Free Flight news FFn

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DIARY

July 12-14 Kiev, Ukraine	Antonov Cup World Cup. F1A, F1B, F1C, F1G, F1H, F1J. Ukr AeC, tel: +380 44 457 09 73, fax: +380 44 457 09 73, e: zakharov@cstcam.kiev.ua
July 13 (Saturday) Church Fenton	BMFA Summer Mini. F1H, F1G, SLOP, F1J/BMFA½A,Mini-vint, P30, E30, HLG, Catapult G, CO2. Contact: A Gibbs 02476 676507
July 13-14 Cardington	BMFA Indoor. 13th: F1D 1st Euro trials. 14th: F1D 2nd Euro trials. See FFn 0206. Must be on attendance list for the day. Contact: L Barr, tel 01628 487544. e-mail: lgbarr@tiscali.co.uk
July 13-14 Toronto, Canada	Huron Cup. World Cup event. F1A, F1B, F1C. Contact: J McGlashan, tel +1 905468 1829, fax +1 905 468 5098, email rgmeg@cogeco.ca
July 20 Saturday Church Fenton	Vintage events. R Sparrow. Contact D Davitt 0113 2675433
July 21 Near Sheffield	BMFA F1E Team Selection. Contact: S Philpott, 0121 3544448
July 21 Middle Wallop	3rd National Vintage Glider Day. Vintage G, classic G, catapult/HLG. See FFn 0206. Contact: R Audley 01454 250354
July 28 Honington	BMFA Mini. F1H, F1G, F1J/BMFA ½A, P30, E30, HLG, Catapult G, CO2. Contact: N Woodhouse 01603 457754, **registration required** see FFTC news in this issue.
July 19-21 Rinkaby, Sweden	Scania Cup World Cup. F1A, F1B, F1C. Contact: Jan-Erik Andersson, tel: +46 435 44 11 88, fax: +46 435 37380
July 22 Rinkaby, Sweden	Nordic Cup of Denmark World Cup. F1A,F1B,F1C. Contact Bo Nyhegn, tel +45 48 26 73 06, fax: +45 48 24 10 69
July 27 Saturday Church Fenton	Morley "Heath Common". Combined A1/CdH, British P, P30, silent midi vintage. No rounds, 3 flts, max TBD. Start 9.30. Contact: J Northrop, tel 0113 2581292
July 27-28 Kunszentmiklós Hungary	Puszta Cup World Cup. F1A, F1B, F1C. Contact: Gyorgy Pinkert, tel: +36 1 221 40 71, fax: +36 1 221 40 71, e: info@cavalloni.hu
July 28 Cardington	BMFA Indoor F1M and LPP. See FFn 0206. Must be on attendance list
July 29- Aug 3 Kunszentmiklós Hungary	European Championships F1A, F1B, F1C.

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

BRITAINS TEAM FOR 2002 EURO CHAMPS

By Michael Warren.

First, the F1A team…

Alan Jack has been in four previous teams, all in F1C and all for Euro Champs, at Mostar, Livno, Romania and Zrenjanin:

I will take five models to the Champs – 10, 12, 14, 15 and 16. Number 10 is old (circa 1983) and only goes as a last resort. The rest have all been built since my five-year sabbatical from the toy aeroplane obsession in the early '90s. I recognised when I returned that fully carbon models, with bunt and all the systems, was the way to go. Having read a few articles I set about making all the bits myself, and was surprised how easy it was. Easy in the sense that it's all possible in the home workshop, although I am sure prepreg is the real way to go and that requires vacuum and heat, which in turn needs a lot of work *and* requires access to prepreg, which does not keep.

I would note that the current breed of F1As is more complex than F1Cs and I think I am able to say this since I make both. The only difference is that F1C makes a bigger hole (including in your heart?) when it all goes wrong. From model 12 onwards I have a near standard design with Makarov-type section, flat inners of 600 mm, outers of 600 mm (stretching to 615 on 15 and 16) and a slightly longer-than-standard moment, with a Wobeking sectioned tailplane. Numbers 12 and 14 both have mechanical bits of my own manufacture but heavily influenced by various Russian/Ukrainian designs. For 15 and 16 (and my son Richard's No. 1...if he ever finishes it) we have gone electronic.

Again we were surprised how easy the electronics is. There is a vast amount of material on the internet. Ours is PIC based (16F873 for the electronics buffs) with the code written in Basic based on the Stamp series, compiled and then downloaded to the PIC using an Eprom programmer. That might sound hard but most schools have such systems and Richard worked on one for his GCSE Design and Technology project. Our timer had its beginning in Richard's work experience course (which he did with me at the University - there have to be some perks!). Its software basis was from a Ken Bauer code with some Gregory and Van Wallene influence. So far the electronics, coupled to a micro servo and a closed loop link to the tail via a Parker-based arm, has worked faultlessly. We are running a 6V 140mAh Nickel Metal Hydride battery which seems to last more than all day. There are clear bunt performance advantages coming from the over elevated pitch-up phase followed by an under-elevated cruise. The timer is adjusted using my Handspring organiser running a (free) dumb terminal programme via an RS232 link. Letters act as menu prompts run from the PIC.

I have always found that my models are very individual and that gliders perform in rather subtle ways. For instance I have never managed to make model 12 thermal properly whereas 14 was good at holding lift right from the box. I guess that control of warps, incidence settings, moments areas etc are all easy to see, but hard to combine effectively. I also suspect that other things such as section differences between the panels are important too and far harder to see.

My preparations have been (in a word) lousy. We have had continuous trials meetings, with continuous wind and continuous turbulence. I have not had a single competition with my A2s in good weather. Ever since my sabbatical I have been either up with the pace or just completely off - not slightly, completely. And in the last two trials, unfortunately, I wasn't on the pace. My first max in ages, at the most recent meeting, resulted in a DT onto the top of a roll-top barbed-wire fence, and four of the other six landed on Barkston's concrete. Still, let's hope a little warmth changes the form. Please…

Tim Nicholson is in his first British team:

This is my first European Champs and I've been given all sorts of advice by the friendly flying community and now I can't wait for Hungary.

I'll be taking four models (not least because I only have four), one for wind, two for light wind and a so-far untried bunt model. My flying strategy is to keep it simple.

The windy weather model (No2) was my first full Kevlar D-boxed 2.1m wing, based on Chris Edge's Vertically Challenged. The D-box shells were supplied by Russell Peers. I use a simple Schmidt tow hook with a home-made wing wiggler. This allows me to launch when 'kiteing' so I don't have to do a hair-raising circle before launch. This model was used a lot at the trials. My favourite model (No 5) is a stretched 2.3m version of Per Findahl's Black Adder. This has a Schmidt adjustable zoom tow hook. Model No 6 has a carbon D-box. Both of these models give me quite a lot of height when launched and both settle quickly into their glide pattern. My untried bunt model is a W-Hobby Superba made from a kit. All the models are covered in Icarex which seems to have improved their glide performance.

I'll be taking three tow lines (2 x 45kg Salzer, 1 Russian Rod) and two parents - Mum and Dad wouldn't miss this trip for anything.

Third member of the glider team is again **John Williams**, for whom this is an eighth team place:

Nothing has changed since last year. I have four bunt models, all Stamov designed, two short, and two long. One I bought and the others I made. Sorry if this doesn't sound very exciting but it all seems to work pretty well!

In F1C, **Ken Faux** in his ninth team:

I'll be taking the same models I've been using in recent years, all with Kevlar or aluminium wings. I am working on two new models using carbon wings and tails from the Verbitsky factory. These may be ready, but I would not expect to rely on them with such little time to fully sort them out.

I will do my usual preparation of first getting the models mechanically perfect. Then I will concentrate on refining the trim on the days leading up to the event. And finally, but probably most important of all, I'll study the thermal conditions and be very careful and decisive about when to launch. In other words, there's no change since '75!

Let's hope it all comes right on the day. I've been fortunate and only dropped on two rounds in previous champs, and hope to keep it that way.

John Cuthbert will be taking five aircraft:

No 299 was my first model using a Verbitsky wing (2.65m span), with my own fuselage and tailplane. It has a Nelson SE 15 and my own props. It's a standard model for use in the rounds.

101 has a Verbitsky wing and tail, on my own fuselage, and again a Nelson SE 15 with my own props. Another rounds model, it was used extensively in 2001 to win the World Cup, and at the World Champs. Talking of which, it was on this model that I made the mistake of hooking up the lines incorrectly in the fifth round…

102 is a Reductor, fully purchased. I've used it several times in competition but it is a little inconsistent and there are problems with the propeller/fuel systems. It will be modified with my own fuel system and props, which I'm sure will solve the inconsistency problems.

201 is a geared model using a Hummer Nelson 15, with Verbitsky wing and tail. The initial vibration problems have been solved after changing to my own design props and modifying the prop hub. I consider this to be my best model because it handles very easily, climbs 20 metres higher than standard models, and has an excellent glide. I used it recently in the Slovakian World cup event fly-off, at 6 a.m., going for 10 minutes. It was clocked off at almost eight minutes out of sight (there was no dayglow on the model, though there is now) and the model actually DTd down for the 10 min max.

301 is a smaller (2.3 metre span) triple dihedral model to be used in strong thermal conditions. It's a self-designed and self-built model and was used in the last two rounds at last year's World Champs. It has a Nelson SE 15 and my own props.

There is the possibility that I'll have a new Hummer Nelson geared model ready for the Champs. If so, I'll take it to trim and, if possible, to use – I'd like to use geared models all the time at the Champs.

I've spent the winter developing propellers for the geared models. I've felt for some time that the problem with these engines is not an engineering design problem but a prop problem. I have developed five different propellers which involved a lot of work making moulds etc. I think I now have a propeller that works well on the Hummer. It handles like a conventional-drive Nelson, runs straight up to 33,000 revs and the models accelerates all the way up. I'll also be replacing the Verbitsky props on the Reductor and hope to solve the inconsistency problems that have dogged the model.

I think it's important to learn from previous mistakes. At last year's World Champs I was very tired on F1C day and I think this contributed to my problems. This year I shall play it differently, and I'll drink a lot more fluids.

Phil Ball is in his sixth F1C team and has also flown Wakefield for Britain:

I'll be taking four models. None are new although I did build two new ones for Romania in 2000. Both these have 2.6 metre spans, with identical wing planforms (to Verbitsky's design, with 600 mm centre sections, 500 mm tips and 200 mm outer tips) though one is balsa and foil, whilst the other has a carbon D-box.

