

Free Flight news



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DIARY

May 7-9 Sisemol, Italy	24th Coppa Sisemol. World Cup event F1E . Contact: A Ghiotto, Via Adenauer 52, 36100 Vicenza (VI), Italy, tel: +39 0444 570289, e: roxa76@libero.it or Romeo Sartori: romeosartori@interfree.it	May 23 Odiham	SE Area BMFAISAM35 Spring Gala. Vintage Wakefield (4oz & 8oz comb), vintage G, vintage HLG+CLG, vintage lightweight, vint P, CdH, A1, F1J/ ½A. Registration mandatory by May 12 to A Cameron, see details in FFN 0403 and 0404. CD M Kemp 01252 722211
May 8-9 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.	May 24-25 Millenium Dome, London (note new date)	Indoor: 35cm, F1D, 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, Igbarr@tiscali.co.uk
May 9 Near Sheffield	BMFA F1E. Contact & CD Steve Philpott, 0121354448	May 29-30 Tass, Hungary	20th Pusztá Cup. World Cup event F1A, F1B, F1C. Pinkert Gyorgy, Pi 16, 1625 Hungary, Hungary, t: +36 1 221 4071, fx.: +36 1 221 4071, email: info@cavalloni.hu
May 15-16 Vojka, Serbia and Montenegro	21st Srem Cup. World Cup event F1A, F1B, F1C. Contact: J Dragomir, Jovana S. Popovica II, 22330 Nova Pazova, Serbia and Montenegro, t: +381 22333 188, fax: +381 11 625371, email: rimog@ptt.yu	May 29-30 Stadium de Bordeaux Lac, France	5th International F1D, F1M, F1L. J-P Darrouzes, 32, avo du Marechal de Lattre de Tassigny, 33610 Cestas, France, tel: +33556076566, fax: +33556369544
May 15,16 Liptovsky Mikulas, Slovak Republic	Liptov Cup and Mayor Cup. 2 World Cup events F1E. Contact: P Nosko, Nabrezie 1686/10, 031 01 Liptovska Mikulas, Slovak Republic, tel: +421 903613283, fax: +421445520264, email: nosko@naex.sk	May 29-30-31 Barkston Heath	BMFA National Championships. O/G (Thurston), O/R (Model Aircraft), O/P (Shelley), SLOP (Falcons) Tailless (Lady Shelley), Womens Open (SAA), Junior Open (Frog Junior), F1A (Ronytube), F1B (Fred Boxall), F1C (Eddie Cosh), Vintage (Jubilee), OEP, E.30, Junior Kit (rubber, glider), Windrush, Bowden, FIH (B.A.), F1G (308), FIJ/BMFA ½A (Hales), Mini-vintage, HLG (Nats), Catapult Glider, C02 (Sparklets), P30 Plus Junior championships (Heather). Contact Mike Woodhouse 01603457754
May 16 Area Venues	BMFA 3rd Area. OIP&SLOP combined (White), F1A (K&MAA/Plugge), F1G, Vintage (plugge). NB Midland Area flying at North Luffenham, see note in FFN 0404.		
May 21-23 Vsechov, Czech Republic	19th Jihocesky Pohar. World Cup F1A, F1B, F1C. See FFN 0404. R Kvasnicka, Svezpomoc 694, 39102 Sezimono Usti, Czech Rep, t: +420 608 059803, fx.: +420 381276579, r.kvasnicka@seznam.cz		
May 22-23 Salisbury Plain	FF Trimming. See details for May 8-9.		

GYORGY BENEDEK

From Andras Ree, president Hungarian Association of Modellers.

I have the very sad obligation to inform you that a great name in aeromodelling, Dr. Gyorgy (Georges) BENEDEK passed on April 19 in the 83rd year of his fruitful life.

He started his activity at the end of the thirties in outdoor and indoor free flight, performed several airfoil tests and designed his world wide famous and used "B" airfoil series. Some of these airfoils are still used.

He was a successful competitor as well, mainly in free flight, but later he was active also in control line. He was one time world champion in F1B team, made several dozens of international and national records, won dozens of national championships in several classes. One of his international record (No.103, open glider, height of 2364 m) is still valid since 1948.

He founded in 1957 and led through about 5 years the workshop that has made the successful MOKI engines (it is still producing big size engines).

Then through about 25 years he was officially forbidden to take part in our sport and hobby because of political reasons. In 1987, when the later political changes were already in the air he was rehabilitated and become active again on the field of CO2 gas engine development and establishing the F1K class.

He was holder of the FAI-CIAM Antonov Diploma for his technical innovations. Recently he has produced new engines, made engine tests and preparations for the coming contest season, still able to run after his CO2 models - of course somehow slower than before.

He was not an easy personality as one can often learn with great names. He will be missing forever from the fields, but we all will remember for him and many of us will use the fruits of his aeromodelling and engineering activity for a long time.

THE FUTURE HEALTH OF FREE FLIGHT CONFERENCE

Held at Manor Hall, Leamington Spa, March 13th 2004

Report by Andrew Crisp

This conference, organised by the Free Flight Technical Committee of the BMFA, was well sited geographically to attract a large British audience. The venue was not quite as luxurious as its name suggests but more than adequate for the purpose. A splendid buffet lunch was provided, though the plates were a bit small for the gannets amongst us.

There were approximately 100 people present, representing many aspects of free flight – FAI, domestic open, vintage, scale, sport etc. We were housed in a large hall with terraced seating which ensured a good view for all, and though the PA system was somewhat inadequate, the acoustics were good and hearing the speakers wasn't a problem.

After a brief welcome from Master of Ceremonies **Mike Woodhouse**, the opening address was given by **Robin Gowler**, Chairman of the BMFA. He noted the historical significance of free flight, in particular that it has been central to the development of model aviation over the last 100 years. On the other hand, we have a serious problem with flying sites, we are all getting older (the average age of BMFA members is 54), and we cannot attract many young people given the range

of other activities now available, many of them with more glamorous images. Hence his key question: what are we – everyone in the room and of course those outside – doing to attract young people to aeromodelling?

First of the main speakers was **John O'Donnell**. He was typically combative and constructive and made a number of important points and suggestions, including

- if only those who fly an event are involved in any proposal for changes to it, the status quo is likely to remain, since people who fly an event will probably be content with it as it is. And why (for example) do open rubber enthusiasts not fly F1B, and vice versa?
- we have too much performance and/or knowledge of lift detection: in essence, we have outgrown our facilities;
- the survey to find new flying sites had dragged on for two year, and is now urgent. And are we using what we've got wisely? – we seem infatuated with Barkston;
- despite dropping the BoM rule, support for purely FAI events is poor – the models have become too precious to use in this country;
- too many classes leads to a dilution of entries at a time when the overall numbers involved are dropping;
- Area Centralised events are not fulfilling their purpose, since only a few have acceptable sites. The number of AC events should be reduced and replaced with fewer meetings of higher status.

Denis Davitt described how careful work in the Northern Area had managed to generate increased competition activity. A major re-think had been undertaken a couple of year ago at the time of the Foot & Mouth outbreak when model restrictions – reduced rubber, shorter towlines etc – were imposed the keep models in the field. And, more recently, aerodrome use has extended to mid-week evening flying when other airfield activities have ceased.

Denis emphasised the importance of liaison with the RAF, given that aeromodelling seems to be bottom the heap compared to, say, gliding clubs. Similarly, motor running should be limited as far as possible to avoid complaints about noise, and good relations should be established with local landowners and farmers.

A more radical suggestion was that there could be more flexibility with Area Centralised events, with the use of Saturdays or Sundays, and later finishing times, perhaps giving us access to more airfields, though equally there would no doubt be complaints about inequitable weather on different days at different sites.

Third speaker was **Chris Strachan**. He started with a reminder that not all free flight contests in Britain are run by the FFTC. Co-ordination is required if our perhaps over-intense contest programme is to be run successfully. In this context he suggested a number of objectives which we should aiming for:

- on the positive side we should be getting the right mix of categories to suit the topography of the flying site, and we need stability in the contest programme;
- also, we should fight to raise the status of free flight within the general (i.e. R/C) community of modelling;
- on the negative side, we should try to avoid last-minute changes of events and clashes of similar attractions.

