

Free Flight News

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FFn DIARY

July 7 Mysinge Hög, Sweden	Swedish Cup. F1A F1B F1C F1Q World Cup event Contact: Per Findahl, tel: +46709226276, per.findahl@gmail.com	July 30 – 31 Sculthorpe	BMFA East Anglian Gala. Saturday: CR, Vintage RP, Classic G, Tailless, E36, P30, H/CLG, SAM35 4oz Wake; Sunday: CG, CP, CE, Mini Vintage, Classic RP, CO2, Vintage G, SAM35 8oz Wake. Contact: Mike Marshall 01223 246142 mandrshall@gmail.com
July 8 Alvaret, Öland Island, Sweden	Norwegian Cup. F1A F1B F1C F1Q F1S. World Cup event. Contact: Atle Klunghaug, tel +47 906 734 78 email: aklark@online.no	August 7 Turda, Romania	Memorial Popa Cringu. F1E World Cup event Contact: Ioana Dumitru, tel: +40723620600, ioanaeu822@yahoo.com
July 8 Denver, CO, USA	Centennial Cup. F1E World Cup event Contact: Chuck Etherington, tel: +1 720 2016218 etherington.freeflight@outlook.com	August 6-7 Noizé (Thouars), France	Trophée Belge - Belgian Cup. F1A F1B F1C F1Q World Cup event. Contact: Laurent Dupriez, tel: +33628515751, email: poitou-aero@orange.fr https://poitou-aero.com
July 9 Mysinge Hög, Sweden	Finnish Summer Cup. F1A F1B F1C F1Q World Cup event Contact: Steffen Jensen, +4525332105 steffen.hjorth.jensen@gmail.com	August 8-9 Saint Jean de Sauves, France	Hispano-France. F1A F1B F1C F1Q. World Cup event. Contact: Benoit Jacquemin, tel: +33608002780, benoit.jacquemin@vol-libre-moncontourais.fr
July 10 Area Venues	BMFA 5th Area - Summer Mini Day. CG, CR, CP, F1H (Plugge), F1G, 1/2A (Plugge), E36, H/CLG, CO2 (Plugge), Mini Vintage, P30, E30 (Plugge).	August 8-9 Saint Jean de Sauves, France	Louis Dupuis 2 min. F1G, F1H, F1J, F1S Contact: Benoit Jacquemin, tel: +33608002780, benoit.jacquemin@vol-libre-moncontourais.fr
July 14 -17 Peak District or Melton Mowbray	BMFA 3 rd . F1E Team Selection 2. 1 or 2 days according to weather. Contact: Ian Kaynes. 01252 512538 kaynes@btinternet.com	August 8-12 Turda, Romania	2022 F1E European Championships
July 22-23 Ulaanbaatar, Mongolia	2 World Cup Events F1A F1B F1C F1Q F1P July 22 Mongolian Cup, July 23 Asian Cup Contact: MASA Secretary General, tel: +97699994652, secretary@masa.mn	August 10-11 Noizé (Thouars), France	44th Poitou. F1A F1B F1C F1Q World Cup event Contact: Yves Bellet, tel: +33549665699, email: bellet.y@orange.fr https://poitou-aero.com
July 23 Korenica, Croatia	FF CRO CUP. F1A F1B F1C F1Q World Cup event Contact: Robert Leško, tel: +385956667676, lekicro@gmail.com	August 12 Turda, Romania	Turda Cup. F1E World Cup event Contact: Ioana Dumitru, tel: +40723620600, email: ioanaeu822@yahoo.com
July 23-24 Valchitran, Bulgaria	Bulgaria Cup. F1A F1B F1C F1P F1Q World Cup event Contact: Valentin Savov, tel: +359888408940, sk_modelist@abv.bg	August 13 Tottenham, Ontario, Canada	Canada Cup. F1A F1B F1C World Cup event Contact: Leslie Farkas, tel: +19058866959, aljolie@sympatico.ca
July 24 Korenica, Croatia	FF Dalmacija Kup. F1A F1B F1C F1Q World Cup event Contact: Ante Franić, tel: +385915240258, : ante.franic6@gmail.com	August 13-14 Prilep, North Macedonia	Prilep Cup - Trophy of Prilep. F1A F1B F1C F1Q World Cup event Contact: Zdravko Todoroski, tel: +3897840661, email: zdravkot@t.mk or todoroski59@gmail.com
July 25-29 Muncie, IN, USA	United States Nationals. F1A F1B F1C F1Q World Cup event Contact: Glenn Schneider, tel: +19257431398, gtodds@sbcglobal.net	August 14 Tottenham, Ontario, Canada	Huron Cup. F1A F1B F1C F1Q World Cup event Contact: Tony Mathews, tel: +17058540698, tmathews180@gmail.com
July 25-30 Valchitran, Bulgaria	2022 F1A F1B F1P Junior World Championships	August 16-20 North Macedonia	F1A F1B F1C European Championships

