

# Free Flight news



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## DIARY

May 7-8 Newbigging	7th: Classic Power, 8th: Steel Cup comb F1A&B. See March FFn. J Arnott, 01383 510279 arnott.downside@quista.net	May 20-22 Vsechov, Czech Republic	F1A, F1B, F1C World Cup event. Contact: R Kvasnicka, t:+420 608 059 803, fx +420 381 276 579, r.kvasnicka@seznam.cz
May 8 Area Venues	BMFA 3rd Area. O/R, (Gamage), F1H, F1C (Halfax/Plugge), Mini-vintge(Plugge)	May 21-28 Argentina	World Championships F1A, F1B, F1C.
May 8 Odiham	SE Area BMFA/SAM35 Spring Gala. Vint.Wake, vint. G, vint lightwt, vint.P, vint. HLG+Cat, A1, CdH. See FFn 0503. Registration closed April 26. M Kemp 01252 722211	May 21-22 Salisbury Plain	FF Trimming. See entry for May 14-15.
May 13-15 Pazardzik, Bulgaria	Bulgaria Cup. F1A, F1B, F1C World Cup. Contact: Valentin Hristov, t:+359 888 40 89 40, fax: +359 61 860 772, e: valio@dir.bg, http://www.modelist.bg	May 21 Liptovsky Mikulas, Slovak Republic	6th Mikulas cup of Hungary- F1E World Cup. Contact: György Pinkert, Pf. 16 H-1625, Hungary, tel: +36 1 221 4071, fax: +36 1 221 4071, email: info@cavalloni.hu
May 14-15 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.	May 22 Liptovsky Mikulas, Slovak Republic	2nd Cavalloni cup of Hungary- F1E World Cup event. Contact: György Pinkert, see details for May 21.
May 15 Near Sheffield	BMFA F1E team trials. Contact & CD: Trevor Faulkner 0114 2363397	May 28 Barkston Heath	SAM 35 Vintage Wakefield at Nats. 4oz See FFn 0502. P Arnould, 01473 890436.
May 15 Cardington	BMFA Indoor F1M, Limited Pennyplane. BMFA members only. See details in this issue. Must be on list, contact Laurie Barr.	May 28/29/30 Barkston Heath	BMFA National Championships. Contact Mike Woodhouse 01603 457754. CD
May 19-20, Embalse, Argentina	Embalse World Cup. F1A,F1B,F1C. Contact: Daniel Iele, tel: +54 11 4665 3626, fax: +54 11 4665 3626	June 3-5 Beja, Portugal	Taca Hafe. F1A, F1B, F1C. World Cup. Contact: A Paiva, R. Marques Leitao 33, 4420-500 Vaibom GDM, Portugal, tel +351 22 46 40 957, fax +351 22 33 937 49
		June 4-5 Salisbury Plain	FF Trimming. See entry for May 14-15
		June 4-5 Tass, Hungary	Pusztas Cup. F1A, F1B, F1C, F1J, F1P. World Cup. Contact: György Pinkert, see May 21 for address, etc
		June 5 Near Sheffield	BMFA F1E team trials. Contact & CD: Trevor Faulkner 0114 2363397
		June 5 Cardington	BMFA Indoor F1D, No-Cal. See details in this issue, must be on list, contact L Barr.

## WORLD CHAMPS IN ARGENTINA

The countries entered for the Champs later this month are:

Argentina, Australia, Austria, Bosnia-Herzegovina, Canada, Chile, Czech Republic, Denmark, Estonia, Finland, France, Germany, Israel, Hungary, Italy, Japan, Lithuania, Netherlands, New Zealand, Norway, P. R. Of China, Poland, Russia, Serbia & Montenegro, Slovakia, Slovenia, Spain, Sweden, Switzerland, United Kingdom, USA, Ukraine, and Uruguay flying under the FAI flag & name.

Those of you not going to Argentina might like to check the web site [www.argentina2005.com](http://www.argentina2005.com) during the Champs. It is planned to give live results updated three times during each contest day: F1A on May 24, F1B May 25, and F1C May 26. Afterwards there will be a full report in the June FFn.

## THE BRITISH TEAMS FOR ARGENTINA

Starting with F1A, some thoughts from **Bill Colledge**:

First, the good news. I will be taking four models to Argentina, all of modern composite construction, all equipped with bunt launch functions and three position wing wigglers, and all beautifully made with a very high standard of construction and finish. The bad news is that I had virtually no involvement in making them.

During the '90s I had been flying in some trials events with my old wooden models and enjoying it but not doing any real preparation or practice and, therefore, not doing well. I had also been avoiding building a more modern model through a combination of laziness and lack of time – I had other interests during most of the '90s. After getting more interested again in 2002, at the Salisbury Plain trials I saw Mathew Cuthbert flying some models made by Igor Yablonovsky. Both Mathew and the models were flying very well. I had a talk with Mathew and John about the models and had a good look at them. They were well thought out and well built. After mulling it over it for a couple of weeks I managed to forget most of the principals about building your own model and ordered two.

I expect to take three Yablonovsky short models of 2.2 meters span, which can be used to cover almost all likely conditions. The one I have flown the most has proved to be very reliable and was used in all 14 of the trials rounds including the early and late 4-minute rounds. I have set these models up with enough zoom on the bunt launch to ensure they turn at least 90 degrees right and don't finish up heading into wind. I will also take one Yablonovsky long model of 2.35 meters span for use if conditions are relatively calm and liftless. (Ed: Short model plan was in January 2002 FFn, long model in this issue).

All the flights I have had with these models up to now have been made with 'rod' towline which I like the feel and handling of, particularly if it is breezy. However, I have got some Spectra line which I hope to be able to try as it should give more tension and less drag for calmer conditions.

My hopes for the run up to Argentina will be for reasonable weather to do plenty of flying. I believe that flying a lot and in a variety of conditions – not just calm evenings – is the best way to prepare, especially for glider where the handling of the model on the line in tricky conditions can be so important.

**Mike Fantham** will be taking four or perhaps five models to the World Championships. Key details are as follows:

Model	Span mm	Weight gm	Tail sq dm	Wing wiggler	Box /spars	Electro/ mech	Est. dead air time sec
#15	2157	447	4.5	None	K/C	Mech	220
#16	2352	434	4.0	2 posn	C/C	Mech	250
#17	2157	413	4.5	3 posn	K/C	Mech	230
#18	2300	413	3.5	3 posn	C/C	1 servo	275
#19	2145	413	4.1	3 posn	C/C	1 servo	250?

All the models have Micafilm covered wings and Mylar covered tails, and all are bunters.

No 15 Robin II+, is the model with which Mike won the World Champs in '93 winner. It is no longer 'the white model', having been recovered in Micafilm in the familiar 'red with black and white tips' scheme and given a new, lighter tail in early 2004. The model weighs 6 grams less than it did in 1993. Unfortunately it was badly damaged by cows in August 2004 and it is not certain to be repaired in time for the trip.

The other four models, as described by Mike, are:

No 16. Robin III, the '95 model. Wing section as No 15. This was my dead air model until 18 was finished. I have now re-trimmed it for a tighter turn and it is looking very good – possibly better than ever. I plan to use this as a reserve in rounds and/or wind – it seems very happy turning 30 sec circles in spite of its span.

No 17. Robin II+/M&K. No 15 type wing, tail and fin (finished in February 2003) on a June 2004 M&K mechanical fuselage assembled from bought components. This is my first choice rounds/wind model.

No 18. Stamov Long, my first 'bought model'. It has a one servo electronic bunter. I covered the wings in my own scheme, added a beacon and ballasted for CG and total weight, finishing the work in March 2004. I had been flying this with too big a circle, some 75-85 secs. I now have it set at 60-70 secs and it looks very good. This is the dead air model.

No 19. M&K 'short', my second 'bought model'. This is a one servo electronic bunter. I covered the wings in my own scheme, fitted a Stamov timer, added a beacon, ballasted and got the CG right. It had its first flight February 2005 in California and was used for last five maxes at the Maxmen, though I had earlier dropped. This is currently a spare rounds model but, when I have built up some more experience, it may move up the order. The glide is better than my Nos 15, 16, 17 models.

I chose to fit a Stamov timer in my new M&K 'short' model, not because I have any strong feelings about the relative merits of the two timers, but because I didn't want to learn a different programming system and I'd got the Stamov 'long' model first. I had to move the M&K's servo forward about 30mm to do this. It was a useful exercise. I learned how to set up the system 'from scratch' by making new control cable front ends and calibrating the servo/timer to the model.

