

Free Flight news



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DIARY

| | | | |
|-----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| March 16 | BMFA 2nd Area. O/G, F1B (Weston/Plugge), F1J/BMFA 1/2 A (Plugge), HLG, Cat G | April 21 | Easter Parade - Croydon Wakefield Day. 8oz & 4oz Vintage Wake, F1B including Prima, classic 50-60 Wakes, P30. Contact: D Beales 0208 858 2714 |
| Area venues | | Middle Wallop | |
| March 22-23 | Holiday on Ice. F1A, F1B, F1C World Cup event. See page 34 of this issue | | |
| Guovik, Norway | | | |
| March 23 | BMFA Northern Gala. O/G (CMA), O/R (Caton), O/P (Hamley), SLOP, F1G, F1H, F1J/BMFA 1/2 A, Mini-vintage, CO ₂ , E30, HLG, Catapult G. D Davitt, 01727 764473 | April 19-20 | Australian Free Flight Championship. F1A, F1B, F1C World Cup. P Mitchell, PO Box 44, Terrigal NSW 2260, Australia, tel: +61 24 38 43 217, fax: +61 24 34 45 300, email: Phil.Mitchell@gosford.nsw.gov.au |
| Church Fenton | | Naranderra, NSW, Australia | |
| March 29-30 | BMFA practice weekend. See FFn 0301. Registered users only. Contact B Aslett 01793 840629. | April 22-23 | New South Wales State Championships. F1A, F1B, F1C World Cup. Than Stowe, PO Box 4138, Winmalee NSW 2777, Australia, tel +61 24 75 41 334, fax +61 24 34 45 300, email: stowes@ozemail.com.au |
| Salisbury Plain | | Naranderra, NSW, Australia | |
| April 6 | BMFA 3rd Area. O/P+SLOP combined (White), F1A (KMAA/Plugge), F1G, Vintage (Plugge) | | |
| Area venues | | | |
| April 12-13 | BMFA practice weekend. See entry on March 29. | April 26-27 | BMFA practice weekend. See entry on March 29 |
| Salisbury Plain | | Salisbury Plain | |
| April 19-20 | BMFA Easter Open and Team Selection. 19th: O/R. O/G, O/P, F1G, F1H, F1J/BMFA 1/2 A. 20th: F1A, F1B, F1C, SLOP, Vintage. P Tribe, 01225 862748 | May 1-2 | Baltic Cup. F1A, F1B, F1C World Cup. R Mackus, Taikos 19-12, 4910 Utena, Lithuania, tel: +370 687 260 02, fax: +370 389 691 81, rolandasmackus@vytolma.lt |
| Salisbury Plain | | Madziunai, Lithuania | |
| April 19 | Easter Parade - 4th National Vintage Glider Day: Vint.G: up to 40", 40" to 60", over 60", classic, unorthodox, HLG/Cat, & 'past masters'. R Audley 01454 250354 | May 2-3 | 2 F1E World Cup events, one on May 2, and one on May 3. Miloslav Nechanický, SNP 2063, 440 01 Louny, Czech Republic |
| Middle Wallop | | Rana, Czech Republic | |
| | Easter Parade camping available on site. Contact D Baker 01604 406822 | May 3 | Estonian Cup. F1A, F1B, F1C World Cup A Koppel, Pärnu Mnt 10, Tallinn 10148, Estonia, tel: +372 5048 886, fax: +372 640 57 01, email: aavo.koppel@suprema.ee |
| April 20 | Easter Parade - Bournemouth Club Gala. P30, mini-vint rubber, vintage open glider, etc. Contact: T Horsley 01202 572045 | May 3-4 | BMFA F1E |
| Middle Wallop | | May 3-4 | Woodbury Gala |
| | | May 3-5 | BMFA Nationals |

FFn

Alan Gibbs pointed out a milestone which we had otherwise missed: last autumn we published the 400th edition of FFn.

A note about the online payment system. The payment via credit cards is arranged through Paypal and they have recently notified of a particular quirk in their handling of American Express cards. Payments with Amex cards are always debited in US Dollars. Since the FFn website is denominated in UK pounds, if you have an Amex account in any currency except Dollars this will introduce an extra stage of currency conversion, because you will have to pay for conversion from your currency to Dollars and then into Pounds. Most extreme case is with a UK Amex card you will be caught for the cost of converting to Dollars **and** back to Pounds. Other credit and debit cards operate as you would expect, so select other cards by preference! Generally for overseas readers, online payment should be cheaper than the cost of buying foreign cheques or money orders. The web site address for online subscriptions is:

<http://www.btinternet.com/~kaynes/ffnbuy.htm>

† GEORGE PERRYMAN, 1924 – 2003

The death of George Perryman in hospital on Sunday 22 February following a brief illness, has taken away a lauded stalwart of the world's model flying scene. Honoured by the Academy of Model Aeronautics and the National Free Flight Society in their respective Halls of Fame, George was also recognized by the AMA as one of the world's top ten most influential designers in model aviation, an accolade awarded last December.

By reputation, George became involved with model aircraft at the early age of six. Aeronautics never departed the Perryman scene. During the second World War, he served in the Army Air Corps and eventually joined the Lockheed company in the State of Georgia to which his family had moved in 1936, working there for 37 years, which included time on the design of wind tunnel models. Internationally, he flew on both A/2 Nordic (F1A) and Wakefield (F1B) teams for his country, but it was on the domestic front where George generated the most significant presence and where his achievements became so recognized and applauded. He was fortunate enough to maintain both physically and mentally an acute understanding of the world that stood him in good stead throughout his life. Last year at the US Nationals he continued to succeed; 5th in Moffett; winning the Dawn Unlimited with a seven minute plus flight; and coming 2nd in Nostalgia Wakefield – the contest where he had represented his country over four decades previously.

What made the man such a singular individual? George was a son of a Methodist clergyman but any preconceptions of a constrained and reticent being are way off the mark. Perhaps the most accurate description is, outrageous; an outrageous man who built outrageous models.

His unusual designs – pointed tips to flying surfaces (even prop blades) multi-dihedral stabilisers – “didn't look RIGHT” at first sight. As much as we could huff and puff and say, in the manner of the student aerodynamicist when examining the bumble bee, “That'll never fly”, his aircraft, like the bumble bee, continued to perform immaculately. For those design conservatives among us, his open-minded creative approach to model aviation continues to give much pause for thought; rather than saying, “That'll never fly” one is prompted to the question, “Why does that fly so well?”

One of his particular favourite events was Mulvihill (to Brits, Open Rubber, with a 300 sq. in. limit to wing area). It took him some time and effort to come to the top of the pile at the National event – but he did so finally, though not before seeing the contest won by two other flyers – using a Perryman design, “Little Daddy”! And although he concentrated on (silent)

powered aircraft during the last few years, leaving gliders behind, his efforts were not confined to rubber alone as his successes in CO₂-powered models demonstrate. He flew both Open and F1K and was highly competitive in both classes (2nd in F1K at the '02 Nats).

For most people, perennial involvement in model aircraft might be sufficient to make them well known and respected. George however was multi-dimensional, as one discovered on meeting him. Thoughts and ideas sprang from him without prompting, with a perception and wit that were refreshment itself. His renown for story-telling – often bringing to bear the most subtle elements of humour – was a by-word. The current NFFS Digest editor, Walt Rozelle – a long-term friend both socially and on the flying field, has remarked about his loss, “... I will even miss his terrible, corny jokes”. It's worth remembering though (and it's doubtful that Walt would disagree) that many of his stories skipped the terribly corny and not infrequently, were profound – especially when they were against himself. He loved to recount (especially to Brits) that SMAE and AeroModeller key figure in the forties and fifties, C S Rushbrook (Rushy), while attending the Wakefield World Champs, would introduce George thus, “Have you met my friend from the Colonies?” Someone should recall that fund of stories in print before they're all forgotten.

