

Free Flight news



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DIARY

February 13 Sculthorpe	BMFA East Anglian Winter Gala. O/P (Frog Senior), O/R, O/G, O/E SLOP, Vintage, Mini Vintage, P30, Classic glider, Overall champion. See FFn 0412. Contact and CD M Marshall 01223 246142. Also Vintage Wake 4oz and 8oz SAM35 rules.	March 12-13 Gjovik, Norway	Holiday on Ice F1A, F1B, F1C World Cup. Contact: Tor Bortne/Vegar Nereng, Jernbanev. 28, 2840 Reinsvoll, Norway tel: +47 611 97 463 or +47 611 96 736, fax: +47 611 98 351, e: margit.bortne@c2i.net
February 14 Chobham	Chobham Tree Chop. See FFn 0410.	March 19-20 Salisbury Plain	FF Trimming. See FFn 0502. Must be on security list SAE to Bernard Aslett, 25 Honeyhill, Wooton Bassett, Swindon, Wilts, SN4 7D to receive site and fee details. Essential to call Peter Tribe on 01225 862748 on Friday before travelling to check availability.
February 18-21 Lost Hills, California (USA)	Maxmen International F1A, F1B, F1C. World Cup. Contact: G Batiuk, San Luis Obispo, 1759 Southwood, CA 93401, USA tel: +1 805 546 8231, e: slogb@charter.net	March 25 (Good Friday) Barkston Heath <i>Note venue change</i>	BMFA Northern Gala. O/G (CMA), O/R (Caton), O/P (Hamley), SLOP, F1G, F1H, F1J/BMFA ½A, Mini-vintage, CO2, E30, HLG, Catapult Glider. Contact and CD: Dennis Davitt 0113 2675433
February 26 Viabon, France	Criterium Phillipe Lepage - F1B. World Cup. P-O Templier, 3, rue des Brisaciers, 77090 Collegien, France t: +33 1 6035 9358 email: secret@paris-air-modele.com, web: http://www.paris-air-modele.com	March 26 Middle Wallop	Easter event. Details to follow. Contact: D Baker.
March 5 Pori, Finland	Bear Cup. F1A, F1B, F1C World Cup. Contact: K Lindgren, Muonamiehentie 5, 28610 Pori, Finland, tel +358 26324 988, email: pipo.lingren@dnainternet.net, web site http://www.ilmailulitto.fi	March 27 Middle Wallop	SAM 1066 rally run by Bournemouth MAS for 75th anniversary. See FFn 0501. Contact: J Taylor, 01202 511502, john@intotomedia.com
March 5-6 Hranice, Czech Republic	Winter Cup I & II - two F1E World Cup events. Contact: Vojtech Zima, Smetanovo nabr. 1840, 75301 Hranice, Czech Republic tel: +420 581 60 4445 or +420 604 589 792, email: vzima@sigmahra.cz	March 28 Middle Wallop	Croydon Wakefield Day. See UK Competition News in this issue.
March 6 Area Venues	BMFA 1st Area. O/P&SLOP combined (White), F1A (K&MAA/Plugge), F1G, Vintage (Plugge)	March 26-27 Naranderra, NSW, Australia	Australian Free Flight Championships. F1A, F1B, F1C World Cup. P Mitchell, PO Box 44, Terrigal NSW 2260, Australia, t +61 2 438 43217 e: filnoels@bigpond.net.au
March 12 Crivelle, TO, Italy	6th Trofeo Ago F1K. S Schirru, Via C R di Cavour 5, 10095 Grugliasco To, Italy, tel: +39 011 7801788, fx: +39 11 415 57 44	March 29-30 Naranderra, NSW, Australia	Southern Cross Cup. F1A, F1B, F1C World Cup. T Stowe, PO Box 138, Winmalee NSW 2777, Australia, t/fax: +61 2 475 41334 e: stowes@ozemail.com.au

FFn

There is now a shortage of copies of the NFFS Symposium Reports 2004. A few people are still waiting for their copies from FFn: the second batch has just arrived and these will be sent out with this FFn but there are not enough to cover all the current orders. The problem now is that NFFS have run out of their print run and it appears unlikely that they can supply any more copies. Thus unfortunately no more 2004 reports will be available, neither from FFn or direct from NFFS

FREE FLIGHT PROPOSALS TO CIAM

The proposals for the March CIAM Plenary meeting were described in the January FFn, but the description of the electric proposal from USA was based on an earlier version. My apologies for this, the salient features of the proposal as submitted are as follows:

F1Q/R Common features:

The model is powered by (an) electric motor(s).

Folding or feathering propellers are required.

A single battery will power the motor(s) as well as the controller(s) if they are used.

Nickel Cadmium (NiCad) Nickel Metal Hydrate (NiMH) and Lithium Ion/Polymer (LiPo) batteries can be used. Batteries should be wrapped in a transparent plastic covering to allow their classification.

Motor runs can be timed statically on the ground by timing the motor's cutoff. The motor run will also be timed from the instant of launch to the folding/feathering of the propellers. In case of an overrun, either the flier or the timers can request that the motor be statically timed after the flight. A motor overrun is considered as an attempt.

Motor duration can be set between 10 and 20 seconds, announced in advance by the organizers.

Flyoffs required decreasing the motor run by 5 seconds per flyoff round to a minimum of 5 seconds, while retaining the standard duration for each flight.

F1Q Specific features

Maximum battery weight:

125 grams for NiCad and NMH batteries

90 grams for LiPo batteries.

Minimum area 25 dm²

Max: 3:00 minutes, 7 flights.

F1R Specific features

Maximum battery weight:

50 grams for NiCad and NMH batteries

35 grams for LiPo batteries.

Minimum area 12.5 dm²

Max: 2:00 minutes, 5 flights.

Implicit

No limitations on motor(s) types, down-gearing, auto surfaces or timers.

No curtailing of battery output by fuses or resistors.

No cell counts.

No builder of the model requirement.

No minimum weight requirements.

NEWS FROM BMFA FF TECH COMMITTEE

From Ralph Sparrow

BMFA Rule Changes for 2006

Yes it's time once more to start to think about next year's rule book if we are to pass proposals to Technical Council by the due date of 26th September.

In 2005 the FFTC will operate a similar process to the one used in 2004 to collect and consider ideas for rule changes. The time table will be:

Now	Announce the process and ask for input	
23 April	FFTC Meeting	Review progress
End April	Report on progress	
18 June	FFTC Meeting	Prepare list of possible rule changes
End June	Publish proposals for comment	
Late July	FFTC review	Review responses and amend proposals if necessary
Late July	Publish revised proposals	
Early Sept	FFTC Meeting	Prepare final rule changes for submission to Technical Council

The FFTC already have the following items to consider:-

1. Senior Championship

The Senior Championship is defined in rule 3.1.11. This defines the way in which points are allocated and events are specified for inclusion but does not give any indication of purpose. The FFTC suggest that the purpose should be to encourage a large participation in BMFA events, to recognise success and to identify the best "all rounder" of the year. At present points are allocated for all scores returned with the result that competition success, versatility and stamina are rewarded, in proportions that may not be ideal in encouraging a large participation. Two approaches (a and b) to modify rule 3.1.11 are suggested so far.

Either approach (a):

Add extra paragraph in (c) before the existing paragraph thus:

From each single-day event only one points score shall count towards the final total. At multiple-day events then each day shall be treated as a single-day event, except in the case of team selection events where only the final score for each meeting shall count.

or approach (b)

Add extra paragraph in (c) before the existing paragraph thus:

A maximum of 12 points scores only will count towards the final total with no more than one, per single-day event. At multiple-day events then each day shall be treated as a single day event, except in the case of team selection events where only the final score for each meeting shall count. If after the final computation there is a tie then the number of first/second/third/etc places shall be used to resolve this.

2. Protest Procedures

Protest procedures are defined in rule 3.1.16. This is written in terms of centralised competitions and requires a timescale that is not possible for Area Centralised contests where competitors may not be aware of happenings at other sites until the publication of results. A rule revision has not yet been worked out.

3 "Paper Aeroplanes"

At the 6th Area Centralised event in 2004 a number of competitors entered in the tailless event flying paper aeroplanes. The FFTC has received a certain amount of reaction to this varying from "it should be banned" to "the more entries the better". No protest was made at the time and the scores returned were accepted. The FFTC are clear that the entries and flights were in accordance with the rule book and their acceptance was correct. However we recognise that there are views that such entries trivialise the event where they are made and that, where the scores may influence championships or team events, they are less than "sporting".

Trivial flights are nothing new. They are common practice in fly-offs where another competitor has no model available. The rule book generally specifies how a flight is limited rather than how it is achieved. Hence it is not mandatory to run the engine in a power flight nor to use a tow line in a glider event. Revisions to specify all models so that they are "non-trivial" would, even if practical, be an over-reaction.

There are two suggestions so far. The first is to do nothing! The second is to specify a minimum flight time for a qualifying flight. 20 seconds is an attractive option as it fits nicely with the attempt rule 3.1.6. However it may be a bit low as it would still permit, for example, a hand launch glider to be used safely in an open glider event.

4 Maximum variation in mini.

Mini classes plus P30 and E30 at present have a maximum of 2 minutes specified in the rule book which cannot be varied by a CD. It has been suggested that there should be freedom for the CD to reduce (but in no circumstances increase) this at Centralised contests in extreme weather and/or due to field limitations.

5 Type awards in Vintage

The FFTC suggest that type awards should be given in vintage and mini-vintage events. First in each type (rubber, glider, Power) would receive an additional award. Overall positions would be used for any point scores as at present.

