

FREE FLIGHT

50

news

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FFn DIARY

May 25-27 Barkston Heath.	BMFA National Championships.	June 16 Aradac - Zrenjanin, Serbia	36th Srem Cup. F1A F1B F1C F1H F1Q. World Cup event. Contact: Martin Grubic, tel: +38 16 38 65 81 82 martin.grubic@yahoo.com web: http://www.aknovapazova.org.rs
June 2 Port Meadow, Oxford	Dreaming Spires Free Flight Rally. See FFn 1902. F1G, F1H, Mini-vintage rubber (max 34"), Vintage/Classic Glider comb, Hi-Start glider, E30/P30/CO2 comb, HLG/Catapult comb, Scale. All flyers must be insured. NO streamers on poles, thermistors or bubbles. No i/c powered models outside scale competition. Contacts Andrew Crisp, 4 Grove St, Oxford OX2 7JT, tel 01865 553800, and Laurence Marks laurencemarks64@googlemail.com	June 16 Peak District or near Melton Mowbray	BMFA 3rd F1E Team Selection. SMC Trophy. Contact: Ian Kaynes 01252 512538 kaynes@btinternet.com
June 2-9 Tachov - Svetce, Czech Republic	FAI F1D European Championships for Free Flight Indoor Model Aircraft. F1D.	June 21-23 Blagodatoe, Kharkov, Ukraine	2 World Cup events. June 21-23: Free Flight Latvia Cup, June 22-24: Black Stork Cup. F1A F1B F1C F1P F1Q. Contact: Serhii Molchanov, tel: +380 50 682 18 06, email: sergeyvicotex2006@gmail.com
June 7-9 Vize - Kirklareli, Turkey	Istanbul Free Flight Cup. F1A F1B F1C. World Cup event. Contact: Mehmet Arslan, tel +90 222591 2112 arslanthk@yahoo.com web: http://www.turkey-ff.org	June 21-23 Alekov, Bulgaria	2 F1E World Cup events. 22 nd Prista Cup and 23 rd Bulgaria Cup. F1E. World Cup event. Contact: Valentin Savov, tel: +359 888 40 8940, email: sk_modelist@abv.bg web: http://www.flabc.com
June 8 Viborg, Denmark	Jutland Heath Cup. F1A F1B F1Q F1S. World Cup event. Contact: Peter Rasmussen, tel: +45 5593 9325 / +45 4016 5727, email: pr.arkitekt@gmail.com web: www.modelflyvning.dk/elite	June 22-23 Maniago, Italy CANCELLED	Trofeo Citta di Maniago. World Cup event. CANCELLED FIELD NOT AVAILABLE. Contact: Fabrizio Ceccarini f_ceccarini@tin.it http://www.asdvoli.it
June 8 Sombor, Serbia	23rd Backa Cup. F1A F1B F1C F1H F1Q. Contact: Andrija Sil, tel: +38 16 31 70 5231, email: andrijasil@yahoo.com web: http://www.aeroklubsombor.com	June 22-23 Barkston Heath	BMFA 1st Team Selection. F1A, F1B, F1C. N.B Pre-entry by 31 May. Contact: Phil Ball 07470 177947 phil.ball@ntlworld.com
June 8 Lessini, Italy	2 F1E. World Cup events. June 8: Trofeo Gar Rovereto, June 9: Volare Lessini. Contact: Maurizio Tomazzoni, tel: +39 335 565 0970 / +39 347 430 8840, email: mautom60@gmail.com f_ceccarini@tin.it web: http://www.asdvoli.it	June 27 Rinkaby, Sweden	Swedish Cup. F1A F1B F1C F1Q F1S. World Cup event. Contact: Per Findahl, per.findahl@gmail.com http://www.norbergsfk.se
June 9 Area Venues	BMFA 4th Area event. C/G, F1B (Gutteridge), C/P Team (Keil/Plugge), C/R, C/E, Vintage R/P (Plugge), Mini Vintage, E30 (Plugge), HLG/CLG.	June 28 Rinkaby, Sweden	Danish Cup. F1A F1B F1C F1Q F1H F1S. World Cup event. Contact: Steffen Hjorth tel: +45 2533 2105, email: steffen.hjorth.jensen@gmail.com
June 15 Aradac - Zrenjanin, Serbia	52nd Djordje Zigic Cup. F1A F1B F1C. World Cup event. Contact: Nikola Borovac, tel: +38 16 32 70 639 nborovac@eunet.rs	June 30 Rinkaby, Sweden	Norwegian Cup. F1A F1B F1C F1Q. World Cup event. Contact: Atle Klungrehaug, tel: +47 22 68 02 05, email: aklark@online.no
		June 30 Peak District /near Melton Mowbray	BMFA 4th F1E Team Selection. Contact: Ian Kaynes 01252 512538. kaynes@btinternet.com

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Compiled and produced by Ian Kaynes

50 YEARS OF FFn

FFn has now completed 50 years of publication, the first issue having been produced in May 1969, that is 600 issues.

To celebrate this here are range of plans and articles from over the years. A more detailed update of FFn history may follow in a later issue. The plans are reproduced at approximately half-size and, for those viewing the electronic FFn, they include some of the yellowing with age and print-through from backing material. Printing has improved over 50 years!

The plans from 1969 are John Boxall's ½ A power model from the May 1969 issue and Elton Drew's F1A from the July 1969 issue.

The first article, from July 1969, is a profile of the British team for the 1969 World Championships held at Wiener Neustadt. At the Champs Elton Drew won F1A and the plan of his glider was included in the July issue, copies of which were distributed at Wiener Neustadt. The full team profile is included, notable at least for the ages of those involved (add 50 to some of them and it would not be far beyond the ages of current team members!).



A Profile of the British Team for the Free Flight World Championships at Wiener Neustadt 12th - 17th August, 1969

As these words are read the members of the British Team will be making their last minute preparations for their journey to Austria. We would like to take this opportunity of reminding you of the team, and to wish them all success in the championships •

The Power team is made up of Dave Wiseman, Ray Monks and George Fuller. Dave Wiseman, a 24-year old Research Engineer, is a member of the York Club living at present in Birmingham. This is his first team place, though he did fly a New Zealand power model at Sazena in '67. He flies in all "sensible" free-flight classes, with considerable success, and

claims to have "three of the grottiest, well worn models!", only the latest of which has not been broken at least once, but they are all flying very well. Dave is an advocate of rapid hardening epoxy.

Ray Monks, who needs no introduction, is an all-round member of the Birmingham Club (this is not intended as a visual description), probably best known for his power flying. Ray shares with Jack North the distinction of having, over the years, represented the country in all the three classes.

In 1968, Ray yet again won a place in two teams, but chose to stand down from Wakefield to concentrate on Power. Ray is the only member of the 1967 team to gain a place in the 1969 team. In 1967 Ray was a member of the victorious power team at Sazena. To print Ray's contest record would require a special issue.

George Fuller, a 39 year old Sales Manager, has been aeromodelling for thirty years, but now only flies power. This is his second team place, his previous appearance, in 1953 at Cranfield, resulted in second place, and he was manager of the team in 1960. George feels that the introduction of tuned pipes is the answer to improving the standard of power flying, which, in his opinion, has got into a rut over the past few years. The open power winner at this years' Nationals, Chris Fuller, is George's son, and it may not be long before we see father and son in the same team. The models that George will be using at Wiener Neustadt are all similar to the illustration in this issue, and his design, "Trad Lad", could do for FAI Power what George's earlier design, the ubiquitous "Dixielander" has done for open power flying.

Laurie Barr, John O'Donnell and Bob Wells are Wakefield representatives.

The present Chairman of the S.M.A.E., Laurie Barr, is a Director of a professional model making company. He is 42, and is married with three children, all of whom raid his balsa stock. Laurie has been modelling since 1946. He started with a Keil-Kraft Ajax, of which he built six before one would fly. He was the National Champion in 1949, and has enjoyed many other successes, and flies all classes models. Laurie enjoyed his flying more in the late 40's and early 50's, and looks with nostalgia at those days. It will be a surprise to many, when they learn that this is Laurie's first team place. The models Laurie will be flying are similar to that illustrated.

John O'Donnell's contribution to free-flight activity since 1941 has been enormous. This is his ninth appearance in a Wakefield team, and he has represented the country twice with gliders. In 1965 he was second in the glider event at Kuahava, which contributed to the bringing home of the team award. He flies, or has flown, in all the free-flight classes, but not Radio or Control Line, and though his record of success in this country is unequalled, he feels his main contest success is yet to come.

The regularity with which John takes home prizes, has lead to his being dubbed "O'Win-all", and obscures the fact of his behind the scenes work. The O'Donnell column initially in "Model Aircraft" and now in "Aeromodeller" has been going for over seven years, and John was secretary of his Club, Whitefield, for ten years, and Treasurer of the N.W.Area for eight years. He is also a member of the present free-flight sub-committee of the FAI. A regular part of the free-flight scene over the past few years was John's wife, June, who these days is not seen so often, having two young children, she can ill-afford the time.

Left Guide
56" Mount-in, Left Inner Panel.
56" Mount-out Bolt Tips



1 1/2 A. POWER MODEL. XIX. by John Boxall.

Bob Wells is known mainly as a rubber flier, though he does fly glider and dabbles with power. Bob, who has been modelling for 15 years, is a 29 year old Design Engineer in Heating and Ventilating. Since 1962, Bob has flown free-flight exclusively, though is proud of once reaching the semi-finals of a Team Race at the Nationals. This is the first time that Bob has been a team representative, and with four flights to go he was in first place in the glider trials. Bob is a member of the Norwich Club, before, he belonged to Hornchurch.

The glider trio are Tony Young, Elton Drew and Chris Batty.

This is Tony Young's fourth team place, previously he has been in two power teams and the 1965 Championship winning glider team. Tony, who is a professional model maker, flies, almost exclusively, gliders, though on occasion he is to be seen with a power model. With but a few detractors, Tony is considered to be the most skilful glider flier in the country, and his ability is most marked in windy conditions. Anyone who saw his last flight at the trials, when he towed for over a quarter of an hour, can have little doubt as to his perception of thermals. Tony, a member of the Croydon Club, has had innumerable successes not least of which is the winning of the Thurston Trophy in both 1967 and '68. Tony has at present, around fifteen models, each one different, as he is continually searching for improved performance. He has had seven models processed, but could have had a dozen.

Elton Drew is 31, married to a very considerate wife, and has a baby daughter. He is employed as a Stress Engineer with Rolls Royce. Elton started modelling when he was ten with a KK. "Zero", and, though occasionally he flies other classes, has specialised in glider for ten years. Like Tony Young, Elton's ability in windy conditions is considerable, though his performance in any conditions is very good, with consistently good results over the years. One of the gliders he will be taking is illustrated in this issue, and is a development of the design

illustrated in the recent series in "Aeromodeller". Elton Drew is a member of the Bristol and West Club.

The baby of the team, in both age and experience, is eighteen year old Chris Batty of the Bath club. Chris is an apprentice engineer with BAC at Filton, and has been flying gliders only since 1967. Previously, he flew single channel radio, but could not afford the equipment necessary to reach contest standard. A Keil Kraft Cub built in 1957, started Chris on his modelling career, and other than third place at the team trials, he has achieved third place in the St Albans Winter Gala and sixth place at the 1968 Nationals.

Managing the team will be Steve Bowles of the Norwich Club. Steve who is a 24 year old Valuation Surveyor, started modelling around the age of ten, and entered competition flying in 1962. He flies A2 and FAI power, and has flown Wakefields. Among his successes are first place in 1968 Nationals A2 event and 1966 S.M.A.E. Cup. Steve admits to enjoying contest organisation and, though he is very pleased to be Team Manager, he would, rather be a member 'of the team.

