FREE FLIGHT news

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FFn DIARY

Shown here are the BMFA events which will now take place during the remainder of 2020 and the Championships scheduled for 2021 and 2022 which have a date and venue. The other 2022 Championships are subject to bids and will be awarded later.

Not shown are any other international events. Some of the planned World Cup events in 2020 may continue as open internationals, but the situation is changing rapidly. These are left for reader direct contact with the previously published organisers.

October 3-5 Buckminster	BMFA Buckminster Gala. One day, date to be announced on Oct 1 on BMFA web site. Start 10.00, no rounds. E36, combined P30 & vintage CdH, classic A1, HLG/CLG combined. Contact: Stuart Darmon 0185 888 2057 stuartdarmonf1a@yahoo.com
October 11 Area Venues	BMFA 7th Area event. Team Glider Day. C/G Team (Model Engineer, Plugge), F1B (Duce, Plugge), SLOP (Frog Sen',Plugge), Mini Vintage, E30, C/E, HLG/CLG. Contact: Area Comp Secs.
October 17 (Saturday) Salisbury Plain	Croydon Coupe Europa, See FFn 2002. F1G (in rounds), Vintage Coupe. Flitehook trophy for F1G teams. Start 10am. Contact Ray Elliott, tel 020 8997 7745, email ray.elliott8@btinternet.com
October 24 (N.B. Saturday) Barkston Heath	BMFA Midland Gala. F1H, F1G, BMFA1/2A Power, E36, P30, SLOP, Mini Vintage, CO2, HLG-CLG. Contact: Phil Ball 07470 177947email: phil.ball@ntlworld.com Also Cranfield Classic (see FFn issues 2001 and 2009) which had been planned as extra event at Nationals. Contact for Cranfield 60 is Simon Dixon dixonfamily100@yahoo.co.uk
November 15 Mercure Hotel, Sedgemoor Way, Daventry	Free Flight Forum. See page 72 of this issue re booking and check status near the time of the event.
July 17-20 Turda, Romania	2021 F1E World Championships
August 14-21 Moncontour, France	2021 F1ABC World Championships and F1ABP Junior World Championships
December 6-8 Slanic Prahova, Romania	2021 F1D Indoor World Championships
August 1-4 Turda, Romania	2022 F1E European Championships

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53RD NFFS SYMPOSIUM REPORT

The Symposium Report has been issued and is available from FFn, see details at end of this review.

The editor of the 2020 Symposium Report was Kit Bays. His name is not one I was familiar with and find that he flew mainly power FF in the sixties and returned to free flight after retiring from a career at university economics. In contrast to some earlier Reports by less known flyers, Kit has produced a good well-balanced Symposium Report. It opens with Kit discussing the comparison between free flight at the time of the first issue in 1968 and the present day.

The first articles are grouped under the heading of Theory and Technology. The section starts with "XOPTFOIL airfoil optimization" by Claudio Bognolo. XOPTFOIL is an optimisation system built around the classic XFOIL aerofoil analysis code. Claudio describes how the swarm optimisation functions and how the analysis can address multiple targets, such as F1A aerofoils with low drag during launch and lowest sink speed during the glide. He demonstrates it with optimisation starting for Verbitsky's BE50 section and also considers sections including flaps and tailplane sections.

"Airfoil camber selection for a short F1A model" by Brian Eggleston also covers aerofoil design, in this case studying the effect of the basic parameter of camber. It includes the effect of turbulators to reduce sensitivity to glide speed for a model to be used during the day. Brian builds up a complete performance estimate including forces on tow and total model drag for climb and glide assessments. It is found that a relatively low camber gave the best overall performance, balancing lower drag on the launch against poorer glide performance.

Sergio Montes describes the origins and construction of the Joukowsky airfoils. In 1910 the Russian physicist had published a relationship between the flow around rounded-nose aerofoils to the flow around a circular cylinder and later a comparison with wind tunnel measurements. There was continued interest in these aerofoils for some years, particularly at Gottingen. Although constrained in terms of camber and thickness location, these inverse method aerofoils have the advantage of a precisely smooth profile and known values of lift and pitching moment. Sergio describes the graphical method of generating the profiles.

"A Peterborough FET timer modification" by Chris Stoddart describes a modification to a simple electric motor timer used by the Peterborough club. This makes a more complete cut of the motor instead of a gradual run down at the end of the run.

