

Free Flight news



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DIARY

April 6 Area venues	BMFA 3rd Area. O/P + SLOP combined (White), F1A (KMAA/Plugge), F1G, Vintage (Plugge)	April 26-27 Salisbury Plain	BMFA practice weekend. See FFn 0301. Registered users only. Contact B Aslett 01793 840629.
April 12-13 Salisbury Plain	BMFA practice weekend. See FFn 0301. Registered users only. Contact B Aslett 01793 840629.	May 1-2 Madziunai, Lithuania	Baltic Cup. F1A, F1B, F1C World Cup event. Contact: Rolandas Mackus, Taikos 19 - 12, 4910 Utena, Lithuania, tel: +370 687 260 02, fax: +370 389 691 81, email: rolandasmackus@vytrolma.lt
April 19-20 Salisbury Plain	BMFA Easter Open and Team Selection. 19th: O/R, O/G, O/P, F1G, F1H, F1J/BMFA½A. 20th: F1A, F1B, F1C, SLOP, Vintage. Contact P Tribe, 01225 862748	May 2-3 Rana, Czech Republic	2 F1E World Cup events, one on May 2, and one on May 3. Contact: Miloslav Nechanický, SNP 2063, 440 01 Louny, Czech Republic
April 19 Middle Wallop	Easter Parade - 4th National Vintage Glider Day: Vint.glifters: up to 40", 40" to 60", over 60", classic, unorthodox, HLG/Catapult, plus "past masters". Contact: R Audley 01454 250354 Easter Parade camping available on site. Contact David Baker 01604 406822	May 3 Madziunai, Lithuania	Estonian FF Cup. F1A, F1B, F1C World Cup event. Contact: Aavo Koppel, Pärnu Mnt 10, Tallinn 10148, Estonia, tel: +372 5048 886, fax: +372 640 57 01, email: aavo.koppel@suprema.ee
April 20 Middle Wallop	Easter Parade - Bournemouth Club Gala. P30, Mini-vintage rubber, A-frame, Condor Clipper, vintage open glider, spark ignition precision. Contact: T Horsley 01202 572045	May 3-4 Near Sheffield	BMFA F1E. Contact & CD: Steve Philpott, 0121 354448
April 21 Middle Wallop	Easter Parade - Croydon Wakefield Day. 8oz & 4oz Vintage Wake, F1B including Prima, classic 50-60 Wakes, P30. Contact: D Beales 0208 858 2714	May 3-4 Woodbury	Woodbury Gala. See FFn 0301. Saturday: 10.50 briefing, 11.00-17.00 comp, flyoffs 17.15; Nostalgia events: O/G (50m), O/R, O/P(any engine, 12s run, no flood, prop, brake, etc), all-in mini vintage, vintage precision (S.Bristol rules). Sunday: 10.00-17.00, flyoffs 17.15 open & vintage events: O/G,O/R, comb O/P+SLOP, Vint G (50m), Vint R, Vint P. G Fuller 01404 841609
April 19-20 Naranderra, NSW, Australia	Australian Free Flight Championship. F1A, F1B, F1C World Cup event. Contact: Phil 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	May 3 Barkston Heath	Vintage Wakefield 4oz and 8oz at Nats. See FFn 0303. P Arnould, 01473 890436
April 22-23 Naranderra, NSW, Australia	New South Wales State Championships. F1A, F1B, F1C World Cup event. Contact: 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	May 3-5 Barkston Heath	BMFA Nationals. O/G, O/R, O/P, SLOP, Tailless, Womens Open, Junior Open, F1A, F1B, F1C, Vintage, OEP, E30, Junior Kit, Windrush, Bowden, F1H, F1G, F1J/BMFA½A, Mini-vint, HLG, Cat. G, CO ₂ , P30.
		May 9 Liptovsky Mikulas, Slovakia	Mikulas Cup of Hungary. F1E World Cup event. G Pinkert, pf 16, 1625, Hungary, tel: +36 1 221 4071, fax: +36 1 221 4071

CIAM PLENARY MEETING MARCH 2003

The annual meeting of CIAM (the Aeromodelling Commission of the FAI) was held in Lausanne on March 13 to 15 in the Olympic Museum.

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

The FFTM was attended by:

Daniel Iele	Argentina
Wilhelm Kamp	Austria
Michael Segrave	Canada
Bi Donghai	China
Pierre Chaussebourg	France
Gerhard Wobbeking	Germany
Andras Ree	Hungary
Martin Dilly	New Zealand
Mikhail Zanciu	Romania
Srdjan Pelagic	Serbia & M
Kurt Sager	Switzerland
Ian Kaynes	UK
Mikhail Zakharov	Ukraine
Daniel Tracy	USA

The specific free flight items from the meeting are described here, including the comments in the FFTM and the final decisions by the Plenary meeting.

Power event for Junior Championships

The FFTM supported the planned combination of F1J and F1P at the 2003 Junior European Championships and also proposed that this be applied to the 2004 Junior World Championships (allowing competitors preparation time), stating that this would be the limit of combination and the event should then transition to the single class.

The FFTM agreed that a clarification of the F1P rules is required to explain the intent that the "tail" incidence limit applies to the tailplane (horizontal tail) and that movements of the vertical tail (fin+rudder) are not restricted.

The sentence in para 3.P.2

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

should be clarified to read:

"Only one change may be made to wing or horizontal tail incidence or camber during the flight before dethermalising. Fin and rudder changes are not restricted."

The Plenary meeting approved all these recommendations from the Technical meeting.

