

Free Flight news



CONTENTS

News from BMFA FF Tech committee	10	Indoor record	19
The UK League Results for 2003	10	Correspondence	19
Non-BMFA Power & Nostalgia Rules	16	Free Flight on Salisbury Plain	19
Coupe d'hiver League	17	UK Competition News	20
Coupe Europa, Barkston Heath, Nov 30	18	International Competition News	20
Church Fenton, January 4	18	Noticeboard	20

DIARY

(February 1) POSTPONED	Vintage, Pannet and Kay plus all-in mini. Contact D Davitt 0113 2675433	March 13-14 Salisbury Plain	FF Trimming. Send SAE to Bernard Aslett, 25, Honeyhill, Wooton Bassett, Swindon, SN4 7DX to get on Army security list and obtain site map; essential to phone Peter Tribe 01225 862748 on Friday before.
February 7-9 Lost Hills, USA	Isaacson Winter Classic. Sat: F1A, F1B, F1C; Sun: FIG, FIH, F1I, Mon: FIE. Contact: N Furutani, +1310 3231943	March 20-21 Gjovik, Norway	Holiday on Ice. World Cup F1A,F1B,F1C. T Bortne, Jernbanev. 28,2840 Reinstoll, Norway,t:+47 61197463 or+47 611 96736 fax: +47 611 98351 or +47 611 52606
(February 8) CANCELLED	Crookham Gala. See January FFn.	March 20-21 Salisbury Plain	FF Trimming. See March 13-14 entry
February 10 (Tuesday)	Chobham Tree Chop. See FFn 0309.	March 27 Matfors, Sweden	Matfors VT International. World Cup event F1A, F1B, F1C. Contact: M Holmbom, Osterlo 140, 86013 Stode, Sweden, tel: +46 70 399 18 13, fax: +46 6021210.email: mikke@ebox.tninet.se
February 13-16 Lost Hills, California, USA	Maxmen International. World Cup event F1A, F1B, F1C. Contact: G Batiuk, 1759 Southwood Dr, San Luis Obispo, CA 93401,USA, tel: +18055450700	March 28 Area Venues	BMFA 2nd Area. O/G, F1B (Weston/Plugge), F1J/BMFA 1/2A (plugge) HLG, Catapult Glider
February 15 Sculthorpe	BMFA Winter Open O/P (Frog Senior), O/R,O/G,SLOP,EOP,Vint. CD M Marshall contact M Woodhouse 01603457754	April 9 Friday Church Fenton	BMF A Northern Gala. O/G (CMA), O/R (Caton), O/P (Hamley), SLOP, FIG, FIH, FIJ/BMFA 1/2A, Mini-vintage, C02, E30, HLG, Catapult Glider. Contact and CD:Denis Davitt, 0113 2675433
February 28 Viabon, France	Criterium Phillipe Lepage. World Cup F1B. P Templier, 3, rue des Brisaciers, 77090 Collegien, France, +33 160359358. E: . pierre-olivier.templier@laposte.net Web: http://www.paris-air-modele.com	April 10-11 Salisbury Plain	FF Trimming. See March 13-14 entry
February 17 (Tuesday)	Chobham Tree Chop. See FFn 0309.	April 10-11 Naranderra, NSW , Australia	Australian Free Flight Championships. World Cup F1A, F1B, F1C. P Mitchell, tel +61243843217, filnoels@bigpond.net.au
March 6 Pori, Finland	Bear Cup. World Cup event F1A,F1B,F1C Contact: Y Lindgren, Muonamiehensie 5,28610 Pori, Finland, tel: +358 50 336 159, fax: +358 2 63 24 988 pipo.lindgren@dnainternet.net	April 11 Middle Wallop	SAM 1066 FF Rally. Contacts: E Horsey 01202572045, R Tiller 01202511309
March 7 Crivelle, TO, Italy	5th Coppa Guibo FeaTrofeo AGO. FIK. Contact: S. Schirru, via C B di Cavour a.S, 10095 Grugliasco.Italy, +39 Oil 780 1788	April 12 Middle Wallop	Croydon Wakefield Day. Contact D Beales, 020 8858 2714
March 7 Area Venues	BMFA 1st Area. O/R, (Gamage), F1C (Halfax/Plugge), F1H, Mini-Vint (Plugge)	April 12 Church Fenton	Events TBD. Contact D. Davitt 0113 2675433
March 13 Leamington Spa	BMFA Conference on future of free flight. See FFn 0401.		

NEWS FROM BMFA FF TECH COMMITTEE

1 Conference on the Future Health of UK Free Flight-'Notice Board'

Most of you will by now be aware of the Conference on the Future of UK Free Flight on 13th March.

To get the ball rolling, the FFTC welcomes any thoughts/ideas/suggestions that participants (or non-participants) would like to publicise before the event, with the aim of stimulating fresh ideas for discussion. A 'Conference Notice Board' is accessible on :- www.vengi.demon.co.uk

Presently there are a number of postings from Laurie Barr, Trevor Grey and Martin Dilly. These are reproduced un-edited, as will be any future correspondence, which should be sent by email to Bryan Spooner at b.spooner@vengi.demon.co.uk

A significant number of participants have now sent in their registration forms, and the conference is expected to be very well attended. Please send in your forms as soon as possible, if you have not already done so.

2 The 2004 Nationals

Entry forms and full details of the Nationals will be published in the April Issue of BMFA News.

All competitors should note that this is a BMFA contest run in accordance with the BMFA Rulebook, and the 'Builder of the Model' rule applies to all classes except F1A, B & C.

3 Supporters for the European Championships - Romania 25th to 31st July 2004 and Junior World Championships - France-August 2004

Support for the GBR teams for the European and Junior World Championships is required.

Hopefully, support for the Junior team in France will be available, as it follows on close behind the Poutou event. Please contact John Cuthbert at johnf1c.cuthbert@btopenworld.com if you feel that you will be able to help.

The more difficult challenge will be for supporters for the European Champs in Romania. Support is essential for the success of the team, especially for retrieval. If you feel that you are able to help, or require any information, please contact Jim Andrews at The Old Manse, LLanfapley, Abergavenny, Monmouthshire, NP7 8SN, tel 01600 780421, jand193109@aol.com

4 Changes to BMFA Contest Calendar

The changes to the BMFA Calendar outlined in last months FFN have now been confirmed :-

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

The Easter Meeting at Salisbury to be moved to the week-end of the early May Bank Holiday 1st and 2nd May at Salisbury.

5 Contest Directors

The appeal for contest directors set out in last months FFN seems to have fallen on deaf ears so far.

Offers for Contest Directors 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!!

6 Stonehenge Cup-18/19th September.

Mick and Jane Howick, supported by Glyn and Pat Turnbull, have kindly agreed to be the management team for the 2004 event.

7 World Championships-Argentina 2005

The 2005 world championships will be held in Argentina, and are expected to take place in May. The FFTC are starting initial planning for the event.

It will be necessary to appoint Team Managers as early as possible to take over from any preparatory work done by Jim Andrews and John Carter. Official notices will be included in a future issue of FFN and BMFA News, but this is an initial reminder to for potential Team Managers to consider.

8 Area Centralised Contest Results

There has been a great deal of delay in the past couple of years distributing award certificates for the Area Centralised Contests because of the difficulty in identifying the correct names and addresses of competitors (especially for instance when the 'first name' they put on their score card is not the same as the name in which they are registered with the BMFA).

Area Competition Directors should note and conform to clause 2.1.2(c) of Section 2 of the rule book :-

'Results must be typed or in ink and certified as true and correct by an Area Official. Names must be in block letters and BMFA membership number must be given for all competitors. The full address of the first three competitors must also be given.'

