680
5	A Grasys	LTU	641

F1A 26 flew

1	T Isotalo	FIN	882
2	J Valo	FIN	832
3	E Puju	EST	807
4	V Nikolajevas	LTU	778
5	V Dimavicius	LTU	776
6	R Indrisonis	LTU	759
7	E Chernykh	UKR	733
8	R Mameniskis (J)	LTU	731
9	L Leino	FIN	713
10	M Snukiskis (J)	LTU	680
10	P Ardo	EST	680
12	S Kaunietis	LTU	644
13	P Mixailov (J)	BLR	635

19th SREM CUP, Vojka, Yugoslavia, May 11

F1A 23 flew

1	M Tica	YUG	1260	+300	+420
2	D Zulic	SLO	1260	+300	+301
3	A Szekelyhidi	HUN	1260	+300	+225
4	F Kerner	HUN	1249		
5	I Szentpeteri (J)	HUN	1240		
6	I Vilimonovic	YUG	1238		
7	J Zagorac	YUG	1230		
8	D Lakic	YUG	1186		
9	R Blagojevic	YUG	1178		
10	Z Narancic	YUG	1168		

F1B 5 flew

1	D Zulic	SLO	1260	+116
2	B Lacimic	YUG	1260	+95
3	I Kolic	YUG	1244	

F1C 1 flew

1	G Zsengeller	HUN	493

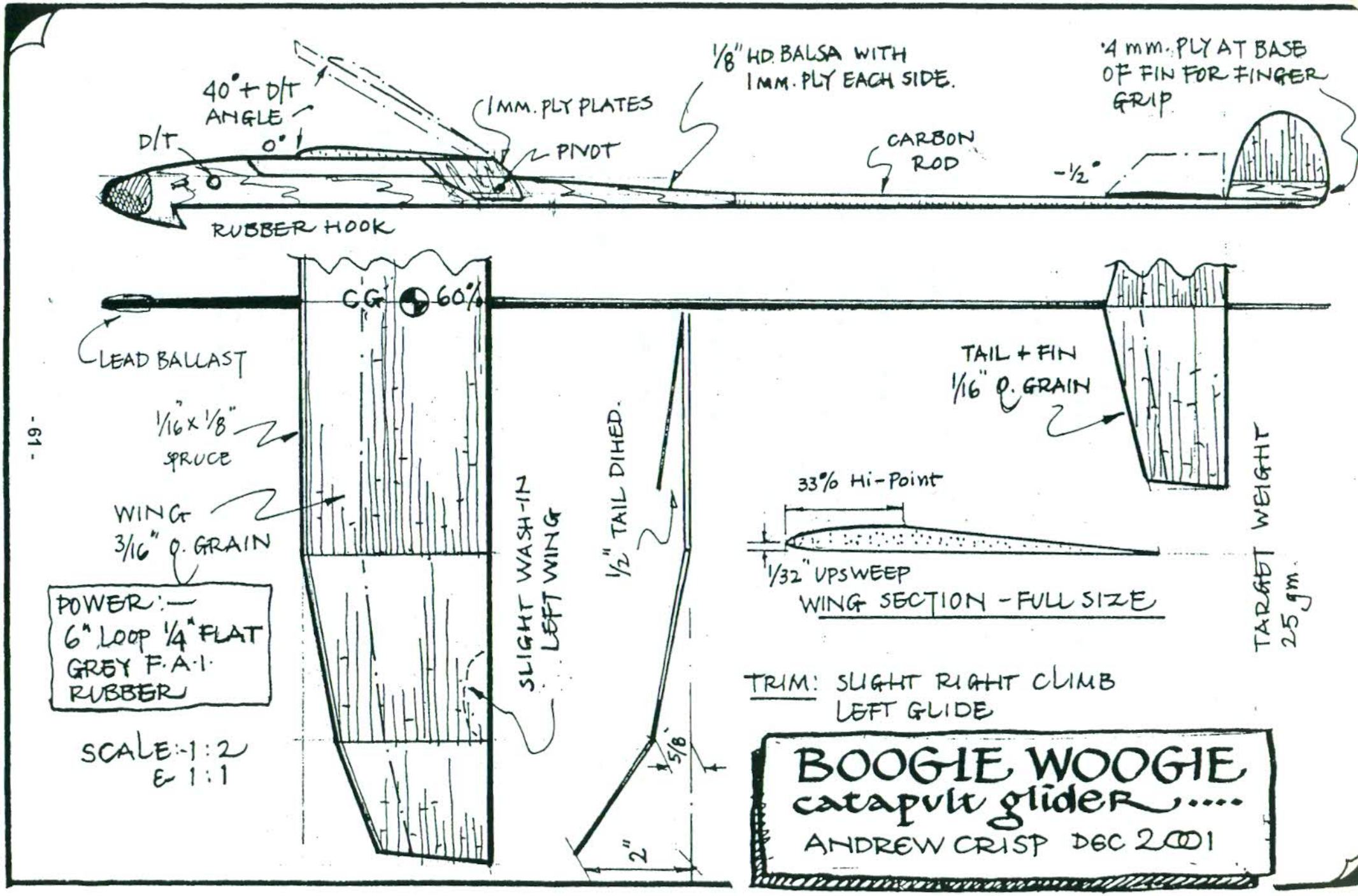
F1E, RANA NR LOUNY, CZECH REPUBLIC

April 26 47 flew

1	D Petcu	ROM	500.00
2	J Smeringai	SVK	493.75
3	G Arghir	ROM	487.00
4	I Crha	CZE	485.33
5	S Razman	ROM	483.67
6	I Treger	SVK	481.33
7	M Popescu	ROM	480.67
8	M Gheorghe	ROM	479.00
9	M Horn	CZE	477.50
10	A Dotzl	AUT	477.00

April 27 37 flew

1	J Filip	CZE	500.00	+303
2	J Blazek	CZE	500.00	+167
3	F Doupovec	CZE	500.00	+124
4	V Salistean	ROM	491.67	
5	F Draghici	ROM	471.25	
6	V Zima	CZE	463.33	
7	M Horn	CZE	460.83	
8	M Valastiak	SVK	452.50	
9	S Ionita	ROM	434.16	


