Free Flight news FFn

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DIARY

February 5 Middle Wallop	Crookham Gala. Mini Vintage BMFA rules, F1G (3 or 5 flt, for Southern League), Combined Power, Combined Glider. See FFn 0512 for runs, lines and other details. Start 10.00, 3 flts, max to be decided on day, entry charge at gate, BMFA insurance. Contact John Thompson, 01252 842471, johnd.thompson@btinternet.com
February 6 Chobham Common	Chobham Tree Chop. See FFn 0509. Meet at Clump car park at 10am.
February 12 Area Venues	BMFA 1st Area. O/P& SLOP combined (Frog Senior), O/R, O/G, O/E, P30. *(Midland Area at Barkston)*
February 13 Chobham	Chobham Tree Chop. See FFn 0509. Meet at Clump car park at 10am.
February 15 - 16 Lost Hills, California, USA	California Cup. F1E. World Cup event. Contact: Lee R. Hines, 376 Magnolia Street, Costa Mesa, USA, tel: +1 949 645 4850 CA 92627
February 18 - 19 Lost Hills, California, USA	Maxmen International. F1A, F1B, F1C. World Cup event. Contact: George Batiuk, 835 Capitoio Way #5, San Luis Obispo, California 93401, USA, tel: +1 805 545 0700, fax: +1 805 545 0700, email: slogb@charter.net
February 25 Viabon, France	Philippe Lepage. F1B. World Cup event. Contact: Piere-Olivier Templier, 3, Rue ds Brisaciers, 770990 Collegien, France, tel: +33 1 60 35 93 58, email: pierre-olivier.templier@wanadoo.fr
March 5 Area Venues	BMFA 2nd Area. O/P&SLOP combined (White), F1A (K&MAA/Plugge), F1G, Vintage (Plugge). *(Midland Area at Barkston)*
March 11 Pori, Finland	Bear Cup. F1A,F1B,F1C. World Cup event Contact: Kari Lindgren, Muonamiehentie 5, 28610 Pori, Finland, tel: +358 2 6324 988, email: pipo.lindgren@dnainternet.net web: http://www.kolumbus.fi/porinik
March 12 Middle Wallop (see FFn 0601)	Croydon Wakefield Day: F1B,8oz vintage, 4oz vintage. Contact Ray Elliott, 020 8997 7745 ray.elliott8@btinternet.com Ron Audley Glider Day. Vintage and Classic glider. Contact: Rod Audley, tel 01454 250354, rod.audley@btinternet.com Bournemouth MAS. Club Classic Rubber, Mini vintage rubber, A-frame mass launch, Spark ignition precision. Contact Roy Tiller 01202 511309
March 18 - 19 Gjovik, Norway	Holiday on Ice. F1A, F1B, F1C. World Cup event. Details on page 25.
March 19 Crivelle, TO, Italy	7th Trofeo AGO. F1K. Contact: Sandro Schirru, Via Cavour 5, 10095 Grugliasco, Italy, email: fai616@yahoo.it
March 25-26 Osterlo, Sweden	Matfors ME International. F1A, F1B, F1C World Cup event. Contact: Mikael Holmbom, Osterlo 140, 860 13 Sweden, tel +46 70 399 1813, fax +46 6017 5112.
April 1 - 2 Tekirdag-Corlu, Turkey	Istanbul FF Cup. F1A, F1B. World Cup event. Contact: Ismail Sanoglu, tel: +90 216 521 14 14, fax: +90 216 461 91 80, email: isarioglu@banksoft.com.tr Web: http://www.turkey-ff.info
April 2 Area Venues	BMFA 3rd Area. O/G, F1B (Weston/Plugge), F1J/BMFA½A (Plugge), HLG, Catapult Glider.
April 8 and 9 Oberkotzau, Germany	2 F1E. World Cup events. Contact: Peter Kuttler, Schneebergstr. 26, 95145 Oberkotzau, Germany, tel: +49 (0) 9286 61 87, email: peter-kuttler@web.de

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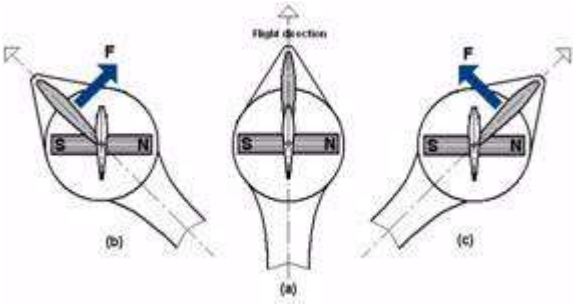
Compiled and produced by Ian Kaynes, Paul Masterman and Michael Warren

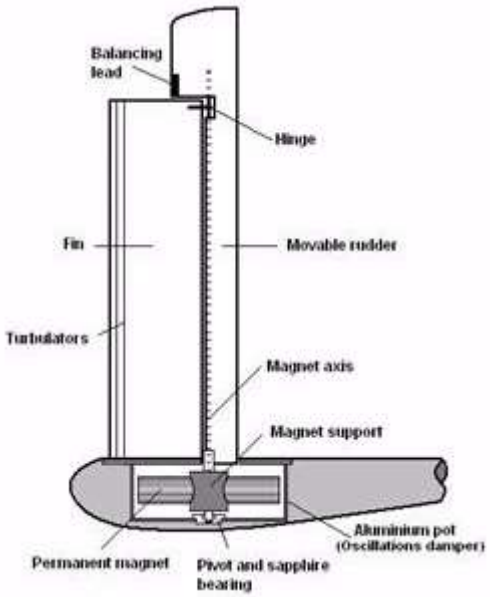
F1E MAGNET STEERING BY CLAUDIO BOGNOLO

1. The steering system

The front rudder is basically a powerful compass, whose needle is a cylindrical permanent magnet freely rotating about a vertical axis and able to set itself in the north-south direction of the earth's magnetic field.

The fin is fastened to the fuselage nose, while the movable rudder is on a common axis with the rudder. Before a flight, the rudder is oriented in the desired flight direction (fig.a) and firmly fixed to the magnet that tries to keep the north-south direction. When the glider deviates from the established direction (fig b, c) due to some gust, the rudder rotates relative to the fin and develops an aerodynamic lateral force F that pushes the glider nose to the original flight direction.





The permanent magnet

In the earth's magnetic field the magnet aligns itself with the N-S direction. When it is rotated relative to this a torque is developed equal to $m H_t \sin\varphi$, where m is the bar's magnetic moment (= B V, where B is the residual induction and V the volume of the magnet), H_t is the horizontal component of the earth's magnetic field, and φ is the angle of rotation. A typical example would be a torque of 0.5 gm cm when the magnet is at 30^o to the magnetic field, enough to control an F1E.

The torque depends on the volume of the magnet and its internal magnetic field. Even with the arrival on the market of new Iron-Neodimium-Boron (NdFeB) alloys, much more effective than the traditional Iron-Aluminium-Nichel-Cobalt (AlNiCo), the magnet's geometrical dimensions have been the same since more than fifty years: 12 diameter by 50mm long. This leads to two questions:

Why an AlNiCo bar should have this ratio between diameter and length?

Is it still justified maintaining this ratio with the new alloys?

(Ed: To answer these questions needs a detail consideration of magnetism. This was provided by Claudio but in much greater depth than appropriate for FFn. Hence we summarise the key factors and the conclusions on the characteristics of different magnets.)

The process of magnetising a sample is to place it between the poles of an electromagnet. Key parameters are the magnetising field applied (H) and the induction of the magnet (B). When the applied field is removed the remaining magnetism is the residual induction or remembrance. Another property that arises is the coercive force, the size of the opposing field that must be applied to exactly remove the magnetisim of the sample - this measures its resistance to magnetism being reduced by exposure to other magnetic fields.

When the magnet is removed completely from the electromagnet, the flux density in the magnet will drop to its open circuit residual induction Bd (*Retentivity).* This open circuit residual flux density is dependant upon the geometry of the magnet (L/D), which determines the internal diamagnetic field Hd, acting, as stated above, in the same way as a negative H field applied to the magnet when placed between the electromagnet's poles. For a given magnet geometry there will be a definite Bd/Hd ratio, which can be equated to an operating slope, B/H, or *Permeance Coefficient* Pc.

Permanence increases with L/D and is also dependent on the material: NdFeB is better than AlNiCo and in particular higher permanence when the magnet has hole along its N-S axis core. AlNiCo has both a low coercive force and low permanence when compared to NdFeB, which can reach the same force with a lower L/D and less sensitivity to loosing effectiveness due to applied external magnetic fields.

The following table summarises coefficients for magnets with the standard 12x50 dimensions (L/D=4.17, volume 5.652 cc).

	Pc	Bd (Gausss)	Hd (Oe)	M (gm.cm at 90^o)	Δ %	L cm	D ext cm	D int cm
AlNiCo	17.82	11200	628	1.013	-	5	1.2	-
NdFeB	25.46	12028	472	1.088	+7.39	5	1.2	-
NdFeB drilled De=4 Di	30.05	12097	403	1.094	+8.01	5.1	1.23	0.31
NdFeB drilled De=2 Di	41.25	12204	296	1.104	+8.97	5.5	1.32	.66

Alternatively, we may decide to keep constant the torque, that is Bd and Volume. With this same "directional effectiveness" a NdFeB cylinder 15 dia x 30mm long is equivalent to Alnico5 12x50. Also the drilled cylinders 15 x 30 with internal diameter 5mm and 20 x 25 with internal diameter 10mm are suitable.

cylinder	volume cc	Bd Gauss	Hd Oe	Pc	L/D	L cm	D ext cm	D int cm
AlNiCo5	5.652	11200	628	17.82	4.17	5	1.20	-
NdFeB			1300	8.615	1.95	3.01	1.55	-
NdFeB drilled De=4 Di					1.73	2.84	1.64	0.41
NdFeB drilled De=2 Di					1.5	2.78	1.86	0.93

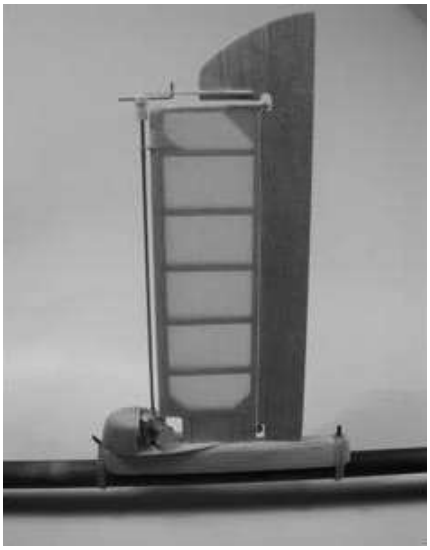
The next table compares the properties of some magnets on the market. The last two may be used for a rear steering unit.

material	L cm	D ext cm	D int cm	V cc	weight g	L/Dext	Pc	Bd Gauss	Hd Oe	M g.cm at 90°	ΔM % against Alnico5
Alnico5	5	1.2	-	5.652	43	4.17	17.82	11200	628	1.01	0
NdFeB	3	1.5	-	5.299	40	2	8.94	11242	1258	0.95	-6%
NdFeB	2	2.2	-	7.599	58	0.91	3.05	9414	3086	1.14	+13%
NdFeB	3	1.5	0.5	4.710	36	2	11.42	11494	1006	0.87	-14%
NdFeB	2.5	2	1.0	5.888	45	1.25	7.45	11021	1479	1.04	~0
NdFeB	2	2	0.8	5.275	40	1	4.74	10322	2178	0.87	-14%
NdFeB	2	1	-	1.570	12	2	8.94	11242	1258	0.28	-72%
NdFeB	2.3	1	-	1.806	14	2.30	10.89	11449	1051	0.33	-67%

The standard AlNiCo5 12x50 magnet in the centre is shown with supermagnets 22x20 on the left and 20x20 with 8 dia hole on the right.

