

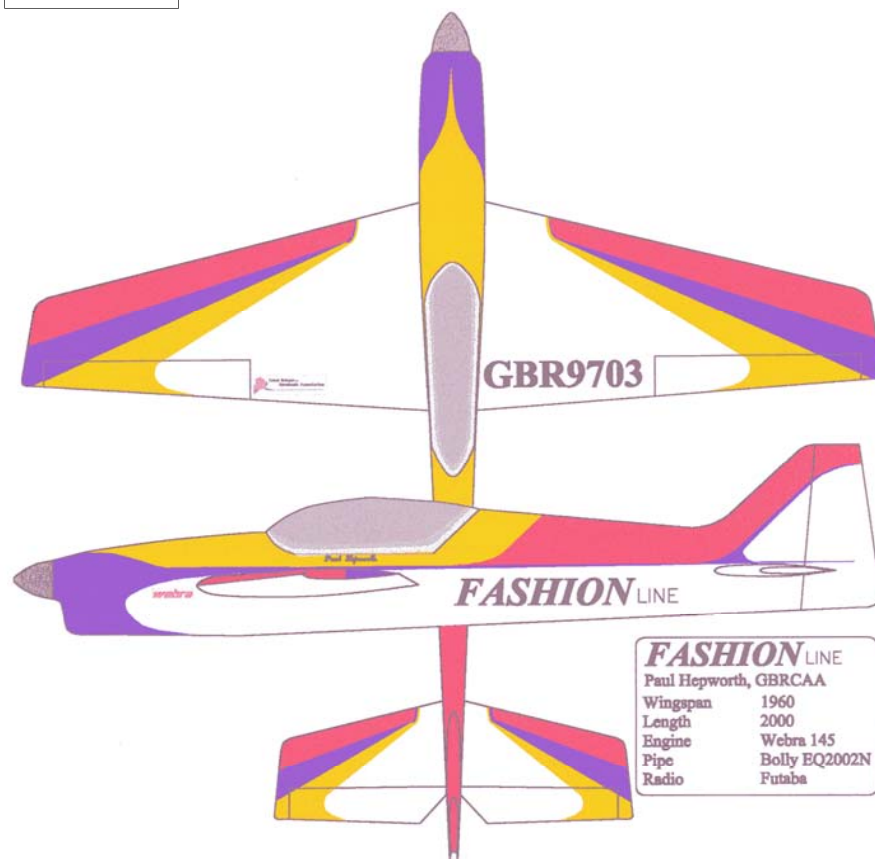


Great Britain Radio Control Aerobatic Association

AEROBATICS

NEWS

Newsletter of the Great Britain Radio Control Aerobatic Association



FASHION LINE	
Paul Hepworth, GBRCAA	
Wingspan	1960
Length	2000
Engine	Webra 145
Pipe	Bolly EQ2002N
Radio	Futaba

January 2000

Aerobatics Editorial

GBRCAA Home Page Address: <http://www.samhwood.demon.co.uk>
E-mail to newsletter: Keith@gbrcanewsletter.freemove.co.uk

Front cover

shows the Fashion Line / Webra 145 in the markings of Paul Hepworth's latest offering for the new season.

Feedback slot passed at AGM

The motion calling for a feedback slot was passed at the AGM but the actual mechanism for this is not yet clear. At the recent committee meeting it was decided to try a few ideas at the [forthcoming training day](#) (9th April, RAF Wittering, CD: John Mee) so anyone with strong views on the subject should contact either the CD, your chairman Bob Reid or the Chief Judge Peter Cappleman.

New Open Class

This proposal allows anyone entering Standard class in local events to fly any model types in GBRCAA Local competitions as long as they remain within the CAA weight limit (7kg) and comply with the GBRCAA noise limit. See proposal 9 for more details in the AGM report.

Talking of Noise

new noise limits introduced by the FAI specify **94 dBA @ 3m** over a hard surface and **92 dBA @ 3m** over grass. Noise levels will be checked this year in an attempt to bring the running of UK aerobatics competitions back to the standards of the other leading nations.

5th Centralised to be held in conjunction with SAA Nats

at Glenrothes Airport, 12th & 13th August. Please direct all queries to Elliot Balfour on 0141 956 3084 or by email elliot.balfour@dtm.ntl.com.

F01 for fly-off schedule at BMFA Nats 2000

This motion was also passed which means the lucky contestants who get that far will be attempting the hardest schedule in the FAI to date. However a late amendment gives the CD the right not to hold a fly-off and continue with just more rounds of the P01. This was the case in the 99 Nat's whereupon having a brilliant fly-off schedule that most people enjoyed flying (the E schedule), it was decided to continue with yet more rounds of the D schedule just so the public and non-participants could carry on seeing what they'd seen in the previous two days! If you have strong opinions about the fly-off, then contact the committee asap before this becomes set in stone.

Calling all CD's

Please contact your competition secretary Bill Harrop with all details of any events you are likely to hold this year. Once cleared with him, the details will be sent to the newsletter editor and then onto the GBRCAA web site for publication. If you follow this route, the possibility of events clashing will be reduced instead of last year where we had four events on the same day!

Calling all advertisers

Your ads this month are free, yes free. However if you want to continue this service, please contact the newsletter editor as soon as possible to ensure your inclusion in future editions.

Calling all Judges

A Judging seminar will be held on Sunday 27th February at 11.00 am for all full time and flying judges. No pilots please as there are three new schedules to discuss (see back few pages for new Sportsman, Standard and Senior schedules). Those interested should contact Peter Cappleman at the address on the in-page. If you are interested in judging at the first and second centralised events you will have to attend this seminar.

The 2001 World Championships

will now be held in Ireland, following the withdrawal of South Africa recently. This new offer has now been ratified officially by the FAI. Watch this space.

A laptop computer

has been generously donated via Brian Nortje. This will be used specifically for the scoring system at centralised events, the Champs, Nationals, Lowlands Cup etc. Thanks Brian; this has saved the association several hundred pounds.

Incidentally anyone wishing to become involved with the scoring system at either the centralised events or some of the big forthcoming events should contact the committee as soon as possible.

A professionally made video from the 1999 World Championships in Pensacola

lasting four hours and including interviews with top pilots, is soon to be available from Hans Mausolf. He can be contacted by email at the address: can773@mail.usask.ca

New FAI Judges!

At the recent committee meeting David Tappin and Bob Ailles were advocated to be placed on the FAI judging list. If their applications are passed in November, this will entitle them to represent the UK and judge at the major FAI events.

New Probuild web site

can be found at: www.probuild-uk.co.uk

Funding for a Display Team Coordinator

was approved at this year's AGM. This effectively means that the GBRCAA will be able to field regional display teams to go and spread the word of F3A in the best way possible; i.e. by flying demos at local clubs and displays up to the larger national displays such as Woodvale, Scottish Nats, BMFA Nats, Sandown, etc. In fact this has always been possible but it has relied on the 'next person along' to get it organised; i.e. someone else squire! meaning that nothing got done because everyone passed the buck. Thus there were lots of complaints of no presence in the public domain but no-one willing to shoulder some responsibility.

Well this needn't be the case from now on. The duties of the Display Team Coordinator as I see would be:

- Liaise with the BMFA and other appropriate organisations to determine what events are taking place and whether there is interest in a GBRCAA display.
- Compile a list of volunteers.
- Provide information to pilots in the relevant location.
- Present funding requests to committee, such as some kind of uniform, display material, travelling expenses etc.

The actual proposal that was passed is detailed in the AGM reports later. It was envisaged that flying volunteers be restricted to Master class pilots only so as to ensure the highest possible standard of display. However these details are not 'set in stone' and will be discussed at the next committee meeting to try and finalise the ideas involved. However what is necessary before this can proceed is a volunteer, willing and able to push this project off the ground. Any offers ?

The way ahead: Newsletter in 2000

To increase the efficiency of the newsletter process in light of my changing circumstances, I would ask that any members producing submissions for the newsletter using word processing facilities, in future send me the appropriate file as well as the paper hardcopy. It is an absolutely pointless waste of time re-typing what someone else has already typed before. So from now, I will only accept typed letters if they are accompanied by the file either on floppy disc or emailed to me at the address given. This does not apply to short letters (i.e. less than 200 words) or advertisements.

Secondly due to the new production method in place (i.e. myself compiling the master copy and Alan Simmonds printing the thing), I will have to adjust the copy date from what has normally been the 21st of the appropriate month, back to the 15th. Thus for the following dates will apply to this year:

March 2000 Newsletter copy date:	15th March
May 2000 Newsletter copy date:	15th May
July 2000 Newsletter copy date:	15th July
September 2000 Newsletter copy date:	15th September
November 2000 Newsletter copy date:	15th November

These dates should ensure that you get your newsletter by the end of the said month.

Ed.

A Result, the Team Travel Fund Raffle

As mentioned in my team manager's report, the raffle grossed £1947. Obviously there are expenses and prizes to come out of that but the net gain for the fund will be getting on for £1120. You are all absolutely brilliant. At the AGM a special prize for the member who sold the most tickets was awarded to Sam Wragg, who shifted 220 of the little devils and then donated his £25 cash prize to the Team Travel Fund, thanks Sam. You will be astounded to learn that the combined sales of the top three members (runners up were Mike Lumb and Tom Anyon, who shifted 320 tickets between them), amounts to nearly 28% of the total sales - these are very special men.

Other interesting statistics, 55 members sold £20 or over, seven sold between £10-19 and nine sold between £5-9. To the winners, congratulations, to the losers, thank you anyway - better luck next time. My thanks to Phil Williams and ProBuild for offering the first prize at a very special rate.

1st Prize, the Caprise and YS140LM, was won by member Roy Shepherd from Berkshire. By the most amazing coincidence not only was it Roy's birthday but also he had just bought Mike Pole's Caprise so he was very happy to take the cash instead and make Phil Williams a happy man as he was able immediately to sell the kit and engine to someone else at the proper price! 2nd Prize, the weekend break for four in my holiday cottage went to Howard Taylor, a friend of Mike Lumb's, from West Yorkshire. He has already booked in for late March, I hope it keeps fine for him. 3rd prize, £50 cash, was picked up by member Eddy Hodge from Milton Keynes. 4th, £25 cash, went to our highly esteemed PRO, John Harrop who hales from Cheshire.

I was very sorry not to have been at the AGM myself to see the tickets drawn and have the opportunity to thank you all in person, but health problems intervened. I cannot state too strongly my and the team's gratitude for the support of all those members who sold and bought tickets.

Sandown Park May 6-7th 2000

The committee is committed to raising the profile of F3A by finding ways of involving the modelling public in our activities. As team manager, an important element of my duties is raising funds to assist team members with the cost of travel and I have come up with an idea which combines these two objectives and, thanks to the cooperation of Nexus Publications and the Elmbridge Model Club, it will be put into action at the Sandown Model Symposium.

Members of the public will select around 15 manoeuvres for an "unknown" schedule, stitched together from the library of 296 centreline and 186 turnaround figures published by the FAI, which they will later judge while it is flown, in front of the Sandown crowd, by each member of the current UK team for the honour of becoming the Sandown Challenge Champion. For the fund raising element, the public participants will be chosen randomly from those buying tickets in a daily prize draw with, one would hope, the trade donating a few prizes and the tickets being sold by our current team members with the help of a team of GBRCAA members from a stand at which their models and GBRCAA material will be displayed. **We have been allocated a 20 minute slot in the flying programme** on each day of the show for the purpose of running this event, also a stand in the main hall, and **I will be looking for a team of volunteers to help with manning the stand, selling draw tickets and generally talking up the association at every opportunity.** Please give me a call if you would like to help.

David Tappin

Secretary's Notes

The AGM has come & gone & with it some important schedule changes for 2000. This year sees the introduction of 3 new schedules (printed in this issue) in addition to the P0-1 FAI schedule.

Senior Schedule—copies of the proposed schedule were sent out to all Senior members for their comments. Although broadly accepted, several letters & phone calls were received about the inclusion of a snap roll, when a few years ago it was agreed the snap roll should be taken out of Senior schedules. The snap has now been removed (No. 14) & replaced with $\frac{3}{4}$ roll. The rest of the schedule remains as issued.

Standard Schedule - voted in at the AGM, now contains 19 manoeuvres, including take off & landing.

Since both these schedules bring with them increased difficulty, it was thought that a new basic schedule was required at entry level. The committee has therefore decided to reintroduce the Sportsman schedule for raw beginners to aerobatics. Entry level is now either Sportsman 2000, or Standard 2000—new members will have the choice on joining. Promotion from Sportsman to Standard will be 100 points at 2 comps, Standard to Senior -200 points etc, Senior - Master 300 points.

Self Relegation - it's also now possible to self relegate from Master to Senior if a member feels he cannot cope with the new Master schedule, subject to certain restraints(see AGM proposals 3,4,5) It was not thought at the time that anyone might wish to go back to Standard from Senior – but if you want to do this , please ring me & I will take it up with the committee. N.B –These proposals are for members who *genuinely* feel the class they are currently in is beyond them –it is *not* designed to allow members to drop down a class to win an event i.e. Championships & then revert to their normal class. This would be unsporting & the competitor would be disqualified.

Proposal 14 - The class is for domestic comps only in Masters and is for any model with a max. engine size of 15cc (.91). Existing 2m rule & 5kg still apply. The competitor *still* competes alongside other Master competitors in the same competition, same schedule. When results are tabulated, the highest placing .91 class competitor wins the 91 class and is awarded a certificate. If, also he is the overall winner of the competition he also wins that certificate. The reason for this proposal is an acceptance that the new big models almost always have an advantage in competition, and is simply a way of encouraging the smaller type of model to compete without bringing in new schedules.

Laptop—the Association would like to thank Brian Nortje (ex S. Africa) and his employers for the donation of a superb Pentium 120 laptop to be used for scoring.

Thanks also to Richard Welch for a car adaptor to suit and an industrial strength inverter—ideal for the Nats or champs.

To complete the set up we have bought a small printer and a small 12-240v inverter to produce 240 volts from a car cigar lighter socket, for a truly portable outfit. All the hardware should fit into a small suitcase, and a generator is not required.

Scoring software -You may know that last year we used the PASS scoring system for the comps. Whilst very capable software, few people have got to grips with it & it's not too user friendly either. Soo... I have passed the past few weeks writing a scoring program in Excel 2000. The advantage with a spreadsheet format is that if mistakes are made inputting scores, these can be corrected at any time & the results automatically recalculated. There are several versions of the software, for single & dual line comps etc. Also the program will print out a personal score sheet for each competitor and the certificates. I hope to use the system in anger at a suitable comp early in the season and train a few volunteers at the same time!