The built-up model is covered with Icarex and climbs well though it has suffered from transition problems – a stall off the climb could result in a stall for most of the flight. I seem to have cured this by moving the CG back and down-elevating the glide.

The foil model has a very good glide but the climb still leaves a lot to be desired. It has a slighter longer moment arm and a 4.25 dm tail, somewhat smaller than the 5.5 dm tail on the built-up model.

Both models have wing wigglers which give me a 1 mm variation for the climb and 0.5 mm variation for the glide. Both also have a three-position rudder – the climb, the transition for about 10 second, and then the glide.

The other models are as follows.

A 2.5 metre span model first flown in Italy in '96. This is my 'regular' model, and has been used a lot including in recent team trials. It's a bit rough round the edges but is flying better than ever. The still air performance is moderate but it thermals well and has a consistent pattern.

The fourth model is an old 2.3 metre aircraft which you could say is my last resort, but again it's a consistent performer. Both these models also have wing wigglers and three-position rudders.

All my models have one-piece fuselages and are down to weight. I didn't do too much flying last year of course, but this I've been more active. My aim now is to get the two newest models performing well, which involves – as ever – contest flying and practice. With luck I will arrive at the Champs not having to worry about model trim, so that I can concentrate on practising in the conditions at the site, including first thing in the morning, in the heat of the day, and in the evening. I'll only fly in the World Cup event if conditions are good and hope to fly in F1A if I can trim out my first glider for more than 20 years.

David Greaves is in his fourth British Euro Champs F1B team and, as those who are particularly mature will remember, he proxy flew in Wakefield at Cranfield in 1958, when still in his teens:

My preparation for the Champs will not include building new models. I plan to use the time getting the most out of my existing ones. No 32 (see FFn, September 2001) will be the preferred model, perhaps with a new prop if it improves the performance.

It's been a difficult time for everyone. A year with no flying at all because of foot and mouth disease, a change in the model specification, and the delayed team selection meetings being less than five months before the event. Plus, the trials for 2003 already taking place. And if that wasn't enough, the competitions have all been held in model-wrecking conditions, with mainly unflyable weather in between.

Ivan Taylor is in his sixth Wakefield team:

My models haven't changed much recently, though they've now got better motor tubes and metal booms. I use simple Chinese hubs, and one-function VIT using a

Tomy timer. The prop blades are carved from moulded blanks, using Korean pitch distribution and the Andruikov planform.

I have built a new model since the trials meeting, and it's the best-built one to date – very strong, tidy and clean, needing 20+ gm of ballast. It also has a thinner-than-usual wing section, rather like my old solid wing models.

I have some good July '99 rubber which makes into motors between 12 1/2 and 13 1/4 inches long, giving between 375 and 410 turns. I'll be very lucky if the performance of the new model is good enough, but I'm determined to achieve any success through my own building. I've mad a VP hub but it will not quite be ready in time.

The wing is not high tech, but I am achieving some rigidity with a compromise construction of solid and built up construction. I use medium quarter grain balsa for the solid leading edge (the 'D-box' area) which is backed by a carbon-capped spruce spar. It's covered with a water-based tape and then doped. For the rear part of the wing, the ribs are 2 mm balsa, and I use a carbon trailing edge 2 mm x 1 mm.

The model flies right/right. I don't use an auto-rudder or a wing wiggler but have a VIT which comes in at 3.5 seconds. I wash in the right inner wing by 1 degree, and both tips are washed out by 2 mm. The new wing is set at minus 2 degrees.

As ever, **Mike Woolner** has contributed something a bit different…

Hello, readers and fellow aeromodellers! I am writing to you from Pluckley, in Kent, which we're told is the most haunted place in England. Why have I picked this spooky spot? Well, some of my plans and schemes may come back to haunt me so we're all forewarned, besides which I live here, so it's quite convenient. I simply turn round from my workbench (or, as it has now become, the assembly bench) and there is the computer. So…

I am more prepared and focussed than in earlier years, which probably means that I'll drop the first flight. I hope not, however, because I have been concentrating on

(i) fleet augmentation, and

(ii) preparation and training.

The 30 gm rule, Joe Maxwell's retirement, and my creaking aircraft, have persuaded me to invest in the Andruikov/Kulakovsky factory, which produces perfectly formed F1Bs, and parts thereof, for the discerning modeller. I have been buying bits for years, and it has been a natural and welcome progression. The designs are stable and reliable and can, if fully wound, trimmed to the edge and launched into the right air, win international competitions. The thrill of flying one's own creation is replaced by the thrill of flying the best possible plane. It's like moving from a Ford to a Ferrari. I anticipate flying two of the medium-sized versions (1800 mm span) in Hungary and, in recognition of their designers, I have names them Alex and Oleg.

In terms of preparation, I have now had plenty of opportunities to assess the propensity of Alex and Oleg to max. These models were made for launching with gusto into calm blue skies. As I wait on the line they seem to whisper, 'Tell me the max and I'll do it'. But imagine Oleg's surprise when I pulled him out of the box at the team trials at Sculthorpe and he felt a 20 mph breeze whistling around his wing tips. 'Sorry, I don't do wind', he hissed, and when I scraped him off the runway some time later he was a sorry sight. I felt guilty and cruel. Two weeks later, back at Sculthorpe, I noticed that Oleg, now repaired, shrank away from me and tried to hide at the bottom of the model box. He fought, but I finally managed to secure him to the jig, and wind him up, despite him flailing and thrashing about. Another flight, another runway, another scraping off, and he eyed me ruefully. 'Told you', he muttered, 'don't do wind.' Cycling back, I apologised to him. Another F1B flyer heard me talking and asked me if I was OK and I said I was. I didn't admit that I was talking to a model plane.

There were more repairs of course and I got to musing about the need for a Rebuilder of the Model rule – when does a bought model become repaired so much that it's the work of the repairer and not the factory? Just wondered.

As in earlier years, I aim to be at the peak of fitness, and with the best possible rubber. My research had indicated that Cuba is the place to be. I've booked a week in early July to progress my fitness regime, with daily three hour runs up hills in intense humidity. However, the main reason for going is that, by chance, I have stumbled on a new source of rubber. Apparently the latex excreted by a recently-discovered species of rubber plant (I will reveal the name after the Champs) in the Pinar del Rio region, is, when made into motors, stretchy, durable, and capable of retaining energy at a level 30% greater than the July '99 batch of Tan II. I know this is true because my production man in Cuba, Senor Rubberio Guevara (son of Che) has already done a fair amount of testing, involving a team of three eager donkeys and five 100 lb. weights. The energy levels have been assessed with a hoofometer, which detects the depths of the depressions left in the sandy loam of the Guane Hills by the donkeys' hooves, and a noisemeter, which records the level of braying as they strain against the weights.

For myself, I'm so excited, I can't wait to try Oleg with the new rubber. He should be appearing with Alex in Hungary in his rebuilt form, though if I'm not careful he might be tempted to stay in Cuba by forgetting to DT and flying into the wide blue yonder of the Caribbean skies. And after Sculthorpe, who could blame him?

I must dash. Cuba awaits and Oleg is in therapy. He doesn't trust me anymore. Alex is looking decidedly nervous and needs his self-confidence boosting. He complained this morning that I had ignored him recently and that all I wanted to do was wind Oleg up. Anyway, if all this sound a tad homoerotic it's probably because I just love flying with Alex and Oleg. And unfortunately, I have a nasty feeling that this may all come back to haunt me, and that's probably because I live in Pluckley.

TACH NEEDED, URGENTLY

Phil Ball is in urgent need of an audio tach for the Euro Champs. Can anyone help? If so, please call him on 01332 665361.

ARGENTINA Nationals, Embalse, May 22-25

F1A 22 flew

1	A Neyra	ARG	1220	
2	A Bongiovanni	ARG	1061	+60e
3	J Costabella	ARG	1061	+57e
4	J Bovio	ARG	1046	
5	W Palmieri	ARG	1045	
6	D Bovari	ARG	979	
7	E Buchar	ARG	948	
8	R Antonucci	ARG	943	
9	H Alarcon	ARG	929	
10	E Dunky	ARG	854	
11	P Chassebourg	FRA	836	

F1B 12 flew

1	J Giol	ARG	1260	+119e
2	H Ortiz	ARG	1260	+6e
3	R Bovio	ARG	1236	
4	P Ayala	ARG	1117	
5	D Donelli	ARG	1056	

F1C 6 flew

1	M Zito	ARG	1167
2	E Furferi	ARG	1152
3	D Iele	ARG	1077

NOVOHRAD CUP, Lucenec, Slovakia, Jun 1

F1A 33 flew

1	F Kerner	HUN	1290	+142
2	J Voros	HUN	1290	+141
3	R Brazenas	LTU	1284	
4	L Sedlacek	SVK	1268	
5	T Sedlacek (J)	SVK	1264	
6	I Szentpeteri (J)	HUN	1245	
7	M Bucko	SVK	1242	
8	S Hubert	SVK	1196	
9	R Ceresnik	SVK	1179	
10	M Grueneis	AUT	1174	
11	I Kertes	HUN	1170	
12	D Kamrla (J)	CZE	1155	
13	P de Boer	NED	1152	
14	J Valastiak	SVK	1150	

F1B 13 flew

1	R Mackus	LTU	1290	+600
2	V Rosonoks	LAT	1290	+545
3	B Peers	GBR	1290	+536
4	B Silz	GER	1290	+535
5	V Ivancikas	LTU	1290	+468
6	K Salzer	AUT	1290	+165
7	V Urban (J)	CZE	1286	

F1C 5 flew

1	J Cuthbert	GBR	1320	+435
2	R Seinauskas	LTU	1320	+153
3	C Gretter	GER	1285	

BRAND CUP, Prilep, Macedonia, Jun 15-16

F1A 16 flew

1	D Zulic	SLO	900
2	J Zagorac	YUG	861
3	D Lakic	YUG	856
4	R Blagojevic	YUG	784
5	M Tica	YUG	750
6	G Josifovski	MKD	720

F1B 5 flew

1	D Zulic	SLO	900
2	N Mitreski	MKD	854
3	I Kolic	YUG	846

F1C 3 flew

1	R Barbulovski	MKD	764
2	K Stojanovski	MKD	744

VON HAFE CUP, Beja, Portugal, June 7-9

F1A 14 flew

1	J Carter	GBR	1026
2	K Kulmakko	FIN	1008
3	I Kreetz	NED	969
4	V Croguenec	FRA	937
5	B Pereira	POR	850
6	V Garcia	ESP	816
7	J Abad	ESP	803

F1B 8 flew

1	S Tedeschi	FRA	1260
2	R Durendez	ESP	1240
3	A Zeri	NED	1222
4	R Lucassen	NED	953

F1C 2 flew

1	M Luna	ESP	228

BMFA FF NATIONALS, BARKSTON HEATH, JUNE 1-3

Michael Warren report. We regret not covering all 3 days

The FAI events at the Nats were flown on a breezy but mainly sunny day. The forecast rain didn't arrive though there was a shower, short-lived luckily, just before the fly-offs. Throughout the day the increasingly frisky wind was taking models out of the field and into the surrounding crops, despite the max being reduced to two and a half minutes. There were rumours of potential farmer problems but as far as I know the day passed off peacefully.

