

Free Flight news



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DIARY

June 1 Cardington	BMFA Indoor flying. F1M. See page 65. Contact: L Barr, 01628 487544.	June 21-22 Salisbury Plain	BMFA Team Trials. F1A, F1B, F1C. Contact: P Tribe.
June 7-8 Near Sheffield	BMFA F1E. Contact & CD: Steve Philpott, 0121 354448	June 21-22 Orleans, France	21st Concours International d'Orleans. F1D, F1L, F1M. Contact: Jacques Delcroix, 41 Allee du Coudray, 45160 Olivet, France, tel/fax +33 238 634957
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	June 22 Cardington	BMFA Indoor flying. EZB. See page 65. Contact: L Barr, 01628 487544.
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	June 27-30 Kazan, Russia	Cup of Kazan. F1A, F1B, F1C World Cup event. Contact: A Burdov, 8-61 Iskra, 420045 Kazan, Russia, tel +7 8432 764459, fax +7 8432 764459, email burdov@mi.ru
June 7-8 Salisbury Plain	BMFA practice weekend. See FFN 0301. Registered users only. Contact B Aslett 01793 840629.	June 27-29 Gliwice, Poland	Open International. F1A only. World Cup. Contact: Stanislaw Kubit, Ul. Rybnicka 84, 44-100 Gliwice, Poland, tel: +48 32 232 18 22, email: qbit@digip.pl
June 14-15 Prilep, Former Yugoslav Rep. of Macedonia	Prilep Brand Cup. F1A, F1B, F1C World Cup event. T Zdravko, Kej 4 Juli I/5, 7500 Prilep, Macedonia, tel: +389 48 422 828, fx: +389 48 422 828, zdravkot@mt.net.mk	June 28-29 Near Sheffield	BMFA F1E. S.M.C. Trophy. Contact & CD: Steve Philpott, 0121 354448
June 15 Area venues	BMFA 4th Area. O/P + SLOP comb team (Keil/ Plugge), F1B (Gutteridge), F1H (Plugge), CO2, EOP	June 28-29 Newbigging	Scottish Nationals. Sat: F1A, F1B, Vintage 2 flights at will from 10.00 to 13.30 then rounds 3, 4, 5. Sun: O/R, O/G, O/P, individual F1G, F1H, F1J/1/2A, all from 9.00 to 17.00. See FFN 0303 – particularly note re no-entry areas. Contact: J Arnott, 01383 510279, arnott.downside@quista.net
June 21 Aradac- Zrenjanin, Yugoslavia	35th Memorial DJ. Zigic. F1A, F1B, F1C World Cup. B Nikola, Aero Club Zemun, Cara Dusana 57, 11080 Zemun, Yug. tel: +381 23 564 928, fax: +381 23 547 453	July 1-3 The Dome, Greenwich	BMFA Indoor Nationals. See page 65. BMFA members only, must be on admission list by June 11 . Contact: L Barr, 01628 487544.

2003 BMFA NATIONALS, BARKSTON HEATH, MAY 3-5

Report by Martin Dilly.

The 2003 Nats had a number of difficulties to overcome. First the doubts over the availability of Barkston Heath weren't resolved till late and the only available dates then clashed with the long-established Woodbury Gorse-Trample. Next Peter Watson, who had volunteered to coordinate the event, felt rough after the Easter Trials meeting and as a result is, at the time of writing, awaiting a triple by-pass operation; this meant that a replacement had to be found at short notice, and John Carter took this job on. Finally, as if potentially depleted entry numbers and late management changes weren't enough, this year's Nats were probably the windiest most of us can recall, with a 43 mph gust being reported on one flyer's anemometer on the FAI day. We later heard that the tower at RAF Cranfield, about five miles away, recorded winds of 30 mph, gusting to 60 ! At least the forecast rain held off during the days, and the strong winds didn't change direction enough to require a control move, which was just as well, as the splendid market stall lent by Bert Whitehead for main control was based on a tubular steel frame that would have taken a fair while to dismantle and re-erect. Many people decided that the best place for their models was tucked up in their boxes, rather than spread across Lincolnshire in fragments, and there was as a result a lot of socialising; among the visitors were past FIC team member Rex Bain from New Zealand and FIA flyer Kingsley Appleby from South Africa, who has recently moved to Bury St. Edmunds..

Day 1 saw maxes of two minutes set by contest director John Barker, which, while resulting in some biggy fly-offs, at least ensured that most models that D/T'd on time landed within a field or two of the airfield boundary. Very few of the glider flyers chanced any circle towing and the general approach was to wait for any signs of a drop in wind before an up-and-off launch, though a few of these didn't look entirely voluntary. In Open Power the three top-placers all had scores of well over seven minutes and within 30 seconds of each other. The Open Rubber fly-off saw Phil Ball elect to fly his 500+ sq. inch model but what looked like a launch straight into a gusty crosswind saw it down again a few seconds later; Jim Arnott's eventual win with a respectable time of 6:50 is the first time the Model Aircraft Cup has gone to a Scottish flyer.

For a detailed description, over to Jim for the Scottish winner's view of the event:

Urlan Wannop and I competed in Open Rubber. On such a day landing on the airfield was almost certain to see your model badly damaged in somersaults across the hard ground. We were both doing flights of over 2:30 and landing out in the farmland. Much of the crops were either vegetables or low crops. We had a secret weapon - a super fit Calum Sabey, who was flashing all over the airfield and surrounding country on a mountain bike, pin-pointing where our models were landing and getting them to safety. Carrying a fragile Open Rubber model back upwind was a slow process. I am sure many of us planned a lightweight carrying case or backpack as we gingerly edged our way back to the launch point and the shelter of the car.

On my second round flight, as I watched it climbing away strongly in a nice patch of air, I suddenly realised that I had not pulled the start pin out of the Tomy Timer. I settled down to watch and enjoy the flight in the belief that I would never see the model again. However, the thermal decayed after a few minutes, and the model started to descend. After 8 mins the pin-prick in the sky disappeared below the horizon. I had a good bearing on it, around Wilsford village, but a quick look did not find it and I returned empty handed to use my second model for the final qualifying flight. This was the more fragile and slow climbing fly-off model. It went away well and Calum

was right there with it as it landed to carry it to the safety of a barn. Urlan was having some problems with power stalls but once clear of the initial torque his model climbed strongly to give comfortable maxes on each of his flights. We were both into the fly-off.

For the fly-off, the wind had swung to the south west and perhaps shaded down to 20 mph. It was quite dull and overcast. There were 16 fly-off qualifiers, including legends like John O'Donnell, Phil Ball, Gerry Ferer, and Urlan Wannop. However fate decided to smile elsewhere and to pick a winner from the lower ranks. Those who flew early in the period did not find good air. As I held my wound model awaiting a sign, I saw Phil Ball's model crash when hit by a gust on launch. I had made changes to the thrustline just before this flight, less side thrust and more down thrust, and now wondered how unwise that was. Was that a little change in temperature? Maybe and my model was away. Despite having 950 turns on a motor that I usually take to only 800 turns, the model was doing its usual wafting around aimlessly and hardly climbing. It did a long downwind leg and turned back into wind and then started to climb more positively. This model has a motor run of 2:30 and it was easing itself upwards laboriously. It reached the end of the run and drifted away out of sight into the mist for a 6:50 time. I was satisfied that it was a respectable flight, but you could have knocked me down with an EZB motor when told that I had won. No-one else had come close. Gerry was in second place with 4:03, John O'D third in 3:35, and our Urlan fourth with 3:05.

The search until dark for two rubber models that evening was another saga in itself, but partly successful with one found at Wilsford village. A pretty horrendous weekend weatherwise but one in our group had a smile on his face most of the weekend and will always remember the 2003 Nats. For once I did not travel home saying "next year it will be different" - this year was different.

And now back to Martin Dilly's report:

Another success for those from parts north went to Tynemouth's Richard Jack, who's one of our FIA team at the European Junior Championships in Poland, and won the Frog Junior event with a full house; runner-up Daniel Billam didn't return a score, though he maxed out too.

At the very start of Sunday's flying the sun was out and the windspeed seemed lower, which may have been why CD Phil Roughton decided on a first round max. of three minutes for the FAI classes, but by the time the rounds had started this was putting models achieving this several fields out and people were unable to get back in time to time those they had paired with; several felt that a pre-announced half hour break at the end of the first full round would have at least allowed people to catch up, but this didn't come till two rounds had been flown, and the wind had increased further still, though the max was dropped to 2:30 for the last four rounds. FIC saw several of the usual suspects deciding against risking models, specially with the World Champs less than three months away, and Pete Harris didn't need all five of his flights to win. Slow Open was won by Alan Jack with a spot of overkill when he returned an 8:46 fly-off time, though the model was seen by others for around a quarter of an hour. Alan recovered the model later thanks to a roof-mounted tracker aerial.

Monday was Mini day, CD'd by Ken Faux, and it seemed even windier; Vintage Glider was topped by Pete Cameron, whose Lulu showed that a little good'un can hold its own on a 100 metre towline and was the only one to max out. Ian Davitt had the only full score in CO2, and it was nice to see French visitors Laurent and Damien Gregoire who took second and third places. F1H was a Biggles benefit; Roger Heap managed to drop two seconds on each of two flights, leaving John Cooper with the only clean score in the class. Both E-30 and Mini Vintage needed fly-offs to resolve. Rod Briggshaw was

due to go into hospital for surgery, but postponed his admission till the evening of the last day of the Nats; it paid off, as he cleaned up in E-30 with a rather excessive 9:38 in the fly-off, over twice the score of second-placing Pete Lang. We hope his op. wasn't delayed as a result.

