



Great Britain Radio Control Aerobatic Association

AEROBATICS

NEWS

Newsletter of the Great Britain Radio Control Aerobatic Association



September 2002

Editorial

Front cover

Shows Brian Ball with his ill fated PL models Smaragd. Brian, one of the associations most prolific CD's regularly runs the Bedford competition providing a well organised and relaxed atmosphere on at least two occasions each year. Brian has been asked by the committee to oversee local competitions for the 2003 season and has agreed to try to coordinate domestic comps in a better way next year. He hasn't yet got a job description, but he has agreed to think about ways to prevent date clashes, improve comps, prizes & recruit members, etc. If you have any ideas, or early information on 2003 comp dates, Romily, Sandown etc, please show him some support & give him a ring on 01525 712599.

2002 Annual General Meeting

Our Treasurer Stephen Greenwood has booked our regular room at the [Holiday Inn, Leicester on Sunday December 8th](#) at last years discount price! Coffee & biscuits will be provided - no buffet this year. Start of meeting not yet fixed - last year was 10.30am, although we started late. Any suggestions anyone? N.B the final date for receiving proposals is [24th November 2002](#) (2 weeks before the AGM) so please send your submissions to Stuart Mellor at the address on the in-page as soon as possible.

Possible weight limit change

I believe there is a proposal to raise the weight limit to 6Kg, which would be discussed at the next CIAM sub committee meeting around February 2003. That would mean the rules would change for 2004 at the earliest.

Newsletter editor

The position of newsletter editor looks set to be taken over by Alan Simmonds, (I believe he agreed to a lifetime contract) and unless anyone else volunteers, he will no doubt be gratefully ratified at the forthcoming AGM.

Team Manager

Nik Middleton has been selected by the committee (subject to ratification by the BMFA) to undertake the position of Team Manager next year for the World Championships in Deblin, Poland.

UK team for Poland

This has finally been decided under the new selection procedure as Angus Balfour, Dave Matthias. The third team member Brandon Ransley has recently withdrawn and this position has now been filled by Keith Jackson. This will be the team to represent the UK in Poland next year.

Flair Swallow

Adrian Harrison has been in discussion with Richard Smart of Flair Products and Flair have verbally agreed to include some basic GBR/CAA information in Lark and Swallow kits to promote the association. Next year it is hoped to run a one day open competition for Swallows/Larks to include an F3A schedule and Freestyle. Watch this space for further details.

Proposal time

As the AGM approaches its time to start thinking on how things could be made better for the forthcoming year. Proposals are normally used to do this and although some quite good ones in the past were made they never seem to have been carried through, for example the Feedback Slot. The intention here was a one minute slot with the judges directly after your flight where you could go and receive helpful, tangible advice that might have slightly more influence than the old adage of going to read the rule book! In fact this seemed to be almost happening by accident at the recent Championships where a large number of Standard and Senior pilots received feedback from the various judges there. Perhaps this should be formally re-invoked next year?

Another seemingly good idea (in my opinion) was the Masters class aimed primarily to bridge the gap in skill and money between Senior and FAI classes. So far no takers though its not surprising due to its late introduction this year. Any one flying this next year?

Well the latest idea to come along from my Klotz soaked brain is to do away with Centralised events altogether, as I believe they succeed in splitting the association into two sections. Instead perhaps for the purposes of selecting a team we could adopt a two day team trial, in a manner similar to last years' AGM proposal (i.e. including preliminary rounds of PO3 and then a final using FO3 and unknown schedules; this format really should be determined by those pilots currently attending centralised events), and have a qualifying criteria of attending a number of GBRCAA events. Maybe one shouldn't even need to win these as anyone thinking of going for a team trial would probably be flying to a high standard regardless. Aside from team selection however the net effect of this would be to draw the top FAI pilots back to within sight of members who normally only attend local events and this would allow information on the current state of the art models, techniques etc to disseminate through the ranks of the GBRCAA more easily. This would make sense financially also as currently the centralised events draw heavily on GBRCAA resources and there are never enough sites available or enough people volunteering to help run them properly. Well food for thought perhaps. I wonder if anyone will suggest this?

Keith Jackson
GBRCAA Newsletter Editor

New Stuff for the Autumn 2002

Flair Swallow

The Swallow is a pattern style aerobatic machine. Smooth flying and accuracy are the essentials here and the Swallow does not disappoint. The colour scheme is dazzling and is a great help in following the model around the sky.

The Swallow EX is exactly the same specification but with a different colour scheme and a different style of cowl. Construction is all built up giving a light but strong aircraft. Do a few basic construction jobs like joining the wings, installing the radio and engine etc. and the model is ready for flight.

