

Free Flight news



CONTENTS

NFFS Symposium Report 2003	22	League 2003 report corrections	28
FFn	22	League rules 2004	28
Maxmen, Lost Hills, USA, Feb 13-16	22	Joe Foster	28
King Orange International, Dec 29-31	23	Historical Championships Results and FAI web site	29
BMFA Winter Open, Sculthorpe, Feb 15	25	Indoor Events	29
Correspondence	26	UK Competition News	30
News from BMFA FF Tech Committee	27	International Competition News	30
European FF Championships July 25-31	27	Wanted	30

DIARY

March 6 Pori, Finland	Bear Cup. World Cup F1A, F1B, F1C. Contact: Y Lindgren, Muonamiehensie 5,28610 Pori, Finland, tel: +358 50 336 159, fax: +358 2 63 24 988. mail: pipo.lindgren@dnainternet.net	March 28 Area Venues	BMFA 2nd Area. O/G, FIB (Weston/Plugge), FIJ/BMFA ½ A. (Plugge) HLG, Catapult Glider
March 7 Crivelle, TO, Italy	5th Coppa Guibo Fea'Irofeo AGO. FIK. Contact: S. Schirru, via C B di Cavour a.S, 10095 Grugliasco, Italy, tel: +39 011 780 1788, fax: +39 011 9882067	April 6-7 Millenium Dome, London	Indoor: FIM, Mini Stick, FIL. All attending must be BMF A members registered with L Barr, see page 29.
March 7 Area Venues	BMFA 1st Area. O/R, (Gamage), FIC (Halfax/Plugge), FIR Mini-Vintage(Plugge) (Midland Area flying at Barkston)	April 9 Friday Church Fenton	BMFA Northern Gala. O/G (CMA), O/R (Caton), O/P (Hamley), SLOP, FIG, FIR, FIJ/BMFA ½ A, Mini-vintage, C02, E30, HLG, Catapult Glider. Contact and CD: Denis Davitt, 0113 2675433
March 13 Leamington Spa	BMFA Conference on future of free flight. See FFn 0401.	April 10-11 Salisbury Plain	FF Trimming. See entry for March 13-14.
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 01225862748 on Friday before.	April 10-11 Naranderra, NSW, Australia	Australian Free Flight Champs. World Cup event F1A, F1B, F1C. Contact: P Mitchell, PO Box 44, Terrigal NSW 2260, Australia, tel: +61 2 438 43217, fax: +61 2 436 78316, email: filnoels@bigpond.net.au
March 20-21 Gjovik, Norway	Holiday on Ice. World Cup event F1A, F1B, F1C. See page 30. Entry by March 9.	April 11 Middle Wallop	SAM 1066 Rally, comps by Bournemouth E Horsey 01202 572045, R Tiller 01202 511309
March 20-21 Salisbury Plain	FF Trimming. See entry for March 13-14	April 12 Middle Wallop	Croydon Wakefield Day. See page 30. Contact D Beales, 020 8858 2714
March 23-24 Millenium Dome, London	Indoor: LLP, Mini Stick, FIL. All attending must be BMFA members registered with L Barr, see page 29.	April 12 Middle Wallop	Crookham Combined Power. See page 30. Contact John Thompson, 01252 842471
March 27 Matfors, Sweden	Matfors VT International. World Cup event F1A, F1B, F1C. Contact: M Holmbom, Osterlo 140, 86013 Stode, Sweden, tel: +46 70 3991813, fax: +46 6021210. email: mikke@ebox.tninet.se	April 12 Church Fenton	Morley 'One model' meeting. Senator, Flashback, Dixielander. D Davitt 0113 2675433
		April 13-14 Naranderra, NSW, Australia	Southern Cross Cup. World Cup F1A, F1B, F1C. T Stowe, PO Box 138, Winmalee NSW 2777, Australia, t: +61 2475 41334, fx: +61 247541334.; stowes@ozemail.com.au

NFFS SYMPOSIUM REPORT 2003

Readers will have been aware of the unusual problems FFN have had in obtaining the usual supply of NFFS Symposium Reports for 2003. This has finally been solved and we have copies for sale. After the various complications and now going to have more than the usual number we can pass on the advantageous deal which we finally have from NFFS. This means that the cost of the 2003 Sympo is **only £13.70**. If you would like a copy at this bargain price, please send a cheque for this amount (payable to Free Flight News) to the editorial address. It is also possible to order copies via the FFN website and readers from overseas might like to note the bank payment details in the item below.

For all the people who had already paid and now received a Sympo, I am sure they will have noticed the discrepancy between this price and the original £21 which they paid. I propose to repay this in the form of an extension to their FFN subscription (6 months for UK readers, 5 months for people in mainland Europe). The following list confirms the new subscription expiry date for these readers given in the form of 2-digit year followed by 2-digit month (i.e. 0506 is 2005 June). Non-standard numbers of extension issues are shown in brackets. Please let me know if you have any problem with the changes listed.

UK:

Aslett	0606	Barker	0506	Barrett	0506
Beckford	0506	Brocklehurst	0506	Draper	0506
Elliott	0506	Gibbs	0506	Grey	0506
B G Martin	0706	Purcell	0508 (+4)	Reid	0506
Rogerson	0506	Rothera	0506	Shacklock	0506
G W Smith	0604	R A J Smith	0506	Wannop	0606
Watson	0506				

Europe:

Andersson	0505	Andre	0605	Dolzinski	0606
Fanlo	0505	Gerlach	0610(+10)	Larsen	0605
Stibner	0609(+10)	Torgersen	0605		

FFN

International payment regulations have changed recently and some subscribers in Europe have had difficulties paying FFN. It would appear that it is still possible to use the Eurogiro system to pay money into the FFN account held at the Alliance and Leicester Bank, but our readers' experiences contradict this. To make an international payment it helps to have the following account details:

International bank account number:

GB 68 GI RB 72 000 25 365 4009

Bank identifier code: GI RB GB 22

Account name: Free Flight News

Bank address: Alliance & Leicester Commercial Bank,
International Services
Bridle Road
Bootle
Merseyside GIR 0AA

