

Free Flight news



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DIARY

February 2 Middle Wallop	Crookham Gala. Mini Vintage, Comb SLOP & Open Electric (Glow 10 sec, Diesel 12 sec, Elec 30 sec run); Combined glider (modern G BMFA rules 50 m lines, classic/vintage G SAM rules - classic 75m, vintg 100m lines). Start 10.00. See FFn 0212. Contact J Thompson, 01252 842471, JohnD.Thompson@btinternet.com	March 22-23 Guovik, Norway	Holiday on Ice. F1A, F1B, F1C World Cup event. Contact: Tor Bortne & Vegar Nereng, Jernbanev 28, 2840 Reinsvoll, Norway, tel: +47 611 97 463 or +47 611 96 736, fax: +47 611 98 351 or +47 611 52 606, email: margit.bortne@c2i.net
February 2 Church Fenton	Vintage/Pannett/Kay. O/G, Combined O/P+SLOP, Open vintage, Combined mini with total target 3 or 4 flights and no max.. Start 9.30. Contact D Davitt, 0113 2675433	March 23 Church Fenton	BMFA Northern Gala. O/G (CMA), O/R (Caton), O/P (Hamley), SLOP, FIG, F1H, F1J/BMFA 1/2A, Mini-vintage, CO ₂ , E30, HLG, Catapult Glider. Contact: D Davitt, 01727 764473
February 14-17 Lost Hills, California, USA	Maxmen International. F1A, F1B, F1C World Cup event. Entry fee US\$ 20. Contact: George Batiuk, 1759 Southwood, San Luis Obsipo, CA 93401, USA, tel: +1 805 546 82 31, fax: +1 805 543 35 71	March 29-30 Salisbury Plain	BMFA practice weekend. See FFn 0301. Registered users only. Contact B Aslett 01793 840629.
February 16 Wymeswold	BMFA Winter Open. O/P (Frog Senior), O/R, O/G, SLOP, EOP, Vintage. Contact: B Spooner 01572 737281, CD: I Davitt	April 6 Area venues	BMFA 3rd Area. O/P + SLOP combined (White), F1A (KMAA/Plugge), FIG, Vintage (Plugge)
March 2 Area venues	BMFA 1st Area. O/R, (Gamage), F1C (Halifax/Plugge), F1H, Mini-Vint (Plugge)	April 12-13 Salisbury Plain	BMFA practice weekend. See March 29-30 entry above.
March 8 Pori, Finland	Bear Cup. F1A, F1B, F1C World Cup event. Entry fee €25. Contact: Kari Lindgren, Muonamiehentie 5, 28610 Pori, Finland, tel +358 263 24988, email: pipo.lindgren@kolumbus.fi , web: http://www.kolumbus.fi/porinik/	April 19-20 Salisbury Plain	BMFA Easter Open and Team Selection. 19th: O/R, O/G, O/P, FIG, F1H, F1J/BMFA 1/2A. 20th: F1A, F1B, F1C, SLOP, Vintage. Contact P Tribe, 01225 862748
March 9 Crivelle, TO, Italy	Trofeo AGO. F1K. Contact: Sandro Schirru, Via Cavour 5, 10095 Grugliasco TO, Italy, tel +39 011 780 1788.	April 19-21 Middle Wallop	Easter Parade. 19th: Glider Day, 20th: Bournemouth Gala, 21st: Croydon Wakefield Day. See page 24 of this issue.
March 16 Area venues	BMFA 2nd Area. O/G, F1B (Weston/Plugge), F1J/BMFA 1/2A (Plugge), HLG, Cat Glider	April 19-20 Naranderra, NSW, Australia	Australian FF Championship. F1A, F1B, F1C World Cup. Contact: P Mitchell, tel: +61 24 38 43 217, fax: +61 24 34 45 300, email: Phil.Mitchell@gosford.nsw.gov.au
		April 22-23 Naranderra, NSW, Australia	New South Wales State Championships. F1A, F1B, F1C World Cup event. T Stowe, tel +61 24 75 41 334, fax +61 24 34 45 300, email: stowes@ozemail.com.au

NEWS FROM BMFA FF TECH COMMITTEE

1. The Free Flight Nationals 2003

Change of date to 3rd, 4th and 5th May

The BMFA have been advised that Barkston Heath will not be available on the Spring Bank holiday at the end of May. The alternative dates for Barkston presented to the BMFA at short notice were a three day event at the May Day Bank Holiday, or a probable two day weekend in early August.

The 2003 Free Flight Nationals will be organised for 3rd, 4th and 5th May 2003 at Barkston Heath, near Grantham.

The FFTC regrets any inconvenience that this change of date may cause, and especially for those who have organised other events on these dates.

Although planning for the revised date has only just commenced, it is anticipated that these F/F Nationals will be held to the format that proved popular at the 2002 event. Entry forms and other details will be sent to all BMFA members in the April issue of BMFA News.

3. GBR Junior Team

Yes we have got one!!

Prompted by the fine performance that Matthew Cuthbert has shown in F1A during the Selection events this year, John Cuthbert proposed to the FFTC that Matthew should be considered as a British contestant for the European Junior Championships this year.

This proposal has been accepted, with John appointed as team manager, and Matthew has been joined by Richard Jack and Brindly Taylor to make a full team in F1A.

Alan Jack and Ken Taylor will accompany their sons to this event, which is being held at Deblin in Poland from 19th to 25th August.

Retrieval is clearly going to be a problem; John will remain on the flight line with Alan and Ken doing the chasing. However, the team could really do with some assistance; if anyone is able to help, please contact John on 01724 720911.

3. Contest Directors

Following the appeal in the last issue of FFN, Russell Peers has volunteered to CD the open events on Easter Saturday. However, a volunteer is urgently required for the Team Selection event on Easter Sunday, and also volunteers for the following two Team Selection events, the Summer Mini, and of course, the Nationals.

Working on the basis of 'No CD, NO CONTEST' please can you all consider if you are able to help; this message is especially directed to those who, for various reasons, have perhaps not been able to carry their share of this responsibility in the past.

Please offer your services via Chris Strachan or any FFTC member.

4. 2003 Rule Book

The FFTC has received draft copies of the 2003 rule book which incorporates the changes promulgated at the end of last year. It is anticipated that the 2003 Rule Book will be available from the BMFA in the near future.

Free Flight Nationals 2002 Financials or What Happens to your Money!!!!

A number of people ask why the entry to the F/F Nationals costs more than other events, and where all the money goes. Stephen Philpott was the Treasurer for the 2002 F/F

Nationals, and has prepared the following for your information.

The 2002 Nationals were put on at very short notice, and as I was not in full time employment at the time I accepted the job as "Nationals Treasurer". This short report details the out turn of the event.

The original budget was constructed with a very small notional profit of about £200, all figures being based on previous year's history and an entry of about 200.

In reality we just made 200 prebooked entries which together with a good field entry resulted in a profit of £302.

The actual Profit and Loss Account is displayed below followed by some explanatory notes:

EXPENDITURE		INCOME	
Admin	1143.12	Pre-booked entries	5,070.00
Van hire	250.30	Income at event	<u>1,311.53</u>
Medals/Awards	434.04	Total Income	6,381.53
PA hire	45.00		
CD expenses	82.90		
Licence fees	1,506.50		
Marquee hire	457.84		
Waste disposal	462.19		
Toilets	<u>1,697.05</u>		
Total expenditure	6,078.94		
NET PROFIT	302.59		

Explanatory notes:-

Pre-booked Entry Income

There were 201 prebooked entries realising an income of £5070 made up as follows:

Airfield usage fee	1,248
Camping fee	1,100
Season ticket	1,125
Competition fees	<u>1,588</u>
Total	5,070

Field Income

This is essentially the money taken on the gate but there are also some expenses paid at source. The rounded breakdown is:

Income:	
Entries on the gate	1,680
Raffle	173
Traders	330
Entries on the field	<u>315</u>
Total field income	2,498
Expenditure:	
Paid helpers	650 (people paid to man the gate day and night)
Plumber and cleaner	220
First aid	225
Miscellaneous expenses	<u>113</u>
Total gate expenditure	1,188
Event income	1,310 (cf 1311.53)

Expenditure

These are mainly self explanatory:

Administration: This includes everything from stationary, copying and postage to scoreboards and stickers. It also includes £220 for BMFA dinner tickets.

Van hire: The vehicle used as control throughout the event.