The people in Ancaster, downwind of the Nats, seemed particularly cooperative in finding and returning models and, despite the problems of venue and of weather, at least free-flight had a Nats. On getting home there was a notice from the BMFA confirming that the lack of Barkston in August and the unavailability of alternate venues meant that no R/C and C/L Nats would take place at all this year.

Saturday – May 3

Open Glider – Thurston Trophy 28 Flew

1	S Philpott	Birmingham	6.00	+4.39
2	S Darmon	Birmingham	6.00	+2.31
3	M Dilly	Croydon	6.00	+1.13
4	A Cameron	Crawley	6.00	+1.09
5	J Carter	Falcons	6.00	+0.04
6	J Oulds	Crawley	5.51	
7	A Chamberlain	Grantham	5.48	
8	R Sabey	Dumfries	5.43	
9	A Ball	Grantham	5.41	
10	R Heap	Biggles	5.21	
11	K Bates	Cleemac	5.01	
12	A Williams	CM	4.57	
13	B Nicholson	NWFFG	4.47	
14	P Chamberlain	Grantham	4.44	

Open Rubber – Model Aircraft Trophy 27 flew

1	J Arnott	Dunfermline	6.00	+6.50
2	G Ferer	Timperley	6.00	+4.03
3	J O'Donnell	Timperley	6.00	+3.35
4	U Wannop	Paisley	6.00	+3.05
5	P Woodhouse	Morley	6.00	+3.01
6	C Foster	Morley	6.00	+2.57
7	M Marshall	Impington	6.00	+2.55
8	B Martin	Tynemouth	6.00	+2.52
9	K Best	Birmingham	6.00	+1.04
10	E Challis	Croydon	6.00	+0.30
11	P Ball	Grantham	6.00	+0.05
12	M Bull	CM	6.00	
13	C Westerman	Morley	6.00	
14	R Elliott	Croydon	6.00	

Open Power – Sir John Shelley 11 flew

1	N Allen	East Grinstead	6.00	+7.53
2	P Ball	Grantham	6.00	+7.31
3	T Payne	Biggles	6.00	+7.26
4	J Cuthbert	Falcons	6.00	+5.29
5	F Rushby	Cleemac	6.00	+2.09
6	S Creek	Morley	6.00	+0.40

Open Electric 5 flew

1	J Flynn	NWFFG	6.00	+2.51
2	T Grey	CM	6.00	+0.02
3	A Duncan	Grantham	3.50	
4	P Lang	Maidstone	2.00	
5	B Perks	Rutland	1.47	

Catapult Glider 19 flew

1	P Ball	Grantham	4.41	
2	M Benns	Peterborough	3.39	+1.27
3	J Barker	Timperley	3.39	+0.31
4	L Surtees	Australia	3.32	
5	I Clark		3.16	
6	B Lindgren	Sweden	2.54	
7	M Larsson	Sweden	2.53	
8	K Clark		2.41	
9	A Whitehead	Grantham	2.24	
10	P Tribe	Bristol & West	2.21	

Tailless – Lady Shelley Trophy 3 flew

1	J Godden	Morley	6.00	+2.21
2	J Pool	CM	6.00	+0.25
3	J Northrop	Morley	2.43	

Women's Cup 2 flew

1	K Best	Birmingham	6.00	+3.02
2	E Flynn	NWFFG	6.00	+1.15

Frog Junior Trophy 4 flew

1	R Jack	Tynemouth	6.00	+2.45
2	D Billam	Grantham	6.00	
3	B Taylor	East Grinstead	5.19	
4	B Page	TMFE	4.11	

Vintage Wakefield 8oz

1	G Ferer	6.00	+3.48	Korda
2	M Sanderson	6.00	+1.48	Gipsy/Jaguar
3	D Beales	6.00	lost	Simon

Vintage Wakefield 4oz

1	J Ellison	6.00	Copland
2	B Cox	5.50	Copland
3	R Alban	5.40	Mayfly

Sunday – May 4

F1A - Ronytube Trophy 31 flew

1	A Ball	Grantham	702
2	S Williams	Birmingham	691
3	P Seeley	Bristol & West	647
4	P Chamberlain	Grantham	645
5	C P Williams	Richmond	633
6	W Colledge	Birmingham	616
7	S Philpott	Birmingham	582
8	J Oulds	Crawley	576
9	S Darmon	Birmingham	559
10	J Carter	Falcons	550
11	R Sabey	Scotland	522
12	C Edge	Scotland	484
13	A Cameron	Crawley	395
14	M Dilly	Croydon	373
15	J Arnott	Dunfermline	287
16	N Parry	Biggles	280

F1B - Fred Boxal Trophy 12 flew

1	T Grey	CM	780	+349
2	R Peers	Falcons	780	+210
3	M Woolner	East Grinstead	671	
4	B Martin	Tynemouth	666	
5	D Greaves	Bristol & West	572	
6	J Flynn	NWFFG	418	

F1C - Eddy Cosh Trophy 6 flew

1	P Harris	Birmingham	449
2	N Allen	East Grinstead	370
3	F Rushby	Morley	285
4	S Screen	Birmingham	180
5	R Baggott	Birmingham	180
6	P Rowledge	Bristol & West	106

Vintage - Jubilee Cup 9 flew

1	J O'Donnell	Timperley	7.30	+3.20
2	G Ferer	Timperley	7.30	+2.45
3	B Stout	Grantham	7.10	
4	J Leitch	SAM 35	6.40	
5	E Challis	Croydon	2.30	
6	G Shacklock	Timperley	2.30	

Slow Open Power – Falcons Trophy 15 flew

1	A Jack	Tynemouth	7.30	+8.46
2	P Ball	Grantham	7.30	+2.48
3	F Rushby	Cleemac	7.30	+2.12
4	G Shacklock	Timperley	7.30	+1.07
5	M Sibson	Grantham	7.15	
6	S Creek	Morley	7.02	
7	S Barnes	Morley	4.24	

P 30 5 flew

1	H Perkins	Skegness	5.40
2	P Seeley	Bristol & West	4.38
3	D Beales	Croydon	3.52
4	T Dilkes	Falcons	3.43
5	E Challis	Croydon	2.04

Hand Launched Glider – HLG Trophy 22 flew

1	M Benns	Peterborough	5.29
2	C Campen	Peterborough	5.14
3	M Chapman	Nottingham	4.54
4	B Lingan	Sweden	4.33
5	D Gregoire	France	3.47
6	L Surtees	Australia	3.46
7	K Tatlow	PMFC	3.46
8	P Ball	Grantham	3.43
9	G Percival	Grantham	3.36
10	M Larsson	Sweden	3.32
11	L Gregoire	France	3.25

Junior Kit 3 flew

1	D Billam	Grantham	2.39
2	B Page	Tyldesley	1.45
3	B Taylor	East Grinstead	1.30

Windrush 4 flew

1	B Taylor	East Grinstead	3.30
2	D Billam	Grantham	1.52
3	B Page	Tyldesley	1.51
4	A Billam	Grantham	1.32

Monday – May 5**F1G – 308 Trophy 25 flew**

1	D Davitt	Morley	9.56
2	R Sparrow	Timperley	9.47
3	E Challis	Croydon	9.12
4	A Ball	Grantham	9.06
5	T Grey	CM	9.00
6	R Oldridge	CM	8.50
7	D Thompson	Croydon	8.26
8	R Vaughn	Crookham	8.24
9	J O'Donnell	Timperley	8.14
10	A Longhurst	SAM 35	7.58
11	N Allen	East Grinstead	7.50
12	R Elliott	Croydon	7.26
13	D Beales	Croydon	7.06

F1H – British Airways Trophy 16 flew

1	J Cooper	Biggles	10.00
2	R Heap	Biggles	9.56
3	B Lavis	Biggles	9.30
4	B Nicholson	NWFFG	9.29
5	P Clark		9.18
6	S Philpott	Birmingham	8.57
7	N Parry	Biggles	8.56
8	G Oulds	Crawley	8.45

F1J / BMFA ½A – Hales Trophy 3 flew

1	A Jack	Tynemouth	10.00
2	P Harris	Birmingham	9.11
3	F Rushby	Birmingham	0.08

Mini Vintage 24 flew

1	M Bull	CM	10.00	+3.26
2	S Fielding	Morley	10.00	+2.58
3	A Rushby	Cleemac	10.00	+2.55
4	I Davitt	Morley	9.43	
5	P Woodhouse	Morley	9.39	
6	S Dixon	Birmingham	9.22	
7	G Shacklock	Timperley	8.30	
8	M Dixon	Birmingham	7.45	
9	C Sisson(J)	Grantham	7.41	
10	R Sisson	Grantham	7.13	
11	J Northrop	Morley	5.16	
12	M Parker	Crookham	4.16	

E 30 9 flew

1	R Brigginsshaw	St Albans	6.00	+9.38
2	P Lang	Maidstone	6.00	+4.05
3	T Dunsterville	Old Warden	6.00	+2.50
4	J Milner	Swinderby	3.40	
5	H Perkins	Skegness	2.38	
6	A Whitehead	Grantham	2.03	

CO 2 – Sparklets Trophy 5 flew

1	I Davitt	Morley	10.00
2	L Gregoire	France	9.07
3	D Gregoire	France	8.15
4	C Westerman	Morley	7.48
5	K Bates	Cleemac	1.45

Vintage Glider 6 flew

1	P Cameron	Crawley	7.30
2	J Dyer	Vulcans	6.57
3	R Audley	Bristol & West	6.46
4	C Foster	Morley	5.21
5	G Peck	Cleemac	4.27
6	K Taylor	East Grinstead	0.37

Fringe Events**SAM 35 8oz Wakefield 6 flew**

1	G Ferer	Timperley	Korda	6.00	+3.48
2	M Sanderson	Cleemac	Jaguar	6.00	+1.48
3	D Beales	Croydon	Simon	6.00	
4	A Rushby	Cleemac	Gypsy	4.55	
5	R Alban	SAM 35	NewLook	4.00	
6	R Oldridge	SAM 35	Horry	2.00	

SAM 35 4oz Wakefield 3 flew

1	T Ellison		Copland	6.00
2	W Cox	Grantham	Copland	5.50
3	R Alban	SAM 35	Mayfly	5.40

British Power 4 flew

1	M Sibson	Grantham	6.00
2	A Brown	Novocastrians	4.09
3	G Blair	Edinburgh	2.00
4	D Clarkson	Timperley	2.00

Bowden Trophy – Sunday, May 4 13 entries

Position	Entrant	Model Name	Flight 1	Flight
2				
1	G Stubbs	Spartan	69	DNF
2	T Wright	Sunny Jim o/d	13	DNF
3	T Collis	Titch	DNF	8
	R Barrow	Bowden Contest	DNQ	DNQ
	J Close	GHQ Sportster	DNQ	DNQ
	R Hall	Mamselle	DNF	DNQ

DNF Did not make a flight. DNQ Flew but did not make qualifying time.

