Free Flight news FFn

CONTENTS

P30 comments by Andrew Crisp	46
Ron Green	46
News from BMFA FF Tech committee	47
Correspondence	47
F1P by DMYTRO SODOMOV	49
Matfors ME, Osterlo, Sweden, Mar 25-26	50
Istanbul Cup, Tekirdag, Turkey, Apr 1-2	50
World Cup F1E, Oberkotzau, Germany, April 8-9	50
F1E trim	50
Croydon Wakefield Day, Middle Wallop, March 12	52
BMFA Third Area Centralised event, April 2	52
BMFA Senior Championship	52
Northern Gala, Church Fenton, April 14	53
Devon & Cornwall Rally, Woodbury Common, April 16-17	53
Lodge Farm Mini, Lodge Farm, Ancaster, April 23	55
Biggles Leagues 2006	55
UK Competition News	55
International Competition News	56
BMFA Free Flight Forum Report 2006	56
Noticeboard	56

DIARY

May 6-7 Newbigging	Saturday: Steel Cup - Comb F1A/F1B. 2 flts 1000-1330 at will, rounds for flts 3,4,5. Sunday: Classic Power 10:00 to 17:30. Jim Arnott 01383 510279, "Downside", Farm Rd, Hill of Beath, Fife, KY4 8DZ arnott.downside@btinternet.com
May 7 Area Venues	BMFA 4th Area. O/R, (Gamage), F1C (Halfax/Plugge), F1H, Mini Vintage (Plugge). *(Midland Area at Barkston)*
May 13-14 Salisbury Plain	Stonehenge Cup F1A,F1B,F1C,F1Q World Cup. Contact: Mike Woodhouse 01603 457754. CD: Peter Watson 01926 421028.
May 13-14 Vojka, Serbia and Montenegro	Srem Cup F1A, F1B, F1C World Cup. Radoje Blagojevic, Pinkijeva 10, 22330 Nova Pazova, Serbia & Montenegro, tel: +381 6335 2292, email: b.milos@ptt.yu web: www.aknovapazova.com
May 19-21 Vsechov, Czech Republic	F1A, F1B, F1C World Cup. Rostislav Kvasnicka, Svepomoc 694, 391 02 Sezimovo Usti, CZE, t:+420 608 059 803, fx:+420 381 276579 r.kvasnicka@seznam.cz
May 20-21 Liptovsky Mikulas, Slovak Republic	20th: 7th Mikulas Cup, 21st: 3rd Cavalloni F1E Hungary World Cup events. Gyorgy Pinkert, Pf 16H. 1625, Hungary, tel: +36 1 221 4071, fx:+36 12214071 info@cavalloni.hu
May 20-21 Salisbury Plain	BMFA FF Trimming. Must be on security list. See FFn 0604. Call Peter Tribe on 01225 862748 on the Friday to confirm.
May 21 Near Sheffield	BMFA 1st F1E (Team Selection). F1E. Contact & CD: T Faulkner 0114 2363397.
May 21 Odiham	BMFA SE Area/SAM 35 Spring Gala. See FFn 0603+04. Vint.Wake 4& 8oz comb, vint.LW, vint.G(50m), vint.C+HLG comb, vint.P, CdH, Al. BMFA members. Must register by May 9, send details, SAE & fee to A Cameron, 31 Stafford Rd. Langley Green, Crawley, W.Sussex, RH11 7LA.
May 25 Lucenec, Slovak Republic	Novohrad Cup. F1A,F1B,F1C World Cup. Stefan Hubert, Malinovskeho 5, 98403 Lucenec, Slovak Rep, t:+421 47 433 0213 butorova@stonline.sk http://www.zmos.org
May 26-28 Pazardzik, Bulgaria	Sofia Cup. F1A, F1B, F1C World Cup. Valentin Hristsov Savov, Bratia Benderevi str. 5, Gorna Oriahovitza, Bulgaria, t: +359 888 408 940, fax: +359 618 603 55, modelist@dir.bg http://www.f1abc.com
May 27-29 Barkston Heath	BMFA National Championships. Entry form and details sent with FFn 0603. Contact: Mike Woodhouse 01603 457754.
May 27 Barkston Heath	Vintage Wakefield at Nats. 4oz and 8oz. 3 flights, 10am to 5pm, flyoffs 5.30pm. CD Peter Arnould, tel 01473 890436.
June 3-4 Tass, Hungary	Puszta Cup F1A, F1B, F1C, F1J, F1P, F1Q World Cup. Gyorgy Pinkert see May 20-21
June 4 Near Sheffield	BMFA 2nd F1E (Team Selection). F1E. Contact & CD: T Faulkner 0114 2363397.
June 3-4	BMFA FF Trimming Salisbury Plain.
June 9-11 Kharkiv, Ukraine	Kharkiv Cup. F1A, F1B, F1C. World Cup Victor Vishnyakov, elena@lin.com.ua
June 10-11 Port Meadow	Oxford MFC FF Rally. See FFn 0512. Contact: Andrew Crisp, tel 01865 553800

7 Ashley Road, Farnborough, Hants, England GU14 7EZ ffn@btinternet.com

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

P30 COMMENTS BY ANDREW CRISP

The January edition of FFn featured an excellent three articles on P30 rubber models. At the end of his contribution Dennis Davitt makes a plea for how the genre might be improved.

Well…. here are my thoughts. Now I'm hardly in the front rank of rubber flyers, nor have I ever built a P30, but the following may be of interest.

Surely the place to look for an avenue of development is F1B, the Wakefield class. Looking at the Davitt approach (and, indeed, the other models featured) the ethos seems to be - the lighter the better, dare I say it, at the expense of aerodynamic efficiency. F1B has a more "level playing field" compared to P30 with its stringent weight and area limitations. Yet, given this, there is still a wide disparity of performance within the spread of any contest entry. This, of course, is not just down to aerodynamically superior models, but a number of other things like the experience of the flyer, air picking and the ability to get the best out of the rubber motor.

Anyway, let's start with the P30 wing. Dennis shows us a very utilitarian squared off wing tip - no rounding or anything. Could we not run to a VERY soft ¼" sheet capping, judiciously sanded to finish off the airfoil section? And while we are at it, could we not taper the tip slightly, loosing perhaps ½" on the chord? But, you will say, that you're losing area, and we only have 30" span to play with in the first place. Then why not increase the chord of the centre panel slightly to maintain the original area?

The B7406F is pretty thin, but why not go even thinner? I'm thinking of a lightweight carbon D-box to maintain rigidity. Dave Greaves et al make such a construction work on F1G, why not then on P30?

The Davitt model has an enormous tail with a thick (10%+) section. This is stated to be necessary to control the first burst of power. This it may do, but a big, draggy stab is hardly the best way to maximise the cruise and the glide. Admittedly Dennis uses a fuse, but if you can carry the weight of a "button" timer to operate the DT, then you can quite simply use a VIT system and even auto rudder, if you wish. A small tail and a forward CG should then be no problem, and should show an increase in overall efficiency.

Fuselage…. is square the best way to go? A tube of say ¾" diameter would offer less drag, less banging about of the motor on unwinding, and could be made pretty light with 1/32" sheet and thin Kevlar. The rear boom, fabricated from 10" of carbon fishing rod tip would hardly weight anything, and would be stiff enough.

Propeller… well there's not much you can do with the blades themselves. Plastic is plastic. However, I would favour an external clutch, as opposed to the notch in the hub for the freewheeling system. With the reduced nose block volume when using a round-sectioned fuselage, as opposed to a square one, could we not afford the weight of a twin ballrace supported prop shaft? This is bound to give a more efficient transmission of the motor's power to the propeller.

So there we have it - a sleeker airframe with more efficient flying surfaces - a stiffer structure by using "modern" constructional techniques - an improved nose assembly and auto functions to optimise trim. Sure, it might be a tad heavier but overall performance has got to increase. I suppose I should build one.

RON GREEN

Sadly, on March 17th, Ron Green, one of our top indoor duration flyers passed away after a long struggle against cancer which had been diagnosed late in 2002. He always remained positive and determined in the face of a long struggle and here are four tributes to him from his indoor flying friends:

Bob Bailey:

I had known Ron since the late 1960's, when he was an enthusiastic member of the St Albans MAC, flying F1B and thermal soaring gliders with great skill. When I had just started flying indoor models, I described them to Ron and he was hooked. Ron's skill soon won him an F1D Team place for the World Championships at Cardington in 1976 and once again in 1978, when he was part of the Gold Medal winning British Team.