Both these magnets perform well in a new nose which was made for glider UGO-2, shown on the left of this picture ==>

Using the 10x20 or 10x23 magnets a rear steering system has been realised. At the moment it is being optimised for factors including the rudder and balancing area, the lever and position along the fuselage to get the right balance between weight, longitudinal balance and command response.



Installed on model UGO-4:

Claudio concluded his article with consideration of the aerodynamics of fin and rudder, such as the question of using a flat plate or thick aerofoil, but we will leave that to another time.

PROPOSALS TO CIAM PLENARY MEETING

Summary by Ian Kaynes, plus explanation or asides where I cannot resist comments.

The following are the free flight relevant proposals for the agenda of the CIAM Plenary meeting to be held at Lausanne on March 24-25. They will be subject to voting by national delegates to CIAM, inform your delegate of your views.

Germany proposes to delete the condition "and the flight was not terminated by dethermalising" from the definitions of a 20 second attempt in paragraphs 3.1.5.f, 3.2.5.b, 3.3.5.c.

The reason is given as: Dethermalising by RC does not appear to be a tactical advantage in competition. Instead the prevailing rule leads to hazardous decisions in F1C *(IK: this refers to the decision to DT a crashing model and loose another attempt or the dangerous option to let it crash and have a second attempt)*

Three proposals from the CIAM Free Flight Subcommittee all concern indoor flying in rounds, which is currently not defined in the Sporting Code:

Change 3.4.3 (Number of flights) to read:

The competitor shall be allowed 6 flights of which the best 2 flights will be taken for classification. **If the organisers specify rounds for the competition then the competitor is entitled to one official flight in each round. The duration of rounds must be announced in advance.**

Change 3.4.6.(Collision Rule) to read:

In the event of a collision between two model aircraft in flight, each competitor must choose, in the time span between the incident and two minutes following the termination of his flight, either to retain the time of flight as an official time, or to have a reflight. **If the competition is in rounds, the reflight must be launched during the same round as the flight in which the collision occurred or during the following round.**

Change 3.4.7 (Steering) item (f) to read

It is the timekeeper's responsibility to observe the use of the steering equipment, and to warn the competitor if he is likely to endanger other model aircraft. If other models are fouled by the steerer, the fouled competitor has the choice of a reflight, which, if **this choice** is taken, is his score for that round. He must exercise his choice to the timekeepers no later than two minutes after termination of his flight. If he chooses to restart **and if the competition is in rounds, the reflight must be launched during the same round as the flight in which the fouling occurred or during the following round.**

The Free Flight Subcommittee propose to remove the requirement in B.15.9 that indoor models must be marked for identification and require instead that the model be processed before flight and the motor weighed before or after the flight. Also a slight rewording of B.15.8 to confirm that no part of that model-numbering rule applies to indoor models.

Germany propose to reduce the motor run for F1P from 10 seconds to 7 seconds. The reason is "7 seconds are enough to

obtain the necessary performance but make trimming easier and increase safety."

Germany also propose for F1P to specify in 3.P.2 that "Engine to be run only with the competitor wearing ear protection."

France propose to modify the new F1Q electric model characteristics rules to include:

Minimum projected wing surface area	32 dm²
Maximum projected wing surface area	34 dm²
Minimum total weight (including batteries)	500g

and also to reduce the maximum motor run from 25s at 20s

The reason given is: "it would give a better motivation for people to define the characteristics of the F1Q models as it is the case in the other categories" *(IK: this statement seems remarkable from the country that gave the world F1G Coupe d'Hiver, which class has thrived without such area limits - indeed, probably thrived because of the lack of limits!).*

Germany propose to extend the list of World Cup events to include F1B Junior and F1Q.

Russia propose to increase the age limit for juniors from 18 to 21, for the reason "Modern aeromodel became more and more complicated. At age 18 junior just start understand the modern models…."

Russia also propose to change the power event at junior championships to F1C. Reason: "Average age at the last World and European Championships in F1C is more than 50-55 years. Number of competitors in F1C became less and less. After F1J and F1P in junior age just a little start fly with F1C. Mostly stop aeromodelling. It is necessary to support F1C from junior age. Including F1C for FF Junior category for World and European Championships involves young people in F1C and maintenance number of F1C modellers in future." *(IK: although when F1C was the championships this continuation by new juniors was completely non-existent!)*

Russia also made three proposals which were deferred and not considered in 2006 because of rule freeze rules on F1A B C model specifications. These were for 40m F1A line, 25g rubber in F1B, 4 sec run for F1C.

THE UK LEAGUE ROUND-UP FOR 2005

By Dave Hipperson

There could be sweeping changes to UK Free Flight a year down the road.. Our domestic and FAI rules stand to be rationalised. No bad thing as long as we don't throw the baby out with the bath water. Forever is the lurking danger that we might loose the Builder of the Model rule across the board. About this I am most concerned and you should be too as what follows could not and would not work and therefore would not happen if we had no such rule but more about that at the end.

As the weather and the events themselves have such an effect on competitors' achievements let us consider them first. There is no doubt that the weather on this island of ours is getting calmer year by year with 2005 a further improvement over last and with fewer of those uncomfortably hot days too. It was also the driest period since the 1920's, certainly in the South East. Apart from the first event, the East Anglian Winter Open in February and the first day of the Nationals and of course the sensationally ill titled (in this instance) Summer Mini we were spoiled by calm. We are lucky in the UK to have so many contests although it is always annoying when dates clash and a real choice has to be made between two or more. There were still too many of those in 2005 although increasingly the contestant base does not seem to want to travel far. Despite the relatively small distances, improved motor cars and actually steadily downward spiralling vehicle running costs - even though it might not feel so - the enthusiasts of the North rarely venture deep South and vice-versa the Southerners are rarely seen at Church Fenton. The majority of Free Flighters are now quite affluent and retired so is does not appear logical that they should have this problem with travel. Needless to say there are a small number of exceptions. The men that travel the length of the country to fly find themselves very well up this chart.

This last year seems to have brought further improvements in organisational standards. Of course it is inevitable that certain details of the workings of our National administration, the FFTC on behalf of the BMFA, will not suit everyone. There are quite a few areas that I would like to have seen handled differently myself but we are very lucky to have this team of highly capable individuals working on our behalf. (Far more conscientious and able than our National government I would wager.) More than that they are individuals who are prepared to do the job for a number of years. No flash in the pans need apply while Woodhouse, Strachan, Carter, Clarkson, Grey, and Philpott, etc are doing so nicely for us. Thank you.

As well as all those beautifully run events on Church Fenton there were some really stand out Galas. The SAM Europe Champs at Middle Wallop which has suffered rather confusing management in recent years was improved considerably under the directorship of Mike Parker. I was unable to attend but base this observation on what I have been told by many that were there. This is important as the SAM Champs hosts a colossal entry every year. We trust they will secure a suitable venue for 2006 while Middle Wallop is temporarily unavailable to them. The BMFA Nationals were satisfactory with standout performances from Ken Faux and Kriss Best - who later also did good work at Trials meetings. We commented at the time on how well the Brumfly was put together - actually a glorious masterpiece would be no over statement. However the weather was on their side for a change.

It wasn't on the side of Grantham when Phil Ball resurrected the Grand Prix late in the season. This gave our Senior Champion a chance to showcase his CDing skills again. Remember the Nats about 15 years ago that he managed virtually single handed? (Remember also when a Nationals could be run single handed - John Cooper also did it in 1977). For the 2005 Grantham Grand Prix Phil Ball got stuck with atrocious weather and when it all looked like it was about to slide away he took charge and with 'Scout Masterly' type enthusiasm announced a move of control to another part of the drome. No big deal in hindsight but it saved the meeting. Many were contemplating going home including your reporter! It was an enthusiastic demonstration of proper contest directorship. No getting down hearted or demoralised but taking control of the day to everyone's benefit. He deserved the break in the weather he got. Perhaps for someone that can pick air as well as Phil it is fitting that when necessary he can also change the weather itself for the benefit of his contest! It was the finest CD'ing of the year.

As the contestant base gets older and not surprisingly smaller each year it is reasonable that we will occasionally loose fellows. It is however doubly upsetting when these come from the relatively younger ranks. In the Spring we lost the excellent Graham Shacklock who died in a manner so many of us would favour - retrieving a long flight at a major contest. Graham dropped dead from a colossal and sudden heart attack some fields outside Barkston Heath flying Mini Vintage at the Northern Gala. A few weeks later an even younger man Rodney Kenward was taken ill at the London Gala went home and was diagnosed with inoperative and terminal liver cancer. He was dead by August. Rodney still has enough points to place around 30th in our overall list. Finally the very popular glider flyer Brian Nicholson passed away in September. As well as a talented flyer he was also a great artist - those who were lucky enough to receive them will miss his tremendous Xmas cards.

Last year's eighth placer Steve Barnes had a poor year in 2005. Rather ironically one of his best results was when Dave Limbert proxy flew his Pimenoff 18 in the Morley Classic Power contest to place a very close 2nd. Steve is making

amends this year and has already done better in the short space of time that the 2006 season has been open including winning with this Classic machine back in his own hands.

After a good start with a flyoff win in Vintage at the first Pannett meeting using his Marcus Firecracker Frank Rushby 's season faded fast with his next best result in club events being a 2nd place at the Cleemac Slow Open Power event in Ju1y. He did for course win F1C at the Nationals but it was nowhere near the last season when Frank was 9th.

John Bailey and Mike Sanderson tie. John got the vast majority of his points from BMFA events and placing well up in the senior Champs as a consequence. He had a good Northern Gala, London Gala and Summer Minis In contract Mike scored mostly in the Northern based Galas with a particularly good day the Morley Heath Common event with 2nd places in P30 and Veron Scale.

Ian Davitt too scored mostly in BMFA events but less well than last year. The London Gala was his best weekend with placings in CdH, Al and Mini Vintage. At the Southern he was 5th in CdH and 2nd in the very exciting C02 flyoff but throughout the year he actually won nothing. Could do better!

Neither George Sharp nor Gerry Ferer have done as well as in previous years. Gerry showed a bit of his old form with a big flyoff and a win in Open Rubber at Brumfly and chasing Phil Ball at both the Northern & Southern Galas. George did most of his winning in BMFA events with a great Northern Gala taking 2nds in both the CdH and Mini Vintage flyoffs. He went on to win the latter class with a really outstanding flyoff at the Southern Gala in the autumn.

Like Rushby, Ewan Jones came out well at the start of the season with a win in the Pannett then a place in Classic Power a weekend or so later. He also won Power at the Scottish Nats with a whopping flyoff. He scored less in BMFA events but his highlight was the Vintage flyoff win at the Nats when his San De Hogan circled the drome just once taking over eight minutes to do it!

Trevor Payne, specialises at the most exciting end of contest free flight - big open Power models. In the Club Galas his best performances were a win at the Timperley Gala in combined power and second at the Grantham Grand Prix in the same class but he was more active at BMFA level. He won the Northern and London Galas at the start of the season and took 2nd at the very windy Nationals Open Power day. He scraped a point with his F1C models at the Third Area meeting and had trouble like most people at the very wet and windy Summer Mini but placed in F1J.