Please will anybody who wishes to raise any other potential rule changes or to comment on the above please send their suggestions, ideally by email or else typed so that they can be scanned, to the Secretary of the FFTC. Chris Strachan, 56 Way Lane, Waterbeach, Cambridge, CB5 9NQ. Email: chris.strachan@btinternet.com

Please note that some of the above changes are quite dependant on careful study of the rule book. Before sending your comments to the secretary please read the appropriate bits of the Contest Rules Section 3 Free Flight 2005 (£3 from the BMFA office) and the General Rules (free with Section 3). If the 2005 rule book is not available then work from the 2004 edition together with Contest Rules section 4 "2005 rule changes for BMFA official and contest rules"(free on request) which is already available at 28/01/05. If you do not have a 2004 rule book then shame on you!

Northern Gala - change of venue

Please note that this will now take place at Barkston Heath. The date, 25th March (Good Friday) remains. As BMFA News shows the wrong site and not everyone receives the e mail news or reads FFn it would be appreciated by Dennis Davitt if you could all pass this venue change information to friends and clubmates in case they miss this change. It is understood that Dennis Davitt, the CD, considered that Barkston Heath was more central and will enable more people to attend this important event.

FAI AND CIAM LOGO

The FAI have introduced a new logo, with the consequence that the documents, diploma, flag, etc, have been redesigned to accommodate the new design instead of the old familiar eagle. This has included a drive to have a logo for each sport commission including CIAM. The design shown has been chosen after much discussion. The complaints that it showed a free flight model were countered by the explanation that it is the oldest competitive class and in the end an F1B was accepted.



The FAI new logo

and the CIAM logo:



THE UK LEAGUE RESULTS FOR 2004

By Dave Hipperson

The charts here reflect contestant excellence and effort in all the properly advertised UK Free Flight events for 2004. A season which now extends right through the winter months - indeed some of the best events flown are then - and as if to give balance occasionally leaves quite arid periods of inactivity in high summer. Points of course give only part of the picture. In the following pages we flesh out some of the stories behind the successes for both the front runners and even the not so well placed. Dramas, as perhaps they are best described, as this past year was certainly not without its drama.

Easily the most poignant and sad being the untimely demise of our good friend Pete Harris. As the contestant base grows older it is reasonable that occasionally our people will pass away on the field. Indeed in the last few years this has happened a couple of times. Sad indeed. What is so much worse is the incredibly unlikely event of one of us being actually killed in action! It happened to Pete this year on Barkston just after he had completed his full score in Slow Open Power at the Nationals and was cycling off to retrieve under that gathering storm. He was a pillar of our movement, a power supremo and had years left. What could have been this year alone? Thanks to a successful Spring meeting he still places in the top 30 of the Senior Champs. It is most fitting that the BMFA, nowadays somewhat reluctant to commission new trophies, has seen fit to shift the Falcons Trophy, up until now given at the Nationals for Slow Open Power, to the Northern Gala to make way for The Pete Harris Trophy for Slow Open at the Nats. If all goes to plan this should be a figure of Pete launching his power model. If it is then he will be the first ever free fighter to have

his likeness made into a trophy. It will be an honour to win that one as it always was to fly against him.

The most noticeable new name this year is coincidentally right next to Pete at 26th in the Senior Champs list. This is the equally likeable Pete Tolhurst who you may have seen flying catapult glider and CO2 occasionally during the year. Truth is he did rather well particularly in Catapult where he was often in real contention even against Phil Ball. Flying under the Hayes Club banner and at Beaulieu he placed in both HLG & Catapult at the Second Area meeting and then did something similar at the Spring Meeting on Salisbury Plain, scraped 6th in Catapult at the Nats in a big entry then was 4th the final day flying CO2. Had a very busy Summer Mini scoring points in both the HLG and Catapult as well as placing 3rd in CO2. Best effort of all came at the end of the season at the Southern Gala where he came a close 2nd in Catapult and brought up the rear in CO2. By making the effort and flying all the time and doubtless learning a great deal in the process, Pete got a creditable 21 points from the season concentrating on just these three small model events.

Bill Colledge got most of his BMFA points from winning performances in the first two Team Trials events. Indeed a result so spectacular that he was then assured of top place on the Team with the luxury of not having to fly in the third event! He also placed in the Summer Mini and Southern Galas in Catapult Glider. Neither of these two guys figure in the top 25 of the overall rankings as neither of them flew much outside the BMFA events and Bill's A2 efforts don't count to the overall as they were FAI and without the BoM. Indeed half of the men in the top 30 of the BMFA Championships do not appear in the Overall top 25 for one of these two reasons. As we approach the top of both lists however it becomes obvious who does the bulk of the flying as the same names crop on both tables.

Dave Greaves well up the Senior Champs list at 15 flying almost exclusively F1B and making the Team also found time to use his Coupe to good effect winning the Nats and eventually placing in the CdH League (*Ed: see Coupe plan on opposite page*). Ralph Sparrow was one place above him in this thanks to a win in the class at the Northern Gala and a 4th in that very tough Nats flyoff. He also won P30 at the Summer Mini and scrapped into the points again in CdH at the windy Sixth Area event.

We now look at the Overall list and see how the BMFA scores had a powerful bearing on the results as we approach the top few names.

If Trevor Payne would campaign those magnificent Open Power models 'Up Country' at the numerous Church Fenton events he could place so much higher and give us all a fright into the bargain. The majority of his scoring was done in the BMFA contests. He placed no less than eight times, winning Open Power at the Winter Open, 3rd in F1C at the Halifax and first in Open power again at the Northern Gala. He was 2nd behind an incredible flight from Pete Watson in the same class at the Spring Meeting flyoff on Salisbury Plain and again beaten by the same man at the Nats. He was pushed down to 2nd at the Fourth Area, this time by Steve Barnes flying a Slow Open Power model and a fuel supply glitch robbed him of a win in Open Power at the Southern Gala. He finished the season with a couple of points from F1C at the very thinly supported Astral Trophy and then one Club point in the Brumfly. I will come back to that one point later.

Chris Edge gets in here thanks to a bit of good AI flying at a very windy Scottish Nationals. In the BMFA events he had a

sensational Northern Gala winning Open and taking 2nd in AI. He closed the season with some points in the second two Trials meetings and that first place win in Team Glider flying for the Scots as a Country Member! His own position being in no doubt, of course the trouble was the Scots Team score was disallowed on the grounds that the SAA were not a BMFA Affiliated Club. This has since been overturned on appeal much to the chagrin of the Morley Club who stood to win it and the case seems set to rumble on for a while. No question of the good flying by Chris however. John Godden had a less successful year than usual in the Club events, best day being at the Morley one design with a 2nd place in Senator and a point in Glider (Flashback). His BMFA flying comprised a 2nd in Mini Vintage at the First Area and 3rd in E30 at the Northern Gala, 3rd in Vintage at the Third Area and 2nd in Open Electric at the Nats.

Rodney Kenward hardly flies in BMFA events but is in here at 21st and 7th in the Timperley League thanks to efforts with his Slow Open model at the Crookham February event, Devon Rally, Brumfly and Timperley Galas. His total being seriously boosted by a very tidy win in Nostalgia Glider (Caprice) at Oxford and a point snatched in the same class at the Devon Rally. He was also 3rd in the Slow Open Power at the Spring Meeting as well as picking up points in the same class at the Summer Mini, Southern Gala and a point in Open Power from the Nationals.

20) Well down on recent years performances Gerry Ferer had more time abroad in the sun this year and less spent on British aerodromes - whatever could be the attraction! He started all right with a 3rd in Vintage and a 4th in CdH at Church Fenton in December then slipped a bit at the next comp with a 6th in Combined Mini. Not much from the Scottish Nats either when he dropped a flight in Vintage placing 3rd and then mysteriously flew a poorly entered CdH on the second day when Open Rubber would have been a better choice. A long flyoff in Open Rubber took 2nd at the Brumfly then a 3rd in Vintage Wake at the Pleasure Drome event and finally a 4th in CdH at the Timperley Gala rounded off the club season. His BMFA flying (46th in the Senior Champs!) saw nothing till the Northern Gala with a 6th in CdH and a workmanlike 3rd in a strangely all around low scoring Open Rubber flyoff. He was 6th again at the Third Area in Vintage and Open Rubber at the Nats, 5th in CdH at the Summer Mini and 5th in Open Rubber at the Southern Gala.

19) John Bailey did most of his scoring in BMFA events starting enthusiastically at the Winter Open with a 3rd in Glider and a 2nd in Open Power using his F1J. He used it again to good effect at the Northern Gala reaching the flyoffs of both Open and 1/2A Power DTing himself out of a higher place in the latter. At the Spring meeting a brave effort again with his F1J in the Open Power flyoff earned only a 6th place when his model glided off dead straight into the murk and the next day he dropped a flight early in 1/2A proper. Back to A2 Glider at the Third Area with a 3rd place and then the excellent 4th place in the huge Mini Vintage Nationals flyoff using that sensational Heladies power model. A disappointing Summer Mini with an early retirement from 1/2A and finally a 2nd in the Open Glider flyoff at the Southern Gala. In the club events he used his Senator to place 5th at the Morley One Design although he had intended to use a new untrimmed Dixy in the main event but had engine trouble. A token effort against only one other competitor earned a point in 1/2A at Brumfly and he came good again at the Timperley with a decisive win in the Open Glider flyoff.