CD expenses: Very few CD's claimed any expenses.

Licence Fees: These are the hire charge for the airfield and consist of a fixed portion per day with an additional charge for each flier. They were favourably negotiated by Graham Lynn.

SOME RANDOM THOUGHTS ON THE US DOMESTIC FREE FLIGHT SCENE

By Paul Masterman

Having recently completed the permanent move from the UK to the US, I'm now becoming far more familiar with the 'club' flying scene in my new location. Local flying contests differ from the more dramatic events inspired by Open Internationals, of which there are more than a few in the United States throughout the year and which inspire flyers from other continents – Europe and Australasia in particular – to attend and compete. Having now had a year to view the scene, these thoughts may be interesting for readers to compare and contrast with their personal domestic flying experiences, since much will be recognisable. Elsewhere, the differences might provide food for thought.

First, a bit of history. Since 1995 I've been in the habit of attending – and competing – in the US Nationals, located at the Academy of Model Aeronautics' headquarters site on the outskirts of Muncie, in the mid-West State of Indiana. When the AMA decided to quit its location close to the nation's capital, Washington DC, there was much flak for both administration and elected officials with people questioning the decision. "Where's Muncie?", was the cry. Years have gone by and the move to the new national site is proving a success, most obvious when arriving at the entrance, where the second new building, the headquarters, is now operational. The older building, from which the administration was moved, and still comparatively new, is re-dedicated to an extended exhibition center, visitor reception with a shop, and the library complex.

Initially, if anyone had a gripe about the new site, it had to be the free fliers; after all, it was only a 1000 acres! Also, quite a bit of the land was being cropped; anyone who has tried to recover wayward models from 'corn' (maize), will be aware of the initial problems... As time has passed, leases for cropping have fallen away and the land returned to grass, while access roads around and across the site have been established, together with hard-standings for vehicle parking, runways for R/C disciplines, hard and soft circles for C/L activities, et cetera. For the personal use of those visiting, there are showers, water points and a dedicated waste-dumping station for RVs. If this sounds like good news, it is – except if the wind blows a little harder than normal and carries the models outside the AMA boundary.

The 2002 US Nats started in early July, with the final days – this year Monday to Friday, 5 to 9 August – being dedicated to free flight activities. Earlier, the many other disciplines take the field – R/C, C/L, Silent Flight – and it is at this point we start to see variations in model flyers' attitude to competing – particularly in the realm of free flight. The first obvious variation is in the number of categories. Most readers will be familiar with the split of AMA 'gas' classes, which (initially) generate five competitions. Add to this Super D, and we then have six events. But this is just the start. Alongside the official events at the AMA Nationals, a further contest series comes from the National Free Flight Society's events, which run alongside those of the AMA. But that is not all; the development of Nostalgia classes – initially for engine-powered aircraft – has now been extended to rubber, with two divisions here – what may be described as 'Open' models, and Wakefield. AMA contests include (of course) Old Timer events – for both power and rubber. Bear in mind too, that rubber divides into cabin and stick, also large and small. This provides each visitor with a plethora of events in which to fly.

There are two consequences that result. First is that contestants tend to put their names onto lists, just in case they think they

might compete in a particular event. The result is that in 1/4A Nostalgia Gas for instance, entries were 46 – but only 20 people recorded scores. This ratio is reflected almost universally throughout the results lists. As a generalization – and this seems to apply to other domestic contests I've visited – if you want to win something, register to fly in a series of events. Then, if you miss the max on one particular contest, move on to something else! The second consequence is more subtle, but highly significant for the organizers. At the Nats, contestants specify which events they wish to consider and pay an incremental fee for each entry. This must generate considerable extra revenue for the AMA or NFFS! Nice work if you can get it. All it means for the organizers is the need to add names on results sheets that go up on the boards – just leave it to the computer and associated printer.

Even at local contests, the plethora of events is manifest. This results in quite a few flyers going home with some recognition of their capabilities, even though they might have only managed 3rd in 3/8 scale ornithopter canard, or some such abstruse event.

Attending the Central Indiana Aeromodellers event in September, they also ran a ream of classes, but kept things simple for themselves by only charging a fixed entry fee. That drew in the crowds! Even better, it was a social event as well as a flying contest. Run over the Saturday and Sunday (with plenty of people arriving Friday to test fly) the organizers provided a meal on the field following completion of contest activity on the Saturday. A further 'discriminator' was to find in the mail a few days after the event, complete results listings! How's that for service? When you enjoy good flying on a reasonable site, good companionship with fellow flyers, low-key but efficient contest organization, is it surprising that some competitors will travel several hundred – sometimes thousands of miles to attend?

A further example; the last contest on the US model flying calendar each year is a three day event ending on New Year's Eve – the King Orange International. Run by the Florida Modelers Association, it's held on a site close to the Atlantic coastline in Florida and this year was the 49th occasion they'd put the show in the road. The club where I'm a member, the Oakland Cloud Dusters, is based around the San Francisco Bay but has members scattered about the nation, though mostly reasonably close to home territory. This year three members chose to travel significant distances to attend – and they came away with some 'tin' for their efforts. Again, the list of events in which to compete was staggering. In addition to the standard AMA classes, there was

Furthest travelled Duster (just) was Bud Romak, who drove in from Moraga; Dick Wood flew in from Phoenix and Mrs M and I escaped the snow, wind and flying sands of Indiana by driving south to the greater comfort and higher temperatures of Palm Bay.

Weather conditions started ideal, with Sunday 28th providing gentle breezes, sunny conditions and reasonable air temperatures. The Monday had a similar weather pattern, though it was clear that conditions were starting to degrade. By the 31st the weather had changed to turbulent, gusty and cooling winds that made flying very awkward. Quite a few gave up early and took the opportunity to depart for home in the remaining daylight. Wind speed, noted on a Dwyer meter, got as high as 22 mph, and those who flew found themselves traversing a great deal of territory to retrieve their aircraft. As a result, times on the New Year's Eve day were more a reflection of perseverance than any attempt at record making. Nevertheless, the flying site is so large that retrieval was simply a matter of covering far more ground than usual.

So how did our far-travelled Dusters do? Bud Romak collected four firsts, three in Old Timer – Small Rubber Cabin, Rubber Stick (1080 seconds with his ever-reliable ‘Smith’), and C Pylon, and (yet again) Dawn Unlimited Mulvihill, when we made a very impressive 552 seconds. He also managed 3rd in Moffet – an event won by Joe Williams, who’s making a habit of collecting this trophy at this particular contest. Dick Wood, who took the America Cup for F1B in 2002, traveling around the USA throughout the year to a vast number of events, only managed 5th in Wake here, but had more success in F1G (Coupe). He and the writer were the only two clean after five rounds. In the fly-off both managed the sixth round of three minutes, so the decider came in the four minute round, when Dick made the max, but Paul dropped 47 seconds short.

Next year’s King Orange will be the 50th! So the Florida crowd is going to make an extra- special effort. They’ve recruited the CD from the first KOI to act as CD for the 50th! No less a figure than Ray Matthews – of Fubar gas model fame! Ray has taken up the challenge and it’s understood that efforts are being made to encourage attendance by fliers from around the nation. It was put to me that, since it’s going to be quite a jamboree, it might be worth seeing if the event could truly live up to its ‘International’ title. Given the number of English accents heard next day, while we were spending some time in Orlando, the trip for Brits to Florida around Christmas/New Year time seems popular. Perhaps European flyers might like to note the event in their diaries. It offers the excuse to escape from the European winter to the comparative warmth of Florida, take in a family holiday (Orlando and Cape Canaveral are only a step away), do some flying as well (and dare I say it [?]) escape from those other dreaded family commitments)! You may care to consider such a trip. The US domestic scene has a great deal to offer.

THE UK LEAGUE RESULTS FOR 2002 BY DAVE HIPPERSON

The charts here encapsulate most of the data from the UK contests last year. Of course the BMFA Senior Champs has already been documented by Rod Briggins via his superb results service. However, for those that do not subscribe the top 25 are reproduced below with the addition of an ‘events flown’ column. His format is so impressive that I have followed a similar one through the Timperley and Aeromodeller rankings. Of course this means that an individual’s points are listed rather than how they achieved them. I will therefore fill in a little of that detail when I discuss the people.

