

Free Flight news



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DIARY

April 9 Friday Church Fenton	BMFA Northern Gala. O/G (CMA), O/R (Caton), O/P (Hamley), SLOP, F1G, F1H, F1J/BMFA ½A, Mini-vintage, C02, E30, HLG, Catapult Glider. Contact and CD: Denis Davitt, 0113 2675.433	April 13-14 Naranderra, NSW, Australia	Southern Cross Cup. World Cup F1A, F1B, F1C. T Stowe, tel: +61 247541334, fx: +61247541334 stowes@ozemail.com.au
April 10-11 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 17 Lucenec, Slovak Republic	City Cup of Lucenec. World Cup event F1A, F1B, F1C. Contact: S Hubert, tel: +421 474330213, e: butorova@stonline.sk
April 10-11 Naranderra, NSW, Australia	Australian Free Flight Championships World Cup event F1A, F1B, F1C. Australian Free Flight Society. Contact: P Mitchell, t: +61243843217, fx: +61 2436 78316, email: filnoels@bigpond.net.au	April 17-18 Omarama, New Zealand	South Island Champs. Multidisciplinary, with FF and RC at Omarama, with CL and Indoor at Twizel, 20 min from Omarama Details: Antony Groenewegen lynne.antonyojxtra.co.nz
April 11 Middle Wallop	SAM 1066 FF Rally. Comps by Bournemouth MAS: P30, Mini-Vint R, A-Frame (3 flts), Spark Ignition, Vint O/G - max 100m line, Comb VintClassic HLG+ CLG, Club Classic Rubber. All flyers must be insured. No RC or CL. T Horsey 01202 572045, R Tiller 01202511309	April 19-21 Omarama, New Zealand	Kotuku Cup. World Cup event F1A, F1B, F1C. R Wallace, tel: +64 6 878 49 93, fax: +64 6 878 49 93 robandrina@freenet.co.nz
April 12 Middle Wallop	Croydon Wakefield Day. See FFn 0403. F1B in rounds, 80z Wakefield, 40z Wakefield, Classic Wakefield, P30. Contact D Beales, 020 8858 2714	April 20-21 Millenium Dome, London	Indoor: FID, F1M, F1L. See details in FFn 0403. All attending must be BMFA members registered with L Barr, Herries Cottage, Winter Hill Road, Pinkneys Green, Maidenhead, Berks SL6 6PJ. tel 01628487544, lgarr@tiscali.co.uk
April 12 Middle Wallop	Crookham Combined Power. See FFn 0403. Contact John Thompson, 01252 842471, JohnD.Thompson@btinternet.com	April 22-25 Omarama, New Zealand	Omara Cup. World Cup event F1A, F1B, F1C. C Murphy, tel: +64 33743384, fax: +643 3743394, chrismurphy@inet.net.nz
April 12 Church Fenton	Morley 'One model'. Senator (vintage R), Flashback (nost G), Dixielander (nostalgia P). Contact D. Davitt 0113 2675433	April 24-25 Sculthorpe note change of venue	BMFA Team Trials. F1A, F1B, F1C. Contact Mike Woodhouse
		April 24-25 Osijek, Croatia	Kup Slavonije I Baranje. World Cup F1A, F1B, F1C. D Sokolic, t1: +385 31571 700, fx: +385 31 508262 danko.sokolic@inet.hr

BMFA FF CONFERENCE

We had planned to carry a report on this event by Andrew Crisp. However, although he mailed the report to us a week ago it has not reached us, apparently caught in a postal strike in Oxford. Obviously beyond our control, we look forward to printing the report next month and apologise for the delay in publishing this issue as a result of waiting a few days.

NEWS FROM BMFA FF TECH COMMITTEE

1. Conference on the Future Health of UK Free Flight

The Conference held on 13th March was well attended, and judging by the comments received by the FFTC was considered a success, with interesting principal speakers and discussions, and at an excellent venue.

The FFTC has prepared a series of notes of the on the proceedings, and copies are available by request to Chris Strachan. They will also be posted upon the FFTC web page in the near future.

The FFTC have started their review of the actions resulting from the conference, some of the more general items are already underway, but it will be some time before the review is completed.

2. Builder of the Model Rule.

One surprise for many at the conference was the groundswell of opinion to drop the 'Builder of the Model' rule. This opinion may not have been truly representative of all UK Free Flight modellers, and the FFTC would welcome the views of others upon this subject.

3. Changes to the BMFA Contest Calendar

Changes to some venues have been necessary due to the MOD posting Gliders to Barkston Heath. Fortunately, these should not place any significantly restrictions on the Free Flight Nationals.

However, the first Team Selection event scheduled for 24/25th April will now be at Sculthorpe, and the Summer Mini on 18th July will be at Luffenham.

4. Contest Directors

Contest Directors are still required for a number of contests. At the present time, Sunday at the Nationals looks as if it may just be for trimming if no one comes forward.

Please ask yourself 'Is it my turn to do it?'

The same applies to the **May meeting at Salisbury, the Summer Mini at Luffenham, and the second and third team selection events.**

Please contact the FFTC. No CD, NO CONTEST!!

5. Display Exhibition at the August Nationals.

Ralph Sparrow has kindly offered to organise a display exhibition at the Radio/Control Line nationals at the end of August. The idea is to show (or remind) people at this event what F/F is, by means of a manned static display, with flying demonstrations on the Saturday and Sunday evening (weather permitting), all with the hope that we may attract a number to our discipline.

Over the three day event, Ralph will need the help of 15 to 20 people to man the Marquee, with 5 or 6 people each day, and also needed will be a selection of all types of models.