Wingspan 1680 mm Weight 3.7 - 3.8 kg Length 1600 mm
Wing loading 75 g/dm² Wing area 50 dm² Airfoil NACA-0012T
Engine 0.91 4 stroke Radio 4/5 channel, 5/6 servos



More information from <http://www.flairproducts.co.uk>

Sonitronics Ni Starters

The Ni-STARTER is the original glow plug igniter designed for easy, reliable starting of glo fuel model engines. It locks on, just push down, rotate, and it's locked onto the glow plug for hands free operation. It has a high capacity ni-cad power source and usually provides over fifty starts off one full charge, based on 15 to 20 second normal starts. The Metered NI-STARTER'S have a durable, shock resistant, dual faced amp meter to show the condition of your glow plug. When attached to your glow plug the meter will indicate plug condition, good or failed. This aids in determining the cause of many starting problems. The meter does not indicate the NI-STARTER charge condition. NI-STARTER'S are available in three lengths and as a remote corded version. All are available with or without a meter or AC Charger. All NI-STARTER's carry a 180 day warranty against defects in workmanship or the materials used. We further have an original ownership policy for NI-STARTER's beyond the warranty, contact us directly for the details .



http://sonitronics.evisionsite.com/Ni_STARTERS_and_Accessories.html

Chairmans Page

At the time of writing, Autumn seems to have finally arrived and the leaves are falling off the trees in the 'steady crosswind'! Much of the country enjoyed a fine settled late Summer and many of you will no doubt have made the most of the good flying weather. Since the last Newsletter we have had the Nationals, the Association Championships, the European Championships and several domestic events.

The Nationals was fairly well supported this year. Over three days of flying we suffered the inevitable down-pours and periods of low cloud (what did I just say about the weather!) but CD Brian Hoare did a great job and completed four rounds for all three classes. By the Monday afternoon we had our three National Champions for 2002 – Andrew Waterhouse (Standard Class), Phil Turton (Senior Class) and Brandon Ransley (FAI and about time too?). Congratulations to you all. I judged three rounds of the Standard & Senior classes and saw plenty of good flying, particularly on the Saturday when the wind was almost aligned with the flight line. The crosswind on Sunday & Monday caught a few out though – you know what you need to practice chaps!

There was a very unfortunate accident on the Sunday when Alan Simmonds' model collided with a pylon racer. This resulted in the destruction of both models. The aerobatic competitors recognised the loss suffered by Alan and a hastily arranged 'whip round' allowed me to present Alan with some financial compensation towards the cost of replacing his model at the prizegiving on Monday.

Other than this accident, I think the Nationals was a success – well done to all involved.

Just following the Nationals, our team attended the F3A European Championships in Zamora in Spain. The team overcame some technical difficulties including engine cuts, damaged models and organisational problems such as lack of suitable practice sites. The results will be elsewhere in this Newsletter so I won't repeat them here, but I'd like to thank our pilots, supporters and Team Managers for their efforts on our behalf. It's a hard game and it doesn't get any easier so well done to you all.

Last weekend we held the GBR/CAA Championships at Middle Wallop in Hampshire. Two days of fine weather allowed us to complete four rounds for 22 pilots, as well as a fifth round for Senior Class. A full report will follow in the next issue so for now I'll just say congratulations to our 2002 GBR/CAA Champions – Andrew Waterhouse (Standard), Matthew Hoyland (Senior) and Brandon Ransley (FAI). Commiserations to Brian Hoare who was leading Senior after four rounds but sportingly agreed to a fifth round as the result was not clear cut after four flights. He was pipped at the post by Matthew, which must have been disappointing, however his consolation came in winning the league for this year.

The committee met at the end of September to review the feedback from the questionnaire which was issued with the last Newsletter and to set our strategy for the AGM and beyond. Thanks to those of you who responded – your feedback is important and is used to shape the way forward where we can see strong preferences. One thing I wish to see next year (and many of you do too I'm sure) is more local competitions and more entries. I was encouraged by the enthusiasm I saw at the Nationals and the Championships. Many former members were at the Nationals and several of them said to me that they were planning to return. Local events will encourage returning members as well as new ones, so now's the time to get working on your club committee to see if you could hold a competition next year.

I said last time I'd update you on my building programme for the Evolis. I'm still 'about to start'.....and the new competition season is only six months away!

I'm off to the workshop now.....

Kevin Caton
Chairman GBRCAA

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Suffolk
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Extra 2000

by Dennis Van der Torren



Wing Span 195 cm.
Length 195cm
Weight 4.1Kg—5.0 Kg
Motor OS 160 FX - Irvine 150

Supplied as a plan / pack from the Hobby Inn

Tel: 00 31 (0) 416 334 573

Fax: 00 31 (0) 416 342 355

E-mail hobbyin@xs4all.nl www.xs4all.nl/~hobbyin



X-tra 60

The X-tra 60 is designed by the dutch F3A champion Dennis van der Toorren. This model is the smaller version of his F3A championship winning model. Dennis uses this model to practice his F3A patterns. The X-tra is the perfect combination between good looks and F3A performance. The X-tra becomes the perfect model for the newvomer and the expert to practice aerobatic manoeuvres and F3A patterns.

The model is supplied in kit form. All parts are pre-cut using the latest high precision laser cutting technology. Using this technology we can guarantee that every single kit sold will have the same high quality standard, weight and precision.

Our famous self aligning construction system using tabs and slots assures precision, perfect alignment, extra strength and a reduced building time.