We shall not be lacking an epitaph, though, since George's model designs will remain. Nor should we dwell on our own sadness at his passing. Rather than that, George's spirituality might best lead us to the more positive sentiment, “O what a joy to have known him!” PSM

† KEITH HOOVER

Phil Ball writes: “I had a phone call from Keith's wife to say that he had died suddenly a week or so ago, she wanted me to let people in the UK know and I thought the best way would be through FFn if that's ok with you. As you most probably know Keith's love was as he called it non-automated Free flight Power and his way of achieving control of the power phase was by Very High Thrust Line. My first recollection of this was an all sheet design published in the Aeromodeller around 1960 I can't remember the name but it was Hi something, although I bet you do. I first had contact with him around 1990 when he was editing the NFFS Power book which was published in 1992, amazingly he had friends who lived in Nottingham who he visited regularly and that was how I first met him. I have kept in contact with him on a regular basis sharing ideas and always promising to build a VHTL Slow model, perhaps I owe him one now he has died.

Keith told me many stories about FF in the States during the 50s and 60s but none was more fascinating than his account of Gerry Ritz's World Champs win. Keith leaves a wife, Gurda, I don't know if he had children, he never spoke of any and somehow I didn't like to ask.

LOST HILLS COMPETITIONS, FEBRUARY

Bob Norton reports:

On the 8th and 9th of February, at Lost Hills was the Isaacson contest, named in honor of the F1A flier and his wife who were killed in a tragic automobile accident. The contest is considered to be a tune up for the Max Men contest the following weekend. The weather was good enough to cause some apprehension that the following weekend would not be so fine. As it turned out, it appeared that George Batiulk had made his usual pact with the Devil to insure good conditions for the following weekend. Highlights of the contest are: F1A, Mikhail Kochkarev, F1B, Alex Andruikov, F1C Eugene Verbitsky. In the mini events, it was FIG, RAndy Secor, F1H, Mike McKeever (who has had a very good year), F1J, Ed Carroll. In the first ever F1E contest in the United States, the winner was Peter Brocks.

On the 14th, the Max Men contest began with the mini events, the weather being perfect as the contest started at 12:00, prior to that, things were not so good. The winners were: FIG, George Schroedter, F1H, Mikhail Kochkarev, F1J, Bucky Servaites. On Saturday, the contest began with a super max round, 4:00 for F1A and 5:00 for B and C. Conditions were very good, but somewhat perilous, and many notables dropped flights. As usual, there was a strong European influence among the contestants. On the first day, Verbitsky had a problem with his geared engine, and withdrew. Overnight, there was rain, which caused consternation among many. As the contest began, the rain - a mist really, stopped, and no more rain for the rest of the day. The super max round was delayed to the second round (round nine) and the contest proceeded. All during the day, contestants were treated to the most spectacular cloud display many had ever seen. There was also sunlight, cloud cover, and everything in between. The first flyoffs left 6 F1As, 4 F1Bs (!) and around 10 F1Cs. All was determined by the second, 7 minute flyoff round. The results were, surprisingly, all Americans. In F1A, Jim Parker (with his son Dallas placing third), F1B, Walt Ghio, with his beautifully trimmed glide making all the difference, and in F1C, Ed Keck, with an amazing engine run. At the prize giving, the usual feast was provided by the wives of the US fliers. Another great success for the first American World Cup Contest.

Isaacson Winter Classic 2003, February 8-9

F1A 23 flew

| | | | |
|---|------------|----------|------|
| 1 | M Kochkar | 1290+300 | +420 |
| 2 | J Parker | +300 | +309 |
| 3 | C Breeman | +300 | +185 |
| 4 | M McKeever | +300 | +155 |
| 5 | B Van Nest | +231 | |

F1B 25 flew 6 in flyoff

| | | | | |
|---|-------------|----------|------|------|
| 1 | A Andriukov | 1320+300 | +420 | +484 |
| 2 | I Vivchar | +300 | +420 | +313 |
| 3 | W Ghio | +300 | +361 | |
| 4 | D Blackam | +300 | +310 | |
| 5 | R Blackam | +300 | +276 | |

F1C 14 flew 6 flyoff

| | | |
|---|--------------|----------|
| 1 | E Verbitski | 1320+300 |
| 2 | D Chesson | +254 |
| 3 | K Happersett | +201 |
| 4 | P Watson | +199 |
| 5 | D Johannes | +168 |

F1P 1 flew

| | | |
|---|-------------|-----|
| 1 | J Oldenkamp | 232 |
|---|-------------|-----|

F1E 3 flew

| | | |
|---|----------|-----|
| 1 | P Brocks | 530 |
| 2 | B Norton | 327 |

Nostalgia Wakefield 2 flew

| | | |
|---|-----------|-----|
| 1 | P Allnutt | 766 |
| 2 | R White | 553 |

P-30 3 flew

| | | |
|---|------------|-----|
| 1 | A Burdov | 360 |
| 2 | B Van Nest | 336 |

F1G 17 flew, 11 full scores

| | | | | | |
|---|------------|------|------|------|------|
| 1 | R Secor | +240 | +240 | +300 | +280 |
| 2 | R Khuziyev | +240 | +240 | +300 | +148 |
| 3 | B Tymchek | +240 | +240 | +279 | |
| 4 | L Norvall | +240 | +240 | +273 | |
| 5 | E Gorban | +240 | +236 | | |

F1H 14 flew 8 full scores

| | | | | | | |
|---|------------|---------|------|------|------|------|
| 1 | M KcKeever | 600+240 | +240 | +300 | +360 | +420 |
| 2 | E Busnell | +240 | +240 | +300 | +360 | +386 |
| 3 | B Coussens | +240 | +240 | +300 | +360 | +139 |
| 4 | V Stamov | +240 | +240 | +300 | +307 | |
| 5 | J Cooper | +240 | +240 | +157 | | |

F1J 7 flew 5 full scores

| | | | | |
|---|--------------|---------|------|------|
| 1 | E Carroll | 600+240 | +240 | +300 |
| 2 | P Watson | +240 | +240 | +136 |
| 3 | S Screen | +240 | +240 | |
| 4 | D Rounsavill | +240 | +145 | |

Maxmen, World Cup event, February 14-17

F1A 47 flew

| | | | | | | |
|----|----------------|-----|------|------|-----|-----|
| 1 | J Parker | USA | 2520 | 120e | 300 | 373 |
| 2 | M van Dijk | NED | 2520 | 120e | 300 | 340 |
| 3 | D Parker | USA | 2520 | 120e | 300 | 283 |
| 4 | C Breeman | BEL | 2520 | 120e | 300 | 215 |
| 5 | B Sifleet | USA | 2520 | 120e | 300 | 204 |
| 6 | V Beschasny | UKR | 2520 | 120e | 300 | 29 |
| 7 | T coussens | USA | 2520 | 78e | | |
| 8 | M Cowley | USA | 2520 | 72e | | |
| 9 | J Somer | NED | 2520 | 66e | | |
| 10 | J Cooper | GBR | 2516 | | | |
| 11 | P Brun | USA | 2511 | | | |
| 12 | A van Eldik | NED | 2508 | | | |
| 13 | B Van Nest | USA | 2499 | | | |
| 13 | M Keever | USA | 2499 | | | |
| 15 | B Coussens (J) | USA | 2486 | | | |
| 16 | M Kochkarev | RUS | 2485 | | | |
| 17 | T Tzvetkov | USA | 2475 | | | |
| 18 | C Cusick | USA | 2463 | | | |
| 19 | S Spence | USA | 2459 | | | |
| 20 | B Bauer | USA | 2446 | | | |
| 21 | V Stamov | UKR | 2442 | | | |
| 22 | L Hines | USA | 2434 | | | |
| 23 | H Nyhegn | DEN | 2427 | | | |
| 24 | E Busnelli | USA | 2425 | | | |