Chris drew attention to the financial risks of running club galas on RAF sites, and stressed the importance of advance planning, and offering an attractive programme. Efforts should be made to create an event with 'character'.

Turning to the Nationals, Chris acknowledged the current dependency on Barkston and suggested that having got if for a while, we should expand its use by attracting more SAM, sport and scale activity alongside regular free flight competitions.

On the question of rules, he said we should give more support to event contest directors to allow them to use their discretion on the day, not least by using local knowledge. Rules should be for the good of the flying, not an exercise in enforcement from tablets of stone.

Finally, Chris noted the dependency of the competition free flight world on the clear and accurate information provided for so long in FFN.

Eric Cooper, the President of SAM 35, reiterated much of what had been said earlier about flying sites, although in this case there was an over-reliance on Middle Wallop. He talked of ways of reducing model performance in restricted locations, and the effort required for model retrieval for ever-ageing participants. (It's worth noting here that the possibility of allowing limited motorised retrieval was raised by several speakers.)

The international aspect of the current situation was explored by **Mike Fantham**. He started by emphasising the need for more publicity to get the concept of international team participation clear to a wider group of aeromodellers.

He was critical of the way in which we select our teams. Often, given the nature of British weather, survival is paramount: the system is not designed to select a team with the best possible chance of winning. Should we send any team abroad, irrespective of its chances of success, simply to ensure continued participation in World or European Championships, or should we have a more positive selection process?

Turning to the question of models, Mike raised the point that having complex, expensive models with advanced construction techniques is putting some people off FAI events. He suggested a sub-class for simpler models, but retaining the BoM rule. These could be flown alongside a standard FAI competition, but with separate awards. (But haven't we been here before...? AJC)

The Stonehenge Cup, Mike suggested, was deservedly popular and attracts international interest despite the vagaries of the British weather. All in all, it is very worthwhile and we should continue to stage it.

After a coffee break and much informal discussion, **John Barker** talked about the Builder of the Model (BoM) rule and whether it has outlived its usefulness. He posed a series of questions. Firstly, and most important, is the BoM rule good for free flight? Secondly, would its total abolition affect the types of models we might fly?

John acknowledged that he had changed his view. Originally firmly against doing away with the BoM rule, he now sees it as a possible way forwards in boosting and encouraging a diminishing field of participants. It does not matter whether the model is bought or made – it is the flying that counts. Look how often Stamov, Andruikov and the like end up on top despite the fact that others can buy their products.

Would the abolition of the BoM rule across all classes attract more fliers? It might lure some people from R/C and C/L, where there has been no BoM rule for some time. On the other hand, building models might be a good way of encouraging youngsters, who would benefit both from developing craft skills and from creating something of their own.

Laurie Barr looked forward. After a brief summary of the history of model aviation since 1945 (in particular the growth of R/C and ARTF models, and radio clubs offering training and instruction to newcomers) he turned to our future. Where is the link, the bridge, between the Delta Dart programme and mainstream free flight, even contest work?

Free flight needs to go for a higher publicity profile. There must be bigger bait to attract youngsters – big prizes, TV exposure, etc. Laurie thought it was sad that airfield sourcing was left to unpaid FFTC members when major and paid top brass from the BMFA would have more powerful bargaining potential, and more impact.

The next speaker, **John Cuthbert**, was typically outspoken. Free flight, he said, will be dead in five years if we don't get some new blood to take up the challenge. Juniors are not put off by hi-tech models. The building may be beyond them, but the operation of a bunt glider is just part of the attraction. Indeed, there's plenty of evidence to suggest that young people from around the world can cope with these supposed complexities better than many conservative old-timers!

And cost is irrelevant. Many activities which young people take up are far more expensive than aeromodelling. However, we need to tell young people what we are doing, perhaps with a well-publicised open day with demonstrations and hands-on experience of flying. He concluded his talk – again typically outspoken – by saying that those who want to retain the BoM rule are party to the end of free flight.

Martyn Pressnell is a returnee to free flight, having been chairman of the St Albans club for many years. This is predominantly an R/C club and Martyn has had much experience in fighting their cause with flying site and public attitude/ignorance problems.

He saw some of our difficulties as lack of support from the trade for beginners and (yet again) the advancing age of those of us still involved. Radical suggestions for free flight organisation included splitting up into two groups, one for FAI and the other to cover all the rest. The country should be divided into four regions with separate sub-committees to deal with local requirements of free flight within their areas.

Martyn suggested that it was a good idea for clubs to arrange events in local parks etc to attract new fliers, perhaps using models with 'scaled-down' potential. We should not ignore the popular indoor events around the country as another way into free flight.

He finished by saying that to give a higher profile to selection trials for British teams, the contests should be incorporated in the Nationals, with numbers being pruned down by regional eliminators...

Still on the subject of the Nationals, **Ralph Sparrow** discussed this year's (non-free flight) event. The notion of free flight could be brought to a larger audience of both R/C and C/L modellers (who have their Nationals in August), as well as to the public who are attracted to the event.

A large marquee, well placed near the trade stands, and containing information on free flight, was suggested. There could be a representative selection of free flight models, backed up with action photographs. A display of our trophies, with their long histories, would look good. The staff on duty – the public face – would be presentable and knowledgeable.

There might also be demonstration areas where techniques could be shown – building methods, rubber handling, etc – and competition procedures, flying and retrieval could be

explained. There might also be opportunities for evening flying demonstrations after the R/C and C/L events, with the Nats' PA system being useful in this context. The marquee idea could also be used elsewhere – full-size airshows, for example, are now the country's biggest summer-time crowd-pullers.

Ralph concluded his excellent and thought-provoking talk with the suggestion that given our continuing flying site problems, the free flight marquee might also be displayed at agricultural shows to try to help identify accessible and usable farmland.

Ian Davitt was concerned with declining entries set against a multiplicity of model categories. He maintained that at least 20 participants are required to make a decent competition and more combined class events might be introduced to give the less well-supported events greater validity. Also, in contrast to some earlier speakers, Ian proposed having *more* Area Centralised events – many people are keen on flying but don't like, or for whatever reason don't want, to travel big distances.

Free flight competition is hidden away. More publicity is required and the jargon needs to be explained to the uninitiated. To give events further status, they need credible awards. The BMFA should go back to the plaques rather than the dreaded certificates...

Graham Lynn, Chief Executive of the BMFA, gave a talk which was both authoritative and, from our point of view, occasionally frightening.

Seeing things from outside the competition area, Graham was surprised to find no specific interest groups within the FFTC e.g. for glider, rubber, sport, etc. (Do we need them? AJC) On the question of the BoM rules, he also noted that the adoption of ARTF R/C models was the main reason why BMFA membership had increased to its current level of some 37,000.

On the question of land access, other speakers had noted that flying sites need not necessarily be airfields and Graham suggested that we try race-courses but – BUT – wherever we fly, he said, we must learn to *contain our activities within the site*. He drew attention to the possibility of models hitting vehicles on roads bordering flying sites and suggested that at Barkston there is an accident waiting to happen.

Graham found it disappointing that SAM 35 and 1066 are not specialist groups within the BMFA but concluded by congratulating the organisers for a conference that, in an ideal world, should have been held 20 years earlier.

After lunch, delegates divided up into breakout sessions for discussion on four particularly important areas. Each group appointed a spokesman who reported back to a later plenary session.

Mike Bull spoke for the group which had discussed the contest calendar. The key points to emerge were as follows:

- There are too many classes but if, for instance, the mini classes were done away with, would interest be transferred to other events?
- Single class events (the December Coupe contests for example) have high status and appear to attract big entries.
- Area Centralised events are controversial and perhaps illogical but remain popular.
- We have Northern and Southern Galas. Why not Eastern and Western equivalents? The BMFA could underwrite these and make provision for redistributing some trophies.