The next plans are

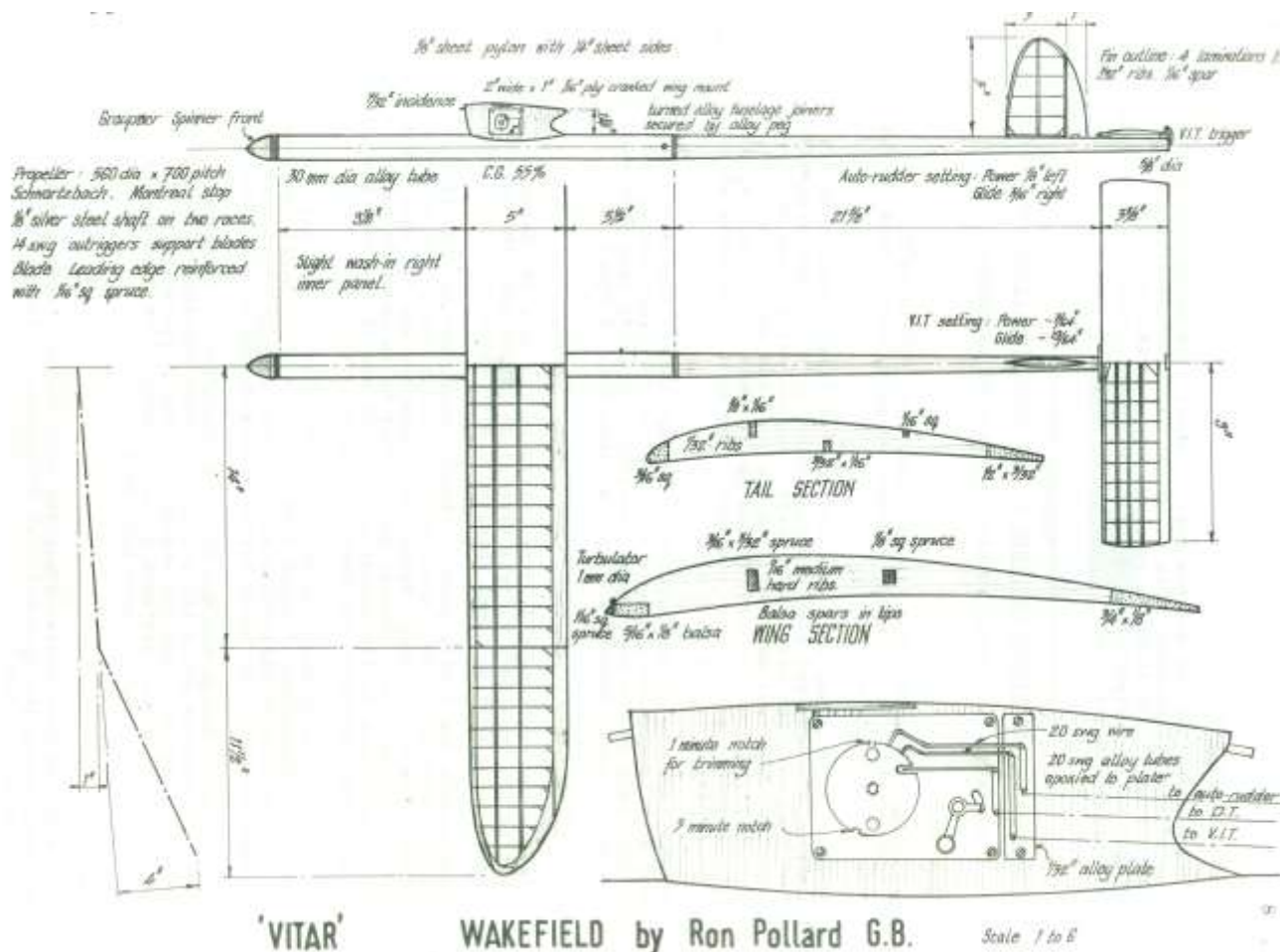
F1B VITAR by Ron Pollard's from the December 1971 issue

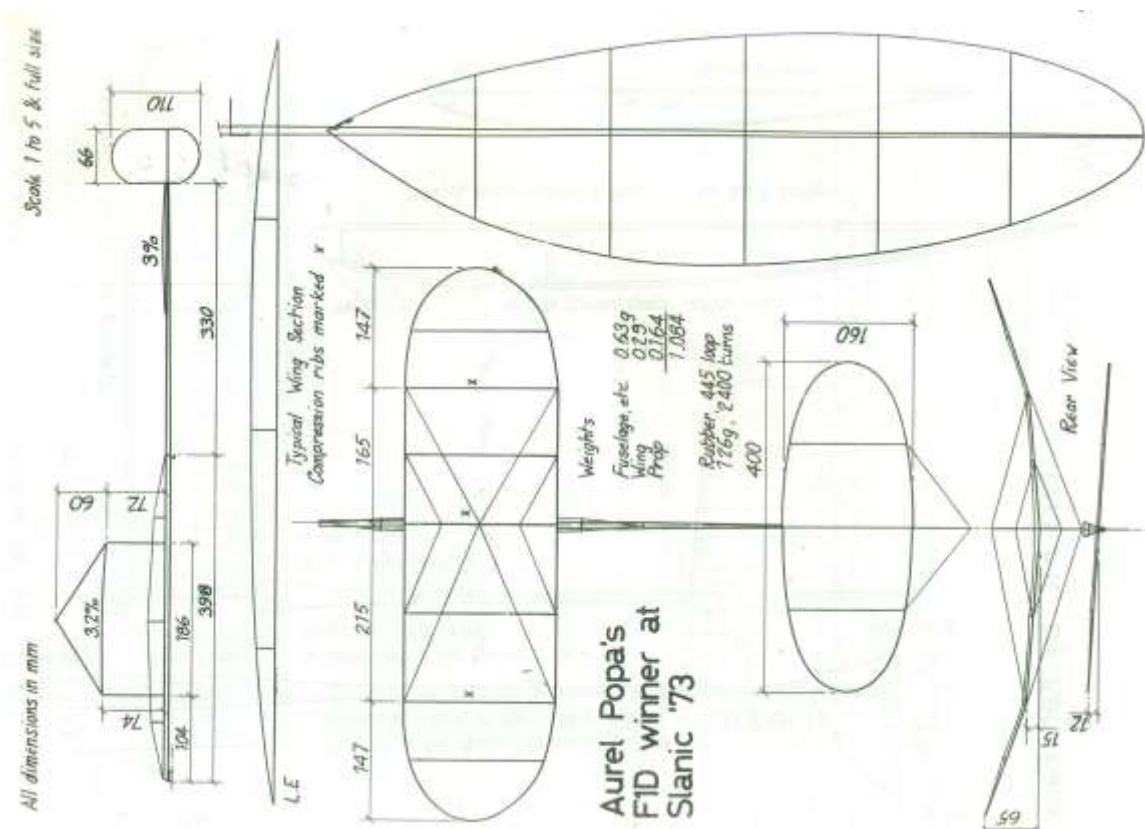
F1D by Aurel Popa from February 1974 issue

F1C Gambrinus 72 by Hans Seelig from June 1972 issue

F1B Maxine by Join Davis from February 1973 issue

Sweepette 22 OHLG by Lee Hines from June 1976 issue





From April 1972: THE FUTURE OF FAI SPECIFICATIONS

The four year embargo placed upon revisions of FAI specifications in November 1970 provides an opportunity for a careful study of the present specifications and any changes that are needed. Free Flight News, with its wide circulation internationally, is in a position to provide a means of testing opinions throughout the World. We believe that a discussion at competitor level is important and can prove a useful guide for our administrators when decisions are taken. We will make space available for the remainder of this year for suggestions and opinions to be expressed.

Support for the continuance of model specifications would appear to be in the majority, while a few would prefer an unrestricted approach to model design. A flight duration of 180 seconds is practical; any reduction would increase the numbers reaching the fly-off and an increase would produce further problems in finding suitable flying sites. The number of rounds should be limited to seven, as a further increase could provide difficulties in completing contests in the time available, though consideration could be given to the British method of alternating the rounds of the three classes. In Britain we have for a number of years used 45 minute rounds in the order Wakefield/Glider/Power, thus each class has a 90 minute gap between rounds. This ninety minutes period is useful for retrieving and also exposes the competitors to the widest range of conditions throughout the contest period. It can also prove useful for administrative tasks. The adoption of this method, albeit with longer rounds, means that the contests for all three classes finish at the end of the last day.

The fly-off procedure for both Wakefield and Glider appears to be satisfactory, but for Power there is clearly a need for further thought. The current method of drawing for flying order and the use of reducing engine runs introduces too large an element of chance. Reverting to the previous system means that fly-offs are conducted over too many additional rounds.

Turning to model specifications:

FIA Glider: There is no strong case for changing the glider specifications or the towline length. The present rules produce models which have an unaided performance below the 180 second maximum.

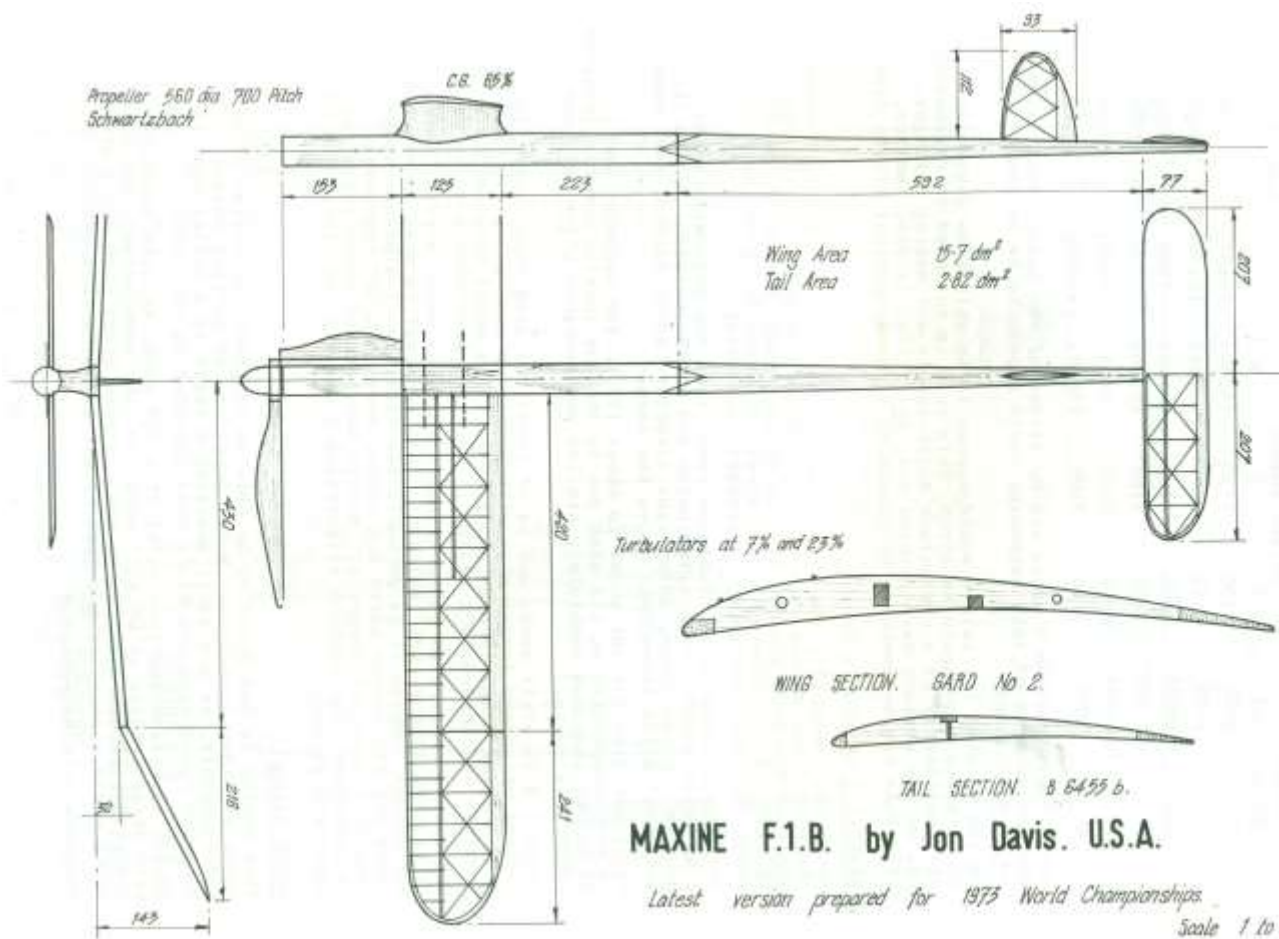
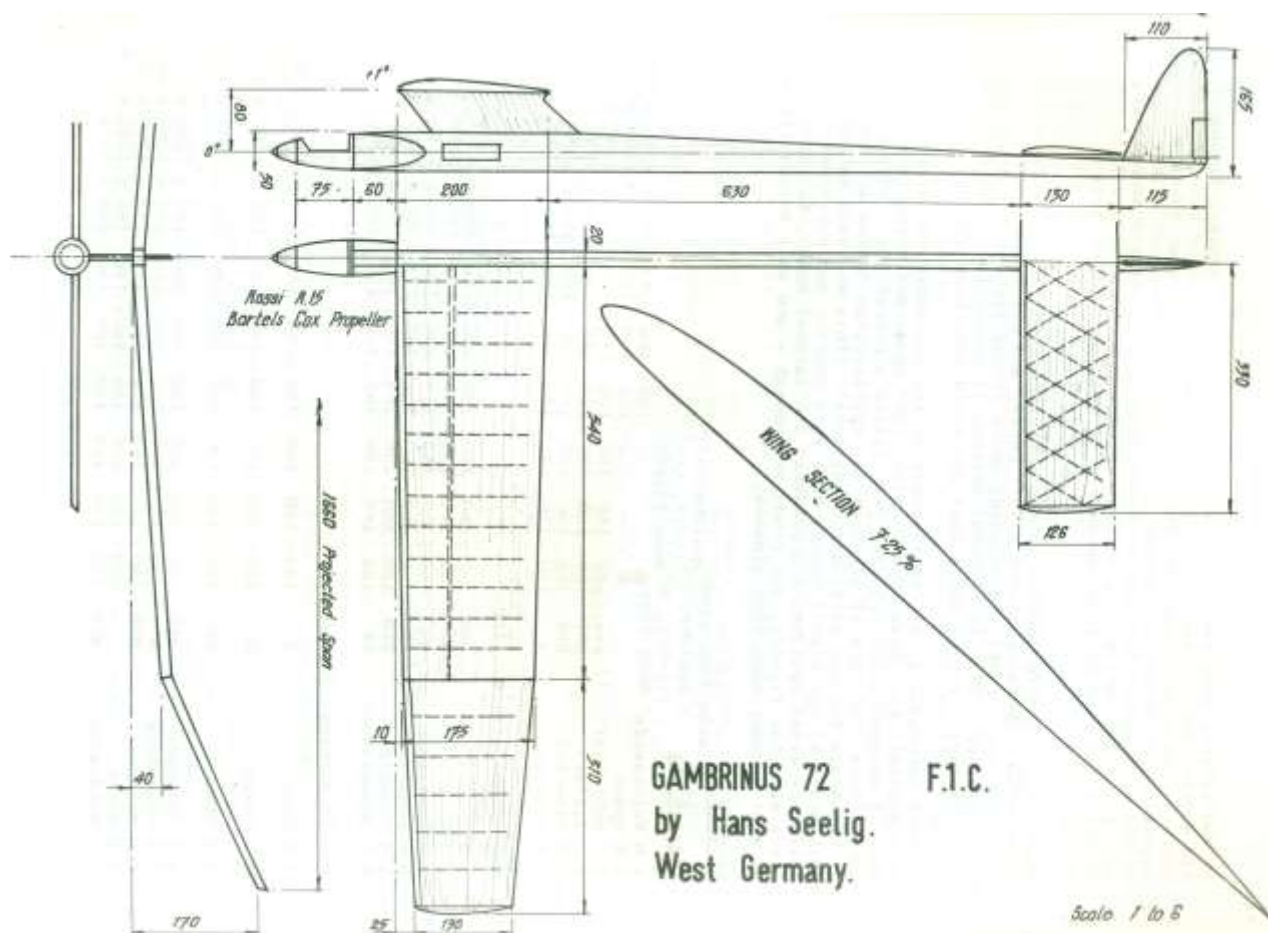
FIB Wakefield: Whilst the better Wakefields have un-aided capabilities in excess of three minutes, the margin is not sufficient to cancel out the effect of even a slight downdraught. Therefore a case can be made out for retaining the present specification. However, it may be wise to re-write the weight clause such that the airframe weight shall not be less than 190 grams and the motor weight shall not exceed 40 grams.