In "Using 3d manufacturing for free flight model parts" Tapio Linkosalo starts by describing basic techniques of 3D design. He moves on to his experiences with 3D printing. Examples that he shows include a nose for a catapult launch glider, an F1Q motor mount and an F1D variable pitch hub. Tapio also describes 3D routing, that is using engravers on soft materials like balsa or foam, and how he is working on being able to produce a CLG wing and also uses it to cut precise parts for F1D from carbon-covered balsa.. He also gives an example of a CLG tailplane using 3D printing to produce moulds and 3D routing of a depron core to produce a carbon tissue covered tail which is humidity-proof.

"Integrated timer/altimeter for catapult launched gliders" is Frank Perkins description of his development of electronics for catapult gliders. This is a timer which can then include an altimeter and a tracker, the full system weighing 3.35g plus 2.2g for the battery which is used as nose weight.

The Sympo then has a section on rules and scoring. The first is an analysis of the results of the 2012 F1D World Championships by Gary Hinze. He looks at the statistics and individual flight comparisons of the leaders, assessing them all as if an equal effort is put into each flight, disregarding the degree of risk taken at different stages of accumulating the required two good flights from six. He concludes that the best single flight would be the best representation of performance.

In "FAI disqualifications or time penalties" Aram Schlosberg proposes replacing the automatic disqualification for models outside the specification by detailed margins with associated penalties. This introduces new areas of consideration – inside or outside the margins – and with variable time penalties on the flight when it was detected. Aram concludes with a comment that winning is not everything, which then asks the question of why push the model parameters close to the specification?

"Rules: past, present, and future" is a review of past and proposed rule changes by Louis Joyner. He reviews the FAI changes proposed by Mike Woodhouse in 2015 and assesses the cost of FAI models if rule changes rendered models obsolete.

The section on Flying and Competition starts with "The details of catapult glider flying" by Tim Batiuk who describes catapult as being twice as hard as HLG. He argues that the glide matters and height of launch is not always the most important factor. After considering design features and glide trim, he concludes with a list of helpful hints, the last of which is "avoid hitting the stab".

"Fundamentals of a wing wedge" is a short piece by Gilbert Morris on the use of a wedge piece on the trailing edge of the wing to control power model climb. To cure a model turning too hard to the right he obvious place to add a wedge is under the right wing. Gil found that did not work and explains it by the increased drag enhancing the right turn while the lift was

cancelled outby sideslip. Adding a wedge to the upper surface trailing edge of the left wing worked well since it had both drag and reduced lift working in the desired direction to reduce the right turn.

Wally Farrell discusses many aspects of scale models in "Flying free flight scale models", including design, structure, props, motor and trimming, and the benefits of using a torque meter.

Another scale article is "FAC jet catapult scale - an approach that proved successful" by Kurt Krempetz and Randall Krystosek Their objective was to design a glider based on the T-37 to have performance approaching a regular catapult glide. This was developed over five models and considerable details are given on trimming.

"Strategies for competition" by Dan Berry covers all aspects of preparing for and flying in contests.

"Walkalong gliders" is David Aronstein's description of a niche version of slope soaring – having models soar on the lift generated from an angled board that you walk along holding. Construction of foam or balsa-tissue models are discussed and the design must allow for more negative angle on the tail because that is closer to the updraft on the board. As well as doing it for fun, David describes competitions for duration, speed and many other variations.

"The road to the world champs" describes Faust Parker's experiences with team selection and attending a fair number of World Championships on the USA F1C team. His latest event was 2019 at Lost Hills and before that 2017 in Hungary. Undoubtedly the latter is the cause of his suggestion that CIAM needs to put more effort in selecting sites and organisers that are suitable for World Champs.

In "How I got started in free flight" three youngsters, Skylar Donnelly, Jace Pivonka, and Adelaide Machado Ulm, describe their introduction to free flight. The common theme is developing the interest and entering competitive free flight with help from parents, mentors and other flyers in the form of tuition and help with models. All show that they are keen on free flight but identify problems for juniors including distance and schedule of competitions and communications.

"F1Q - more model types and energy monitors" has Aram Schlosberg suggesting multiple F1Q rules to accommodate short and long run models and also the addition of an energy monitor as well as the energy limiter. He goes into some detail on the timing of transition functions, although all such functions after motor cut can be related directly to the time the motor was stopped, be that by timer or energy limiter.

The first article in the History section is "The evolution of F1A launching technique" by Per Findahl. Per describes the developments as they applied to his models from his first straight tow balsa model launching at 50m, to circle tow and then the various developments of bunt launches to reach 130m launches. Each stage is illustrated with his models and the points when he won World Championships. He then assesses the practical aspects of achieving such launches and acknowledges that other factors are important as well as launch height.