THE UK LEAGUE RESULTS FOR 2003

By Dave Hipperson

It would be impossible to examine this year's results without reference to the weather and 2003 must have been one of the hottest and calmest on record. Not everyone's ideal choice, of course, but at least it created none too windy conditions at most events the Nationals and Easter being the exceptions. There were 17 BMFA free flight contests, a number of which were of more than a single day and 20 'Galas' various spanning no less than 25 days of the year. It equates to 46 contest days and there are only 52 weeks in the year for heavens sake! We couldn't ask for much more. What we and the organisers *could* ask for was that more of you made the effort to travel to all or even most of them - some of us do.

As in previous years the men leading this overall League were just such people. Willing to travel the really quite modest distances to and between events. Those from the North that never come to Woodbury, Salisbury Plain and Sculthorpe don't know what wonderful sites they are missing. And those from the South that make do with Beaulieu and Middle Wallop should come to the wondrous Church Fenton occasionally and experience Northern free flight organisation at its most thoughtful and friendly.

Below we have examined the activities of the top 34 most successful contestants from the year. Our chart totals BMFA and Timperley points to create an Overall League. This award for which the Aeromodeller Overall Trophy is presented only excludes events where the BoM does not apply which in effect is FAI. The Senior Championship chart on the other had includes all the BMFA events including the FAI classes. The very top handful of contestants are usually common to both but there are some exceptions. Just occasionally someone worthy of mention doesn't make it onto this overall leader board. This year the obvious omission and the man firmly in the news has to be Martin Dilly.

Martin Dilly is an FAI enthusiast. He flew Glider exclusively, mostly A2 and the writing was on the wall when he won the Winter Open in February - a big comp and with a good flyoff. He then came in 6th at the 3rd Area meeting flying A2 for the KMAA Trophy. Here was Martin doing very well suddenly. Most people will know that he has been the manager for our International team efforts for many years and with few breaks. When he won the next event it was the first Trials and the cry went up - "What if he gets in the Team?" Well the Nats was first and he maintained his standard with a 3rd in Open Glider. At the next Trials he did fade slightly but earned crucial selection points (different system to these leagues - it scores something all the way down). Then the Southern Gala to boost moral a bit with a 2nd in Open Glider. At the final Team Trials he managed a reasonable position and just enough to scrape him in one point above Doug Bartle and yes he did accept his place and yes, right again, someone else will have to manage the Team for a change and that will include managing Martin. We wish them both the best of luck!

Four men tie at 31. Godden, Heap, Screen and Ball (Anthony) and they all come by their totals in different ways, three of them mostly in the BMFA events but John Godden much more club orientated and centred around the very popular venue of Church Fenton which he helps administrate so effectively. Some good results in Rubber and Glider got him started well and he added points mid season in some power events at the Cleemac and Morley contests. The other three flew mostly BMFA. Screen did particularly well towards the end of the year with a great run from the Southern Gala to the end with a win at 5th Area in F1J and 2nds elsewhere, but he didn't make the FIC Team this time. Anthony Ball did it in F1A tying for 1st place by way of never placing out of the top three at any of the Trials events - a great achievement. Roger Heap flew hard in Al Glider also improving towards the end with a 2nd at the Nats and a win at the Southern and a 3rd at the Summer Mini. He boosted his score with some club success once again in Al at Oxford and a win at Brumfly.

FINAL BMFA SENIOR CHAMP POSITIONS 2003

		total	WO	A1	A2	NG	A3	EO	T1	NA	F1E	A4	T2	F1E	F1E	SG	A5	A6	T3	AM
1	P Ball	142.5	9	9	12	26	0.5	3	3	21		1	4			30	6	3	2	13
2	J O'Donnell	73	6	6		5	15	6		13		3				6				13
3	T Grey	63	6			12		4	4	15		4				3				15
4	N Allen	59					15	1	9	15		6				13				
5	D Hipperson	58	6		6	10	4	7				9				4	6			6
6	S Philpott	50	6				4			10	9	6		6	4	1	3			1
7	S Screen	49.5		6		4	2		2	3		2	7.5			6	9	6	1	1
8	P Harris	49	2		3	9		2	1	11			3			4	1		4	9
9	A Ball	48			9	3		1	4	12			6			4			9	
10	I Davitt	44				13	2	3		9		4				2				11
11	G Ferer	38	4	2		6	4	4		12						3	3			
12	R Baggot	36	1	4	9	5				2			2			2	4	1	3	3
13=	M Bennis	34			7					15						12				
13=	T Payne	34	2	1		9	3	3		4		3				9				
13=	C Strachan	34	6	9			3					2				4		6		4
16=	R Peers	33			3				2	6		9	9						4	
16=	J Cooper	33		6				4		9		1				6		1		6
18=	J Carter	31	4		6		6	2	1	2		4				3			2	1
18=	R Brigginsshaw	31				9				9						4				9
20	B Lavis	30.3				2		2		4		9				4		0.3		9
21=	M Dilly	29	9				1		9	4						6				
21=	G Sharp	29	3			12		4									6			4
23	D Davitt	28	4	1						9		6						6		2
24	P Watson	27			4	6	4		4							3				6
25=	F Rushby	25		9		1				11								4		
25=	P Woodhouse	25			1	8				4								9		3
27	A Jack	24				4				12			1				4	3		
28=	R Heap	23		3	1					6						9				4
28=	A Hewitt	23			6	6														11
30	M Page	22			1	6										9				6
31	D Clarkson	21	9		2	1											9			
32	J Cuthbert	19.5	3						6	3			7.5							
33	G Peck	19	2		3					2							9			3
34	P Lang	17	1			6				8						2				
35=	D Bartle	16				4	2		6				3						1	
35=	E B.Jones	16			9	4	3													
35=	M Woolner	16							6	4			6							
35=	J Godden	16	3	3						3								4		3

BMFA Senior Champs Key

WO Winter Open	NG Northern Gala	T1 1st Team sel 04	T2 2nd Team sel 04	A6 6th Area
A1 1st Area	A3 3rd Area	NA Nats	SG Southern Gala	T3 3rd Team sel 04
A2 2nd Area	EO Easter Open	A4 4th Area	A5 5th Area	AM Autumn Mini

Steve Barnes and Frank Rushby at 30 and 29, both enthusiastic Power flyers centred around Church Fenton, didn't fly enough elsewhere to place higher but they are always exciting to watch! Both started well with placings at the three Northern season openers Barnes winning Combined Power at the first one. Frank showed no interest in the Team Selection meetings despite his F1C potential but had a good Nats with 3rds in Slow Open Power and FAI and a 5th in Open Power. He also had that great Falcons Gala Power win at the end of the year whilst Steve was having his massive overrun and he had already secured 2nd in the same class at Brumfly and 3rd at Timperley.

27 - Pete Watson had the heart scare this year and missed the middle of the season, including the Nats, as a consequence. He had 2nds at the Northern Gala in Open Power and 1/2A at the Autumn Mini and only dabbled in the club stuff right at the end to win FIJ at Brumfly. Alan Jack is tied alongside him. Alan had an absolutely purple start winning Glider and placing in Power at the Xmas do at Church Fenton then went a bit quiet until a great Nats where he won Slow Open Power and 1/2A! His son also won the Frog Junior. He went on to fly useful Power and Glider at the Scots Nats then took a 3rd and 2nd in the 5th and 6th Areas once again in glider.

26 - Spencer Willis placed in hardly any BMFA events concentrating mostly on the Club Galas in the South of England. At rubber events and mostly Vintage his best day was the Croydon Wakefield where he placed second in both the 4 and 8oz classes. A slightly disappointing Woodbury, by his standards, gave a 1st in a depleted Nostalgia Rubber contest and 4th in Vintage rubber. He also placed in Mini Vintage at Oxford and made four more points at the first day of the SAM Champs placing 3rd in early rules Wakefield. Not such a good year as usual for Spencer.

25 - Ralph Sparrow did not figure much in the BMFA events but got a useful 2nd in CdH at the Nationals. His best Club result was winning the Croydon run Aeromodeller CdH International in the Vintage Class. Before that he had scored well with his P30 and 25" Vintage models at the mid summer Morley and Cleemac Meetings.