COVERING

Wing: clear mylar, tissue on upper surface

Tail: clear mylar

Fin: jap tissue

Prop 540x510

12 strands $\frac{1}{8}$ "

125x3.5 turns

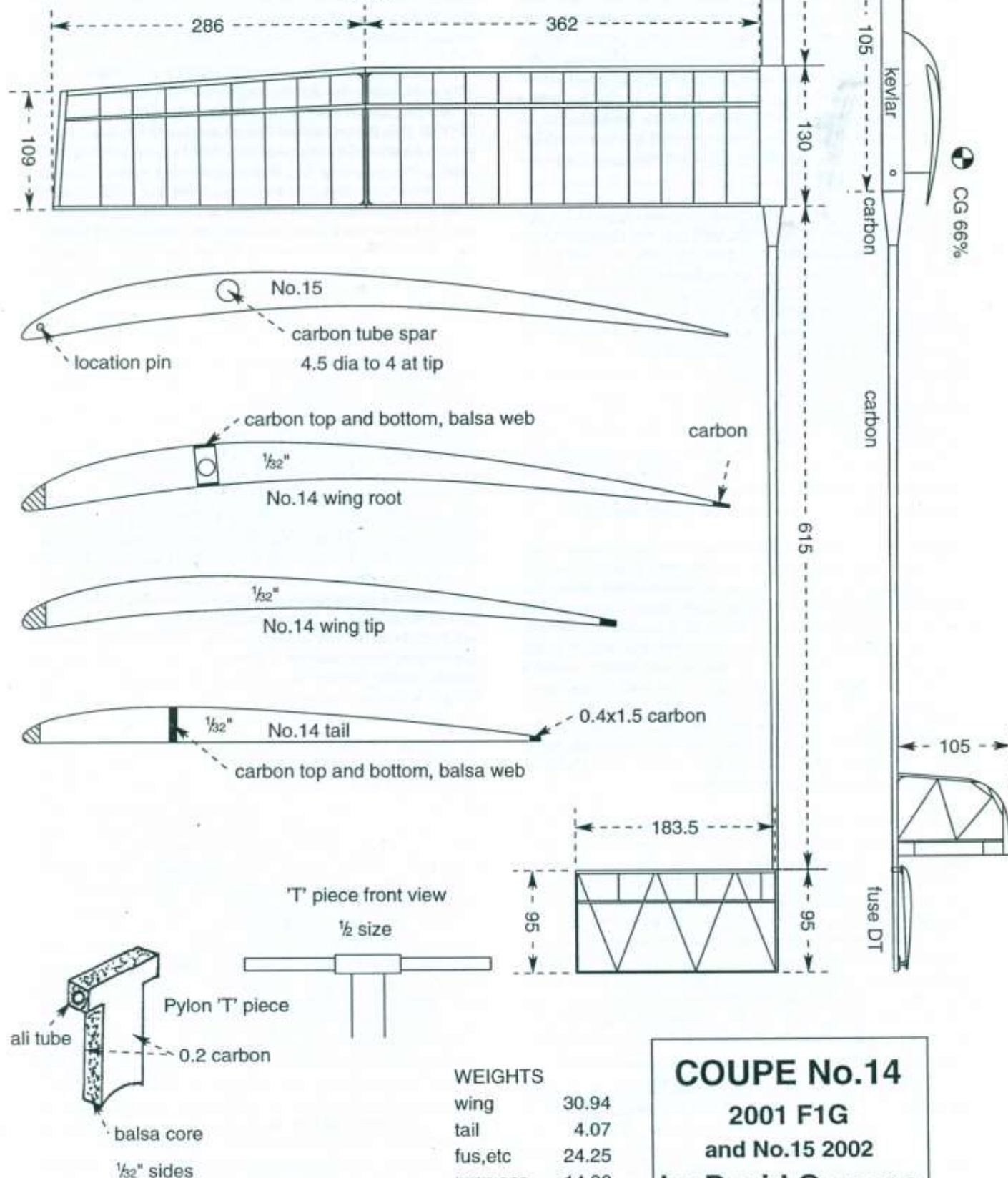
60 sec run

Ukraine front end

DIHEDRAL

Inner flat

Tip 86



WEIGHTS

wing	30.94
tail	4.07
fus,etc	24.25
prop ass.	14.83

COUPE No.14

2001 F1G

and No.15 2002

by David Greaves

Scale 1:5 All dimensions mm

18) Colin Foster flies much less BMFA events scoring exclusively in the big centralised meetings. Placings in Open Rubber and 1/2A making up his total at the Northern Gala, then a 2nd in 1/2A at the Nats with a 6th in Vintage glider to back it up. He was third in 1/2A at the Summer Mini and 3rd again in the same event at the Southern Gala. All this 1/2A activity helped his Biggles League score to bring him eventually 4th just behind John Bailey. His Club flying was centred around the Northern venues and he started the season strongly with placings in four out of the first five events. Second in Brit. Power at the First Church Fenton contest, 6th in Vintage flying a Hyperion glider at the next one, 2nd in Combined Glider (same model) at the New Year do then 4th in Rubber with a Senator at the Morley One Design meeting. Nothing then till late summer at the Pleasure Drome event when he placed 2nd in the Vintage Glider flyoff (not that Hyperion again!) behind a very on form Terry Dilks.

17) Brian Lavis is one of the group from the Biggles Club that really makes a mark in Al Glider each year and challenges hard for the Al League Trophy. This year that quest went along very nicely with a good start. Two points from a 3rd at the Northern Gala and similar from Odiham (a contest that doesn't count for our leagues, only Biggles) then a tie for 1st place at Oxford. His decision not to flyoff against Gary Oulds at that meeting was to cost him the League! He continued in good form, 2nd at Brumfly, 4th at the Summer Mini and finally an excellent win at the Southern Gala but the damage had been done. Roger Heap beat him by half a point which so easily he could have earned had he gone for it at Oxford. Never agree to tie! As well as all this Al League activity the rest of Brian's season was in Al and A2 Glider at BMFA events. Fourth in Open at the Winter Open, scrapped in 6th in Al at the First Area meeting and won the huge Al event at the Fourth Area meeting.

16) John Cooper is another of the Al enthusiasts. Unsensational in the Club stuff with a 5th in Al at Oxford, another similar at Brumfly and 3rd in Open Glider at the Timperley but in the BMFA events things were altogether different. Way up at 10th in the Senior Champs he was 2nd in Al at the First Area event, won the Northern Gala in the same class then had a purple Spring Meeting winning both Open Glider with a magic 8 minutes plus flight on a murky night when such things should have been impossible and Al the next day! This is a man that didn't compete in any Team selection meetings this year but was available so to do as he ran one of them! He was 5th in Open Glider at the Nats, and 2nd in Al at the Summer Mini. A very good return on not too many outings.

14) Dennis Davitt, tied with Gordon Beal, had a quieter year than last and has come in a lot of places lower as a consequence. His best day was at the Timperley Gala where he came 2nd in Vintage and 3rd in CdH although the week before that he had won the 25" Rubber event at the Pleasure Drome contest. His other good Gala day was early in the year when he won the Morley one design with his Senator. In the BMFA events there were two points from a 5th in CdH at the Northern Gala, six points at the Third Area from his 2nd place flyoff flight in Vintage and a useful 3rd in Open Electric at the Nats and a 2nd in the same class at the Fourth Area event. Finally a 4th in P30 at the Summer Mini. Much less CdH success for Dennis than usual.

Gordon Beal didn't seem to do as much Club flying as usual last year either but his efforts in the BMFA events took him to just outside the top ten in the Senior Champs. In Mini Vintage at the First Area he placed 4th, then an electrifying Northern Gala, his home patch Church Fenton, winning Mini Vintage and placing 3rd in Open Glider. He was 4th in Vintage at the Third Area meeting, a slightly disappointing Nats with only a

6th but it was once again Open Glider on a day when everyone else in his class seemed to be having so much trouble and Gordon flies through with a Nostalgia model! Back at the top in Vintage at the Summer Mini and finally a nice 2nd place Nationally in Open Glider again at the Sixth Area flying for his Morley Club and Model Engineer winning team and securing the Plugge Cup at the same time! He only scored in Club events twice during the year. In Combined Glider at the Church Fenton New Year do he came 3rd and then won the sparsely entered Pre-weight Wake event at the SAM Euro Champs.

13) Roger Heap took the coveted Biggles Al League as we have said earlier but by the narrowest of margins thanks to great flying in the class mostly in the last half of the season. His first club points came at this oh so crucial Oxford epic but it wasn't a great start as he was only 6th! He won Brumfly with a full score on a tricky day, then scored a 2nd at the Timperley a few weeks later this time in Open Glider. His BMFA efforts in Al were a 2nd at the Nats, victory at the Summer Mini and a solid 3rd place at the Southern Gala. The remainder of his total came from a 5th in Glider at the Winter Open and a win in Al at the First Area meeting. The highest placed solely glider flying contestant in the Overall rankings - a great effort.

12) Spencer Willis, much higher in this Overall chart than last time, 8th in the Timperley League but still doesn't figure in the top 50 of the BMFA Senior Champs. He gained virtually all his points from Club events in the South. Disappointing flyoffs at the BMFA Spring meeting gave him a 6th in CdH and 4th in Mini Vintage. He picked up another four points from a 3rd in Tailless at the Nationals - Barkston being as far North as he ever ventured, and finally in the BMFA contests a 3rd in HLG at the Summer Mini. The Club stuff was much better with a 2nd in Classic Rubber and a 4th in HLG at the Bournemouth Gala in April, followed by a 2nd in 4oz Wakefield next day at the same venue - Middle Wallop - at the Croydon Wake Day. Oxford was busy for him with a 4th in CdH and HLG the first evening then another 4th in Mini Vintage and a 3rd in HLG and a win in Tailless all on the second day. At the Devon Rally he was on his own in Nostalgia Rubber on a very windy day and brought up the rear in Mini Vintage. The next day making 4th in Open Rubber and 6th in Vintage Rubber. He got back on Middle Wallop for the Sam Champs and placed 3rd in Pre-Weight Wakefield rounding off the year on the same field with 6th at the Europa Cup in Vintage CdH.