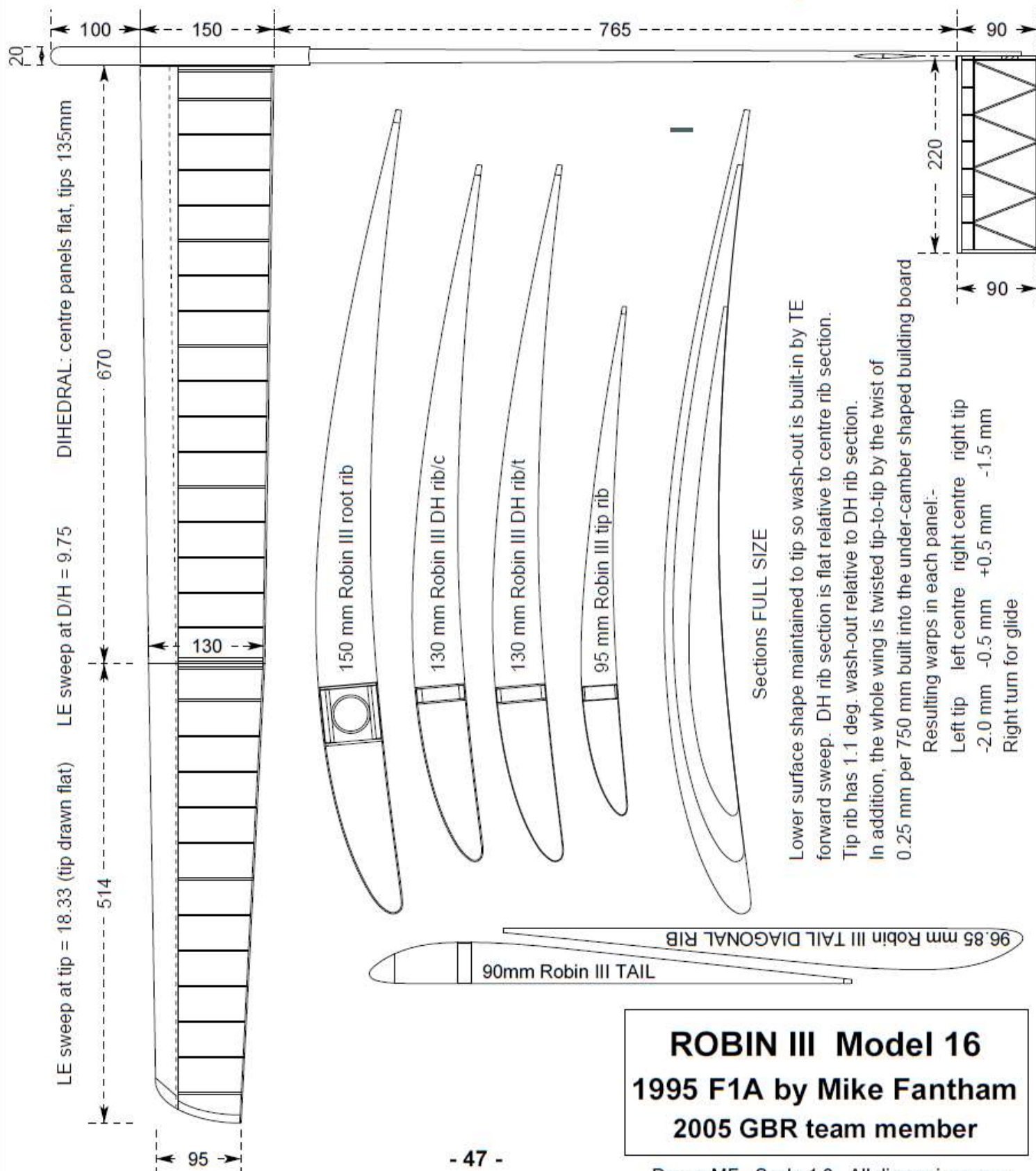
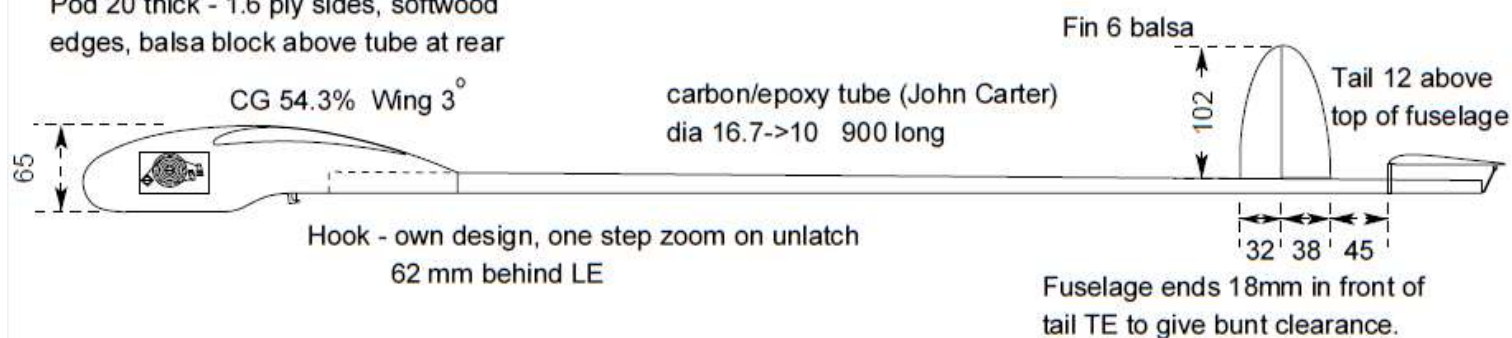
All the models glide to the right. My own models all use my 'twisted wing with wash out added' warp layout. The wing is built on a single Maxwell undersurface form. This has a twist of 0.25 degrees per 750 mm. The tip profile leads to equal wash-out being superimposed on the overall tip-to-tip twist. The resulting warps are approximately:

left tip	2 mm wash-out
left centre	0.5 mm wash-out
right centre	0.5 mm wash-in
right tip	1.5 mm wash out

The bought models both have flat centres and differential tip wash-out, more wash-out on the left tip than the right.

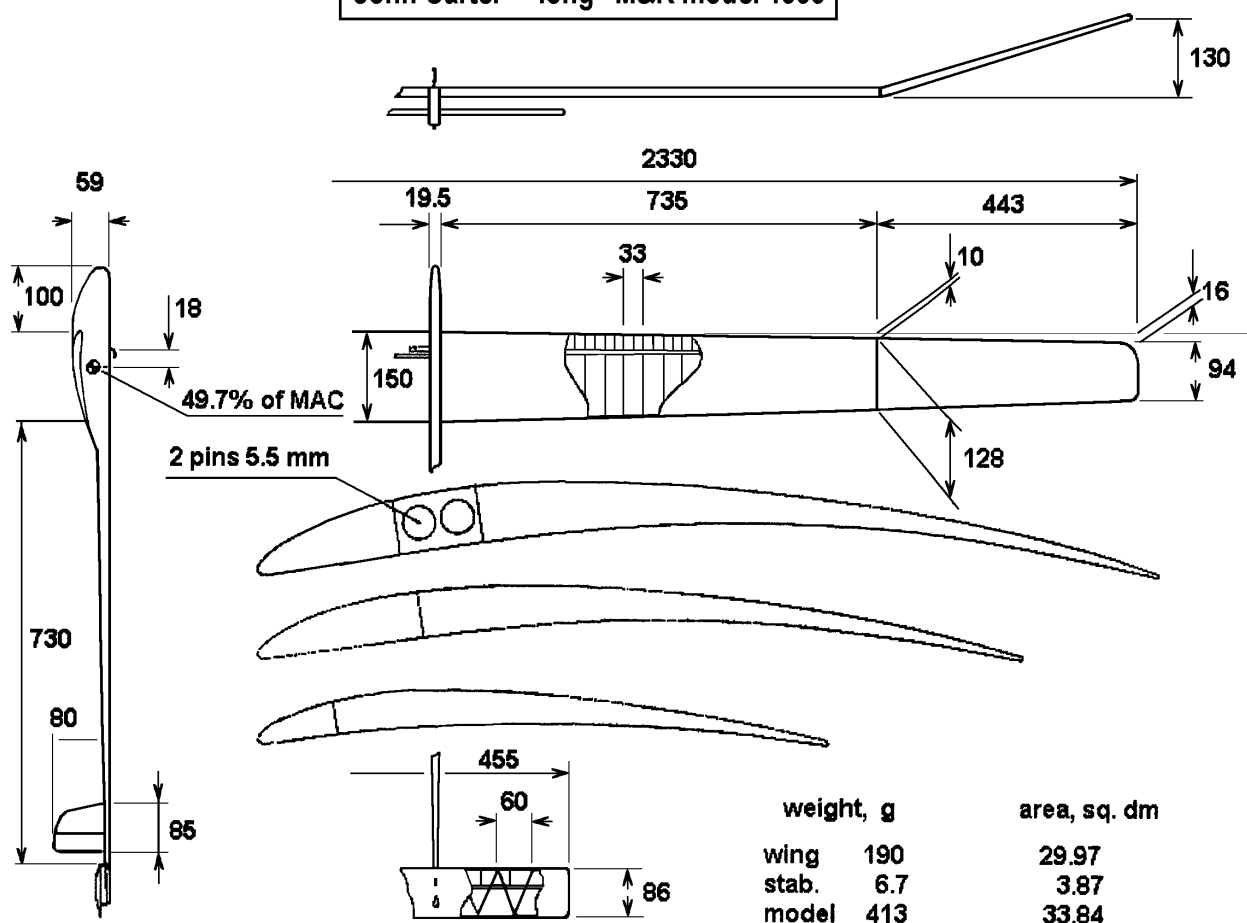
I tow on the 'Russian rod' line, which I find durable and easy to handle. I suspect there is more performance to be had with a thinner line in the calm, and I have two Rene Limberger Pink Spectra lines made up which I could use in dead air if I can get enough practice with them first. I have a basic worry about such woven/braided lines being unreliable due to fraying so I would still use 'the rod' during the thermal rounds.