Ron came back to indoor flying in later years and he was on the British Teams again in 2002 and 2004. Both contests were held in the saltmine in Romania and the2002 Championships were the first for the current rules F1D. The rate of climb of his models earned him the nickname 'Mr Concorde'!

Ron was always of a cheerful disposition and rarely if ever complained in the face of adversity. He was a great innovator and I shall always be indebted to him for the many clever ideas he fed in my direction. In particular, he became famed for the quality of the wood he cut for indoor models, which was as good as wood available anywhere in the world.

I always admired his vast range of engineering skills in lead and zinc roof working and plumbing, in heating and ventilation, which he taught to many students at St Albans College of Further Education. He had an unerring eye for the good and the bad pupils!

Our deepest sympathy goes to his wife Rose and family.

Laurie Barr:

Ron was one of the very best of the Good Guys. Always friendly and helpful, and I will always remember his constant laughter, filling the airspace at

Cardington. He was a superb builder and a great innovator and also, a true friend and Teammate along with Derl Morley when we won the World F1D Team Championships for Great Britain in 1978.

I will miss him, and not see his like again.

Geoffrey Lefever:.

It is customary to say good things about a friend we have lost. I don't believe anyone could say anything other than good and warm things about Ron who sadly died recently. He was generous with his time and friendships and there are few of us who have not benefited from his unstinting help, encouragement and his boundless enthusiasm.

As an indoor flier, Ron was intuitive and perhaps the most naturally gifted modeller among us in Great Britain. He was fiercely competitive but this was always tempered by good humour. He had an enviable contest record and a meteoric rise to fame in the mid 70's, gaining a Team place for the 1976 Cardington World Championships after flying F1D's for only five months. Two years later, Ron gained an F1D Team Gold medal.

After a break for a few years, Ron returned to indoor duration and in 2002 and 2004 he flew again in the World Champs in the Romanian salt mine. Apart from his flying skills Ron cut some of the very best indoor quality balsa.

As we are about to start another flying season, Cardington will not be the same without him and Ron will be greatly missed by his numerous friends.

Nick Aikman:

I have many happy memories of Ron, illustrating his dedication to indoor modelling and love of competition, his fine craftsmanship and exacting building skills and also, his practical and down to earth nature and willingness to help others who fly these most fragile and beautiful of all model aircraft.

Ron's indoor career lasted over thirty years and he represented Great Britain in a World Championships on four occasions. Over the years, he also flew many low ceiling indoor classes,

control line, outdoor free flight and other model types with great success.

One abiding memory I have from the late 1970's sums up Ron's generous spirit. As a young indoor flyer, keen to discover more, my father and I were invited to Ron's house to talk about indoor models and were duly ushered upstairs to his inner sanctum in the loft.

There, surrounded on all sides by modelling paraphernalia, we spent two or three hours talking shop, looking at Ron's jigs and templates, models and model boxes. We sat, surrounded by a huge mound of large balsa blocks of all shapes and sizes – fodder for his wood-cutting machine. Ron was an extremely clever engineer and had built his own precise device to cut indoor balsa down as thin as 0.006" thick.

That afternoon, Ron was completely free with his expert knowledge and know-how and when I finally left with many indoor puzzles solved and my enthusiasm re-doubled, I was clutching in one hand a stash of wafer thin balsa sheets and in the other, half a pound of the best rubber available – all freely given and for nothing.

All of the Cardington indoor regulars will miss Ron greatly and he will also be remembered with great affection and respect by other indoor and outdoor flyers in Great Britain and abroad. We are all much the poorer without him.

NEWS FROM BMFA FF TECH COMMITTEE

Stonehenge Cup 2006

A final reminder for those who may be still unaware. Please note that the originally programmed 'extra' Vintage and Classic events have been withdrawn due to the large number of other Vintage meetings close to this date. Please inform anyone you know who may still be intending to travel to this event and expecting these classes to be flown.

Nationals

This year's event should be the biggest and best yet. We have obtained major sponsorship for the prizes and also broadened the publicity drive – by now you should have noticed this, unless you 'ignore' the modelling press. In particular there is a lot of interest in the field entry events, we hope that this will give a 'taster' to those on the fringes of FF and even attract some long term to the mainstream of Free Flight.

Rules Changes

A reminder for rule change proposals for 2007. June is rapidly approaching and this is the practical cut off date to give time for publication and comment. Submission to Technical Council is required by 25th September 2006. We (the FFTC) need your input no later than 20th June 2006 to enable proper circulation and discussion.

International Teams

Geoff Stringer has unfortunately had to withdraw from his F1B Rubber place in this year's European Champs in the Ukraine. His place will be taken by Brian Martin.

BOM and the Future

We are beginning to receive a quantity of input on the BOM together with a number of proposals for changes to classes and the calendar in general. We have for some time been considering all of these subjects and now have in mind a 'radical' change to the whole structure and regulation of our contest scene. Many have voiced an opinion that this possible 'new package' is well overdue.

Send us your views before mid June, so that they may be considered for the discussion draft we will put out after our June meeting. Nothing is finalised, now or at that point, and we will carefully take account of all 'sensible' suggestions. Let's hear from you now, not when it's too late to consider your ideas. Write or e-mail to Chris Strachan the FFTC secretary at 56 Way Lane, Waterbeach, Cambridge, CB5 9NQ, chris.strachan@btinternet.com .

Distribution

If you normally receive this 'news' via e-mail but are having problems please make sure your correct e-mail address is logged with the distributor: e-mail to Trevorgrey@AOL.com .

CORRESPONDENCE

From Andrew Crisp:

Ethics apart, I suppose the "bottom line", as they say, is numbers competing in free flight contests. If the necessity to build your own aircraft was done away with across the board, would numbers go up?

So far this year we have been hit pretty badly by the weather. The last area centralised event was terrible, but I have known worse in years gone by when more people flew. I think we're all getting older, and in many cases losing the will to win, or even participate. Let us face it, producing a series of flights in a high wind is physically and mentally very demanding. Damage, if not inevitable, is quite probable, and by not flying you "save face" should something go wrong even if you are never going to win.

Now, if you had a purchased model, would you be more likely to use it in adverse conditions than if you had personally spent weeks on its construction?

Because of having to make a decision like this, I can't see participating numbers dramatically changing whether we retain or do away with the BOM rule.

Should it be relaxed, where are all these non-personally-built models going to come from?

It seems that there are two divisions of model: bought and passed on. At the moment the first category consists of the major FAI classes, produced in Eastern Europe, mainly F1A, B and C, but increasingly encompassing the "minis" as well. If the BOM rule went in this country, would some enterprising person set up producing Senators, Dixielanders, and Inchworms?

Passing-on models to deserving causes might be a good way of getting rid of surplus stock giving you more space and impetus to MAKE new models!

On balance I feel that we should try relaxing the BOM rule. It won't affect me in the slightest. I would rather place last with a model I have made, than first with one that I'd bought. Anyway I wouldn't come last. I've got 50 years of flying experience to draw upon, which can't be bought, and many who have spent a thousand quid on an M&K A/" (or whatever it costs), tend to think twice about flying if the wind gets above 5 mph.

One aspect about "purchased" models should be considered, and that is safety. Free flight competition power at F1C or even SLOP level looks exciting to the uninitiated. A deep wallet could lead to a deep hole in the ground, or worse.

From Russell Peers:

Further to recent correspondence regarding the BOM rule I feel it is time to go.

After more than two decades of competing in numerous contests in many different countries I have noted that many more Juniors compete than in the UK, using purchased or borrowed models. If they had to build the models I doubt so many would compete. At risk of pointing out the obvious: no juniors, no adults and thus the end of Free Flight.

When abroad I find it more difficult but infinitely more satisfying to achieve a good result and in my experience it is the competitor's ability and skill in both trimming and competing that brings success.

It should also be remembered that the choice does remain both in the UK and abroad to compete with home-built models.