11) Graham Shacklock is a supremely able competitor. Just to watch him flying his Timide Mini Vintage Power model is enough to get the idea. Work keeps him away from the contest field which is a shame, as when he comes out most of those flying against him can expect to take one place lower! Look at that run of blanks 'til the Third Area. Good flyoff in Slow Open Power but up against some impossible to beat thermal flights, then the Nats Mini Vintage flyoff and a colossal near 7 minute flight with his Timide is good enough for 2nd and again the same at the Summer Mini but this time 2nd in the Slow Open Power flyoff as well! At the Brumfly he walks away with Slow Open Power - made it look easy - and for good measure a couple of points in Mini Vintage from a single flight which flew away and took ages to recover. Possibly his Achilles heel, the massive over-run. A few weeks later at the Pleasure Drome he takes 3rd in the Vintage/Classic Power combination with his American that he has done so well with in the past. Then he is 3rd in Combined Power the next week at the Timperley Gala and he would have collected another three points for his 3rd place in the Open Rubber one flight event had the organisers got their publicity right and not voided their contest. Finally at the Southern Gala an infuriating dropped flight in Slow Open in the treacherously difficult lift in the afternoon put him down to 5th but in Mini Vintage, despite another colossal comp flight off a 40 second over-run (great to watch though) he recovered

to max out and win the flyoff over all the rubber models with a bit of air picking that puts you in mind of the great John West. A year flying in every contest for which he has models and Graham could top this table.

10) Pete Watson is possibly the most consistent high performing power contestant the UK has ever produced. He prefers to concentrate on F1C both home and abroad and when at home flies BMFA events almost exclusively. This year he is 4th in the Senior Champs. He too could win the BMFA title if he went at it. He missed the Winter Open as he would have been in California flying F1C there. Won the Halfax (F1C) at the First Area, was 3rd in F1J/1/2A at the Second Area, but wins the class convincingly at the Northern Gala. He was 3rd in the opening Trials event and at the Spring Meeting his flyoff in Open Power on a dead and murky afternoon was even longer than the winning Open Rubber flight! The next day he made mincemeat of the F1J flyoff. At the Nats he won the Sir John Shelley for Open Power with his FAI sized Nelson powered Open Model against the not inconsiderable might of Payne's monster. He and the rest of his club withdrew from the third day at the Nats as a mark of respect for their club mate Harris and so didn't fly in F1J. He was an uncharacteristic 6th in Open Power at the Fourth Area event and allowed himself to be tied at 1st in the Second Trials. He maxed out as usual in F1J at the Southern Gala and then continued with a slightly dodgy trim to max twice in Open Power with the same model but failed to retrieve it in time for either the last flight or the flyoff in 1/2A. Lots of points none the less. Finally he won a seriously depleted last Team Trials event to put himself comfortably in the Team for the Argentina World Champs along with his sparing partner Stafford Screen. He made just one appearance at a Club event, the very final contest, the second Crookham Combined power. Here he illustrated how the top of the range Open model is more than a match for Slow Open Power machines by winning the flyoff by a fair margin on a calm cold afternoon.

9) Frank Rushby was another power flyer doing better this time than last. He came out firing on all cylinders at the Winter Open winning Slow Open Power, used his F1C for a 2nd place in the Halfax at the First Area meeting, but could only make 6th in the Slow Open flyoff at the Northern Gala. Back on winning form at the Third Area meeting with a massive 20 minute flyoff in the combined Slow /Open Power event and a 5th place at the Nats in Open Power once again using his F1C. Second in 1/2A, with a totally gadgetless 1/2A version of his favourite Eggleston Creep design at the Summer Mini and finally 2nd again in F1C - the Astral Trophy this time - at the Sixth Area. He missed all the early season stuff on Church Fenton and didn't get scoring club points until the Morely Classic Power day in July and what a time he had there taking 1st and 2nd with those Creeps again in a flyoff against himself and seven others on a calm and damp evening when performance counted for everything. He won a poorly supported 1/2A event at the Brumfly, then came a close 2nd in the Classic/Vintage power combination at the Pleasure Drome the next month. The last club event success was a resounding victory at the Timperley Gala in a flyoff for Combined Power where the Nostalgia model is disadvantaged slightly. His wasn't and won by over a minute! He also made the Vintage flyoff but the Firecracker wasn't quite ready. (It has won sensationally since.)

8) Steve Barnes is the most improved flyer of the year. He was only 23rd in this list last time. He was also the most successful Slow Open Power flyer in 2004 and flew steadily through it, if anything getting better the while, culminating in a tremendous Southern Gala. In the club events, which helped him to 10th place in the Timperley League, he placed 2nd in the Combined Power New Year event at Church Fenton, then 2nd again in an

exciting Dixielander flyoff at the Morley one design day. Fourth in the Morley Classic again with his Dixy, maxed out in Slow Open at Brumfly but missed the flyoff choosing instead to assist club mate Dave Limbert to search for a model so placing only 4th. Came 5th in Vintage/Classic Power at the Pleasure Drome meeting and finally was top non maxer at the Timperley Gala in Slow Open placing 5th. His BMFA flying drew him up to a dizzy 7th in the Senior Champs! An unlucky 3rd at the Winter Open when his high Slow Open Power flyoff flight went out of sight very early, 3rd in the same class at the Northern Gala, 6th in the Open/Slow Open combination at the Third Area Meeting then third in 1/2A at the Nats flying a 1/2A not an F1J. A massive 10 minute flyoff in Open/ Slow Open at the Fourth Area meeting won him that, then he won again in the big flyoff at the Summer Mini and finally got everything absolutely right at the Southern Gala. Having flown the classes in exactly the right order he finished up with full houses in Slow Open and 1/2A on a day when most everyone else was having trouble picking the air. In Slow Open his rival John Thompson, who had also completed his flights early, declined to fly-off so allowing Steve to win with a token flight. In 1/2A as mentioned before, Pete Watson had mislaid his F1J and did not return in time to contest that final so once again Steve was able this time to hand glide the model to victory and save risking it unnecessarily. They all count -sometimes you only have to turn up! On paper that might all look rather easy but things don't always go right for Steve. He has had his share of timer trouble letting him down and he seems to be forever trimming and adjusting which constantly risks the models. He appears to enjoy it all so that, like Rushby, when he is in the groove he is very difficult to beat.

7) Trevor Grey restricted his activity almost entirely to the two Electric classes. He has done a great deal of work in this area and now on the FFTC has had his suggestions for improvements to the rules of both E30 and Electric Open taken seriously resulting in sensible rule changes that are sure to encourage the two classes. He did make time for some CdH flying as well. He was 4th at the BMFA Spring meeting, flew it also at a wind swept first day of the Devon Rally to take a point, then won the class in a flyoff at the Timperley Gala. So Electric was the real deal for him and it went like this. He won everything! The lot - every time he flew! Open Electric and E30! Well actually not quite. At the Summer Mini he was taken to a flyoff by Rod Briggins who hadn't read the script. Both of them did 6 minute flights and Trevor was beaten by 15 secs. Apart from that he took E30 at Oxford with a full score plus a four minute flyoff, Northern Gala full score and another four minute flyoff, the Nats full score and 6 minute flyoff, Southern Gala full score and 5 minute flyoff! In Electric Open he had victory at the Winter Open with a little short of a full score, the Nationals with a full score and a 5 minute flyoff and the unofficial event at the Southern Gala with just short of three, three minute maxes. That is not all because he also used this Electric Open configuration effectively in some Combined Power Club contests as well. He was 5th in the first Crookham event of the year, won the combination power event at the Devon Rally against full blown Open models, then was 5th again at the final Crookham Combined power event in December. He is 8th in the Senior Champs and 5th in the Timperley league. The FAI have invited him over to Geneva in February to advise them on a possible International Electric class. *(IK: actually I suggested that he attend as British technical expert to contribute to the discussions, not quite an FAI invite).*

5) George Sharp and John O'Donnell tied at 5th. An improvement for George and the best year for a long time but a slip down from the very top for John. George did some effective CdH flying outpacing the competition sufficiently to

win the Coupe d'Hiver League by such a margin that it was unnecessary for him to fly in the last qualifying event. His performances in this class started at the New Year Church Fenton meeting with a 2nd in Combined Mini, a 3rd at the Northern Gala, won the Oxford flyoff with a big flight that then spent a week or two hidden in a conifer in Oxford town to which it was tracked but could not be seen. He went on to win at Brumfly with the only full score then won the Summer Mini in a flyoff and finished with a 4th at the difficult Sixth Area meeting. That's just CdH. He was also runner up in the Open Rubber league! In that class he placed 4th at the Winter Open, 4th again in the Gamage, 2nd at the Northern Gala and won the Devon Rally. Finally he placed 3rd in the Southern Gala flyoff and was 6th individual and a member of the C.V.A team that won the Farrow's Shield at the Fifth Area event. He didn't ignore the class at which he has always done well either - Mini Vintage. In this he won on the first very windy day of the Devon Rally, used the Senator again the next day to place 2nd in the Open Vintage flyoff, made a token flight to boost entries at the Brumfly and got a place and a point for it and took 3rd in the flyoff at the summer Mini. George is 9th in the Senior Champs and 3rd in the Timperley League.

