

# FREE FLIGHT

## News

### CONTENTS

FFn 500	18	Maxmen International, Lost Hills, USA, February 15-21	21
Peter King's Autobiography	18	Lost Hills F1E World Cup events	22
Terry Dilks	19	News from BMFA FF Tech Committee	23
Ron Moulton	19	CIAM Competition Calendar 2011	24
Lost Hills 2011	20	International Competition News	24
Anselmo Zeri Memorial, Lost Hills, USA, Feb 12-13	21	UK Competition News	24
Pan American Open, Lost Hills, Feb 17	21	Noticeboard	24

### FFn DIARY

March 5-6 Salisbury Plain	BMFA Trimming Weekend. See FFn 1012 Must call Peter Tribe on Friday before 01225 862748.	April 2 Osijek, Croatia	14th Kup Slavonije I Baranje. F1A, F1B, F1C. Contact: Vinko Tomljanovic, tel: +385 91 532 1422, email: vinko.tomljanovic@gmail.com, web: http://www.aeromodelarstvo.net
March 6 Area Venues	BMFA 3rd Area. C/G, F1B (Duce/Plugge), F1J-/2A, Mini Vintage(Plugge), P30 (Plugge). Contact: Area Comp Secs.	April 2-3	BMFA Salisbury Plain. See March 5-6.
March 11-13 Moravske Toplice, Slovenia	Mura Cup. F1A, F1B, F1C, F1Q World Cup event. Contact: Bogdan Lemut, Borovnjakova 1, 9000 Murska Sobota, Slovenia, tel: +386 41 210 144, fax: +386 2 534 81 51, email: muracup@siol.net, web: http://freeweb.siol.net/muracup	April 9-10 Salisbury Plain	London Gala. 9th: C/R, C/G, C/P, Vintage R/P, P30, CO2, CLG, F1E. 10th: F1G, F1H, F1J-BMFA1/2A, Vintage Glider, Mini Vintage, SLOP, E30, HLG. Contact: T.Grey 01892 539221.
March 12-13 Gjovik, Norway	Holiday on Ice. F1A, F1B, F1C, F1Q World Cup event. Contact: Tor Bortne, Jernbanev 28, 2840 Reinsvoll, Norway, tel: +47 611 97 463 or +47 920 95 329, fax: +47 611 52 606, email: tobortne@bbnett.no http://frifluktvegar.no	April 9-10 Oberkotzau , Germany	2 F1E World Cup events. 9th: international, 10th Föhrberg Cup. Contact: Peter Kuttler, Schneebergstr 26, 95145 Oberkotzau, Germany, tel: +49 9286 61 87, email: peter-kuttler@web.de
March 12-13	BMFA Salisbury Plain. See March 5-6.	April 15-17 Vize – Kırklareli, Turkey	Istanbul FF Cup. F1A, F1B, F1C World Cup event. Contact: Ismet Yurtseven, Bulgurlu, Aydinoglu Sokak no 21, 34696 Camlica Uskudar - Istanbul, Turkey, tel: +90 216 521 1414, fax: +90 216 4619180, e: ismety@banksoft.com.tr web: www.turkey-ff.org
March 15-16 Matfors, Sweden	Matfors VT International. F1A, F1B, F1C World Cup event. Contact: Mikael Holmbom, Österlo 140, 86013 Stöde, Sweden, tel: +46 76 116 91 33, e: mikael.holmbom@matforsmfk.se, web: http://www.matforsmfk.se/matforsvt	April 16 Tass, Hungary	Lucenec Cup - Slovakia. F1A, F1B, F1C World Cup event. Contact: Stefan Hubert, Malinovskeho 5, 98403 Lucenec, Slovakia, tel: +421 905 145107, email: gabika1988@hotmail.com
March 19-20 Säkylä, Pori, Finland	Bear Cup. F1A, F1B, F1C, F1Q World Cup Contact: Kim Henriksson, Ymmerstanmäki 9, 02750 Espoo, Finland, tel: +358 41 5152 481, email: kim.henriksson@inspecta.fi, web: www.flyhigh.fi/bearcup2011	April 16-17	BMFA Salisbury Plain. See March 5-6.
March 19-20	BMFA Salisbury Plain. See March 5-6.	April 22 (Good Friday) Church Fenton	BMFA Northern Gala. C/G (CMA), C/R (Caton), C/P (Hamley), SLOP (Falcons), F1H, F1J-1/2A, P30, Mini-vintage, E30, CO2, HLG-CLG. Contact: Denis Davitt 0113 2675433
March 20 Middle Wallop e	Coupe Europa. F1G, Vintage CdH. Start 10am. See FFn 1002. Martin Dilly 0208 777 5533 martindilly@compuserve.com	April 23-24 Rana near Louny, Czech Rep.	2 F1E World Cup events. 23rd. Rana Spring Cup I, 24th Rana Spring Cup II. Contact: Josef Kubes, Dr Steinera 22, 27201 Kladno, Czech Rep., tel: +420 737 164138, j.kubes@centrum.cz
March 26-27	BMFA Salisbury Plain. See March 5-6.		
March 27 Area Venues	BMFA 4th Area. C/R (Gamage), F1C(Halfax/Plugge), F1Q, F1H(Plugge), SLOP (Plugge). Contact: Area Comp Secs.		

## FFn 500

We missed marking a landmark with the January issue – that was the 500th edition of FFn since it was started in May 1969. A pity it was also notable for having messed up the change of cover and for the first time we continued into another year without changing cover design or colour. It seems only a short while ago that we passed the 40th anniversary and realised that 500 was imminent, but then forgot about it during the intervening few months.

Thanks for your continued support over that time, and please remember that your contributions are very welcome to help provide a variety of content and news every month.

The article in the NFFS Symposium Report could also have served to emphasise the milestone. On which subject, more copies of the 2010 Symposium Report are now in stock and available from FFn, continuing at the same price of £25.30.

## PETER KING'S AUTOBIOGRAPHY

*Flying High: A Jazz Life And Beyond*

By Peter King

Reviewed by Michael Warren

Writing a book is a lengthy and lonely task. All those blank pages to fill, details to check, decisions on what to include and what to leave out. But to write a book like this one takes something more – courage and searing honesty.