40° + D/T ANGLE
D/T
0°
1MM. PLY PLATES
PIVOT
1/8" HD. BALSA WITH 1MM. PLY EACH SIDE.
CARBON ROD
4 mm. PLY AT BASE OF FIN FOR FINGER GRIP
-1/2°
RUBBER HOOK
CG 60%
LEAD BALLAST
1/16" x 1/8" SPRUCE
WING 3/16" Q. GRAIN
SLIGHT WASH-IN LEFT WING
1/2" TAIL DIHED.
TAIL + FIN 1/16" Q. GRAIN
33% Hi-Point
1/32" UPSWEEP
WING SECTION - FULL SIZE
TARGET WEIGHT 25 gm.
POWER:- 6" LOOP 1/4" FLAT GREY F.A.I. RUBBER
SCALE:- 1:2 & 1:1
TRIM: SLIGHT RIGHT CLIMB LEFT GLIDE
5/8"
2"
BOOGIE WOOGIE
catapult glider....
ANDREW CRISP DEC 2001

BMFA TEAM SELECTION MEETING, SCULTHORPE, APR 21

F1A 16 flew

1	J Williams	Birmingham	15.00
2	A Jack	Tynemouth	14.36
3	T Nicholson	NWFFG	14.09
4	C Edge	C/M	14.01
5	J Carter	Falcons	13.48
6	G Peck	Cleemac	12.43
7	M Dilly	Croydon	12.07
8	P Tribe	Bristol&West	11.48

F1B 12 flew

1	M Woolner	E Grinstead	15.00+5.00
2	B G Martin	Tynemouth	15.00+3.04
3	I Taylor	Falcons	14.45
4	B Aslett	Bristol&West	14.35
5	R Peers	Falcons	14.31
6	R Cheesley	Crookham	13.38

F1C 6 flew

1=	P Ball	Grantham	15.00
1=	J Cuthbert	Falcons	15.00
3	P Watson	Birmingham	14.53
4	K Faux	Vikings	14.45
5	R Baggott	Birmingham	13.51
6	S Screen	Birmingham	11.09

EURO CHAMPS TEAM SELECTION POINTS

F1A		Total	March 31	April 21
1	J Williams	40	50	90
2	T Nicholson	30	30	60
3	A Jack	11	40	51
4	P Chamberlain	50	0	50
5	P Tribe	25	17	42
6	C Edge	14	25	39
7=	M Fantham	17	16	33
7=	J Carter	13	20	33
9=	P Williams	18	13	31
9=	G Peck	12	19	31
11	D Oldfield	19	11	30
12	D Bartle	15	12	27
13	M Dilly	6	18	24
14	B Nicholson	9	14	23
15	M Gregorie	7	15	22
F1B				
1	M Woolner	17	50	67
2	D Greaves	50	16	66
3	I Taylor	30	30	60
4	W Beales	40	17	57
5	B G Martin	12	40	52
6	R Peers	25	20	45
7	B Aslett	18	25	43
8	K Chamberlain	19	18	37
9	J Billam	20	13	33
10	P Martin	16	14	30
11	J Flynn	13	15	28
F1C				
1	J Cuthbert	45	45	90
2	P Ball	30	45	75
3	K Faux	45	25	70
4	P Watson	25	30	55
5	S Screen	19	19	38
6	R Baggott	17	20	37

NEWS FROM BMFA FF TECH COMMITTEE

F1A/B/C Teams for 2002 Euro Champs

It is with some relief that the team selection process for the GB team for the 2002 European Championship is now almost complete. The Selection Committee has confirmed that the team will be in accordance with the results of the two special selection events.

The following Team Members and Team Managers will be proposed to the BMFA for final ratification:-

F1A: John Williams, Alan Jack, Tim Nicholson, reserve Paul Chamberlain

F1B: Mike Woolner, David Greaves, Ivan Taylor, reserve Brian Martin

F1C: John Cuthbert, Phil Ball, Ken Faux, reserve Peter Watson

Team Manager (Organisation) Martin Dilly

Team Manager (Flight Line) John Carter

BMFA F/F Contest Calendar

The full calendar is available to view on the BMFA and the FFTC web page, or via the usual request to the BMFA office.

However, this month has been a relatively quiet month for changes; only one!!

The next Team Selection Event on 15/16th June will not be at Sculthorpe; the MOD want it back for an exercise. However, the FFTC has managed to book Barkston Heath for the same date.

Airfield Survey

Not a very good response to the request for help in last months FFn; please contact Dave Clarkson at the Nationals or on 0161 477 7647 if you can help.

Results Service

Rod Brigginshaw has been doing a very good job with the results service but he has one difficulty; there is a problem posting the updates to the web page. However, Rod will email results if you wish to contact him at 'rod@brigginshaw.freeserve.co.uk' and give him your email address.

Rule Change suggestions up 25/05/02 including FFTC inclination

This is an update of the table titled "Rule Change Suggestions up to 19/04/02" . The FFTC received comments from half a dozen people and has discussed the suggestions and these comments in committee. This table now gives our inclinations as a result of this process. It is not final and we invite further input. Indeed there are clearly some issues that still require thought. For instance, was it the intention that the combination of SLOP and Open Power should work both ways so that whenever there is SLOP then open models can compete? Again, was it the intention of the span limit on mini-vintage gliders to further reduce their competitiveness in mini-vintage, where they were hardly dominant in the first place?