MAXMEN, LOST HILLS, USA, FEB 13-16

F1A-Junior 7 flew

1	P Barron	USA	2520	+60e	+301
2	B Coussens	USA	2520	+60e	+299
3	D Parker	USA	2520	+60e	+177
4	L Tetrick	USA	2439		

F1A 59 flew

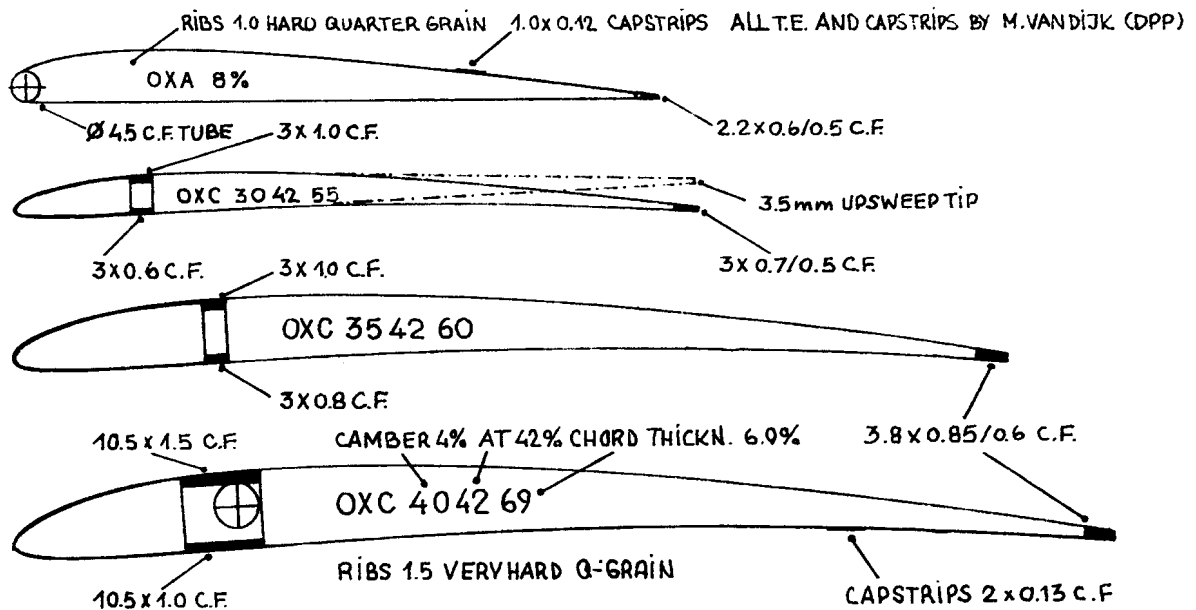
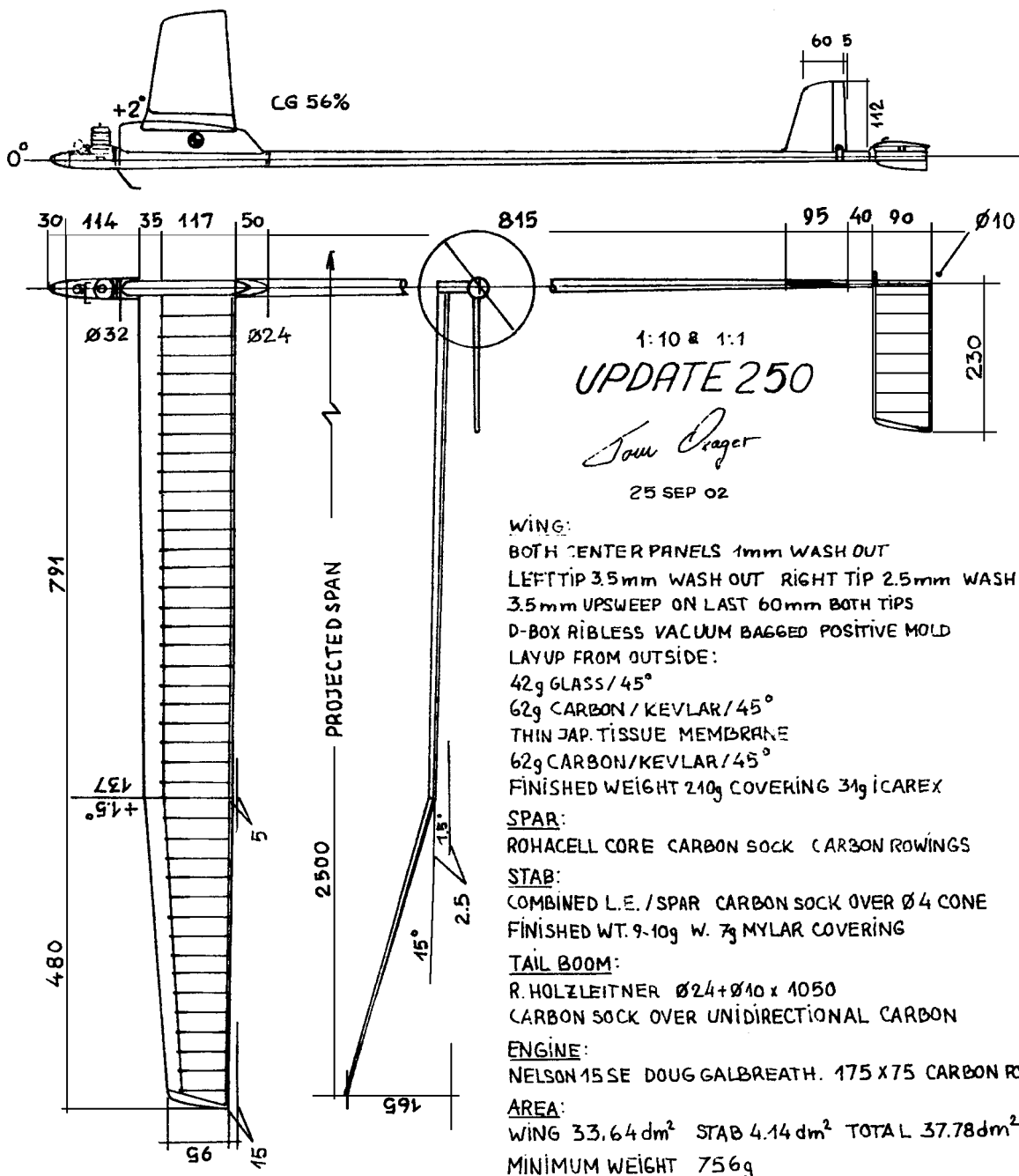
1	T Cousens	USA	2520	+60e	+420	+540
2	M Kochkarev	RUS	2520	+60e	+420	+365
3	D Oldfield	GBR	2520	+60e	+420	+309
4	T Oxager	DEN	2520	+60e	+420	+290
5	J Nyhgen	DEN	2520	+60e	+420	+250
6	R Puhakka	USA	2520	+60e	+420	+245
7	C Breeman	BEL	2520	+60e	+420	+204
8	J Parker	USA	2520	+60e	+417	
9	B van Nest	USA	2520	+60e	+325	
10	P Barron (J)	USA	2520	+60e	+301	
11	B Coussens (J)	USA	2520	+60e	+299	
12	A Barren	USA	2520	+60e	+184	
13	D Parker (J)	USA	2520	+60e	+177	
14	P Brocks	USA	2520	+60e	+173	
15	P Brun	USA	2520	+60e	+117	
16	H Diez	USA	2520	+16e		
17	M McKeever	USA	2516			
18	J Pennington	GBR	2507			
19	S Makarov	RUS	2500			
20	S Spence	USA	2499			
21	V Stamov	UKR	2491			
22	T Tzvetkov	USA	2489			
23	M Thompson	USA	2487			
24	M Fantham	GBR	2486			
24	J Davis	USA	2486			