It has been interesting to watch the UK's FAI flyers recently, firstly at the mid-May Trials and then again at the Nationals, both meetings having occasionally tricky conditions. The numbers flying here were again low. This was partly a function of the off/on nature of the event – other commitments had been made when it seemed that the weekend would be clear – and there were of course complications with the football World Cup and the Royal Jubilee. Equally, one or two familiar faces were absent because they were abroad competing in the World Cup (free flight rather than football, of course!). But there may be other factors as well. I suspect that last year's foot and mouth disaster, and its knock-on effect on free flight, may have resulted in some people losing their impetus, which, given the amount of preparation work involved, can be difficult to regain. I also heard it suggested that some of those who are still flying may have lost a slight competitive edge during the many months last year when there was no free flight at all in the UK – perhaps, as someone said, they need a few more contests to get match fit. And things weren't helped by much of May this year being unseasonably windy and often wet.

Only four people maxed in each of the first four F1A rounds. In the fifth round Peter Williams got into all

sorts of trouble on tow, and was soon out of contention. The Biggles duo of the Johns Cooper and Bailey, followed later by Doug Bartle, all maxed unspectacularly but safely. In the fly-off, Bailey's flight, following a gentle zoom launch with his silver-tipped model, was enough to beat John Cooper (still faithful to his familiar green tips), with Doug Bartle some way behind. Bartle's flight was a classic example of a bunt spoiling rather than improving a flight. He got into trouble in the gusty breeze, the model released low and to the right, and the bunt – of course – took it even lower.

Three got through to the FIB fly-off and, not for the first time, Mike Woolner simply out-climbed the opposition, in this case Mike Woodhouse and Peter Martin. (Woolner, incidentally, is certainly match fit.) Brian Martin nearly joined Peter in the fly-off but dropped in the last round – the two of them launch simultaneously – and Bernard Aslett was unlucky to drop two seconds on his last flight. The F1B competitors, incidentally, shared the fly-off sky with the SLOP event, notably with Phil Ball's seriously impressive, high-tech and high-climbing model.

F1C looked set for a fly-off until the fourth round, when half the field failed to max. Stafford Screen stopped flying when a tracker failure left him with a lost model but it was later found after a concerted (though I'm sure careful) trawl through the crops.

It's worth remembering that it was a minor miracle that this Nats took place at all. A great deal of work had been done in a very few weeks and a large number of competitors and visitors were, I hope, duly grateful.

Open Power, Sir John Shelley Trophy 10 fl, 8 full

1	P Watson	Birmingham	7.30+5.58
2	S Screen	Birmingham	7.30+5.20
3	P Ball	Grantham	7.30+5.03
4	A Cordes	Timperley	7.30+4.12
5	T F Payne	Biggles	7.30+3.51
6	P Harris	Birmingham	7.30+2.29

Open Glider Thurston Trophy 33 flew

1	P Chamberlain	Grantham	7.30+3.00
2	J Arnott	Dunfermline	7.30+2.32
3	J Carter	Falcons	7.30+2.07
4	S Philpott	Birmingham	7.30+1.52
5	M Gibbs	Birmingham	7.30+1.45
6	T Nicholson	NWFFG	7.30+1.42
7	R Heap	Biggles	7.30+1.30
8	J Bailey	Biggles	7.30+1.14
9	C Edge	Country Member	7.05
10	R Sabey	Dumfries	6.53
11	C P Williams	Richmond	6.25
12	J Dyer	Vulcans	6.24
13	A Chamberlain	Grantham	6.17
14	A Williams	Country Member	6.16
15	B Nicholson	NWFFG	6.09
16	J O'Donnell	Timperley	6.05

Open Electric 7 flew

1	D Davitt	Morley	6.41
2	T Grey	Country Member	6.26
3	A Duncan	Grantham	4.22
4	B Perks	Rutland	3.46
5	A Train	Cleemac	3.33
6	P Lang	Maidstone	3.19

Open Rubber Model Aircraft Trophy 42 fl, 30 full

1	D Hipperson	Country Member	7.30+14.46
2	J O'Donnell	Timperley	7.30+12.21
3	T Dubson	Timperley	7.30+11.16
4	G Ferer	Timperley	7.30+10.17
5	C Chapman	B&W	7.30+9.37
6	S Willis	Croydon	7.30+8.09
7	A Jack	Tynemouth	7.30+7.34
8	M Bull	Country Member	7.30+6.59
9	J Cooper	Biggles	7.30+6.21
10	W Hodkinson	Timperley	7.30+6.17
11	T Hargreaves	Morley	7.30+6.08
12	C Strachan	Biggles	7.30+5.55
13	B Martin	Tynemouth	7.30+5.31
14	M Marshall	IVC	7.30+5.21
15	M Croome	B&W	7.30+5.14
16	E Challis	B&W	7.30+5.00
17	J Northrop	Morley	7.30+4.49
18	D Woodhouse	Morley	7.30+4.20
19	P Jellis	Croydon	7.30+4.13
20	C Foster	Morley	7.30+3.51
21	D Taylor	Richmond	7.30+3.47

Tailless Lady Shelley Trophy 5 flew

1	S Willis	Croydon	6.54
2	A Crisp	Biggles	6.03
3	D Dent	Grantham	3.34
4	K Harrison	Country Member	3.27
5	J White	Croydon	2.31

Frog Junior Trophy 4 flew

1	R Jack	Tynemouth	7.30
2	D Billam	Grantham	7.11
3	B Taylor	East Grinstead	6.19
4	B Page	Tyldesley	1.12

Womens Cup 4 flew

1	E Flynn	NWFFG	7.30
2	K Best	Birmingham	7.05
3	J Howick	Vikings	3.42
4	S Page	Tyldesley	3.17

Catapult Glider 11 flew

1	Mark Benns	Peterboro	3.40
2	J Barker	Timperley	3.03
3	P Ball	Grantham	2.47
4	A Crisp	Biggles	2.38
5	K Taylor		2.23
6	J Oulds	Cleemac	2.09

F1B Fred Boxall Trophy 16 flew

1	M Woolner	East Grinstead	12.30+4.34
2	M Woodhouse	Vikings	12.30+3.20
3	P Martin	Tynemouth	12.30+3.19
4	A Aslett	B&W	12.28
5	B Halford	Vikings	12.14
6	B Martin	Tynemouth	12.10
7	R Vaughn	3 Kings	12.04
8	J Flynn	NWFFG	11.48

F1C Eddy Cosh Trophy 9 flew

1	N Allen	East Grinstead	12.30
2	K Faux	Vikings	12.22
3	R Baggott	Birmingham	12.21
4	P Watson	Birmingham	11.52
5	F Rushby	Cleemac	11.11
6	P Chapman	Vikings	9.32

F1A Ronytube Trophy 30 flew

1	J Bailey	Biggles	12.30+3.09
2	J Cooper	Biggles	12.30+2.00
3	D Bartle	Morley	12.30+1.42
4	M Gibbs	Birmingham	12.13
5	P Chamberlain	Grantham	11.54
6	M Gregorie	Vikings	11.15
7	C P Williams	Richmond	10.59
8	C Edge	Country Member	10.57
9	S Philpott	Birmingham	10.46
10	J Carter	Falcons	10.44
11	R Sabey	Dumfries	10.42
12	J Oulds	Crawley	10.30
13	G Peck	Cleemac	9.02
14	B Lavis	Biggles	8.01
15	S Darmon	Birmingham	7.50

SLOP Falcons Trophy 25 flew

1	P Ball	Grantham	7.30+6.37
2	I Wilkinson	Morley	7.30+3.48
3	R Kenward	Croydon	7.30+3.34
4	P Harris	Birmingham	7.30+2.57
5	G Shacklock	Timperley	7.30+2.14
6	M E Parker	Crookham	7.30
7	F Rushby	Cleemac	7.25
8	A Hall	Walsall	7.22
9	D E Campbell	Grantham	5.57
10	C Hickmott	Morley	5.35
11	S Creek	Morley	5.34
11	A J Crisp	Biggles	5.34

Vintage The Jubilee Cup 21 flew

1	D Hipperson	Country Member	7.30+5.11
2	C Chapman	B&W	7.30+4.16
3	C Foster	Morley	7.30+3.52
4	G Ferer	Timperley	7.30+3.44
5	R Alban	SAM 35	7.30+3.42
6	J B Knight	B&W	7.30+3.20
7	G Shacklock	Timperley	7.30+0.59
8	J Ellison	ODMAC	7.30+0.07
9	N Lee	East Grinstead	7.29
10	S Dixon	Birmingham	7.18

P30 20 flew

1	J O'Donnell	Timperley	6.00+3.20
2	D Davitt	Morley	6.00+3.01
3	E Challis	B&W	6.00+2.50
4	J Godden	Morley	6.00+2.20
5	R Hymers	Darlington	6.00+0.05
6	P Ball	Grantham	5.50
7	T Dilks	Falcons	5.46
8	A Whitehead	Grantham	5.21
9	H Perkins	Skegness	4.54
10	J Milner	Swinderby	4.41

F1H Glider BA Trophy 21 flew

1	J Cooper	Biggles	10.00
2	R Heap	Biggles	9.59
3	C Edge	Country Member	9.36
4	B Nicholson	NWFFG	9.28
5	J Carter	Falcons	9.22
6	J B Duncan	Country Member	9.01
7	G Peck	Cleemac	9.00
8	B Lavis	Biggles	8.45
9	P Robinson	Cleemac	8.29
10	J Oulds	Crawley	7.54

