

Free Flight news



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DIARY

February 8 CANCELLED	Crookham Gala. See page 7.	March 20-21 Gjovik, Norway	Holiday on Ice. World Cup event F1A, F1B, F1C. Entry fee NOK 250. Contact: T Bortne, Jernbanev. 28,2840 Reinstoll, Norway, tel: +47 611 97463 or +47611 96 736, fax: +47 611 98351 or +47611 52606
February 9 Lost Hills, USA	F1E competition in Isaacson Winter Classic	March 27 Matfors, Sweden	Matfors VT International. World Cup event F1A, F1B, F1C. Entry fee SEK 250. Contact: M Holmbom, Osterlo 140, 860\3 Stode, Sweden, tel: +46 70 399 18 13, fax: +46 6021210.email: mikke@ebox.tninet.se
February 10 Tues	Chobham Tree Chop. See FFn 0309.	March 28 Area Venues	BMFA 2nd Area. O/G, F1B (Weston / Plugge), FIJ / BMFA 1/2A (Plugge) HLG, Catapult Glider
February 13-16 Lost Hills, California, USA	Maxmen International. World Cup event F1A, F1B, F1C. Maxmen Club. Contact: G Batiuk, 1759 Southwood Dr, San Luis Obispo, CA 93401 .USA+1 8055450700	April 4 TBC	BMFA Northern Gala. O/G (CMA), O/R (Caton), O/P (Hamley), SLOP, F1G, F1H, FIJ/BMFA 1/2A, Mini-vintage, C02, E30, HLG, Catapult Glider. Contact and CD: Denis Davitt, 0113 2675433
February 15 Sculthorpe	BMFA Winter Open. O/P (Frog Senior), O/R, O/G, SLOP, EOP, Vintage. Contact: Mike Woodhouse 01603 457754 CD Michael Marshall	April 10-11 TBC Salisbury Plain	BMF A Easter Meeting 10th O/R, O/G, O/P, Vint, HLG, C'pult and Club Champs. 11th F1G,FIH,FIJ/BMFA 1/2A SLOP, Mini Vintage. Contact: P Tribe 01225 862748
February 28 Viabon, France	Criterium Phillipe Lepage. World Cup event F1B. Paris Air Modele. Contact: P Templier, 3, rue des Brisaciers,77090 Collegien, France, tel: +33 160359358. E: pierre-olivier.templier@laposte.net. Web: http://www.paris-air-modele.com	April 10-11 Naranderra, NSW, Australia	Australian FF Champs. World Cup F1A, F1B, F1C. P Mitchell, PO Box 44, Terrigal NSW 2260,Aus, t:+61 2438 43217,fx: +61 2 436 78316, e: filnoels@bigpond.net.au
February 17 Tues	Chobham Tree Chop. See FFn 0309.	April 13-14 Naranderra, NSW, Australia	Southern Cross Cup. World Cup F1A,F1B, F1C. T Stowe, PO Box 138, Winmalee NSW 2777, Aus, t: +61 2475 41334, fax: +61247541334, stowes@ozemail.com.au
March 6 Pori, Finland	Bear Cup. World Cup event F1A, F1B, F1C. Entry fees: €25. Contact: Y Lindgren, Muonamiehensie 5,28610 Pori, Finland, tel: +358 50 336 159, fax: +358 2 63 24 988. mail: pipo.lindgren@dnainternet.net	April 19-21 Omarama, NZ	Kotuku Cup. World Cup F1A,B,C. R Wallace,t:+64 6878 4993,fx: +64 6 8784993
March 7 Crivelle, TO, Italy	5th Coppa Guibo FeaTrofeo AGO. F1K. Contact: S. Schirru, via C B di Cavour a.S, 10095 Grugliasco, Italy, tel: +39 011 780 1788, fax: +39 0119882067	April 22-25 Omarama, New Zealand	Omara Cup. World Cup F1A,B,C. C Murphy,t:+64 3374 3384, fx:+64 3374 3394
March 7 Area Venues	BMFA 1st Area. O/R(Gamage), F1C (Halfax/Plugge), F1H Mini-Vintage(Plugge)		
March 13 Leamington Spa	BMFA Conference on future of free flight. See page 6.		

FFN

Thank you to everyone for renewing your subscription to FFN for 2004. The NFFS 2003 Symposium Reports have not yet arrived, but I now have the news that they were mailed during November and so should arrive during January. Existing orders will be sent out as soon as the reports are available.

INDOOR RECORD BY BOB BAILEY

Bob has provided a few words on his new record for 35 cm indoor:

My design as published in Dec 2001 FFN has been upgraded with a larger tail to allow a more rearward CG and is equipped with a variable pitch prop for all sites other than the Cargolifter. Mid September gave good settled weather at the Millenium Dome with about 24C temperature.