After a year with virtually no Free Flight in the UK, 2002 was important. When aerodromes and other suitable venues became available there was never a lack of clubs or individuals willing to run a contest - hence it is possible that in 2002 we in the UK were offered more than ever. Hence we owe a debt of gratitude to those concerned who so emphatically made amends for the disaster that was 2001. A new Free Flight Tech Committee that got everything moving again despite the minimum of time and the clubs and individuals who jumped at the chance to run events. Of these the most noteworthy has to be the effort by the Northern Area that surrounded Church Fenton and Linton-on-Ouse in Yorkshire. With these venues they kept a limited style of contest going even through the blighted year and when given the all clear were quick to seize every date offered often presenting novel and always exciting contests. No less than eleven clubs or individuals ran events at Fenton in 2002 and that didn’t include the BMFA Northern Gala and the aerodrome’s additional use as the Area site! Quite right those orders of merit bestowed on Dennis Davitt and John Godden by the BMFA at the end of their spectacularly successful year.

At the other end of the Country Dave Baker had established such a good relationship with the authorities at Middle Wallop

that they too were contacting him with offers of weekends rather than the other way around. Although opinions are divided over Wallop and many of the events run there do not contributing to the listings here they are none the less vital in keeping an interest in Free Eight alive. Between these extremes of course the BMFA itself re-established its popular Area Centralised system, its major galas and despite enormous difficulty managed to run a proper Nationals at the traditional time. If that were not enough they ran it better than it had been done for a decade or more. So 2002 was some year for us in the UK.

The top 25 in the BMFA Senior Champs many of you have seen before. The Timperley League list runs down the top ten and the overall Aeromodeller League the top 30 and it is this list that I will examine as it takes in all the main players. Points totals in this of course exclude events which did not have a BoM such as all FAI, hence the BMFA totals are different on the Aeromodeller table to the original Senior Champs list. Vintage at the Scots Nats and some events from the Glider Day also don’t appear as conventional rules were not in place there. Otherwise the standard of organisation in 2002 was excellent despite many CDs experimenting with novel and inventive combination ideas which did much to boost entries and create meaningful contests. The top 30 individuals below were chosen as so many tied at the bottom. Space precludes more or my mentioning details of everyone.

Andrew Longhurst flew some useful CDH placing high at Odiham and Oxford then winning the Europa Cup at Middle Wallop at the end of the year. Mike Sanderson placed many times and almost exclusively at Church Fenton but never in BMFA points. One foray down to Middle Wallop put him in the money in 8oz Wakefield. Ewan Jones shouldn’t be down here at 29. He is an inspired flyer who simply didn’t come out enough due to business commitments. His standard in the power classes is one to be aimed at. Two tied at 25. Ian Wilkinson and Dave Lambert scoring exclusively in Slow Open and Combined Power events.

Veteran Colin Hickmott - you can find his name in the results in old Aeromodellers alongside Ray Monks when they used to fly Power to the ratio formula - soldiered away all year mainly in power although he did venture into glider a couple of times. His highs were his second place in Classic Power (Dixielander) at Church Fenton in the Spring and again in British Power at Morley Heath Common along with a 3rd in combined Mini. Early in the year he sportingly stepped back from being awarded the Pannett when he realised there had been a timing error. He also flew some keen ½A in the BMFA events. He was 16th in the Timperley League. John Oulds did well at Odiham in the Spring with wins in A1 and a 2nd in HLG to tie along side John Bailey. John Bailey’s best weekend was flying his glider and Nostalgia power ‘Eliminator’ at Woodbury. However both these two also scored well in BMFA. Oulds taking A1 at the Southern and Bailey placing 2nd in 1/2A and 3rd in Open Glider at Easter amongst other successes.

Alone at 19th the remarkable Mark Benns. Mark only flies HLG and Catapult. His mentor Mike Page just scrapped on at 30th. Mark scored at Oxford and Brumfly but won both the biggest HLG and Catapult events at the Nats then went on to win Catapult at the Southern and take 2nd in HLG at the Summer Mini. A lot of John Carter’s successes are in BMFA events and some that don’t count like all his FAI Glider! However he is still in here at 18th with definitive wins in Open Glider at the Timperley and Brumfly. His contributing BMFA results including a confident flyoff win at the Summer Mini in A1, a 3rd in Open and 5th in A1 at the Nats and 3rd in Open Glider at the Northern Gala. He is tied at 12th in the Senior Champs.

Timperley League Top Ten for 2002

		9 points	6 points	4 points	3 points	2 points	1 point	Total
1	D Hipperson	80g CdH Int(1) Mini V Woodbury Open V Woodbury CdH Champ Oxford Brit P Heath Common Comb P Barnes Pwr Day Comb Power NAN	Comb Power Pannett					69
2	J O'Donnell	100g CdH Int (1) Mini V Morley Winter Mini V Morley Classic Comb Mini Heath Comm 80 g CdH Int (2) Mini V. Cleemac Winter	Mini V Oxford	CdH Champagne Oxford				64
3	G Ferer	Wake V Odiham O/R Woodbury Mini V Oxford	Mini V Morley Classic Mini V Woodbury Mini V Clee/Knives	Open V Pannett O/R Scots Nats				53
4	S Willis	Nos Rub. Woodbury Pre Wt Wake SAM Wake 4oz SAM	Wake V Easter M.W Wake V Odiham CdH Champagne Oxford	HLG Glider Day Tailless G Oxford				52
5	G Beal	Comb Mini Timp Wint Comb Glider Clee/Knave Mini V Barnes Power	Mini V Morley Wint Mini V Falcons	80g CdH Int (1) Glider Clee/Wint		P30 Heath Common		49
6	D Davitt	Comb Mini Clee/Knives Mini V Falcons	Comb Mini Pannett Wake 4oz SAM	Wake 8oz SAM CdH Brumfly MiniV Barnes	Mini V Morley Winter Comb Mini Timp Winter			45
7	F Rushby	Nos P. Morley Classic Comb. P. Falcons Comb. P. Clee/Wint	Comb.P.Timp. Comb.P Clee/Knives			Comb.P. Morley Winter O/P Brumfly	Comb.P Pannett	44
8	G Sharp	CdH Timperley	Mini V. LDICC 80g CdH Int (2)	100g CdH Int (1) O/R Falcons	O/R Woodbury O/R Scots Nats			35
9	I Davitt	Mini V.Brumfly	100g CdH Int (1) CdH LDICC CdH Timperley	100g CdH Int (2)				31
10=	C Strachan	O/R Timperley Mini V.Clee/Knives	Nos Rub Woodbury	Open V Woodbury		Mini V LDICC		30
10=	T Grey	Comb P. Easter MW P30 Oxford	CdH Odiham Comb.P. NAN					30
10=	M Sanderson		Comb. Mini Timp. Wint	Mini V Falcons Mini V. Clee Wint	Wake 8oz SAM Mini V Brumfly	Mini V. Morley Classic 25" R Clee/Knave		30

Pete Harris won Power at Woodbury and placed at Brumfly but did all the rest in BMFA contests winning the Winter Open in Power, and having a good Nats with 2nd in 1/2A, 4th in Slow Open and 6th in Open Power plus another placing in 1/2A and a win in Open Power at the Southern Gala. He didn't seem to bother with many FAI meetings. Dave Clarkson had a superb start to the season and a dreadful finish. With wins in Slow Power at the Winter Open, Northern Gala, Timperley Winter and the Pannett at Church Fenton it appeared he was about to sweep all before him - then it stopped in a succession of disasters with models being stolen, smashed by trains or simply damaged flukely in accidents no fault of his. To such as extent that he was down to only a British Power model when he gallantly flew off against 13 others in the years most numerically successful power contest - the Barnes Power Day and still placed 2nd. He was 13th in the Timperley and 36th in the Senior Champs.

Colin Foster is a convert from Radio. He is enthusiastic and getting better all the time. He flew steadily placing in the points more than a dozen times with his effort shared equally amongst club and BMFA events. He was also willing to travel and although centring most of his effort on Church Fenton also flew in the Scots Nats and visited the Southern Gala. He was 2nd in combined Vintage with his Hyperion glider (the same design as campaigned effectively by Gordon Beal) at Morley Heath Common and placed in Rubber and Slow Open Power at

the Falcons Gala. In the BMFA events he was 2nd in Open Rubber at Easter, placed in Mini Vintage and Open Rubber at a windy Southern Gala and at the Nats was 3rd both in Open Vintage and Vintage Glider. He is consequently on the Senior Champs leader board at 19th.

