

Free Flight news

FFn

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DIARY

May 9 Liptovsky Mikulas, Slovak Republic	Mikulas Cup of Hungary. F1E World Cup event. Contact: György Pinkert, pf 16, 1625, Hungary, tel: +36 1 221 4071, fax: +36 1 221 4071	May 30 - June 1 Kunszentmiklós, Hungary	19th Pusztá Cup. F1A, F1B, F1C World Cup event. Contact: György Pinkert, PF. 16, 1625, Hungary, tel: +36 1 221 40 71, fax: +36 1 221 40 71, email: info@cavalloni.hu
May 10 Liptovsky Mikulas, Slovak Republic	Liptov. F1E World Cup event. Contact: Ing. Peter Nosko, Nábrezia D/1, 03101 Liptovsky Mikulas, Slovak Republic, tel: +421 903 166 840, fax +421 44 552 02 64, email: nosko@naex.sk	May 31 - June 1 Salisbury Plain	BMFA practice weekend. See FFn 0301. Registered users only. See May 10-11.
May 10 Vojka, Yugoslavia	20th Srem Cup. F1A, F1B, F1C World Cup event. Contact: Jovanovic Dragomir, Jovana S. Popovica 11, 22330 Nova Pazova, Yugoslavia, tel: +381 22 333 188, fax: +381 11 625 371	June 7-8 Near Sheffield	BMFA F1E. Contact & CD: Steve Philpott, 0121 354448
May 10-11 Salisbury Plain	BMFA practice weekend. See FFn 0301. Registered users only. Contact B Aslett 01793 840629.	June 7-8 Portmeadow, Oxford	Oxford Rally. See FFn 0212. Sat: Champagne flyoffs 7pm CdH, A1, HLG/Cat. Sunday start 10am: CdH, A1, P30+E30 comb in 5 rounds x 2 min; events not in rounds to 3x2 min, vint R (34" max span), vint G (72" max or A"), nostalgia G, tailless R/G. HLG+Cat to 10 x 1 min. No thermistors, streamer poles, etc, no motor heaters, no power models to be flown. Contact A Crisp, 01865 553800
May 10-11 Newbigging	Scottish events. Sat: Nostalgia power event to Morley rules. Sun: Steel Cup (combined F1A+F1B) - 2 flights at will from 10.00 to 13.30 then rounds 3,4, 5. See FFn 0303. Contact: J Arnett, 01383 510279 or arnett.downside@quista.net	June 7-8 Bordeaux, France	4th Concours International de Bordeaux. F1D, F1L, F1M. Contact: J-P Darrouzes, 27 Av Kennedy, 33600 Pessac, France, tel +33 556 076566, fax +33 556 369544
May 16-18 Sisemol, Italy	23. Coppa Sisemol. F1E World Cup event. Contact: Ghiotto Antonio, Via K. Adenauer 52, 36100 Vicenza, Italy, tel: +39 0444 570289, email roxa76@libero.it alternate: Bau'Eligio, tel +39 0445 300502, email eligio.bau@tiscalinet.it	June 7-8 Salisbury Plain	BMFA practice weekend. See FFn 0301. Registered users only. See May 10-11.
May 17-18 Salisbury Plain	BMFA practice weekend. See FFn 0301. Registered users only. See May 10-11.	June 14-15 Prilep, Macedonia	Prilep Brand & World Cup. F1A, F1B, F1C World Cup event. See page 52 email: zdravkot@mt.net.mk
May 23-25 Vsechov, Czech Republic	XVII Jihocesky Pohar. F1A, F1B, F1C World Cup event. Contact: Rostislav Kvasnicka, Svpomoc 694, 39102 Sezimovo Usti, Czech Republic, tel +420 608 059 803, r.kvasnicka@seznam.cz	June 15 Area venues	BMFA 4th Area. O/P + SLOP comb team (Keil/ Plugge), F1B (Gutteridge), F1H (Plugge), CO ₂ , EOP
		June 21 Aradac- Zrenjanin, Yugoslavia	35th Memorial DJ. Zigic. F1A, F1B, F1C World Cup event. Contact: Borovac Nikola, Aero Club Zemun, Cara Dusana 57, 11080 Zemun, Yugoslavia, tel +381 23 564 928, fax +381 23 547 453

F1A-ASSISTANT BY MATTI LIHTAMO

A self launcher of a glider provides a great help especially on light wind while training alone. I will introduce here a self launcher that is working nicely.

This assistant is a nice one, since it comes along with a happy face and is patient enough even when waiting for a thermal for a longer time periods. It works as nicely for both F1A and F1H gliders.

I have had this kind of self releaser over 15 years. The only unsuccessful releases were occurred when the body of the self releaser was not properly attached to the ground. The attachment to the ground is not needed on light wind, but it has to be tight on heavy wind. It is attached to the ground by three rods.

There is a rubber band holding the model, and a locking pin that holds the rubber band. The locking pin is released by a line, which should be long enough. Otherwise there is a chance, that when the locking pin is released, the arm is in upright position and the tailplane hits to the arm. The proper angle for the arm is 10° over the upright position (see drawing), when the locking pin should be released.

The arm should rotate smoothly about the axis. This can be secured by placing washers between the arm and the body.

It is recommended to use plastic foam as a shock absorber in the front end of the model holding hand. Otherwise the connections of the self releaser are worn down faster, when the arm is hitting to the ground. Also it is recommended to use foam in the cross section of the holding hand to protect the tailboom.

The arm and the cross support of the body are turned parallel to longitudinal support for a transport.

I wish good flying training and peaceful thermal waiting for the builders of the self launcher.

NEWS FROM BMFA FF TECH COMMITTEE

1. Contest Calendar 2004

Planning for the 2004 BMFA Contest Calendar has commenced. The FFTC would appreciate your views and opinions on the present format, or any changes that you would like to see for 2004.. This present year seems to have become a little distorted by a number of factors including the National date, with a lot of contests in March and April, and then very little until September. We have always had a slow down in summer to avoid crops and holidays, but perhaps the second of these reasons may not be quite so relevant now that holidays are less likely to be tied to the school curriculum.

2. BMFA Free Flight Rule Changes for 2004

Rule change Proposals as at 24/04/03

The following rule change proposals are those that have been received by the FFTC up to 24/04/03 for possible inclusion in the 2004 Rulebook. In most cases the individual who initially raised the subject is named so that anyone who wishes to discuss it with them can make contact.

Once again we must stress that the FFTC may or may not end up being convinced by the arguments and the inclusion of an item in the list at this stage does not mean that a change is inevitable or even probable.