Please could anyone who is able to help in any way contact Ralph at ralphsparrow@freeserve.co.uk

6. Help wanted for the Flight Challenge.

Mike Golby has contacted each of the technical committees seeking help for this years **childrens** model aircraft competition, re-badged the 'Flight Challenge' to be held in conjunction with the Model Expo Show 2004 at the NEC on 10th July 2004. Anyone interested in helping with timekeeping and scorers should contact Mike at BMFA offices. Travel costs will be re-funded, and a free show pass will be provided.

7. Discus Launch

The FFTC would welcome your observations upon discus launch. At the present time it is in an advanced state of development for HLG's, and may eventually be extended to other classes such as F1B.

The FFTC are keen to encourage development for F/F models, but also have to consider other aspects, including safety. Views to Chris Strachan, please.

CIAM PLENARY MEETING 2004

The CIAM Plenary meeting was held in Lausanne from March 11 to 13th. The first day was a CIAM Bureau meeting and the second and third days the full Plenary meeting.

Unusually, this year there was no Free Flight Technical Meeting but a number of free flight people were present, including Pierre Chaussebourg, Mike Colling, Martin Dilly, Daniel Iele, Wilhelm Kamp, Ian Kaynes, Andras Ree, Kurt Sager, Gerhard Wobbeking, and Anselmo Zeri. Those who were not tied up with other delegate or Bureau duties held an informal free flight meeting, mainly devoted to Championships organisation matters in general and Argentina in particular.

Also, Daniel Petcu attended later accompanied by the full set of F1E World Cup winners from Romania. The Oil and Gas University of Romania had agreed to donate a trophy for the new F1E-Junior World Cup event. They did more than this and supplied additional cups for second and third places for both F1E Junior and Senior, to standard beside the original cup from Slovakia for the F1E winner. The World Cup presentations were held Friday afternoon, with medals and certificates being presented to the national delegate of the countries from which the winners came, except for both F1E categories where all the actual competitors were present to receive the first, second and third awards (all six from Romania). Hungary has agreed to donate a trophy for F1A Junior, the other new class introduced in 2003, and this will be presented at the Pusztu Cup later this year.

The four-year rule cycle for World Champs classes means that changes for the indoor world champs class F1D could be introduced at this meeting ready for application in January 2005. There were no proposals about F1D on the agenda and so the class stays as it is for the next four years until 2009. The agenda had only a few free flight items (which is why there was no FF technical meeting this year) and these lead to just one minor change. The F1L (EZB) quote alternate inch measurements in brackets after the metric quantities and Hungary proposed to remove these. For the span 458mm is no problem but it was observed that 76mm chord is actually slightly less than 3 ins and would result in models built to exactly 3" being outside the rule by 0.2mm. Despite this it was chosen to continue with using the simple 76mm measurement and this change was passed.

The other FF proposals were to change the tank and weight and flyoff procedure for F1K CO2 models, but these changes were all defeated. The proposal to increase the minimum weight from 75g to 85g and decrease the tank from 2 to 1.5cc had 5 votes in favour and only 2 against, but it was defeated because

it did not reach an absolute majority when the 4 abstentions were included. The many of the 36 countries represented at the meeting did not vote on the minority class, but the 4 active abstentions included, amongst others, Turkey who have not been well known for activity in FF CO2.

Championships News

The other main free flight interest was in the decisions on future championships. Together with previously decided hosts, these are now:

2005

World Champs F1A/B/C	Already awarded last year to Argentina
World Champs F1E Sen & Jun	Already awarded last year to Slovakia
Euro Junior Champs F1A/B/P	Awarded to Romania
Euro Indoor Champs Sen & Jun	Awarded to France

2006

World Junior Champs F1A/B/P	Awarded to Germany
World Champs Indoor Sen & Jun	Awarded to Romania
Euro Champs F1A/B/C	Awarded to Ukraine
Euro Champs F1E Sen & Jun	Awarded to Romania

All of the events awarded at this meeting were given to the single country to offer, there was no voting decision needed for any of the free flight championships. Romania had previously offered the 2006 Junior Champs but withdrew this offer in favour of Germany. The site is a new area near Magdeburg which will be used for the first time for the Salzland Cup in August this year (see details in International Competition News in this issue).

Germany had previously offered to host the 2005 Euro Indoor Champs, but withdrew this offer in favour of France and also because the CargoLifter hangar will not be available. There was the possibility of one last informal contest and record session at CargoLifter during March before the work starts on modifying the hangar and makes it unflyable.

The outline details of the 2006 European Championships in Ukraine are that it is planned to be at the beginning of August at Rivne in the west of Ukraine (340km from Kiev). This flying site is described as 4x3km with open space around, flat grass. The Kiev site which was used in 1994 is a reserve.

The only free flight offer on the table for years after 2006 is from Romania for the 2008 F1A/B/C Euro Champs.

2005 F1A F1B F1C World Championships

As mentioned above, this championship was awarded to Argentina last year. Daniel Iele gave the latest details of preparations. The event will be held in late May 2005 at Embalse, the same site as the 1989 World Champs. Agreements have been signed for the use of the field and the hotel booking. Current estimates are that the total cost of entry fee, accommodation and food will be lower than the CIAM guideline price of €600. The accommodation included in this price will be available for 7 nights, allowing for an extra practice or reserve day. Plans are in hand for selecting 80 timekeepers, and all of them will be provided with standard binoculars and tripods. Foreign timekeepers, as well as being accommodated for free, will also be provided with this standard equipment, making for equality for all competitors. More details will be contained in bulletin 0 of the event which will be issued in July 2004.