Peter is known to readers of FFn both as a successful Wakefield and Coupe flyer, a frequent contributor to both NFFS Symposiums and the UK's Free Flight Forums and, even to those who may not be jazz-lovers, as an internationally renowned alto sax player. A quick glance through the book's index reveals an amazing cross-section of names, jazz greats of course but also Marlene Dietrich, Liberace, Goldie Hawn, Matt Damon and many others whom the author has met or, one way or another, been influenced by. (Other names in the index include Andruikov, Broderon, Buskell, Dilly, Gaster and North. More on the aeromodelling a little later...)

But it's not all glitz, glory and Goldie Hawn, far from it, hence the need for courage. As the book makes clear, the majority of jazz artists barely make a living: the income is limited and wildly unpredictable and has to be boosted by often tedious session work – working anonymously in studios backing singers of varying skills – or even sitting in the orchestra pit as part of a Christmas pantomime band. Not an easy life.

Though the various anecdotes about being a jazz musician are fascinating and often fun – the book is a chatty, informal and easy read – there are other sections of it I found particularly interesting. Peter's early days are described with admirable honesty. He was shy and insecure, troubled at school, and, as he openly admits, plagued by acne. Yet in the space of two or three years, by an astonishing regime of hard work, he turned himself from a clarinet-playing member of a decidedly amateur traditional jazz band into a modern jazz sax player good enough to be invited to play at the opening night of Ronnie Scott's Jazz Club (in Gerard Street, now the centre of London's Chinatown), to win the 'New Star' award from the weekly Melody Maker, and to make his first BBC broadcast. By which time he was just 19.

Then, however, he had to find a way to survive in a small but highly competitive world, a world at that time knee-deep in booze (and worse), and, what's more, he was coming to grips

with a new, technically demanding and to many a near-incomprehensible form of music, certainly music that needs to be listened to rather than just heard. As Peter makes clear, it was tough for many years and there were deep lows in his life as well as highs – his honesty here is impressive but almost unnerving – but he survived when many didn't, despite his continuing and debilitating insecurity (a particular problem if you do much of your work in the public eye). Jazz critic John Fordham, writing in *The Guardian*, once commented on Peter's '*shy and withdrawn appearance*' on stage in his early years, though he also acknowledged that by the '90s he was '*lean, sleek and faintly baleful and rather resembles a Mafia hitman*'.

Later in the book I was intrigued by Peter's love of motor racing and the impact Ayrton Senna's death had on his composing – it resulted in the three pieces dedicated to Senna on his award-winning CD *Tamburello*. He also writes about the genesis and development of the opera he has now written – *Zyklon* – and it's heart-warming, particularly in the light of what he went through in earlier days, to see Peter still breaking new ground even as he moves into his seventies.

I approached the aeromodelling section of the book with, I admit, crossed fingers. As I've suggested elsewhere it's difficult writing about what we do for a lay audience and expecting them to understand and take it seriously. I needn't have worried. There's a good six-page summary of our little obsession, of how and why we do it, and the experience and drama of major competitions.

On the other hand I wish there were more and larger pictures in the book and, in particular, more shots of the author on the bandstand. Jazz, after all, lends itself to dramatic, atmospheric performance pictures, even now cigarette smoke doesn't add that further touch of mystery.

This, I think, will be an enjoyable and eye-opening book even for those who don't listen to jazz. There are far more things in it than I've mentioned – he discusses his interest in art, for example, there's a nearby sideswipe at the current fetish for installation art (does Tracey Emin's unmade bed come to mind?) and a fascinating discussion of whether it's possible or even desirable for every jazz solo to be new and different. Overall, highly recommended.

Reading Peter's book over the last few days has brought two particular memories to mind. The first was in the Queen Elizabeth Hall in London on November 30th 1993. (I know this so precisely because I've got the CD.) It was a celebration of Stan Tracey's 50th year in jazz and at one point, as the applause from the previous number faded, Peter strolled down to the front of the stage, paused, and then with a glorious, breath-taking, crystal-clear cascade of notes pinned us all to our seats before launching into Duke Ellington's *Come Sunday*. Wonderful.

The second is very different. We were walking back to the flight line one sunny day, models tucked under our arms, and were talking about the other things we'd done in our lives. I asked him what still attracted him to model aviation and though I can't remember his precise words, I well remember the essence of what he said – '*After some of the places I've been during my life, doing this... well, it's heaven.*'

Having read his book, I begin to understand what he meant.

[*Flying High* will be published on March 23rd, and will be available from bookshops or direct from [www.northwaybooks.com](http://www.northwaybooks.com)]

## TERRY DILKS

Terry passed away on February 4th following a 3 year battle with cancer. A tribute by John Carter:-

I meet Terry some 45 yrs ago at the Friday club night of the then Spitfires M.A.C. Terry along with Dave Hambley encouraged me in to Free Flight.

