

# Free Flight news



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## DIARY

March 6 Area Venues	BMFA 1st Area. O/P&SLOP combined (White), F1A (K&MAA/Plugge), F1G, Vintage (Plugge)	March 28 Middle Wallop	Croydon Wakefield Day. F1B, in rounds, 8 oz and 4 oz. Vintage, Classic '51-'60, P-30, all starting at 10 a.m. Contact M Dilly on 020 8777 5533 or e-mail martindilly@compuserve.com or D Beales on 020 8858 2714.
March 12 Crivelle, TO, Italy	6th Trofeo Ago- F1K. Entry fee €20. Contact: Sangbo Schirru, Via C R di Cavour 5, 10095 Grugliasco To, Italy, tel: +39 011 7801788, fax: +39 11 415 57 44	March 28 Middle Wallop	Crookham. Comb.power, precision. See details on page 31. J Thompson, 01252 842471, Johnd.Thompson@btinternet.com
March 12-13 Gjovik, Norway	Holiday on Ice F1A, F1B, F1C. World Cup event. Entry fee NOK 250. Contact: Tor Bortne and Vegar Nereng, Jernbanev. 28, 2840 Reinsvoll, Norway tel: +47 611 97 463 or +47 611 96 736, fax: +47 611 98 351, email: margit.bortne@c2i.net	March 28 Church Fenton	Morley One Design Day. Events for Dixielanders, Senators, Flashbacks plus Vintage Cabin Power. No.flights and max to be decided on day. Start 9:30am. CD S Home. Contact J Godden 0113 252 1002.
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.	March 26-27 Naranderra, NSW , Australia	Australian Free Flight Championships. World Cup F1A, F1B, F1C. Contact: P Mitchell, PO Box 44, Terrigal NSW 2260, Australia, tel: +61 2 438 43217 email: filnoels@bigpond.net.au
March 25 (Good Friday) <b>Barkston Heath</b> <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	March 29-30 Naranderra, NSW , Australia	Southern Cross Cup. World Cup F1A,F1B, F1C. T Stowe, PO Box 138, Winmalee NSW 2777, Australia, tel/fax: +61 2 475 41334, email:stowes@ozemail.com.au
March 26 Middle Wallop	Easter event reported but details not received.	April 3 Area Venues	BMFA 2nd Area. O/G, F1B (Weston/Plugge), F1J/BMFA ½A (Plugge) HLG, Catapult Glider
March 27 Middle Wallop	SAM 1066 rally run by Bournemouth MAS for 75th anniversary. Club Classic Rubber, P30, mini-vint rubber, A frame (mass launch), spark ignition (precision), vint/classic open G (100m vint, 50m classic), comb vint/classic HLG & CLG. All flyers must be insured. No radio control or control line. Contact: J Taylor, 01202 511502, john@intotomedia.com	April 9-10 Salisbury Plain	FF Trimming. See entry for March 19-20.
		April 9-10 Oberkotzau, Germany	Oberkotzau & Föhlberg Cup 2 F1E World Cup events. P Kuttler, Schneebergstr 26, 95145 Oberkotzau, Germany tel: +49 9286 6187, email: peter-kuttler@web.de
		April 16-17 Salisbury Plain	FF Trimming. See March 19-20 entry.

## FFn

NFFS have supplied a few copies of their video "The Joy of Flying Free" in European PAL format. This was first produced in 1993 and gives a good general coverage of all aspects of aeromodelling. The activity is all American and the lack of purchased and carbon models suggests that some of the filming was a little earlier than the final date. Whatever the age, the 42 minute film gives a good feel for all the attractions and challenges of free flight. Copies are available from FFn for £5 including postage in UK or Europe, available on a first come – first served basis.

## FREE FLIGHT PROPOSALS TO CIAM

The Free Flight proposals for the CIAM Plenary meeting were described in the January and February FFn. The full agenda for the meeting has been published and you can download a copy from the FAI web site at:

<http://www.fai.org/aeromodelling/meetings/>

In addition to the items already listed in FFn, the agenda includes proposals submitted in 2003 but which were deferred because they were for rule changes which could apply only from January 2006 (the next change allowed for free flight rules under CIAM's four-year rule for changes in the sporting code which affect championship classes). These deferred proposals are as follows:

### Radio control in F1A and F1B

USA propose to allow radio control DT in F1A and F1B by adding the following sentence to 3.1.2 and the equivalent to 3.2.2 for F1B:

"F1A models may use radio control only for irreversible actions to restrict the flight (dethermalisation. Any malfunction or unintended operation of this function is entirely at the risk of the competitor."

Reason: RCDT offers an important safety feature when a model is flying off the field, is about to hit an obstacle (a high voltage line, a tree, or a busy road) or is in a very strong thermal. RCDT cannot offer an advantage to clandestinely acquire a second attempt because second attempts are already banned if a model dethermalises within 20 seconds of launch. Frequencies used for this radio function are short in duration and pulse coded. This option has been legally available to the F1C class for several years.

### Supermax

USA had proposed removal of supermax and so this is added to the other proposals for this change. The USA proposal specifies 3.30 for first round max in F1A and 4.00 for F1B and F1C.

Note that these are proposals which will be subject to voting at the Plenary meeting which on March 18 and 19. If you have opinions on these you will have to communicate them to your national representative quickly in order to be time for this meeting. The results of the voting will be given in the April FFn.