"History of the Texas (Cliff) Cloud Climbers" by Mike Fedor is a history of the club he joined 60 years ago as a 12 year old. The club had been founded in 1946. It is now one of only three FF clubs in Texas. The list of flying fields includes DFW airport (but only during early construction phase!) and the article concludes with a list of Championships team members, including Dick Mathis, Henry and Steve Spence, the Fedors in Junior and Faust Parker (who contributed to the report on his team experiences).

In "History of the Tustin blimp hanger" Michael Schwartz gives the interesting story of how the wooden hangars were built in 1942 at the Santa Ana Navy Air Station in southern California, renamed Tustin in 1978 when used by the Marine. Indoor flying began at the end of the war and various flyers give their recollections of the site – Bud Romak who noted that the flying conditions in Santa Ana were similar to those he found in Championships at Cardington, Lee Hines flying his HLGs there since 1957, and Bill Vanderbeek who also reminisces about flying in the hangars at Moffet Field when working at NASA Ames.

"History of the National Free Flight Society" takes the form of Travis Russell interviewing Bob Stalick. Starting with Bob's modelling history it covers the formation of NFFS in 1966 and the developments since then.

The usual Sympoclosing features then follow:

The 2020 Models of the Year are presented as plans, photos and details:

F1A Gorskiy Long Flapper by Anton Gorskiy

F1D Indoor Eurochamp by Ivan Treger

Scale BE12 Biplane by Rich Adams,

E36 Morris 222-E by George Morris

Beginner – Blue Ridge Special by Phil Hartman

Volare Products by George Bredehof

2020 Hall of Fame, Recognised this year are :

Peter Allnutt – recognising his many years of F1A flying and contributions in many background roles

Charlie Jones – F1B flyer with contributions to team selection and team manager positions but specifically at this time for his supremely successful leadership of the 2019 World Champs at Lost Hills.

The 2020 presidential message from new president David Lindley includes the information that the NFFS Bylaws require NFFS to produce a regular technical publication, which is the Symposium Report.

The report concludes with the details of all the authors.

Symposium Report from FFn

The Report is available from FFn. Prices including postage are £37 in the UK, £41 to Europe and £47.50 worldwide (i.e to countries outside Europe).

Some earlier Symposium Reports are still available and are offered at reduced prices (shown as UK/Europe/worldwide):

2019 £15 / £18 / £24 2018 £10 /£13 / £19
2016 £10 / £13 / £19 2015 £5 / £8 / £14
2003 £5 / £8 / £14

There will be an FFn Subscription renewal form in the next issue, but if you would like to renew your subscription at the same time as order an Symposium Report the prices remain:

Paper copies one year: £21 UK, £25 Europe, £30 worldwide
Emailed copies: £10 for one year £18 two years

All the items listed above can be purchased via the FFn website with payment by Paypal:

https://www.freeflightnews.org.uk/ffnbuy.htm

BACK IN BUSINESS, SALISBURY PLAIN, SEPT 5-6

By Mike Woodhouse

Prior to the Covid 19 outbreak the weekend was programmed to be our weekend double World Cup contest. However, it was not to be. We kept the date on the calendar, and we were able to run an ad hoc event under the current Covid 19 rules. It was decided that the event would be relaxed with the minimum of organisation. Sufficient organisation was put in place in order to observe social distancing plus the minimum of paperwork. The FFTC decided that the contest fund would stand the cost of the event, there would be no site or entry fee. However, donations would be requested. The free flight community has built up funds to cover support to the flyers if and when needed. When the fund was started such a contingency as being experienced now was never expected and would have been miles away from our wildest dreams!

The FFTC hoped that a relaxed and safe event would encourage flyers to come out and have a go. Many turned up simply to air models that had laid dormant since March as well as getting their brains switched back on trying to remember how things worked. Old acquaintances were renewed and lock down stories were shared. From what I gleaned considerable in-house activity had generated plenty of additions to the fleets of models.

We had hoped for decent weather and things turned out pretty well. The Saturday was a tad breezy but the wind never got above the mid-teens and it was warm. Saturday was given over to the combined specifications and not too difficult max of 150 seconds was applied.

In rubber Chris Redrup was flying a neat BMFA open model, in discussion with Chris we agreed that the dihedral was a bit excessive, however Chris maxed out. There was also max out for Mark Benns flying and trimming at the same time an F1B.There was no max out in glider. Peter Tribe had started early and was looking good, but he failed on his last flight. Julian Pennington flew steadily although he dropped time, he beat Roger Heap who was flying one of the late Jane Howick's models. Four maxed out in power the most impressive being Roy Vaughn's "Creep" somewhat over engined, which, despite a rolly pattern (too much wing warp) climbed to an enormous height. John Hook gave up after the first flight after a DT failure that took the model miles, the model was recovered but John failed to recover!