Defending Junior Champions

The Plenary meeting passed a German proposal that Junior Champions who are too old to defend their title at the next Junior Championship should be allowed a place at the next equivalent Senior Championship

"If the current junior world or continental champion is too old to defend his title at the next world or continental championship, he will be allowed to compete in the seniors

class at the next world or continental championship but not automatically in the national team of his country."

Duration of flight

i) The Plenary passed a proposal to add the following sentence to paragraphs 3.1.7, 3.2.7, and 3.3.7 (i.e. for F1A, F1B and F1C), with an FFTM modification to the original proposal.

"Maximum durations greater than three minutes should only be used for rounds at times when wind and thermal activity are expected to be low."

ii) The FFTM modified the proposal on the agenda and the Plenary approved this, which gives the following new text for the first paragraph of 3.1.7:

"The maximum duration to be taken for the official flights in world and continental championships is four minutes for the first round and three minutes for subsequent rounds. These maximum durations are to be used for other international events unless different durations (not exceeding four minutes) have been announced prior to the start of the round."

The above text is for paragraph 3.1.7 for F1A. For 3.2.7 and 3.3.7 (F1B and F1C) the same words are adopted except that "(not exceeding four minutes)" is replaced by "(not exceeding five minutes)"

The intent was to emphasise the choice open to organisers to use (or not use) extended maxes according to circumstances and not solely according to the Championships format.

Metal towlines

The Plenary meeting approved the change to 3.1.11 and 3.H11 to prohibit the use of metal cables for F1A and F1H.

Rules for F1J

The FFSC had proposed cutting the F1J motor run from 7 seconds to 5 sec. The FFTM were not in favour of the change and recommended that the FFSC reconsider the options for F1J, with a review to include motor run, fuel constituents, and maximum flight time.

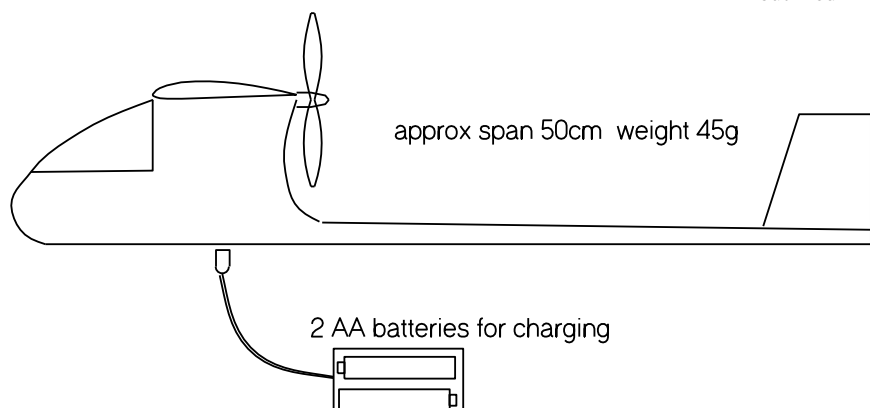
FAI Sporting Licenses for helpers

At the Plenary meeting a proposal from Sweden was withdrawn and referred to the CIAM Subcommittees for recommendations on how to define the intent of the proposal for each model category. The intent of the proposal was to introduce some control on the people who are taking an active defined part in the competition, in some ways more applicable to control line and radio control classes than for free flight. In the case of free flight it would apply to the official helper at the starting line, but not retrievers and other helpers who are not actually on the starting line. A similar proposal from Poland was voted on and rejected, partly opposed because it did not clarify that the helpers could be nationals of a different country from the competitor they were helping.

Beginners model

Gerhard Wobbeking described the electric model which had been tried for the introduction of young people to FF aeromodelling in Germany. The model is almost ready-to-fly, needing ¼ hour for assembly, serves to teach model flying, and to give good flight performance. The Graupner "Easy Fly" is believed to be made in Taiwan and also marketed under other brand names. Price is about €15 to 18. The FFTM discussed this and considered it could form the foundation of a potential

activity in many countries, with international link coming possibly as the running of an international competition (at the same time as junior world championships) between the winners of national competitions. It was noted that similar models were flown in a youth activity in China with 200,000 participants last year. The FFSC and CIAM Inf & Education SC should work together to encourage linked national programs of this type.



Championships News

The Argentine and Ukraine representatives gave presentations on their bids for the 2005 World Championships. The Plenary meeting voted in favour of Argentina.

An outline of Argentina's successful bid is:

May 23 to 28 2005 at La Cruz. This is the site of the 1989 World Champs and is in the department of Embalse, province of Cordoba. La Cruz is 130km from the City of Cordoba and 750km from Buenos Aires, both cities having intentional airports. "It is a region of vast fields, extensive grasslands that grow under an endless blue sky" – but that is the poetic description by the Argentina Tourist Office. The fact is that the field is a 4 by 4.5km flat an unobstructed area owned by the Argentine Air Force.

Accommodation will be in the Embalse Tourist Complex, 20 minutes from the field. Transport to and from the flying field will be provided. The area also has many hotels. Packed lunch will be supplied for competition days, other meals at accommodation. Opening and closing ceremony will be in the Embalse Sport Centre.

In view of the difficulty of stating precise costs 3 years in advance, the organisers have stated that they will not charge more than the average of the entry fees for the last 3 World Championships. Further information will be issued during 2004.