Finally, the future is built on the past. When I hear myself say, a little wistfully, as I listen to Pink Floyd "they don't make

records like that any more" I have to remind myself that I heard it first on record, then on cassette - both now of limited use and collectors items - and now on CD, also headed for near extinction apparently. I do not want Free Flight to become a fond memory.

From George Fuller:

As an aeromodeller for most of my life my view is I cannot see the point of changing things. I treat aeromodelling as as hobby and get as much pleasure in building, designing, experimenting in order to make models do as its told.

We obviously are divided by two schools of thought. Now as I see i, if we had the opportunity of winning large sums of money and become professionals, maybe spending thousands of pounds on RTF models wouldn't be a bad idea, but as it is solely a hobby we do it for the love of it and the pleasure we get from designing, building and flying - in my opinion.

Another way of looking at it, as a hobby its educational, teaching one to be skilled with tour hands and how to read plans, etc. Practically all my aeromodelling friends are good on handiwork simply because they are aeromodellers and many have become professors in their field.

I think if we take the easy way out and try to buy success, we will only be as good as them. I just cannot understand why brilliant modellers who are capable of producing world class models take the easy way out and buy complete models.

I speak mainly as a power flyer and note we have produced several world champions who have designed and built world beating models. We have proved we can do it if we put work into it.

To sum up, I say keep rules as per BMFA. Let the FAI carry on with allowing purchased models. We know the standard is high but when it comes down to it you usually only have a few to beat. The alternative if you design and build models and win with them, you will not only be pleased with yourself, YOU may then become great like Verbitsky.

From Peter Watson:

And so the BOM saga rumbles on with no end in sight. We have heard all the arguments countless times. We have all got opinions, some more entrenched than others. It is time to put an end to it, and avoid further bitterness, threats, recriminations, and division, which are being propagated. A simple Yes/No vote by those actively involved is the only way I can see, to bring the sorry mess to an end.

There was a debate on the subject at the Free Flight Forum on 30/12/95, which was reported in Free Flight News, Jan 96, and published in the 1996 Forum Report. The same arguments are being voiced 10 years on. It was also debated at, The Future of Free Flight Conference, on 14/3/04 some 2 years ago, but still no decision has been made.

Let's do it now, while there is still a glimmer of a future

From Phil Ball:

I think the BOM debate is clouding our thoughts and stopping us from looking at far more important issues so the sooner we make a decision and move on the better.

My feelings towards the BOM continue to change; in an ideal world I would be happier if it was allowed at the introduction end of the market but not at World Champs level. This would allow people to fly and compete whilst building something more advanced as their skills improved.

Although I think we should have a BOM requirement at World and European Champs level we don't, its gone forever so why loose sleep about it.

I was on the FFTC in 1998 when we moved in line with the FAI and dropped the BOM for F1A, B & C, a survey at the Nationals that year gave us a mandate to do this, the survey also favoured keeping the BOM for the remainder of the classes which we did.

I appreciate that the vote at the Future of Free Flight Seminar was in favour of dropping the BOM completely but this was a relatively small sample of the total free flight competitors so I still think we should give all interested parties the chance to vote on the subject. We still have time this year to organise a survey so that every contestant at say the Nationals or better still all those who have entered a contest during say the last two years can vote on the various proposals.

The Tech Committee should then make a decision once and for all and I feel this would then be accepted by the majority of the population.

The composition of the survey is important and should cover alternatives such as 1 Drop BOM for all of the remaining classes, 2 Drop the BOM for all of the remaining FA1 Classes, 3 Change nothing, etc. I have included the results from the last survey in 1998 as I think it covered most of the alternatives at that time.

If the FFTC does not want to do this I will repeat the exercise at this years Nationals and publish the results along with the back up data.

With the BOM problem put to bed more time could be spent on moving forward so we keep the current competitors happy and most of all motivated.

Like it or not the old traditional classes such as Open Rubber (dam) Open Glider and Open Power are not the most popular classes any more and perhaps the time has come to replace them with an alternative.

Combined works well for Glider and Power but there is no acceptable solution for Open Rubber but as entries are now low perhaps the time is ripe to replace it completely with either Classic Rubber or with a restricted format with for instance a maximum span, maximum rubber content and an insistence on the use of traditional materials.

I also think the Contest Calendar is unbalanced, this years contest calendar includes 3 Open Electric contests at Area level yet only 1 Mini Vintage contest even though MV is perhaps the most popular class and OE is certainly the least popular. We have to accept that there is a definite swing to smaller and simpler classes hence to popularity of MV, P30, SLOP and combined events at Gala level.

Lastly we also have to accept that dropping the BOM rule will not result in a flood of new faces, I can only think of two contestants that have appeared since we dropped the BOM requirement for FAI, all the other users of purchased models are ether regular flyers or their siblings.

Builder Of The Model Survey at the 1998 FF Nationals

Total number of papers = 151. Note that not all survey papers were complete therefore not all categories total 151 votes

Drop the Builder of the Model Rule for all Classes
In favour 16%, not in favour 79%, Undecided 5%, total 127

Drop the BoM rule for all FAI Classes (A,B,C,E,G.H.J.)
In favour 20%, Not in favour 76%, Undecided 4%, total 110

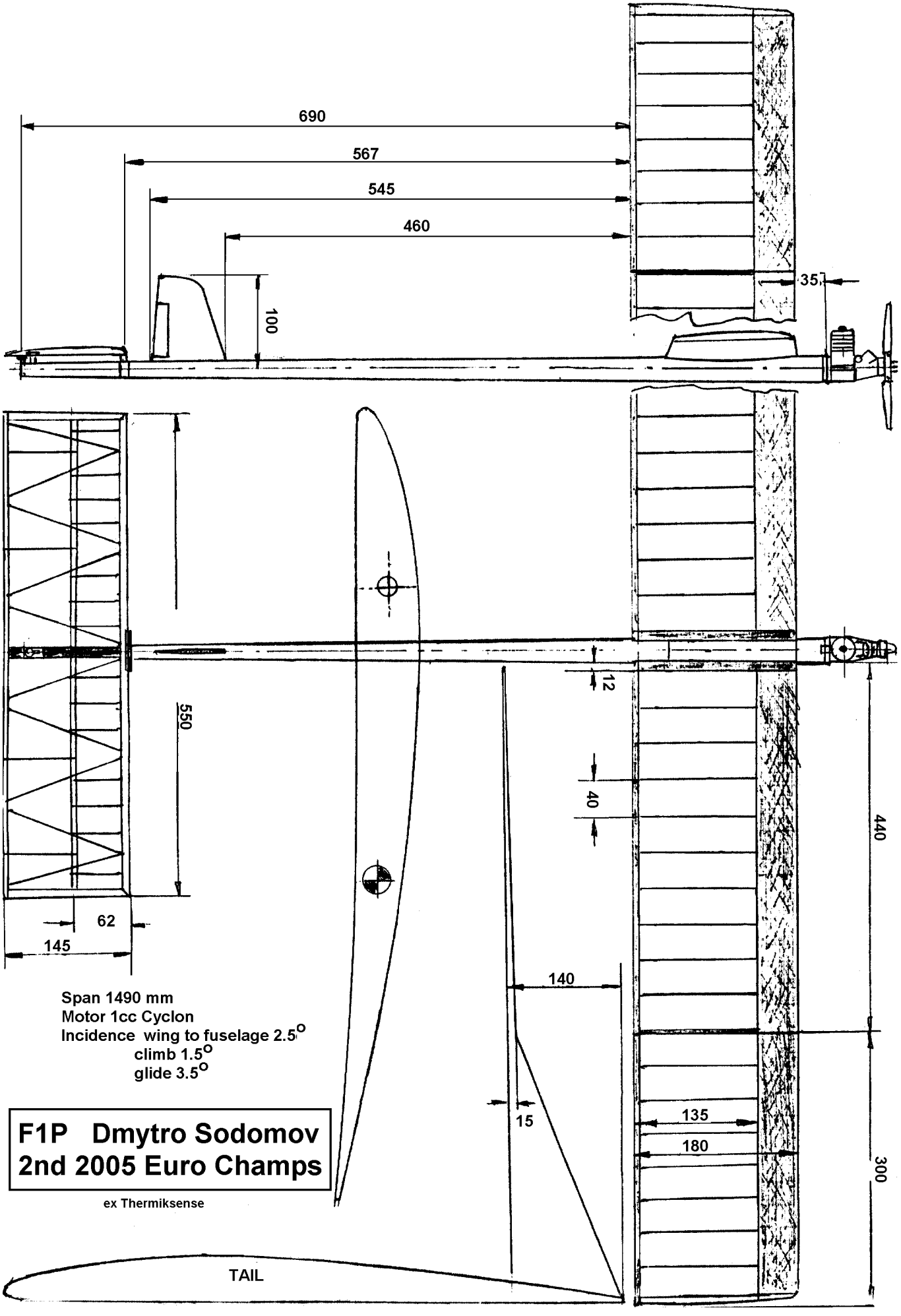
Drop the BoM rule for FAI Classes A,B,C& E
In favour 39%, Not in favour 57%, Undecided 4%, total 109