The two rubber flyers decided on a DT fly off (DT at 90 seconds). Chris Redrup's model decided not to fly a decent pattern (too much DH?) allowing Mark to gain a narrow win. In the Power flyoff Roy again climbed high but DTed early. A tracker failure made for a long but successful search.

Sunday, as promised, had a very light drift. Although FAI it was decided that there would be no flight line or rounds and 150 second max. We wanted to encourage people back into the air. This arrangement made social distancing and other covid restrictions easier to manage.

There was plenty of good air available so the maxes were plentiful. In F1A the only flyer who had any real problems was John Williams who scored a zero on his 4th flight. In F1B the only dropped flight was from me! My excuse being that the model had not been out of the box since January and the glide was a tad tight. No drops in F1C and all looking good, Neil Allen was seen messing with a home built folder, he used a standard model for his contest flights. There was to be no fly off in F1Q as Trevor Grey dropped a few seconds on his 4th flight.

In the mini classes. Garry Madelin turned up late in the day to slam in 5 quick maxes to win. In F1J there could have been a flyoff but Ken Faux called a halt and went to help Paul Chapman to de-tree his model. This allowed Neil Allen a walk over with 5 maxes to win. F1G was a Bristol and West match between Martin Stagg and Alan Brocklehurst. Both dropped time, Martin the least so he won.

Gary Madelin, who had arrived late, said that he had intended to get his balloon aloft but decided against it as rain was on the way. Mark Gibbs, who works, for the MET Office concurred. The rain was steady for the flyoffs. John Cater took F1A with a good clean launch after a line tangle with Julian Pennington and a tow in. The 5-minute fly off launch window can make for a traumatic time! As the rain was steady the F1B fliers agreed not to fly and thus tied for first place. By the time of the F1C flyoff the rain had eased to a steady drizzle. The rain cleared the skies and gave excellent visibility. Neil Allan climbed the highest and logged his second win. Neil also picked up a bottle of wine donated by Brian Silcock for the best performance of the weekend.

All in all, I think what we got what we came for. A lot of flying and enthusiasm rekindled. Thanks to all for attending and following the guidelines, in particular Peter Tribe on the organisational front.

Saturday

Combined Rubber 4 flew

1	Mark Benns	450+110
2	Chris Redrup	450+108
3	Jim Paton	409
4	Ben Hobbs	241

Combined Power 5 flew

1	Simon Dixon	450+292
2	Peter Martin	450+214
3	Roy Vaughan-	450+203
4	Alan Jack	445

Combined Glider 7 flew

1	Julian Pennington	447
2	Roger Heap	423
3	Richard Jack	420
4	Jo Gibbs	407

Combined Electric 1 flew

1	Chris Redrup	450

Sunday

F1A 8 flew

1	John Carter	750+252
2	Richard Jack	750+213
3	Julian Pennington	750+177
4	Jo Gibbs	750+172
5	Peter Williams	750+138

F1B 5 flew

1	Mike Woolner	750
1	Mark Benns	750
1	Peter Martin	750
1	Peter Brown	750
5	Mike Woodhouse	743

F1C 3 flew

1	Neil Allen	750+336
2	Simon Dixon	750+286
3	Allan Jack	750+275

F1Q 2 flew

1	Peter Watson	750
2	Trevor Grey	741

F1H 3 flew

1	Garry Madelin	600
2	Richard Jack	511
3	Roger Heap	336

F1J 3 flew

1	Neil Allan	600
2	Ken Faux	360
3	Paul Chapman	360

F1G 2 flew

1	Martin Stagg	597
2	Alan Brocklehurst	573

CROOKHAM GALA, SALISBURY PLAIN, SEPTEMBER 13

Roy Vaughn and Peter Hall

The weather gods smiled, the sky was blue all day and winds moderate though from the southwest, which meant a rollercoaster ride up to the airstrip. Covid separation and hygiene rules were in full force so the line of cars was long. As well as a full field of contest regulars it was pleasing to see several old friends returning to the competition field after long absences. The air during the day was generally helpful, with calms marking the lift, too good for some. In contrast, the air at flyoff time was ideal, i.e. dead. Flyoff times were low, especially considering that flying from the airstrip ridge gives an extra 100' of altitude.