Pod 20 thick - 1.6 ply sides, softwood  
edges, balsa block above tube at rear



**ROBIN III Model 16**  
**1995 F1A by Mike Fantham**  
**2005 GBR team member**

# John Carter - "long" M&K model 1999



I went to California in February to test the new M&K model and get some practice. The model was late arriving and I only had a week to modify and finish it before the trip. This worked – just – and it was ready 12 hours before I left for the airport. The 12 hours were used to pack the box, do the ‘normal’ packing and grab some sleep. Lost Hills was wet but I did 55 flights with the four models, including 20 on the new one. That’s 20% of the total number of flights I did last year. If the weather in California had been better, I probably would have reached a physical limit on the amount of flying I could have done and my legs would certainly have complained.

I have the best performing set of models I have ever taken to a Championship. This event will mark 30 years since my first appearance for GBR, which was Bulgaria in 1975. If I have a good day I can make the top 10. If I have another exceptional day...

## From John Carter:

The models I use for all international contests are M&K. I have two long mechanical ones, three long electronic ones, one of which was assembled from parts, plus three short models, one of which is electronic. I now find that the electronic models are easier to set up and much easier to adjust, especially for fly-offs when you need to fine tune for dead air. Also, these models get a higher launch and are far more controllable when you need accurate settings.

This season I’ve changed from Russian rod monofilament line to Spectra, which is much thinner though it has 150 lb strength. Launch heights seem to have increased.

My towing technique is what I call a slack line approach. In calmish conditions I tend to let the model go round in circles so that it is flying free with little tension. This is done to see if the model rises on the down-wind leg which is a good indicator of

weak lift. The disadvantage, of course, is that you need more room to tow because the circle is relatively wide.

When it’s windy I change to 80 kg Dacron line. The launch height is not as great in theory since the line stretches more, but when it’s breezy I think the wind more than compensates for it. Also, in wind and turbulence positioning and centring the model into lift is particularly important. In these conditions the model is adjusted to do a quarter turn during the bunt and get the model into its turn. The Dacron also serves to help hold the model down since this line has more drag. The lower the model on the line, the more controllable it is.

Turning to F1B, **Ray Jones** has sent us the following:

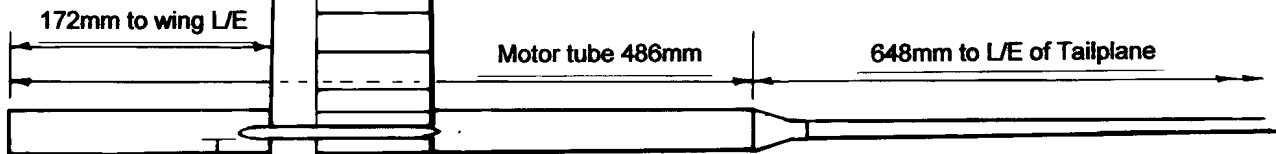
I’ll be taking my Andriukov AA31 to Argentina. This model has a wing span of 1920 mm, giving an aspect ratio of 24:1, the largest span model from the Andriukov stable, and it won the Stonehenge Cup for me in 1999. It has now been recovered and has my new experimental turbulator system (described below) applied to the wing.

My other models, 4, 5 & 6, are as the plan illustrates. These are the preferred models that I shall use for the competition, AA31 being my trusty reserve, in case I need all four models to complete the flights. This is not a BoM decision, it’s just that at the moment my models are flying better.

The wing section shown is of my own design, developed from Andriukov, Benedek and modern F1A glider sections. It employs a generous nose radius entry, so is quite conservative in this respect and gives good handling characteristics over a wide range of conditions. The latter part of the section is thinned out more than most, to take maximum advantage from the use of carbon cap reinforcement. Also, there is more undercamber than usual.

All main fittings and systems: Andriukov  
 Motor tubes for 4 and 5: Vivchar Carbon/Kevlar 6: Andriukov Kevlar  
 Hubs: Andriukov DPR Variable pitch  
 Motor: 26 Strands 1/8<sup>th</sup>

Main wing: 2 degrees wash out in tips only. Rigged +1 degree at pylon  
 Wing wiggler on left hand panel  
 Joiner 3mm steel  
 D Box: 93gm Carbon 45/45  
 Main spar: 0.4mm Carbon caps – 3.5mm > 2.0mm > 1.0mm  
 T/E: 0.4mm Carbon – 2.5mm > 1.5mm > 1.0mm  
 Rib Caps: Carbon: 0.1mm All ribs 1.0mm Hard Balsa  
 Covering: Saltzer Polyspan



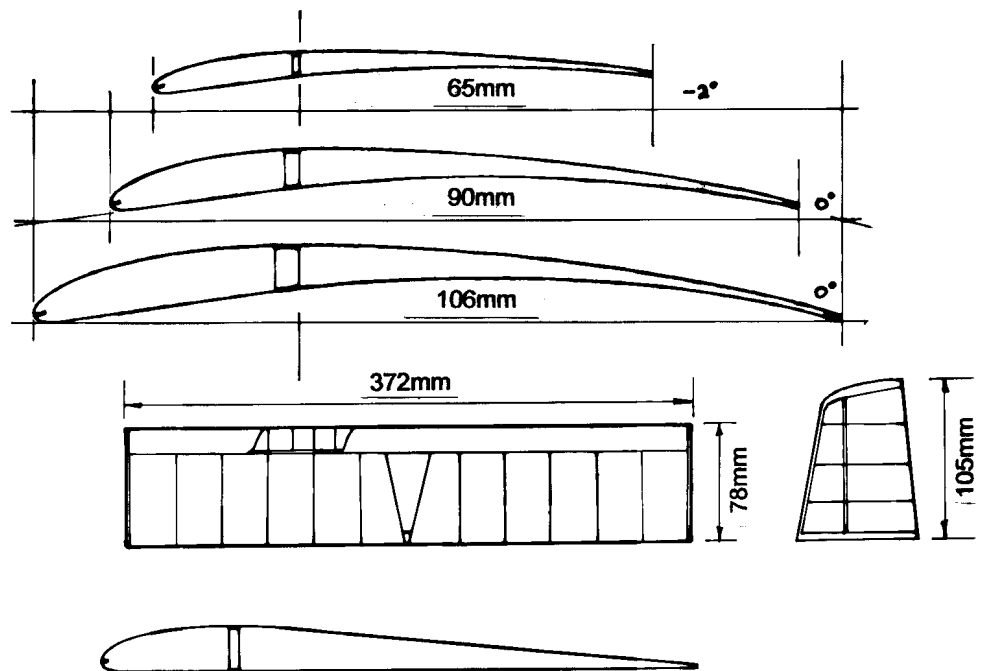
CG 52%

## F1B's 4 5 & 6

Designed by Ray Jones

550mm

367mm



Tailplane: Spar and rib caps: Carbon: 0.03mm  
 Ribs and riblets: Micro X Balsa 0.6mm (4lb C grain)  
 D Box: 36gm Kevlar 45/45 + 16gm Glass  
 T/E: Carbon: 0.4mm x 1.0mm

Weights:  
 Wings 66.6g T/P 4g Hubs 37g Blades 12g Tube/Pylon 54.25  
 Boom/Fin 13.45g Joiner, Tracker, Bobbins etc 13g

Dihedral - Centre Flat - Tip 140mm



### Yablonovsky Long model root section

Upper surface max= 10.37 at 37

Yablonovsky Long model root section							
Upper surface max= 10.37 at 37							
Camber max= 7.84 at 45 Max thickness= 6.37 at 20 Area= 370							
X	0	0.5	1	2	3	4	5
YU	0.531	1.559	2.076	2.966	3.717	4.379	4.966
YL	0.531	0.048	0.000	0.083	0.241	0.407	0.572
X	7.5	10	20	30	40	50	60
YU	6.172	7.138	9.317	10.200	10.345	9.903	8.972
YL	0.993	1.421	2.945	4.228	5.172	5.724	5.800
X	70	80	90	95	100		
YU	7.621	5.841	3.503	2.076	0.552		
YL	5.338	4.352	2.531	1.338	0.000		

### Yablonovsky Long model section at DH break

Upper surface max= 10.22 at 37

Camber max= 7.72 at 47 Max thickness= 6.27 at 20 Area= 365

X	0	0.5	1	2	3	4	5
YU	0.526	1.533	2.044	2.919	3.659	4.311	4.889
YL	0.526	0.044	0.000	0.081	0.237	0.400	0.563
X	7.5	10	20	30	40	50	60
YU	6.081	7.030	9.178	10.052	10.193	9.756	8.837
YL	0.978	1.400	2.904	4.163	5.081	5.637	5.711
X	70	80	90	95	100		
YU	7.511	5.756	3.452	2.044	0.541		
YL	5.259	4.289	2.496	1.319	0.000		

### Yablonovsky Long model tip section

Upper surface max= 7.66 at 33

Camber max= 5.55 at 45 Max thickness= 5.10 at 16 Area= 310

X	0	0.5	1	2	3	4	5
YU	0.526	1.464	1.959	2.711	3.320	3.835	4.268
YL	0.526	0.062	0.010	0.031	0.124	0.216	0.320
X	7.5	10	20	30	40	50	60
YU	5.113	5.763	7.124	7.619	7.577	7.165	6.454
YL	0.649	0.948	2.062	2.928	3.505	3.794	3.763
X	70	80	90	95	100		
YU	5.443	4.186	2.619	1.680	0.660		
YL	3.392	2.660	1.536	0.825	0.000		

The blending of the aerodynamic section from root to tip is of great importance, so I have shown the intermediate station at the dihedral break, as this may be of help to modellers developing their own designs.