Neil Cliff reported on a discussion on communications:

- We have FFn, the SAM magazines, web-sites and email but by and large have failed to communicate. We have no problem within the group, but do we reach the outside world? And if not, how can we?
- An open weekend somewhere, with a package to sell and a sub-committee to promote it, could be productive.
- There must be a follow-up to the initial introduction to free flight. Abolishing the BoM rule is seen as a way of appealing to a wider audience.

Mike Parker reported on flying sites:

There were many opinions but no overall solutions.

- It is down to local modellers to make an initial, co-ordinated approach to sites for possible acquisition.
- Given the number of free flighters who are now retired, more could be made of mid-week events.
- We should be prepared to pay more if it means more flying site access – a comparison was made with golf and its considerable costs.

Andrew Crisp reported on the possibility of FAI as a special interest group:

The groups discussed whether the FAI interests should be managed by a separate group or under the wing of the existing FFTC.

- On a practical level it was noted that it is difficult to get a choice of people for FFTC, let alone to then need sub-groups.
- The Trials have always been a headache for FFTC, given the weather, airfield availability and the ultimate purpose of the Trials.
- If there were a special interest group it could give help to beginners interested in these classes.
- Inevitably, the question of what constitutes the FAI classes was raised. Should it be F1A, B and C only, or include the minis? And, of course, the BoM rule was again discussed.

In conclusion, a plenary session discussed the day's outcomes. Concern was expressed about the question of safety, and it was suggested that more guidance was needed in the BMFA handbook.

On the BoM question, Chairman Mike Woodhouse asked for a show of hands from those who would now be in favour of getting rid of the BoM rule across the board. Some 80% of those present were in favour of abolition, a significantly higher figure than in earlier, comparable 'votes'.

Robin Gowler closed the event by thanking Mike Woodhouse, Chris Strachan and members of the FFTC for organising such a splendid occasion, and BMFA staff members and all the contributors for their help. There are problems to be solved but they had been identified and clarified by a valuable and constructive day.

INDOOR RECORD

FAI has published the following record claim. Class F1N (Indoor HLG) duration under ceiling less than 8 m. The time of 49.8 sec was set by Tim Harte at Twizel, New Zealand, on April 17th. The current record in 39.6 sec set on November 24 2001 by Len Surtees of Australia. The record is provisional until ratified by the FAI. I am informed that the publication by the FAI is not accurate in that the claim is for a team record set by Tim Harte as the flyer and John Harte as the builder of the model.

MATFORS VT INTERNATIONAL, MATFORS, SWEDEN, MARCH 27

F1A 23 flew 16 full scores

1	V Stamov	UKR	930	+300	+383
2	P Findahl	SWE	930	+300	+328
3	J Valo	FIN	930	+300	+315
4	V Lazarevych	UKR	930	+300	+298
5	A Persson	SWE	930	+300	+281
6	J Carter	GBR	930	+300	+99
7	G Trogen	SWE	930	+297	
8	I Yablonovsky	UKR	930	+296	
9	S Holmbom	SWE	930	+269	
10	T Isotalo	FIN	930	+251	
11	J Cuthbert	GBR	930	+246	
12	M Holmbom	SWE	930	+240	

F1A-Junior 1 flew

1	M Cuthbert	GBR	912		
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F1B 11 flew 9 full scores

1	R Peers	GBR	930	+390	
2	I Vivchar	UKR	930	+332	
2	V Vivchar	UKR	930	+332	
4	M Dahlin	SWE	930	+297	
4	J Isotalo	FIN	930	+297	
6	Y Waltonen	FIN	930	+294	

F1C 0 flew

AUSTRALIAN FF CHAMPS, NARANDERRA, NSW, AUSTRALIA, APRIL 10-11

F1A 20 flew

1	M Kochkarev	RUS	1260	+300	+420
2	L Hines	USA	1260	+300	+375
3	P Mitchell	AUS	1260	+300	+359
4	B Van Nest	USA	1260	+300	+323
5	A Koerbin	NZL	1260	+300	+223
6	R Wallace	NZL	1255		
7	N Nickalov	AUS	1251		
8	C King	NZL	1232		
9	M Thomas	AUS	1214		
10	W Mcgarvey	NZL	1206		

F1A-Junior 1 flew

1	B Mitchell	AUS	933		
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F1B 15 flew

1	T Bond	AUS	1260	+292	
2	P Sikora	AUS	1260	+247	
3	J Lewis	AUS	1260	+224	
4	P Wright	AUS	1260	+199	
5	L Horak	CAN	1260	+27	
6	L Morgan	AUS	1244		
7	B Van Nest	USA	1241		
8	K Kenmir	AUS	1235		

F1C 7 flew

1	J Fletcher	AUS	1260	+90	
2	B East	AUS	1260		
3	R Summersby	AUS	1237		
4	P Nash	AUS	1229		

CITY CUP LUCENEC, SLOVAKIA, APRIL 17

F1A-Junior 5 flew

1	G Domokova	SVK	870		
2	T Drozdinski	POL	815		
3	J Samak	SVK	671		

F1A 25 flew

1	I Treger	SVK	900	+60e	+300
2	B Gablas	CZE	900	+60e	+170
3	B Ryz	CZE	890		
4	M Hopfler	AUT	887		
5	J Guti	HUN	883		
6	G Domokova (J)	SVK	870		
7	L Kis-Pal	HUN	854		
8	P Nosko	SVK	850		
9	M Minarik	SVK	845		
10	G Hudak	SVK	842		
11	M Pitlanic	SVK	832		
12	J Letko	SVK	830		
13	S Jakutis	LTU	827		

F1B 5 flew 3 full scores

1	L Gircys	LTU	900	+107e	
2	W Klaus	AUT	900	+96e	
3	R Mackus	LTU	900	+42e	

F1C 5 flew

1	L Patocs	HUN	897	+61e	
2	E Burek	POL	572		
3	J Szecsenyi	HUN	521		

NEWS FROM BMFA FF TECH COMMITTEE

Contest Directors

The appeal for contest directors set out in last few months FFn has not resulted in any offers so far.

Offers for Contest Directors are needed for the meeting at Salisbury on Saturday and Sunday, 1st and 2nd May (although this may reach you too late to be useful), and the second and third 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!!

Nationals Entries

Don't forget to send in your entry form-do it now if you have not already done so. You will find the entry form in the last issue of the BMFA News.

FIRST TEAM SELECTION, SCULTHORPE, APRIL 24-25

Sculthorpe can be a pretty desolate place, but not this time! The weather was perfect; a light breeze, mostly sunny, and warm for both days. However, the results show that finding a decent piece of lift proved difficult for many.

In F1A, there was no fly-off. Bill College was the only competitor to max out (although Alan Jacks might have done but for a double zero in the last round when he was unable to unlatch his model), with Phil Ball, making a return to F1A, coming second, and Martin Dilly once again surprising himself with third place.

Stafford Screen the only competitor in F1C with a full score, with Paul Chapman dropping 8 seconds for 2nd place.

In F1B, mention should be made of the fine flying by junior Daniel Billam, who was disappointed to drop just 10 seconds in the final round. David Greaves, Peter Martin, and Bryan Spooner proceeded to the fly-offs. Bryan dropped the 5 minute round, David and Peter both went on to achieve the 7 minute round, with David only launching in the last 30 seconds (after a motor broke as he launched for the first attempt), to get a D/T

failure and 13 minute flight which fortunately landed just inside the airfield.

The final fly-off was unlimited; Peter Martin achieved a nice flight of over 8 minutes, but Dave Greaves, working on the assumption that there was not going to be too much lift at 6.00 on an April evening, locked off his timer and launched into a nice piece of lift to go out of sight at 13.26 minutes, and was then left to listen to the tracker for a total of 35 minutes. Fortunately, a compass bearing on the flight direction proved to be accurate, and the model was found later that night.

The event was very well managed throughout the weekend by CD John Cooper, who had to contend with some trying wind direction shifts on the Saturday morning.