Stuart

1999 F3A WORLD CHAMPIONSHIPS. NAVARRE, PENSACOLA, USA.

TEAM MEMBERS REPORT BY JON TAPPIN.

My report begins back in July 1998 at the fourth centralised contest at Finningley. This was the second event for the Team selection for the 1999 World Champs and my first centralised comp for nearly two years. I had missed the first event as Carlisle is a fair drive from Poole!

Having been out of the 'Scene' for a while I had no expectations of a team place, so imagine my surprise at finding myself a close second to Kevin at the end of the day.

On now to the last Centralised event of 1998 at Middle Wallop, a relatively local, one and a half hour trip from home. This time I went home with another second place, this time to Brandon. It was now dawning on me that I had a realistic chance of a Team place for Florida 1999.

This however gave me a potential problem in that I had already committed myself to the 1999 Jet World Masters event in Austria, where myself and Ian Richardson were defending our Team Scale title. At this time I did not know what the dates were for both events or what were the practicalities of attending both events, if the opportunity arose.

In April 1999, I got married and missed the fourth trial event as it was at the end of my honeymoon. Jill actually offered to come home early so I could go, which was far beyond the call of duty. But I decided that it might end up being one of the shortest marriages in history, so I declined. This left only one event in which to return my required third score. At this time my position was too precarious to commit myself to the time and money required to build a second model, so I waited.

At the end of May I attended the fifth centralised contest to discover my fate. Kevin and Brandon had already secured their place so it was left to myself and Keith Jackson to fight it out for the last place. At the end of the day, after a close result, I had come out on top. I now had some serious thinking to do.

After much thought and much discussion with Jill, we decided that it was too good an opportunity to miss. I have to say that there were a few times to come when I would question that decision.

The next decision to make was a second model. I knew it would have to be from a kit as there was no way I could contemplate another own design in the time available. After several conversations with Phil Williams and a few visits to his workshop to have a look at what was available, I chose the PL Alize as the level of prefabrication was much higher than the ZN Line kits, also I just liked the look of it!

My target was that it would be finished before I left for the Jet World Masters in the middle of August, no problem I thought. Unfortunately I hadn't allowed for a surprise house move, (another opportunity that was too good to miss). In the end I left for Austria with a lot of work still to do. I did manage to get the other model in the car though with the intention of grabbing some practice flights while I was there. I managed two flights and also filled the fuselage with fuel when a pipe split!

On returning from a successful Jet Masters after a thousand mile drive, I wanted to collapse in a chair and forget all about model aeroplanes for a few weeks. Trouble was that I had an aeroplane to finish and would be leaving for Florida in less than three weeks. Thanks are due to my Dad (and Team Manager) who had foolishly volunteered to build me a box to transport the models. He was also up against it to finish it in time as it took much longer than he had expected. However when it was finished it was a work of art and the models survived unscathed after flying both ways and driving 400 miles on a roof rack to Orlando after the Contest.

After much burnt midnight oil, I was ready to test fly on Saturday afternoon, the weekend before we were due to leave. I decided to test run the engine in the garden before I left. Unfortunately I was unable to keep it running without the glow clip attached. On Sunday morning I still hadn't solved the problem despite every effort. I couldn't use my other YS as the Alize was equipped with the YS engine mount that my old engine would not fit. Eventually having stopped myself from Kicking it around the garden, I went practising with my old model.

At this point I have to thank Phil Williams for saving my skin. I dropped off the engine to him on Monday morning and collected it again that afternoon by which time he had it running sweetly. I eventually test flew on Tuesday evening and everything was going well until the second flight when the cowl came off and went through the prop. Thanks now to my Dad who sensing my failing sense of humour volunteered to repair it. I was very pleased with the Alize but had decided that one and a half flights was not enough, so after all of the hard work I resigned myself to the fact that I would have to use the old model for the Contest.

Finally we packed everything and myself, Jill, the kids and my parents headed off to the airport on Thursday morning. Arriving at the airport in Pensacola we met up with Brandon and Kevin who had been out there for most of the week and had managed to get in plenty of practice flights, although they had also had their share of engine problems.

We were staying in a hotel a very short distance from the Contest site in Navarre, which turned out to be a very nice quiet Town with miles of beautiful white sandy beach. The weather was very warm and sunny and quite windy, which was how it stayed for the entire week. We had a swimming pool at our hotel which turned out to be a handy meeting place after a hard (and hot) days competition.

Practice day one

We were able to practice on the event site where four flight lines were laid out, allowing everyone to have a few flights with ease. The site which was a US Navy base was huge and easily accommodated the event. We were sharing the flight line with several others the most notable of which was Akiba of Japan, flying his Beat On. He flew well but we weren't over impressed. Still, it was only practice.

I flew my old model (now at last named Reflex, I had to name it for the entry form) and was happy with the flight in a strong wind. The motor ran very well on the Cool Power fuel, which was supplied to all competitors free of charge by Morgans Fuels.

As I had the opportunity for another flight, I flew the Alize and was very pleased with the way it coped with the wind. It seemed to give much more thinking time than the Reflex and was very predictable. I had been concerned that if I flew it in the contest, not knowing the model, that something would catch me out. However, I was now beginning to feel very comfortable with it.

Kevin and Brandon had a couple of practice flights also and other than Kevin's engine going a bit sick on one flight, they went without incident.

Official Practice and Model Processing

Model processing was carried out in a building conveniently located next door to our hotel. So we assembled our models at the hotel and walked across. Processing was done in alphabetical order of the Nations so we were there at the same time as the USA Team. Chip Hyde and Kirk Grey were using Chip's Hydeout design and Jason Shulman a Patriot which at first glance looked exactly like the Hydeout, but was in fact a different design, a kit of which was being sold on the flight line later in the week. These models looked quite small when compared to ours (Alize, Caprise and Fashion Line).

I took 5mm off the rudder of the Alize with a scalpel blade to get it under the two meter mark. I knew it was tight but they were weighing and measuring every model so I didn't want to risk it. It was 2mm under on their measuring device!

After processing, we went back to the site for our slot in official practice. Each Team were given a half hour slot at a specified time. Brandon, Kevin and I all managed a full schedule each. I was last of us to fly so thanks to Kevin and Brandon for not "hogging" the slot time. Unlike the USA Team, Chip Hyde and Kirk Grey both flew one D and half of an E schedule, leaving Jason Shulman with enough time for half a flight!

I again flew the Alize and was getting more confident in it. After I flew, Kevin told me that although I

wasn't flying it any better than the Reflex, it looked much better in the air. That made up my mind for me and I decided that I would use it for the contest. After all the effort and heart ache in getting it ready it seemed a shame not to.

Opening Ceremony

The opening ceremony was held on the sports ground of the local High School and was an ideal venue. Each team was paraded in front of the crowd, which contained a number of locals, along the athletics track, everyone then gathered behind their Nations flag for the Opening Ceremony. Although the speeches were kept reasonably short, the organisers undertook to play every Nation's National Anthem in full, which for 35 Nations took over an hour, by which time many people had left. However it was a memorable evening as everyone amused themselves clapping enthusiastically for all of the short Anthems.

The Competition

The organisation of the rounds was extremely efficient. It was run on the basis of four blocks of pilots, each block flew twice in the morning and twice in the afternoon over the course of four days. This worked very well as we had all entered on the same frequency and were all on the same flight line. It was therefore not necessary to be on site all day in order to fly and support your fellow Team Members.

We had on our flightline amongst others Christophe, Wolfgang Matt and all of the U.S. Team. My first flight went well other than the fact that the crosswind forced me to snap and spin to the left. Unfortunately the model did neither well in that direction and consequently I received several zeros for those manoeuvres. I hadn't realised until I had flown that I hadn't tried snapping to left with the model previously and it was obviously slightly nose heavy. It had snapped well to the right on previous flights.

This inevitably kept my score down on the first round. Kevin had a good flight in this round but Brandon did not fly as well as we knew he could and was disappointed. When the first round scores were published that night, we were all disappointed in our positions. Kevin was 45th, Brandon 51st and myself 55th. This was based on raw scores only as with four judging panels, the scores could not be normalised until the end of the four preliminary rounds. We discovered later that we had our first flight in front of the lowest scoring panel. I scored a raw 397. In the final results this was to be the flight that both Brandon and I would drop.

We were all very impressed with Christophe's flight, justifiably as it turned out to be the round winner. Having wondered coming up to the event what would be the "in" flying style for the event, there was nothing radical flown by any of the competitors. The general style was pretty much what we are doing in the UK in terms of speed and distance. The only differences that I observed were that some pilots, most notably Christophe and Chip Hyde used quite a slow roll rate and all of the U.S. Team flew a very low base line.

I was disappointed in Wolfgang Matt, he did not stand out as anything special. I felt that he was probably surviving on his reputation now and placed higher than his flying justified.

Round two showed an improvement for myself and Brandon, but unluckily Kevin had a lean run. It was looking like his engine would stop as it got progressively hotter and more lean. But Kevin managed to delay his spin entry to allow the engine to cool sufficiently to complete the flight. The flight was in actual fact not a bad one, as he kept the schedule compact to allow for the reduced engine power. A pretty good effort all in all. This round gave me a much improved raw 435. Our overall positions after this round were now Brandon 38th, me 46th and Kevin 48th.

The most notable event of the day was the circulation of a questionnaire to Team Managers regarding the possible evacuation due to an incoming hurricane. Whilst in the UK we are used to flying events disrupted by rain, I've never experienced abandonment due to hurricane!

Round three was uneventful as we all had good flights. Kevin had re engined with a 140 FZ in place of the original LM. He was slightly down on performance as a result but more importantly had a good engine run. After this round our positions were Brandon 33rd, me 45th and Kevin had unfortunately dropped to 54th. The top three of Christophe first, Chip Hyde second and Guichi Naruke third had

remained unchanged through all three rounds. The most notable mover in this round was Kirk Grey of the U.S. Team, who starting in 21st position had shot to 4th. The U.S.A. were looking strong for the Team prize.

Round four went well with all of the UK Team performing well. The only fly in the ointment was me. I unfortunately had an undercarriage leg stick up and consequently lost my landing points which was very disappointing. This cost me three places in the final result. This flight scored a raw 455 without the landing points which was about what I would expect to receive in a domestic contest for a decent flight.

After this final preliminary round was completed, the scores were normalised and we all moved up the rankings to final positions of Brandon 26th, me 38th and Kevin 39th. 94 competitors had returned a score. We could all now relax and look forward to watching the top fifteen pilots fight it out in the flyoff. I was personally reasonably satisfied with my final position. Before the event I had set myself a target of getting within the top 30, my position in Austria had been 43. However due to time dramatically running out for me before the event and a consequent lack of practice time, especially with the new model, I couldn't really be disappointed. Next time I am going to be so prepared! I would like to thank both Brandon and Kevin as I felt that we really were a Team and everyone, without exception mucked in with help and support whenever necessary.

Christophe went in to the flyoff in the lead with Chip in second and Naruke third. Roland Matt had moved into fourth place. Unfortunately Kirk Grey completely demolished his Hydeout on take off on his fourth round flight when it had appeared to go into hold and dived straight into the tarmac.

In the evening we were all invited to a beach party at the local Holiday Inn with free sea food and Budweiser, which turned out to be a great social event.

Thursday was a spare "weather day". As predicted by all the locals the hurricane had turned north along the East coast where it had done a lot of damage, however Pensacola stayed hot and windy as it had been all week, giving us all a day off. I went with Jill and the kids to the local beach where we were eaten alive by insects, so we ended up back at the hotel pool. It's a hard life.

I watched all three rounds of the flyoff over the next two days and the following are my personal observations.

Christophe flew beautifully and thoroughly deserved his win, I didn't speak to anyone who didn't agree, which is unusual at any contest. His flying seemed so relaxed and controlled and always received loud applause on landing. At the same time he is an incredibly modest and likeable person, always prepared to give his time to anyone who wants to talk to him. A worthy Champion. Other pilots who impressed me were Hyde, Naruke and Somenzini who I felt should have been higher placed. It was extremely difficult to fault his flights. I had felt the same about him when I flew at the 1993 World Champs in Austria. I don't know why this is, as he is so successful at the TOC for instance. I spoke to him after the flyoff and he also was disappointed with his result. He said that he didn't know what he had to do to move up the F3A rankings. This I think is a familiar tale among many F3A pilots.

Without wanting to name names, it seemed to me that many of the flights I witnessed during the flyoff were no better than I have seen at the Nationals and Centralised Contests at home. I truly believe that we are not so far behind many of these top pilots. I'm not suggesting that we can compete with the likes of Christophe and Hyde at the moment, but I think that what we lack is an image as a top competitive Nation. I suppose that we can only achieve this with more exposure to International Judges. What we need is our own British Christophe to give us a more positive image to others abroad. The French are now a strong Nation in F3A and I am sure it is in no small part due to Christophe's success over the last few years. Would anyone like to step forward?

The closing Banquet was a great success and was held at the Pensacola Navy Museum, which was a perfect venue. We were eating and watching the presentations under Four Blue Angel's Skyhawks suspended from the ceiling. Even the speeches were entertaining and well received.

Organisation at the Contest was first class which meant that we didn't have to think about it, only turn

up at our allotted time and fly. As an example, every evening the days results were faxed to all of the main hotels to be circulated by the Team Managers to all competitors. By the time we had got ready to go out in the evenings we had all seen the results.

David Tappin the Team Manager did a great job both before and during the event, working on our behalfs and keeping us up to date and informed. He was also responsible for the great idea of the raffle to raise money for the travel fund, which has been extremely successful. Well done and thanks must go to Phil Williams and David and Anne Tappin for providing the first two excellent prizes. Also to those Members of the GBR/CAA who made great efforts in selling the tickets.

Thanks also go to the UK supporters Roy and Pam Ransley, Mike Lumb and Andy and Alison Brewster and Anne Tappin, who provided much needed help and encouragement. Also on a personal note, I can't thank enough my Wife Jill and our girls Sarah and Claire for their incredible support and encouragement both during the Contest and the extremely stressful few months running up to the event.

Thank you also to the BMFA as their financial support was invaluable to me in enabling me to afford to attend this World Championships.