	Subject	Proposer(s)	Summary of Proposals
1	Wind speed at trials	C Edge, M Dilly	Make it mandatory to suspend the contest above a certain wind speed.
	We are inclined to go for a mandatory limit of 6.7 meters per second		
2	Towlines	Rod Audley, J Barker, J Godden, J O'Donnell	Proposals to both reduce the number of lines from the 2001 rule and to leave it unchanged.
	We are inclined to revise the existing rule in detail but retain line pull test based upon model area. We will clarify that mini-vintage will use a 100 meter line		
3	Mini Vintage gliders	J O'Donnell, J Godden	Set a maximum span of 50 inches (linked to towline suggestions)
	We are inclined to specify a maximum size for mini-vintage gliders. 50 inches seems too small. Suggestions please.		
4	Motor Heaters	D Hipperson, J O'Donnell	Suggestions to remove the '30 minute' clause from the current rule and allow in-car storage.
	We are inclined to go to the FAI rule 3.26.3.2.11(d). (see page 30 of the 2003 Rulebook.		
5	E-30 specification	J Reid	Revert to old rules but with timed engine run.
	We are inclined to leave the current rule unaltered.		
6	Revised power classes	D Hipperson, J O'Donnell	Combine SLOP and Open either when no separate Open event or all the time.
	We are inclined to combine SLOP and Open when there are not separate events for both, with current motor runs for each class.		
7	Open Electric EOP	T Grey	Add as an additional engine category to SLOP (as an alternative to running more EOP events)
	We are inclined to leave the class separate and make no changes		
8	New Title for 1/2A power/F1J	D Hipperson, J O'Donnell	Either F1J-UK or MOP (Mini Power)
	We are inclined to leave the title unchanged		
9	Pressure on Time Keepers	D Hipperson	Remove the relevant clause from 3.1.8 as it is considered unenforceable.
	We are inclined to leave the clause in and unchanged.		
10	Area decentralised events	D Davitt, R Sparrow	Discontinue them
	This bought the strongest feedback of all – unanimous in saying "Keep them" We are inclined to do so.		
11	Protest Rule	D Hipperson	Amend rule for selection of panel and allow verbal protests.
	We are inclined to leave it unchanged.		
12	Fly Offs at Area decentralised events	P Watson	Make advance announcement of fly-off slot times mandatory.
	We are inclined to leave unchanged		
13	Plugge Cup scoring	I Davitt, J O'Donnell	Drop F1A,B,C and revise weighting of other classes.
	We agree that there is a good case for change and are considering the options. Possibly all events to count or add mini and remove FAI. Comments and suggestions please.		
14	Vintage Eligibility	C Williamson, R Sparrow	Accept models proven as vintage but not published as used at the time. Bring into line with SAM. No plastic covering
	We are inclined to leave unchanged		
15	Codes of Practice for airfield behaviour and retrieval	D Hipperson	A suggested set of guidelines applicable to all sites, including motorised retrieval
	We do not see this as a Rulebook issue and are not inclined to implement.		
16	Safety on Flightlines	G May	A car free zone around the flight line.
	We do not see this as enforceable, do not see it as a Rulebook issue and are not inclined to implement		

Once again, if any member wishes to add anything to the debate, then they should please send their comments to the Secretary of the FFTC. It would be helpful if these comments could be either by email or, if in hard copy, given as one topic per sheet of paper. The address is: Chris Strachan, Secretary – FFTC, 56 Way Lane, Waterbeach, Cambridge CB5 9NQ. email: chris.strachan@btinternet.com.

Following the next committee meeting on 6 July the next version of this list will give the wording proposed for insertion into the 2003 rulebook.

Award Certificates

There has been some concern/disappointment expressed about the BMFA Award Certificates issued for BMFA events this year. These are issued in place of the Plaques which were previously prepared and managed by Stephen Philpott so well for many many years.

There may not be much of a comparison between the two, but the plaques cost a significant amount of money, are a considerable task to manage, and half of them get thrown away! Peter Tribe has prepared the lists for this year's certificates, and this amounts to eighteen word processed pages!

So, the FFTC would appreciate your comments, but are not interested in hearing negatives; what they need are proposal for what should be provided in place of the certificates, together with offers to manage their production and distribution.

BMFA FIRST TEAM SELECTION EVENT FOR 2003, SCULTHORPE MAY 18-19

Report from notes by Michael Warren and Peter Tribe.

By common consent this wasn't a good weekend. The turnout was poor (possibly affected by the change of date), and the standard of flying – this was the competitors' judgement – was disappointing. For some, there were excuses. Those who are in the team for this year's Euro Champs were, in some cases, trying out new models, and, in others, using third- or fourth-string aircraft, saving their best for July. Nevertheless, as a whole it wasn't good. The weather wasn't easy. The Saturday was overcast and occasionally wet, with the early morning breeze increasing to quite windy, and much the same on the Sunday, although the second afternoon was quite sunny to catch out those who forgot to apply any suntan cream. Lift was particularly difficult to spot throughout the weekend, and even then was relatively weak, and these factors together with some turbulence were hopefully the reason for no one maxing out in any of the three categories, but there were sub-par flights – some almost embarrassing – even from famous names.

Overall, it seemed that most people managed to 'lose' the contest rather than 'win' it, apart from the best performance of the weekend from Ray Jones in F1B. He was the only person to string six maxes together but in the seventh round his DPR didn't work and the model went nose-first into the runway, luckily with little damage. His reserve model, launched on its own a few minutes later, did everything that was necessary, dropping some time but doing more than enough to secure victory. Peter Williams, to his surprise, found that he had won F1A, and normal service was resumed when Stafford Screen topped the F1C results.

At the time of writing, the second trails meeting has been postponed, with no obvious replacement date available, due to complications at Sculthorpe which will involve a French army exercise on the field and mock low level attacks from assault helicopters. Seems like a good weekend not to be there.

Mike Woodhouse's recent comments in Aeromodeller (which echoed earlier thoughts from Dave Hipperson amongst others), that anyone serious about winning in F1B needs to buy models, probably from Andruikov, have struck a chord. There were one or two thoughtful Wakefield flyers on the field. Those who object to buying models will presumably continue to build their own, as will those who think it's daft to fling a thousand pounds-worth of model (or thereabouts) into the British countryside. On the other hand, if that means you've got no chance of winning…

F1A 16 competitors

1	P Williams	1128	50 pts
2	A Ball	1115	40
3	M Cook	1067	30
4	D Oldfield	1061	25
5	C Edge	1037	19.5
5	P Tribe	1037	19.5
6	M Fantham	1006	18