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Compiled and produced by Ian Kaynes

BMFA NATIONALS

North Luffenham May 29

Mini Vintage Weston 10 fl

1	C Foster	6.00
2	P Ball	5.56
3	D Norwood	5.48
4	J Watson	5.24
5	T Dennis	5.23
6	C Redrup	4.56

BMFA ½A Power Hales 5 flw

1	P Watson	6.00	+2.16
2	S Dixon	6.00	+0.56
3	B Garner	5.43	

P30 Flight 9 flew

1	B Lavis	5.45
2	S Fielding	5.31
3	S Richardson	5.29
4	T Winter	5.12
5	D Norwoods	4.36
6	T Rushby	3.28

F1H BA 7 flew

1	G Madelin	10.00
2	J Cooper	9.02
3	M Chapman	8.39
4	C Parry	8.25

F1J Quickstart 1 flew

1	A Jack	9.12
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Salisbury Plain June 4

Comb Glider Thurston 6 fl

1	C Parry	6.00	+2.44
2	R Jack	6.00	+1.42
3	D Cox	5.26	
4	J Carter	5.05	

C.Rubber Model Aircraft 3 fl

1	R Marking	6.00
2	A Moorhouse	5.36
3	M Marshall	2.07

Classic Rubber/Power 2 flew

1	P Ball	6.00	+7.25
2	P Martin	4.00	

Women's Cup 1 flew

1	S Johnson	1.27
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Salisbury Plain June 5

F1A Ronytube 6 flew

1	R Jack	12.30	+3.12
2	J Carter	12.30	+3.07
3	J Cooper	12.21	
4	J Williams	12.15	

F1Q Astral 7 flew

1	R Elliott	12.30	+2.08
2	T Grey	12.30	+2.05
3	P Watson	12.30	+1.59
4	I Kaynes	11.45	

E36 Short 9 flew

1	C Redrup	6.00
2	D Ginns	5.58
3	P Watson	5.38
4	C Edge	5.20
5	G Williamson	5.18
6	R Elliott	4.24

CO2 Sparklets 4 flew

1	I Davitt	6.00	+2.26
2	S Philpott	6.00	+1.00
3	L Goymour	5.17	

F1G 308 9 flew

1	S Willis	9.52
2	A Moorhouse	9.46
3	I Davitt	8.56
4	D Jiriciny	8.41
5	B Dennis	7.12
6	M Marshall	6.08

E30 3 flew

1	T Grey	6.00	+7.25
2	P Gibbons	6.00	+2.12
3	L Goymour	6.00	+1.21

Comb Power Shelley 3 fl

1	S Dixon	6.00	+7.53
2	A Jack	6.00	+6.57
3	B Garner	3.24	

Combined Electric 3 flew

1	P Watson	6.00
2	D Ginns	5.30
3	C Redrup	5.19

Tailless Lady Shelley 2 fl

1	S Willis	3.59
2	D Powis	3.09

F1B Boxall 5 flew

1	M Woolner	12.30	+4.51
2	P Martin	12.30	+4.28
3	M Woodhouse	12.30	+3.28
4	R Marking	11.52	

F1C Cash 4 flew

1	N Allen	12.30	+6.30
2	A Jack	12.30	+4.19
3	S Dixon	12.30	+3.25
4	K Faux	11.57	

Classic Glider Ripmax 4 flew Slow Open Power Harris 4 flew

1	C Parry	6.44	1	T Shepherd	7.30	+0.02
2	S Dixon	6.23	2	R Vaughn	7.30	
3	D Etherton	5.54	3	B Garner	7.08	

Vintage Rubber/Power Jubilee 6 flew

1	D Cox	7.30	+3.37
2	P Ball	7.30	+3.08
3	T Winter	7.30	+2.33
4	C McKenzie	6.48	

Combined over both venues

HLG 3 flew

1	M Benns	3.25	Luffenham
2	S Brewer	1.30	Area 8
3	G Percival	0.38	Luffenham

CLG 8 flew

1	M Benns	5.52	Area 8
2	T Winter	5.26	Area 8
3	S Brewer	5.04	Area 8
4	P Ball	4.50	Luffenham
5	G Percival	3.53	Luffenham

Nationals Overall Champions

Rubber

	Comb	FAI	F1G	P30	Total
1	S Willis		9		9
2	B Lavis			9	9
3	A Moorhouse	2	6		8
4	S Fielding			6	6
4	M Woolner		6		6
6	R Marking	3	2		5
7	S Richardson			4	4
7	I Davitt		4		4
7	P Martin		4		4

Glider

	Comb	FAI	F1H	clasG	Total
1	R Jack	8	9		17
2	C Parry	9		4	16
3	J Cooper	2	4	6	12
4	G Madelin			9	9
4	J Carter	3	6		9
6	M Chapman			4	4
6	D Cox	4			4