24 - Pete Harris, like most of his Birmingham Club mates, flew mostly in BMFA and scored only once - the Crookham Gala - at Club level. He really was a most effective power flyer particularly in 1/2A winning the Biggles League for his outstanding effort through the season. He was 4th at the 2nd Area, 1st at the Northern Gala, 2nd at the Nats, 2nd at the Southern and then clinched it with a win at the Autumn Mini. His other points came from Power both Open and Slow and three respectable finishes at the Trials meetings as well as winning F1C at the Nats.

23 - Rod Brigginslaw flew just E30 (electric) and only once at other than a BMFA event. That occasion was his 2nd place at Oxford behind Grey. He won all the rest. All four major BMFA meetings held for his class, the Nats, the Northern and Southern Galas (depleted entry hence not full points) and the final Autumn Mini! His Nats win was complicated by the fact that he was required in hospital for major surgery that very night. Story goes that he only found out he had won when he woke up from the anaesthetic the day after!

21 - Mikes Turner and Page. Mike Turner hardly figures in the BMFA lists but with his Vintage rubber models in the major club events he had a tremendous season but unusually it started with a P30 win at the Croydon Wakefield - one of the few

times JOD was beaten in this class. He then picked up points in Mini Vintage and Vintage Rubber at Woodbury. The sensation however was at the SAM Champs where he won both 4 and 8oz. Incidentally the even greater coincidence at this event was that not only did those two events have the same man winning, the same man came 2nd in both (Minshall) and the same man came 3rd (Strachan). The chances against that must be colossal. Mike Turner's efforts reward him with a 6th place in the Timperley League. Mike Page of course only flies HLG - not even Catapult, not outdoors anyway. He earned his only Club points at Oxford with a 1st and 2nd. He won the Southern Gala, 2nd in the Northern Gala, and Autumn Mini and 6th in the 2nd Area. A near top twenty finish is astonishing bearing in mind that HLG is all he flies.

20 - Brian Lavis specialised in glider too but a different sort - Al. Once again only scoring Club points at Oxford and Brumfly his BMFA total came from winning Al at the Northern Gala the 4th Area event and the Autumn Mini then placing 3rd at Easter the Nats and the Southern Gala. Even that didn't win him the Biggies Al League but tied him at 2nd with club mate Heap.

19 - John Cooper it was that actually won the Al League with 2 points more than his closest rivals but his only non-BMFA place was in Open Glider at the Timperley Gala. In BMFA he dominated Al. Second at the 1st Area event, 1st at Easter and the Nats, 6th at the 4th Area event, and 2nd at both the Southern Gala and the Autumn Mini - that is practically all the Al events there were! It speaks legions for the league system that these three John, Roger and Brian should make it such a close battle in what is arguable a fairly unpopular (difficult) event. That single point comes from John brief flirtation with CdH at the last Area event - bet that made a change!

17 - Dave Limbert and Gordon Beal concentrate their flying around their comparatively local drome Church Fenton. Dave flies exclusively Power mostly in the Club events and is constantly improving. His BMFA successes this year included placing at the Northern Gala and 5th Area event but an impressive win with a huge flyoff at the 3rd Area event - the first BMFA Open Power contest to allow Slow Open to compete in its own right and Dave used one. He used it again for his 1sts and 2nds at the Brumfly and Falcons and a 4th at Cleemac. Two weeks before that another convincing long flyoff win this time in Brit Power at the Morley Heath Common contest. This was enough to secure Dave 9th equal place in the Timperley League. Like many Gordon Beal started well flying hard in the three Winter meetings at Church Fenton with two 2nd places in Combined Glider and a 5th in Combined Rubber. He next made a mark at the Heath Common and Cleemac events in Midi Vintage and Vintage Glider respectively. Then he scored again at the Southern venue of Middle Wallop (he travels) with good placings in old rule and 8oz Wakefield at the SAM Champs. For these efforts Gordon takes 7th place in the Timperley list.

15- Neil Allen and Dave Clarkson, both leading Power flyers tie. Neil flew exclusively in the BMFA events but not that many. He started by winning Vintage and placing second in Combined Power all at the 3rd Area meeting. He then won the 1st F1C Trials at Easter and whilst most spent the day complaining of the wind he made a couple of maxes in Vintage between the power flights to place in that too! A sensational Nats won him Open Power, and a 2nd place in F1C. He came close again in Power with another 2nd, by a second, at the 4th Area then at the Southern Gala won Mini Vintage and came

3rd in the Power flyoff! A considerable return on only a few outings. Nowhere in the Timperley league but 4th in the Senior Champs!

14 - Trevor Payne flew his nine foot span Nelson 40 powered monsters at most of the Open Power comps though the year. Not enough in the club events to get into the top ten on the Timperley board this year but the BMFA events made up for it.

Second in the Winter Open, 6th in F1C at the 1st Area event. A flyoff win at the Northern Gala, 4th in Power at the 3rd Area, another win at Easter, 3rd at the Nats, 4th at the 4th Area and then to finish off the year a very impressive flyoff win at the Southern Gala. Not many people bother to go the whole hog with Open Power anymore. He frightens us Slow Open flyers a bit but he will always be welcome at the combined events. He *can* be beaten, it just isn't that easy.

FINAL AEROMODELLER LEAGUE POINTS 2003

		XS	F1	F2	PK	CG	BG	CW	WB	WB	SP	OX	OX	SN	SN	MH	CK	MC	TG	SE	SE	SE	SC	BR	FG	CI	club points	BMFA points	BMFA minus FAI points	Total
1	J O'Donnell	13	9		3		6	6					3			11	13		9					9	3		85	73	73	158
2	P Ball				3												15							3			21	142.5	133.5	154.5
3	D Hipperson					9			6	6		3	9			12		9	9						1		64	58	58	122
4	C Strachan							13	1.5	6			10						9		4	4		15			62.5	34	34	96.5
5	G Ferer	2			3			3					9	4	6	4	9		6					0.5			46.5	38	38	84.5
6	T Grey					6							9				4		2								21	63	50	71
7	D Davitt	3	6	9													8	7								3	36	28	28	64
8	C Foster	4	9	4										4	4	18	9	1	2					3			58	5	5	63
9	J Carter			4	3							9	9			6								7.5			38.5	31	24	62.5
10	M Benns											9	6				4							5			24	34	34	58
=	G Sharp					9			4								6		6						4		29	29	29	58
12	I Davitt											4					9										13	44	44	57
13	P Woodhouse	6	6													4			9					5			30	25	25	55
14	T Payne																		9					1	2		12	34	34	46
15	N Allen																										0	59	44	44
=	D Clarkson	1		9	2											5	6										23	21	21	44
17	G Beal	6	6	2												3	6			6	3						32	9	9	41
=	D Limbert															9	3							9	6		27	14	14	41
19	J Cooper																		6								6	33	33	39
20	B Lavis												2											6			8	30.5	30.5	38.5
21	M Page											6	9														15	22	22	37
=	M Turner							9	6	4											9	9					37	0	0	37
23	R Briggins												6														6	31	31	37
24	P Harris					4																					4	49	32	36
25	R Sparrow															6	6							4	9	25	10	10	35	
26	S Willis							12	6	2			4							4							28	6	6	34
27	A Jack	11													5												16	24	16	32
=	P Watson																							9			9	27	23	32
29	F Rushby	2	4	2														6							9		23	25	8	31
30	S Barnes	9														1			4					6	4		24	6	6	30
31	A Ball																							9			9	48	20	29
=	J Godden	3	3	4													2	4									16	13	13	29
=	R Heap												1											9			10	19	19	29
=	S Screen																										0	49.5	29	29

