

Free Flight news



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DIARY

July 11-13 Rinkaby, Sweden	Scania Cup. F1A, F1B, F1C World Cup. See FFN 0306. Contact: A Persson, tel +46 40 969862 or L Hansson, tl +46 40 193790 not later than 9pm/fax +46 11 368214	July 19-20 Salisbury Plain	BMFA practice weekend. See FFN 0301. Registered users only. Contact B Aslett 01793 840629.
July 11-13 Kiev, Ukraine	Antonov Cup. F1A, F1B, F1C World Cup. Ukrainian Aeromodelling Club, tl/fx: +380 44 457 09 73, zakharov@cstcam.kiev.ua	July 26 Saturday Church Fenton	Cleemac/Knavesmire. SLOP/Nostalgia Power (all open 10s run, Nos 12s, award to top Dixie), 25" span vint R to N.Area postal rules, BMFA mini-vint (award to top Ajax), comb A1/P30, vint & classic G (75m line), comb CO2/E30, HLG+CLG. All events 3 flts, except HLG+CLG best 5 from 9. Must be registered with Church Fenton security. T Rushby, 01472 814864
July 12 Saturday Church Fenton	Morley Heath Common. British Power, P30, Midi-vintage, comb CdH and A1. One design comp for Dixielanders. Start 9.30. Contact J Godden, 0113 2521002	July 26-27 Salisbury Plain	BMFA practice weekend. Registered users only. See July 19-20 entry.
July 12-13 Borden, ON, Canada	Huron Cup. F1A, F1B, F1C World Cup event. Contact: J Mc Glashan, tel: +1 905 468 829, email: rgmcg@cogeco.ca	July 27 Cardington	BMFA Indoor flying. EZB. See July 13 entry. Contact: L Barr, 01628 487544.
July 13 POSTPONED	BMFA Summer Mini See News from FFTC	July 27 to Aug 1 Kunszentmiklos	World Championships F1A, F1B, F1C, Hungary
July 13 Cardington	BMFA Indoor flying. F1D. See FFN 0306. BMFA members only, must be on list. Contact: L Barr, 01628 487544.	August 2-3 Kunszentmiklós, Hungary	Vörös Jenő. F1A, F1B, F1C World Cup. Jenő Vörös, Tarogató ut 63, 6726 Szeged, Hungary, vorosjeno@eastcom.hu
July 14 Rinkaby, Sweden	Nordic Cup of Denmark. F1A, F1B, F1C World Cup event. Contact: Bo Nyhegn, tel: +45/ 482 67 306, fax: +45/ 48 24 1069	August 1-3 Beauvoir-sur- Niort, France	Azay le Brule. F1A, F1B, F1C, F1G, F1H, F1J, F1K. Contact: A Trachez, , tel +33 549 734324, andre@net-up.com
July 20 Newcastle Town Moor	Tynemouth Mini Rally. 11am to 5pm. Combined BMFA 1/2A + British Power. Combined F1G+Mini-Vintage Rubber. Combined F1H+Vintage Glider. 3x2 minute maxes. Power Precision, hand launch, 45 secs duration target. Reduced maxes, DT fly offs depending on weather. No thermal detection devices. Contact: B Martin 0191 4161096. E mail brian_martin_uk@hotmail.com	August 2-3 Salisbury Plain	BMFA practice weekend. Registered users only. See July 19-20 entry.
July 19-20 Near Sheffield	BMFA F1E. Contact & CD: S Philpott, 0121 354448	August 3 Cardington	BMFA Indoor flying. LPP. See July 13 entry.
		August 8 Saturday Church Fenton	Classic Power day. Nostalgia/classic power, runs and maxes to suit weather. Supporting R & G events. In rounds. S Fielding, 01274 493080

THE BRITISH TEAMS FOR HUNGARY

First, some thoughts on the forthcoming World Championships from F1B team member **Ray Jones**:

The Andriukov model AA31, which I purchased ready-made in '99, still serves as the mainstay of the fleet and has provided the key source of inspiration for my own designs. It was purchased before the repeal of BOM, so I wasn't sure if I'd ever be able to use it in competition in the UK. It has been a valuable source of inspiration about state of the art F1B design and flying, even more essential now that the supermax has to be overcome. A lot of misinformed opinion has clouded the BOM debate in this country, most of it spread by people who don't or can't build carbon models! In truth, Alex has allowed us a direct access to the many thousands of hours of experiment carried out by the Ukrainians, making all those results available to everyone who has the common sense to look and a willingness to work. Such generosity has kept the competition open to everyone.

Even with the help of factory parts, it has taken me four years of quite intense development to produce three models that I hope are up to the standard required for international competition. These are No 4, as used for the majority of flights at the team trials, and No 5 and No 6. All are essentially the same design, employing Andriukov parts for the fuselage construction. 4 and 5 using Vivchar carbon tubes for the motor sections. Making up my own fuselages in this way saves quite a lot off the cost of a ready-made unit and allows the choice of a shorter tube and my own CG position.

The fuselage jig is adapted from a large Rabone spirit level, the aluminium girder section proving ideal for slotting in MDF supports for tube and boom. Side clamps also assist in holding the pylon square while gluing with weapons grade Araldite 2011.

Wings are higher aspect ratio than most at 20:1, span 1800mm, and designed to benefit from boundary layer control via extensive turbulation of the upper surface. An experimental wing of 30:1 AR was constructed first, to provide an extreme Reynold's Number condition, further enhanced by a section with more undercamber than most F1As employ. It had a span of 2150mm, with root chord of 97mm and tips at 46mm. Boundary layer separation of the upper surface during early test flights was catastrophic! Even with leading edge turbulator and five invigorators, the model refused to climb and flew around me at head height like a control line model. Remarkably, the addition of a John Gard type turbulator at 23% converted the wild tiger into a purring pussy cat that now exhibits superb gliding characteristics. It's still too extreme for general competition but is providing useful information on CG position and increasing decalage.

I mould my own D box shells (though it makes good sense to buy them) using a flexible silicon female over a hard male form (nice!) The male mould has an aluminium T bar in the core, for warp prevention and conduction of heat when curing on a domestic radiator. No vacuum is employed and mylar is used as a grease-free separator.

I also use this clamp mould to make tailplane D boxes from 36 gms Kevlar laminated with 16 gms Glass. Composite tails come out at 3.8 grams or 4 grams when reinforced at the centre with carbon.