Any comments or arguments on these topics will be welcome and should be sent to the FFTC Secretary – Chris Strachan, 56 Way Lane, Waterbeach, Cambridge, CB5 9NQ. Email, chris.strachan@btinternet.com. Please send by email or typed letter.

Please respond before 28th June so that inputs can be considered and revised proposals prepared at the FFTC meeting on 5th July.

- 1 A reduction in number of flights from 5 to 3 in Mini Vintage and possibly further or all mini classes

Raised by Has been raised by many people last year and before

Comments We have already had a lot of response on this one and so far the feeling seems to be that Mini Vintage should go to 3 flights but all others should remain unchanged

- 2 Catapult Glider Tidy up the rules

Raised by FFTC

Comments Responses so far are focussed upon amount of rubber, either by weight (2gms) or by length (Either 300 mm of 6x1mm FAI Supply Rubber or 600 mm of 3x1mm FAI Supply Rubber arranged in either a single or multi strands). Plus details of handle and launching mode.

- 3 Tailless - Sort out eligibility - Under 3.17 at present you can enter an electric or CO₂ powered tailless with any size of battery or gas tank.

Raised by Dave Dent

Comments Responses so far vary from drop tailless altogether to make rules for CO₂ and electric as well. Best bet looks like define tailless as it is usually understood – i.e. open rubber, power with 3.5cc and 30 seconds and open glider on 100m line.

- 4 Open Rubber - Limit maximum wing area to 300 in²

Raised by John Barker

- 5 The BOM rule to be dropped for Juniors - to give more opportunity for Junior team members to practice in UK events

Raised by John Cuthbert

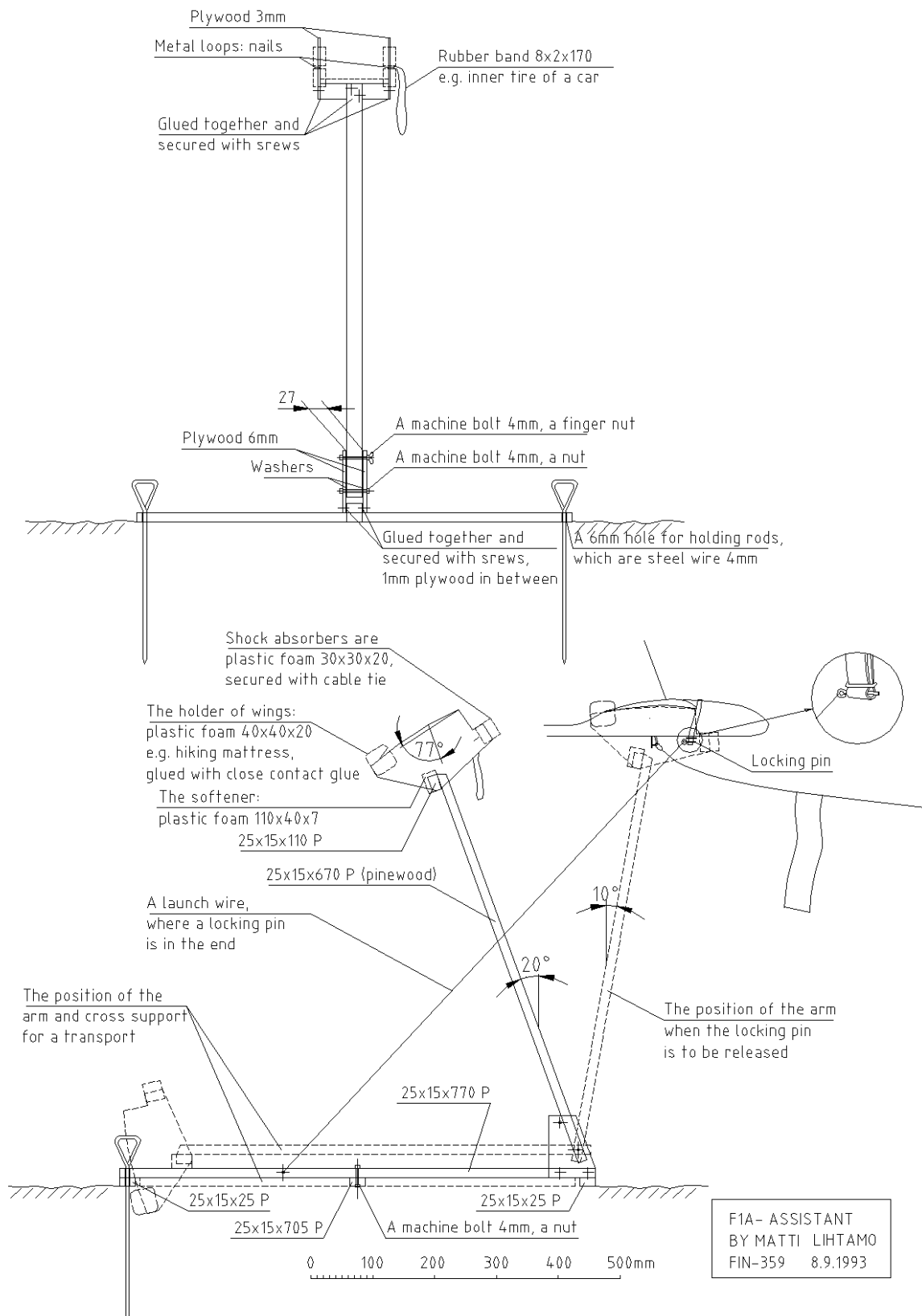
- 6 Mini Vintage – Change maximum engine capacity to 0.85cc - to eliminate the need to use 'special' engines enabling any potential flier to purchase a suitable motor at a Model Shop or a Swap Meet. The current size limit makes the only suitable motor in production in the UK, the PAW 80, of questionable legality. The current size limit of 0.76cc has made Mini-Vintage Power the domain of those who possess one of the very hard to obtain VA 049 Diesel or the equally hard to obtain certified 'small' PAW 80 motors.

Raised by Dave Clarkson

- 7 Electric Open Power – Clarify timing of motor run

Raised by FFTC

Comments We are aware that the current rule may be unsatisfactory but require informed proposals for a better method.



F1A-ASSISTANT by MATTI LIHTAMO

4. Lessons from the use of Wymeswold Airfield

The Winter Open meeting at Wymeswold on Feb.16th was reported upon by Dave Hipperson in FFn for March 2003. It was a successful flying meeting and left the question open as to further use of the airfield. We have held subsequent discussions with the owner and this note is to describe the outcome and an issue it raises..