F1B 49 flew

| | | | | | |
|----|----------------|-----|------|------|-----|
| 1 | W Ghio | USA | 2520 | 240e | 300 |
| 2 | O Kulakovsky | UKR | 2520 | 240e | 244 |
| 3 | P Ruyter | NED | 2520 | 240e | 240 |
| 4 | A Burdov | RUS | 2520 | 240e | 139 |
| 5 | J Lueken | USA | 2520 | 209e | |
| 6 | B Biedron | USA | 2520 | 202e | |
| 7 | B Booth | USA | 2520 | 198e | |
| 8 | I Vichar | UKR | 2520 | 195e | |
| 9 | R Blackham | AUS | 2520 | 190e | |
| 10 | R Khuziev | RUS | 2520 | 164e | |
| 11 | R Tymchek | USA | 2520 | 134e | |
| 12 | R Jones (J) | USA | 2520 | 101e | |
| 13 | E Gorban | UKR | 2518 | | |
| 14 | A Andriukov | USA | 2513 | | |
| 15 | R Cooney | USA | 2510 | | |
| 16 | J Sessums | USA | 2506 | | |
| 17 | J Bradley | USA | 2504 | | |
| 17 | P Van Merkesyn | NED | 2504 | | |
| 19 | R Morrell | USA | 2500 | | |
| 19 | L Horak | CAN | 2500 | | |
| 21 | D Blackham | AUS | 2495 | | |
| 22 | R Wood | USA | 2491 | | |
| 23 | P Scheiman (J) | USA | 2483 | | |
| 24 | Y Waltonen | FIN | 2474 | | |

F1C 29 flew

| | | | | | | |
|----|--------------|-----|------|------|-----|-----|
| 1 | E Keck | USA | 2520 | 240e | 300 | 485 |
| 2 | R Archer | USA | 2520 | 240e | 300 | 433 |
| 3 | N Poti | USA | 2520 | 240e | 300 | 427 |
| 4 | D Chesson | USA | 2520 | 240e | 300 | 388 |
| 5 | D Perkins | USA | 2520 | 240e | 300 | 362 |
| 6 | D Johannes | USA | 2520 | 240e | 300 | 345 |
| 7 | G Morris | USA | 2520 | 240e | 300 | 344 |
| 8 | B Servaites | USA | 2520 | 240e | 300 | |
| 9 | S Screen | GBR | 2520 | 240e | 262 | |
| 10 | B Gutai | USA | 2520 | 236e | | |
| 11 | F Parker | USA | 2520 | 218e | | |
| 12 | P Watson | GBR | 2520 | 208e | | |
| 12 | K Happersett | USA | 2520 | 208e | | |
| 14 | E Verbitsky | UKR | 2520 | 175e | | |
| 15 | R McBurnett | USA | 2520 | 154e | | |

NEWS FROM BMFA FF TECH COMMITTEE

1. The Free Flight Nationals 2003

Peter Watson has kindly volunteered to be Nationals Co-ordinator for 2003. The FFTC are grateful to Peter, and he joins Mike Woodhouse and John Carter to form the Nationals Organising subcommittee, with Stephen Phillpot once again taking the role of treasurer.

Entry Forms and further details will be published in the March edition of BMFA News.

The programme will be broadly as 2002, except that individual championships will not be awarded (neither at the event nor after), and the Club Championship will not be held in 2003, although this may be brought back as a special open event (ie not at the Nationals) in 2004. The Junior Championship will be awarded for the Nationals.

2. BMFA Free Flight Rule Changes for 2004

Yes it's time once more to start to think about next year's rule book if we are to pass proposals to the Technical Council by 29th September.

In 2003 the FFTC will operate a similar process to the one used in 2002 to collect and consider ideas for rule changes.

The time table will be:-

| | |
|-------------------------|----------------------------------------------------------------|
| 12th April FFTC Meeting | Prepare list of possible rule changes |
| End April | Publish proposals for comment |
| 5th July FFTC Meeting | Review responses and amend proposals if necessary |
| End July | Publish revised proposals |
| 13th Sept FFTC Meeting | Prepare final rule changes for submission to Technical Council |

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

1 **A reduction in number of flights from 5 to 3** in Mini Vintage and possibly in further or all mini classes. See rule 3.12(c). There has already been a lot of correspondence about this one and it seems to be pretty equally balanced between "We are all too old to do 5 – especially if we want to do a second class as well" and "I do not want to go all the way to a contest and just do 3 mini flights".

2 **Tidy up catapult glider** - especially 3.49.(a) – the specification of the rubber.

3 **Sort out Tailless.** Under 3.17 at present you can enter an electric or CO₂ powered tailless with any size of battery or gas tank. Not a lot of people know that! However one does and has already won a non BMFA event with a big battery model. An alternative view from a strict reading of the rules is that there can only be Glider or Power Tailless classes, and not rubber. Any suggestions to clarify this rule?

4 **Tidy up BMFA FAI rules 3.2, (especially 3.2.2 and 3) and differentiate them more clearly from FAI rules (3.25 onwards).**

Please will anybody who has any additional changes to suggest, or wishes to comment on the above please send their suggestions, ideally by email or else typed so that I can scan them, to the Secretary of the FFTC. Chris Strachan, 56 Way Lane, Waterbeach, Cambridge, CB5 9NQ. Email: chris.strachan@btinternet.com

3. Contest Directors

Contest Directors have been appointed for the Nationals, and Trevor Payne has kindly volunteered to be CD for the first team selection event at Salisbury on Easter Sunday. However, Cd's are still required for the two remaining team selection events on 21/22nd June and 4/5th October, and for the Summer Mini on 13th July.

Please contact a FFTC member if you are able to undertake this essential duty.

4. Wymeswold

The venue of Wymeswold for the Winter Open in February was considered to be most successful, although the limitations of the site are recognised. The feedback from the locals and the site owner was positive, but a number of complaints were received about noise. This had perhaps been exacerbated by some who took the opportunity to ground run noisy engines on what was known to be a noise sensitive site, despite requests by the CD to decline from doing so.

We hope that we will be able to use Wymeswold again, but only for 'silent events'. At the present time this may prove to be the only suitable venue for the Summer Mini on 13th July, and if this does prove to be the case, it is regretted that F1J/BMFA ½A will be omitted from the programme.

5. Trimming contribution

The cost of airfield licences continues to rise, and it is important to ensure that all flying site users contribute to there share of the costs. Generally the entry fees cover the costs incurred by competitors, but the FFTC has debated how it would be appropriate for those who are trimming or flying sports models to share the cost. The conclusion was that it was difficult to set/collect any form of fixed charge, but that non-competing flyers should be encouraged to make a voluntary contribution of £2.

BMFA AIRFIELDS SURVEY.

This exercise has been underway for almost a year now and wrap up time is approaching. Despite this some counties remain not covered. These are:

Berkshire, Buckinghamshire, Hertfordshire, Middlesex, Somerset

I would very much welcome volunteers to survey these few remaining counties enabling a complete survey of England. Yes, you are correct, we have not been covering Wales and Scotland, although Jim Andrews, the BMFA Assistant PRO, has volunteered to have a look at Wales. Perhaps I could have a few volunteers from Scotland to make the survey truly UK-wide. It was disappointing that Roger Bellingham, the BMFA Flying Sites Officer, declined to survey Buckinghamshire despite living there pleading that he was too busy with his BMFA work. Much more helpful has been John Cooper who has been a hero in conducting the surveys for no less than 3 Counties - Suffolk, Essex and Huntingdonshire. There have been many amongst the Survey Team of 33 people now who have done sterling work but no-one except John has managed to survey 3 counties. Thank you all very much.

Dave Clarkson, 108 Lincoln Towers, Middle Hiligate, Stockport, Cheshire SK1 3PQ, tel 0161 477 7647.

BMFA RESULTS SERVICE

The results service will be the same as last year except for requiring nine SAEs instead of six. Sent to Rod Brigginsaw, 60 Upper Highway, Abbots Langley, Herts. WD5 0JE. Anyone wanting e-mailed results (sent out after each competition) can let me know at rod@brigginsaw.freemove.co.uk existing e-mail recipients need not re-apply but let me know if you no longer require e-mailed results.

CORRESPONDENCE

Note The following two letters from John Barker were sent before the February FFn was published but a mishap prevented their inclusion in that issue.