NATIONAL CHAMPIONSHIPS**Glider**

1	S Philpott	249
2	J Oulds	209
3	J Carter	186

Rubber

1	T Grey	184
2	E Challis	178
3	J O'Donnell	160

Power

1	F Rushby	248
2	A Jack	209
3	P Harris	184

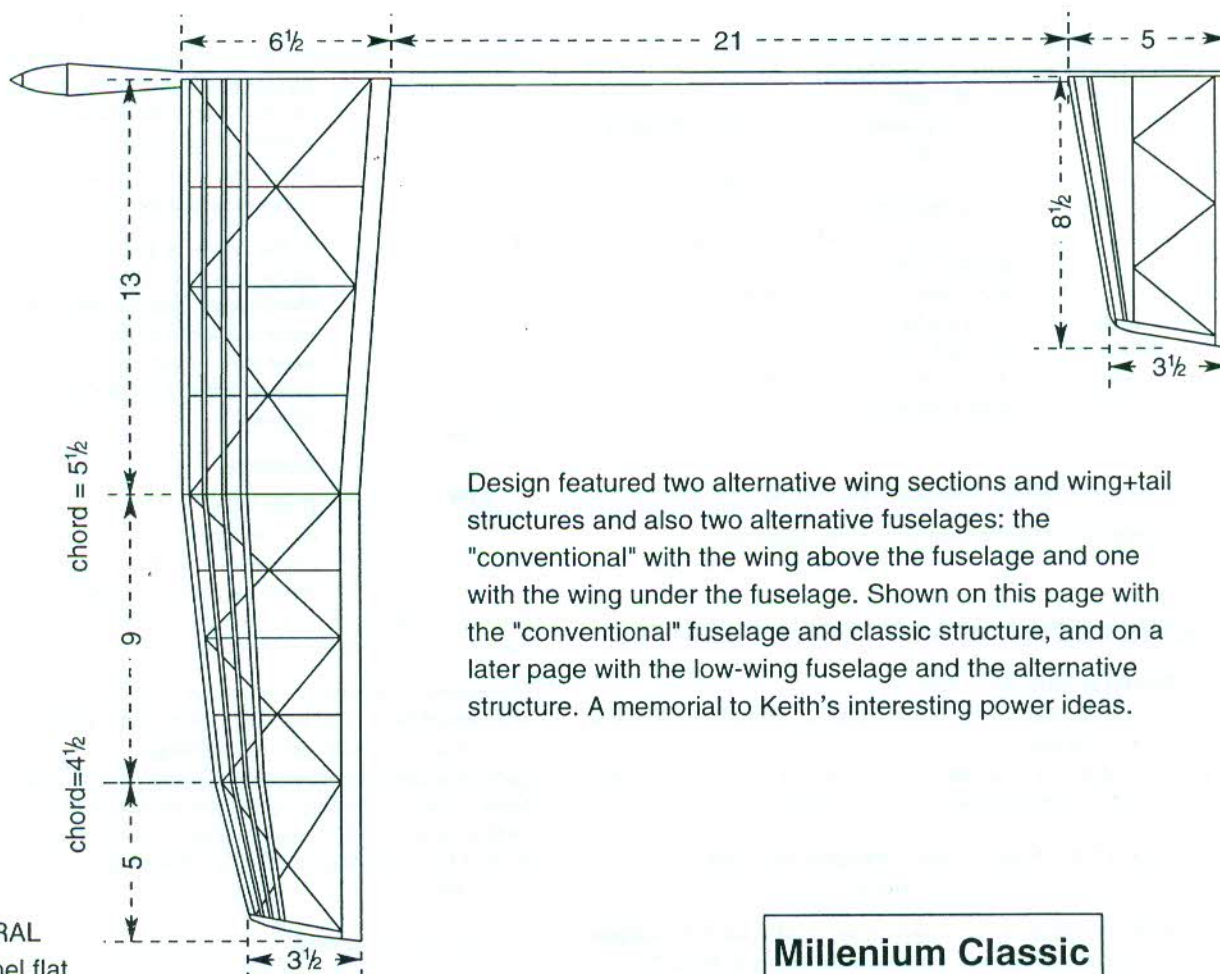
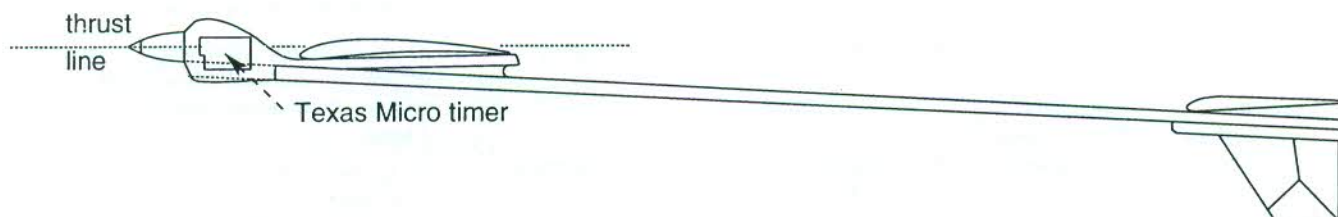
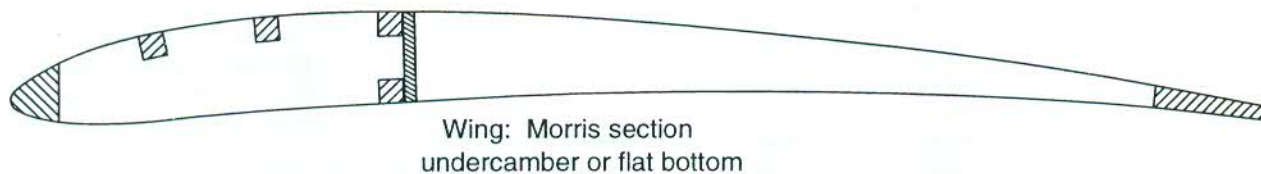
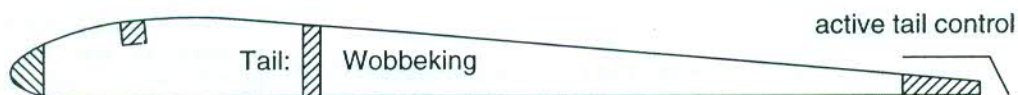
Junior

1	D Billam	250
2	B Taylor	183
3	B Page	141

Club

1	Grantham	230
2	Birmingham	215
3	Cleemac	163

Results acknowledgements to: Rod Brigginsshaw, John Barker, Dave Clarkson



Design featured two alternative wing sections and wing+tail structures and also two alternative fuselages: the "conventional" with the wing above the fuselage and one with the wing under the fuselage. Shown on this page with the "conventional" fuselage and classic structure, and on a later page with the low-wing fuselage and the alternative structure. A memorial to Keith's interesting power ideas.

DIHEDRAL
root panel flat
middle panel 2"
tip panel 2" relative to mid panel

Millenium Classic
1/2A / A / F1J
by Keith Hoover

ENGLISH AIRFIELDS SURVEY

Position as of 14th May, by Dave Clarkson.

County	Surveyor	Sites	Airfields Used	Possible airfields
Bedfordshire	John Bailey	22	Old Warden	Tempsford, Thurleigh
Berkshire	Laurie Barr			
Buckinghamshire	Laurie Barr			
Cambridgeshire				
Cheshire	Chris Baker	14	Tatton Park	Poulton
Cornwall	Ron Marking	20	None	None
Cumbria	Keith Harrison			
Derbyshire	Steve Philpott			
Devonshire	Ron Marking			
Dorset	Roy Tiller			
Durham	Allen Brown	7	None	None
Essex	John Cooper	50	None	Ridgewell, Wethersfield
Gloucestershire	Dave Greaves	36	Little Rissington	Windrush, Down Ampney
Hampshire	Rod Kenward	46	Beaulieu, Odiham	
			M. Wallop	None
Herefordshire	Jim Andrews			
Hertfordshire				
Huntingdonshire	John Cooper	15	None	Graveley, Warboys
Kent	Martin Dilly			
Lancashire	Brian Scott			
Leicestershire	Bryan Spooner			
N.Lincolnshire	Pete Robinson	26	Manby	Hemswell, Fiskerton
S.Lincolnshire	Pete Spalding		Barkston Heath	
Middlesex	Laurie Barr			
Norfolk			Sculthorpe	
Northamptonshire	Goeff Smith			
Northumberland	Brian Martin	17	None	None
Nottinghamshire	John Saunderson			
Oxfordshire	Goeff Smith			
Rutland	Bryan Spooner		North Luffenham	
Shropshire	John Carter			
Somerset			Merryfield	
Staffordshire	Steve Philpott			
Suffolk	John Cooper	44	Honington	Wattisham
Surrey	Martin Dilly			
Sussex	Ray Jones	26	None	None
Warwickshire	Alan Gibbs	31	None	None
Wiltshire	Bernard Aslett			
Worcestershire	Alan Gibbs	13	None	None
Yorkshire	Tom Chambers	71	Church Fenton, Driffield	Leconfield, Lisset, Melbourne

This Survey is still far from complete. Survey Volunteers are still required for:

Cambridgeshire, Hertfordshire, Norfolk, Somerset

NEWS FROM BMFA FF TECH COMMITTEE

1. Summer Mini 13th July

The venue for this event is Luffenham. However a Contest Director is has not yet been appointed. If you are able to help, please contact a FFTC member; please ask yourself 'Is it my turn to help?' The alternative is cancellation.