F1B 14 competitors

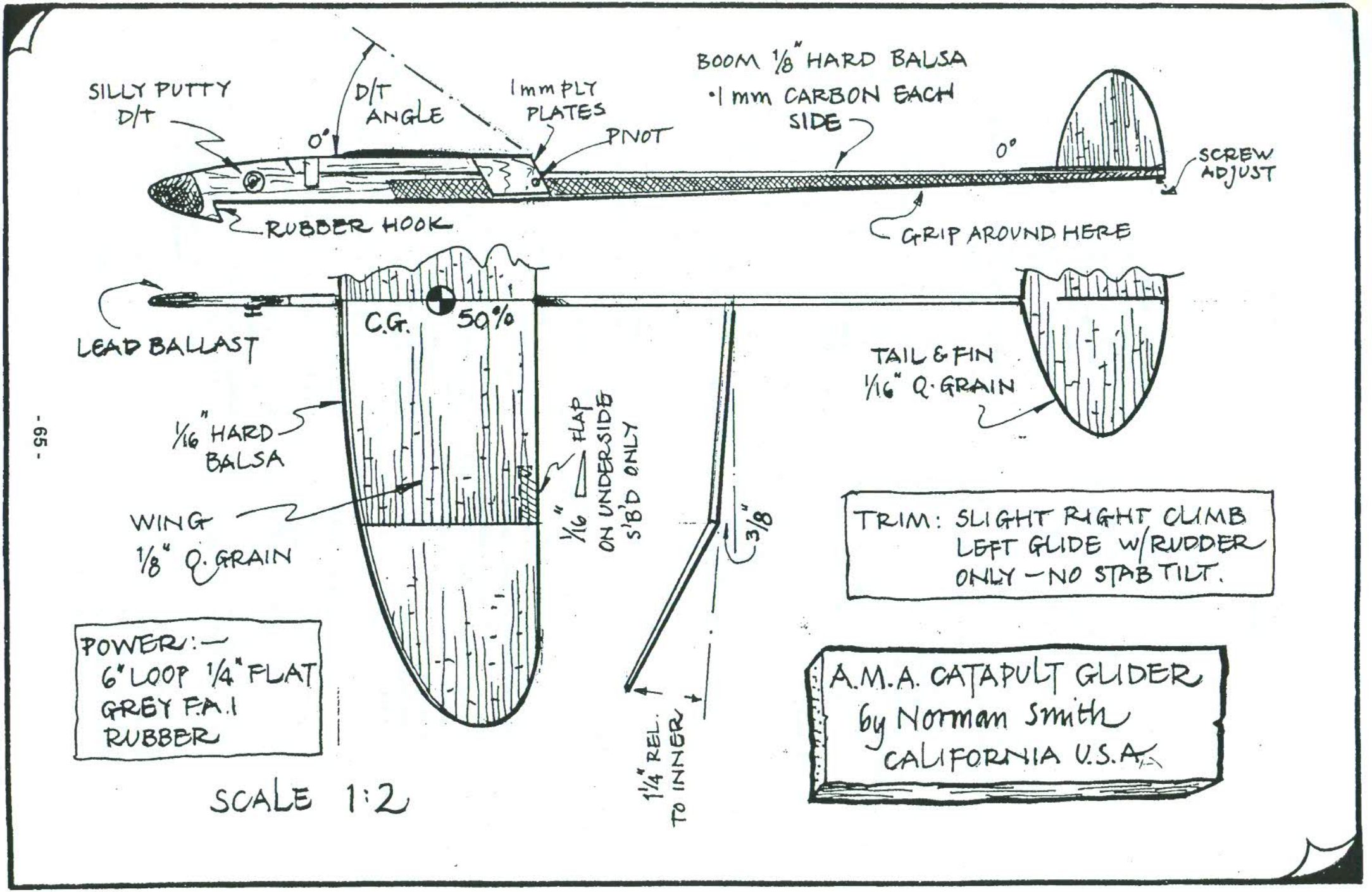
1	R Jones	1242	50
2	K Chamberlain	1167	40
3	M Woolner	1139	30
4	J Billam	1131	25
5	B Martin	1107	20
6	R Peers	1099	19

F1C 8 competitors

1	S Screen	1233	50
2	J Cuthbert	1231	40
3	P Watson	1226	30
4	P Ball	1157	25
5	K Faux	1079	20
6	R Rushby	1064	19

FREE FLIGHT FORUM, CALL FOR PAPERS

It's the time of year again when Mike Evatt and Martin Dilly start to wear brows more furrowed than usual and may be observed twisting peoples' arms behind their backs in a slightly pointed manner. The nineteenth Free Flight Forum is planned for November 24th at Coventry, the day after the BMFA AGM and prizegiving, and it's time for you to call Mike on 01327 842746 or Martin on 020 8777 5533 with your offers or ideas. If you prefer, you can e-mail them at: M.A.C.Evatt@open.ac.uk or martindilly@compuserve.com. The scope is wide - anything with a free-flight content, from Open to FAI and from scale to vintage - techniques for building or flying, engines, rubber, props, aerodynamics, development. It's your input that makes the Forum worthwhile, so do get in touch soon so the planning can be done.


SILLY PUTTY D/T
D/T ANGLE
0°
1mm PLY PLATES
PIVOT
BOOM 1/8" HARD BALSA
•1 mm CARBON EACH SIDE
0°
SCREW ADJUST
RUBBER HOOK
GRIP AROUND HERE
LEAD BALLAST
C.G. 50%
TAIL & FIN 1/16" Q. GRAIN
1/16" HARD BALSA
WING 1/8" Q. GRAIN
1/16" FLAP ON UNDERSIDE S'B'D ONLY
3/8"
1/4" REL. TO INNER
TRIM: SLIGHT RIGHT CLIMB LEFT GLIDE W/RUDDER ONLY — NO STAB TILT.
POWER:— 6" LOOP 1/4" FLAT GREY F.A.I RUBBER
SCALE 1:2
A.M.A. CATAPULT GLIDER by Norman Smith CALIFORNIA U.S.A.

MORLEY CLASSIC POWER, CHURCH FENTON, APRIL 28

Report by Dave Hipperson

Event organisers could do worse than consider the advantages of one flight completed before a certain time in the morning - in other words an opening 'round'. The formula at the Morley Classic Power day was more elaborate than that of course with flights planned in four two hour slots but the first one did the trick. On a day that started cold breezy and grey and worsened to windy with occasional heavy downpours it might easily have been another of those events contested by a handful. As it was more than a dozen made opening flights in both the classes.