Brian Lavis, at the same place in our chart as his club mate also specialises, flying almost exclusively Al Glider and this year very consistently. Nearly all his scoring came from BMFA events, excursions to Oxford and the Brumfly being the exceptions. Second places at the Northern and London Galas followed by the Nationals and the Summer Mini helped towards his eventual 2nd place in the Al League. As a complete change supporting his Biggles Club in the Plugge he flew Open Rubber of all things at the 5th Area event and took 2nd in it with a very respectable flyoff.

Dave Limbert flies Power too but mostly Slow Open. His BMFA record was un-sensational with 3rds at the Northern & Southern Galas but he did more in the Club events. He won the Cleemac-Knavesmire Combined Power event and also the Morley Heath Common British Power contest which went to a very tough flyoff. He was 3rd in more Combined Power at the Timperley Gala and collected more points with his Vintage and Classic Power models at the Pleasure Drome in the summer. This Club contest effort also brings him into 10th place in the Timperley League and 4th in the Slow Open Power list.

Andrew Longhurst scored in no BMFA contests and accrued his club points by flying very hard and effectively on just a few outings, all in the South. He had a good day at the Bournemouth Gala placing in three events including a 2nd in P30. The next day at the Croydon Wakefield (same Middle Wallop venue) he flew in another three classes and placed 6th in 8oz Wake and third in P30. At the main (Andy Crisp) Oxford Rally where it has become traditional for him to win the Gala Champion prize and did so again this year with a total air time of nearly half an hour! He scored points in four events. Fourth in Coupe, 6th in P30, 5th in Mini Vintage, and 3rd in Tailless. However he hadn't had his best day yet. That was to come at the second Oxford Gala (Mike Kemp) where Andrew was equal first in both Light Weight and Medium Weight Rubber and second in CdH. (A note here on the rules for this particular Oxford Meeting. A decision was made to use "DT down" flyoffs which can invalidate the contest if they are advertised in advance. However there was no such announcement and we are presuming that this was a convenience bearing in mind the weather prevailing. Therefore the "DT down" flights have been ignored and the top men share the points. This affects Spencer Willis's scores later on as well - in his case to the good.)

Jack Foster is a comparatively new name - another recent convert from RC. He flies small rubber models and most of the time Mini Vintage Hepcats and Senators. His BMFA record was good with a 3rd and a 6th in Mini Vintage and CdH respectively at the Northern Gala then more Mini Vintage placings 5th at the 3rd Area, 3rd in the big flyoff at the Nats with his Hepcat which piled in on its first attempt but was repaired and re-flown to score an excellent 6 minutes and finally 4th at the Southern Gala. Some diversification in the Club events brought him places in Al and P30 at the Morley Heath Common event and at the Pleasure drome, a point in 25" scale as well as a win in the Mini Vintage flyoff. He also scored highly in Open Vintage at the Timperley Gala managing a good flyoff against the much bigger models. He gets this far up because he was willing to travel to plenty of comps. and commit his models. It would be interesting to see how high one could place in this list flying just Mini Vintage! Jack could show us.

Gary Peck has been improving steadily over the past few years. He flies glider exclusively both at Club and BMFA level. As an illustration of his drive he was one of the tiny handful that bravely flew at the East Anglian Winter Open so blighted by a freezing gale that it has been scratched from the calendar for 2006! He won Al at the Northern Gala and took a point in Open Glider as well, then went on to win Al again this time the BA Trophy at the Nats. He was 4th in Al at the Summer 'Windy' Mini and was 3rd in Open Glider at the last Area event. He is the second most effective 'mostly glider' flyer on this chart but doesn't bother with the Trials. His Club efforts were just as impressive. With a dabble in Mini Vintage for a change he placed 2nd in the first Pannett meeting as well as 4th in Open Glider. He was 2nd in Open Glider at the New Year Flyer. 2nd in Open Glider at the second Pannett meeting later in the season and at the Morley Heath Common do was 2nd in Al. Only 5th in Al at Brumfly but was 2nd against the P30s with his Al at Cleemac as well as maxing out and placing 5th with his Classic Glider the same day and again 5th with the same model a couple of weeks later at the Morley Classic meeting. A flyoff win in Open Glider at the Timperley Gala and another win in Combined Glider at the final event of the year, the Grantham GP, rounded off the season and brought him in 5th in the Timperley League. A great effort for a Glider flyer.

Pete Watson supported his club by flying in Open Power at Brumfly and produced a spectacular flyoff win with his big model. Apart from that everything he did was in the BMFA programme and not all FAI by any means. He was 4th in the Senior Champs by way of a superb Northern Gala, winning F1J-1/2A and placing 3rd in the Open Power flyoff. He went on to win F1J again at the 2nd Area meeting, was 2nd to Payne in the Open Power flyoff at the London Gala, and the next day picked up a couple of points in a poorly supported F1J event.

BMFA Senior Championships 2005

			EA Winter Open	1st Area	Northern Gala	2nd Area	London Gala (Sun)	London Gala (Mon)	3rd Area	F1E May 9	Nats Saturday	Nats Sunday	Nats Monday	4th Area	F1E June 19	F1E July 3	Summer Mini	Trials 1 & FAI Trophies	Southern Gala	F1E Spet 4 & SMC	5th Area	Trials 2	6th Area	Trials 3	F1E Oct 23
1	P Ball	162.0	3		27	17	18	6	9		10	21	9	6				9	12		15				
2	D Hipperson	91.0	2	3	12	4		18	3			12		9			4		12		12				
3	C Strachan	70.5	2		8		9	4				3	12	4			7		16		5.5				
4	P Watson	66.0			13	9	6	2						1			3.5	4	12		6	6		3.5	
5	J Cooper	61.0	3		4	4	4	9	6		6	9	1				6		9						
6	A Jack	53.5			12		1		9		1	6	9	3				3				2		7.5	
7	T Grey	51.0		4	6	9	2	3			3		2	2			4		12				4		
8	S Screen	50.0					4											2	18		9	9	6	2	
9	M Benns	39.0			10	13	4				6	6													
10	S Willis	37.5			4		13		6		4	1.5											9		
11	J Godden	34.0		1	4	6			6			6		2							9				
12	J O'Donnell	33.0		1								3	9	3			1		7		9				
13	B Lavis	32.0			6			6					6				4		4		6				
14	J Bailey	31.5			6	3	5	3	3			1					6		3		1.5				
15	C Chapman	31.0		9		4	4	7				4											3		
16	D Bartle	30.5								6					9					4		4	3	1	3.5
17=	I Davitt	29.5			6			8					1				6.5		6		2				
17=	P Woodhouse	29.5		7.5	5	1							9	4							3				
19=	S Brewer	28.0			5	5	7				4	3							4						
19=	G Sharp	28.0			12			4					3						9						
21	G Peck	27.0	2		10								9				2						4		
22	C Foster	26.5				2	6	6			6		1				3.5						2		
23=	A Crisp	26.0		4		6		3			2			9									2		
23=	P Tolhurst	26.0			5	2	3				3		3	2			3		3				2		
25=	S Darmon	25.0		3	3		2	1			4	2						6			2			2	
25=	M Woolner	25.0										1						6				9		9	
27	T Payne	24.0			9		9		1		3						2								
28=	D Cox	23.0			1		2		9		11														
28=	A Hewitt	23.0			9	10						4													
28=	P Williams	23.0		2			9												9					3	
31	I Kaynes	22.5								9					4					6					3.5

He was sixth with his Open Power model at the 4th Area event against a number of Slow Open Power models and was equal 2nd at a depleted Summer Mini FIJ event. He was 2nd to Stafford Screen (Stafford's best day) in both Open Power and F1J at the Southern Gala and was 2nd in F1J at the 5th Area once again behind Screen. Of course he flew in the Trials events but interestingly never committed his FAI models to any other domestic contest. Typical of his consistency was his three 2nd places in all the team selections and as a consequence he heads up the UK F1C team.

Dennis Davitt had some sensationally effective days on his home territory of Church Fenton in a number of the big events held there. Behind Frank Rushby's tremendous power flyoff he was second in Vintage at the Pannett meeting then won Senator at the Morley One Design day in March doing even better at the second Pannett meeting taking second in Mini Vintage and third in Open Vintage. More high placings came at the Morley Heath Common contest winning Veron Scale and placing 3rd in P30. He won Vintage CdH at the Pleasure Drome then wrapped it up with a double win at the Cleemac/Knavesmire event topping P30 and Handicap Scale. This brought him up to fourth in the Timperley League. A keen Morley Club member and conscious of their need for Plugge Points he also flew in some BMFA events managing a 6th in Mini Vintage at the third Area, 3rd in P30 at the Fifth Area and 2nd in CdH at the Sixth Area events. A slightly better season than last tied again with his Club mate Beal but above him in the Timperley League at 4th. Dennis doesn't seem to be so lucky in the Coupe d'hiver events as he used to be. Dennis is also much of the reason we have such un-fettered access to Church Fenton. We should remember that when we are there.

Gordon Beal, equal to Dennis in points and also just outside the top ten did it this way. Not very active in the BMFA events but took Mini Vintage at the Northern Gala and was 2nd in it again at the Third Area. The Club stuff centred, like Dennis, on his home turf of Church Fenton where he hit an absolutely purple patch at the Pleasure Drome meeting in the Summer winning both Vintage Wake and Vintage Glider in flyoffs. He had already placed in Vintage CdH. Apart from that he won Open Glider at the New Year Flyer, was 2nd with his Senator at the Morley One Design meeting, won Vintage at the second Pannett Meeting was 4th in Combined A1/CdH at Morley Heath Common and 2nd in Combined Vintage/Classic Glider at Cleemac. Finally won a depleted Mini Vintage event at the Grantham Grand Prix. Gordon is also 6th in the Timperley League. He had some fairly serious heart surgery towards the end of the year - we hear he is OK now.

Slow Open Power Comparisons 2005

		Pannett/Kay(1)	Crookham Gala	E.A.Winter Open	1st Area	Northern Gala	Crookham Power (1)	Pannett/Kay (2)	London Gala	Nationals	4th Area	Brumfly	Scottish Nationals	Devon Rally	Cleemac/Knavesmire	Summer Mini	Timperley Gala	Southern Gala	5th Area	Grantham Grand Prix	Crookham Power (2)	Total
1	D Hipperson	6	9	2	3	9		6	9	6	9	3		4				9	9	9		93
2	P Woodhouse	4				2		9			4	9							3			31
3	P Ball			3					4	9		4			3				6			29
4	D Limbert					4		3				1			9		4	4		2		27
5	E Jones	9				1		2					9		2							23
6	D Clarkson		6		9											1					4	20