A summary of the current awards and bids of Free Flight Championships follows:

World Championships awarded

2004 Junior F1A, F1B, F1J/P	France
2004 Indoor Senior and Junior F1D	Romania
2005 F1A, F1B, F1C	Argentina May 23-28
2005 Senior and junior F1E	Slovakia

World Championships bids

2006 Junior F1A, F1B, F1P	Romania
2006 Indoor F1D	offers invited

European Championships awarded

2004 F1A, F1B, F1C	Romania
2004 Senior and junior F1E	offer required - urgent
2005 Junior F1A, F1B, F1P	Romania
2005 Indoor senior and junior F1D	Germany (tentative)

Championships in 2003

World Championships F1A, F1, F1C in Hungary remain as outlined in the December FFN. The official web site is at <http://vb.eastcom.hu/>

Junior European Championships will be at Deblin in Poland from August 19th to 25th. The organisers have preliminary entries from 14 countries, with 40 competitors in F1A, 22 in F1B and 14 in the combined F1J+F1P power class, with some more countries expected to enter.

Indoor European Championships will be at Cargolifter, Germany, in October. The details remain as published in the December 2002 FFN.

Following doubt about the availability of the venue, it has been decided to accept entry fees only at the event, to be paid in Euro cash. The information bulletin may be reached via the FAI web site at: <http://events.fai.org/aeromodelling/details.asp?id=1539>

World Senior and Junior Championships F1E. These will be held at Cluj Napoca in Romania. There was an inconsistency in the timetable previously given and this has been resolved as follows:

<i>Monday</i>	Sept 8	Arrival and registration
<i>Tuesday</i>	Sept 9	Model registration, practice, opening ceremony
<i>Wednesday</i>	Sept 10	Championships flights
<i>Thursday</i>	Sept 11	reserve day, trip
<i>Friday</i>	Sept 12	World Cup competition flights, prize giving, banquet
<i>Saturday</i>	Sept 13	departure

There will be World Cup competition at Cluj Napoca on September 6-7.

BEAR CUP, PORI, FINLAND, MARCH 9

Report by Ossi Kilpeläinen

Winter has been cold in Finland. So there were more than 80 cm of ice on Lake Pyhajarvi and mostly clear slippery ice surface with some snow-drifts. It was safe to drive the cars in the middle of the lake. Large, almost endless flat surface tempts to drive fast. But be careful. It's not totally flat and it's difficult to see obstacles on white surface. On Saturday, when we returned from the lake, there were a SkiDoo-accident. Somebody (not attending our contest) had driven against a 40 cm high pile of ice pieces from a big fishing hole. He flew some 10 meters and needed ambulance to the lake. Sunday morning the Finnish F1C flyers drove to the contest place and hit a snow-drift so that a model in the van was broken. The van jumped and a can of lubricant crossed the model. And that was the end of Timo Niiranen's contest.

Saturday March 8 was the scheduled date for this year's Bear Cup. The morning was misty. Together with 6 to 8 m/s wind it was too bad for flying. Till afternoon mist decreased but wind got over 10 m/s. The jury decided to move the contest to the reserve day Sunday, after a long and serious discussion. They

knew that many people, including many of the organizers, would go home on Saturday night. Only half an hour later wind decreased to 5 m/s! And we lost some hours of good contest weather.

Sunday was little better. Less mist and wind 4 to 7 m/s and we could start the contest. Still some flights were lost to mist or clouds. There were nice lift but enough bad downers where models came down before three minutes. So we needed no fly-offs. And it was easy for organisation. Visibility was not good for 5 or 7 minutes flights.

In F1A Matti Lihtamo of Finland made all maxes. Jari Valo, World Cup Champion 2002, lost 3 seconds and Estonian junior Eldar Ahmetov 10 seconds beating World Champion Per Findahl, who's model was lost in clouds.

In F1B Mike Woolner from GB made full score. Maxim Solodow of Russia lost almost a minute on last flight, but was second. The third was young Finn Janne Isotalo before Russell Peers.

In F1C British John Cuthbert won clearly. Juri Roots of Estonia got zero on the first round: an over-run, and not enough time to re-fly.

F1A 27 flew

1	M Lihtamo	FIN	900
2	J Valo	FIN	897
3	E Ahmetov (J)	EST	890
4	P Findahl	SWE	882
5	H Tahkapaa	FIN	880
6	J Heikkinen	FIN	876
7	P Ronkanen	FIN	844
8	V Varuskivi	FIN	835
9	K Kulmakko	FIN	829
10	J Keto0tokoi	FIN	821
11	K Tuisku	FIN	794
12	R Kuusik	EST	762
13	J Sillgren	FIN	756
14	K Henriksen	FIN	748

F1A-Junior 8 flew

1	E Ahmetov (J)	EST	890
2	J Lehtovirta (J)	FIN	695
3	M Joala (J)	EST	674
4	J Zarins (J)	LAT	396

F1B 14 flew

1	M Woolner	GBR	900
2	M Solodov	RUS	848
3	J Isotalo	FIN	828
4	R Peers	GBR	821
5	V Romanzenko	UKR	774
6	T Linkosalo	FIN	757
7	Y Waltonen	FIN	746

F1C 3 flew

1	J Cuthbert	GBR	630
2	J Roots	EST	422

Note that these Bear Cup results include the F1A Junior classification used for the World Cup for this category. This awards points to the juniors based on their position in the junior-only results list. In this case 8 juniors flew and 4 receive points, including three flyers who did not appear in the top half of the full F1A results. However, the following results for Holiday on Ice did not give junior classification and at least one junior is known to have flown. This will be clarified...