John O'Donnell. Looked like a good start with wins at the Church Fenton New Year contest in Combined Mini using his P30 and also Mini Vintage flying at Rufford in the First Area event with a 6 minute plus flyoff. Then things went a bit quiet, not helped by the fact that for religious reasons he was unable to attend the Northern Gala rather thoughtlessly scheduled for Good Friday. (They have done the same again for 2005 - not good). He scored again at the Nats coming 2nd in the Open Rubber flyoff and then 3rd in the Mini Vintage flyoff and 2nd in CO2. He was also 3rd in this class at the Fourth Area meeting. He still picked up a couple more points at Brumfly, even when he had to sit out the flyoff after mislaying two models making the qualifying flights. The Summer Mini brought a 4th in both CdH and Mini Vintage, the latter a good flight in a very tight finale that included almost all the seventeen man entry! He won Vintage CdH and placed 2nd in Vintage Wakefield at the Pleasure Drome and then got right back on top at the Southern Gala. Suddenly despite a windy day and long retrieves here he was winning the Open Rubber flyoff (great air picking) and placing 4th in Mini Vintage - his best day of the season. At the Fifth Area he was runner up in the individual scores for Team Rubber and then rounded off the year very well with excellent flying from his Vintage Coupe. After damaging both his modern models making the first flight at the Sixth Area meeting he switched to his third reserve - the Jump Vintage model and not only produced a good score but the winning score! He went on with this model to top the Vintage part of the last contest of the season the Europa Cup at Middle Wallop. This drew him up immediately into the top ten of the Timperley League. Actually for the amount he flew, which was well down on previous years, John scored very highly indeed with lots of wins against big entry numbers. Like George he had very few poor days. He is also 5th in the Senior Champs.

4) Ian Davitt is the youngest by at least a decade of our top ten. There are occasions when people simply can't believe how quickly he can put in five flights even on a windy day. A lot of it, he will tell you and he is right, is about simply getting on with it. However Ian's enthusiasm also motivates him to, when necessary, fill the last few minutes of a contest day with blizzards of flying. This rarely wins but usually places and always scores him points. Ian flies with the Leagues as the goal. This has been his best ever year and he still didn't give it nearly as much as he could in the Club events. He appears to be a natural Glider flyer and, like Phil Ball, a recent and enthusiastic convert and definitely capable of great things. In

the BMFA contests, spurred on by his determination for his club (Morley) to win the Plugge Cup, he scored double figure points on three occasions. Second in Glider and 3rd in Vintage at the Winter Open, 5th in AI at the First Area, winning CO2 and placing 4th in AI and CdH at the Northern Gala. At the Spring Meeting a 3rd in Coupe and Mini Vintage augmented the points from a 4th in AI. This was all on the same day remember - 14 contest flights! Then some nice flying on Mini Day at the Nats with a 2nd in the CdH flyoff and a 3rd in CO2. His very best Glider performance of the year was at the Fourth Area unluckily beaten by a very on form Brian Lavis so relegated to 2nd but still managed a 2nd in CO2 as well. Flying mostly the mini classes the Summer Mini is potentially a rich field for him but it takes a lot of physical effort to complete three classes. He placed in AI - 5th, CdH - 3rd, CO2 - 2nd. Similar pressure at the Southern Gala with just so many events! Ian placed 6th in the Mini Vintage flyoff, 5th in AI, 5th in CdH and 2nd in CO2. Supporting his club once again, he got away with a 3rd in Open Rubber at the Farrow Shield Team event at the 5th Area meeting in hostile conditions flying on a very turbulent North Luffenham and to round off the BMFA season tied for 5th with Ralph Sparrow in CdH. The Club calendar made up the rest of the points with a huge 10 being taken at the 2nd event of the year at Church Fenton when he won Open Glider and combined CdH /P30. At Brumfly he won Mini Vintage and was 3rd in CdH. The Timperley Gala gave him another couple of points from Open Vintage and CdH. Although he says he still isn't comfortable enough with Open/A2 Glider that is where he has the potential for even more success - taking the pressure off him slightly on the Mini days. With a big effort in Glider as well as the rest of his repertoire he could be Senior Champion.

3) Chris Strachan is a core member of the current Free Flight Technical Committee and possibly the most approachable Secretary they have ever had. This job involves a great deal of work and one might have expected it to have curtailed his effectiveness in the contests. It doesn't seem to have! Up a place from last year and also a very respectable 6th in the Senior Champs, Chris spread his effort equally between Club and BMFA events and appeared and flew regularly throughout the season. Rarely travelling far north his Club performance started in earnest at the Croydon Wakefield on Middle Wallop winning 4 oz Wake. On the main day of the Oxford Gala he won the Mini Vintage flyoff with a massive flight from his Scram - after already placing in Vintage Glider and the combination E30/P30 event. Two points for a win on the windy first day of the Devon Rally in Nostalgia Glider then better the next day with a flyoff win in Vintage Rubber and a 3rd in Vintage Glider. At the Timperley Gala he won Open Vintage with a typical 5 minute flyoff from his trusty Lanzo Stick and took a 4th equal at the Sam Champs in 8oz Wakefield. His BMFA efforts centred around Vintage with a win at the Winter Open, a rare northern trip to Fenton to place 3rd in Mini Vintage and 2nd in CO2 at the Northern Gala then a win in Tailless at the Nats (no Vintage this year as the middle day's events were scrubbed in respect of Pete Harris's accident) then 5th in Mini Vintage and 6th in CO2 on the third day of the Nats. He won CO2 at the Fourth Area and then had a field day at the Summer Mini with a win in the CO2 flyoff, 2nd in P30 and 5th in Mini Vintage. He still had legs left at the Southern Gala for a win in CO2 with the sole full score, and 3rd in the Mini Vintage flyoff. He rounded off the season by winning the other BMFA Tailless event, the one at the Sixth Area meeting. Although Chris admits to enjoying seeing his name above others at the end of the season he does not make a deliberate effort in the Leagues. The same cannot be said of the next and final two.

Phil Ball and Dave Hipperson fly for these positions. Although Hipperson has topped the Overall chart this year we should examine what he did in concert with Ball's efforts as their performances interrelate. Both men finished dozens of points ahead of the rest of the field inspired mostly by the effort they had to make to beat each other. They are not at daggers drawn but there is some healthy needle here. It is what makes it such good competition.

Phil's victory again in the BMFA Senior Championships might on casual inspection look to be close. However that isn't the case. He had a great deal still in reserve and eased up towards the end of the season with a comfortable lead that Hipperson could never hope to catch. In the Overall list it wasn't quite like that however as although towards the end of the season Phil still had a good grasp he could never have imagined what was going to happen at the last few contests. It came as a shock even to Hipperson and it wasn't the only shock he had.

A scan of the figures will reveal there were some sensational days for both of them. Phil had come close to pushing John O'Donnell off the top of this Overall list the year before and was making an effort in it from the start this time. He was even more determined to win the Open Rubber league which had also eluded him the year before and gone to John. As a consequence he started in the Club events much more strongly than usual and continued all year mopping up points however right from the start he had trouble with consistency in Slow Open Power and had put that class on the back burner by mid-season. This still left him with many other powerful choices including a new found enthusiasm for Glider showing success early. Adding glider to his repertoire made him an even more effective all rounder and as a master tactician he knew when to fly it.

Because of his self inflicted tight choice of classes Hipperson embarked on the season with no visions of the Senior Champs but still an eye on the Timperley and maybe the Overall Leagues and a policy to fly preferentially his power classes of Slow Open and its offshoots plus try for the Biggles F1J League with his 1/2A models. Additional to this his plan was to fly no Vintage classes what so ever and fly Rubber (CdH and Open) only when there was no power class or when there was time. This later part of the strategy, namely deciding when there was time, caused some problems when classes were sometimes not flown in the most effective order and a few contests were lost as a result.

Looking at the Club events first, where Phil appeared more than in past years, Hipperson started well but missed the second Church Fenton meeting due to a major vehicle breakdown, coming back a week later to take his first Slow Open Power win in the combined event with Phil taking the combined Glider. Hipperson was able to capitalise with his Nostalgia models taking the Dixielander event at the Morley meeting and then used his CdH to do similar at the first day at Oxford. Phil responded the next day with a 2nd in Catapult/HLG and 4th with his P30. They both went to the Scots Nats with Hipperson picking up Vintage in the first day in a wind and rain effected flyoff against George Blair. Ball's 3rd in A2 did not count to the Overall scores as it was FAI. The next, even windier day, saw Hipperson forsake his number one choice of Slow Open Power for a crack at the 1/2A event with an eye on the Biggies League. Phil flew Rubber and got unlucky with his first flight which hit colossal turbulence and dropped the max! He was to only place 2nd. Hipperson's activity on the first day at the Devon Rally was winning Nostalgia Power and placing 2nd in the 1/2A-F1J-Brit Power combination was covered the next day by Phil who won Open Glider but made an uncharacteristically short flight in the Open Rubber flyoff to place but 3rd!

In the past few seasons the leaders in these charts have suffered heat attacks (JOD) and broken ankles (Phil) and soldiered through. Up until this season no one had given up Aeromodelling during the race. This year Hipperson did. It wasn't for long but it was for real. The day after CDing the final day of the Devon Rally and after spending a most enjoyable few hours recovering one of his Dixielanders from a wood some way off the Common and in the warm sunshine that so often follows a contest day he and his wife Sue parked their motor home in one of the usual car parks. They left it there for no longer than 50 minutes to cycle onto a piece of the common Dave had discovered a few days before when retrieving. On their return their vehicle had been entered and just about everything valuable and loose and other things too that weren't had been taken. This included the vehicle's radio, five cameras and lenses, all Sue's handbags and make-up. Both tracker radios, no less than nine tracker bugs, batteries, film, food, drink, all their empty bags, a number of coats and anoraks, a large bunch of keys including their front door keys and every single one of Dave's five tool boxes - a huge one for the van itself, smaller ones for various classes of model, one of them including a couple of spare engines, and the complete tool box from which he builds at home. The thieves had not noticed the model box as it filled the front bunk area over the driving position so completely that they may have thought it was a bulkhead!