- **Extreme lightweight and torsion free wood construction**
- **Plug-in wing and stab**
- **Fibreglass motor cowling & wheelpants**
- **All wood in the kit is weight selected**
- **All necessary hardware included**
- **Suitable for all type of engines: 2-stroke & 4-stroke engines**

Specifications

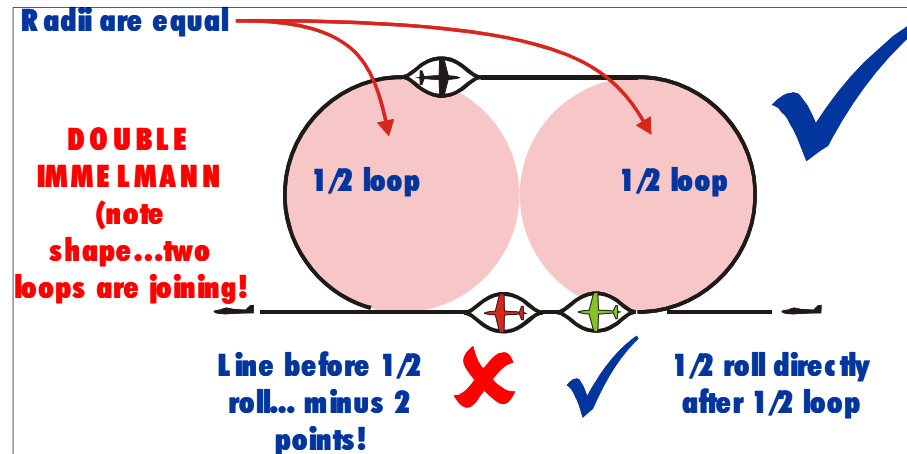
- Wing span :1750 mm
- Length :1750 mm
- Weight :3000-3500 g
- Wing area :50.7 dm²
- Wing load :64 g/dm²
- Engine :.61 - .91 2-stroke
.70 - .1.00 4-stroke
- Fuel Tank :360ml

4-channel radio set with 4 std size servos + 1 mini servo,
covering material, glue, engine, exhaust system



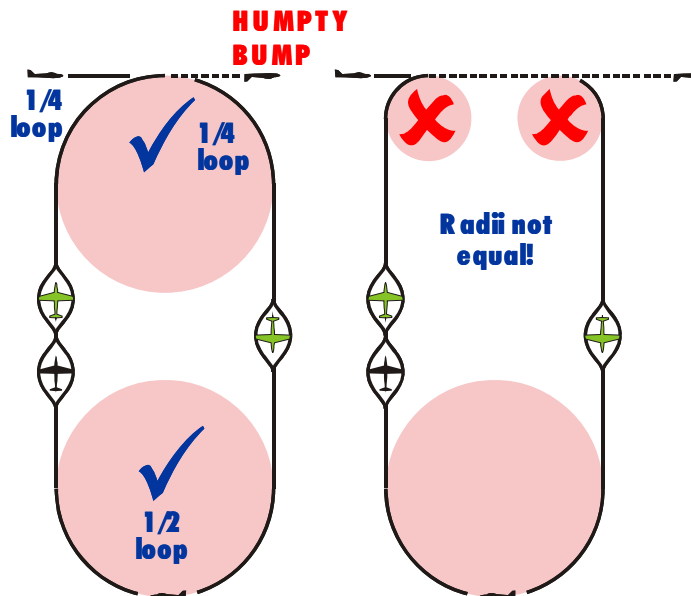
Double Bumpy Immelmans?

What is the difference between the Humpty Bump and the Double Immelman? They look the same except that one is vertical whilst the other is horizontal. What are the rules governing their shape? Well referring to Bob Skinners presentation yet again, we have the two diagrams below which pretty well explain everything you need to know about these manoeuvres...



The above shape for the Double Immelman also be gained by adding two half loops to either side of a square loop, as Bill Michie quite rightly pointed out recently. However these rules do not apply to the humpty bump, as shown below, (although I suppose one could fly a very wide manoeuvre to end up with a similar shape as a double Immelman).

From watching the Humpty Bump being flown by senior class pilots at the Champs recently, it was apparent that the biggest problem they had was flying it as shown on the right hand diagram below; i.e. with sharp radii at the top and then pulling out almost directly after the first roll to form a very large radius at the bottom, which was nearly always flown at high speed. Clearly it is necessary to push more gently at the start to form the initial radius, then to concentrate on defined lengths before and after the roll components both up and down. Finally make a mental note of the entry height if performing this from the top; there is no point flying nice radii and then ending up 50 feet higher than when you started.



As for the double Immelman, if you ended up with a little sausage drawn on your score sheet, well I guess you now know why!

Ed

Committee Meeting 28th September 2002

1. Apologies.

K.Jackson, A.Harrop, J.Harrop, S.Greenwood, N.Armstrong

2. Minutes of last Committee meeting, matters arising.

GBRCAA Champs entry fee :- single comp. entry fees, not double since entry to airfield costs an additional £5 per day. Judges (D.Tappin & R.Ailles) have agreed not to claim entry under expenses to reduce costs.

3. Correspondence

E Mail from J.Mee re scales. Calibration weight has been recalibrated & housed in wooden box with scales.

4. Member's reports

Secretary – 133 members to date, but only 11 new members this year. Average intake of new members is approx. 25. S.M suggested that impact of lack of flying in 2001 due to F&M is now being felt in terms of recruitment & more publicity is required in BMFA News.