Timperley League Top Ten for 2005

		9 points	6 points	5 points	4 points	3.5 points	3 points	2 points	1 point	Total
1	D Hipperson	Comb Power Crookham. Morley Dixy. Mini Vint, Devon. Power Morley Classic. Vint Timperley. Comb Power Grantham.	Comb Power, Pannett. Classic Power, December Daz.							66
2	C Foster	Comb 1/2A December Daz. Vintage Glider Morley Classic. ½A, Brumfly.	Mini Vintage, Brumfly. Vintage Wake, Pleasure Drome.		Vintage Glider Cleemac.		British Power N.Y .Flyer. Mini Vintage Morley HC.			49
3	J O'Donnell	Mini Vint Pannett. Open Rubber Timperley. Vintge Aero CdH.	Mini Vintage, Cleemac.		Vintage Pannett. Vintage CdH Pleasure Drome.		P30 Morley	8oz Wake SAM Champs		46
4	D Davitt	Senator Morley. Comb P30 Cleemac.	Vintage, Pannett. Mini Vintage, Pannett(2). Veron/KK Morley HC. Vintage CdH Pleasure Drome.							42
5	G Peck	Open Glider Timperley.	Mini Vint,Pannett. Open Glider, Pannett (2). Comb Al, Morley HC. Al Cleemac.		Comb Glider Grantham.		Open Glider N.Y .Flyer.	Al Brumfly.		42
6	G Beal	Vint Pannett (2). Vintage Glider Pleasure Drome.	Senator Morley. Vintage Glider Cleemac.		Open Glider N.Y.Flyer.		Comb Al Morley HC. Mini Vintage Grantham.			40
7	P Woodhouse	Comb Power Pannett(2). Slow Open P Brumfly.			Comb P, Pannett. Dixy Morley. Brit Power, Morley HC	CdH Timperley.		Vintage CdH Pleasure Drome. Classic Power Morley Classic.		37.5
8	C Strachan	4oz Wake Sam Champs.	4oz Wake Croydon Wake. Vintage Rubber Devon Rally.		Comb E30, Oxford. Mini Vint,Devon. Vint Timperley.			Open Rubber Brumfly.		35
9	S.Willis	Mini Vintage Oxford.		Vintage Rubber, Oxford (2).	8oz Wake Croydon Wake. Open Rubber Brumfly. HLG Grantham. Vint Aero CdH.				A1, Oxford (2). Vint.HLG, Oxford (2). Vint.LW R, Oxford (2).	33
10	D Limbert	Brit Power Morley HC. Slow Open Cleemac.			Comb Power Timperley.		Comb Power Pannett (2).	Vintage Power Pleasure Drome. Comb Power Grantham.	Slow Open Brumfly.	30
11	J Godden	P30 Morley HC. 25" Rubber Pleasure Drome.					Flashback Morley. Vintage Pannett(2)	Vintage Pannett. Handicap Scale Cleemac.	Comb P30, N.Y. Flyer.	29

Scoring reminder: 1st - 9 pts, 2nd 6 pts, 3rd - 4 pts, 4th – 3 pts, 5th – 2 pts, 6th – 1 pt. Events with less than 9 scoring entries loose points from top (9) down.

Overall Aeromodeller League 2005

Also eligible but omitted from this table because no points awarded to anyone in the top 25 table: Oxford Gala day 1, Walsall extra events at Summer Mini, Paisley Trophy

		Pannett/Kay(1)	December Dazzler	New Year Flyer	Crookham Gala	Bournemouth Gala	Croydon Wakefield	Crookham Power(1)	Morley One Design	Pannett/Kay (2)	Oxford Gala day 2	Morley Heath Common	Brumfly	Pleasure Drome	Devon Rally day 1	Devon Rally day 2	Scotish Nationals	Cleemac/Knavesmire	Morley Classic Power	Timperley Gala	SAM Euro Champs day 1	SAM Euro Champs day 3	Cranfield Classic	Oxford Rally (2)	Grantham Grand Prix	Crookham Power (2)	Club	BMFA complete	BMFA minus FAI	Total
1	D Hipperson	6	9	4	9				9	6		3	7	7	13	8		4	9	9					9		112	91	91	203
2	P Ball												13					7									20	162	141	161
3	C Strachan						6				4		4		4	8				4		9					39	70.5	70.5	109.5
4	C Foster		9	3								6	15	13				4	9	3					1		63	26.5	26.5	89.5
5	J Godden	2		1					5	6		23		12				2									52	34	34	86
6	J O'Donnell	4	1							9		3		4				6		9	2					9	47	33	33	80
7	S Willis						4				13		4												6	4	39	37.5	37.5	76.5
8	J Cooper										6		9							4					1		20	61	52	72
9	P Woodhouse	4							5	9		4	9	2					2	3.5							38.5	29.5	29.5	68
10	T Grey		1		3			6			9									6							25	51	42	67
11	G Beal			4					6	9		3		19				6							3		50	15	15	65
=	D Davitt	6							9	10		10		6				13									54	11	11	65
13	P Watson												4														4	66	53	57
14	G Peck	8		3						6		6	2					8	2	9					4		48	27	27	55
15	J Foster	2	6						4			6		10						3							31	14	14	45
16	A Longhurst					8	5				8													18.5		1	40.5	0	0	40.5
17	D Limbert									3		9	1	4				9		4					2		32	8	8	40
18	B Lavis										4		3														7	32	32	39
=	T Payne												1							9					6		16	24	23	39
20	E Jones	9	2							2							9	2					1				25	13	13	38
21	G Ferer									2			9							6							17	20	20	37
=	G Sharp				4								4							1							9	28	28	37
23	I Davitt																	7									7	29.5	29.5	36.5
24	J Bailey																			3							3	31.5	31.5	34.5
=	M Sanderson	4		1						4		12		3				2		2							28	6.5	6.5	34.5

10) Trevor Grey is also 7th in the Senior Champs which is something bearing in mind the motive power in which he specialises at the moment is Electric. He reverted to type a bit for the First Area meeting scoring well in CdH and then taking F1B at the Third Area meeting with a nice flyoff against Andy Crisp. From then on it was all Electric with wins in E30 at the Northern Gala, Open Electric and E30 at the London Gala, Open Electric at the Nats and Summer Mini and Open Electric and E30 at the Southern Gala. He was only 2nd in E30 at the last Area meeting behind Rod Briggingshaw and similarly was beaten in E30 at the Summer Mini by Alan Whitehead. However what happened at the Nationals (Six minute flyoff placed only 6th) was robbery. Massive climb - colossal flight but despite the right colour scheme mysteriously went out of site too soon and to compound the insult the model was never located! Not good after he had already left an Open Electric model on a hangar roof two days before. He didn't ignore the Club Galas either and travelled to some up North. At the start of the season he flew in the December Dazzler and placed 6th in a combined event that included E30. He had already won the more major Open combination with his EOP model but this contest had been truncated to two flights on the day because of the weather and therefore cannot count in the Leagues. His EOP was held down to fourth at the early season Crookham combined power meeting but at the next one in March he was second to Bob Wells also flying electric. He won the E30/P30 combination event at Oxford and finally almost caused an upset at the Timperley Combined Power event itself by coming a close second to Trevor Payne's mighty Open Power model in the flyoff. We poke fun at Trevor a bit over his adulation of all that is electric but to be fair he has applied himself well to the challenge of the new genre. He has also joined that elite band of contestants who have had "Rules changed specifically because they had become too good at them!" We speak here of course of the increased weight brought into the E30 rules a few years ago when Trevor started producing 10 minute flyoff flights. Thankfully before it blighted an already fragile class Trevor, now on the Technical Committees managed to partially reverse the change and produce the current E30 spec - a practical and increasingly popular class. His application further rubbed off on the FAI who thankfully asked him his opinions before they drew up their provisional rules for 'FAI Electric' or F1Q as Trevor himself dubbed it. (In case there is any doubt in the future. Trevor Grey invented F1Q so he gets the plaudits and the blame!) Still be nice if he flew more rubber.

9) Pete Woodhouse, not in any of these list last year, made a real impression in 2005. He is 7th in the Timperley League and the second most effective Slow Open Power flyer of the year. It was indeed this class that gave him much of his success. He was 3rd in the first Pannett meeting then won it the second time around March. He placed 5th in Slow Open at the Northern Gala, 6th at the second Area, 3rd in the fourth Area, won the Brumfly flyoff, a beauty and placed 4th at the Fifth Area. That's not all. Still flying power he was third in

Dixielander at the Morley one Design Day and also placed with his Senator! He was then 3rd in British Power at the Morley Heath Common do and 5th at the Morley Classic Power event. He was 2nd in Vintage at the First Area meeting, won CdH at the Nats, tied for 3rd in the same class at the Timperley Gala and even placed with his Vintage CdH at the Pleasure Drome. He is very sharp (another Graham Shacklock) and we may well see him higher yet next year.

8) John Cooper also 5th in the BMFA Senior Champs and as is becoming usual our highest placed glider only flyer despite shunning the Trials and actually CD'ing one Team selection meeting. He did fly in some Club events but not enough to get him onto the Timperley leader board. He was 2nd in Al at Oxford and won the same class at Brumfly. He had to do that to keep his Al League chances alive. He also took 3rd in the Timperley Gala Open Glider flyoff. At the Grantham GP he slogged through the rough weather, went off for lunch - came back to a flat calm but missed his last flight in combined glider as he had misread the finish time. A most uncharacteristic tactical error - but just look at what he achieved in the BMFA events. Only the hard guys flew at the East Anglian Winter Open and look where they place in the Senior Champs. John won Open Glider at it then didn't go to the first Area meeting but his 3rd place in Al at the Northern Gala marked the start of a run of eight consecutive BMFA events at which he placed in some sort of glider event. Only Phil Ball matched that standard of consistency. The contests were - Open Glider at the Second Area - 3rd, Open Glider at the London Gala 3rd, next day Al - 1st. Third Area, 2nd in Al, first day at the Nationals 2nd in Open Glider, second day at the Nationals - he wins the F1A flyoff, third day he scrapes into 6th in Al. That's a great Nats and as a result he was Glider Champion. But it went on. He was only 10th in Al at the fourth Area event but won the class at the Summer Mini and the Southern Gala. He even flew in Open Rubber at the fifth Area for the Farrow's Shield and Plugge points. Despite a decent flyoff he was only 12th. A much better year for John and yes he won the Al League.

7) Spencer Willis has moved from the South of England to a little South West of Norwich! This has changed the emphasis of his contest flying somewhat. No longer on top of a convenient trimming site (Chobham) and a lot further from Middle Wallop the move does on the other hand put him local to an excellent Area venue (Sculthorpe) and no longer is his access to the Northern venues blocked by London. So despite the upheaval and the enormous amount of work he has put in on his new home Spencer had a better year than last thanks mainly to more activity in the BMFA events. He is 10th in the Senior Champs and was not on that leader board at all last season. He is also 9th in the Timperley League. He was 3rd in the 8oz flyoff at the Croydon Wakefield Day, had a good first Oxford meeting winning Mini Vintage and Tailless then, despite dropping a flight, took 3rd in Open Rubber at Brumfly. He didn't attend the SAM Euro Champs but then at the Mike Kemp run Oxford Rally in the autumn tied for 1st in Medium Weight Vintage Rubber, placed 2nd in Al (!) 5th in Vintage HLG and 6th in Light Weight Vintage Rubber. At the Grantham Grand Prix - Barkston is now within range - he was 2nd in Mini Vintage and 3rd in HLG. Finally he was 3rd in Vintage CdH at the Europa Cup. The BMFA schedule saw him 3rd in Open Rubber at the Northern Gala, win the same class at the London Gala and also take 3rd in Vintage. He carried on his good run in Open Rubber with a 2nd at the Third Area event and a 3rd at the windy Nationals and tied at 5th in the Vintage flyoff the next day. He rounded it off nicely by winning Tailless at the final Area event. Definitely his best BMFA year for some time - that decent Area site of Sculthorpe maybe helping a bit.

6) John O'Donnell like Spencer shared his efforts equally between the club and BMFA events. It has to be expected that even John must slow down as age creeps on. He flies less but when he does he still does it properly and well enough this year to place 3rd in the Timperley League, and 12th in the Senior Champs. His wins were in a wide range of classes. C02 at the Nationals, P30 at the Fifth Area and Summer Minis, Mini Vintage at the second Pannett meeting, Open Rubber at the Timperley Gala and finally a very useful win in Vintage CdH at the Europa Cup. He was 2nd in Mini Vintage at the Cleemac Meeting and Vintage CdH at the Pleasure Drome as well as 3rd in Vintage at the first Pannett meeting. He collected other points too including a placing at the SAM Euro Champs with his exciting but tricky New Look and 4th in the big P30 flyoff at the Nats.