CRITERIUM PHILLIPE LEPAGE, VIABON, FRANCE, FEB 28-29

F1B 35 flew

1	B Silz	GER	900	+60e	+300	+540
2	D Paff	GER	900	+60e	+300	+520
3	M Woodhouse	GBR	900	+60e	+300	+411
4	W Ghio	USA	900	+60e	+300	+385
5	H Helmbrecht	GER	900	+60e	+300	+347
6	K Salzer	AUT	900	+60e	+300	+342
7	S Tedeschi	FRA	900	+60e	+300	+237
8	M Woolner	GBR	900	+60e	+300	+235
9	A Zeri	NED	900	+60e	+300	+26
10	R Peers	GBR	900	+60e	+300	
11	H Van Hoorn	NED	900	+46e		
12	R Lucassen	NED	900	+40e		
13	U Schmelter	GER	900	+32e		
14	I Zilberg	GER	895			
15	D Barberis	FRA	892			

Coupe d'Hiver Maurice Bayet 92 flew

1	H Werfl	GER	360	+300
2	A Zeri	NED	360	+255
3	A Manoni	ITA	360	+201
4	H Werfl	GER	360	+198
5	F Sharp	GBR	360	+194
6	A Manoni	ITA	360	+189
7	C Chapman	GBR	360	+187
8	M Tonon	FRA	360	+183
9	R Boucher	FRA	360	+166
10	L Dupuis	FRA	360	+164

Vintage Coupe d'Hiver 30 flew

1	P O Templier	FRA	360	+205	Babar 53
2	E Challis	GBR	360	+154	Lo Zigolo 52
3	A Meritte	FRA	360	+153	Machaon 53
4	M Djian	FRA	360	+147	Jumping 2-56
5	M Molinie	FRA	360	+114	Bagatelle 53
6	P Marrot	FRA	360	+111	Jumping 2 53

Vintage Wakefield 16 flew

1	C Strachan	GBR	540	+300	+225	Copland 36
2	P Michel	GBR	540	+300	210	Lanzo 36
3	C Chapman	GBR	512			37
4	E Challis	GBR	511			Yankey 51
5	C Strachan	GBR	504			Woodoo 50
6	E Tyson	GBR	470			Fullerton 48

BEAR CUP, PORI, FINLAND, MARCH 6

F1A 60 flew 29 full scores

1	A Persson	SWE	930	+300	+395
2	M Holmbom	SWE	930	+300	+364
3	P Kuikka	FIN	930	+300	+333
4	P Findahl	SWE	930	+300	+318
5	D Varhos	SWE	930	+300	+292
6	J Valo	FIN	930	+300	+266
7	R Hellgren	SWE	930	+298	
8	K Kulmakko	FIN	930	+284	
9	K Koivula	FIN	930	+283	
10	T Pajunen	FIN	930	+273	
11	T Taponen (J)	FIN	930	+263	
12	V Varuskivi	FIN	930	+255	
12	J Heikkinen	FIN	930	+255	
14	H Tahkapaa	FIN	930	+254	
15	A Lepp	EST	930	+253	
16	A Parna	EST	930	+250	
17	M Lihtamo	FIN	930	+248	
17	T Isotalo	FIN	930	+248	
19	P Rahkala	FIN	930	+247	
20	L Leino	FIN	930	+241	
21	J Carter	GBR	930	+232	
22	K Tuisku	FIN	930	+225	

F1A-Junior 17 flew

1	T Taponen	FIN	930	+263
2	L Kutvonen	FIN	930	+221
3	T Kiiskinen	FIN	928	
4	J Sell	LAT	885	

F1B 18 flew 14 full scores

1	R Mackus	LTU	930	+367
2	R Peers	GBR	930	+360
3	M Woolner	GBR	930	+348
4	V Rosonoks	LAT	930	+332
5	M Solodov	RUS	930	+327
6	Y Waltonen	FIN	930	+307
7	A Shelepov	RUS	930	+301
8	A Kutvonen	FIN	930	+298
9	J Isotalo	FIN	930	+273

F1C 4 flew 2 full scores

1	T Niiranen	FIN	930	+368
2	R Naaber	EST	930	+331

F1A2m

1	V Sarkka	FIN	660	
2	L Ketotokoi	FIN	597	

Note: F1A2m is a national class for juniors, max 15 years, simple glider, max 2m wing, no circle towing, no bunt, no weight limit.

HOLIDAY ON ICE, Gjovik, Norway, Mar 20-21**F1A 64 flew 39 full scores**

1	S Makarov	RUS	900	+300	+330
2	V Lazarevych	UKR	900	+300	+323
3	J Carter	GBR	900	+300	+318
4	P Findahl	SWE	900	+300	+261
5	M Lihtamo	FIN	900	+300	+258
6	J Valo	FIN	900	+300	+236
7	A Klemetsen	NOR	900	+300	+218
8	M Kosonozhkin	RUS	900	+300	+206
9	G Trogen	SWE	900	+300	+174
10	H Tahkapaa	FIN	900	+300	+145
11	M Cuthbert (J)	GBR	900	+300	+142
12	D Oldfield	GBR	900	+300	+141
13	I Yablonovsky	UKR	900	+300	+136
14	V Nereng	NOR	900	+300	+135
15	C Bachmann	SUI	900	+300	+111
16	M Faerber	GER	900	+300	
17	M Holmbom	SWE	900	+298	
18	R Hellgren	SWE	900	+294	
19	P Ronkanen	FIN	900	+291	
20	F Aberlenc	FRA	900	+285	
21	V Stamov	UKR	900	+284	

F1B 42 flew 31 full scores

1	R Khuziev	RUS	900	+372
2	J Wold	NOR	900	+329
3	R Peers	GBR	900	+316
4	B Silz	GER	900	+315
5	M Woolner	GBR	900	+305
6	B Eimar	SWE	900	+294
7	A Andriukov	USA	900	+292
8	S Stefanchuk	UKR	900	+290
9	W Ghio	USA	900	+284
10	J Pratt	USA	900	+268
11	S Tedeschi	FRA	900	+263
12	G Wivardsson	SWE	900	+260
13	A Burdov	RUS	900	+255
13	G Batiuk	USA	900	+255
15	A Zeri	NED	900	+248
16	O Bukin	UKR	900	+243
16	P Monninghoff	GER	900	+243
18	K Salzer	AUT	900	+240
19	L Gircys	LTU	900	+233
20	J Isotalo	FIN	900	+231
20	R Jones	GBR	900	+231