Finally I would like to thank my personal sponsors, MacGregor Industries, who have supported me fully over several years now and again have supported me for this event with equipment for the new model and the provision of 72 Mhz modules and receivers.

Jon Tappin

2000 Tournoi International F3A de Champagne

Date(s) : 10.06.00 - 11.06.00
Site : Romilly -sur- Seine (France)
Entry Fees : FF 200.-
Organiser : AIR MODEL CLUB DE ROMILLY
Contact Person : Pascal Blauel
120 rue de Pyrénées
75020 Paris

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13/12/1999

Mike lumb
2, cedar grove,
Greetland,
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To the committee.

I feel it is not in the best interests of all senior GBRCAA members to have a schedule which is constantly changing and chasing the standards set in world class competition. Having done my own survey of senior pilots I feel the committee is in danger of frightening a lot of people away. Snap rolls in particular are a source of worry. They were removed from the last schedule because of the possibility of wings folding.

There are many pilots in the GBRCAA who because of their inherent ability and/or the amount of time they are willing or can spend practising for what ever reason, will never become master pilots let alone top class master pilots (myself included), and as master schedules continue in the current trend this could become the vast majority if it hasn't already. I am struggling with the current schedule, I do not know how I will cope with this new one. Aerobatic's can be enjoyed by all levels of ability, but if you make schedules too difficult, us lesser mortals will be pushed out.

I would also like to add that the proposed standard schedule must look, to a raw beginner, very daunting. It is to me, the level, at which I feel would happy flying at the present time, if the proposed schedules are ratified. The GBRCAA must cater for all levels of ability if it is to stand any chance of returning to latter day levels of membership.

Regards

Mike Lumb

To paraphrase one famous designer of previously successful aerobatic models, Snap rolls are one of the basic manoeuvre types. Next to straight lines, part loops and rolls, they are all that remains, so why exclude them from our schedules.

Wings folding as a result of the snap roll in the previous senior schedule, were few in number and the result of using dodgy wings included in a poor quality kit. When is the right time to learn to do them? Do you want the status of gaining entry into the FAI class and NOT know how to do them? Ed

19th January 2000

Alan Simmonds
Loughborough
Leicester

Re: Pete Cappelman's letter in the last newsletter regarding judging methods.

I'm afraid I am sitting firmly on the fence on this subject but I would like to challenge the comments made not only by Pete in his letter but also by others on various occasions, regarding the training day at Abingdon last year.

We are told that the training day was cancelled due to lack of support (only one applicant) - can this be true? The first I knew about the training day was when the January edition the Aerobatics News dropped through the letterbox. "Great", I thought, "that's something worth entering, but plenty of time yet." However, when the May edition arrived, it had been cancelled due to lack of support - that's more than 4 months before the event!

Maybe it's just me, but I would have thought 2 months notice would have been sufficient. I certainly know of a few others who had intended entering and judging from the response to proposals at the AGM for training days this year, there is a demand for such events.

I think there are two lessons to be learned from this experience:

1. Pilots should send in their competition entries earlier to avoid disappointment. I will certainly be sending my forms off immediately I know of a contest I would like to enter.
2. The committee should learn to be a little more patient. If likely support for an event is unknown and the high cost of the venue is an issue, publish a cut-off date for entries so members know when to have their entries in by.

One final comment from me on judges - Love 'em or loath 'em, we need 'em! These guys give up their free time to sit for hours in the wind and rain watching us have fun. I can't really understand why they do it, but I take this opportunity to say "THANK YOU ALL"

Yours sincerely

Alan Simmonds

Triple Crown 1999

This years competition was to be hosted in England by the Wimborne Model Aero Club, at the Cashmoor flying field. As usual there were four teams; England, Ireland, Scotland and an International team.

Participant Teams and Contestants:

ENGLISH team

Team manager and pilot : Darryl Foster

The latest newcomer to the British Aerobatics Team for 1997, Darryl has been flying model aerobatics since 1986. His interest started after he took up full size flying in 1983, obtaining his licence in 1984. During his training Darryl had flown some aerobatics with his instructor, who was an aerobatics pilot, and from this his interest in aerobatics began. Darryl started competing in the standard class of the GBRCAA in 1986, progressing to masters within twelve months. In 1996 he took 1st place in the GBRCAA Championships and later in the year 2nd place in the UK Nationals.

English team : Keith Jackson

Keith started flying model aircraft in 1981 and flew for sport for about 15 years in local clubs throughout the UK. In 1995 he joined the Scottish Aeromodellers Association, entered and won his first aerobatics competition in the equivalent of Clubman Class. He progressed thereafter to win this class in the Scottish Nationals in 1995. On moving south, he joined the GBRCAA in 1996 and was eventually promoted to master class at the beginning of 1997. Later that year, he was asked to stand in as the third UK team member for the F3A World Championships in Poland.

England team : David Matthias

David is 44 years old, a member of the Runcorn MFC where he is one of the examiners. He started flying aerobatics in early 1996, he entered his first competition at Binbrook, flying a OS.61 powered Mick Reeves G Man. By the end of 1996 he had progressed to a Hanno powered Loaded Dice and had gained enough points to start 1997 as a master pilot. David then flew the stretched version of the Loaded Dice with a Webra 80, he flew well enough to qualify for the Triple Crown in Bantry Ireland in 1998, where individually he placed 3rd.

England team : John Harrop

I started flying at the tender age of seven years old in 1974, following in the footsteps of two previous generations of aeromodellers. Although I was around pattern flying from a very young age as my father was a keen aerobatics flyer from the days of 'screaming 60's ', I didn't take it seriously until I left Music college in 1988. In 1993 I gained promotion into the master class, the following year I was invited to take part in the Triple Crown which was to be held in Ireland, unfortunately I was unable to attend, but I have been a part of each England team since. My most notable achievement in model flying was winning the centralised aerobatics league, and being presented with Sid Allen trophy in 1997. Since then I have continued flying on the domestic scene, and I was also invited to, and flew in the 1998 and 1999 Tournoi de Champagne in France.

IRISH team

Irish team : Ray Keane

Ray started flying model aircraft 23 years ago. Over the next number of years he flew various trainers

and sport models and joined the Cork Model Aero Club which had a strong interest in pattern. Here with the help of Noel Barrett his interest grew. In this, he and Noel designed their own series of models (Eureka, Pegasus and Scorpio) which they flew for many years. Ray has been Irish National Champion now for 7 years and part of the Irish team since 1983.

Irish team : Brian Carolan

Brian started in modelling in 1983. His entry into the hobby has been a normal one, he bought a trainer to begin with, and joined a small local club where he was exposed to a variety of sports flying. It was some years later that he saw his first aerobatics model flown, he was immediately hooked. With Ian Maybury he designed and built their own creation the 'Silhouette '. Brian has been part of the Irish team on and off since 1988.

Irish team : Rob Young

Rob started flying model aircraft in the very late 60's (yes that's the 1960's). In those days it was control line and 3 channel radio sports models. After an absence of some 20 years he returned to the sport, this time with an interest in aerobatics. He first flew F.3.A. in 1993 with a Hanno Pretner design "Mystic" powered by an O.S. 90, 4 stroke. He first flew in the Home International team in 1994 and was in the team for the European Championships in the Czech Republic in 1996 and the World Championships in Poland in 1997. His current model is a "Topline" powered by a YS 140 with a 4 bladed propeller.

Irish team : Barry Smith

Barry started aeromodelling about 30 years ago in Control Line and progressed onto Radio Control after approximately 2-3 years. After various lay-offs the years finally came to roost in the Aerobatics Community in Cork, heavily influenced by Noel Barrett and Ray Keane. He was Irish Nationals Masters Champion in 1993 and progressed onto F3A the following year. Barry placed 4th in F3A at the 1998 Irish Nationals and will soon be flying a Caprise with YS 140 Limited. He has competed with the International team in East Fortune and judged in Cork on another occasion. He is hopelessly hooked on Aerobatics and is not looking for a cure.

SCOTTISH team

Scottish team : Steve Burgess

Steve has been on the aeromodelling scene for many years, his first aerobatics competition was in 1976 when he was placed 17th with a 40 powered Jolly Roger Cougar. He has been 18 times Scottish Nationals Champion, 3 times British team member and 4 times Aresti/IMAC champion at Woodvale (Scale Aerobatics). On many occasions he has been a Scottish team member at the Lowlands cup and he has also been individual winner of the Home International several times.

Scottish team : Angus Balfour

Angus has been flying for 13 years now and has competed in F3A for 4 and a half years. He has won the Scottish Nationals once and is the current Scottish F3A League winner for the 3rd time in succession. Angus has been in the Scottish team for 3 years and has competed in the Home International, Lowland Cup and the Tournoi de Champagne. He is currently flying his own design plane "the Pink Panther". He has just completed his 3rd year at University in Glasgow where he is studying for a BSc (Hons) in Biochemistry and Molecular Biology.

Scottish team : David Balfour

Aged 18 David has been flying since he was just 6 years old and has now been competing in F3A Aerobatics for 4 years . Three of the last four have been spent participating in the Scottish team and getting the chance to travel to some of the European events. He has just returned from the Tournoi de

Champagne. David has now left school and is studying to be an Optometrist at University - so watch out , this guy can see the planes better than the rest of us!

Scottish team : Malcolm Balfour

Aged 12 Malcolm started flying at the age of 4 and has been flying F3A for the last 2 years. When he was 11 he flew in the Home International in Ireland (1998) and placed 11th. He has just completed his first year at Secondary School. Malcolm competed in the Tournoi de Champagne this year.

INTERNATIONAL team

International team : Dave Rumball

41 years old, Dave is a Chief Technician in the Royal Air Force, his trades are Airframe and Propulsion. He has been flying radio control models for 24 years and aerobatics competitively for the last 14, he has been in Master Class for 11 years. 9 Times RAF Aerobatics Champion, he now judges at RAF competitions. Dave is also interested in computing, hill walking and regularly works out in the gymnasium. Dave is flying his own designed Saxon 2M powered by a YS 140 FZ.

International team : Richard Welch

36 years old Richard is married with 2 sons aged 8 and 6 (Both learning to fly) and is a Materials Manager. His father was founder member of Mansfield Club (1959?). He first soloed RC Flight at the age of 4 (Tyro / RCS single channel / Frog 1cc) and flew avidly until he was 15. He then enjoyed Motorbikes, girls, Ice Hockey, and Water Skiing for 12 years (4th in open men 1995 UK Nationals). Richard returned to flying in 1996 , went from standard to Masters in 1 year and came 2nd in Senior Class at the 1997 Nationals.

International team : Malcolm Harris

Malcolm is 47 and has been in R/C for nearly 35 years. His first radio had 2 valves in the receiver and was powered by two 22.5 volt hearing aid batteries, a 1.5 volt valve heater battery and a 4.5 volt cycle battery for the actuator. Needless to say he thinks his JR PCM10S is an improvement. He has been into serious aerobatics for the last 16 years and has represented Scotland 12 times in the Home International and 4 times in the Lowland Cup. He has also been Scottish Aerobatics Champion.

International team : Niall O'Sullivan

Niall has been flying R/C models for the last 7 years. Last season was his first in F3A. In 1997 he was Irish National Champion in Master Class Aerobatics. At present he is flying a Fashion Line from ZN Line.

The morning of the 10th of July arrived in brilliant sunshine, not the 'stuff' aeromodellers usually associate with competitions, but I didn't hear any complaints! The first flyer off was Niall O'Sullivan from the International team, he was flying a ZN Fashion Line powered by a YS 140 FZ. It is never easy to be first off, but Niall flew very well even though the engine wasn't producing it's full potential in terms of power. Although the weather was perfect, there was one problem, the Sun! It was traversing right along the flight line, the result was it felt like flying a silhouette, however it was the same for everybody. I was the next to fly, I didn't cope very well with the Sun and my engine wasn't performing as I would like, as a result of this I increased the Nitro to 30% which gave me the required power. The pick of the flyers on the first round were Steve Burgess taking the thousand points, he was flying his own design called Synergy which was powered by a YS 140, and Keith Jackson with 976 points flying an other own design called Keyfish again powered by a YS 140 Limited. The only engine cut of the round was that of Darryl Foster's Caprise powered by a Webra 145. This turned out to be a faulty plug. Darryl was the only flyer using a two stroke engine in the competition, and I must say the engine / model

combination produced a very pleasing performance.

Round two saw Keith Jackson take the ' thousand ' with Angus Balfour in second place with 981 points. Angus was flying his own design model called the ' Pink panther ' and just like it's name sake it is Pink ' all ' over. I believe the inspiration for the aeroplane comes from a fusion between the Typhoon 2+2, and the Jekyll, however to suit the modern trend the fuselage is very deep. In this round Dave Matthias achieved his best score of the contest, a very creditable 947, he was flying a Typhoon 2+2 powered by a YS 140. The Typhoon was built from a plan which is available from Pro Build of Dorset.

Steve Burgess was back at the top in round three, with fellow team member Angus Balfour pushing hard. The youngest flyer of the Scottish team and in fact the whole contest ; Malcolm Balfour scored a good 937 point's in this round. He was flying a Pro build Desafio powered BY a YS 140 FZ. At the tender age of Twelve, Malcolm is a great prospect as are his two brothers for Scottish aerobatics. Also in round three Barry Smith of team Ireland achieved his best score of the contest, Barry was flying a ZN Line Caprise powered by a YS 140 Limited. The conclusion of the third round brought the end of the flying for Saturday, and the Sun was still shining. By now it was obvious that there had been a lot of effort put into the organisation of the event. David Tappin who is the F3A UK team manager for the World Championships in Florida later this year was the driving force behind the contest, however there were many other people who donated both their time, and effort in making this a truly memorable event, so thanks to them all. On the Saturday evening there was a meal for all that were involved. It is always nice to put a little distance between the flyers and the fright line to encourage a more convivial atmosphere. This was achieved within a few sip's or in some case's slurps of the favourite Poison. After the meal a raffle took place to try to raise funds to ' dull ' the pain of running such an event.