2. BMFA Free Flight Rule Changes for 2004

Rule change Proposals as at 24/04/03

With the exception of Team Selection events (see below), there have been no radical new proposals for changes since the last update dated 24/04/03 and incorporated in FFn for May 2003. However some useful feedback has been received and our thanks to all of you who have provided it.

The biggest surprise is that there has been no storm of protest over the idea of a maximum size for Open Rubber models. We have only had two negative comments (and one of those was a refusal to comment at all although the tone of the refusal was quite clear!) and rather more positive reaction. If you have a view either way please let us know in writing. As ever we stress that this is not a referendum but the amount and strength of written reaction gives the committee valuable guidance in deciding what rule changes to propose to Council.

In addition to the rule change proposals previously published for comment, John Carter has proposed the following with respect to the Team Selection rules:-

1 Amend wind speed to read:

a) measure the wind speed 5 minutes before the start of round if the wind appears to be around the following limit 14mph.

b) to measure the speed use approved wind meter at 1.8m above ground and record the average speed over 15 sec period. If the average is above 14 mph the contest can be interrupted.

c) After the first measurement now take a further reading over 20 seconds. If at any moment the wind shows a maximum of 20mph the contest can be interrupted.

Note: the contest can be interrupted if either situation arises.

2 The trials is by 'pre entry' only. The entry is a one off payment to cover all three events [not the nats if they are to be used to select a team]. Pre entry made no later than 14 days prior to the date of the first advertised event date. No field entry allowed.

Comment

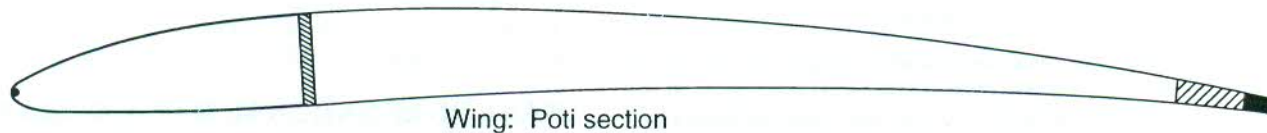
If the event is a closed entry then it can be arranged to allow the present competitors at the event to vote on such issues as flying in poor windy conditions

[as new wind rule]. A formal procedure to be adopted and code to arrange when voting to be taken.

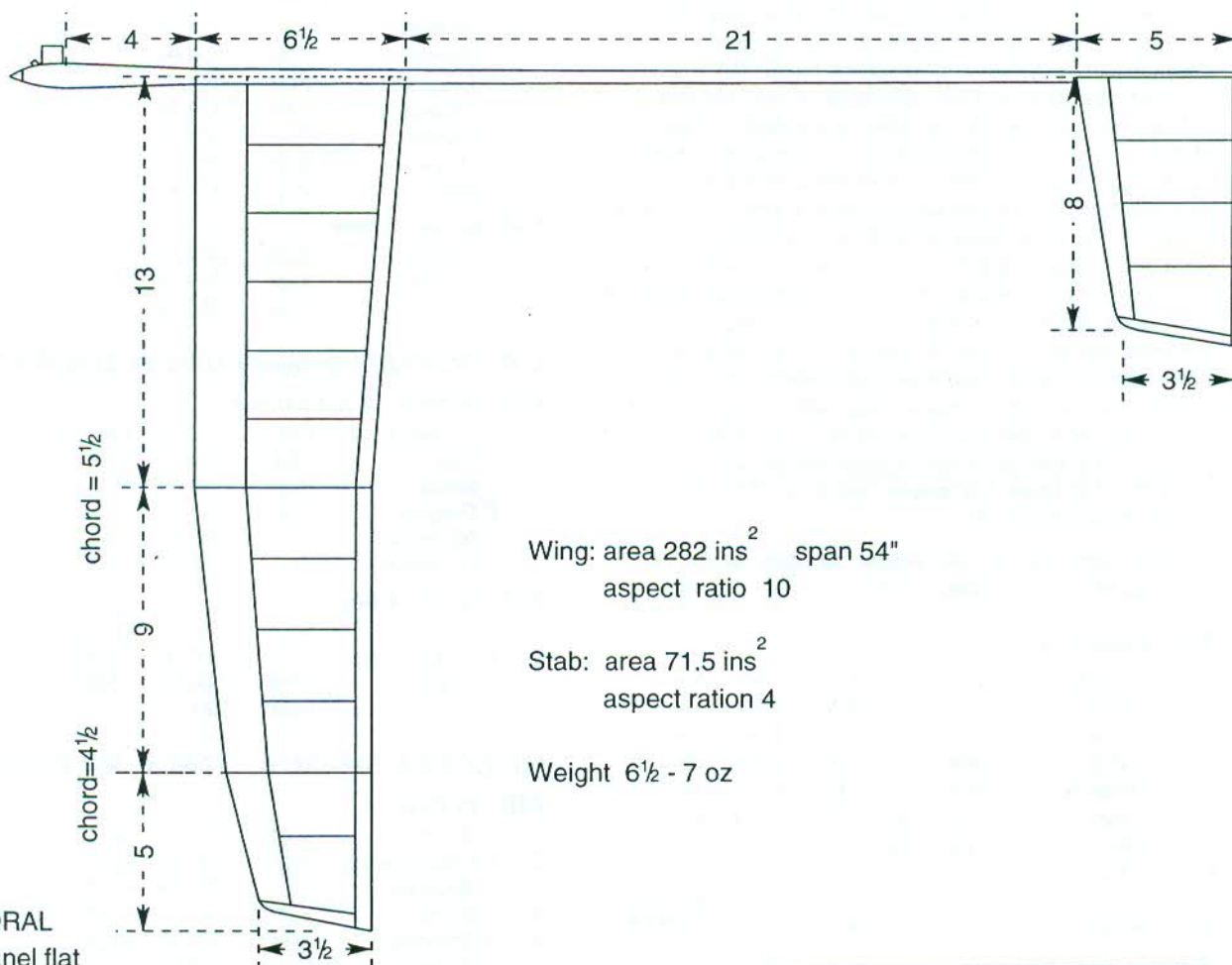
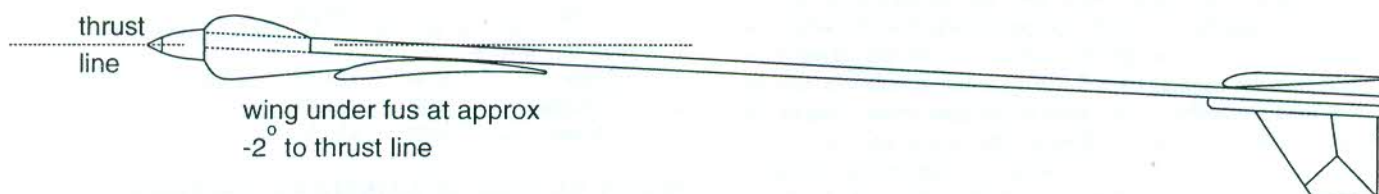
Comments or arguments on any of the topics will be welcome and should be sent to the FFTC Secretary: Chris Strachan, 56 Way Lane, Waterbeach, Cambridge, CB5 9NQ email, chris.strachan@btinternet.com. Please send email or typed letter. Time is running out for you to respond before 28th June so that inputs can be considered and revised proposals prepared at the FFTC meeting on 5th July. Please do so now – we need your views.

3. Contest Directors

Bryan Spooner has kindly offered to CD the final team selection event on 4/5th October, but as mentioned above, we still need a volunteer for the Summer Mini on 13th July. Please contact a FFTC member if you are able to undertake this essential duty.



AME .049 / 0.061



DIHEDRAL
root panel flat
middle panel 2"
tip panel 2" relative to mid panel

Wing: area 282 ins² span 54"
aspect ratio 10

Stab: area 71.5 ins²
aspect ratio 4

Weight 6 1/2 - 7 oz

**Millenium - Alternative
by Keith Hoover**

FAI WORLD CUP F1E

This year has seen the start of Junior World Cup events in F1A and F1E. The F1A event had started uneventfully but F1E ran up against a problem on interpretation of the rules. This will be explained to give the background to the results shown here and on the FAI web site.

Independent of the World Cup status, the Sporting Code specifies that if there are three or more juniors entries in an Open International, there must be a separate junior classification included in the results.

In F1A/B/C the usual interpretation is that the juniors are included in the general results AND a separate sheet of just junior scores is produced. This does show how the juniors have performed in the open competition as well as in the small group of juniors.