Washout occurs naturally, directed by the wing planform taper, without the need to warp the undercamber profile. This is important to me, as it maintains the same air wave curvature over all the span sections, with changes only to the downwash.

Note that the carbon caps for the main spar are not parallel. This makes it a bit more difficult to construct, but allows the spar to be vertical to the section base line and the D-box to have a wider chord.

D-box construction employs multiple 'fishbone' riblets; this follows conventional Andriukov practise and gives enormous strength and rigidity to the front section.

The wingtips are shaped from light balsa, covered with carbon cloth that moulds to the D box shells. This helps prevent damage when the model flips over after a D/T landing on hard concrete runways!

All four models now sport a new turbulator system. A conventional doped-on thread is cut away at regular intervals, allowing the airflow to bleed into the wind shear. I make these by simply cutting away small (2mm) sections from the 0.8mm diameter thread, leaving a 'stitch' of 3mm. The air flowing through these gaps creates a chord-wise stream and 'froths' the upper surface boundary layer, helping to prevent the formation of laminar separation bubbles. At least that's my theory. But it does seem to work well in practise, so far. No 5 carries two of these at approximately 7 and 30 per cent approx (with slightly thinner thread), while the others have only one at 7 per cent.

From **Daniel Billam**:

My models are all Igor Vivchar designs. There are two 1.8m models, two of 1.7m and 2 at 1.5m. The 1.5m models are pretty standard but the 1.7m and 1.8m models have VP, double wing wiggler, and three position rudder with normal VIT and DT. The 1.5m models were bought untrimmed in 2002. The 1.8m models were bought in 2003 fully trimmed (i.e. Igor had used them in competitions).

The two 1.7m models were purchased as kits in 2004. Only one has been used as yet which was at the last trials. Grandad [previous team member John Billam] is convinced that the double wing wiggler is a must, and has fitted two on his models, as yet unflown due to his illness.

I have five different batches of rubber, with May 99 being the best, and I'll be taking around 100 motors with me made up into 24, 26 and 28 strands.

From **Brian Martin**:

I am taking six models to the Argentina World Champs. Nos. 25-29 were assembled from kits of parts and No.30 was bought ready to fly. All are equipped with VP, DPR, wing wiggler, 2- or 3-position auto rudder and VIT, except No 26 which does not have VP. Models 25 and 28 were used in the windy rounds at the 2004 Team Trials and model 27 was used in the calmer rounds.

No 25 is a 1570 mm span Vivchar windy weather model built in 2001. It has an undercambered tail

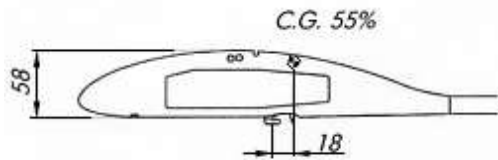
which helps it to locate and stay in thermals in turbulent conditions. The prop hub goes into high pitch at only 60 oz in torque, so the prop is in high pitch longer than normal, giving a slower initial climb which also helps thermal centring.

No.26 is a 1550mm span Stefanchuk model, also from 2001. I intend to fly it in the Embalse World Cup event before the World Champs to acclimatise to the local conditions and try to work out what the lift is like and how to locate it.

No.27 is a 1700mm span Stefanchuk model built in 2002 and trimmed for light to medium wind.

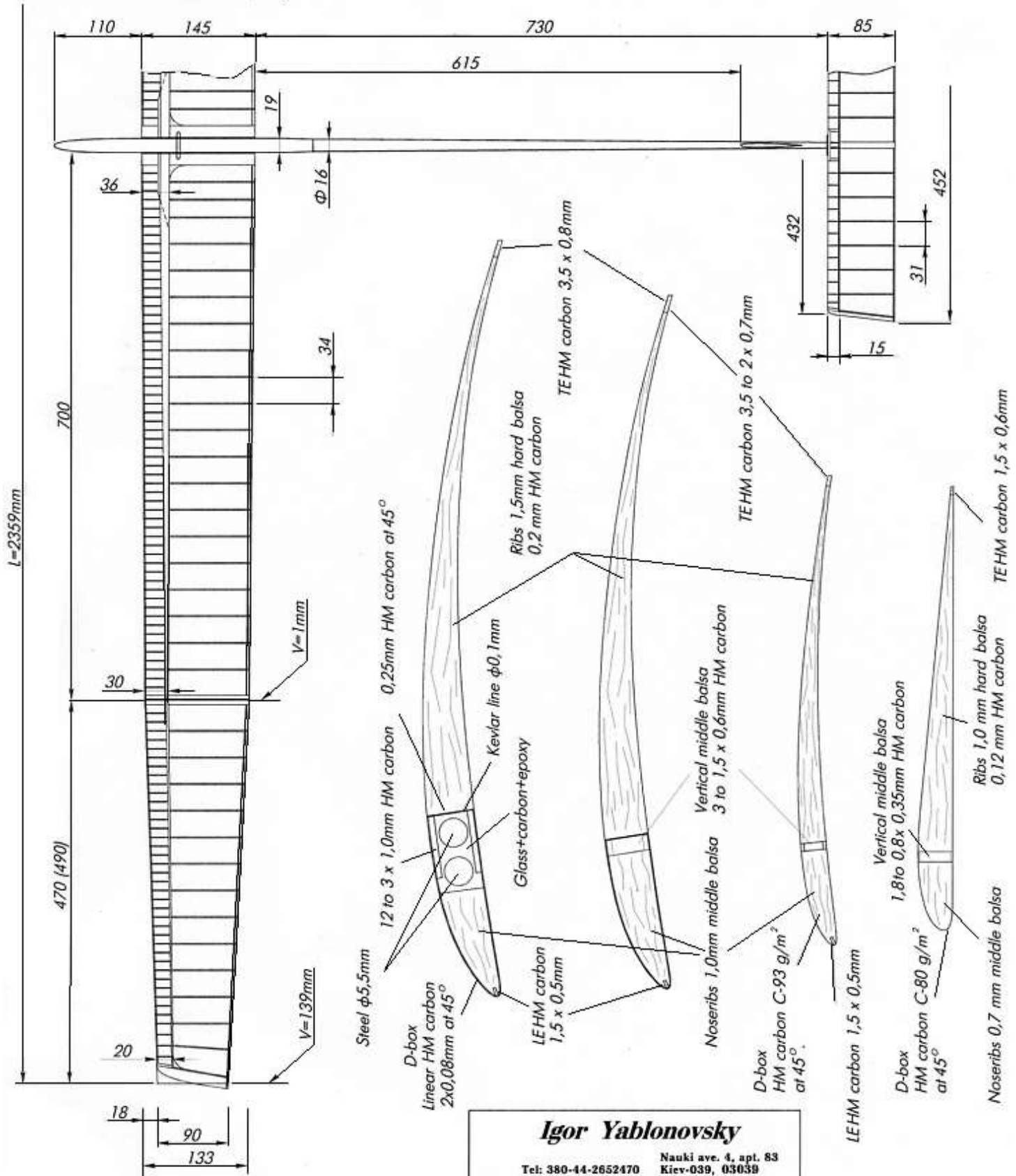
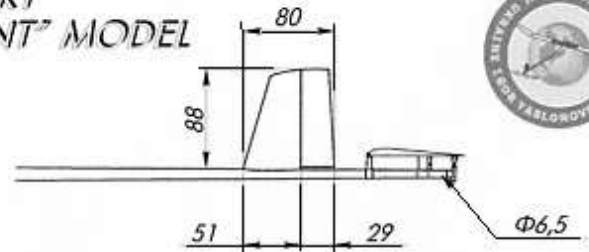
No.28 is another 1570mm span windy weather Vivchar model, equipped with a flat-bottomed tailplane, which doesn't thermal as well as No.25 but has a better overall performance. The prop hub goes into high pitch at 80 oz in of torque, so the prop is in low pitch for more of the climb giving a fast initial climb which gets the model safely through low level turbulence.

# IGOR YABLONOVSKY F-1-A LONG "SCANDIC BUNT" MODEL



Towhook ullatch 7...7,5 kg.

- Warps (for right turn)  
left tip -4mm  
right tip -3mm  
central panels - flat



**Igor Yablonsky**

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E-mail: igor@flight.kiev.ua  
Nauki ave. 4, apt. 83  
Kiev-039, 03039  
Ukraine



I have a few ideas for future models including a method which can give up to 7% more power from a rubber motor with a slightly flatter torque curve. I came up with the idea after working on winding technique during the winter of 2003 -2004 and also reading Rene Bahout's excellent rubber articles in FFQ. I intend to build a model to test out the idea later this year and see if the advantages outweigh the disadvantages.