F1B 52 flew

1	J Bradley	USA	2520	+120e	+420	+299
2	P Ruyter	NED	2520	+120e	+420	+297
3	A Ulm	USA	2520	+120e	+420	+250
4	G Batiuk	USA	2520	+120e	+405	
5	L Horak	CAN	2520	+120e	+373	
6	M Seifert	GER	2520	+120e	+367	
7	A Burdov	RUS	2520	+120e	+348	
8	T Linkosalo	FIN	2520	+120e	+302	
9	A Andriukov	USA	2520	+120e	+282	
10	R Peers	GBR	2520	+120e	+278	
11	R Rohrke	USA	2520	+120e	+268	
12	P Crowley	USA	2520	+120e	+229	
13	Y Waltonen	FIN	2520	+120e	+225	
14	P Scheiman (J)	USA	2520	+120e	+210	
15	S Stefanchuk	UKR	2520	+120e	+202	
16	R Cooney	USA	2520	+120e	+201	
17	Y Blazhevich	UKR	2520	+120e	+192	
17	E Gorban	UKR	2520	+120e	+192	
19	R Khuziev	RUS	2520	+120e	+79	
20	B Biedron	USA	2520	+114e		
21	M Mulligan	USA	2520	+112e		
22	J Schroedter (J)	USA	2508			
23	B Aslett	GBR	2491			
24	S Radziunas (J)	USA	2488			

F1C 26 flew 13 full scores

1	A Kirilenko	USA	2520	+120e	+420	+519
2	B Gutai	USA	2520	+120e	+420	+478
3	E Verbitsky	UKR	2520	+120e	+420	+468
4	R Archer	USA	2520	+120e	+420	+464
5	G Morris	USA	2520	+120e	+420	+397
6	D Shirley	USA	2520	+120e	+420	+356
7	K Happersett	USA	2520	+120e	+420	+332
8	T Kerger	USA	2520	+120e	+420	
9	R Simpson	USA	2520	+120e	+418	
9	G Meannano	USA	2520	+120e	+418	
11	E Carroll	USA	2520	+120e	+374	
12	N Poti	USA	2520	+120e	+358	
13	F Parker	USA	2520	+120e	+161	



Drawing by J Korsgaard from NFFS/Thermiksense

KING ORANGE INTERNATIONAL, DEC 29-31

Report by Paul Masterman.

When the cold weather arrives into the northern regions of North America, it has become the habit of the privileged few (and some not so privileged, like the ever-expanding universe of retirees) to travel south, especially to Florida, where a more clement climate prevails. Whether this one of the reasons for the King Orange event to hold such sway over the free flight community is pure conjecture, of course. But, if a reason is called for, then there's no better excuse to be found! Suffice to say that the close of 2003 saw the fiftieth consecutive opportunity to visit and compete in the 'King Orange'. Apart from national championships, such as the British and United States events which have been running for many decades, I can't recall any other event with a similar pedigree. Any suggestions?

The three days are all competition – and although it is a contest where the results may have significant impact on placings in the domestic 'Americas Cup' – it would be fair to say that much of the enthusiasm of the attendees stems from thoroughly 'relaxed' attitude to the contest, *per se*. It's much more reminiscent of the 'fly-in' which is so popular among the radio control fraternity. At the 'King Orange' this situation is reinforced by the vast number of events. In addition to the six FAI (A-C, G, H & J) and the AMA's six standard and three Classic 'Gas' classes, there are also eight NFFS Nostalgia and eleven SAM Old Timer hand launch glider, rubber and power contests, fifteen aligned to the Flying Aces department, two Texaco and one each Electric, Rocket, Open Glider classes. Then there was Mulvihill (Open Rubber) and P30, with dawn contests for rubber and power, and to celebrate Ray Matthews taking the on role of Contest Director again (he was CD at the first of these events a half century ago!) there were two FUBAR contests (a design that originated from the Matthews stable many years ago, and which is still in contention). Then there's always AMA hand-launch and catapult glider...

The relaxed nature of this event is reinforced by flying on a commodious site at a time of year when there's not much opportunity to do much outdoor flying elsewhere. Maybe that's one of the reasons one hundred twenty-two contestants recorded scores in one or more classes (some many more).

As is common currency in the USA, best supported classes were FAI, followed by Mulvihill and P30. FAI was spread over the first two days, with Mini's on Monday and A/B/C Tuesday. With 16 flying in F1G, it might have been expected there'd be a good proportion in the fly-off (no tie-breaker round in the mini classes of course) but the air proved particularly tricky, tripping up some well-known names as the rounds progressed. It left only two in the fly-off, with Dick Ivers managing the three minutes. In the case of F1H, where there were 11 in contention, the air around the middle of the day cut everyone down to size and no-one maxed out. In power, though, the outright performance of these aircraft saw four of the nine flyers return a full score, with only one, Paillet, missing out on the three minute tie-breaker. For the seventh round, it was decided to 'time to the ground' and was something of an eyesight contest. However, Jon Schlep's winning time of over six minutes secured him a place on the US Junior team to attend the '04 World Championships in Europe this coming summer.

The next day saw really delightful weather, with the light breeze shifting more southerly and enabling an even more effective use of the field's great size. But the air was equally tricky; the opening glider round, calling for a four minute max, saw all five flyers fall short; Steve Spence was closest, four seconds away from the max. However, Bob Sifleet wound up on top, only 37 seconds adrift by the end. F1C had only three flyers and only one perfect score from Bob Gutai. F1B saw the

two max-outs going for five minutes – and both made it. However, with the light going, it was decided that the final round would be held the following morning, Wednesday, at 07:30. The two flyers launched close together and the final result could hardly have been closer, with just one second separating winner and runner-up!

In the AMA and NFFS classifications, the 'usual suspects' were on hand to battle it out – since this was the final chance to gain points in the 2003 Americas Cup. In Power, the annual ding-dong' between Bob Hanford (newly elected to the NFFS board of management) was leading Ronnie Thompson, after scoring some significant points at Eloy in Arizona in December, but by the end of the three days, RT wound up tops again! So how does he do it? Many people have remarked that he doesn't appear to working hard at it, ever. Perhaps that's his secret. He's obviously very well organised, his aircraft run on rails and he knows how to pick air. Even more refreshing, he always seems to have a smile on his face – and not just when he wins. No, THAT's his secret! And how's this for consistency? Wins in D Gas Monday, Classic III Gas Tuesday, 1/2A Gas and B Gas Wednesday, with a second place in Classic II on Monday.

It would not have been fitting to have no formal celebration at the fiftieth King Orange; the Florida Modellers Association had spent much effort in bringing the Palm Bay local authorities on board with partial sponsorship support, so a banquet on the Tuesday evening was arranged at the Ramada Inn, the official site for the event. Since the hotel does no catering, a local restaurant was approached to handle the dining arrangements. For those who knew in advance that 'this was the place to eat', it was good news – and so it turned out to be. There was a good turn-out of supporters, very good catering, a continuation of the relaxed atmosphere carried over from the flying field; what more is there to say?