HOLIDAY ON ICE, Guovik, Norway, Mar 22

F1A 61 flew 43 full scores

1	J Valo	FIN	930	+300	+359
2	J Schelhase	GER	930	+300	+339
3	S Makarov	RUS	930	+300	+329
4	D Varhos	SWE	930	+300	+325
5	V Lazarevych	UKR	930	+300	+320
6	H Tahkapaa	FIN	930	+300	+198
7	A Persson	SWE	930	+300	+185
8	P Findahl	SWE	930	+295	
9	P Kuikka	FIN	930	+290	
10	M Lihtamo	FIN	930	+286	
11	G Trogen	SWE	930	+285	
12	D Halbmeier	GER	930	+282	
12	M Faerber	GER	930	+282	
14	M van Dijk	NED	930	+281	
15	J Heikkinen	FIN	930	+280	
16	L Leino	FIN	930	+273	
17	J Carter	GBR	930	+268	
17	B van Nest	USA	930	+268	
19	Y Evdokimov	RUS	930	+266	
20	K Kulmakko	FIN	930	+262	

F1B 40 flew 35 full scores

1	W Ghio	USA	960	+420	+310
2	P Skjulstad	NOR	960	+420	
3	P Ruyter	NED	960	+401	
4	J Wold	NOR	960	+375	
5	B Eimar	SWE	960	+358	
6	O Torgersen	NOR	960	+357	
7	A Andriukov	USA	960	+345	
8	B Aslett	GBR	960	+341	
9	S Stefanchuk	UKR	960	+319	
10	R Peers	GBR	960	+316	
11	A Burdov	RUS	960	+298	
12	Y Waltonen	FIN	960	+288	
13	J Isotalo	FIN	960	+284	
14	M Woodhouse	GBR	960	+272	
15	Y Horban	UKR	960	+270	
16	R Rohrke	USA	960	+269	