## FAI SPORTING CODE

In general the Sporting Code section 4 (that is, the Aeromodelling part of the Code) may be downloaded from the FAI web site:

<http://www.fai.org/aeromodelling/documents/sc4.asp#1>

The 2005 edition of the Free Flight section, volume F1, was published early in the year but, at the time of writing, the general rules (volume ABR) have not yet been updated to the 2005 edition.

## NEWS FROM BMFA FF TECH COMMITTEE

### Rule Changes 2006

Please note that the list of proposals in newsletter 4 is just that - proposals. Alternative approaches - including 'leave well alone' - and ideas for other rule changes are welcome. Please send your comments (ideas/thoughts/worries) to Chris Strachan, FFTC Secretary, 56 Way Lane, Waterbeach, Cambridge, CB5 9NQ, tel. 01223 860498, Email: [chris.strachan@btinternet.com](mailto:chris.strachan@btinternet.com)

### International news

Alan Jack has replaced Phil Ball as F1A reserve in Argentina. A team meeting will be held at Bircham Newton/Sculthorpe in March.

No junior free flight team will be sent in 2005. Council has now approved the requirement that all Junior team members must have competed in senior trials before selection. Also the FFTC must be satisfied that the result is appropriate.

Trevor Grey will attend the CIAM meeting on 18<sup>th</sup> March to advise on the Electric Class proposals. The FFTC are discussing this and other proposals on the agenda for the CIAM meeting on 17-19th March. If you have views on any of this please let the FFTC know - contact Chris Strachan, as above, before March 8th. The full agenda, including all annexes and reports is available for download from the CIAM Web site at <http://www.fai.org/aeromodelling/meetings/>.

### Model Engineer Trophy (Team Glider 2004)

The SAA protest was upheld by Council. At the SAA's request the trophy was not presented for the year 2004.

### Outstanding 2004 Certificates

A final list is with the BMFA Office and certificates will be posted on when Ian Davitt receives them.

### CD Guidelines

The final version has been agreed and will be placed in the CD Box. A code for sensible regulation of 'Motorised Retrieval' is also included. Copies of all these are available from Chris Strachan if you wish to read them.

### The Treasurer

Reports that all accounts are in a healthy state even considering that the FFTC does more of the actual organising and running of the year's competition programme than any other discipline.

### Council Delegate

Dave Clarkson reports that, following the January full Council meeting, all technical committees are required to contribute to a proficiency scheme. The aim will be to produce a set of easily verified goals for which a BMFA proficiency certificate will be given.

### PRO

Ralph Sparrow has unfortunately now resigned and Trevor Grey will temporarily be carrying out this job.

### Nationals

Planning is progressing smoothly but helpers are still required at the event itself - Please contact Mike Woodhouse. John Cuthbert is co-ordinating the production of the 'Peter Harris Memorial Trophy' to be designed and made by Trevor Faulkner. This will be presented for the SLOP event. The Falcons SLOP Trophy is now going to the Northern Gala (with the agreement of the Falcons Club).

### 2005 Rule book

This should now be available from the BMFA office and via download from the BMFA web site.

## **Byelaws**

We were wrong in newsletter 3 in saying that we were dealing with a draft from the ODPM (Office of the Deputy Prime Minister). Martin Dilly informs us that we are discussing 'changes' to an existing document. The complications in agreeing an overall BMFA response arise when the varying requirements of RC, CL and FF are considered. Steve Philpott and Mike Woodhouse are handling this.

## **Risk Assessments and Site Safety**

More bureaucracy but we have no option but to be involved. It affects everyone - FF included. We have produced a 'general' draft document and it shows, not surprisingly, just how safe FF is. The requirements of Specific Site Safety now have to be incorporated in this.

## **Big Tent at the R/C Nats**

We urgently need a coordinator to work on this FF publicity project - offers please.

## **Free flight Demo**

The parascenders at North Luffenham are having an open day on Sunday 10th July. They want to see Free Flight. This date unfortunately clashes with the second day of the Woodbury Common Gala and Bill Cox's first Grantham Vintage event. However, if you aren't contemplating either of these events this will be an ideal opportunity to do some trimming and publicise FF at the same time. If you can help contact Steve Philpott asap at srphilpott@aol.com

## **Calendar Revisions**

For 2005 the FFTC tried to publish the Calendar as early as possible, achieving the first version in October 2004.

The problem is that publishing early to allow planning around it makes it more likely to change. Other than mistakes the biggest problem is the availability of flying sites, many will not commit until well into the current year. In 2004 there were 14 versions, we are already up to version 8 for 2005.

It is important that anyone planning an event should have access to the latest version. "Free Flight News" published the 2005 Calendar in October 2004 edition and gives latest information each month; BMFA News publishes the official version. However hard copy publications cannot keep up with the inevitable changes and additions that are often 'imposed'. The FFTC website should be the best source <http://www.vengi.demon.co.uk/> (also available from the BMFA website link). If you don't have web access and wish to avoid a 'clash' contact the FFTC secretary Chris Strachan - details as above.