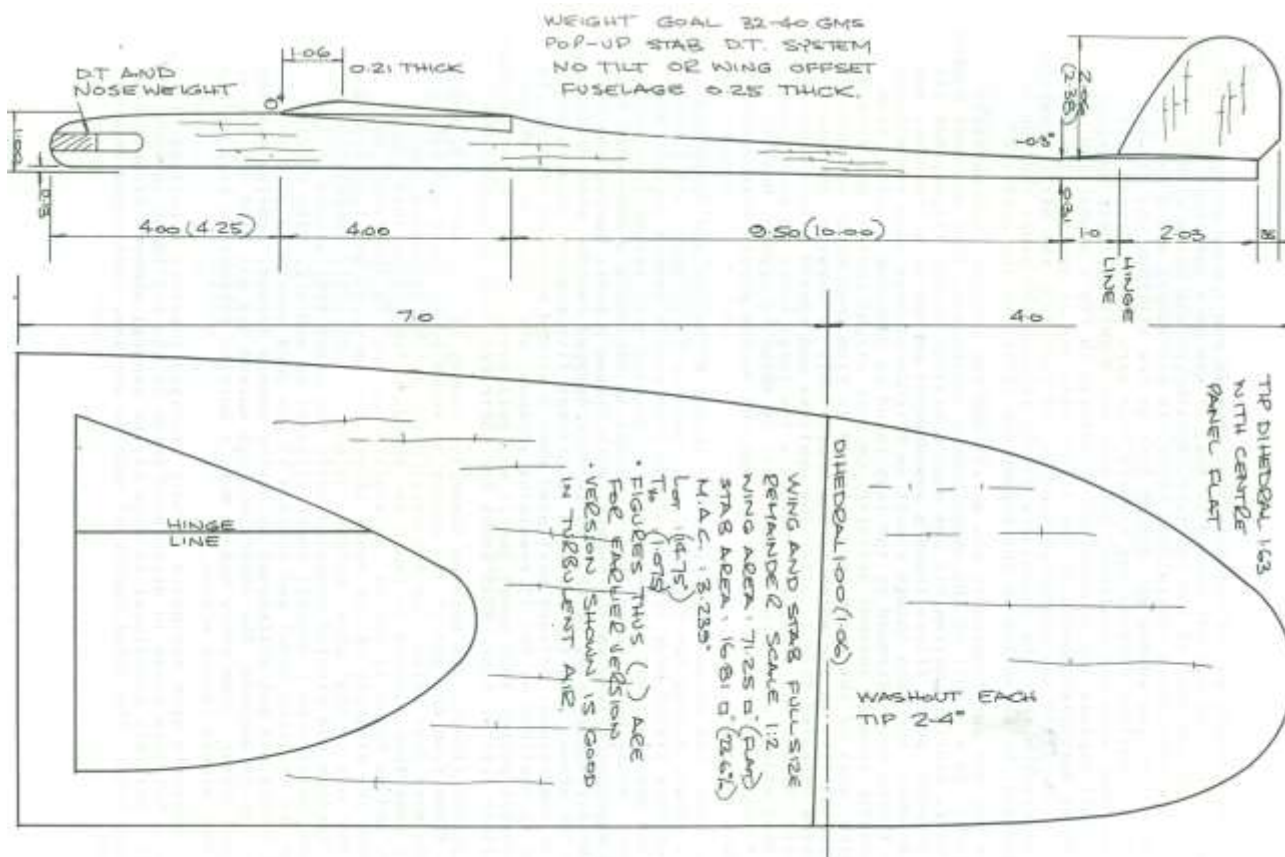
FIC Power: There have been attempts since 1965 to reduce the performance of Power models, and each action has produced developments in different methods of obtaining power increases. The better models to the present rules have performances which far exceed the 180 second maximum, and provided the model is reliable, and the flyer avoids the poorest air - and a mis-launch, then a maximum should be achieved on every flight.

The size of the present models is around the practical maximum and an increase should be avoided. There is a wide variety of choices some of which are:-

- retain the present specification 300 grams cm^{-3} power loading; 20 grams dm^{-2} area loading; 2.5 cm^3 maximum engine displacement
- retain the present loading rules and reduce the maximum displacement to 1.5 dm^3 . This would produce smaller, lighter models which would be easier to transport; but with marginally lower performance;
- reduce the maximum displacement to 1.0 cm^3 and increase the power; loading to 500 g cm^{-3} whilst retaining the area loading at 20 grams dm^{-2} . This would have the effect of retaining the present models but with an engine displacement 1.5 cm^3 .
- adopt FIA-glider-size models with engine :of 1 cm^3 . Thus area 34 dm^2 ; weight 410 grams; engine displacement 1.0 cm^3 . This produces a power loading of 410 gram cm^{-3} , and an area loading of 14.7 grams dm^{-2} . This is similar to the motor-segler class which is flown in continental Europe and we would be interested to hear from those with experience of models of this type.

We hope that the forgoing will stimulate discussion and we look forward to presenting the widest areas of opinion during the forthcoming months.





'VICKI 21+' Alias SWEEPETTE 22 Mk1 Q.H.L.G. by Lee Hines.

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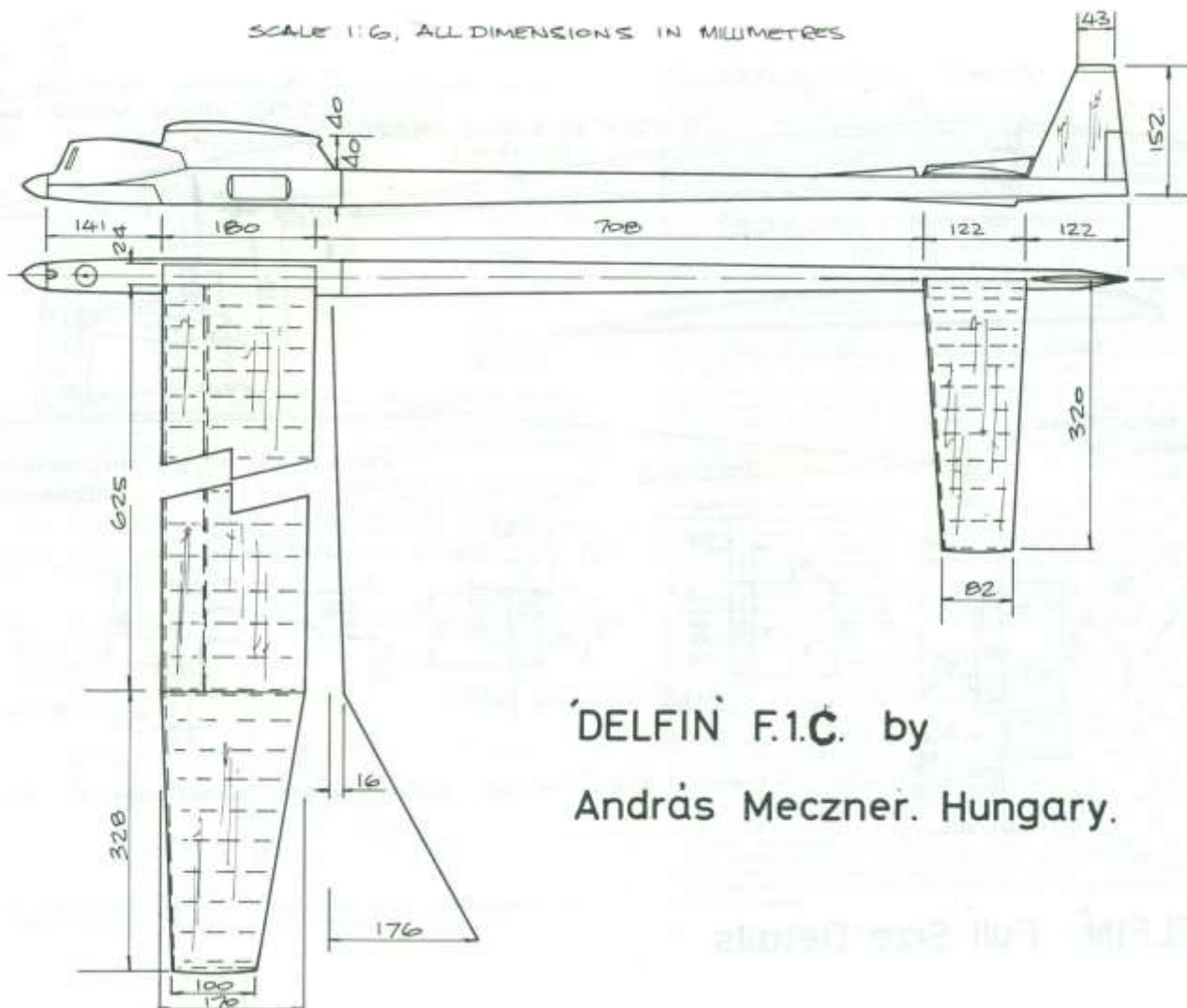
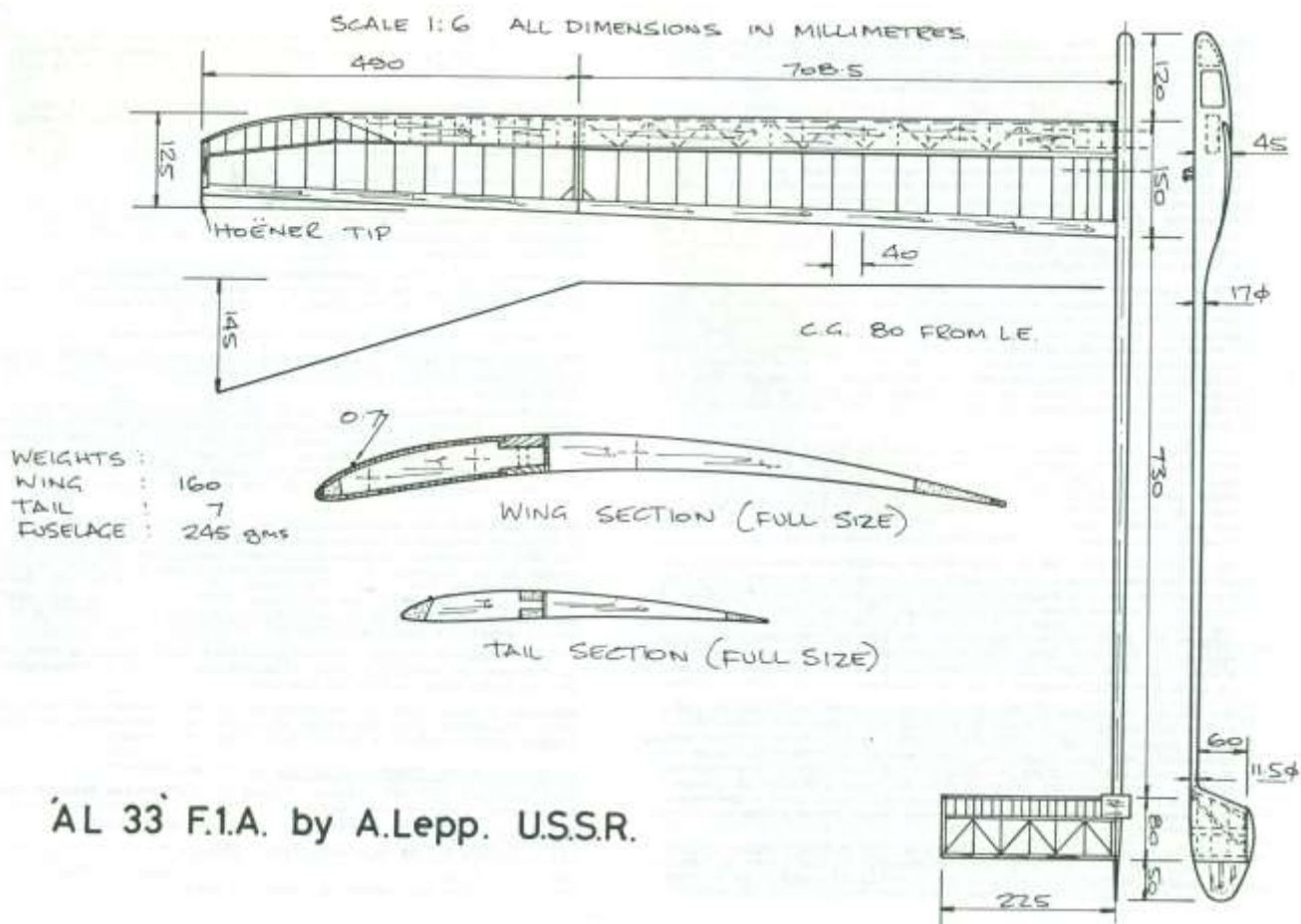
Designed and printed by Ian Rayment and Peter Rayment

The next plans are:

AL33 FIA by Andras Lepp from issue February 1981

Delfin FIC by Andras Meczner from issue March 1981

These are followed by examples of Michael Warren's fine writing with extracts from his October 1981 FFN report on the 1981 World Championships at which these models featured.