On EOP Motor Run

I would like to join with Dave Hipperson on asking for discussion on the method of timing motor run in Electric Open Power competitions. I was a member of the FFTC when the class originated and I wrote the present rule after conferring with a lot of electric flyers. Some mention of why the present rule is as it is may help to devise something better for the future.

It was realized in the early discussions on an Open Electric class that, because electric motors are so quiet, it would be difficult to time the motor run from the sound emitted. I remember the following being suggested as alternatives. Look for the propeller stopping - but some propellers freewheel! Several suggestions were on the lines of: fit a flashing light, emit a cloud of smoke or powder, drop a weighted streamer; all these to be triggered when the motor stops - but what is to say the motor *has* stopped when they are triggered? A little further thought on the above methods will create pictures of a countryside covered with discarded streamers or other debris or, worse still, of being hit with a lead weight when the streamer failed to deploy! John Godden's observation that when the power stops the nose will drop was simple - perhaps too simple for some people.

A thing to bear in mind is that the Free Flight community always seems to resist change and this has been particularly so in the case of electric power, despite the rejuvenating effect it has had on many other branches of the hobby. Many people would have been glad to see EOP stillborn but I thought it was the duty of the FFTC to give it a chance. All other branches of Free Flight depend on honesty, both in the meeting of specifications and, more importantly, in the timing of flights. Timing is usually done by relatives or close friends and yet we do not constantly doubt their honesty. It seemed to me that there was no reason to think an electric flyer would have any less integrity. I therefore wrote a rule to get the class started which depended on the flyer fitting a reliable timer and using it honestly. The rule is not perfect but it has given us a couple of years of flying the class, and that would not have happened without a rule of some sort.

Dave's two examples do emphasize the difficulties although in the case of Dennis Davitt's competition flight the timekeepers still got it right. As Trevor Grey's was a trimming flight we do not know how a timekeeper would have reacted.

I am puzzled by Dave's interpretation of the BMFA rule so perhaps that needs looking at. However if I was CD and the rule said the flyer shall demonstrate his method of meeting the motor run requirement of 30 seconds maximum then I would expect him to start the motor and the timer and shew me that the timer stopped the motor at 30 seconds or less.

The take up of EOP has been slow so far and its best chance of development is probably within the combined power competitions. If this is to happen harmoniously then EOP will have to shew that it does not have an unfair advantage. Indeed, as the newcomer, it will probably need to prove itself whiter than white! So if anyone has a better way of settling the motor run of an EOP I am sure that a lot of people, and the present FFTC, would be interested to hear.

The second letter from John Barker, on glider DT problems.

I am sure that Colin Sharman is correct when he says that lack of fin area contributes to the spiralling of a glider on DT and his letter stirred a couple of memories. One of the earliest suggested methods of dethermalizing was to tip up the outer portions of the tailplane to form twin fins. The intention was to

make the aeroplane 'weathercock' and not drift downwind so fast. Weathercocking of a free flight aeroplane is a can of worms I don't want to open but it should be legal to pop up the tips of a Vintage tailplane, at the time of DT, to give the auxiliary fin effect that Colin found beneficial.

Another vague memory is of pieces of flexible material (silk?) being fixed between the bottom centre line of the tailplane and the top of the fuselage. In normal flight the material was folded between the tailplane and the fuselage but when the tailplane tipped for DT then the material formed an extra triangular fin.

I think that Andy Crisp is quite right, as usual, to emphasize the importance of tail volume. However there is one aspect of tail volume that I have never seen mentioned in connexion with the dethermalized state and that is the effect of circular airflow. The convenient concept of a deeply stalled wing and tail does not hold true if the aircraft is doing strange manoeuvres on the way down. As a guide, an A2 of typical proportions doing ten feet diameter loops would generate circular airflow such that a tailplane tipped to a DT angle of minus thirty degrees would be nearly aligned to the airflow - in other words keeping the aeroplane stable in its loop. The errant motion need not, of course, be a full loop but a stall will approximate to part of a loop and even banked turns will generate circular airflow. So, under certain conditions, the tailplane will give far less damping than might be expected and indeed may be at such an angle as to drive the instability.

It is possible that a tailplane plus elevator arrangement would be safer where the elevator would initiate the stall and the tailplane would still be at an angle to give pitching stability. However, from my armchair, I wonder if a tail mounted parachute, which deployed at the same time as the tailplane popped up, would give sufficient damping in both pitching and yawing to solve all the problems.

CHURCH FENTON JANUARY 26

Report by Gerry Ferer.

With a strong wind blowing from the road towards the poplars at the start, it took some time to decide that the best position to fly was from near the fire-station, and a 1.45 max would be long enough. Soon afterwards a large black cloud drifted over, and for an hour the wind dropped and a standing up-current was over us. From noon the wind increased to 20 mph. But it did stay dry. While rubber models coped with the conditions, and the small models had spectacular climbs, power models also climbed well but came down quickly.

Combined power and combined glider have become accepted as standard contests, with engine run and tow-line length being varied for the different model types. The combined rubber event was an attempt to do the same for rubber, equalising model performance by multiplying the flight-time by a factor. The factors, based roughly on the size of model, were: 1.8 for Flight Cup and up to 25" span, 1.2 for P30, 1.1 for 25-34" span, 1.0 for large Vintage, and 0.6 for open rubber. In the fresh wind small models had the advantage of not going very far, and only small models were flown in the rounds. The models used were 2 Flight Cup, 2 25", 1 P30, and 4 34". Dennis Davitt used a Flight Cup for the rounds flights, and a Lanzo Stick on 1.0 factor for his winning flyoff flight. A Flight-Cup was second, and 34" third.

All events 1.45 x 3 flights

Combined Rubber (Factored times) 9 flew

| | | |
|---|-------------|-----------|
| 1 | D Davitt | 5.15+6.05 |
| 2 | M Sanderson | 5.15+2.36 |
| 3 | B Cleasby | 5.15+2.16 |
| 4 | J Godden | 5.15+1.53 |
| 5 | G Beal | 5.15+0.03 |
| 6 | J Northrop | 5.08 |

Combined Power (7 flew)

| | | |
|---|-------------|-----------|
| 1 | D Clarkson | 5.15+0.42 |
| 2 | C Hickmott | 5.15 |
| 3 | C Foster | 5.11 |
| 4 | F Rushby | 5.08 |
| 5 | E Jones | 4.38 |
| 6 | I Wilkinson | 1.45 |

Combined Glider

| | | |
|---|------------|------|
| 1 | A Kelly | 5.05 |
| 2 | J Carter | 4.12 |
| 3 | B Horsley | 3.30 |
| 4 | G Peck | 1.50 |
| 5 | P Robinson | 0.50 |

CROOKHAM GALA, Middle Wallop Feb 2

By Dave Hipperson

Pity this had to clash with another prestigious meeting for similar aeroplanes in the North but the Pannett at Church Fenton was re-jigged deliberately to avoid clashing with the Watford Swap meet in late January which would have stolen from it even more potential contestants.

At Middle Wallop the weather was quite horrible with a cold (45F) and sometimes strong (20 mph) westerly sweeping in occasional blustery sleet squalls. There were noticeable lulls but often these were just atrocious turbulence. Many Mini Vintage models, even in expert hands, went seriously awry. Glider enthusiasm was high and CD John Thompson was heard to remark at one point that there were more people flying glider than had actually entered suggesting that some were doing it for fun! The preponderance was for Vintage and Nostalgia designs. A modern model took top honours but only just!

Not such enthusiasm for Power but the Hipperson/Grey head to head that ended last season appeared again, both leading combatants having at least one untidy flight. Grey's last, which lost him the contest, managed to make a colossal distance downwind, a straight glide was suspected, before being arrested abruptly by the trunk of a conifer and at about 25 foot up it. The combination of heavy model but light airframe did not take kindly to this sudden deceleration and it meant a second broken model for the EOP expert as an earlier one had suffered seriously on landing. The Hipperson T34 proved more rugged and survived but even Pete Harris's model suffered trim problems on the first couple of flights. The rest of the field fell away a bit without completing all the flights as damage and distance took their toll. Spencer Willis, switching to Power after dropping a flight in Mini Vintage, suffered the indignity of an engine timer failure. Neither the Dixielander nor the motor were on song but the resulting altitude left no one in any doubt that Spencer would have a very long retrieve. He wasn't seen again that day!