## **Team Trials Site 20/21 August**

Increased availability of Barkston Heath in 2005 due to recent work by David Phipps from the BMFA office means it's possible to run the first Team Trials this year at either Barkston or Salisbury Plain. Will all of last year's trials competitors, and any others intending to compete this year, please let Chris Strachan know which you prefer. Just a simple A or B answer please asap - address again as above.

## **F1E IN USA**

An F1E competition was held near Lost Hills between the Winter Classic and Max Men competitions. As well as a competition for F1E and "mini F1E" there were team trials for the USA team at the 2005 World Champs, selecting team members Tom Ioerger, Vince Crogan and Peter Brocks, with Ken Bauer as alternate.

It is now planned to have an F1E World Cup event in the same period next year, tentatively fixed for February 16th, the day before the Max Men starts with its mini competition.

## **CROOKHAM GALA, MIDDLE WALLOP, FEB 6**

Report by Dave Hipperson

More very calm weather coincided with Crookham's second excursion to Middle Wallop in the last few months but it was more probably the intelligent and modern choice of events (not too many of them either, BMFA please note) which boosted entries to record levels. Hardly cold for the time of year but chilly under an overcast, the morning started with a very slight southerly drift switching about occasionally to slightly south east. The unexpected arrival of parascenders meant a move of control from the deep south to a more central location. This brought the short mown grass runway areas into play so with flights going virtually nowhere it was the perfect setting for an excellent days flying and so it proved.

This was a Crookham Gala proper and trophies were on offer for the main three classes. A novel addition of a precision event (not limited to vintage, any power or rubber model qualified) drew reasonable support as well and making history as the final decision needed a flyoff no less to break the three way tie! The chances of this might have been heightened by the event requiring only two flights but nevertheless, in your reporter's recollection, never has such been required before in a precision event since those Vintage pioneers in South Bristol dreamed the class up back in the early 60's! Further interest was added to this final result by an Ajax flown by a lady - Yvonne Brown - winning against Pete Carter who himself was flying in his first event!

Combined glider was helped by the perfect towing terrain but hindered by lack of drift. This might have been expected to have favoured the modern approach and 50 meter lines but the older models took charge perhaps helped by their sheer weight of numbers. Startling to see almost as many competing in this class as flew in Open Glider at the Nationals. Obviously good rules.

During the afternoon as well as the parascending about which the CD was understandably less than happy there were some full size manoeuvres way downwind but thankfully he was able to warn us about these without having to suspend flying. Came as a bit of a surprise though when word is we should not be allowed to share this site with full size activity for safety reasons. When one considered that nearly 200 of our vehicles paid £6 each at the gate (£1200?) one might have hoped the Museum could ensure the Aeromodellers got the run of the place.

The short max may have been a bit conservative although who can be sure the breeze wasn't going to spring up any minute and take models into the buildings so perhaps it was wise. It certainly made a difference to the flyoffs. In both Combined Power and Glider a number of the eventual front runners would not have been there with a 3 minute max. Although the conditions were benign nearly all day, even when the sun broke through, there was a period about midmorning when it became very dull and numerous flights came down too suddenly for comfort.

The huge flyoffs were run to 10 minute slots with 5 minute gaps well signalled, most important when so many are involved. In the now slightly breezier air - possibly 5 mph, Mini Vintage went first in apparently dead conditions. However there was up and down as a test hop by John White was proving over to the western edge of the field - his CdH hanging around beautifully on the glide. The Mini Vintage qualifiers missed this. Shacklock's Timide power flight (not

alone, there was at least one other power model in the flyoff) was away fairly early; Sharp's Senator went in the last few seconds. Both did slightly less than would have been expected in summer calm air. However it was Martin Pressnell's RAF V that looked to have won until Graham's time came in.

Power had included Electric Open to the new rules (more performance potential) and rather controversially still allowed the full 30 second run. Using the now legal bigger motor and battery pack Bob Wells appeared with a very attractively finished design which had started life as an FAI power model. Its tidy appearance and excellent performance were made all the more incredible when one discovered that the entire airframe had been built in 1972 and flew quite a lot! Certainly the oldest model in this flyoff. It had made the maxes easily during the day and in the final flight looked every bit an electric power model as too did the smaller and lighter approach from Grey. The diesel and glow men were understandably worried! After demolishing his Slow Open model at the last meeting on Wallop, Kenward was down to a full blown Open design which climbed well but didn't quite have the glide. He and the electricians went fairly early. Hipperson had engine warm up duties to perform and eventually released his largest T34 with OS20 converted to diesel by Ron Draper. This could have been higher but the glide was excellent. Dave Clarkson produced the best climb by far using a recently Steve Barnes renovated PAW 1:49 in a British Power model but as with most relatively small flat bottomed wings it came down too quickly to win.

Because of the increased breeze these power flights returned to earth in and around the high security ammunition manufacturing enclosures on the other side of the road. The man on duty there could not have been more helpful to everyone concerned unlocking anywhere we wished to search. Worth remembering next time - go straight to him - he seems to be there to help. The parascenders on the other hand seemed to have been aggravated by the retrieval going on through their midst despite their lack of activity at the time and sent an angry deputation up to control so the Glider flyoff was held up.

When eventually it got underway it proved an impressive victory for a nostalgia model off 75m line showing that there were patches of lift even this late. Second place being taken by a Thor (Vintage) off the full 100m. At least this slight delay allowed some of the earlier flyoff participants time to return for the prizegiving where the trophies, and wine for all placers, was distributed by CD Mike Parker.