F1A 23 flew			F1C 7 flew		
1	W Colledge	1320	1	S Screen	1380
2	P Ball	1300	2	P Chapman	1372
3	M Dilly	1289	3	P Watson	1366
4	M Cuthbert	1288	4	K Faux	1215
5	D Bartle	1285	5	A Jack	1076
6	A Ball	1268	6	R Baggott	749
7	T Nicholson	1265			
8	M Fantham	1262			
9	C Edge	1244			
10	D Oldfield	1233			
11	G Madelin	1227			
12	G Peck	1221			

F1B 17 flew				
1	D Greaves	1380	+300	+420 +806
2	P Martin	1380	+300	+420 +502
3	B Spooner	1380	+229	
4	M Woodhouse	1377		
5	R Cheesley	1374		
6	D Billam	1370		
7	K Chamberlain	1364		
8	G Stringer	1355		
9	B Martin	1344		
10	J Billam	1337		

BMFA SENIOR CHAMPIONSHIP

1	P Ball	32	9	I Davitt	10
2	D Hipperson	16	10=	J O'Donnell	9
3=	F Rushby	15	10=	M Cook	9
3=	M Benns	15	10=	S Screen	9
5=	M Howick	13	13=	P Harris (Bir)	8
5=	P Watson	13	13=	T Payne	8
7=	R Heap	11	15	J Bailey	7
7=	T Dobson	11			

BMFA NORTHERN GALA, CHURCH FENTON, APRIL 9

Report by Dave Hipperson

After a week of windy and unsettled weather it was fortunate that once again steadier conditions returned for an appealing weekend of Easter contests on Church Fenton starting with this major BMFA event. Blessed with such a user friendly site the Northern Gala has now edged into the lead in prestige over its Southern cousin. Long gone are the days when the Northern Area wanted no part of it. Now very much a Northern event blessed with their fine management and organisation it is always a delight.

This year there was another change. For the first time in its history the contest was run on Good Friday. Your reporter cannot remember an occasion when any BMFA event has been

run on this day. The choice was not ideal, it proved an insurmountable problem for some, but attendance was good. The start was moderately calm and sunny with good air particularly at altitude, but a few people did have turbulence low down. In the main those that got on with it benefited as by lunch time when the westerly swung more northerly and a move of control was required, the drift picked up to 10- 15mph and the cloud cover rolled in making it feel much colder than the 55 F (13 C) average.

Despite the enormous number of classes on offer, competition in the established larger events at least was quite good including Open Glider for a change. In this Ball suffered an unlatch on the line so had to launch his last flight prematurely and dropped badly leaving rare Scottish visitor Chris Edge's three perfect flight total to win. Chris also found time to put together a useful score in AI later on. Despite the deterioration in the weather it was still possible for Ian Davitt to produce his customary shower of CO2 maxes. He did actually drop one this time but it was still enough to beat nearest rival Strachan who was kicking himself for grossly miss-setting a DT. Sharp and Ferer also used the end of the day to make all their CDH flights, the former in particular looking very consistent.

When the flyoffs came they were split into two periods as a number of competitors had qualified for more than one. After an increasingly windy afternoon just before the start the drift began to lessen and continued to do so steadily during these deciders.

First to fly were Open Power, Slow Open Power, CDH and Mini Vintage and there was little help in the air. Indeed the CDH scores in particular, lead by a flight with a promising start from Ralph Sparrow but then mysterious turbulence robbing it of much altitude, were down on what might have been expected from the high calibre qualifiers.

John Bailey had continued with his F1J after qualifying for the flyoff, to also max out in Open Power. (Can't understand why more people don't do this as a good F1J is a potent machine). Talk was of an early DT as possibly he was more confident of it against its like later on than the might of Trevor Payne's colossus and he wanted it back quickly. The Slow Open launches -the largest flyoff numerically - were spread throughout the first seven or eight minutes of the period. Steve Barnes was first, Dave Hipperson followed a few moments later. Ewan Jones flew in the middle and Dave Clarkson towards the end. Ewan used his long wing multi panel model but was complaining before the flight of some power deficiencies. They didn't seem to hinder it. It was a high climb - possibly the best and a very good glide. It made up somewhat for the appalling luck he had suffered on his last comp flight when his trusty older design had been hit by, or more probably sucked under the wheels of, a speeding inter city express on the rail line some mile or so downwind. It was no exaggeration to say that he brought the remains of the model back in his trouser pocket. They were a few shattered fragments of K&B 20 as no, the motor hadn't escaped either. Just to keep up the adrenaline level, when Ewan located his flyoff model it was hanging in a tree a matter of feet short of the same line!

A brief pause then the other collection were despatched. Some of the E30 qualifiers launched first and it was not obviously good air but then the E30 flight characteristics are hard to define. Nothing much seems to happen until one gets bored watching then the power kicks in when the batteries warm up. A note here must be made of the spirited performance by Peter Lang who had travelled up with Trevor Grey from the deepest South. Peter was very unlucky with a double crash on his last attempt particularly after he had so gamely retrieved his first

two flights walking right across the drome with a stick. Peter is 78 and only a month or so before had broken his leg.

Pete Woodhouse was first to launch a 1/2A model - possibly the oldest aeroplane on the field. A forty year old Sloworm looking absolutely original. After the five maxes it was a pity that a slightly duff release distorted the pattern and mined the flight. As soon as Hipperson's 1/2A engine started the F1J qualifiers fired up and the other three were all in the air together. The climb of Pete Watson's F1J is of course legendary. Hipperson's model was not quite as high but glided at least as well and times were good particularly in the light of the fact that there could hardly have been any help about. Quite possibly positive sink as just look at the Open Rubber times! These models were in the air with the F1Js. For what was now ostensibly a calm evening times of at least three minutes better might have been expected but none of the Rubber models climbed that well. Could it be the rubber supply problem beginning to bite?

With such a large proportion of the entry now thrashing around on or a little beyond the downwind aerodrome perimeter it was understandable that the attendance at the prize giving should be a bit thin. Shame after all the trouble that the CDs had gone to make it a good day - thanks are due to them all.

Open Events 2.30 max. Mini Events 2.00 max

Open Rubber 7 flew, 6 F-O

1	P Ball	7.30+7.38
2	G Sharp	+7.20
3	G Ferer	+6.20
4	W Hodgkinson	+5.31
5	C Foster	+3.15
6	I Wilkinson	+2.32

Open Power

1	T Payne	7.30+5.45
2	J Bailey	+2.06

Open Glider 8 flew

1	C Edge	7.30
2	T Nicholson	6.38
3	G Beal	6.22
4	P Ball	6.14
5	G Peck	5.50
6	A Ball	4.12

AI Glider

1	J Cooper	10.00
2	C Edge	9.00
3	B Lavis	8.40
4	I Davitt	8.00

Slow Open Power 10 flew, 7 FO Coupe d'hiver 9 flew

1	E Jones	7.30+6.13
2	D Hipperson	+4.53
3	S Barnes	+4.35
4	D Clarkson	+4.06
5	M Sibson	+3.16
6	F Rushby	+3.06

1	R Sparrow	10.00+2.24
2	A Ball	+2.21
3	G Sharp	+1.57
4	I Davitt	9.28
5	D Davitt	9.20
6	G Ferer	8.48

F1J+1/2A Power 8 flew

1	P Watson	10.00+5.49
2	D Hipperson	+5.01
3	J Bailey	+3.39
4	P Woodhouse	+1.42
5	C Hickmott	8.47
6	C Foster	7.53

Mini Vintage 13 flew, 6 FO

1	G Beal	6.00+3.58
2	S Fielding	+3.26
3	C Strachan	+3.22
4	M Sanderson	+2.19
5	T Rushby	+2.07
6	T Hargreaves	+1.33

E30

1	T Grey	6.00+4.48
2	A Dunsterville	+3.15
3	J Godden	+2.15
4	H Perkins	+2.00
5	P Lang	+4.09

C02

1	I Davitt	9.38
2	C Strachan	8.29
3	J Ellison	2.06

HLG

1	P Ball	4.09
2	A Hewitt	3.29

Catapult Glider

1	P Ball	4.31
2	J Barker	4.29
3	A Hewitt	3.03
4	J Ellison	2.33

MORLEY ONE DESIGN MEETING, CHURCH FENTON, APRIL 12

Report by Dave Hipperson

A couple of days later, Bank Holiday Monday and we were all back on Church Fenton this time for the Morley One Design meeting. Actually three designs to be precise and there was little doubt that a Senator contest would pull entries as would a Dixielander event. The Flashback glider idea was more of an experiment and entries were disappointing but perhaps there will be more next time.