The owner and the downwind farmers were all happy with the conduct of the event and with the approach of the flyers who retrieved from there land. However, as mentioned in the report, there were two noise complaints on the day.

The FFTC was aware in advance that this is a noise sensitive site (not least because it is used for motor sport during the week and planning permission for use on Sundays has been sort and refused in the past). We had discussed engine noise with the owner before hand and we had agreed to go ahead with an all classes meeting (rather than a silent event) once we had explained the short motor runs in FF power. In hindsight this was a mistake. In addition to the noise complaints on the day the owner was still being given a hard time by the local councils eight weeks later. He has explained that although he is personally happy with us he cannot accept the risk of further events on the site which might cause further aggravation and put his main enterprise, the motor sport, at risk. The site is therefore not available for any further meetings this year, as even a silent event would be a red rag to the protestors. We are welcome to contact him again at the end of the year to discuss the possibility of a silent meeting next year.

In the advance publicity for this event in FFn for January 2003 we had warned that this is a noise sensitive site and that there should be no extensive ground running of engines. Unfortunately this was ignored by some on the day, with F1C engine running being a particular problem requiring unsuccessful requests to cease from both the CD and myself.

We need to give serious consideration to the noise problem. It is especially aggravated by the increased use of F1C models in open competitions. Since the Wymeswold meeting there has been a noise complaint at Church Fenton also caused by ground running of F1C engines by the same flyer. However F1C is not the whole problem. When downwind at Wymeswold the engine noise was almost continuous and certainly sufficient to trigger an angry reaction from anyone already sensitised to the problem. We tend to kid ourselves that, with our short motor runs, we are not noisy. It is just self deception and if we do not modify our models and/or our behaviour then we will playing into the hands of those who see us as self indulgent and anti-social.

The FFTC will be giving serious thought to the problem and please will all power flyers also do so and if you have any comments to make please address them to us

4. Contest Directors

A CD is still required for the remaining team selection event on 4/5th October. Please contact a FFTC member if you are able to undertake this essential duty.

5. Email Addresses

Peter Tribe is maintaining an email address list for BMFA members to enable news to be distributed if the need arises. If you wish to have your name on the list, please contact him on his new address:-

peter.tribe33@virgin .net

Additionally, if you change your address, please let him know- an increasing number of emails bounce back.

6. Free Flight Records

Mike Woodhouse has noted that, according to the schedule of 'Current British Record Categories' held by the BMFA, of the 49+ Free Flight categories, there is only one record holder.(John Bailey, F1A, 50.18 which includes rounds and flyoff total). Surely this cannot be correct.

The schedule identifies that where no record holders are not shown, either no British record has been set, or the current holder is unknown.

So, if you believe that you are a FF record holder, please contact the BMFA Leicester office to provide details.

AUSTRALIAN FF CHAMPIONSHIP, Naranderra, Australia, April 19-20

Phil Mitchell writes: Weather conditions for the competition were very good with 2 - 3m per second drift for the early rounds on both days. Round 1 maxes were set at 180 seconds due to concerns over the early morning visibility limited at low levels due to dust haze from vehicle entry to the field. As you may be aware severe drought conditions still prevail in many parts of Australia. On F1A day the wind dropped to almost calm for Rounds 3 - 7. On F1B & C day the wind increased to approximately 5 - 6 m per second to Round 5 then dropped to being calm by Round 7.

F1A 12 flew

1	B Van Nest	USA	1260
2	P Mitchell	AUS	1257
3	V Morgan	AUS	1204
4	J Woolley	AUS	1169
5	M Campbell	AUS	1168
6	M Armour	AUS	1046

F1A-Junior 1 flew

1	B Mitchell (J)	AUS	988
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F1B 14 flew

1	D Blackam	AUS	1260	+300	+420
2	R Blackam	AUS	1260	+300	+345
3	L Morgan	AUS	1260	+300	+260
4	B Van Nest	USA	1260	+225	
5	P Sikora	AUS	1259		
6	T Bond	AUS	1204		
7	B Pudney	AUS	1170		

F1C 3 flew

1	D Thomas	AUS	1260
2	S Hinds	AUS	1163

BMFA PLUGGE CHAMPIONSHIP POINTS

After Third Area event

1	Morley	1263	10	C.V.A.	325
2	Bristol & West	1132	11	Tynemouth	317
3	Crookham	831	12	E Grinstead	291
4	Biggles	821	13	Croydon	276
5	Birmingham	795	14	Grantham	250
6	Vikings	566	15	Falcons	248
7	Cleemac	476	16	Maidstone	146
8	NWFFG	357	17	Crawley	140
9	Timperley	332			

BMFA 3RD AREA CENTRALISED, April 6

F1A K & MAA Cup, Plugge 52 flew

1	B Bow	Bristol&West	12.30+4.33
2	J Carter	Falcons	12.30+3.46
3	S Philpott	Birmingham	12.30+2.55
4	P Seeley	Bristol&West	12.29
5	D Bartle	Morley	12.24
6	M Dilly	Croydon	12.22
7	C Hickmott	Morley	12.18
8	G Peck	Cleemac	12.03
9=	J Cooper	Biggles	11.54
9=	B Nicholson	NWFFG	11.54
11	S Darmon	Birmingham	11.47
12	A Ball	Grantham	11.44
13	D Beales	Croydon	11.24
14	J Flynn	NWFFG	11.19
15	C James	Crookham	11.17
16=	C Foster	Morley	11.16
16=	R Audley	Bristol & West	11.16
18	P Robinson	Cleemac	11.00
19	P Dickson	Morley	10.53
20	P Martin	Tynemouth	10.51
21	B Horsley	Grantham	10.48
22	J Godden	Morley	10.37
23	M Cook	Maidstone	10.30
24	D Bird	Maidstone	10.27
25	I Wilkinson	Morley	10.19
26	J Oulds	Crawley	10.06