Drop the BoM rule for FAI Classes A,B,C& E (FAI contestants ony)
In favour 55%, Not in favour 43%, Undecided 2%, total 45

Do you think building the model yourself is important
Yes 90%, No 8%, Undecided 2%, total 149

Would dropping the BoM result in more or less participation
More 36%, Less 39%, Undecided 25%, total 149

Would it upset you to fly against a contestant flying a purchased model
Yes 45%, No 52%, Undecided 3%, total 149



Span 1490 mm
Motor 1cc Cyclon
Incidence wing to fuselage 2.5°
climb 1.5°
glide 3.5°

F1P Dmytro Sodomov
2nd 2005 Euro Champs

ex Thermiksense

MATFORS ME, Osterlo, Sweden, Mar 25-26

F1A 20 flew

1	M Holmbom	SWE	720	+420
2	I Steffensen	NOR	720	+262
3	J Carter	GBR	720	+205
4	D Findahl (J)	SWE	716	
5	A Persson	SWE	702	
6	S Makarov	RUS	696	
7	M Kosonozhkin	RUS	690	
8	J Valo	FIN	684	
9	O Kilpelainen	FIN	675	
10	I Sundstedt	SWE	666	

F1A-Junior 2 flew

1	D Findahl	SWE	716

F1B 13 flew

1	M Soderling	SWE	720
2	R Peers	GBR	694
3	Y Waltonen	FIN	678
4	J Isotalo	FIN	604
5	M Dahlin	SWE	540
6	H Broberg	SWE	360
7	J Isotalo	FIN	325

F1C 0 flew

ISTANBUL CUP, Tekirdag, Turkey, Apr 1-2

F1A 10 flew

1	V Stamov	UKR	1260
2	Y Olgun	TUR	1200
3	C Kargin	TUR	1158
4	O Sevgi	TUR	1156

F1A-Junior 1 flew

1	T Burak	TUR	344

F1B 7 flew

1	S Yetis	TUR	1260
2	M Haticoglu	TUR	1251
3	N Bitik	TUR	1250
4	V Savov	BUL	1231

WORLD CUP F1E, OBERKOTZAU, GERMANY, APRIL 8-9

Föhrlberg Cup, April 8 F1E 26 flew

1	F Doupovec	CZE	300.00	+139
2	F Mang	AUT	300.00	+136
3	I Crha	CZE	300.00	+121
4	S Kubit	POL	298.66	
5	V Zima	CZE	277.33	
6	P Kuttler	GER	275.33	
7	P Bere	ROM	238.66	
8	H Schuberth	GER	234.00	

F1E-Junior 4 flew

1	D Tatar	ROM	196.66
2	D Andrist	SUI	196.00

April 9 F1E 25 flew

1	H Falch	GER	500.00	+194
2	S Puttner	GER	500.00	+103
3	H Schuberth	GER	490.00	
4	E Mang	AUT	476.66	
5	F Mang	AUT	461.25	
6	F Doupovec	CZE	458.33	
7	V Zima	CZE	435.44	
8	P Kuttler	GER	427.93	

F1E-Junior 4 flew

1	D Tatar	ROM	418.44
2	D Andrist	SUI	363.99

F1E TRIM

The following correspondence is about whether to add ballast at the CG or forward of the CG when flying F1E in high wind.

From Peter Brocks:

Thank you for Pierre's plan of his windy weather F1E (FFn 0511). I am always eager to learn from the "old masters".

However, the data given for the ballasts got me bit thinking. If I assume that the model weighs 450g and that for 8m/s I would add 200g with its CG 150mm in front of the model's CG then the resulting CG is at about 20%. Perhaps this is Pierre's advice to achieve a "high glide angle" to make retrievals shorter.

But after seriously giving this some thought I assumed that the distances given for the ballast are much closer than printed, please let me know what these distances really are.

From Pierre Chaussebourg:

The total weight of the model is 584g with no added ballast. Wing with joiner 266g, pilot 132g, fuselage with stab 186g.

I rechecked the CG: it is 47 % at the root chord as said in FFn.

Ballast effects are:

added ballast g	CG of ballast (mm in front of model CG)	CG of model	
		mm from LE	%
50	130	72	42.35
100	130	65	38.23
150	150	55	32.35
200	150	45	26.47

I agree that with no wind, the model would just dive and crash a few metres in front of the launcher, but Ian has seen this last flight in Tourtenay, (with 100g and 4 -5m/s wind), and the model was flying very well, DTed at 4 minutes and landed behind the hill...

In France, after I had repaired that windy weather model, I made a very successful test flight of 5 minutes, at the end of the first contest, with that trimming: 100g well in front of CG. It was so good that I measured the position of the ballast, before to put the model back in my box. Then, on the next day, for that last flight, when it became very windy, I decided to fly this model with the same trimming of the test flight the evening before. And it gave that beautiful flight. Before putting the model in the box, I re-measured everything and put marks on the fuselage. It is exactly what you have read in FFn.

The trimming with 150 g and 200g had been tested also successfully in 2004 with the same model at Liptovsky-Mikulas in September, when we flew on the north slope, at the same hill we flew for W/cup contests this year, except that the wind was really at a right angle with the slope and also well over 9m/s.

I think that in fact, in these conditions, the model is flying against a strong wind, so needs a great flying speed against that wind, in order to go forward, compared to the ground. That is a first point.

Then, second point, the airflow is not horizontal, but parallel to the slope, and the model needs to dive, to keep the same attitude (angle) compared to the air flow. In strong wind, the flight angle of the model is still the same, but compared to the ground, the model has the nose much lower than usual, and the tail higher. I try to be happy with that explanation...

What we need is to have a model which flies much faster, in order to go forward, but not too much, or which just stays over our head, but in no way flies backward.

If we add weight at the CG, we'll improve the situation, but the attitude of the model will stay the same, compare to horizon, and the model will receive the air from underneath and will be thrown away. If we add more weight, then the model will just stall or being so heavy that it will land, and not fly or take any advantage of the wind on the slope.

I remember when I was at the Soaring national Center in St Auban (south Alpes), for my instructor course: one day, I was flying with an instructor, on a Janus, and we had to land on the flying field just after a strong thunderstorm. I had never done that before.

In the air, it was as usual, but we had to make our last turn before the beginning of the runway, and with the stick forward and 180 km/h at the speed meter (Badin) we landed without gaining any meters on the runway. I mean that we landed as a helicopter does... That was very impressive, and two pilots were not too many people to control that glider. We landed with no air brakes, and as soon as we have been on the ground my duty was to keep them fully open, and to also use the wheel brakes in order not to go backward. The instructor was controlling the glider with the stick and rudder, to keep it parallel to the ground and not fly away... We stayed almost a minute like that until some friends came with a small truck, and about three guys on each wing. They towed us like that behind a hangar and it was just there that we could open the cockpit and go out of the glider... I'll remember that all my life!

I think that when we fly F1E models on a slope with a very strong wind, just around 9 - 10 m/s, our models are about in the same conditions, and that kind of trimming can find an explanation.

What surprised me is that it is not necessary to change the stabiliser trimming. Normally, when we put the CG forward, we need to increase the "V" (angle between wing chord and stabiliser chord). Otherwise, the model dives.

In other word, for an F1A model, when it is stalling, you have three options:

1 add weight on the nose.