Testing with a half motor gave a 19 mm flight to encourage an attempt at the current record of 36.30 set by John Tipper at the Cargolifter in Sept2002. The first attempt on 16th Sept failed due to being caught by turbulence so a further attempt was made on 17th in early afternoon when it was hoped conditions would be at their best.

The model was launched with a safe wind to about 2900 turns to ensure a flight without excessive risk and promptly drifted in the opposite direction to that expected. A balloon steer after about 2 mm put the model in a safe place nearer the centre. Maximum height was comfortably short of the ceiling and the model landed at 36.50 with 280 turns left, just enough for a new record.

A further attempt later in the day with the motor shortened by about 1/2" and a harder wind to about 2900 turns failed when the motor stick collapsed 10 sec after launch. End of opportunities for 2003!

Work is in hand for next year -40 mm target.



BIGGLES LEAGUES

Final positions for 2003

Brian Lavis: The leagues came to an exciting conclusion (well I was excited) both being decided on the final competition. John Cooper retains the glider trophy & Pete Harris takes the power - doing it the hard way.

F1H

Events flown: Northern Gala, Easter, Oxford, Nationals, Summer, Southern Gala, Scots, Brumfly

		Total	Nor	Eas	Ox	Nats	Sum	Sou	Sco	Brum
1	J Cooper	31	0	6	4	9	6	6	0	0
2=	R Heap	29	0	0	1	6	4	9	0	9
2=	B Lavis	29	6	3	2	4	9	4	0	6
4	J Carter	15.5	0	0	9	0	1	3	1	1.5
5=	K Harrison	6	0	0	0	0	0	0	6	0
5=	J Howick	6	0	0	0	0	2	0	0	4
5=	J Oulds	6	0	0	6	0	0	0	0	0
8	P Tribe	5	0	2	3	0	0	0	0	0
9=	D Cox	4	0	4	0	0	0	0	0	0
9=	B Duncan	4'	0	0	0	0	0	0	4	0
9=	P Robinson	4	4	0	0	0	0	0	0	0
12=	G Gilkes	3	0	0	0	0	0	0	3	0
12=	BNicholson	3	0	0	0	3	0	0	0	0
12=	N Pany	3	0	0	0	0	0	0	0	3
12=	G Peck	3	0	0	0	0	3	0	0	0
16=	I Clark	2	0	0	0	2	0	0	0	0
16=	T Knight	2	0	0	0	0	0	2	0	0
16=	B Shanks	2	0	0	0	0	0	0	2	0
19	RSparrow	1.5	0	0	0	0	0	0	0	1.5
20=	T Page	1	0	0	0	0	0	1	0	0
20=	S Philpott	1	0	0	0	1	0	0	0	0

F1J

Events flown: Northern Gala, Easter, Nationals, Summer, Southern Gala, Scots, Brumfly

		Total	Nor	Eas	Nats	Sum	Sou	Sco	Brum
1	P Harris	26	9	0	4	9	4	0	0
2	J Bailey	22	0	6	0	4	6	0	6
3	P Watson	15	0	0	0	6	0	0	9
4	RBaggot	7.5	3	0	0	3	0	0	1.5
5	P Woodhouse	7.5	6	0	0	0	0	0	1.5
6=	A Brown	6	0	0	0	0	0	6	0
6=	A Jack	6	0	0	6	0	0	0	0
8=	A Hall	4	0	0	0	0	0	0	4
8=	C Hickmott	4	4	0	0	0	0	0	0
8=	T McLaughlin	4	0	0	0	0	0	4	0
11=	G Blair	3	0	0	0	0	0	3	0
11=	F Chilton	3	0	0	0	1	2	0	0
11=	C Foster	3	0	0	0	0	0	0	3
11=	E Hopgood	3	0	0	0	0	3	0	0
11=	F Rushby	3	0	0	3	0	0	0	0
16	S Barnes	2	2	0	0	0	0	0	0
17=	D Clarkson	1	1	0	0	0	0	0	0
17=	G Fuller	1	0	0	0	1	0	0	0
17=	S Screen	1	0	0	0	1	0	0	0

Biggles Leagues 2004

Competitions & scoring to stay the same as 2003: Northern, Easter, Nats, Oxford (FIH only), Summer & Southern. Plus, I assume, Scottish & Brumfly. It is a pity the last of these changed to 3 flights but will be retained.

CHURCH FENTON (JOHN GODDEN), DEC 21

Report by Dave Hipperson

Bearing in mind the weather forecast it was astonishing that so many turned up for this League season opener. The day before had been very wet in most parts of the north and during the night gale force westerly winds and icy cold driving rain lashed Church Fenton. By comparison therefore the morning was quite fine although very cold (4-6 C) and still sporting a very strong wind (20 - 25mph). On the plus side this had now veered to a very convenient direction just a little west of North so we had the full main runway down which to fly and no buildings to obstruct either air flow or landing models - just Paradise wood a mile or so away!