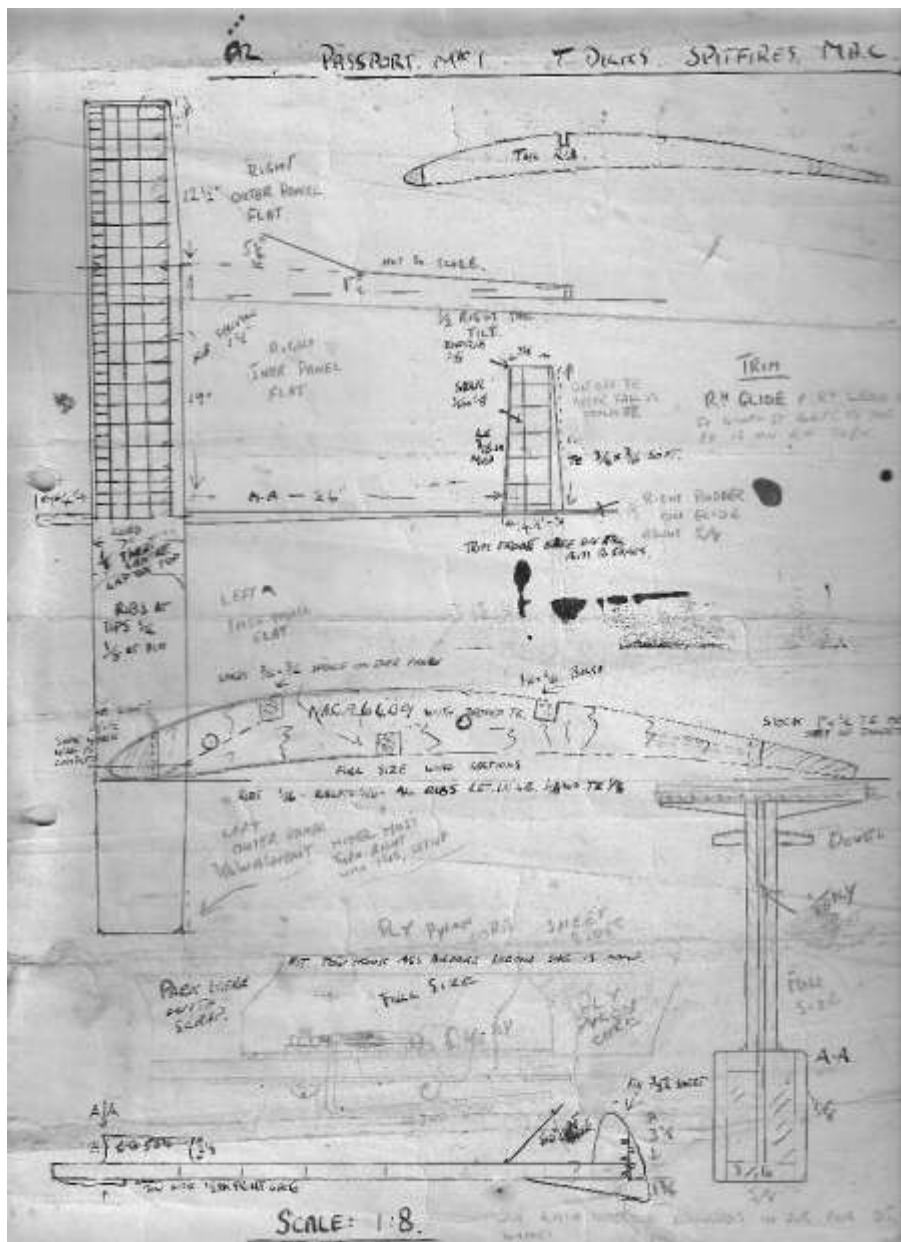
Terry and I became buddies and attended a many numbers of contests together, travelling for many hrs laughing and talking toy aeroplanes, the hours disappeared in to minutes.

Terry's models were always well built functional and flew well, His favourite class being glider, a copy of the original drawing of his Passport design he gave to me. I have scanned and included. A model designed in the late 60's and flown normally in a gale with good success.

Terry achieved national success in glider and rubber events with wins at the nationals in vintage. He also took on the job of assistant team manager at a number of world and European championships.

A great lad, brilliant friend, missed but not forgotten.

(Ed: the idea of reproducing a working sketch was quite novel compared to the usual black-and-white aim to reproduce drawings as accurately and clearly as possible. I hope the result is reasonably legible!)



## RON MOULTON

By Dave Hipperson

Now we have had time to reflect on the sad demise of a man who could quite reasonably be described as the greatest ever aeromodelling commentator, it is important that his contributions to the welfare of specific branches of the competitive side of our hobby also be addressed. First however make no mistake Ron really was a terrific journalist. Cryptic, accurate and often amusing – sometimes very much so. Many times I have binged on about how reading of my heroes in the Aeromodellers of the fifties and sixties inspired me to fly free flight at the expense of virtually everything else a chap of 13 years might otherwise be expected to be doing. The reason I was so inspired was his prose. How exciting he made the world of model aircraft competition sound. Great tracks of what he wrote still resonate around my head to this day. Not everyone could be at the 1960 World Power Championships at Cranfield. I certainly couldn't but now some fifty years later I feel like I was there because of his ability to communicate the story so eloquently. I had been a rather disinterested and hence slow reader as a child but not after picking up my first copy of his Aeromodeller! It could be said that he actually inspired me to read as well as to build contest model aeroplanes and then eventually write about them. Very encouraging of my first feeble efforts he was too.

Let us be quite clear – he virtually invented Control Line and despite being a Free Flyter I have long since forgiven him! Actually he got the original idea from the South Africans but despite his enthusiasm for the concept had some difficulty getting it adopted by the SMAE. All this was back in 1948. However in Free Flight it was his pioneering of the French class of Coupe d'Hiver that current flyers the World over should thank him for the most. Soon after taking over the reigns of Aeromodeller in 1959 he published, indeed I believe he actually commissioned, the Garter Knight design from Derl Morley a leading rubber duration flyer of the time. This was in 1961. The class attracted passing interest and some events were added to the SAME contest calendar however Ron knew he could do better and he did just that. Right through the 60's he organised trips each February to the premier French event at Chavenay near Paris. I was lucky enough to be included in the second one of these in 1964 – I was a mere 18 year old –and made the acquaintance of both Alan Landeau the Frenchman that was to dominate for many years – and the man that was to become my good friend to this day – John O'Donnell. Then in early December of 1975 at Halton where Ron had spent a good part of his training days with the RAF – he hosted the first of what was to become a legendary series of annual Aeromodeller Coupe d'hiver competitions that in a slightly less grand form

still run today and still award the same iconic solid block of Perspex crafted for this first event by Ian Dowsett. Just the one class (well two actually as the 100 gram French rules were run in parallel) all organised with tremendous enthusiasm by Ron and his staff. Despite the freezing fog the day was a colossal success. Never had so many British modellers focused their efforts so keenly for one contest. To show us the way a number of French leaders in the field came over and flew and for a few years they were hard to beat and scooped the prizes – and what prizes! With his connections in the trade Ron was able to tap into an Aladdin's Cave of sponsorship and assemble a vast array of aeromodelling paraphernalia to be distributed indoors in the warm after the close of the event. We had never seen anything like this before and we loved it! Awards went down so far that it quickly became *de rigueur* for contestants to continue flying even if their scores looked a bit meagre, as they were sure of winning something worth having. This in turn enthused the whole entry to stay to the end and hence often turbo-charge the prize giving into a standing room only event. The entire concept simply corkscrewed itself to success and the Cd'H class, once languishing, blossomed and the contest ran on year after year. Coupe d'Hiver never looked back either in the UK or the rest of the World. Indeed it could be argued that today it is possibly the most universally popular FAI contest class we see on the International calendar. It is virtually without critic. What a legacy to go with his tremendous writing. Thanks Ron.