Wing sections are my own development and owe as much to Stamov and M&K as to Alex, looking more like scaled down F1As than most F1Bs and showing my emphasis on gliding flight. Centre panels are flat, outer panels washing out naturally because of planform to -2 degrees just inboard of the

tips, then increasing sharply over the last two bays to make -5 degrees at the tips. Both RH and LH panels are symmetrical and rigged at +1/2 degree at the pylon. Turbulators are used at 7% and 23% plus 5 invigorators spaced evenly between 35 > 75% chord. A special zigzag turbulator was tried out on the leading edge of No5 but resulted in erratic separation of the upper flow and was replaced with a straight one that cured the problem. This leads me to believe that some of the problems associated with spiral instability could be caused by flow separation phenomena.

Wing panels are built on a solid, supporting undercamber jig, the surface trued up with a long sanding bar guided by end templates. All ribs blanks are glued together into a block with Ambroid (a la Detroit Balsa Glue Dobbers!) and shaped to the undercamber and spar junctions. At this stage the upper shape is left square and oversize. Dissolved apart with acetone, they are trimmed to chord and fitted in position. The upper camber is then sanded to shape using the long sanding bar guided by end templates for the upper surface. All rib caps are fixed with epoxy. Close rib spacing of 25mm, in the style of Loffler, ensures good torsional rigidity as well as aerofoil fidelity.

The functions sequence is as follows – VP DPR (AA hub 32mm), VIT 3.8 secs, all moving fin to glide position at 14 secs, wing wiggler to glide position at 16 secs.

Rubber will be selected from what I have left of the May 99 batch, July 2002 (the last batch of Tan II) and some May 98 kindly donated by my old chum Ron New before he knew that supplies were doomed! Plus anything else that seems to test out OK under stretch. Which is more than can be said for me these days!

John Billam will be taking the same seven models that he took to California in 2001 (see FFN, October 2001). The best of them are not flown in competition in the UK since neither the weather nor the flying sites make it sensible. He will be taking rubber from five different batches and select the best at the site.

Mike Woolner hasn't lost his off-beat touch...

I hoped that this would be a sequel to the story of my 2002 preparations but, honestly, nothing much has changed.

I have, however, spent much of this year searching for WMDs, to no avail. I have tried a number of airfields and other military installations, but I have yet to find them. You know how it is. Armed with a satellite photograph of a likely air base, you turn up, and you are either turned away at the gates because proper arrangements for entry have not been made, or if you do get in, the good old British breeze, mixed with the comfort of a concrete landing serves to turn WMDs into WADs. I have had to resort to keeping my two favourite models – Alex and Oleg – in 'sur le continent' trim.

Crikey, I thought when I got the call from FFN supremo Mike Warren. Is it true that NMHC? Well, not a lot has. I have decided to go for a more macho approach, bearing in mind that the World, rather than just Europe, will be watching this year. Alex and Oleg will be joined by two new Hollywood inspired recruits – Maverick and Iceman, of Top Gun genre.

I did consider going the Ridley Scott gladiatorial Maximus route, but I thought that would be a little presumptuous, and a possible hostage to fortune. Anyway, I have been through the rule book and can find nothing to prevent the addition of small Jetex missiles to Maverick and Iceman to assist in the removal of high climbing competitors' models from the competition. After all, I recall Gerry Pink's fast climbing model taking out the slower but potentially superior WMD of Alex Andriukov to useful effect in a Stonehenge Cup competition some years ago. My own system is more sophisticated but the field testing thus

far has cost me a few propeller blades. The missiles need to be launched from the top of the wing by a Tan II powered catapult during the motor run, and I have yet to achieve consistency with the flint ignited Jetex fuse, which works off the DT timer, just after the VIT comes in. You may ask why don't I just wait for the glide phase? But where is the excitement in that? And what about the trajectory? With a mass launch, there is far more likelihood of a kill, rather than when models are drifting around in one minute plus glide circles.

Turning to the Champs, I really have become an advocate of BMFA. The team is getting a thermal detector, so why not BMFA? If we all had them it would be a good levelling factor and would almost certainly lead to the discovery of the elusive WMD.

PCT this year, for me, will be Turkey, for summer not Christmas. I envisage repeating the highlight of my last visit, which involved me jumping off a mountain in the resort of Oludeniz clad in a harness, attached by nylon lines to a gossamer canopy. This Heath Robinson affair kept me aloft for an hour in a fearsome thermal which did little for my nerves, and even less for my instructor to whom I was very firmly gripped. He seemed to assume I had designs on him given my somewhat unnatural adhesion to his buttocks, but I assured him after the flight that it was simply a method of toning the muscles in my inner thighs, thereby helping me with my FLT. But this year I propose riding the thermal clutching a fully wound WMD. I reckon the altitude gain at launch will be at least a thousand metres, and if I can't achieve a score equating to the anticipated first round 5 minute TOM, I will resign from the team immediately, before any humiliation in Hungary.

I do have one more flight line surprise which I propose to unveil this year. I got the idea from scuba diving. I have purchased a child-sized wet suit, to which I have added strong elasticated cuffs and ankles made from 28 strands of Tan II. It is quite painful to wear, because it takes a surprising amount of strength to hold my arms and legs out when poised for the javelin-like launch. But the potential power generated by the various bits of elastics round my body is worth, I estimate, a staggering 6 metre height gain on launch. Practising in the back garden, at the weekend, I found that with a 10 pace run up, I was able to easily clear the 2 metre fence between me and my neighbour, although I hadn't anticipated getting burnt feet. I should have known from the smell wafting over the fence that they were having a barbecue. However, a donation to the local pet cemetery has secured neighbourly relations again, along with a new kitten to replace the deaf old moggie that was blissfully unaware of the arrival of fast moving glowing charcoal. Anyway, I've always thought it better to cremate pets, rather than bury them.

Anyway, all the suit needs now is a coat of gloss white paint which will help to reflect the Hungarian heat, and a Union Jack. I aim to be HAF, although I will probably turn up SAT. Look out Hungary – Missiled Maverick and the Elasticated Ice Man cometh.

DEFINITIONS

WMD	Wakes of Maximum Duration
WAD	Wakes of Average Duration
NMHC	Nothing Much Has Changed
BMFA	Bought Models for All
PCT	Pre Champs Training
FLT	Flightline Launch Technique
TOM	Tall Order Max
HAF	Healthy and Fit
SAT	Scraggy and Tired

Back to something nearer reality, and turning to FIC, **Ken Faux** sent us the following:

Not much change from last year except that I will have completed the two new six-panel 2.65m span carbon models that I was trying to finish this time last year! I will also take the models that I used in 2002, which are 2.25 and 2.3 m span, with Kevlar and foil surfaces respectively. All the models are powered by Nelson 15 direct drive engines. I may also take a couple of 2m span models that will be suitable if the wind blows, as it sometimes does in Hungary, though I don't expect them to come out of the box.