Vintage Plugge 51 flew

1	N Allen	E Grinstead	7.30+6.53
2	J O'Donnell	Timperley	7.30+6.32
3	G Ferer	Timperley	7.30+5.30
4	E B. Jones	Morley	7.30+5.29
5	I Davitt	Morley	7.30+5.12
6	J Thompson	Crookham	7.30+5.10
7	B Aslett	Bristol&West	7.30+4.58
8	C Strachan	Biggles	7.30+4.55
9	M Sanderson	Cleemac	7.30+4.54
10	R C Pollard	Tynemouth	7.30+4.48
11	M Croome	Bristol&West	7.30+4.29
12	N Lee	E Grinstead	7.30+3.47
13	D Davitt	Morley	7.30+3.37
14	P Woodhouse	Morley	7.30+3.32
15	J Godden	Morley	7.30+3.20
16	C Chapman	Bristol&West	7.30+3.11
17	T Bird	CVA	7.30+2.41
18	J Knight	Bristol&West	7.30+2.33
19	K Bates	Cleemac	7.30+2.24
20	R Marking	CVA	7.30+2.22
21	P Seeley	Bristol&West	7.30+2.12
22	J Cooper	Biggles	7.30+1.50
23	S Fielding	Morley	7.30+1.18
24=	J Arnott	SAA	7.30
24=	R Alban	SAM 35	7.30
24=	K Burt	Bristol&West	7.30
24=	E Challis	Bristol&West	7.30

Open/Slow Open Power White Cup 26 flew

1	D Limbert	Morley	7.30+12.10
2	N Allen	E Grinstead	7.30+7.12
3	P Watson	Birmingham	7.30+6.34
4	T Payne	Biggles	7.30+5.46
5	S Screen	Birmingham	7.30+5.02
6=	P Ball	Grantham	7.30+4.54
6=	R Kenwood	Croydon	7.30+4.54
8	F Rushby	Cleemac	7.30+3.35
9	A Cordes	Timperley	7.30+3.32
10	C Hickmott	Morley	7.30+3.22
11	D Clarkson	Timperley	7.30+3.18
12	D Cox	Crookham	7.30+3.05
13	I Wilkinson	Morley	7.30+3.04
14	J Thompson	Crookham	7.30

F1G 20 flew

1	J O'Donnell	Timperley	10.00+3.30
2	E Flynn	NWFFG	10.00+2.02
3	D Hipperson	C/M	10.00+1.53
4	C Strachan	Biggles	10.00+1.18
5	R Sparrow	Timperley	9.56
6	C Chapman	Bristol&West	9.51
7=	G Sharp	C/M	9.44
7=	T Grey	C/M	9.44
9=	D Oxborough	Crookham	9.43
9=	J White	Croydon	9.43

BMFA EASTER MEETING, SALISBURY PLAIN TRAINING AREA 8, APRIL 19-20

Report by Dave Hipperson with added comments from Peter Tribe (marked PT)

With no significant rain for many weeks and none on the contest days either despite gloomy forecasts, the usually soft chalky tracks from the road to the control point on Area 8 were solid if rutted and the flat grass areas perfectly safe to drive and park on. If the weather prophets had been wrong about rain they were too correct about wind and temperature. Throughout the weekend there was little sunshine and always a stiff cold north easterly. The good side to all this was that it allowed a convenient flat area from which to fly, with no appreciable contour downwind for 600 yards or so until the usual rolling terrain rose away to a ridge a mile to the south west 100 feet above the launch point. Past that were open fields dotted with small copses and stands of trees as far as the eye could see. Some of us were going to need all this space! Of course the rival attraction of three days of vintage based events at nearby Middle Wallop didn't help entry numbers. Such a shame that the SAM movement should be operating in such disharmony with the BMFA, after all this traditional event was advertised long before theirs.

The flying in the Mini events on the first day - the first time such classes had been tried at this hilly venue - was surprisingly good considering the turbulence from both the terrain and the trees and bushes immediately upwind. Many CDH flights were thrown around helplessly low down if they were not lucky enough to get lift, but despite this damage was slight thanks to the thick grass everywhere. By lunch time gusts were reaching 30 mph and flapping streamers told of the sudden local direction changes in the launch area. Perhaps it

was this that gave the usually consistent Open Rubber regulars so much trouble. Chapman came in twice, the second time with serious damage and George Sharp likewise after a first flight max. Phil Ball suffered a long delay when his first flight treed and required repairs. His second took time to locate so he was pushed to get the third in at all. Everything seemed fine until quite well up when a series of strange manoeuvres and power stalls had the model back on the ground in little over 90 secs!

Notwithstanding the Trials event programmed for the following day and the wind an entry of only two in Open Glider was derisory. FAI flyers can hardly complain about their needing more competition practice when they don't turn up to such a safe field. Al looked exciting with whistling lines and bending wings. John Cooper was master of the conditions as he so often is, but Derek Cox worked hard to finish his flights in this class as well as Power. Trevor Payne took this flying a smaller and older version of his Hamley winner. Despite deliberately short runs due to a flattening power trim he comfortably maxed out. Like quite a few, he used a bike for retrieval as firm tracks led off in all directions, however it was some feat to cycle back with the wings of such gigantic model still attached to the fuselage! John Bailey stopped after two flights in F1J- ½A, his lone entry illustrating perfectly the result of too many events on any one day. At least the programming this year had slipped Vintage and Slow Open Power across to the next day to share the field with FAI.

The flyoff in Open Rubber was at 6:30 and between only two after third qualifier Gerry Ferer had broken a model and been forced to fly another too late in the day to have a hope of retrieving it. Hodkinson's of around 400 square inches got away first and O'Donnell followed half a minute later with a slightly faster climb. Both struggled a bit mid-way through but brightened up as they rode the ridge a mile downwind. This lift was enough to take Hodkinson's larger model away and it was lost in the air at an eye straining eight and a half minutes. O'Donnell's was seen down a minute short of that. Good fortune was still with Walt as Andy Crisp who had left in his car soon after the models were clocked off spotted Walt's in a field nearly 6 miles away as he was driving home. He was able to park, rescue it and drive back to the field in time to catch the owner before he left to search - nice going Andy.

Sunday

Your reporter arrived the next day as the first round in F1A commenced and was surprised to see great quantities of competing individuals, heaps of paraphernalia and flying taking place! Hadn't the rules been written to discourage Trials events in anything over 15 mph? It was comfortably that already and obviously going to increase. However it was happening. Flying from virtually the same spot as the day before (Trevor Payne in charge) glider flyers looked fairly well in command of the conditions, rubber patterns in the next round were not quite so confident and finally a number of very shaky power trims, so little room for error with only 5 seconds of run.