The eventual top two in Mini Vintage quite possibly produced the best flying of the day - certainly in Sharp's case, where none of his flights were below 2.30 and furthermore looked safe every time. Makes you think a bit. A 50's Keil Kraft kit designed for kids! What are the rest of us doing wrong here? Anyway in the flyoff he was up against Simon Dixon's (Marcus) Dynamite which flew as it had at Brumfly with perhaps a little too long and too gentle a run. Disappointing as he had been ready on the hooter and should have benefited from the genuine lull - perhaps the calmest moment of the day - but didn't. Sharp's (Senator) flight half a minute later climbed better and caught up the good air for an even more respectable score.

In addition Mike Parker reported on the event. It is interesting to add the organising club's view of the weather, followed by the addition of glider report:

With the weather during the days prior to the contest (snow, wind, frost and rain), and a pessimistic forecast for Sunday, we were very pleased and surprised to see an excellent turn out. Those who made the journey were rewarded with weather somewhat better than expected. The wind was 10 to 20 mph (with the occasional gusty period of 25mph), but it was mainly dry and bright if somewhat cold. What rain we had was short and didn't spoil the fun....

Combined Glider was well supported with some 11 entries (although not all returned scores), and a mix of classic, vintage and modern designs. Awards for bravery should have been issued as towing in the wind tested the skill (and fitness) of all but a few experts. Faced with the daunting task of recovering from downwind in conditions that made even the most hardy struggle at times, saw Peter Michel with a novel approach, who seemed to have a purpose made umbrella. Paul Seeley topped the score board with Rod Kenward close at his heels.

Our thanks must go to John Thompson for all his efforts not least for remaining at his post in spite of illness. Thanks also to all who supported the event and as usual we promise better weather for next year!

Combined Glider 2.30 x 3 10 flew

| | | | |
|---|-----------|------|------------------|
| 1 | P Seeley | 5.45 | Modern |
| 2 | R Kenward | 5.28 | Classic -Caprice |
| 3 | J Howick | 4.45 | Modern |
| 4 | D Ridley | 4.10 | Classic |
| 5 | D Cox | 3.45 | Modern |
| 6 | D Beales | 3.43 | Classic |

Mini Vintage 2.00 x3 10 flew

| | | | |
|----|----------|------------|----------|
| 1 | G Sharp | 6.00 +2.47 | Senator |
| 2 | S Dixon | 6.00 +2.17 | Dynamite |
| 3 | R Uden | 5.12 | RAF V |
| 4 | J Knight | 4.59 | |
| 4= | S Willis | 4.59 | |
| 6 | M Parker | 4.45 | |

Combined Slow Open & Elec Power 2.30 x 3 6 flew

| | | | |
|---|-------------|------|---------------|
| 1 | D Hipperson | 7.21 | Slow Open |
| 2 | T Grey | 6.40 | Electric Open |
| 3 | P Harris | 6.10 | Slow Open |
| 4 | T Hopgood | 2.56 | Slow Open |
| 5 | F Chilton | 2.03 | Slow Open |
| 6 | J Allen | 0.44 | Slow Open |

PANNETT/KAY/TOPLIFFE MEETING

Church Fenton, Feb 2, By Dave Hipperson

The same day as the Crookham Gala, same wind direction but more of it, colder and more rain. Some of this is my fault! I suggested the date be shifted when originally it clashed with the Watford Swap Meet. I know that day was breezy too but nothing like this. Sorry.

That total of Carter's in Glider is only two flights, that was all he needed. JOD started with his beautiful New Look Vintage Wake damaged it in a tree on the second flight after unsuccessfully battling horrendous turbulence on the first and was thrown back to the flimsiest of Mick Farthings for the last all this in the teeth of a gale. Incredibly the model flew on rails and maxed comfortably!

The Pannett is a most prestigious Power trophy. The four that recorded scores deserve our admiration. I told you about Graham Shacklock last month - see what I mean. Next time I come to Church Fenton I presume that I will be lynched but there could be worse places to die!

All events 2.30 x 3 flights)

**Open Vintage
Topcliffe Trophy**

| | | |
|---|-------------|------|
| 1 | J O'Donnell | 6.56 |
| 2 | G Ferer | 6.31 |
| 3 | K Bates | 2.03 |

**Open Glider
Kay Trophy**

| | | |
|---|----------|------|
| 1 | J Carter | 3.53 |
| 2 | J Flynn | 3.34 |
| 3 | A Kelly | 1.51 |

Slow Open/Open Power - Pannett Trophy

| | | |
|---|-------------|------|
| 1 | G Shacklock | 6.57 |
| 2 | P Ball | 5.57 |
| 3 | D Clarkson | 5.00 |
| 4 | E Jones | 3.00 |

BMFA WINTER OPEN, Wymeswold, Feb 16

Report by Dave Hipperson

The typical picture of a UK Winter. Temperatures hovering around freezing, a sullen overcast and a biting cold easterly breeze! It was a new location too - certainly not used for Free flight in the last 30 years. Now privately owned and given over during the other six days of the week to various forms of car racing Wymeswold was still very much a 'drome' with intact peritracks and runways some parts of which had smooth tarmac areas for the cars. Along with this a number of small semi-permanent polished aluminium 'huts', pit areas, rubber tyre walls, flags and banners but nothing that made Free Flight impossible. Indeed the sensational (size of a 3 storey office block) stack of hay bales adjacent to the westerly end of the old main runway was probably the biggest hazard although excellent for taking bearings over the slightly domed field. The areas that might have been expected to be grass were mostly cropped and were green but very soft however there was still some firm ground and numerous tarmac strips over which to retrieve. In short never the bog that used to be Bottesford nor any frighteningly long grass or reservoirs that can be Luffenham but there were trees. Oh boy, were there trees!

Ian Davitt CD had chosen the control point wisely. It gave a fairly long run before models went out, however during the day occasional wind swings to the north east took models into the narrow but thick wood strip that bounded the southern perimeter of the field. Much of this looked quite new growth (last 20 years) but in a little deeper there were trees that had possibly been there before man had flown. A dozen or more aeroplanes went in some were lucky and came out others did not.

All day a security man shadowed the proceedings in his little white van. He might have been slightly suspicious of us and certainly surprised by the turn-out. Some eighty plus cars but not as many as that in actual entries suggesting some were using this as a trimming day! With similar weather to this contest last year entries figure comparisons are interesting. More in Slow Open Power, Open Glider and Vintage. The same numbers in Electric but fewer in Open Rubber and *many* fewer in Open Power.

The sun never broke through until mid-day and before that conditions looked stable but weren't always. Occasionally rogue patches of sink came through that puzzlingly coincided with *reduced* drift. A number were caught out. The air possibly became more predictable after the sky broke up a bit and the sun did wonders for moral as the warmth was desperately needed. By the end every event had a flyoff however the conservative 2:30 max was absolutely right on this occasion as no one knew the downwind terrain. We had all learned a lot by the end of the day and met some interesting people.

Dave Clarkson shook off his recent demons to make the flight of the evening and take Slow Open Power with a flyoff that started with an imperfect (his opinion) power pattern then floated off at good climb height not to descend for a quarter of an hour! He found it this time nearly four miles away past Stamford on Stour. The swing towards non-extreme power was also echoed in Vintage where the regularly dominant Lanzo stick of Chris Strachan was ousted by John Leitch's Banshee and followed closely by Andy Crisp sporting a PAW 1.5cc powered Mallard.

The top two in the Open Rubber simply climbed the best - everything came down at about the same rate. Ball and O'Donnell's flights were in a different class. They might have got a tiny bit of help but nothing much. Last year Phil's average BMFA O/R flyoff time was 10.23 *excluding* the enormous 5th Area flight and John's was 8:08. It is fair to assume therefore that near 10 minutes still air is both necessary and possible - but most are still using airframes that are too heavy to compete at this level.