A.H suggested a time limit be put on subs, and a mail shot of old members say, 2001 & 2000.

Action : S.Mellor

S Dunning, who is currently writing for Aviation Modeller , to be contacted on possible articles for BMFA News. **Action A. Harrison**

Treasurer – S.G. submitted a written income statement for 2002 competitions. It was noted that all centralised comps. had lost money due to low entries & more judges, whilst domestic comps had all returned a surplus. S.M suggested that fees for centralised comps. ought to be increased next year. (currently £16) . It was agreed to postpone any decisions on proposals for fee increases until the treasurer had completed the 2002 accounts.

Balance of accounts to date : Current account - £4823.(Current account at the end of 2001, £3816) Team Travel fund £615. D. T. thought TT fund appeared to be understated by £100.Possible N.M.'s expenses taken out of TT fund. D.T. to contact Treasurer.

Action: D.Tappin

Power Tech Rep. – P.B said that limiting entry at Nats due to a single flight line had not proved to be a problem, no reserve list had been necessary.

World champs 2003 – Majority of BMFA funds in 2003 would be allocated to F3c in Japan due to distance traveled and is normal BMFA practice.

UK F3a team 2003 - In order to comply with BMFA requirements team names should be put to BMFA by end November. In effect this means the names of the team & the reserve need to be presented at next Power Tech. Meeting on Oct 19th 2002.

Team Manager – D.T. presented written report on Euro champs in Spain.

No suitable practice site available. Shambolic organisation. No proper scales, no check weights, weighing outside with pilots holding models. Models improperly measured. No frequency scanning, or proper checking of frequencies. Travel costs were kept to minimum due to D.T's arrangements. Noise test meter 6 db high, meters had to be borrowed. Accommodation - good value & comfortable. Meals on site expensive. Two flightlines used at 90°. Sun at end of 1 box at times. Passes required for flight lines, but no proper security. 2 practice flights per day on site.

B.Ransley qualified for semifinals. A.Balfour suffered due to not been seen by International judges before. Richard Howarth damaged newest model, & had not flown reserve model enough.

Team conduct – not all team members wearing proper clothing again. Otherwise team conduct & spirit good. Written report had been received from B.Ransley.

Team Manager designate, N.Middleton could not attend start of comp. but attended all subsequent T.M. meetings. N.M. networked well & made valid points to Bob Skinner & should be encouraged. Has good ideas for team funding for the future. No BMFA team funding is available for European champs, other than Team Manager.

D.T suggested to BMFA for a combined training day for all teams & Team managers.

5. Items for discussion

5.1 Committee posts 2003

S.Greenwood standing next year after all.

A.Simmonds agreed to be nominated for newsletter editor.

D.Tappin resigning as Team Manager. But still prepared to stand in for P.Brett for CIAM meetings.

K.Caton thanked David on behalf of the association & committee for his years of service as Team Manager. Vice chairman to be elected by new committee if N.A. unavailable next year. It was agreed that a co-opted position be created asked to coordinate domestic comps next season. S.M to contact Brian Ball to ask if he is still interested.

Action S.Mellor

5.2 Questionnaire results & strategy for 2003 – K.Caton

K.C. discussed N. Armstrong's report in detail. K.C. agreed that questionnaire should shape policy for next year. Proposals for AGM should be based on questionnaire where a strong majority was indicated i.e. team trial question, Prizes for 3 places to be reintroduced, electing committee every 2 years.

5.3 New constitution – K.Caton has proposals to amend existing constitution & not rewrite completely. K.C to write proposals for AGM & forward to committee when completed.

Action : K.Caton

5.4 Team Selection – D.Tappin said that the team selected for 2003 is B.Ransley, D. Matthias, A.Balfour and K.Jackson reserve.

D.T said that now that the team has been selected, names of team members willing to compete need to go forward to BMFA to comply with forthcoming relevant BMFA agenda requirements and council meeting on **14th Jan. 2003**. P.B said that team names should be placed before the next Power Tech meeting on **Oct 19th 2002**. D.T also said that it was only fair to a pilot on the reserve list that he should know as early as possible if they were to be asked to compete. It was agreed that the Secretary should send a letter all team members and reserve asking them to confirm their willingness to compete. Replies to be in the hands of the Secretary no later than 17th October 2002. It would be assumed that anyone not returning the forms in time would wish to relinquish his team place for 2003.

Action: S.Mellor

5.5 Ratification of Team manager 2003

D.T recommends that N.Middleton be ratified by the committee.

Unanimous decision to nominate Nik Middleton as Team Manager for 2003, subject to BMFA approval.

5.6 Team funding (K. Jackson e-mail)

Team members should be obliged to produce a report, conditional on receiving financial help from GBRCAA.
Vote: Unanimous.

5.7 New senior Schedule –R Ailles stated that it would be better for judges if new schedules were introduced next year rather than 2004 when new FAI schedules were also due to be introduced.

Support from committee for new Senior & Sportsman schedule for 2003. Proposals to be put forward as committee proposals to AGM.