Around this time the one and only Slow Open Power flight was made! A max which didn't DT for a while and as a consequence wasn't down for five minutes. Distance flown, exactly two miles so that's a 25 mph drift and this was launched in a lull! The wind on top of the distant ridge was 30 mph by this time, on the ground at the launch point nearer 20mph. The FAI part of the day was halted. The hold lasted

three hours or so during which time the wind varied between quite long periods of 10 mph and short nasty gusts of 30mph. However this halt seemed to be popular with most contestants allowing them to do the thing they seem to like even more than flying and competing and that is talking about flying and competing. During the period many of those that had made a start seemed to drift off home. Then for no glaringly obvious reason the contest started again in an average wind speed virtually identical to that in which it had been halted. No reflection on the CD just a good illustration of the dilemma he faces when the rules allow him (actually encourage him) to stop above 15mph. Certain people put him under pressure to stop as they don't want to risk their models having developed them under the impression that they will not have to fly windy qualifying flights! However others, a steadily reducing number it has to be said, want to fly as they can and are willing to handle the conditions and probably enjoy the competition. A dichotomy and one of our own making.

To return to the action. The depleted ensemble took the field again and by this time the wind had veered more easterly and brought a downwind line of trees and a sapling plantation into play. The gliders deliberated moved right down the line to miss these hazards most quite effectively and there were some good flights. John Cuthbert went to the other extreme in power and moved a long way left (east and south) in an attempt to get further away from the hazard. Unfortunately his extrapolation of the launch line was inaccurate and both his subsequent flights were made, in effect, downwind of it. There were comments but fortunately for him, no protest.

The final round proved disastrous for our ex-World Champ Fantham who stoned down from a reasonable launch in a miserable 36 secs! Anthony Ball only a few yards behind maxed. John Carter also moved up the results with an excellent last round flight which jumped 30 feet up from the top of the line and into lift. Rubber's final flights were some of the most impressive, Peers showing the way into a huge bump that took at least two of the full scorers with him. Russell himself had dropped fast from a good climb on the first flight of the morning. Power too had settled down after most, apart from Cuthbert, had put away their long aeroplanes and were apparently now more relaxed and hence more effective with slightly shorter span models. Stafford Screen had retired after a flattening climb and then a bunt in on the second round. Watson had dropped time on the first but was flying well now also with a shorter model. Neil Allen, having flown one throughout, was still producing some of the day's best flights and had kept focused and warm during the hold by polishing off a couple of nice maxes in Vintage with his Dynamite!

Then the contest was stopped with plenty of day light, at least an hour before the official time and despite a slackening of the wind. No idea why. The small flyoffs took place soon after and once again the CD was put under pressure by certain contestants to run it their way but not necessarily the best way, however he prevailed.

PT: In F1A Martin Dilly launched first in the fly-off, but it was soon clear that it was not going to be one of his best flight, and the downdraft in the valley soon sucked it from view for 1.35. However, Doug Bartle, having damaged his rounds model on a pre-flyoff test, flew a different model that was not trimmed for such windy conditions, and it levelled out after a disastrous bunt at about 10m altitude for 57 secs.

The second major glider win for Dilly this year. It will be interesting to see if he stays as enthusiastic about being Team Manager as he usually is if he repeats this form at the next Trials. The money was on Woolner in the Wakefield finale despite him having one close squeak earlier in the day when he went away from no height after a climb problem. Grey launched first but was not in good air. Woolner's climb was as expected from such a model but didn't look safe until well into the glide and then quickly looked the winner. Peter Martin seemed to have a trim glitch a few seconds into the climb and dropped out leaving Chamberlain to launch last. A very good climb and an even better glide stole it with a flight of nearly 6 mins!

Cuthbert had returned from his distant out-post to fly shoulder to shoulder with the opposition Neil Allen. A good tactic bearing in mind here were ranged the extreme ends of the current competitive bracket of F1C. Cuthbert's enormous span open structured state of the art machine - Allen's reliable almost old fashioned wooden model. Well into the round Allen launched to be followed immediately by Cuthbert. Neither model had a perfect pattern but both were good and surprise, surprise, Allen's model was now the same height as Cuthbert's! They drifted out and the positions altered slightly as expected with Cuthbert's glide wining until at 3:30 when it stalled and lost altitude. Then ironically he clobbered the very trees he had been striving to avoid all day and did so with enough force to dislodge a huge flock of crows. Spectacular but most unfortunate. Allen missed the trees slightly to the right and glided on for another half minute landing safely on the ground. The height of the tree could have made all the difference - it was a long way up. From an encouraging start only four were flying in F1C at the end and likewise the other two classes had greatly depleted fields despite only three flights over grass land with few obstructions and the minimum risk of theft or interference by the public. Not very impressive for what we are told is such an important issue - that of team selection.

Concluding remarks.

DH: While we seem to be forever wrestling with the notion that British windy weather offers no good way of selecting a team as it rarely mimics the sort of conditions likely to be encountered at an actual Championships perhaps we should also consider other factors equally as unsettling that occur at British team selection meetings and that are rarely encountered abroad. Stopping, re-starting and early curtailment of the contest would be the first observation! However, if the slightly intimidatory nature of the selection rules is, as it would appear, putting off a good few competitive FAI flyers then BMFA programming could also have done little to help any of the classes here, Open included. The re-scheduled Nationals only two weeks behind our traditionally windy Easter weekend is just as bad a planning blunder as its untimely clash with the next popular gala, Woodbury. We are too thin on the ground to split the entry like this and still hope to produce meaningful contests. More foresight please guys. *(Ed: hardly a decision that was taken lightly with lots of good alternatives, see announcement of Nats in FFN 0302)*

PT: The wind was very strong, and averaging around the 15mph maximum for much of the day. Trevor Payne, the CD, selected a 2.30 maximum to suit the windy conditions, which was just as well as the visibility was also poor and models

became very difficult to see towards the end of their flight. There was a 'hold' for a period at mid-day when the wind became stronger, and this restricted the event to three rounds.

Trevor Payne made an excellent job as Contest Director, and had clearly taken time and trouble to prepare for the event. He had to make difficult decisions to suit the prevailing conditions and terrain, and it was disappointing that a few contestants chose to question some of these in a forceful manner.