The flying conditions seemed a continuation of how we had left them a few days before but many degrees warmer. A solid overcast didn't seem to threaten rain just stabilised the air so that lift and sink were very much a rarity. Indeed thanks to rules that allowed contestants to enter again and again in the same class as long as it was with a different model your reporter was able to make almost a dozen qualifying contest flights during the day. Only the very last one of these needed a DT to prevent a fly away. Things were alarmingly different in the fly-off however.

As well as the three contests detailed below this date allowed another round of the Northern Area Mini Rubber league to be flown. That always guarantees a good few will attend so that numbers even right at the start were very encouraging, bolstered further by people who despite not having a suitable model came to do a day's trimming. Right from the off the air was full of Dixielanders. The twelve that recorded scores being augmented by a number of others that for one reason or another never got to enter. Altogether a rather impressive sight. The Senators -surely the rubber model equivalent of the Dixy - were even better represented. As mentioned already the Glider contest hardly happened but that makes Dickson's full score no less commendable bearing in mind the very dead air. The other two classes thrived on this with maxes the norm even though they had made power slightly more difficult by reducing the run to 10 secs and maintaining the 2.30 max.

All day the gentle drift had taken models in a South Easterly direction - virtually identical to the Northern Gala a few days before. As we lined up for the flyoffs the wind increased to perhaps as much as 10 mph and began to veer Southerly pointing the down wind line straight at the dreaded Paradise Wood a mile distant and just off the drome. The Mini Vintage League flyoff went first and it was obvious that this was important enough to hold sway over the later Senator finale as some contenders flew in that and forfeited the later one. The flyoff also illustrated perfectly that the wind direction was indeed straight onto the wood and the drift was taking them there in less than 5 minutes! Gordon Beal's flight comfortably reaching it.

Most of the qualifiers in the Dixielander finale were still deciding the best launch point when the hooter blew. Hipperson who had qualified twice decided to risk an almost immediate launch while no one else was ready, knowing he could still cover anyone else with his second model. As luck would have it this was the best air but you would not have guessed from the feel of the chilly breeze. The model climbed well and went off not loosing height until well behind the wood then seemed to come down steadily. There was sensibly quite a gap then before any of the others flew and when they did the air was still very buoyant. Steve Fielding probably did the right thing by de-camping to the very top of the field - another half mile upwind and using the full length of the main runway for his flight. Clear for all to see - good pattern and in lift. Trouble was he had miss set the DT and it popped short of five minutes. The others flew approximately as his model passed over them

including Hipperson for the second time. His and second placer Barnes were the only models to reach the wood and were both in high trees. The air had returned to normal for the Senator flights but presumably the qualifiers were relieved as less lift and now a reduction also in drift landed them short of the wood still with very respectable scores.

Cash, wine and raffle prize galore were then distributed by CDs Stan Horn and Allan Kelly who like at the Northern Gala were wondering where all the contestants had gone. Fortunately many of them sent representatives! An interesting day well run again.

Glider (Flashback) 2.30 x 3 flights

1	P Dickson	7.30
2	A Kelly	5.09
3	J Godden	4.00

Rubber (Senator) 2.00 x 3 flights, 17 flew -8 flew off

1	D Davitt	6.00+3.51	4	C Foster	+2.17
2	J Godden	+3.21	5	Bailey	+1.47
3	M Sanderson	+2.32	6	J Ellison	+0.05

Power (Dixielander) 2.30 x 3 flts, 10s run 12 flew -6 FO

1	D Hipperson	7.30+7.13	4	D Clarkson	+5.09
2	S Barnes	+5.43	5	S Fielding	+4.43
3	D Hipperson	+5.23	6	I Wilkinson	+4.19

CROOKHAM COMBINED POWER, MIDDLE WALLOP, APRIL 12

Report by Mike Parker.

The contest was organised after discussions with David Baker and David Beals to fill a hole in the weekend's events for power fliers. It was agreed that the power contest flight line would be positioned in such a way as to not disturb the rubber fliers. Unfortunately John Thompson who was to be the CD was unwell and unable to attend and had asked me to step in.

On the morning of the contest the wind was blowing diagonally from the road side of the airfield to the Southern corner but by the time the first trim flights were made it had shifted South Westerly taking the models in the direction of the village. After discussions the power contest line was moved to the other side of the field. The direction continued to change throughout the day, sometimes by 180 degrees and back in minutes. Faced with the choice of flying into open fields or the possibility of models landing in the village the contestants decided that they were happy to fly from where we were and retrieve from the fields if necessary (we had the farmer's prior permission to do so). As it happened most of the flights fell well within the airfield, it was a case of waiting for a favourable direction before launching. Not all caught on to the changes in wind direction, I saw at least one person launch downwind and wonder why his model went in the opposite direction to everyone else.

The conditions saw many drop a flight, Rod Kenward and Trevor Grey uncharacteristically dropping 3 and 4 seconds respectively. Three maxed out and the fly off was held at the same place. I have to say that I'm glad I didn't put money on the result! The first to launch was Crookham member Dave Cox, into what I thought was cold dead air. How wrong I was, within a couple of minutes his model was away at a great height. Second away was that wily Walsall member Tony Hall, a good power run and a good transition didn't pay the dividend he deserved, the air did him no favours. Last away was the man my money would have been on, George Fuller, Mr Dixielander himself. Once again a good power run and a good transition

but in air that was only going down. The result was a magnificent time by Dave who like Tony had set a DT, a good thing too, with no tracker he may well have lost the model. All the models were retrieved safely and prizes for the first three places were awarded.

Thanks to the two David's and to all who supported the event. Thanks also to my daughter Sarah for keeping score and presenting the prizes.

20 entries, 18 flew

1	D Cox	Crookham	EXB	7.30+10.00
2	T Hall	Walsall	Vint	7.30 +5.52
3	G Fuller	Bristol & West	NVG	7.30 +2.44
4	R Kenward	Croydon	NVG	7.27
5	T Grey	MFFG	OE	7.26
6	A Evans	Walsall	NVD	6.56
7	T Shepherd	Portsmouth	NVD	6.38
8	P Lang	Maidstone	OE	5.58
9	A Bogg	Cornwall vintage	OE	5.56
10	E Hopgood	Crookham	NVD	5.49
11	F Chilton	Crookham	NVG	5.29
12	R Woodruffe	Bristol & West	Vint	4.39

Key to model type and run:

EXB	Models with functions except bunt	7 sec
NVG	Non Vintage models, glow	9 sec
NVD	Non Vintage models, Diesel	11 sec
Vint	Vintage models	15 sec
OE	Open electric models	30 sec

CROYDON WAKEFIELD DAY, MIDDLE WALLOP, APRIL 12

Report by Martin Dilly and Dave Beales

Flyers were happy to be back at Middle Wallop on a perfect contest day, resulting in a good entry in all classes. Siting control proved a little difficult, as was found the previous day for Bournemouth's Gala. The gentle drift changed several times during the day; luckily it was light enough to keep models on the drome from wherever they were launched. There was plenty of lift about and D/T failures could take a model a long way; Ian Dowsett's Wake was found at Brockenhurst some 30 miles distant.

The 8 oz. Vintage class, popular as ever, attracted 15 entries, nine of whom made the fly-off. The no-lift conditions were a real test of a model's capabilities; all clocked between three and four minutes, except Mike Turner with 4:09. Perhaps he had the best rubber.