#### Mini Vintage 22 flew, 14 F/O

1	G Shacklock	Timperley	6.00+4.02
2	M Pressnell	Bournemouth	6.00+3.27
3	G Sharpe	CVA	6.00+3.15
4	T Tyson	Bournemouth	6.00+3.01
5	A Longhurst	SAM 35	6.00+2.54
6	R Audley	B & W	6.00+2.53
7	T Shepherd	Portsmouth	6.00+2.49
8	C Chapman	B & W	6.00+2.45
9	I Davitt	Morley	6.00+2.39
10	S Willis	Croydon	6.00+2.00

#### Combined Glider 19 flew

1	R J Kimber	SAM35	7.30+4.33
2	R Marking	CVA	7.30+3.35
3	C Hutchinson	Aldershot	7.30+3.34
4	P Williams	Richmond	7.30+3.24
5	K Taylor	E Grinstead	7.30+3.17
6	A Crisp	Biggles	7.30+3.15
7	R Audley	B & W	7.30+3.05
8	N Farley		7.10

#### Precision 8 flew

			target time	total error	flyoff
				2 flights	
1	Y Brown	Old Warden	0.44	-0.02	+0.04
2	P Carter	Aldershot	1.01	-0.02	+0.05
3	V Wilson	Crookham	0.38	+0.02	
4	C Hutchinson	Aldershot	1.04	-0.20	
5	S Hylan	1066	1.23	-0.59	
6	D Clarke	Aldershot	1.02	-0.25	

#### Combined Power 16 flew

1	D Hipperson	CVA	SLOP	7.30+4.49
2	D Clarkson	Timperley	SLOP/Brit P	7.30+3.58
3	R Kenward	Croydon	OP	7.30+3.57
4	T Grey	MFFG	OE	7.30+3.50
5	A R Wells	BQFA	OE	7.30+3.35
6	J Allen	Crookham	SLOP	7.30+3.30
7	R J Kimber	SAM 35	VINT	7.30+2.35
8	J Leitch	SAM 35	VINT	7.30+O/R

### EAST ANGLIAN BMFA WINTER OPEN, SCULTHORPE, FEBRUARY 13

Report by Dave Hipperson

Oh dear! My suggestion only last month that Winter was the ideal time for Free Flight contests must have fallen on evil ears at the weather factory. An astonishingly desperate forecast of 35mph northerly winds, temperatures in the 5C region and possible showers of sleet held up to be tragically accurate.

Only a handful turned up to compete in this the first BMFA event of the year and even fewer of those that attended actually flew. Most of those that did acquitted themselves quite well - at least the models flew but many only once! Strachan's first, a mini Vintage Scram flight for instance, looked very stable but it was badly broken downwind. This had him turning to P30 at which he heroically completed his flights. Despite the short max nearly everything - even some that didn't max - left the field and required the traditional long drive around. In general it was 2 minutes to the downwind fence which was a mile from the launch point!

Phil Ball got in two tidy maxes in Slow Open with his old faithful diesel model unscathed. Hipperson on the other hand dropped time behind a hangar on his first and seriously over ran his second breaking both aeroplanes so comprehensively in the downwind fields that he could not continue. Chilton retired after one.

In general the glider flyers fared best mostly staying on the drome and flying quite well because for its faults at least in high winds the air over Sculthorpe tends to stay fairly smooth.

Contest Director Michael Marshal assisted by his wife like last year gamely saw it through to the bitter end with a smile and presented the prizes, wine, certificates and a trophy for Gala Champ (Phil Ball) in a sleet squall to the tiny handful that had remained to the end. Thanks to him and the men that manned the gate and generally put it all together. We can't expect contests organised for us, if when the weather turns a little bit inclement, so many cry off. It was terribly windy and cold but not un-flyable. Standing about must have been very uncomfortable - those that did not fly would have gone home very cold. No one flew for the Frog Senior in Open Power. That is simply not good enough!