**Stafford Screen** is not yet sure which models he will be taking to Argentina:

Model 51 has a geared Verbitski engine and is a bought model. I usually mess about and make changes to suit me but I am now getting used to 'soft' tanks as well, which is another change for me to get used to after a lifetime of hard tanks.





I occasionally buy a model from Verbitski. It's convenient for me because it allows me to build other models and make metal parts, which I enjoy. I'm spending more time on modelling now than ever before. Building a complete F1C takes me more than 300 hours. If you fly in domestic competitions in the UK you get more damage than by flying elsewhere, particularly in fly-offs. At fields like Salisbury and Sculthorpe we now have cattle to contend with, plus an ever-increasing number of trees.

There were further delays because in January I bought four forward-folding propellers and fitted them to my best models. I then had to change them back because they were banned at Maxmen, all of which was a waste of money and time for a number of modellers trying to keep up with technology. What's more we're still left with the problem of 'bad' folding which affects glide trim.

Model 52 is another Verbitski bought, geared model, a bit damaged in transit but now repaired though not yet flown.

The final decision will depend on the amount of flying I can do before we leave in May. I'll probably take four geared models. 46, 50 and 51 plus 49, which has direct drive and is again from Verbitski. In addition to these there'll be one other, to be selected from numbers 52, 44 (a geared, Verbitski/Nelson) and 47 (geared Nelson/Hummer).

#### **Peter Watson:**

I'm planning to take five models to Argentina, four with geared engines and one with standard drive. Of the four geared models, two have Verbitski engines and two use Nelson Hummers.

Three of the models are clones of Verbitski's design, but with some simplifications such as one-piece carbon/Kevlar fuselages, no wing incidence change on the climb, no cowl, etc. The fourth geared model is an original...if there is such a thing!

I have never been happy launching high span models in windy conditions, so I decided to build an old style, size and layout model but with a geared engine. I also feel that models of this type handle turbulent, thermally conditions better than the others. The model was trimmed at Lost Hills in February and used in 10 rounds of the Maxmen competition. Conditions varied from calm to moderate breeze. Pleasingly, the glide was better than I'd expected given the aspect ratio.

#### **Finally, from John Cuthbert:**

This is the second year running that I have been asked to step into the UK F1C team at short notice. This year, unfortunately, Paul Chapman has not taken up his place due mainly to a very heavy work load which has hampered his preparations.

I shall be taking the same four geared models that I took to Romania last year, two Verbitski engined and two Hummer powered. I own three of them as I have purchased them back from their previous owners. All models have the familiar Verbitski wings and tailplanes but I have continued with the propeller development I started a few years ago and therefore I will have a new propeller for Argentina.

I have returned to F1C flying after trying F1A for two years. Unfortunately I found the process of launching a F1A bunter very painful as it seemed to play havoc with my already damaged spine, hence the return to F1C. I am in the process of producing a folding wing for the geared engine that will do away with the bulky two-way hinge that is used on current folders. I hope to have this ready for testing towards the end of the year.

Finally, can I say how much I am looking forward to teaming up with Stafford and Peter once again and let's hope we have similar success as last year and bring back gold medals.

**Thanks from FFn to all our team members for providing this information and the plans. Our best wishes to them all.**

## **SNOW WHITE**

By Ted Tyson

This tale should be about two days of free flight fun in France, but nature has a way of changing the best-laid plans. It does however tell of one man's determination.

For several days weather forecasts were predicting heavy snow storms along the south coast. Remembering our 2004 trip, wisely, we three, David Greaves, John White and Ted Tyson left plenty of time for the journey to Lymington, our meeting place. Thankfully the blizzard did not happen, leaving ample time to load our gear into David's car and make a leisurely journey to Portsmouth. With a three berth cabin and a sensible 0800hrs landing, we arrived at Le Harve on Friday morning fairly fresh. It was surprising to see a lot of snow in the open spaces, but thankfully, clear roads!

An easy drive brought us to Chatres about mid-day. Choosing a restaurant in the town centre, we entered to be greeted by the waiter dressed in a red flowing tunic with square-toed shoes. As he presented the menu, with a flourish, he announced that he was dressed for a local celebration of French king "Henri 4". We felt a little out of place with our thick winter coats and woolly hats.

After a comfortable night at our hotel, on Saturday morning we saw that there had been overnight snow, which made the 30 miles to Viabon very difficult. With no published start time for the competition we had to push on.

Once again the weather intervened, with visibility down to less than a minute on the flying field. The start was held over till well after mid-day. David Greaves' hands were suffering from the cold and he had difficulty assembling his F1B, but went on to record impeccable flights to reach the fly-off. The fly-offs took place in rapidly worsening conditions, with timekeepers provided by the organisation, some of them with the Mark 5 magic eyeballs fitted!

Sunday morning, more overnight snow and strong winds obliterated the roads to Viabon. A very tense journey, following the telegraph poles trusting that they did not go cross country at any point.

On the field, a reported 30 mile an hour wind, drifting snow and a chill factor of minus 10 deg persuaded David Greaves and Ted Tyson not to fly.

John White was determined to compete. Sheltering in the lee of the clubhouse, John's models were prepared for flight. That was the easy bit, out into the icy blast, wait for an imagined lull and launch. A big loop missing the ground by a gnat's whisker, then blasted away into the swirling snow, and so it was for all the flights. Setting off for each retrieval became an endurance test in the deep snow.

John's results show 1st Allbass, (Low wing) 7th F1G, and 6th CDH Ancien (Vintage).

The prize giving, the usual frantic affair was made even noisier by the British contingent, who raised the roof as John went up for each prize. All agreed, a well deserved result in very difficult conditions.

Finally thanks to David Greaves for driving there and back, John White for booking the hotel and ferry and Roger Wilkes for letting me leave my car in his paddock. Me, all I had to do was say, go right, go left and sometimes straight on. Yes, I would go again.

Other Brit results:-

David Beales: 3rd F1G, 8th Vintage CDH

Michael Marshall: 2nd Vintage CDH

Chris Strachan: 4th Vintage CDH

F1B World Cup results below.

# CRITERIUM PHILLIPE LEPAGE, VIABON, FRANCE, FEBRUARY 1

## F1B 29 flew 18 full scores

1	B Silz	GER	840	+393
2	A Zeri	NED	840	+378
3	W Ghio	USA	840	+352
4	M Woolner	GBR	840	+347
5	I Zilberg	GER	840	+315
6	U Schmelter	GER	840	+306
7	P Ruyter	NED	840	+293
8	H Helmbrecht	GER	840	+280
9	D Greaves	GBR	840	+277
10	K Salzer	AUT	840	+276
11	S Tedeschi	FRA	840	+273
12	D Barberis	FRA	840	+271

# AUSTRALIAN FF CHAMPS, Naranderra, Australia, March 26-27

## F1A 11 flew (no juniors)

1	T Stowe	AUS	1260
2	P Mitchell	AUS	1248
3	M Campbell	AUS	1211
4	N Nikolov	AUS	1177
5	B Lewis	AUS	1149
6	V Morgan	AUS	1146

## F1B 14 flew

1	R Blackam	AUS	1260	+300
2	T Bond	AUS	1260	+220
3	L Morgan	AUS	1215	
4	K Kenmir	AUS	1211	
5	J Lewis	AUS	1162	
6	P Sikora	AUS	1142	
7	W Jones	AUS	1080	

## F1C 3 flew

1	B East	AUS	1226
2	R Summersby	AUS	1115

# SOUTHERN CROSS CUP, Naranderra, Australia, March 29-30

## F1A 6 flew (no juniors)

1	P Mitchell	AUS	360
2	T Stowe	AUS	198
3	M Campbell	AUS	180
3	B Lewis	AUS	180

## F1B 3 flew

1	C Crowley	AUS	151
2	T Bond	AUS	133

## F1C 0 flew

# OBERKOTZAU , GERMANY, APRIL 9

## F1E 25 flew

1	H Schubert	GER	400.00	+110
2	I Crah	CZE	400.00	+31
3	M Popescu	ROM	390.56	
4	S Puttner	GER	378.89	
5	E Mang	AUT	376.67	
6	G Arghir	ROM	365.56	

## F1E-Junior 5 flew

1	C Faur	ROM	364.11
2	R Corodea	ROM	363.64
3	A Moisescu	ROM	331.13

# FÖHRLBERG CUP, Oberkotzau, April 10

## F1E 20 flew

1	G Arghir	ROM	500.00	+230
2	F Doupovec	CZE	500.00	+220
3	S Kubit	POL	500.00	+120
4	H Schubert	GER	496.67	
5	S Puttner	GER	488.33	
6	R Corodea (J)	ROM	480.56	

## F1E-Junior 5 flew

1	R Corodea	ROM	480.56
2	E Bildea	ROM	442.92
3	C Faur	ROM	429.44

# BALTIC CUP, Madziunai, Lithuania, April 29

## F1A 57 flew

1	P Findahl	SWE	900	+300	+288
2	S Jakutis	LTU	900	+300	+239
3	K Kulmakko	FIN	900	+300	+230
4	D Halbmeier	GER	900	+300	+218
5	J Valo	FIN	900	+299	
6	A Selgoja	EST	900	+237	
7	D Strautnikas (J)	LTU	900	+221	
8	A Parna	EST	900	+220	
9	J Zarins (J)	LAT	900	+207	
10	V Lazarevych	UKR	900	+205	
11	R Indrisonis	LTU	900	+186	
12	T Weimer	GER	900	+177	
13	V Beschasy	UKR	900	+155	
14	A Mihhailov (J)	EST	900	+123	
15	S Kiburtas (J)	LTU	900	+109	
16	M Latvenas	LTU	878		
17	J Heikinen	FIN	848		
18	H Nyhegn	DEN	847		