2 keep the same CG but reduce the decalage.

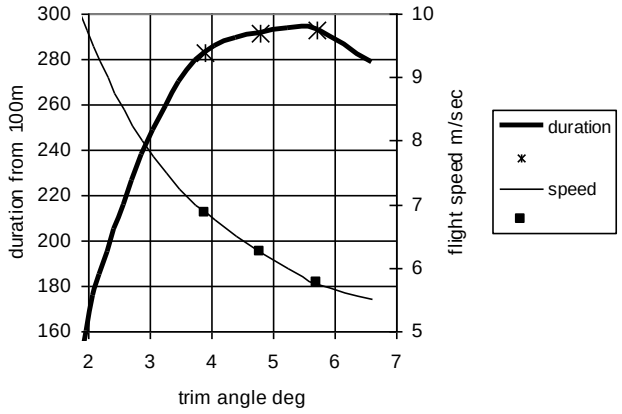
3 if the model is flying on a very large cercle, or almost straight, don't touch the stab, but add more turn.

Sometimes, it is necessary to use a bit of these three options to get a good trimming.. In F1E, no turn, so only two options. In wind, it seems we have only one option: put the CG forward and keep the same decalage in order to fly almost parallel to the slope.

From Ian Kaynes:

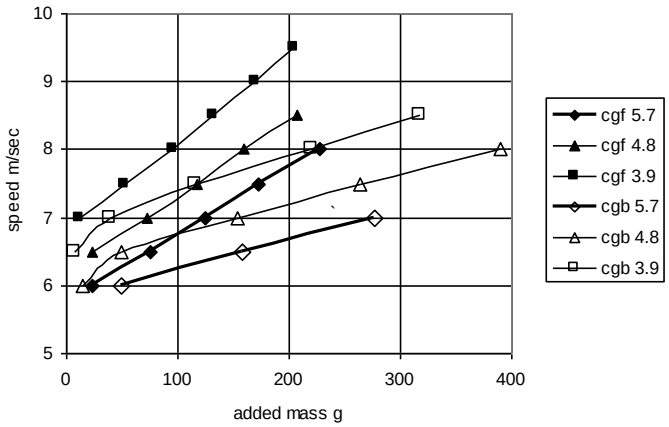
I have carried out some glide trim analysis of a typical F1E very close to Pierre's published model.

First, for the basic model there is the interaction of trim and CG position combine to influence glide speed and potential duration (which I measure as time to glide down from 100m in still air). The thick line for duration shows a flat peak for a trim angle between 4 and 5.5°, which here denotes the angular difference between aerodynamic chords of wing and tailplane. To cover the range of this duration peak, three specific trims have been studied (3.9, 4.8 and 5.7°) which are marked on the lines. The thin line shows the speed for each of the trim angles and it is seen that the 3 chosen trim angles, which give durations within a variation of 3%, give glide speeds ranging from 5.8 to 6.9 m/sec. Thus, if you were to choose to change trim according to conditions you could gain over 1m/sec for very little change of duration and without ballast.

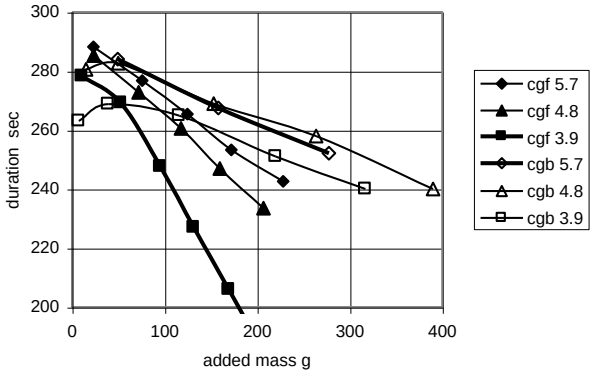


For these 3 possible trim angles I then studied the effect of adding ballast at the CG or in front of the CG (the latter with the added mass and CG location quoted by Pierre in the above table).

The effect of the mass on flight speed shows the expected effect that more mass is needed at the CG to achieve the same speed increase as a smaller weight forward of the CG. "cgf" denotes forward CG and "cgb" the mass added at CG and the numbers 5.7, 4.8, 3.9 denote the trim angle.



Now look at the next plot showing the effect of the added masses on duration. It is a rather less clear picture, but the solid symbol lines for forward CG show a much more dramatic reduction of duration, basically because the model is diving more and away from optimum glide conditions.



It has been seen that the forward CG requires less mass to increase speed but leads to a lower duration at that speed. This

then leads to the obvious question - how do the two approaches compare in terms of duration for specific speeds: Since the results are so close to one another, this is best presented in a table. The results are shown for the range of added mass considered. For each CG strategy the highest duration trim for each speed is shown in bold. Comparing these for forward and basic CG shows very little difference between the two types. The only benefit not quantified is that the forward CG gives a lighter model, slightly less susceptible to damage on landing.

trim	flight speed m/sec							
	6.0	6.5	7.0	7.5	8.0	8.5	9.0	9.5
	forward CG							
5.7°	**288**	277	265	253	243			
4.8°		**285**	273	261	247	234		
3.9°			**278**	**269**	**248**	**227**	**206**	**186**
	basic CG							
5.7°	**284**	268	252					
4.8°	281	**284**	**269**	258	240			
3.9°		263	**269**	**265**	**251**	**240**		

CROYDON WAKEFIELD DAY, MIDDLE WALLOP, MARCH 12

The weather forecast for this contest was not encouraging. A maximum temperature of 2 deg and a 14-15mph wind. Driving down the A303 in the morning the outside temperature was zero. It didn't get much above that all day and with the stiff south easterly breeze it felt more like –10. Fortunately Ed Bennett had brought along his gazebo which, once erected with one side screened off, provided an effective shelter (at least for the organisers).

Survivors of Viabon, held a couple of weeks earlier, were of the opinion that, compared to the weather at that event, it was actually quite a pleasant day.

Having three other contests being held on the field on the same day resulted in a significant number of attendees although the numbers actually flying was considerably less.

In view of the wind speed and direction it was decided to fly all events to a 2 minute max; even so a number of models were clearing the main road and landing in the fields beyond.

In 8oz 3 of the 8 entrants made the fly-off although Mike Kemp decided not to fly leaving Chris Strachan and Spencer Willis to fight out the first two places. Chris flew his reliable Yankee IV to win with 3.04 over Spencer's Korda with 2.46.

Only 4 flew in 4 oz but it was still a keenly fought contest for the first three places. The winner was Spencer with 5.47, second was John Minshull with 5:27 just pipping Ray Alban with 5.22.

With F1B it was decided, following discussion with the competitors, to curtail this event after 3 of the scheduled 4 rounds. This left a fly-off between Mike Woodhouse and Geoff Stringer. Glyn Turnbull who had two maxes after two rounds decided not to make his third flight and had left for home. Mike won the fly off with a time of 162 secs, Geoff only managing 19 secs.

Winners were presented with trophies whilst the top three in each event received Flitehook vouchers and a bottle of wine (colour to choice).

Don Thomson and I took over the running of this event this year to give Martin Dilly and David Beales a break after their sterling work over the years. However David commented that if this was the best we could do for weather then he wasn't sure we'd be allowed to run it again!