From **John Cuthbert**:

This is my third consecutive World Champs team since I took up FIC seven years ago. I shall be taking five models. Four of these are geared, two Verbitsky Reductor models and two Hummer engined models. The fifth will be a straight drive conventional model which I do not anticipate using in the Champs. All models are equipped with Verbitsky triple dihedral, 2.65 m wings and usual tailplanes. This is the same equipment I have been using for three years now with some success. The reason there has not been any progress with the airframes is that I do not believe there is anything better at the moment, with the possible exception of the Fuzeyev folder concept.

I have therefore spent my time on the geared engines, mainly in the area of propeller development but also in fuel systems and start up techniques. After much work on producing different moulds and propellers of various blade shape, diameter and pitch I believe I have a propeller that works as I would want it to. There is no "wall" to get through and continuous acceleration in the climb. A vibration problem, particularly with the Hummer engines, has been partially solved by soft mounting the props using polyurethane inserts in the hubs. I now have four competitive geared models that climb consistently fast and high. Although this increase in performance is beneficial there is a trade off and that is the continuous problem of propeller miss-fold. There is still a 50/50 chance of the propeller folding over the top of the engine which has a detrimental effect on the glide. The Americans have tried removing the brake to encourage the correct fold. This in turn has necessitated a reduction in engine run and in my experience has produced many folds on the wing which is equally undesirable.

I feel the ability to stop the propeller in the best position on each flight is the most important development need for the geared engine. If anyone has ideas about how this might be achieved I would be interested to hear from them.

My flying preparation prior to the Champs will be to participate in the forthcoming Team Trials and two World Cup events in Sweden and Denmark. I think we have a strong team that can do well given the breaks. (Sorry, perhaps that's the wrong word.) I wish them all the very best of luck and success, and from a personal view I hope I can go one better than last year.

Stafford Screen will be taking essentially the same models that went to California in 2001 (again see FFN, October 2001) plus one new one – No 48 – which is, as Stafford puts it 'nothing revolutionary'. Like John Cuthbert, he has been having both vibration problems, and prop fold position problems with his Hummer motor. Though the vibration seems to have been solved in the last few weeks, the prop fold remains a concern since it can have a noticeably detrimental effect on the glide.

From F1A team member **John Carter**:

I will have three new models with me, all purchased via Makarov – two of them are the long ones and one is a smaller one. All of them have clockwork timers. My decision to buy models was made mainly because I have a high level of business commitments and the time available to keep the fleet up to date and fully competitive is at a premium. I was also influenced by the massive leap that John Cuthbert made after investing in Verbitski's models. I think this is the way I can give it my best shot. I will have also three of my own models with me.

I prefer clockwork systems simply because I am used to them. To date I have flown two of the purchased models and find them to be very, very good, easy to fly and very predictable both on the line and in the air. After making the team I decided the best practice was to fly in as many competitions as possible, so I'm gaining experience with the fleet all the time.

From **Martin Gregorie**:

I'll be taking four models in total. Three are variations on my Delta-G design series and the fourth is an M&K short electronic bunter that I collected at the MaxMen. It has proved quite easy to fly now I've learnt how to use the MTK timer. My own design models are all zoom launched, have carbon wings and tails and all use Koster electronic timers. One is the DG-8 variant I used to win the last trials. Although it still has its original Hatschek hook installed, it is not being left that way since a hook upgrade requires an entire new fuselage. The other pair are the DG-9 variant, which has a new carbon shell front end that has been designed to accommodate M&K hooks, which are installed in these models. One was entirely new. It was built in time for last year's Pusztu Cup and is fitted with a Duniev hook. The other is my original carbon wing model, DG44c, upgraded with a DG-9 fuselage and carbon tailplane and fitted with an M&K hook.

I was intending to build a fifth model but this is now looking unlikely. This was to have been the DG10, which is a DG9 stretched to 2150mm span. As the DG44c upgrade has left me with a spare fuselage, I'm considering making DG10 wings and tail and temporarily installing them on the old fuselage.

Embarrassingly, we've failed to contact **Tony Ball** so we can't offer any information. Emails to Phil kept bouncing back and a dozen or more phone calls failed to get a single reply. And Yes, I did check the number. If there's anything we need to know, Tony, please get in touch!
MCW

NEWS FROM BMFA FF TECH COMMITTEE

1. Summer Mini 13th July-POSTPONED

Although North Luffenham had been booked for this event, it was subsequently established that this coincided with the main annual hang glider event. Consequently, the Summer Mini has been postponed pending an alternative date and venue being confirmed. One possibility being considered is 10th August at Barkston, but this is only a slim hope at the time of writing.

2. FFTC Meetings.

The FFTC hold a regular series of meetings throughout the year. For information, the next meetings and main topics under consideration are:-

5th July (consideration of response to rules change proposals/2004 calendar).

13th September (finalisation of rule changes).