## F1A-Junior 22 flew

1	D Strautnikas	LTU	900	+221
2	J Zarins	LAT	900	+207
3	A Mihhailov	EST	900	+123
4	S Kiburtas	LTU	900	+109

## F1B 35 flew

1	M Woolner	GBR	900	+420
2	S Molchanov	UKR	900	+265
3	I Yurtseven	TUR	900	+261
4	D Thorsen	SWE	900	+253
5	V Ivancikas	LTU	900	+215
6	L Praniauskas	LTU	900	+207
7	J Adlis (J)	LTU	900	+163
8	E Gorban	UKR	900	
8	R Jasmontas	LTU	900	
10	R Mackus	LTU	876	
11	I Harjo	EST	861	
12	A Ribinskas (J)	LTU	834	

## F1C 16 flew

1	J Cuthbert	GBR	900	+420	+65
2	J Roots	EST	900	+420	
3	V Sychov	UKR	900	+295	
4	E Verbitsky	UKR	900	+272	
5	C Gretter	GER	900	+192	

# ESTONIAN CUP, Madziunai, Lithuania, Apr 30

## F1A 49 flew

1	J Nyhegn	DEN	810	+300	+302
2	K Kulmakko	FIN	810	+300	+267
3	A Parna	EST	810	+300	+258
4	U Kokk	EST	810	+300	+255
5	B Nyhegn	DEN	810	+260	
6	O Sevgi	TUR	810	+254	
7	F Wilkening	GER	810	+232	
8	V Lazarevych	UKR	810	+229	
9	T Weimer	GER	810	+223	
10	M Lihtamo	FIN	810	+180	
11	D Halbmeier	GER	810	+165	
12	R Indrisonis	LTU	810	+149	
13	M Latvenas	LTU	810	+71	
14	V Beschasy	UKR	802		
15	P Findahl	SWE	787		
16	M Bukauskas (J)	LTU	786		

## F1A-Junior 17 flew

1	M Bukauskas	LTU	786
2	M Snukiskis	LTU	770
3	S Mozyrska	UKR	768
4	M Meisalu	EST	766

**F1B 21 flew 9 in flyoff**

1	R Mackus	LTU	810	+310
2	K Salzer	AUT	810	+291
3	J Isotalo	FIN	810	+286
4	T Linkosalo	FIN	810	+279
5	I Yurtseven	TUR	810	+263
6	D Thorsen	SWE	810	+231
7	S Tedeshi	FRA	810	+227
8	I Harjo	EST	810	+200
9	E Gorban	UKR	810	+168

**F1C 13 flew**

1	V Sychov	UKR	810
2	C Gretter	GER	790
3	K Kuukka	FIN	776
4	A Vjacheslav	UKR	768
5	A Grasy	LTU	613
6	A Babenko	UKR	605

**MORLEY ONE DESIGN DAY, CHURCH FENTON, MARCH 28**

Report by Dave Hipperson

Consider for a moment the ideal scenario. Popular aerodrome site, very slight drift in a steady and convenient direction, solid overcast but dry and a constant 10C. Then add to that the supremely unlikely possibility of a young and able aeromodeller wishing to stay outside the field all day and patrol the downwind perimeter in case models left the drome and landed on or in view of the nearby road! Unlikely but it is exactly what happened at Church Fenton on the day of the Morley One Design contest late March. The man in question being Kevin Moseley who for personal reasons needed a quite days contemplation but hadn't perhaps reckoned with the work this observational role might involve him in by flyoff time!

With the Northern Gala only a couple of days before and rival attractions at the other end of the country on Middle Wallop, attendance was not expected to be that high. However the calm and more importantly the forecast of calm was just too tempting and all the regulars were in attendance and busy flying by mid morning. Events were novel being limited to three well proven and popular designs possibly the most adventurous of these being the Andy Crisp Flashback Glider class which still attracted seven decent performances and a close finish undecided right up to the end of the day.

The cabin power event featured vintage models all of which appeared to be seriously in need of auto rudders to transit better from rather straight and steep power climbs to circling glides. Nonetheless the winners flights were all maxes.

The other two classes, not unsurprisingly in the very stable conditions which really required a serious trim flaw to drop a flight, needed flyoffs. Despite rules encouraging it, only one man entered more than one model of the same design. Hipperson now equipped with three near identical AM35 powered Dixielanders flew them all, maxing out with each in turn but illustrating how nothing is set in stone by failing to DT on the last of the nine comp flights and having a sixteen minute flight with consequent chase across the fields to retrieve it. There was a very potent looking entry from Frank Rushby. A well built and quite light example with Cox15 power. Remembering what a devastating combination that was in the early sixties for John West in the hands of Frank it had to be a threat. It was quite an achievement for him to max out as the model came out new and unflown. After the comp flights more fine tuning to the climb trim brought calamity when the model began to behave erratically, possibly an uneven wing mount, and the wreck put him out of the flyoff.

The drift had not increased for the flyoffs, still 5mph at most but it had swung slightly to the west and thereby lined up the dreaded Paradise wood straight down wind and within range of big flights. Undaunted most of the power finalist let rip on the start signal which happily coincided with some buoyant and

slow moving air. Before his first had landed Hipperson's second was in the air. His eventual winning flight managed to come down just on the upwind edge of the wood but not before it had dodged around a few trees. Despite advice to the contrary some minutes later his third followed! This flight would have coincided with Pete Woodhouse's next best effort in some more slightly helpful air. Notwithstanding the shorter time than the first it travelled slightly further but this time slightly to the right of the wood with its port wing tip actually clipping some thin branches as it made its final circle past the trees and back out into open land!

For such solid stable air which always benefits the fast climbing power model the Senator flights that followed were perhaps even better efforts. Some light relief being provided by Gordon Beal's timekeepers who although having clocked off their charge continued to stare downwind deliberately to worry the eventual winner who was already down!

Contest Director Colin Foster presided over the presentations of cash awards with everyone having time to return as nothing had quite reached the woods.

**Senator 9 flew**

3 flights x 2.00 max

1	D Davitt	6.00+4.47
2	G Beal	6.00+3.59
3	J Foster	6.00+3.05
4	S Fielding	6.00+2.19
5	J Godden	6.00+1.55
6	P Woodhouse	5.48

**Flashback Glider 7 flew**

3 flights x 2:30 max

1	T Milner	7.13
2	C Hickmott	6.43
3	P Dickson	6.34
4	J Godden	6.27
5	A Kelly	6.00
6	J Parker	5.21

**Dixielander 11 flew -7 FO**

3 flights x 2.30 max

1	D Hipperson	7.30+ 8.04
2	D Hipperson	7.30+ 5.59
3	P Woodhouse	7.30+ 5.32
4	C Hickmott	7.30+ 5.18
5	D Hipperson	7.30+ 4.45
6	S Fielding	7.30+ 4.23

**Cabin Power**

3 flights x 2.00 max

1	J Parker	6.00
2	S Fielding	5.44
3	K Harrison son	5.02
4	J Northrop	3.49

**CROYDON WAKEFIELD DAY, Middle Wallop, March 28**

Report by by David Beales

Around 160 cars descended on Middle Wallop for Croydon Wakefield Day, which must have pleased the Museum as well as the organisers. For the second year running it was blessed with perfect Spring weather, better even than last year; as the Easter weekend approached the forecasts got steadily better and Easter Monday saw warm weather and 2-3 knots of wind all day long. In case the drift increased during the contest the CDs decided on a 180 second max. for the first round of F1B and 2:30 for the Wakefield events not flown in rounds. The drift and the direction stayed more or less constant through the day and this proved right for all four rounds. Not surprisingly, all classes needed fly-offs.

There was plenty of lift around during the day. Peter Michel spotted a trash mover lifting flight cards and lunch bags; cunningly launching his Horry into it, he watched as it was then whisked to enormous height. Conversely, poor Chris Strachan had his Yankee IV dumped from a very good height as it flew from good lift into a deep hole.

In the 8 ounce class, flying for the Ted Evans Trophy, six people made the fly-off and Mike Turner and Johnny Knight repeated their 2004 first and second places, again flying a Horry and a Knight O/D. Mike Kemp saw through the beginner's model look of the Popular Flying Wakefield, reached the fly-off and finished fourth. Third place went to indoor doyen Laurie Barr, emerging blinking into the sunshine and hedging his bets by flying both his regular Jaguar and a new Horry.

A Classic Wakefield design new to the scene was the 1956 Geoff Lefever; both Peter Michel and Robin Kimber flew it to good effect, placing first and second. With a hundred grams of rubber it might make a useful Open Rubber model. In 4 Ounce, the Copland, with its superb thermalling abilities, came to the fore, securing the top three places and representing over half the entry. Where have all the Lanzos gone? Ray Alban reached both the 4 Ounce and the Classic fly-offs; his somewhat elderly Mayfly had a new lease of life now that Ray goes for the low torque but long motor run approach, in place of the usual smoking rubber gorilla he favours.