Flying was quick to start but we were all amazed how far the models were travelling. Gary Peck's first flight in glider for instance - the one that dropped him the few crucial seconds short of a full score - got down just behind the wood in less than two and a half minutes when most were hoping to get down in front! Could be this was responsible for a number stopping after one flight - Paradise wood being anything but as its name suggest.

Presumably to encourage entries the Popular High Performance combined event was reduced to two flights. The only trouble being that to do so invalidated it from any league ranking points as three flights are mandatory unless advertised as different in advance. We have still included the results here as flying apart from Peck's great effort in Glider was very good. Limbert got on with it quickly and was first to finish with two Slow Open Power maxes from his carbon boomed rough weather model - both spot on trim. Cohn Foster also flew early but his first Dixy flight found poor air and dropped a little.

As usual Hipperson on fuse DTs was making work for himself in Mainly Mini with his British Power T34 but at least his long flights were clearing the wood hazard comfortably. He looked to have cleaned up with two maxes when Foster entered. Although reluctant to start, a change of fuel soon had the Brit. Power model airborne and a couple of tidy flights, one of which was a max and forced Hipperson out to make sure with a third flight. Like the Slow Open models even these power jobs seemed to handle the wind very well.

CDs John Godden and Gordon Warburton presided over a convivial prizegiving /raffle with darkening clouds rolling in and threatening the forecast snow. Quite the coldest and windiest event for a few years but great to be back on Fenton again and well worth the trip for your reporter. However the importance of running events to the rules advertised - whatever you like to make them - cannot be over stressed. After all apart from invalidating parts of the contest for people that had attended more people may have come had they known that some classes were going to be flown to only two flights.

Popular High Performance 2:30 x2 flight

Combined Slow OpenNos. Power & Glider

1	D Limbert	5:00	Slow Open Power
2	G. Peck	4:55	Glider
3	C Foster	4:14	Nostalgia Power
4=	S Barnes	2:30	Slow Open Power
4=	I Wilkinson	2:30	Slow Open Power

Mainly Mini 1:45 x 3 flights

Combined Brit. Power, E30, Classic Glider, Mini Vint RIP

1	D Hipperson	5:15	British	Power
2	C Foster	3:54	British	Power
3	P Robinson	1:51	Classic	Glider
4	J Ellison	0:59		
5	P Lang	0:13		

Mini Experimental 1:45 x 3 flights

Combined CO2, CDH, AI

1	A Kelly	0:50
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CHURCH FENTON (DENNIS DAVITT), DEC 28

Open events all 3 flights to a 2.30 Max

Open Vintage 10 flew

1	S Fielding	7.23	Super Stuff
2	J Northrop	5.27	Senator
3	G Ferer	4.49	Korda
4	A Brown	4.22	Mallard
5	R Mosley	4.12	Archangel
6	C Foster	3.33	Hyperon

Comb Slow & Open Power Open Glider

1	P Ball	7.30	1	I Davitt	4.47
2	P Woodhouse	4.46	2	G Peck	4.10
3	D Limbert _	4.31	3	T Milner	4.08
4	S Barnes	3.09	4	P Robinson	2.33
5	B Scott	2.30	5	J Godden	2.06

All mini events 3 flights to 2.00 max

Combined E30IC02 Combined P30ICDH

1	J Milner	5.02	1	I Davitt	4.00
2	H Perkins	4.45	2	W Cox	3.55
3	A Dunstable	4.15	3	M Sanderson	3.04
4	I Handley	0.26	4	G Ferer	1.43

COUPE CHAMPIONSHIP

By Ian Davitt:

With the 'Aeromodeller Trophy' event void for Coupe Championship purposes due to the waiving of the BoM rule, the final results for 2003 can now be presented.

Congratulations to Dave Hipperson, who dominated the season with 3 wins, (including the low entry event at Easter), closely followed by Trevor Grey with two wins at the beginning and end of the season. The top three will receive trophies to keep in perpetuity in due course.

And so after 10 seasons, the Coupe Championship comes to an end. It's inception for the 1993 season was intended to not only stimulate interest in the CdH class, but also to try and give better identification of the best Coupe flier in that year.

Looking back over the years, it is possible to extrapolate this concept to the last decade, an idea I decided to do before realising what the outcome would be! The table provides the total scores of fliers over the period, with 72 individuals scoring points.

As a roll of honour over the period:

Highest winning score: 38 pts, Anthony Ball

Winners:

Anthony Ball - three times

Dennis Davitt, Dave Hipperson - twice each

John O'Donnell, Ted Challis, Ian Davitt —once each.

Did the process identify the best, the most successful, or the most active I'll leave you to dwell on that.