All maxes 2 minutes

#### Open Glider

1	J Cooper	3.44
2	G Peck	2.12
3	R Heap	1.21

#### Slow Open Power

1	P Ball	4.00
2	D Hipperson	1.50
3	A Chilton	1.16

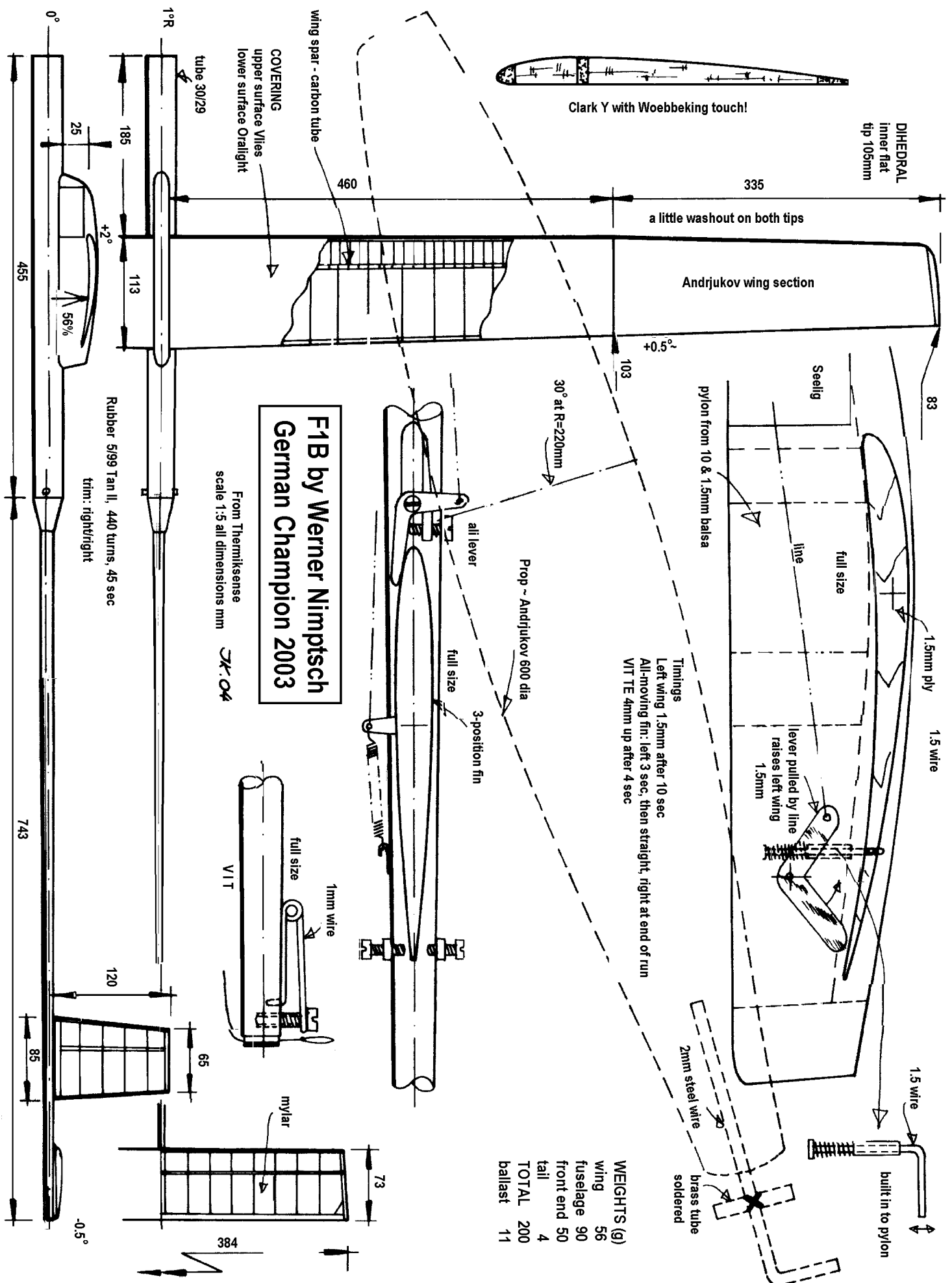
#### Mini Vintage

1	C Strachan	2.00
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#### P30

1	C Strachan	3.50
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No entries in Open Rubber, Open Power, Electric Open, Vintage or Classic Glider.



## F1B BY WERNER NIMPTSCH

I thank Jorgen Korsgaard for drawing the F1B which I flew to win the 2003 German Nationals.

In this model, it is itself a characteristic building if one sees of the wing and the fuselage tubes, that I bought from M Hoffmann (I Vivchar system). With the prototype, at the 2001 Nationals I reached the flyoff, but had a zero after two broken motors. In early summer 2003 I made some tests, over weeks flying in the mornings from 6.00am. It soon appeared soon that the wing with smooth covering on the lower surface and rough on the upper surface gave the best result. It reached repeatedly 5 minutes, and that satisfied me.

In the building of the model, I paid attention to reliability and practicality. Nevertheless it has all that it appears a top model must have. The only thing I rejected was delayed prop release. I fly with a 3-position fin, VIT, and the left wing panel flat becomes flat 10 seconds starting with the trailing edge 1.5mm raised. The propeller hub uses the red-black motor spinner of Graupner. The prop is a sandwich of balsa and carbon on a form of Rainer Lotz (mould of an Andrukov propeller).

Now a few words on the competition in Manching. About a week before the planned departure to the German Nationals the model had flown away in a test flight through timer failure. An unsuccessful search day after day went on until a farmer 20 km away found it. I took this as a good omen.

In the Nationals I flew almost all rounds without stress and totally relaxed, except for the 241 seconds in the 4-minute round, where a closely set timer gave a fright. I looked at that as another good omen, and for the first time I thought, could today be your day?

In making the flyoff, I had reached one of my goals. I had flown the rounds mainly unobserved. In each round, I was last in my group and had to find my own thermal. This could have turned out to be an advantage. In the rounds, I brought 5/99 rubber to the use. All motors had at least 5 knots, and I wound cautiously. The power made the glide of the model again bet. It flew some strange turns, although not set for left glide. The first surprise changed a short time later to joy, for there was the thermal. Was the cause in the wing warp, which I had noted when checking? It was hot in Manching and the wing had no D-box.

In the flyoff draw I got the first pole. All the interest was in the middle where the supposed favourites stood. Hardly anyone was interested in me. From the rubber box I took the single 5/99 motor without knots. To be sure I had used it already in that 4-minute round with caution. I wound on 420 turns, for breaking a motor would do the cause no good. Of all finalists, mine was the first model into the air and I followed it together with the timekeepers with the binoculars.