In F1E there is an actual scoring difference when producing the junior-only scores. For F1E the percentage score is the competitor's flight time divided by the highest time flown in that round - this highest time may be the maximum set for the round or may be less if no competitor has maxed. When the Junior-only results are produced in a round the percentages are based on the highest time flown by a junior and this may be less than the highest time flown in the open event. - hence the percentage scores are different. The result of this is that separate calculations are needed for the junior classification. There is no difficulty in processing the junior scores twice - once with the juniors included in the open event and again with just the junior only event - but the first few events this year have not all taken the same approach. The two events in Czech Republic and the Liptov Cup produced Junior-only results and excluded the juniors from the open event. Mikulas Cup included the juniors in the open event and produced an additional junior only classification. At this point I discussed the situation with the CIAM FF subcommittee and the majority view was that the F1A procedure should be followed - include juniors in the open event as well as a separate junior-only event. I have thus added the juniors to the senior-only results to give full open event results. A further complication arose with the Coppa Sisemol in Italy. It followed the junior-only approach, but in this case the exclusion of juniors from the main event was more significant, Julia Maria Petcu (daughter of Daniel) maxed out but was the only junior to max out and so was not invited to join the seniors in the flyoff. When included in the senior results there was thus no option but to give Julia Maria the full score but placed below all the seniors who actually flew in the flyoff.

The best three results are shown for each person in the following World Cup places

F1E World Cup

1	M Popescu	ROM	107	LP-1	RB-3	MK-5
2	D Petcu	ROM	105	RA-1	CS-1	
3	S Ionita	ROM	103	RB-2	LP-3	CS-4
4	V Paireli	ROM	95	MK-1	RA-7	CS-6
5	F Draghici	ROM	82	MK-2	LP-4	RB-15
6	F Doupovec	CZE	80	MK-3	RA-4	LP-6
7	I Crha	CZE	70	LP-2	RB-4	
8	M Mravec	SVK	70	RB-1	LP-10	
9	V Zima	CZE	68	RA-3	LP-9	MK-10
10	J Petcu (J)	ROM	63	RA-6	LP-7	CS-7

F1E-Junior World Cup

1	J Petcu	ROM	152	LP-1	RA-1	CS-1
2	A Draghici	ROM	121	MK-1	RB-2	LP-3
3	P Valastikova	SVK	71	LP-2	RA-3	

RANA INTERNATIONAL MAY 2, Czech Rep.

F1E 39 flew

1	D Petcu	ROM	480.42
2	P Nosko	SVK	472.92
3	V Zima	CZE	460.67
4	F Doupovec	CZE	442.92
4	J Blazek	CZE	442.92
6	J Petcu (J)	ROM	436.25

F1E-Junior 6 flew

1	J Petcu	ROM	453.36
2	M Sandu	ROM	426.18
3	P Valastikova	SVK	411.66

RANA INTERNATIONAL MAY 3, Czech Rep.

F1E 32 flew

1	M Mravec	SVK	446.67
2	S Ionita	ROM	433.33
3	M Popescu	ROM	427.50
4	I Crha	CZE	425.84
5	E Mang	AUT	372.22
6	N Heiss	AUT	360.00

F1E-Junior 5 flew

1	J Petcu	ROM	384.39
2	A Draghici	ROM	382.94
3	D Bildea	ROM	181.61

MIKULAS CUP OF HUNGARY, LIPTOVSKY MIKULAS, SLOVAKIA, MAY 9

F1E 32 flew

1	V Paireli	ROM	500.00
2	F Draghici	ROM	496.00
3	F Doupovec	CZE	487.33
4	J Asboth	HUN	483.34
5	M Popescu	ROM	483.33
6	S Kubit	POL	475.33

F1E-Junior 5 flew

1	A Draghici	ROM	480.81
2	D Bildea	ROM	466.34
3	J Petcu	ROM	461.69

LIPTOV CUP, Liptovsky Mikulas, Slovakia, May 10

F1E 38 flew 19 full scores

1	M Popescu	ROM	500.00	+399
2	I Crha	CZE	500.00	+370
3	S Ionita	ROM	500.00	+343
4	F Draghici	ROM	500.00	+336
5	J Smeringai	SVK	500.00	+305
6	F Doupovec	CZE	500.00	+284

F1E-Junior 8 flew

1	J Petcu	ROM	500.00	+276
2	P Valastikova	SVK	500.00	+259
3	A Draghici	ROM	500.00	+216
4	M Sandu	ROM	465.33	

23. COPPA SISEMOL, ITALY, MAY 16-18

F1E 29 flew

1	D Petcu	ROM	500.00	+270
2	P Chaussebourg	FRA	500.00	+231
3	C Bognolo	ITA	500.00	+189
4	S Ionita	ROM	500.00	+160
5	M Popescu	ROM	500.00	+128
6	V Paireli	ROM	500.00	+75
7	J Petcu (J)	ROM	500.00	

F1E-Junior 1 flew 1 full scores

1	J Petcu	ROM	500.00
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SOUTHERN CROSS CUP, NARANDERRA, AUSTRALIA, APRIL 22-23

F1A 10 flew

1	P Mitchell	AUS	1260
2	B Van Nest	USA	1235
3	J Woolley	AUS	1218
4	B Lewis	AUS	1172
5	V Morgan	AUS	1151

F1A-Junior 1 flew

1	B Mitchell	AUS	1110
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F1B 12 flew

1	D Blackam	AUS	1260	+300	+253
2	B Van Nest	USA	1260	+300	+19
3	R Blackam	AUS	1255		
4	P Sikora	AUS	1244		
5	L Morgan	AUS	1226		
6	B Pudney	AUS	1201		

F1C 0 flew

BALTIC CUP, Madziunai, Lithuania, May 1-2

F1A 55 flew

1	K Kulmakko	FIN	900	+300
2	D Halbmeier	GER	900	+285
3	S Platko	BLR	883	
4	H Salminen	FIN	882	
5	U Vihul	EST	877	
6	S Jakutis	LTU	860	
7	E Kantipaylo	UKR	856	
8	T Motiejunas (J)	LTU	840	
9	P Kuikka	FIN	829	
10	V Dimavicius	LTU	816	
11	D Berzins (J)	LAT	765	
12	A Lepp	EST	742	
13	E Ahmetov (J)	EST	730	
14	M Timofejevs (J)	LAT	727	
15	R Indrišonis	LTU	716	
16	A Parna	EST	705	
17	R Hellgren	SWE	695	
18	T Weimer	GER	694	
19	J Zarins	LAT	687	
20	M Lihtamo	FIN	683	

F1A-Junior 13 flew

1	T Motiejunas	LTU	840
2	D Berzins	LAT	765
3	E Ahmetov	EST	730
4	M Timofejevs	LAT	727
5	J Zarins	LAT	687
6	V Berzins	LAT	653

F1B 17 flew

1	L Gircys (J)	LTU	885
2	V Ivancikas	LTU	869
3	R Seinauskas (J)	LTU	868
4	R Jasmontas	LTU	860
5	D Thorsen	SWE	847
6	S Molchanov	UKR	833
7	K Salzer	AUT	808
8	T Linkosalo	FIN	799

F1C 12 flew

1	R Seinauskas	LTU	900
2	J Roots	EST	842
3	A Grašys	LTU	805
4	R Kiburtas	LTU	787
5	C Gretter	GER	751
6	R Naaber	EST	698

ESTONIAN FF CUP, MADZIUNAI, LITHUANIA, MAY 3

F1A 41 flew

1	S Jakutis	LTU	1260	+300	+273
2	E Kantipaylo	UKR	1260	+300	+189
3	G Abolins	LAT	1260	+173	
4	D Varhos	SWE	1260	+170	
5	J Sprogis	LAT	1258		
6	P Ronkanen	FIN	1256		
7	M Lihtamo	FIN	1240		
8	J Zarins (J)	LAT	1225		
9	A Mikhailov (J)	EST	1223		
10	I Yablonovsky	UKR	1220		
11	K Kulmakko	FIN	1210		
12	P Findahl	SWE	1205		
13	B Trachez	FRA	1187		
14	H Salminen	FIN	1183		
15	V Lazarevich	UKR	1180		
16	E Ahmetov (J)	EST	1174		
17	D Halbmeier	GER	1169		
18	T Motiejunas (J)	LTU	1144		
19	W Thomas	GER	1139		
20	A Frederic	FRA	1132		

F1A-Junior 10 flew

1	J Zarins	LAT	1225
2	A Mikhailov	EST	1223
3	E Ahmetov	EST	1174
4	T Motiejunas	LTU	1144
5	V Berzins	LAT	1108

F1B 13 flew

1	T Linkosalo	FIN	1260
2	S Molchanov	UKR	1233
3	K Salzer	AUT	1219
4	V Ivancikas	LTU	1196
5	R Mackus	LTU	1189
6	L Gircys (J)	LTU	1185
7	D Thorsen	SWE	1176

F1C 8 flew

1	C Gretter	GER	1258
2	R Kiburtas	LTU	1250
3	J Roots	EST	1236
4	M Voits	LAT	1131

SREM CUP, VOJKA, YUGOSLAVIA, MAY 10

F1A 16 flew

1	I Szentpeteri (J)	HUN	1260	+300	+236
2	M Tica	YUG	1260	+300	+178
3	I Vilimonovic	YUG	1260	+220	
4	Z Narancic	YUG	1260	+167	
5	J Voros	HUN	1260		
6	Z Zivkovic	YUG	1222		
7	M Bordoski	YUG	1207		
8	A Szekelyhidi	HUN	1206		

F1A-Junior 6 flew

1	I Szentpeteri	HUN	1260	+300	+236
2	N Biukovic	YUG	1075		
3	S Perovic	YUG	983		

F1B 6 flew

1	I Kolic	YUG	1228
2	R Blagojevic	YUG	1215
3	S Gostojic	YUG	1160

F1C 2 flew

1	G Zsengeller	HUN	676
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JIHOCESKY POHAR, VSECHOV, CZECH REPUBLIC, MAY 23-25