F1C 6 flew 5 full scores

1	G Aringer	AUT	960	+393	
2	K Kuukka	FIN	960	+378	
3	J Cuthbert	GBR	960	+317	

Smalliday on Ice

F1H 12 flew, 6 in flyoff

1	I Yablonovsky	UKR	360	+173	
2	B van Nest	USA	360	+152	
3	V Stamov	UKR	360	+150	

F1G 6 flew, 6 in flyoff

1	K Kulmakko	FIN	360	+240	+220
2	S Stefanchuk	UKR	360	+240	+200
3	A Bukin	UKR	360	+227	

P 30 4 flew, 2 in flyoff

1	A Burdov	RUS	360	+189	
2	J Wold	NOR	360	+110	

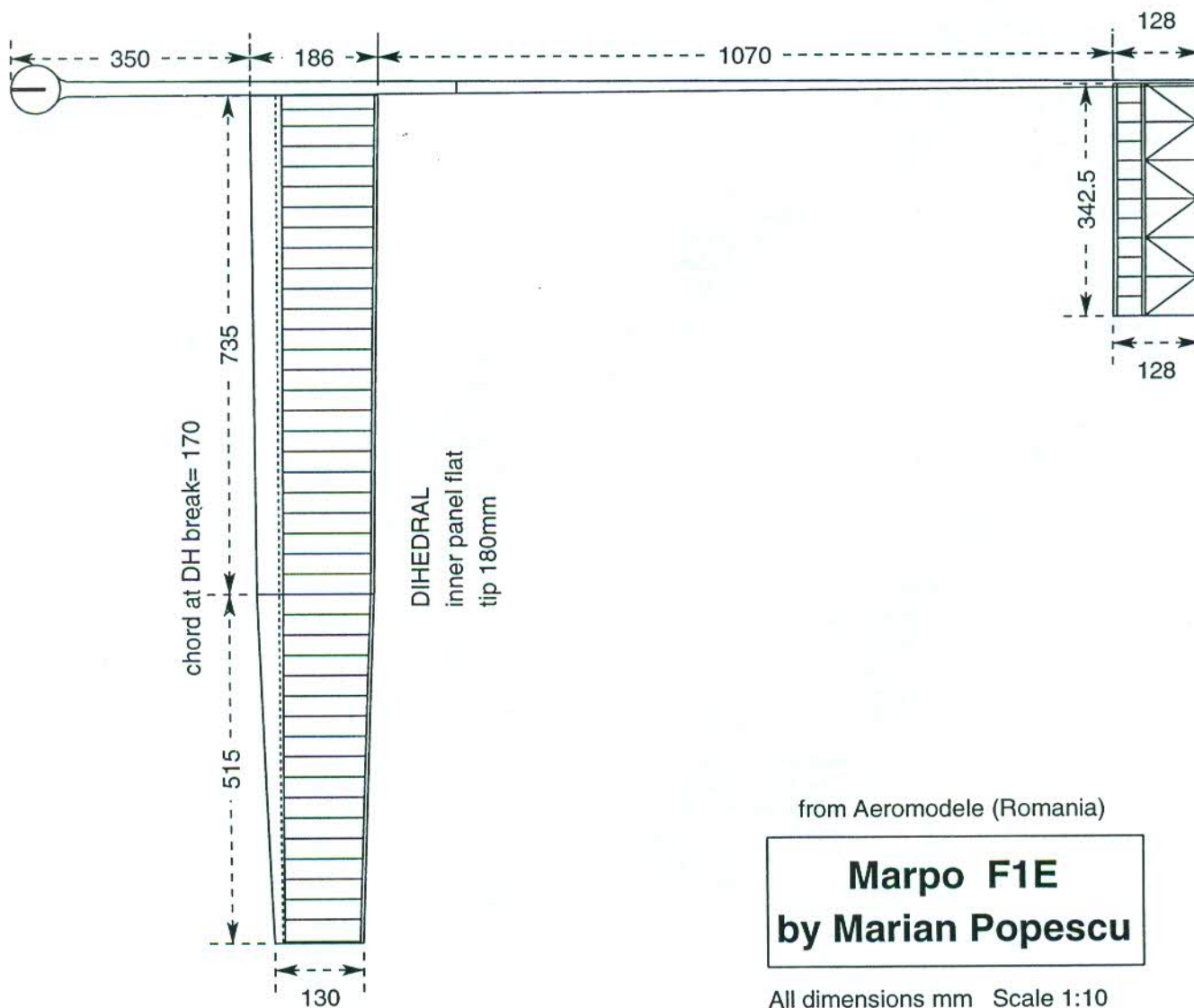
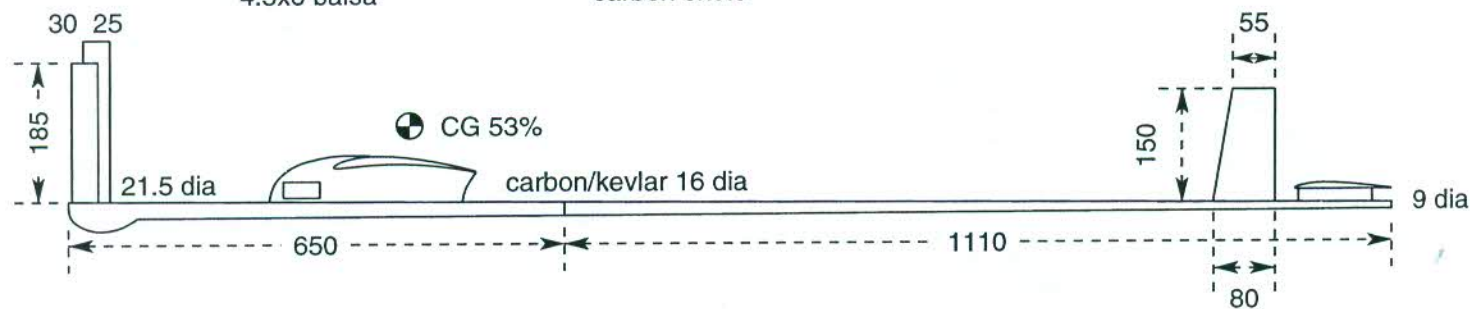
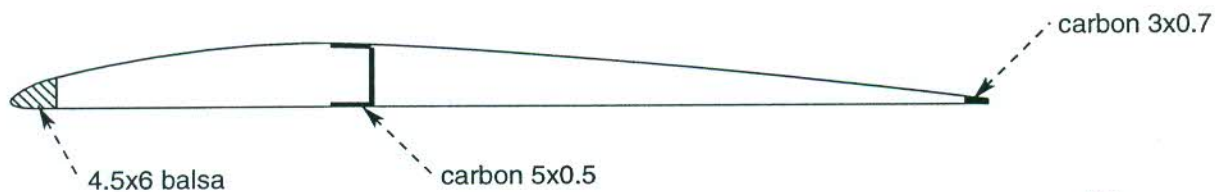
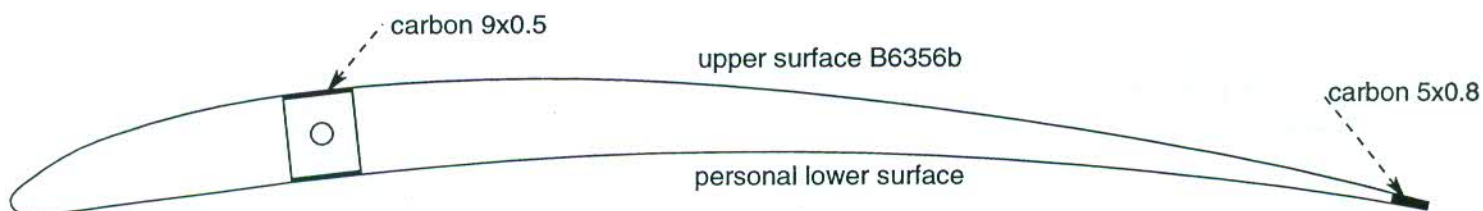
5TH VFFS WORLD POSTAL COUPE COMP

Here are the results of the Fifth VFFS World Postal Coupe Comp 2002:

1	J O'Donnell	GBR	+161	+316	+231	Total 2508
2	I Davitt	GBR	+228	+132	+215	Total 2375

JO'D deserves congratulations for such a good performance after such a difficult year for him. I would like to thank him and Ian for all their support from the inception of the comp. I regret to have to advise that, at the last meeting of the VFFS, it decided not to continue with the comp.

Darien Cassidy



from Aeromodele (Romania)

Marpo F1E
by Marian Popescu

All dimensions mm Scale 1:10

BMFA NORTHERN GALA, CHURCH FENTON, MARCH 23

Report by Dave Hipperson

To have the usual friendly unfettered access to an operational RAF station less than a week after the commencement of hostilities in Iraq says much for the coalition forces of Davitt, Godden and Northrop working on our behalf. Without the drome the beautiful weather window would tragically have gone by unflown. As it was we were able to sample near perfect conditions at this major BMFA event. Too many events on the card, of course, but almost enough entrants to go around thanks to the light winds allowing many to fly in more than one event. A proper three minute max made the open events a challenge, numerous well known names dropped flights. If the hazy calm at the start was stable then within two hours it became treacherous with inversions creating lift high up and sink lower down just where you didn't need it. Nevertheless it was still to be very much a flyoff decided day, the only aggravation being the wind direction. Although light it backed too often towards South Easterly which sometimes brought the hangar complex into play, a crucial factor for the few unlucky to wander off that way.