No one had taken notice of me until then when one at the next pole questioned my long flight. I looked away and lost sight of my model and also in the binoculars. Better my timekeeper who timed the flight for the 6 minutes.

## NOTICEBOARD

Martin Dilly notes that:

J&L Industrial Supply (0800-663355 or [www.jlindustrial.co.uk](http://www.jlindustrial.co.uk)) have a Spear & Jackson ball bearing 125W variable speed mains tool at £29.95 that appears identical to the Dremel Multi-speed; it comes with 47 accessories and a free flexible shaft. The order code is: ABSJE-00047A.

J&L also have a low strength Permatex threadlock (as opposed to medium or permanent, which most high street nut locks are) suitable for fasteners that require occasional adjustment (like auto rudder or timer screws). A 10ml bottle of that costs £4.40 and the code is ABPMX-22210E.

## CORRESPONDENCE

*From Sally Challis*

I would like to say I liked the report on the Coupe Europa held on December 5 2004. The competition was very well organised and a happy event, ending up with the prize-giving, coffee and a chat in the Museum hall. The weather was very kind and all had an enjoyable day.

The point that was made by several good flyers not to fly in the modern coupe event, was missed. The reason they did not fly was to object to the "Builder of the model" rule being dropped for this event. I flew a model (which I had not built) only to prove that ANYONE can wind and launch a well-built, well-trimmed model and get a result. I won the ladies trophy, which I enjoyed doing, but it was a hollow victory. There was a worthier winner than myself, Edna Flynn, who flew a model built by herself.

Do we want our youngsters to always buy, or have bought for them, one or several models built by the Vivchar's or Gorbán's of this world? And if it gets broken never to know how to repair it? Their attitude is that someone will buy a new model or parts.

We should encourage them to make things for themselves. There are so many good model builders who I am sure would run a workshop and put **PRIDE** back into winning a competition. They are doing this in France.

I know if we fly abroad, and to have any chance of winning, perhaps we need the high tech models. Although there are still Brits who make and fly homebuilt models and do well. PLEASE, PLEASE can we keep "Builder of the Model" Rule in home competitions.

*From Andrew Longhurst:*

### Wing Structures for F1G

The following implies no criticism of the superb F1G by Dave Greaves that appeared last month and is clearly a leading design.

However, it raises some particular questions about the wing structure on No.14 which is of a type that has been in general use for some time. This is the solution incorporating an "I" beam spar as on No. 14. The wing section is quite highly cambered and has no diagonal structural component other than the covering. It follows that when we consider the upward bending stress on the wing caused by tissue shrinkage and flight loads, the compression is taken by the topmost carbon element of the spar and the tension is taken by the leading and trailing edges being the lowest parts of the structure.

I therefore wonder what exactly the lower carbon element of the spar is doing other than adding ballast. Under bending stress it cannot carry any load whatsoever and those of us who join wings by hook and eyelets on LE and TE know this to be true. To put it simply, the LE and TE have to snap before the bottom carbon of the spar is put under tension. Casting my mind round for another reason for the bottom carbon element of the spar I wonder if it is there for torsional reasons, i.e. to stop the wing warping.

In this respect an "I" beam is not awfully good. "I" beams are designed to take loads primarily up and down and rely on other structural elements to keep them in line with the load. They are not good when twisted. Weight for weight a tube is far better. I note that Dave's No. 15 has gone for this solution. The only trouble is that you really need the tube at the top of the wing but they are generally buried, as in this case. Presumably this is to avoid distortion of the top covering.

Going back therefore to the rectangular section full-depth balsa spar, I wonder if we could not do it better. Rather than cap it top and bottom with heavy lumps of carbon, should we not be making the spar from medium balsa (grain lengthways) and then wrapping it all around with something lighter such as

carbon tissue or very light glass? This presses all the right buttons structurally as far as I can see. Possibly there is a further improvement. This is to go triangular. A spar of equilateral triangular section, point downwards, could be more torsionally resistant or save a little weight as against a rectangular section. Please discuss.

## NATIONAL FREE FLIGHT SOCIETY

From Don DeLoach.

The National Free Flight Society (NFFS) is the foremost interest group of free flight aeromodeling in the United States. Founded in 1967, NFFS endures to this day as a member-supported volunteer organization devoted to promoting the interests of FF aeromodeling in all its forms: sport, competition, indoor, outdoor, scale, and non-scale.

The benefits of an annual NFFS membership are many:

- 10 issues of "Free Flight", the monthly journal of NFFS. Each issue is packed with plans, expert advice and building tips, detailed photos of models and modelers, and information on competitions
- Thousands of dollars each year are awarded to deserving college-bound free-flyers through the NFFS scholarship program.
- Reduced entry fees at major contests such as the NATS
- Discounts on free flight book orders, CD compilations, plans, wearables, and other products from the NFFS store
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All this is only \$25 per year for U.S. memberships, and \$29 per year for international. Now, for the first time ever, NFFS is offering an incentive gift for new members of NFFS (or those who have let their membership lapse for a year or more):

\$10 in free plans of your choice from NFFS plans service!  
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NFFS Plans has everything from Oldtimers to HLG to scale, indoor duration to Wakefield, Power, and Nordic winners. The selection is outstanding and the choice of free plans is yours. Hurry as this offer won't last long. A limited number of free plan certificates have been printed and when they are gone the offer will cease. Visit [www.freeflight.org/jlf/NewMembers.htm](http://www.freeflight.org/jlf/NewMembers.htm) to find out more or to sign up today, or contact NFFS Membership Office, 22 Pine St, Hornosassa, Florida 3446-4654, USA.