5) John Godden had a distinguished year in the BMFA events flying in a very wide spread of classes and focused firmly on his Morley Club's Plugge effort. At the First Area event he was 6th in A2 of all things! Excellent flyoff with his 1/2A Creep to take 3rd in F1J at the Northern Gala. Even better with the same model at the second Area and more Plugge points for a 2nd place in F1J. Then just as we thought we had seen everything he makes 2nd in F1C at the Third Area event - just 80 sec short of winning the Halfax Trophy! The eleven man flyoff in P30 at the Nats gave him another 2nd place and he should never have stopped after two maxes in 1/2A on the last day either - not with that model going so well. Then he was 4th in Al at the fourth Area event - how does he do this against 37 entries - he isn't supposed to fly Al? Then a huge amount more Plugge points at the Fifth Area meeting when he won Open Rubber - 69 flew in that! At the sixth Area event he was 10th in CdH. I mention this because I want to look at John's Plugge points return for his Club. John also earned 10 Plugge points for a 36th at the First Area in Vintage and another 64 Plugge points for a 12th in Slow Open Power at the 5th Area event and the 78 he got for the sixth Area CdH flying. This brought his Plugge points tally for 2005 to a staggering 616 points. If there had been a Club called John Godden it would have tied with Timperley at 11th! We salute you John. From now on you should be known as Mr Morley to us and Sir to your club-mates as needless to say Morley won the Plugge! The highlight of the Club events at which he did just as well was his sensational day at the Morley Heath Common event. Only Phil Ball at the Northern Gala exceeded his total of 23 points in one day. John won the A1/CdH combination with his Coupe model, then won the P30 flyoff and came 2nd in the Midi Vintage flyoff! I recall he won the raffle that day as well. At the Pleasure Drome he won 25" Rubber and placed 3rd in Vintage CdH - Flight Cup combination event flying a Flite Cup model. All in all he has scored using no less than twelve entirely different classes of model across all three disciplines!

4) Colin Foster - makes a whacking jump up from 18th last year. He is also 2nd in the Timperley League. Flying less in the BMFA events he is still only 22nd in the Senior Champs but we can see the way it is going. Colin is one of the top guys now. He fliers Glider, Rubber and Power. Despite most of his effort being directed towards the Club events it didn't stop him scoring points in seven BMFA contests. Power success started with a 5th in F1J-1/2A at the second Area. Taking an enormous risk with his big motorhome on the treacherously muddy Salisbury Plain he was rewarded at the London Gala with a 2nd in Vintage on the first day and then a 2nd in Slow Open Power the second day both flyoffs. He so nearly won Open Rubber at the Nats when he had to only do 2:01 on his last comp flight and proceeded to do 1:49. He still only dropped to 2nd but that will smart for a long time. Maxed out with his 1/2A in much calmer weather on the third day and placed 6th then tied for 2nd in the same event at the wet and windy Summer Mini. The BMFA season ended with a 5th in CdH at the last Area meeting. He won with his 1/2A model at the December Dazzler and was 2nd a week later in British Power again on Church Fenton. He was only 5th in the same class at the Morley Heath Common meeting but made up for it with a 3rd in combined A1/CdH. Had a tremendous Brumfly winning 1/2A and placing 2nd in Mini Vintage then did nearly as well a little later at the Pleasure Drome with 2nd in Vintage Glider (see the diversity) 2nd in Vintage Wakefield and 4th in Dixielander. He was 4th

in the Vintage/Classic Glider combination at Cleemac, then won with his Vintage Nord at the Morley Classic meeting temporarily loosing the model. He was 4th at the Timperley Gala in Open Rubber and 6th in Combined Power at the Grantham Grand Prix. Colin Foster is the real deal with the models, the necessary vehicle and Mrs Foster who can time! He could win all the Leagues including the Senior Champs if he really went for it.

3) Chris Strachan. The top three on this Overall Aeromodeller League Table are the same and in the same order as last year although it is an improvement for Chris to reach 3rd in the Senior Champs. This year he flew in lots of BMFA events and did very well in them although it is noticeable that he is flying more in the smaller span classes now. One of the few to brave the horrendous East Anglian Winter Open he won Mini Vintage and P30. At the Northern Gala he won CO2 and was 2nd in E30. He won big Vintage with a really good Lanzo flyoff on the first day of the London Gala then followed that up with a win in P30 and a 2nd in E30 the next day. Only 4th in Vintage on the middle day of the Nationals but on the last day he placed 2nd in both the E30 and C02 flyoffs. The E30 model OOS in little over 8 minutes in the huge thermal that most people contacted, was eventually collected from twenty or so miles downwind - tracked successfully with the Pim Ruyter system. Fancy driving nineteen miles downwind, getting out of the car and hearing it! There was another flyoff in C02 at the Fourth Area meeting which he won, then a win in Mini Vintage and a 3rd in E30 at the Summer Mini. He took a 1st, 2nd and 3rd at the Southern Gala in C02, E30 and Mini Vintage respectively - all to flyoffs of more than four an a half minutes. He scored twice at the Fifth Area as well -tying for 4th in P30 and 4th on his own in Open Rubber.

A late start in the Club events and mostly flying down South brought him a 2nd in 4oz at the Croydon Wakefield Day, 3rd in the P30/E30 combination event at Andy Crisp's Oxford Rally. Four points were earned from two 5th places at the Brumfly despite dropped flights in Open Rubber and Mini Vintage on a very difficult if pleasant Summers day. A good if tough time at the Devon Rally with a win in Vintage Rubber, and 3rd in Mini Vintage and Vintage Glider, then a 3rd at the Timperley Gala in Vintage and finally, in the same class as he had started out in, he won 4oz Wakefield again at Middle Wallop this time in the Sam Euro Champs. Although retired now Chris, as secretary, is a pivotal member of the FFTC which in itself is no small job. For someone in this high profile position his 2005 season is a real achievement as when leading FFTC members comes out they inevitably have to fend off questions and it can be off-putting.

The top two on this and the BMFA chart are no strangers to these positions but still employ very different approaches. Phil Ball, almost exclusively limiting himself to BMFA events, is our Senior Champion again whereas Hipperson shares out his time pretty equally and thinks nothing of driving to Church Fenton sometimes for quite a modest Club contest. However this last year he set himself the target of doing as well as the year before - that is topping the Overall and the Timperley Leagues and placing at least 2nd in the Senior Champs - but doing so despite restricting himself to only flying power. How he did it we will look at in a minute but first:-

2) Phil Ball. Apart from a 1st and a 3rd at Brumfly, and a 3rd and 4th at Cleemac Phil flew the BMFA calendar and scored a truly colossal final points tally. Indeed he scored slightly more points than his next two rivals added together and theirs were not bad totals. Running ones eye along the top row of the Senior Champs table one can appreciate how demoralising it is for his competitors, particularly the close ones, when he does the sort of thing he did at the Northern Gala - 27 points in one day and doesn't so much as break into a sweat. So he too can now be rightly proud of having joined that very exclusive group that have had "Rules changed specifically because they have become too good at them!" The FFTC, having realised his potential for truly purple days, threatened to alter the Senior Champs scoring radically for future years. Limiting contestants to only one counting event per day and possibly only their best 8 or 10 contests. This would have doubtless produced a closer finish, somewhat like the Timperley League, however it would hardly have been a Senior Champs nor encouraged entries. The rule change was therefore greatly watered down to only limit contestants to their best two events from each contest and still allowing them as many contests as they wish. Phil will still be able to dominate that - no problem! Hardly worth the change really.

So Phil came out running with a win at the infamous East Anglia Winter Open and surviving with the minimum of damage to his old AM35 powered work horse Slow Open Power model. For the new season he had some slight additions to the fleet. Consolidating with more A2 Gliders and more importantly more practice over the winter he had also diversified into Mini Vintage with a Marcus Dynamite as well as still retaining the very potent big Slow Open Power model and a couple of Open Rubber models including the very large one with which he had won so much. He still campaigned the very impressive wing tip launch HLGs and practically invincible catapult gliders of course. Still not an enormous fleet so what he achieved with them becomes the more remarkable. He dipped a bit at the 1st Area event dropping a flight in A2 but the Northern Gala was just around the corner. The Ball family actually won 36 points between them on this day but it was son Anthony's turn to win Open Glider with a beautiful flyoff that in the calm that prevailed by that evening travelled only three quarters the way down the main Barkston runway. Phil had already won HLG with a big score and Catapult Glider with a perfect one! His flyoff appearance being in Open Rubber which he won (Caton Trophy) with a flight in excess of 15 minutes but with Gerry Ferer in close pursuit only half a minute behind. Phil was already miles ahead in the Senior Champs and the next Area meeting, the 2nd, took him further into the lead with another win in Catapult, a 2nd in HLG and 5th in Open Glider. The London Gala a few weeks later saw him tear off another eighteen points with a win in HLG, 2nd in Open Glider and Catapult Glider, and a 4th in the Vintage flyoff using only his Mini Vintage Dynamite and not even bothering to fly Open Rubber. It slowed down a bit the next day with dropped flights in Mini Vintage and Slow Open Power but the scores were till enough for 5th and 3rd placings respectively. On a rough Third Area day he won in Open Rubber again this time the Gamage Cup - a bit lucky here as his flyoff which went quite a way, was still quite modest but the weather elsewhere had been so poor that no one but Spencer Willis had qualified and he piled in. Then the Nats! No less than forty points from the Nats a performance that on its own would have been enough to place him in the top ten of the Senior Champs. The first day was rather windy and his only Open Rubber model suitable for comp flights on such a day came in under turbulence two minutes into his first flight. The fuselage was match-wood or perhaps that should be match-carbon! He turned to Catapult glider and made a poorer than normal job of that placing a mere 6th. By early afternoon he had formulated another game plan. Seeing the trouble every one else was having in Open Rubber he took out his still comparatively new Mini Vintage Dynamite. Anyone could have done this of course - the difference being Phil actually did it. This is how you become Senior Champion. He had dropped 30 seconds already in Open Rubber. The first flight with the Dynamite maxed and of course being a fairly compact design survived the buffeting on the ground and the retrieval stresses. He brought it back, wound it again and maxed again for a total of 7 minutes. Already only Colin Foster could reach that having two maxes up with a conventional Open Rubber model but as we explained earlier Colin misread the air badly and dropped the last flight short leaving Phil the winner of the third consecutive Open Rubber event he had flown in and the third consecutive BMFA Open Rubber Trophy (Model Aircraft). The second day at the Nats was even better. He took HLG with a full score (weather much calmer now) and maxed out both in

Slow Open Power and A2 Glider. Only 4th in the A2 flyoff but got his Slow Open Power model dead right when it mattered in the flyoff to beat Hipperson by nearly a minute and half - a tremendous flight in nearly dead conditions. With a competitive Mini Vintage rubber model still intact after winning the Model Aircraft Trophy a couple of days earlier he had opened up the last day of the Nats when in the past he hasn't had a great deal to fly. Half the eleven man flyoff contacted lift it was just that Phil's lift was better quality lift. Just the right strength to keep it high but keep it visible for nearly nine minutes as well when the next best went OOS at seven and a half. Another win - another nine points. He had already accrued enough of a total (120) to have won the Senior Champs if he had stopped then but there were eight more contests to go.