Now Graham Shacklock is really something. Here is a serious competitive force which you might not recognise from his relaxed demeanour. Due to work commitments he doesn't fly as much as he would like but when he does he is most effective. Mostly in Power although it shouldn't be forgotten that he supported his Timperley Club effort in winning the Farrow for Open Rubber on that fateful day when his 17 minute flyoff placed only 6th! He came into form towards the end of the season with a 2nd place in Slow Open to go along with that rubber effort at the 5th Area event and a majestic win in Mini Vintage with a Taibi Rocket power model at the 6th Area. Before that he had a good patch through the Timperley, Cleemac and Brumfly that netted him three consecutive Slow Open/Combined Power firsts and a few more points from the trusty Timide in Mini Vintage. He had 3rds in Slow Open at the Winter and Easter BMFA meetings as well. If he flew more many of us would place one slot lower every time he did. His concentration particularly at flyoff time is extraordinary despite the habit his mobile phone has of ringing at the crucial moment. Graham is 14th in the Timperley list and 20th in the Senior Champs.

Frank Rushby has long been an effective power flyer and despite many more now flying his class he still often controls the contest. Furthermore he has made great strides in F1C and seems willing to fly his sophisticated and elegant machines in all weathers. He won the Morley Classic Power and the Cleemac Winter event with his Creeps, The Falcons Gala and a 2nd at the Timperley Gala with his F1Cs and ditto at the Cleemac Knavesmire with his Nig Nog. He placed well in both Power flyoffs at the BMFA Winter Open and was 3rd in Slow Open Power at the 5th Area. His season also took in some visits to Team Selection meetings and a respectable placing in F1C at the Nats. He was 29th in the Senior Champs and 7th in the Timperley League.

Pete Watson scored exclusively in Power mostly with his F1C, occasionally with F1J. Despite none of his pure FAI points counting here because of the BoM restriction he still brings in 46 BMFA points that do count. He won F1J at the 5th Area and Easter and placed 2nd at the Southern Gala. He was 2nd and 3rd in Open Power at the Northern Gala and 3rd Area respectively. He appeared at a non-BMFA event just once! To support his club and won F1J and Open Power on the same day at the Brumfly. A previous winner this year he is 3rd in the Senior Champs.

Trevor Grey took a ground breaking route to this top ten position. He chose E30 and Electric Open Power! Thankfully for his results many clubs combined these classes with others and so gave him a decent field against which to fly but none the less this score represents a great achievement. First his other successes. Second in CDH at Odiham and 6th at the last Area event, a win in the Gutteridge at the 2nd Area which helped his Senior Champs position but cannot count here because of the missing BoM. So to the electric events. With his E30 he won Oxford, the Summer Mini and the Southern Gala. He was 2nd at Knavesmire, the NA News Winter do and the Northern Gala, and he was 3rd at the Nats. However with an EOP that was steadily improving during the year he won, Easter at Middle Wallop, the 4th Area meeting, 2nd at the Winter Open, Nats, and NA News Winter do. It should also be remembered that he did this without his wife Janet (timekeeper and team manager) who was tragically lost to cancer at the end of 2001.

Although these lists are an interesting retrospective of the year there are only a handful of flyers that go out deliberately with them in mind at the start of the season. A few of the last ones and most of the next ten fall into this category.

George Sharp flew rubber exclusively. His season in Open, Vintage and CDH being very steady although he only actually won twice - Mini Vintage at the LDICC and CDH at the Timperley Gala. He placed in both the classes at the first CDH International and then did better at the second one in November with two seconds. He placed well in Mini Vintage and Open Rubber at the Falcons Gala and in the BMFA events scored 2nds in Open Rubber and Mini Vintage with good flyoffs in the first and last Area meetings and was 3rd with his CDH models at both the Summer Mini and Southern Galas. His 10th here compares well with his 8th in the Timperley league and a final 25th in the Senior Champs.

Gordon Beal like George flies a lot of rubber but is also very proficient with his Vintage and Nostalgia Gliders and prefers the Club stuff to the BMFA centralised events. He had a very good start at the two winter season openers particularly the Timperley where he won Combined Rubber and came 2nd in Combined Glider. At Cleemac/Knavesmire he won glider (the Hyperion) and was 3rd in Mini Vintage. He also had a good flyoff win in Mini Vintage Rubber at Steve Barnes' Power day

and placed well again in Glider and Mini Vintage a few weeks later at the Cleemac Winter event. His BMFA successes came only at the Northern Gala and the Nats but they were wins in Mini Vintage and Vintage Glider. He still comes in rather a long way down the Senior Champs list at 38th but top 5 in the Timperley League.

Ian Davitt flew determinedly in the Mini classes winning all the centralised BMFA C02 events and placing 4th in the class at the 4th Area. With his CDH he won at Easter and the LDICC, the latter meaning he became the first individual ever to have his name on the London & District Inter Club Challenge trophy. Appropriate then that he now lives in St Albans a club that won it so many times in the 60s! He was 2nd at the first CDH International in 100g. 2nd at Timperley and Brumfly, 4th at the 3rd Area, 5th at the Nats and Summer Minis, and 6th at the Southern Gala and placed well in both categories at the second CDH International. In Mini Vintage he won Brumfly placed 3rd at the Nats, 5th at the Summer Mini, and LDICC. He was of course responsible for one of the big flights at the 5th Area Open Rubber event and a 3rd place. Towards the end of the year he began to look promising in Glider with second places at Timperley and the 5th Area meeting.

Three weekends stand out as exceptional for Chris Strachan. He had a very effective Woodbury. Second in Nostalgia Rubber, 3rd in the Vintage Rubber Champagne, 5th in both the Mini Vintage and Mini Vintage Rubber Champagne events and 3rd in Open Vintage rubber. Twenty points in two days! At the Knavesmire he won both Mini Vintage Rubber and under 25" rubber and the weekend before took Open Rubber at the Timperley Gala. However he flew even more BMFA - none of it FAI. He won Vintage at the Winter Open, Mini Vintage at the Nats and P30 at the Summer Mini. He was 2nd in Tailless at the 1st Area and Mini Vintage at the Northern Gala. He was also 3rd in Mini Vintage at the Summer Mini. Thus he scored about equally in Club and BMFA events and came in 9th in the Senior Champs and 10th equal in the Timperley League. A fine effort bearing in mind throughout this time he was a most effective Secretary for the revitalised FFTC.

Spencer Willis didn't travel north apart from to the Nats and the Timperley Gala. Much of his scoring was done on Middle Wallop and Beaulieu. He was 2nd in the Vintage Wake at the Easter Middle Wallop as well as Odiham where he also picked up points in Vintage Lightweight and HLG. In one day's effort at Woodbury he amassed 22 points by winning Nostalgia Rubber with a huge flyoff into the river Exe, then placing 2nd in the Vintage Rubber Champagne, 4th in the Open Rubber Champagne, and 5th in Slow Open Power Champagne. A good time too at Oxford ; 2nd in CDH the first evening as well as winning HLG then a win again in Tailless Glider and 6th in Mini Vintage Rubber the second day. He had a bit of a dabble at the Glider Day and pulled off a 3rd in Nostalgia HLG but his purple patch was winning both Pre 4oz and 4 oz Wakefield at the Sam Champs and thus adding 18 points to his Timperley total and shooting up that list just as some of the leaders were starting to flag and worse. He also picked up a few points at the Timperley Gala itself and second CDH International. Less effective in the BMFA programme although at the 1st Area he netted a win in Tailless and a 5th in Open Rubber. He scraped a 6th in the same class at the Nats as well as winning Tailless there too. He was 2nd in Mini Vintage at the Southern Gala. Although still off our list of Senior Champs down at 27th his season was enough for him to come into the reckoning seriously towards the end of the Timperley League and finally place a close 4th. A little more travelling and who knows what he could do.