Hand Launch Glider HLG Trophy 16 flew

1	M Benns	Peterboro	6.24
2	M Page	Peterboro	5.46
3	L Surtees	Australia	5.36
4	M Chapman	Notts	5.32
5	R Pollard	Tynemouth	5.29
6	M Francis	Country Member	5.09
7	F Brown	Country Member	4.46
8	J Oulds	Crawley	4.35

F1G Rubber 308 Trophy 34 flew

1	D Davitt	Morley	10.00+9.18
2	J Barker	Timperley	10.00+4.03
3	R Vaughn	3 Kings	10.00+1.46
4	D Hipperson	Country Member	9.39
5	I Davitt	Morley	9.33
5	J O'Donnell	Timperley	9.33
7	M Evatt	Biggles	9.32
8	G Turnbull	Vikings	9.30
9	R Oldridge	Country Member	9.29
10	B Martin	Tynemouth	9.25
11	D Oxborough	Country Member	9.24
12	M Marshall	IVR	9.14
13	E Challis	B&W	9.06
14	I Dowsett	Croydon	8.55
15	D Thomson	Croydon	8.50
16	B Cox	Grantham	8.40
16	G Whitcombe	Country Member	8.40

F1J/BMFA ½A Hales Trophy 7 flew

1	P Watson	Birmingham	10.00+4.11
2	P Harris	Birmingham	10.00+4.08
3	R Baggott	Birmingham	10.00+2.58
4	C Hickmott	Morley	10.00+2.17
5	S Screen	Birmingham	9.59

Mini-Vintage 34 flew

1	C Strachan	Biggles	10.00+5.27
2	N Allen	East Grinstead	10.00+5.00
3	I Davitt	Morley	10.00+4.24
4	J Knight	B&W	10.00+2.43
5	J Northrop	Morley	10.00+2.18
6	T Dilks	Falcons	9.59
7	S Darmon	Birmingham	9.57
8	T Rushby	Cleemac	9.55
9	P Woodhouse	Morley	9.51
9	F Sharp	Country Member	9.51
11	M Bull	Country Member	9.48
12	K Leitch	SAM 35	9.43
13	S Dixon	Birmingham	9.35
14	D Taylor	Richmond	9.34
15	M Sanderson	Cleemac	9.08
16	J White	Croydon	9.19

E30 Electric 10 flew, 8 full scores

1	A Dunsterville	Old Warden	6.00+4.37
2	A Whitehead	Grantham	6.00+4.29
3	T Grey	Country Member	6.00+4.02
4	R Brigginshaw	St Albans	6.00+3.34
5	J Godden	Morley	6.00+3.31
6	J Milner	Swinderby	6.00+3.05

CO_2 Sparklets Trophy 8 flew

1	I Davitt	Morley	10.00+4.02
2	C Westerman	Morley	10.00+3.08
3	K Bates	Cleemac	9.43
4	S Philpot	Birmingham	9.31

Vintage Glider 7 flew

1	G Beal	Morley	6.00
2	J Dyer	Vulcans	5.50
3	C Foster	Morley	5.30
4	M Howick	Vikings	5.20

Junior Kit

1	D Billam	Grantham	4.30
2	S Page	Tyldesley	2.25
3	B Page	Tyldesley	2.10
4	B Taylor	East Grinstead	2.01

Windrush

1	B Taylor	East Grinstead	4.18
2	D Billam	Grantham	3.58
3	B Page	Tyldesley	3.06
4	A Billam	Grantham	2.50
5	S Page	Tyldesley	1.51
6	A Kallai		1.10

Unoffical events - SAM 35 Wakefield

8 oz

1	M Howick	
2	G Ferer	
3	D Beales	

4 oz

1	N Farley	
2	B Cox	
3	J Leitch	

Unoffical event - British Power

1	D Clarkson	8.00+1.54
2	M Sibson	8.00+1.10
3	S Barnes	6.06
4	D Limbert	2.43

NATIONAL CHAMPIONSHIPS

Glider

1	J Carter	243
2	C Edge	241
3	J Bailey	230

Rubber

1	J O'Donnell	285
2	E Challis	218
3	B Martin	212

Club

1	Grantham	225
1	Birmingham	225
3	Biggles	221
3	Timperley	221

Power

1	P Watson	266
2	P Harris	255
3	P Ball	180

Junior

1	B Taylor	15
2	D Billam	14
3	B Page	7

Bowden Trophy

		flt 1 score	flt 2 score	Best Score	Model
1	A Husband	94	69	94	Black Magic
2	M Smith	90	85	90	Bugaboo with windscreen
3	J Huntley	89	X (2 secs)	89	Quaker Flash / Terrier (flt 2)
4	A Brough	83	X (7 secs)	83	Jenny
5	K Harris	77	X (78 secs)	77	Apex
6	E Bulmer	76	X	76	Tomboy Trike
7	A Wright	X (120)	55	55	Poppet
8	D Smales	52	46	52	Miss Tiny
9	A Starkey	X (20 secs)	46	46	Junior 60
10	D Goddard	X (29 secs)	45	45	Tomboy
11	G Stubbs	31	X (28 secs)	31	Halfax Spartan
12	P Cox	28	X (8 secs)	28	Long Cabin

With 25 entries this was the largest entry since the Bowden was restarted (14 in 1999, 21 in 2000 and 25 in 2002) and the largest number (14) to return a qualifying flight (5 in 1999, 10 in 2000 and 14 in 2002)

X denotes did not achieve flight of between 30 and 60 seconds

BMFA 4TH AREA CENTRALISED, JUNE 9

Team Open Power, 19 flew Individual scores

1	T Payne	Biggles	7.30+6.00
2	P Ball	Grantham	7.30+3.30
3	J Thompson	Crookham	7.22
4	D Cox	Crookham	6.06
5	D Neil	Bristol&West 'A'	5.56
6	E Hopgood	Crookham	5.25
7	J Cuthbert	Falcons	5.00
8	G Fuller	Bristol&West 'C'	4.29
9	N Allen	East Grinstead	4.23
10	P Ward	Bristol&West 'A'	4.11

Open Power Keil Trophy Team results

1	Crookham	18.53
2	Bristol & West 'A'	12.55
3	Bristol & West 'B'	9.17
4	Biggles	7.30
4	Birmingham	7.30
4	Grantham	7.30

F1B (Gutteridge Trophy) 2 flew

1	R Bellamy	Bristol & West	9.00
2	C Chapman	Bristol & West	1.04

EOP 2 flew

1	T Grey	C/M	7.30+6.17
2	P Lang	Maidstone	3.40

F1H 13 flew

1	J Cooper	Biggles	9.04
2	P Tribe	Bristol&West	8.47
3	R Heap	Biggles	6.42
4	J Oulds	Crawley	6.27
5	P Robinson	Cleemac	4.21
6	G Peck	Cleemac	3.56
7	A Cameron	Crawley	3.22

CO2 6 flew

1	S Philpott	Birmingham	10.00+3.13
2	D Hipperson	C/M	9.59
3	J O'Donnell	Timperley	9.48
4	I Davitt	Morley	9.16
5	P Gibbons	Peterborough	5.52
6	C Westerman	Morley	2.00

BMFA SENIOR CHAMPIONSHIP POINTS

Up to and including Fourth Area results except Nats

1	P Ball	72.5	13=	T Grey	19
2	D Hipperson	55	16=	P Williams	18
3	J Cuthbert	38	16=	T Payne	18
4	P Watson	33	18	C Edge	17.5
5	A Ball	32	19=	B Lavis	17
6=	C Strachan	25	19=	I Davitt	17
6=	J O'Donnell	25	21	F Rushby	16.5
8	J Williams	21	22	T Nicholson	16
9=	A Jack	20	23=	D Davitt	15
9=	J Cooper	20	23=	J Bailey	15
9=	S Screen	20	25	C Foster	14
12	D Clarkson	19.5	26=	J Flynn	13
13=	A Gibbs	19	26=	M Woolner	13
13=	P Harris	19	28	K Faux	12.5

PLUGGE CHAMPIONSHIP POINTS

After fourth Area event

1	Crookham	697	8	Falcons	192
2	Bristol & West	629	9	NWFFG	172
3	Birmingham	544	10	Morley	133
4	Vikings	451	11	E Grinstead	109
5	Biggles	332	12	Cleemac	94
6	Grantham	264	13	Richmond	90
7	Tynemouth	249	14	Maidstone	34

BMFA SECOND TEAM SELECTION EVENT

Peter Tribe reports: The second team selection event for the 2003 F1A/B/C World Champs was held at Barkston on 15/16th June. The days preceding the event were very windy, and although these had abated slightly, they continued to be stronger than desired for the entire weekend. However, there was only the occasional gust that exceeded the upper speed limit of 15mph.

The main difficulty was that the wind was coming up the hill from Belton park, and causing what appeared to be a 'rolling downdraft' about 150 metres downwind of the flight line ready to drag down any models which were not high enough to avoid it. There were numerous flights in F1A and B dragged down to about 15 metres in about 10 seconds by this hidden danger.

Krissy Best was 'volunteered' as CD, and was congratulated by all on the efficient and competent manner in which she commanded the event. The maximum was 2.30 over the entire weekend, and it was surprising that, although the wind was similar to that at the Nationals, very few models left the field.

F1A 16 entries

			pts
1	J Carter	965	50
2	J Williams	957	40
3	J Cooper	914	30
4	M Fantham	907	25
5	S Darman	885	20
6	M Cook	880	19

F1B 14 entries

1	J Billam	1038	50
2	M Woolner	1027	40
3	K Chamberlain	1024	30
4	J Flynn	1019	25
5	B Aslett	1018	20
6	R Peers	998	19

F1C 6 entries

1	K Faux	1050	+273	50
2	P Watson	1050	+178	40
3	J Thompson	1050	+105	30
4	J Cuthbert	1025		25
5	P Ball	1010		20
6	S Screen	972		19

OXFORD RALLY, Port Meadow, June 22-23

Report by Dave Hipperson

It is astonishing that despite Free Flight's plunge ever further towards sub-division of classes and polarisation of tastes someone can still run a competition that appeals as much to the hardened contest type as to the sports flyer. Could have a lot to do with the charismatic Andy Crisp and a well thought out programme, of course, but this year's effort -the 20th consecutive Oxford Gala - certainly drew more support than last despite that event being one of the few run in 2001.

Much like Woodbury - the formula has been shown to work, and is served up time and time again, but with imperceptible touches on the tiller constantly keeping pace with the "customer's" changing preference, without ever seeming to sweep aside well established traditions ,nor ditch popular classes. For instance, this year, the events on the first night which began life as Champagne flyoffs had transmuted into a very exciting and tight little three flight competition in its own right. Makes one realise what is possible in mid-summer, even if you don't start until 7pm. - three flights and an unlimited flyoff where necessary. Doesn't that take us all day sometimes?