F1A-Junior 5 flew 3 full scores

1	M Cuthbert	GBR	900	+300	+142
2	T Stalhandske	SWE	900	+174	
3	D Findahl	SWE	900		

F1C 6 flew 4 full scores

1	K Kuukka	FIN	900	+292
2	R Truppe	AUT	900	+280
3	T Niiranen	FIN	900	+273

BMFA FIRST AREA CENTRALISED, MARCH 7**Open Rubber Gamage Cup 19 flew**

1	T Dobson	Timperley	7.30	+14.25
2	P Ball	Grantham	7.30	+13.45
3	D Hipperson	CVA	7.30	+7.36
4	F G Sharp	CVA	7.30	+5.45
5	M Marshall	I.V.C	7.30	+3.43
6	K Best	Birmingham	7.30	+3.24
7	B. G. Martin	Tynemouth	7.30	+2.43
8	A Longhurst	SAM35	7.30	+2.39
9	G Oulds	Crawley	7.30	+2.03
10	M Stagg	Maidstone	7.30	

F1C Halifax, Plugge 11 flew

1	P Watson	Birmingham	12.30	+3.50
2	F Rushby	Cleemac	12.11	
3	T Payne	Biggles	11.16	
4	P Harris	Birmingham	10.48	
5	J Deeming	Bristol & West	6.25	
6	C Chapman	Bristol & West	3.03	

F1H (A1) 16 flew

1	R Heap	Biggles	9.58	
2	J Cooper	Biggles	9.40	
3	P Seeley	Bristol & West	9.37	
4	J Flynn	NWFFG	9.27	
5	I Davitt	Morley	9.05	
6	B Lavis	Biggles	8.49	
7	A Cameron	Crawley	8.23	
8	M Walker	NWFFG	7.29	

Mini Vintage Plugge 52 flew

1	J O'Donnell	Timperley	6.00	+6.50
2	J Godden	Morley	6.00	+6.36
3	M Howick	Vikings	6.00	+5.41
4	G Beal	Morley	6.00	+4.22
5	S Fielding	Morley	6.00	+3.51
6	P Robinson	Cleemac	6.00	+3.41
7	M Sanderson	Cleemac	6.00	+3.36
8	D Davitt	Morley	6.00	+3.04
9	P Woodhouse	Morley	6.00	+2.51
10=	E Challis	Bristol & West	6.00	+2.08
10=	T Hargreaves	Morley	6.00	+2.08
12	C Foster	Morley	6.00	+2.02
13	R Wilkes	Crookham	6.00	+1.53
14	G Peck	Cleemac	6.00	+1.51
15	D Neil	Bristol & West	6.00	+1.45
16	K Taylor	E Grinstead	6.00	+1.25
17=	D Brawn	Biggles	6.00	
17=	N Allen	E Grinstead	6.00	
17=	P Michel	SAM 35	6.00	
20	T Dilks	Falcons	5.52	
21	J Northrop	Morley	5.50	
22=	S Dixon	Birmingham	5.48	
22=	T Rushby	Cleemac	5.48	
24	N Rogerston	NWFFG	5.44	
25=	J Newton	NWFFG	5.43	
25=	J Bailey	Biggles	5.43	
25=	J Thompson	Crookham	5.43	

BMFA SECOND AREA CENTRALISED, Mar 28**Open Glider 32 flew**

1	P Ball	Grantham	7.30	+3.55
2	P Williams	Richmond	7.30	+3.23
3	D Cox	Crookham	7.30	+2.23
4	S Darmon	Birmingham	7.20	
5=	A Gibbs	Birmingham	7.09	
5=	M Stagg	Maidstone	7.09	
7	J Howick	Vikings	7.00	
8	A Cameron	Crawley	6.59	
9	G Hart	Vikings	6.58	
10	R Heap	Biggles	6.57	
11	D Bird	Maidstone	6.53	
12	P Seeley	Bristol&West	6.44	
13	C Peters	Vikings	6.42	
14	I Davitt	Morley	6.40	
15	P Cameron	Crawley	6.24	

F1B Weston Cup, Plugge 38 flew

1	M Howick	Vikings	12.30	+5.49
2	M Woodhouse	Vikings	12.30	+4.39
3	D Greaves	Bristol&West	12.30	+4.20
4	G Pink	Bristol&West	12.30	+4.03
5	D Neil	Bristol&West	12.30	+3.03
6	R Bellamy	CVA	12.30	+2.38
7	R J Cheesley	Crookham	12.24	
8	J Godden	Morley	12.19	
9	G Turnbull	Vikings	12.17	
10	C Chapman	Bristol&West	12.09	
11	G Stringer	E Grinstead	12.06	
12	T Grey	Maidstone	11.50	
13	B Halford	Vikings	11.44	
14	B Aslett	Bristol&West	11.17	
15	R Vaughn	Crookham	11.11	
16	R Elliot	Croydon	10.54	
17	S Darmon	Birmingham	10.40	
18	M Chilton	C/M	10.39	

F1J :1/2A Plugge 22 flew

1	S Screen	Birmingham	10.00	+6.14
2	D Hipperson	CVA	10.00	+5.38
3	P Watson	Birmingham	10.00	+5.16
4	P Harris	Birmingham	10.00	+4.51
5	F Chilton	Crookham	10.00	+4.20
6	G Fuller	Bristol&West	10.00	+3.45
7	J Deeming	Bristol&West	10.00	+3.31
8	C Hickmott	Morley	10.00	+3.11
9	A Hall	Walsall	10.00	+2.50
10	C Foster	Morley	10.00	+0.58
11	J Thompson	Crookham	10.00	