Senior Championship Points

Key to events:

WO	Winter Open	TS12	1st Team Sel 02	Nats	Nationals	A5	5th Area
A1	1st Area	A3	3rd Area	A4	4th Area	SG	Southern Gala
A2	2nd Area	TS22	2nd Team Sel 02	TS23	2nd Team Sel 03	TS33	3rd Team Sel 03
NG	Northern Gala	TS13	1st Team Sel 03	SM	Summer Mini	A6	6th Area
EO	Easter Open						

Pos	Name	Total	WO	A1	A2	NG	EO	TS12	A3	TS22	TS13	Nats	A4	TS23	SM	A5	SG	TS33	A6	events flown
1	P Ball	143.5	21	-	9	14	7	4	1	7.5	3	18	6	2	20	11	14	3	3	37
2	D Hipperson	116	3	9	9	8	18	-	2	-	-	21	6	-	12	9	9	-	10	22
3	P Watson	77	-	9	1	4	4	3	4	4	4	21	-	6	-	9	6	1	1	16
4	D Davitt	54	6	-	-	3	-	-	6	-	-	24	-	-	15	-	-	-	-	9
5	J Cuthbert	53	1	3	-	-	4	7.5	9	7.5	6	-	-	3	-	-	3	9	-	11
6=	I Davitt	52.5	-	-	-	2	9	-	3	-	-	14.5	3	-	7	10	4	-	-	15
6=	J O'Donnell	52.5	6	-	-	6	-	-	9	-	-	16.5	4	-	7	-	-	-	4	17
8	S Screen	48.33	-	6	-	3	-	1	-	1	9	8	-	1	3	0.33	3	4	9	15
9	C Strachan	47	9	6	-	6	-	-	4	-	-	9	-	-	13	-	-	-	-	9
10	J Cooper	46	4	-	4	-	3	-	-	-	-	15	9	4	4	-	3	-	-	15
11	A Ball	44	3	-	-	15	6	2	-	-	6	-	-	-	-	-	6	6	-	10
12=	J Carter	38	-	-	-	5	1	-	-	2	-	6	-	9	6	3	4	-	2	18
12=	P Harris	38	9	4	2	1	3	-	-	-	-	10	-	-	4	-	5	-	-	17
14=	M Woolner	37	-	-	-	-	-	-	-	9	4	9	-	6	-	-	-	9	-	5
14=	T Grey	37	4	-	9	4	-	-	-	-	-	10	2	-	3	-	4	-	1	11
16	K Faux	33.5	-	-	-	-	-	7.5	-	3	2	6	-	9	-	-	-	6	-	6
17	A Jack	32	-	-	3	9	2	-	-	6	-	1	-	-	-	-	-	-	11	12
18	G Ferer	31.5	4	0.5	-	3	3	-	-	-	-	6	-	-	1	6	6	-	2	13
19	C Foster	31	4	-	-	4	6	-	-	-	-	8	-	-	2	-	7	-	-	14
20=	G Shacklock	30	4	-	-	-	4	-	-	-	-	2	-	-	4	7	-	-	9	13
20=	M Bennis	30	-	-	4	-	-	-	-	-	-	18	-	-	4	-	4	-	-	6
22=	J Bailey	28	3	-	-	5	7	-	-	-	-	9	-	-	-	4	-	-	-	13
22=	J Williams	28	-	-	-	-	6	6	-	9	-	-	-	6	-	-	-	1	-	12
22=	R Baggot	28	3	-	-	4	2	-	-	2	-	8	-	-	2	3	2	2	-	16
25=	B Lavis	25	-	6	-	5	6	-	-	-	-	-	-	-	2	-	6	-	-	11
25=	G Sharp	25	-	6	-	3	2	-	-	-	-	-	-	-	4	-	4	-	6	12

We have already hailed Gerry Ferer's super human effort in a season of flying in every Open Rubber contest the length and breadth of the Country and placing in the lot. As well as that he was effective in Mini Vintage Rubber winning at Oxford, placing 2nd at the Morley Classic, the Champagne at Woodbury and the Cleemac-Knavesmire. He was 4th at Morley Heath Common and the NA News Winter special as well as 5th at the Winter Timperley. Not so active as he used to be in CDH placing a mere 5th in 100 gram at the 1st International and 4th in the 2nd but he won Vintage at the Pannett and Vintage Wake at Odiham. He should be much higher than this but he had some genuine bad luck during the season. The two occasions that stand out are the Scottish Nats at which he won Vintage and then had all the points disallowed because the event was run outside the rules and then at the excellent Bournemouth Gala in the late Summer at Middle Wallop he again won the Mini Vintage flyoff but none of the points counted as that contest did not satisfy the publication requirement. Eighteen more points would have made quite a difference.

Dennis Davitt is also 4th in the BMFA Senior Champs. This was an exceptional year for him. In the club contests there was a bit of a hole in the middle of the season (holiday) but the beginning and ends were tremendous. First the BMFA successes. A surprise win in EOP at the Nats and excellent seconds in Vintage at the Winter Open and 3rd Area events. He had a great day at the Summer Mini with a long flyoff win in CDH and a 2nd place in P30. Just what he had done during Mini Day at the Nats - 2nd in P30 and 1st in CDH with another skilful flyoff. He was also 4th in CDH at the BMFA Northern. His best days in the galas were at the Pannett where he was 2nd in combined Mini and 3rd in Open Vintage. At the Sam Euro Champs he was 2nd in 4oz Wake and 3rd in 8oz the former being with a massive 18 minute plus flyoff. He also placed well in both the CDH Internationals at either end of the season.

These last three guys try to win the Leagues. They have different priorities and fly in different classes but all three of them commit enormous reserves of energy and time and not a little money in travelling to the contests all over the Country.

Look at that blank strip for Phil Ball in the Club events! Not a thing apart from the points he picked up in Open Rubber and Slow Open Power at the Morley Winter meeting. Phil's main quest each year is the BMFA Senior Championships and he won it again. He flew in all but one of the BMFA contest and thereby hangs a tale. Of course no less than 5 team selection meetings helped and earned him a place on the European F1C Team for mid-summer but those and various other FAIs doesn't count on this list. Even without them he is 3rd! The story surrounding that gap - the 1st Area meeting - is important as it changed things for someone else too. Phil didn't come out to the Gamage as a few days before it he had broken his ankle! To a less fit fellow that could have laid him up for months - Phil was out trimming again in days and flying HLG on one leg and wining it inside the month!

Before the Squash accident that did in the ankle Phil massacred the opposition at the Winter Open with wins in Open Rubber and 2nds in Slow and Open Power. Then he breaks his ankle and can't fly in the Gamage but two weeks later places 2nd in HLG at the 1st Area meeting and a week after that, at the Northern Gala, wins again in Open Rubber and HLG and collects a point in Slow Open Power! By comparison the Nats was almost a disappointment. Wins in Slow Open and 3rds in Open Power and Catapult and a 6th place in P30. On a single day at the Summer Mini he won three events netting 20 points - the most by anyone on a single BMFA day in 2002. He won Slow Open Power, HLG, Catapult glider and added an equal 3rd in P30. He had sealed the Senior Champs. At the 5th Area he picked up some more points with his Slow Open Power model and of course nine with the longest flyoff flight (86 mins) in Open Rubber history. Almost everything went wrong for him at the Southern Gala. He crashed an Open Rubber model on a comp flight, lost his Slow Open Power model on a massive overrun and tore a ligament in the other ankle! What would you have scored? He scored 14 points from a 4th in Slow Open, placing 2nd in Catapult and winning HLG with one recently broken ankle and the other one just torn. He is BMFA Senior Champion and deservedly so.

As most of the World now knows John O'Donnell celebrated his 70th Birthday in hospital with a heart attack! This would, to any normal mortal, have completely disrupted the season. However, John managed to turn a slight lack of quantity - his down time extended from the SAM Champs to the Falcons Gala - into an abundance of quality with a charge back a few weeks later with many victories. Both of the top two in this chart have had their results broadcast far and wide already. I don't intend to do it again here for reasons of both modesty and space. However superb days at the Morley Winter wining both Open Glider and Mini Vintage, Morley Heath Common with a win in Combined Mini and a 3rd in P30 as well as that famous return from illness with the double victory at the 2nd CDH International must be mentioned. I have to remind myself that this competitor O'Donnell was just as much a front runner when I was in my 2nd year at school and could only read of his exploits and dream of one day doing the same. People travel far and wide often simply to feel they have competed against the World best. Sometimes I wonder why because one of the World's best is here and flying in England. He came within a whisker of winning the Timperley League and as we reported last month had the eventual winner seriously rattled by the final contest.