FREE FLIGHT WORLD CHAMPIONSHIPS, 1981

Burgos, Spain . Extracts from Michael Warren's report

The organisers promised "stable calms" and "soft breezes". The Michelin Guide, by comparison, describes Burgos as "standing on a high, windswept plateau". When we arrived at the site on the Friday (with the first competition due to commence on the Sunday) we had passed through thunder in Normandy; light, slight rain in the Loire; fierce sunshine in Poitou-Charente and drizzle in les Landes. In Burgos, it was windy. It had been windy for a couple of days. And the forecast was for the wind to continue.

At first sight, the airfield of Villafria seemed to be small, though probably not smaller than that at Roskilde in Denmark, where the '77 event was held. No runways were visible, but the surface was fairly smooth and grassy. In at least one direction, the area outside the airfield was open and vast, but unfortunately the wind was blowing from that area, not towards it! Downwind was a combination of fields, woods, water and factories that looked likely to make retrieving something of a challenge.

The Team Managers' meeting that same evening was, for many, their first contact with the organisers. It was not a satisfactory occasion. For more than an hour, time was taken up by the organisers presenting a series of questions about the Sporting Code to the Jury; queries one might have expected to be cleared up in advance. At another point in this extraordinary session, during a discussion on flapping under models, the organisers seemed to be suggesting that there should be a 'no-mans-land' of 500 feet downwind of the launch line into which nobody could go. Arno Hacken of the Netherlands was a rare voice of sanity in a session which at one point threatened to collapse completely.....

There were the usual stories of troubled travels. The Russian coach bringing their models had apparently crashed not far from Moscow injuring at least one of the support team, and it was only in the early hours of the morning of processing day that Verbitski, Lepp and the others finally arrived in Burgos.....

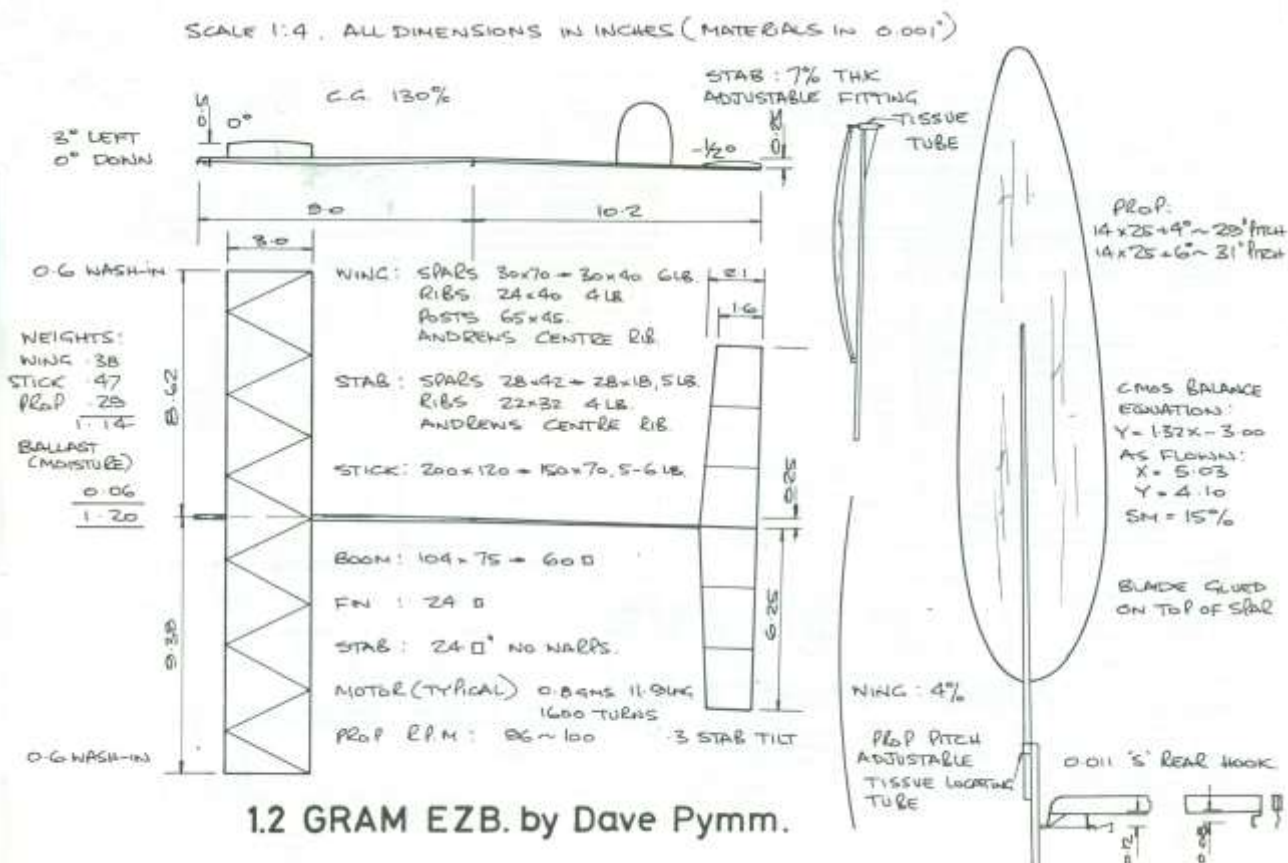
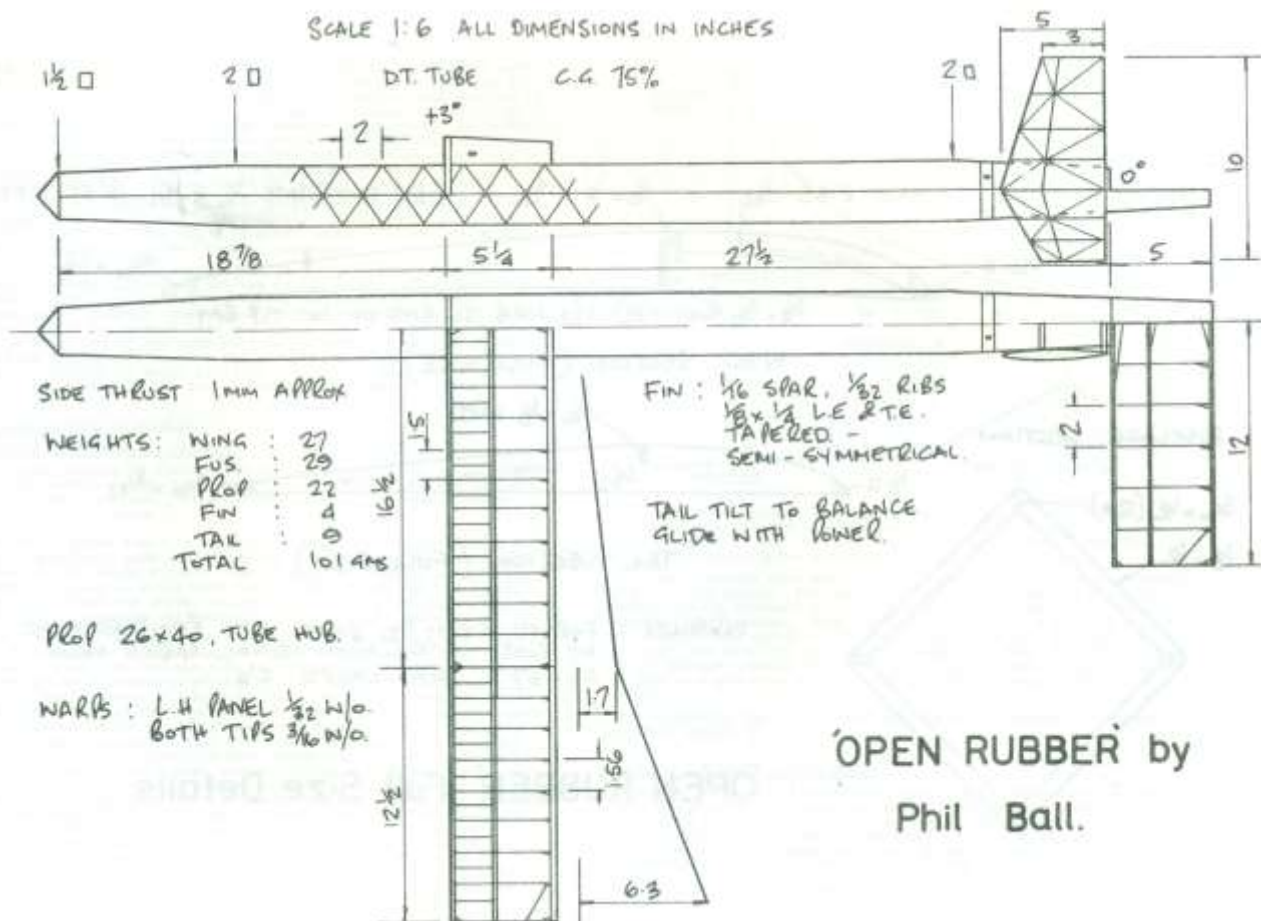
Glider, FIA: The morning began bright and sunny, but not only was it chilly; it was damp air, as could be seen by examining doped tissue! The soldiers we drove past on our way to the airfield (so many soldiers, so many guns) were wearing gloves. And this was Spain, in August. Between 07.45 and 08.15, with the contest due to start at 08.30, cloud cover built up from the east and moved in towards the flying field. Our hopes of the previous evening were dashed: the flags were fluttering stiffly from the flagpoles and it was going to be a breezy and tricky day for glider flying. In the absence of any sight of the organisers or any instructions about car parking, groups of flyers and their vehicles were spread across the field and competitors were testing their models, many for the first time since their arrival in Spain. Even at this early stage some had trouble. Andy Crisp ended up with his 'Flashback' in several pieces and the '79 World Champion Per Grunnet towed his 'Cirkelene' design into the ground after a line tangle. By 08.25, with just a few minutes to go to the start of the 1981 World Championships, there was still no sign of the organisers. Sandy Pimenoff and Ian Kaynes, two-thirds of the FAI jury for the event, had to take matters into their own hands. When the organisers eventually started organising. The launch line was put so far upwind that towing ahead of it would have been impossible - we were less than 20 feet downwind of the local rubbish dump. There was therefore another delay while the line was moved back. After much confusion amongst the flyers and with no sense of urgency from the organisers, round 1 started an hour late at 09.30; it was yet another example of the sad lack of concern for the competitors.....

In the absence of a scoreboard it was difficult to have any real sense of who was doing what, but it was known that Paul Lagan of New Zealand had made six maxes. It was also known that all three of his models were now somewhere downwind and Paul was with his retrievers helping them in the search. One ship came back, but it was extremely damp having been immersed in the river. With the flyer still away, the remaining Kiwis set about drying out the airframe. If Lagan was to win, he had to max, for if he failed, there were others 'in for the kill'. The pressure increased when Lepp maxed again with his high aspect ratio model. The Lagan aircraft had obviously suffered from its immersion and was giving Paul a hard time on tow. Despite this, he took the model on a long fast crosswind run, half the length of the launch line, chasing a rising model he'd seen. It was not a good launch but the model then picked up as though it might max. In a bout of euphoria, some turned to the New Zealander to congratulate him, but they were premature. The thermal died and he was down in less time than Lepp's sixth round flight. Now the lack of a scoreboard became crucial. The contest was over, but nobody knew who had won. The word went round that one of the Yugoslavs had been doing well. When the dust settled, sure enough, Anton Vidensek, who had dropped just seven seconds on his last flight was found to be the winner. His model was of conventional proportions showing Lepp's influence in the wing planform and construction, and in the under fin. The wing had a D-box leading edge, with diagonals between the rear of the box and the rear spars, while the tailplane used a flat-bottomed section. For the second time, Lepp was runner-up, with Lagan taking the bronze, using the AL29 design for all except one of his flights, so completing the chain of influence starting from the Russian glider flyer.....

FIC flyoff: A tense period of waiting in the first few minutes of this fly-off was relieved when Meczner briefly started his engine. Verbitski had not been watching him and visibly leapt into the air in sudden surprise. Soon after, Verbitski was the first to start 'in anger' and launch; a bad launch combined with knife-edge trim had the model climb flat and dive into the ground when the bunt mechanism activated. The entire Russian team had disappeared for a period just before this fly-off. Had they been trying to rectify the trim or playing for time in the hope that the other trusted model would come back? Meanwhile, Meczner knew nothing of Verbitski's model shortage and made a good flight. He discouraged congratulations until after the fly-off period was over in case Verbitski flew again.