These opening classes on the Saturday night were flown in mild but breezy conditions, which gave some aggravating patchy turbulence. It was nothing to turn models over, but made lift picking rather hit and miss. Even the tiny max was enough to keep all but three of the CDHs from completing a perfect score although the top two in Al produced some very steady flights.

In the Coupe flyoff, Hipperson, having wound well before the bell, was able to use a very calm spell right at the start, which gave him his best flight of the night. Willis chased it and caught the tail, but JOD's punchy VIT equipped machine flew just too late, came out of the back of the good air and stalled disastrously when only a short way into the climb. Both Champagne *and* hand made plates prizes this year and they went down to 2nd.

The following day for the events proper the sun shone most of the time, but the drift continued strongly from the west and could have been 15mph at times. The max was set possibly slightly too conservatively at 90 secs, but this at least did give everyone a chance at keeping their models on the field, and when the drift really died back mid afternoon Andy was able to up the max on the classes that were being flown in rounds. He couldn't do anything about the colossal flyoff in Mini Vintage Rubber of course, but at least it produced a spectacle.

HLG had been one all day, with some of the best names, or should that be arms, competing in a close contest. This class really is crying out for someone to realise its spectator appeal. Your reporter took time out to watch closely for some time. All those that placed in the top six made some sensational flights, including the son of the late and great Butch Hadland. Some of Mike Page's flights genuinely looked like his model was flying on rails despite the rough air.

The CDH finale was a slight anti-climax for everyone apart the ubiquitous John White. John had shown how the long run theory can do it, in even in turbulence, by maxing out, never from much more than 10 feet, so when he released in the flyoff to a positive climb hopes

were raised. Indeed, had a huge glide stall not broken out almost immediately the prop folded at close to 2 minutes, the result may have been even better for him. As it was, it was only the very slim and slippery high performing model of Roy Vaughn that pipped him. The other John was seriously out of contention when most uncharacteristically he launched with the 'pin' in and flew with full VIT. After a few seconds of very good climb the model simply nosed over gently into a shallow dive.

Pete Lang's E30 had looked consistent all day and did the same when he flew off against the three others. His long tip panelled Jedesky wings are become something of a feature now and easy to spot. However this time he was up against Trevor (CEGB) Grey who has, it must be said, put in the hours on this class. The charging and various incantations necessary to make the batteries work way beyond the call of usual duty all starts some half an hour before the flight. The result was that two fully charged aeroplanes went out with him and he probably could have won it with either. Gentle climb to start with, getting increasing more frantic later on. Miles up but, of course, they are now small heavily loaded aeroplanes and come down mighty fast on the glide but won it by a good margin.

Finally the Mini Vintage Rubber flyoff. It was still hardly calm, but as the flights proved, room enough for safe 4 minute efforts. The small max and only three flights had let in some slightly marginal models. Never found out the owner was (Ted Hopgood?), but there was a game little Supa Dupa which tore off and then went hideously left about half way up the climb and finished up coming in steep. This was a Marcus designed model which I believe has single surface un-doped wings. Possibly the afternoon damp got to it. Dave Beales flew a biplane, and various shapes and sizes took the air, including once again John White with a very fine flying Scram. However the eventual top three could have been expected to be the favourites and made exceptional flights given the lift-less conditions. By no coincidence the top four names in this event are the current leaders in the Timperley League.

Andy's hand made plates along with bottles of wine were awarded to the top three for most events at a very slickly handled prizegiving. The prestigious Ian McDonald Trophy for Mini Vintage Rubber changed hands from Davitt to Ferer and even the Gala Champ award included the second placer this year. A magnificent contest – thanks to Sue and Andy and their club mates who helped out even if one of them seemed absolutely convinced it was going to rain most of the afternoon!

Champagne Flyoffs, Saturday 7pm to 9.15 pm

(Three flights to short maxes then an unlimited flyoff)

Coupe d'hiver 8 flew

1	D Hipperson	4+5.01
2	S Willis	+2.29
3	J O'Donnell	+1.05
4	R Vaughn	3.56
5	D Oxborough	3.54

HLG 7 flts, 1.00 max

1	S Willis	5.09
2	L Marks	4.23
3	A Crisp	1.46
4	P Harris	0.30
5	T Challis	3.54

Al Glider

1	J Bailey	3.56
2	J Flynn	3.35
3	P Harris	2.30

Sunday June 23

Maxes 1.30 until last round in CDH,P30/E30 and Al when it increased to 2.00

Coupe d'hiver 19 flew

1	R Vaughn	8+2.49
2	J White	+2.07
3	P Francis	+1.44
4	R Fryer	+1.43
5	D Thompson	+1.31
6	J O'Donnell	+1.14

Al Glider 10 flew

1	J Cooper	8.00
2	B Lavis	7.39
3	J Flynn	7.32
4	G Smith	7.21
5	R Heap	6.51
6	J Bailey	6.20

HLG 9x1.00 max, 10 flew

1	M Page	7.57
2	M Benns	7.54
3	M Francis	6.39
4	M Hadland	6.13
5	A Hewitt	6.03
6	S Willis	5.51

Tailless Glider

1	S Willis	4.30
2	A Longhurst	4.01
3	J White	0.30

Mini Vintage Rubber 21 flew, 14 flew off

1	G Ferer	4.30+4.10	Buckridge
2	J O'Donnell	+4.07	Eager Beaver+Mick Farthing
3	D Hipperson	+3.49	Senator
4	S Willis	+3.11	Senator
5	D Beales	+2.43	Bi-plane!
6	D Taylor	+2.21	Senator

P30/E30

1	T Grey	8.00+4.18	E30
2	P Lang	+3.00	E30
3	A Longhust	+2.20	P30
4	B Whitehead	+1.53	E30
5	L Marks	6.57	
6	T Page	3.03	

All glider from 50 m lines

Nostalgia Glider 11 flew

1	R Fryer	4.30+1.58	Caprice
2	P Redhead	+1.55	Caprice
3	R Kenward	4.18	Caprice
4	R Audley	4.09	
5	K Burt	4.00	
6	R Kimber	3.57	

Vintage Glider 7 flew

1	K Burt	4.30	Nord
2	G Smith	3.52	Hyperion
3	D Braun	3.27	LuLu
4	R Audley	3.03	
5	J Bailey	1.49	
6	T Thorn	0.22	

Gala Championship scored on recorded time

1	A Longhurst	23.56
2	S Willis	14.51

SPRING GALA, ODIHAM, APRIL 21

Corrections to results in May FFn

A1 Glider 2.00x3 5 flew

1	J Oulds	6.00
2	A Cameron	5.02
3	B Lavis	4.41
4	J Richardson	4.06
5	T Clark	2.00

No scores in ½A power

CDH 2.00x4 8 flew

1	R Vaughan	8.00
2	T Grey	7.24
3	T Challis	6.18
4	R Oldridge	5.18
5	M Riggs	5.06
6	D Oxborough	4.32

Vintage HLG 1.00x9

1	T Horsey	5.26	Hugelet
2	J Oulds	4.35	Pole Glider
3	B Taylor	4.03	Dingbat
4	S Willis	3.31	Hugelet
5	G Smith	3.30	Dingbat
6	K Taylor	2.59	Polaris

Vintage Wakefield 3x2.00 4 & 8oz comb, 7flew

1	G Ferer	6.00+8.13	Korda
2	S Willis	+ 7.07	Horry
3	D Hipperson	+ 3.56	Lanzo
4	W Cox	5.56	Copland
5	R Alban	4.00	New Look
6	A Longhurst	3.40	Verdier

Lightweight Vintage Rubber 3x2.00 9 flew

1	T Tyson	6.00+1.23	Senator
2	A Longhurst	6.00	Senator
2	R Tiller	6.00	Cherokee
4	D Taylor	5.32	Senator
5	S Willis	5.26	Senator
6	M Parker	3.27	Senator

Vintage Power 3x2.00

1	T Hopgood	4.52	Spectre
2	K Conroy	3.47	Banshee
3	R Cooper	0.21	The Answer

Vintage Glider 3x2.00

1	G Smith	5.15	Hyperion
2	P Cameron	5.08	Lulu
3	P Michel	4.55	J Marshall A2
4	N Farely	3.46	Nord 2
5	R Oldridge	3.24	Lulu
6	T Thorne	1.35	Satu

WOODBURY CORRECTION

The sixth place in Nostalgia Rubber should have been P Lumsden with 7.23, not D Beales as shown .

NEWS FROM BMFA FF TECH COMMITTEE

The Nationals – The Event.

The FFTC were very pleased with the support from so many competitors and fliers to make the National the success that it was, especially at such short notice for you all. The weather was not perfect, but the threatened rain never arrived, which was certainly a blessing.

So many people contributed their time and effort that it is difficult to identify all of them. However, we must especially thank Alan Gibbs, who volunteered to be Nationals Coordinator for the third year running and put so much time and effort into it once again.

Alan was supported by a lot of hard work from the FFTC Nationals Sub Committee, and we must also the BMFA office staff for the huge effort and all the extra work they had to put into sorting out the entries and other administrative duties.

The Lomax family once again spent their entire bank holiday weekend manning the gate, and also spent a great deal of time on the run-up to the event organising a host of other requirements.

We were also grateful to each of the Contest Directors who efficiently ran all of the events, and also to Bert Whitehead for providing such a luxurious accommodation for the CD's, but most of all, we thank you all for turning up and flying.

At the time of writing the results are still being sorted, we hope that these will distributed within a few days. We apologise for this delay and have learnt a few lessons from this and other features that we can apply to a future Nationals. Overall we believe from all the kind comments received that the 2002 Nationals was a success.

Nationals – The Costs

Each year the FFTC get a few queries relating to the cost of entry/registration/camping at the Nationals, and we believe that a few words of explanation would be appropriate.

The F/F Nationals has to be self-financing, and hopefully make a modest profit; as you can imagine this was of especial concern to the FFTC this year.

The Nationals are unique in as much that we are obliged to provide additional facilities in terms of toilets, first aid, gate security, etc., all of which cost money. The Nationals sub-committee prepare a very detailed budget and go through each item to trim down expenditure to a minimum.

We are relieved to say that, based on the latest information, we anticipate that this year we will have covered the costs. Once the figures are finalised we will publish a summary of income and expenditure

Nationals - Found

A stopwatch was found at the Nationals- please contact Peter Jellis if you lost one.