F1A 94 flew

1	B Ryz	CZE	1260	+60e	+300	+210
2	P Kornhofer	CZE	1260	+60e	+300	+133
3	C Bachmann	SUI	1260	+60e	+300	+82
4	I Bezak	SVK	1260			
5	G Aringer	AUT	1252			
6	J Vosejpka	CZE	1235			
7	A Lauer	GER	1233			
8	M Urban	POL	1223			
9	M Van Dijk	NED	1216	+60e		
10	F Hofmann	GER	1216	+18e		
11	A van Eldik	NED	1203			
12	Z Dudacek	CZE	1202			
13	J Gablas	CZE	1200			
14	I Kreetz	NED	1197			
15	A Rink	GER	1196			
16	R Holzleitner	AUT	1192			
17	J Samak	SVK	1182			
18	P Seren	GER	1179			
19	J Chudoba	CZE	1178	+60e		
20	V Hladil	CZE	1177	+60e		
21	A Ron	GER	1174	+53e		
22	D Sauter	GER	1169	+6e		

F1A-Junior 17 flew

1	J Samak	SVK	1182
2	J Chudoba	CZE	1178
3	J Letko	SVK	1141
4	L Bajorat	GER	1090
5	B Bagari	SLO	1080
6	I Szentpeteri	HUN	1016

F1B 38 flew

1	B Silz	GER	1260	+60e	+300	+370
2	A Zeri	NED	1260	+60e	+300	+275
3	V Urban (J)	CZE	1260	+60e	+300	+181
4	H van Hoorn	NED	1260	+60e	+300	+178
5	M Mezihorak (J)	CZE	1260	+60e	+300	
6	V Kubes	CZE	1260	+44e		
7	M Lovato	ITA	1260	+36e		
8	F Voskens	NED	1260	+33e		
9	P Ruyter	NED	1260	+7e		
10	M Novy	CZE	1238			
11	Y Waltonen	FIN	1230			
12	U Schmelter	GER	1229			
13	A Seifert	GER	1228			
14	J Mezera	CZE	1207			
15	M Barg	GER	1182			
16	T Seren (J)	GER	1142			
17	P Monninghoff	GER	1140			
18	J Cihak (J)	CZE	1135			
19	S Tedeschi	FRA	1124			

F1C 11 flew

1	S Seydel	GER	1238
2	C Gretter	GER	1226
3	M Roman	POL	1200
4	R Truppe	GER	1198
5	D Meissnest	GER	1182
6	H Stetz	GER	1178

INDOOR RECORD

FAI has received the following record claim:

Class F1N (Indoor HLG), record no. 118-c duration (ceiling 15m - 30m), 1 min 2.8 sec by Jim Buxton (USA) at Flint, MI, USA on May 4. There was no previous record in this category. The record is provisional until ratified by the FAI.

BOURNEMOUTH GALA, Middle Wallop, Apr 20

All events run to 3 x 1.30 max

Vintage Glider

1	T King	4.30+1.55
2	G May	4.30+1.48
3	P Robinson	4.10
4	R Woodruffe	4.09
5	T Hall	3.50
6	P Michel	3.37

P30

1	R Tiller	4.30
2	D Oxborough	3.57
3	J Minshull	3.44
4	A Clampit	3.15
5	A Train	2.33
6	J Wingate	2.11

Mini Vintage Rubber 19 flew

1	R Vaughan	4.30+5.29
2	J O'Donnell	4.30+2.50
3	J Oulds	4.30+2.37
4	D Wnght	4.30+1.56
5	J Howick	4.27
6	K Bates	4.15

Condor Clipper

1	J Wingate	4.25
2	T Thome	3.56
3	J White	3.21
4	P Michel	0.37

'A' Frame.

1	R Tiller	4.30
2	J Taylor	4.13

WOODBURY WEEKEND, WOODBURY COMMON, MAY 3-4

Report by Dave Hipperson

This contest's long history of good management and unique setting did much to save it from disaster this year when it coincided both with windy weather and an unexpectedly early British Nationals.

Three Nostalgia events and Mini Vintage were flown on the first day and although the 'drift' may have been approaching 30 mph at times it was in a direction that gave the greatest use of the common but the launch point, the mown grass square in the south west corner, experienced severe turbulence from the upwind trees. Indeed to such an extent that glider towing was all but impossible as never was direction nor strength steady. Many of the bigger rubber models were tossed about even at altitude and Mini Vintage flights were extremely difficult to predict. The top two in this class both had their final maxes dashed when they looked secure. Just how the power winner was able to achieve three perfect launches is still as much a mystery to him as it must have been to everyone. Once at climb height the Dixielander flew fine but certainly used all the space available.

Spencer Willis started with a dropped flight from last year's flyoff winning model but maxed comfortably thereafter. Indeed he still had enough time to squeeze in a couple of Mini flights but in mislaying his first he ran out of time and models to take his last. It was to cost him dear in Gala Champ points. A number of rubber contestants retired after one flight and damage but that was not the reason for Strachan's withdrawal. After a max he returned to realise that he had dropped his radio hand set somewhere out in the gorse. The rest of the day was spent first finding where he could hire a metal detector and then returning to the common with said equipment which included various grid marking poles and setting about a search. Knowing roughly where he had last had the radio he trekked out to mark the squares in the approved manner and search until dark. As he stuck the first pole into the ground he looked down and there was the radio! These items were expensive. The fact that they are no longer available makes them virtually priceless to a keen contest flyer like Chris. This was obviously his lucky day so as he had the detector he gave it a try anyway in the same way as you might go out and buy a lottery ticket. It would have made the perfect story if he then found a stash of Roman coins but a couple of used small arms rounds had to

suffice! Nevertheless there was relief all round that he had his radio back and now safely on a lanyard around his neck. Never put them down guys - never put them down.

This year with the Champagne flyoffs dispensed with, a pity, contestants left for the Castle Brake campsite earlier than customary but at least weren't wasting a calm evening. The wind rose still further and the rain that had been threatening all day blew in. The night was one of gales and lashing rain.

Sunday morning saw the rain, but not the wind, depart and despite the promising sunshine it was now in a less favourable direction. Yesterday's launch point had to be abandoned because of a copse of high trees which were coming into play when the wind shifted occasionally to the east. It was therefore necessary to walk from the northern most edge of the common down the track into the centre. Although this offered much smoother air than the day before and a really splendid panorama of the whole area it was still not far enough from the woods that border the northern edge to accommodate proper contest flights. The organisation took the extreme step of reducing the max to 2:00. (Little did we know they had done exactly the same thing the day before 250 miles away at the Nationals!)

However with the wind still 15-20 mph even two minutes came perilously close to the trees. Flying was slow to start as many believed the wind was dropping. Indeed it did a little and this day became a contest of DT judgement as much as duration rather than battling the turbulence of the day before. Much more pleasant but entries still suffered somewhat with so many events from which to choose. Not surprising with so many Vintage flyers in attendance, Vintage Rubber got the best support and many of them sensibly flew Mini models. Still capable of the max, less prone to damage and easier to get out of trees. It turned out to be a tight contest with most contestants having at least one very close call with the woods sometimes saved by the small lush grass fields dotted amongst the trees - sometimes not.

Both Open Rubber contestants went on to use their vintage designs in that class too until Chapman was forced into flying a proper open model for the last max when presumably his other was mislaid. All Hipperson's power flights were deliberately DTed at 90 secs or little over and were still high enough to max. Two landed comfortably on the field but the last one ended in the pines.

With Knight and Turner making their last maxes in Vintage very late in the day it looked like Strachan would only need a token flyoff to win. However well into the flyoff period John Knight reappeared with his model only to find his 'helpers' had packed up all his stuff. Despite that he was able to get some turns on and launched before Strachan in the closing seconds of the period. Both models were DTed in sight but Knight appeared to have been the braver with 20 secs longer.

Although overseen by George Fuller on both days Rex Woodruffe had been CD. He was ably assisted by his wife and Mrs Chapman. As on previous occasions this team presented both an efficient and attractive face to the contest and made it worth the effort flying hard. With only one small flyoff there was then plenty of time to prepare for dinner at the Castle Brake and enjoy the excellent prizegiving afterwards over which as usual George Fuller presided.

Additional comments from Rex Woodruffe:

After the disappointing news that the British National Championships would be held on the same weekend as our Rally we were pleasantly surprised with the turnout. The loyalty by regulars to come to our Rally was very pleasing,

which all helped to make our classic event a success once again.

There were lots of memorable flights over the weekend, but it was Dave Hipperson who once again showed how it should be done with maximum scores in both power events, which gave him enough points to deservedly win the Alan Parker Trophy for the Rally Champion. Dave and Sue also supplied the up to date score boards which helped in the smooth running of the event and the prize giving afterwards.

As one of the organisers I felt that this year the officials and helpers exceeded themselves, with the two girls Janet Woodruffe and Marion Chapman at control, making sure everything ran like clockwork.

As always it is the modellers that make Woodbury what it is, and this was shown by the enormous amount of gifts donated for the raffle on Sunday evening, for which the Bristol and West Club are extremely grateful, and it certainly helped to make this unique meeting a success once again.