It was an anti-climactic end to the power contest, but does not detract from the significance of Meczner's victory. He has been flying FAI power to international standard for longer than anyone else in the world. For over twenty years he has been a fixture on the highly successful Hungarian team and has rarely been out of the top twenty in the individual results as well as helping.....

It is regrettable that so many organisational problems marred this event. Team managers' reports will no doubt detail the confusions, inconsistencies and thoughtlessness that spoiled the meeting. Certainly the site was small and combined with the weather was insufficient for a World Championships. It is to be hoped that the FAI will find some way of ensuring that future events will be arranged to concentrate more on the requirements of the competitors and rather less on the bureaucracy and ceremony. It might be argued that visitors to Burgos did not make sufficient allowance for Spain's internal difficulties. But those attending were guests of the host country, it must be bad when authoritarian administration and a high-profile police presence generate such a sour atmosphere. The troubles climaxed on the night of the power event when, with the police acting under directives from one of the organisers, there was a scuffle between police and competitors.



The plans on previous page are:

Open Rubber by Phil Ball from April 1980 issue

EZB by Dave Pymm from March 1981 issue

and on this page:

No.22 F1B by Bob White from September 1987 issue

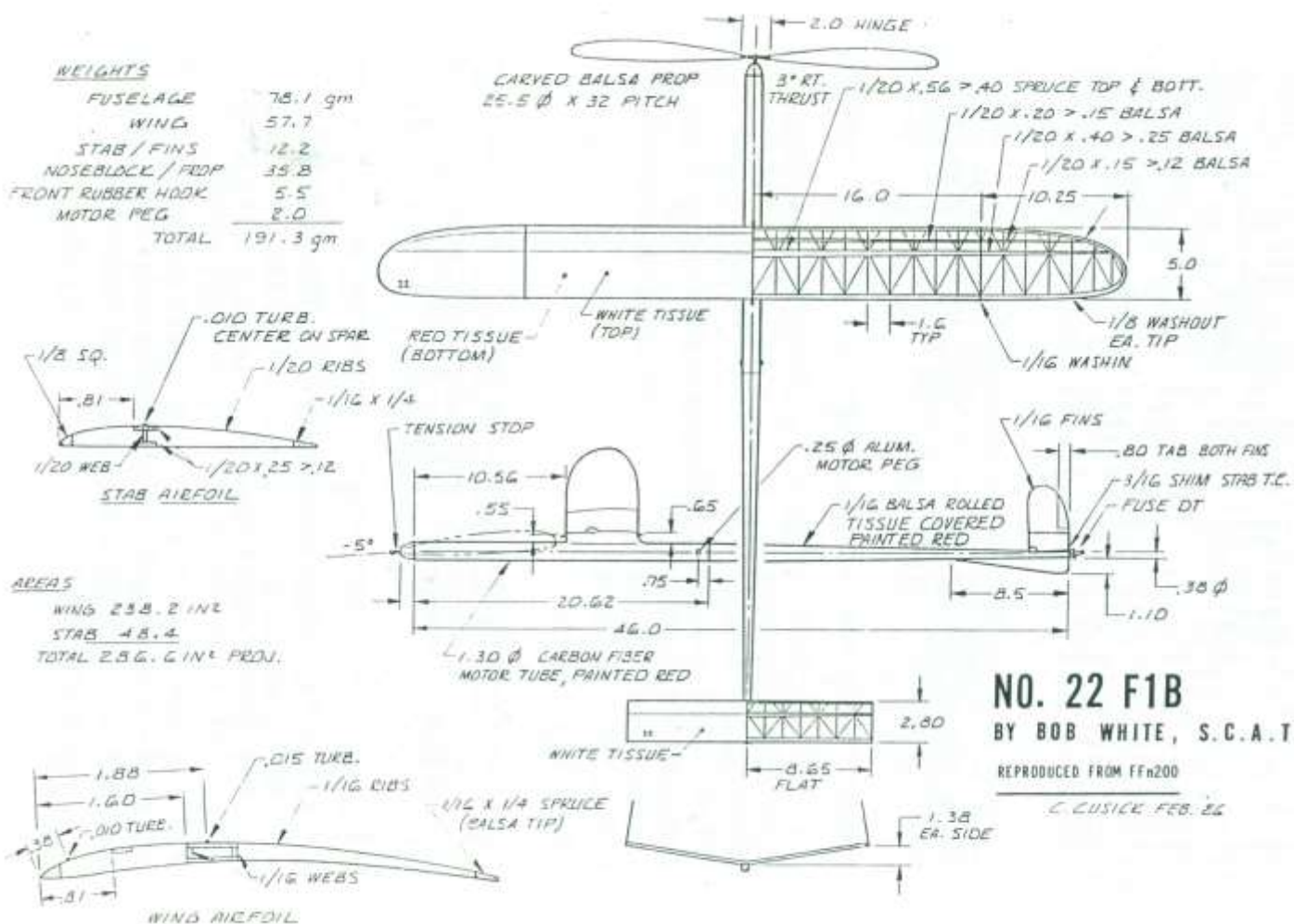
FFn cover from 1983, during the period when landscape format was used:-



WORLD CHAMPIONSHIPS REPORT SEPTEMBER 1987

F1B flyoff extract: Only White and Rozycki had made the six minute time and they were ready to fly for seven at 20.40. Three minutes later and the Pole was winding, crouched down to be level with his model mounted on a low winding stooge. When he was almost finished Bob began to wind and he was soon also ready to fly. Rozycki launched badly and his model made the classic swoop downwind on the first half turn of the climb. It returned to pattern but was not that high. Ten seconds after this launch then White took to the air and made no mistake. A rock-steady climb took the model to great height - probably double that of Rozycki - and the Championship looked to have been decided. Sure enough they both slowly descended at about the same rate and Bob reaped the benefit of his tremendous altitude advantage to win by a clear two minutes with a flight of 4.55. The Americans had judged that they could beat the opposition by winding later and flying in the same air, but the poor initial power pattern had opened out even more of an advantage than expected. A victory for a well-trimmed basic model, showing that sophisticated materials and gadgets are not essential, including a wire tension spring stop hub albeit with "dashed" solid turbulators on the balsa blades.

It was an incredible end to a marvellous Championships. It was most satisfying that Bob White should win, since he has placed so high so many times without actually taking the Wakefield title. The emotional impact was so much greater that it should happen here, for a popular visitor to France with close friends in the country, and moreover that he should have won this year after having tragically lost Toni, his wife and modelling supporter, only last autumn. Really a fairy tale ending to a fantastic event.



From January 1990 issue:

ALTITUDE MEASUREMENTS AT WORLD CHAMPS

We have received a description in Spanish (which we cannot translate) and results, given below, of altitude measurements made during the 1989 World Championships in Argentina. Without the details given in the text and assuming that these are observations of just individual flights care must be taken in drawing any sweeping conclusions from these results. The order given is preserved from the original - it is not clear whether this reflects the chronological order of measurements or some other basis. The altitudes are given in metres.

F1A

P Nash	AUS	55.2	M Gobbo	I	54.5
V Tchop	USSR	56.5	W Palmieri	ARG	59.5
E Dondero	ARG	56.0	P De Boer	NL	59.5
J Carter	GB	59.0			

F1B

Z Wenyi	CHN	89
B Greimal	A	70
D Donelli	ARG	65
R Clemenceau	ARG	57
D Siebenman	CH	78
B Itzhak	ISR	57
R Peers	GB	65.5
A Hacken	NL	72.8
J McGlashan	CDN	88

F1C

L Kiang	CHN	147.5
S Lustratti	I	150.9
J Ochman	PL	170.4
M Zito	ARG	154.2
J Bonetto	ARG	102.5
L Kiang	CHN	142.0
V Strukov	USSR	157.0
E Verbitsky	USSR	176.0
G Barbabella	I	107.5
T Koster	DK	174.0

Then from October 1991 and plan from December 1989 issue:

A STUDY OF THE TOWLINE LAUNCH OF F1A MODELS,

By M Kochkarev And S Makarov

INTRODUCTION. The aim of the study was to investigate the influence various parameters of the glider, line, sportsman and atmosphere on the final velocity reached by the glider, equated with energy. There is also some consideration of the initial phase of flight after release from the line.

A high launch is more beneficial than just the extra glide time allowed from the greater height: it opens up new tactical possibilities and also places the model at an altitude where it is more likely to encounter rising air.

The authors report that their predictions agreed well with practical observations and the results were used in the construction of their 1990 models.

---remainder of article not reproduced but here is sample plot for bunt launch showing reaching 62.5m