Delta-G Mk 9 ribs: B8405b

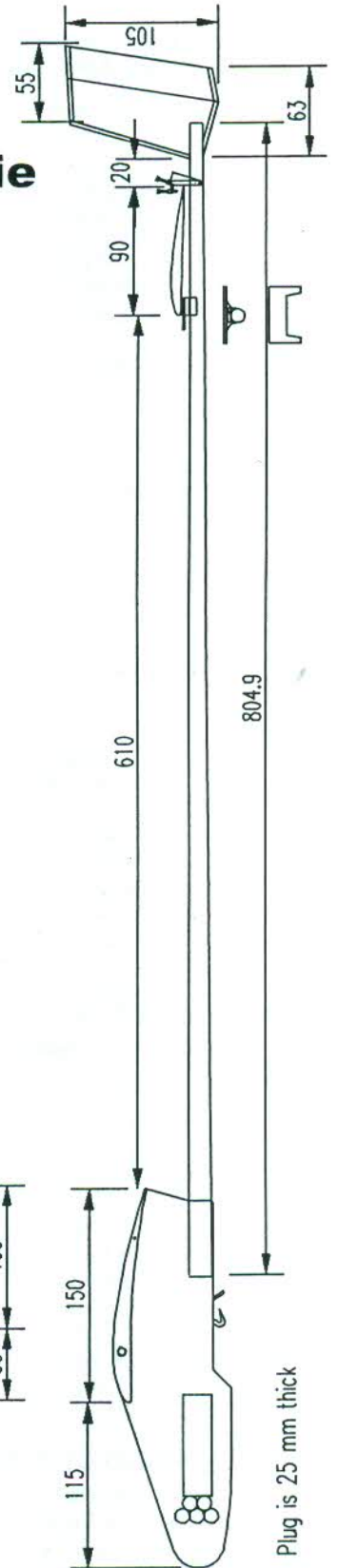
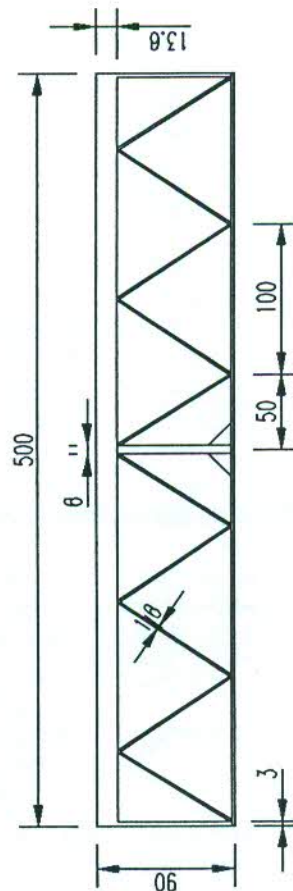
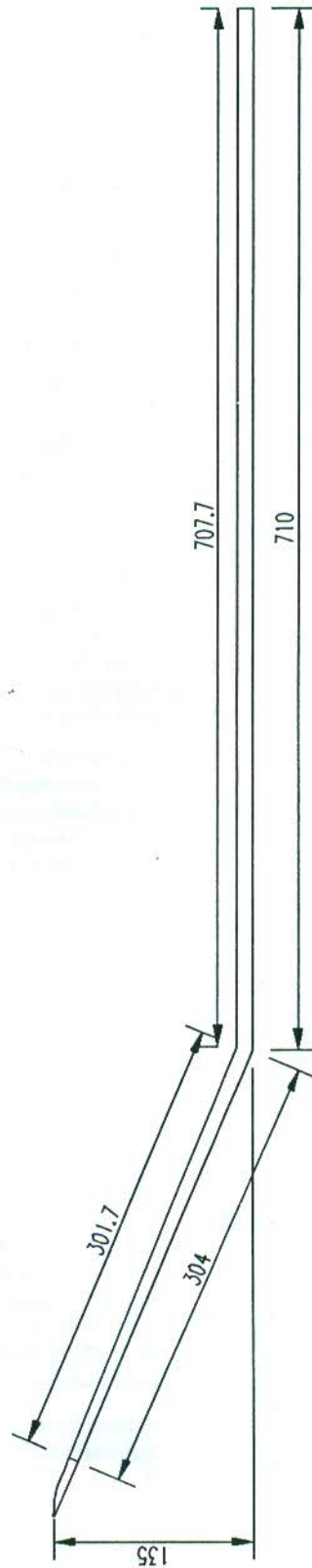
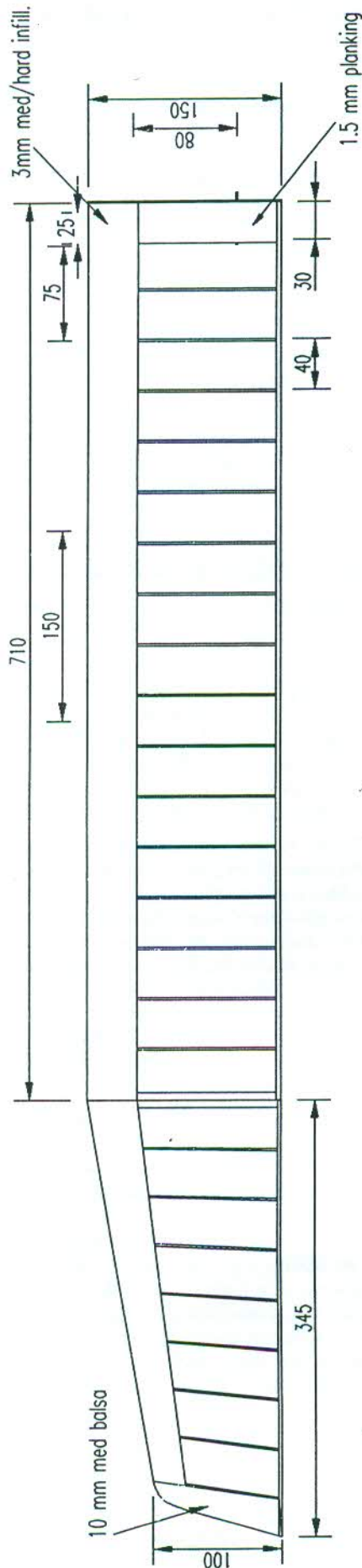
D-box is 2 x 80 gsm carbon cloth + 1 x 125 gsm unidirectional carbon
Spars 1mm carbon with sock,
Joiner 5.8 mm M&K



Tail rib: Woebbeking

D-box is 1 x 80 GSM carbon cloth
Spar: 0.35mm precured carbon top + bottom,
web is 1.0mm med balsa with 1 x 80 gsm carbon cloth
on the rear.

Delta-G Mk 9 F1A by Martin Gregorie



Pod is 4 x 200 gsm carbon. Estimate 0.5 sq.m of cloth.

PUSZTA CUP, KUNSZENTMIKLÓS, HUNGARY, MAY 30-JUNE 1

F1A 100 flew 35 full scores

1	O Stoev	RUS	1260	+60e	+300	+370
2	V Stamov	UKR	1260	+60e	+300	+309
3	S Jakutis	LTU	1260	+60e	+300	+290
4	G Aringer	AUT	1260	+60e	+300	+261
5	M Gruneis	AUT	1260	+60e	+300	+252
6	A van Eldik	NED	1260	+60e	+288	
7	G Brinks	NED	1260	+60e	+272	
8	I Bezak	SVK	1260	+60e	+268	
9	M Notaros	HUN	1260	+60e	+259	
10	L Meszaros	HUN	1260	+60e	+258	
11	L Kery	HUN	1260	+60e	+256	
12	F Aberlenc	FRA	1260	+60e	+255	
13	M Gobbo	ITA	1260	+60e	+246	
14	J Voros	HUN	1260	+60e	+238	
14	O Grigals (J)	LAT	1260	+60e	+238	
16	A Notaros	HUN	1260	+60e	+229	
17	Y Artemenko	UKR	1260	+60e	+223	
18	R Ceresnik	SVK	1260	+60e	+220	

F1A-Junior 13 flew

1	O Grigals	LAT	1260	+60e	+238
2	J Letko	SVK	1260	+60e	+197
3	J Samak	SVK	1260	+60e	+164
4	B Mihaly	HUN	1260	+60e	+148
5	M Molnar	HUN	1260	+60e	+120