So while Phil was having in his own words "One of the most pleasant days he had ever had by the sea" with his wife on Exmouth front, Dave and Sue Hipperson were having what only could be described as a nightmare. As anyone who has suffered such traumatic shock will tell you defence mechanisms immediately spring into place to attenuate the grief. Hence that blank expression people have. Cutting off from the hobby he had always done was the only avenue open to him at that moment. Aeromodelling was over, he had lost too much and the wound was too painful to touch. The fact that within four hours of this catastrophe he was back in the saddle planning how he would compete at the next weekend's Nostalgia Power event at Church Fenton and George Sharp was lending him tracker bugs to do so, is solely due to incredible luck and some quick thinking by two entirely separate members of public who enabled the police to apprehend the criminals within an hour of their having stolen the goods and with some of it still on their person! Had that not happened - and recovering the rest, indeed almost all of the material, is a story in itself - you would never have seen him again and you wouldn't be reading this.

So once again utilising the advantage of having (still having) nostalgia models Hipperson attend the Morley Classic Power the next week with borrowed bugs, a reserve radio and skeleton tools to be beaten by Frank Rushby - twice! Brumfly was a disaster for him too with a dropped flight in Slow Open and an off trim Open Rubber flyoff flight. Phil made a killing at it with three wins! Open Rubber, HLG and Catapult Glider! Incredibly neither of them scored at Club level again until Dave flew in the final event of the year at Crookham by which time the die was cast.

The BMFA season was even more exciting if that is possible. Phil came out and scored heavily from the off. Placing high in the first eight contests attended but he didn't get the usual domination in Open Rubber he is used to. He had to settle for 2nd at the Winter Open being beaten by Hodgkinson and then again by Dobson at the First Area (Gamage Cup). However that's consistency - he was already ahead in the Open Rubber League and would stay there. Another leading contestant was heard to remark - "Just how can one man score 22 points at a single (the 2nd) Area meeting?" Well it's done like this. You win Open Glider against a field of more than 30 then you

polish off Catapult glider and win against a field of a dozen or so and make a few good flights in HLG to place 3rd in that too - easy! Hipperson, sticking mostly to his power classes, placed 2nd in the 1/2A flyoff after a similar position in Slow Open at the Winter event. He was also 2nd in Slow Open and 1/2A at the Northern Gala with a 3rd in Open Rubber at the Gamage. He was already way behind.

Phil gave them a fright at the first Trials with a 2nd place and this in a comparatively new class for him. He was beating people that had been flying it for decades. It must be galling for the others. He really let rip at the Spring meeting on Salisbury Plain. Hipperson blew the first day with a premature flight in Open Rubber that went into cloud before the max leaving Phil an open court in the flyoff and a win on reduced turns almost four minutes better than 2nd place! He then went on to a very respectable 3rd in Glider behind Carter and winner Cooper and won a depleted Catapult Glider event. Hipperson made slight amends the next day but after good qualifying flights in 1/2A was off trim in the flyoff and had already dropped a flight in Slow Open Power to place down at 4th.

Hipperson had a useful 3rd Area event with conditions very good at his chosen site of Somerset's Merryfield. His Slow Open Power flyoff was excellent but possibly made him careless. When he had to repeat the process in CdH he made a mess of it in poor air. On this occasion the real weather was at North Luffenham for a change and Rushby saw off Dave's challenge in Slow Open but Phil also flying there was similarly blighted when his near quarter of an hour Glider flyoff came only 5th when the winner did nearly three times that! The Nationals were better for Dave than Phil. The first day saw Phil taking 2nd in Catapult Glider with the American Kimball beating him by a couple of seconds but the finale in Open Rubber went against the favourite. Hipperson in semi-retirement in this class since his win here two years before had lent the model he had used in 2002 to Phil who was producing an article and wanted to compare Dave's, JOD's and his models. To avoid having to draw a plan Dave gave him the model! Without a check flight since Dave wound it and won the Nationals again! Two consecutive flights, 2 years apart, winning the Nationals despite the model having been in the main rivals possession for quite a few months. Phil must have certainly looked after it. So tempting to shave a few millimetres off some incidence somewhere. The second day was voided with both of them in commanding positions in various classes and the third day gave Phil little scope (he has got Mini Vintage rubber models now) but for Dave it was a triumph with a useful if unspectacular 6th in the tremendous CDH flyoff but just before that an exciting win in the 1/2A flyoff. His first ever power Nationals win (only his second Nats Power flyoff). Ditching the model he had used in the contest flights, which had developed a pressure feed blockage, he was check flying a new larger model until seconds before the hooter. His flyoff flight was perfect, just one whole second too long on the run and he had to assemble yet another model, his third reserve - the old no-gadgets Sloworm built in the 80s. By a miracle this produced a flight still good enough to win! There was, it has to be said, a certain amount of shouting involved in all this.

At the Fourth Area meeting Hipperson was once again in the flyoff making a good flight in Slow Open Power to take 3rd but Ball had dropped and had nothing else that day. He came back at the Summer Mini winning both the HLG and Catapult Glider events and placing 3rd in the P30 flyoff. Hipperson could only answer with another flyoff in Slow Open once again only good enough for 3rd and a 1/2A win in a depleted entry event which at least secured the FLJI/2A Biggles League for him. Phil scored no points at the next Team Selection meeting

but then at the Southern Gala surged ahead. Phil had a history of bad luck at this comp some years ago - these things are long in the past. This year he won three events and was 2nd in another! He had HLG and Catapult wrapped up by the time he was required to flyoff in Open Glider and Rubber. Glider went well with a great flight of over 7 minutes against seasoned campaigner John Bailey who missed the air. Then the rubber flyoff. John O'Donnell got away a little earlier than the pack that were to occupy the other top spots and won leaving Ball, Sharp and Hipperson following in that order. Hipperson had already dropped flights in Slow Open and for the only time in the year was to fail to score points in an event in which he had flown. Phil was now miles ahead in the Senior Champs and comfortable in the Overall League what with the massive 24 points earned from his Southern Gala spectacle.

Things were to change. Resigned to loosing the Overall League Hipperson attended the Fifth Area meeting at Merry field. It was windy, just a little bit less so than for the rest of the Country. The strong south westerly took models off the drome after about 2 minutes but not only in a direction free of major hazards but also one which coincided with an open gate leading through a farm and out onto a network of roads accessing the empty fields. This was to be crucial. Open Rubber was fairly straightforward maxes DTing sharp and landing a field or two out with no damage. He did not set out with the intention of flying in three events but the Rubber flights were finished by a little after 12 and he tried 1/2A more as a test as to the turbulence to see if power was actually possible at all as some rubber flights had been kicked about badly on the way up. For simplicity he used the gadgetless model he had won the British and Scots Nats with. Still not simple enough as the first flight had no DT! It hadn't gone out - he just hadn't lit it! Another break as the model was in neutral air and glided down in 3:30 and he could still cycle to it. Next flight dropped 15 seconds but meant less of a retrieve but bouncing on the runway mangled the nylon prop! The final three were easy maxes, DTed tight and landing accessibly one to two fields outside the drome without damage. It was now about 3pm and there was a general lack of activity on the field. The wind was at its worst - 25 mph. The encouraging presence of his Club Sec and a comment he had heard him make earlier about Slow Open counting towards Plugge as well as Rubber spurred him on to have a crack at the third class. The first Slow Open flight was perfect but it hit a worsening patch of turbulence at the down wind end of the field and fell out of the sky to drop 15 seconds again. Another break when the model landed gliding up wind into a patch of long grass just off the drome and held there with no damage. The next flight DTed early but was high enough to max and the last flight as is his habit was left to DT long, found slight lift and went a mile off the drome and landed in a large maize field from which it was tracker retrieved as the first rain came through. He struggled back for the Open Rubber flyoff with only about 20 minutes to spare. After unsuccessfully trying to get this postponed as a wall of rain was approaching, he had to fly, so chose to go late. It was still just raining and very windy and turbulent. All the models were thrown around horribly. His was the best of a bad lot, probably helped by using a fairly large model but only made a disappointing 4:30 odd.

The rest of the Country had had a truly terrible time. Hardly anyone had flown in 1/2A, top men John O'Donnell and Ian Davitt in their Open Rubber flyoffs had been even more adversely effected by Luffenham turbulence than Dave at Merryfield and in Slow Open Power Steve Barnes had declined to make his third flight after breaking numerous models including one when the fuselage snapped in the wind while he was holding it. (You can see his point!). However at

Merryfield the CVA Club presumed that they had been well trounced and Dave was hoping for a top six place in the two Power classes at best but didn't hold out much hope in Rubber.

Had he known at the time that his Club had won the Farrow and he had just become the first person to ever win three Area events on the same day as well and as a consequence also becoming the first individual to score 200 Plugge points on one day, it might have lifted the sprits somewhat as recovery of the Rubber model was tough. It had found the same huge maize field as the last power flight. However this time it was in the middle. Tracker work found it in about an hour the trouble was getting out with such a large wet and fragile model. The wind was howling, solid overcast and getting dark with drizzly rain. The maize was 9ft high where he found the model. He had no idea of direction, could see nothing. Had a compass in his wrist watch but couldn't read it because he didn't have his glasses with him! Who takes glasses to search for a model in a field? He actually considered ditching the model. Eventually in his wanderings and approaching panic in this forest of a crop he walked under a power line and remembered where that was and could then orientate and was soon walking in the correct direction and was free.