Power

	Comb	FAI	F1J	SLOP	Total
1	A Jack	2	3	1	6
2	S Dixon	3	2		5
3	N Allen		4		4
4	T Shepherd			4	4

Electric

	Comb	FAI	E36	E30	Total
1	C Redrup	1	2	9	12
2	P Watson	3	4	4	11
3	R Elliott		9	1	10
4	T Grey		6		3
4	D Ginns	2	1	6	9

SOUTHERN COUPE LEAGUE

Fourth Round - The Nationals, North Luffenham, May 29

A report from Gavin Manion:

The weather was kinder than feared for the rearranged substitute Nats at MOD North Luffenham where the programme recreated the "Mad Monday" of the "normal" Nats with every mini class known to man being flown. This inevitably led to a dilution of entries for some of the events but attendance was good, enhanced by the considerable scale entry and in the sunshine a very pleasant atmosphere ensued.

North Luffenham is a green and pleasant land in late spring with meadow-like grass and the many bushes and small trees full of leaf. The northerly breeze, which was often around the forecast low teens, took many models into the missile silos, Hawthorn plantations and, in some instances, a very fertile looking wheat field. Several modellers had protracted searches and not every model was safely back in the box as the contest ended.

Coupe was relatively well attended and attracted a number of East Anglian attendees who featured strongly in the results, particularly the winner Spencer Willis and runner-up Andrew Moorhouse. These two plus third placer Ian Davitt put in scores which would have been respectable anywhere but Dusan Jiricny had a couple of 1.20s to spoil his day and Bill Dennis had two bad drops at the end of his sequence of good flights.

Other than these gifted ones, we children of a lesser God all had tales of woe with several, Tony Winters in particular, suffering from some time-consuming retrievals. In contrast to those of us wondering around with trackers chirping in our hands but struggling to locate models in the meadow grass, Dusan Jiricny with his newly acquired GPS system was seen to just walk to his model and return quickly to the flight line, a lesson for us all perhaps when/if BMK have an affordable system on offer.

Your scribe had had an abysmal day with a terrible first flight; a bad launch into rubbish air from which the model returned without its Tomy timer. A bad launch with a replacement into much better air followed by a launch so bad the model ended up in a local Hawthorn bush for an attempt and a repair session. The max that finally came my way was followed by such a frustrating retrieval that I decided that was enough.

At close quarters Tony Winter's coupe dominates your senses with its "in-yr-face" Senator wing section. It's so thick and chunky with heavy turbulation/invigoration on top of each spar location. (They're the off white stripes you can see in the photo.) The big prop, on long outriggers to avoid the wing leading edge, runs off in 75seconds; Tony says it gets him out of trouble if he miss-times his air picking.

One of these days I'm going to watch it fly but yesterday retrieval problems meant he stopped with just two flights completed rather later that I came to that conclusion after my three.

I spent my day next to Andrew Moorhouse. In his self-deprecating way he eschewed stretch winding and re-used old motors. He then took no more than a glance at a streamer before tossing his little square model with its fuse DT into four maxes and a small drop. Magic?

Peter Hall: Incredulous, I asked Gavin if Andrew really didn't stretch wind, he replied -

And yes, Andrew M really didn't stretch, at least not more than a couple of foot. He had his model on an "in boot" stooge as you can see in the photo and he just hooked up and extended the

motor to two, at most three times its length and put a few turns on.....

A casual observer might suggest that none of the time - honoured practices of coupe competition flying have much if any effect compared to the air conditions and luck. Forgive me if I've told you this before - Some years ago on Chobham Common I was returning from retrieving a model when I saw a large white object falling near my 'base'. It was the lid of my model box whipped up by a dust devil or mini whirlwind. These can, I read, go up to 1000 metres, so it's very possible the lid maxed. In case you want to build one here are details. Span 36", parallel chord 9", area 324sq",

A.R. 4, profile modified flat plate, construction 'corex', flight pattern R.O.G. then erratic.

Gavin Manion tops the league, but we're not yet half way through this season. That point is reached at the next event, the Fifth Area on July 10th.