Action: R. Ailles

5.8 Nationals mid-air collision – Nats C.D. Brian Hoare had received a claim for £75 for cost of pylon racer involved in a mid air collision with A.Simmonds. The amount could be withheld from the final settlement of Nats expenses due to the GBRCAA. S.M – said that since 1998 he had marked out the pilots/judges position on runway in exactly same location. i.e. a line projected from the compound end fence line onto the main runway so there was no question of our flight line being in a different position.

IMAC *had* moved further up the peri-track towards our position since last year & Pylon seemed to be much closer to us than in previous years. It was suggested that a counter claim be made for the cost of A.Simmonds model, probably around £1500. K.C – said that precedents like that should be avoided, for what was a million to 1 occurrence. In any event the committee said the claim was to be resisted & K.C is to write to the BMFA, cc. C.Bromley

Action: K. Caton

5.9 Purchase of equipment from Bill Harrop fund

K.C said that on the request of Alison & John, money was to be used preferably for infrastructure items. It was agreed that a full scope frequency analyzer & wind meter were purchased.

Action: K.Caton

5.10 Trophy list update

An updated trophy list was given to A.H. to pursue the return of existing trophies.

Action: A.Harrison

5.11 League table prizes/trophies for champs (K Jackson e-mail)

Adrian brought sample trophies for league winners. These were well accepted by those present – costing about £35 each, engraved. This year trophies would be required for Sportsman, Standard, Senior & domestic FAI. Trophies to be returned for presentation each year. Next year a trophy would be required for the new masters schedule also. Trophies to be presented at the AGM.

Action: A.Harrison

5.12 One make aerobatic class (Flair Swallow?)

Suggested by P.Brett. A.H said that comp. follows on the agreement with Flair to place GBRCAA info in kit boxes. Leaflet now wanted for Flair kits.

GBRCAA would run any competition, possibly near Flair factory. K.C suggested Wroughton as venue. Also possible aerobatic slot at Sandown in conjunction with Flair.

Action – Flair : A.Harrison Action: comp. venue/C.D - K.Caton

5.13 Increasing weight limit for non FAI classes – P.Brett

P.B. proposed that to encourage fliers with models outside normal 5kg limits, weight limits should be increased to 7kg at domestic comps. R.A. said that this could lead to noise problems with larger engines. S.M said that C.D's at domestic comps would still set their own noise limits depending on their site requirements.

Voting: Unanimous

5.14 Introduction of freestyle class – P.Brett

P.B suggested that a possible freestyle event be tagged onto say, a centralised comp. as a way of introducing the class. This could lead to increasing standards as well as providing more interest. Possibly also flying to music if enough interest. S.M said that we already had suitable p.a. equipment for broadcasting music. The committee agreed that we need to be more creative in future

5.15 Lottery license – D.Tappin

It was agreed that the lottery license be renewed in 2003.

Action: D.tappin

6. A.G.M.

6.1 Committee Proposals

(a) No strong indications that subs need to be increased subject to Stephen's final financial report

Action: S.Greenwood

(b) Team Selection – Committee proposal for Team Trials based on response from questionnaire.

i.e. P-03 & F-03 schedules only. Exact format to be decided later. A.H suggested that format could be decided after AGM by pilots involved. D.T said team selection should be removed from constitution and should be open to all who sign form committing.

Voting : For Team trials 4, against 0, abstentions 2, with proviso of no cost option to general fund i.e. team travel only to be used, if necessary. K.C to write up & circulate proposal.

Action – K.Caton

(c) It was agreed that it was clear from questionnaire that domestic comps should return to 3 certificates.

Action – K.Caton

(d) Election of committee - K.C said that once elected committee positions should be unopposed for 2 years, not 1 as now. To ensure continuity, only half the committee positions could be elected in any year. K.Caton to write up

Action: K.Caton

(e) K.C said that Team selection procedure should be taken out of the constitution. Currently a 75% majority is required to change team selection procedure. S.M pointed out that results of the questionnaire indicated a majority against any change.

Action K.Caton

6.2 A.G.M Venue & date: Dec 8th. Holiday Inn, Leicester. Coffee to be served on entry, no buffet this year.

Action : S.Greenwood

7. A.O.B - None

8. Date of next meeting – not decided.

Team Manager's Report

This article is a version, both truncated and embellished, of my report to the BMFA following the European F3A Championships held in Zamora, Spain, between 1st and 7th September 2002. Uniquely, our team was both the youngest in aggregate years and the only group at Zamora, for that matter probably ever, to have every pilot with his own father acting as his mechanic/helper.

Starting with a lack of suitable practice site and ending up with a banquet at which there were a lot more bums than seats this event was not the best organised that I have attended but eventually, aided by the diplomatic skills of FAI F3A sub committee chairman Bob Skinner and the charm of fellow Jury member Yolanda Garcia da Fuentes, things came to a satisfactory conclusion.

Team selection having been made from the results of 5 Centralised events, the last of which was on May 12th, we were left with very little time for preparation. A repeat of this has now been avoided by changing the timing of the qualifying Centralised events and this year we already know the makeup of the 2003 team for Poland, a great improvement.