Saturday (Nostalgia 3x 2.30 - Mini 3 x 2.00)

Nostalgia Glider

1	R Kenward	3.44	Caprice
2	K Burt	2.30	Caprice
3	R Woodruffe	1.27	Caprice

Nostalgia Rubber

1	S Willis	6.26	Slobod
2	C Chapman	5.14	Santa Maria
3=	I Mc Donald	2.30	Thin Man (proxied Ed Bennett)
3=	P Michel	2.30	Bilgri
3=	C Strachan	2.30	Urchin

Nostalgia Power

1	D Hipperson	7.30	Dixielander
2	T Hopgood	4.28	Dixielander
3	F Chilton	1.28	Stomper
4	T Hall	1.26	Dream Weaver
5	J Allen	0.36	Dixielander

Mini Vintage

1	M Turner	5.33
2	G Sharp	5.32
3	J Knight	4.50
4	S Willis	4.00
5	N Lee	2.00

Sunday (All events 3 x 2.00)

Vintage Glider

1	T Hall	3.11
2	R Woodruffe	1.41

Open Glider

1	K Burt	3.45
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Vintage Power

1	K Conroy	4.56
2	R Woodruffe	1.29

Open Rubber

1	C Chapman	6.00
2	S Willis	5.42

Vintage Rubber (7 flew)

1	J Knight	6.00+2.20
2	C Strachan	6.00+2.00
3	M Turner	6.00
4	C Chapman	5.57
5	S Willis	5.16
6	R Wilkes	5.12

Combined Power

1	D Hipperson	6.00
2	R Barley	4.44
3	T Hopgood	3.29
4	R Kenward	2.00
5	F Chilton	1.24

Alan Parker Gala Champ Award

1	D Hipperson	12 pts
2	S Willis	11 pts
3	M Turner	10 pts

NOSTALGIA POWER EVENT AND STEEL CUP, NEWBIGGING, MAY 10-11

Report by Jim Arnott

Another weekend where the wind made it borderline whether we could practically have an event. There are two big differences at Newbigging compared with Barkston in a wind like this. The first is the vicious turbulence from the upwind line of trees that can cause havoc with the climb pattern of even a big power model. The second difference is a big plus – cuddly long heather that seldom lets a model get badly damaged on landing.

For the Nostalgia Power event on Saturday, the wind direction settled to an South South West, giving clear country for about 10 miles. Alan Brown, of the Novocastrian Club, worked his way through the well stocked boot of his car until he found the perfect model for the conditions. After flights with a massive ETA29 powered Texan, followed by an AM35 powered Slipstream, Alan pulled out his Oliver powered Vector Director. This interesting high thrustline design climbs straight into wind, then uses tail tilt only for the glide. It was excellent and after two maxes, the contest was in the bag as everyone else was really struggling.

On Sunday the wind was just as strong, but still in the same direction. The turnout was unsurprisingly low. One arduous day is enough to make a bad weekend. To go out for a second day, when a few thunderstorms are being added to the mix, is masochistic. There were three entries for the Steel Cup – a combined F1A/F1B event, which was reduced to 4 rounds. Jim Arnott and Bruce Duncan flew F1As and Tommy McLaughlin an F1B. The turbulence defeated Tommy's F1B, battering both attempts to the ground. Bruce and Jim went on to have close contest.

Perversely in late afternoon the wind died down and the sun came out. We could have enjoyed a pleasant evening trimming were we not physically exhausted

Nostalgia Power

1	A Brown	Vector Director	Oliver Tiger	5:00
2	J Arnott	La Bestia	Paw249	2:41
3	G Blair	Dixielander	OS19	1:58
4	W Shanks	Eliminator	Paw149	1:49
5	A Brown	Slipstream	AM35	1:26

Steel Cup

1	J Arnott	F1A	437
2	B Duncan	F1A	402
3	T McLaughlin	F1B	30

BIGGLES LEAGUES

Competitions so far: Northern, Easter, Nationals

F1H	Total	Scores	F1J	Total	Scores
1 J Cooper	15	0, 6, 9	1 P Harris	13	9, 0, 4
2 B Lavis	13	6, 3, 4	2= J Bailey	6	0, 6, 0
3 R Heap	6	0, 0, 6	2= A Jack	6	0, 0, 6
4= D Cox	4	0, 4, 0	2= P Woodhouse	6	6, 0, 0
4= P Robinson	4	4, 0, 0	5 C Hickmott	4	4, 0, 0
6 B Nicholson	3	0, 0, 3	6= R Baggott	3	3, 0, 0
7= I Clark	2	0, 0, 2	6= F Rushby	3	0, 0, 3
7= P Tribe	2	0, 2, 0	8 S Barnes	2	2, 0, 0
9 S Philpott	1	0, 0, 1	9 D Clarkson	1	1, 0, 0

CORRESPONDENCE

Small Fields or Windy Weather Rules, a proposal by Dave Clarkson

We must recognise that we have an ageing participation with many of us unable to fly a full day of long retrieves because of age or health. This came home to me and I suspect others at this year's Nationals when I ran into health problems on the first two days and so did not fly on the third day. Looking at the Nationals results leads me to think that very many people came to the same conclusion, all because of the very long retrieves that flying in such windy conditions would involve. This was exaggerated at the Nationals in the nonn-rounds events because we were waiting for lulls to launch and these invariably meant big lift resulting in the models going even further. To see such fit people as Graham Shacklock and Alan Jack almost defeated by long retrieves caused me to stop flying on the Sunday. Just bad luck many will say. At least on the Saturday the CD had the sense to set a 2 min max but to many people this made the events a nonsense. There is nothing we can do about this I can hear, but there is. Coupled with this problem of extreme wind is the similar problems associated with small fields or those with sensitive areas. I am thinking here of Middle Wallop and Church Fenton which are small fields and Barkston Heath when the birds are present. In an extreme form the whole country became a sensitive area during the foot & mouth disaster. The result then was that in the North we modified the rules we flew to and in the South flying ceased. I do not wish FF flying to cease, instead I propose that we learn from what happened during foot & mouth and introduce Alternative Rules for use on small fields and windy weather. John Godden described these in his paper presented at the 2002 Free Flight Forum. To summarise his conclusions for these 90 sec max rules, the rule changes proposed are:

SLOP:	motor runs of 5 sec for glows and 6 sec for diesels timed not counting 'burble'
Glider:	30m towlines for A2, 40m for A1 and 50m for Vintage.
½A Power:	6 sec motor run timed not counting the 'burble'
Vintage Rubber:	50% rubber plus 50% stick with stick of same weight as rubber.
Mini Vintage Rubber:	ballast to be carried of same weight as rubber
Open Electric:	15 sec motor run.
Vintage Power:	10 sec motor run.

In case these are thought to be too revolutionary we should remember that the Americans have recognised the need to suit rules to fields for years in that they categorise their flying fields. If my memory is right for their Power Rules these are:

Cat 1	-	15 sec motor run and 5 min max
Cat II	-	10 sec motor run and 3 min max
Cat III	-	7 sec motor run and 2 min max

I believe that there are only 2 Cat 1 fields in the country and that most of their fields are Cat III including Wright Field at Dayton, Ohio, which is bigger than Barkston but restricted because it is surrounded by roads and houses. Some of our fields are getting like this.

Many of those who ceased flying during foot & mouth thought that the Northern Rules were 'Micky Mouse' indeed I think our Chairman went into print saying so. Those who actually flew thought quite the opposite. For me those '**runs/**maxes' contests were fascinating. It was real flying with the head and not the legs. We Northern SLOP flyers are quite nostalgic about them and it is very likely that we will be flying another at Church Fenton this autumn.

INDOOR FLYING at CARDINGTON & THE DOME

By Laurie Barr

Cardington: I am pleased to announce our program for this year for BMFA members only at Cardington. I am sorry it is so late, but we have had difficult problems in getting permission this year, and it is subject to the following conditions. If you are not already on my list, as a past Cardington flyer, then I will need your full name/address/BMFA number/phone/e-mail address.

The hanger is only flyable on days when- The wind is 10 mph or less. The wind must be from any of the Southerly directions (any wind with any "northerly" direction is no good, unless the wind is virtually zero!). Also, if there is a lot of rain, the holes in the roof make indoor flying impossible. If you are not sure conditions are good enough, then call me on 01628 487544. If you are sure, conditions will be OK as outlined above, just come!

We fly in hanger No.1, the battered old shed on your left, as you approach from the A600. Drive between both hangers, and turn left across the back of No.1. At the end, turn left again, and half way down, you will see the ATG Ltd sign. Entry is gained via the large sliding door.

This door will be open at approx 9.30am, and shut at 11.00am, so we do not create turbulence inside the hanger, and break models already assembled, or flying. Try to come between 9.30 and 11.00am as we do not like our models being broken, by someone's lack of thought. If you have a valid reason for coming late, come in through this door on foot, only opening the door as least as possible, and shut it immediately. Come and make contact with me, to see if conditions allow late entry by car. Once the door is shut and flying starts, the door will remain shut until approx. 6.00pm. We fly at the back end of the hanger, as Airships are moored in the front half.

We have a frictional relationship, with one of the managers at ATG, who does not want us there at all, and/or use his toilets!. Please exercise the utmost care, and keep away from the airships. If we do any damage, we are finished!! Never climb any stairways without my express permission. Hard hats are advisory. Some are available on site.

The costs will not be more than £10.00 per person, to use the hanger, and this includes entry to our competitions. Gas for balloons will cost £5.00 per fill.

Indoor Duration Flying for 2003:

June 1 F1M, June 22 EZB, July 13 F1D
July 27 EZB, August 3 LPP, August 31 EZB,
September 7 & 28: any other purpose, fun fly/delayed trials etc

The Dome: I am delighted to announce, our Indoor National Champs, will take place in the Millennium Dome, at Greenwich, London. The best way to approach it is from the Blackwall Tunnel. If you come from the South, I can recommend that you approach from the M25, along the A2, which runs into the A102 all the way to the Dome. I advise you to download a map from www.multimap.com, using the post code SE10 OAX, which being in colour, shows these important slip roads well! I believe this route, is outside the London congestion charge zone.

Finding the right exit before, or after the tunnel can be tricky. From the south just before the tunnel, there is a VERY BRIGHT BLUE pedestrian overhead foot bridge, and you must take the very next exit. Turn right under the motorway, to the Holiday Inn roundabout. Turn left down Millennium Way to the Dome. Look for gate 3. I hope we may have BMFA signs to guide you in near this gate. Also, you could come into London by train, and then underground, as the North Greenwich Station, on the Jubilee Line, is right outside the Dome!.