Nationals - Protests

There were a couple of unofficial 'Protests', which came to the attention of the Contest Directors and the FFTC after the event. One of these was unfounded and the other was raised too late for any action. The procedures for 'Protests' is set out in section 3 of the rulebook, but difficulties can usually be sorted out amicably without resorting to these full procedures.

The majority of rule infringements are honest mistakes, and although this cannot be used as an excuse, it helps if they are pointed out at an early stage, either to the flier concerned, or to the CD who can then take the appropriate action. Remember protests are not telling tales, they are legitimate and are certainly to be preferred to behind the hand suggestions and rumours that are spread at a later date.

Nationals - 2003

As you all should be aware we do not have a venue for next year. We are looking but we need your help. Dave Clarkson is coordinating a survey of airfields in the UK (see following article). This may help/aid the search. Please get in touch with Dave and offer help in your locality. It is not a difficult task and Dave will advise what you need to do.

Mini event – Honington 28th July

When we were trying to find a site for the 2002 Nationals RAF Honington (near Bury St Edmunds, Suffolk) came into the frame. It was deemed unsuitable for the event. However it might well be a possible for a smaller meeting and we have gained permission for such an event. The airfield is active and has some security issues. We need all prospective competitors to register before attending. Please advise Mike Woodhouse, 12 Marston Lane, Eaton, Norwich, Norfolk, NR4 6LZ of your Name, BMFA number and car registration. Please provide an SAE for full details of the event to be returned to you. We will be running F1H, F1J/BMFA ½A, F1G, P30, E30, Chuckie, Catapult, CO2.

Stonehenge Cup 2002

Gerry LeVey is on the case and will soon be advising details of this year's event. This will be Gerry's last year running the event. If you want the event to continue in 2003 please volunteer now and step forward to shadow Gerry on the 2002 event. We have to confirm a CD by November, at latest, so remember no CD no 2003 event.

CDs for events

The perennial problem continues. We do not seem to be able to get volunteer CD's to run events. As always it the same old faces behind the table and the same old faces who are always too busy to take on the running an event. Have a think and consider what you are going to contribute. When was the last time you acted as a CD. For example where are the open flyers when it comes to the FAI events?

AIRFIELD RESEARCH - PROGRESS TO DATE AND A CALL FOR VOLUNTEERS

From Dave Clarkson

Preamble

The uncertainties over the availability of Barkston Heath prior to the eventual staging of the 2002 FF Nationals and the announcement at the conclusion of this that Barkston Heath is unavailable for 2003 because of the relocation there of the Battle Of Britain Flight have emphasised just how much we rely on a mere handful of flying sites. A survey of alternatives is long overdue but has now been commenced using information readily available via the Internet. Visiting sites is labour intensive but much legwork can be avoided by the approach suggested.

Outline

A comprehensive listing of UK airfields is available from the Internet site quoted below. Much the same information is available from various reference publications but these are less comprehensive and not as easily obtained. The quoted Internet site has the advantage that it lists airfields by English County (plus Scotland, Wales and Northern Ireland) and gives locations in terms of latitude and longitude. These co-ordinates can then be used with the Internet map site suggested to obtain an up-to-date view of the airfield and its surroundings in roadmap format (and with adjustable scale). Housing and Industrial developments, roads, motorways, railways, rivers, woods and the like, can all be seen and printed out. Further information can be obtained via aerial photography again available from the Internet and a suitable site is suggested. This site requires Postcode rather than latitude and longitude but these are obtainable as a by-product from the map site recommended. Perusal of these images should indicate which venues can be eliminated and which need further consideration or ever an actual visit.

Evaluation

Interpretation can be assisted by reference to known sites such as Barkston Heath, Church Fenton and the like. Remember, flying sites can be useable without being perfect .Church Fenton has the East coast mainline and the River Wharfe in close proximity as well as the impenetrable Paradice Woods.

What may not be suitable for the FF Nationals may be suitable for Trimming (or even RC and we may well find a lot of sites already used for this).

Tryout

A preliminary investigation covering Cheshire has been conducted by Chris Baker using his home computer. The technique, even at this early stage, revealed one site that no-one (including John O'Donnell) had heard of and worth a personal visit. Extension of this investigation country-wide is both worthwhile and easy to perform from the home. Such a conclusion has been accepted by the FFTC and Dave Clarkson has been appointed to co-ordinate such activities.

Action

Volunteers are required to check-out regions local to themselves. This implies having a home computer and access to the Internet and the willingness to follow up on any promising venues. The first step for anyone interested is to contact Dave Clarkson who can supply a listing of the sites in your county as well as detailed instructions on the recommended Internet sites. These instructions have been compiled by Chris Baker and should be discussed directly with Chris if problems are found. It should be appreciated that investigations need to be recorded and communicated to Dave Clarkson. This should help in avoiding repetition and overlap. A sample form for recording observations and deductions is part of the information package.

Addresses

UK Airfields:
http://homepages.mcb.net/bones/06airfields/uk/uk.htm

Maps:	http://www.streetmap.co.uk/
Aerial Photos:	http://www.multimap.com/
Chris Baker:	email chris.baker@iclway.co.uk tel 01663 763147
Dave Clarkson:	108 Lincoln Towers, Middle Hillgate, Stockport, SK1 3PQ, tel 0161 477 7647

P30 BY VIN MORGAN

There were two principal requirements for this design. The first was that it should fit into a box with a couple of gliders and the second was that it should fly reasonably well. The first was easily satisfied by having two-piece wings and removable fin. The second was a bit harder but following the NSWFFS/Terry Bond formula did the trick. This formula involves a model with moderate wing area, weight down to the limit and motor consisting of 4 strands of 1/8 tan 2 rubber. With 4 strands the motor has to run the full length of the model which leads to the CG being near the middle of the motor tube. To then get the CG at the desired 66% of the wing chord results in the wing being a relatively long way back. Despite the short moment arm the large tail seems to provide adequate stability.

It is possible to get nearly 2000 turns on a 4-strand motor resulting in a run of nearly 90 seconds. This makes a 90 sec max rather easy so the NSWFFS and the AFFS have adopted a 2 mm maximum.

Trim is right/left by the conventional method of balancing right-thrust against left rudder. There are no wing warps. The wing and thrustline are set parallel to the fuselage which means that in flight, with the wing at a positive angle of attack, there will be a few degrees of upthrust. This is useful as it helps to hold the nose up at the start of the climb when the motor is powerful but its effect is reduced as the motor runs down thus avoiding stalling tendencies at the end of the run.

P30

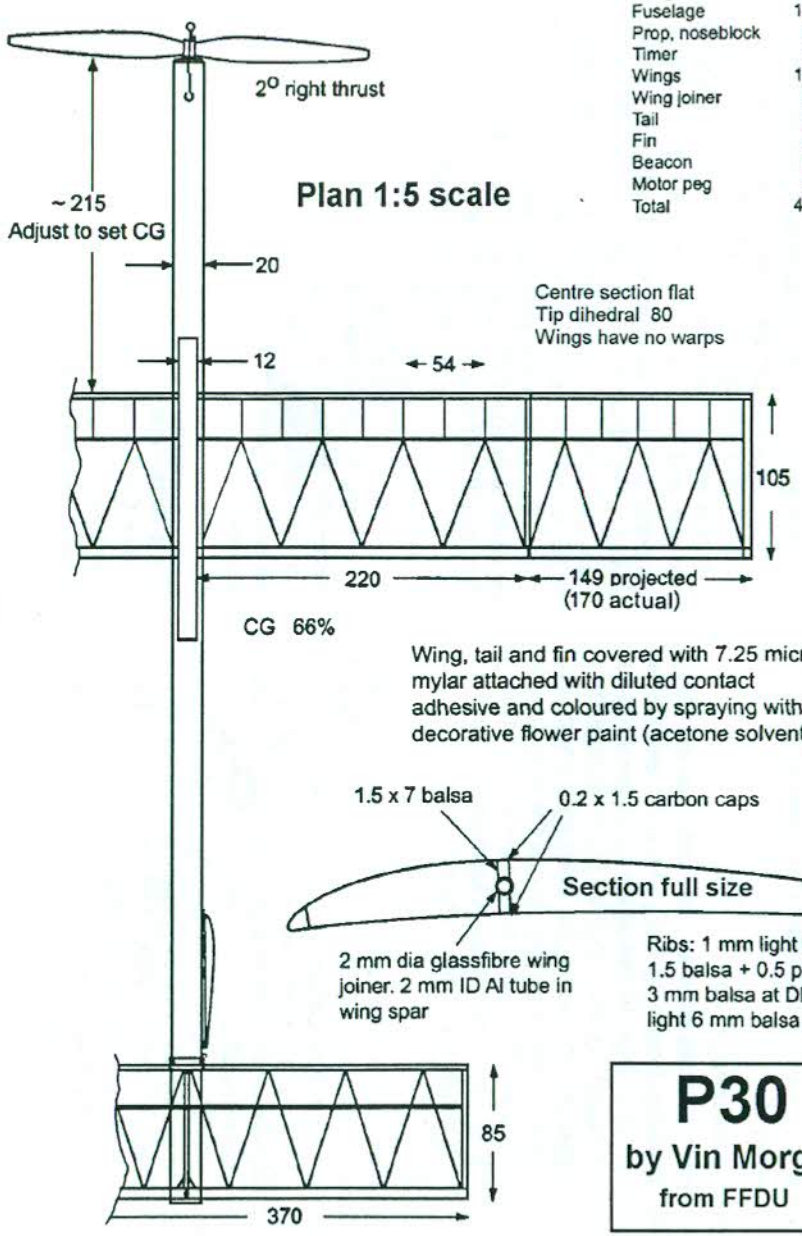
by Vin Morgan

from FFDU

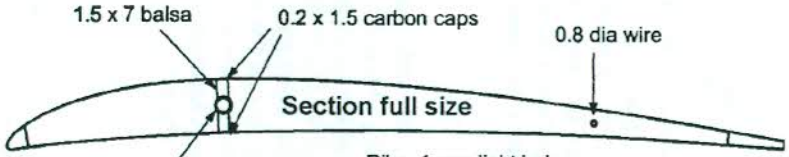
Weights

Fuselage	12.1 gm
Prop, noseblock	9.3
Timer	1.4
Wings	10.2
Wing joiner	0.3
Tail	3.4
Fin	0.8
Beacon	3.1
Motor peg	0.2
Total	40.8 gm