Sunday morning arrived with more brilliant sunshine, and the only early morning mist was in the heads of those who perhaps were a little too convivial for their own good. The CD for the weekend was Phil Williams of Pro Build fame, with his usual style he got round four going in good time. Steve Burgess continued in winning form , with Angus Balfour still pushing hard. For the first time in the contest Ray Keane of the Irish team was flying to his best. Ray was flying a ZN Line Caprise powered by a YS 140 Limited, he was flying in a truly European style, quite slow and close in, this was in direct contrast to Steve Burgess who fly's big and fast. Style should not influence marks, if the flight is within the set perimeters the downgrades don't apply to size or speed, only to geometric accuracy, I must say I don't think that this is always the case. this is one reason why we need as many judges as possible, thus taking away the personal preferences. The last of the Balfour clan to be mentioned is David he earned a well deserved 4th place in this round , he was flying a Topline 97 from the ZN Line stable again powered by a YS 140.

Round five was a bad round for the Scottish team as Steve Burgess failed to fly as his engine had come loose, also Angus Balfour had an engine cut. Ray Keane took the thousand in this round, I was in second place with a score of 955, I flew a ZN Fashion Line with a YS 140 FZ. By now it was obvious that things were close, with Scotland leading the way, so as the sixth and final round loomed close it was still all to fly for.

In the sixth round Keith Jackson returned to form and took the round with Steve Burgess pushing very hard with 993 points. Angus Balfour had a little more bad luck as his header fractured during his flight, this is a problem many people are having with the YS, this is a result of the hostile environment, i.e. heat and vibration. Darryl Foster produced his best flight of the weekend placing fourth in the round, also Dave Rumball of the International team produced his best flight with a creditable 923 points. Dave was flying an own design called Saxon again powered by YS 140. This concluded the flying and another Triple Crown was over, and the Sun was still shining. So as the judges work was done I on behalf of all the flyers I would like to thank them all; Peter Brett, Eoin O'Callaghan and Ian Dunn. It is not an easy job the judges do and they won't please all of the pilots all of the time , but in this case the best team won. Again on behalf of all the flyers I would like to thank David Tappin and the Wimborne MAC for hosting such an enjoyable and well run event. All that is left is the result. The prizes were presented by a representative of the Dorset tourist board, the individual winner (again) was Steve Burgess, and the winning team and current holders of the RCM&E trophy were Scotland, with England and Ireland in second and third place respectively. The year 2000 event will leave the south for the warmth at least in terms of hospitality to Scotland, for which I am sure will be another great weekend of aerobatics flying.

Report by John Harrop

Tournoi de Champagne. Romily, France. 1999

I decided to combine this years Tournoi de Champagne with a family holiday. You may think that this was a dangerous ambition, but it was one that I felt, with a little bit of care was definitely possible. We left on the Sunday before the event and the first stop was the Posthouse near Dover. At breakfast the next morning we discovered that several of the cars in the car park had been broken into during the previous night, luckily ours was untouched considering all of my equipment had been in the car overnight (something that I will not be doing in the future!).

That morning we made our way to the Channel Tunnel and on into France. All the main roads in France are toll roads, they are very quiet, and with cruise control set at 81mph we were soon approaching our first stop in France, Reims, our holiday had begun. As we arrived in Reims I discovered that we only had the address of our hotel (no map), as my French is only a little better than useless our first test was set, not only in finding the hotel, but also in the patience of those trapped in a hot car full of Model Aeroplane equipment, however, we overcame the problem with only the mildest of exchanges.

Reims itself is well worth a visit however as this is a Model Magazine I will refrain from waxing lyrical about the Cathedral, and the main street which is lined with typical French Cafes where food and beer flow with equal abundance.

The next day we made our way to Romilly sur Seine which is the venue for the competition. We stayed in the same hotel as last year the 'Auberge de Nicey' which apparently means The Nice Inn, and it certainly is. It may not be the cheapest hotel in Romilly but this was a family holiday. At this stage the weather had been excellent and so I did the typically English thing and insulted the locals with my 'Lilly white' legs, something which has to be done, especially when on holiday.

Wednesday morning arrived and we went to the Airfield with the hope of a couple of hours practice so as not to interrupt our holiday too much 'obviously?!', however when we arrived a club member was preparing the site for the oncoming event. Unfortunately his English was as bad as my French and we weren't sure if we could fly or not, so rather than making a nuisance of ourselves and with the knowledge that Kevin Caton would be arriving later in the day, we returned to the hotel. By now the clouds had started to gather in the South and the locals were wearing their raincoats, despite all of this we planned a trip to Troyes, which although a very nice town, was not at its best in fine drizzle. Typical, 500 Miles with my rain making machine (aeroplane) and it works just like it does in Manchester.

Wednesday evening was spent with Kevin and Sally Caton and for the first time during the week the conversation was dominated by model flying, for me the holiday was really getting going.

Kevin had brought his two Odyssey's powered by his trusty YS140 FZ's and I was to be flying my Fashion Line with a not so trusty YS140 FZ., It was that evening that we learnt that the English contingent would be reduced from 4 to 2 as Keith Jackson would not be flying and Brandon Ransley would be working all weekend. As the rain trickled down the window and the breeze gently moved the curtains with an almost 'mocking' quality, I wondered if they had been 'networking' with the Med and got a look at the weather forecast.

Having acquainted myself with the French wine I felt a little more charitable and thought of how disappointed they must both be.

Thursday morning arrived and it was another trip to the Airfield, and Kevin felt that his French was ready for one of its many tests of the trip. The same chap was there as had been on the previous day so I took a step back and let Kevin move to centre stage, and with one confident sentence including the words 'Volley' and 'Avion' our planes were being assembled for the first time in 1999 on French soil. I must say that both of the aeroplanes looked well, and, dare I say it? quite professional.

Kevin was the first to fly 'age before beauty', I thought. The weather was being kind and Kevin quickly settled down to his accurate self. Then it was my turn, my not so trusty YS decided not to start, it is a problem we have been suffering from for a long time now, the regulator appears to get

blocked with congealed oil, our solution (to the amusement of Kevin), is to flush the regulator out using Methanol Alcohol. The procedure is for me to blow down the pressure nipple at the front of the engine, and my dad to force the alcohol down the fuel nipple, a blob of oil can be seen to appear at the remaining nipple and when this clears the alcohol will flow freely through the regulator and the engine will start. Although I have never known anybody to solve the problem in quite the same way, it is by no means a problem unique to myself, in fact during the weekend I witnessed a number of flyers having problems getting fuel through the regulator for the first start of the day. Anyway, my engine leapt into life, not quite within the three minutes, but well before lunch time. With the aerodrome to ourselves we had the opportunity for several flights and were able leave quite happy in the knowledge that there was still another day of practice left before the contest.

We all walked into Romilly for lunch and mid-day refreshments, which lasted a little longer than expected as rain fell and we were marooned in a little cafe. Thursday evening brought more arrivals from English Judges and supporters alike, David Tappin, John Mee, and Mr and Mrs Ransley. Marion Ailles brought with her the unfortunate news that Bob Ailles (Judge) had been taken ill with kidney stones and was unable to Judge. We did see him on the Sunday, and although not at his best he did give us some 'handy hints and tips' with his usual aplomb.

Friday morning arrived with an early breakfast, (an effort to avoid the rush at the airfield). Looking out of the window at a perfect 'water colour' sky, not dissimilar to that which is seen far too often on contest days at home, however we still made our way, with the usual nieve enthusiasm to the airfield. When we arrived it was obvious that the wind was a little on the brisk side, but we had avoided the rush, nobody else was there! As usual we embraced the battle with the elements and continued as though we were in the middle of those 'Lazy days of Summer'.

The next to arrive were the Scottish contingent, who also seemed oblivious to the weather, mind you, I suppose they that coming from that far North they were entering a 'heat-wave'. There were six flyers representing Scotland all equipped with Four Strokes. Bill Allison was flying an own design which had a ZN Line like appearance, he really has gone with the idea 'big is beautiful'. Angus Balfour also had a new design called 'Pink Panther' it looked like a Jekyll derivative with a large fuzz, and it was very pink all over!

By this time Kevin and I had finished our practice session and we returned to Romilly for lunch. There were eight of us and we went to one of the local cafes, the atmosphere was very relaxed which was helped on the way by David Tappin most ably organising the steady flow of wine.

After lunch we returned to the airfield to watch the more able competitors, unfortunately, although there were many familiar faces, nobody felt it was worth flying in the wind. After the 'almost traditional' period of 'hanging around' we left for the warmth of the hotel to prepare for dinner, and of course the next days flying.

The entire English contingent arrived at our hotel for a pre-contest swaree, there were fourteen of us in total, it is as shame that there were only two of us actually flying, perhaps there will be more next year. Unfortunately as the contest is becoming more popular it will become increasingly difficult to enter as the previous years flyers do have 'squatters rights'.

The big day arrived, we were all up early as the transmitters had to be handed in at 7.00am, it was raining, and to be honest, it didn't look like it was going to stop. The contest got underway a little late in the rain!? Although it isn't particularly nice to fly from underneath an umbrella, the wind was only light, but when the rain stopped the wind increased and became very squarly. It was of no surprise that after the first round Christophe Paysant Le Roux was leading the way. He was flying his latest design which it is said, has been specifically designed for the World Championships in Florida it will be kitted by ZN Line of France after the competition in September. First impressions are that it looks like a 'fat' Topline, which was a surprise as I was expecting him to continue the semi-scale trend. However, it has to be said he was flying really well and coping with the weather conditions far better than anybody else.

Laurent Lombard was flying last years Fashion Line as he has already crashed *both* of his new models "ouch!".

Bernard Schaden of Switzerland appeared a much improved flyer from last year and actually placed third overall.

After the first round Kevin was lying in 16th place and I was in 20th - there was still a long way to go.

One flyer who appeared to be struggling to capture last years form was Marco Benincasa of Italy. He is still flying a Caprise and rumour has it that he has been invited to fly in this years Tournament of Champions, perhaps the divided loyalties have just taken the edge off his form.

We finished Round 2 on Saturday evening at 8.30pm. Seventy Two flights had been completed on only one flight line, which is an achievement in itself.

That evening we attended the Banquet along with the majority of the rest of the flyers. It was a great opportunity to unwind and discuss the events of the day. One of the high points of the evening was seeing the Scottish flyers sitting at a table with a Union Jack on it - after all these years we were competing under the same flag. I'm sure they would agree it was quite 'touching'!

Sunday promised to be a more relaxed affair as there was only one round left to fly. The weather was fine but windy, and all was set for another day of good competition aerobatics.

As one might expect, ZN Line aeroplanes were by far the most popular. One of my favourites was a Caprise with a fixed undercarriage, it had a scale like appearance and looked really well in the air. There were many Fashion Lines and one Extrem. When I first saw the Extrem it looked like a big aeroplane, now it was almost diminutive captured with the rest of the ZN Line stable.

The other company very much in evidence was PL Products also of France, and their aeroplanes were the Alize, Tornado and the Larimar. The Larimar was designed by Wolfgang and Roland Matt, it doesn't appear large in comparison with the Caprise or Fashion Line, but it is very much like CPLR's new aeroplane.

In the third round Christophe showed us all how to fly pattern in the wind, he really is a talented flyer. During the day he did two demonstration flights, flying his Majestic to music. I have seen many people fly with music on but with Christophe, he flew to the music. His flying really did reflect the music, I am not one for putting people on a pedestal, but if anyone can find one, Christophe should be on it!

This final round saw the only accident of the weekend and it was Patrick Lemonier's Larimar caused by radio failure.

The final result was as expected Christophe Paysant Le Roux, Laurent Lombard and Bernard Schaden respectively.

Just like last year I found this contest a great learning experience, and as far as my scores were concerned, even equipped with one of the latest designs of aeroplanes it did not make a dramatic change to my scores. As for Kevin, exactly the same, no change in the scores meant that we both finished one place lower than last year, although there were three more flyers this year.

It is easy to try to apportion blame in our system or the fact that we don't get the exposure to the European judges, however it is my opinion that we simply need to fly more, and, as well as striving for geometric accuracy we should be giving the impression of control throughout the schedule.

Perhaps the biggest asset of attending events such as the Tournoi de Champagne is taking the memories of the flights home with us, at least then we have a picture in our heads of what it should look like.

However, the most important thing is that we all enjoyed ourselves it was a great experience to both take part and spectate such a great contest, I'm already looking forward to next year.

I would like to take this opportunity to thank Romilly AMC for inviting Kevin and myself to the competition, and we look forward to seeing everybody again next year.

Report by John Harrop

Great Britain Aerobic Association **Annual General Meeting**

Held on Sunday 21st November @ The Mill on the Soar Hotel, Leicester at 11.00 am

AGENDA

1. Apologies for Absence.

Bob Ayles, David Tappin, Dave Rumball, John Tappin, Derek Taylor, Bill Allison, Steve Burgess

2. Approval of 1998 AGM minutes.

Proposed : Tom Anyon

Seconded : Peter Brett

PROPOSAL CARRIED UNANIMOUSLY

3. Matters arising.

NO MATTERS ARISING

4. Committee reports :

Chairman - J.Mee

Treasurer - S.Greenwood

Membership Secretary - S.Mellor

Competition Secretary - W.Harrop

Chief Judge - P.Cappleman

Public Relations Officer - J.Harrop

Newsletter Editor - K.Jackson

Technical Representative - P.Brett

Aerobic Technical Advisor - D.Foster

Team Manager's report - D.Tappin

5. Approval of Accounts

Proposed : Kevin Caton

Seconded : Bob Palmer

PROPOSAL CARRIED UNANIMOUSLY

6. Election of Officers

There being no proposal for Chairman, nominations are required from the floor.

All other officers are prepared to stand again in 2000.

All Officers agreed to stand for the next year with the exception of the Chairman

John Mee

Bob Reid nominated

By : Peter Cappleman
Seconded : Mike Lumb
ELECTED UNANIMOUSLY

7. Subscriptions, Competition entry fees and expenses

8. 2000 Events:-

GBRCAA Championships: C.D., Entry fee
Provisionally :- Middle Wallop, CD - Tom Shore, fees -twice normal

Lowlands Cup, C.D, Entry fee
Provisionally : Scampton 24th/25th June 2000, C.D. - Bob Reid
Proposal : Brandon Ransley. The committee to prepare a budget (without loss to the GBRCAA) and therefore the entry fees.
Seconded : John Mee
CARRIED UNANIMOUSLY

BMFA Nationals: C.D., Entry fee
Stuart Mellor agreed to be C.D. but with an assistant Mike Lumb volunteered to be Assistant C.D.
Proposal : Keith Jackson. Keep the existing fees i.e. £20 + £5 registration
Seconded : Brandon Ransley
PROPOSAL CARRIED UNANIMOUSLY

9. Committee proposals for 1999 AGM

Proposal 1. "Increase subs by £1 at all levels and a 50% reduction for new members. "(A new member is one who has not been a member for the previous 12 months).