F1B 44 flew

1	A Zastavenko	UKR	1260	+120e	+366
2	R Mackus	LTU	1260	+120e	+344
3	Y Waltonen	FIN	1260	+120e	+329
4	O Kulakovsky	UKR	1260	+120e	+302
5	P Magdolen	SVK	1260	+120e	+274
6	S Tedeschi	FRA	1260	+120e	+258
7	I Zilberg	GER	1260	+17e	
8	L Gircys (J)	LTU	1254		
9	I Kolic	YUG	1253		
10	V Vivchar	UKR	1250		
11	P Monninghoff	GER	1236		
12	S Stefanchuck	UKR	1235		
13	K Salzer	AUT	1228		
14	H Helmbrecht	GER	1224		
15	D Piber	AUT	1220		
16	K Leissner	GER	1202		
17	E Gorban (J)	UKR	1198		
18	I Vivchar	UKR	1189		

F1C 16 flew

1	A Babenko	UKR	1260	+120e	+420
2	F Gradi	ITA	1260	+120e	+380
3	S Seydel	GER	1260	+120e	+332
4	G Zsengeller	HUN	1260	+120e	+255
5	C Gretter	GER	1238		
6	A Roux	FRA	1223		

BRAND CUP, Prilep, Macedonia, June 14-15

F1A 12 flew

1	Z Nikolovski	MKD	1260
2	G Josifovski	MKD	1170
3	M Bordjoski	YUG	1080
4	R Blagojevic	YUG	894
5	G Cejkov	MKD	776

F1A-Junior 3 flew

1	H Rzanikoski	MKD	685
2	S Velkoski	MKD	524

F1B 6 flew

1	I Kolic	YUG	900	+120
2	R Blagojevic	YUG	900	+52
3	N Mitreski	MKD	381	

F1C 0 flew

MEMORIAL D J ZIGIC, ARADAC- ZRENJANIN, YUGOSLAVIA, JUNE 21

F1A 22 flew

1	I Treger	SVK	1260	+264
2	I Bezak	SVK	1260	+179
3	S Vujkov	YUG	1260	+116
4	P Nosko	SVK	1260	+86
5	D Terlep	SLO	1255	
6	R Blagojevic	YUG	1215	
7	Z Zivkovic	YUG	1156	
8	Z Narancic	YUG	1025	
9	M Valastiak	SVK	1012	
10	Z Baki (J)	HUN	997	
11	M Tica	YUG	900	

F1A-Junior 1 flew

1	Z Baki (J)	HUN	997
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F1B 5 flew

1	D Zulic	SLO	1211	+94
2	I Kolic	YUG	1211	
3	B Bijelic	YUG	1147	

F1C 0 flew

OXFORD GALA, PORT MEADOW, JUNE 7-8

Report by Dave Hipperson

A contest of great character and run by one! Every year the Oxford Gala under the fine directorship of Andy Crisp draws them back - even those that had bad luck, in fact, particularly them. The spot-on programme and picturesque, if sometimes awkward, field helps but above all this quintessentially English event is, of course, run right in the centre - the centre of England that is - and can draw upon competitors domiciled in both the south and west, as well as London and Birmingham.

The Saturday evening warm up is a full blown contest now and CDH in particular was well supported. The air was much more benign than usual but it still tried to rain just before the close to maintain tradition. The firm if warm breeze that ventilated the day had died away dramatically by the 7pm start and flights were easily accommodated in the field and few were upset by turbulence. The CDH flyoff managed to coincide with a rogue patch of poor air and all the flight were disappointing but decisive. In HLG Mark Benns and Mike Page using different approaches were impressive. Their enthusiasm for the event was clear when it was revealed that they were driving back to Peterborough that night to return the following day to win again!

Sunday was more windy but blowing along the length from the South which necessitated a long walk out with models and back up gear to the control point. Like the night before, the max was set on the conservative side but appreciating the Oxford effect - the windier it gets the worse the models fly - it proved perfect. For most, as it grew windier the chances of out flying the field actually diminished unless you were unlucky enough to contact strong lift and there was certainly some of that. Those that did best were mostly they who managed to miss it and stay on the field.

Around lunch time what looked to be a comfortable if breezy summer's day turned nasty when a rain squall moved through, deluged for twenty minutes and pulled the wind around ninety degrees to the west catching many wind breaks and brollies out of position. When it had cleared the wind stayed strong westerly and those needing to fly immediately had to walk a long way across the field. Trouble was this was now Oxford's most turbulent direction and as a consequence scores fell apart.

So extreme was the change that the control tent had to be moved lock stock and barrel - something no one could remember ever happening before. It was completed efficiently and without interruption of the schedule - some events were being flown in rounds. However once re-located the rounds were lifted and contestants were allowed to make their last two flights whenever they liked. Still plenty of time but most opted to get on with it in case conditions worsened. No more rain but the turbulence was horrendous. Some models were forced down in less than 60 seconds props still turning. It had become a bit of a lottery particularly in CDH. Mini Vintage models mostly had the benefit of a longer more powerful climb and many got through the rough. JOD was noticeable in having huge lift for a couple of his last flights and therefore not back in time for the flyoff and Strachan similar although, to make up for the loss at Woodbury, this time he retrieved successfully from the other side of the river, rail and canal hazard, many others did not!

The finish in CDH was tight and not decided until the final flight. There were some murmurs about the finish being delayed a minute or two to allow a contestant to make their last flight. A flight which, had it been a max would have put them second, but in fact it didn't get away,. The coincidence that the bell, when it sounded, was *exactly* as said model was launched lead credibility to the argument that there was indeed an extension. The person in question would never have wanted such favouritism and it was a dangerous road down which to travel and could have led to a protest had it turned out differently.

Flyoff were only needed in Mini Vintage apart from Ian Davitt's tie break of 3rd place in CDH against Challis who had left to search for errant models. Grey's wining full score in E/P30 included a couple of shaky ones due to the turbulence but faired better than Briggingshaw who had one flight wiped out early. Despite this Rod was looking fighting fit after his great success at the Nats and even more on the operating table a day later disposing of unwanted gall stones.

The drift had moderated a bit by the start signal and Strachan was quick to launch and had the best climb - a rattling vertical spiral from his Sram which even sounded like the skyrocket it emulated. It was miles up in lift when Gerry Ferer flew to join it. Spencer Willis's later release flew well but never got help. Doubtless Strachan flew longest but the model was impossible to see much after 5 minutes. Ferer's on the other hand, slightly larger and darker, was clear and despite descending eventually, was in sight longer. Gerry's good fortune continued into the retrieval process. Estimates had been that the model would be just over the main arterial A40 some couple of miles down wind. Those estimates were partially correct. Partially because the model managed to get over just one carriageway and land on the central reservation! Safe and sound and unseen by the public until the owner tracked it down. It is still unclear whether he simply drove past slowed down and scooped it up or parked off and walked for it.