## LOST HILLS 2011

Report by Chris Edge

Dubbed 'The Fabulous February', the 2011 World Cup season started with a flourish at Lost Hills with the Anselmo Zeri Memorial and MaxMen International events for A,B,C,E,P and Q. If that wasn't enough, the Isaacson Winter Classic catered for everything from the FAI mini events, through a plethora of HLG/CLG, Classic and Old Timer events: the Pan American had more FAI events (non World Cup) and the MaxMen had minis. For your scribe this meant 5 contests over 10 days with resultant blisters and sore tendons. Oh, and on the other days you could trim, practice, attend 'Flapper Camp' and even allegedly hunt for Haggis: it's what we were put on earth to do.

The weather played its part with only the Zeri managing the 7 flights and flyoffs as scheduled, with the PanAm and MaxMen FAI events being truncated to 5 flights (excepting F1E) with flyoffs the following mornings. However, the standard of competition for all events was high with some big pointers to 'what will be hot in 2011'.

The Zeri/Isaacson started things off well with minis interleaved with the FAI events. For me the highlight was the 7-minute F1A events with, in A, Koglot (low-drag section), Findhal (flapper) and Stamov ('normal' section) all in the air at the same time. Roland launched a bit higher than Per with a new model featuring a foam core and 'spread tow' CFC sheeting over the whole wing; both probably started gliding from over 90m. What was a surprise was that the glides of these two models were very similar showing that the computer designed low drag section (LDS) was really competitive. Roland DT'd from 5m for a max with Per a few seconds down – it was interesting that Per spent most of the next week practising with his LDS model based on a 'Baldrick' upper surface but with blunt nose and lower surface chin.

C and B finished with a perfect 'ten' from Babenko (folder) from a really fast new model of Truppe (flapper for the 4 inner panels only). In B, Ghio, flying a 6-panel Eggleston LDS, was pipped by AA using, gasp, only a 4-panel wing.

Skip forward 4 days to the PanAm that was postponed from its scheduled Wednesday. This was necessary due to an approaching storm which lashed San Francisco down to the Grapevine with high winds and rain, but which then left a calm

hole on Thursday when we could start. For the Brit team of 'The Three Johns' (Copper, Jack and Edge) only CHE made it through to the flyoff as the tumbleweeds started, er, tumbling during round 5 and with models landing in the large pit (roughly the size of my local village) in the gypsum mine. The flyoffs were held starting 7am on the Friday, first day of the MaxMen, and thus things were getting truncated. In C, Truppe had a real cracker, with Ribchenkov winning B. Again Koglot won A with the same model (I didn't see the flight) by over a minute from Abad (LDS); by now he was getting some interest for the assembled towline pullers.

The MaxMen A day started with nice air and light lift but by the 5th and last round flown the weather got really confused. It started calm on the ground and very thermally but, when launched, models hit a fast shear layer and started to disappear in to approaching dust. It went calm again and flyers had trouble finding space in the traffic to release followed by a period when it got really turbulent all the way up with even Carter struggling with his LDS but an eventual release. Koglot too towed in but did a one-circle flight near the end of the round to max out as well – the triple was on.

The flyoff for A was another 7am affair at the start of the B&C day (Saturday). I was drawn to time for Roland (rumours that I paid for the privilege is as scullerous as it is inaccurate) who pulled out the black beast yet again. Van Wallene (flapper with servo driven hook position changing) went in nice air but a poor glide with Roland going soon after, applying the full helmet and chips launch to get to a claimed 105.5m. There was later some doubt about this height with others suggesting it was in the 90m range, but either way it was seriously impressive. The first part of the flight was part up, part down but it stabilised at 1/3 height to do nearly 5 1/2 and make the third win. Baron (classic model) arguably had the best air for 2nd with Mitchel (flapper) getting third.

So now to B&C. The weather was better this day but now the rain came to kill things after 5 rounds. In fact it went calm later and so things could have got finished but instead another 7am start on Sunday; in fact a 5am start for the keen Brits from their luxury motel complete with high-class Mexican soap opera. Lots had made it in both classes but it was cold and damp with a wind direction to the artificial hills. B went first and Ghio had a DPR fail on his LDS model and had to fly almost last with a reserve. Lost of good flights around 5:30 but Ribchenkov won again.

In C I timed Gutai for a good 6 mins plus with a 'classic' model (non-flapper or folder) whilst in the background I heard a long overrun. It was Babenko who tried to punch a hole through one of the hills then never getting his spare's engine started in time before the hooter went. Many went behind the hills but the one who didn't was Verbitski who managed close to 10 with his mass-balanced flapper.

Some comment on both the Ike and MM mini events. F1H was a double win for Findhal with his M&M model with Brits (first CHE and then Cooper) in 2nd. Finally success for us in F1J with Jack winning the MaxMen with the only 5 minute flyoff with excellent glide and thermalling from the ever present junior Taron Malhasyan. By now, the last day of my flying, the weather was excellent and many were still flying as the sun set, an appropriate end.

The following day the sight of aged limping sportsmen greeted the check-in desk at LAX as the adrenaline started to drain away and the reality of working for a living struck home – rats!

From a glider flyer's viewpoint, the prominence of the LDS models was exciting and relieving. The average modeller competent in composite structures can build LDS models: they are simple, stiff, strong and there are people and information out there to support you. This isn't the whole story of course as the trimming of these models, particularly the launch, is

difficult but certainly feasible. John Carter has one going very well whilst my LDS model had flashes of what these models can do and we made launches from the high 80's to near 100m.