Proposals supported by the Committee

Seconded : John Mee

Vote FOR 6

Vote AGAINST 30

SUBSCRIPTIONS REMAIN UNCHANGED:

Proposal 2. "The post of Vice Chairman be added to the GBRCAA Committee list. If, at an AGM, no proposal for Vice Chairman is received he/she will be selected from and by the new committee. In the event that an existing Chairman should resign, the Vice Chairman would become the Chairman without the need for the usual formalities of proposal, seconding and election".

Proposed : David Tappin

Seconded : Tom Anyon

PROPOSAL CARRIED UNANIMOUSLY

Proposal 3 . "That any current member of the Masters class be given the option to fly the Senior schedule if he so chooses, subject to the following conditions:

N.B. - If a threshold score of, say 330* points in 2 comps is reached (or a figure to be decided), the flier must move up again into FAI.”

Proposed : Stuart Mellor
Seconded : Tom Anyon
PROPOSAL CARRIED UNANIMOUSLY

Proposal 4. “That a Senior flier should be allowed to continue to fly in his class to gain more experience if he chooses, irrespective of promotion scores and subject to the following condition:

If a threshold score of, say 330* points in 2 comps is reached (or a figure to be decided), the flier must move up to FAI.”

* to be reviewed by the committee.

Proposed : Stuart Mellor
Seconded : Tom Anyon
PROPOSAL CARRIED UNANIMOUSLY

Proposal 5. “ That a Standard flier should be allowed to continue to fly in his class for the remainder of the season, irrespective of promotion scores, to gain more experience if he so chooses”.

Proposed : Stuart Mellor
Seconded : Tom Anyon
PROPOSAL CARRIED UNANIMOUSLY

Proposal 6. - New Senior Schedule for 2000

The proposed new Senior schedule is shown below:

The schedule has been designed and flown by S.Mellor, Darryl Foster (Aerobatic Technical Advisor) and Keith Jackson.

The new schedule has been designed to take account of increasing standards in FAI and the necessity for the Senior schedule to provide the necessary experience prior to FAI and has been well received since publication in the last newsletter.

Since publication the order of manoeuvres has been reshaped slightly to allow a better flow from manoeuvre to manoeuvre.

(See also an alternative proposed schedule later in this agenda)

Amendment : Kevin Caton.

The two senior schedules outlined in proposals 6 & 20 referred back to the Committee to reflect the members at the AGM comments and a Postal vote carried out

Seconded : ????????

Vote FOR 20

Vote AGAINST 6

ABSTAINED 10

AMENDMENT CARRIED

Proposed Senior schedule for 2000, as presented at 1999 AGM.

	Manoeuvre	K
1	Take off Sequence	1
2	6 sided loop	4
3	Immelman	2
4	Humpty bump from top, ½ rolls up and down	3
5	Half square outside loop, ½ roll down	1
6	Top Hat with 2 of 4 pt. rolls up and down	3
7	Humpty bump with options	2
8	¼ Roll, ½ Roll, ¼ Roll,	4
9	Figure 9 half roll up	2
10	Vertical 8, ½ Roll in middle and end	4
11	2½ turn spin	3
12	Double Immelman, full roll 1st & 2nd	4
13	Half cuban eight, 2 of 4 pt. rolls	2
14	Stall turn 1¼ turn roll up, ¾ snap down	5
15	Top Hat, ¼ rolls	2
16	Knife edge flight	4
17	Half square loop on corner	1
18	3 turn inverted spin, ½ roll to exit	3
19	Landing sequence	1

10. Proposals from members:

Proposal 7. “To cut the membership fees to 50% of their present level in order to attract more members and stem the flow of present members leaving the Association”

Proposed : Bob Reid

Seconded : NONE

Proposal 8. “To increase competition fees by £2 across the board to maintain financial balance in the Association.”

Proposed : Bob Reid

Seconded : NONE

Proposal 9. New Open Class from Keith Jackson

“That models of any size and weight (within the current **7Kg** CAA limits) be allowed to fly in GBRCAA **STANDARD CLASS AND ONLY TWO EVENTS**

ONLY local events. (Local events are defined as not Centralised, Championships, Nationals or other large events), as long as they comply with the FAI / GBRCAA noise limits. In the absence of noise meters, the CD will have sole responsibility as to whether a model shall be deemed as within the noise limits. Promotion scores will not be allowed with these models.”

REASON : To allow prospective / new members to try their hand in GBRCAA competitions without the high initial set-up costs of modern F3A models. In time it is envisaged that they will convert over to the traditional F3A designs (and hence limits) as they realise that these models perform better than standard club type models. In addition existing pilots would be able to use their non-F3A models to compete if their normal models were damaged or still being built, thereby keeping the competition attendance up. Moreover a separate class need not be introduced as the current schedules / score sheets will apply.

Vote FOR 30
Vote AGAINST 6
ABSTAINED 0
PROPOSAL CARRIED

Proposal 10. Feedback slot to be incorporated into all GBRCAA competitions

“A one minute (average) slot directly after every flight be offered to a pilot where feedback can be given by the judges concerning the pilots' general flying, mistakes, qualities, presentation etc. This offer may be refused by the pilot.”

REASON : At the time of writing this proposal, 94% of all questionnaires have indicated a desire for some kind of formalised feedback mechanism. This particular process will:

Formalise any advice given resulting in a sense of purpose and achievement that currently eludes many pilots. This advice would also then be open to criticism and agreement between judges. The advice would link properly to the pilots memory of his flight thereby increasing the likelihood of it having any benefit. Give the judge a sense of doing more than issuing numbers without much contact to pilots thereby:

Redress the social gap between judges and pilots. Might encourage pilots who feel like leaving to stay.

Proposed : Keith Jackson

Amendment : Malcolm Harris.

Refer to Committee to reflect the members comments at the AGM

Seconded : John Mee

PROPOSAL CARRIED UNANIMOUSLY

Proposal 11. Club membership for prospective members

“That clubs be allowed a limited group membership such that any number of pilots within that club may be allowed to enter GBRCAA Standard Class competitions, for a total of five events that season. This is a unique offer to clubs in that once they have instigated such a membership scheme, they will not be eligible to continue with it in the following season. However they may re-apply for this scheme after a one year period. The cost of the membership will be £28.

REASON : To allow prospective members to attempt a number of competitions without having to pay full membership fees. In addition, the context of a club membership might arouse more interest within that club than just one or two individuals entering events on their own. Thus the scenario of the clubs' monthly meeting might be: ~Right chaps, we've got a

slot in an upcoming GBRCAA event; who wants to go?~'. It is obvious that this is more likely to be successful than individuals.

Proposed : Keith Jackson
WITHDRAWN

Proposal 12 Funding for regional display teams.

“Display teams should be instigated wherever possible within the UK to promote the GBRCAA during regional displays such as at Sandown, Woodvale, Nationals public display line, SAA Nationals, Old Warden etc. and also at local club events. These displays should take the form of flying demonstrations (the content of which is at Pilots discretion; i.e. could take the form of FAI schedules or freestyle) plus a static display, with literature available. A form of dress code might be considered. These teams would comprise of Master pilots only, with one year's experience at this level.

A co-ordinator should be appointed by the committee to:

- Liase with the BMFA and other appropriate organisations.
- Provide information to pilots in the relevant location.
- Compile a list of volunteers.
- Present funding requests to committee.

Proposed : Keith Jackson
Seconded : Stuart Mellor
PROPOSAL CARRIED UNANIMOUSLY

Proposal 13. TEAM SELECTION

“The locations of events used for team selection to be fairly distributed regionally with at least one event in Scotland and one in the South of England. It is recommended that the event in Scotland be combined with the Scottish Nationals **or other venue decided by the S.A.A. and the Committee.**

All competitors wishing to be considered for UK team membership to give notice in advance with a written undertaking to keep two competitive models and, if selected, willingly participate in all F3A team activities.”

REASONS : To select the strongest, freshest, most committed team in the fairest possible way.

Strength - Easy to measure given a level playing field.

Freshness - This requires a final judgment to be made as close as possible to the World/ European Champs but in time to make all the necessary arrangements.

Commitment - Can only be measured when more than one sample is taken. The best test is still centralised style, best 3 of 6 from a series of regionally located comps; ie pilots have to put themselves out just a bit -that's commitment. As is having competitive models at the ready and being willing to support team related events (primarily if a major sponsor is located)

Fairness - once again, centralised events, especially with more judges, is the way to go. The essential unfairness is when the region is remote from the comp. We can all appreciate the Scottish position but what of Cornwall or N Ireland?



GBRCAA Competition Entry Form 2000

Comp. Venue and date

Name

Address

Tel. No

BMFA No.

GBRCAA No

Frequencies

1.....

2.

You must specify an alternative frequency. Odd Frequencies only allowed.

Your Car Details Reg. No. Make Colour Passengers

Competition Entry fees - Please tick

Standard /Sportman	£7.00
Senior	£12.00
Master / Centralised	£15.00
Centralised	£16.00

Completed entry form, entry fee and a self addressed stamped envelope must be sent to the Contest director not less than three weeks prior to the contest date.

Cheques should be made payable to the GBRCAA and dated for the date of the competition.

Important Notice to all Competitors and Contest Directors

Pre entry is a requirement of all GBRCAA competitions. If you wish to submit a late entry for a GBRCAA competition, contact the CD. If the CD is willing to accept your late entry you will have to pay double fees for the competition. If you have pre entered and fail to turn up on the day, no refunds will be given.

C.D. to return this part to entrant

Your entry foris accepted/rejected

Your frequency is

Remarks.....
.....
.....

SignedCD.

Date.....

2000 GBRCAA Competition Calendar - Issue 1 24th January 2000

	Weekend 1	Weekend 2	Weekend 3	Weekend 4	Weekend 5
February	5	12	19	Sunday 27th Judging Seminar Full time and Flyer Judges only. Contact Peter Cappleman	
March	5	12	19	26 Ice Breaker Elvington, N Yorks Std Sen Mast-FAI (PO1) CD: Bob Reid	
April	2	9 Training Day RAF Wittering Std Sen Mast-FAI (PO1) CD: John Mee	16	23 Sat 29 th GBRCAA Committee Meeting	
May	7	14 Woodenhamferrers, East Anglia. Std Sen Mast-FAI (PO1) CD: Ron Newman	21 Mansfield, Notts Std Sen Mast-FAI (PO1) CD: Trevor Plumble	27 & 28 GBRCAA Championships / 1st Centralised Middle Wallop, Hamps 2 days - Double entry fee Std Sen Mast-FAI (PO1) CD: Tom Shore Entry to: Bill Harrop	
June	4	11	18 2nd Centralised Church Fenton FAI (PO1)	24 & 25 Lowland Cup Scampton, Lincs. CD: Bob Reid / Daryl	

July	2		9	16	23	30
	6		12 & 13	20	26, 27 & 28	
August	3		3 - 10	17	24	
September	3		10	17	24	31
October						

Church Fenton FAI (PO1) CD: John Howarth Entry to: Bill Harrop	Scampton, Lincs. CD: Bob Reid / Daryl Foster					
3 rd Centralised Mini Nats Barkston Heath, Lincs FAI (PO1) CD: B. Ransley Entry to: Bill Harrop	Corsairs Field, Doncaster Std Sen Max 15 Competitors CD: Steve Dunning					
5 th Centralised / SAA Glenrothes Airport, Scotland FAI (PO1) CD: E. Balfour Details to follow	BMFA Nationals Barkston Heath, Lincs 3 days Std Sen Mast-FAI (PO1) CD: Stuart Mellor Entry to: BMFA Entry form from: BMFA					
European Champs Belgium	Mansfield, Notts Std Sen Mast-FAI (PO1) CD: Trevor Plumbe 01623 462279					

Sport Sportsman Schedule **Std** Standard Schedule **Sen** Senior Schedule **Mast-FAI (*)** Master * indicates FAI schedule(s)

NB: Centralised competitions are open to all classes; with all classes flying the FAI schedule indicated.
Send entries to the Contest Director (CD) using the Competition Entry Form from Aerobatics News unless otherwise noted

Proposed : John Mee
Amendment : John Mee
Seconded : Daryl Foster
Vote FOR 35
Vote AGAINST 1
ABSTAINED 0
AMENDMENT CARRIED

Proposal 14. “ To introduce a second Masters class **at domestic competitions only**. This class would fly to the same rules and schedules as the existing Masters, but the engine capacity would be reduced to maximum of 15 cc (.91 cu in.).

The new class would fly at the same contests as the existing Masters the only difference is we would end up with two sets of results at the end of the day.”

REASON : We have a lot of pilots who once qualified for Masters do not fly any more. This could be due to the high costs of building and operating a two meter model. A two meter model is also more difficult to transport and store if you do not own a large car and workshop. The new smaller class will allow pilots to use cheaper equipment and be competitive with the models they used in Senior class.

Proposed : Nigel Armstrong
Amended : Nigel Armstrong
Seconded : Peter Cappleman
PROPOSAL CARRIED UNANIMOUSLY

Proposal 15. "That at the 2000 Nationals the top 30% (max of 6) fly 3 flights of the FO1. These flights plus the normalised score from the pre-lims to give 4 scores with the best 3 to count." **C.D. to decide how many.**

REASON : It is quite possible the team will have to fly FO1 at future EC/WC. Also it will raise the quality of flying meaning better quality prelims and better results at EC/WC.

Proposed : Brandon Ransley
Amended : Brandon Ransley
Seconded : Kevin Caton
Vote FOR 21
Vote AGAINST 7
ABSTAINED 8
AMENDMENT CARRIED

Proposal 16. “That the Association adopts a single Team Trial as the method of selecting the UK F3A Team in place of the league system currently operated. The Team Trial to be integrated with the Triple Crown event in order not to be an additional burden on the Association finances.”

REASONS: The existing league system based on placing in Centralised events is neither fair nor has it produced a successful team. The lack of fairness is due to the fact that there are competitors whose geographical location is such that they are either discouraged from, or find it impossible to qualify for a team place despite having the talent to do so. The lack of team success can be addressed by using a selection method that reproduces the pressures of preparing for and competing in major international competitions. Ideally this method should also provide a broad judging viewpoint. The Triple Crown provides all these elements.