(Ed: our thanks to Ian for running the Coupe Championship for 11 years)

Coupe Championship 2003

CdH at Brumfly was flown to 3 flights only, and therefore not eligible.

		BMFA	BMFA	BMFA	Oxford	Timp	BMFA	BMFA	
		Northern	Easter	Nats	Rally	Gala	South	Autumn	
		Five							
		Gala				Gala	Mini		
1	D Hipperson	4	6		9	9	4	6	34
2	T J Grey	9	4	2		2		9	26
3	F G Sharp	6	2			6		4	18
4	T Challis		1	4	3		6		14
5	I M Davitt	3	3		4				10
6	D Davitt			9					9
6	G Mays						9		9
8	R Vaughn				1	4	2		7
8	D Greaves				6			1	7
10	R Sparrow			6					6
11	A Longhurst						3	2	5
12	A D Ball			3					3
12	D Thompson					3			3
12	P Woodhouse							3	3
15	M Evatt	2							2
15	M Chilton				2				2
15	D Oxborough					1	1		2
18	J O'Donnell	1							1
18	R Oldridge			1					1

Coupe Rankings 1993 -2003

		1993	1994	1995	1996	1997	1998	1999	2000	2002	2003	Total
1	D Davitt	31	8	3	3	23	27	24	12.5	28	9	196.5
2	I M Davitt	6	28	18	7	15.5	19.5	32	26	24.5	10	186.5
3	D Hipperson		9	13	29	28	9	10	7	9	34	148
4	J O'Donnell			20	28	15	31.5	26	5	20.5	1	147
5	A D Ball	7	36	38	14		0.5		7.5	30	3	136
6	T J Grey	19	6	8	13		4	6	2	1	26	85
7	G Shacklock	4	9	19	14	18	16			2		82
7	R Sparrow		8	2	3	22	21	4	4	12	6	82
7	F G Sharp	11					6	5	17	25	18	82
10	T Challis					1	3	22	28	9	14	77
11	G Ferer	18	15	4	9	6	6	6	9			73
12	M Chilton	13	17	3	1	9	11.5	9	1		2	66.5
13	G Stringer	16	9	6	1	1	11.5	9	6			59.5
14	J Barker	6		4	9	16	3		2.5	7		47.5
15	R Vaughn				3	6.5	1		16	13	7	46.5
16	S Willis	24	2		4		9	6				45
17	M S BuII			4	8	12	8.5	2		1		35.5
18	P Roughton		16	15	2							33
19	A Longhurst				4	1		3	6	9	5	28
20	M Marshall				7	14	1		3			25
21	P Owens	18		35	P Francis		8.5	47	A Meritte			5
22	W Beales	17		36	J Billam		8	50	P Gaunt			4
22	P King	17		37	R Chilton		7	50	MFryer			4
24	E Flynn	14		38	A Abell		6	50	C Strachan			4
25	D Gibbons	13		38	M Stagg		6	50	M Sanderson			4
25	J White	13		38	A Tennant		6	50	P McMahon			4
27	D Oxborough	11		38	B Horsley		6	50	C Chapman			4
27	D Greaves	11		38	G Bryant		6	56	N Rogerson			3
29	N Allen	10		38	Dupuis		6	56	TGray			3
29	J Bailey	10		38	I Dowsett		6	56	P Gibbons			3
31	R Wilkes	9		38	M Evatt		6	56	AMoorhouse			3
31	G Smith	9		38	P Woodhouse		6	56	J Godden			3
31	D Thompson	9		47	G Beal		5	56	D Billam			3
31	G Mays	9		47	J Baguley		5					

CORRESPONDENCE

Whither glider flying, or is it withering away, strangled by its own towline? By Andrew Crisp.

Internationally, the glider flying scene looks pretty healthy, both performance wise, and as regards to participating numbers, but on the domestic scene things look far less rosy. At a typical club rally the entries in, say, Coupe d'Hiver or Slow Power outnumber those in the gliding events by at least two to one.

Why should this be? After all, compared to other disciplines gliders require the simplest of support equipment — a towline, and a good pair of legs! Perhaps this IS the problem. We're all getting too old for such as athletic past-time. Lumbering down the runway on a bike after your rubber job — no problem. Racing around with a towline — too much like hard work!

The best modern gliders are now capable of a very high performance. A four minute "still air" time is a definite possibility. If the glider has a one ft/sec sinking speed, and there is no reason to doubt that a 2.4m span job with a thin, highly cambered wing section has, then a bunt launch, going to 1½ times line height will give 1.5* 164 = 246 seconds.

However, this sort of performance does not come easily (well it does if you subscribe to the idea of buying models!), and the constructional effort required to produce such a machine, both in the airframe and fitting up all the functions, seems equal to a Wake or FIC. I thought the appeal of glider was meant to be the simplicity.