He was 2nd in the Open/Slow Open combination at the Fourth Area. The Summer Mini, dreadful contest, dreadful field, wet and windy in the worst possible direction - Phil didn't attend Nicely judged that! So many of us that did attend wished we hadn't! He came out to the First Trials a few weeks later however and yes you've guessed it won Glider! Didn't trouble himself with Slow Open or Mini Vintage at the Southern Gala just maxed out in Open Glider and Rubber. Tricky glider flyoff saw him finish only 4th but in Rubber the air had steadied and his near ten minutes was pretty typical for those conditions and won (Flight Cup) followed once again by Ferer this time a minute adrift. More good fortune here as Phil's model went far enough to over fly the kids that stole Mark Croome's and John O'Donnell's models. Phil had now won all four of the BMFA Open Rubber trophies flying in nothing else but those four. He had also taken the Open Rubber League - he did not fly the class again. Actually there was only one occasion when he could have done and that was the Fifth Area meeting where he won A2 (SMAE Cup) instead and also placed 2nd in the twelve man Slow Open Power flyoff and moved into 3rd positions on the Slow Open Power chart.

He took a holiday and missed the second Trials - this is after winning the First Trials and in good standing for a team place! He didn't fly in the last Area meeting either - he hardly had too, he had the Senior Champs by a mile, but came out to the last Trials. A few flights in he tripped while launching energetically fell and his sunglasses put a huge gash above one eye that required instant hospital attention and a dozen stitches to stop is flapping open! He then returned to the contest and continued flying! This is how you become Senior Champion, even when you are Senior Champion already! A sensational effort. A few seconds more on his total would have brought him a team place as it was he is first reserve. A dramatic end to a colossal year and actually a lucky one. The eye injury could have been far worse. It wasn't quite over of course - as a finale he CD'd a difficult Grantham Grand Prix beautifully (which we have referred to already) and gave all those not at the final Trials a chance to see his injury which even then three weeks later looked most alarming. We have mentioned before in jest - that one foot would actually have to be screwed to the floor to stop him. We are no longer sure whether one foot would be enough! He is in a class of his own.

When I appear in my own contest reports I always use the third person. The same when I make this annual round-up of the year. This year I am approaching this final part slightly differently. I hope I have done the following fellows justice in what I have said about them. To flesh out the hard facts on the results sheets I can only report what I see and remember of what I am told has happened throughout the year. I haven't got a particularly good memory except over matters of contest Free Flight when it seems I leap to almost 100% recall which helps. To make this last part a little more interesting than simply a list of what D.Hipperson has done, and as I am able to do this, I thought I might change the perspective and explain a little of the motivation and what went behind it.

This power business is still quite new for me - the last seven or so years have flashed by. I did 1/2A power when I started at 16 in 1962. 1 never really mastered anything larger and was even a bit jammy in 1/2A to be honest. The success over the last few years with Slow Open, Classic Power, British Power and even a little 1/2A Power again has been very satisfying. Each year I set myself a slightly different challenge - aiming always to get as far up these tables as possible despite restricting myself in various ways with event choices usually made at the start of the season. For me each contest counts towards the whole seasons overall picture. The goal is always League points and it understandably involves me driving considerable distances as my favourite Area site is a 350 mile round trip and Church Fenton is nearly 400. In 2005 I covered close on 7000 travelling to contests in the UK. Actually my choices for 2006 have been made partly as a way of cutting this down a bit and spending more of the miles actually on holiday!

So the power bug took such a grip that I decided to fly it exclusively in 2005 and try for the same level of success as 2004 when I scored quite a bit in the rubber classes. It was a tall order and I required to cover more power events so, rather at the last minute (I certainly didn't have them ready for the start of the season). I produced a Mini Vintage Power model an Helides 7 and then straight after that an Open Vintage power model a Marcus Firecracker - inspired by Frank Rushby's version. They were up and ready by April and the Firecracker in particular vastly exceeded expectations in terms of performance. Together they scored loads of points at the London Gala, Third BMFA Area, The Nationals, The Pleasure Drome, Devon Rally, Timperley Gala, and Summer Mini. Without them I would not have had enough to top the Aeromodeller Overall League - might have still just scrapped the Timperley League but it would have been close.

At the end of last season I also rashly promised to draw up a Slow Open Power comparison chart like the CdH and Open Rubber Leagues but without an award. The result retrieval was easier than had been expected but when I realised the way it was panning out late in the 2005 season I was planning to quietly forget about it. Foolishly a number of contestants asked me how it was going so I have had to reproduce it here. I think it pretty well illustrates how completely out of proportion I have the whole deal. Thankfully there are blanks, mostly contest I did not attend. I flew a Nostalgia model at Cleemac and dropped a flight at the Timperley Gala. Actually I dropped at flight at Brumfly too but still did just enough to score something.

The most special day was as usual on Church Fenton and it didn't actually involve Slow Open models as such although they do qualify. It was 28th March, The Morley Club's One Design Day. I have three almost identical Dixielanders - all AM35 powered. The rules allowed me to enter as many times as I had models. I maxed out with all three - nice steady overcast conditions, light winds - my favourite. This gave me the chance to fly them all in the final 15 minute flyoff period. If you can believe it I actually needed a prompt taped to the thermistor (actually over the read out) so that when I came out with each model in turn I would be reminded of exactly where the timers should be set and so forth. With near identical models it is fine when you fly one at a time but it gets very tricky if you try to fly them one after another in quick succession. Despite advice to the contrary when my first flight did over eight minutes and the second, in the air well before the first one was down, did nearly five, I still flew the third. I was not oblivious to the wood downwind. (Paradise Wood so named because the people that have died retrieving in it are hopefully now in Paradise). I just reckoned it would be unlikely that I would ever get another chance to perform this three up spectacular again and anyway what a place to put all your models. As it happened, as so often it does, if you go for it nothing goes wrong and I placed 1st, 2nd and 5th in the seven man flyoff with everything landing on the ground around the outside fringes of the wood. That was only March - the rest of the season had a lot to live up. It was fine but the final trio of Slow Open Power flyoff wins rounded it off so well I thought I might stop there after the Grantham Grand Prix.

The Southern Gala 5:22, the Fifth Area 5:50 and then Grantham 6:12 which I considered to be a rare perfect flight, adding up to this crazy 93 points earned flying the class. It has decided me to step aside from Slow Open Power at least for 2006. Once again I have set a new main aim. Mini Vintage - flying power with Open Vintage when it is available probably in many cases using the same models and the Firecracker for flyoffs. I have some interesting diesels for this and just to make it more exciting at the time of writing this - end of Jan - I haven't started building the wing of one of the models I hope to use at Crookham on the 5th February. Could be Dave Hipperson is in for a slow start and quite a thin time in 2006 - we shall see.

It is unlikely that it has escaped your attention having read what has gone before and what I have written in this and numerous Free Flight journals over the past forty years that I have a passionate interest in the competitive side of our hobby. Most of you -will also know my stance on the importance of having built the model you fly. The requirement to do this was waived for International FAI events more than a decade ago and in UK domestic FAI events a few years back. In my opinion to the detriment of both. Here at the end of 2005 - an excellent season for Free Flight in the UK - our administration is thinking seriously of lifting the requirement to have built ones own model for all contests in the UK from 2007 onwards Many times I have laid out the case as to why this would so seriously impair our contest scene both from the individual, team and league stand points. If you don't have to build it then you can borrow it and short term borrowing would make a farce of almost everything we do. Please don't ask me to demonstrate!

I have a very high regard for our current FFFC. Indeed I feel that they are possibly a more democratic and receptive team than any I have known. It is reasonable that they float ideas and rules changes that they think might be beneficial. Indeed this last round of such things for the 2006 season was comprised mostly of their ideas. This on its own starts to suggest that you out there are loosing interest in this area of involvement. At this time of possible crucial change that is rather worrying. This isn't a case of our administration taking us in the wrong direction. I am confident that they will take us in the direction that the majority of you wish but they will only know of the opinions of that majority of you tell them. If you want us to keep the Builder of the Model rule then it is vital that you make it abundantly clear both in writing to them and by your actions throughout the 2006 season. If you don't want them to drop the BoM then you have to tell them so and behave accordingly - no good just hoping it wont happen. I need you to get passionate about this for a moment. Mostly I am concerned that many of you that actually disagree with the idea of dropping the rule still don't fully appreciate the repercussions not having it will have.

Having just completed this chart and the accompanying article it reminds me of how healthy current Free Flight in the UK is. The retrieval of results on the contest days can be tough but Sue gets me out of most of it. Reporting the events and then this round-up each year is considerable work but great fun. You would be amazed at the things I discover about you when I comb the results. I enjoy doing it immensely - especially this round up. Where else in the World is there so much Free Flight activity reported so fully? Nearly one quarter of this magazine's content over the past two or three years has been my reporting of what you lot are doing. If you wish it to continue then the BoM has to stay. I don't fly in contests without the rule and if I don't fly I won't be there to report.

My lack of involvement would result in no more reports in Free Flight News and all the League charts would cease at a stroke (unless of course you want to collate them). Furthermore although I can't speak for them I am fairly sure that a number of my close colleagues in this business will also stop at the same time - at least one being currently part of the results retrieval administration. These are not good things to be faced with in return for the possibility of a small and as yet undefined handful of partially interested youngsters enjoying our hobby at a superficial level for a month or so before getting bored and turning to something they can do locally and win money at like golf, snooker, tennis or even computer games. Or the distant possibility of FAI flyers - who unless it's a Trials have already shown their stubborn reluctance to fly their purchased models in the UK contests that are already open to them - being attracted to more domestic contests.

The choice is yours, please make it carefully and in the mean time have a great year in 2006 - it may be my last.

(Ed: Rules for leagues 2006 to follow next month)

KEILKRAFT SENATOR GLOBAL POSTAL

From Jim Moseley

Results 2005/6

My sincere thanks to all 23 people taking part in this postal event, for which many specifically built a model. It is very obvious that this design is now being flown to performance levels which the designer, Albert Hatfull, probably never expected and which would be most pleasing to him; unfortunately he now suffers from Alzheimers and, sadly, would have no awareness of such.

Dennis Davitt – long known in the UK for his ability with this design - is to be congratulated for his outstanding flight total. Dennis and, indeed, his timekeepers were clubmates of mine during my 'previous life' in England and it was pleasing to see the names on his scoresheet.

My special thanks go to those who so generously offered financial support to back up my initial commitment to a 1st. prize, which have eventually enabled a range of enhanced awards to the first three places and also to the 'middle man'. The total sum to hand was converted to the appropriate currencies at the exchange rate established on January 2nd and is allocated as shown beside the scores.

In the early months of 2005 I heard of a great many plans being distributed, traded, sold or downloaded - as well as 'short' kits purchased - throughout many parts of the world, to an extent far exceeding the number of models actually flown. I had originally envisaged this Postal as a 'one-off' event but even now I am being informed of Senators that were prematurely lost, unflown or even still under construction.

Thus it appears that the possibility of running this contest for at least one more year is viable and, with your continued support, we may have a further increase in participants. I cannot, of course, guarantee any level of prizes but I will, once again, put an initial $100 into the 'pot' as an award to the winner … and happily accept any donations to expand the prizelist further.

The format of the contest appears to be practical and the year-round 'window' has enabled people in both hemispheres (and seven countries) opportunities to fly in favourable conditions. Therefore, the rules for 2006/7 will remain much as before, other than that the event will commence on February 1st 2006, and close January 31st 2007. I look forward to receiving your scores during this period, hope that you will attract other people to build and/or take part in this unique event … and wish you much enjoyable flying throughout the year in any branch of modelling that you follow.