Saturday evening, 7pm to 9pm

CdH 16 flew			A1 Glider		
1	R Vaughn	4.30+2.06	1	J Flynn	1.00
2	T Challis	+1.59			
2	P Owens	+1.59			
4	D Hipperson	+1.52			
5	E Flynn	+0.02			
6	S Darmon	4.30			
HL/Catapult Glider 8 flew, 5x1 min max					
1	M Bennis	4.30		Cat	
2	M Page	3.48		Hand	
3	A Crisp	2.40		Hand	
4	D Brawn	2.35			
5	K Tatlow	1.59			
6	S Willis	1.55			

Sunday CDH, A1, E&30 1.30 x 5 flights. Vint Glider, Nostalgia Glider, vintage Rubber, tailless 1.30x3 flights, HLG 1.00 x 10 flts

A1 Glider 9 flew			CdH 27 flew		
1	J Carter	7.18	1	D Hipperson	7.14
2	J Oulds	7.02	2	D Greaves	7.06
3	J Cooper	6.55	3	I Davitt	6.58+1.10
4	P Tribe	6.40	4	T Challis	6.58
5	B Lavis	6.10	5	M Chilton	6.45
6	R Heap	4.53	6	R Vaughn	6.36
E30/P30 9 flew			Nostalgia Glider		
1	T Grey	7.30	1	P Seeley	4.26
2	R Briggingshaw	6.07	2	P Michel	3.31
3	T Dilks	6.06	3	S Darmon	2.26
4	T King	6.00	4	R Kenward	1.52
5	A Longhurst	4.14			
6	J O'Donnell	3.27			
Vintage Glider			Mini Vintage Rubber 17 flew		
1	C Strachan	4.14	1	G Ferer	4.30+5.18
2	R Woodruffe	3.24	2	C Strachan	+5.05
3	D Beales	2.28	3	S Willis	+2.36
4	P Seeley	0.40	4	A Longhurst	4.30
			4	P Michel	4.30
			4	J O'Donnell	4.30
Tailless			HLG 11 flew		
1	S Willis	1.32	1	M Page	6.31
2	J White	1.30	2	M Bennis	6.03
			3	J Oulds	5.54
			4	M Chapman	5.32
			5	M Hadland	5.07
			6	S Dixon	4.30

BMFA 4TH AREA CENTRALISED, June 15

Open Power/SLOP (Team event) Plugge 48 flew

1	D Hipperson	C/M	7.30+6.29
2	N Allen	East Grinstead	7.30+6.28
3	A Cordes	Timperley	7.30+5.42
4	T Payne	Biggles	7.30+5.37
5	S Screen	Birmingham 'A'	7.30+5.12
6	P Ball	Grantham	7.30+4.36
7	S Barnes	Morley 'A'	7.30+3.29
8	T Hargreaves	Morley 'B'	7.30+3.27
9	D Clarkson	Timperley	7.30+3.11
10=	J Billam	Grantham	7.30+3.05
10=	M Sibson	Grantham	7.30+3.05
12	T Rushby	Cleemac	7.30+3.00
13	S Fielding	Morley 'B'	7.30+2.54
14	G Shacklock	Timperley	7.30+2.53
15	C Foster	Morley 'C'	7.30+1.50
16	F Rushby	Cleemac	7.30+1.43
17	S Dixon	Birmingham 'B'	7.30+1.28
18=	D Limbert	Morley 'A'	7.30
18=	M Parker	Crookham 'B'	7.30
18=	R King	Morley 'B'	7.30
21	C Chapman	Bristol & West 'A'	7.20
22=	G Cornell	Birmingham 'B'	7.16
22=	K Taylor	East Grinstead	7.16

Team Power Keil Trophy		
1	Timperley	22.30
2	Grantham	22.30
3	Morley 'B'	22.30
		+11.46
		+10.46
		+06.21

F1H Plugge 44 flew

1	B Lavis	Biggles	10.00+5.51
2	S Philpott	Birmingham	10.00+5.50
3	J Carter	Falcons	10.00+1.54
4	T Knight	Crawley	10.00+1.25
5	R Sparrow	Timperley	10.00+0.33
6	J Cooper	Biggles	10.00
7	R Heap	Biggles	9.50
8	J Howick	Vikings	9.46
9	G Hart	Vikings	9.30
10	M Dilly	Croydon	9.16
11	J Godden	Morley	9.02
12	J Pennington	Bristol & West	8.54
13	C Hickmott	Morley	8.47
14	G Peck	Cleemac	8.40
15	B Nicholson	NWFFG	8.25
16	I Davitt	Morley	8.18
17	D Cox	Crookham	8.03
18	D A Bird	Maidstone	7.57
19	P Cameron	Crawley	7.43
20	K Taylor	East Grinstead	7.37

F1B Gutteridge Trophy 24 flew

1	R Peers	Falcons	12.30+6.51
2	M Woodhouse	Vikings	12.30+4.47
3	P King	Croydon	12.30+3.29
4	B Halford	Vikings	12.30+2.27
5	B Aslett	Bristol & West	12.30+2.23
6	B Spooner	Grantham	12.30
7	R Pollard	Tynemouth	12.25
8	M Evatt	Biggles	12.12
9	D Greaves	Bristol & West	12.10
10	B G Martin	Tynemouth	11.57
11	J Flynn	NWFFG	11.46
12	M Chilton	C.S.A	11.43

EOP 5 flew

1	D Davitt	Morley	7.30+4.45
2	T Grey	C/M	7.30+3.10
3	A Bogg	CVA	7.30

CO2 4 flew

1	I Davitt	Morley	10.00+6.52
2	J O'Donnell	Timperley	10.00+5.33

BMFA FIRST F1A/B/C TEAM SELECTION FOR 2004 , SALISBURY PLAIN, JUNE 20-21

Report by Peter Tribe.

The second of three Team Selection Events for F1A/B/C were held on Salisbury Plain on 21/22nd June. The weather forecast for the weekend was substantially correct; warm and sunny on Saturday with a strong breeze, and a bit overcast on Sunday with a strong early wind dying to almost calm for the first round, and then increasing throughout the day. On both days, models were going a long way, which gave most flyers all the exercise that they needed.

John Cooper was CD, and managed the event very well despite the difficulties that can often be experienced at this venue. He introduced a four minute max in the F1A 4th round on Saturday evening which ensured that there would be no fly-off in that class.

In F1B, Russell Peers was the only flyer to max out, and in F1C, Stafford Screen and John Cuthbert agreed to share the top spot rather than go for an extended fly-off.