There are really two distinct scenes to be considered. The Championship/major international type contest is usually held in relatively calm fine weather, as evidenced by the number that go to a 7 minute flyoff (or more), and on a large site without retrieval problems. Here, of course, and contest results show it, performance is paramount.

The British domestic scene is another matter. More often than not, contests are flown to 3 x 2 1/2 with an unlimited flyoff, if required. This is usually on a site surrounded by crops, woods, or buildings. In a flyoff, it does not really matter whether your glider does 2 or 4 minutes, if you put it in a big enough thermal, and it behaves itself, and you have imaginative timekeepers, you will win!

So maybe this obsession with the ultimate carbon bunter is a bit of overkill, and is putting people off who can't see the wood for the trees. Why not return to something simpler which is not such a big deal if it gets lost or broken? Good old tree wood glues back together easily.

The promise of fantastic performance given by the contemporary approach is rarely realised

in domestic competitions. I can remember an A/2 Trials, even before the advent of circle towing, where then were seven competitors with a full house of seven maxes after the first of two days. Could you imagine this today?

From Dismayed from Derby.

Dear Disgusted from Tunbridge Wells

I too was present when Hewitt and Ball presented their though provoking piece on Free Flight Discus Hand Launched Glider (DHLG) at the Forum and whilst I saw it was way forward for the aging population of HLG flyers you appear to have completely missed the point. All HLG flyers will tell you that a strong arm is a distinct advantage when flying HLG but they will also tell you the sudden shock loads imposed on the contestants arm can also cause long term damage to the elbow, shoulder and wrist. The action used to launch an HLG Discus fashion is on the other hand quiet gentle, all the loads are in tension and they build up quiet steadily and are therefore less stressful to the joints, I would have thought that a quick and nimble pair of feet could be just as important as a strong arm when using this technique. In RIC competition the advent of DHLG has levelled the playing field to the extent that the height differential gained by the strong and athletic flyers over the average flyer is much less than the differential with the conventional launch action. The fact that it is also much kinder on the body has resulted in many flyers who had previously retired through injury making a comeback and finding they were able to use the discus technique and also be successful. Mr Ball mentioned that he thought they only had one season to fly these models before the powers saw fit to ban them, your comments asking for an instant ban before the models have even made their competition debut confirm his fears were well founded. I remember Dick Fosbury winning the Olympics High Jump Gold with his now famous Fosbury Flop technique and also the outcry that followed yet it is now the accepted high jump action, who remembers the scissors or the straddle?.. Perhaps the DHLG technique will also breath some life into the HLG class because it will disappear before too long if it is limited to a conventional throwing action. I know its not cricket but it is a new untried technique, it may not yield any real advantage, on the other hand we may see an influx of RIC and dare I say Control Line contestants having a go and boosting entries so D from TW don't knock it till you have tried it you may even enjoy it.

Dismayed (at your attitude) from Derby

And on the same subject by Annoyed from Annersley:

Dear disgusted,

The box is large your arm is small
so stop picking on Hewitt and Ball
They try and try to make the sport
a fun day out for all bicep sorts

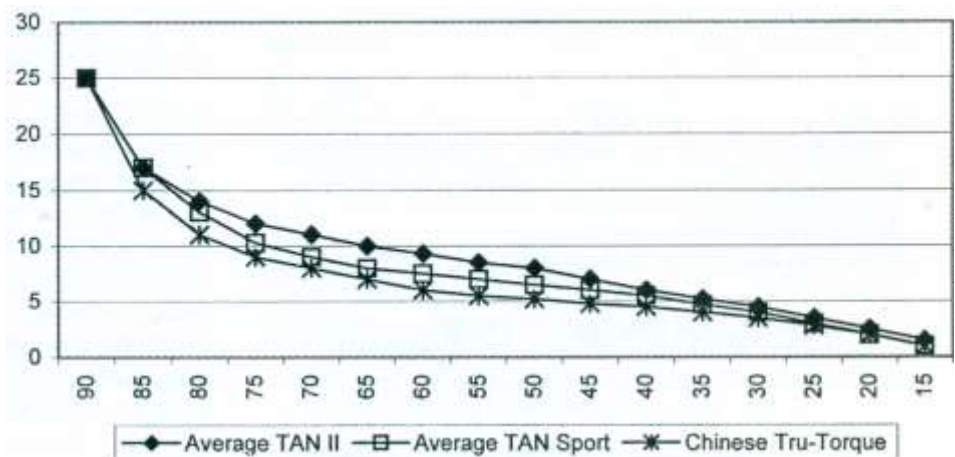
Bunging gliders is hard work
with aching arms and strained backs
so Hewitt and Ball spin round for all
that you can fly and sleep peacefully in your sacks

The sheep that gather around the F/F box
only enter when the shepherd picks a spot
so whilst the bleating fades and stops
the box is empty for the spinning tops

Those that moan at those that do
should think again and have a go
to make a sport that's fit for all
Here cheers for Hewitt and Ball!