Thermal help was around again for the glider finale after a day when more flew in this class than has been the case lately. Usual front runner in EOP had a fright in his flyoff when a micro switch failure meant his motor wouldn't start! A reserve was ready and flown to beat Davitt but only just. In Open Power the sophistication of the F1C still dominated over what should be the advantage in size of Trevor Payne's Nelson 36 colossus. Trevor had the additional agony of gliding onto the top of the aforementioned giant haystack necessitating a return the next day as the security man was less than happy about the prospect of us, even ladder equipped, scaling this anything but stable construction!

The Contest Director had raided his own wine cellar before the comp and brought out a bottle for every winner to somewhat attenuate the pangs of disappointment felt upon receiving the rather sad BMFA Certificates. His insistence of keeping all the flyoff scores secret until the actual prizegiving was not so universally popular however.

During the day it had become obvious from the demeanour of a local resident who berated the CD angrily on the subject of engine noise and my own experience at the other side of the field with a man who used similarly abusive language, that our host had somewhat of a feud running with a number of his neighbours. This brought about by the colossal noise that emanates from this site most of the week. Our meagre sounds were enough to trigger these understandably aggrieved fellows into action. Although said host seemed almost delighted to have upset them again we should consider carefully from this point on how we approach this potentially useful and very central site. The car racers make more noise but I doubt if the angry neighbours find them walking across their property too often. Eventually we will have to do this. From this first encounter I should expect it to be an unpleasant if not dangerous experience. This potentially explosive situation needs to be addressed thoughtfully before we go there again.

All events 2.30 x 3 flights.

Open Glider 17 flew 6 in flyoff

| | | | | |
|---|-------------|------------|------|-------|
| 1 | M Dilly | Croydon | 7.30 | +4.34 |
| 2 | S Philpott | Birmingham | 7.30 | +3.47 |
| 3 | J Carter | Falcons | 7.30 | +2.56 |
| 4 | T Nicholson | NWFFG | 7.30 | +2.55 |
| 5 | G Peck | Cleemac | 7.30 | +1.08 |
| 6 | P Robinson | Cleemac | 7.30 | +0.13 |

Open Rubber 13 flew

| | | | | |
|---|--------------|-----------|------|--------|
| 1 | P Ball | Grantham | 7.30 | +11.11 |
| 2 | J O'Donnell | Timperley | 7.30 | +10.14 |
| 3 | G Ferer | Timperley | 7.30 | +6.58 |
| 4 | G Sharp | C/M | 7.30 | +6.17 |
| 5 | W Hodgkinson | Timperley | 7.30 | +6.04 |
| 6 | M Bull | C/M | 7.30 | |

Open Power Frog Senior Trophy 3 flew

| | | | | |
|---|------------|------------|------|-------|
| 1 | J Cuthbert | Falcons | 7.30 | +6.33 |
| 2 | T Payne | Biggles | 7.30 | +5.08 |
| 3 | R Baggott | Birmingham | 2.30 | |

Vintage 11 flew

| | | | | |
|---|------------|--------------|------|-------|
| 1 | J Leitch | SAM 35 | 7.30 | +5.21 |
| 2 | C Strachan | Biggles | 7.30 | +3.05 |
| 3 | A Crisp | Biggles | 7.30 | +2.34 |
| 4 | R Alban | SAM 35 | 7.13 | |
| 5 | D Greaves | Bristol&West | 6.36 | |
| 6 | M Croome | Bristol&West | 6.30 | |

SLOP 13 flew

| | | | | |
|---|-------------|------------|------|--------|
| 1 | D Clarkson | Timperley | 7.30 | +14.12 |
| 2 | D Hipperson | C/M | 7.30 | +6.11 |
| 3 | M Sibson | Grantham | 7.30 | +4.04 |
| 4 | T Hall | Walsall | 7.30 | +2.58 |
| 5 | P Harris | Birmingham | 7.30 | +2.57 |
| 6 | S Barnes | Morley | 7.30 | |

EOP 5 flew

| | | | | |
|---|----------|-----------|------|-------|
| 1 | T Grey | C/M | 7.30 | +3.06 |
| 2 | D Davitt | Morley | 7.30 | +2.57 |
| 3 | J Godden | Morley | 5.14 | |
| 4 | J.Flynn | NWFFG | 2:48 | |
| 5 | P.Lang | Maidstone | 2:30 | |

MAURICE BAYET 2003, VIABON, FRANCE

February 23, Report by Dave Hipperson

Since your reporter's first visit to this contest eight years ago there have been many changes. It is now a more serious affair but great strides have been made in efficiency. Some of the boisterous fun seems to have gone but that is inevitable when performance orientated competitors turn up in numbers. Everyone is allowed up to two entries in each class but no reserve. Only three flights, the first two by lunch time then the last one in the afternoon. This year the programme was made very clear and stuck too accurately. In the past there has been some poor detail here - that has gone, under what appears to be new management, the same host Club P.A.M just different persons. Vintage was run identically so those equipped with a couple for each category could have a busy day. Some did not realise that only one model in each class could be used in the fly-off even if the contestant had qualified twice. In the past the rules allowed two cracks at the fly-off - this was part of the attraction. This new arrangement only put another iron in the fire and a choice of models for the flyoff. It would work well on a bad day in high winds when damage might be a factor - but this day was not like that.

After a horrible patch of weather last year nothing spoilt it this time. The days before tempted us with clear skies and warm sunshine after cold frosty starts. However, there was always a keen easterly wind. Miraculously during the night before the event a slight depression moved through Chartres. Heavy showers in the city but only a few minutes of light drizzle on the field 10 miles to the south. With this came much reduced wind and a convenient overcast to damp down the convection. By the start at 9:30 the drizzle had stopped and there was no more than a 5 knot drift under the grey sky. Maxes came rolling in fast. By lunch there were more than thirty individual contestants with two and many of them with two more on second entries! Vintage was understandably much thinner. Air was steady and never warmer than 50F (10C). Downwind obstructions were few and mainly in the form of the farmhouse at Erenville and its collection of little trees. In most cases this was further away than the max and often the models that did reach flew one side or the other. Apart from this the empty fields stretched away in all directions. They were soft soil, often with some green shoots, sometimes empty, but most of them had grass tracks around so that it was not necessary to slog across them although they were far less sticky than usual as the area had been dry prior to the event. These fields were also very forgiving of landings - no stones. Not just a few stones - no stones. None! Upwind also played its part with nothing for miles to turbulate the air flow. In short conditions just about perfect for this increasingly popular class.

In the past this contest has polarised out as an event between twenty or so top class models and scores slightly less so with numerous fun types crashing all around, not to mention some ghastly Vintage flying. This is no longer the situation. It appears in just a year or two the pattern has completely reversed. Most of the entry now have competitive models and some highly so. I don't think I saw a single one so much as power stall (dead smooth air of course) let alone crash. Furthermore judging by the equal distance they were going some of the Vintage flying was very good indeed, with well trimmed Lo Zigollos and Fuits much in evidence.

As well as a small party of UK flyers, also incidentally made up more from the hard core and less from the Vintage crowd than previously, there were entries from Germany and the

Netherlands. The Netherlands representative was the indomitable Anselmo Zeri, his first visit, with a brace of 300 square inch models displaying the ingenious wing folding DT so necessary when such lightly loaded models are flown in the strong thermals of the Summer. Too easy to forget that this class was *designed* to be flown in the Winter when lift is slight. Too many CDH events are flown in the heat of the summer even in England when it is a game of staying out of the sink and then getting a lightly loaded airframe out of the inevitable thermal. The man from Germany approached the formula from the other end with a smaller and fast climbing model which in his own words 'needed lift to glide.' This was an exaggeration as actually it glided fine but obviously not quite as well as the big floaters.

The contest changed for the final flight with the overcast breaking and the sun producing real if never powerful lift and sink throughout a spring like afternoon sometimes as warm as 15C. Final flights were taken with more caution - the morning had been almost a casual formality for the top models. The wind never rose, indeed early afternoon gave some of the calmest air and by the close 21 had maxed out - eight of whom had done it with two models. If you had dropped so much as 1 second in FIG you were 30th! A flyoff numerically impressive but much too large. Vintage was much more sensible.