The F1G competition was, as often, the best supported class. The air was easy and six maxed their first flights. Ben Hobbs and Martin Stagg just fell short by a couple of seconds, Alan Brocklehurst launched badly and didn't recover while Ted Challis' coupe was out of trim. Jim Paton didn't fly - he was away looking for his Buckeridge mini-vintage entry, that went o.o.s. with failed RDT and GPS systems. By lunchtime the sun had stirred up more lift, sink and gusts, all complicated by the valley in front of us. Despite this there were no fly-aways, seven maxed second and third flights and five maxed out. Four flew off in what appeared to be neutral air. Gavin should have taken first place, he flew last, found lift and out-climbed the rest but then DTed at 2 minutes descending through the circling opposition below. He had set 4 minutes but as he was about to launch a prop blade came off. He was holding the Tomy timer brake but let go to fix the blade then forgot to add the lost two minutes.

Despite the opportunities for innovation provided by lockdown, only one new model was entered and only Bob Taylor flew vintage coupe. Bob has great difficulty retrieving but managed a couple of flights taking the vintage coupe prize. Roy Vaughn flew his 14.2 dms full systems model now at least ten years old but still in prime condition, a very consistent and effective performer. It was good to see Chris Chapman re-couping. This was his locked - down model's first competition for seven years. It flies right /left and has a beautifully trimmed climb. Gavin Manion entered his mature but ultra reliable semi P.G.I. coupe. This has a large tailplane , only 2 degrees decalage and many subtle asymmetries in the wing enabling him to javelin launch it at high speed with no danger of a loop. Contest Director Chris Redrup found the time to fly one of the late David Greaves' models. This has V.I.T. and W.W. but without a prop. release mechanism is difficult to launch accurately. A flat launch cost him height on the fly-off.

E36 on the 10 second rounds run should be a doddle but out-of-trim models and poor air took its toll. Success in the flyoff on a 5 second run depends to a large degree on a good transition. Peter Watson wrecked a model whilst trimming with a straight up and down flight terminated by RDT and wing fold. Watson beat Chris Redrup in the flyoff due to a perfect transition which left his model a little higher.

Mini Vintage had a mix of models, two rubber, one glider and one power. Jim Paton and Martin Stagg had timer problems and flyaways in boomers. Worse, the GPS tracker in Jim's model failed mid-flight and with no conventional bug on board retrieval is dependent on the name and address label. Stagg's out-of-trim spare failed to max and towing problems put paid to Andy Crisp's hopes, leaving Jim and Tony Shepherd to max out.

Unsurprisingly given the altitude the Le Timide attains on its 20 second run, Tony's model triumphed in the 4 minute DT flyoff they had agreed between them, though the air made that arrangement irrelevant. Like Classic Power, the Mini Vintage motor run needs rule-makers' attention.

Talking of which, Combined Power is becoming a class for Classic models, which offer the potential for climbs to altitudes not for publication. The top three all flew Classic models but only Dave Cox managed a clean sheet, the rest succumbing to various maladies. Simon Dixon's Dixielander, not flown for three years, dropped a few seconds in the first flight before trim was restored. Pete Watson failed to reset his timer which stopped the motor at 4 seconds on his first flight and found poor air on his third. Alan Jack's high tech Fora powered model developed a penchant for wingovers and a nose for descending air. Consequently Dave Cox won the day with his trusty Dixie.

Two A2s and a Monks Quickie design from 1952 contested Combined Glider. The modern model flown by Peter Williams maxed out to win the day.

All in all, a cracking day's flying very well organised and run, to the BMFA Covid rules, by club chairman Chris Redrup. Let's hope the remainder of the season is as successful.