Overall Aeromodeller League Codes

XS	Fenton Xmas Special	29.12.02	WB	Woodbury	3 & 4.5.03	TG	Timperley Gala	17.8.03
F1	Church Fenton	12.1.03	SP	Scot Nos. Power	10.5.03	SE	Sam Euro Champs	23,24,25.8.03
F2	Church Fenton	26.1.03	OX	Oxford	7 & 8.6.03	SC	Scot Classic P/Paisley	30&31.8.03
PK	Pannett/Kay	2.2.03	SN	Scot Nats	28 & 29.6.03	BR	Brumfly	12. 10.03
CG	Crookham Gala	2.2.03	MH	Morley Heath Common	12/7/03	FG	Falcons Gala	2.11.03
BG	Bournemouth Gala	20.4.03	CK	Cleemac/Knavesmire	26.7.03	CI	CDH International	30.11.03
CW	Croydon Wake	2 1.4.03	MC	Morley Classic Power	9.08.03			

13 - Pete Woodhouse wasn't on this chart last year so this is some step up. He did a great deal and not just in Power. A couple of 2nds in the two opening *glider* comps at Fenton started the season well. He was 3rd with his Dixielander at the Heath Common one-model contest and got a good collection of points at the Timperley Gala with a 2nd in Vintage and 4th in Open Rubber then back to power with a 3rd in Slow Open and a tie for 5th in 1/2A at the Brumfly. However that doesn't get him onto the Timperley Chart as a great number of his points come from some excellent BMFA flying. A 6th at the 2nd Area in 1/2A then 2nd in 1/2A and 5th in Slow Open at the Northern, a couple of 5ths in Mini Vintage and Open Rubber at the Nats and then a surprise win in CdH at the last Area event with a most respectable flyoff time. He flies all three disciplines - most unusual today. He could be higher next year.

12 - Ian Davitt won all the BMFA CO2 events. The Northern, the Nats, the 4th Area, the Southern Gala, and the Autumn Mini and threw in the Cleemac as well for good measure! He consolidated in his new class too, Glider and scored a useful 2nd at the Northern Gala in an Open flyoff against Mike Cook and also placed in AI at Cleemac. He didn't do quite as well as usual in CdH. In the BMFA events he was only in the points with a 4th at the Northern Gala and a 3rd at Easter and found another 3rd in the class at Oxford. His other successes came when his Senator served him well at the 3rd Area event in the Vintage flyoff worth a 5th place and he was also 4th in Mini Vintage at the Nats. He finished the season well by winning this class at the Autumn Mini.

10 - George Sharp and Mark Benns, now here are two different approaches. George's Club event successes got him into a tie for 10th in the Timperley final results and those events are detailed on the chart. His BMFA flying included an excellent Northern Gala where he was 2nd in both the Open Rubber and CdH flyoffs. He was also 2nd in Open Rubber at the 5th Area, then 4th at the Winter Open and earned points at Easter in both Open Rubber and CdH. Interestingly most of his club placings were with Mini Vintage including a win at the early season Crookham Gala. Mark Benns did it all either with an HLG or a Catapult glider. He placed 3rd and 4th in HLG and Catapult at the 2nd Area event was 2nd in them both at the Southern Gala as well as winning HLG at the Nats and placing 2nd in Catapult there too. Like Mike Page he too had a useful visit to the Oxford Gala and collected more Timperley points in Catapult and HLG at Brumfly.

9 - John Carter flew plenty of club events as well as the obvious BMFA ones including the Trials of course and always in glider. Massive effort at the start scoring highly in all the first four glider events at Church Fenton and taking the Kay Trophy at the last of them. Details of this and the other club action can be seen on the Timperley chart where he is placed 6th. The BMFA contest scene was just as profitable for him. Second in the big Glider events at the 2nd and 3rd Area meetings and 3rd at the Winter Open and 4th Area. He won Open Glider at Easter but against only one other and scored the same points for his 5th in the class at the Nats. He also placed in the 1st and 3rd Team selection events - but rather short of the Team. No matter this has allowed him to take up the job of Team Manager (flight line) for the coming Champs.

8 - Colin Foster came out strongly at the start of the season picking up high placings in Combined Power and Vintage Glider at the three Winter Church Fenton Galas. He went even further North in mid-summer to place in Open Rubber, Power and Vintage at the Scottish Nats then a couple of weeks later produced two startling flyoffs once again at Church Fenton to

top the Dixielander event as well as a mixed vintage contest won with his glider! He repeated the process with this same model a week or so later at the Cleemac. He flew much less in the BMFA contests but scraped a point at a windy Open Rubber flyoff at the Nats and three more with a 4th place in Vintage Glider. He was also 6th in the Slow Open Power flyoff at the BMFA 5th Area event. A man we are going to see higher and higher up this list in future, he is already 4th in the Timperley rankings.

7 - Dennis Davitt is 9th in the Timperley list thanks also to a strong opening to the season at those early Church Fenton events, including a win in Combined Rubber at the third of them. He also had a good day at the Morley Heath Common event with two 3rds from his P30 and CdH. He was 2nd, again with his P30, a few weeks later at the Cleemac and placed in Vintage CdH at the International towards the end of the year. He flew in the BMFA just as strongly with yet another win in CdH at the Nats. Just how many times is that? He also won Electric Open at the 4th Area event as well as being 2nd in the same event at the Winter Open. A 2nd in CdH at the 6th Area and a 5th in P30 at the Autumn Mini brought in more points as well as the 6th in Mini Vintage that he had won at the 1st Area meeting.

6 - Trevor Grey. Big improvements over last year when he was only 11th, but he still insists on flying the two Electric classes in preference to anything else. Trouble is he has still got Brigginsshaw in his way in E30! He started with a win in Electric Open at the Winter meeting at Wymswold and a 2nd place against the IC engines at Crookham. He was also 2nd at the Nats and the 4th Area event. More events available meant more placings in E30. Here he won at Oxford, was 2nd at the Southern Gala and Autumn Mini (Brigginsshaw's days) and scored Timperley points with his 2nd against a CO2 model in a combined flyoff at Church (Ian Davitt that time) in the Summer. He placed 4th at the Northern Gala but couldn't handle the turbulence at the Nats. He kept his hand in at the other classes he flies as well. He finished runner up in the Coupe d'Hiver League with convincing flyoff wins at the Northern Gala and Autumn Mini and a 2nd at Easter and a 5th at the Nats. He won F1B at the Nats too which must make the guys with the very expensive looking equipment, which only gets flown on calm days, smart a bit. He was looking strong in the same class at the first Trials too but faded a bit in later ones. His Autumn Mini performance winning CdH and taking 2nd in E30 moved him into a very distinguished 3rd in the Senior Champs.

5 - Gerry Ferer was also 11th in the Senior Champs and 5th in the Timperley League. It takes a lot of flying and travelling to get this high in all three charts. He doesn't fly any FAI and spreads his effort equally between Club and BMFA events. He had a really great patch mid-season placing all the time but his start was a bit slow in the Club events. He did complete his Timperley total with eight events scoring which some didn't but it wasn't until Oxford that things really came to life. Here he won the Mini Vintage flyoff with a big flight (eventually retrieved from the central reservation of the A40) then up to the other end of the country for 2nd and 3rd in Vintage and Open Rubber at the Scots Nats. He won again in Mini Vintage at the Cleemac after a 3rd in Midi Vintage at the same site a couple of weeks before at the Heath Common event. Second in Open Rubber at the Timperley Gala which was the class he used to earn most of his BMFA points. You will remember that last year Gerry became the first and probably last person to ever place in the top six of all the Open Rubber contest flown through the UK in one season. No one could have done that

this year as Woodbury clashed with the Nats but he still came closest. Winter Open 3rd, Gamage at the 1st Area 5th, at the Northern Gala he dropped a second and had to make do with a 2nd in Mini Vintage, and at the 3rd area he was 3rd in Open Vintage. Back to Open at Easter with a 3rd, 2nd at the Nats as well as 2nd in Vintage, then 4th at the Southern, and 4th in Team Rubber at the 5th Area not to mention those placing at the Timperley and Scots Nats. Gerry is 72 years old!