RUBBER

From Andrew Longhurst: As shown in the graph, Tru Torque sample supplied by Laurie Barr is 10% down on average for Tan Sport/Super Sport and 20% down on average for Tan II



(25% down on the best TAN II).

NEWS FROM BMFA FF TECH COMMITTEE

1 Conference-The Future Health of UK Free Flight.

The Conference on the Future Health of UK Free Flight on the 13th March announced in the previous issue of FFN will be held at Manor Hall, Leamington Spa. The meeting will commence at 9.30am for 10.00am, and is expected to conclude at 5.15pm. All free flight enthusiasts are invited and we need a large attendance, full of ideas.

In order to finalise details with Manor Hall and to arrange catering for the free buffet lunch the FFTC do need to know the number of delegates who will be attending. A booking form is given at the bottom of this page, and your earliest response will be appreciated.

UK Free Flight has made a comeback in the last two years. After Foot and Mouth in 2001 lost us virtually a complete season, 2002 and 2003 have seen Free flight return to almost a full programme. However it appears that both competition and non-competition Free Flight still has problems with sites, number of participants and maintaining a stable calendar. These problems are shared by modern competition, vintage competition and social or solitary sport flying.

We all need flying sites, a predictable programme of events and sharing of organisation and facilities. Free Flight has to live in an environment where increasing legislation, litigation and restriction affect the attitudes of all around us. Those of us who love Free Flight for its freedom, constructiveness, grace and companionship need to agree how we can all be best involved in maintaining its health.

Topics to be discussed at the Conference will include the calendar of Free Flight events, the classes that are flown, the national championships, flying sites and their management. We will also consider UK participation in the International scene and how we might organise to do better. The discussion document set out in last month's FFN comprised an initial list of issues and suggestions for solutions. It was not intended to be prescriptive, nor to comprise a fait accompli.

The outline programme for the day is set out below. Detail will be filled in closer to the day itself and the may result in minor changes.

Coffee (09:30—10:00)

Welcome (10:00 – 10:15) The issues and the objectives of the conference

Presentations (10:15-1 1:45) Short thought provoking presentations from a cross section of involved personalities.

1. One man 's view
2. Success in the north
3. Flying sites
4. The contest calendar, the nationals, rules
5. The vintage movement
6. The international aspect, teams and Stonehenge Cup.

There will be an opportunity for a few questions to each speaker

Coffee (11:00—11:15 To break up the morning presentations.

Soap Box (11:45— 12:45) This is an open invitation to those who want to say a few words on a particular subject. If you wish to take advantage of the “Soap Box” please submit a precis of your subject to the secretary. We do not wish to edit your contribution but we will need to contact you if we receive too many requests or an imbalance in subject matter becomes apparent. Please remember, that, due to time constraints, to make your presentation concise. If you want to discuss your thoughts before submission please contact the Secretary of the FFTC.

Legislation (12:45 – 13:15) The impact of legislation on FF. Lunch (13:15— 14:15)

Confirmation of the break out session subjects will at this time. These will depend, to an extent on the mornings deliberations

Break out session (14:15 —15:00) Break out into groups to discuss and report back. The FFTC to facilitate the groups. Each group to create its own feedback. A choice of attending only one group due to time constraints, but a chance to input during the feedback session.

Report back and open forum (15.00 — 16:45) Each group feed back to take further input and questions from the rest.

Coffee (15:45 — 16:00) To break up the report back sessions.

Summary (16:45 — 17:15) The content of the summary will be dictated by the deliberations of the day.

We need all of free flight to participate in the debate on the next steps. The issues and potential solutions are just as relevant to the non-competition flyers as to competitors. They also need sites and experience the pressure of today's social climate. All types of enthusiast are more likely to secure their interests if we all work together.

BMFA Conference Booking Form

Attendance at the conference including the buffet lunch, will be free of charge. However the organisers require notification of you intention to attend. We need to know the number attending in order to plan the conference accommodation and make the necessary luncheon arrangements.

Please complete and return the booking form below, write to the secretary, or e-mail your intention to:

Chris Strachan, Secretary FFTC, 56 Way Lane, Waterbeach, Cambridge, CB5 9NQ

e-mail to: chris.strachan@btinternet.com

Remember free flight needs your input! So please get thinking and come ready to discuss the issues.

It is your day so please be there!

Conference Booking form

Name: (Please print).....

Address:.....

2 FFTC for 2004

The Free Flight Committee for 2004 remains unchanged with Mike Woodhouse (Chairman), Chris Strachan (Secretary) Dave Clarkson (Council Delegate), John Carter (Treasurer), KrissyBest (Safety) and Peter Tribe (PRO).

3 The 2004 Nationals

Planning for the Free Flight Nationals on 29th, 30th and 31st May is progressing well. The program and style will be a development of past years.