The final day, New Year's Eve, brought an earlier close to the flying. Given that Mulvihill, with 16 flying, was sanctioned for the Wednesday, it was fortunate that the weather turned out near perfect. This was the usual marathon, producing some very impressive scores. Bob Perkins, the 2003 CD of the US Nationals, got back to flying and managed to make the six minute max, but Joe Williams lead the field home with seven and eight minute maxes to come out top. That gives a good idea of the flying conditions. In P30, with 12 flying, plus two in Junior, winner Don Hockaday needed two fly-off flights to come out ahead of John Kamla (who was in the money at the Nats in Mulvihill).

The three o'clock shut down fitted well with the mammoth prize-giving and the opportunity to say the 'good-byes' to those who were making a quick retreat home. For others, it gave the opportunity to relax before dinner with fellow flyers, friends and family prior to the long trek back home – and for many of us, to the frosts and snows of the continental winter.

F1A 5 flew		F1B 9 flew		F1C 3 flew	
1 R Sifleet	1283	1 R Felix	1897	1 R Gutai	1320
2 S Spence	1097	2 J Bradley	1896	2 G Morris	1282
3 K Jones	1032	3 C Jones	1032	3 H Spence	863
F1G 16 flew		F1H 11 flew		F1J 9 flew	
1 R Ivers	780	1 C Marcos	567	1 J Schlep	1155
2 P Masterman	692	2 R Sifleet	471	2 R Gutai	1118
3 T Ioerger	597	3 B Jenkins	457	3 H Spence	840

Monday

A Gas 7 flew		Classic Gas II 8 fl		D Gas 6 flew	
1 R Hall	976	1 J Bocckinfuso	892	1 R Thompson	1350
2 R Sifleet	879	2 R Thompson	860	2 Clawson	1200
3 R Covalt	678	3 S Bruno	702	3 R Hanford	714

HLG Junior 2 flew		HLG Sen/Open 13 f		Small FUBAR 5 flew	
1 A Mason	120	1 L Pelatowski	220	1 B Barr	270
2 G Malin	99	2 B Smead	207	2 B Schuettler	262
		3 P Sullivan	203	3 H Hill	256

Nos Rubber (Mulvi) 5 flew		Nos ¼ A Gas 6 flew	
1 R Hanford	540	1 B Cleveland	452
2 W Tomasch	529	2 R Hanford	335
3 R Watson	503	3 R Geyer	324

Tuesday

C Gas 7 flew		Classic Gas III 5 fl		Super D Gas 2 flew	
1 J Clawson	873	1 R Thompson	1028	1 J Clawson	480
2 R Covalt	867	2 J Bocckinfuso	737	2 D Hall	240
3 R Hanford	843	3 D Belieff	480		

Cat Glider Junior 4 flew		Cat Glider Senior/Open 9 flew	
1 B Avera	146	1 R Hanford	427
2 J Nunez	96	2 H Hill	333
3 A Mallin	78	3 B Jenkins	316

Payload 5 flew		Moffett 7 flew		CO2 3 flew	
1 R Nichols	307	1 B Robinson	924	1 G Selick	846
2 R Schuettler	285	2 W Tomasch	700	2 V Nippert	565
3 D Acton	249	3 J Kamla	690	3 B Nichols	330

Nos ½A Jun 1 flew		Nos ½A Sen/Op 12 f		Nos B Gas 6 flew	
1 G Mailin	235	1 L Davidson	840	1 D Covalt	939
		2 T Kirsch	547	2 C Murphy	583
		3 B Cleveland	545	3 G Wicks	568

Large FUBAR 2f		Dawn Unlim Rub 5f		Sunrise Shootout 1 fl	
1 W Barr	298	1 R Thompson	328	1 J Clawson	260
2 C Betz	95				

Wednesday

Classic Gas I 8 flew		½ A Sen/Open 9 fl		½ A Junior 2 flew	
1 S Bruno	694	1 R Thompson	600	1 J Schlep	477
2 D Berry	675	2 S Bruno	359	2 G Malin	411
3 T Kerr	366	3 G Morris	350		

B Gas 6 flew		Electric A/B 4 flew		Rocket 4 flew	
1 R Thompson	1397	1 V Nippert	452	1 V Nippert	121
2 R Hanford	1372	2 R Nichols	358	2 B Avera	100
3 R Covalt	1188	3 B Barr	290	3 R Tanner	98

Mulvihill 14 flew		P30 Sen/Open 12fl		P30 Junior 2 flew	
1 J Williams	2100	1 D Hockaday	900	1 G Malin	359
2 R Perkins	1200	2 J Kamla	858	2 J Nunez	351
3 C Marcos	1100	3 L Pelatowski	496		

Nos Rub/Wake 4 fl		Nos C Gas 6 flew		Nos early ½ A 2 flew	
1 R Hanford	542	1 R Covalt	1080	1 B Mallin	248
2 T McCoy	540	2 R Geyer	834	2 W Barr	212
3 D Belieff	470	3 G Wicks	826		

Open Glider 6 flew

1 R Sifleet	360
2 J Paillet	280
3 L Campbell	240

BMFA WINTER OPEN, SCULTHORPE, FEB 15

Report by Dave Hipperson

Oh dear! For most of the Country, the week prior to this contest tempted us with days of calm mild overcast. Those that didn't live along the east coast were blissfully unaware that there it was anything but fine. An anticyclonic system, as so often it does even in the Summer, was bringing in quite stiff breezes from the sea and with them drizzle and rain. This year's venue of Scunthorpe is only ten miles inland from the North Sea into which Norfolk already juts! The Winter Open was about to cop it.

Very cold with numerous showers some times of drizzle sometimes hard rain and occasionally accompanied by low

cloud - just what you don't need for high climbing models. Thankfully it was never too windy but still rarely less than 10 more often 15 mph more still at altitude and always from the coldest direction, the North. The out lying nature of this site was not popular with contestants and presumably even less so with those that didn't attend. Everyone seemed to be complaining that it was a long way to travel but haven't we been using it for 30 years or more? It does look more and more like everyone wants the contest on their door step. This has never and will never be the case fellows, you are going to have to drive, the comps are never going to come to you.

However it is unlikely that many will be driving back to this one. Any enthusiasm that new attendees might have had was quickly doused by a rather depressing 'Rules for Sculthorpe' document handed to all those that arrived during the first couple of hours. Although everyone is well aware of how important sites like this are it becomes confusing when local rules are at such direct variance to the BMFA Book and no attempt has been made to publish them in advance, as is laid down procedure. Looked rather like a hang over from the days when the drome was an active base and a target for the Greenham Common peace activists. Both scenarios more than a decade in our past. Logically much was made of the penalties for climbing the perimeter fence as unlike most places we use this is an imposing affair over six feet high with barbed wire on the top. However our 'gate authority' then exacerbated this already difficult situation of access and retrieval by shutting the only gate two hours into the contest so that no one could leave to retrieve and late arrivals could not gain entry to fly - nor incidentally could be given the so-called vital local rules document!

In distinct contrast the actually CD'ing was exemplary which was particularly surprising bearing in mind the man in question Michael Marshal hadn't done it before. Thankfully his friendliness all day, despite the bitter cold, did much to cheer us up.