Proposed : Elliot Balfour
Seconded : Malcolm Harris
Vote FOR 5
Vote AGAINST 21
ABSTAINED 11
PROPOSAL DEFEATED

Proposal 17. “That the Association adopts a single Team Trial as the method of selecting the UK F3A Team in place of the league system currently operated. The Team Trial to be integrated with the Association Championships in order not to be an additional burden on the Association finances.”

REASONS : The existing league system based on placing in Centralised events is neither fair nor has it produced a successful team. The lack of fairness is due to the fact that there are competitors whose geographical location is such that they are either discouraged from, or find it impossible to qualify for a team place despite having the talent to do so. The lack of team success can be addressed by using a selection method that reproduces the pressures of preparing for and competing in major international competitions. Ideally this method should also provide a broad judging viewpoint. While the Championships are not an international event they can still provide the level of pressure and focus on the task at hand that team selection requires. There is no reason why "guest" judges could not be invited to provide additional judging perspective.

Proposed : Malcolm Harris
Seconded : Elliot Balfour
Vote FOR 6
Vote AGAINST 14
ABSTAINED 16
PROPOSAL DEFEATED

Proposal 18. “That a procedure be introduced allowing newly promoted pilots to appeal against their promotion.”

REASON : Promotion to a higher class too early will only serve to reduce the membership if the pilot is struggling to fly the more difficult manouvres and not enjoying it. In theory this should not happen but under the existing titles two "lucky" flights or an over-generous judge can result in promotion before the pilot is ready.

How:

To ensure that appeals are not turned down unfairly, the procedure should be based solely on the pilot's most recent scores. One possible way to do this would be average the scores over the last 6 complete rounds and if it falls below a certain figure, the appeal is upheld, otherwise it is rejected.

The actual figure could be set a little lower than a promotion score for example 115 for Standard and 280 for Seniors, i.e. anything over these figures would demonstrate consistent good flying and the pilot should be promoted.

Proposed : Alan Simmonds
WITHDRAWN

Proposal 19. "The Sid Allen Memorial Trophy is to be awarded to the pilot with the highest aggregate score from all the centralised competitions, with the lowest individual score from any one competition dropped."

This is simply a return to the arrangement used for many years before we started

counting all the competitions.

Proposed : Kevin Caton

Seconded : Bill Harrop

Vote FOR 32

Vote AGAINST 1

ABSTAINED 3

PROPOSAL CARRIED

Proposal 20. New Standard & Senior Schedules for 2000

Proposed Standard Schedule

1. Take Off Sequence
2. Two Inside Loops
3. Half Reverse Cuban Eight
4. Two Consecutive Rolls
5. Stall Turn
6. Square Inside Loop
7. Immelman Turn
8. Two Outside Loops
9. Half Square Loop with Half Roll in Downline
10. Cuban Eight
11. Top Hat with Quarter Rolls (wind correction)
12. Straight Inverted
13. Half Cuban Eight
14. Double Immelman
15. Humpty Bump
16. Slow Roll
17. Half Square Loop with Half Roll in Upline
18. 2 1/2 Spin, Half Roll
19. Landing Sequence

Proposed : Kevin Caton

Amended : Andrew Fletcher

Seconded : Brian Dillon

AMENDMENT CARRIED UNANIMOUSLY

See proposal 6 for senior class information. Ed.

Proposal 21. Master Class Awards

“That we introduce awards to the Masters class.”

Following from Stuart's proposals detailed in "2000 and beyond the need for change" I would like to propose additional changes for our Masters class.

First I'd just like to touch on the subject of promotion points. when flying in Standard and Senior one is flying for those elusive promotion points but I believe this is also true when in Masters albeit it takes a differ-

ent form. Many Masters pilots are looking at where they place against their peers and I feel that there is as much competition going on at 13th, 14th and 15th places as at 7th, 8th and 9th or at 1st, 2nd and 3rd. A pilot at 15th place can "win" because they have placed ahead of another pilot that they would not normally be able to beat.

However I think it would be an improvement to add defined awards to the Master class in the form of Bronze, Silver, Gold and Platinum. In order for this to work I think that the system would need to meet the following requirements:

- 1) It must be easy to administer and not require anyone to collate results across competitions.
- 2) The awards should be obtainable by flying at any Masters competition. ie. it must include both Centralised and Non-Centralised.
- 3) A trophy/certificate would be received.

To meet these requirements I would propose:

- 1) The onus is in the pilot to claim their award in the same way that a standard/Senior pilot claims promotion to the next class.
- 2) The awards be based on raw scores.
- 3) A certificate be made up in the same manner as our current certificates for competitions and the gaining of the award be published in Aerobatics News.

A pilot must gain the required score for the award at two separate competitions within a 12 month period.

In order to claim the award the GBRCAA Promotion Score Notification (printed in each Aerobatics News) be amended to include the awards.

When an award is claimed the pilot is posted the appropriate certificate and their name forwarded to the Newsletter editor for inclusion in the next issue of Aerobatics News.

The Awards and their points range:

Bronze - 400 - 424

Silver - 425 - 449

Gold - 450 - 479

Platinum - 480 and above

N.B. - A score of 400 is equitable to a promotion score from Senior to Masters ie. they are both approximately 60% of the total obtainable for a perfect flight.

The score points ranges are based on results from 1999. If the total K-factor for future schedules changes significantly then the points ranges will need to be altered to accordingly.

Proposed : Mike Wood

Already in place. Bob Reid to pursue at the next committee meeting.

Proposal 22 . Promotion to Master Class for New Members

In the article "2000 and beyond the need for change" Stuart raises the question of new members entry into Masters class. I believe there is a need for an alternative route into Masters, open to all, but specifically to allow accomplished flyers from other countries (probably already flying FAI schedules) to fly our Masters class without the need to be promoted from Senior competitions.

This would allow people taking vacation, visiting or moving to the UK to compete at the level they have already achieved.

However in order not to take anything away from promotion from Senior into Masters, pilots wishing to take this option would join as FAI pilots which allows them to fly Masters but denotes that they have not achieved this via promotion.

In order for them to become Masters they would then need to be promoted within Masters in the same way as a Senior pilot ie. they must achieve two scores of 400 or more at two sepa-

rate competitions within a 12 month period. The only difference being that they are getting promotion (60% of the total points available) at Masters competitions instead of Senior.

Proposed : Mike Wood

Seconded : John Mee

CARRIED UNANIMOUSLY

Any other business

- 1) It was suggested a larger venue be chosen for the next A.G.M. due to the shortage of seating
- 2) John Mee suggested the next clinic for all classes be held at the beginning of the season possibly at Wittering

MEETING CLOSED AT 1705

Appendix: Committee Reports

A1: Chairman's Report

This has been a very busy year and it does not seem possible that this AGM has arrived so quickly. At last years AGM I asked to be given a quite life, and have my telephone number removed from the newsletter. I must thank you all for respecting my wishes, at one stage I thought my line had been cut off but then Bob Ailles phoned and I new it was working, only joking Bob.

We have had a full competition calendar throughout the season, I have taken part in most of the centralised events but have not been able to compete in any local competitions. I would like to thank all the CDs for taking on the task of running competitions, without your efforts we would not have an association. I would also like to thank the judges for giving up their time to judge and to the pilots for competing. I was CD for the training day, later changed to a Stand/Sen/Mast competition, due to lack of interest in a training day, this was held at RAF Abingdon in Oxfordshire. This turned back into a training day for those that were optimistic enough to wait for the rain to stop. Those that did stay picked up a lot of useful feedback; it turned into a very enjoyable day.

I made the trip to Romilly this year and can recommend it, I stepped into judge in place of Bob Ailles has he had took ill and was in Hospital for several days before the event. It was a great experience, unfortunately Brandon could not make it due to work commitments, Kevin Caton and John Harrop took part as did our friends from Scotland. Well worth going if only as a supporter.

The Cashmore site was the venue for the Home International, which was very successful I know that all the teams competing enjoyed themselves, we owe our thanks to David Tappin and his team from the Cashmore club and to Phil Williams for being the CD. They also made a profit, which went into the team travel fund.

We had another very successful Nationals with excellent weather, with a slightly smaller entry than last year. We must thank Stuart Mellor for taking on this task for the 2nd year running and making it run with military precision yet again. We had off the peg flying when time allowed with excellent commentaries from Stuart, this drew quite a few spectators to our line and I am sure will lead to some new recruits. We should not forget the prizes donated by Ripmax and RCM&E and owe them our thanks for supporting this event. I would like to thank all of those that worked on Stuart's Nat's team for making it the success that it was. I would like to congratulate all the winners in each class in particular Darryl Foster as the New BMFA Nationals Master champion, after his illness at this time last year, this was a tremendous achievement congratulation's Darryl.

We must congratulate our Team of Brandon Ransley, Kevin Caton and Jon Tappin, who represented us at the World Championships in Florida this year, they did extremely well . Our team manger David Tappin , put in a lot of time energy and enthusiasm, which took pressure off the team and allowed them to concentrate, he worked very hard in trying to find sponsors, he produced a short film with the help of

Traplett Publications this was sent out to potential sponsors, so far this has not been very fruitful . It is very hard to find companies that will support low profile sports such as ours. To raise funds for the team we had to call on you the members to help, David came up with the idea of a raffle, for which the draw will take place towards the end of this AGM. This proved to be a great success and yet again David has driven it along all the way and will continue to do so until all the prizes have been awarded. On top of he all of this he has donated one of the prizes. I would like to thank all of you that have supported the raffle, it is very much appreciate.

On the judging front Peter Cappleman was our invited judge in Florida and I am sure he will give us some feedback in his report. This season criticism of judging has come under the spotlight, Feedback is being requested by the pilots. I have said little publicly but would like to now. I have been flying RC Aerobatics now for the past 21years, and over the years the one subject that comes up on a regular basis is judging, well it is a can of worms because judging is subjective, we all have different opinions, so we must come to a compromise. As most of you will know I was very active within the RC Aerobatic scene in South Africa, and competed there for 11 years, the complaints were the same. I have had discussions with judges at the TOC in Los Vegas, and the complaints are again the same, to quote the pilots, **I do not know what the judges want!**

I am very puzzled, we advertised the training day this year after running a very successful one in 98 at Finningley, the Pilots that took part then said we must do this every year. We had no interest in this years training day as mentioned earlier in this report. I have discussed this problem with Peter and one solution that I believe would work, is to have a respected masters pilot sit behind the judges, making notes for a debrief after the flight for that pilot, you would need a team of these pilot/judges to rotate and allow time after the flight for the debrief so as not to slow the competition down. The alternative would be less flight's and feedback such as was given out at the Finningley training day from the judges but this would mean less flights. The other common complaint is discrepancies between judges the only fair outcome providing you are using experienced judges is to have more judges per flight line and throw out the high and low scores for each manouver. This either decreases the number of flights if we use the same amount of Judges as we do now or increase the number of judges and the expenses to have two flight lines. A sensible compromise must be reached to draw this debate to a conclusion. A sensible compromise must be reached to draw this debate to a conclusion.

The committee have been actively trying to get the Lowlands Cup back on track and because of the problems with the last one being cancelled in Denmark, we decided that we should try and have it in England next year. The good news is its happening in 2000 and I am sure Bob Reid will be able to bring us up to date later with all the details.

Finally I would like to thank the committee for the contributions they have made throughout the year to the smooth running of the association, most of this effort goes unnoticed. I would like to thank Keith Jackson for producing an excellent newsletter, this is quite a task to take on and its very important for you all to supply him with feedback as to what you think. I look forward to getting my newsletter, as I am sure most of you do, so please keep Keith fed with editorial in the coming year.

I will be stepping down today from the committee but would like to thank you all for your support over the last three years.

John Mee.

A2. Secretary's Report

Although disappointing at the start of the year membership later recovered to a total of 141, although the membership was boosted by 5 new members who joined at the Nationals. We have joined 25 new members in total and lost 26. Of those who didn't rejoin this year there were 11 Standard, 6 Senior, 9 Masters. These figures alone show that although the majority leaving come from the Standard class, experienced members are leaving from the remaining classes. Loss of members from the higher classes is for me the most worrying, since the hard core of knowlege and experience within the Association is falling year after year. We shall never know the exact reasons for their leaving but don't let us allow people to leave because we don't provide for their particular skill level or aspirations and stick rigidly to rules made at the formation of the Association. Proposals 3, 4 and 5 go some way to increase opportunity for these members and hopefully to keep them flying.

Another factor, I believe is subscription fees. There must be point when a high fee starts to reduce membership. How do we know we haven't already reached that point? I welcome the proposal to half fees for new members in the first year as a start of a trend. By keeping subs low we may gain more members and indeed more importantly *keep* more members.

For these reasons, I would like to see more of our revenue gained from competition fees and not from a high subscription. A £1 increase in comp fees across the board brings in nearly three times as much income as raising subscriptions by the same amount and is hardly likely to deter flying in comps. I've heard complaints of high fees to join the Association but I've rarely heard complaints about high comp fees and in any case compared with all other costs of competition flying, comp fees are only a small part of the total costs involved.

I mentioned above that we joined 5 new members at the Nationals this year. After the lunch time demo's I handed out more leaflets and information than ever before. It shows once again the value public events have in recruitment. Indeed it's probably the most important avenue we can explore, and I know there is a proposal to set up our own public display team. I hope this will be supported by the membership.

After 5 years as Secretary, I know there are no magic proposals to boost our membership or retain members, but this year we have many proposals which will increase interest and opportunities for members and I hope the membership will support them.

Finally, can I express my thanks to our outgoing Chairman, John Mee, especially for the way he's helped me during the last three years, particularly at the Nationals and the unselfish way he has helped everyone and patiently listened for hours at a time on the phone, when business and personal commitments were more important. I'm sure we all wish him well in the future and a return to the committee some time later when business again resumes its rightful second place in his life.

Stuart Mellor:
Membership Secretary

A3: Chief Judge

I have been a little concerned with the bad publicity the judges have received in the Aerobatic News. It appears some members have lost sight of the fact that the Association has very few judges, who I might add perform a great service for the members. There is a limit to how much provocation they will accept before withdrawing their support and I know how difficult it is to try and replace judges. whatever grudges the pilots may hold, the bottom line is they need judges.