E36 5 flew

1	P Watson	MFFL	6.00	+2.10
2	C Redrup	Crookham	6.00	+1.52
3	M Cook	Crawley	6.00	+0.50
4	T Shepherd	Crookham	4.41	

Combined Power 4 flew

1	D Cox	Crookham	7.30	
2	S Dixon	Birmingham	6.58	
3	P Watson	MFFC	6.41	
4	A Jack	MFFC	6.08	

Mini Vintage 4 flew

1	T Shepherd	Crookham	6.00	+2.21
2	J Paton	Crookham	6.00	+1.38
3	M Stagg	Bristol & West	5.52	
4	A Crisp	Biggles	2.00	

Combined Glider 3 flew

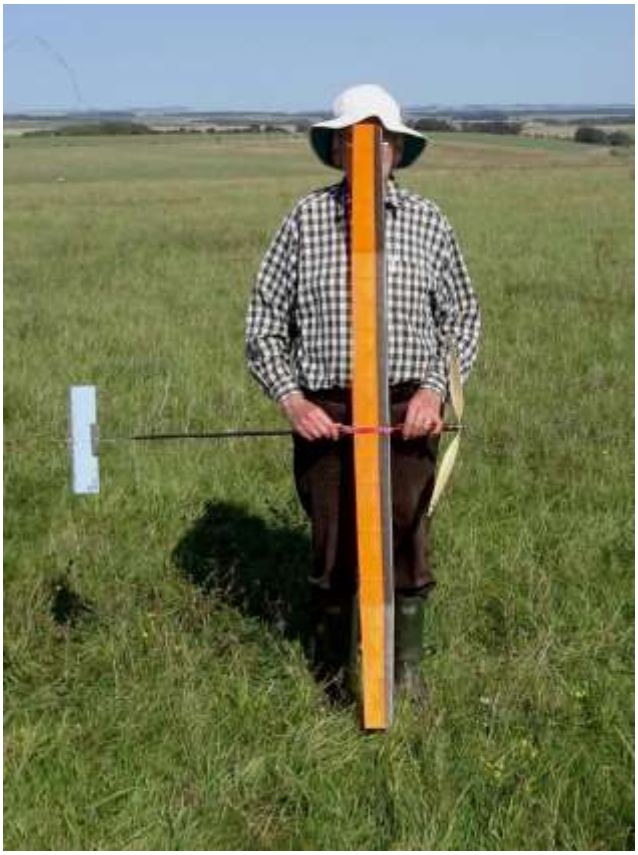
1	P Williams	Richmond	7.30	
2	A Crisp	Biggles	5.25	
3	S Dixon	Birmingham	4.29	

Combined F1G and Vintage Coupe 11 flew

1	R Vaughn	Crookham	6.00	+2.58
2	C Chapman	Bristol & West	6.00	+2.37
3	G Manion	Birmingham	6.00	+2.21
4	C Redrup	Crookham	6.00	+2.17
5	P Hall	Crookham	6.00	
6	E Challis	Crookham	5.14	

Chris Redrup and Gavin Manion in Coupe flyoff

Gavin Manion with Coupe



A novel face covering - Peter Hall's new model:-

High aspect ratio model based on Alan Brocklehurst's theoretical work published in Free Flight Forum 2020. It has a wing span of 60" at A.R. 17.5. The flying weight is 86.3 grams. Initial flights look very promising and it maxed out at the competition. Unfortunately I couldn't stop for the fly-off.

Pater Watson launching E36

SOUTHERN COUPE LEAGUE

Second Round, Crookham Gala, Salisbury Plain, September 13

Crookham Gala Reported above.

The league table looks a bit threadbare with only two events so far and only Coupe Europa on the 17th October to come, Covid allowing. Chris Redrup, better known for his vintage coupe success, leads the way.

Crookham Gala

		maxes	score			maxes	score
1	R Vaughn	3	15	7	B Hamms	1	5
2	C Chapman	3	12	8	A Brocklehurst	2	4
3	G Manion	3	11	9	B Taylor		0
4	C Redrup	3	10	10	M Stagg		1
5	P Hall	3	9	11	J Paton		0
6	E Challis	1	8				

Chris Chapman with Coupe, Ted Challis sitting

League

		C'de Brum	Crookham	Total
1	C Redrup	14	10	24
2	M Benns	17		17
2	G Manion	6	11	17
4	R Vaughn		15	15
5	P Ball	13		13
6	C Chapman		12	12
7	P Woodhouse	11		11
8	P Hall		9	9
9	A Crisp	8		8
9	E Challis		8	8
11	D Jiricny	7		7
12	B Dennis	6		6
13	B Hamms		5	5
14	A Brocklehurst		4	4
15	D Thomson	3		3

TREVOR PAYNE

John Cooper on behalf of Biggles Free Flight Team:

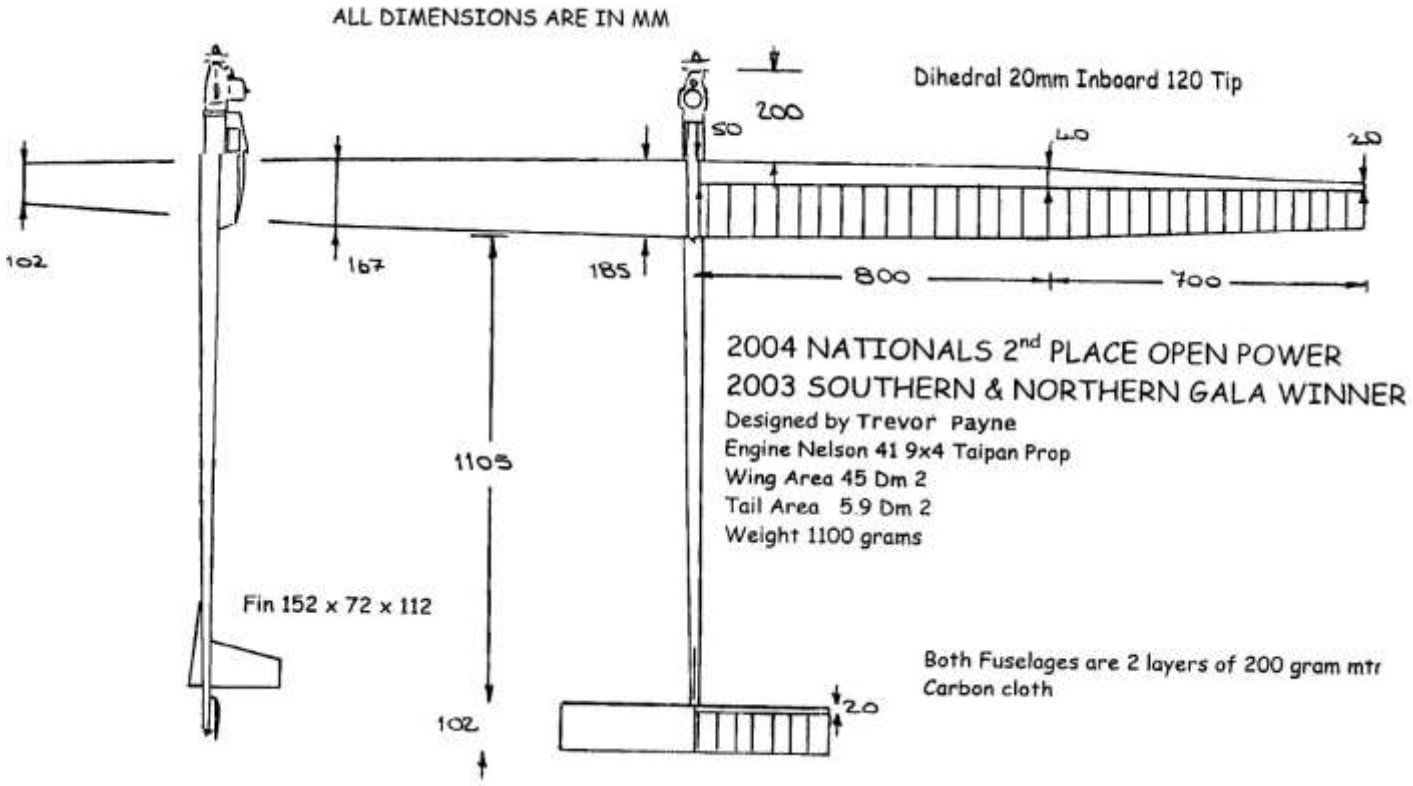
Trevor had been an avid Free Flighter for longer than most of us can remember. He started as a member of Northampton Model Aero Club before swapping to Biggles Free Flight Team when it was formed in the mid 1970's.

The earliest 'sighting' of him was in the early 1950's when Noel Parry met up with Trevor's dad on motorcycle matters and remembers Trevor being there. At some point after that he got the FF bug and was a regular contest flyer from the late 1950's

I first met him in 1964 and was in total awe of him, he was the man to ask if you wanted an answer to anything connected with FF. Nicknamed the Prof because of this.

Open Power was always his main interest, in the early days it was Cox 15 geodetic models (called Peregrination) for the rounds and then an ETA29 version for the fly-offs. The models slowly got bigger and bigger, culminating in the 40 models and the Forte design, that we were all used to.

He did fly other classes, Open Rubber and Wakefield quite regularly in the 70s and with an occasional foray into glider. I still remember him flying a power model in a glider contest to



get Plugge Points – the towhook was a screwdriver stuck into the bottom of the fuselage! In recent years he had also moved, very successfully, into electric flying.

His keenness and enthusiasm were legendary. In the days of fuse DT, a 6 minute fuse for a 3 min max was quite normal for him – he just wanted to make sure! Bad weather never deterred him, he was always willing to risk his best models in all that the UK could throw at him. The combined effect of this was long, very long, retrieves and he was regularly the last one off an airfield, with regular returns the next weekend to look for still lost models.