Catapult Glider 11 flew

1	P Ball	Grantham	5.00	+1.03
2	M Bennis	Peterborough	5.00	+1.01
3	P Tolhurst	Hayes	4.04	
4	G Turnbull	Vikings	3.59	
5	J Barker	Timperley	3.54	
6	E Horsey	Bournemouth	3.34	

HLG 6 flew

1	M Bennis	Peterborough	6.36	
2	M Page	Peterborough	6.35	
3	P Ball	Grantham	5.24	
4	A Hewitt	Nottingham	4.42	
5	B Taylor (J)	E Grinstead	3.59	
6	P Tolhurst	Hayes	3.02	

Plugge Championship Points after Second Area

1	Bristol & West	815	7	Biggles	322
2	Morley	646	8	C.V.A.	266
3	Birmingham	571	9	E Grinstead	259
4	Crookham	517	10	Timperley	125
5	Vikings	407	11	NWFFG	108
6	Cleamac	386	12	SAM35	107

WORLDWIDE POSTAL COMP 2003/4

Organised and reported by Jim Moseley

Once again it is my pleasure to present the results of the Worldwide Postal Competition, and to thank all of you who have supported this venture with such enthusiasm and – in many cases – intensive effort in flying a number of models in various events. The original concept of this Postal, twelve years ago, was to offer opportunity for many isolated fliers to participate in lowkey competition with others in like position and to hopefully provide some added incentive to their flying pleasures; many comments indicate that this objective is well received and appreciated and the fact that you are having fun is more than sufficient to justify my small administrative input into this annual event.

Participation from some quarters has declined this year, especially from the UK, and poor weather inhibiting others from flying as much as they intended seems increasingly to be a common complaint - New Zealand modellers have endured an uncharacteristically wet and windy season in particular. Scores returned from eight countries emphasises the 'world-wide' aspect and I'm happy to welcome new friends from Argentina, Norway and Sweden this year. I have wondered at times whether the fall in entries from some countries indicates that this contest has largely run its course after so many years ...however, I am grateful to those stalwarts worldwide who faithfully return scoresheets to me and that encourages me to carry on for yet a further year in the hope that it will prove to be 'Lucky 13th' rather than the opposite!

Support for Dime Scale, Stomper, 1.5cc Power and the various 'Classic' rubber and glider classes has fallen dramatically and whilst there seems little point in continuing to keep them in next years' programme in their present form I would be happy to receive your prompt comments on all or any of such – it will be approximately two weeks before I have the 2004/5 Competition ready to distribute to you and your prior input would be valuable to me in its' final preparation.

On the other hand the CLG/HLG, Embryo, P30, Vintage Glider and the larger Vintage Rubber events have held their own or, indeed, grown in participation, and the Cloud Tramp class has been very well received, with 63 fliers and 'supporters' compared to 48 last year. Similarly the small 'Open' class for models to 20" wingspan has proved to be a popular interest with a 40% increase in entries. A very wide variety of models have been entered in this event and the 60 second maximum seems to be readily obtainable by most thereof – a far cry from my neophyte days when my first flight to reach the 'magic minute' was an event still remembered! Several entrants, curiously, ceased to fly after posting three maximums though a further flight would have improved their placing in the list.

Several scores need special mention – note those of Lee Hines and Len Surtees in Large CLG and HLG respectively ... great flying! Check out the top score in Cloud Tramp, too - Mike Thomas has a d/t fitted to his CT and uses it every time; only one flight dropped below two minutes. I have seen videos of some of his flights in their entirety and it's awesome to see this simple airplane regularly d/t at altitude, flying of a level that Charles Grant could surely never have imagined his design was capable. Not least... Terry Tomlin's first flight of almost 15 minutes .. from which he retrieved it and was able to carry on with his flights thereafter..... I watched Les Sayer post an impressive series of flights in 30" Vintage with a 'Hepcat' lightweight on a hot thermal-prone day, picking lift with such unfailing regularity that he made it look so easy

Stan Pearson also deserves a note of his ability to fly several models in an event and to manage to share a place position with himself after posting identical scores with two of them... having done that in Small CLG he later loaned his Cloud

Tramp to his wife who promptly returned exactly the same flight total as he in that event, too. Togetherness, indeed

I have to, very belatedly, advise of a correction to the Embryo results of the previous Competition. Dave Aronstein, the apparent winner of this event has since pointed out to me that his score was considerably lower than that posted in the separate 'Embryo Postal' by Brook Dixon. Brook's score should have been seconded to the Worldwide but somehow I let it 'fall through the cracks' and so denied him of his rightful position in the 2002/3 Worldwide. I hope that Brook will accept my apology for this error – and I thank Dave for sportingly pointing it out to me.

As mentioned earlier I expect to circulate details of the 2004/5 competition in approximately two weeks. Again, I invite any comments, suggestions and criticisms during this period and reiterate my thanks for your support, which makes running the event so worthwhile... and here's to the 13th WorldWide! Let's go fly and have fun

Small Catapult Glider (12") 14 flew 6 x 60

1	L Hines	USA	360 +67	Vartanian #5
2	L Hines	USA	360 +61	Vartanian #4
3	A Cameron	GBR	331	Mayday 2
4	J Moseley	CAN	308	Braggart 8"
5	K Bates	GBR	282	High Roller
6	J Moseley	CAN	252	Braggart 6"

Large Catapult Glider (+12") 17 flew 6 x 60

1	L Hines	USA	+90+120+150+180	Sweet Cat 18-5
2	L Hines	USA	+90+26	Raketa 16-2
3	L Surtees	AUS	323	Sting 18
4	L Sayer	CAN	279	Straight Dan
5	L Sayer	CAN	273	Straight Up
6	N McDougall	NZL	270	Winged Motors