4- Chris Strachan's efforts also take him into the top three of the Timperley League and 13th in the Senior Champs itself. In the BMFA events he came 2nd in Vintage at the Winter Open, won Mini Vintage at the 1st Area meeting, was 4th in CdH at the 3rd Area meeting, 3rd in CO2 at the 4th Area, 3rd in Mini Vintage at the Southern Gala and won Tailless at the final Area meeting! He did even more in the Club events. His Vintage Wakes brought him a win at the Croydon event and two 3rds at the SAM Champs. Brumfly was a very good day for him with a win in Mini Vintage and 2nd in CdH and he had already won Vintage with a good flyoff at the Timperley Gala a few weeks before. In midsummer his visit to the Oxford Gala netted him a win in Vintage Glider and a 2nd in Mini Vintage Rubber - all in all even better than last year.

3 - Dave Hipperson, last year's winner, concentrated on his favourite power models and at the same time set his sights on flying just one rubber class during the year - CdH to have a go at the CdH League. This was successful. Indeed he never placed out of the top three in all the qualifying events apart from the Nats which he couldn't attend. His overall BMFA scores suffered because he missed a couple of Area meetings as well. He was 2nd in Slow Open Power at the Winter meeting, 2nd again in the 1/2A at the 2nd Area and 2nd in both the Slow Open and CdH flyoffs at the Northern Gala. At Easter he took both CdH and Slow Open Power at a windy and poorly attended weekend on Salisbury Plain. He was 3rd in CdH both at the 3rd Area and the flyoff at the Southern Gala but won with his Slow Open again in the Combined Power flyoff at the 4th Area event. His flyoff in 1/2A at the 5th Area came 2nd and he rounded it all off with an 2nd place in CdH at the Autumn Mini. Of his numerous placings in the Club events (see the Timperley list) the flyoff win at the Morley Classic Power event with one of his Dixielanders on one of the hottest days of the year and the double power win at Woodbury stand out. It brought him in second in the Timperley League and 5th in the Senior Champs.

TIMPERLEY LEAGUE TOP TEN FOR 2003

		9 points	6 points	4 points	3 points	2 points	1.5 points	Total
1	J O'Donnell	Vint Xmas Special Comb P30/CdH Fenton 12.1.03 P30. Heath Common P30 Cleemac O/R Timperley O/R Brumfly	Mini V. Bournemouth P30 Croydon Wake					66
2	D Hipperson	Comb.Power Crookham CdH Oxford Classic Power- Fielding CdH Timperley	Nos. Power Woodbury Comb.Power Woodbury Brit Power Heath Common		CdH Oxford Champagne			57
3	C Strachan	4oz Croydon Wake Vint. Timperley Mini V Brumfly	V.Rubber Woodbury Mini V Rubber Oxford	8oz Wake SAM 4oz Wake SAM			Nos R. Woodbury	48.5
4	C Foster	Glider C/F 12.1.03 Dixy. Heath Common V.Glider Cleemac		Vint. Xmas Special Comb. Power C/F 26.1.03 Vint. Scots Nats	O/P Scots Nats 1/2A Brumfly			45
5	G Ferer	Mini V.Rubber Oxford Mini V.Rubber Heath Common	Vint. Scots Nats O/R Timperley	O/R Scots Nats Mid V. Heath Common	Vintage Pannet 8oz Wake Croydon			44
6	J Carter	A1 Oxford	A1 Morley Heath Common O/G Brumfly	Comb.G Xmas special Comb.G CF 12.1.03 Comb G CF 26.1.03	G Pannett		A1 Brumfly	37.5
7	M Turner	P30 Croydon Wake 4oz Wake SAM Champs 8oz Wake SAM Champs	Mini V. Woodbury	Vintage R. Woodbury				37
8	G Beal		Glider Xmas Special Glider C/F 12.1.03 Vintage G. Cleemac Pre Wt. Wake SAM Champs		Midi Vintage Heath Common 8oz Wake Sam Champs	Comb. Rubber C/F 26.1.03		32
9	D Davitt	Comb. R. Fenton 26.1.03	Comb P30/CdH Fenton 12.1.03 P30 Cleemac	Comb AI/CdH Heath Common	CdH Xmas Special Vint CdH Aeromod. CdH			31
10	D Limbert	Brit. Power Heath Common Slow Open Brumfly	Slow Open Falcons		Slow Open Cleemac			27
=	G Sharp	Mini V.Crookam	Mini V. Cleemac CdH Timperley	Mini V. Woodbury		Mini V. Falcons		27

2 - Phil Ball nearly took the Overall League this year. He had amassed such a huge BMFA total that with a little bit more in the Club events he could have clinched it. However, he only realised this late on in the season and then got unlucky losing a crucial Rubber model in the dreaded Rutland Water at Brumfly so he was unable to capitalise at the Falcons Gala. He always makes a big effort in the BMFA events and in 2003 he started very well with impressive wins in Open Rubber at the Winter Open and 1st Area and Catapult Glider at the 2nd Area, Slow Open and Open Rubber at the Northern Gala - all these one after another - very daunting for the opposition. He did slow a bit mid-season and had, by his standards, a disappointing Nats, only winning one event, Catapult Glider, after a crash in the Open Rubber flyoff when he was in with more than a chance. That half a point at the 3rd Area event, a tie for 6th in Slow Open Power, kept an unbroken record of points at every BMFA contest - not many can guarantee that sort of stamina through a season.

He went on to better his excellent Northern Gala performance of 26 points in one day with a staggering effort at the Southern. Here he won Catapult Glider, qualified for the Open Rubber and Slow Open Power flyoffs and then so nearly took HLG as well had not the final whistle blown just before his last flight. His flyoffs in the main two classes were made around about the time of the others his models simply got a bit higher and glided a bit better and he won them both. His time in the HLG event without that last flight was worth 3 pts and it gave him 30 on one day which has never been done before in either a BMFA or Club event and I should very much doubt whether it will ever be done again even by Phil. The remainder of the points came from a 2nd in the Pannett for Slow/Open Power, wins in Slow Open and Combined HLG/Catapult at the Cleemac events and the few points for two flights in Open Rubber, the second of which landed in the water and was never recovered from Brumfly. Phil is BMFA Senior Champ with very nearly twice the points score of his nearest rival.

1 - John O'Donnell tops our list this year, wins the Timperley and Open Rubber Leagues, and comes in runner up in the Senior Champs! Back to full fitness after the hiccup in 2002, his successes came from a wide choice of rubber classes but as far as the club events are concerned he made great use of a very effective P30 model, almost never losing with it - even to Phil Ball. Let us look at just the P30 record for a moment. He won the first comp, the Xmas special, then won the next against CdHs, he was 2nd at the Croydon Wakefield event. Earned only a point after some unlucky damage at Oxford but won with it again at the Morley Heath Common and the Cleemac events and that was just the club stuff. In the BMFA events he didn't fly at the Nats but won again at the Autumn Mini - that's almost a perfect record! Then there was Open Rubber! A couple of 2nds, one at the Winter Open and another at the 1st Area, two more at Easter and the Southern Gala and two 3rds one at the Northern Gala and the other at the Nats, then he won both the Timperley and Brumfly.

Further BMFA wins included Vintage at the Nats and CdH at the 3rd Area and 3rd in Mini Vintage at the Autumn Mini. At this final event John could have been caught by Phil Ball but amazingly they both scored 13 points apiece so the status quo remained John ahead by the whisker of 3.5 points in 158 - that's close, but after all John is 71 years old and he did win all the other Leagues you have to make allowances!

NON-BMFA POWER & NOSTALGIA RULES

Dave Hipperson: The following is a 2004 clarification and guidance for CDs. It has been discussed and checked with all concerned and everyone now seems happy about it. If we all standardise on this it will avoid confusion and make life simpler. CDs needing only to refer to this issue of FFN and possibly carry a copy!

It is understood that models should be built to and in accordance with the original published plans or drawings. Variations are only acceptable where appropriate and when in accordance with standard BMFA Vintage rule practice unless clearly stated otherwise in the published announcement for the contest.