So is the flapper dead ? Koglot has allegedly sold all but one of his 6 flappers, so why keep one ? Well there is much evidence that these models only work well in calm, non-turbulent air. Many flights were seen to start well only to be disturbed at low level – in this mode they loose height quickly and Findahl was certainly caught out by this effect. The difference with Roland's flyoff model was that it was fully sheeted and maybe the smooth surface helps, or else his CFD work has improved the state of the art – who knows. In comparison his rounds model was different, a section based on an old Verbitsky F1C airfoil with an upper turbulator at 50% and open structure. It was rumoured that the flyoff model has been sold and that he has something better in his box – there were certainly two sheeted wings that I saw. What didn't happen was a comparison with the Makarov flapper, that is arguably the most developed and best flown, as Sergi wasn't there - so maybe you currently need both. This would no doubt suit the manufacturers who will now tool up to develop their own LDS models – Stamov was seen testing a variant of his Drela-derived section as well as his latest flappers.

In B the best models simply climb longer and higher than the pack. There seems no general adoption of 6-panel wings but perhaps more movement towards electronic timers, the AA variant chirping like a Song Trush. More recording meteorology equipment was seen, displaying both wing and temperature data from up to 4 remote heads – very neat.

In C you need a folder, a flapper or a combination of both. Squid-Meister Jack didn't get to display his folding-flapper in the contest but it looked very potent on practice flights – a 6-panel version awaits trimmings I'm informed.

I didn't see much of Q so can't comment whilst E will be reported elsewhere.

So what of the multi-World Cup idea ? Well both contests were run well by experienced flyers and were well supported from overseas and so are expected to continue in this format next year. If I can cram my model box with sufficient models then there are sufficient events to tempt me next year. Want to join me ?

## ANSELMO ZERI MEMORIAL, LOST HILLS, USA, FEB 12-13

### F1A 30 flew, 14 full scores

1	R Koglot	SLO	1290	+300	+420
2	P Findahl	SWE	1290	+300	+412
3	B Van Nest	USA	1290	+300	+333
4	V Stamov	UKR	1290	+300	+324
5	P Lagan	NZL	1290	+300	+295
6	I Kreetz	NED	1290	+300	+291
7	P Mitchell	AUS	1290	+300	+240
8	M McKeever	USA	1290	+298	
9	J Parker	USA	1290	+271	
10	K Bauer	USA	1290	+243	
11	J Cooper	GBR	1290	+240	
12	C Breeman	BEL	1290	+217	
13	V Morgan	AUS	1290	+203	
14	J Abad	ESP	1290	+160	

### F1C 17 flew 15 full scores

1	A Babenko	UKR	1320	+300	+600
2	R Truppe	AUT	1320	+300	+528
3	L Pulley	USA	1320	+300	+466
4	E Verbitsky	UKR	1320	+300	+447
5	J Ellington	USA	1320	+300	+444
6	A Gunder	USA	1320	+300	+433
7	E Carroll	USA	1320	+300	+399
8	R Mcburnett	USA	1320	+300	+395
9	R Simpson	USA	1320	+300	+391

### F1B 45 flew 26 full scores

1	A Andriukov	USA	1320	+300	+460
2	W Ghio	USA	1320	+300	+400
3	C Jones	USA	1320	+300	+378
4	S Stefanchuk	UKR	1320	+300	+355
5	T Mathews	CAN	1320	+300	+307
6	M Schroedter	USA	1320	+300	+300
7	S Malkhasyan (J)	USA	1320	+300	+288
8	R Felix	USA	1320	+300	+284
9	D Saks	USA	1320	+300	+256
10	B Booth	USA	1320	+296	
11	M Seifert	GER	1320	+291	
12	B Piserchio	USA	1320	+286	
13	O Kulakovsky	UKR	1320	+280	
14	Y Blahevych	UKR	1320	+278	
14	A Ribchenkov	GEO	1320	+278	
16	T Bond	AUS	1320	+275	
17	M Davis	USA	1320	+273	
18	R Peers	GBR	1320	+271	

### F1B-Junior 1 flew

1	S Malkhasyan	USA	1320	+300	+288
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### F1Q 5 flew

1	J Oldenkamp	USA	1260		
2	M Pykelny	USA	1259		

### F1P-Junior 1 flew

1	T Malkhasyan	USA	1260		
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## PAN AMERICAN OPEN, LOST HILLS, Feb 17

### F1A 27 flew

1	R Koglot	900	+364
2	J Abad	900	+278
3	J Parker	900	+276
4	P Mitchel	900	+269
5	I Kreetz	900	+247
6	S Spence	900	+244
7	P Brun	900	+231
8	C Edge	900	+110
9	A van Wallene	900	+64
10	V Stamov	900	

### F1B 19 flew

1	A Ribchenkov	900	+371
2	S Stefanchuk	900	+327
3	T Matthews	900	+270
4	R Felix	900	+266
5	P Lagan	900	+253
6	A Baruch	900	+248
7	D Saks	899	
8	W Ghio	860	

### F1C 11 flew 7 full scores, 6 F/O times

1	R Truppe	900	+531
2	R Happersett	900	+528
3	E Verbitsky	900	+504
4	A Babenko	900	+420

## MAXMEN INTERNATIONAL, LOST HILLS, USA, FEBRUARY 15-21

### F1A 34 flew

1	R Koglot	SLO	930	+328
2	A Barron	USA	930	+282
3	P Mitchell	AUS	930	+281
4	V Allard	NED	930	+279
5	M McKeever	USA	930	+277
6	V Stamov	UKR	930	+273
7	S Spence	USA	930	+263
8	T Barron (J)	USA	930	+258
9	I Kreetz	NED	930	+244
10	W Ghio	USA	930	+181
11	I Fradkin	USA	930	+106
12	R Puhakka	USA	930	
13	J Cooper	GBR	926	
13	M Johnson (J)	USA	926	
13	J Parker	USA	926	
16	A Jack	GBR	925	
17	J Abad	ESP	921	