F1A 20 flew

1	M Fantham	1298	50	64
2	A Ball	1296	40	70
3	C Edge	1248	30	47.5
4	D Bartle	1172	25	65
5	P Chamberlain	1159	20	36
6	A Jack	1151	19	32
7=	M Cuthbert (J)	1125	17.5	23.5
7	J Carter	1125	17.5	36.5
9	M Cook	1099	16	25
10	P Tribe	1026	15	32.5
11	P Williams	999	14	34
12	D Oldfield	988	13	13
13	M Gregorie	959	12	12
14	W Colledge	959	11	23
15	J Williams	944	10	35
16	R Jack (J)	900	9	20
17	M Dilly	892	8	58
18	M Riggs	272	7	7
19	S Darmon	151	6	21
20	B Taylor(J)	136	5	10

F1B 17 flew

1	R Peers	1260	50	70
2	M Woolner	1254	40	80
3	B Martin	1236	30	47
4	D Greaves	1232	25	44
5	M Evatt	1219	20	35
6	M Woodhouse	1186	19	19
7	B Aslett	1166	18	18
8	J Flynn	1144	17	17
9	K Chamberlain	1102	16	66
10	D Billam (J)	1096	15	29
11	T Grey	1060	14	44
12	P Martin	977	13	38

F1C 7 flew

1=	S Screen	1260	45	65
1=	J Cuthbert	1260	45	85
3	P Ball	1148	30	55
4	P Harris	1070	25	44
5	R Baggott	831	20	20
6	P Chapman	652	19	36

FFn summary of top places in team selection:

F1B			F1A		
1	M Woolner	80	1	A Ball	70
2	R Peers	70	2	D Bartle	65
3	K Chamberlain	66	3	M Fantham	64
4	B Martin	47	4	M Dilly	58
5	D Greaves	44	5	C Edge	47.5
6	T Grey	44	6	J Carter	36.5
7	P Martin	38	7	P Chamberlain	36
8	M Evatt	35	8	J Williams	35
F1C			9	P Williams	34
1	J Cuthbert	85	10	P Tribe	32.5
2	S Screen	65			
3	P Ball	55			
4	P Harris	44			
5	R Baggott	20			
6	P Chapman	36			

BMFA F1E

May 11 8 flew

1	S Philpott	400
2	R Hart	353
3	R Sutton	328
4	P Dolby	299

June 29 Sheffield Magnet Trophy 5 flew

1	S Philpott	476%
2	J Pope	422%
3	B Horsley	387%

BOURNEMOUTH MAS CLUB CLASSIC RUBBER DURATION MODELS

The title CLUB CLASSIC defines a class of competition rubber driven model aircraft adopted by the Bournemouth MAS. It represents a grouping of models smaller than the Wakefield type, originating world wide, designed and flown in the classic era defined broadly from 1951 to 1960 inclusive. This type of model is identified as having an historical significance for several reasons:

The majority of active model flyers interested in rubber model types today, began their competitive model flying lives within this classic period. It is believed that this new classification of the Club Classic Rubber type will have a strong appeal to them at this time. This type of model was frequently used in inter-club and Area organised events of the period.

For the 1954 season the Wakefield rules changed putting a weight restriction upon the permitted rubber (80 grams). This made the Wakefield no longer competitive in open rubber events that the type had dominated. This gave rise to the serious development of open rubber models towards the standards known today. The starting point was the so-called lightweight models of the vintage era, itself an established competition class today. Thus in the ten year classic period there emerged a breed of modest sized models combining the styles and experience of both the former unrestricted Wakefields and the lightweight models.

A similar pattern has caught hold in respect of glider flying. The A2 specification was adopted for international events from 1951 and the group of modellers referred to above have warmly welcomed the introduction of a classic glider specification, with Club Classic Rubber being a parallel event.

As a definition of the classic era for these models, it has been taken that the original model was first flown in the January 1951-December 1960 inclusive period. This will include model designs published as dimensioned sketches, full plans and manufactured kits, all produced and flown competitively for the first time in the defined period. References to magazines, dated from February 1951 to and including January 1961, are accepted within this definition.

A search of the literature has revealed more than thirty eligible designs and these have been collated into an approved list of models by the Bournemouth MAS. These models range up to 200 sq. in. flat wing area. There is no lower limit on size.

EVENTS: The Bournemouth MAS is pleased to adopt this competition class for inclusion at its Rally. This is normally held annually at Middle Wallop aerodrome in Wiltshire, England. This has already been held in 2003, however it is hoped to initiate the competition at another date to be announced, in the latter part of the year. *This note is intended to give potential entrants time to prepare.*

The approved list is not exclusive, and information about other models conforming to the specification would be welcomed.

Contact: Martyn Pressnell Martyn.Pressnell@btinternet.com
or Roy Tiller (Secretary) roy@41delisle.fsnet.co.uk tel:
01202 511309

Approved List Of Club Classic Rubber Models

Model name	Designer	Country	Date/source
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Frank Zaic Yearbooks

1951 Unlimited	S Savage	USA	51/52
Stick	A Hofmeister	USA	51/52
Lil Gup	Bill Kracek	USA	51/52
Cesar II	J Petersen	Denmark	51/52
Rubber PAA	Dick Sladek	USA	55/56
Winding Boy 2	U A Wannop	Scotland	55/56
Light Weight O/R	N G Marcus	UK	57/58

Aeromodeller Annuals

Duration	Moscow Inst.	Russia	51
Thermal Bug	Lewis B	UK	52
Komar	Krejcir O	Czecko.	58
Negative Thrust	Gallman R	USA	60

Aeromodeller Magazines

Trump Card	Draper F G	UK	5106
Flip Flop	Warring R	UK	5202
Yardstick	Faulkner B	UK	5310
Upstart	Woolls G	UK	5408
Bim B	Coles R J	UK	5502
Arrowhead Tailless	Woolls G	UK	5505
Urchin	Black E	UK	6002

Model Aircraft Magazines

Gee Bee	Yeabsley R	UK	5104/07
Brigand	Rutter K F P	UK	5301
Eustace	Vicary P M	UK	5303
5 Min Light Weight	Holt J R	UK	5308
Jerry	Dubery V	UK	5312
Thermaleer	Faulkner B T	UK	5409
Schooler	Thorogood R	UK	5901
Late Night Final	Faulkner B T	UK	5903
Cloudpin	Morris C A	UK	5910
Last Resort	Baguley J	UK	6005

Tailless and Floatplane models

Lil Auk (Floats)	Trinder J G	UK	AM 5801
1951 Tailless	G Woolls	UK	F Zaic 51/52
Arrowhead Tailless	G Woolls	UK	F Zaic 53

Additional approved model

1956 O/R	F H Boxall	UK	MSP Plans
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HIGH STREET VACUUM BAGGING

From Martin Dilly:

The Argos chain currently has in its catalogue an item called 'Pair of Vacu Bags'. These are heavy guage clear polythene bags with a double zip-lock to close the open end, and a one-way port in one side, to which the nozzle of a vacuum cleaner is applied to extract the air. The aim is to compress blankets for storage and the one I tried certainly compacted six blankets down to a very small wadge; there was no apparent leakage after three days. The size is 74cm x 110cm and the price per pair is £11.99. Could be worth a try for D-boxes and whatnot, and you can always use the other one for, say, storing blankets or duvets.