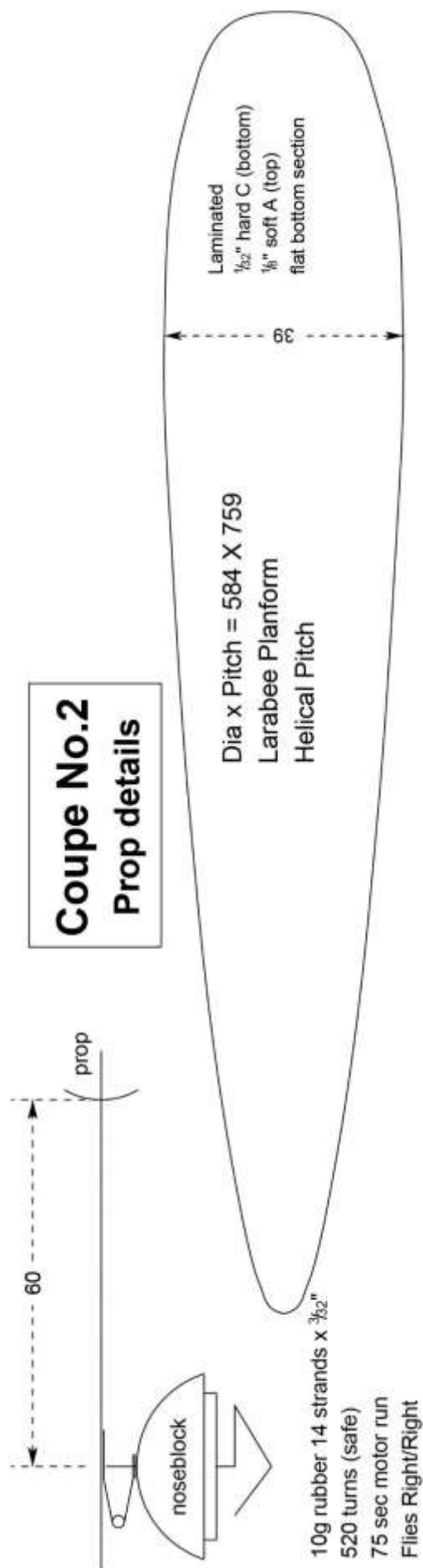
Andrew Moorhouse, winding?

Nationals - League scores

1	S Willis	12	6	M Marshall	5
2	A Moorhouse	9	7	D Thomson	4
3	I Davitt	8	8	G Manion	3
4	D Jiricny	7	9	T Winter	2
5	W Dennis	6			

League after Round 4

			CdeB	A2	LG	Nats	Total
1	G Manion	Birmingham		12	12	3	27
2	A Brocklehurst	B&W		8	8		16
3	R Vaughn	Crookham		5	9		14
4	M Marshall	Impington	5	3		5	13
5	C Foster	Morley	12				12
5	D Jiricny	Birmingham	6	2	4		12
5	B Dennis	Oxford	3	9			12
5	D Thomson	Croydon		7	1	4	12
5	S Willis	Croydon				12	12
10	P Woodhouse	Morley	4	7			11
10	C Chapman	B&W		5	6		11
12	C Redrup	Crookham	9	1			10
12	A Crisp	Oxford	7		3		10
12	A Moorhouse	Vikings	1			9	10
15	D Norwood		8				8
15	I Davitt					8	8
17	D Jiricny					7	7
18	W Dennis					6	6
19	R Fryer	Oxford			5		5



COUPROFILES No 3 – Antony Winter

1. Antony, you have won two firsts and a second at the Nationals, tell us a bit about your coupe experience and why you fly this class.

Having taken up model flying in 2016 after a gap of 60 years I was delighted to find that plans of Kiel Kraft models were still available, but what to do after I had built and flown a Senator? (It performed a lot better than the one I built when I was 11). Like most of us I wanted to create my own design and Coupe offered that opportunity. After quite a lot of diligent research I decided on 36 inch wingspan to gain experience, followed by a 40 – 50inch model as this seemed to be the way to go. This larger model has yet to be built.

I played safe with the wing section and not having a bank of experience to draw upon used the Senator aerofoil as that model has a proven performance and again playing safe matched this to 12 strands of 1/8 rubber with a sensible 20 x 16 inch prop. Without knowing I had fortunately started with the basis for a decent model. Initially the model because of its small size lacked performance when trimmed in, but influenced by terrific performers like Phill Ball's big coupe, I built a 29.9 x 23 inch prop with a Larabee planform and by trial and error reduced the motor to 14 strands of 3/32 (10.5 of 1/8). With 520 turns this gave a very long motor run (75 seconds) and helped to compensate for my lack of ability at air picking that a shorter more powerful run demanded. The larger prop meant outriggers to facilitate prop fold without fouling the wing leading edge. The fuselage is based on the Dig150 with doped Esaki covering. Wing wash out is Starboard 3mm and Port a little less to help with the right turn glide.