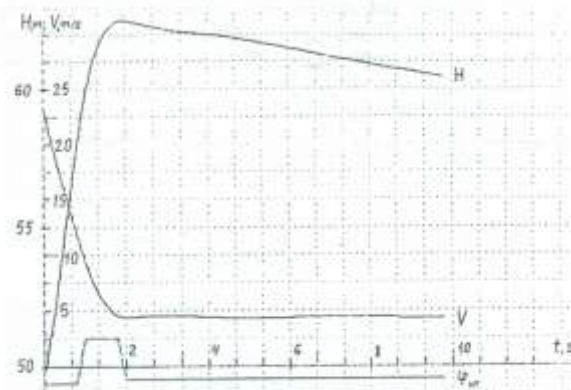
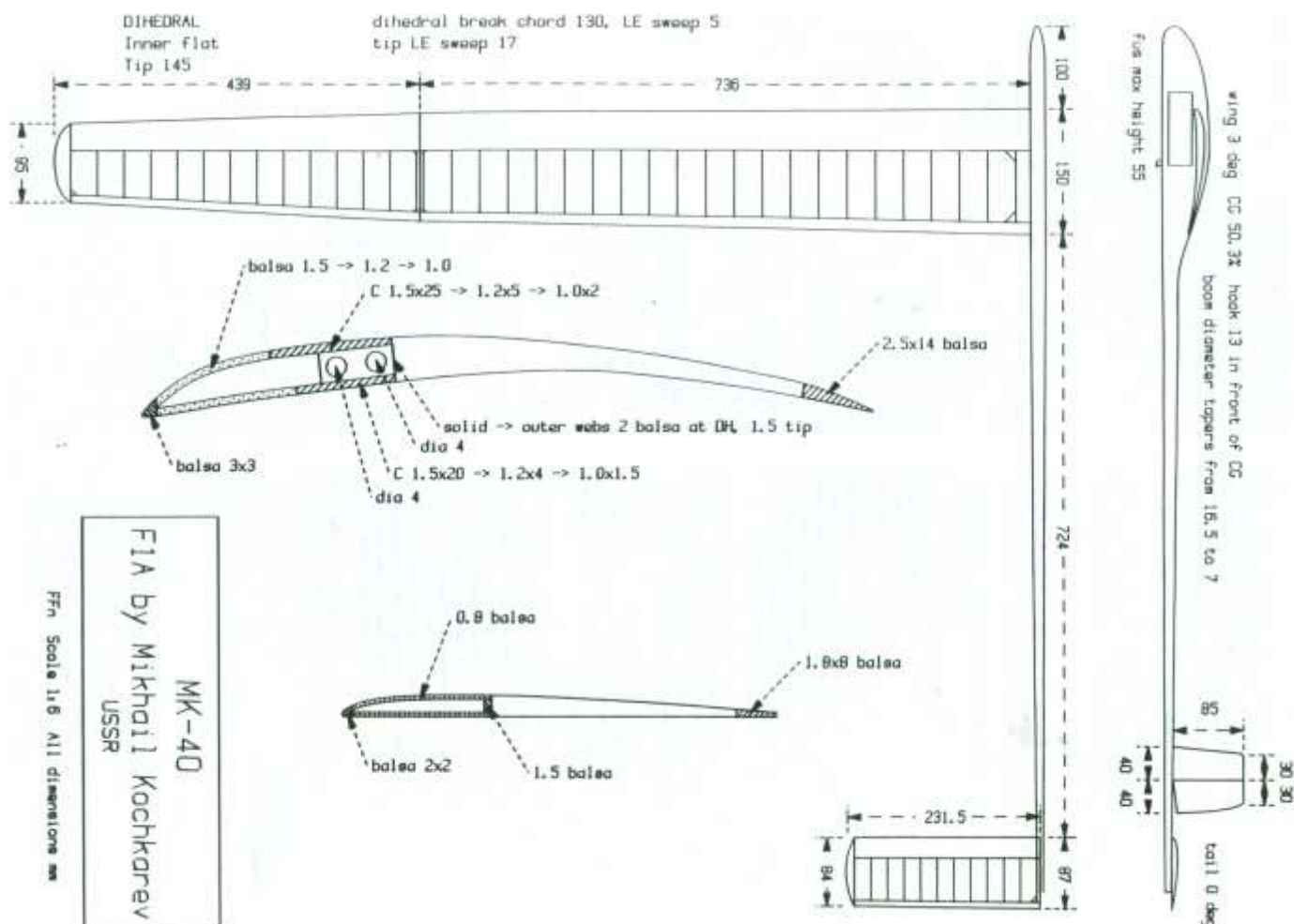
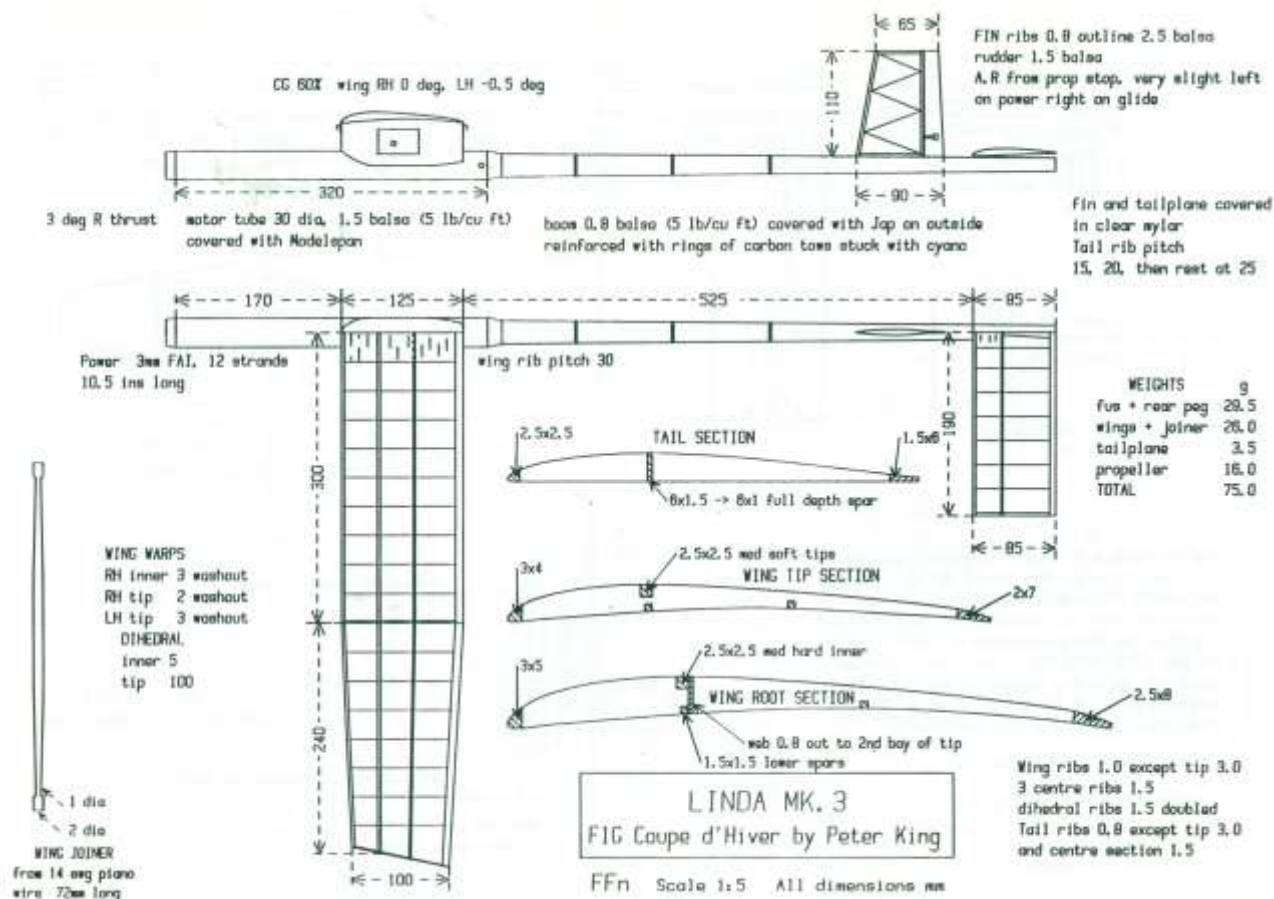
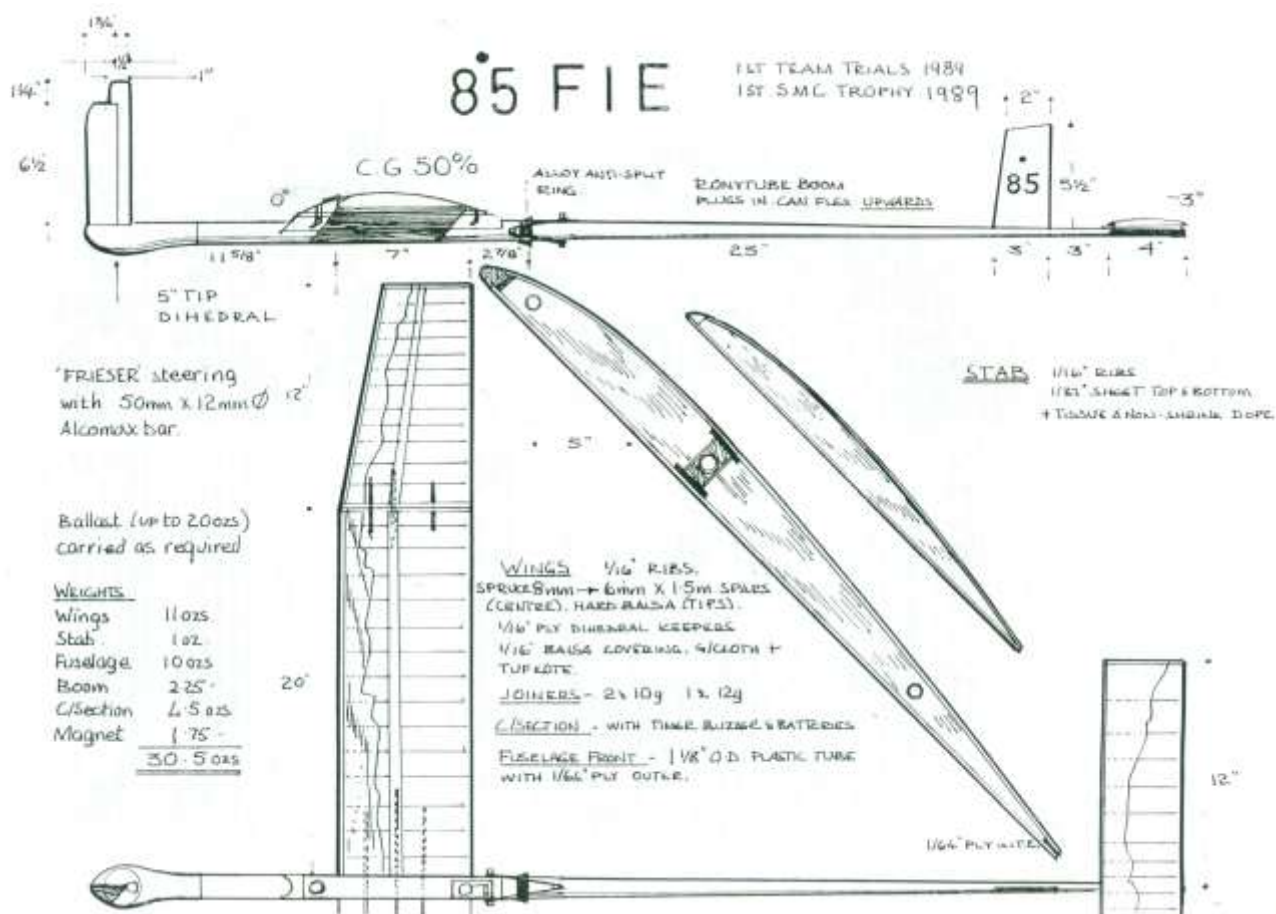


Fig.6 Motion after launch with bunt, 10mm deflection





-- 11 --





KC 0.06 motor by
Sergei Kushnarov
150x70 Verbitsky folder prop
28000 rpm



tail section

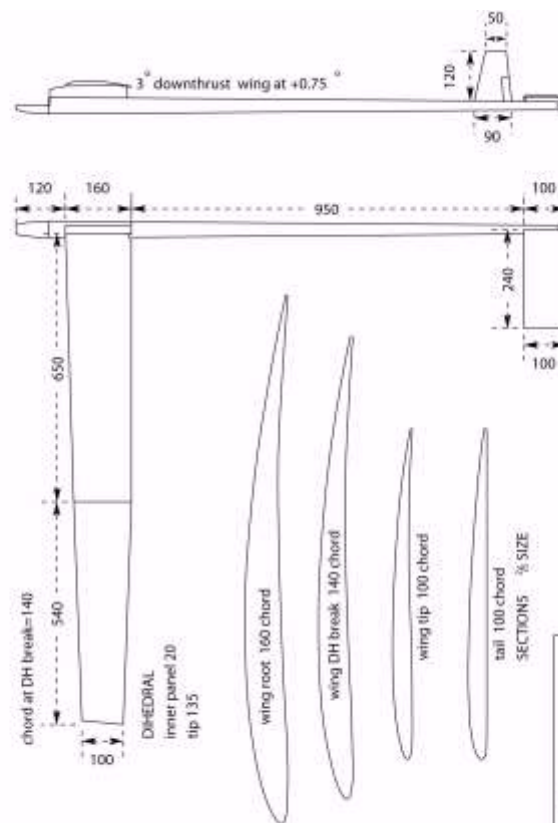
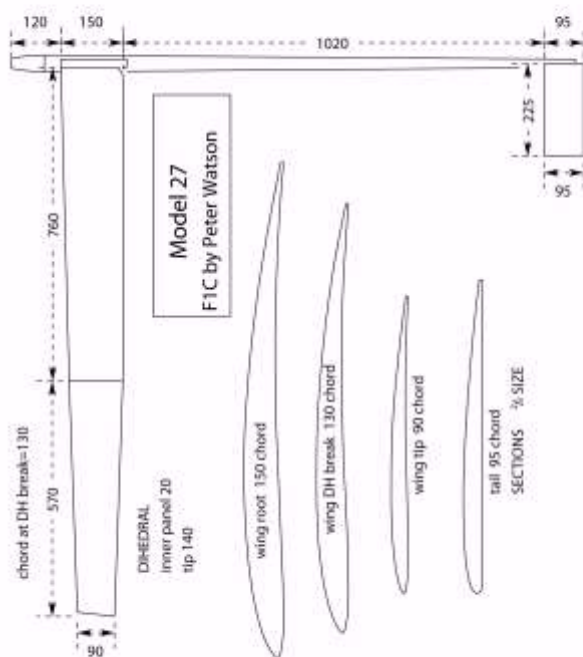
wing root section

F1J

by Eugene Verbitsky
from drawing by Peter Allnutt

Scale 1:8 All dimensions mm

Wing proportions same as Andriukov
F1B but with 10mm greater chord



FFn Scale 1:12 All dimensions mm

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CNA FIN

[illegible]

2 Ashley Road, Farnborough, Hants, England GU14 7EZ www.farnborough.gov.uk
Compiled and produced by Ian Kaynes, Paul Metherell and Michael Wynn

WHO KILLED THE HONEY BEE?

Did you see this programme shown last month on BBC, and probably distributed elsewhere? It addressed the problems of the collapse of colonies of bees. The aeromodelling interest came with the account of Bret Adee, the largest American bee keeper, moved his bees in 70000 hives to Lost Hills in autumn 2007. This was partly to avoid the winter low temperatures in other locations – like North and South Dakota – but also to be in “an isolated Californian valley” to avoid other infected bees.

It was to no avail, he was shown with his hives in the familiar surroundings of Lost Hills in February 2008 by which time he had lost 200 million. That was the time of the 2008 MaxMen when we were getting stung by bees every day on the flying field. Probably only a small number on their scale, but some had obviously got away.

It was surprising to see the scale of transporting the bees around the USA. The pollination of the almond orchards in the central valley requires a million hives, which is 80% of all the hives in the USA, and that explains the influx of bee keepers to Lost Hills at the February almond pollination time. What did not quite tie up was the statement of Lost Hills being an isolated valley away from other bees, but with so many are used later for the almonds which are both sides of Lost Hills on highway 46 surely some bees have escaped and are in the area.

The plans on the previous two pages are

F1J by Eugene Verbitski from September 1998

Model 22, 23, 26 F1C by Peter Watson from August 2000

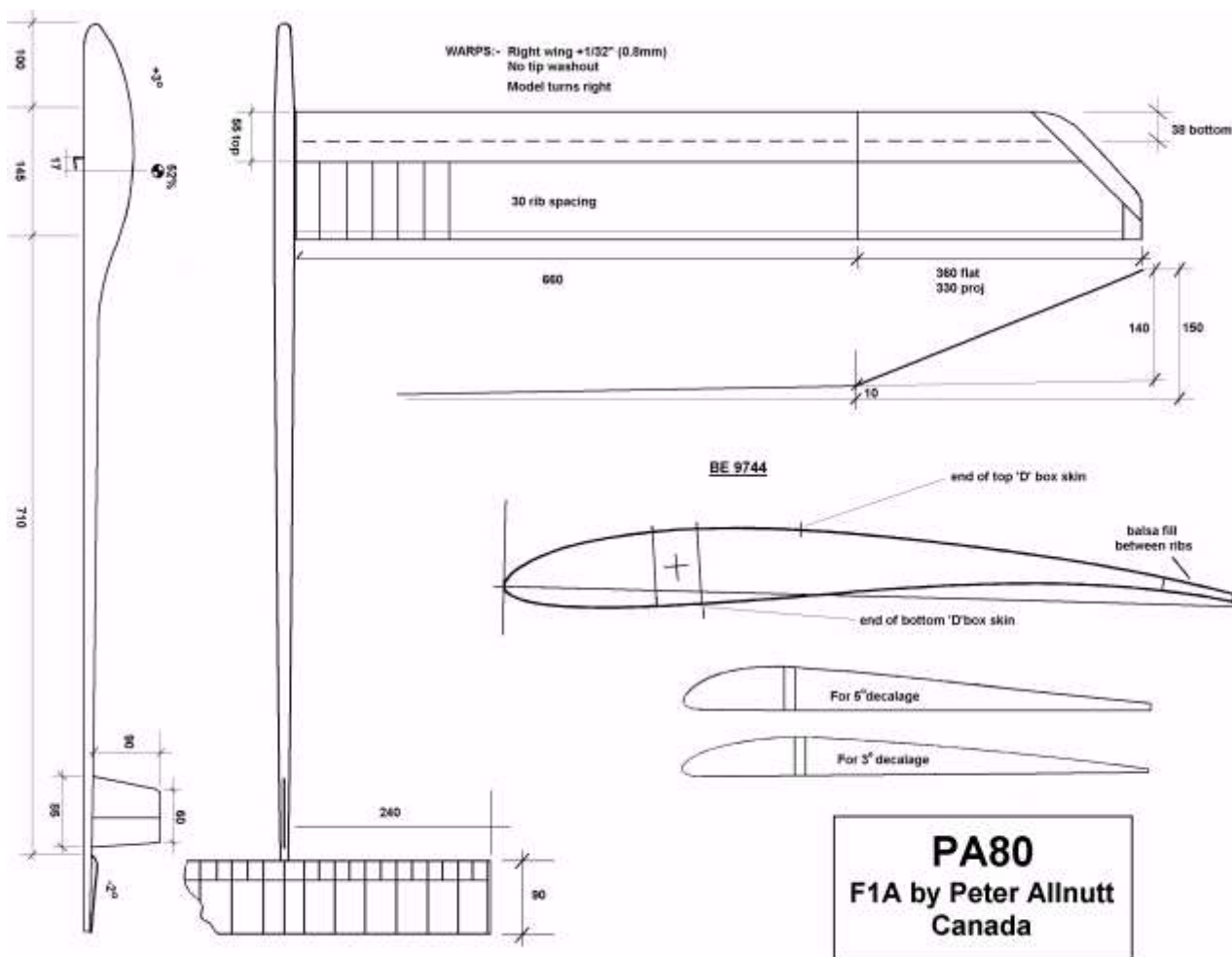
Boogie Woogie CLG by Andrew Crisp from June 2002