With announcements and printed information all in English and French, the control tent and score boards up and ready way before the start of the contest, clearly roped off areas so that flying and timekeeping would not be obstructed by winding jigs, tents wind breaks or cars and a field to die for this contest is a must for anyone interested in performance CDH. This year a tear-off flight card system completely eliminated delays, confusion or language problems at control. An idea from the Italians it would appear - a great innovation. If there was a niggle it could have been that the organisation, of which there were possibly too many chiefs, got involved in *actually flying* as well as running the contest. Indeed they fairly dominated the Vintage class and that, of course, meant that crucial people were elsewhere at fly-off time when they could have been useful at control answering the questions that always crop up. One such was regarding the number of models that could be flown in the flyoff by competitors who had qualified twice. The locals knew about this, indeed even some of the Brits that had been the year before, but your reporter and Zeri wasted quite a bit of time double checking just before the round began. The rule was indeed on the flight card in both languages although even the organiser who was at the tent at the time could not remember this so the instruction had to be purely verbal.

Flyoff periods were announced clearly and when they came were pretty accurately timed. They were ten minute slots, the first one to a 4 minute max and the decider unlimited. One slight hitch at this point and it's a common error. Nowhere at control did it state the time of the next and deciding flyoff. When one considers that this was a one model contest this was most remiss and caused a little friction later.

Vintage was blessed with a good patch of lift that two of them spotted - for the modern class that followed life was more complicated. There was good air right at the start and no one used it! Greaves' early flight might have benefited and maxed had it not suffered a very long flat part to the initial climb. Either a mis-launch or a VIT sticking. After that most of the hoard of qualifiers went off in small groups none of which looked too promising. Zeri flew about half way through using his trusty chart recorder but it mislead him this time and those that went with him (guilty) suffered alongside. His flight terminated in a tree at Erenville that would have robbed him of 20 more seconds. Then the air started to improve and Sharp made amends for dropping one of his entries earlier to get away and glide well only to tip a power line close to Zeri's tree

and be dumped out from 20 foot up. Most that made the 4 minute goal flew in this last portion of the round, Challis and Werfl being the highest climbers. Ted's model DTed late which caused a long retrieve and it was now that the organisers announced there was only a 15 minute gap between the rounds! Sally Challis, she learnt French a few years ago especially to come to this contest, used some of it! There was then 45 minutes before the start of the next round! All those that maxed benefited from this more practical margin.

The re-flies in Vintage were rather a disappointment but the F1G was full blown high tension major contest stuff and the first time that it has needed this second round. The diversity of approaches was still evident even at this stage. Someone had unkindly referred to Olivier Templier's 80 gram qualifier as a 'chunk of wood'. It was still here at the kill and he got it away quickly assuming he would have to find the best air to win - it didn't and he didn't but his performances in Vintage made it a good day for him. Louis Dupuis has boasted that his model does 4 minutes so he must have had the wing on upside down on this occasion. The other two French could not come up with the air they had found in the first round so it was down to Ted Challis and the German Helmut Werfl. Ted flew first and managed to get wing flutter on the burst possibly due to his over enthusiastic throw. The model flew well. Last the German and he had waited some time watching his Mylar streamer presuming he needed lift to glide respectably. His climb was excellent and the model floated off the top and was clearly the winner after a couple of minutes hardly losing height. A nice man, humble and respectful enough of the occasion to have a cold shower right there and then on the field so he would be clean for the prizegiving. This was held in the usual flying club building and it was noticeable that the plethora of domestic paraphernalia that has in the past formed much of the haul was pared down to purely modelling goods obtained from numerous well advertised sponsors and hence the awards did not go down so far as usual. Many and varied were the trophies and cups, however, but this area needs a little attention too. Then a number of the bottles of the ice cold sparkling wine traditionally served to all at the end proved extremely difficult to uncork. It was most amusing to see Frenchmen having difficulty opening wine of all things, but they got there eventually. The winner, as well as his trophies, went away with a very attractive large low speed electric sports radio model donated by the main sponsor Jenco. Jenco produce a range of pre-fabricated kits suitable for flying anywhere from indoors to the largest outdoor field. Mr Jenco had been demonstrating one of these during the contest when he wasn't organising a party to push your reporter's camper out of the soft ruts where it should never have tried to go! He was on hand at the prizegiving too and flew some minute aeroplanes around the room including a sensational rubber powered helicopter complete with geared rear rotor total weight 1 gram. This he had made as an exercise but I wouldn't be surprised to see it marketed eventually - a great party piece. Keep a look out for the name - he flew CDH too.

This contest is now on the cusp. With the right handling it could become a very major meeting indeed, possibly almost a CDH World Championships. It is growing in stature and the new management definitely added a sense of importance not hitherto apparent. There is talk of adding more contest to the Saturday. Perhaps they should think again and simply enlarge the existing successful CDH format to a full five flight event with reserve models etc. and have Vintage on the Saturday. There was much discussion during the day about the attraction of both classes and it seemed agreed that it was because they allow and indeed encourage numerous approaches to the problem that they are so popular unlike the rather stifled F1B situation. Long may the CDH specification continue unchanged.

Vintage CDH 35 flew

| | | | |
|---|------------|-----|------------|
| 1 | M Djian | FRA | +4.00+0.63 |
| 2 | M Moline | FRA | +4.00+0.58 |
| 3 | O Templier | FRA | +1.58 |
| 4 | O Templier | FRA | 6.00 |
| 5 | A Meritte | FRA | 5.41 |
| 6 | T Challis | GBR | 5.39 |

80 gram CDH (F1G) 2.00 x 3 flights -81 scores

| | | | | |
|----|--------------|-----|-------|-------|
| 1 | H Werfl | GER | +4.00 | +5.14 |
| 2 | T Challis | GBR | +4.00 | +2.53 |
| 3 | J P Challine | FRA | +4.00 | +2.42 |
| 4 | L Dupuis | FRA | +4.00 | +2.30 |
| 5 | M Moline | FRA | +4.00 | +2.27 |
| 6 | O Templier | FRA | +4.00 | +2.16 |
| 7 | B Michaud | FRA | +3.53 | |
| 8 | D Templier | FRA | +3.24 | |
| 9 | G Sharp | GBR | +3.11 | |
| 10 | A Zeri | NED | +3.03 | |
| 11 | D Hipperson | GBR | +2.48 | |
| 12 | S Millet | FRA | +2.42 | |
| 13 | R Boucher | FRA | +2.38 | |
| 14 | D Greaves | GBR | +2.33 | |
| 15 | G Marquois | FRA | +2.28 | |
| 16 | M Evatt | GBR | +2.18 | |
| 17 | A Brancard | FRA | +2.06 | |
| 18 | L Adjadj | FRA | +2.05 | |
| 19 | A Meritte | FRA | +1.56 | |
| 20 | G Matherat | FRA | +1.40 | |
| 21 | M Tonon | FRA | +1.19 | |

Second models also qualified for the flyoff from the following people:- H Werfl, L Dupuis, O Templier, B Michaud, A Zeri, D Hipperson, S Millet, D Greaves but these contestants were only allowed one flyoff.

HERMANN JENNE'S TAILLESS POSTAL COMPETITION 2002

Two outstanding entries from England were those from Reg Boor, who placed first in the indoor category with a five flight total of 747 secs. and John Kay's first place in the electric category with a four flight total of 720 secs (4 maxes plus a lost model). Reg's model was the well known "Waffle" and John's was a scaled down version of McBean's "Thunderbird" - POT2 powered.

The Glider competition was won by Stan Kubit from Poland (585 secs), with Hermann Jenne second (558 secs) and Ludwig Löhr third with 534 secs. No details of Stan's winning model are available, but Hermann's model was the same model that won last year (Bambino 92). Ludwig's model was NX -41 - a Jedelsky model of which I have details if anyone is interested.