Attrition was then rather high as both events were single model affairs with the contestants being able to enter as many as they wished but not use a reserve. Church Fenton exhibits an uncanny turbulence in the south west corner when a wind blows towards its famous popular trees. Almost everyone suffered it, many on most of their flights. Often models that despite the bluster everywhere would look safely away could be totally upset, sometimes thrown inverted from which often there was no recovery. A strange reversal of the usual problem of turbulence launch. There was that as well of course but less of it especially when control was moved to the extreme western edge of the field and further from the upwind houses. Plenty continued to the end when for the lucky few a much calmer period blessed the start of the last round.

To reduce the distances involved engine runs were cut to 8 seconds and the max brought into line with the Mini Vintage contest running alongside. This was quite a challenge when one considers that these models are usually trimmed for 10-12 secs and have no auto transition equipment. Those with the more traditional 'round and up' climbs tended to cope better with this idiosyncrasy. The leader Hipperson with a full score into the last round demonstrating the reverse spectacularly when despite extensive repairs his last Dixielander flight got away well but cut pointing vertically and plunged back into the runway as fast as it had ascended leaving no component unbroken. Frank Rushby's Creep which had had some engine problems and premature cuts itself, was then clear to triumph with a series of consistent flights.

Rubber required a fifth flight which was flown to a 5 minute max to avoid unnecessary loss. By this time in the late afternoon the sky had cleared but the wind was very fierce - possibly as much at 30 mph at times. Gerry Ferer missed a patch of lift and John O'Donnell (Mick Farthing) who waited longer and flew in air that felt even worse was rewarded with a very high climb and clear victory.

Steve Fielding (CD) and assistant Steve Barnes should be congratulated on an attitude to both the planing (all the rules printed on the flight cards) and implementation which all lead to an important feeling contest. Classic and nostalgic in every way - not to be missed.

All maxes 2:00 - both events 4 flights in 2hr rounds

Mini Vintage 12 flew

1	J O'Donnell	8.00	+5.00			
2	G Ferer	8.00	+1.31			
3	D Hipperson	7.49		5	M Sanderson	6.00
4	T Rushby	6.54		6	D Davitt	4.00

Classic/Nostalgia Power 13 flew 8 secs run

1	F Rushby	7.37	Creep
2	C Hickmott	6.34	Dixielander
3	D Hipperson	6.13	Dixielander
4	P Woodhouse	4.33	Eureka
5	D Clarkson	3.31	Dixielander
6	J Arnott	2.04	La Bestia

WOODBURY WEEKEND MAY 4 & 6

Report by Dave Hipperson

Bisected by a 'gap' day the traditional Woodbury jamboree, somewhat against prediction, attracted as much interest as usual and possibly better flying than ever. Saturday's Nostalgia events were blessed with sunshine, cool air and light drift even if it was from a direction that necessitated competitors hiking into the centre of the Common to fly. From this scenic spot space was plentiful even if the terrain with its hills and valleys proved taxing both on the legs and lift picking skills. Many were sucked down into valleys when maxes looked assured although the air for the first hour or so formed a standing wave of lift. So strong in fact that a number declined to fly until it had passed. Power winner Tony Hall's first flight from his yellow Dream Weaver, the same model that spent most of its last visit to the Common at the top of a 120' Beech, was airborne for over nine minutes despite a regular DT. Pete Lumsden's first rubber effort was similarly affected climbing to colossal attitude from which a sticking freewheel brought the model spinning down vertically. It still very nearly maxed! The variable strength and direction of the drift made the usual tricky job of towing a glider even more difficult and discouraged entries. Most of those that flew got at least one reasonable flight the Caprices in particularly looking most at home in the conditions. The winner's total was made up of steadily improving flights culminating with an excellent one not coincidentally during one of the all too infrequent spells when the drift settled into a direction other than out over a valley. Ted Hopgood's last Dixielander max followed along the same line to make amends for his drop the flight before in entirely the opposite direction when a close one was made worse by a premature DT.

Only Rubber required a flyoff. This was held soon after the close at 6pm. Lift was still lurking and Spencer found it! His Stobod sailing away DT less. The model finally landing in the Exe and carried down to the estuary where it was rescued by fisherman at midnight! The Champagnes were then held in bright and rapidly calming conditions. As the evening progressed so the drift lessened and swung around from South to North fanning out the models all over the common. Notable flights included Brian Perks who had spent most of the day taming his 1/2A Starduster and when he eventually made his first Nostalgia max treed the model and was then only just ready to fly in the Champagne event. He hit the middle of the lift the others found the edges of

and despite the enormous time the model was recovered only just off the common. The drift was almost non existent for Rubber although the launches did travelled a few hundred yards Hipperson's huge high aspect ratio model (unflown for *5* years) was happy to climb dead over head and stay there eventually landing at nearly two minutes clear of the next man. John Leitch 's Civi Boy dominated Vintage Power at the same time. The flight everybody seemed to notice and possibly the final one of the evening was Hipperson's Hepcat launched last in the Mini Vintage. Despite the late hour it slotted into the sort of lift that transforms a poor gliding model into a floater and that after a spectacular 90 second climb. Even at nearly 9 minutes the model hardly went a quarter of a mile! Such can be the conditions on this coastal site when the prevailing wind is momentarily counterbalanced by the shore breeze - a magical evening.

The next day was less pleasant but certainly flyable. We had been unable to obtain the Common because of a previous booking. A local horse club had a show nearby and was using the common to walk a number of horses however our scouts that day reported seeing virtually no equine activity!

The Monday was overcast, not particularly warm and a lot windier but this time blowing in a direction that necessitate much less walking; a number actually flew from their cars. With convenient paths downwind retrieving was a straight forward if lengthy process and glider flyers now had the benefit both of somewhere to tow and something to tow into! Keith Burt took advantage of this making amends for his untidy first day by posting the best glider performance of the weekend with his Vintage Nord! Ron Marking was on form too being quick to a perfect score in Mini with his Buckeridge on a day when the valley was taking its toll of this shorter max class. Encouraged he went on to max out in Open Vintage Rubber with his Voodoo. Hipperson was the only other to qualify for two flyoffs but not without incident when his first Lanzo flight found a rouge patch of drift and was swept back into the enormous Beech trees that guard the north west edge of the common. It stayed there until tree surgeons recovered it.