With some three dozen competitors with full scores spread across the 12 events it was necessary to stagger the flyoffs into four groups. This was done effectively by CDs John Godden and Stan Home, the first combining E30, Open Glider and Slow Open Power got off at 4:40 pm under clear sunny skies and in 65°F - 15°C - this is March remember! The glider flights showed what little help there was as both contestants towed for some time and then came down quickly. Rod Briggins managed to hook something with his E30 and towards the end of the period the best of Slow Open models could possibly have had a minute of help - all great flights.

Rubber and F1J-1/2A followed and the same story. An F1J dominated but it was encouraging to see numerous 1/2As, inspired no doubt by the change of Plugge points scoring emphasis for the Area meetings. (The week before no less than 21 had competed in this class for that reason - more than for decades) Sharp's long span 500 sq. inch Open Rubber model produced an excellent climb but still not long enough to win.

The air was becoming less helpful for the next group, Open Power and Mini Vintage. In the former Gordon (Hepcat) Beal managed to extract the utmost with Ferer's Buckeridge in pursuit but off the pace. Trevor Payne triumphed at last in Open Power with his simply enormous Nelson powered model nearly a minute better than Watson's version. These two, as well as Screen and Jack, flew from a little further upwind than the control point but from further west hence risking over flying the hangar buildings. They cleared them comfortably but may all have lost some time in sight as a consequence.

Finally the six CDH qualifiers flew from quite close together in what could and should have been an interesting finale with these lift sensitive models being allocated the deadest air. Sadly the drift shifted to take them all into the hangar complex and duration's were affected either by models dropping behind buildings or landing in trees, in JOD's case a good 50ft up.

The rest of the clear and rapidly cooling evening was spent by dozens of people locating their models. George Sharp managing to land his CDH in a tree belonging to a member of the public who had been an aeromodeller and knew the difference between a Wakefield and an CDH and was quick enough to report the unexpected arrival to the guard room and save some searching. The longer flights were mainly less difficult as the fields to the North West of the aerodrome were empty.

With the current debate regarding the merits or otherwise of purchasing expensive and complex thermal detection equipment for the future use of our Teams abroad it was enlightening to see Trevor Grey sharing Dave Hipperson's thermal detector/ anemometer set up in the CDH flyoff *and reading it better!* Illustrating perfectly that it is not what you use as how you use it. Imagine, one guy only used a Mylar streamer all day. How did he do? Well, he cleaned up! The man in question, current Senior Champion Phil Ball has a perfect record in Open Rubber this year. Three contest and three huge wins including this one. His unconventional and tricky Slow Open Power model now sorted is possibly a minute better than the next best and certainly was right in the groove on this night bettering any other power performance. He placed second in HLG and maxed out and won Catapult glider - not a muscle event but one that rewards trimming and air picking proficiency. That's three firsts and a second in one day. He now has 47 championship points; as many as some top fliers earn in a year. This score alone would have placed him 9th last year. Such a haul so soon in the season incorporating as it does no less than 5 BMFA wins is a sensational achievement. In his present form he is in a class of his own and unstoppable. Unwisely referred to once as 'Captain Chaos' perhaps a promotion to a more dignified and descriptive 'Wing Commander Whirlwind' is now in order, certainly while the present purple patch continues. Last year he broke a leg and still won the Senior title. This year to loose it he would have to break both.

Before ending this report it would be inappropriate to not thank once again the Northern Area committee who have been and still are proving consistently effective in obtaining this excellent venue of Church Fenton and supply 'staff' that can run the contest properly. A job well done.

All Open events to 3 minute max

Open Glider (CMA Trophy)

1	M Cook	9.00+2.50
2	I Davitt	+1.42
3	D Bartle	8.25
4	A Ball	7.55
5	B Nicholson	7.20
6	A Jack	5.13

Open Rubber (Caton Trophy) 14 flew -8 flew off

1	P Ball	9.00+13.15
2	G Sharp	+9.56
3	J O'Donnell	+8.25
4	T Dobson	+7.02
5	B Martin	+4.48
6	T Chambers	+4.27

Open Power (Hamley Trophy) 7 flew

1	T Payne	9.00+6.58
2	P Watson	+6.08
3	S Screen	+5.55
4	A Jack	+4.11
5	R Baggott	8.52
6	F Rushby	8.09

Slow Open Power 12 flew -7 flew off

1	P Ball	9.00+8.09
2	D Hipperson	+6.46
3	E Jones	+6.29
4	D Limbert	+5.56
5	P Woodhouse	+5.06
6	G Shackiok	+4.17

AI Glider

1	B Lavis	10.00
2	P Robinson	9.42

Coupe d'hiver 11 flew - 6 flew off

1	T Grey	10.00+3.22
2	G Sharp	+3.11
3	D Hipperson	+2.51
4	I Davitt	+2.23
5	M Evatt	+2.04
6	J O'Donnell	+1.57

F1J/½A Power 8 flew -6 flew off

1	P Harris	10.00+6.02
2	P Woodhouse	+3.56
3	C Hickmott	+3.35
4	R Baggott	+2.55
5	S Barnes	+2.18
6	D Clarkson	+2.14

Mini Vintage 21 flew -7 flew off

1	G Beal	10.00+4.36	Hepcat
2	G Ferer	+3.44	Buckeridge
3	N Rogerson	+3.01	RAF 5
4	J Northrop	+2.34	Hepcat
5	B Cleasby	+2.28	Hepcat
6	J Wingate	+2.04	Peging