Plan 1:5 scale



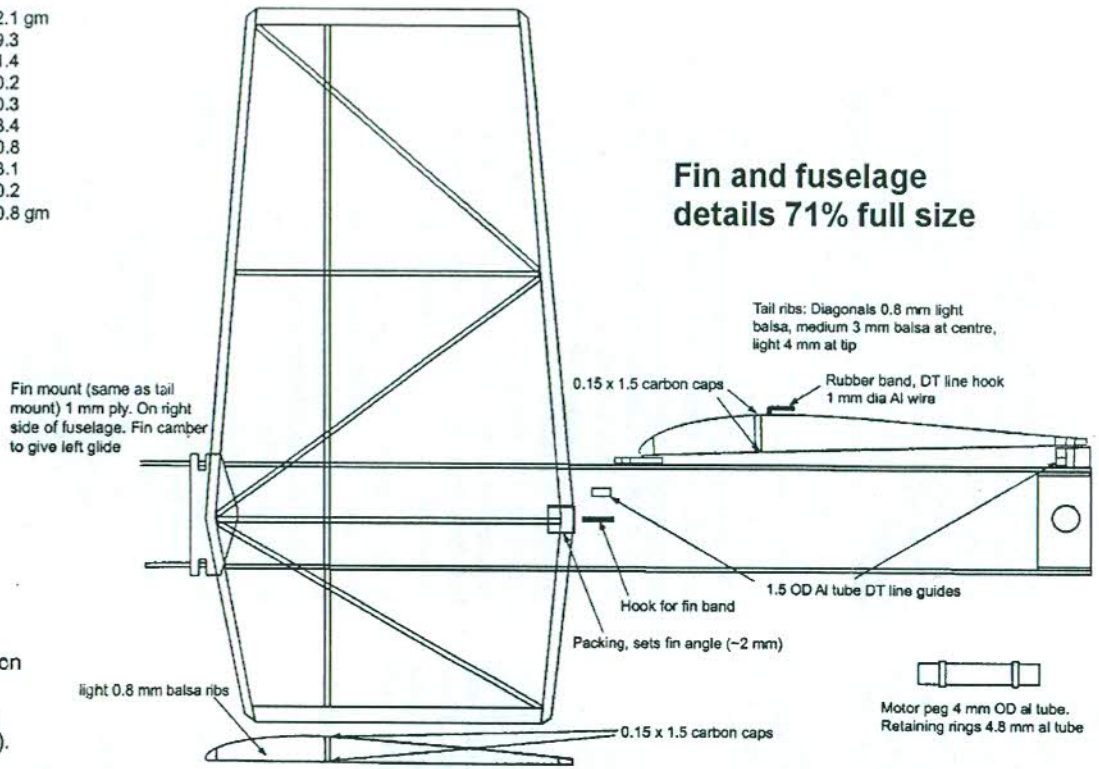
Wing, tail and fin covered with 7.25 micron mylar attached with diluted contact adhesive and coloured by spraying with decorative flower paint (acetone solvent).

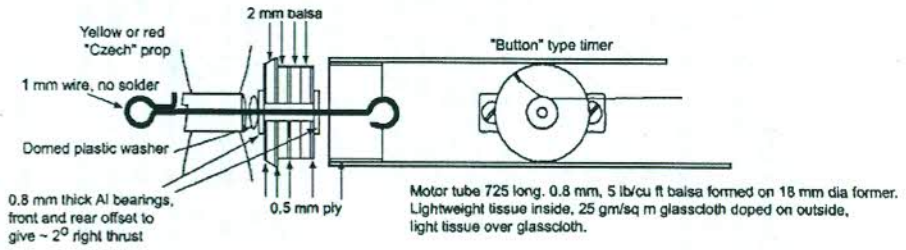


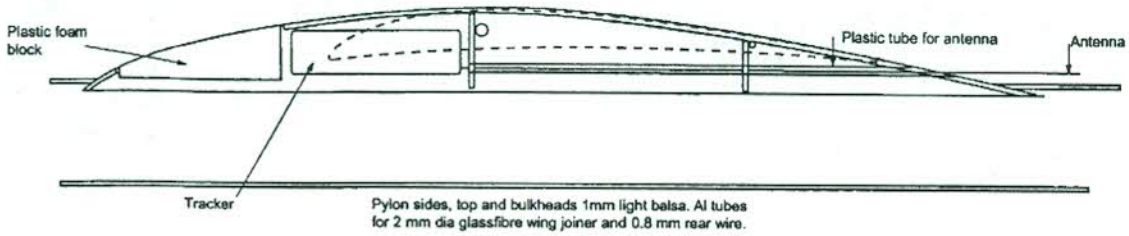
2 mm dia glassfibre wing joiner. 2 mm ID Al tube in wing spar

Ribs: 1 mm light balsa, 1.5 balsa + 0.5 ply at root, 3 mm balsa at DH break, light 6 mm balsa at tip

Fin and fuselage details 71% full size







KEITH PROCTOR

It is with great sadness I report the passing of Keith Proctor on the 1st of June. Keith was 70 and died quietly in hospital after several years suffering with ataxia. He served an apprenticeship as a RAF Engineer and eventually progressed to become a qualified RAF pilot.

I first met Keith in the late 1970's after joining York MAS where he, Gerry and Tony LeVey, Nick Walton and young Nick, and Arthur and Martin Wharrie were the only active competition free-flight members of a large radio club.

He was already National F1A Glider Champion (1975 I think), and amongst the first Brits to regularly venture abroad to international competitions. He was F1B Wakefield runner-up in the famous Pierre-Trebod International of 1977, loosing in a fly-off to Jean-Claude Neglet.

Keith, or KP as he became affectionately known, will be remembered for many different reasons. He engineered quality Wakefield lathe-turned prop assemblies when others were still using piano wire and ball races; he was one of the first to use circle-tow gliders; his temper, usually directed at himself or son Charlie when things went wrong; his liking for a drop of the 'hard stuff'' and the ability to hold a glass upright whilst the rest of him swayed to and fro at the bar. Looking back, his swaying was probably the early signs of ataxia which affects co-ordination.

I remember a volatile, nervous, kind and thoughtful friend.

CORRESPONDENCE

Team selection, rules wording and sundry points to ponder, by Martin Dilly

The following thoughts are the result of sitting out six months delay in deciding on a team for the European Championships in Hungary in July. In no way do they reflect on those who have gained this year's team places in pretty difficult UK conditions, and I look forward to managing a successful UK team with them in it at the Championships.

1) What are we trying to do ?

Is the object of team trials to dole out team places to people for doing something fairly silly, like risking the very models they hope to use at the Championships by flying in marginal weather in the UK, with very little time to repair or trim before the event they are picked for? Alternatively, are we trying to find the three people in each class most likely to turn in a good performance for the UK at the forthcoming Championships and to justify the (admittedly small) amount invested in the team by the BMFA?

2) The 2001 rule book includes a new section on team selection, presumably drafted by the FF technical committee of 2000 or earlier. In it 3.2.6.1 (a) states that "Three FAI team selection trials will be included in the contest calendar at the start of each season *(one assumes this does not mean that the three events must take place at the start of the season, although it could be so read)* for the purpose of selecting the Senior and Junior World and European teams for F1A, F1B and F1C." Let's ignore for the moment the fact that to the best of my knowledge we have made no attempt for several years to select a Junior team, let alone advertise the fact that we can have one. No wonder there's not much Junior interest !

3) In 3.2.6.1 (b), after covering the possibilities of two of the three events above being non-trials, and also of none of the three trials taking place, in which case the Nats results will count, it then continues by defining what should happen if no flying contests take place. It states "In the unlikely event of no flying contests being flown the teams will be selected by a committee chosen by the FFTC." This was, in fact, precisely last year's situation and the state of affairs last autumn.

4) However, the clear instruction in that quoted sentence is that a committee should be chosen to select the team. The three people appointed by the FFTC were not told that this was their brief; they were asked instead to recommend a method of selecting the team, something quite different, with the result that we flew two one-day, five-flight trials ending a bare three months before the European Championships and picked a team six months later than the rule intended. No doubt some people would prefer to fly for a place rather than having a team selected on some other basis; ideally most of us would, but that rule was put in place to meet exceptional circumstances, and that's what we had.

5) One assumes that the committee that drafted these rules bore in mind the need for those selected for the team, by whatever means, to have sufficient time to prepare, and, incidentally for the management and vital supporters to have time to make the arrangements and plan for the Championships taking place in the following year. How on earth is it that we acted instead exactly opposite to that instruction? It would be interesting to hear from the people who framed the rule whether they intended it to allow us to waste six months of valuable preparation time after the last scheduled Trials date and then to fly in marginal weather the following year before finally picking nine team members.

6) Other questions arise. With few exceptions, most of us are getting older, though some have the advantage of doing it at a younger age.... The flying sites we have available are not ideal, for various reasons, and there are retrieval problems, due both to the terrain (apparently unopenable fences and gates at Sculthorpe, undulating and non-bike-friendly hummocky grass at Salisbury Plain, pheasants, crops and roads at Barkston Heath) and to the decline in fitness of the competitors. In low drift this is not much of a problem, but in wind a major problem soon arises when we have the usual timetable of 'laminated' half hour rounds, i.e. F1A, F1B, F1C, F1A, etc…. We begin to find that timekeepers are still downwind retrieving when the time comes to for them to time their 'pair' flying in another class. Few competitors have a non-flying timekeeper. With half hour rounds it is frequently impossible to get back in time, even with runways and a bike, and even if one flies near the start of the round. Flying on Salisbury Plain, as we will be this autumn, will need a different timetable than consecutive half hour rounds.

7) On Sculthorpe, because of the large proportion of its surface that is concrete or tarmac, flying in strong wind causes another problem. There is a high likelihood that models will suffer damage after landing through being

blown around on an abrasive surface that is 'non-adhesive' compared to grass.

8) Even if the windspeed rule is eventually correctly written and/or interpreted so that the CD must suspend the contest if the limit is exceeded, licences for these sites cost quite a lot of money and it may not be economically viable simply to discard a booked weekend due to weather; people will have invested considerable sums in travel and accommodation or will have made family arrangements to fit in the weekend. Like it or not, the UK has a maritime climate, and most of the venues that host Championships have very different conditions from ours.