Friction between pilots and judges does not serve the best interest of the Association. I have replied to the comments featured in the Aerobatic News on the issue of judging which will be published in the next issue of the Newsletter. I would like pilots to acknowledge that judges do not consider themselves to be perfect, they simply follow the criteria for judging as laid down by the FM code of practice and judge to the best of their ability and experience, but some pilots dispute their scores and wish to make the judges accountable for their actions, when in reality it's the pilot's flying skills that's letting them down.

I've read that judges could be responsible for pilots leaving the Association, but it's not nearer the truth to say that members leave because of work commitments or financial problems, or could it be loss of interest in flying F3A Aerobatics competitively.

It also appears, advising pilots to read the rule book in order to acquire a better understanding of the principles of flying aerobatics is totally illogical. I do recognise that a hands on approach telling pilots where they are going wrong would be a good exercise, but I can't see the harm in reading the rule book as well. My only reservations on implementing a system of feedback at Centralised events would envisage longer hours for the judges. But if this is what pilots want, then let's give it a shot, anything for a quiet life.

A criticism of the judges would be against their leniency towards pilots in the lower classes generating premature promotion points. This in turn forces pilots into a higher class before their flying skills have fully developed only to be confronted with a more difficult and advanced schedule, and it's my opinion this situation has helped to create ill feelings towards the judges. I'm positive nobody would wish the problem to escalate next year with pilot facing the P-O 1 Schedule. A solution worth considering would be to disregard the usual practice of two judges per line in favour of a panel of four judges. The down

side to this proposal would be having to instigate the use of only one flightline for reasons of finance and availability of judges. It also depends on the amount of entries which may involve restricting the number of flights. The upside of using four judges would allow the highest and lowest scores to be dropped, providing more acceptable and justifiable results, then hopefully everyone can live in harmony.

It was good to have Derek Taylor back judging again this year. Derek is one of the Association's longest serving judges, unfortunately he has been absent from judging for the past two years due to ill health. I'm sure all the members will join me in wishing Derek a speedy recovery back to good health.

On behalf of the Association I would like to thank all category of judges for their support at the competitions again this year and wish members of all classes the best of luck at competitions in the year 2000.

Peter Cappleman

A4: Aerobatic Technical Advisor

As usual my report will be very brief as we have a considerable amount to get through today, and much of what I have to say will come up later when we discuss the proposals.

With the help of Stewart and Keith, a new senior schedule has been put together. We have tried to make it as interesting as possible whilst remaining challenging enough as a lead in for any potential master pilots.

I have been asked by the committee to look at the way our centralised competitions are run. The object is to run the comps more in line with FAA rules and make them more efficient. Would anyone with any comments please let me have them.

Next year we start with a new master schedule i.e PO1. Kevin has kindly sent me a copy of the temporary sporting code. I will pass a copy of this on to Keith and hopefully he will print it in the next newsletter.

Finally, I would like to take this opportunity to thank John for all of his hard work during his time as Chairman. A job well done.

Daryll Foster

A5: Report from BMFA RC Power Technical Committee Representative

There have been three meetings of the RC Power Technical Committee since the last AGM. The first was in December 1998 followed by meetings in March and September. The main items that arose were:

- The following details were confirmed to the December RCPTC Team Manager and team selection process
 - GBRCM subscriptions and competition entry fees
 - Centralised competition dates, Nationals CD and entry fees
- The RCPTC Team Travel Fund balance was £2795.45 and consequently it was agreed that £150 would be paid to each team member for the 1999 World Championships which would apply to Aerobatic(F3A), Helicopter(F3C) and Pylon(F3D) teams.
- The GBRCMA would revert to two exclusive lines at the Nationals and IMAC would have their own line.
- A minimum of 3 competitors are required at the Nationals to declare the winner British Nationals Champion.
- It is critical that the Team Manager is declared to the BMFA through the RCPTC at the December meeting, so that approval can be given at the January BMFA Council Meeting. The timing of the declaration of team members is still under discussion by BMFA Technical Council but it seems likely that a minimum of 4 months prior to the Championships would be acceptable.
- The committee is considering issuing additional safety guidelines for the use of PCM RC equipment. It has been found that many BMFA members are unaware of the auto fail-safe facilities available on PCM transmitters and the factory preset of "channel hold". This would apply to the throttle, which could hold at full power, in the event of a radio failure.

The FAI CIAM meeting took place in Lausanne in March and as I was unable to go David Tappin

represented the GBRCAA. The main conclusions were:

- From January 1st 2000 Schedule P01 will be flown for preliminary rounds and FO1 for the finals
- From January 1st 2002 Schedule P03 will be flown for the preliminary rounds and F03 for the finals.
- Unknown schedules will be used in two of the final rounds. Each manoeuvre in the schedule, will be selected in turn by competitors from a list of over 400 eligible turnaround and centre manoeuvres. The resultant schedule will be confirmed at least 12 hours before the respective finals flights take place.
- The proposal to judge manoeuvre lines based on attitude rather than flight path was overturned and therefore line judging based on flight path remains unchanged from current practice.
- The Tarasov-Bauer-Long (TBL) statistical averaging system will be used at all World and Continental Championships from January 1st 2000. This replaces the system of "dropping high and low scores". TBL analysis requires a minimum of 5 judges per line and at least 10 competitors and so is not recommended for smaller national and local competitions.

This concludes the report from the BMFA Power Technical Committee Representative and I am willing to continue as a member of the committee for another year

Peter Brett

Appendix A6: Public Relation Officer

No report received

Appendix A7: Competition Manager

No report received

Appendix A8: Team Manager

I'll start with the main event, the 1999 F3A World Championships in Pensacola USA, September 10th-19th 1999.

As you may have noticed, since my appointment as Team Manager at the last AGM, I've been trying to raise funds for team travel, the BMFA grant being gratefully received but inadequate in terms of supporting all but a minor element of the teams costs. This was urgent, due to the withdrawal of the GBRCAA's long standing sponsorship arrangement with Solarfilm. My efforts were only partly successful and are ongoing. As an indirect means of providing financial support I tried to encourage enough supporters to come with us to Pensacola to make up a package travel deal. To those who succumbed to my blandishments, my thanks for their considerable support, I hope they enjoyed themselves as much as they seemed to. I hired two eight seater mini-buses for the transportation of the team and their models, the team and I are grateful to those supporters who also helped by sharing the cost of these vehicles.

Once we got there, a story in itself, model processing took place in a conference suite attached to our hotel and was carried out in a friendly (ie pretending not to look while John removed 2mm from the rudder of his 2.002 meter Alize) and efficient manner at our pre-set time, on the dot. eam managers check -in, including collection of eight gallons of free fuel (courtesy of Morgan Fuels, portorage courtesy of my lovely assistant, Kevin Caton) was very smoothly conducted by the AMA.

The opening ceremony was not a popular event, with a two hour parade of teams at which we shuffled at attention while nearly 40 National Anthems were played. It was just as well that nobody knew the organisers were going to dispense with the usual libatious reception to follow the ceremony, because everyone would have given up and gone home instead of only the Guest of Honour and most of the audience.

Practice sites were plentiful and we were made to feel very welcome by local club members who willingly gave up the use of their sites for competitor practice. The Championship site, Holly OLF (Out-Lying Field, also referred to as Optional Landing Field), was ideal for the event, with concrete runways

in reasonable condition and extremely well prepared, with gazebo style shade provided for judges, flight line/tx control and competitors (and lavatory facilities good enough for ladies to use!). To avoid sun in the eyes syndrome (as suffered at GBRCAA Championships), four flight lines were set up, two for morning and two for afternoon use which made it necessary to split the 96 competitors into four groups each of which had to fly on all four lines before their scores could be normalised.

Flight line control was handled with tact and diplomacy though there were a few problems with noise testing. The jury fulfilled the organisers stated intention that there would be no protests. All problems were resolved quickly and without drama; Bob Skinner, the South African Jury member, did an outstanding job.

There was evidence that some inexperienced judges were used. After the event we learned that there were some judges who had never seen the "E" Schedule performed! One flight by a Japanese "star" was, for sound technical reasons, very substandard but was given a ludicrously high score, this is by no means an isolated example. Such "halo effect" bias simply should not occur at this level of competition (or, come to that, at any other level either).

There were disappointments with some of the scores but, however regrettable, it is a fact that it takes more than good performance to gain the judges attention and a place in the fly-off in international events. Ever had that feeling you've been somewhere before?

Once again, the supporters deserve a mention, some of them participating in the team dress code and all nine giving enthusiastic support at every opportunity, attending every team flight and providing indirect financial aid and unintrusive technical help whenever it was called for (and sometimes when it wasn't).

Finally, it was most rewarding and greatly to their credit to see that our team, who's main points of contact occur when they are in competition with each other, were able to work together so well. Please share my pride in them, well done Brandon (26th), Jon (38th) and Kevin (39th). Their combined scores put the team in 11th place.

The closing ceremony was a triumph, conducted in the National Museum of Naval Aviation, amongst the historic aircraft the gleam on which was matched only by Christophe's trophy (and his nose, also my head).

Assuming that I am required to continue as Team Manager, how do I see our future? I believe that, as a Nation, we will struggle to be considered as serious contenders until all our top pilots are much better known in international circles. In order to address this situation the means must be found to support their efforts to compete in the major European events and I see this is a personal priority. One of the greatest difficulties is raising the necessary finance. The support of the BMFA would be greatly appreciated. It would be a useful start were the BMFA to take the initiative to arrange a symposium, specifically aimed at Team Managers from all disciplines, on fund raising and obtaining sponsorship. I'm working on this.

How can you help? Well you have, the Team Travel Fund Raffle grossed £1947, to those 68 of you who responded to my ever more urgent pleas, I thank you. To the 61 who didn't, well I'm sure you'll find some other way to support the team.

I will continue with my search for the sponsor we so badly need, I am ready to take advice and/or accept any help offered, whether in cash or kind.

My thanks to my fellow committee members for their support and encouragement over the last 12 months. The members of the GBRCAA are fortunate to have such a dedicated bunch looking after their interests. A special thank you to John Mee, our outgoing chairman, he has set a very high standard but I'm confident that, given the same level of support, our new chairman, Bob Reid, will carry the baton with his usual aplomb.

Finally, my thanks to the Team who gave me a lot less trouble than I probably deserved, specially that time I "dried" when calling for Jon during the official practice.

Appendix A9: Newsletter editor

1. Logistics of producing the 1999 Newsletters

By the end of 1999 I estimate that I will have produced ~870 newsletters varying in size from 44 to 52 page A5 sized booklets.

Total Costs =	£831.93
Total Revenue generated from advertisements =	£352.00
Net Cost of Newsletter in 1999 =	£479.93
Total real cost per booklet (870 booklets) =	£ 0.55

Extra RAM memory for the association PC was obtained in exchange for the advert placed by ResiSystems. I would like to thank all those members who supported the newsletter from their adverts.

2. Acknowledgements

The newsletter would quite simply not have been possible in its current, apparently successful format if it were not for some regular contributors. In addition to the numerous competition reports, I would like to thank John Mee, David Tappin, and John Harrop for their regular contributions, and Mike and Stephanie Wood for their help with the league table. In particular I would like to thank Bob Skinner for his excellent drawings that graced the front cover of newsletters both in this and previous years. Also I would like to thank Stuart Mellor for a regular supply of in depth articles, (even if they were about Two Strokes) and for his help and support throughout the year. Finally I would like to thank our Treasurer Stephen Greenwood for turning around my expense claims with the minimum of fuss and with great speed; this has eased the burden on my own finances considerably.

Most computer users will be aware that their use is seldom problem free and our association PC is no exception. With the help of Bob Palmer from ResiSystems, the computer was re-vamped and now works adequately for most of the time.

The physical production of the newsletter is a fearsome task involving photocopying, printing color sections separately and then assembling it into one booklet, folding, stapling, labels, stamps, etc. My thumbs have developed permanent bends as a result of all the folding which explains why my rolls are always to the same direction in competition these days. Since Annie (my helper) left to continue her studies in Poland, the task has become almost unmanageable on top of the editorial aspects of the job. To help relieve some of this burden, I am pleased to announce that Alan Simmonds will be doing the hard work in the future, with me just supplying the finished master document. Thanks Alan, I hope you know what you've got yourself into!

3. Newsletter in 2000

One of the most depressing aspects of the job is the lack of support from 95% of the membership. Worse still, after scratching around for articles, is to come across other reports published in the model press, which have been written by GBRCAA members. The newsletter is your newsletter and cannot survive in the long term without support from all members. I hope in the future that I will at least be given the option of including such articles in the newsletter.

It would be great if a number of regular columns could be started in the future. Hints about how judging feedback may form such a column have been included in the November edition. Other columns such as one specifically covering the Scottish F3A pilots, or design / building / finishing techniques would be very welcome.

In the near future I will be investigating the possibility of closer ties with the Web page. The Australian Pattern Association has the facility for a complete download of previous editions using the Adobe Acrobat program and this may well be possible with our newsletter or at least extracts from it.

Keith Jackson

Hastings Comp October 3rd 1999

After the worst equinoctial weather I can remember, the Sunday of the comp dawned dry and not too windy. Because the horizon at the Hastings club site is featureless I usually paint the strip with centre and box markers; I couldn't do this because the strip was too wet!

Once the judges Bob (Zero) Ailles and Phil (I have sold my model so I can't fly) Williams were in position we got underway with masters. Keith Jackson led the way with a superb flight followed by Mike Le Mon and Mark Waterman.

Seniors started with Jason Thomas flying very well after a successful nationals, Richard Christopher led the round with good flight with Chris Broad in third.

Paul Metcalf flying in his first comp was alone in standard, he did very well too as he hadn't had chance to practice much. He is an accomplished jet pilot who happens to have a pattern model, and had his arm twisted by the Pro Build team to fly in the comp at short notice.

Round two Keith flew even better, MikeLe Mon, flying his Cuban 140 with an OS 140 and a huge 4 blade prop found difficulty in staying in the vertical box, this spoiled the score of an impressive flight, Mark Waterman put in his best flight of the day to retain second place.

Jason Thomas started the second round in seniors with his best flight of the day narrowly missing a promotion score, Chris Broad improved dramatically with a very nice flight (this young man could go far if his head is not turned by women and strong drink) Tim Maslin put in a good flight in his first comp back in seniors, his first flight was marred by the incorporation of several manoeuvres from the masters schedule! Steve Hartly and John Potter both improved their scores. If you are wondering if I flew don't ask!!