Saturday Mini 2.00 x 5, Open 2.30 x 3

Open Glider			A1 Glider		
1	J Carter	5.19	1	J Cooper	8.18
2	A Ball	5.00	2	D Cox	6.45
			3	B Lavis	4.38
			4	P Tnbe	2.43

Open Rubber			Coupe d'Hiver		
1	W.Hodkinson	7.30+8.27	1	D Hipperson	7.58
2	J.O'Donnell	7.30+7.30	2	T Grey	7.37
3	G.Ferer	7.30	3	I Davitt	5.50
4	P.Ball	6.31	4	G Sharp	1.00
5	G.Sharp	2.38	5	T Challis	0.42
6	C.Chapman	0.06			

Open Power			F1J-1/2A		
1	T.Payne	7.30	1	J Bailey	4.00
2	P.Harris	6.29			
3	D.Cox	6.09			

Sunday All events 2.30x3, FAI events for Team Selection

F1A 20 flew			Points
1	M Dilly	7.30+1.35	50
2	D Bartle	7.30+0.57	40
3	A Ball	7.25	30
4	J Williams	7.20	25
5	P Williams	7.14	20
6	J Carter	6.40	19
14	R Jack (J)	3.46	9
19	M Cuthbert(J)	2.30	4
20	B Taylor(J)	1.34	3

F1B 11 flew			
1	K Chamberlain	7.30+5.42	50
2	M Woolner	7.30+5.32	40
3	T Grey	7.30+2.29	30
4	P Martin	7.30+2.20	25
5	R Peers	7.21	20
6	D Greaves	7.13	19

F1C 8 flew			
1	N Allen	7.30+4.32	50
2	J Cuthbert	7.30+4.00	40
3	P Watson	6.57	30
4	P Ball	6.30	25
5	S Screen	2.30	20
6	P Harris	1.56	19

Vintage 2 flew			SLOP 1 flew		
1	S. Dixon	7.30	1	D Hipperson	2.30
2	N. Allen	5.00			

CROYDON WAKEFIELD DAY, MIDDLE WALLOP, APRIL 21

Report by Martin Dilly

The problem of availability that beset Middle Wallop this year meant that the Croydon Wakefield Day had to move to a Spring date, rather than its usual autumn one. At the end of a pretty typical Easter weekend of frightful weather, the best that can be said of the weather at Middle Wallop for this year's event was that it didn't rain, but the wind was also slightly down on the gales that almost blew out the contests at Wallop and Salisbury Plain for the two preceding days and left the flyers shell-shocked. The two minute max that was set to keep the models on the field seemed conservative early in the day, but was correct as the windspeed increased after midday. The Team Trials for next year's Euro Champs in Romania had brought a few F1B flyers who'd stayed overnight after their efforts on the Plain, including Brian and Peter Martin who'd driven the 300+ miles from Newcastle, though the Prima event, run within the main one, only attracted a couple of flyers prepared to risk models in view of the poor forecast.

The usual crisp Croydon organisation benefited this year from a splendid sunshade and a welcome windbreak, both kindly provided by Lindsey Smith, and a set of scoreboards in use for the first time that allowed each flyer's score strip to be easily moved up and down the results as times came in. This was widely welcomed by competitors and also made the organisers' lives much simpler. Flitehook provided generous sponsorship in the form of vouchers, and this was augmented with bottles of wine, so those who braved the elements effectively enough to place, went home with something rather more useful than a mass-produced plastic award from the High Street trophy shop.

8 ounce Wakefield showed their potential in the hands of experts when no less than six maxed out. Choosing the 'best' design from this lot is difficult as five different types featured, each with its own design philosophy. As usual the guy who picked the best air triumphed, - in this case Peter Michel with a Simon.

In 4 ounce Wakefield Chris Strachan rather overdid it to win the fly-off with a flight of over 7½ minutes, flying a Copland, while Spencer Willis took second in both the 4 ounce with a Lanzo; all four in the fly-off used either Coplands or Lanzas, suggesting that competitive designs are rarer in 4 ounce.

Classic Wake, though not so well supported, had a real cross-section of designs. Ray Alban's winning Toto was a 1951 design and very close in layout to an 8 ounce model. It demonstrated why the rubber weight was eventually limited; it just climbed and climbed for about 1min 20secs, and had to be good for 3½-4 minutes. Robin Kimber's handsome Reino Hyvaarinen 50 gram Wakefield was full of elegant shapes, whereas Peter Michel's Bilgri is truly functional with everything squared and fit for its purpose.

The 50 gram types climbed faster and glided better, but the prop run of 40 secs. or so limited the altitude to 2/3 that of the Toto and made air picking a little more desirable. Both Peter and Robin suffered finger trouble

by D/T-ing early, but in mitigation these were the first contest flights for new models

P-30 was added by the organisers almost as a bonus event, but actually attracted a healthy entry of eleven, finally being won by Mike Turner, down from Walsall, whose great 3min 45sec flight beat the redoubtable J. O'D. The class is just the job in gusty conditions, as these small, light models don't seem to pick up much damage, and can easily be repaired or even replaced.

In the F1B fly-off Chris Chapman, who'd been plagued with motor breakages, had yet another one near the end of the 15 minute slot, and decided not to fly, allowing Brian Martin to run off turns from his model and make a token flight to take the Thurston Trophy.

The fly-off conditions proved a concern for the organisers, as downwind lurked a large rape field; the local farmer had particularly requested that nobody should enter it, and all contestants sportingly agreed that should their models alight there they would wait for the farmer to collect them. Amazingly, of the twelve that flew off, not one went in. Peter Michel, together with an armed guard, found his Simon in the Army camp, but was regarded suspiciously when the tracker bug fell out and could be heard but not found. Could it be a homing device for an Iraqi missile ?

F1B Wakefield - Thurston Trophy 6 flew

1	B Martin	Tynemouth	480+63
2	C Chapman	Bristol & W	480+0
3	T Grey	C.M.	467
4	D Beales	Croydon	365
5	M Evatt	Biggles	360
6	P Martin	Tynemouth	341

8 Oz. Vintage Wakefield - Ted Evans Trophy 11 flew

1	P Michel	SAM 35	360+307	Simon
2	S Willis	Croydon	360+232	Horry
3	C Strachan	Biggles	360+184	Yankee IV
4	G Ferer	Timperley	360+154	Korda
5	M Howick	Vikings	360+117	Jaguar
6	R Oldridge	SAM 35	360+112	Horry