1	D Davitt	GBR	120	120	120	180	240	300	219	£78
2	D Truluck	GBR	120	120	120	180	240	171		£63
3	J Moseley	CAN	120	120	120	180	240	139		C$87
4	R Barlow	CAN	120	120	120	180	235			
5	M Sanderson	GBR	120	120	120	180	179			
6	H Gostelow	AUS	120	120	120	180	146			

Postal 2006/7: Feb 1 2006 to Jan 31 2007

First kitted by KeilKraft in 1950, the 'Senator' has become recognised as an excellent design that combines simple robust structure with outstanding performance. There is no entry fee.

The lengthy timescale of this Postal is to permit any modeller an opportunity to participate, no matter where in the world they might be located.

Models are to conform to the standard Senator kit plan; the structure may be amended for the purposes of D/T installation – whether tipping stabiliser (LE down), tipping wing or hinged rear fuselage – and the undercarriage leg may be removable for storage/carrying purposes. Glazing of the 'cabin' is optional. Any freewheel propeller up to a maximum of 13" diameter may be used and there are no restrictions on rubber motor size/weight.

Individual Scores:- Three flights shall be made to a 120 second maximum. If three maximums are achieved, then successive flights may be made with the maximum increasing by 60 seconds on each occasion, until the target time is not realised e.g. 120. 120. 120. 180. 240. 211. All flights to be pre-nominated to a timekeeper; the initial three should be made on the same day but successive flyoff flights may be made at the flyer's discretion, similarly timed. More than one model may be flown by an entrant but scores for each must stand alone; i.e. a reserve model may not be used to complete a series of flights commenced with another.

A plan may be viewed at http://www.theplanpage.com/st.htm with a download also available (noting that the true span is 32", not 30" as shown on the plan), purchased or obtained from various sources, and 'short kits' are available from at least two vendors; contact me for further information on same or with any questions that you might have..

Team Scores:- If any three flyers wish to have their scores also recorded as part of a team total, please advise a team title when submitting same: I will then collate same as a secondary group score in the name of that team – whether they fly together as a club, or as a group of individuals who wish to link together for this purpose. A person may only fly in one specific team, however.

Entries/scores may be forwarded to me at any time, by email or regular post, and I will distribute a final report and result sheet, which will be further publicised as widely as possible. Accompanying anecdotes and photographs would be very welcome and are encouraged. If desired, scores will also be posted to an appropriate event in the WorldWide Postal Contest - details available on request.

An initial award of C$100 for 1st.place will be provided; any donations received will be applied to further awards, and upgrades to all. I hope that you will give this event your support and also encourage others to participate. The 'Senator' is a viceless airplane, easy to build and to fly with very satisfying performance; my only advice is to keep the structure aft of the CG as light as possible to reduce the need for any nose ballast to a minimum.

Jim Moseley 19 Banner Crescent, Ajax, Ontario L1S 3S8, Canada, +1 905 683-3014, jjmoseley@look.ca

CORRESPONDENCE

From Neil Cliff - Rumours –or thoughts

There have been rumours that the Free Flight Technical Committee is thinking of scrapping the Builder Of the Model (BOM) rule across the whole free flight modelling spectrum in Britain, and is also considering restricting Open Rubber to 16sq decimetres wing area. I don't know whether there is any substance in these suggestions, but here are a few thoughts on these matters.

Open Rubber

With respect to Open Rubber I do not understand what the thinking behind a reduced area suggestion because:-

(a) It could knock out some vintage models

(b) If the idea is to reduce performance to keep models within the field, it would do nothing of the kind. Remember the classic 6ozs rubber 3oz airframe models of the last old rules Wakefield? These were obviously capable of well over 6 minutes in reasonable conditions.

Open Rubber like Slow Open Power is one of the last fun events left in free flight It enables anyone from Mini-Vintage to F1 to participate and should be left alone. If some like Phil Ball, Dave Hipperson et al want to push the state of the art to see what can be flown --and still be handleable good luck to them I say.

Leave Open Rubber alone, besides who is going to process it if this rule is applied?

BOM

Originally the BOM rule did not bother me particularly. I like to build as much of my models as possible, and like Mike Woodhouse regarded bought models as a challenge to achieve the same build standard and performance rather than a threat. I have however had to buy F1B nose assemblies because they are beyond my simple lathe and milling machine capabilities.. I know that there have been discussions on this over the years, creeping BOM probably started with the old FROG models which had a very high degree of pre-fabrication. Hardly any of us have built timers, or the engines we put in power models, (F1B nose assemblies are also probably in this category.), but this is not the same as buying a complete model.

I can also understand that many keen competitors who don't have the time to build these models to the standard required will buy them or a large part of the components to stay competitive. I personally however do draw the line at buying the whole model.

However I am not now quite so happy about BOM for a different reason. I do not see very many of the purchasers of these models flying them in domestic competitions. This is probably for two very understandable reasons, the British weather and the British downwind terrain. Neither of these discriminates between the £1000 model and the homemade. Of course if we worked out the labour costs of our homemade models this would also work out quite high, but it isn't the same as writing off £1000 of bought model through a hedge or lost at the top of a tall tree, or "removed" or vandalised.

The philosophy behind scrapping the BOM rule was that it would attract in more people who wished to fly but were prevented from doing so by having to build the model themselves. My contention is that this has not happened to any great extent, and if BOM is applied across all disciplines it will inhibit rather than stimulate increased participation.

As Mike Woodhouse has said elsewhere, BOM can stultify model development and creative input if we end up buying the same model from the same factory. Only the individual modeller can supply this input. Vive la dfference!

The BOM rule will have to stay for the FAI World Class competitions but I am now firmly against its application across any of the other classes.

CHOBHAM CHILLER, DEC 26

Report by David Beales

Several of the dog walkers and outdoor enthusiasts crossing Chobham Common on Boxing Day must have wondered what a bunch of bedraggled figures were doing carrying strange boxes, securing wire and cord contraptions to the ground and setting fire to pieces of string. At times most of the bunch were wondering what they were doing there themselves. The annual Chobham Chiller is a masochistic ritual involving a low-key competition in damp near-freezing conditions.

This year's format comprised two flights to a one and a half minute max plus a fly-off if required. Four brave souls, Messrs. Longhurst, Oldridge, Thompson and Beales took up the challenge. Three other regulars, Spencer Willis, now moved to Norfolk, Peter Michel, who had to work and the late Rod Kenward were sorely missed.

Only Andrew Longhurst with his P-30s achieved the two maxes, the models drifting across all the available common, nearly reaching the power pylons. Rex Oldridge came second with one max and a 'nearly'. David Beales and John Thompson's efforts could best be described as sporting gestures. John was, as ever, flying a power model, a tiny foam electric job; probably affected by the chill, it couldn't climb above head height, but was a danger to sparrows' kneecaps.

Not having visited Chobham for a year, it was most noticeable how much clearer the site has become. I believe the rangers have employed some professional help, but great credit must go to the aeromodelling volunteer tree-choppers.

ALLAN KELLY'S WINTER WARMER, CHURCH FENTON, DEC 22

Combined Glider 2.30 x 3 flights 5 entries

1	J Carter	7.30+3.25
2	G Beal	7.30+3.19
3	M Cuthbert	7.30+1.05
4	C Foster	7.30+0.33
5	G Peck	6.50
6	R Mosley	6.36

Combined P30/CdH

2.00 x 3 flights

1	D Davitt	6.00
2	G Ferer	5.23
3	R Dennis	0.23

Comb Power Timperley Rules

2.30x3 flts 15 flew,11 flew off

1	S Barnes	7.30+5.30
2	D Limbert	+4.41
3	R Wykes	+3.59
4	P Woodhouse	+3.45
5	A Brown	+3.01
6	I Wilkinson	+2.53
=	J Northrop	5.32

Mini Vintage N.A.League

2.00 x 3 flights

1	G Beal	6.00+3.44
2	P Ball	+3.37
3	J O'Donnell	+2.57
4	G Warburton	+2.31
5	M Sanderspn	+1.22
6	G Coulson	5.32

JOHN GODDEN'S DECEMBER DAZZLER, CHURCH FENTON, DEC 27

Combined :- Slow Open Power, F1J, Vintage Power & Rubber, Classic Glider and BOP.

2.30 x 3 flights 7 flew

1	G Beal	7.30+8.58			
2	P Ball	7.30+3.49	5	S Barnes	4.24
3	R Wykes	6.37	6	A Kelly	2.30
4	P Lang	5.00	=	B Scott	2.30

Combined:-

Mini Vintage Rubber (folders), Midi Vintage Rubber (under 190 sq ins), Tailess Rubber, Classic Power, 112A power, Open Glider, Vintage Glider, Tailess Glider & E30!

2.10(130 secs) x 3 flights and a full 12 persons could understand the rules and flew!

1	S Bames	6.30+3.44	4	M Cook	6.09
2	C Foster	6.30+3.15	5	R Wykes	6.04
3	I Wilkinson	6.30+2.08	6	J Foster	5.55

Combined :-

Flight Cup, Mini Vintage Rubber (freewheelers), 25' Vintage, P30, CdH, Brit.Power (8 secs), Mini Vintage Power (15 secs), Cabin Power (20 secs), Al Glider, Mini Vintage Glider & C02

1.50(110 secs) x 3 flights 7 flew

1	D Davitt	5.30+2.29	4	P Woodhouse	5.30+2.00
2	S Fielding	5.30+2.20	5	D Limbert	5.30+1.54
3	A Brown	5.30+2.19	6	D Clarkson	5.24

DENNIS DAVITT'S NEW YEAR FLYER, CHURCH FENTON, JAN 2

Open Vintage 2.30x3 flts, 8 flw

1	P Woodhouse	7.30+5.19
2	J O'Donnell	7.30+4.47
3	G Ferer	7.30+3.53
4	S Fielding	7.30
5	R Mosley	7.02
6	C Foster	6.23

Comb Glider 2.30 x 3 flts

1	J Carter	7.30 + 3.47
2	T Dilks	7.30 + 3.09
3	G Beal	7.30 + 3.06
4	G Peck	7;30 + 2.56
5	C Foster	7.30 + 2.31
6	A Kelly	6.52

Combined :- Open and Slow Open Power plus EOP including Old rule EOP to 40 sec runs!

2.30 x 3 flights 14 flew -10 flew off

1	F Rushby	7;30+5.40	4	J Godden	7.30+5.12
2	S Barnes	7.30+5.38	5	D Limbert	7.30+4.58
3	P Ball	7.30+5.28	6	M Sibson	7.30+4.56

Mini Vintage (1st NA.League event) 2.00 x 3 flights 17 flew - 13 flew off

1	P Ball	6.00+4.36	4	J Foster	6.00+3.36
2	J O'Donnell	6.00+4.35	5	G Warburton	6.00+3.10
3	G Beal	6.00+3.48	6	J Godden	6.00+3.06

SAM 35 RULES FOR VINTAGE RUBBER EVENTS

By Mike Kemp.

There have been several recent BMFA meetings where vintage rubber events have been run to "SAM 35 Rules". There are some important differences between the BMFA and SAM 35 vintage rules. I think it would be worthwhile to highlight the major differences at the start of the season so that anyone contemplating entering such an event is aware of them. At the same time, the reasons for such differences and any other relevant information are included in what follows.