All but Brandon and Roy Ransley travelled to Spain on the Portsmouth/Bilbao ferry for which I was fortunate to get a discount from P&O Ferries. The crossing was very comfortable and provided a valuable opportunity for the team to socialise and discuss forthcoming events. Against all the odds the Bay of Biscay was flat calm and people were treated to sights of dolphin and whales. The Pride of Bilbao is a large and well equipped vessel and in the course of our voyage we tried all the bars and restaurants though, as far as I know, the casino remained unpatronised by our group. Being a music lover I avoided the disco but Elliot, Angus and Richard gave it the seal of approval. The final 250 miles drive to Zamora was over well maintained roads and marred only by slow progress due to the loss of 5th gear on the Balfourmobile.

The competition site was on the way to our hotel so we called in and met up with the Ransleys. Brandon had already managed a couple of practice flights, thanks to Stefan Fink who kindly loaned him some fuel, we were going to have to wait another three days before the official fuel supplies manifested themselves. Our hotel was less than 10 miles from the site (two miles of it over dirt roads) and, with the exception of insufficient parking and excessive noise during serial wedding receptions, was comfortable and convenient. As is often the case when visiting foreign parts, not everyone was happy with the food but it was plentiful and at 52 Euro/day for dinner, bed (en suite) and breakfast it was good value. It was good to see team members and our supporters dining together, a social occasion made additionally pleasant by the close company of several other teams

The following day we went in search of the practice site but it was completely unsuitable with a dusty and very uneven surface, close proximity to wire fences and other obstructions (goalposts) which made it virtually unflyable. Our only hope was to practice at the competition site which meant a maximum of two flights a day if the pilot got his name on the list very early. Many pilots got in only one flight/day, we were the lucky ones with two, thanks to aggressively early rising by Brandon.

Processing should be easy but a combination of a potentially inaccurate methods of measurement, for both size and weight, and an unsuitable frequency meter led to unusual practices. Technical problems continued with noise testing during the official practice session with a wildly inaccurate meter which caused a bit of concern to say the least. The French team manager's face was a picture when Christophe recorded 98.4 dB, mine was similar when I was given our readings - Balfour 99.7, Howarth 98.8 and Ransley 98.9.

There was plenty of shade at the site, gazebos being provided in the model pound and permanent awnings abounding. Toilets were sufficient and clean. As FAI rules do not allow the sun to intrude on the "box" there were separate morning and afternoon flightlines. Spectators were disadvantaged by this arrangement, as only "card carrying" supporters were allowed to congregate behind the centre line on the morning flightline (though casual security allowed plenty of breaches of this intention). Runways were adequate and well marked, though the box markers broke the rules in both depth, position and style.

Once we got into the competition things smoothed out nicely. A timetable was published and, generally, adhered to. The judges were given generous breaks and plenty of shelter from the sun. Being a high and exposed site, for summer time, the weather was quite strange. One morning I checked in transmitters in the dark at 7:15 with the temperature on the car at 3 degrees C, by 10:30 it was 33! Come back on-board

mixture control, all is forgiven.

Scores were generally posted within one hour of each flight but delays in checking data entry resulted in several scores being changed subsequent to publication, the organisers seemed unaware of the emotional effect on the pilots. Richard Howarth became a victim with the sudden loss of about 40 points, and we all shared his grief.

The organisers provided a useful daily newsletter giving provisional standings, various informative notices and adding some local colour to the event. Information was plentiful, team managers were invited to all the judges training sessions, surprisingly not many took up the opportunity though Nik Middleton and I attended. Conversely the team managers meetings were well attended by judges and jury. At these briefings the flying order "draws" were made using the random number generator built into David Powers' very clever scoring programme. This was actioned using a digital projector running off Event Director José Antonio Lejarza's laptop. Being, by profession, a computer consultant he duly dazzled us with his keyboard skills.

Individual results for our team at the conclusion of the four preliminary rounds were:- Brandon Ransley 17th, Angus Balfour 27th and Richard Howarth 35th. This result took Brandon into the Semi-Finals from which, after two rounds of F03, he emerged in 15th position. The top 10 went into the Finals with Christophe Paysant Le Roux, victorious once again, Roland Matt of Liechtenstein a close 2nd and Italy's Marco Benincasa 3rd. Although the German team came only 8th, 9th and 10th in the finals they clinched the Team Prize with Liechtenstein 2nd and Austria 3rd. We were a disappointing 9th, slipping two places from our EC2000 result in Liege (at which this years winning team were only one place ahead of us!). For a full set of Official Contest Results, visit <http://www.ec2002-f3a.helcom.es> and go through the EC2002 links.

As can be deduced from the results we were not without our problems. Brandon showed his experience and rose magnificently to the challenge he set himself following an engine cut in his first flight. Another cut would have put an end of his chances but, in spite of the pressure, three good flights put him into the semi-finals. However his first F03 schedule disappointed him and us with a very substandard flight from which, in the final round and despite no opportunity to practice, he recovered well to end 15th.

Angus Balfour our youngest and, international competition-wise, least experienced pilot, also the first Scot in the team since Steve Burgess more than a decade ago, stood the pressure well. He flew consistently and improved his score with each round. I'm sure that, given a proper opportunity to acclimatise and practice, he would have bettered this performance. A short extract from his report tells it all "Round three was a cracker of a flight but I got a disappointing score. Round four was another good flight with a strong crosswind in. I had set the model out relatively deep to give myself a chance in the crosswind but, due to my superior wind correction skills (flying in Scotland does have its advantages!), the model stayed out there. I received a very disappointing score, perhaps it was because I was relatively deep".