4 Oz. Vintage Wakefield - Fairlop Cup 6 flew

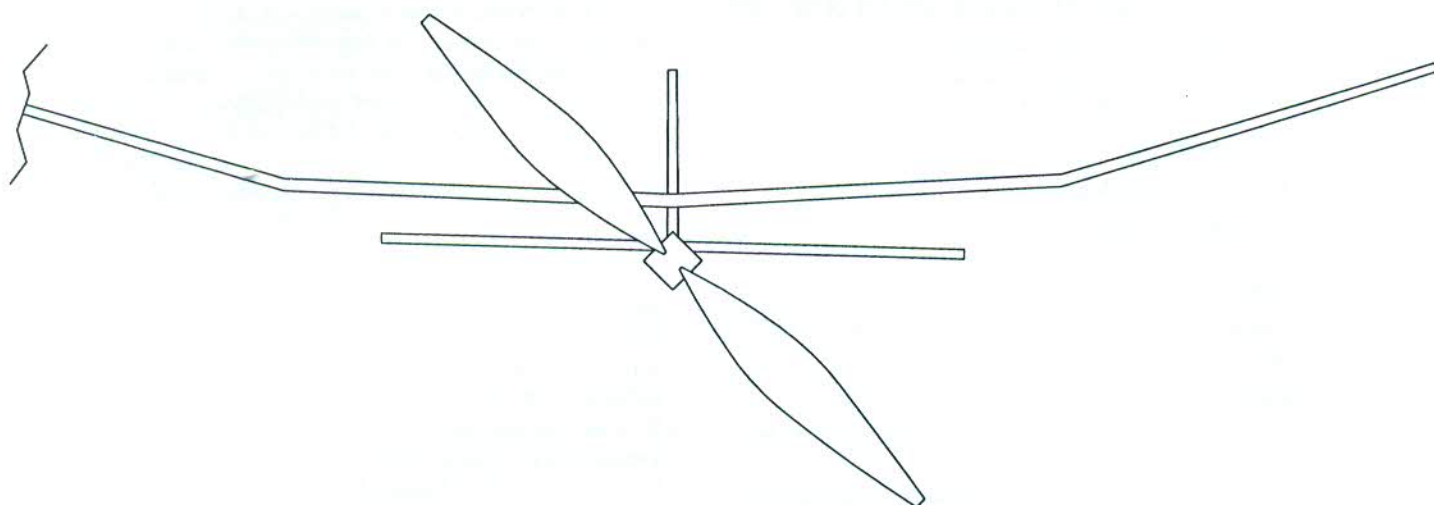
1	C Strachan	Biggles	360+461	Copland
2	S Willis	Croydon	360+194	Lanzo
3	J Knight	B & W	360+179	Copland
4	J Minshall	Brighton	360+168	
5	C Chapman	Bristol & W	336	
6	M Hollamby	Bristol & W	118	

Classic Wakefield 3 flew

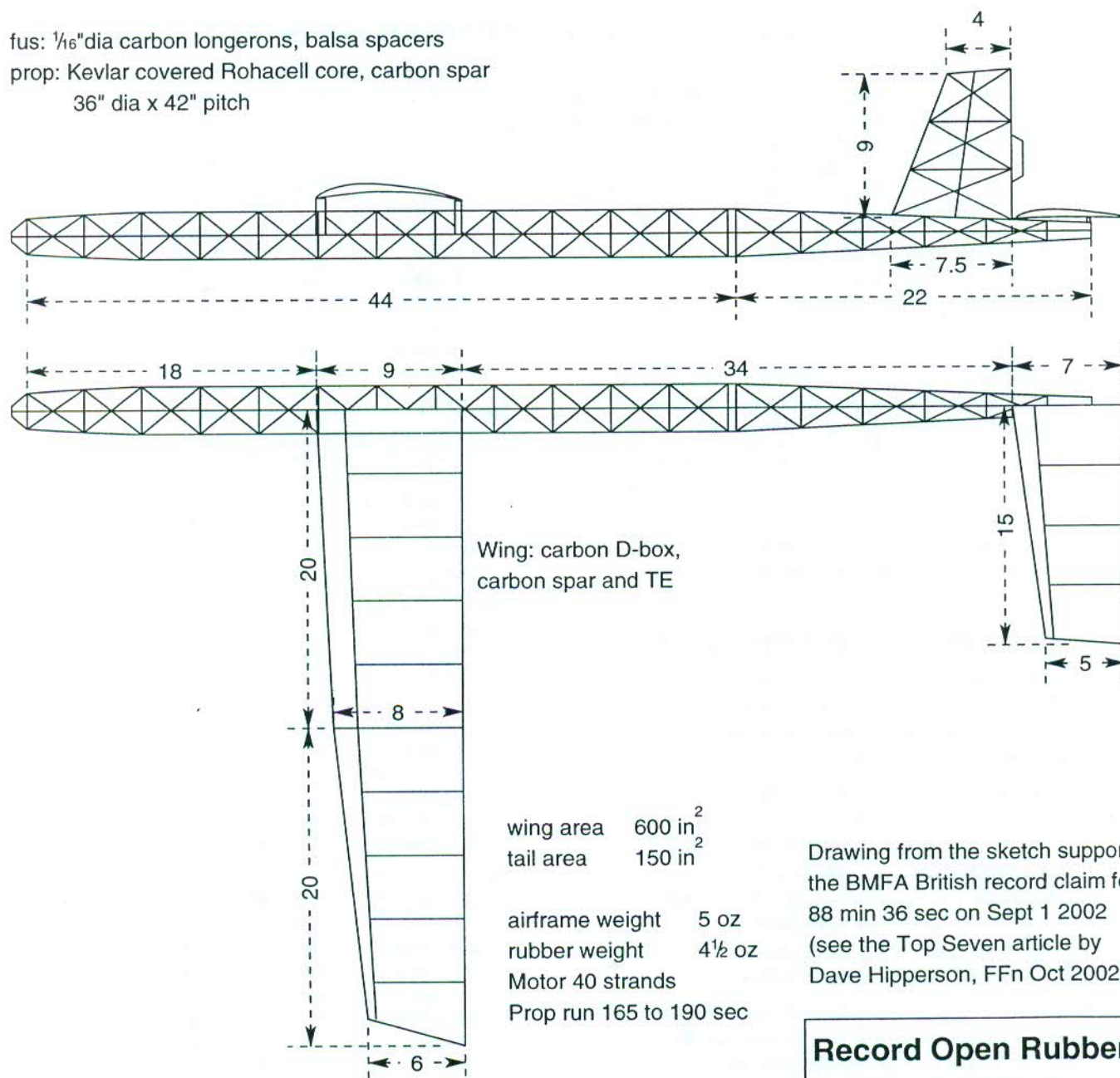
1	R Alban	SAM 35	360
2	R Kimber	SAM 35	333
3	P Michel	SAM 35	203

P-30 11 flew

1	M Turner	Walsall	360+225
2	J O'Donnell	Timperley	360+196
3	T Challis	Bristol & W	336
4	T Shepherd	Portsmouth	326
5	A Evans	Walsall	308
6	T Hall	Walsall	296



fus: $\frac{1}{16}$ " dia carbon longerons, balsa spacers
 prop: Kevlar covered Rohacell core, carbon spar
 36" dia x 42" pitch



Drawing from the sketch supporting
 the BMFA British record claim for
 88 min 36 sec on Sept 1 2002
 (see the Top Seven article by
 Dave Hipperson, FFN Oct 2002)

**Record Open Rubber
 by Phil Ball**

Scale 1:10 All dimensions ins

2003 BMFA FREE FLIGHT FORUM REPORT

The 2003 BMFA Free Flight Forum Report is now ready. This is the report on the Forum held in November 2002, and reported in the December 2002 FFN.