DDP302 P30 by Dennis Davitt from January 2006

And the following plans are:

PA80 F1A by Peter Allnutt from March 2008

Coxsackie 3 21 F1B by Anselmo Zeri from August 2010



First flight: 08.01.05

Scale 1:6, sections full size

PJA 2008

- d. It *should* have circle tow. In the sort of winds we are talking about (10-20 m/sec) deliberate circling would be most unwise, but the catapult facility should allow a clean turn off into the glide circle with, hopefully, some height gain - much better than a big stall from a "straight" tow. Lack of experience prevents me from commenting on "bunt" releases in these conditions! You may be in a situation, even in a contest with decent weather, where you are forced to use your rough weather job as a last resort, then you will be glad of its circle tow facility.

If you are worried about the extra strain on the wings given by the tension necessary to open the catch, as well as the strain from the high wind, then either make stronger wings or tow with the catch open and the timer started. You're probably going to release as soon as you get to the top of the line and in a very high wind that won't take very long!

- e. Use a sensible colour scheme on the model which is visible at great distances in the air and can be picked up easily on the ground. Obviously, if you can afford a Biotrack system, long distance retrieval should be made a lot easier.

The Flying

If the competition is in rounds fly reasonably early. If you crash a model on tow it might be possible to repair it, or better yet, get the reserve into play.

Use a trusted helper to launch for you. My system, for what it's worth, is to say "OK" when the time is judged right to fly. The assistant raises the model from its shielded position to the launch position. Then "GO!". He or she releases the model and you start running towards it like crazy!. Start with about half

the full line out, and wear a stout glove to allow it to slip through without cutting your hand. Gardening gloves are very useful.

Try to get the model to the top of the line as smoothly as possible. If there is a jerk when the end loop or pennant hits your hand, it could open the latch and bring in the catapult rudder sooner than wanted, with dire consequences, e.g. a sharp swing towards the ground - possibly tarmac - when you have to make a *very* hasty decision. Either you plant the model and get another attempt or throw the line and get a low release for a poor flight.

If you *do* get the model to the top of the line without mishap, don't even contemplate circling to check the lift you thought you'd detected on the ground. Make as decent a launch as you can, straight away before you get into trouble - turbulence induced weaving, etc - and hope for the best!

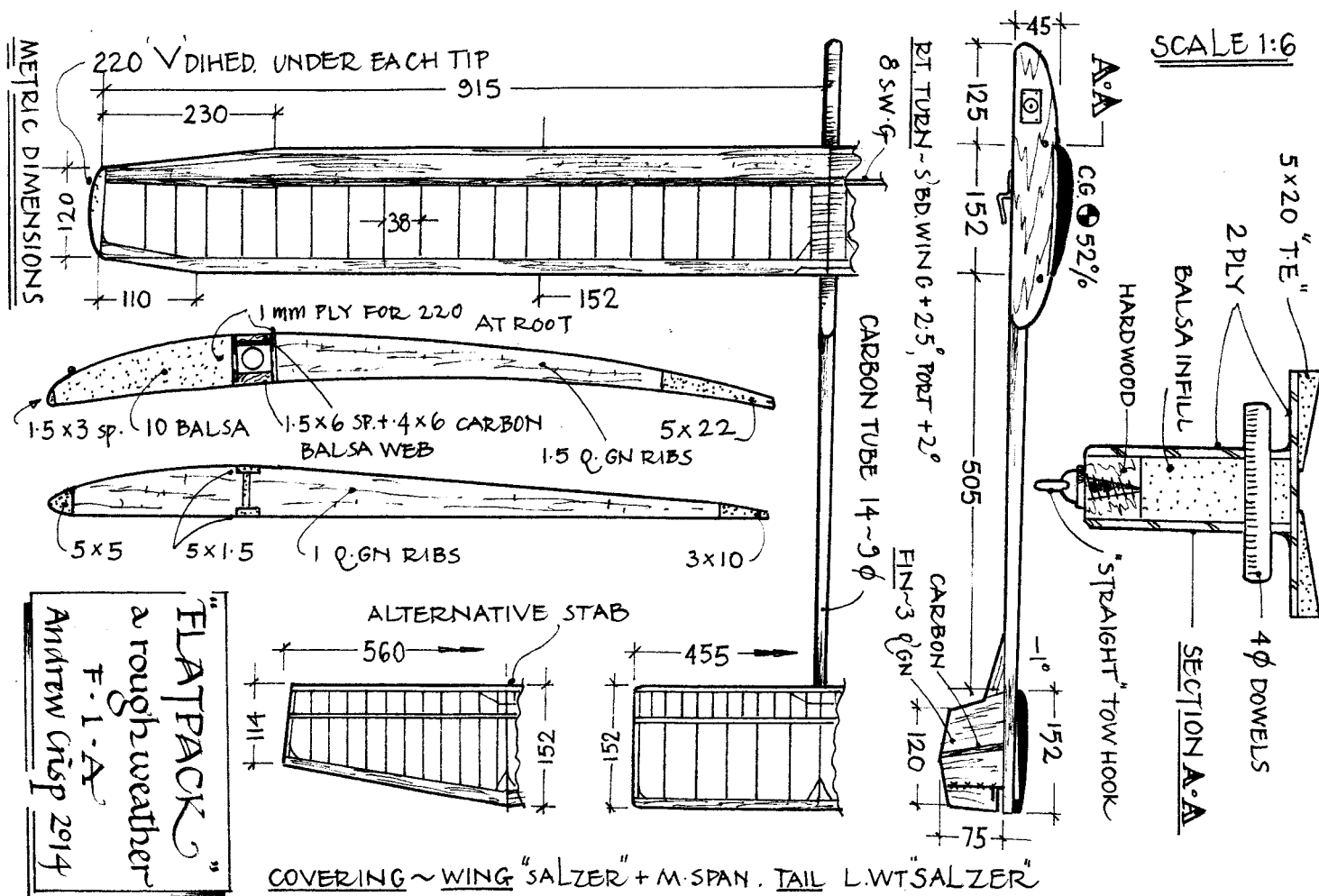
If you throw the line, as I do, retrieve it without delay before it trips somebody up. In a gale it can drift quite a long way downwind. Return to the timekeeper, who should be looking after the winch, and rewind the line. It is not advisable to put your winch in a pocket, etc, when towing in a high wind. If you trip you can do yourself and the winch considerable damage.

With the timekeeper(s) watch the flight to its termination - to the ground or o.o.s. - so that you have at least two opinions on the model's bearing. Thank the timekeeper for his efforts then go and retrieve as best you can!

And now a plan effectively from an earlier era but actually from October 2014 issue followed by

Q Ship 1 F1Q by Klaus Salzer from June 2008

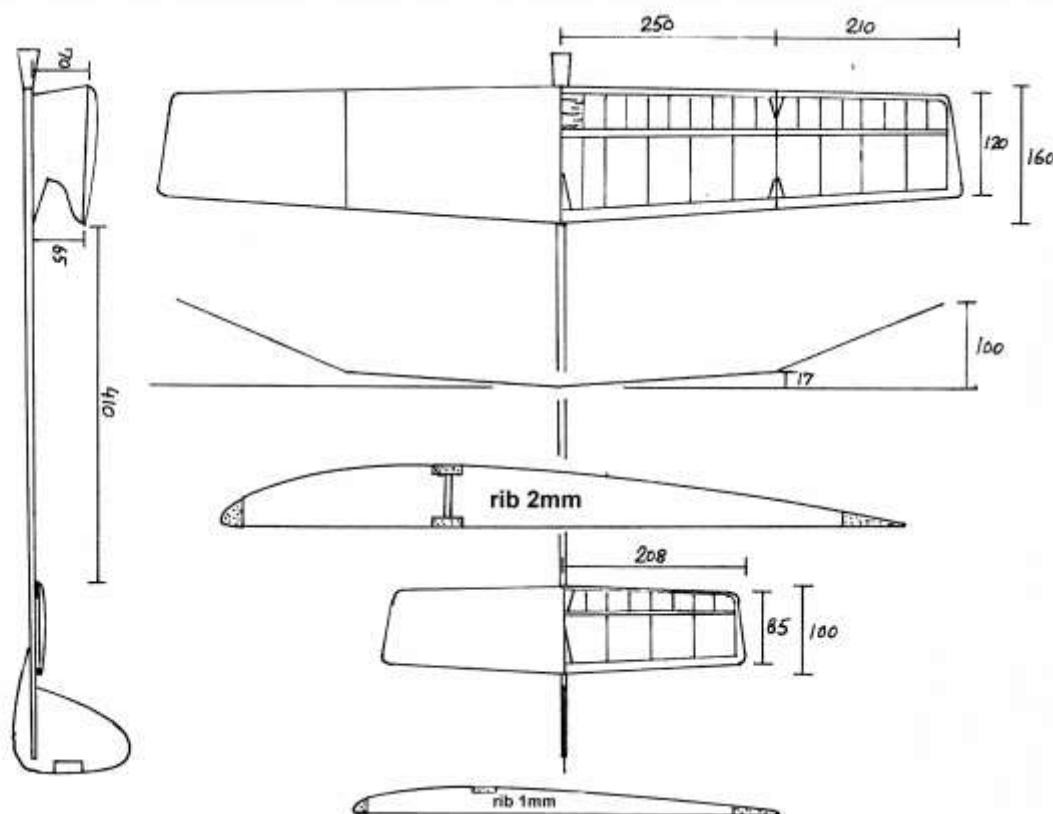
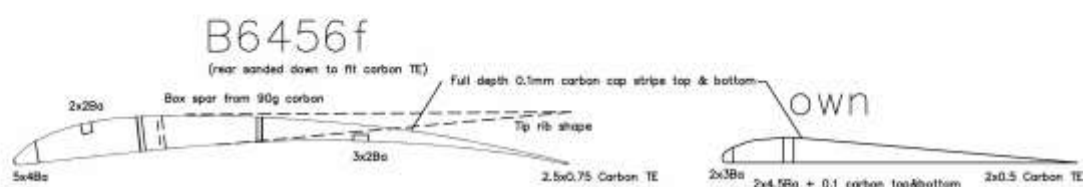
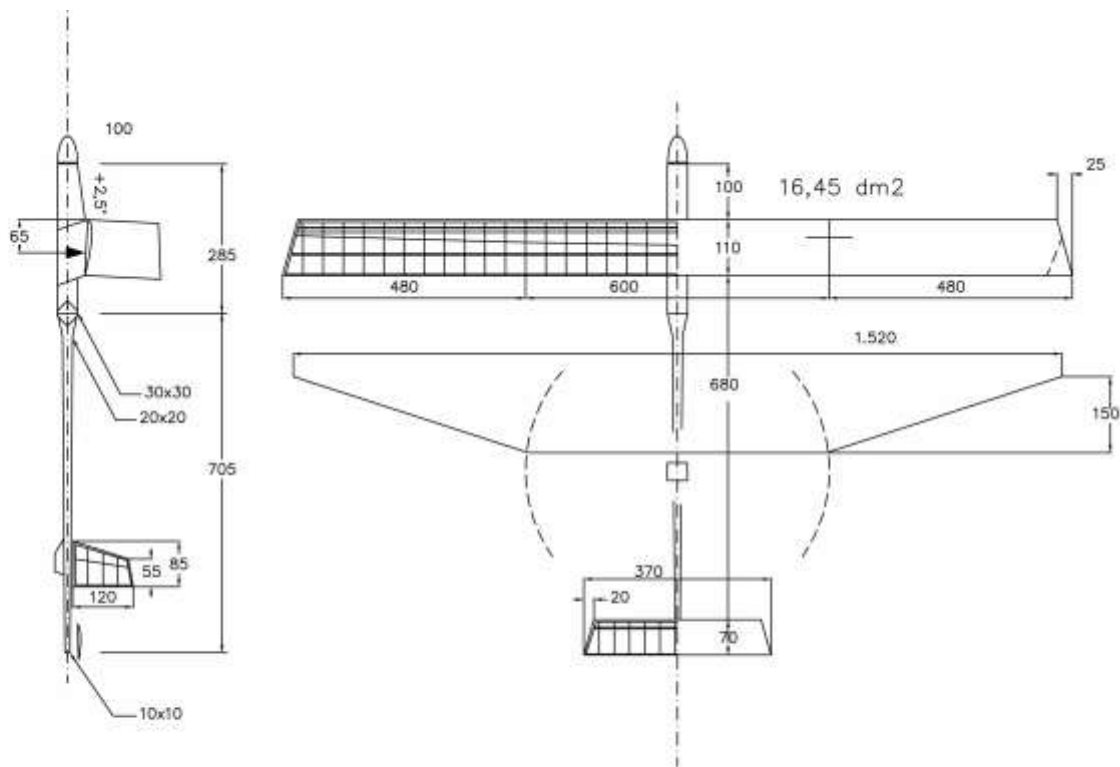
El Filur E36 by Per Grunnet