Phil Ball had not attended this Fifth Area meeting, saving his models for the Trials the next weekend, and hence Hipperson's 20 points catapulted him to within 3 of Phil in the Overall Championship but still trailing well in the BMFA points. There was one event left and that was the final Area meeting - the Sixth. For the Overall prize Ball had Open Glider, Hipperson had CdH. It was going to be very close what with Phil's recent good form in Glider and the difficulty of placing high in a CdH area meeting with what is always a large entry. Hipperson needed another string to his bow so he did something most unusual. He took up another class! There was two weeks before the Sixth Area event. In this two weeks he researched Tailless designs, built a complete model and then tried to trim it! This final stage involved no less than seven trips to the field during which the model showed few signs of wanting to fly. All flights ended suddenly in some respect or other. It was only after a number of desperate telephone calls to the Oracle - John Pool - the final one of these being actually between two trimming sessions on the last day - that the model showed any interest in doing anything but falling out of the sky! At 7pm, just before dark on the Thursday 7th before the contest the very last trimmer - it never got wound up to more than a third turns - looked almost promising. It would have to do.

At North Luffenham as with the rest of the Country apart from extreme north (Scotland) the weather was not kind and Ball dropped his first Glider flight badly and was out of contention. The night before the South Coast had been lashed by gales - that morning at Merryfield believe it or not the leaves actually stopped moving for an hour just prior to the contest start! The wind soon picked back up but that was enough of a window for Hipperson, feeling like a complete tyro, to try the Tailless model. The first attempt wound gently into the grass in 11 seconds. No damage. Some adjustments and no room for mistakes. The model had still never flown without crashing - what chance this flight. Less turns this time and running a little off to kill the burst and the model flew. It was jerky but it did 2:18 - its best flight so far. The wind was now picking up fast and the next two flights risking more turns actually maxed and both left the field down the long dimension. His score was beaten only by Nats winner Strachan flying at Sculthorpe and maxing out. Thanks to more people than might have been expected having a go at the class, including his Club mates, his points were maximised. Further efforts during the day gave him 3rd in CdH as well despite dropping two flights. He was 7 points in the lead and then the Crookham Club announced another comp! A decision on the Aeromodeller Overall League

now had to wait till early December after the results of the Vintage CDH and Combined Power event scheduled for Middle Wallop on the 5th December. Ball could have come with his Power models and even built a Vintage Coupe and taken this back but he didn't attend and it left Hipperson able to tack on few more points with a 4th place in the power event. Thanks to the 30 earned in the last two Area meetings Hipperson had the Overall award by 10. Ball on the other hand had the Senior Champs by 19 and despite still being nervous of not winning the Open Rubber League right up to the very end he had that too after flying and scoring in every one of the eight qualifying events the best five of which counted.

There can be few greater compliments to a man's ability in any sport than to have the governing body re-writing the rules to deliberately make it more difficult for you because in their opinion you are doing too well. As last season closes and we enter the new one the FFTC are considering modifications to their Senior Champs system for 2006. We are sure their deliberations will be logical and if there is an alteration it will be a fair one. However in the mean time as collator of all this data and the man who ran him closest this year at least I would be perfectly happy for Phil Ball to keep beating me under the present rules rather than for them to change just to make it easier for the rest of us.

Hopefully these charts encourage effort throughout the year. Out there are numerous very talented flyers some of whom that don't fly enough. If they did the likes of me would be further down this list. Effort and dedication to the cause is all that is required. We need more contestants - not more contests nor more classes at contests. So to end this piece this year after all the ballyhoo about the guys at the top I would like to return you to the man I was talking about right at the start at 25th equal with that one point at Brumfly. A windy day and, as is so often the case, no opposition in pure Open Power. (Where are all those old FAI models that would be so competitive?) Undaunted Trevor Payne makes all his flights despite a nasty moment on his second when his huge model is mislaid at the bottom of a quarry. He maxes out and wins - bothering to make the 3rd flight when it was quite unnecessary. A single point seems insufficient bearing in mind the sort of machinery he was committing to the air each time he flew but let it be an example to us all of sportsmanship and determination. Pete Harris would have been proud of him.

Coupe d'hiver League 2004

Best 5 scores make up totals

		NG	Spr	Nats	Ox	S.Mini	Brum	S.Gala	Total
1	G Sharp	4	-	-	9	9	6	-	28
2	I Davitt	3	4	6	-	4	3	2	20
3	R Sparrow	9	-	3	-	-	4	-	16
4=	D Greaves	-	6	9	-	-	-	-	15
4=	R Vaughn	-	9	-	6	-	-	-	15
6	G Stringer	-	2	-	3	-	-	6	11
7	R Wilkes	-	-	-	-	-	-	9	9

Open Rubber Trophy League 2004

Best 5 scores make up totals

		WO	NG	Spr	Nats	Scot	Dev	Brm	SG	Total
1	P Ball	4	9	9	4	3	3	9	6	37
2	G Sharp	3	6	-	-	-	9	-	4	22
3	D Hipperson	-	-	2	9	-	-	4	3	18
4	J O'Donnell	-	-	-	6	-	-	2	9	17
5	W Hodgkinson	6	3	4	-	-	-	1	-	14
6=	G Ferer	-	4	-	1	-	-	6	2	13
6=	C Chapman	-	-	6	-	-	6	-	1	13
8	T Dobson	2	-	3	2	-	-	3	-	10

Special note here that winner Phil Ball flew and scored in all the contributing contests!

Overall Aeromodeller League Chart Codes 2004

XS1	Xmas Special No.1	Dec 21 03	CW	Croydon Wake	Apr 12	PD	Pleasure Drome	Aug 15
XS2	Xmas Special No.2	Dec 28 03	OX	Oxford	Jun 19&20	TG	Timperley Gala	Aug 22
NY	New Year Special	Jan 4	SN	Scots Nats	Jun 26&27	SE	Sam Euro Champs	Aug28/29/30
BG	Boumemouth Gala	Apr 11	DR	Devon Rally	July 3&4	SC	Scot Classic P / Paisley	Sep 9
M 1	Morley One Design	Apr 12	MC	Morley Classic Power	July 11	CV	CDH Vintage	Dec 5
CG1	Crookham Power No.1	Apr 12	BR	Brumfly	July 25	CP2	Crookham Power No.2	Dec 5

Overall Aeromodeller League

		XS1	XS2	NY	BG	MI	CP1	CW	OX	OX	SN	SN	DR	DR	MC	BR	PD	TG	SE	SE	SE	SC	CV	CP2	Club	BMFA	B-FAI	Total
1	D Hipperson	6		9		9			9	4	9	3	8		4	5								3	69	108	108	177
2	P Ball		6	9						9		3		7		15									49	127	118	167
3	C Strachan							9			13		2	10				9			2.5				45.5	56	56	101.5
4	I Davitt		10													7		2							19	69.5	69.5	88.5
5=	J O'Donnell			9												2	6						9		26	60	60	86
5=	G Sharp			6						9			9	15		7									46	40	40	86
7	T Grey					2				9			1	9				9						2	32	42	42	74
8	S Barnes			6		6									3	3	2	2							22	49	49	71
9	F Rushby														9	2	6	12							29	33	27	56
10	P Watson																						9	9	67.5	45	54	
11	G Shacklock															11	4	6							21	31	31	52
12	S Willis				8			6	5	9			2	4					4				1		39	12	12	51
13	R Heap									1						9		6							16	31	31	47
14=	G Beal			4																6					10	35	35	45
14=	D Davitt					9											8	10							27	18	18	45
16	J Cooper									2						2		4							8	36	36	44
17	B Lavis									7.5						6									13.5	27	27	40.5
18	C Foster	4	1	6		3											7								21	17	17	38
19	J Bailey					2										1		9							12	28	24	36
20	G Ferer -		5	1							4	1				6	2	3							22	13	13	35
21	R Kenward					3			9				1	2		6		3					1	25	7	7	32	
22=	C Chapman						3						6	6											15	15	15	30
22=	C Edge											6													6	30	24	3(
24=	J Godden		1			7																			8	19	19	22
24=	T Pavne															1									1	32	26	27

BMFA SENIOR CHAMPIONSHIP 2004

		Total	W	A1	A2	NG	T1	SP	E1	A3	NS	NM	E2	A4	E3	SM	T2	SG	E4	A5	T3	A6	E5
1	P Ball	127	4	6	22	18	6	15		2	10					19		24			1		
2	D Hipperson	108	6	4	6	12		8		8	9	10		4		8		3		20		10	
3	I Davitt	69.5	8	2		7		11				10		9		10		7		4		1.5	
4	P Watson	67.5		9	4	9	4	15			9			1			5.5	7			4		
5	J O'Donnell	60			9						6	10		2		6		12		6		9	
6	C Strachan	56	4			6					9	3		4		14		7				9	
7	S Barnes	49	4			4				1		4		9		9		18					
8	T Grey	42	2			6		3			9	9		4		2		7					
9	G Sharp	40	3	3		10										13		4		1		6	
10	J Cooper	36		6		4		18			2					6							
11	G Beal	35		3		13				3	1					9						6	
12	F Rushby	33	9	6		1				9	2					3						3	
13	T Payne	32	4	4		2		6			6			6				2				2	
14	S Screen	31.5			9		9			3	3						5.5				2		
15	D Greaves	31			4		9	6				9								2	1		
15	R Heap	31	2	9								6		1		9		4					
15	G Shacklock	31								2		6				12		11					
18	C Edge	30				12					3						2				4	9	
19	J Bailey	28	7			5		2		4		3				1		6					
20	M Benns	27			15						4					8							
20	B Lavis	27	3	1		2								9		3		9					
22	J Carter	26						6		6						4	3			1	6		
23	A Jack	24					2				4	3					7					8	
24	R Sparrow	22.5				9						3				9						1.5	
25	W Colledge	22					9									3	9	1					
26	P Harris	21	2	3	3			13															
26	P Tolhurst	21			5			2			1	3				5		5					
28	P Williams	20.5			6			2			9							1			2.5		
29	S Philpott	20							3				9			4	2		2				
30	R Baggott	19.5	1				1	4						3			5.5	2			3		