All entrants will get a copy of the results, the provision of a 'Nationals' sticker will be reintroduced, and the on site facilities will this year be operated by a new service provider who will provide an improved service.

Steve Philpott has carried out the majority of the organisational work up to now, but will hand over final arrangements to Dave Oldfield early in the New Year. Dave has kindly volunteered to be Nations Organiser link with the Services Provider, with Mike Woodhouse organising the Competition side.

4 International Teams and Managers-2004

The following Teams and Managers have been nominated for council approval:

European Championships in Romania, July 25 to 31:

F1A Anthony Ball, Mike Fantham, Martin Dilly, reserve Doug Bartle.

F1B Keith Chamberlain, Russell Peers, Mike Woolner, reserve David Greaves.

F1C Stafford Screen, Peter Harris, Peter Watson.

Team Manager (Administration)-Jim Andrews

Team Manager (Flight Line)-John Carter

Junior World Championships in France-August 8-14:

F1A Matthew Cuthbert, Richard Jack, Brindley Taylor.

F1B Daniel Billam.

Team Manager John Cuthbert.

The FFTC are pleased to welcome Jim Andrews as a new Manager (administration) for the GBR Free Flight Team for the European Championships in Romania.

Jim is an experienced administrator, a member of Bristol and West Club, and has previously been Team Manager for the F3J team that took the Silver Medal in the 1977 World Championships in South Africa. He has been to a number of Poitou Internationals, flown at the SAM Championships in Las Vegas, and also attended as a supporter to the GBR team at Lost Hills in 2001.

The FFTC also thank John Carter and John Cuthbert for putting their names forward for these positions, and wish the three managers and all the team members good fortune for the 2004 championships.

5 Team Managers-2003

The FFTC would like to thank the 2003 Team Managers for all their hard work during the year.

Martin Dilly and Chris Edge have made a huge effort to set out the foundations and obtain funding for team training, as well as successfully organising and managing the team during their trip. John Cuthbert instigated the setting up of the GBR Junior Team representation. All three presented excellent reports to the FFTC which contained many proposals and recommendations which the FFTC are presently processing, and which should be of considerable help to the 2004 Team and Managers.

6 Barkston Heath

We all welcome the return of Barkston Heath as a venue. In order that the best use for free flight is obtained the FFTC has taken over the coordination role that was previously carried out by the office. A series of dates for the Area, National and Club events has been submitted. The benefit of doing this en bloc is that we can operate off a single licence which simplifies organisation and saves cost. It will also help facilitate the communication with the local farmers.

7 Probable Changes to BMFA Contest Calendar

Difficulties in procuring a number of flying venues has forced the FFTC to revise a number of events on the BMFA Calendar. To make best use of what fields we have and when they are likely to be available we are having to make some provisional changes to the Contest Calendar.

The Northern Gala is to be held at Church Fenton on Friday April 9th. This is still to be confirmed.

The Easter meeting at Salisbury to be moved to the week-end of the early May Bank holiday 1st and 2nd May. The Woodbury weekend has been cancelled in 2004.

At the time of going to press these changes are provisional. It is expected that the changes will be confirmed by the middle/late January.

8 Contest Directors

The FFTC would welcome offers for Contest Directors for a number of Events. Michael Marshall, Denis Davitt, Russell Peers and David Greaves have kindly volunteered to CD the Winter Open, Northern Gala, Easter Meeting and the Southern Gala respectively, but offers are needed for the three Team selection Events (24/25th April, 28/29th August, 25/26th September), The Nationals FAI day, and the Summer Mini at Barkston on 18th July.

Please contact the FFTC, especially if it is your turn!!

9 Even the CD box has its own mobile now!!

The FFTC have arranged for a mobile phone to be part of the CD box equipment. This is primarily for safety for competitors down wind as a point of contact if some form of emergency arises. The Number is 0774309614; you are recommended to enter this into your own mobile, and whenever possible take the mobile down wind with you when retrieving, especially if you are alone.

INTERNATIONAL COMPETITION NEWS

There is one correction and one change to the FAI 2004 competition calendar published in FFN last month.

CANADA CUP was missed from the calendar. The event will be held on September 4-6 at Borden, Ontario, Canada. It is a World Cup event for F1A, F1B, F1C. Entry fee CAN\$30, late entry \$40. Contact: L Farkas, 21 Misty Moore Dr, Richmond Hill, Ontario, L4C 6P9, Canada, tel: +1 905 886 6959, fax: +1 905 886 3025, e: mAljolie@allstream.netailto:

KRKA CUP. The date of this World Cup event in Slovenia has been changed. It was shown in November but will be held on October 8-10, all other details the same.

UK COMPETITION NEWS

CROOKHAM GALA. John Thompson reports that the gala scheduled for February 8 is CANCELLED. Middle Wallop is unavailable except for Easter and August Bank holidays.