E30 11 flew-7 flew off

1	R Briggingshaw	6+7.41
2	P Lang	+4.24
3	I Handley	+3.52
4	T Grey	+3.23
5	H Perkins	+2.47
6	T Dunstable	+2.39

C02

1	I Davitt	10.00
2	P Siddall	9.17
3	C Westerman	5.46
4	K Bates	0.26

HLG 7x 60 sec max

1	M Page	6.33
2	P Ball	6.24
3	A Hewitt	6.21
4	R Moseley	4.27
5	K Tatlow	3.47

Catapult Glider 5 x 60 sec max

1	P Ball	5.00
2	A Hewitt	4.00
3	K Tatlow	3.04
4	J Barker	2.38

BMFA 1ST AREA CENTRALISED, March 2**F1C Halifax (Plugge) 12 flew**

1	F Rushby	Cleemac	12.30+5.30
2	S Screen	Birmingham	12.09
3	R Baggott	Birmingham	11.24
4	R King	Morley	11.19
5	J Thompson	Crookham	11.09
6	T Payne	Biggles	10.01

Open Rubber Gamage Cup, 24 flew, 13 F/O

1	P Ball	Grantham	7.30+13.40
2	J O'Donnell	Timperley	7.30+10.30
3	T Dobson	Timperley	7.30+9.03
4	M Bull	C/M	7.30+8.49
5	G Ferrer	Timperley	7.30+8.28
6	M Croome	Bristol&West	7.30+7.40
7	C Foster	Morley	7.30+5.12
8	C Chapman	Bristol&West	7.30+4.58
9	P Jellis	Croydon	7.30+4.24
10	T Grey	C/M	7.30+3.46
11=	G Turnbull	Vikings	7.30+3.39
11=	P Cameron	Crawley	7.30+3.39
13	R Elliot	Croydon	7.30+2.24

F1H 21 flew

1	J Pennington	Bristol&West	9.30
2	J Cooper	Biggles	9.29
3	D A Bird	Maidstone	9.25
4	R Heap	Biggles	9.17
5=	J Oulds	Crawley	9.16
5=	N Parry	Biggles	9.16
7	J Flynn	NWFFG	9.07
8	P Robinson	Cleemac	8.32
9	G Peck	Cleemac	8.30
10	B Nicholson	NWFFG	8.29

Mini Vintage (Plugge) 42 flew

1	C Strachan	Biggles	10.00+6.08
2	R Audley	Bristol & West	10.00+5.35
3	S Fielding	Morley	10.00+3.56
4	J Godden	Morley	10.00+3.33
5	R Wilkes	Crookham	10.00+3.15
6	D Davitt	Morley	10.00+3.08
7	M Howick	Vikings	10.00+2.49
8	P Woodhouse	Morley	10.00+2.44
9	D Greaves	Bristol&West	10.00+2.29
10	P Uden	Crookham	10.00+2.27
11	P Arnold	Vikings	10.00+0.22
12	G Turnbull	Vikings	9.57
13=	J Cooper	Biggles	9.56
13=	R Marking	CVA	9.56
15	S Willis	Croydon	9.54
16	J Howick	Vikings	9.50
17	B Cleasby	Morley	9.49

BMFA 2ND AREA CENTRALISED, March 16**F1B Weston Cup (Plugge) 34 flew**

1	G Pink	Bristol&West	12.30+5.25
2	M Woodhouse	Vikings	12.30+4.08
3	C Chapman	Bristol&West	12.30+3.11
4	R Peers	Falcons	12.30+3.04
5	P Uden	Crookham	12.30+2.44
6	C Westerman	Morley	12.30+1.24
7	N Rogerson	NWFFG	12.23
8	J Billam	Grantham	12.22
9	J Cooper	Biggles	12.09
10	S Darmon	Birmingham	12.04
11	B G Martin	Tynemouth	12.02
12	J Godden	Morley	11.55
13	M Howick	Vikings	11.47
14	B Lavis	Biggles	11.46
15	D Davitt	Morley	11.40
16	J Flynn	NWFFG	11.35

Open Glider 33 flew

1	A Ball	Grantham	7.30+9.42
2	J Carter	Falcons	7.30+6.15
3	B Nicholson	NWFFG	7.30+6.12
4	G Peck	Cleemac	7.30+5.29
5	D Oldfield	Vikings	7.30+4.52
6	R Heap	Biggles	7.30+3.32
7	S Darmon	Birmingham	7.30+3.09
8	P Seeley	Bristol&West	7.30+2.56
9	C Foster	Morley	7.30+1.35
10	J Pennington	Bristol & West	7.22
11	K Burt	Bristol&West	7.08
12	A Jack	Tynemouth	7.07
13	A Gibbs	Birmingham	6.51

Catapult Glider 8 flew

1	P Ball	Grantham	5.00+1.01
2	G Turnbull	Vikings	4.48
3	J Barker	Timperley	4.36
4	M Benns	Peterborough	3.46
5	A Crisp	Biggles	3.12
6	E Drew	Bristol&West	3.09

HLG 12 flew

1	E B. Jones	Morley	6.54
2	A Hewitt	Nottingham	6.23
3	M Benns	Peterborough	6.18
4	P Ball	Grantham	6.14
5	M Chapman	Nottingham	5.56
6	M Page	Peterborough	5.46