It had not been my intention to go for any leagues in 2002. It was to be a year of consolidation in Slow Open power with

rubber events thrown in when power was not on the menu. Two things that happened around the 1st Area meeting changed this. Phil broke his ankle and I won the Gamage. With Phil laid up and my lucky start I thought I might have a chance in the Senior Champs and if I was going for that I might as well throw everything in and try for the as yet un-achievable Grand Slam of all three major Leagues. Trouble was Phil's lay up lasted two weeks rather than two months so immediately I was facing the champion again. Furthermore I had misjudged the calendar, a major strategic error. I had not reckoned with all the FAI team selection meetings and the extra HLG based events that were added for 2002. Phil was able to fly in 37 BMFA events - that's the most he has ever done. Once started however I was not for turning. I re-arranged the goals a bit and tried for 300 overall points, 40 flyoffs and a full score in the Timperley! It was a great help that the contests just kept coming right up to the last and for me possibly the best day of the season.

It was an experiment in excess that I shall not repeat. Most of you saw me doing it so I won't bore you with details but two contests stand out. Woodbury - 40 points in two days, enough on its own to place equal 19th with no further flying! With the contest spread over three days, a recuperation day between, I saw an opportunity to win what I considered the much coveted Alan Parker Overall Champ award and did so but damaged myself slightly in the process. Finally, and it indeed was the final, the NAN winter special, one day before the end of the official season. My current first love, Slow Open Power and it's derivatives of British and Nostalgia were on offer. That eighteen points was achieved by way of a double power flyoff win in Slow and then again in Combined Mini (Brit. Power in my case) all in the pouring rain. My best day on my most distant field flying against my favourite competitors - the Power flyers from the North of England and one from Tunbridge Wells.

For the record this is what it took. I flew on 37 days and entered and flew in 60 contests. Of those 60 I placed in the points (top 6) in 57 of them. There was no day that I didn't score points. My aim of 300 overall was missed by 10 but 290 was the highest ever recorded and by 32 points. I made my flyoff goal - I flew in 43! Interestingly despite a very lucky year in Open Rubber none of the successes or points so earned go into the Timperley total. This was the highest ever recorded but still 3 points short of the maximum. All this involved driving just short of 10,000 miles (£2000 of diesel for the van) and something approaching £250 in entry fees.

On ten occasions often assisted by George Sharp and Ian Davitt we enjoyed spending time retrieving other people's models from trees or roofs after the contest end and gained a great deal of satisfaction from this extra curricular activity particularly when we managed to do the job well and with the minimum of damage. However, without the efforts of the numerous CDs who ran so many contest and the competition that never let up - particularly at Church Fenton - none of this would have been worth doing. On behalf of everyone above I think I should thank those people who ran contests for us in 2002. Perhaps this year you can all reciprocate by flying a little more. After all we in the UK are terribly lucky. We have far more venues and many times more proper contests to choose from than any country in the World. Furthermore we have still more potential contestants so get out there and do it otherwise these fellows that give of their time to run contests might stop. My thanks to you all and have a great flying 2003.

Aeromodeller League

Key to events abbreviations:

C1	CdH Internat	29/12/01	WB	Woodbury	4&6/5	BR	Brumfly	22/9
MW	Morley Winter	13/1	OX	Oxford	22-23/6	CW	Croydon Wake	20/10
TW	Timperley Winter	27/1	SN	Scots Nats	29-30/6	FG	Falcons Gala	3/11
CG	Crookham Gala	3/2	GD	Glider Day	21/7	C2	CdH Internat	10/11
PK	Pannett/Kay	10/2	MH	Morley Heath	27/7	BP	Barnes Power	17/11
LD	LDICC	10/3	SE	SAM Euro Champs	17-18/8	CW	Cleemac Winter	1/12
EM	Easter Middle Wallop	31/3-1/4	TG	Timperley Gala	24/8	EC	Europa Cup	1/12
OD	Odiham	21/4	CK	Cleemac Knavesmire	26/8	NA	NAN Special	15/12
MC	Morley Classic	28/4						

		C1	MW	TW	CG	PK	LD	EM	OD	MC	WB	OX	SN	GD	MH	SE	TG	CK	BR	CW	FG	C2	BP	CW	EC	NA	Club pts	BMFA pts minus all FAI	Total
1	D Hipperson	9	4	-	2	6	4	12	4	8	40	13	6	-	13	-	9	5	4	-	6	-	9	2	-	18	174	116	290
2	J O'Donnell	9	12	-	-	7	-	-	-	9	-	11	-	-	13	-	-	-	-	-	-	9	3	9	-	3	85	52.5	137.5
3	P Ball	-	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	121	126
4	D Davitt	2	3	3	-	8	-	-	-	1	-	-	-	-	10	3	15	4	-	9	3	4	1.5	-	-	-	66.5	54	120.5
5	G Ferer	2	3	2	-	4	-	-	9	6	18	9	4	-	3	-	4	6	-	2	1	-	-	-	-	3	76	31.5	107.5
6	S Willis	-	-	-	-	-	-	6	11	-	22	17	-	4	-	18	3	-	-	-	-	2	-	-	-	-	83	24	107
7	C Strachan	-	-	-	-	-	2	-	-	-	20	-	-	-	-	-	9	18	-	-	-	-	-	-	-	-	49	47	96
8	I Davitt	6	-	-	-	-	7	-	-	-	-	-	-	-	-	-	6	-	15	-	-	4	-	-	-	-	38	52.5	90.5
9	G Beal	4	6	12	-	-	-	-	-	-	-	-	-	-	4	3	-	10	-	-	6	-	9	5.5	-	2	61.5	18	79.5
10	G Sharp	5	-	-	-	-	6	-	-	-	3	-	3	-	-	-	10	-	-	-	6	12	-	-	-	-	45	25	70
11	T.Grey	-	-	-	-	-	-	9	6	-	-	9	-	-	-	-	-	3	-	-	-	-	-	-	-	12	39	28	67
12	P.Watson	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	-	-	-	-	-	-	-	18	46	64
13	F Rushby	-	2	-	-	1	-	-	-	9	-	-	-	-	-	-	6	6	3	-	9	-	-	9	-	-	45	17.5	62.5
14	G.Shacklock	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	9	11	-	-	-	-	-	-	-	29	30	59
15	C.Foster	-	1	-	-	3	-	-	-	-	-	-	2	-	6	-	-	2	-	-	5	-	-	3	-	2	24	31	55
16	D.Clarkson	-	-	9	-	9	-	-	-	2	-	-	-	-	-	-	-	3	-	-	-	-	6	-	-	-	29	19.5	48.5
17	P.Harris	-	-	-	-	-	-	-	-	-	9	-	-	-	-	-	-	-	3	-	-	-	-	-	-	-	12	34	46
18	J Carter	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	-	9	-	-	-	-	-	-	-	19	24	43
19	M Benns	-	-	-	-	-	-	-	-	-	-	6	-	-	-	-	-	-	4	-	-	-	-	-	-	-	10	30	40
20	J Oulds	-	-	-	-	-	-	-	12	-	5	-	-	9	-	-	-	-	-	-	-	-	-	-	-	-	26	13	39
21	J Bailey	-	-	-	-	-	1	-	-	-	8	6	-	-	-	-	-	-	3	2	-	-	-	-	-	-	20	19	39
22	C Hickmott	-	1	1	-	3	-	-	-	6	-	-	-	-	10	-	-	4	-	-	5	-	0.5	-	-	-	30.5	8	38.5
23	A Ball	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	-	-	-	-	-	-	-	15	22	37
=	T Challis	-	-	-	2	-	-	-	4	-	1	1.5	-	-	-	-	-	-	2	4	-	-	-	-	6.5	-	21	16	37
25	D Limbert	-	-	2	-	4	-	-	-	-	-	-	-	-	-	-	9	-	6	-	2	-	-	-	-	2	25	9	34
=	I Wilkinson	-	6	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	-	4	-	3	-	-	1	21	13	34
27	C Chapman	-	-	-	-	-	-	9	-	-	8	-	-	-	-	3	-	-	-	-	-	-	-	-	-	-	20	13	33
28	J Flynn	-	2	2	-	4	-	-	-	-	-	6	-	-	-	-	-	-	-	-	1	-	-	-	-	-	15	17	32
29	E Jones	-	-	6	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	4	-	4	19	12	31	
30	A Longhurst	-	-	-	-	-	-	-	6	-	-	6	-	-	-	-	-	-	-	-	-	-	-	-	9	-	21	9	30
=	T Payne	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	-	4	-	-	-	-	-	-	-	8	22	30
=	M Page	-	-	-	-	-	-	-	-	-	-	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	21	30
=	P Robinson -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	1	3	-	3	-	4	6	-	1	21	9	30
=	M Sanderson	-	-	6	-	1	-	-	-	2	-	-	-	-	-	3	-	2	3	-	4	-	6	3	-	-	30	-	30

COUPE EUROPA, MIDDLE WALLOP, DEC 1

The web forecast was 100% probability of rain, with winds from 21-58 m.p.h., which may have deterred some of the pre-enterers. As it was, there were a few ominous-looking clouds around but they thoughtfully avoided Middle Wallop on December 1st and the 40 who flew in FIG and Vintage Coupe watched the squalls and an occasional rainbow in the distance, while never needing to don wet-sets. Nine competitors from France showed that the organisers' aim to run an event with international appeal was bearing fruit, though the Russian

translation of the safety notice, "just in case", was unfortunately not needed this time.