If some of the original designers of the 4 oz. models could see the performance squeezed from their creations today now that top class rubber, winding tubes to enable those last few turns to go on and D/Ts to ensure all three flights take place they would be amazed and gratified. Chris Strachan's '36 Copland score of 4:27 in no-lift conditions would certainly have brought a smile to Bob Copland's face.

In the Vintage classes it was great to see two previous team members, Dowsett and Knight, flying the designs flown in the actual Wakefield event fifty years ago.

After a 180 second first round, F1B was flown to a 150 sec. max. as the constantly changing drift meant that a three minute D/T at altitude would probably have put the model out of the airfield. Geoff Stringer's two year lay-off from contest flying doesn't seem to have harmed him, as he followed his recent good showing at the Coupe Europa with a second place to clubmate Mike Woolner, tuning up for his team spot in

Romania later this year. Dave Greaves had tough luck in the fly-off with a prop mis-fold when high and looking good. Crawley's John Oulds, taking a break from glider flying, took fourth place.

Ray Alban repeated his winning 2003 performance in Classic Wakefield, only needing a token fly-off flight with his Toto, as Ian Dowsett lost his model on his third max.

Unusually the P-30s seemed to be struggling for altitude, with Pete Jellis the only one among the six flyers to have a max. on the board. John Minshull's consistency paid off, winning the class with a relatively modest 4:37.

F1B Thurston Trophy

1	M Woolner	East Grinstead	630 + 314
2	G Stringer	East Grinstead	630 + 245
3	D Greaves	Bristol & West	630 + 228

8 oz. Vintage – Ted Evans Trophy

1	M Turner	Walsall	7:30+4:09	Horry
2	J Knight	Bristol & West	7:30+3:39	Knight
3	P Michel	SAM 35	7:30+3:14	Simon

4 oz. Vintage Fairlop Cup

1	C Strachan	Biggles	7:30+4:27	Copland
2	S Willis	Croydon	7:30+3:55	Lanzo
3	J Minshull	Brighton	7:30+3:11	Lanzo

Classic

1	R Alban	SAM 35	7:30+2:09	Toto
2	I Dowsett	Croydon	7:30	Dowsett
3	R Kimber	SAM 35	5:50	Jeffe

P-30

1	J Minshull	Brighton	4:37
2	P Jellis	Croydon	4:02
3	R Willes	Crawley	2:21

CORRESPONDENCE

From Phil Ball re BOM:

I think dropping the builder of the model rule for FAI has been the worst thing that has happened to Free Flight in my memory. I know it is possible to prove with statistics that it has attracted a certain number of competitors who would not otherwise be competing but what is not quantifiable is the number of competitors that have been lost through its introduction.

In 1990 I managed the British Junior World Champs Team and had my first taste of contests where most of the models were not built by the competitors, in my Aeromodeller Report of the event I wrote that Free Flight contest flying had always consisted of three elements:-

- 1 Design and construction of the models
- 2 Trimming and development of the models
- 3 Flying and competing

I went on to state that I thought how in a short space of time a well co-ordinated youngster could be taught to fly a model, this is now a reality with youngsters flying exotic models in contests with no hope of ever being able to produce anything similar in their lifetime and therefore having no incentive to do so.

The one place the BOM is required is in Junior contests but with a specification they can master before moving on to Formula 1. I have come to accept that the BOM will never be reversed at World level but I cannot accept that the BOM rule can do anything but harm should it be dropped for the

remaining events in the British domestic calendar. Although participation is declining in the UK domestic events I still feel it is stronger than in most countries, I accept that if the BOM was dropped initially in FAI Mini classes it would enable certain flyers to compete but I also feel that many more particularly in F1G would withdraw if the rule was waived.

We have a core of flyers most of whom including myself are not in the first flush of youth and I think we should support them, dropping the BOM rule would seriously effect most of them, I also don't think the British mentality is such that dropping the BOM would result in the mass purchase of models, some would but I think we would loose many more than we gained.

A final point on the BOM debate, purchasing models is biased heavily in favour of the good flyer who is a bit of a duffer when it comes to building but heavily against the good builder who is only a moderate flyer, surely that also cannot be good for the movement.

From Ron Marking re FF Conference:

I have just read the report of the Conference, which took place at Manor Hall on 13th March and I am very glad I did not bother to drive all the way from Cornwall to attend. I thought it was supposed to be about the Future of Free Flight but it seems to me that much of the discussion centred around whether or not the dropping of BOM would encourage a few more people to enter obscure competitions. Don't you people realise that you are a minority within a minority? Last weekend I was at Middle Wallop for three days of superb competition flying but each day at least two-thirds of the modellers were there simply to fly their models for fun – they do not like competitions. Back in the “halcyon days” of our hobby there were thousands of modellers but even then most did not attend competitions.

The only way to encourage other people to take up free flight is to be seen doing it. Most of you probably only ever fly on an airfield, well away from the general public. When did you last fly a model where you could be seen and approached by the public? As for having to build the model, that is rubbish. Go and buy a ready built, small electric powered model or other “toy” and take it out to your local park or other open space and fly it. Also take along a small catapult glider, perhaps a P30 and a rubber powered scale model. Fly them and you will find that people will come and talk to you – then you can show them your super Hi-tech carbon and Kevlar FAI model which you just happen to have in the car. It will then be up to you to encourage and support them if next time you are out flying a newcomer is there with a new ready built model.

The flying site used by Cornwall Vintage Aeromodellers is at the back of a holiday camp and on a calm summer evening it is ideal for FUN flying. The granddads come and say that they haven't seen anyone flying FF for a long time and the kids say “How much and where can I get one?” For every hundred you speak to there might be ten who will visit the local toy shop and for every hundred who fly their toy there might be one who will get interested but if we all did that then there might be a Future For Free Flight.

As an afterthought – I understand that the Continental countries dropped BOM some years ago. Is FF flourishing there?

From Michael Howick re-Winter Open Feb. 15th. at Sculthorpe.

On reading Hipperson's diatribe as to why no one should venture again to Sculthorpe for a competition because of the rules which he describes as “depressing” I became rather

puzzled to say the least. These rules are in essence very simple and practical. To summarise briefly - drive ones car only on hard surfaces, fly so as to avoid compounds, buildings and importantly the livestock, no litter, no climbing of the fences and in season (not Feb. 15th.) respect the SSI in a small area of this large airfield. How terribly onerous these are and how seemingly difficult to comply with.

Also to suggest that we and the authorities should be more relaxed about our few precious sites than in the 70's or 80's is frankly ludicrous - has Hipperson not heard of 9/11 and all the knock on security we have to live with in this age.

As to the matter of the access gate, I volunteered to open up, which I did at 8-20am and stayed on the gate until 10-45am. No one entered in the last ½ hour so as previously agreed and there being no further volunteers (who would on such a bitter day?) we resorted to a system that has worked well in the past i.e. a notice was posted on the outside of the gate with the CD's mobile number and instructions to ring for the four figure number for the combination lock - similarly those wishing to exit could obtain the number from the CD. So it was quite untrue and mischievous to state there was no entry or exit after two hours.

I do not think the Army would appreciate a gate left open for all and sundry to access their valuable equipment stored in many of the buildings and what an opportunity for travellers to move in on all that lovely grass. We have already lost one flying site in the locality for that very reason.

I then went round to the flightline hoping to fly myself and was immediately approached by a near hysterical Hipperson's wife demanding I return to the gate as Hipperson could not open it (apparently). Reluctantly I did so and on arrival at the gate I took the hasp in my left hand and the barrel of the lock in my right hand and opened it (the correct number already keyed in). Now I know we are all getting older and possibly weaker, but some seem to be getting more feeble in hand and mind than others.

Now I detect a certain crass opportunism or point scoring in his actions and writings which I find deplorable. He appears to be a force for confrontation and division whilst masquerading as a force for good - very odd. He chastises FAI flyers for not coming to Open - calling them foolish. I think I could perhaps hazard a guess why and think maybe I'll join them!