The massed might of the Bealeses was out in force, with David cleaning up in P-30 as well as sharing CD-ing duties with Martin Dilly. Adam, holidaying from scale flying to air a new Fletcher Surprise, and William, flying a '47 Copland he built eighteen years ago, suffered from their lack of familiarity with Tan Super Sport rubber.

Ray Jones, warming up for the World Championships in Argentina, is showing great form in F1B, topping a three-way fly-off with last year's winner, Mike Woolner, and Peter King, making a welcome return to F1B flying after a two year break. F1B saw the battle of balsa versus carbon structures enacted in an unusual way and with an unexpected outcome; well into their flights Dave Greaves's and Chris Chapman's Wakefields collided and it was Dave's carbon model that lost, shedding a wing with predictable results, while Chris's traditional structure one glided serenely on to max comfortably. Dave was totally out of luck, as on his re-fly his delayed prop release delayed till the model impacted the ground.

Hindsight showed the problem of trying to guess a suitable max at the beginning of the day, knowing that this would be fixed irrespective of any changes in weather. Flying all events in rounds, even longish ones, would give both competitors and CDs the benefit of suiting the max to any change in windspeed and to the space available.

Prizegiving saw real silverware going to the winners, as opposed to chromed products from the high street golf trophy industry, with wine to test their pouring ability, along with valuable Flitehook vouchers.

#### F1B Thurston Trophy 7 flew

1	R Jones	E Grinstead	720+248
2	M Woolner	E Grinstead	720+158
3	P King	Croydon	720+148

#### P-30 14 flew

1	D Beales	Croydon	6.00+2.53
2	R Tiller	Bournemouth	6.00+2.21
3	A Longhurst	SAM 35	6.00+2.15

#### 8 Ounce Ted Evans Trophy 23 flew

1	M Turner	Walsall	7.30+6.05	Horry
2	J Knight	Bristol & West	7.30+4.37	Knight
3	S Willis	Croydon	7.30+4.11	Horry

#### 4 Ounce Fairlop Cup 11 flew

1	J Minshall	CVA	7.30+4.40	Copland 36
2	C Strachan	Biggles	7.30+3.57	Copland 36
3	R Tiller	Bournemouth	7.30+2.03	Copland 36

#### Classic 7 flew

1	P Michel	SAM 35	7.30+3.56	56 Lefever
2	R Kimber	SAM 35	7.30+3.39	56 Lefever
3	R Alban	Biggles	7.30+3.13	Toto

### NOTICEBOARD

WANTED: Stuart Darmon and Kris Best are looking for the following items:

- 1) KSB/Tatone 6 minute DT timers
- 2) "Black Russian" circle towhooks with baseplate as previously supplied by Mike Woodhouse.

If anyone would consider selling either of the above, could they please call us on 02476 678520 or see us at contests.

FOR SALE: Irving 15 RE ABC engine, Seelig 4 func timer, new F1C model £80. Contact: Tony Rogers 01793 722859

## BMFA SECOND AREA CENTRALISED EVENT, APRIL 3

### F1B - Weston Cup & Plugge 21 flew

1	T Grey	Maidstone	12.30+5.17
2	A Crisp	Biggles	12.30+3.56
3	C Chapman	Bristol & West	12.00
4	D Neil	Bristol & West	11.58
5	J Hook	Crookham	11.55
6	E Challis	Bristol & West	11.52
7	G Turnbull	Vikings	11.44
8	K Taylor	E Grinstead	11.43
9	D Davitt	Morley	11.10
10	P Tribe	Bristol & West	10.51

### F1J / BMFA 1/2A - Plugge 22 flew

1	P Watson	Birmingham	10.00+6.01
2	J Godden	Morley	10.00+4.33
3	D Hipperson	CVA	10.00+0.47
4	J Bailey	Biggles	10.00
5	C Foster	Morley	9.42
6	P Woodhouse	Morley	9.38
7	T Hargreaves	Morley	9.19
7	A Wells	EQFA	9.19
9	S Fielding	Morley	9.15
10	F Chilton	Crookham	9.06

### Open Glider 26 flew

1	C Edge	Scotia F/F	7.30+4.58
2	M Cook	Maidstone	7.30+3.53
3	J Cooper	Biggles	7.30+2.55
4	B Halford	Vikings	7.30+2.29
5	P Ball	Grantham	7.30+2.19
6	D Oldfield	Vikings	7.30+1.40
7	J Oulds	Crawley	7.23
8	G Hart	Vikings	6.43
9	S Darmon	Birmingham	6.39
10	A Cameron	Crawley	6.30

### HLG 11 flew

1	M Bennis	Peterborough	6.50
2	P Ball	Grantham	6.41
3	A Hewitt	Nottingham	5.03
4	B Taylor (J)	E Grinstead	4.52
5	S Brewer	Biggles	4.28
6	M Chapman	Notts	4.17

### Catapult Glider 14 flew

1	P Ball	Grantham	4.37
2	A Hewitt	Nottingham	3.13
3	M Bennis	Peterborough	3.09
4	S Brewer	Biggles	3.04
5	P Tolhurst	Hayes	2.43
6	M Chapman	Notts	2.32
7	R Pollard	Tynemouth	2.30

## CARDINGTON 2005

From the BMFA Indoor Duration Technical Committee, the schedule of contest dates at Cardington is:

May 1	F1L & Ministick
May 15	F1M & Limited Pennyplane
June 5	F1D & No-Cal
June 19	35-c.m & F1L
July 3	F1M & Limited Pennyplane
July 17	35-c.m & Ministick
July 23-24	F1D Trials for world champs 2006
August 7	F1D & F1L
August 13-14	Reserve dates for F1D Trials
August 28	General Flying. No formal contests
September 10-11	Indoor Duration Nationals:
Sat 10th	F1L, Limited Pennyplane, Ministick, No Cal
Sun 11th	F1D, F1M, 35cm
Time slots may be available to Indoor Glider classes, if there is a demand.	
September 25	F1L & Ministick
October 16	General Flying. No formal contests

Hanger rules:-

This is a weather dependant site. Meetings will be cancelled if there is continuous rain or high winds forecast. The hanger becomes un-flyable in these conditions.

The problem is, that we cannot know for sure if we must cancel, until the Friday or Saturday just before any meeting, and the only way we can deal with this, with the speed required, is for you to get on the Cardington Group List, held by Laurie Barr. If you are already on this list, you will get a copy of this now. If you are not already on this list, you should email Laurie Barr on [lauriebarr@btinternet.com](mailto:lauriebarr@btinternet.com) now ! For those not on the Internet, preferably write to Laurie at: Herries Cottage, Winter Hill Rd, Pinkneys Green, Maidenhead, Berks. SL6 6PJ or call 01628 487544.

Balloon Gas will be provided, but we must charge for this as usual, as well as for entry to the hanger, to recover our costs, and to provide general income for Indoor. This venue is for BMFA members only, due to insurance requirements. There will be a designated Contest Director/hanger manager on each day. Although contests will take place, courteous general flying of all other classes will be encouraged, away from the contest area. We cannot allow the flying of Radio Controlled models, as they are not compatible with other classes. We are quite happy to have indoor scale, or any other indoor free flight models, flown by BMFA members.

Motor vehicles may be driven with care, into the hanger up to 11.00 a.m, when we must close the door to keep out draughts. Competition times are from 11.00 am until last launch at 5.00 pm. Contest results and BMFA Certificates will follow at 5.30, and the hanger must be vacated by 6.00 pm.

BMFA Indoor Duration Technical Committee- Mike Colling, Laurie Barr, Nick Aikman, Clive King/Geoffrey Lefever.

## FREE FLIGHT FORUM REPORT

The 2005 Free Flight Forum report has now been published. This is the 21st report and covers the proceedings of the Forum held in November 2004 and reported in the December 2004 FFN. The report provides a record of the presentations described then and with additional material added and some things that were not presented on the day. The full contents are:

Further development with Discus Launched gliders	Andrew Hewitt
Gyorgy Benedek, 1921-2004	Martin Dilly
Update on F/F Discus HLG Developments	Phil Ball
Electric Shenanigans	Joe Flynn
Electric Indoor Free Flight and the Me. 323	Peter Smart
Groovy Graphics	Bob Cheesley
Low Aspect Ratio F1As	Andy Crisp
The Future of Free-Flight - One Year On	Mike Woodhouse
Having a Go at Mini Vintage	Phil Ball
The Current State of F1D	Geoff Lefever
Turbulators and Invigorators	Peter King
Rubber Density Measurement	George Waby
Buy or Build	John Carter
Vintage Wakefields in a Modern Context	Chris Strachan
Better Shell Mouldings	Chris Edge
Construction and flying of Indoor duration models	Clive King
Getting More Out of Rubber	John O'Donnell
Propeller Efficiency Revisited	Mike Evatt

Prices are: UK £10.00 including postage  
Airmail to Europe £12.00,  
Airmail elsewhere £14.00

You may order by credit card. Cheques should be payable to 'BMFA F/F Team Support Fund', in pounds sterling only, and drawn on a bank with a branch in the UK. All proceeds go towards the funding of Britain's teams for indoor and outdoor F/F World and European Championships. Contact Martin Dilly, 20 Links Road, West Wickham, Kent BR4 0QW, fax +44(0)208777 5533, email [martindilly@compuserve.com](mailto:martindilly@compuserve.com).