Nostalgia/Classic Fielding/Fuller Rules (Model Spec)

For designs published or kitted between 1st Jan 1951 and 31st Jan 1961

Glider	no further restrictions.
Rubber	no further restrictions apart from no 'motor heaters'.
Power	Any motor, no restrictions on fuel supply systems but no folding props nor prop brakes. Nose length may be adjusted to facilitate balance. Usual run 12 secs.

British Power Clarkson Rules (Model Spec)

For models powered by an up to 1.5cc British Diesel or replica plus MVVS 1.5D and C.S.09D. No moving surfaces except DT. No prop brakes nor pressure fed fuel systems. (In essence 1.5 cc Diesel, Slow Open Power). Usual run 10 secs

Cranfield Classic Arnott Rules (Model Spec)

For designs that tied for 1st Place at the 1960 Power World Championships, Cranfield. Models as per published drawings and data of the period but no restriction on all up weight (i.e. they don't have to be FAI weights of the time). Engines 2.5cc max capacity and from the period or their replicas. Alternative acceptable engines are:- CS Tiger, Russian Tiger, CS Silver Streak, and any plain bearing OS 15 or PAW 2.49. Usual run 15 secs.

Usual engine runs have been incorporated in the above rules to give guidance to Combined event organisers who might not be aware of such things and hence not know where to site the class or set the max. They are slightly different for the Timperley Rules amended for 2004 and set out below.

Combined Power Engine runs. Timperley Rules 2004

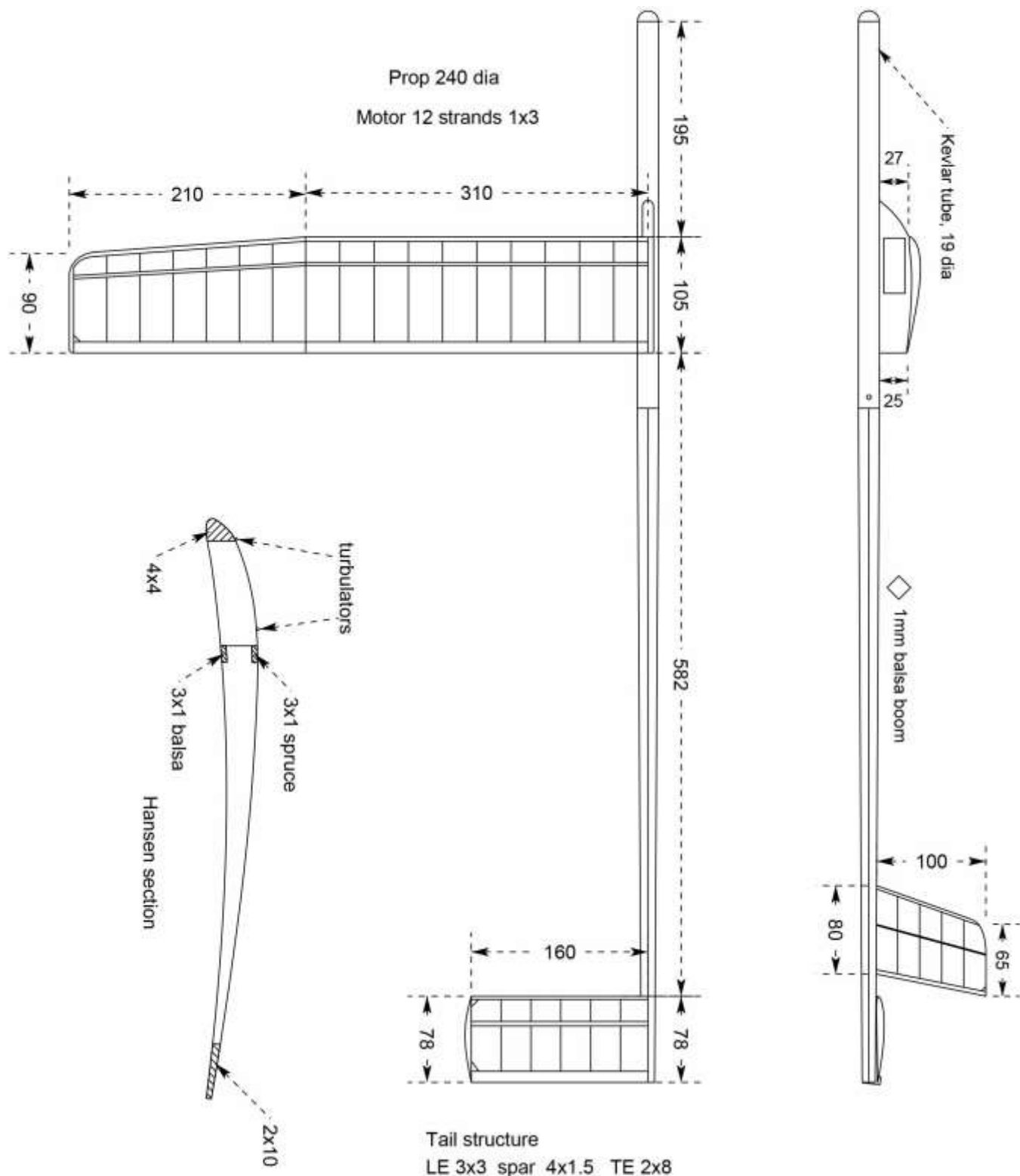
I.C Engine powered aeroplanes:

All models with 'bunt'	5 secs
All models with function(s) other than bunt	7 secs
All non Vintage models with no functions (glow)	9 secs
All non Vintage models with no functions (diesel)	11 secs
Vintage models. (definition as 2004 BMFA rules)	15 secs

Electric motor powered aeroplanes:

BMFA (2004p) Electric Open (timed motor run)	30secs
--	--------

Functions are defined as "moveable aerodynamic surface operated by a timer during flight prior to DT"



F1G
by David Thorsens (SWE)
ex Modellflygnytt

Scale 1:5 All dimensions mm

COUPE D'HIVER LEAGUE

Dave Hipperson: In the absence of Ian Davitt's management of the CDH League I will also administrate for that and the rules will be identical to before at least for 2004. Qualifying contests being:- Northern Gala, BMFA Easter (Spring 2 day), Nationals, Oxford Rally, Timperley Gala, Southern Gala, Summer (Autumn) Mini, Aeromodeller 80g. A reminder of the detailed rules which from memory insist on five flights and a contest as advertised will be printed in a future issue. Furthermore from 2004 there will be an annual trophy awarded to this League winner as with all the other leagues. The winner will receive the Bernard Boutilier Trophy which used to be awarded for 100 gram at the Aeromodeller event but the class is now wholly defunct and so the trophy is being brought over.

COUPE EUROPA, Barkston Heath, Nov 30

Report by Martin Dilly.

After several changes of venue and date the Coupe Europa was flown at Barkston in late November, a fortuitous choice as the weather was perfect for Coupe d'Hiver flying with blue skies and a gentle drift down the length of the field.

F1G, flown to FAI rules, was well supported although the extra mileage from the Channel ports to Barkston deterred any Continental participation. Those who flew during the first hour probably regretted it as the atmosphere warmed a little later and light lift became apparent when maxes flowed in. Impressive climb-outs by Peter King, Joe Flynn and returnee Geoff Stringer didn't always end in maxes as there were still pockets of down air for the unlucky. By 1 p.m. Roy Vaughan with his high-tech carbon model was the only flyer with five maxes and it seemed there would be no fly-off. Bill Cox had other ideas; he started flying late with his Bob White derivative twin-finned model that features a long, over one minute, motor run. It cruised to a good height before gliding serenely to five maxes.

The fly-off at 3 p.m. saw clouds gathering on the horizon and negligible drift. Neither flyer could feel much help in the air, Bill launching early and the model climbing steadily. Roy launched a minute later, and when asked why he chose that moment replied that he just got bored holding it. His model gained more altitude than Bill's but seemed to get a slight prop hang-up and undulated on the glide; only the stopwatches could tell the difference. Roy had won the coveted Aeromodeller Trophy by a mere seven seconds. Surprisingly only nine seconds separated the top six places.