Towards the end of the day the drift had reduced but with it came a quite lengthy period of drizzle. This swung the drift back to Southerly again and threatened flyoff qualifiers with a long walk to the launch point. Some did just this others like Ferer, Sharp and Hipperson flew from their now downwind cars and straight off the common but over the nearby trees and out into mostly into open fields. Ron Marking's high climb in Vintage was rewarded by a stalling glide thought to have been caused by the positioning of a tracker bug not used for the comp flights. Pete Harris 's Dominator powered Slow Open model had the edge on Tony Hall and no flyoff was required in Mini Vintage apart from to decide third place. Sadly it was not possible to find John Leitch for this and therefore John Watson found himself with somewhat of an advantage! Quite correctly both he and Leitch were given an award.

The Open Rubber final was a shoot out between two of those that flew straight off the common from the car park on the ridge. Close flights finally settling in the same field some mile and a half from the launch point - Chris Chapman who used much more of the Common found a field close by the camp site in which to land.

The prizegiving was held as usual in the Castle Brake restaurant and despite the extended weekend nearly all were present to receive their awards. A great deal of impressive silverware was distributed along with Champagne and fine Bristol & West emblazoned mugs of various sizes. This and the raffle that followed was in the capable hands of Contest Director George Fuller who definitely gets better at the job each year. He won't be CD next time as he is handing over to other B&W Club mates but all will be relieved to learn he will still be in charge of the prize giving.

Finally a note about the Alan Parker Gala championship. The gap day gave your reporter a chance to have a crack at this - something which has not been possible in previous years because of the time consumed in making up the score boards etc. However as the results show it was not possible for Spencer Willis to return for the final day and had he, the result may have been different! Spencer's effort on the first day was quite remarkable. He flew in no less than *5* flyoffs including the one for which he had qualified, Nostalgia Rubber, which he won. The models for the other four seemed to be produced from a small cardboard box some mile from his car and flown using very basic equipment and a minimum of fuss. During this process he even trimmed a recently re-equipped Dixielander for the Power Champagne flyoff when power is anything but a natural class for him. In so doing his efforts earned him enough points to stay equal second with previous twice times winner Strachan despite the later having the extra day of flying. I am sure his tenure of the Woodbury Supreme Champion trophy is just around the corner and when it comes Alan Parker will be as delighted as the rest of us.

Saturday 4th May all maxes 2.30

Nostalgia Glider

1	R Kenward	5.22	Caprice
2	R Woodruffe	4.57	Caprice
3	D Beales	4.49	Quickie
4	R Marking	3.40	Seraph
5	K Burt	3.01	Caprice

Nostalgia Rubber 8 flew

1	S Willis	7.30+14.30	Stobod
2	C Strachan	+5.28	Urchin
3	E Bennett	+3.41	Thin Man
4	P Michel	+3.01	Thin Man
5	J Knight	7.25	Thin Man
6	D Beales	5.00	Marcus

Nostalgia Power 11 flew

1	T Hall	7.30	Dream Weaver
2	T Hopgood	7.20	Dixielander
3	D Hipperson	7.07	Dixielander
4	J Bailey	6.59	Eliminator
5	J Thornpson	6.37	Creep/L.Lindy
6	F Chilton	6.03	Stomper

Champagne Flyoffs

Vintage Rubber 7 flew

1	M Turner	6.58
2	S Willis	6.33
3	C Strachan	6.24
4	D Hipperson	4.21
5	C Chapman	3.46
6	R Marking	3.13

Mini Vintage Rubber

1	D Hipperson	8.52
2	G Ferer	5.17
3	J Knight	4.20
4	S Willis	3.44
5	C Strachan	3.16
6	S Dixon	2.55

Open Rubber

1	D Hipperson	10.36
2	C Chapman	8.46
3	G Ferer	7.51
4	S Willis	6.36
5	E Challis	4.22

Vintage Power

1	J Leitch	5.13
2	K Conroy	4.42
3	T Hopgood	2.53
4	R Cooper	1.14

Slow/Open Power 7 flew

1	B Perks	16.12
2	R Barley	8.17
3	M Parker	7.27
4	D Hipperson	6.22
5	S Willis	2.20
6	J Thompson	2.00

Open Glider

1	J Oulds	3.00
2	J Bailey	2.18

Vintage Glider

no entries

Precision Vintage - South Bristol Rules

1	K Horry	15.08% error
2	C Strachan	15.47% error
3	T Bird	17.89% error

(Note 5 flew but two disqualified for DT'ing)

Sunday 6th May (All maxes except Mini Vintage 2.30)

Open Glider

1	J Bailey	6.03
2	J Oulds	5.35
3	P Harris	2.06
4	J Deeming	1.25

Open Vintage Glider

1	K Burt	7.30
2	R Woodruffe	6.19
3	P Michel	5.45

Mini Vintage Rubber 15 fl

1	R Marking	6.00
2	M Kemp	5.58
3	J Watson	5.57+1.07
4	J Leitch	5.57
5	C Strachan	5.42
6	A Price	5.11

Open Rubber 7 flew

1	G Ferer	7.30+7.26
2	D Hipperson	+7.22
3	C Chapman	+6.07
4	G Sharp	+5.29
5	M Stagg	+3.02
6	R Bellamy	6.32

Open Vintage Rubber 10 flew

1	D Hipperson	7.30+4.45
2	M Turner	+3.54
3	C Strachan	+3.49
4	R Marking	+3.04
5	C Williamson	7.10
6	D Beales	7.08

Slow/Open Power

1	P Harris	7.30+3.26
2	T Hall	+2.33
3	F Chiltern	7.04
4	P Ward	6.04
5	M Parker	4.30
6	J Thompson	2.30

Woodbury Supreme Champion for Alan Parker Memorial Trophy

1	D Hipperson	40	5=	T Hall	15
2=	C Strachan	22	5=	R Marking	15
2=	S Willis (1 day)	22	5=	M Turner	15
4	G Ferer	18			

WANTED - FEODOROV HUBS

Does anyone have any Feodorov hubs and nose rings - in good condition of course - that they don't need? If so, please contact Michael Warren on 020 8891 3130 or at michael.c.warren@btinternet.com. Thanks.