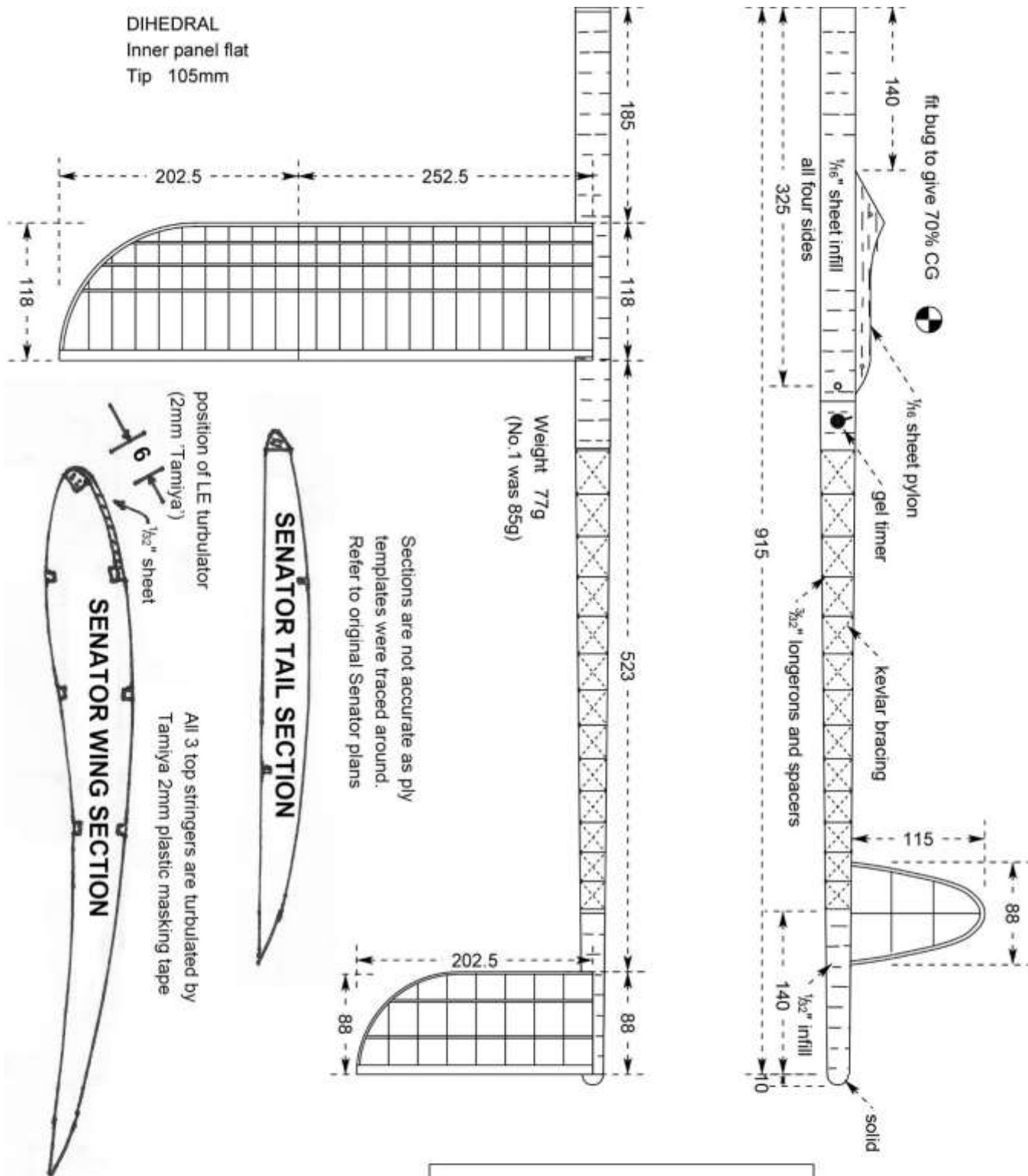
2. You fly what appears to be a basic locked down coupe, tell us about the construction, trim method and motor run time.

The overall package has just about enough power to maintain altitude after the initial surge. I trim the model to fly right/ right so as to maintain air speed and provided it starts to glide at 45-50feet it will do the biz. After observing the model climbing slowly during the cruise in winds up to 16-17mph I have come to the conclusion that a slow turning large prop on such a small model is making the best use of 10grms of rubber and that the outrigger configuration also contributes to the efficiency. Admittedly as yet I cannot find any data to back this up. It is always hard to tell if these things are beneficial, but I think the close rib spacings 20mm and the turbulators do contribute to an exceptional glide for such a small model. On paper this does not look like a high performer and in truth this coupe is unlikely to win a fly off against a larger model all other things being equal. However over the course of 5 flights it is far more likely to max out (just) than "normal" coupes which need to be at around 70 feet at the end of their motor runs to be safe. I have found that even in damp unhelpful conditions it will make at least 1:45 every time which is enough to trouble the competition with their shorter runs, in tricky conditions when there is little or intermittent lift.

For example:-

2018 Nats (managed to fit in 5 flights at last)

Good conditions but only Phill Ball and I made the fly off.
Winter 2:30, Ball 5:30! Says it all, not a great fly off model.



Coupe No.2
F1G by Anthony Winter

FFn Scale 1:5 All dimensions mm unless stated

2019 Nats

Conditions good in the morning but wet and windy after lunch. Every one dropped flights, but my 3 maxes and a 1:45 and 1:46 were enough to squeeze past Phill who had missed the thermal and turned in a 1:27. Definitely good conditions for a rounds model.