Vintage Coupe d'Hiver is proving a worthwhile and competitive class these days. Ralph Sparrow showed how competitive by maxing out with his Jump Bis, a steady climbing design, perfect for the prevailing conditions, and enough to win the AAA Cup. Ray Alban by contrast flew a rapid climbing Fuit III, picking his air to rattle off two maxes and a 1:51. The much-vaunted Bagatelles, the current 'hot ship' for Vintage Coupe disappointed; perhaps livelier air would have suited their characteristics. Peter Michel, with the best of them, bagged third place.

Edna Flynn flew steadily as usual and would have placed higher, an early drop in dodgy air robbing her of a full house. Nevertheless she secured the well-deserved Ladies' prize.

In the absence of overseas entrants the handsome Flitehook Europa Trophy was competed for by clubs; most free-flight clubs were represented but the Croydon trio of Spooner, Thomson and King, placed fifth, ninth and tenth to lift the trophy for 2003.

Croydon would like to thank the members of the Grantham club for their assistance and for manning the gate.

F1G Aeromodeller Trophy

1	R Vaughan	Crookham	600 + 145
2	W Cox	Grantham	600 + 138
3	D Greaves	Bristol & West	595
4	G Stringer	East Grinstead	593
5	B Spooner	Croydon	592
6	P Woodhouse	Morley	591

Vintage Coupe d'Hiver – AAA Cup

1	R Sparrow	Timperley	6:00	Jump Bis
2	R Alban	SAM	5:51	Fuit III
3	P Michel	SAM	5:39	Bagatelle
4	D Davitt	Morley	5:28	Lo Zigolo
5=	R Oldridge	SAM	4:41	Bagatelle
5=	W Cox	Grantham	4:41	Bagatelle

CHURCH FENTON, JANUARY 4

CD Alan Kelly. Report by Dave Hipperson

For the final for the three Xmas meetings at Church Fenton a fabulous weather window. Almost flat calm, not too cold, overcast most of the day and dry. Just about perfect conditions for a Free Right contest of any kind. Entries were quite acceptable in all the classes but as is becoming the regular pattern they were impressive in Power. A Combined event this flown to the Timperley 2003 Rules (2004 modifications appear elsewhere).

All day the conditions were such that it was unnecessary to wait about for the right air. It was there all the time. I cannot remember a day for many years with such stable thick, damp, cold air. It could have been different as the first few minutes of the morning were clear blue and sunny the thin blanket overcast - a slowly approaching trough - arrived on cue and stopped the convection dead.

The drift, a slight but steady north-north westerly, began to back westerly and took models out across the width of the runway rather than along it. Furthermore it appeared that this was going to continue around to south westerly as had been forecast. It was still possible to max inside the drome but competitors soon moved to a better spot and as usual on such a calm day no sooner had they done so than the drift swung back and most had to return for the flyoffs. And flyoffs there were and in all three classes.

That O'Donnell P30 was out again in the Combined Mini event and ousted George Sharp's brand new (trimmed on the field) CdH. George had had to do this as his first entry DTed early - one of the few dropped flights of the entire day incidentally, and so he availed himself of the second entry arrangement that allowed a re-entry but only with another model. Once Hipperson learned of this of course he set about qualifying for the Power flyoff all over again - just to be sure and so did Grey with his EOPs! Anyway John's P30 produced the goods to start his season with a win, and Phil Ball who had got his three elegant glider maxes in early in the day out flew Colin Foster's Hyperion. Ball on 50 metres and the Vintage model on 100 but a good effort by both.

The power finale was spectacular - 13 people involved and all of them gave it a good shot. The combined rules allowing Electric in and three had qualified but the IC models were not going to be caught by them today. Hipperson flew first with the more impressive of the two models with which he had made the maxes during the day. This was a medium sized (400

square inch) T34 re-motored with an exceptional AM35. It was a very high climb which none of the others could match. Glides were all quite good in the dense air so durations tended to reflected height gained. Steve Barnes may have shaved some seconds off his by launching slightly flat but in the main patterns were excellent. How we have come on in Power!

Due to the decentralised nature of the flyoffs there was some delay before all the cards were returned to control and indeed it has come to light since that at least one didn't make it back at all. Allan Kelly (CD) and Stan Horn presided over an good humoured presentation at which amongst other things they were simply itching to give away a special prize they had had since the first of these three winter meetings. This had been earmarked for the man making the longest flyoff of the day. It couldn't be awarded until this event as the weather before that had precluded anything like flyoffs. Your reporter was the lucky recipient. It turned out to be a simply enormous box of chocolate finger biscuits (his favourite). In fact enough that if laid end to end they would stretch nearly 30 yards! Thanks are due to all those involved in running these three events around the Xmas holiday and hanging around good naturedly in the cold for us flyers to have a good time.

Combined Glider (2:30 x 3 flights)

1	P.Ball	7:30+3:10	A2
2	C.Foster	7:30+3:00	Hyperion
3	G.Beal	7:30+2:14	
4	P.Robinson	7:26	
5	G.Peck	6:50	
6	J.Milner	4:28	

Combined Minis (2:00 x 3 flights) 10 flew

1	J.O'Donnell	6:00+3:17	P30
2	G.Sharp	6:00+2:34	CdH
3	R.Sparrow	6:00+ 1:22	CdH
4	P.Woodhouse	5:56	
5	J.Miller	5:50	
6	G.Ferer	5:36	

Combined Power (Timperley Rules) 2:30 x 3 flights 16 flew . 13 flew off

1	D.Hipperson	7:30+5:54
2	S.Barnes	7:30+5:06
3	D.Clarkson	7:30+4:59
4	D.Limbert	7:30+4:54
5	D.Hipperson	7:30+4:53
6	C.Hickmott	7:30+3:47

INDOOR RECORD

An interesting record claim has been received by the FAI. This is for class F1N (Indoor HLG) duration record no. 118-b (ceiling 8m - 15m). It is for a time of 1 min 4 sec set in Tokyo on October 28th by a team of Akihiro Danjo and Mitsuru Ishi, both of Japan. The current record is 54.8 sec by Len Surtees.

The FAI Sporting Code gives the possibility for records to be set by teams rather than just individuals, but this has usually been used for long duration RC records. In this case Danjo, who is disabled, built the model and Ishi launched it. The builder of the model rule applies to F1N and this is met by one member of the team building the model. The model must be launched by hand by "the competitor" and, in this record case, that is one of the team members. Although unusual, it would appear to fit within the record rules (which can be found in volume ABR of the FAI aeromodelling Sporting Code).

The FAI are currently considering the claim.

CORRESPONDENCE

From Klaus Salzer:

Re Dave Hipperson's views of the "Supermax" in November FFN. Even if I am not part of the British scene - may I put in my view of this invention, believing that I may have watched more of the use of the supermax in international competitions this year than he has?

a) None of the organizers had problems with the scoreboards or the calcs that I know of. It is just a matter of getting used to the new way of doing it (or just using one of the published spreadsheet programs). That applies to the flyers as well.

b) "Starting with a clouded outcome" or "Having no chance after missing the supermax" is simply not true. Quite the opposite: missing an extra long flight when it counts to the final result is much worse! With the supermax rule you still have a chance if you always fly more than 180 ... and one of the "supermaxers" drops a flight.

c) You will have a very good chance of "catching up" if you stay clean in the regular rounds. Study the result sheets of this years world cup contests (and the World Champs) and count the people who did not make the supermax, but finish in front of the people who did.

d) Increasing the "regular" max during the day goes in the same (wrong?) direction: when there are thermals it does not make a difference whether you fly 3, or 4, or more minutes - you either pick a thermal, or you are down anyway (see the ridiculous F1C flyoff rounds at the World Champs). It just makes retrieving harder and needs larger flying fields.

e) The rule as it is does, however, not prevent organizers to make mistakes, the most common being the time of the day when calling a long flight. It does not make sense to do it when half or even the full round is flown under thermal conditions. And I fully agree that this years World Champs was a classic example of choosing all the wrong ways to do it!