### F1A-Junior 2 flew 1 full scores

1	T Barron	USA	930	+258
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### F1B-Junior 2 flew 1 full scores

1	S Malkhasyan	USA	960	+275
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**F1B 48 flew 25 full scores**

1	A Ribchenkov	GEO	960	+386
2	O Kulakovsky	UKR	960	+385 +233
3	B Jensen	USA	960	+385 +222
4	S Stefanchuk	UKR	960	+382
5	A Andriukov	USA	960	+366
6	R Morrell	NZL	960	+365
7	T Mathews	CAN	960	+341
8	R Peers	GBR	960	+335
9	I Vivchar	UKR	960	+330
10	P Crowley	USA	960	+329
11	W Ghio	USA	960	+325
12	M Seifert	GER	960	+323
13	B Booth	USA	960	+298
14	R Jones	USA	960	+290
15	T Bond	AUS	960	+286
16	R Cheesley	GBR	960	+284
17	P Rossiter	AUS	960	+277
18	S Malkhasyan (J)	USA	960	+275
19	L Horak	CAN	960	+271
20	R Felix	USA	960	+268

**F1C 18 flew 13 full scores**

1	E Verbitsky	UKR	960	+590
2	R Truppe	AUS	960	+488
3	J Ellington	USA	960	+471
4	R Summersby	AUS	960	+449
5	Y Shevdenko	CAN	960	+438
6	K Happersett	USA	960	+419

**F1P-Junior 1 flew**

1	T Malkhasyan	USA	180
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**F1G 16 flew 10 full scores**

1	B Jensen	USA	600	+300	+420	540
2	C Jones	USA	600	+300	+420	503
3	W Ghio	USA	600	+300	+269	
4	P Brocks	USA	600	+300	+101	
5	T O'Dell	USA	600	+300	+14	

**F1H 11 flew 7 full scores**

1	P Findahl	SWE	600	+300	+420	+388
2	J Cooper	GBR	600	+300	+420	+290
3	B Van Nest	USA	600	+300	+420	+221
4	M McKeever	USA	600	+300	+420	+180
5	C Edge	GBR	600	+300	+221	
6	G Madelin	GBR	600	+225		

**F1J 5 flew 5 full scores**

1	A Jack	GBR	600	+300
2	T Malkhasyan	USA	600	+282
3	F Parker	USA	600	+268

**F1Q 3 flew 2 full scores**

1	F Pollard	USA	900	+180
2	J Parker	USA	900	+147

**LOST HILLS F1E WORLD CUP EVENTS**

Report by Ian Keynes

The first event was the combination of the regular Isaacson F1E event with the Anselmo Zeri World Cup event organised by the Netherlands. There had been light rain early in the morning but this had just about finished by flying time. The day started with a light wind from the south, which suggests flying from the south of the hill on to the flat flying field. The Americans prefer to fly into the deeper pit on the other side of the hill so we started in a position for that and in fact the wind shifted so that the day was flown from the ridge facing east into the pit directly into the wind. The wind started at about 5 m/sec but dropped below this for most of the day. A max of 180 sec was used for all flights.

Norm Furitani had left the field and we were left with 6 flyers. One of these lasted for only two flights – John Oldenkamp made the only max in round one drifting north towards the entrance road and then a similar flight in round two which went out of sight behind a hill in 73 sec. The significance of these

flights for John was that he failed to find either model – without trackers – and he had brought only two F1E models. One model was found the following morning clearly visible on the open field and Peter Brocks found the other the day after that beyond the entrance road and with the DT locked out – what a surprising way to fly!

After dropping the first flight, Peter Brocks scored 175 in round 2 (which was the 100% highest time in that round) and maxed the remaining rounds to end as clear winner. The following places were closely fought with just 5% covering places 2, 3 and 4. Tom Iorger led the group despite not having made a single max, ahead of Ian Keynes (max in the last round) and Dave Saks who was fourth despite two maxes.

The California Cup part of the Maxmen event was held the following day. The weather had changed dramatically with a strong wind from the west. The hill is steep on the west-facing side and while possible to soar it, the region of lift is quite narrow. However the wind on the exposed edge of the hill was averaging about 10 m/sec. Another hill to the east of the usual one was investigated and it was found to be very suitable with the wind here about 6 or 7m/sec blowing up the gradual west-facing slope. The contest could thus get under way, for the reduced group of just 4 flyers – Dave Saks and John Oldenkamp did not fly today, Norm Furitani had left and Dave Parsons could not come because of a bereavement. A pity that other flyers have not appreciated the opportunity to fly in pleasant weather in February.

It was found to be very difficult to steer exactly into the wind, with models being blown to one side or the other and then the flow on that side swept them round to the side of the hill. I was amazed to score the high time of round 1 with just 88 seconds, while Dick Woods was unlucky to record only 16 sec when his model went out of sight of his timekeeper before it drifted across the valley to the south. The next two rounds were similar, with an improving ability to set models on the required course. Round 4 started in the same conditions and Peter Brocks and Tom Iorger flew, but during Tom's flight the wind shifted to the south and his model was carried away to the north. I was still to fly and had the wind blowing sideways across the slope. The south facing edge of the slope was about 40m away from the edge of the launch area. I reckoned this was just in range so launched one of my bunters towards this slope, it stalled but cleared the edge of the hill at about 6 inches above the grass. It gained some height immediately it got over the slope then turned away from it and glided down into the valley for another flight of 88 sec, again the high time of the round. The launch site was then moved to the south facing edge of the top of the hill, the easy option instead of moving back to the usual hill. One disadvantage being the proximity of Holloway Road and the oilfield across the road. This edge of the hill was just as steep as the west facing slope of the customary hill which the Americans so dislike.

In round 5 Tom maxed with a flight which went across the road, while Peter Brocks and I made disappointing flights down to the base of the hill. Despite my poor flight I had a lead of 50% at this stage, but then snatched defeat from the jaws of victory with two poor flights including the model stalling all the way down from lift, while Peter made one max and one clear high-time score of 146 to take his second win and a haul of 100 World Cup points.