2021 Nats

Conditions very good, light winds, plenty of lift (but of course some compensating sink) again over the course of 5 flights every one dropped a few seconds somewhere. However my 2 seconds slip up was still small enough to secure first place.

3. How do you pick the air ?

My success so far owes a great deal to luck, as my air picking technique can be summed up as "launch in the first decent lull" though just lately I have at last been able to discern significant movements in the streamer and I have purchased a thermister to aid decision making, but what happens when streamer and instrument disagree?

4. What of the future? Do you intend to develop this design?

Anyway as experience in this department is accumulated I know I will be tempted to build over 40 inches span whilst keeping to a largish prop with a long as practical motor run. With this configuration I should be able to enter fly offs and lose my model just like everyone else! I shall no doubt have to rethink the wing section but after all that is all part of the fun of coupe flying.

So when planning my next coupe, is it going to be a rounds or a fly off model? I would argue that without the former, I am unlikely to need the latter!



F1E LESSINI, ITALY, MAY 28-29

Ian Kaynes

As mentioned in FFN last month this event had poor weather. On the Saturday flying stopped after the third round when it started to rain and visibility dropped as the cloud covered the hill. After a long wait during the afternoon, during which time there was much thunder, it eventually cleared enough to permit a flyoff and indeed a second flyoff – which was needed to split Marta Vysoka and Hugo Bazile-Desloges who both maxed on the first flyoff.

The Sunday followed a similar schedule. Flying was stopped after round 3 and everyone told to go the Podestria for the prize-giving. At that stage the weather was not too bad, but by the time we had driven to the Podestria it was raining and thick

cloud had descended to cover the site – a decision had been made with a 30 minute anticipation of how the weather would deteriorate. At this time the temperature had risen to 7C!

Memorial Guido Vettorazzo, May 28

F1E 40 flew

1	M Vysoka	CZE	300.00+300+185
2	H Bazille	FRA	300.00+300 +26
3	A Winker	GER	300.00+208
4	M Prodanel (J)	ROU	300.00+199
5	E Bau	ITA	300.00+196
6	M Straffellini	ITA	300.00+164
7	G Berto	ITA	300.00+147
8	S Trachez	FRA	300.00+102
9	A Roux	FRA	300.00+66
10	T Furtes	ROU	300.00+48

F1E-Junior 8 flew

1	M Prodanel	ROU	300.00+199
2	D Mesaros	ROU	300.00+29
3	T Laura	FRA	262.22

12th Volare Lessini, May 29

F1E 34 flew

1	M Vysoka	CZE	238.55
2	M Popescu	ROU	204.56
3	B Okrent	POL	180.01
4	F Draghici	ROU	179.38
5	E Bau	ITA	172.59
6	M Prodanel (J)	ROU	167.85
7	F Brumat	ITA	167.41
8	T Furtes	ROU	164.56
9	M Straffellini	ITA	149.05
10	A Winker	GER	146.99

F1E-Junior 8 flew

1	M Prodanel	ROU	167.85
2	F Buliga	ROU	126.23
3	E Polin	ITA	116.36

BMFA 4TH AREA MEETING, JUNE 19

Combined Glider 8 flew

1	S Bowles	Vikings	7.30	+2.55
2	J Carter	Grantham	7.30	+1.27
3	R Jack	Birmingham	7.08	
4	D Oldfield	Vikings	6.32	

Combined Power Team Keil (Plugge) 12 flew

1	A Jack	Birmingham	7.30	+4.37
2	P Woodhouse	Morley	7.30	
2	R Jack	Birmingham	7.30	
4	S Barnes	Morley	7.25	
5	R Garner	Birmingham	7.20	
6	B Seal	East Grinstead	6.44	

Power Team Kiel 4 teams flew

1	A Jack, R Jack, B Garner	Birmingham	22.20
2	P Woodhouse, S Barnes, C Foster	Morley	21.35
3	B Seal, N Allen, K Taylor	East Grinstead	17.47

Combined Electric Gutteridge 6 flew

1	J Cooper	Biggles	7.28
2	D Ginns	MHMF	7.19
3	M Cook	Crawley	5.32

Vintage Rubber/Power (Plugge) 11 flew

1	D Cox	Crookham	7.30	+2.50
2	C Foster	Morley	7.30	+1.54
3	P Ball	Grantham	7.30	
4	S Darmon	Birmingham	7.17	
5	S Willis	Croydon	6.38	
6	K Best	Birmingham	4.43	