My Conclusion: Do not judge the supermax idea on the basis of bad application. Keep the Supermax. But put a stronger accent on the "non thermal" aspect. Maybe even cancel the supermax when thermal activity is detected during the round (like at the "sunrise" contests in Germany). Have the contests start earlier - do it like the Save/SWE world champs: fly some rounds from sunrise to breakfast, and the rest in the evening. Or like the Midsummernight trophy in the Netherlands: from afternoon to dusk, and again from sunrise to breakfast - with the long rounds when there is no thermal activity. Organizers will of course have to get up as early as the competitors ... No timekeepers? The modellers can time each other!

FREE FLIGHT ON SALISBURY PLAIN

The training and practice weekend dates for 2004 on Area 8 on Salisbury Plain have been finalised, with Area 20 available as a reserve. These dates are available for trimming and practice by BMFA members flying FAI or Open free-flight classes, and the site is the only one in the country big enough to allow a model to glide to the ground, rather than having to D/T it to avoid some hazard. The aim of the sessions is to further improve overall free-flight standards in the UK.

For those unfamiliar with the site there are a few simple rules to follow, and a single per capita charge to meet the annual licence cost that we must pay.

If you want to use what is probably Britain's best free-flight site in 2004 send an SAE to Bernard Aslett, 25, Honeyhill, Wooton Bassett, Swindon, Wilts, SN4 7D; in return you will

receive a sketch map showing access to where we fly on Training Areas 8 and 20, a request for the one-off fee, which will allow you eighteen weekends of trimming, and two copies of the users' guide; sign one copy, return it to Bernard, and your name will be included on the Army's security list. This information is being provided before the per capita fee for 2004 has been decided, to give you the opportunity to fly on the first available weekend.

The following dates have been agreed:

March 13-14, March 20-21, April 10-11, April 17-18, May 8-9, May 22-23, June 5-6, June 19-20, June 26-27, July 3-4, July 10-11, July 24-25, July 31-Aug 1, Aug 7-8, Aug 14-15, Aug 21-22, Sept 4-5, Sept 25-26

Because of possible short-notice military use, you must always call Peter Tribe on 01225-862748 on the Friday before you plan to fly.

UK COMPETITION NEWS

CHURCH FENTON news from Dennis Davitt is that the Vintage Pannett and Kay plus combined Mini event had been planned for February 1st, but has now been **postponed** because of airfield availability. The Northern Gala is also postponed from the original date to Friday April 9th. An event is to be decided for Monday April 12th. Contact Dennis Davitt 0113 2675433.

SAM 1066 FREE FLIGHT RALLY is at Middle Wallop on Sunday April 11th. Competitions by Bournemouth MAS:- P30, Mini-Vintage Rubber, A Frame (3 flights), Spark Ignition (Precision), Vintage Open Glider - max 100m Towline, Combined Vintage/Classic HLG & CLG. Special Event:- Club Classic Rubber, plans available. All flyers must be insured. No radio control or control line. Contacts:- Ted Horsey 01202 572045, Roy Tiller 01202 511309

GRANTHAM GRAND PRIX will be at Barkston Heath on May 2. Organised by G&DMAS it will include: 4 & 8oz Wakefield, mini vintage, under 25" vintage, combined glider, HLG & catapult, combined power, Bowden trophy. Number of flights and max to be decided on the day. Start 9.30am. Contact Bill Cox, 01775 767 599.

OXFORD MFC FREE FLIGHT RALLY will be at Port Meadow, Wolvercote, Oxford on June 19 and 20. The Champagne flyoffs will start at 7pm on Saturday evening for Coupe d'Hiver, A1 glider, HLG+catapult combined. The competition on Sunday will start at 10am. Flown over 5 flights in rounds with 2 min max will be: CdH, A1 and P30/E30. Events to be flown to 3 flights, 2 min max, no rounds will be vintage rubber (34" max span), vintage glider (72" max span), nostalgia glider (1951-1960), Tailless R/G. Also HLG+catapult combined. No thremistors, streamer poles, etc. No motor heaters. No power models to be flown. Insurance required by all flyers. Special awards: Gala Champ, top lady, Ian MacDonald Trophy. Contact Andrew Crisp, 4 Grove St, Oxford OX2 7JT, tel 01865 553800.

DEVON FREE FLIGHT RALLY. As announced last month this will be at Woodbury Common on 3rd & 4th July, hosted by George Fuller. This fits in before the summer migration to the popular European FAI contests. Despite it being at the peak of the crop growing season no farmer problems are expected as even if the fields surrounding the huge common need to be entered most are grass. It is a beautiful time of the year for this part of the country and there are breathtaking views even from

the Common itself. Devon is packed with guest houses and camping facilities and with the date, just prior to the busy school holiday period, accommodation should present no problem. It's an ideal place to combine your hobby with some holiday so make a note in your diary now and bring the family. The 3rd & 4th July on Woodbury Common!

Saturday 3rd July. CD -George Fuller. Start 9am. All classes three flights. (6 events). Classic/Nostalgia Glider, Rubber & Power including a prize for top the Dixielander, All in Mini Vintage, CDH, Combined F1J-1/2A/British Power. Ends 6pm. Flyoffs soon after.

Sunday 4th July. CD -Dave Hipperson. Start 9am. Most classes three flights but some classes two flights. (5 events). Open Glider /Rubber /Power the latter incorporating Slow Open Power and Electric Open Power under their own rules; Open Vintage Rubber (2 flights); Combined Vintage Power and Vintage Glider (2 flights). Ends 5pm. Flyoffs soon after. Prizegiving for both days to be held on the field after these flyoffs.

There will be a Gala Champ award scored on the basis of the usual League points system for the top six placings in all the above events. Throughout, BMFA rules apply except where stated to the contrary.

All enquiries to George Fuller on 01404 841609. If you would like a list of hotels and guest houses in the Woodbury Common area, please send a stamped addressed envelope to: Devon FF Rally, c/o G Fuller, "Homelea", Payhembury, Honiton, Devon, EX14 3HA.

INTERNATIONAL COMPETITION NEWS

APRIL DOWNUNDER. The New Zealand South Island Champs are on April 17-18. This is a multidisciplinary event, with FF and RC at Omarama, and CL and Indoor at Twizel, 20 min from Omarama. Details: Antony Groenewegen lynne.antony@xtra.co.nz

This is not a World Cup event, but fits within the sequence of four other events which are FIA F1B F1C World Cup events:

Australian Free Flight Championships on April 10-11 at Naranderra, Australia, contact P Mitchell, tel +61 2 438 43217, filnoels@bigpond.net.au

Southern Cross Cup on April 13-14 also at Naranderra. Contact: T Stowe, PO Box 138, Winmalee NSW 2777, Australia, tel: +61 2 475 41334, fax: +61 2 475 41334, email:stowes@ozemail.com.au

Kotuku Cup on April 19-21 at Omarama, New Zealand. Contact: R Wallace, 956 Riverslen Rd South,Hastings,New Zealand tel: +64 6 878 49 93, fax: +64 6 878 49 93 robandina@freenet.co.nz

Omara Cup on April 22-25 also at Omarama. Contact: C Murphy, 5-126 Bishop St, St Albans, Christchurch, New Zealand, tel: +64 3 374 33 84, fax: +64 3 374 33 94, chrismurphy@inet.net.nz

NOTICEBOARD

ROACH POLE FOR SALE. DAM Litanium Exquisit. 11 metre, very light, ideal for indoor use or even fishing! £100 plus postage from Andrew Crisp, 4 Grove St, Summertown, Oxford OX2 7JT, tel 01865 553800

TICKET FOR NORWAY. Phil Ball writes:Due to an unforeseen family problem I have a spare ticket for Heathrow to Oslo for the Holiday on Ice if any one would like to join me the ticket is £120 inclusive, leave Heathrow 1035 on Friday the 19th return Monday 22nd 1505.