Eligibility. Though the SAM 35 "cut off date" for vintage models is the same as the BMFA, there is an important difference. Unpublished designs that were flown before this January 1951 deadline are allowed provided the competitor gives an assurance of its authenticity and supplies full information to make the design available to all. The reason for this re-definition is to encourage forgotten and/or unpublished designs that otherwise would never take to the air again in a contest.

Probably the best known example of such a model is Keith Horry' s Wakefield which it follows is not eligible for BMFA vintage events.

For SAM 35 lightweight events, the maximum wing span is 34 inches (plan not projected). Such models are restricted to British and Commonwealth/Empire designs. This restriction was put in the rules in an attempt to re-create the club lightweight rubber scene that was so popular just after WW2 in the UK.

The Model. Having decided on a suitable vintage rubber model for a SAM 35 event, there are a few restrictions that should be borne in mind.

Models of the vintage era were essentially built from balsa and tissue and it is one of the tenets of the SAM movement that "the spirit of that era" should be maintained. Hence for SAM 35 events models can only be covered with an era type material such as Jap tissue, Modelspan, Polyspan, Jap silk, nylon etc. Films such as mylar are NOT allowed as the top surface covering but may be used underneath one of the aforementioned materials. This ensures that today's air is flowing over vintage type materials! Fins may however be covered with any material to aid the model's visibility and Dayglo type paint can be used anywhere on the model for the same reason.

The type of undercarriage shown on the original plan must be fitted to the model and the same goes for the propeller. The propeller assembly must have the same diameter as shown on the plan but the pitch and blade shape can be your choice. This explains the plethora of different Senator prop shapes seen on the flying field. The original Keil Kraft kit contained a sawn prop blank but the plan only gave the prop diameter not the blank dimensions. This is also true for other vintage models. Also, it is easy to measure a prop's diameter on the field whereas checking to see if the prop had been carved from the original blank is not so easy to ascertain: hence this simple "prop rule".

Trimming and Flying. It is a fact that vintage designs are not state of the art and they do have their idiosyncrasies. If after the usual adjustments to CG, side and downthrust, decalage and wing warps the model refuses to fly consistently or meet your duration expectations then you have to live with it! What you CANNOT do is to use turbulators to improve matters. As a result your model will have (like many vintage models it has to be admitted) "character" and the best known example is the "RAFF V dive". It has not stopped this model winning contests even if it has an occasional bad day! Having wound up your model ready for the launch you should be aware of the fact that you are NOT allowed to use any type of thermal detecting equipment to help you pick that good air. However, if you are flying at a BMFA meeting where such equipment is permitted in other classes then pragmatically, there is nothing the CD can do to stop you looking at mylar streamers! It would not be in the spirit of SAM 35 to study the outputs of any wind and/or temperature sensors m such circumstances would it?

For vintage Wakefield events the normal launch method is ROG. You do not have to hold the wing tips to steady the model before launch as they did in 1950. The most popular method employed these days is to hold the model by the fuselage just behind the wing and to release the prop just before letting go of the fuselage. A prayer at the same time is said to help!

One reserve model per class is allowed but if you wish you can enter more than one model per class provided of course that the models aren't the same.

Though the "Builder of the Model" rule applies to SAM 35 events, if for a variety of reasons the builder is unable to fly it on the day a proxy flyer is allowed. The proxy flyer and the model's builder must be declared at the time of entry.

I trust that the foregoing clarifies the main differences between the SAM 35 and BMFA rules. It should be apparent that by the choice of a suitable model and materials it is possible to produce a model that complies with both sets of rules.

Finally, there are no protest procedures for SAM 35 events. If you have a complaint it should be brought to the attention of the CD who will make a decision. This decision and all others pertaining to the event will be final and binding. The CD is king but not a tyrant!

The SAM 35 Rule Book that covers all events (not just rubber as in this article) is available from Ron Knight, 14A Enmore Gdns, East Sheen, London, SW14 8RF price £2, post free. Cheques should be made out to SAM 35.

INTERNATIONAL COMPETITION NEWS

HOLIDAY ON ICE is the World Cup event held at Gjovik in Norway on March 18-19. The F1A B C competition will be flown in 5 rounds starting at 9.00 on Saturday March 18 after a briefing at 8.45. If conditions are difficult the competition may extend over the two days, if it can be completed on the Saturday then Smalliday on Ice will be run on Sunday for F1G, F1H and P30 with 3 flights. Entry fee is NOK €35 or €50 for two or more classes, which can be paid on arrival if entry form has been returned before March 8th. Late entries will pay €15, junior fee is €20. Bed and breakfast in the youth hostel costs NOK 265, lunch bag NOK 50, or from Friday evening to Sunday morning complete B&B, lunch bag and Saturday dinner costs NOK 650. You cannot use your own sleeping bag: bring your own bed linen or pay an extra NOK 75 to rent bed linen. Lodging and meals paid direct to the youth hostel. Remember that the frozen lake is usually covered with snow and there may be water under the snow so please bring warm and waterproof boots . The surface may be slippery. Contact: Tor Bortne, Jernbanev 28, 2840 Reinsvoll, Norway, tel +47 6119 7463, fax +47 6119 8351, email margit.bortne@c2i.net, web page http:home.online.no/~vnereng/ including entry form.

UK COMPETITION NEWS

BARKSTON HEATH. Simon Dixon reports "Midland area have Barkston for the 1st, 2nd, 4th and 7th area meetings (Feb 12, March 5, May 7, Oct 8) - ALL BMFA members welcome subject to an airfield charge per flyer. I am going to be pursue booking North Luffenham for the 3rd, 5th and 6th areas - yet to be confirmed." Barkston is also confirmed for Nationals, Timperley Club (see below), and Team Selection on Sept 9-10.

DEVON RALLY will be at Woodbury Common on April 16th and 17th. On Sunday there will be five events:- Classic Glider, Classic Rubber (Bournemouth Rules), Classic Power, Mini Vintage (BMFA Rules) for Tony Bird Trophy, and British Power combined with 1/2A - F1J. On Monday there will be six events: - Open Glider, Open Rubber, Open/Slow Open Power, Open Vintage Rubber (Prize for Top Wake), Open Vintage Power and Open Vintage Glider. Note these are separate events in Vintage but require only two flights. Start each day at l0am. Contact: Ron Marking of C.V.A on 01209 213254.

F1E SPREADS TO THE SOUTH. In addition to the BMFA events at the London Gala on Salisbury Plain, London Area will run a contest for F1E slope soaring on April 30th. Till now the focus of F1E activity has been around Sheffield, but Area 8 has a number of slopes that may be adequate for an interesting contest and attract flyers from the southern part of the country. Contact: Martin Dilly 020 8777 5533 or martindilly@compuserve.com for access details to Area 8.

SE AREA BMFA/SAM 35 SPRING GALA will be at Odiham on May 21. Details to follow.

VINTAGE WAKEFIELD AT NATS. There will be a Vintage Wakefield event at the BMFA Nationals at Barkston Heath. This will be on Saturday May 27 for two classes – 4oz and 8oz. Start 10am, finish 5pm, flyoffs 5.30 pm. 3 flights plus flyoff, presentations right after flyoff. CD Peter Arnould, tel 01473 890436.

TIMPERLEY events at Barkston Heath on August 19 and 20. Note that on both days FAI Rocketry will be sharing the field.

On 19th Saturday Special: Start 10am. Finish 5pm. Fly offs start 15 mins after finish. All classes flown to 3 flights plus fly off as required (except small rubber). BMFA rules apply where appropriate, unless noted. British Power; Mini Vintage; F1H; Classic A1 Glider up to 1960, min.180 grams (will be checked), 50m line; SAM 35 Very Small Rubber (u 25 in span, 8 in f/w prop, 2 wheel u/c) 3 flights only, last one with no max. CD John Wingate tel. 01407 831383, wingate@globalnet.co.uk

On Sunday 20th: Timperley Flyers Gala 2006. 20th August. Start 10am. Finish 6pm. Fly offs start 15mins after finish. All classes flown to 3 flights. BMFA rules apply where appropriate, unless noted. O/R, O/G, O/vintage, CdH, Combined Power to Timperley power rules. Motor runs for Timperley Power Rules 2006 are (please note changes):

With bunt function	5 secs
Functions other than bunt	7 secs
No functions with Glow motor	9 secs
No functions with Diesel motor	11 secs
Classic models Glow and Diesel	11 secs
Vintage model to BMFA rules	15 secs
Open Electric to BMFA rules	20 secs

CD Dave Clarkson - tel 0161 477 7647

STONEHENGE CUP 2006

The Stonehenge Cup will be held on 13/14th May, on Salisbury Plain.

The flying site is situated off the B 390, between Shrewton, and Chitterne, on the left-hand side. See map. For those unfamiliar with the site, it is a large area of rolling grassland, normally used by the Army, for training purposes. Retrieval is normally by foot, but under certain wind directions, a mountain bike can be used to advantage over the tracks which cross the area. Due to the location of the area, the logistics involved and the lack of paved roadways, it is unlikely that we will be able to provide on field catering.

The entry fees have been reduced for 2006. Please note that we are unable to provide accommodation, or camping provision. However a list of local facilities is attached as this is a holiday area there are plenty of well appointed camp-sites and hostelries in the area.

All competitors will receive a treasured Stonehenge mug (fast becoming a collectors item!), and sticker. Additional mugs and stickers will be available at a small charge.

Overseas competitors may be interested to know that, 10 days later, on 27/28/29th May the British Free Flight National Championships takes place at R.A.F Barkston Heath, where their entries will be most welcome. Also note that as the Stonehenge Cup is taking place in the late spring in a very attractive part of the English countryside you may wish to consider a short holiday before attending the Free Flight Nationals.

Competitors will be sent details of pole positions, round times etc., shortly before the event.

The competition is a registered World Cup Championship Event, and will be run in accordance with the relevant sections of the FAI Sporting Code.

The organisers reserve the right to vary the programme if unforeseen circumstances should arise.

Competitors must hold a valid FAI licence.

Classes: F1A, F1B, F1C and F1Q.

F1Q has been added as it is now a fully recognised class and will be flown alongside F1B and F1C in its own right.

Programme: 13/5/06 Saturday F1B, F1C. F1Q 5 rounds plus fly offs.
14/5/06 Sunday F1A. 5 rounds plus fly offs.
0900 hrs. Start, subject to weather conditions.

Entry Fees: £18 for 1 class, and £5 per additional class.
Juniors (under 19 on 31/12/06) £5 per class.

Entry Forms: To arrive no later than 22nd April. Late entries will incur a 50% surcharge, and field entries will be double on the day.

Prizes: Prizes will be awarded down to 5th place. The prize giving will take place at Contest Control on Sunday evening.

Timekeepers: It is proposed to have 1 official timekeeper per pole, but more than 1 person per pole can fly at any given time, if another flyer is available to timekeep. Volunteer official timekeepers will receive a Stonehenge mug, and contribution towards their travelling expenses. Your help is appreciated.

Anyone who has entered this event in the last 3 years should receive an entry form with Free Flight News, Non subscribers to Free Flight News, will be sent this information plus an entry form separately. *If you require an entry form and one was not included in this copy of FFn, please request one from FFn or Peter Watson.*

Details and entry forms will also be available on the Free Flight Technical Committee web site, and at certain contests.

The majority of potential competitors will be familiar with the location of the flying site, and make their own accommodation arrangements. For those unsure, maps of the area, details of local accommodation, and camp sites are available.

Remember, statistically, we are due a good weather Stonehenge Cup. This could be the year !.

E mail enquiries to peterwatson47@hotmail.com