The flying was not easy. Low level turbulence caused many upsets. Phil Ball had one difficult Open Rubber flight followed by another that actually came in at 19 secs. If that wasn't enough the re-fly then disappeared momentarily into low cloud! The usually reliable Terry Dobson dropped a flight badly also in Rubber and only Strachan's Lanzo could cope in Vintage. Despite there being only two contestants in EOP the controversy and confusion still seemed to be raging over just how you time the run or more importantly what is the procedure for so to do. This is clearly a class so ill-conceived that it is now glaringly in need of a complete rules overhaul.

A careless piece of towing on his first flight spoilt what might have been a perfect score for Ian Davitt in Open Glider allowing Mike Cook in to the top place with a lesser error. Expect to see these two along with Ball figuring more and more this season as so many other A2 flyers foolishly opt to stay away unless it's an FAI contest. Only two people finished their three flights in Open Power, Trevor Payne's spectacularly so, but in complete contrast Slow Open Power continues to go from strength to strength and this time dominated the day being the only class with respectable entries!

The flyoff in that and the smaller one in Open Rubber took place at 3:30pm. An immediate launch by Steve Barnes in Slow Open Power contacted useful air from a perfect climb but a band of drizzly rain had not cleared downwind and the model was lost still well up. From other vantage points it was seen for much longer. Hipperson released a couple of minutes later also to a good climb but although the air was clearer it was also less buoyant. Sharp was forced to use a partially trimmed model in Rubber and stalled on the glide but the air was generally unhelpful through this middle portion of the period when he and Ball flew. It improved towards the end and a patient Walt

Hodkinson got help with his attractive medium sized rubber model to climb right into the edges of the patchy visibility. Frank Rushby also waited a while to launch and then produced the best power flight of the evening from his ever consistent Creep.

Despite the cold and damp Michael Marshall and his wife Rosemary patiently arranged a proper prizegiving which included wine for the top three places - a new and encouraging promise from the BMFA for major centralised meetings in future.

Open Glider 6 flew

1	M Cook	Maidstone	6.36
2	I Davitt	Morley	6.18
3	J Bailey	Biggles	6.11
4	B Lavis	Biggles	5.05
5	R Heap	Biggles	4.20
6	J Cuthbert	Falcons	1.14

Open Rubber 5 flew

1	W Hodkinson	Timperley	7.30+8.57
2	P Ball	Grantham	7.30+6.54
3	G Sharp	C/M	7.30+4.51
4	T Dobson	Timperley	7.19
5	G Turnbull	Vikings	5.00

Open Power Frog Senior Trophy 4 flew

1	T Payne	Biggles	7.30
2	J Bailey	Biggles	6.35
3	P Harris	Birmingham	4.59
4	R Baggott	Birmingham	2.30

Vintage 4 flew

1	C Strachan	Biggles	7.30
2	D Beales	Croydon	6.25
3	I Davitt	Morley	6.22
4	T Rushby	Cleemac	4.08

SLOP 10 flew

1	F Rushby	Cleemac	7.30+6.02
2	D Hipperson	C/M	7.30+4.41
3	S Barnes	Morley	7.30+3.00
4	D Clarkson	Timperley	7.30
5	J Billam	Grantham	5.35
6	D Limbert	Morley	5.22

EOP 2 flew

1	T Grey	C/M	7.17
2	R Briginshaw	St. Albans	6.27

CORRESPONDENCE

Coupe Europa, Nov 30 from Dennis Davitt

I read Martin Dilly's report on this meeting in last month's FFN. I thought the report good except there was absolutely no mention of the complaints made about allowing bought models, or that several top flyers stayed away as a protest.

I attended, not to fly in 80gm, but to see what happened and to voice my complaint. Other people also complained to the organizers. To not report these events is biased reporting.

Martin, I believe, flies FAI classes almost exclusively. He was instrumental in getting the BOM dropped for FAI events in this country. Fair enough. But what gets to a large number of people is Martin trying to get the BOM dropped in our domestic competitions in which he hardly ever competes - of which this type of Coupe event has always been part. So I wish Martin would restrict himself to FAI rules, and leave us to enjoy our domestic comps - with models built by the contestants. That is the wish of over 90% of the flyers I speak to.

I did fly in the Vintage Coupe, thinking this was unaffected by the BOM argument. On reflection however, it seems there was nothing to stop one of our top flyers building a Vintage Coupe, -and at the same time building say 2 more (even trimming them). Then selling them for entry to the Coupe Europa day. How would the vintage flyers like that?

I do not expect Martin to change his views, any more than the rest of us. But I do ask him - please- not to try to alter our domestic scene.

I have said my piece. I do not intend engaging in further correspondence.

Reply to Klaus Salzer's letter in February issue

By Dave Hipperson.

Klaus Salzer's observations on the Supermax are most interesting and I hope they will be added to the growing debate over this subject. It is always helpful to hear from a contestant of such calibre and who flies and observes so much. We seem to agree on moving contests into the less thermally times. He is absolutely right when he suggests we should be trying harder to fly morning and evening. That might cure all our ills in one go of course, as presumably the max system itself was invented to allow some sort of meaningful contest even in thermally weather?

Longer maxes are often dismissed as not being a test with arguments like Klaus makes. That is, once the model is in a thermal then the length of the flight is immaterial. I have not found this to be the case. My experience is always the shorter the max the more often I and everyone else get into the flyoff whatever I am flying and where ever I am flying it. On the continent this is even more marked. My experience there is that the thermal lift is more bubble type and less convection tube and hence dies eventually. Putting your model in a thermal does **not** automatically mean it will stay there.

Furthermore no where have I suggested the organisers have had any trouble with the system .the confusion has been entirely on the part of numerous contestants with whom I have spoken and well illustrated in the original Mike Warren report. There can be no denying that Supermaxes create a very complicated and awkward score board even if correct.

Of course he is quite right about the *real* chances of catching up being actually better in a Supermax situation than with the traditional max arrangement but that wasn't what I said. I said 'apparent' hope of catching up and I went on to mention 'perception' that the contestant might still be in with a chance. My argument here surrounding what is visualised and felt. What it all *appears* like. The difficulty interpreting the score board, possibly not knowing when supermaxes were coming and hence a confused and less exciting finish. Not encouraging.

His conclusions I heartily endorse. 'Don't condemn on the basis of bad application'. Here indeed is possibly the nub of it. While organisers are allowed to apply the system in an ad hoc fashion it will always be open to abuse deliberate or otherwise and will create an uneven playing field. With the old system one knew where one was and couldn't have the goal posts moved during the contest and it didn't take half a page (FFn Sept. 2003 Page 97) to explain it either! The organisers need to be much more strictly controlled as to what they can and cannot do and more importantly need to be made aware that these things matter and must be clearly laid down before the start of the contest and not altered during it.