As a postscript it was most notable at the end of the day when all other contestants had left and successfully exited themselves from the airfield that there was one van left on the field - Hipperson's - long after he had successfully retrieved his models. He had to be asked to pack away his drinks or whatever and facilitate my securing of the airfield as it was now all but dark.

13TH ANNUAL WORLDWIDE POSTAL COMPETITION 2004/5

By Jim Moseley

The purpose of this postal contest is to encourage friendly participation between aeromodellers worldwide with the prime emphasis being on low-key, leisurely flying without the pressures of 'regular' competition. A wide variety of events are offered including classes for types and sizes of models which have been overtaken and/or outclassed by modern developments or are perhaps too small to be considered for 'serious' competition work, such as 20" and 25" Rubber, Baxter designs, Embryo Endurance and Cloud Tramp, many of which can be flown at any time on smaller local sites without the necessity of travel to more formal contests The

continuation of these events (or, indeed, any event in this Postal competition) is dependent solely upon the level of support received.

Flights may be made outdoors between May 1 2004 and February 28 2005 inclusive; it is not required that all flights in any event be made upon the same day but each is to be pre-nominated as 'official'. The general format (with exceptions as noted) is for three or more flights to the specified maximum; after three (or more) maximums further flights will be made to a score increasing by increments until the model fails to reach the duration target for that flight. The final score will be the total of all flights, recorded in seconds; the purpose of this scoring system is to reduce the possibility of models being lost in an 'unlimited flyoff' and as flights may be made at any time within the contest period it does not entail unduly arduous flying sessions to complete same. Flights exceeding 20 seconds are 'official', except where noted.

The 'Builder of the Model' rule applies in all events other than 'Cloud Tramp'. In classes where maximum sizes are established, the span shall be measured as per plan, not as 'projected span'.

'Vintage/Oldtimer' classes are for designs authenticated to have been flying outdoors prior to Dec 31 1950, 'Classic' from Jan 1 1951 to Dec 31 1960 even though plan publication may be of a later date in any kit, commercial magazine, SAM publication, club newsletter, etc. Multiple entries with different models may be made in all events but flights in one event may not be 'doubled up' with any other class for which a given model is eligible - separate flights, please.

The 20" Rubber class is to encourage the flying of all such models designed for outdoor use and not usually considered competitive against larger designs. There is no restriction on publication or production date and all designs 'published' in/on freely available sources i.e. newsletters, websites, etc are acceptable provided such source and/or details are made available to others.

'Small Towline' arises from a suggestion for an event for the many smaller kitted/published gliders, usually relegated to sport flying as they're uncompetitive against larger, sophisticated designs. 'Classic Rubber' aligns with the popular event run in the UK by the Bournemouth Club, and the 25" 'Classic' and 'Baxter Tribute' events are self-explanatory

20" Rubber - For any published designs not exceeding 20"/51cm span. Three flights to 60 second maximum followed by 30 second increments thereafter.

25" Classic "Two-Bits" - A variation on the popular FAC class. Models up to 25"/63cm span, published to December 31st 1960.; larger models may be scaled down to size, with similar structure. Propellor type to be as per plan. Three flights to 60 second maximum followed by 30 second increments thereafter.

30" Vintage/Oldtimer - For designs pre-1951, not exceeding 30"/76cm. Three flights to a 90 second maximum followed by 30 second increments thereafter.

42" Vintage/Oldtimer - For designs pre-1951, with spans greater than 30"/76cm but not exceeding 42"/107cm. Three flights to a 120 second maximum followed by 30 second increments thereafter.

P30 Rubber - Standard P30 rules. Three flights to 120 second maximum followed by 30 second increments thereafter.

Embryo Endurance - Monoplanes not over 50 sq.in wing area (70 sq.in. biplanes with 45 sq.in maximum for largest wing) Stabiliser area not to exceed 50% wing area. Fuselage volume to include minimum space 1.25"x 1.5" x3". Wing and tail surfaces built up, covered both sides with Japanese tissue or equivalent. Landing gear in conventional configuration with

¾" diameter wheels, or larger, which must turn on axle. Unassisted ROG from a card table top permits bonus points as follows: * 5 pts for raised cabin (minimum 30 degree windshield slant) or windscreen with open cockpit and headrest. 3 pts for 3-dimensional wheel pants 1 pt. for 3-dimensional exhaust pipes. Highest flight total plus bonus points wins. (* NOTE! Handlaunch is also permitted but in this instance all bonus points are forfeit.) Three flights to 120 second maximum, plus one unlimited flyoff flight if required.

"Baxter Tribute" - For Dick Baxter's great designs.... "Pussycat", "Big Pussycat", "Starved Pussycat", "Akro" and "XE-5". Spans as published/kitted; five flights, no maximum; longest and shortest will be discarded and balance totalled for score. No minimum 'attempt' time – all scores are 'official'

Cloud Tramp - Any version of the Cloud Tramp design as published. 8" prop (plastic OK), any type of prop bearing. Five flights, no maximum; longest and shortest will be discarded and balance totalled for score. **Note:** NO "B.O.M" rule, anyone may fly any model in this event. No minimum 'attempt' time.

Vintage/OT Scale - A duration event for all published/kitted rubber-powered outdoor scale designs Three flights, 60 second maximum plus 30 second increments thereafter

Classic Rubber - Any design published between January 1/51 to December 31/1960 is eligible. Maximum wing area 200 sq. ins. Three flights to 150 second maximum followed by 30 second increments

1.5cc Diesel Slow Power - Plain bearing diesels only. No a/r or, VIT permitted. Three flights, 10 second engine run, 120 second maximum with 60 second increments thereafter. Please note that engine runs are to be timed in accordance with North American rules i.e. to the last audible power (combustion) stroke. Propellor rundown (the 'burble') is not considered as engine run time.

Small Towline Any glider to a maximum span of 40"/101cm. Straight tow only. Three flights to 60 second maximum followed by 30 second increments. Towline 100"/30metres (I do not expect people to make up special lines for this event and 40 regular paces should be close enough; a couple of feet, one way or the other, is not likely to make any effective difference) Equivalent length high-start launch systems permissible

Vintage/Classic Glider Designs published to December 31/1960 with span not exceeding 65"/127cm . Three flights to 90 second maximum followed by 30 second increments. Maximum towline length 164"/50 metres; high-start launch systems permissible if unstretched length does not exceed 164"/50 metres. Straight tow only.

Catapult Glider (small) For any glider with wingspan no greater than 12"/30.5 cm. Six flights, 60 second maximum (flights under ten seconds need not be reported). If six maximums scored, 30 second increments thereafter. Catapult - a 9" loop of ¼" flat rubber attached to a 6" handle. No minimum 'attempt' flights – multiple entries permissible.

Catapult Glider (large) For any glider larger than 12"/30.5cms. Rules as above.

Handlaunch Glider Any HLG – flight rules as above

A full report will be forwarded to each entrant by mail or e-mail as appropriate. To assist in the compilation of same a brief account of weather, site, flying anecdotes, photographs, etc. would be appreciated when scores are submitted. Please ensure that all scores are forwarded to arrive by March 15th 2005 as I have limited time thereafter to collate, print and distribute results and to also prepare and publicise details of a following Contest; earlier submissions would be most

gratefully received! I welcome any comments regarding amendment to any event rules that might make same more attractive, or suggestions for other classes that might be considered of general interest.

Please advise if you have an Email address; transmission of entries/scores/reports/results to me by this means helps to reduce overall costs, eases communications and enables wider distribution of submitted photos. Please return your entries to:-

Jim Moseley 19 Banner Crescent, Ajax, Ontario L1S 3S8, Canada e-mail: jjmoseley@look.ca

Tony Roberts 12 The Ridgeway, Caversham, Reading RG4 8NX, Berkshire, England

Sven-Olov Linden Hovstavagen 15, 703-63 Orebro, Sweden

Neil McDougall 60 Heke Street, Wellington 6004, New Zealand

George Car 4 John Street, Koorinal, Wagga Wagga, NSW 2650, Australia

Mario Perrone Via Val di Lanzo, 107/A 00141 Roma, Italy

(Ed: Entry form not reproduced here, please ask Jim Moseley or other contacts for a copy of the entry form.)