DEVON FREE FLIGHT GALA. George Fuller reports that this new event is planned for 2004. It will be held over the weekend of Saturday July 3rd and Sunday July 4th on Woodbury Common, Devon. List of events to follow.

FFN INDEX 2003

Not listed here are UK and International Competition News. Location shown as page/month

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F1E	Marpo	M Popescu	39/4	O/R	P Ball	51/5
F1G	Tumbleweeds	J Lewis	2/1	1/2A/F1J	K Hoover	57/6
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CONTEST RESULTS

Chronological order	
Cleemac Winter, Church Fenton, Dec 1	5/1
Coupe Europa, Middle Wallop, Dec 1	21/2
NA News Dec.Dazzler,Ch Fenton,Dec 15	5/1
Christmas Special, Ch Fenton, Dec 29	22/2
Church Fenton, January 12	22/2
Church Fenton, January 26	29/3
Crookham Gala, Middle Wallop, Feb 2	30/3
Pannett/Kay/Topcliffe,Ch Fenton, Feb 2	30/3
Isaacson W.Clssc, Lost Hills,USA,feb 8	26/3
Maxmen, Lost Hills, USA, Feb 14-17	26/3
BMFA Winter Open, Wymeswold, February 16	31/3
M Bayet Coupe,Viabon, France, Feb 23	32/3
BMFA First Area event, March 2	41/4
Bear Cup, Pori, Finland, March 9	37/4
BMFA Second Area event, March 16	41/4
Holiday on Ice, Guovik,Norway,Mar 22	38/4
BMFA Northern Gala, Church Fenton, March 23	40/4
BMFA Third Area event, April 6	47/5
Australian Champs, Naranderra, Apr 19	46/5
BMFA Easter,Salisbury Plain,Apr 19-20	47/5
Bournemouth Gala, M.Wallop, Apr 20	62/6
Croydon Wakefield Day, Middle Wallop,Apr 21	50/5
Southern Cross, Naranderra,Aus,Apr 22	61/6
Baltic Cup, Madziunai,Lithuania,May 1	61/6
Rana F1E, Czech Rep, May 2 & 3	60/6
Estonian, Madziunai, Lithuania, May 3	61/6
Woodbury Weekend, May 3-4	62/6
BMFA Nationals, Barkston, May 3-5	54/6
Mikulas Cup of Hungary F1E, Liptovsky Mikulas,Slovakia, May 9	60/6
Liptov Cup F1E, Liptovsky Mikulas, Slovakia, May 10	60/6
Srem Cup, Vojka, Yugoslavia, May 10	61/6
Nostalgia Power and Steel Cup, Newbigging, May 10-11	64/6

Coppa Sisemol F1E, Italy, May 16-18	60/6
Jihocesky Pohar, Vsechov, CZE,May 23	62/6
Puszt Cup, Hungary,May 30-June 1	72/7
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Kazan Cup, Kazan, Russia, June 27-28	86/8
F1A Gliwice, Poland, June 27-29	87/8
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Scottish Nationals, Newbigging, June 28-29	93/8
BMFA Indoor Nats, Dome,Jul 1-2	76/7,94/8
Kharkiv Cup, Kharkiv, Ukraine, Jul 4-6	87/8
Oxford Dreaming Spire's Gala, July 6	91/8
Antonov Cup, Kiev, Ukraine, Jul 11-13	87/8
Scania Cup, Rinkaby,Sweden,Jul 11-13	88/8
Huron Cup, Borden, Canada, Jul 12-13	88/8
Morley/Heath Common, Church Fenton, July 12	91/8
Nordic Cup of Denmark,Rinkaby,Jul 14	89/8
Beaulieu Mini vintage, July 20	92/8
Tynemouth Mini Rally, July 20	92/8
BMFA F1E, July 20	115/10
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Summer Cup, Stalowa, Poland, August 8-10	119/11
Morley Classic Power,Ch.Fenton, Aug 9	98/9
Timperley Gala, N.Luffenham, Aug 17	99/9
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Una Cup, Bosnia Herzegovina,Aug 30	112/10
Cranfield Classic/Paisley Trophy, Newbigging, Aug 30-31	116/10
Canada Cup, Borden, Aug 30-Sep 1	112/10
Eifel Pokal, Zulpich,Germany,Sep 4-7	113/10
BMFA Southern Gala, Hackpen Hill, Sept 5	114/10
Napoca Cup F1E, Romania, Sept 5-6	108/10
Aviaprom Cup, Orel, Russia,Sept 7-9	113/10
Turda Cup F1E, Romania, Sept 10-11	108/10
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BMFA 5th Area event, Sept 14	114/10
Stonehenge Cup,Sculthorpe,Sep 20-21	113/10
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