Richard Howarth, at his second European Championship, suffered a regrettable accident with his Synergy during practice, wiping off the fixed undercarriage, damaging the belly pan and filling the fuselage with grit after stretching a dead stick landing having allowed himself to run out of fuel while trying to maximise precious practice airtime. He had to use his Alliance, with which he was somewhat out of touch, for two rounds while John repaired the damage but, without the opportunity to practice it was too late to recover. Had he hit his form I'm sure that his individual position, and our team standing, would have improved.

Food at the final banquet was of good quality and plentiful, drinks were included in the price. The aforementioned bums and seats disparity led to selfish behaviour, frayed tempers and hurt feelings, even judges were left standing awkwardly awaiting extra tables and chairs to be spirited up. Seating is usually allocated by country at these events, the absence of this concept plus language related misunderstandings resulted in the Howarths leaving in disgust. Unfortunately they are unlikely to see the return of the £90 which the experience has cost them.

It was good to see several trade organisations on site providing a full range of aeromodelling supplies. Surprisingly, in a country which generally offers excellent value in almost everything, modelling goods seemed to be a bit more expensive than at home.

Looking back I will remember it as an enjoyable contest at which the right result emerged. Socially it was

a happy time for nearly everybody, Zamora is a gem of a place; an ancient and historic city but with plenty of shopping opportunities and modern facilities, well off the tourist routes and a very different place from the Spain we usually see featured in holiday brochures.

This will have been my last contest as team manager. On a personal note it has been a pleasure to serve the seven team members who have come within my sphere during my period of office and I sincerely hope they feel I have fulfilled, at least, some of their expectations. Within that statement lies one of our key problems in UK F3A - seven different team members in four years. Surely some greater stability in team membership would be of benefit, perhaps we should be looking at selecting a team to serve for two years? I decided to lay my team managership to rest because it's time the team had a new sort of leadership. A current pilot and certainly someone in a high profile job who can bring more influence to bear on the, all important, fund raising element which, in spite of significant personal effort and sacrifice on Anne's part, has been my greatest failure. This failure has been largely down to the fact that, having retired at the time of my appointment, I quickly became out of touch with the very areas of contact in which were based my optimism for success. The GBRCAA committee have now agreed to support Nik Middleton's application for BMFA ratification. His attributes and background appear to match the team's needs and he gained some good experience as well as making useful contacts with both FAI officials and competitors while in Zamora. Good luck Nik.

I believe that we still have some way to go before we find the right formula for selecting the best team. Currently, the situation has been greatly improved by the move to conclude selection almost a year before the next event, leaving no excuses for a failure to unite the team and offer adequate opportunity for practice under properly controlled conditions. However we only select by use of the preliminary schedules and I strongly believe that until we adopt a team trial strategy with more than one schedule and, maybe for use as a tie breaker, an unknown schedule too. This would provide a true competition scenario. Otherwise we will always be presenting a group of pilots whose sights are set no higher than the preliminary rounds in the hope of improving our team position. Of course if the objective is only to improve team standing this would be an acceptable aim, but a good team place followed by failure in the semi-finals is not an option I would recommend, it would be a target far too easy to miss.

So now to my thoughts on team selection. A major, and valid, criticism of centralised events has been the high cost to our Association. Small entries and lots of judges mean they hardly ever even break even. What we need to consider is the broadening out of centralised events (which are open and thus not "GBRCAA member only" comps) to include all classes. We can do this if they are not being used for team selection, and with more entrants and less judges (master pilots would be expected to judge the other classes to share the load, thereby reducing cost and broadening judging experience). I'm sure this would increase aerobatic awareness and thus, hopefully, lead to more Aerobatic Association members.

Were my idea to be adopted, entry to the two day team trial would NOT be by league table qualification or invitation, but to any pilot who was willing to sign the BMFA declaration (ie to have two competitive models at the European or World Championship as appropriate and undertake to accept a team position if he/she earns it, subject, of course, to plague, pestilence, earthquake or another adequate last minute excuse). The team trial would have to be self funding and, as we already have at least one judge offering his services FOC and a likely site, it could cost little or nothing. The entry fee would, of course, have to be adjusted to match the size of the entry for the trial.

Having got that off my chest now to some thank-yous:- P&O Ferries, Morgan Fuels for supply of 8 US gallons of fuel and the GBRCAA for financial support for the pilots who, I'm sure, will be repaying their debt with some nice articles for Aerobatic News. The BMFA for help with my own costs. Elliot Balfour, John Howarth and Roy Ransley for their unstinting technical support and encouragement of the pilots and Marilyn Howarth for catering and other support on and off the field. Nik Middleton, for his application to learning the "craft" of team managership and his helpful and thought provoking report. Bob Ailles, who has put in a lot of voluntary effort helping the team members to perfect their manoeuvres. Last, but far from least, my wife Anne, for nearly five years of loyal encouragement and telephone answering services against a background of a serious dereliction of my domestic duties. Now, where did I put that mower and, come to think of it, that model aeroplane?