IK: Similar bags are also available from Lakeland, in two different sizes: a bag 58x84cm cost £6.25 each and a bag 91x122cm costs £10.25. We have kept blankets sealed and compressed in these for several months now, but haven't tried any more novel use. There are about 20 Lakeland shops around the UK or order from www.lakelandlimited.com, with £2.95 charged for delivery.

CARGOLIFTER INDOOR, BRAND June 28-29

Report by Gerhard Woebeking

After finishing his 3 flights on Saturday Aurel Popa flew 41:41 as a World Record, but Marian Krause made (with one watch) 42:10 min and while we were discussing his time his model came to land! He refused to get a reflight. His Russian watch which had been used was about 10 seconds per hour slow as well. He flew a wing with parabolic dihedral and visited Max Hacklinger before he built it. Hacklinger - using his old formulas - guessed a possible time of 41:47. To be better than 8th a pilot had to beat the valid World Record of Peter Kuttler of 35:32 nearly twice.

F1D 20 flew

1	A Popa	ROM	41:23	41:13	82:36
2	M Krause	GER	42:10	39:21	81:31
3	L Schramm	GER	40:29	40:25	80:54
4	P Kuttler	GER	39:59	39:57	79:56
5	Z Sukosd	HUN	37:27	35:46	73:13
6	R Lotz	GER	37:01	35:44	72:45
7	D Siebenmann	SUI	36:30	35:45	72:15
8	I Botos	HUN	35:03	33:23	68:26
9	W Nimptsch	GER	34:37	33:26	68:03
10	K Schönfelder	GER	33:16	33:12	66:28

F1L 3 flew

1	K Kaplanova (J)	CZE	20:32	19:45	40:17
2	M Kaplan Jun.	CZE	20:57	18:57	39:54

Mini-stick 2 flew

1	G Kaplanova (J)	CZE	10:17	10:12	20:29
2	B Wächter	GER	08:25	07:56	16:21

No Cal 2 flew best 1 of 5 flights

1	P Lotz (J)	GER	05:31
2	L Barr	GBR	05:28

BMFA INDOOR NATIONALS

Held at the Millenium Dome, July 1-3.

Following a breakthrough contact established by Mark Benns with English Partnerships, Mark and Laurie Barr persuaded the current guardians of the site to allow model flying. After a demonstration and test event, the Nationals were held in this incredible site for indoor flying. The midweek dates avoided a charge for site security, which would have been a steep cost if the event had been over a weekend. It is hoped that the dome can be used again later in the year and into next year, until the developers move in.

Flying on the first two days had good conditions and plentiful action. The third day, when I visited, had poorer flying weather and fewer competitors.

The following provisional results are for the events on the first two days. HLG and Catapult Glider and third day classes (F1D and LRS) will follow later. IWK

July 1

Pennyplane 9 flew

1	J Tipper	14.30	13.56	28.26
2	T Chambers	14.44	13.36	28.20
3	L Barr	14.11	13.06	27.07
4	R Wilson	12.44	13.23	26.07

No Cal 3 flew

1	C King	3.43	3.30	7.13
2	L Barr	3.24	3.46	7.10

July 2

F1M 8 flew

1	L Barr	18.22	17.20	35.42
2	D Billam (J)	15.45	16.58	32.23
3	J Billam	15.02	16.30	31.32
4	G Kent	15.01	14.33	29.34

EZB/F1L 24 flew

1	L Barr	24.11	23.59	48.10
2	J Tipper	23.33	22.42	46.15
3	R Bailey	22.24	23.38	46.02
4	R Wilson	22.10	19.34	41.44
5	J Billam	20.38	19.37	40.15
6	D Greaves	19.04	19.52	38.56
7	D Billam (J)	17.31	18.53	36.24

INDOOR RECORD

FAI has received the following record claim:

Class F1N (Indoor HLG), record no. 118-d duration (ceiling over 30m), 1 min 23.1 sec by Jim Buxton (USA) at Johnson City, TN, USA on May 29. The record is provisional until ratified by the FAI. The previous record in this category was 1 min 13.9 sec by Len Surtees (AUS) on May 31 2000.

COUPE D'HIVER CHAMPIONSHIP 2003

Remaining events are:

BMFA Silent Mini Timperley Gala
BMFA Southern Gala Brumfly
Aeromodeller 80gmm Trophy.

		BMFA N.Gala	BMFA Easter	BMFA Nats	Oxford Rally	Best Five
1	D Hipperson	4	6		9	19.0
2	T J Grey	9	4	2		15.0
3	I M Davitt	3	3		4	10.0
4	D Davitt			9		9.0
5	F G Sharp	6	2			8.0
5	T Challis		1	4	3	8.0
7	R Sparrow			6		6.0
7	D Greaves				6	6.0
9	A D Ball			3		3.0
10	M Evatt	2				2.0
10	M Chilton				2	2.0
12	J O' Donnell	1				1.0
12	R Oldridge			1		1.0
12	R Vaughn				1	1.0

UK COMPETITION NEWS

MIDLAND AREA are flying the remaining BMFA Area Meetings at North Luffenham. They invite flyers to join them, the fee to fly is £5 to either compete or fun fly. (IK: this also applied to the June Area meeting, my apologies for not having included the announcement last month).

COUPE EUROPA 2003. Croydon & DMAC plan to run the 2003 Coupe Europa Coupe d'Hiver contest at Middle Wallop airfield, near Andover, in southern England on December 7th, 2003. However, we await confirmation of airfield availability. Keep an eye on the model press for definite confirmation. This year FIG flyers will compete for the historic Aeromodeller Trophy and Vintage flyers for the AAA Cup. National teams will compete for the Flitehook Europa Trophy.

NOTICEBOARD

USED RUBBER. Klaus Salzer has been cleaning up his basement and found a lot of used rubber - no good for F1B flying, but certainly good enough for all those 10g classes for test flying and getting juniors interested! All in all there is about 20kg (!) Tan II 1/8" (some 1/16"), silicone lubricated. Klaus has nobody with that sort of interest in his area and so will give it away for the price of the postage. Contact Klaus at:

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