Future health of FF - Peter Lumsden

Some recent experiences of mine might shed some light on recruitment and raising our status in the community. Like many of us (the majority?) I am retired and, finding that aeromodelling was unaccountably unable to fill my days, I signed up for some voluntary work, some of it with children

and teenagers. I've found it satisfying and demanding work, the charities (Homestart and Friends United Network) involved often excellent training and support facilities, it is filling in my own life, that lull between father and grandfather, various simple models from my own days as parent have been retrieved from the further corners of the attic, dusted off and put to good use. The children involved are poor, mainly black, so a steep learning curve has been involved, their culture is very different from my own and certainly the phrase tricky to trim can be applied to some of them but by no means all.

I can see that all this might bring a gleam into some modellers' eyes, and from the distant past the word "fetchermite" will float into consciousness, well, all I can say is, you might be lucky!

The charities involved expect a commitment of a year or two.

Free Flight, because it can be low tech, inexpensive, and involves a lot of exercise (unlike RC!) is especially suitable for these youngsters. We hear a lot about "disaffected youth" and "citizenship" these days and I feel we could have a part to play in integrating this group into the community. Another bonus is that male volunteers are a minority, "like gold dust" according to one organiser, so we have scarcity value and the pleasant (and to me novel) experience of being welcomed into female company!

NEWS FROM BMFA FF TECH COMMITTEE

1. Conference on the Future Health of UK free flight

There are a considerable number of people who have sent in their registration to Chris Strachan, and the conference will be very well attended.

If you have not yet sent in your registration form, please do so now to secure your refreshments and lunch ticket.

2. The Nationals

Planning for the Free Flight Nationals on the 29th, 30th and 31st May is proceeding on schedule. However, a Contest Director is still required for the Sunday FAI day; please contact Dave Oldfield or Mike Woodhouse.

Entry forms will be published in the next issue of BMFA News, but if you want to be an early bird, Mike Woodhouse will Email you a copy on request.

Arrangements will be made to send all entrants a copy of the result sheets.

3. BMFA Rule Changes for 2005

Yes it's time once more to start to think about next year's rule book if we are to pass proposals to Technical Council by the due date of 27th September.

In 2004 the FFTC will operate a similar process to the one used in 2003 to collect and consider ideas for rule changes.

The time table will be:

With this notice Announce the process and ask for input

Late May	FFTC meeting	Prepare list of possible rule changes
End May	Publish proposals for comment	
Early July	FFTC meeting	Review responses and amend proposals if necessary
End July	Publish revised proposals	
Early Sept.	FFTC meeting	Prepare final rule changes for submission to Technical Council

The FFTC already have the following rule change to consider:-

1. Open Electric

At present it is not clear what changes are likely to be proposed for this class in 2005 – only that some change is likely to be requested. The FFTC has had some initial and comprehensive proposals but it is important that a dialogue which has already started should continue this season in order for a consensus to be arrived at by September. The FFTC is happy to be a clearing house for this but the competitors and potential competitors in the class must also discuss amongst themselves

Please will anybody who has any additional changes to suggest, or wishes to comment on the above please send their suggestions, ideally by email or else typed so that they can be scanned, to the Secretary of the FFTC. Chris Strachan, 56 Way Lane, Waterbeach, Cambridge, CB5 9NQ. Email: chris.strachan@btinternet.com

4. Contest Directors

The appeal for contest directors set out in last few months FFN has not been altogether successful so far.

John Cooper has kindly offered to CD for the Barkston Team Selection Event, but offers for Contest Directors are needed for the two other Team selection Events (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!! No CD, NO CONTEST!!

EUROPEAN FF CHAMPIONSHIPS July 25-31

The UK team for the above event has been selected and ratified by the BMFA Council. Unlike many of today's sportsmen, model fliers do not get wealthy, rather the reverse in fact! So if you are in a position or know the correct person to approach for financial sponsorship we would be very grateful for the information.

We also really need supporters. If you pay out "mega bucks" to attend the overseas Test Matches or watch football you will know that all you can do is drink warm beer, sing silly songs and sit on the sidelines watching. Free Flight supporters are different; they become part of the Team, they do the downwind retrieval, help move equipment on the flight line and perform that dance unique to free flights that entails running in circles waving your, or some one else's, shirt above your head trying to break loose that elusive bubble of warm air! That is not all, if you happen to have two very long and sharp teeth and only venture out at night, you can visit some of your relatives that live in the mountains to the North of the country, but watch out for the guys with sharply pointed stakes! After the Championships you could fly in the Buzau Cup on the Championship site. You could then break your return journey in France and compete at Poitou. The Americans have their endless October why can't we have an endless August? Near the competition is a camping and caravan site and the drive across Europe is interesting and can be as long or short as you like.

We would really love you to be with us so come and have a holiday with a difference.

For further information please contact Jim Andrews (this year's team manager), The

Old Manse, Llanfapley, Abergavenny, Monmouthshire, NP7 8SN. Tel:- 01600

780421 or e-mail jand193109@aol.com see you there!

LEAGUE 2003 REPORT CORRECTIONS

By Dave Hipperson.

Two items have come to light that were incorrect in last month's Leagues pieces. Trevor Payne has pointed out that his score in the overall table is one point more than it should be as I counted in an Area FIC comp by mistake – fortunately it makes no difference to his position.

Stafford Screen's positions are fscorrect but my reporting of him not making the Team was not! Stafford is most certainly in the 2004 FIC Team – to suggest otherwise was a serious error and entirely mine. Readers will be heartened to learn that even though he himself was gentleman enough not to complain about the error his fan club were very quickly on to me! Many apologies.

LEAGUE RULES 2004

The following three League rules are provide by Dave Hipperson, contest director of these leagues

Timperlev League Rules 2004

Qualifying contests including details of all classes to be flown must be advertised in advance in Free Flight News and must be open to all. The season shall be from 16th December to 15th December inclusive.

Qualifying contests shall be all those outdoor Free Flight duration events run in the UK which are not under the direct control of the BMFA Council - i.e. not what is known as BMFA contests. Neither shall they be experimental BMFA contests nor any contest run by or on behalf of the BMFA Free Flight Tech. Committee. Contest shall be run as advertised. Failing full rule details these shall be assumed to be as per current BMFA procedure except for exclusions stated later or where advertised as different in advance. All events shall be run with the Builder of the Model rule (as per BMFA rule book 1998) in place. (Non-BoM events either deliberate or accidental will not be considered in the Timperley League. In addition no F1A, B or C events of *any sort* shall be considered as experience has shown that when these are run they are now invariably run without a BoM).

All events shall be run to the conventional duration format. That is termination or interruption of flights shall always be at the contestants discretion whether qualifying contest flights or flyoff flights. Contest which involve contestants having to make official flights, during which any part of the timed portion of the flight involves models being flown in something other than conventional climb or glide trim shall be void as far as League points are concerned. Furthermore events so much as advertised as possibly including such rules shall also be void even if those rules are not actually applied on the day.

Events advertised as Champagne or Progressive flyoffs will be eligible but otherwise the number of flights will be expected to be at least three unless such differences are advertised in advance. If events are to be flown in rounds this too must be published in advance. Adjustments to 'Combination events' (i.e. exactly what is to be combined with what) may be made on the day and CDs are also allowed to decide policy on, multiple entry, re entry, towline length, engine run and max on the day. Contests must start within one hour of the advertised time or 11am if no time has been stated in advance. Deviations from the above will void the contest's League points and may positively excluded it from the Leagues the next year.