His enthusiasm extended to helping others as well. His eyesight was brilliant, hence he was first timekeeper of choice for flyoffs. He also loved retrieving, using a trusty but very old racing bike, and would volunteer to retrieve other's models just to keep himself busy.

He was still flying with 100% enthusiasm and effort until the end of 2019. He was aware that he had health issues then but, in typical Trevor style, he asked that it be kept quiet until he was ready to tell people. A lack of flying in 2020 due to Covid 19 meant that there was little meeting up, so the announcement of his passing on 26th August probably came as a shock to many of his friends.

FFN WEB ACCESS

The top level and purchasing pages of the FFn web site have been revised. This was necessary because the site was being downgraded in Google searches because the pages were not mobile-friendly. This has now been addressed with the functionality remaining as before.

From the main page

https://www.freeflightnews.org.uk/home.htm

there are links to the purchase page and to back numbers for years 2005 to 2019. The back number links take you to pages which give the options of downloading individual or year sets of back numbers or to access specific articles from the links in the index appearing on that page. There is a link to the competition calendar (but the contents have not been revised since the start of the pandemic).

The purchasing page

https://www.freeflightnews.org.uk/ffnbuy.htm

allows you to purchase subscriptions, paper copies of back numbers or NFFS Symposium reports and pay via Paypal.

These pages used to be quoted without the https: qualifier (or with http:) but that can lead to access problems with some browsers classifying the site as not secure.

Also included on the home page are links to various FAI free flight items which have their detailed pages hosted on the FFn site. These are

https://www.freeflightnews.org.uk/champs/mast.htm for the complete database of all freeflight championships results

https://www.freeflightnews.org.uk/wcup/wcupmast.htm for the database of all World Cup results and under normal circumstances the current positions and results.

https://www.freeflightnews.org.uk/ranking/latest.htm for the continued rankings given for classes F1B F1B F1C and F1E.

CIAM

As previously indicated the March 2021 F1D World Championships was in doubt. It is now confirmed that it has now been postponed to December 6 to 8 2021. The Covid situation is being monitored and decisions will be made later on 2021 World Cup and the championships scheduled in the summer.

The postponed CIAM 2020 Plenary meeting has now been confirmed as an electronic meeting during the next 2 months to make decisions on the more urgent items in the previously published agenda. Items not classed as urgent will be held over to the 2021 Plenary meeting. The Technical meetings to consider rule proposals on the agenda will be held as 2 hour meetings during various weekends in October. There is not a meeting for Free Flight this year, there is only control line, pylon racing, F3J soaring, F5 electric and drones. From each country the technical meetings will be attended by the national delegate and a technical expert or subcommittee member. The subcommittee chairman will produce minutes of the meeting and final voting will take place after these have been published. There will be another session to consider the changes proposed for general rules and those not covered by technical meetings.

INTERNATIONAL INDOOR FLY-IN

The 2020 Fly-in at Nijmegen in the Netherlands has been cancelled for 2020 because of Covid19, both the travel risks and quarantine for people travelling to the meeting and the potential loss on hall hire if not many attended. The event is planned for next year on November 12-14 2021.

FREE FLIGHT FORUM

2020 FREE FLIGHT FORUM – venue change

The thirty-sixth BMFA Free-Flight Forum will open at 10 a.m. on Nov. 15th, the day after the AGM, at the Mercure Daventry Court Hotel, Sedgemoor Way, Daventry NN110SG, not at Buckminster.

This year we have a wide variety of speakers and the topics they'll cover are:

Simon Dixon - The Models of Ray Monks

John Emmett - Electronics in the Service of Free Flight

Stuart Darmon - Building Other People's Mistakes

Phil Ball - Building in Lock-Down

Sue Johnson - What Next for a Lady Flyer?

Gavin Manion - Coupe in a Box

Andy Sephton/Mike Fantham - F3 RES - RC for the Aging Free-Flighter

Stuart Darmon - Further Thoughts on Carbon-Skinned Wings for F1A

Peter Martin - Simulated 3D Flight Dynamics - An Approach to Gain Insight for Trimming and Aircraft Development

Mike Woodhouse - Tame Your F1B and Related Thoughts.

At the time of writing the audience is limited to 20 due to social distancing requirements, so tickets, costing just £10, will be on a first come, first served basis. Your cheques, payable to BMFA FF Team Support Fund, should go to Martin Dilly, 20, Links Road, West Wickham, BR4 0QW, but please first call 0208-7775533 or e-mail martindilly20@gmail.com to secure your place. However, do check on the BMFA website Events Calendar where any increase in numbers allowed will be notified by November 1st.