9) One or two alternative means of selecting teams suggest themselves. How about basing it on results in the World Cup the previous year ? It has been suggested that, say, the top-placing UK flyer in each class at the Championships should have an automatic place on the following year's team. We could forget all about trials and simply ask people entering FAI classes to vote for a team. I wouldn't mind betting the same five or six would be at the top of most lists. The UK's full-size gliding people recently held their team trials at Leszno in Poland; now there's a thought…

10) Some will argue that conditions at the Championships may be windy, and use this as an excuse to fly in poor conditions when picking the team. This remote possibility does not justify risking models that today represent a lot of building time, a lot of money, a lot of trimming time or all three. The real situation in 2002, whether or not we happen to like it, is that models have become more complex, and these are the sort of models, competently flown, that are probably going to have a reasonable chance of doing well for this country at future Championships. Wherever we fly the Trials, we need a lot more than three months to enable those flying them on the team to get the best result for the UK.

FF WORLD CUP POSITIONS F1A, F1B, F1C

A maximum of four (best) results are given for each person.

F1A

1	P Mitchell	AUS	140	SN-1 OM-1 AC-2 KU-3
2	D Zulic	SLO	133	PC-1 MM-2 SV-2
3	J Valo	FIN	112	BC-1 BL-2 HL-7 VT-7
4	B van Nest	USA	105	KU-1 AC-3 SN-4 MM-22
5	K Kulmakko	FIN	93	VH-2 HL-4 BC-4
6	V Morgan	AUS	90	SN-2 KU-4 OM-4
7	S Makarov	RUS	82	HL-1 VT-4 MM-21
8	F Kerner	HUN	76	NC-1 SV-4
9	P Findahl	SWE	75	BC-2 HL-9 VT-9
10	T Isotalo	FIN	71	BL-1 BC-9 HL-23
11	M Tica	YUG	71	SV-1 PC-5
12	G Aringer	AUT	65	JP-3 HL-3
13	B Mcgarvey	NZL	60	KU-2 OM-5
13	R Wallace	NZL	60	OM-2 KU-5
15	I Szentpeteri(j)	HUN	58	SV-5 NC-6 JP-10
16	J Zagorac	YUG	58	PC-2 SV-7
17	J Carter	GBR	56	VH-1 MM-20
18	P de Boer	NED	55	HL-2 NC-13

F1B

1	A Khrebtov	RUS	143	KU-1 OM-1 SN-2 AC-3
2	I Vivchar	UKR	143	SN-1 AC-1 OM-2 MM-5
3	D Zulic	SLO	123	SV-1 PC-1 MM-6
4	V Rosonoks	LAT	102	VT-2 NC-2 HL-8 BC-8
5	P Ruyter	NED	87	JP-2 MM-3 HL-18
6	B van Nest	USA	85	KU-2 OM-4 AC-7
7	A Shelepov	RUS	74	SN-3 KU-4 AC-6 OM-7
8	V Racko	LAT	71	BC-1 BL-6
9	Y Waltonen	FIN	69	BL-3 BC-6 HL-10
10	J Isotalo	FIN	68	BL-2 BC-7 HL-19
11	H Broberg	SWE	66	VT-1 HL-13
12	A Andriukov	USA	64	HL-1 MM-18
13	L Gircys (J)	LTU	64	BC-4 VT-5 BL-8
14	T Sarpila	FIN	63	BC-3 BL-9 JP-11
15	S Tedeschi	FRA	63	VH-1 JP-14
16	J Malkin	NZL	62	KU-3 OM-3
17	R Blackam	AUS	61	AC-2 SN-5
18	I Kolic	YUG	60	SV-3 PC-3

F1C

1	J Cuthbert	GBR	141	VT-1 NC-1 HL-2
2	R Summersby	AUS	100	SN-1 AC-1
3	K Kuukka	FIN	91	HL-1 BC-2
4	C Gretter	GER	87	JP-3 NC-3 BL-4
5	T Niiranen	FIN	82	BL-1 HL-3
6	J Roots	EST	81	BL-2 VT-2
7	D Thomas	AUS	80	SN-2 AC-2
8	R Naaber	EST	70	BC-1 BL-6
9	F Parker	USA	54	MM-1
10	M Roman	POL	52	JP-1

Key to contests

MM	Maxmen	USA	BL	Baltic Cup	LTU
BC	Bear Cup	FIN	SV	19th Srem Cup	YUG
HL	Holiday on Ice	NOR	EM	Nat Champs	ARG
KU	Kotuku Cup	NZL	JP	17th J.Pohar	CZE
OM	Omarama Cup	NZL	NC	Novohrad Cup	SVK
VT	Matfors VT	SWE	VH	Von Hafe Cup	POR
AC	AFFS Champs	AUS	PC	Prilep Brand	MKD
SN	Southern Cross	AUS			

Contests still to count for 2002:

Verbitsky Cup, Antonov Cup, Huron Cup, Scania Cup, Nordic Cup of Denmark, Puszta Cup, Voros Jeno Memorial, Poitou, Eifel-Pokal, Israel FF Champs, Aviaprom Cup, Stonehenge Cup, Castilla-La Mancha, Canada Cup, Djordje Zigic, Sierra Cup, Krka Cup.

INVIGORATOR TAPE

Martin Dilly: Maplins now no longer seem to stock the narrow black crepe paper masking tape some of us use for invigorators; presumably the people who used to use it for masking printed circuits for etching, now use some sort of computer photo process.

Anyhow, someone at the Trials (and I can't recall who it was!) kindly mentioned to me that Farnell carry something similar. It's 1.27mm wide and costs £4.17 per 20M roll; there's a minimum £10 order from Farnell, and their number is 0870 1200200. They have a website, too: http://uk1.farnell.com.

BIGGLES LEAGUES 2002

Position as at 24/06/02 from Brian Lavis

F1H

Competitions flown: London, Northern, Easter, Spring, Nats, Oxford

		Total	comp scores					
1	B Lavis	25	6	4	6	3	0	6
2	J Cooper	21	0	0	3	0	9	9
3	R Heap	10	0	0	2	0	6	2
4	C Edge	8	0	0	4	0	4	0
5	J Oulds	6	0	0	0	6	0	0
5	P Robinson	6	0	6	0	0	0	0
7	J Bailey	4	0	3	0	0	0	1
7	A Cameron	4	0	0	0	4	0	0
7	J Flynn	4	0	0	0	0	0	4
10	B Nicholson	3	0	0	0	0	3	0
10	G Smith	3	0	0	0	0	0	3
12	J Carter	2	0	2	0	0	0	0
12	J Duncan	2	0	0	0	0	2	0
12	J Richardson	2	0	0	0	2	0	0

Competitions to come: Scottish, Silent, Southern, Brumfly

F1J

Competitions flown: London, Northern, Easter, Nats
No scores recorded for Spring

		Total	comp scores			
1	P Watson	15	0	0	6	9
2	R Baggott	13	0	6	3	4
3	P Harris	10	0	2	2	6
4	J Bailey	7	3	0	4	0
5	J Thompson	6	6	0	0	0
6	P Woodhouse	4	0	4	0	0
6	E Hopgood	4	4	0	0	0
8	C Hickmott	3	0	0	0	3
8	D Hipperson	3	0	3	0	0
10	S Screen	2	0	0	0	2

Competitions to come: Scottish, Summer, Southern, Brumfly

BALSA FOR INDOOR MODELS.

Joe Maxwell: "Since it was announced in the April 2001 FFn that the little book "Balsa for Indoor Models" was out of print, there have been quite a few enquiries about it. Consequently, I have decided to do a re-print.

The contents are the same as before, but the style is now that of the later book "Secrets of Aids for Advanced Aeromodelling". This means that the photographs are clearer and the binding is classier.

The prices, all including postage, are:

UK £9.00

Europe: 17.00 Euros, in notes

Rest of the world £10 in British notes or $15 in US bills

The book is distributed from Joe Maxwell at 11 Windsor Place, Stirling, FK8 2HY, email queries to jnmaxwell@maxwellj.fsnet.co.uk

It is certainly a fine little book. For those who did not see the details in FFn two years ago these are repeated here:

It is an A5 size booklet with 48 pages packed with useful fundamental information about balsa. A lot of the information is in fact of general interest to all modellers using balsa rather than the specific indoor application.

The chapters are:

Foreword. Introducing Indoor balsa, and acknowledging Frank Zaic's influence.

1 Sheets. How and why Indoor sheets differ in many ways from run-of-the-mill balsa stock.

2 Density. Low density balsa is essential but scarce, and why sheet markings are not always reliable

3 Grain. The origins and properties of A B and C grains. How they differ, and why C grain is not the same as quarter grain.

4 Strength and Stiffness. Stiffness is more important than strength. Two ways of testing stiffness, how it varies with density, and its influence on structural design.

5 Sawing. Produce your own Indoor sheets, for better grain and less expense. A description of the methods used by the author.

6 Measuring. Recommended apparatus for weighing and measuring Indoor sheets.

7 Sources. Balsa trees grow on both sides of the Pacific Rim so why is it so difficult to get good Indoor balsa?

8 The Background. An account of the experiences which, he believes, qualify the author to write this book. This chapter does indeed underline Joe's immense experience and understanding of balsa, going back over well over half of the last century.

BOOK WANTED

Dieter Dolzinski:

"Looking through my old Aeromodeller magazines, I've found in the July 1977 issue a review by Mike Fantham for Martyn Presnell's 'Aerofoils for Aeromodellers'. I am very interested to get a copy. Maybe an FFn reader could help. Expenses for copying and posting of course will be refunded."

Dieter Dolzinski, Matthias-Claudius-Weg 30, 27777 Ganderkesee, Germany

MODELS WANTED

Wanted: a couple of 1980 to 1990 A2 gliders for Brindley Taylor, a junior who lost his A2 at this year's Nats with two maxes in F1A. Please phone 01293 530060.

UK COMPETITION NEWS

COUPE INTERNATIONAL will be at North Luffenham on Sunday November 10th, starting at 10am. Classes will be 80g, 100g and vintage for the Aeromodeller, Boutillier and AAA trophies respectively. The 80g rules will be based on the BMFA ones, 100g will have the cross-section rule and ROG, Vintage will also be ROG. Proxy flying will be allowed in all classes as will any form of rubber motor heater. BMFA rules apply except where stated otherwise. CD Dave Hipperson.

All those who returned a score last year will be sent entry forms in good time. All others please write for forms to the main organiser: Dennis Davitt, 54 Tredgold Avenue, Bramhope, Leeds LS16 9BU (tel 0113 2675433), enclosing an SAE. No need to send money yet.