F1B 3 flew

1	M Woodhouse	Vikings	12.11
2	I Taylor	Birmingham	4.29

Mini Vintage 13 flew

1	C Foster	Morley	6.00	+1.51
2	K Faux	Vikings	5.45	
3	D Taylor	Grantham	5.33	
4	R Heap	Biggles	5.29	
5	G Oulds	Crawley	4.06	
6	G Foster	Grantham	3.35	
6	S Willis	Croydon	3.35	

Combined HLG/CLG 5 flew

1	M Cook	Crawley	4.11
2	G Percival	Grantham	3.44
3	K Taylor	East Grinstead	2.33

E30 (Plugge) 9 flew

1	A Shepherd	Crookham	6.00	+3.02
2	S Philpott	Birmingham	6.00	+1.45
3	T Grey	Crookham	6.00	+1.16
4	C Redrup	Crookham	5.53	

P30 4 flew

1	S Richardso	Oxford	6.00	+2.18
2	M Marshall	Impington	4.27	

Plugge with 4th Area event

	Total	E30	Vint R/P	Power
1 Birmingham	1612	89	128	183
2 Crookham	1358	178	145	17
3 Morley	1003	33	91	168
4 Grantham	455		82	
5 East Grinstead	435			91
6 CVA	373	67		
7 Croydon	301		64	
8 Bristol & W	238			50
9 Crawley	236		54	

CLASSIC A1 GLIDER EMAIL INTERNATIONAL 2021

From Stuart Darmon with apologies for the somewhat(!) belated timing of this report.

Last year's Classic A1 postal contest received a rather modest scoring entry of 16, although that number belies the much greater level of participation via discussion and building that took place. Some models were no doubt built to pass the time during Covid restrictions- which was of course one of the objectives- while a considerable number of people have contacted me saying that for one reason or another, they didn't get around to flying, and can I please run it again! It was conspicuous that those who did take part included some current and former heavy hitters in FAI Free Flight, including current team members and two former world champions, which goes to show that FAI flyers like having fun too. That said, it was Colin Foster who showed us all how to do it with his US *Santanita* design, the only one to take the progressive max past three minutes, thanks to some protracted waits for lift and the patience of his timekeeper Gordon Warburton. John Williams took second place using the interesting tactic of 'piloting' with his Gorsky F1A and then swiftly towing his *Aiglet* into the same air. Third went to Malcolm Campbell, also flying an *Aiglet*, who might have done even better had the farmer not unexpectedly ploughed the flying field.

The team event went to John Williams, Ken Faux and Brian Lavis. The token junior in close fourth (who had never seen a Free Flight glider until he arrived at the field) is 'Jimbo' Mackey, Kris Best's grandson; He plays a lot of sport and intuitively handled the model with great skill, controlling the tow and launching into the natural turn every time. Naturally at 16 he has better things to do, thank God.

By popular demand (seriously) there will be a slightly less formal postal event run over the second half of this year (from now until Dec. 31st).

To recap, the rules are;

Models must be towline gliders of maximum 14 sq. Dm. Total area, design published between Jan. 1951 & Jan. 1961. No minimum weight requirement.

Maximum towline 50 metres.

First flight maximum 30 seconds, increasing by increments of 30 seconds for each subsequent flight until a max is not achieved. Score is total flight time, including the sub- max final flight.

Closing date December 31st, 2022.

Scores emailed to stuardarmonf1a@yahoo.com

Entry free of charge. Trophies to 3rd place.

We are intending to run another event in 2023, hopefully with high- value prizes again. Thanks to all who took part and contributed to the 2021 contest, especially those who donated prizes, Peter Brown, Mike Woodhouse, Andrew Boddington and Bernard Guest.

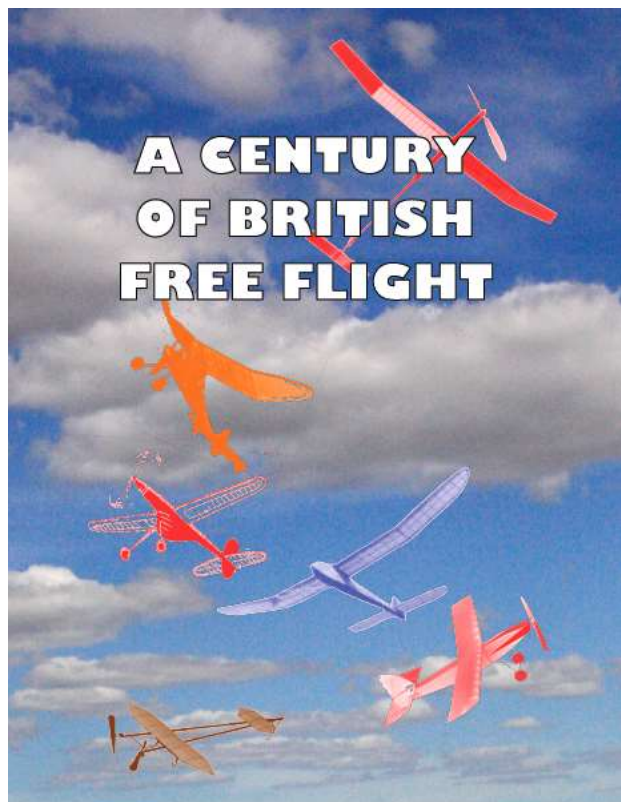


Team Winners Brian Lavis, John Williams & Ken Faux with Peter Watson & Simon Dixon at North Luffenham



Colin Foster receives the prize he decisively won.