Handlaunch Glider 6 flew 6 x 60

1	L Surtees	AUS	+90+120+118	Sting
2	L Surtees	AUS	334	Sting 24
3	K Moseley	GBR	281	Sting 24 -A

P30 Rubber 7 flew 3 x 120

1=	G Car	AUS	+150	O/d.
1=	P Squires	NZL	+150	Crackerbox
3	J Moseley	CAN	+135	Marcus Maximus III
4.	N McDougall	NZL	310	Teacher's Pet

Embryo Endurance 13 flew 3 x 120

1	J Finn	USA	+384	bonus 5 = 729	Maxout 4
2	D Aronstein	USA	+168	bonus 9 = 537	Original design
3	J Shuck	USA	356	bonus 9 = 365	Prairie Bird
4	J Moseley	CAN	336	bonus 9 = 345	Embryomatic
5	B Piatek	USA	341	= 341	Prairie Bird
6	J Chassee	USA	297	bonus 5 = 302	Embryo Speedster

Vintage/OT Glider 7 flew 3 x 90

1	J Jongo	GBR	246	Lulu
2	B Whitehead	GBR	236	Nord 2
3	N McDougall	NZL	196	Lulu

Stomper 2 flew 3 x 150

1	G Car	AUS	369
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1.5cc Diesel 2 flew 3 x 150

1	J Moseley	CAN	450+95	Apple Honey 320
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Classic Glider 2 flew 3 x 120

1	P Robinson	GBR	313	Dab
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Classic Rubber 3 flew 4 x 180

1	P Squires	NZL	715	Urchin
2	N McDougall	NZL	705	Urchin

Dime Scale 2 flew

1	M Thomas	CAN	154	Miles Sparrowhawk
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Classic Power No scores received

Cloud Tramp 61 flew

1	M Thomas	CAN	627
2	L Sayer	CAN	312
3	P Cameron	GBR	306
4	R Millette	CAN	291
5	J Pengilly	USA	289
6	J Sayer	CAN	280

20" Rubber 28 flew 3 x 60

1	D Aronstein	USA	+90+120+150+180+204	H/Perf.Sportster
2	M Thomas	CAN	+90+120+150+180	Phantom Flash
3	J Moseley	CAN	+90+120+148	Embryomatic
4	J Finn	USA	+90+120+59	Mini-10 o/d
5	M Thomas	CAN	+90+120	Cloud Tramp
6	J Moseley	CAN	+90+31	Condor Curlew

30" Vintage/OT Rubber 13 flew 3 x 90

1	L Sayer	CAN	+120+150+180+210+212	Hepcat
2	L Sayer	CAN	+120+150+112	Hoppity
3	J Moseley	CAN	+120+150	Hump 2
4	K Bates	GBR	+120+108	Collector#1
5	D Aronstein	USA	+120	Obarski Tandem
6	M Thomas	CAN	+120	Skokie

42" Vintage/OT Rubber 9 flew 3 x 120

1	J Moseley	CAN	+150+161	Senator
2	R Barlow	CAN	+150	Miss Canada
3	D Aronstein	USA	+146	Smith Mulvihill
4	N McDougall	NZL	+126	Gollywock

HERMANN JENNE'S TAILLESS POSTAL COMPETITION 2003

There were 17 entries in the Glider class. The first three places were taken by Hermann Jenne and the next three places by Alfred Ohman. Hermann's winning time was 690 secs for five flights. These were made at 2100 hrs on 9/8/2003 - quite remarkable was the fact that there was only a 9 second difference between the highest and lowest times. The air must have been very buoyant even at that time.

John Close had two entries in the power class and finished first and second. The first entry was with Pete Wyatt's 'Lil Plank' design (Mills 0.4cc) and had a 3 flight total of 271 secs. His second entry was with the 'Sport Wing' design (Cox 049 Medallion) and totalled 234 secs.

John Kay was the only other English entrant and finished in 1st place in the electric class with a splendid 900secs total for five flights. His model was a smaller version of the "Thunderbird", designed by Sandy McBean in 1946, scaled down to suit electric power. Mike Parker described the original dynajet powered model in an in depth article in the "SAM35 Year Book number 11".

John Kay flew at Middle Wallop whilst John Close flew at Church Fenton.

Hermann will be running the contest again this year and 2005, but will probably not carry on after this. It would be nice to see an English glider flyer come top of the list at least once. A drawing of the winning glider is included in this issue in case any one wishes to have a go. It was "Tailless Model of the Year" in Germany in 1994, so it is not just a one man machine!

I can supply entry forms and details of the competition either by e-mail or by ordinary post - my address is as below:

Dave Dent
112, Doncaster Road
Scunthorpe
Lincolnshire
DN15 7DN
Tel: 01724 346937
e-mail : dave@dentdn157dn.freemove.co.uk