SCOTTISH EVENTS, Newbigging , May 5-6

Report by Jim Arnott

Classic Power Contest

The weather on 5th May was brilliant for the Morley-rules Classic Power contest. The lightest of breezes from the South East and warm sunshine under a clear blue sky all day allowed contestants to enjoy a Newbigging event without the normal arduous retrieval efforts. A progressive max was used : 2 mins,3 mins, then 4 mins. There were several memorable moments. The large buzzard closing within a few feet to chat up the thermalling Swiss Miss. When she popped her tail up, he must have thought he had scored. Then there was a full tank two minute over-run into the stratosphere which DTed down to be no more than ¼ mile away. Hard luck stories included Alan Brown whose Oliver powered Ripthor was going very well. Having achieved his 3-min max with big flight, on DT the model skimmed a tree to crash awkwardly on the rear end.

Four models completed their full house. For the fly-off, there was a chilling easterly 10mph breeze. The spectacular climb of George's Eureka gave enough advantage over the fine gliding performance of the Swiss Miss to win by 15 seconds.

1	G Blair	+ 4.47	OS19 Eureka
2	T Bailey	+ 4.32	Fox 19 Swiss Miss
3	J Arnott	+ 3.45	Paw19 La Bestia
4	E Baxter-Jones	+ 3.02	OS15 All American

Steel Cup

The Steel Cup event (combined F1A/F1B) was held on the following day. All expectations for a second day of good conditions were soon dispelled. It became a day full of hassles, with enforced changes in launch location and quickly deteriorating weather conditions.

The Dunsyre road location became impractical when a light northwesterly breeze started carry models into a field sown in crop. After a move to the Little Sparta site, the contest was underway with the light breeze freshening and from the North. The models which maxed were carried clear across the gully to an apparently safe landing near Easthill Farmhouse. A few models peppered Easthills. The owner, who was at first very obliging in saving models from his horse paddock, was at risk of having his patience overstretched and it was a relief when the breeze swung further round to the North East to take models clear into sheep grazing fields. Soon after models started landing in there, we were asked to stop - a late lambing season meant that the models were now landing in fields where lambs were new born and endeavouring to establish relationship with their mothers.

The contest was immediately halted with 30 minutes of Round Two to run. We moved to a field at the South side of Weston, from where a line a flight down the Todhill Valley looked all clear. The wind continued to freshen and by now was blowing some 20 mph. After a further interlude to pull Bruce's wagon out of the ditch, flying restarted.

As the event progressed, Dave Hambley, Brian Martin and Alan Jack pulled well clear of the rest of the field. After four rounds, Dave led by just 2 secs from Brian

who was a further 4 secs ahead of Alan, but Dave's Seja was way out after a five minute flight and he prepared a reserve model that had not been out of the box for years. In the most difficult conditions of the day, all three got away safely. Dave had a problem with towline release and was down in 1:22, Alan recorded 1:59, and Brian produced another max to take the event (again !)

1	B Martin	11:32	4	J Arnott	8:08
2	A Jack	10:57	5	B Duncan	6:27
3	D Hambley	10:26			

ODHIAM SPRING MEETING,Odiham, Apr 21

Mike Kemp response to Hipperson report in May FFn.

The report included such words as "shambles", "patronising briefing", "to breath was just acceptable", "treated like 7 year old schoolchildren"… Anyone reading this report would form the opinion that it was the aeromodelling meeting from hell! The RAF personnel who gave up their day to help me with the running of this event must be thinking why do we bother?

The real picture on the day was rather different judging by the comments and thanks I have received from many people who attended this event. The event was not a shambles and counselling was not required for Odiham trauma! (no one was locked up in the guard room either).

We are guests of the RAF at Odiham and the world has changed from that of 40 years ago. This is a busy station with a new security fence and procedures. This leads to restrictions and conditions being placed on the SE Area BMFA for the use of this station. Dave admits that he received (as did everyone attending this event) a list of these conditions and restrictions prior to the event. So he knew the score, so why did he attend? It is sad to come to the conclusion that he came to do a hatchet job on this event.

Dave is an expert aeromodeller with many successes to his credit over the years. He writes excellent technical articles and I hope he will continue to write them. However, his bigoted event reports – particularly Odiham – hardly mention the flying that took place and are taken up with his personal views which serve no useful purpose. I hope that such reports will be a thing of the past in future FFns.

The positive points on the day that Dave never thought of mentioning were the good contests, particularly in Coupe, A1, vintage glider, HLG, lightweight and Wakefield. Their outcome was in doubt right until the end. A junior was third in HLG and there were no stoppages due to aircraft movements.

I will continue to run events at Odiham (with the support of the SE Area BMFA) as this is what the majority of aeromodellers have asked me to do since the publication of this report. As before, there will be conditions imposed on us but the message is clear – if you don't like them (I respect you if you don't) please don't attend.

(IK: I apologise to all those who were offended by the report. It is my intent not to carry personal abusive views on any subject. In this case editing slipped below the standard I try to keep in FFn, the only excuse being that I put all the potential content in the issue quickly without the usual careful consideration in order to get the Nationals news out quickly).

2002 BMFA FREE FLIGHT FORUM REPORT

The 2002 BMFA Free Flight Forum Report has now been published. This is the report on the forum held in November **2001**. The contents are:

John Godden	Electric Free Flight
Mike Woodhouse	The 30 Gram FiB
Dave Clarkson	Developments in Slow Open Power
Chris Strachan	Free Flight Diversity—Strength or Weakness?
Mike Evatt	Computers in Free Flight - An Overview
John Godden	Contests in Restricted Space
Bob Bailey	Flying the New Rule FiDs
John Barker	Propeller Pivotting for Flat Folding
John Bailey and Mike Evatt	Variable Pitch Props for Coupe d'Hiver

Prices including postage are : UK £6.00; Airmail to Europe £7.00; Airmail elsewhere £8.00. Cheques should be payable to 'BMFA F/F Team Support Fund', in Pounds Sterling only, and drawn on a bank with a branch in the UK. You may also order by credit card.

Copies are available from Martin Dilly, 20, Links Road, West Wickham, Kent, BR4 OQW, or by fax to: 0208 777 5533, or by e-mail to martindilly@compuserve.com

All proceeds go towards the funding of Britain's teams for indoor and outdoor F/F World and European Championships.