The contents are:

John Barker	Introducing Data Into Spreadsheets
Mike Fantham	Compass, Map and GPS, - the tools of the retriever
Martin Dilly	Laminated Sliced Ribs
Dave Clarkson	Flat-Bottomed Sections for Power Models
John Barker	Some Aspects of Drag
Bernie Hunt	A New Method of Rubber Testing
Chris Edge	Get Jiggy With It (cutting jigs for composite structures)
Mike Fantham	Sanding Dihedral Joints in Composite Wing Structures
Joe Flynn	A Christmas Torque (F1B and F1G torque meters)

You will note that John Cuthbert's F1C presentations have not appeared as papers, but the last paper, by Joe Flynn, is an addition over the papers presented at the Forum. Joe describes the principle and sizing of torque meters based on twisted wire, with a table for a range of wire sizes and drawings of torque meters for F1B and F1G.

Prices including postage are as follows:

UK	£8.00
Airmail to Europe	£9.00
Airmail elsewhere	£10.00

Cheques should be payable to "BMFA F/F Team Support Fund", in pounds sterling only, and drawn on a bank with a branch in the UK; you may also order by credit card.

Copies are available from Martin Dilly, 20 Links Road, West Wickham, Kent BR4 0QW, or tel/fax to: 020 8777 5533, or martindilly@compuserve.com

All proceeds go towards funding the British teams for indoor and outdoor FF World and European Championships.

INTERNATIONAL COMPETITION NEWS

PRILEP BRAND CUP is the Macedonia World Cup event. This year's competition, the fourth Prilep Cup, will be held at Prilep during June, at the same time as the 52nd Macedonian Aeromodelling Championships.

Friday evening of June 13 is arrival and registration time. F1A and F1C will be flown on Saturday June 14, registration from 6.30, with a briefing and opening ceremony before the start of round 1 at 9.00, round 7 finishing at 15.30 and flyoffs from 16.00. There will be a banquet on Saturday night including F1A and F1C prize-giving. F1B and F1H will be flown on Sunday June 15, with flights one hour earlier than on Sunday. After the flyoff from 15.00 there will be prize-giving at 17.30.

Free accommodation is available at the airfield or a student hostel in Prilep, or for €20 to €37 there are three hotels in Prilep. Entry fee are €20 for one event and €5 per additional class and F1H. Entries should be sent by June 1st to Aero Club Prilep, st. Dimo Narednikot bb, 7500 Prilep, Macedonia, tel fax +389 4842 2828 or email zdravkot@mt.net.mk

1st VOLKSWIND World Cup event is at Egeln-Hakeborn in Germany from 29th to 31st August. Egeln is near Magdeburg, south of the Berlin-Hannover autobahn. The field is described as meadow-land. F1B and F1C will be flown on August 30th and F1A on 31st, starting at 7.00 on both days. The field may be used from August 27th to 29th for practice and there will be an additional event for F1H and F1H/N from 12.00 to 18.00 on August 29th. Entry fees are €25 for one category of F1A, F1B, F1C or €38 for two categories, or for junior €12 for one or €18 for two categories. F1H, F1H/N entry is €14 for seniors, € for juniors. There will be a banquet at 21.00 on August 30th, cost €10. Entry fees and banquet cost must be paid by July 1 (50% surcharge after this date) to Modellgruppe Stadt Egeln eV, reference "World Cup", bank Kreissparkasse Aschersleben Stassfurt, account number 3081103850, bank code 81050000. Details of local hotels are available, contact Ernst Herzog, Am Muhlenholz 10, 39435 Egeln, Germany, tel +49 39268 31033

FAI FREE FLIGHT WORLD CUP

Note that junior classification for F1A at Holiday on Ice has not yet been received and so is not included in these results.

F1A

1	J Valo	FIN	94	HL-1	BC-2
2	B van Nest	USA	73	AC-1	MM-13 HL-17
3	M Lihtamo	FIN	68	BC-1	HL-10
4	M van Dijk	NED	55	MM-2	HL-14
5	J Parker	USA	52	MM-1	
6	P Findahl	SWE	45	BC-4	HL-8
7	J Schellhase	GER	42	HL-2	
8	H Tahkapaa	FIN	42	BC-5	HL-6
9	P Mitchell	AUS	40	AC-2	
10	S Makarov	RUS	32	HL-3	

F1A-Junior

1	E Ahmetov (J)	EST	51	BC-1	
2	D Parker (J)	USA	50	MM-1	
3	B Mitchell (J)	AUS	50	AC-1	
4	J Lehtovirta (J)	FIN	41	BC-2	
5	B Coussens (J)	USA	40	MM-2	
6	M Joala (J)	EST	31	BC-3	
7	J Zarins (J)	LAT	25	BC-4	

F1B

1	W Ghio	USA	107	MM-1	HL-1
2	P Ruyter	NED	67	MM-3	HL-3
3	R Blackam	AUS	61	AC-2	MM-9
4	D Blackam	AUS	57	AC-1	MM-21
5	M Woolner	GBR	51	BC-1	
6	A Burdov	RUS	45	MM-4	HL-11
7	O Kulakovsky	UKR	44	MM-2	
8	R Peers	GBR	44	BC-4	HL-10
9	P Th Skjulstad	NOR	43	HL-2	
10	M Solodov	RUS	41	BC-2	

F1C

1	J Cuthbert	GBR	80	BC-1	HL-3
2	E Keck	USA	55	MM-1	
3	G Aringer	AUT	51	HL-1	
4	D Thomas	AUS	50	AC-1	
5	R Archer	USA	45	MM-2	
6	K Kuukka	FIN	40	HL-2	
7	J Roots	EST	40	BC-2	
7	S Hinds	AUS	40	AC-2	

Events included: MM Maxmen
BC Bear Cup HL Holiday on Ice
AC Australian Free Flight Championship