A CENTURY OF BRITISH FREE FLIGHT



The publication of this report was announced last month.

The contents start with "A free flight overview" by Martin Dilly. He covers many aspects of the development of free flight, including the availability of early models, the different motive powers, the key characters in free flight and their progress some made into full size aviation, transporting models by 2-wheels or public transport, later influencers, timers, and venues (although the latter stops short of our current status).

In "A history of rubber powered model aircraft" Phil Ball gives a quick run through model development and the related rule changes, the various makes of rubber (stopping short of the current day) and conclusions favouring, of course, open rubber.

Mike Fantham describes "100 years of free flight gliders in the UK". Following the activity and competitions in each year he describes the associated model designs with three-views and photos of the relevant models. The later history is dominated by F1A but Mike also includes key aspects of F1H and F1E. The article concludes with tables of the UK flyers in F1A World Championships.

"Free Flight Scale" by Bill Dennis describes the development of scale models and competitions with a variety of later models illustrated by colour photos.

"Electric Power" by Trevor Grey starts with the surprise of a 1909 electric model, although Trevor casts doubts about the claimed performance of this 18 inch span model weighing 2 pounds. Pioneering developments during the next decades are described up to the launch of the E30 class in the 1990s followed by open electric, E36, and in 2005 F1Q. Trevor includes descriptions and illustrations of recent models, motors, speed controllers and timers.

Ken Faux has contributed "The history of power free flight models". He starts by explaining that he has flown FF power ever since seeing it for the first time at Chobham Common in

1967. Engines were rare in the early days then developed more rapidly in the 1930s in the USA leading to what Ken describes as the golden days of power in the UK from 1945 to 1970. The open models and F1C during the period are described and illustrated. Model design developments since then are described. The article concludes with tables of the UK F1C medals and team members.

"Indoor model flying in UK over the last 100 years" is Bob Bailey's description of the indoor scene. He reports it starting with 20 minute flights made by Reg Parham in the Albert Hall. The early nationals are described and then the use of Cardington for the World Champs in 1961 and some subsequent years. British participation at other Championships is described. Bob also cover other classes including setting records in the 35cm class. The article includes photos and plans and concludes with a section on indoor hand launch gliders and copies of various nationals and championship reports.

"Time" is an article by Chris Edge with extra material from Martin Gegorie. The development of electronic timers, first for F1C, is described, followed into the expansion of capabilities in modern systems including altimeters, GPS and RDT.

Roger Newman supplies "Vintage free flight in the UK". Paradoxically the start of vintage flying is, by necessity, later than the original aircraft which are its subject. He traces the start of Sam in USA in the 60s and David Baker's drive of UK flying in the 70s, before the formal organisation of SAM35 in 1980. There are accounts and photos of various events.

The book concludes with an excerpt from Lord Wakefield's speech at the banquet after the 1937 Wakefield International and a list of sources that contributed information for the articles in the book.

The UK price is £20.00 on the flying field or £22.00 by mail; to Europe it's £25.00 and anywhere else it's £28.00. Cheques should be payable to 'BMFA F/F Team Support Fund' in pounds sterling, drawn on a bank with a UK branch; you may also order by credit card, which is a lot easier (and cheaper).

Copies are available from : Martin Dilly, 20, Links Road, West Wickham, Kent BR4 0QW or by phone: (44) + (0)20-8777-5533, or by e-mail to martindilly20@gmail.com.

UK COMPETITION NEWS

Croydon Coupe Europa will be held on October 9 at Salisbury Plain Area 8. Events are F1G (in rounds) and Vintage Coupe. Start 10.00. Contact Ray Elliott tel 07513 649734, email ray.elliott8@btinternet.com. There will also be events organised by SAM1066

NOTICEBOARD

PROP HUBS WANTED: I'm looking for some of the simple Chinese F1B prop hubs which Mike Woodhouse used to sell around the turn of the century. These were hand-start, Montral stop units which fitted a 30mm motor tube, and had a rubber bobbin with small co-axial spigots that engaged into opposed claws on the rear of the prop shaft in the manner of a Piserschio hook. I'm also keen to find as many of these bobbins as possible (!) - they were 12mm. wide excluding the spigots. There must be loads out there and virtually none still in use, so if you've got any you're willing to sell can you please contact Stuart Darmon, stuardarmonv1a@yahoo.com, 01058882057. Thanks.