Key to BMFA Senior Champs

W Winter	SP Spring Gala	E2 F1E June 6	SG Southern Gala	E5 F1E Oct 24
A1 Area 1	E1 F1E May 9	A4 Area 4	E4 F1E Sep 5& SMC	
A2 Area 2	A3 Area 3	E3 F1E July 4	A5 Area 5	
NG Northern Gala	NS Nats-Sat	SM Summer Mini	T3 Trials 3	
T1 Trials 1	NM Nats-Mon	T2 Trails 2	A6 Area 6	

Timperley League Top Ten for 2004

		9 points	6 points	4 points	3 points	2.5 points	2 points	1 point	Total
1	D Hipperson	Comb Power New Year Special. Morley Dixy. Cd'H Oxford. Vint Scots Nats	Brit Power Xmas Special. Nos Power Devon	CdH Oxford. Nos Power Morley					56
2	C Strachan	4oz Wake Croydon. Mini Vint Oxford. Vint.Rubber Devon. Vint. Timperley				8oz Wake SAM Champs	Nos. Glider Devon		40.5
3	G Sharp	CdH Oxford. Mini Vint Devon. O/R Devon	Comb Mini New Year Special. CdH Brumfly						39
4	P Ball	Comb Glider N.Y Special. O/R Brumfly	Comb Power Xmas Special. HLG Oxford.	O/R Devon	O/R Scots Nats				37
5	T Grey	E30 Oxford. Comb Power Devon. CdH Timperley					Comb Power Crookham. Comb Power Crookham (2)	CdH Devon	32
6	F Rushby	Nos Power Morley. Comb Power Timperley	Vint/Classic Pleasure Drome				1/2A Brumfly		26
7	R Kenward	Nos Glider Oxford	Slow Open Brumfly		Slow Open Crookham. Comb Pwr Timperley		Slow Open Devon	Nos G Devon. Comb Pwr Crookham	25
8	S Willis		Nos Rubber Boumemouth. 4oz Wake Croydon	HLG Oxford	CdH Oxford. O/R Devon			Nos Rubber Devon. Vint CdH Europa Cup	
9	J O'Donnell	Comb Mini New Year Special. Vint Cd'H Europa Cup			Vint Wake - Pleasure Drome		O/R Brumfly		23
10	S Barnes		Comb Power New Year Special. Dixy - Morley		Nos Power Morley. Slow Open Brumfly		Vint/Classic Pleasure Drome. Comb Power Timperley		22

INDOOR RECORD

The FAI has ratified the following record claims.

Class F1L duration with ceiling 15m - 30m. The time 22 min 32 sec was set by Stan Chilton on August 15 at West Baden, USA. The current record is 21 min 23 sec set by Akihiro DANJO, Japan, on October 20 2001.

Class F1N (Indoor HLG) duration under ceiling less than 8 m. The time of 49.8 sec was set by Tim and John Harte at Twizel, New Zealand, on April 17th. The current record in 39.6 sec set

on November 24 2001 by Len Surtees of Australia. This is a team record set by Tim Harte as the flyer and John Harte as the builder of the model.

The FAI have received the following provisional record claim:

F1N No.118a duration ceiling less than 8m, Tokyo, Japan, time 47.3 sec on Dec 4 2004 by Akihiro Danjo and Mitsuru Ishii of Japan. Current record is 39.6 sec set by Len Surtees of Australia on November 24 2001.

NEW YEAR FLYER, CHURCH FENTON, JAN 2

Report by Dave Hipperson

The weather announcement by the BBC prior to this contest what not so much a forecast as a warning. "For the north of England venture onto the roads only if your journey is absolutely essential as dangerous winds and snow were likely!" So driving was not to be recommended but they didn't say anything about not flying!

Although it was the west of the country that took the brunt of the gales Church Fenton on the East was still lashed by gusts of over 40 mph throughout the night before with burst of hail and rain and even some lightening thrown around. The morning was till ferociously windy, cold at 4 -5C but with a fairly clear sky and little threat of rain.

Maxes were set rather low particularly as the fields just outside the drome were much more airframe friendly in this bluster than the hard tarmac runways that led up to them. In practice however just about anything that flew more than 90 secs got comfortably - if that's the right word - into the countryside..

The demoralising forecast reduced the entries to a handful but most made a go of it on this, quite the most windy day, your reporter has flown in for a couple of years. Gordon Beal made a great job in Open Glider opting to use his nostalgia design and only drooping slightly on his third flight. On the other had Hipperson in British Power made a hash of his first but then picked up with a couple of maxes. It is indeed most dispiriting to break a model badly on the first flight - and everyone but the eventual winner in this class certainly did that. Dave Clarkson's first max glided hard into a fence breaking the fuselage, Ian Wilkinson's disassembled itself on the runway and Colin Hickmott broke his wing. Cohn managed a repair and another flight but the others retired. Hipperson's too broke its fuselage in half on the second flight but after travelling all that way nothing was going to stop him completing his flights. If necessary he would have flown his Y Bar.

The day was much enlivened by John & June O'Donnell who had come specially to share with us their 40th wedding anniversary. Resplendent in 40th anniversary badges and with the necessary documentation and notices the back of the O'Donnell van was thrown open to reveal red wine and a choice of cake for all. As an eighteen year old with barely three years contest flying experience behind him at the time, your reporter, although not at the wedding itself, can still boast how he accompanied them on their honeymoon. A flying trip of course, part of the Aeromodeller party organised by Ron Moulton to the Paris Coupe d'hiver International of that year!

Although this last event of the three Xmas specials at Church Fenton had been somewhat of a blow out thanks should be made to Dennis Davitt who gets all these dates together for us on this excellent field.

All events 3 flights to 1:30 max

Open Glider		British Power (8 sec run)	
1	G Beal	4:12	1 D Hipperson 4:08
2	G Peck	3:24	2 C Foster 1:45
3	P Robinson	0:43	3 D Clarkson 1:30
4	C Hickmott	0:37	4 I Wilkinson 1:11
Open Vintage		Combined P30/Cd'H	
1	G Warburton	2:51	1 J Godden 2:55
2	R Wykes	1:00	2 M Sanderson 2:35
3	T Elison	0:02	

Combined E30/C02: no entries

INTERNATIONAL COMPETITION NEWS

TACA VON HAFE competition in Portugal has now been accepted for the World Cup, details are as published in the December FFn.

CITY CUP OF LUCENEC in Slovakia has a date change from the original day in May to April 23. Again, the details are otherwise unchanged from the details in the December FFn listing.

UK COMPETITION NEWS

CROYDON WAKEFIELD DAY will be March 28th (Easter Monday) at Middle Wallop, starting at 10 a.m. Events will be F1B for the Thurston Trophy in rounds, 8 oz. Vintage for the Ted Evans Trophy, 4 oz. Vintage for the Fairlop Cup, Classic '51-'60 and P-30. Contact Martin Dilly on 020 8777-5533 or e-mail martindilly@compuserve.com or David Beales on 020 8858-2714.

MIDLAND AREA will be flying at Barkston Heath for the 1st and 5th Area events and North Luffenham for 2nd, 3rd, 4th and 6th Area events. All welcome to any of the events, an airfield charge will apply. Information from Simon Dixon

SAM 35 VINTAGE WAKEFIELD at the BMFA FF Nationals will be on the Saturday, May 28th. Two classes, 4oz and 8oz. Entry on field £3. Start 10am, finish 5pm. Three flights then flyoffs 5.30pm. Presentation right after flyoffs. CD P Arnould, 01473 890436.

FREE FLIGHT TRIMMING ON SALISBURY PLAIN

The Salisbury Plain facility for free-flight trimming on Training Areas 8 and 20 will once more be available for the use of BMFA members on the Army's security list. As before, those flying all free-flight competition classes will be welcome, as well as people practising for FAI contests. This is one of the best free-flight venues in Britain, and the aim is to improve overall free-flight standards in the UK.

For those unfamiliar with the site there are a few simple rules to follow. Send an SAE to Bernard Aslett, 25, Honeyhill, Wooton Bassett, Swindon, Wilts, SN4 7D; in return you will receive a sketchmap showing where we fly on Training Areas 8 and 20, a request for the one-off fee, (to be decided once the Defence Estates licence fee is finalised) which will allow you 17 weekends flying, and two copies of the users' guide. Sign one copy, return it to Bernard, and your name will be included on the security list (unless you're already on it). Alternatively, if you don't wish to pay the season ticket fee, once you are on the list you can pay on the day £10 per weekend or part weekend. BMFA membership required.

The following dates have been agreed: March 19/20; April 9/10; April 16/17; April 23/24; May 14/15; May 21/22; June 4/5; June 18/19; June 25/26; July 2/3; July 9/10; July 23/24; August 6/7; August 13/14; August 27/28; September 3/4; October 1/2.

Because of possible short-notice military use, you must call Peter on 01225-862748 on the Friday before you plan to fly.