If all the classes were to have been combined, then Reg Boor and John Kay would have placed 1st and 2nd by a large margin

For those interested, Hermann is running the contest again this year (runs Jan to Dec inclusive) and details can be obtained from myself: Dave Dent, 112 Doncaster Road, Scunthorpe, DN15 7DN, tel: 01724 346937 or e-mail : dave@dentdn157dn.freemove.co.uk

COUPE CHAMPIONSHIP 2003

Ian Davitt lists the qualifying events for 2003, which remain unaltered from last year:

| | |
|----------------------------|----------------|
| BMFA Northern Gala | BMFA Easter |
| BMFA Nationals | Oxford Rally |
| BMFA Silent Mini | Timperley Gala |
| BMFA Southern Gala | Brumfly |
| Aeromodeller 80gsm Trophy. | |

Best five scores count, and events must be flown to a minimum 5 flights (excluding flyoffs) to qualify.

BIGGLES F1H AND F1J LEAGUES 2003

The following competitions qualify for the leagues this year in the classes shown.

| | | | | | |
|----------|------|--------|--------------|----------|------|
| Northern | H, J | Oxford | H | Southern | H, J |
| Easter | H, J | Scots | H, J assumed | Brumfly | H, J |
| Nats | H, J | Summer | H, J | | |

Points scoring will remain the same since nobody has argued yet:

| | |
|------------------|-----------------------|
| 9, 6, 4, 3, 2, 1 | for 6 or more entries |
| 6, 4, 3, 2, 1 | for 5 |
| 6, 4, 3, 2 | for 4 |
| 6, 4, 3 | for 3 |
| 6, 4 | for 2 |
| 6 | for 1 |

Brian Lavis

2003 BMFA FREE FLIGHT FORUM

The twentieth BMFA Free Flight Forum will take place on Nov. 23rd at the Holiday Inn, Coventry, starting at 10 a.m., the day after the BMFA Annual General Meeting, Dinner and Prizegiving.

As usual, papers by a number of speakers will cover a wide range of topics on the theory, practice and techniques of free flight. Lunch will be available and the Forum gives you an opportunity to discuss any aspect that interests you. Questions are always welcome, and if there are areas of free flight that you think need more exposure or which you could perhaps cover yourself, then please contact Martin Dilly by phoning 020 8777 5533 or e-mailing martindilly@compuserve.com. More details will appear later, but meanwhile note the date in your diary.

UK COMPETITION NEWS

BMFA/SAM 35 SPRING GALA which was to be held on April 27 will not now take place because the permission to use Odiham has been withdrawn due to the current world situation.

VINTAGE WAKEFIELD AT BMFA NATS. Saturday May 3 at Barkston Heath. Two classes 4oz. and 8oz. Entry on field £3. Start 10am, finish 5pm. Three flights, flyoffs 5.30pm. Presentation right after flyoffs. CD P Arnould, tel 01473 890436.

SCOTTISH EVENTS

May 10-11. Saturday: Nostalgia Power Event (Morley rules); Sunday: Steel Cup (combined F1A/B) , two flights at will from 10:00 to 13:30, then rounds 3,4,5

June 28-29. Scottish Nationals. Saturday F1A, F1B, Vintage, two flights at will from 10:00 to 13:30, then rounds 3,4,5. Sunday: Open Glider, Open Rubber, Open Power, individual F1G, F1H, F1J/½A all from 9:00 to 17:00.

August 30-31. Saturday: Paisley Trophy All-in-Open. Sunday: Cranfield Classic

Jim Arnott reports that, following problems with crops and farmers at the Scottish Nats 2002, there were serious reservations about the suitability of Newbigging for another Scottish Nationals. While there remains uninterrupted line of flight in some directions there are increasing limitations. We have decided to go ahead, but forewarn attendees of the following. It is likely that certain crop fields will be no-entry areas. We will take what action is necessary to maintain the relationships with the farmers and protect our permission to fly at this site, even if this means that the Scottish Nationals 2003 are ruined as a contest. Consideration is being given to a post harvest date for 2004.

TIMPERLEY FLYERS OPEN DAY will be at North Luffenham on August 17th. Events will be Open Rubber, Open-Glider, Open-Vintage, Coupe-d'Hiver, Combined-Power, inc Electric. 9.00am start, no rounds. Number of flights and maxes will be determined on the day. Trophies and prizes.

Gate fee to cover airfield cost. BMFA rules apply where not specified. BOM applies. Timperley, CdH, and Open-Rubber League events. All fliers must be BMFA members. Contacts are J Wingate 01407 831383 and G Ferer 0161 9284955.

Combined Power engine run will depend on the model:

- | | |
|------------------------------------------------------------|---------|
| (a) models with a bunt function | 5 secs |
| (b) models with function(s) other than bunt, eg AR | 7 secs |
| (c) modern models, glow motors | 10 secs |
| (d) modern models, diesel motors | 12 secs |
| (e) nostalgia models | 12 secs |
| (f) vintage models | 15 secs |
| (g) electric open Power to BMFA spec. but with a timed run | 30 secs |

Classes c, d, e, and f are for models without function(s). 'Function' means a movable aerodynamic surface, operated by a timer, during flight prior to DT. 'Vintage' means published or kitted prior to 1st Jan. 1951. 'Nostalgia' means published or kitted between 1st Jan. 51 and 31st Dec. 60. 'Modern' covers others which are not (e) or (f).

INTERNATIONAL COMPETITION NEWS

HOLIDAY ON ICE World Cup event will be at Gjøvik in Norway on March 22-23. The competition will start at 9.00 on Saturday after briefing at 8.45. First round max will be 210 for F1A and F1B and 240 for F1C. 5 rounds, jury will decide max and length of rounds according to conditions. Entry fee is NOK 250, or NOK 350 for two or more classes.

Lodging and meals may be booked at the youth hostel, with other hotels in the vicinity as alternatives for direct booking. Note that you cannot use your own sleeping bag at Norwegian youth hostels - please bring your own bedlinen or you will have to pay 40 NOK for renting bedlinen. Youth hostel lodging and meals must be booked through organiser but paid direct to the youth hostel - the bed and breakfast cost is NOK 230 per night, or NOK 570 from Friday evening to Sunday morning including B&B, packed lunch and Saturday evening dinner.

Fees may be paid on arrival but entries should be sent before March 16 to Tor Bortne, Jernbanev 28, N-2840 Reinsvoll, Norway, (tel +47 61 197463, fax +47 61 198351, e: margit.bortne@c2i.net). Other contacts: Vegar Nereng (tel +47 61 196736, fax +47 61 152606, email vnereng@online.no), Svein Olstad (tel +47 61 196764 or e: svein.olsstad@c2i.net) or Ole Torgersen (tel +47 61 192585, email o.torg@frisurf.no).

If World Cup finishes Saturday, there may be an F1G, F1H, P-30 event on Sunday. 3 rounds and flyoff, entry and prizegiving on the ice, contact Atle Klungrehaug, akklark@online.no

NOTICEBOARD

DIAMOND DISCS. At the Model Engineering Exhibition at Wembley recently a company called Arc Euro Trade had a stand. Among the items were four 40mm diamond discs with an arbour at a price of £5.85 including VAT. Two discs are fine grit and 0.5mm thick and two are coarser and 0.8mm thick. The company also has a range of interesting-looking small ball races. Their address is PO Box 6548, Syston, Leicester LE7 2ZT; the phone is 0116 269 5693, fax 0116 260 5805 and e-mail arceurotrade@btopenworld.com. A catalogue is available.

A LOW-COST DREMEL TYPE DRILL. From Martin Dilly: B&Q Warehouse is selling a 140W mains drill similar to a Dremel, which is quoted as 125W, with variable speed up to 27,000 rpm. The brand name is Performance. It includes three collets, 13 assorted mounted grinding stones, drills, wire brushes and drums, sundry spare polishing mops, six green and six red grit wheels, half a dozen cut-off disks of two sizes, circular saws, spare sanding drum strips and a couple of collet spanners, all in a hinged plastic carrying case for £14.98. I've seen empty cases like that on sale for a fiver! (IK: for £19 there is a version with flexi-drive and a stand!)