BADENIA

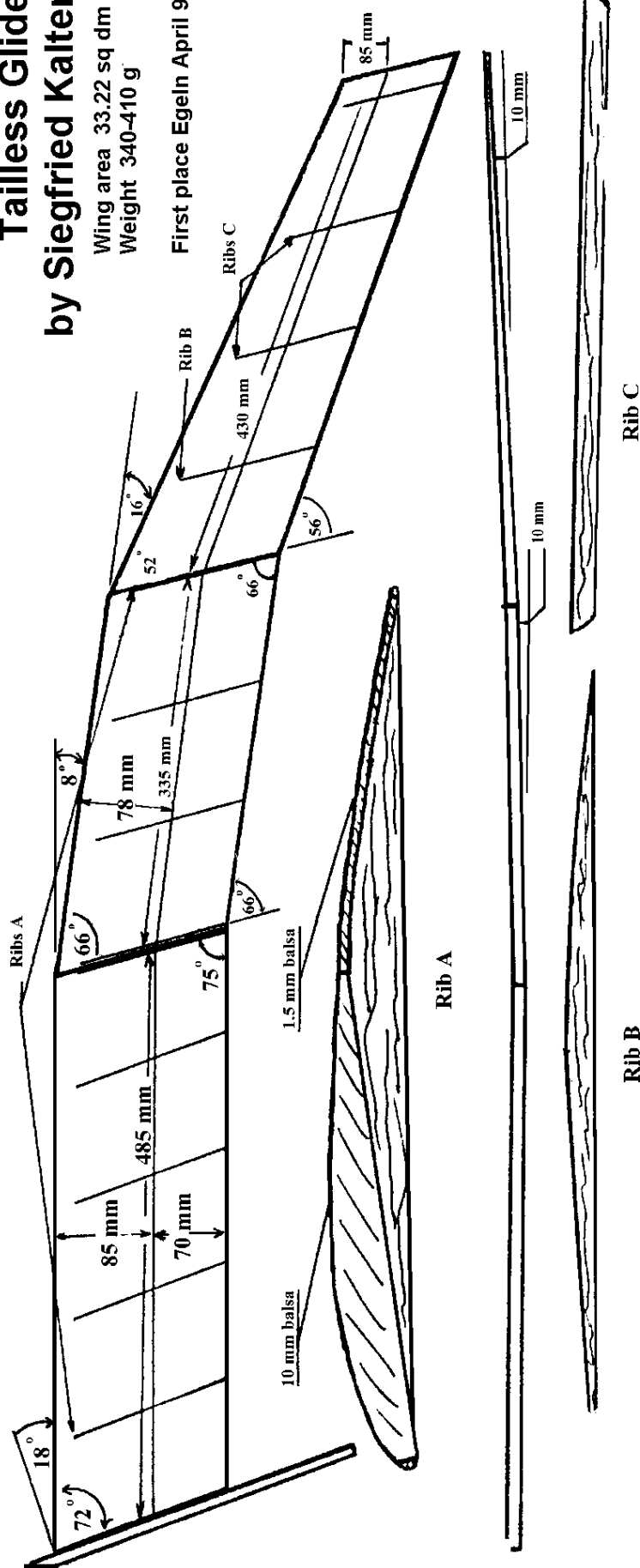
Tailless Glider

by Siegfried Kaltenmaier

Wing area 33.22 sq dm

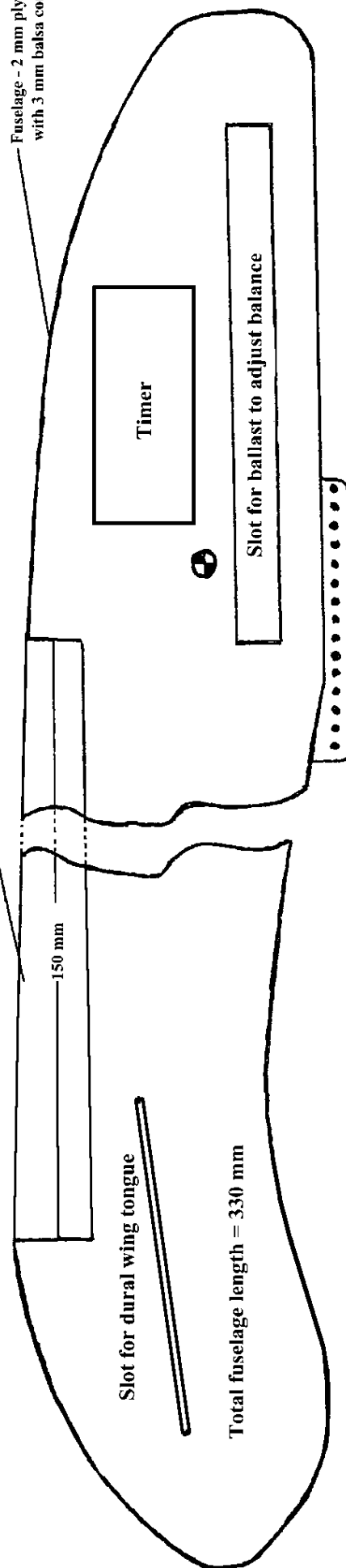
Weight 340-410 g

First place EgeIn April 94 784 sec



D.T. Flaps from 1.5 mm ply

Fuselage - 2 mm ply sides
with 3 mm balsa core



CORRESPONDENCE

From Chris Edge: I think Dennis Davitt is getting confused with the difference between FAI, BMFA and club contest rules (Correspondence FFN 0403). Only BMFA rules (currently) apply BoM to Coupe (F1G) events whilst in events run to FAI rules BoM was removed for F1G (and F1A,B,C,E,H and J) maybe 10 years ago. As the Coupe Europa was not BMFA run the organisers could (in principle) apply any rules they wanted; I remember well an Open Glider event run at Church Fenton some years ago when BoM wasn't applied so this Coupe event has not set the precedent.

In recent years many different rules at club events have appeared that combine different classes together. I see many flyers embracing these contests and the 'rules changes' they bring and, at the end of the day, if you don't like them you don't have to fly. I don't see these as attempts to change the rules for BMFA events but purely to make events more accessible for people at a time when free flight in the UK isn't easy.

To suggest Martin Dilly's report was "biased" and that he is trying to get "BoM dropped in our domestic competitions" is, I would propose, somewhat far from the truth.

NFFS SYMPOSIUM REPORT 2003

A reminder of the announcement last month that at last the 2003 NFFS Symposium reports are available from FFN. The special reduced price of these reports is £13.70 each including postage in UK and Europe, add £3.50 for airmail to countries outside Europe. Please make cheques payable to Free Flight News. You can also order via the FFN web site.