8 Ounce Ted Evans Trophy 8 flew

1	C Strachan	Biggles	6.00	+3.04
2	S Willis	Croydon	6.00	+2.46
3	M Kemp	Oxford	6.00	

4 Ounce Fairlop Cup 4 flew

1	S Willis	Croydon	5.49	
2	J Minshull	Brighton	5.27	
3	R Alban	SAM 35	5.22	

F1B Thurston Trophy 4 flew

1	M Woodhouse	Vikings	360	+162
2	G Stringer	E Grinstead	360	+19
3	G Turnbull	Vikings	240	

BMFA THIRD AREA CENTRALISED EVENT, APRIL 2

F1B Weston, Plugge 7 flew

1	J Godden	Morley	9.00
2	D Davitt	Morley	8.55
3	J Northrop	Morley	8.48
4	D Beales	Croydon	7.18
5	B Cleasby	Morley	3.37
6	R Elliott	Croydon	1.55

F1J/BMFA 1/2A - Plugge 9 flew

1	D Hipperson	CVA	9.39
2	P Woodhouse	Morley	8.41
3	C Foster	Morley	7.49
4	C Hickmott	Morley	7.06
5	A Brown	Novocastria	5.55
6	S Barnes	Morley	4.06

Open Glider 7 flew

1	A Jack	Tynemouth	7.30	3.12
2	R Jack	Tynemouth	7.30	1.11
3	S Darmon	Birmingham	5.32	
4	D Cox	Crookham	2.30	
5	G Peck	Cleemac	1.56	
6	B Horsley	Grantham	1.53	

Hand Launched Glider 7 flew

1	P Ball	Grantham	5.09
2	A Crisp	Biggles	4.44
3	S Willis	Croydon	3.14
4	G Percival	Grantham	2.37
5	R Pollard	Tynemouth	2.25
6	K Gibson	Tynemouth	2.20

Catapult Glider 5 flew

1	A Crisp	Biggles	3.01
2	P Ball	Grantham	2.23
3	T White	Bristol & West	2.06
4	S Willis	Croydon	1.58
5	P Tolhurst	Hayes	1.25

BMFA SENIOR CHAMPIONSHIP

1	P Ball	31.0	9	A Crisp	12.0
2	A Jack	24.0	9	P Hall	12.0
3	I Davitt	23.0	9	F Rushby	12.0
4	D Hipperson	20.5	12	S Barnes	11.0
5	J Cuthbert	20.0	12	J Carter	11.0
6	C Chapman	15.0	14	D Davitt	10.0
6	J Godden	15.0	14	J Foster	10.0
8	S Darmon	13.0	16	D Limbert	9.0

NORTHERN GALA, Church Fenton, April 14

Report by Dave Hipperson

Back at its traditional home this year, the north, and on the excellent Church Fenton field. Sadly entries, even though not attendance, seemed very discouraged by the wind. No gale but a chilly north westerly which reached 25mph at worst but did have less than 10 mph moments.

With so many events on the card it was inevitable that entries would spread thin with so few willing to fly. This situation was exacerbated by a spate of lost models - or at least seriously mislaid ones. Ralph Sparrow's first flight in CDH, Ferer's second in the same class, Trevor Payne misjudging the distance of his first and spending the rest of the day searching and Frank Rushby's second flight in Slow Open going missing some five minutes away and necessitating his use of a slightly untried larger Fora powered Creep which let him down and robbed him of a full score.

Those that persevered successfully included Colin Foster who having stuck all his models back together from a fortnight before flying 1/2A at the very windy third Area meeting set about breaking them again. To make it worse after three maxes he too lost a model and had to complete his flights with a slightly untried reserve which dropped a little time but flew adequately. In the same class using a very hot F1J John Bailey's flights actually got better. The last one being so good that he took a moments lull in the prize giving proceedings at the end of the day to step forward and ask the assembled throng whether anyone had seen where it had gone? No one had - particularly Colin Foster!

It was quite late in the day before there was any real action on Open Glider. Gary Peck starting off the charge despite a line break which meant making yet another flight. His total was enough to fight off Ian Davitt for the CMA Trophy who started even later but used only an A1. In A1 proper masters of the art were at it hammer and tongs from the off - *5* flights remember- with two more old names from Biggles - the Parrys, father and son - bringing up the rear. John Cooper had some very extended retrieves and was rarely seen on the field for long before he was off after another.

Phil Ball started positively with Open Rubber but stopped after his third flight wallowed and came in under power, the tiny total still being enough to take the Caton Trophy. Open Power was also rather a one horse race when Payne was delayed by what was at first thought to bc model theft. Cuthbert swept clean but was rather miffed when he discovered that he was flying virtually against himself. Numerically the power action was as always Slow Open. The regulars all dropping a flight - Ian Wilkinson having a spectacularly tight climb and a horrid minute effort leaving Allan Jack, fresh from his victory in Glider at the last Area meeting when he flew in the very short window of relative calm, to top Slow Open Power and lift the Falcons Trophy with the only full score.

After a patch of tree induced turbulence flipped Trevor Grey's E30 in very short on its second official flight he turned to CDH for a while and polished off five respectable flights never contacting the model loosing air that his competitors had and hence emerged clearly ahead with no loss or damage. He also tidied up his E30 score with a very pretty final flight taken at the end of the day when it had calmed off to 10mph.

Flyoffs were needed only in Mini Vintage and E30 - two persons in each. Certainly the low level turbulence had taken its toll. Some Mini Vintage models actually piled in - an increasingly rare sight nowadays. Chris Strachan's flyoff effort in E30 was an example of a first class model, motor and trim combination with the model holding height for a couple of minutes before climbing away well after it had left the drome. John Godden had no answer for that. Jack Foster's Hep Cat caught the best air in Mini Vintage - once again a two way affair, leaving the Ian Davitt Senator trailing in the sink.

These final flights were made in greatly reduced wind and served as a satisfactory conclusion to a difficult day. Stan Home and Co then distributed the diplomas and wine fairly to the top men in all the classes. Far too few of those that had attended had flown. Furthermore there must have been some that never made it at all and who may still be driving around lost. Confused by the very sudden relocation of both the Ferrybridge Power Station and the main arterial road going north - the Al - that is supposed to pass it on the East and now passes it on the West. How can we expect old people to handle these things!

All Open event maxes 2:30

Slow Open Power 8 flew
Falcons Trophy

1	A Jack	7:30
2	R Wykes	6:53
3	D Limbert	6:51
4	S Barnes	6:48
5	F Rushby	6:27
6	I Wilkinson	6:00

Open Glider C.M.A.

1	G Peck	6:21
2	I Davitt	5:33
3	J Arnott	4:42
4	K Bates	1:19
5	R Sabey	0:46

Open Rubber
Caton Trophy

1	P Ball	5:00
2	W Hodkinson	2:30

Open Power
Hamley Trophy

1	J Cuthbert	7:30
2	T Payne	2:30

Mini events 2:00 maxes

A1 Glider

1	J Cooper	8:31
2	B Lavis	7:54
3	C Parry	7:00
4	N Parry	5:00

E30

1	C Strachan	6+4:51
2	J Godden	6+2:21
3	T Grey	4:34
4	P Lang	3:48

Coupe d'Hiver

1	T Grey	8:21
2	G Ferer	4:00
3	R Sparrow	2:00

F1J-1/2A

1	J Bailey	10:00
2	C Foster	9:27
3	D Hipperson	4:00

Mini Vintage 10 flew

1	J Foster	6:00+	3:24
2	I Davitt	6:00+	2:05
3	G Beal		5:55
4	M Sanderson		5:18
5=	B Cleasby		5:16
5=	D Hipperson		5:16

Catapult Glider 7 flew

1	P Ball	4:04
2	M Benns	3:29
3	S Brewer	3:21
4	P Tolhurst	2:50
5	I Davitt	2:23
6	A Hewitt	1:39

HLG

1	P Ball	6:21
2	M Benns	5:09
3	S Willis	2:51

C02

1	C Strachan	4:00

DEVON & CORNWALL RALLY, WOODBURY COMMON, APRIL 16-17

Report by Dave Hipperson

After the debilitating heat that 'blessed' last years Devon Rally an earlier date was sought for this year and when the three day Middle Wallop event became impossible the organisers fixed upon the last two days of Easter. Since their booking however Middle Wallop became available again for the Monday and hence some entrants opted for a day's fun flying over flat grass rather than contest flying on harsher but more beautiful terrain in the West.

Both days on the Devon site had quite flyable weather although were much breezier than the period that lead up to the contest

when quite a few people had some useful trimming on the common. However the breeze for the contest days blew in a convenient direction and although often taking model on maxes to the far edges of the common and beyond at least did not play that annoying game that sometimes occurs at this coastal sight when it switches 180 degrees just before the flyoffs! The first day - the less windy of the two - saw Classic Power virtually a Dixielander event apart from the excellent Calypso 50 from Ron Marking. This accurate and precisely finished model powered by a fast MVVS diesel got away a bit left on the first flight to ruin what would have undoubtedly been the winning and probably the only full max-out score. However Fred Chilton should also have had that too but for an early DT on the first flight!