This is a VERY HIGH SECURITY SITE. YOU MUST TELL ME by post or e-Mail, your name and address, your BMFA number, and the reg No of the car you will arrive in, by June the 10th. Only if you comply, will you be allowed in. At the gate, you will be logged in, and escorted to enter the Dome by car to unload, and taken back, to a designated car park. The main door will be kept shut, after 11.00 a.m each day, and will not be opened to cars again, until approx. 7.00 p.m. You can enter and leave at any time to get to your car, via a small door.

The Dome is a magnificent flying site with a big clear floor area, and the ceiling is about 164 ft! (9ft more than Cardington!).

Many of us are staying at the Holiday Inn Express, which is a stones throw away on site. If you mention you are BMFA/Dome, you may get a discounted rate for a 2 person room, bed & breakfast for approx. £84, but if you book through the Internet as John Tipper did, it will cost approx. £75 per twin/double room and B/fast per night. Try www.hiexpress.co.uk, or phone 020 8269 5000

As I write, I do not think there will any food provided inside, so you may have to bring your own.

Contests.

Tuesday July 1 Limited Penny Plane, No-Cal profile scale.

Wednesday July 2 F1M and EZB.

Thursday July 3 F1D (to include 1st trials for World champs team selection) and Mini-Stick (Living room stick)

During this time, there will also be hand launched and catapult glider contests, being organised by Mark Benns. Contact him on 01733 754277, or E-Mail--mark.benns@ntlworld.com, for comp details, but I must also have your security details. We also invite dedicated indoor scale flyers (No internal combustion engines). Contact Charlie Newman on charlie@newman737.freemove.co.uk, or phone- 01865 873020 to enlist.

Please remember, our microfilm models are very fragile, and you should fly your other types of models, well away, from where the "Flimsy Fliers" will be based inside the dome, and if you HAVE to pass by these models, walk very slowly!!, or damage will result.

This meeting is for BMFA members only, no one else can accompany you, other than another BMFA member.

FREE FLIGHT FORUM CORRECTIONS

From John Barker:

We are sorry to note that, despite rigorous checking of the papers, the computer program used for the final (printing) stage of production decided to change certain Greek symbols into other characters. To make matters worse the program made these changes in the 'body' text but not in the parts produced by an equation editor. Three papers were affected as noted below.

Introducing Data into Spreadsheets

The Greek α for angle of attack was incorrectly printed as $\acute{\alpha}$. This occurred on page 5, once in the main text and several times in the equations for Lift and Drag Coefficients.

Some Aspect of Drag

The Greek ρ for air density was incorrectly printed as \tilde{n} on pages 39 and 46 and the Greek π was incorrectly printed as δ on pages 39,40 and 46.

A Christmas Torque

The Greek π was incorrectly printed as δ on pages 64 and 65.

INTERNATIONAL COMPETITION NEWS

SCANIA CUP World Cup contest in Sweden will be held from July 11 to 13th at Rinkaby, 120km from Malmo. Friday July 11 is arrival day with test flying from 10am, registration and entry from 3pm. Registration and entry will be available from 7 to 7.45am on Saturday July 12th, before briefing at 7.45 and the start of the first of seven rounds at 8.30am. The length of rounds will depend on the weather, if possible the contest will be finished on this day. Sunday is a reserve day for any rounds and/or flyoff. Competitors are required to be timekeepers for each other. Entry fee is 250 SEK to be paid on arrival, but send entry form by June 29th to Lennart Hansson, Sigurdsatan 15, 215 66 Malmo, Sweden. Youth hostel, camping, or hotels are available 8 to 12 km from the airfield. For more information contact Anders Persson, tel +46 40 969862 or Lennart Hansson, tel +46 40 193790 not later than 9pm or fax +46 11 368214.

POITOU will be held from August 6 to 10th. August 6th is arrival day, on August 7 the Moncontour competition will be held for F1G, F1H, F1J, F1K, on August 8th the F1B and F1C events and on August 9th the F1A class. Results will be issued at 10am on August 10th. The entry fees for the World Cup events for F1A/B/C will be €30 for 1 class, €40 for 2 or 3 classes, with juniors paying €12 for 1 or 2 classes. Entries should be sent with payment to arrive by August 1: Poitou 2003, BP36, 79101 Thouars Cedex, France. There will be a surcharge of 50% for entry forms sent without payment and 100% for entry on the field (August 7th). Lunch is available for €8.5 if booked and paid in advance. Flying each day will start at 9am. Contact tel +33 549 66 6107, fax +33 5 49 96 1337, email poitou-aero@club-internet.fr, web site <http://site.viola.fr/poitouaero>. Contact for Moncontour 2 minutes is G Marquois, 1 rue de la Pierre Levee, 86330 Moncontour, tel +33 549 989243.

UK COMPETITION NEWS

CHURCH FENTON. Dennis Davitt supplied the outline details of summer Saturday events at Church Fenton, with some further info from Dave Hipperson:

Sat July 5 Welcome to the Pleasure Drome. Contact: R Sparrow, 0161 439 8021.

Sat July 12 Morley Heath Common. Brit power, P30, Midi-vintage, comb CdH & A1, one design for Dixielander, Starts 9.30. Contact: J Godden, 0113 2521002.

Sat July 26 Cleemac/Knavesmire – see full details below. Contact: T Rushby, 01472 814864.

Sat August 8 Classic Power day. Nostalgia/classic power, engine runs and maxes to be adjusted to suit weather. Supporting rubber and glider events to be announced. All events to be flown in rounds. Contact: S Fielding, 01274 493080.

CLEEMAC/KNAVESMIRE memorial comp will be at Church Fenton on Saturday July 26th. Events are SLOP/Nostalgia Power (special award to top Dixi), 25" span vintage rubber to Northern Area postal rules, BMFA mini-vintage (special award to top Ajax), combined A1/P30, vintage and classic glider (75m line), combined CO2/E30, HLG+CLG. All events are 3 flights to qualify for the flyoff, except HLG+CLG which is best 5 from 9 attempts. You must be registered with RAF Church Fenton security to attend this event. Contact: Tony Rushby, 01472 814864. By kind permission of Commanding Officer and Northern Area BMFA.

BRUMFLY GALA will be held on 12th October 2003 at North Luffenham. Full details will follow later. Contact Alan Gibbs on 024 76 676507

MESSAGE FROM PETER WATSON

Thank you to all concerned for the many kind messages of support and encouragement in relation to my recent by-pass surgery. They were all greatly appreciated. I am pleased to say that I appear to be making a good recovery.

NOTICEBOARD

RONYTUBE: The current range and price list for tubes available from Ron Pollard is given below.

GLASS FIBRE TUBES

	Diameter: front – rear	Length	Wt	
A2 'standard size'	13.5 - 5.5	1050	30g	£10.00
A2 'Tchop' size	17.5 - 10	950	21g	£10.00
A1 'lightweight'	10 - 3	915	10g	£4.50
HLG size	6 - 1.5	510	5g	£3.00
RC Glider/F1C	26 - 19	915	58g	£13.00

COMPOSITE TUBES

These tubes are a mixture of carbon and glass fibre and are 2.5 times stiffer than glass fibre only.

A2 'standard size'	13.5 - 5.5	1050	32g	£13.50
A2 'Tchop' size	17.5 - 10	950	23g	£13.50
A1 size	11.2 - 5	800	9g	£10.00
HLG size/CdH	7 - 2.5	610	4g	£7.00
CdH size	8 - 3.3	610	5g	£7.50
Wake motor tube	30 - 28.5	610	28g	£13.00
Wake motor tube	32 - 30.5	610	30g	£13.00
CdH motor tube	24	300	10g	£6.00
CdH motor tube	22.5	300	9g	£6.00

All tubes can be rubbed down for up to a 25% weight reduction. All dimensions are in mm and the prices are per tube, to which postage should be added.

PLEASE NOTE: ALL TUBES IN UK POST FREE.

Overseas readers please ask for a postage quotation. Contact Ronytube 23 Ivy Road, Walkerville, Newcastle upon Tyne NE6 4PU, tel 0191 2623735.

FAI WORLD CUP F1A, F1B, F1C

Up to and including all results given in this issue.

F1A

1	B van Nest	USA	103
2	J Valo	FIN	94
3	P Mitchell	AUS	90
4	M Lihtamo	FIN	87
5	K Kulmakko	FIN	83
6	M van Dijk	NED	75
7	S Jakutis	LTU	73
8	D Halbmeier	GER	66
9	E Kantipaylo	UKR	61
10	P Findahl	SWE	59
11	E Ahmetov (J)	EST	55
12	J Woolley	AUS	55
13	B Ryz	CZE	54
14	D Varhos	SWE	53

F1B

1	D Blackam	AUS	108
2	W Ghio	USA	107
3	R Blackam	AUS	91
4	T Linkosalo	FIN	87
5	P Ruyter	NED	85
6	L Gircys (J)	LTU	79
7	B van Nest	USA	67
8	V Ivancikas	LTU	66
9	S Molchanov	UKR	61
10	B Silz	GER	53
11	M Woolner	GBR	51
12	L Morgan	AUS	51
13	K Salzer	AUT	50
14	I Kolic	YUG	50

F1A-Junior

1	E Ahmetov	EST	114
2	B Mitchell	AUS	100
3	J Zarins	LAT	97
4	T Motiejunas	LTU	78
5	I Szentpeteri	HUN	72
6	A Mikhailov	EST	60

F1C

1	C Gretter	GER	113
2	J Roots	EST	113
3	J Cuthbert	GBR	80
4	E Keck	USA	55
5	R Seinauskas	LTU	52
6	S Seydel	GER	52