BIGGLES LEAGUE

From Brian Lavis: Details of the Spring Gala, at Odiham on May 23, have now been published. Both the F1H & F1J classes at this event will count towards the Biggles Leagues for 2004.

MIDLAND AREA VENUE

From Simon Dixon:

Due to the difficulties with the availability of Barkston Heath, the Midlands Area will be flying at North Luffenham for the third area event on May 16th. All BMFA members welcome subject to an airfield charge.

Thanks to the Biggles club for running the second area event.

MIDDLE WALLOP

Roy Tiller passes on the news that this year's Middle Wallop gate charge is £8 per aeromodeller per day. It is understood that the usual exemptions for the accompanying wives and children continues. The charge is to meet the cost of the Defence Estates South East fee and the Army Museum fee.

UK COMPETITION NEWS

GRANTHAM GRAND PRIX scheduled for May 2 has been cancelled because of not being able to use Barkston Heath during the period March to September (except for the Nationals).

ODIHAM SPRING GALA. F1J - BMFA 1/2A Power has been added to the list of events for the competition on May 23. This, together with A1, will count towards the Biggles League as noted above. Spring Gala event and registration details are available from www.sebmfa.org.uk/odiham.html. Details were in last month's FFN. In addition note that there will be an event for vintage lightweights, the vintage HLG event will be combined for hand launched and catapult models, the towline length for vintage glider will be 50m. Prizes will be aeromodelling goods. Note that registration is mandatory by May 12 to Alex Cameron.. CD Mike Kemp 01252 722211.

INTERNATIONAL COMPETITION NEWS

SOUTH BOHEMIAN CUP is the World Cup competition to be held at Sezimovo Ústí, Czech Republic, from May 21 to 23. Friday May 21 is arrival and registration day, the competition for F1A F1B and F1C will be flown on Saturday May 22. The flying will start at 8.00 with 7 rounds followed by flyoffs. In the evening there will be a prizegiving and banquet in Hotel MAS at 20.00. Sunday is reserve day. Hotel and camping details are available. Entry fees are 1000 Kc senior and 300 Kc for juniors. Closing date for entries is May 9. Contact Rostislav Kvasnička, Svěpomoc 694, 391 02 Sezimovo Ústí, Czech Republic, tel +420 608 059803, fax +420 381 276579, email r.kvasnicka@seznam.cz

VON HAFE World Cup event F1A, F1B, F1C will be held at Beja in Portugal from June 4th to 6th. Friday 4th will be registration and practice day, F1B and F1C will be flown on Saturday 5th and F1A will be flown on Sunday 6th followed by the closing dinner. On both days flying will start at 7.30, round 7 will finish at 14.25, followed immediately by flyoffs from 14.30. Entry fees are €35 for one class or €40 for two classes for seniors, €25 or €27 for juniors. Lunch on the flying field on Saturday and Sunday may be booked for €11 per day (note that there is no lunch break in the schedule) and the closing dinner is €22.50. Insurance is an additional €10. Entry form and fees must be sent to arrive before May 15th (50% surcharge for late payment). Contact: Anibal Paiva, Rua do Paraíso 213, 4000 Porto, Portugal, tel:+351 2233 93740, fax:+351 2233 93749, email anibal.paiva@mail.telepac.pt.

SALZLAND CUP is a new World Cup event to be held in Germany from August 20 to 22. The site is large farm fields 20km south of Magdeburg. This is the site to be used for the 2006 Junior World Champs. The events to be flown on Friday August 20 are F1C-X (Slow Open Power), F1G, F1H (no minimum weight), F1H-N, F1J+F1P, P30, and Classics. These will have no rounds, start at 10.00 and finish at 18.00, flyoffs 19.00. Helpers or other competitors to act as timekeepers. F1B and F1C will be flown on Saturday August 21 from 9.00 to 12.00 and 13.00 to 17.00, flyoffs from 18.00. F1A on Sunday August 22 will be from 8.00 to 12.00 and 13.00 to 16.00, flyoffs from 17.00. Snacks and beverages will be available on the field, but camping is not allowed. A list of places to stay and a map can be provided by email on demand. Entry fees are €10 for each class on Friday, juniors €5. F1A, F1B, F1C will cost €30 for one class, and €20 for second and third class; juniors €15 for one class, €10 for second class. Timekeepers are welcome, €10 refund per day. Entry fees to be paid on the field as € cash only. Entries should be sent before July 31 to Gerhard Wöbbeking, Holstenstr 108, 22767 Hamburg, Germany, tel +49 40 3898310, fax +49 40 3898309, mobile +49 175 2791790, email woebbecking@t-online.de

FAI WORLD CUP F1A F1B F1C

Contests included in the results are MM Maxmen, PL Criterium Phillipe Lepage, BC Bear Cup, HL Holiday on Ice.

F1A

1	S Makarov	RUS	61
2	P Findahl	SWE	55
3	A Persson	SWE	55
4	M Holmbom	SWE	52
5	T Cousens	USA	52
6	D Oldfield	GBR	47
7	V Lazarevich	UKR	43
8	J Valo	FIN	42
9	M Kochkarev	RUS	42
10	J Carter	GBR	38

F1A-Junior

1	T Taponen	FIN	53
2	P Barron	USA	51
3	M Cuthbert	GBR	50
4	L Kutvonen	FIN	43
5	B Coussens	USA	41

F1B

1	R Peers	GBR	93
2	B Silz	GER	81
3	M Woolner	GBR	73
4	R Khuziev	RUS	63
5	J Bradley	USA	55
6	R Mackus	LTU	51
7	W Ghio	USA	47
8	P Ruyter	NED	45
9	J Wold	NOR	44
10	G Batiuk	USA	43

F1C

1	T Niiranen	FIN	80
2	A Kirilenko	USA	55
3	K Kuukka	FIN	51
4	B Gutai	USA	44
5	R Truppe	AUT	40