INDOOR AT THE DOME

Laurie Barr:

Please note revised dates, due to other users priority:

May 24/25th 35 cm, F1D, F1M, F1L

June 3rd/4th Mini Stick, F1L, F1M

June 28-30th INDOOR NATIONAL CHAMPIONSHIP.

28th: Limited Penny Plane, No Cal (Profile Scale).

29th: F1M, F1L, (for the Houlberg Silver Medal), Mini-Stick.

30th: F1D, (for Houlberg Gold Trophy), 35 cm

Various H.L.G & Catapult classes may be held during these dates also - news awaited.

Also taking place on all 3 days, 2 flights each day, Trials (for the Aeromodeller Trophy) to determine team of 3 for Indoor Euro Champs 2005.

In the event of bad weather on any of these dates, the committee may decide to fly on the days with better weather. As we have no further dates available as yet, and the status of Cardington hanger is doubtful, the above trials may be the only opportunity to hold team trials in a good site this year (2004).

All the usual requirement to be BMFA members, still apply. Laurie Barr. Tel 487544. e-mail lgarr@tiscali.co.uk All events at the Dome are subject to late change, please supply Laurie with your e-mail address for notification.

UK COMPETITION NEWS

BRUMFLY GALA Due to the unavailability of Barkston Heath the event will now be at North Luffenham on 11th July 2004. Events will be Open Power, Open Rubber, Open Glider, F1J/1/2A, Cdh, A1, SLOP, Mini-vintage, HLG and Catapult Glider. Start time 9am. The open classes and mini-vintage will be 3 flights and Cdh, A1 and F1J/1/2A to be 5 flights. No rounds and no flight line. Field charge. Contact Stuart Darmon on 024 76678520 after 6p.m.

STONEHENGE CUP

The Stonehenge Cup will be held on 18th & 19th September at RAF Sculthorpe, near Fakenham, Norfolk. The competition is a registered World Cup event and will be run in accordance with Sections 1-4 of the FAI Sporting Code. Classes will be flown in groups, from a pole, using a different starting position for each round. The organisers reserve the right to vary the programme if unforeseen circumstances should arise. Sculthorpe airfield will be available only on competition days, gate open at 8.00 on Saturday. The only facilities on the airfield are toilets and a burger van for food and drinks.

Friday 17th: Arrival and registration will be at Bircham Newton College (The National Construction Centre, 6 miles from Sculthorpe) from 1500 hours. (NB competitors arriving on Saturday should go direct to Sculthorpe).

Saturday 18th: F1B, F1C; Sunday 19th: F1A. Start will be at 0900 on both 18th and 19th, subject to local weather conditions.

Entry fees are £23 for any one class and £5 per additional class, juniors (age under 19 as at 31/12/04) £5 per class. Send entry forms to: Mick Howick, Knoll house, 69 The Street, Hindringham, Fakenham, Norfolk, NR21 OPR, UK, forms and fees to arrive no later than 27th August. Late entries will incur a 50% surcharge and field entries will be charged double on the day.

Prizes will be awarded down to 5th. place and all entrants will receive a memento of the event. The prize giving will take place at contest control on Sunday evening after completion of the F1A event.

Timekeepers: We need volunteers. A free lunch and an event souvenir will be provided. Your help is appreciated.

On Saturday an evening meal for all competitors, officials and guests evening meal: will be held in the Dining Room at Bircham Newton College. The cost will be £12 per person.

Bed and breakfast accommodation is available at Bircham Newton College for Friday, Saturday & Sunday. The price for a single room is £29 per night including breakfast. A double room is £47 (limited number available). Breakfast will be served at 7.00 on both Saturday and Sunday mornings. Camping and caravan park is available locally, one of which is Garden Caravan Site, Barmer Hall, Syderstone, Kings Lynn PE31 85R, tel. 01485 578220 (house) or 01485 578178 (office), www.gardencaravansite.co.uk, email: nigel@gardencaravansite.co.uk Location of the airfield and Bircham Newton College are described in the information sheet available on request.

INTERNATIONAL COMPETITION NEWS

SCANIA CUP World Cup contest in Sweden will be held from July 2 to 4 at Rinkaby, 120km from Malmo. Friday July 2 is arrival day with test flying from 10am, registration and entry from 3pm. Registration and entry will be available from 7.30 on Saturday July 3, before briefing at 8.00 and the start of the first of seven rounds at 8.45am. The length of rounds will depend on the weather, if possible the contest will be finished on this day. Sunday is a reserve day for any rounds and/or flyoff. Competitors are required to be timekeepers for each other. Entry fee is 250 SEK to be paid on arrival, but send entry form by June 18th to Lennart Hansson, Sigurdsgatan 15, 215 66 Malmo, Sweden. Youth hostel, camping, or hotels are available 8 to 12 km from the airfield. For more information contact Anders Persson, tel +46 40 969862 or Lennart Hansson, tel +46 40 193790 not later than 9pm or fax +46 11 368214.

FREE FLIGHT FORUM REPORT

2004 BMFA Free-Flight Forum Report has now been published. This is the twentieth year of publication of these Reports and this is the biggest Report yet. The contents are:

John Barker	Catapult-Launched Gliders
John Cuthbert	Constructing Carbon Fibre Propellers
Peter Watson	Drum Sander
Phil Ball & Andrew Hewitt	Discus-Launched Gliders
John Cooper	FIH Gliders
Stafford Screen	Accurate Power Model Incidence Setting Jig
Peter Watson	Dismantleable Engine Starter
John Cuthbert	A History of Geared FI Cs
Mike Evatt	F1B Props
Chris Edge & Ray Jones	The Fuseev Thermal Detection Equipment
Gerd Wobbeking	The Free Flight Auto Pilot - Blunt Leading Edge and Advanced High Point Tailplane Airfoils
Stuart Lodge	HLGs and boost Gliders - A Comparison
John Worsley	Finders Beepers
Gerd Wobbeking	Testing P 30 Airfoils and Turbulators in the CargoLifter Space
Russell Peers	Carbon Spar Jig
Mark Bennis	Hand- and Catapult-launched Gliders

Prices including postage are as follows: UK £10.00, airmail to Europe £12.00, airmail elsewhere £14.00.

Cheques should be payable to "BMFA F/F Team Support Fund", in Pounds sterling only, and drawn on a bank with a branch in the UK; you may also order by credit card.

Copies are available from Martin Dilly, 20 Links Road, West Wickham, Kent BR4 0QW

or by fax to: (44) + (0)20 8777-5533, or by e-mail to martindilly~compuserve.com

FAI WORLD CUP F1A F1B F1C

Contests included in the results are Maxmen, Criterium Phillipe Lepage, Bear Cup, Holiday on Ice, Matfors VT, Australian FF Champs, City Cup of Lucenec.

F1A			F1B		
1	P Findahl	SWE 96	1	R Peers	GBR 125
2	M Kochkarev	RUS 92	2	B Silz	GER 81
3	A Persson	SWE 75	3	R Mackus	LTU 81
4	J Valo	FIN 73	4	M Woolner	GBR 73
5	V Lazarevich	UKR 68	5	K Salzer	AUT 70
6	M Holmbom	SWE 65	6	R Khuziev	RUS 63
7	V Stamov	UKR 62	7	L Gircys	LTU 58
8	S Makarov	RUS 61	8	J Bradley	USA 55
9	J Carter	GBR 57	9	Y Waltonen	FIN 54
10	T Cousens	USA 52	10	T Bond	AUS 51
F1A-Junior			F1C		
1	M Cuthbert	GBR 100	1	T Niiranen	FIN 80
2	T Taponen	FIN 53	2	A Kirilenko	USA 55
3	P Barron	USA 51	3	J Fletcher	AUS 51
4	G Domokova	SVK 50	4	K Kuukka	FIN 51
5	B Mitchell	AUS 50	5	L Patocs	HUN 50