INDOOR DURATION FLYING CONTINUES AT CARDINGTON

From Laurie Barr:

I am delighted to inform you that after surmounting many hurdles, we have the use once again of Hanger No 1. Although the roof is somewhat 'perforated', there is much more room to fly in and because we have 'bought' flying time, and are repairing some broken windows! We are sought after guests and not prisoners.

However, the front end of the shed houses some small airships and there is an invisible line across the floor that we MUST not offend our hosts by crossing. This would risk losing the chance to reinstate our presence in our 'ancestral home'.

The entry fee remains as £10 per person and this will also include spectators. This year, we will also charge £1 per contest entry to generate a bit more income.

Access is by the A600 South of Bedford. Drive between the hangers and turn left. Along the rear end of the hanger are 2 doors, both of which will be locked after 10.45/11.00am. The doors will open again at approximately 6.00pm. This procedure is to ensure stable air and to stop anyone (including non BMFA people) not on the list from trespassing.

The following list shows all the dates as scheduled. This is subject to airship operational demands, in which case we shall give way if there is a conflict of interests.

Best of all, is that the big main doors, WILL BE SHUT!!! and I expect the whole experience of flying here, will be relaxed and enjoyable.

Requirements for entry. all are mandatory

You must be a current B.M.F.A. member, and you will be expected to show your card if requested.

There is so much space, that all kinds of scale and fun flyers are welcome, so long as you are on my list! (But no R/C or engine powered flight)

No one, except our safety personnel, is allowed to climb any staircases, for any reason. Small children who cannot be controlled are not recommended at this site.

This is a hard hat area, and although there are a few hats available, you are urged to buy your own 'Bob The Builder' type hat which you can get at builders yards, or B&Q etc, for under £5.

You must send a post card to Laurie Barr, giving all the dates you will attend, well before your arrival. Also state your full address, E-Mail address, B.M.F.A. number and phone number, in case we are given short notice to cancel any date. An s.a.e. would also be very helpful.

Schedule

May 19	F1L & No-Cal
May 26	F1M & LPP. **Note:** This new date replaces the meeting scheduled for June 1-2. This is to avoid a clash with the reinstated outdoor Nats.
June 16	F1D & Mini-stick
June 30	F1L & No-Cal
July 13	F1D first Euro trials.
July 14	F1D second Euro trials
July 28	F1M & LPP also reserve date for Euro trials
Aug. 11	F1L & No-Cal
Aug 24	Practise/ LPP & No-Cal & Catapult Glider.
Aug 25	F1L & F1M **Indoor Nationals**, over 2 days
Aug 26	F1D & Mini-Stick **2nd day Indoor Nationals**
Sept 8	F1L & No-Cal
Sept 22	General reserve date

This information is for all previous members, but we also want more BMFA members to attend, and we are advertising all dates, but there is an upper limit to the numbers allowed at any meeting. We would also be very happy to welcome flyers from abroad.

Send your dates ASAP to- Laurie Barr FSMAE, Herries Cottage, Winter Hill Road, Pinkneys Green, Maidenhead, Berks, SL6 6PJ. Tel 01628 487544. E-mail. lgbarr@tiscali.co.uk

CHURCH FENTON

Further to the details given last month, the June 2nd booking has been cancelled and the June 29 and August 26 events changed. The revised list is:

Saturday June 29	Morley Club day, all welcome
Saturday July 13	FFTC Mini
Saturday July 20	Vintage events — R. Sparrow
Saturday July 27	Morley 'Heath Common'
Saturday August 3	to decide
Saturday August 10	to decide
Monday August 26	Cleemac event

Also there are the usual summer Wednesday evenings.

If anyone wants to put on a FF event on any of the undecided days, contact Dennis Davitt 0113 267 5433

UK COMPETITION NEWS

THE 3rd NATIONAL VINTAGE GLIDER DAY will be held on Sunday July 21 at Middle Wallop.

Vintage Glider Classes - designs up to 31/12/50, 100m line 3x2.30: Up to 40 in, 40 to 60 in, Over 60 in.

Classic Glider Classes - designs up to 31/12/60:

Open	3 x 2.30, 50 m line.
Unorthodox	3 x 2.00, 100 m line.
Catapult/H L Glider	9 x 1.00 (Catapult to be a 6 in loop, or less, of 1/4 in flat rubber attached to a 6 in handle).

The Past Masters - Special Event for Vintage/Classic: 3 x 2.00, 100 & 50 m lines respectively. This is an opportunity for custodians of vintage and classic towline gliders originally built and flown by friends who have died, to enter them in competition. With so many of these gliders lying around gathering nothing but dust, it will be a good occasion to fly them competitively again, under the originator's name. Repairs, replacement of broken bits, etc. will be permitted.

All classes will be run to SAM Rules and these will be on view at control on the day. Those who would like to view the rules prior to the event can obtain a copy of the SAM 35 Rule Book No 2 (published 2001), from: The Editor, SAM 35 Speaks, 14A Enmore Gardens, London, SW14 8RF - Price £2 inc. p&p.

In addition: No thermal detecting equipment, streamer poles etc. No Radio Control. All flyers must be insured.

Note: Every effort will be made to ensure flights stay within the airfield. Towards that end, the Contest Director may reduce the flight times to coincide with the weather conditions, and may decide that towline gliders must be launched from a launch line.

Further information from :- Rod Audley, 1 Wallscourt Road, Bristol, BS34 7NR, tel: 01454 250354

INTERNATIONAL COMPETITION NEWS

PRILEP - BRAND CUP is the World Cup event in Macedonia on June 15-16 at Prilep. Events are F1A, F1B, F1C; and non-World Cup F1H. Friday June 14 is arrival day, with practice flying, registration and model processing. June 15 is the F1A contest day and June 16 the day for the F1B, F1C and F1H competitions. Accommodation is available at the airfield, or room in the Student house (B cat) free of charge, alternatively the hotel Kristal Palace in Prilep costs €30 B&B or the hotel Montana-Krusevo (ski center 20 km W of airfield) €16. Entry fees are €20. Preliminary entries are requested by June 5th to: Todoroski Zdravko, Aero klub Prilep, st. Dimo Narednikot bb. 7500 Prilep, R. Macedonia, tel/fax +389 48 286 93 or fax +389 48 415 475, e-mail : zdravkot@mt.net.mk