Chris Strachan showed his prowess in Glider against recognised masters of the Vintage/Classic art Burt and Audley. The only full scores forcing a flyoff came in 1/2A/Brit. Power/F1J where George Fuller's three copy book maxes were challenged only by Fred Chilton's F1J. George's last flight refused to come down on DT and although eventually located it was not in time to get it back for the flyoff and therefore Fred was able to win with a token flight.

On the second day the Vintage events were run to 2 flights which appeared popular again and attracted more entries than might have been expected bearing in mind the drift from the previous day had upped to a wind of sometimes nearly 15mph with thermal activity mixed in. Once again Chris Strachan did well in Glider. This time his neat Gilli Hatchet producing two maxes either side of a dropped flight and including a total wing fold in his repertoire when enthusiasm got the better of him. He also whacked in a couple of maxes with one of his trusty Lanzo Sticks treeing it at least once in the process. He won both these comps but Fred Chilton topped yet another power event, Open/Slow Power and this was the classes, as is so often the norm now, that pulled the entries and the points. He didn't have it easy however as Chris Chapman, undeterred by treeing his first AM25 powered Dixielander, switched to another, this time PAW 19 powered, and made sure of lasting the course by DTing the next flight early in lift and completing a good three flight total as a consequence. The Gala Championship was now hooting up and becoming very close between Chilton, Chapman and Strachan.

Vintage Power as a separate event was perhaps rather ambitious. Rex Woodruffe's Mallard doing well to find good air on the second flight for a long max from which it was recovered. Open Glider was interesting. Keith Burt had done a so-so score but his Grandson Aaron Lucas had two good flights in and stood to win the event if he could get a flight of a mere minute. After damage on the second flight the model was hard to tow. It broke the line on the first attempt then after further repairs became unstable and piled in Pity! Dave Cox - robbed of a Power win when a bad patch sucked his second flight down sub-max had turned to Glider and managed enough to squeeze into 2nd. Good to sec so much more glider flying at Woodbury when a few years ago it would have been a novelty. Possibly the wider paths cleared of some of their bordering gorse as a breaks against fire has helped, along with the quite large areas cleared completely of all vegetation.

By winning the events with the most entries Fred Chilton had snuck ahead and lifted the coverted Alan Parker Trophy as Gala Champ and a good few other goodies on the way. At the prize giving that followed the end of the second day's activity everyone placing received an engraved mug and winners bottles of wine. There was also a raffle with a number of nice engines as prizes. During all this the assembled throng were plied with sparking wine and appropriate snacks to keep them from loosing interest and drifting off home. The ruse seemed to work very well. Plans are all ready in hand for next years contest which will hopefully not clash with anything else.

Sunday 16th

Nostalgia/Classic maxes all 2:30

Nostalgia/Classic Rubber
(Bournemouth Rules)

1	D Beales	7:30
2	P Michel	6:41

Nostalgia/Classic Glider

1	C Strachan	6:42
2	R Audley	6:30
3	K Rurt	4:08
4	R Woodruffe	3:42

Nostalgia/Classic Power

1	F Chilton	6:18	Dixielander
2	R Marking	5:54	Calypso 50
3	C Chapman	5:09	Dixielander
4	J Allen	3:52	Dixielander
5	P Ward	2:37	Dixielander
6	D Chilton	2:09	Dixielander

All mini maxes 2:00

Mini Vintage 8 flew - Tony Bird Trophy

1	C Chapman	6:00	Senator
2	C Strachan	5:55	Scram
3	J Watson	5:26	Senator
4	R Marking	5:13	
5	A Lucas	3:30	
6	E Bcnnett	1:33	

British Power-1/2A/F1J combined

1	F Chilton	6:00+0:57
2	G Fuller	6:00
3	D Chilton	4:16
4	A Chilton	3:34

Monday 17th - All maxes 2:30

Open Glider

1	K Burt	3:56
2	D Cox	3:44
3	A Lucas	3:07

Open Rubber

1	D Beales	2:52
2	C Chapman	2:30

Slow & Open Power 7 flew

1	F Chilton	7:06	Slow Open
2	C Chapman	6:59	Slow Open
2	D Cox	6:56	Open Power
4	A Chilton	6:28	Slow Open
5	D Chilton	3:12	Slow Open
6	J Allen	2:22	Slow Open

All Vintage classes 2:30 x 2 flights

Vintage Glider

1	C Strachan	3:52	Gilli Hatchet
2	P Michel	2:59	Nord
3	R Woodruffe	1:17	Lulu

Vintage Rubber

1	C Strachan	5:00	Lanzo Stick
4	J Watson	3:51	Senator
3	J Knight	2:30	Lanzo Duplex
4	D Beales	2:06	Flying Cloud
5	R Marking	0:05	Fullarton

Vintage Power

1	R Woodruffe	3:34	Mallard

Gala Champion for the Alan Parker Trophy

1	F Chilton	22 points
2	C Chapman	20 points
3	C Strachan	19 points

LODGE FARM MINI, LODGE FARM, ANCASTER, APRIL 23

Report by Dave Hipperson

A new and exciting venue for small class competitions, Lodge Farm a mile north of Ancaster itself a stone throw from Barkston Heath has for some time been available for trimming. The field to which we have vehicle access is a sheep enclosure of some 150 acres well off the main road and away from public sight. We are allowed to drive around its edge and fly from anywhere. The centre can be a little soft so vehicles are not recommended to go across it. The sheep keep it nice and short but it is still lush enough to protect landing models. Outside this central location there are fields on all sides from which we are allowed to retrieve as long as we respect the crops in the usual way and use gates and gaps to enter and exit fields in preference to climbing and possibly damaging fences.

For this contest the drift started from the west which meant that a single line of quite high trees that border that edge of the field created turbulence. Not too bad for most models but very difficult for the small super lightweights like P30 and 25" rubber. A high wind from this direction would make the field virtually unusable - a bit like Halton used to be in the similar prevailing direction when we flew the Coupe d'Hiver Internationals there.

As is becoming increasingly common nowadays the attendance, some 40 cars and plenty of people milling about flying mostly Vintage stuff, did not reflect entries in the actual contests. The Morley Club had been drafted in to run a British Power event and this pulled well. The rest was Vintage based and the next most popular class suffered from that roll over turbulence from the trees. After an hour or so during which time a few light showers came through on the generally solid overcast the wind veered more Northerly and strengthened slightly. The impressive looking control with gazebo awning suffered a sudden gust from this different direction and for the remainder of the day there was no more gazebo awning but thankfully neither was there any more rain. Indeed, although the wind shift looked ominous, within an hour - some couple before the end of the contest at 4pm - the wind reduced once again to a drift and a number of people actually managed maxes inside the field. With the wind no longer coming off the trees the flow across the site became much smoother. Some very good glider flights were made around this time. Limbert and Bames had both dropped in power during the squally period but Evans still had a clean score until a premature motor cut on his last wrecked any hope of a flyoff place.

By the close at 4pm only two people needed to flyoff and that was in Brit. Power although the ever consistent Gary Peck had once again topped Glider with a full score. The Power flyoff was held in dry cool (l0C) but rapidly calming conditions. Hipperson's flight which only just left the field looked adequate but beat-able, but Dave Clarkson chose this moment to have engine trouble, his motor cutting a couple of seconds into the climb. The comp screw falling out was at first thought to have been the cause but when the model was quickly retrieved (as had a piece come off the model a re-flight would have been possible) the comp screw was still there so the very short flight had to stand.

After the wind damage to control the prize giving was slightly shambolic but most people seemed happy. For first time visitors the field was really the star attraction so a little more about it. Contact man is Bill Cox if you have not been there yet talk to him before you go but it is available for trimming anything virtually any time. Bill is on 01775 767599 and he has done stalwart liaison work with the farm's tenant David Bratley. Access occurred after Mr Bratley discovered a flyaway from Barkston Heath - a Tomboy - in one of his fields. So in some ways he came to us and asked whether we would like to use his farm! I appreciate this sounds extraordinary but it is actually true. Best access is off to the right (east) from the road running north from Ancaster through his farm buildings, driving slowly please. This is no mud track. A firm surface suitable for virtually any vehicle takes you down to the field all well marked. A small coloured box adorns the fence post by the entrance for donations if you are just there trimming. Please be careful if the electric fence (to keep the sheep in) is in place. The contest organisers had lowered this for the event but presumably it is normally up. Please be sure to put it back up once inside and on leaving otherwise the sheep will escape.