Motor Proton 3S
 Propeller 9x5"
 Akku 3x 360mAh LiPo



Q-Ship 1
 Flt by Klaus W. Solzer



El Filur
 E36
 by Per Grunnet

WIDGIEWA CUP, NARRANDERA NSW, AUSTRALIA, MAY 3-5

FAI Licences not yet checked

F1A 6 flew

1	A Koerbin	NZL	1020
2	C King	NZL	988
3	M Campbell	AUS	869

F1B 11 flew

1	I Vivchar	UKR	960	+361
2	V Morgan	AUS	960	+356
3	G Goodwin	AUS	960	+311
4	B Hao	AUS	960	+301
5	R Blackam	AUS	960	+239
6	C Hemsworth	AUS	935	

F1B-Junior 1 flew

1	L Zhanyi	CHN	756
---	----------	-----	-----

F1C 7 flew

1	V Aleksandrov	UKR	1020	+582
2	R Summersby	AUS	1020	+472
3	S Tolmie	AUS	1020	+408
4	Y Gao	CHN	976	

AUSTRALIAN FF CHAMPIONSHIPS, NARRANDERA NSW, AUSTRALIA, MAY 7-9

FAI Licences not yet checked

F1A 5 flew

1	P Mitchell	AUS	1020	+366
2	A Koerbin	NZL	1020	+346
3	M Campbell	AUS	1010	

F1B 13 flew

1	W Yunsheng	CHN	1020	+312
2	R Blackam	AUS	1020	+302
3	I Vivchar	UKR	1020	+270
4	C Hemsworth	AUS	1020	+225
5	D Ackery	NZL	1020	+206
6	T Bond	AUS	1020	+124
7	G Goodwin	AUS	1018	

F1B-Junior 2 flew

1	L Kaicheng	CHN	970
---	------------	-----	-----

F1C 7 flew 4 full scores

1	V Aleksandrov	UKR	1020	+468
2	Y Gao	CHN	1020	+404
3	M Pettigrew	AUS	1020	+161
4	G Pope	AUS	1020	+9

SALONTA CUP, SALONTA, ROMANIA, May 11

FAI Licences not yet checked

F1A 101 flew 56 full scores

1	A Gorskiya	RUS	960	+563
2	L Malila	SUI	960	+511
3	M Kosonozhkin	RUS	960	+480
4	V Polyaev	RUS	960	+462
5	P Findahl	SWE	960	+453
6	D Fric	CZE	960	+447
7	M Hrast	SLO	960	+437
8	J Vosejpka	CZE	960	+421
9	L Biteznik	SLO	960	+417
10	E Galor	ISR	960	+415
11	B Pouzet	FRA	960	+412
12	K Varro	HUN	960	+408
13	M Butkovic	CRO	960	+399
14	D Andrist	SUI	960	+388
15	J Krasznai	HUN	960	+382
16	J Valo	FIN	960	+374
17	S Limor	ISR	960	+369
18	C Brinzoi	ROU	960	+368
19	F Klobusicky (J)	SVK	960	+363
20	J Sion	ROU	960	+361

F1A-Junior 13 flew 5 full scores

1	F Klobusicky	SVK	960	+363
2	J Pouzet	FRA	960	+324
3	V Rossler	CZE	960	+304

F1B 51 flew 28 full scores

1	O Kulakovsky	UKR	960	+420
2	A Andriukov	USA	960	+411
3	M Kovalenko	UKR	960	+402
4	J Cihak	CZE	960	+395
5	G Hagay	ISR	960	+380
6	M Varadi	HUN	960	+369
7	Y Sarig (J)	ISR	960	+363
8	M Woolner	GBR	960	+361
9	V Man	ISR	960	+360
10	B Silz	GER	960	+351
11	A Gey	GER	960	+348
12	I Yurtseven	TUR	960	+340
13	A D'atti	ITA	960	+337
14	I Kocsis	HUN	960	+335
14	D E Larsen	NOR	960	+335

F1B-Junior 1 flew

1	Y Sarig	ISR	960	+363
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F1C 15 flew 9 full scores

1	E Shemesh	ISR	960	+451
2	K Kuukka	FIN	960	+434
3	L Patocs	HUN	960	+432
4	V Zosymenko	UKR	960	+417
5	V Pecherica	UKR	960	+382
6	V Sychov	SLO	960	+273

F1Q 13 flew 7 full scores

1	F Gradi	ITA	960	+454
2	A Jancso	HUN	960	+419
3	G Milak	HUN	960	+367
4	Y Avdieiev	UKR	960	+341
5	O Sirkis	ISR	960	+322
6	M Lihtamo	FIN	960	+308

FAI FREE FLIGHT RANKING

Ranking for May 1. Changes of points and position refer back to results of January 2019. Events in 20187 and 2018 are assessed under the World Cup points system for those years and the new points system is used for 2019.

Full details at www.freeflightnews.org.uk/ranking/latest.htm

		country	place	pts	best	
recent			pts	change	change	result
F1A						
1	A Gorsky	RUS	3150	0	-12	
2	D Halbmeier	GER	2687	1	221	KR19=575
3	P Findahl	SWE	2656	-1	13	MM19=526-3
4	A Balassiano	ISR	2416	2	199	NA19=509
5	J Carter	GBR	2345	30	914	KW19=547+16
6	M Hrast	SLO	2331	2	212	HE19=503-3
7	G Aringer	AUT	2181	19	590	KR19=543+6
8	V Polyaev	RUS	2146	1	34	
9	M Teterin	RUS	2051	-5	-196	
10	D Fric	CZE	2029	11	347	CS19=472-6
F1B						
1	A Krawiec	POL	2886	4	653	KR19=538
2	O Kulakovsky	UKR	2838	0	241	
3	A Bulatov	RUS	2725	-2	-39	
4	A Andriukov	USA	2644	-1	201	NA19=559+3
5	B Silz	GER	2475	6	527	HG19=452+3
6	S Stefanchuk	UKR	2367	0	125	SP19=461-3
7	S Skibicki	POL	2250	23	764	HG19=519+13
8	D E Larsen	NOR	2217	0	138	KW19=442-3
9	M Solodov	RUS	2191	-2	-46	
10	M Kovalenko	UKR	2190	7	502	MM19=560+16

F1C

1	N Rekhin	RUS	3051	0	-28	
2	M Gasiorowski	POL	2871	20	1597	KR19=512+10
3	V Sychov	SLO	2771	0	47	KR19=408-3
4	R Summersby	AUS	2700	0	51	KW19=525+3
5	Yuan Gao	CHN	2658	-2	-51	KW19=428-6
6	A Babenko	UKR	2477	-1	-113	NA19=387
7	Y Shvedenkov	CAN	2293	-1	-200	NA19=451+6
8	D Jermol	CRO	2238	-1	-73	
9	L Savukhina	RUS	2202	2	235	MM19=527+16
10	E Burek	POL	2073	3	189	CS19=381-3

F1E

1	A Winker	GER	2961	0	106	OK19=442-10
2	J-L Drapeau	FRA	2551	0	-4	CA19=505
3	M Popescu	ROU	2526	0	358	RB19=533+3
4	R Sifleet	USA	2235	0	70	KE19=510+3
5	J Orel	CZE	1724	5	103	RA19=537+13
6	P Brocks	USA	1692	-1	-266	KE19=0-16
7	D Bildea	ROU	1643	0	-246	RB19=453+3
8	M Tomazzoni	ITA	1590	37	679	OK19=542+40
9	F Kanczok	POL	1552	-1	-237	RB19=0-73
10	J Blazek	CZE	1521	34	602	RA19=358+13

BMFA NORTHERN GALA, BARKSTON HEATH, APRIL 19**Combined Glider (C.M.A) 11 flew**

1	A Crisp	Biggles	7.30
2	R Jack	Midlands	7.19
3	J Williams	B'ham	7.10
4	J Carter	Grantham	7.09
4	C Foster	Morley	7.09

Combined Rubber (Caton) 8 flew

1	P Ball	Grantham	7.30	+0.15
2	M Marshall	Impington	7.30	
2	I Taylor	B'ham	7.30	
4	W Hodgkinson	Grantham	7.02	

BMFA Power (Hamley) 5 flew 2 full scores

1	K Faux	Vikings	7.30	+7.20
2	A Jack	Midlands	7.30	+4.36

Combined Electric 4 flew 2 full scores

1	T Payne	Biggles	7.30	+6.44
2	P Watson	MFCC	7.30	+0.25

SLOP 5 flew

1	P Ball	Grantham	7.30
2	S Dixon	Birmingham	7.11

F1H 6 flew

1	G Madelin	C/M	10.00
2	J Cooper	Biggles	9.22
3	B Lavis	Biggles	9.09

BMFA ½ A 6 flew

1	S Barnes	Morley	6.00	+2.38
2	D Ginns	MHMAC	6.00	+1.33
3	P Woodhouse	Morley	5.26	

P30 5 flew

1	D Norwood	Delwin	5.58
2	B Jackson	Sharston	5.56

Mini Vintage 14 flew

1	S Willis	Croydon	6.00	+2.36
2	P Adams	Peterborough	6.00	+2.25
3	G Beale	Morley	6.00	
4	D Taylor	Grantham	5.51	
5	S Fielding	Morley	5.47	
6	C Foster	Morley	5.36	
7	I Wilkinson	Morley	5.20	

HLG/CLG 6 flew

1	I Clarke	C/M	5.45
2	B Colledge	Birmingham	5.08
3	P Ball	Grantham	4.47

SOUTHERN COUPE LEAGUE

Peter Hall

Round 3, Southern Area Gala, Odiham, May 5

After cancellations in '17 and '18, at last a perfect day, well nearly perfect, and a very successful and well-organised event which should help ensure its future. Ten flew the combined vintage/F1G coupe competition. Three flights to a two minute max. were required and a ninety second D.T. fly-off ensured that models did not leave the field. In the morning the air was reasonably predictable but by lunchtime the cold light northwesterly breeze coming in over the fringe of buildings and trees behind us produced some turbulence and many surprises with undetectable patches of strong lift and sink. Not a few launched in good air only to be dumped down wind and some benefitted from the reverse - a poor start then a quite violent up escalator probably over the downwind runway.

There was the usual crop of bad luck stories. Alan Brocklehurst's prop. blade failed to fold and he spiralled down for 1'.12" on his first flight. Ken Taylor R.D.T'd too soon on his second and was down in 1'53". Gavin Manion landed in the fence around a high security area breaking the prop., and Roy Vaughn, after an impeccable first flight was dumped in a violent patch of sink for 1'23".

Jim Paton flying his very effective Bukin dropped one flight, blaming old rubber. This is not the first time I've heard Jim blame old rubber. Three made the fly-off at 4.05 p.m. Don Thompson was first off, followed by Peter Hall. Gavin Manion broke a motor and then another (old rubber?) With only seconds to go and with remarkable sang froid he installed his third and chucked just in time. Chucked is not accurate, hurled would be better, He flies

P.G.I. mode with almost zero decalage. Such is the force of his throw I doubt he needs a motor at all. Gavin took first place followed by Peter and Don.

Gavin now heads the league table and the next round is at the Oxford Gala, Portmeadow on June 2nd.

		maxes	score	time	
1	G Manion	3	15	6.00	+1.50
2	P Hall	3	12	6.00	+1.47
3	D Thomson	3	11	6.00	+1.37
4	J Paton	2	8	5.46	
5	R Vaughn	2	7	5.23	
6	A Brocklehurst	2	6	5.12	
7	C Redrup	2	5	5.10	
8	K Taylor	1	3	4.55	
9	E Challis	1	2	4.50	
10	B Hobbs	1	1	4.05	

League

		Odiham	Total
1	G Manion	Birmingham	15
2	A Moorhouse	Vikings	17
3	P Ball	Grantham	14
4	S Willis	Croydon	12
4	P Hall	Crookham	12
6	D Thomson	Croydon	11
7	W Dennis	MFFG	10
8	C Foster	Morley	9
9	P Uden	Crookham	8
9	J Paton	Crookham	8
11	R Vaughn	Crookham	7
12	M Marshall	Impington	6
12	A Brocklehurst	Bristol & West	6

INTERNATIONAL COMPETITION NEWS

The Trofeo Citta di Maniago World Cup event scheduled to be held on June 22-23 has been cancelled because the Maniago field was not available.