## NEWS FROM BMFA FF TECH COMMITTEE

### Rule Changes 2006

The next issue of this news will contain the suggestions we have received to date together with the FFTC's comments and opinions on these.

### Area Centralised Events

It has become apparent that there are a number of anomalies in the rules governing the coordination of these. Most of this is due to the relevant rules not keeping step with changes in the overall organisation of the BMFA and introduction of e-mail. We are currently looking at how the system should be updated.

### International news

There are two changes in the team for the World Champs in Argentina. Paul Chapman has had to withdraw from F1C and his place will now be taken by John Cuthbert. Mike Woodhouse has also had to withdraw as assistant team manager due to illness, his place is being taken by Brian Spooner.

### Personal Safety

The unfortunate death of Graham Shacklock at the Northern Gala has prompted a look at how we deal with our individual safety and what we can each do to minimise any risks. This is no more than what we might consider in any facet of our lives, particularly to make any 'incident' easier to cope with. We are asking competitors to carry their mobile phones with them and make sure that they are switched on. Also that everyone enters the number for the CD's phone in theirs. Most importantly we are asking competitors to have their number entered on the score sheet at the start of the day.

Most medical incidents are minor but even serious ones can often be kept under control if assistance is provided as soon as possible. We are also considering providing a regularly updated register of these phone numbers together with tracker frequencies, and essential medical information – i.e. blood groups and any serious medical conditions. To some this may seem intrusive, even so you may finish up being grateful if it saves your life in an emergency.

### Calendar Changes

Please note that the Summer Mini event at North Luffenham is now on July 24th, apologies for any confusion. Unfortunately there will always be some changes to the Calendar through the season, due to factors that are out of the FFTC's control. Though we try hard to keep everybody informed there are occasions when the changes get missed by those who print the details. If in doubt check the FFTC web site at <http://www.vengi.demon.co.uk/> or ring Mike Woodhouse, Chris Strachan or Trevor Grey. On the same subject please note that the venue for the first team selection meeting on August 20/21 is Salisbury Plain.

### Junior Power

Though there seems little interest among Juniors for flying Power at any level, the mechanism to allow juniors to qualify for "Junior" Championship teams is now in place. The present requirements for junior qualification consist of juniors flying in the "Senior" team selection events. As from now Juniors will be able to fly either F1J or F1P models alongside the Seniors in the F1C class. Engine runs will be as per the relevant class and maxes the same as for the F1C event being flown.

### Forward folding props

The March CIAM meeting banned these with immediate effect – on safety grounds. Please note that the same ban now applies to all UK events on the same safety grounds.

### Nationals

The organisation is now in place and virtually everything is ready to go. However we still need two CDs – one for Saturday and one for the FAI events on Sunday. Please contact Mike Woodhouse or Chris Strachan.



### Big Tent at the R/C Nats

We are currently negotiating with a 'possible' coordinator to bring this F/F publicity project to reality. If the project does go ahead we will need helpers and models for display and/or evening demonstrations – more details as soon as we know the final arrangements

### Rules Coordination

We have received various comments on the suggestion to coordinate the various non-bmfa rules, inserting them in the BMFA rule book as a 'reference'. It is becoming apparent however that the number and variety of these rules would possibly overload an already very full rulebook. One possibility is drafting a set of classic/nostalgia rules along the lines of the existing 'Vintage' set-up but with a later cut off date. As usual let us have your views.

### Vacancies

Five of the current members of the committee finish their terms at the end of this year and offers for replacements are urgently required. The FFTC provides the organisation that runs Free Flight in the UK. None of the work is particularly onerous or time consuming, nonetheless it has to be done and without it BMFA free flight events won't exist. Consider now whether you could fill these places. Posts becoming vacant are: Chairman, Secretary, PRO, Council Delegate and Safety Officer. If you think you could do these jobs please contact Mike Woodhouse.

### Distribution

This 'news' is also available direct via e-mail. If you would like to receive it direct, please e-mail to Trevorgrey@AOL.com .

## SALISBURY PLAIN

From Bernard Aslett.

Regretably, information has been received that there are individuals using Salisbury Plain without paying the required charges. Apart from this irresponsibility, there other concerns:

1. A lot of work has been done to promote confidence with the authorities in our use of Area 8. The Army expect us to be responsible - not being so, brings our continued use into question.
2. The licence for use is granted primarily, for Team trimming, and is also expensive. This cost is met largely by a dedicated group of FAI flyers, who are happy to share this facility with others. Their generosity should not be abused.
3. If a collection of daily/weekend dues cannot be made, the instructions are quite explicit, a cheque made out to BMFA should be forwarded to Bernard Aslett, 25, Honeyhill, Wootton Bassett, Swindon, Wilts., SN4 7DX. Currently the charge is £10 per weekend or part thereof

In consequence it has been decided that a list of those authorised to use Salisbury Plain will be passed to the Range Warden, who will be encouraged to check for valid use.

## PROMOTING FF AT THE AUGUST NATS

From Martin Dilly

I have been asked by the FFTC to consider organising the free-flight promotion tent and display at the August Nats. Ralph Sparrow has already put a lot of work into this, but is no longer on the committee. Those of you who were at the Conference on Free Flight last year will probably have been impressed by his ideas for this project; it would be a great shame if his work came to nothing. I can't possibly do it alone, and need at least 6-10 people who would be prepared to help both with the preliminary work and planning, as well as loan models and manning the stand, which will be in a marquee.

You may know that it seems to have become a tradition at the August Nats to have some sort of free for all in the evenings, involving free-flight models of the Ebenezer and Tomboy type; one of Ralph's ideas that I would like your help with is to have short demonstrations of 'our' type of free-flight, probably with short D/T'd flights by an F1C, an F1B and an F1A.

I will be in Argentina from May 16th till June 13th and would like to let the FFTC know by May 14th whether or not I have the support to take on what I think will be a worthwhile task. Please contact me before May 14th with your offers of help; I'm on 020 8777-5533 or email at: martindilly@compuserve.com.

## INTERNATIONAL COMPETITION NEWS

SCANIA CUP World Cup F1A F1B F1C is at Rinkaby, Sweden from July 1 to 3. Friday 1st is arrival day with test flying from 10am and registration from 3pm. The contest will be flown on Saturday 2nd starting at 9.00 after registration from 7.30 and a briefing at 8.00. Sunday 3rd is reserve day for any rounds or flyoffs not completed on the previous day. Entry fee is 250 SEK, or 50 SEK for Juniors, to be paid on arrival. Entry form to be returned by June 18. Contacts are Anders Persson, tel +46 40 969862 friglyg@bolina.hsb.se or Lennart Hansson tel/fax +46 40 193790 not later than 9pm.

## UK COMPETITION NEWS

MORLEY HEATH COMMON MEETING will be on Saturday, June 25 at Church Fenton. There will be five events: (1) British Power, (2) CdH, (3) P30, (4) Midi Vintage, (5) Veron/KK Scale. Number of flights and maxes will be decided on the day. Contact: Joe Northrop, 01132581292.

BRUMFLY 2005 will be held at Barkston on June 26th, start time 9.00. Events will be Open Rubber, Open Glider, Open Power, SLOP, Mini Vintage, CdH, A1, F1J/½A, CLG and HLG. Not in rounds, but all except CLG and HLG must be flown upwind of a line. Field charge. Contact: Stuart Darmon on 02476678520. NB This year we have invited other FF disciplines to share the venue, and Bill Dennis is interested in running a FF scale event. Anyone interested please contact Bill on 01623 882 020.

WELCOME TO THE PLEASURE DROME will be on Saturday, July 2 at Church Fenton. There will be seven events: (1) 4/8oz Wakefield, (2) Combined CdH & Flight Cup, (3) Mini Vintage Rubber, (4) Midi Vintage Rubber, (5) Vintage Glider, (6) Combined Vintage/Classic Power, (7) Bowden style event. Number of flights and maxes to be decided on day. Contact and CD: Ralph Sparrow, 0161 439 8021.

DEVON AND CORNWALL RALLY additional details: 9th July Classic Glider Line Lengths: 1951/54 - 75m 1955/60 - 50m. 10th July Open Electric to be added to the Open/Slow Open Power Class, motor run to be decided on the day.

CLEEMAC KNAVESMIRE MEMORIAL. SLOP will be held at Church Fenton on SATURDAY July 16th from 10am to 5pm. Events will be: (1) SLOP (10 sec run) and Nostalgia Power (12 sec run), prizes to include top Dixielander award; (2) BMFA Mini vintage rubber/glider/power; prizes to include top Ajax award; (3) Combined A1+P30 3 flights; (4) Vintage plus Classic Glider (vintage 100 m line, classic 75m); (5) Combined CO2+E30 3 flights; (6) Combined HLG/CLG/DLG best 5 of 9 flights; (7) Cleemac handicap flying scale duration rubber/glider/jet max wingspan 30". Prizes for all events including top junior, lady, etc. Vintage/Classic glider winner will also receive the Tony Balding Shield. Unlimited re-entry will be allowed this time, but only with different models. Must be on Church Fenton list. Contact Tony Rushby 01472 814864.