**Anselmo Zeri Memorial Dutch World Cup, Lost Hills, USA, February 14 6 flew**

1	P Brocks	USA	455.00
2	T Iorger	USA	385.59
3	I Keynes	GBR	383.15

**California Cup Maxmen, Lost Hills, USA, February 15 4 flew**

1	P Brocks	USA	597.15
2	I Keynes	GBR	514.14



## NEWS FROM BMFA FF TECH COMMITTEE

The FFTC met on 2 February 2011 and the following are notes on items of interest:

### Championship changes

The "Senior Championship" is now known as the Free Flight Championship.

In 2011 the junior event for the Heather Cup will be run at the Nationals as usual, and points will also be collected for a season long Junior Championship as specified in the 2011 rule book. A suitable award for the 2011 championship winner will be made by the FFTC. It is planned that in 2012 the Heather Cup will be awarded for the Junior Championship subject to ratification by Council.

### Rule Changes for 2011

Please note that there is an omission in the 2011 Free Flight Rule Book. The first lines of rule 3.7.4 (underlined below) were omitted from the 2010 Rule book and the mistake carried over to the 2011 Rule Book. The correct rule is detailed below:

#### Rule 3.7.4 Electric Class (BMFA Electric)

(a) Motor limitations:

**For Brushed motors..... maximum total motor(s) size of '600'**

**For Brushless motors..... maximum total bare motor(s) weight 100 grams**

items (b), (c) and (d) are correct as published.

### FFTC Website

The new FFTC website is now up and running. All earlier versions have been removed.

### Competition Calendar

Changes:

Cranfield Classic added to extra events at Nationals

East Anglian Gala. at Sculthorpe on July 23-24. The events will be:

23rd: C/R, C/G, Classic R/P, Tailless, SLOP, E30, HLG-CLG.

24th: C/P, Classic Glider, Mini Vintage, P30, CO2, Bowden.

Contact: is Mike Woodhouse 01603 457754.

### Safety

Free Flight Safety Guidelines will be added to the FFTC Website and passed to Chris Bromley with the proposal that they should be included in the BMFA Handbook. For your information the latest draft of the guidelines is printed below.

#### FREE FLIGHT SAFETY GUIDELINES (3rd Draft)

These notes are produced to cover Free flight matters although contestants should also be aware of all the Safety items in the BMFA Members Handbook.

Pages 17 to 52 in the BMFA Members Handbook cover all the safety aspects of model flying but obviously not all items will relate to Free Flight

#### FREE FLIGHT SAFETY AND FLYING FIELD BEHAVIOUR

It is every member's responsibility to ensure that they personally fly in a safe manner and that they also ensure their fellow members fly safely.

#### YOUR FITNESS TO FLY

Ensure you are sufficiently physically fit to fly Free Flight models, ensure you take care of yourself and are equipped with any necessary medication.

Do not fly if you are under the influence of alcohol, it is unsafe and may invalidate your insurance cover.

#### COMMUNICATION

When retrieving models always carry a mobile phone and ensure you have the CDs number.

Display your mobile phone number in a prominent place on the dashboard of your car so that you can be contacted if you cause concern by failing to return to your car or in case of an emergency

#### SAFETY

Read the BMFA Safety Regulations and also be aware of any local flying field safety and general regulations.

Treat other flying field users with the respect you would expect from them, for example avoid retrieving through R/C and C/L flight lines.

Most accidents are caused through flying too close to parked cars and the majority of accident claims are for damage to cars therefore always avoid flying close to parked cars, 100 meters is a recommended safe distance.

Test running motors should be kept to an absolute minimum, do not under any circumstances break in motors in at contests.

Ensure all your equipment is well maintained, i.e. Bicycles, rubber winders, winding stooges, towlines, starter boxes etc. Do not fly models that are unsound and under no circumstances run a motor with a damaged propeller.

CDs and flyers should ensure as far as possible that models are launched from an area such that overflying houses, major roads, railways or other similar hazards is reduced to a minimum.

Always launch models, particularly powered models ones, well away from and downwind of any spectators or vehicles.

When a fuse type dethermaliser is used a snuffer tube must be used.

Always check flying surfaces and other systems thoroughly before flying.

All glider launches should be undertaken with the towline detached from the hand winch

#### FLYING FIELD BEHAVIOUR

**Motorised Retrieval** Check with the CD that motorised retrieval is acceptable on the site, remember that any vehicle used must have a current MOT, Tax and insurance, crash helmets should be worn when riding motorcycles, MOD sites have a 20 MPH speed limit, ensure you keep to this.

Keep to the perimeter track and avoid using runways

**Note** Motorised Retrieval is only allowed when the model has landed.

Avoid other users where possible and do not drive through any R/C or C/L flight areas.

Do not climb any fences especially those surrounding Military Installations.

#### OFF FIELD

Free Flight takes place in the country side so please make sure you take steps to minimise your impact on the surroundings

Model retrieval on farm land will vary from venue to venue; local land owners at regular field such as Barkston Heath have good relationships with Model Flyers and receive regular liaison visits, it is best to check with the CD for any special requirements such as avoiding particular crops or game birds. If in doubt always seek advice from the CD or Farmer.

It is normal courtesy, if practical, to request permission of farmers to enter their property, particularly if this is likely to occur again. If entering farmland do so by the normal points, gates or tracks if at all possible. Leave gates as you find them. Always walk the fields by the tractor lines. Walk, do not run, over or around fields, even though you may be on a track, because this can often be misconstrued at a distance by the farmer, or others. Never ride bicycles or motor cycles on farm land.

Always work around the outside of the field and approach the model by the route likely to cause no damage to crops, even if this is the longest route and takes more time. You must not walk a compass line through cropped field under any circumstances. Use reference points around the outside to maintain your compass line. Do not attempt to retrieve models from advanced crops unless you have an accurate line and have the farmer's permission to do so.

Do not enter fields in large groups unless the farmer approves a mass, controlled search.

Leave bicycles in an orderly way where they cannot be regarded as dangerous. If a model (even if not yours) is found close to a road, make it secure and protect it from the public as far as possible.