## BMFA WESTERN AREA – APRIL 3RD

### Second Area Meeting - April 3

From Peter Tribe, Western Area FF Comp.Sec.

The Western Area has been advised by the Authorities that Merryfield Airfield will be unavailable to the Area on April 3rd for the Second Area Centralised meeting.

I have been considering alternative venues. Salisbury plain is prohibitively expensive to hire, especially for the small numbers who might attend that venue. We are unlikely to be able to use Woodbury Common as an event in April might disturb nesting birds.

Consequently it would appear that those wishing to compete will need to attend one of the other Area Venues such as Midland Area at North Luffenham or Southern Area at Beaulieu.

If competitors elect to go to Beaulieu, they must contact John Thompson ( [Johnd.Thompson@btinternet.com](mailto:Johnd.Thompson@btinternet.com) ) to make arrangements. There is a limit on the number of cars permitted at Beaulieu and competitors should share cars as far as possible. There is a licence fee of £5 to fly at Beaulieu, payable on the day. Contact for Midland Area is Simon Dixon.

## CAMPING AT MIDDLE WALLOP

From: Michael Parker:

Unfortunately we have not secured camping on the Middle Wallop picnic site at Easter.

Due to the present situation with David Baker, and my taking things on at the last minute, we were too late, and another camping/caravan organisation had already made a booking earlier in the year. I have investigated camping on the airfield (other organisations have done so in the past), but this entails another DLA licence and it would be uneconomic. There are alternatives in the area but bearing in mind that Easter is one of the most popular camping weekends of the year, speed is of the essence.

However, I have managed to secure camping as usual on the Middle Wallop picnic site for the August bash. In the absence of David Baker I am taking bookings on the same basis as last year, i.e.. first come first served as spaces are usually limited. Details are on the SAM 1066 web site:

<http://www.cavgrove.freemove.co.uk/sam.html>

## UK COMPETITION NEWS

MORLEY ONE DESIGN DAY will be at Church Fenton on March 28th. Events for Dixielanders, Senators, Flashbacks plus Vintage Cabin Power. Number of flights and maxes to be decided on the day. Starts 9:30am. CD Stan Home. Contact John Godden on 0113 252 1002.

CROOKHAM CONTEST MODELLERS are holding an event at Middle Wallop on Monday March 28 (same day as the Croydon Wakefield Day at the same site). Events are Combined Power and Precision. The Combined Power event will be flown in 3 flights, maximum to be decided on the day. Motor runs are as follows:

Models with bunt	5 sec
Models with functions except bunt	7 sec
Non Vintage models, glow	9 sec
Non Vintage models, Diesel	11 sec
Vintage models	15 sec
Open electric models	30 sec

The Precision event is for IC and electric power and rubber. Vintage and modern, any model, any design. First flight to determine target time, minimum 25 seconds, no maximum. 2 further flights, total error of both flights (in seconds) from the target time to determine the winner. NOTE: Models can be fitted with a DT system, but flights where it is used will not be eligible.

Both classes: flyoff models MUST be the same classification as that used in the contest. ALL contestants to hold BMFA insurance. Contest start 10.00 hrs. An entry charge will be payable at the airfield gate. See note above about lack of camping at Middle Wallop over Easter. Contact: John Thompson Tel. 01252 842471, email: [Johnd.Thompson@btinternet.com](mailto:Johnd.Thompson@btinternet.com)

LONDON GALA, May 1-2nd, Salisbury Plain. In addition to the BMFA events listed in the events calendar at the London Gala on May 1st-2nd on Salisbury Plain, London Area will be awarding the historic LDICC Cup to the Gala Champion, based on a flyer's top two placings each day in the following events; Open Rubber, Glider and Power on May 1st plus F1G, F1H, F1J½A, Slow Open Power and Mini Vintage on May 2nd.

On May 2nd London Area will also be running an additional event for Vintage and Classic Gliders; the results will not count for BMFA Championship points. This is a combined event; Vintage (up to 1950) flown from a 100 metre towline and Classic (1951-1960) from a 75 metre line.

EVENTS IN SCOTLAND IN 2005. The following events are all at Newbigging.

Saturday May 7 Classic Power Event - 10:00 to 17:30.

Sunday May 8 Steel Cup - Combined F1A / F1B. Two flights 1000 - 1330 at will, then scheduled rounds for flights 3,4,5.

June 25/26 Scottish FF Nationals

Saturday F1A and F1B. Two flights 1000-1330 at will, then scheduled rounds for flights 3,4,5.

Open Vintage McManus Trophy 1000-17:30

Sunday all 1000 - 1700

Open Glider

Open Rubber - "The Waulkmill Shield"

Combined Slow/Open Power - "The Flying Dutchman Trophy"

F1G, F1H, ½A/F1J

Engraved Goblet for 1st place. Pre-entry is not required. £3 per event on day.