F1J :1/2A (Plugge) 22 flew

1	R Baggott	Birmingham	10.00+5.35
2	D Hipperson	C/M	10.00+4.00
3	P Watson	Birmingham	10.00+3.35
4	P Harris	Birmingham	10.00+3.24
5	D Clarkson	Timperley	10.00+2.34
6	P Woodhouse	Morley	10.00+2.18
7	A Jack	Tynemouth	10.00+0.59
8	G Fuller	Bristol&West	10.00+0.00
9	F Chilton	Crookham	9.59
10	T Hargreaves	Morley	9.57
11	C Hickmott	Morley	9.51

NEWS FROM BMFA FF TECH COMMITTEE

1 The Free Flight Nationals 2003

Planning for the 2003 Free Flight nationals is proceeding on course.

The entry form and full details are included in the latest issue of BMFA New, which you should all have received during the last week.

So, don't delay; please find the last BMFA News and send off your entry. Last date for pre-entry is 25th April, but it will ease the load on the organisers if you send it in well before this cut off date.

Phil Roughton is the CD on Sunday, but needs help with the Non-FAI events. Please can anyone who is able to help on the Sunday please contact Phil or any FFTC member.

2 BMFA Free Flight Rule Changes for 2004

Following the initial proposals set out in last month's FFN, the main correspondence received has been about reduction in number of flights with 6 inputs. The view so far seems to be to reduce mini vintage but not the other mini classes (together with one or two more complex ideas!).

There has been one suggestion on catapult glider - that there should be no restriction at all on the amount of rubber permitted (presumably this would need a rule to say that the flyer must hold the model in one hand and the 6" handle in the other!).

There have been no suggestions on tailless. The solution that will probably be put forward will aim to allow rubber, power and glider tailless models with no restrictions on rubber, 3.5cc max with 30 seconds run for power and 100 metre line for glider. No electric or CO2 - or do you all feel strongly that we should have a version of the open electric and CO2 rules for tailless?

3 Contest Directors

John Cooper has kindly volunteered to be CD for the second team selection event at Salisbury on 21/22nd June. However, Cd's are still required for the remaining team selection event on 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 Wymswold

We were hoping that we would be able to use Wymswold for the Summer Mini on 13th July, but at the present time it seems unlikely that we will be able to use this venue again this year. However, the owner is keen to have us back again next year, and hopefully on a more regular basis.

5 Midland Area F/F Competition Manager

After about 20 years, Phil Ball is stepping down from running the Midland Area Meetings and the Midlands Area is looking for someone to take over in 2004. Phil will provide training but regrets to advise that there is no salary with the position. Please contact the Midlands Area secretary, or Phil on phil.ball@ntlworld.com.

The simple truth is that unless someone takes on this role in the Midlands Area, there will be no Midland Area events/venue next year. This is a Midlands Area responsibility, not the FFTC.

CORRESPONDENCE

From Dave Greaves

Note to Dave Hipperson re my spoiled fly-off flight in the Maurice Bayet Coupe competition in the March FFN: Sticking VIT: what VIT?

From Dave Hipperson:

Further to the letter from John Barker in FFN March 2003 on the subject of my concerns over EOP voiced in an earlier issue.

It is interesting and useful to have heard from the man responsible for the current class. My quote was verbatim from the rule book but he questions my interpretation. I actually gave the contestant the benefit of the doubt over *his* interpretation of the world CD. You see the current procedure, as I explained, is for contestants to confirm the length of the run by a ground demonstration in front of their chosen timekeeper. I know of no one who has ever demonstrated it to the CD nor a CD to whom it has ever been demonstrated despite the rules insisting upon it. So if we were to apply the current rule to the letter virtually all EOP flyers would have disqualified themselves already!

As far as my two examples are concerned John is once again mistaken. Dennis Davitt's timekeepers didn't get it right they GOT IT WRONG. They are instructed by the rules to observe the engine run on the ground or rather the CD is instructed to. Hence it follows that no one times it in the air otherwise what is the point of timing it on the ground? The fact that they *did* time it in the air suggest they were not doing it to the book and were hence doing it wrong - the outcome in this case is immaterial. This is the paradox and it illustrates what was poor rule making in the first place.

John will doubtless know by now that his own club Timperley, they that pioneered the combined power idea some years ago, decided very soon after the Davitt incident last year that their combined power event this summer (continuing to included EOP) would require runs to be timed in the air as per conventional power. Still not ideal but clearer and a step in the right direction.

In the meant time there is a very simple solution and it hits at the nub of the problem not addressed when the class was (still) borne in the first place. Throw out the restrictions on motor cost, allow gearboxes (still quiet but noisy enough to be timed) and watch the class take off. If he had done that in the first place by now it would be a real alternative to Open Power as it is we may have to start again from scratch.

UK COMPETITION NEWS

TYNEMOUTH club are to run a Mini Rally for Combined BMFA 1/2A/British Power, Combined F1G/Mini Vintage Rubber, Combined F1H/ Vintage Glider (3x2 min) and Power Precision hand launch 45 seconds duration on 20th July 11am to 5pm. Reduced maxes and D/T fly offs depending on weather. No thermal detection devices. The location is Newcastle Town Moor, a flat grass field site measuring approx 1/2 mile East to West and 3/4 mile North to South, situated North of Newcastle City centre bordered by the A167, A187 and B1318 roads. Contact Brian Martin 0191 4161096, email brian_martin_uk@hotmail.com