In contrast to the Hastings comp in May we managed a third round, which was relatively uneventful. John Potter showing a significant improvement in seniors.

I would like to thank Mrs Ailles for doing the scoring and her erstwhile husband Zero sorry that should be Bob and Phil Williams for judging, and all the competitors for turning up after some awful weather in the days preceding the comp.

I have the Hastings club's permission to hold two comps in 2000 on June 4th and October 8th all are very welcome.

Alan Hilton

Masters	Round 1	Round 2	Round 3	Total	Position
K Jackson	424.5	452.5	469.5	922	1 st
M Waterman	287	332	297	629	2 nd
M Le Mon	226	326	302.5	628.5	3 rd
Seniors					
J Thomas	254.5	291	277.5	568.5	1 st
C Broad	239	276.5	262.5	539	2 nd
R Christopher	270	261	254	531	3 rd
T Maslin	130	246.5	205.5	452	4 th
S Hartley	204	235.5	194	439.5	5 th
J Potter	192	198	232.5	430.5	6 th
A Hilton	200.5	218.5	208.5	427	7 th
Standard					
P Metcalf	51.5	72.5	75.5	148	1 st



Alan Hilton's Silpheed / YS combination



Mark Waterman's superb P&L Models Alizé / YS140 LM.

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HYDE 1.20 SOFT MOUNT	£105.00
HYDE 1.40 SOFT MOUNT	£110.00
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HYDE COMPACT LITE .20 - .30	£19.95
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HYDE COMPACT LITE .60 - .70	£29.95

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AAP POWER MANIFOLD	£45.00
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14*13 APC PROP	£9.72
14.4*13 APC PROP	£9.72
14*13.5 APC PROP	£9.72
15*11 APC PROP	£9.72
15*12 APC PROP	£9.72
15*13 N APC PROP	£9.72
15* 14 N APC PROP	£9.72
15.5 *13N APC PROP	£9.72
16*8 APC PROP	£9.72
16*10 APC PROP	£9.72
16*11 APC PROP	£9.72
16*12.5 APC PROP	£9.72
16*13N APC PROP	£9.72
16*16 APC PROP	£9.72
16*12 APC PROP	£9.72
17*12 APC PROP	£12.72

THREE BLADE APC PROPS	
13.4*13.5 APC PROP	£19.50

FOUR BLADE APC PROPS	
13.8*10 APC PROP	£19.50
14.5*11 APC PROP	£19.50
14.5*12 APC PROP	£19.50
15.5*12 APC PROP	£19.50

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TETTRA 14OZ	£10.95
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TETTRA 18OZ (BLADDER TANK)	£21.95
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ALL PRICES IN THIS CATALOGUE ARE CORRECT AT THE TIME OF PRINTING. DUE TO ECONOMIC CONDITIONS PRICES MAY VARY, DOWN AS WELL AS UP !!!!!!!!

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<u>MODEL</u>	BASE KIT	BASE KIT ALL FOAM PANELS IN COMPETITION GRADE Balsa	AS PREVIOUS COL- UMN WITH AILER- ONS, ELEVATORS AND RETRACTS FITTED
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EXCELLENCE FV	377.77	511.11	611.11
EXCELLENCE KC	466.66	600.00	700.00
TORNADO FV	377.77	511.11	611.11
TORNADO KC	466.66	600.00	700.00
LARIMAR KC	466.66	600.00	700.00
LARIMAR FV	377.77	511.11	611.11
ALIZE KC	388.88	522.22	622.22
ALIZE FV	322.22	455.55	555.55
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Base kit

Glass fuz & underbelly, foam wing & tail cores with tube holes cut, plan, wing & tail joiner tubes.

Deluxe kit

Includes all above as well as the wings & tail skinned in contest grade balsa, with integral spar system. Ailerons & elevator lined & hinged with kevlar full length system, retract & servo wells cut & lined.

Hi Tec kit

Includes all above but with all formers cut from Nomex glass & fitted into the fuz, motor installation completed. Wing & tail fitted with incidence adjusters fitted.

Base kit. £275.00
Hi tec kit £575.00

Deluxe kit. £425.00

ProBuild

USA ITEMS

Alloy ballraced tail wheel assembly, complete with fitting kit & alloy tail wheel.	£21.00
24" carbon Fibre rods with 4-40 titanium fittings for direct servo connections to control surfaces	£15.95
Titanium fittings only (4 of)	£9.95
36" length Carbon rods (2 off per pack) 3/16" dia with 4 Titanium end fittings & heavy duty ball links. To complete the pack, 4 Titanium bolts & nuts are included to bolt the ball links to the out put arm.	£16.50

TRU TURN SPINNERS

• 2 1/2" FAI	£23.25
• 2 1/2" FAI, LIGHT BACK PLATE	£30.72
• 2 3/4" FAI	£26.96
• 2 3/4" FAI, LIGHT BACK PLATE	£34.46

ZN SPINNERS

• 76MM ALLIANCE LIGHT BACK PLATE	£43.50
• 82MM CAPRISE / MAJESTIC / FASHION	£43.50
• 127MM CARBON / ALLOY BACKPLATE	£81.00
• 152MM CARBON / ALLOY BACKPLATE	£94.44

NEW ITEMS NEW ITEMS NEW ITEMS

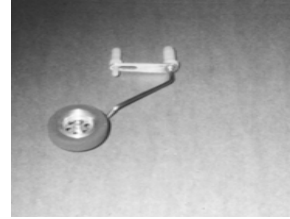
• PARSONS PRODUCTS SERVO PLUG SAFETY CLIP, 3 PER PACK	£4.50
• SYSTEM 2000 RAPID P.V.A. GLUE	£2.49
• ACRYLIC 1 TON ADHESIVE	£3.95
• CYANO, THIN, MEDIUM & THICK VISCOSITY - AVAILABLE 20MG.	£2.00
• TACK CLOTH	£1.17
• PILOT FURRED MYLAR HINGES, 20 PER PACK	£2.75
• MULTIPLEX FIELD BOX. FOUR SHELVES COMPARTMENT, TOP COMPARTMENT.	£55.00
• FINE LINE TAPE, 2.5MM THICK, 66 METRES LONG	£2.75
• HIGH PERFORMANCE 5/8" EXHAUST TUBE	£6.75
• JB WELD, 24 HOUR TWO PART GLUE, SUPER STRONG	£3.60
• CRC DEFLECTION THROW METER	£18.95
• OS PLUG WRENCH WITH KEEPER, IDEAL FOR YS COWLED MODELS	£5.20

Coming Soon.....

Synergy for 2000 as detailed on November Newsletter front cover, designed by Malcolm Harris & Steve Burgess will be available soon. The kit will be a Carbon/Kevlar fuselage, with computer generated & cut foam panels, for 140 YS power.

Challenger 2000, wood & foam fuselage with foam veneered wings (one piece) for .80 two strokes up to 1.20 standard 4-strokes. Ideal entry model.

M. A PRODUCTS



Price List

<i>Tail wheel to match</i>	<i>£ 5:00</i>
<i>Exhaust manifolds</i>	
<i>made to order</i>	<i>from £22:00</i>
<i>Alloy wheels</i>	<i>£17:00</i>
<i>Prop nuts</i>	<i>£ 6:00</i>
<i>Exhaust deflectors</i>	<i>£ 7:50</i>
<i>Tuned pipe brackets</i>	<i>£ 7:50</i>

Please make cheques payable to:-

M. Aldous, Romila, Hilders Lane,

Edenbridge, Kent TN8 6JU

Tel. 01732 865113

SOLARFILM

SOLARSPAN 2000 This is the latest version of our heavy duty iron on covering film. We have kept all the best features of the original Solarspan - high shrinkage for easy application, base film 50% thicker and stronger than regular iron on films, excellent hot stretch for easy contouring round wing tips etc., and then added two extra features to make the material even better :-

1. Colour is in a separate layer of polymerised resin that is bonded on to the base film. The adhesive is now a separate colourless layer on the outside of the colour layer. This means that the colour never gets on the wood and the covering can be stripped off to leave a clean wood surface ready for re-covering - just by peeling of the old covering while hot.
2. A powerful new adhesive is used. In order to remove the old covering it must be reheated. Attempts to remove the covering "cold" can tear chunks out of balsa or lift veneer off wing cores.

PRYMOL A new etch primer for use on Solarfilm and solarspan. It is a quick drying colourless liquid that applied to Solarfilm, Solarspan and many plastic and metal surfaces by brush, spray or swab, modifies the surface so that iron on coverings, paints and many other adhesives adhere to the PRYMOL treated surface.

PRYMOL is recommended for:-

- strengthening the bond where pieces of Solarfilm overlap - the bond is often stronger than the film and prevents edges lifting and fuel seepage into the seam.
- modifying the surface of Solarfilm, Solarspan, etc. so that the paints and adhesives adhere properly.
- allows adhesives to bond to many plastic surfaces that are difficult to glue eg. canopies, wheel spats, cowling etc.
- when repairing or refurbishing a model, new iron on coverings can be made to stick securely by cleaning the old covering with meths and treating with PRYMOL, before ironing on the new...

SOLARFILM

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Large adverts and trade adverts will be charged at the following rates:-

Double page:	£25.00
Single page (A5):	£16.00
1/2 page (A6):	£12.00
Display box:(- 1/2 A6)	£6.00

Advertise in Aerobatics news and get on the Internet free!

Place a ½ or full page advert in Aerobatics news and your ad will also be placed on the GBRCAA web site at no extra charge. Anyone who accesses our home page through the Internet will see your advert – that is world wide free advertising at no extra cost.

Also, as an added service for manufacturers, distributors who already have their own web site and who place ads in Aerobatics news a link to your site will be established free from our home page.

The following conditions apply:

The service applies to the members of the GBRCAA only. The only ads allowable are those that actually appear in Aerobatics news, i.e. these which have been prepared by the editor in MS Publisher format. The ads and links will be attached to the GBRCAA home page until the next edition of the newsletter is published. Please indicate with your ad if you want this facility. For further details, please contact the editor. This service has been provided thanks to Mike and Stephanie Wood who prepare the GBRCAA home page.

For sale:

* RC City Summit 120 complete with YS120AC, Hattori manifold, AAP muffler, Supra retracts, JR coreless servos 2 elevator, 1 rudder, Futaba retract servo, JR 517 throttle servo. Just add 9102's on aileron and receiver/nicad to fly. Also full set of professionally made padded covers. All in perfect condition as flown twice in Triple Crown - £550.

Malcolm Harris
01555 771719 evening
01698355222 day
malcolmharris@hytechyd.co.uk

G.B.R/C.A.A. SCORE SHEET SPORTSMAN 2000

Revised Jan. 2000

Venue		Date:		
Name		Round No.		
Judge		Flightline		
No	Manoeuvre	Mark	K	Scor
1	Two Loops		3	
2	Half Reverse Cuban Eight		2	
3	Inverted Flight		2	
4	Immelman		2	
5	One Outside Loop		2	
6	Split S		1	
7	Slow Roll		3	
8	Half Cuban Eight		2	
9	Stall Turn - ¼ Roll up & down		2	
Average (0) , Noisy (-5)				
<p>Promotion Procedure_ CD to sign EITHER this score sheet or separate promotion claim form. Competitor to send to the Membership Secretary to claim a promotion score. (100 points.)</p> <p>I confirm the above has achieved an average score of <input style="width: 80px; height: 20px;" type="text"/> on this flight.</p> <p>SignedC.D.</p>		Total Score		
				Average
<p>Judge's Comments :</p>				

G.B.R/C.A.A. SCORE SHEET STANDARD SCHEDULE 2000

Revised Jan. 2000

Venue		Date:		
Name		Round No.		
Judge		Flightline		
No	Manoeuvre	Mark	K	Scor
1	Take off Sequence		1	
2	Two Inside Loops		2	
3	Half Reverse Cuban Eight		2	
4	Two Consecutive Rolls		2	
5	Stall Turn		2	
6	Square Inside Loop		2	
7	Immelman Turn		1	
8	Two Outside Loops		2	
9	Half Square Loop with ½ Roll in downline		2	
10	Cuban Eight		2	
11	Top Hat with ¼ Rolls (wind correction)		2	
12	Straight Inverted flight		2	
13	Half Cuban Eight		2	
14	Double Immelman		2	
15	Humpty Bump		2	
16	Slow Roll		3	
17	Half Square Loop with ½ Roll in upline		2	
18	2½ Turn Spin, ½ Roll to exit		3	
19	Landing sequence		1	
Average (0) , Noisy (-5)				
<p><u>Promotion Procedure</u> CD to sign EITHER this score sheet or separate promotion claim form. Competitor to send to the Membership Secretary to claim a promotion score. (200 points.)</p> <p>I confirm the above has achieved an average score of <input style="width: 80px; height: 20px;" type="text"/> on this flight.</p> <p>SignedC.D.</p>		Total		
		Average		



G.B.R/C.A.A. SCORE SHEET SENIOR SCHEDULE 2000

Revised Jan. 2000

Venue		Date:		
Name		Round No.		
Judge		Flightline		
No	Manoeuvre	Mark	K	Scor
1	Take off Sequence		1	
2	6 sided loop		4	
3	Immelman		2	
4	Humpty bump from top, 1/2 rolls up and		3	
5	Half square outside loop, 1/2 roll down		2	
6	Top Hat with 2 of 4 pt. rolls up and down		4	
7	Humpty bump with options		2	
8	1/4 Roll, 1/2 Roll, 1/4 Roll		5	
9	Figure 9, exit inverted		2	
10	Vertical 8 from centre, top first, exit in-		3	
11	2 Turn inverted spin		2	
12	Double Immelman, full roll 1st & 2nd		4	
13	Half cuban eight, 2 of 4 pt. rolls		2	
14	Stall turn 1 1/4 turn roll up, 3/4 Roll down		3	
15	Top Hat, 1/4 rolls		2	
16	Knife edge flight		4	
17	Half square loop on corner		1	
18	3 turn inverted spin, 1/2 roll to exit		3	
19	Landing sequence		1	
Average (0) , Noisy (-5)				
<p><u>Promotion Procedure</u> CD to sign EITHER this score sheet or separate promotion claim form. Competitor to send to the Membership Secretary to claim a promotion score. (300 points.)</p> <p>I confirm the above has achieved an average score of <input style="width: 80px; height: 20px;" type="text"/> on this flight.</p> <p>SignedC.D.</p>		Total		
		Average		





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