The turbulence from upwind woods and undulating terrain caused quite a lot of upsets, even with models a minute or more into the flight; several were seen to suddenly dive steeply during an apparently normal glide. While having a climb that punched up through the ground turbulence was a help, it was not always a guarantee of success. As ever, launches that were slightly off-wind usually led to disaster, or near disaster; several people had near misses at the bottom of the resulting loops.

John White, up from the Isle of Wight, and usually an exponent of the long, slow climb, managed to surmount the breeze and placed a creditable fifth in FIG.

Roy Vaughan, a welcome 'cross-over' from the mainly C/L Three Kings club, mis-set his wing wiggler on one flight and suffered the consequences with a severely impaired climb.

Edna Flynn, one of the welcome competitors to have made the journey down from the north, despite the forecast, was rewarded with a well-deserved second place. En route to it she managed to put one model up a tree and in the process of getting it out a wing was damaged; to add insult to injury, at the end of the day she hadn't maxed out but had tied with Andrew Longhurst, so had to fly a tie-breaker for first place, in which Andrew pipped her by four seconds to win the 2002 Coupe Europa. In Vintage, too, Ted Challis and Bob Taylor tied with a less than max out score, but they decided on a coin toss to determine third place.

One of the things that Pete Jellis learned was to check whether his d/t bands actually stretch, as opposed to simply deforming. After his FIG model mushed a lot as it came into wind on the climb a check showed the bands were allowing the stab to go to a negative angle of attack, and had 'set' at their stretched length. Ed Bennett was glad to see that several people had spotted the potential of the French Fuit Vintage Coupe model for which he sells plans, and a number were seen to be handling the tricky weather pretty well.

One of the features of this and future Coupe Europa contests is the Flitehook Prix d'Equipe FIG team award, generously donated by John and Pauline Hook; this year it was won by the UK, but next year no doubt the enthusiastic French will be back for revenge. The prizegiving, accompanied by tea, coffee, sausages and cake produced by Sally Challis, was held in one of the rooms of the museum and provided a welcome chance for recovery for the competitors, while trophies of engraved glass down to fifth place, accompanied by bottles of Beaujolais Nouveau, went to the top placers.

Vintage Coupe

1	R Oldridge	330
2	A Meritte	285
3	B Taylor	275
4	T Challis	275
5	J Minshull	244
6	C Binet	210

FIG

1	A Longhurst	533+70
2	E Flynn	533+66
3	J Cooper	505
4	T Challis	502
5	J White	433
6	J Knight	429

CHRISTMAS SPECIAL, Ch. Fenton Dec 29

Combined Glider 7 flew

1	A Jack	7.30
2	G Beal	6.24
3	J Carter	5.36
4	P Robinson	4.43
5	A Kelly	3.31
6	G Peck	3.06

Combined Power 9 flew

1	S Barnes	7.30+3.21
2	D Limbert	+2.58
3	I Wilkinson	+2.57
4	F Rushby	+2.36
5	A Jack	7.30
6	D Clarkson	3.18

Open Vintage 8 flew

1	J O'Donnell	7.30+4.03
2	P Woodhouse	+3.04
3	C Foster	+2.59
4	M Sanderson	7.26
5	E Jones	7.22
6	J Northrop	6.47

Combined E30 & C02

1	T Dunsterville	6+3.51
2	J Milner	+3.00
3	H Perkins	+2.51
4	J Godden	+1.49
5	B Whitehead	5.58

P30

1	J O'Donnell	6.00
2	D Davitt	5.51
3	T Rushby	3.38
4	K Bates	0.27

Open Rubber

1	G Ferer	7.30+4.12
2	J Godden	+2.56

CHURCH FENTON, JANUARY 12

Combined P30 & CdH 8 flew

1	J O'Donnell	6.00
2	D Davitt	5.59
3	T Dilks	5.33
4	M Sandersdon	5.13
5	J Milner	4.51
6	H Perkins	4.27

Combined Glider 7 flew

1	C Foster	7.30+4.48
2	G Beal	+1.20
3	J Carter	7.21
4	J Godden	6.06
5	K Bates	5.28
6	I Handley	3.52

Combined Power 12 flew -6 flew off

1	J Cuthbert	7.30+5.23
2	P Woodhouse	+4.50
3	F Rushby	+4.27
4	C Hickmott	+3.51
5	E Jones	+3.45
6	I Wilkinson	+2.26

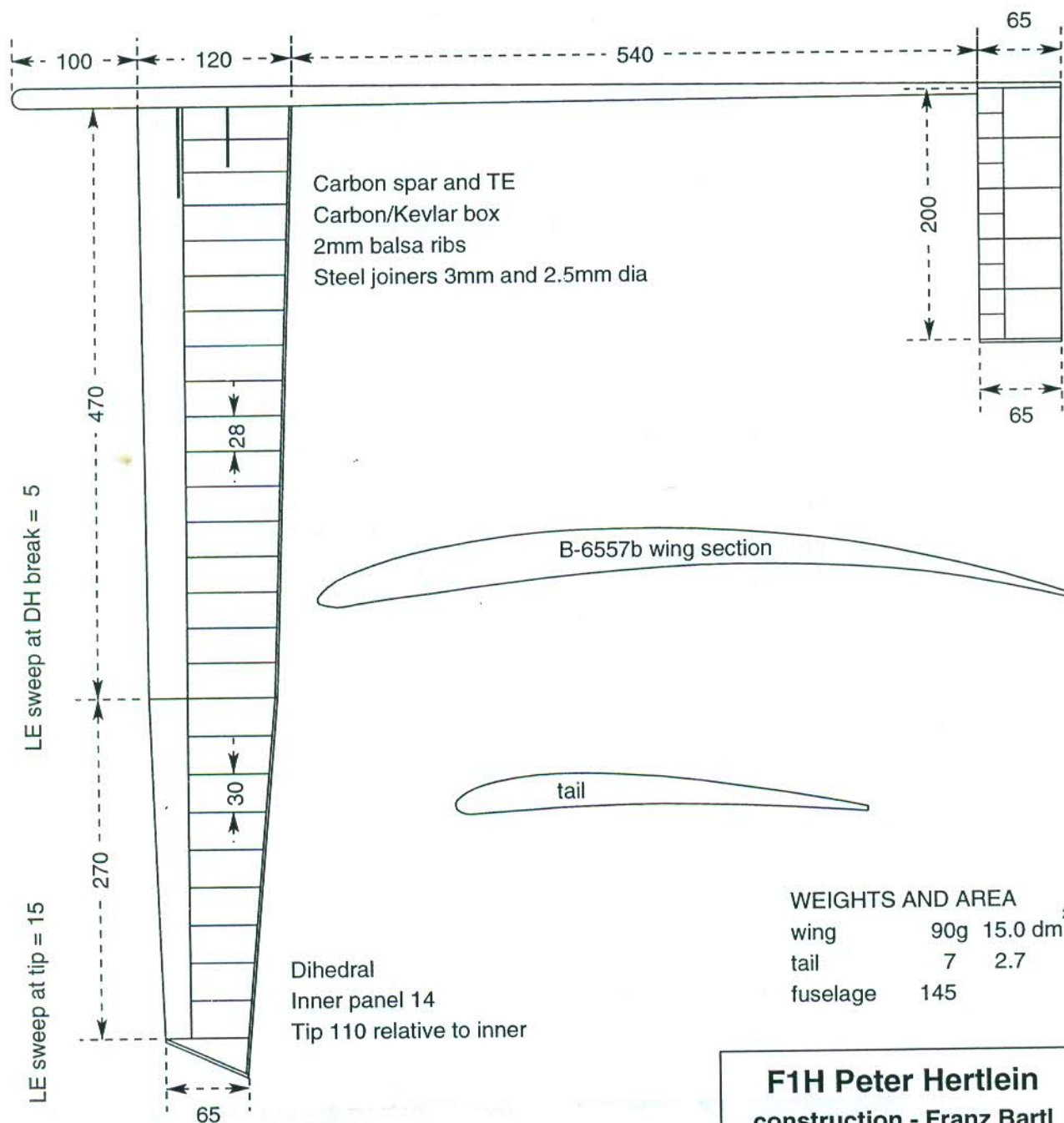
CORRESPONDENCE

EOP Motor Run, a reply from Ron Marking to Dave Hipperson's letter in January FFN.