Contestants may count only their best eight results thus the maximum possible score is $8 \times 9 = 72$ points. (Point scoring will be as per BMFA Senior Champs 1998. 9 for 1st, reducing

to 1 for 6th and cuffing off the top points in the event of less than six recorded scores). Scoring can be only from one event per day and in that event, only one score, the contestants best, will count. This *day* is understood to be the day on which the complete event including flyoffs **concludes**. Ties for overall classification in the League will be resolved by awarding to the contestant with the most first places contributing to his score. If that is not decisive then second places will be taken into consideration and so on until the tie is resolved. If this too does not resolve the tie then placings for the contestants 'throw away' scores shall be taken into account once again starting with firsts. If that too fails to break the tie then placings in events that were scored on the same day as eligible Timperley scores will be taken into consideration.

Most SAM events are not eligible because so many of them are arranged on an ad-hoc basis. However the three Wakefield classes at the SAM Euro Champs *will* count even if not advertised in FFn. The following events are also not eligible: any free flight duration event run on RAF Odham plus Rod Audley's Glider Day.

Aeromodeller Overall League 2004

The Aeromodeller Overall League accepts scores from all Timperley League qualifying events plus the BMFA events that maintain the BoM. (Points scoring as per 1998 Senior Champs) - all contest placings to **count** including those on the same day but not multiple placings in the same event.

Open Rubber Trophy League 2004

The Open Rubber Trophy League has restrictions as per the Timperley League and scoring as per BMFA Senior Champs 1998. All qualifying events must retain BoM as per BMFA rule book 1998. No Champagne flyoffs or contests with less than 3 qualifying flights will be eligible. Contestants for 2003 will be able to count their five best placings from:- BMFA Winter Open, BMFA Easter Meeting, Devon Rally, BMFA Nationals, Scottish Nationals, Timperley Gala, BMFA Southern and Northern Galas, BrumFly and Falcons Gala. There will be a 'windy weather bonus'- points awarded at the windiest contest of the season will be doubled.

Important note to CDs. (There have been no alterations to the above text since 2003) The league system outlined above has been designed to and has proven successful in, encouraging and finally listing overall competitor performance on an annual basis. Moreover by way of its insistence on accurate advance publicity for all contest that wish to qualify it is hoped that it creates a level playing field over which competitors can have confidence. Please try to avoid changing rules on the day as it will usually invalidate the contest. The number of flights has been a troubled area at a few events during the last year. Fly less than three by all means but please advertise the fact - it may increase attendances.

JOE FOSTER

We're sad to record the death in mid-January of Joe Foster, a long-time member of the Oakland Cloud Dusters, and model flyer extraordinary. His talents were many, as recorded below. In more recent times, he was active in promoting the sport of model flying in the younger generation, with indoor activities, alongside George Xenakis', in the south San Francisco/San Juan area. As a tribute, his fellow club member, Stu Bennett, one of the founding members of the OCD in the late '30's, a past OCD newsletter editor and still an extremely active free flyer, exercised his passion for literary devices (he's a retired arts-related academic) and wrote the following blank verse. We reproduce it here, with thanks -

In Brevis – Joe Foster, deceased 2003

He liked language brief.

Except

The occasional fleshed out anecdote

Touched with Irish mischief.

So strong

In will.

Loving granddad

and friend

until

You were his competitor – then killer focus
counting only firsts as worthy.

Helping hand to
earnest beginners’

flying: building, trimming,

Joe-building, beautiful skilful building.

Taut trimming,

Championship trimming,

The ’53 world Wakefield Champ.

And before,

(in ’52)

more:

Flying rubber,

Flying power,

Flying indoor,

Flying outdoor,

Flying free-flight,

Flying c-line.

The AMA Grand National Champ.

The Leader

Leading the OCD to the

Team Championship

In ’58, the Glenview Nats.

Among other great wins.

On so many others.

Great stats,

But not enough, no! Not for Joe.

Gotta show the R.C. world. Not slow. No.

Indeed! Pylon Racing speed.

Now, 1967 Nationals’

Pylon Racing

Championship

speed...

Wow! There goes Joe.

Back to son Joey back to home free flight home.

And records, many records won:

Class B Power,

Class C Power,

Class D Power,

and (for over thirty years)

maybe his finest hour,

The Baby ROG.

Oh! baby!

And others, many others

Joe’s design.

Go baby!

Keep going

In ’86

picked by peers

for the NFFS Hall of Fame.

Clears the pinnacle.

And on it rolls.

All there,

Although never staying quite the same.

Graying, the years take their toll.

Out of the blue

The final flight touches down.

Nothing more fitting now, grounded in our respect,

this brief eulogy, Joe,

from an Irish poet.

“Ni bheudh a leitheid aris ann”

(“His like will not be here again” –

from ‘The Island’ (‘An tOileánach’) by Tomás ó Criomthann)

HISTORICAL CHAMPIONSHIPS RESULTS AND FAI WEB SITE

There are a few gaps in the overall record of Championships which I have set up on the FAI web site. Brian Martin has helped to fill some of these and has recently expanded knowledge on the 1951 Power competition, specifically that it was held in Paris on 15-17th June and the winner was Gerhard Schmid. No results appear in British magazines, probably because no competition details or entry forms were sent by the FAI to the SMAE, and they were short of team cash, so no British team participated. Maybe a European reader can find results in a Swiss or French magazine from 1951?

The web page giving the index to the to the Championships results is:

http://www.fai.org/aeromodelling/competitions/free_flight/mast.html

While on the subject of the FAI web site, it might be useful to remind readers that the index to the world cup results and latest placings in 2004 are accessed at:

http://www.fai.org/aeromodelling/competitions/free_flight/wcupmast.htm

To get the 2004 FAI Sporting Code rules for free flight you need volume ABR and volume F1 from:

<http://www.fai.org/aeromodelling/documents/sc4.asp>

INDOOR EVENTS

The following events have been arranged at the Millennium Dome:

March 23-24 LLP, Mini Stick, F1L

April 6-7 F1M, Mini-Stick, F1L

April 20-21 F1D, F1M, F1L

May 4-5 1st F1D Eurotrials

May 18-19 35cm, F1D, F1M, F1L

June 8-10 Indoor Duration Nationals:

F1D, F1M, F1L, LPP, mini-stick, 35cm, No Cal, (provisional date for 2nd trials, incorporated into the Nats F1D)

Any further Dome dates, beyond end of June, will be notified. All dates are subject to change, if another user needs the Dome.

All persons coming, must be BMFA members. If your name and number has not been notified to me before, send details on a postcard, and include your car registration number, for the security at the gate!

All these Dome dates are mid-week for cost reasons.

Scale and Fun Fly members are welcome at any of these events, subject to any interference to the flimsy's.

Definitely NO RADIO CONTROL !