Comb Vintage/Classic Glider

2:00 x 3 flights

1	G Peck	6:00
2	G Beal	5:50
3	T Dilks	5:43

HLG/Cat Glider

1	J Barker	4:17
2	B Whitehead	2:04

25" Rubber

1	M Sanderson	3:44
2	B Stout	0:43

British Power 7 flew

1:30 max, 8 secs run, 4 flights

1	D Hipperson	6+2:25
2	D Clarkson	6+0:46
3	D Limbert	5:51
4	A Evans	5:48
5	S Barnes	5:39
6	A.Hall	5:50

Comb Vintage CdH & P30

2:00 x 3 flights

1	R Sparrow	5:48
2	B Whitehead	5:11
3	R Dennis	4:15
4	G Sharp	3:43
5	R Alban	3:18

BIGGLES LEAGUES 2006

Here are the scores after the Northern Gala.

F1H

		Total	NG
1	J Cooper	6	6
2	B Lavis	4	4
3	C Parry	3	3
4	N Parry	2	2

F1J

		Total	NG
1	J Bailey	6	6
2	C Foster	4	4
3	D Hipperson	3	3

The competitions for this year are the same as last except that Tynemouth have dropped their F1J event and I have added a hope-to-happen Crookham Autumn gala.

The leagues now have their own website at http://www.morneach.plus.com/bigglesfft/

UK COMPETITION NEWS

MIDLAND AREA. For the Fourth BMFA Area event on May 7th Barkston is now indeed available for the Midland area (and any BMFA members who care to fly with them).

GRANTHAM GRAND PRIX will be at Barkston Heath on July 16th. Events will be Mini Vintage, Grantham Cup; Combined Power inc Electric (all to current BMFA Rules) Arther Percival; Combined Glider (all to BMFA Rules, no BOM for F1A models but if flown scores factored by 0.9) Barkston Cup; Combined HLG and CLG (no BOM for Juniors) Bill Fall Trophy. Possible progressive flyoffs depending on the weather. Contact Phil Ball 01332 665361 phil.ball@ntlworld.com

OXFORD MFC DREAMING SPIRES event will be at Port Meadow on July 2. Events will be Lightweight vintage rubber, vintage glider, vintage HLG, classic glider, P30/E30 combined, Rapier 30, silent open tailless, all-in FF scale. Duration events 10am start, scale start 2pm. BMFA membership required. No streamers. Contact Charlie Newman 01865 873020, Charlie@newman737.freeserve.co.uk

BMFA SUMMER VINTAGE and CLASSIC GALA will be Sculthorpe on August 12 and 13**.**

Sculthorpe airfield offers the largest flying site in the UK and is set in the heart of the Norfolk countryside. In the event that you do fly out of the site you will not be landing in an industrial estate. Apart from the model flying there are plenty of other things to do in this part of the country. Visit Norwich, the Norfolk Broads, sandy beaches at Wells or Hunstanton and stately homes abound such as Houghton, Blickling. Felbrigge, or Holkham. Accommodation is approximately five miles from the airfield; The Birches Hotel and Conference Centre, at Bircham Newton 01485 577266 will offer a special rate for room only, single £30.50 / double £43.38 per night. Camping, tents or vans at The Garden Caravan Site, Barmer Hall, Syderstone, 01485 578220. Breakfasts and refreshments available on the field. Location. Sculthorpe airfield, OS Map reference TF 852300. 100 Metres in a NE direction along the B1454 from its junction with the A148 road from Kings Lynn to Fakenham.

Events on Saturday August 12 are Classic Glider, Classic Power, Classic Rubber (Nat Rules 2006, glider for SAM Glider League); Mini Vintage R/G/P and Vintage R/G/P (both to BMFA rules and counting for BMFA Senior Championship). On Sunday there will be Vintage Wakefield (SAM rules, SAM Wakefield League), 25" Vintage Rubber, Kit Scale Duration (both Nat Rules 2006), Bowden Competition (BMFA rules), Vintage Glider (BMFA rules, SAM Glider League), P30 (BMFA rules), Vintage Coupe (French Rules, designs published before January 1957, no reserve models)

Start time 9.00 am, finish 6.00 pm. Three flights, maximums to be decided on the day. First entry £5.00 subsequent entries £3.00. The Bowden Competition will start at 11.00 am on Sunday. Further information Michael Marshall 01223 246142.

OXFORD MFC SEPTEMBERFEST will be at Port Meadow on September 24. Events will be L/W vintage rubber, M/W vintage rubber, Coupe d'Hiver, vintage Coupe d'Hiver, vintage glider, classic glider (both A2 max), vintage HLG including catapult. Start 10.00, BMFA membership required. No streamers. Con tact Laurence Marks 01993 700051.

INTERNATIONAL COMPETITION NEWS

POITOU. The French World Cup event at Noize, Thouars, is from August 2 to 5. The World Cup events F1B and F1C will be flown on August 4 and F1A on August 5. The Moncontour mini event for F1G, F1H, F1J, and F1K will be on August 3. The entry for World Cup classes is €30 for one class or €45 for 2 or 3 classes, juniors €12 for 1 or 2 classes. These are the fees if entry form and payment are sent to arrive by July 29, with a surcharge of 50% if the entry forms but not payment are received by that date or 100% for entry on the field on August 2.

New information is that registration and camping will be at the sports field in the village Pas de Jeu, situated between Loudun and Thouars. Camping is beside the sports field and will be open from August 1 to 7, it is reserved only for aeromodellers and will be very cheap. Lunch is available for €9 per day on August 4 and 5 if ordered with the entry form.

Contact address is Poitou 2006, BP36, 79101 Thouars Cedex, France, tel +33 (0)5 4968 0155, fax +33 (0)5 4996 1337, email poitou-aero@noos.fr

Contact for the mini event is Gerard Marquois, 16 rue Maxime Ridouard, 86330 Moncontour, tel +33 (0)5 4922 6891.

BMFA FREE FLIGHT FORUM REPORT 2006

The report is now available as the written record of the Forum which was held last November and reported in the December FFn. The authors and papers in the report are:

Nick Aikman	Amazing sites
Trevor Grey	F1Q - International electric
Russell Peers	A tail tilt adjusting tool
Mike Francies	Advanced composites don't have to be difficult
Mark Benns	Gadget-free discus launched gliders
Peter King	The effect of 5 airfoils on F1B duration
Tony Cordes	British Power
Mike Woodhouse	Have you got the time?
Bill Dennis	Outdoor free flight scale
Nick Bosdet	Promoting a technical sport
Bob Bailey	Design and construction of indoor model propellers
Ken Oliver and Stafford Screen	Making F1C booms
Ian Kaynes	Predicting model flight dynamics
Mike Fantham, Chris Edge, Alan Jack	Head for heights - recording altimeters

The review of the Forum in the December FFn gives a fair idea of the topics covered by of the papers. Several of the papers give extended or updated material compared to the Forum presentations.

Completely new extra papers beyond the November Forum include:

> an article by Russell Peers on how to dramatically butcher a pair of pliers to be able to bend a ring mount tail mount to adjust the tail tilt angle.
>
> Peter King presents the results of using Xfoil to analyse five different aerofoils and apply the results to prediction of the effect of the small differences on F1B performance.
>
> Nick Bosdet's paper was planned for presentation at the Forum but could not be given at that time. The whole report is spread with a good number of photos, particularly from recent international events.

Produced by Martin Dilly and Mike Evatt the report costs £10 including postage in the UK, £12 with airmail to Europe, or £14 airmail elsewhere. Payments should be in Pounds Sterling only, cheques payable to "BMFA FF Team Support Fund". You may also order by credit card. Contact Martin Dilly at 20 Links Road, West Wickham, Kent BR4 0QW, England, tell +44 (0)20 8777 5533, email martindilly@compuserve.com

Readers in USA should note that the report will also be distributed by NFFS.

NOTICEBOARD

RUSSELL PEERS has in stock M&M F1H spars ready to use and D-box , fuselage bits as well as F1A in stock.