I have built and flown an EOP model and have been around quite often when other electric powered models were being flown. My model was based on a Mini Weaver and was powered by a Speed 400 motor. I flew it quite regularly and would often take it out to my local flying site with the batteries fully charged and have several flights of varying motor runs until the batteries were exhausted. From my experience I would like to make the following observations.

A direct drive electric motor is quiet but not silent and when flying alone such as when trimming it is easy to tell when the motor stops but if there is much other noisy activity in the area then it does become difficult to determine the precise moment at which this happens. (If someone is ground running an FIC in the vicinity I would not even like to be asked to time the engine run of, e.g. a SLOP model!!) Also, even with electronic braking there is still some run down before the prop actually stops making an exact timing very difficult, but you can still normally hear the difference between motor on or off. Also, there is a significant difference in the attitude of the model, and its climb rate between power on and off and it is therefore possible to know that at, say, 35sec the model is in its gliding phase. The only time when I would say that is not the case is when for some reason you are allowing the batteries to drain right down and then at the end of the run the model is at best just maintaining altitude. Hence in Dennis Davitt's case the timekeeper was able to say that there had been an over-run but from the evidence supplied by Dave Hipperson it seems to me that Trevor's batteries were not fully charged and at the end of the run it appeared to him to be in a thermal. If the model was not in a thermal then it would have soon entered its proper glide phase and would not travel as far as Trevor expected. When my timer failed with a fully charged battery the model was still obviously climbing after at least 4min and was eventually lost!

Now to the rules. From the above we can see that it might not be possible to determine the exact timing of the motor run under flight conditions and it must therefore be done on the ground, but it is possible to determine that there has been a significant in-flight motor over-run. (Even though this will probably lead to a fly away!) I would suggest therefore that the current rule is both workable and fair and since this is still a development/experimental class we should leave it alone. If anyone suspects that a competitor is deliberately adding the odd second to his motor run after having it checked on the ground then their concerns should be directed immediately to the CD. When we start to have more participants, and if they then say that there appears to be a problem with the rule, then perhaps with the input of their experience a better one could be found.



WEIGHTS AND AREA		
wing	90g	15.0 dm ²
tail	7	2.7
fuselage	145	

F1H Peter Hertlein
construction - Franz Bartl
1st German Championships 2002
from Thermiksense

Scale 1:5 all dimensions mm

From Jervis Shephard on the correspondence about glider DT problems.

In 1977 I made a Wichita, AM plan G 1280, and despite trying various angles of tailplane tip was unable to stop it from going into a fast flat spin on DT. Almost invariably this resulted in a broken wing tip whenever it descended onto firm ground. I decided to try the method used by Larry Conover on Lucky Lindy, that is a collapsible polythene triangular fin extension under the tailplane which is deployed when the tail tips up. This with an angle of tip of about 40 degrees virtually stopped the spinning. Despite not being able to stow the fin extension inside a Ronytube it did not seem to effect the glide performance, in fact thus equipped it won the F1A event at the 1980 Nationals.

Because of the method of tailplane mounting on the Thunder King this approach is not going to help Laurie Barr. I wonder if using a parachute, or even a drogue, together with a tip up tail would stop the spinning on DT. If the parachute were deployed a few seconds before the tail tipped it might even slow the model sufficiently to prevent it looping.

Another possibility could be to use spoilers as on full-size and R/C gliders together with the normal tip up tail, although I suspect that the structural modifications required may violate the BMFA vintage rules. Differential spoilers probably would stop the spinning also.

I have not tried either of the latter but hope that these ideas may be of some help.

NOTICEBOARD

As a result of the good offices of Andre Merritte and Rex Oldridge, who made the tracing, I am able to offer plans of Bagatelle CDH by Claude Lambert. For provenance purposes, the relevant page from MRA May 1955 has been integrated on to the plan. £2.50 post free from E. Bennett, 237A Queens Road, Maidstone, Kent ME16 0LF.

INTERNATIONAL COMPETITION NEWS

There are a number of corrections to World Cup events on the FAI competition calendar published in December.

Finalisation of date which had been in doubt: the Liptov Cup F1E in Slovakia moves from September to May 10, the day after Mikulas Cup at same site.

June 27-29 Poland	International	Event is F1A only
June 27-30 Russia	Cup of Kazan	Numbers changed, now contact A Burdov on tel/fax +7 8432 990026
July 12-13 Canada	Huron Cup	Change email address for Jerry McGlashan to: rgmcg@cogeco.ca
Aug 30 Bosnia & H.	Una Cup	Status of event is to be clarified, FAI fee was not paid in full
Sept 6 Croatia	Stjepan Paulin Cup	This event is removed from the calendar (FAI registration fee not paid)
Sept 20-21 UK	Stonehenge Cup	Note email phil@oleo.co.uk and web site http://www.stonehengecup.freesevers.com/
Nov 1-2 Switzerland	Euro-Fly 2003	Change email address contact Walter Eggimann to walter.eggimann@bbl.admin.ch

SALISBURY PLAIN

Due to last years shortfall and this year's increased licence fee, a revised strategy is proposed for this year. A core of dedicated individuals have expressed a willingness to make a larger contribution. This will stabilise the funding required at the outset of the season. The sum of fifty pounds will cover the use of Salisbury Plain for the whole season, consisting of sixteen weekends. As an alternative, and for those who wish to use the facilities less frequently, a day by day subscription will also be accepted on the basis of ten pounds per weekend.

In either case, use of Salisbury Plain in 2003 will still require the initial application for registration and directions. We will also still be required to check in on the hotline, from 1200 onwards, on the Friday preceding the weekend under consideration. For registration please forward SAE to Aslett, 25 Honeyhill, Wootton Bassett, Swindon, Wilts SN4 7DX.

WOODBURY

From the organisers of the Woodbury Rally.

After receiving assurances that the Nationals would not be held on the May Day Bank Holiday weekend, we made arrangements for the caravans on the local site to be reserved for the aeromodellers. We booked and paid for using the flying site, notified the powers that be and booked the dinner for the prize-giving.

This week, much to our annoyance, we were informed that the National Championships have now been booked for that weekend!

With the loyal support and the overwhelming number of phone calls from people saying they will be coming to Woodbury, we WILL still be running our rally as we have done for many years on that weekend.

As we see it, with the cut back of weekends at Middle Wallop, modellers want to fly at Woodbury and don't usually go to the Nats. We obviously expect a lot of the experts to go to the Champs, but, looking on the positive side, modellers who usually miss out on the results, this is the year to win. The contest will be wide open and, with the beautiful scenery at the Common, a nice place to bring the family.

With the growing interest in electric power, as a bonus we have included electric with Sunday's power event. If you want a good family weekend, see you on Woodbury Common.

UK COMPETITION NEWS

EASTER PARADE 2003

Due to increased military activity the dates for aeromodelling use of Middle Wallop airfield have been revised.

In order to take advantage of airfield availability three popular club galas have re-scheduled for the Easter Holiday period.

Saturday 19th April 4th National Vintage Glider Day
Vintage gliders: up to 40", 40" to 60", over 60", Classic, Unorthodox, HLG/Catapult, plus "Past Masters". Contact: Rod Audley 01454 250354

Sunday 20th April Bournemouth Club Gala
P30, Mini-vintage rubber, A frame, Condor Clipper, Vintage Open Glider, Spark ignition precision. Contact: Ted Horsley 01202 572045

Monday 21st April Croydon Wakefield Day.
8oz & 4oz Vintage Wakefields, F1B including Prima, Classic 50-60 Wakefields, P30. Contact: David Beales 0208 858 2714
Camping available on site. Contact David Baker 01604 406822