There may well be other date for Cardington, subject to my inspection of the hanger, for storm damage. Look out for these details in two months (?) time.

Laurie Barr. Herries Cottage, Winter Hill Road, Pinkneys Green, Maidenhead, Berks. SL6 6PJ. tel 01628 487544

E-Mail lgbarr@tiscali.co.uk Do not use attachments !!

UK COMPETITION NEWS

AREA VENUE. From Simon Dixon, Midland Area contest director: The Midland Area will be flying at Barkston Heath for the 1st Area event on 7th March, all BMFA members welcome to join us. An airfield charge will be in place for all flyers.

CROYDON WAKEFIELD DAY will be on April 12th (Easter Monday) at Middle Wallop, starting at 10 a.m. Events are F1B Wakefield for the Thurston Trophy in rounds; 8 ounce Vintage Wakefield for the Ted Evans Trophy ; 4 ounce Vintage Wakefield for the Fairlop Cup; Classic Wakefield 1951-1960 and P-30. Contact David Beales on 020 8858 2714

CROOKHAM COMBINED POWER will also be at Middle Wallop on April 12 starting at 10am. Timperley 2004 rules apply.

Models with bunt	5 sec run
Models with functions except bunt	7 sec run
Non vintage models, glow	9 sec run
Non vintage models, Diesel	11 sec run
Vintage models	15 sec run
Open electric models	30 sec run

3 flights, maximum to be decided on the day. CD: John Thompson, 01252 842471 Johnd.Thompson@btinternet.com

SE AREA BMFA/SAM35 SPRING GALA will be held at RAF Odiham on May 23. Events will be :Vintage Wakefield (4 & 8 oz combined), Vintage Glider, Vintage HLG, Vintage Power, Coupe d'Hiver, A1 Glider. Pre-Registration is mandatory for this event and must be received by Wednesday 12 May. Please send the following:

Car Reg number
BMFA number
your name and names of your car occupants
Registration fee, £1 per car occupant (cheques payable to SE Area BMFA)
Stamp Addressed Envelope to receive your registration number and full event details

to: Alex Cameron, 31 Stafford Road, Crawley, Sussex, RH11 7LA. Contest Director is Mike Kemp 01252 722211. Please note that model flying may be interrupted during the day by aircraft movements and that the only way in and out of the airfield is via the main gate. Finally, all registrations are subject to approval by the RAF authorities.

VINTAGE WAKEFIELD AT NATS. On Saturday May 29th during the BMFA FF Nats at Barkston Heath, there will be Vintage Wakefield in two classes, for 4oz and 8oz. Entry on the field on the day will cost £3. Start at 10am and finish 5pm, flyoffs at 5-30pm. 3 flights plus flyoffs. Presentation right after flyoffs. Contest Director P Arnould, tel 01473 890436.

BRUMFLY GALA will be held at Barkston Heath on July 11. Full details to follow in due course. Contact Alan Gibbs on 024 76676507.

TYNEMOUTH MINI RALLY. Tynemouth club are to run a Mini Rally on 1st August for Combined BMFA ½A/British Power, Combined F1G/Mini Vintage Rubber, F1H (3x2min) and Combined HLG/Catapult Glider (5x1min). 11am to 5pm. Reduced maxes and D/T fly offs depending on weather. No thermal detection devices. The venue is Newcastle Town Moor, a flat grass field site measuring approx ½ mile East to West and ¾ mile North to South, situated North of Newcastle City centre bordered by the A167, A187 and B1318 roads. Free parking on Claremont Road, Forsyth Road and eastern end of Grandstand Road. Contact Brian Martin on 0191 4161096 or email brian_martin_uk@hotmail.com

TIMPERLEY FLYERS OPEN DAY will be on Sunday August 22 at Barkston Heath near Grantham. Free Flight competitions with trophies and prizes. 10 am start. No rounds. BMFA rules apply unless otherwise specified. Events are: Open Rubber, Open Glider, Open Vintage, Coupe d'Hiver, Combined Power including Electric. All competitions 3 flights except for Open Rubber, which will be a one-flight Champagne Fly-Off. Contact: John Barker, tel. 0161 483 8697, email hepcat@barkerj.freeseve.co.uk. Additional information giving motor run in seconds for Combined Power:

Aeroplanes with bunt function	5
With functions other than bunt	7
No functions with glow engine	9
No functions with diesel engine	11
Vintage to BMFA rules	15
EOP to BMFA rules	30

'Function' means a moveable aerodynamic surface (other than D/T) operated by a timer during the flight.

INTERNATIONAL COMPETITION NEWS

HOLIDAY ON ICE World Cup event will be at Gjøvik in Norway on March 20-21. The competition will start at 9.00 on Saturday after briefing at 8.45. First round max will be 210 for F1A and F1B and 240 for F1C. Five rounds, jury will decide maximum and length of rounds according to weather and retrieving conditions. Entry fee is NOK 250, or NOK 350 for two or more classes, with a NOK 100 increase if entry form received after March 9. There is the usual reminder that warm and waterproof boots will be required on the frozen lake, which may have a slippery surface.

Lodging and meals may be booked at the youth hostel, with other hotels in the vicinity as alternatives for direct booking. Note that you cannot use your own sleeping bag at Norwegian youth hostels - please bring your own bedlinen or you will have to pay 50 NOK for renting bedlinen. Youth hostel lodging and meals must be booked through organiser but paid direct to the youth hostel - the bed and breakfast cost is NOK 235 per night, or NOK 575 from Friday evening to Sunday morning including B&B, packed lunch and Saturday evening dinner. Separate lunch bag NOK 40. Fees may be paid on arrival but entries should be sent before March 9 to Tor Bortne, Jernbaneveien 28, N-2840 Reinsvoll, Norway. The full list of contacts are: Tor Bortne (tel +47 611 97463, fax +47 611 98351, e: margit.bortne@c2i.net), or Vegar Nereng (tel +47 611 96736, fax +47 611 52606, email vnereng@online.no), Svein Olstad (tel +47 611 96764 or email svein.olstad@c21.net) or Ole Torgersen (tel +47 611 92585, email o.torg@frisurf.no). Home page <http://home.online.no/~vnereng/>

If the World Cup is finished on Saturday "Smalliday on Ice" is planned for Sunday for F1H, F1G and P30, 3 flights then flyoff. Entry (fee NOK 100) and prizegiving on the ice. Contact Atle Klungrehaug, email: aklark@online.no

WANTED

Dieter Dolzinski writes: I am looking for a copy of two articles in back issues of Model Aircraft and Aeromodeller, namely:

1. Model Aircraft introducing the 1957 A2 world championship glider "Petrel" by Slobodan Babic (maybe in the 1958 volumes?)
2. Aeromodeller featuring Reino Hyvärinen's "Sans Egal" (possibly in the 1959 time frame?)

Perhaps a reader still has these old issues and can provide with a copy. Offers are welcome.

Dieter Dolzinski, Matthias Claudius Weg 30, 27777 Ganderkesee, Germany, e-mail: wolf-dietrich.dolzinski@airbus.com or wddolzinski@web.de