If questioned outside the airfield about your reason for being there and on whose authority, answer politely at all times and, if in doubt, refer to the Contest Director. Carry your BMFA card or other means of identification.

Your co-operation with the above is imperative because a great deal of time has been spent obtaining the farmers confidence and trust. Please try to correct the actions of other modellers if they are not in accordance with these procedures.

## CIAM COMPETITION CALENDAR 2011

Serbia has finally begun repaying the entry fees owed after cancellation of events at the 2009 Control Line Championship. The CIAM Bureau have now released the Serbian events on the competition calendar. These are listed below. There is a consequential change to the F1E events in Slovakia: both will now be held on the weekend of August 20 to 21.

August 9-14 Belgrade, Serbia	FAI European Championships. F1D Seniors and Juniors.
Aug 28 - Sept 3 Zlatibor, Serbia	FAI World Championships. F1E Seniors and Juniors.
May 13-15 Nova Pazova, Serbia	28th Srem Cup. F1A, F1B, F1C, F1Q World Cup event. Contact: Radoje Blagojevic, Pinkijeva 10, 22330 Nova Pazova, Serbia, tel: +381 63 252 064, fax: +381 22 323 597, email: aknovapazova@yahoo.com, web: http://www.aknovapazova.com
June 18 Belgrade, Serbia	44th Memorial Dorde Zigic. F1A, F1B, F1C World Cup event. Contact: Nikola Borovac, tel: +381 64 195 18 70, fax: +381 11 26 19 164, email: nborovac@eunet.rs
August 7-8 Belgrade, Serbia	18th Dorcol Cup. F1D, F1R. Contact: Stojkovic Vojislav tel/fax: +381 1121 86 443, email: aviomodeli55@yahoo.com, web: http://www.modelar.org.rs
August 27-28 Zlatibor, Serbia	27th Luxor Cup, 28th Zlatibor Cup. F1E World Cup events. Contact: Nikola Borovac, tel: +381 11 328 51 07, fax: +381 11 26 25 371, email: office@vss.rs, web: http://www.acaerolux.com
November 26 Belgrade, Serbia	1st Fairy's Cities Cup. F1N. Contact: Nikola Borovac, tel: +381 64195 1870, fax: +381 26 19 164, email: nborovac@eunet.rs

## INTERNATIONAL COMPETITION NEWS

**WORLD CUP IN ITALY.** The 5th Trofeo Città di Capannori for F1A F1B F1C planned for August 6th and 7th has been moved to August 20th and 21st. Other details remain as previously published.

## UK COMPETITION NEWS

**CROOKHAM GALA.** You may be aware that the Crookham Gala (together with the SAM 1066 fun fly) was abandoned due to the extremely poor weather on the 13th February. Only a few hardened characters turned up and after waiting in the car park until 10 O'clock a unanimous decision was taken to abandon the meeting.

The Gala is now re-scheduled for May 8th at Middle wallop. Due to the possibility of crop problems, and with the exception of the Coupe event, the contest will be run to a reduced max with power models using half engine runs and a possible DT fly-off for all classes.

## NOTICEBOARD

**NORMAN MARCUS ITEMS FOR SALE.** Your chance to own some ex-Norman Marcus items has arrived! Martin Dilly has the following items for sale on behalf of Norman, who no longer flies. If you're interested, contact Martin on 020 8777 5533 or e-mail martindilly@compuserve.com.

- 2 TeeDee .051s, modified with un-timed crankcase pressure take-off epoxied to backplate. £35 each
- 1 TeeDee .051 trumpet head, tapped for plug (with glow-plug) £4
- 3. TeeDee .051 GloBee plugs with GloBee clamps and shims £4 each
- 1 TeeDee .09, with head tapped for glow-plug £35
- 2 TeeDee .09 trumpet heads £3 each
- 1 TeeDee .15 hemispherical head £3
- 1 TeeDee .15 trumpet head, tapped for plug (with glow-plug) £3
- Bag of six new Cox grey 6x3 props £18
- 1 Fox 35 £25
- 1 Tornado-style 10 x 4 (estimated) carbon prop, unused £5
- 2 Spitfire fuel cut-off airdraulic timers, one anodised all-blue, one with non-anodised top plate and valve £15 each
- 2 Seelig 1/2A 3-function timers, one with missing start plunger. £25 the pair
- 1 lb box of July 1983 FAI Supplies 1/8" rubber £20
- 1 Free Flight News 3.75:1 winder, with counter £40

**QUITTING F1B.** Jan Somers decided to quit F1B. He will probably be flying F1Q or, more likely, F3K in future. Jan offers his COMPLETE F1B equipment for sale now, consisting of (a.o.):

- 5 F1B's with AA variable pitch props, Stefanchuk fuselages, wings (recovered last year and in fact new) made by Burdov, Black Magic electronic timers with radio DT, fully trimmed and flying very well
- 1 extra AA variable prop unit (hardly used, kept as reserve unit)
- Spare prop blades
- Extra wings
- Palm Pilot handhelds with cradles and cables (to program the timers)
- Radio DT transmitter (Ken Bauer)
- 2 stooges (one old AA, one Rex Hinson)
- Blazeovich rubber winder with electronic counter and torque meter
- Piserchio hooks (Stefanchuk), etc
- 5 Stefanchuk half pipes for winding the rubber
- Radio beacons 148.200 Mhz (Ruyter)
- Multiplex LN-5014 charger for Lipo's, NIMH and NiCad
- Writing thermistor design Doring/Hofsaas, totally refurbished by Anselmo Zeri (in fact the same one he used), with accessories
- Model box for 5 models (Aeroplasic Case)
- Model box for 3 models (Aeroplasic Case)
- Tan II rubber Mai 1998 and July 1997
- Tan SS Nov 2009
- Binoculars 10\*60
- Various spare parts for props, fuselages; Lipo's, Silicon Oil, Palm Pilots with cradles, etc, etc.

Selling the whole lot to one buyer would have Jan's preference and will go with an extra discount!

If you are interested and/or would like to receive more detailed information, please contact Jan at: j.somers@me.com