Saturday Sept 3: Paisley Trophy (all-in-Open) 10:00 – 17:30

Sunday Sept 4: The Cranfield Classic 10:00 – 17:30

For details contact Jim Arnott 01383 510279, "Downside", Farm Road, Hill of Beath, Fife, KY4 8DZ arnott.downside@quista.net

SE AREA BMFA/SAM35 SPRING GALA will be held at RAF Odiham on Sunday 8 May. Events will be: Vintage Wakefield (4 & 8oz combined), Vintage Lightweight, Vintage Glider (50m line), Vintage HLG (Hand & Catapult launch combined), Vintage Power, Coupe d'Hiver, A1 Glider. Pre-Registration is mandatory for this event and must be received by Tuesday 26 April. Please send the following : Car Reg. number BMFA number Names of Driver & Occupants Registration Fee (non-returnable) £2 per car occupant (cheques payable to SE Area BMFA) Stamped Addressed Envelope to receive your registration number and full event details. To: Alex Cameron, 31 Stafford Road, Crawley, Sussex, RH11 7LA. Contest Director is Mike Kemp 01252 722211. Please note that model flying may be interrupted during the day by aircraft movements and that the only way in and out of the airfield is via the Main Gate. Finally, all registrations are subject to approval by the RAF authorities.

DEVON & CORNWALL RALLY. The CVA Club with the co-operation of George Fuller will be hosting the Devon & Cornwall Rally on Saturday 9th and Sunday 10th of July 2005. Events and classes similar to last year's Devon Rally but there are some changes so please check below.

Saturday 9th July:- Start 10am. All classes three flights (6 events). Classic/Nostalgia - Glider, Rubber, and Power; Mini Vintage, CDH, Combined F1J - ½A/British Power. Ends 6pm. Flyoffs soon after.

Sunday 10th July:- Start 10am. Most classes three flights but some classes two flights (5 events). Open Glider, Open Rubber, and Open/Slow Open Power; Open Vintage Rubber (2 flights); Combined Vintage Power and Vintage Glider (2 flights). Ends 5pm. Flyoffs soon after.

Prizegiving for both days to be held on the field after these flyoffs. There will be a Gala Champ award scored on the basis of the usual League points system for the top six placings in all the above events. Throughout, BMFA rules apply except where stated to the contrary. Overall contest controllers Dave Hipperson and Ron Marking. All enquiries to Ron Marking (CVA) 01209 213254

TYNEMOUTH MINI RALLY. Tynemouth Club are to run a Mini Rally for Combined BMFA ½A/F1J, Combined F1G/Mini Vintage Rubber, F1H (3x2min) and Combined HLG/Catapult Glider (5x1min) on 31st July, 11am to 4.30pm. Reduced maxes and DT fly offs depending on weather. No thermal detection devices. The venue is Newcastle Town Moor, a flat grass field site measuring approx ½ mile East to West and ¾ mile North to South, situated North of Newcastle City centre bordered by the A167, A187 and B1318 roads. Free parking on Claremont Road, Forsyth Road and Eastern end of Grandstand Road. The Rally qualifies for the Biggles League. Contact Brian Martin on 0191 4161096 or email brian\_martin\_uk@hotmail.com

2005 COUPE EUROPA will take place at Middle Wallop on December 4th 2005, starting at 10am. Organisation will again be in the hands of Croydon & DMAC.

The events will be F1G for the Aeromodeller Trophy, to the FAI rules, of course, and Vintage Coupe d'Hiver for the AAA Cup, flown to the builder of the model rule. There will be awards for top junior and lady competitors and national teams will compete for the Flitehook Europa Trophy, with the three top-scoring F1G flyers from each nation making up its team.

Entry - £7 (10 Euro) per class or £10 (15 Euro) for two classes. Pre-entry fees will be £5 (8 Euro) per class, or £8 (12 Euro) for two. Fees for pre-entered overseas flyers can be collected on the field. An indoor prizegiving with refreshments is planned.

Defence Estates make a £6 per head admission charge at the gate, with non-flying family members free. Those not competing in the contests will be most welcome to use the airfield for trimming and other flying.

For further information and pre-entry forms please contact David Beales on +44 (0)20 8858 2714 or e-mail; addickab@aol.com or Martin Dilly on +44 (0)20 8777 5533 or e-mail; martindilly@compuserve.com, or at 20, Links Road, West Wickham, Kent BR4 0QW.

## THE UK LEAGUE RESULTS FOR 2004

From Dave Hipperson, a Correction to the League positions for 2004 published last month.

There was an error in the published results of the Timperley Gala which placed Rodney Kenward down at 4th when he should have been 2nd. Hence he was short of three points when I did the final calculations.

This has meant a slight re-calibration of his Timperley and Overall League points scores to the effect that he now places 6th in the Timperley League not 7th and ties at 20th with Gerry Ferer in the Overall list. Entirely my original error.

		9 points	6 points	4 points	3 points	2.5 points	2 points	1 point	Total
6	R Kenward	Nos Glider Oxford	Slow Open Brumfly Comb Pwr Timperley		Slow Open Crookham.		Slow Open Devon	Nos G Devon. Comb Pwr Crookham	28
7	F Rushby	Nos Power Morley. Comb Power Timperley	Vint/Classic Pleasure Drome				1/2A Brumfly		26