See you all on the flying field sometime.

Kind regards,

David Tappin - Ex UK F3A Team Manager

GBR/CAA 2002 Questionnaire Report

Introduction.

With 130 members it is a little disappointing that only 37 forms were returned to myself. This is however better than the 16 from 150 members that responded to the last survey. The good news is that they came from a wide spread of the membership, this breaks down as follows. Supporter 2, Standard 8, Senior 6, FAI 16, Judges 4, CD 1. Only 5 forms were returned without names, but all indicated their class of membership.

Finally, not everybody answered every question, so if the totals for each section don't always add up, don't blame my maths!

Finance.

I was pleased to see that most members consider membership to be good value for money. Also that a majority were in favour of continuing to help raise funds for the team. An increase in the donation from membership fees was again given a positive vote, £5 seemed to be the most popular figure.

Many people voiced concerns over the value of contest entry fees. FAI look to be ok, but domestic contests were questioned.

Various methods of fund raising were suggested, these included, Applying for a Lottery grant.

As for team funding, one member suggested asking the BMFA to pay for "their team" out of the 30,000 plus membership fees they collect each year.

The idea of a Teach-in looks popular, so our top pilots had better get their training hats on.

Team Selection.

Not a great deal to say here, I think the figures do that very well. Various points were raised regarding the selection format. Those in favour of the existing 3 from 5 centralised format argued that it avoids any problems that may occur if we had biased judging at a two day trial. Also what do we do if the weather is bad on the weekend of the team selection event?

The argument for a team trial is that it puts the selected pilots under pressure to see who can react best under these conditions.

If a team trial was to be used, it looks like the majority favour PO3 and FO3. As a point of interest, if I count only the votes of the FAI pilots, the team selection process comes out the same. A vote for a trial using PO3 and FO3.

It was also noted that the vote went against using the Championships as a selection event. Although comments were made in favour if enough flights could be guaranteed, it was held in a central location and the date was in the middle of the season.

BMFA Nationals.

The vote to keep all 3 classes at the Nationals was almost 3 to 1. The main points raised were that we should show off all the schedules we use, and that it gives everybody the chance to gain experience flying at a top event. One member commented that FAI only would "finish the association", and that everybody should be involved "not just the elite". Another point raised was that whilst Standard and Senior were recognised BMFA classes they must be flown at the Nats.

The one area that the vote was split on was the question of fly off or more flights for everybody.

One idea was for a fly off for the FAI pilots using FO3, while the Standard and Senior pilots fly an extra round. It was also pointed out that as the Nats involves 3 or 4 days away from home, the more flying we can do the better.

Finally on this section, it was voted against paying for a top European pilot to enter our Nats. One member said "we have a top European pilot-its just that nobody realises it yet!".

Centralised Comps.

The location of the Centralised events came out in favour of holding them all in the middle of the country. However if I again look only at the FAI pilots, they vote to stay with the existing system.

I think it is going to boil down to where we can obtain good sites and sort it out from there. The vote on which schedules should be flown was very close, 17 to 16 in favour of PO3 only.

The running of Centralised events to the full rules obtained on overwhelming yes vote. However one idea put forward was to only check the top 5 models at the end of the contest. This could save quite a bit of time if we had a high entry of bad weather.

The use of the new Masters class was voted against, so it looks like this will have to take its place at the domestic contests.

Domestic Comps.

The first point of note is how few pilots are going to take voluntary relegation. I think this is due to the low response. At the start of next season I think a lot more will take a drop in class to fly in the new Masters class.

Value for money is always a tricky one, contest fees got a positive vote but we must try to ensure as many flights as possible on a good site if we are to deliver on this point.

Another positive vote was given to training days. We should maybe look at trying to organise 1 or 2 of these during the course of next season, being careful not to clash with Centralised or European events to ensure our top pilots can be in attendance.

Voting went against Saturday or 2-day events, if anybody would like to try and run one of these events then I would be keen to look at the results to see what sort of entry is obtained.

One significant point in this section was a positive vote in favour of somebody to look after the Domestic contests. This would leave the Comp Sec. free to concentrate on the Centralised events. However, it was pointed out that we are already "top heavy" with committee members. One possible solution to this was put forward, combine this new position with the PROs job.

It looks like we may have to revisit the prizes/certificates area. The vote was in favour of prizes for the top 3, but without an increase in entry fees! One suggestion was a trophy or medal for first place, and then certificates for second and third.

GBR/CAA AGM.

It looks like the majority are happy with the existing format for the AGM. One member commented that "if you don't go to the AGM, don't complain about the committee". It was also interesting to see that the vote went in favour of electing committee members every two or three years, this could hopefully add a degree of stability to the top table.

The reduction in the percentage required to change the team selection process, was voted against. The only problem I can see with this is that the team selection process will never change unless we can get enough people to the AGM.

Triple Crown.

The vote was very much in favour of appointing a CD for the Triple Crown at the AGM. This would give the person nominated a respectable time to get the event organised. This would only be for the English run event, as we have no powers of control over how the Scottish or Irish wish to run their contests.

While the subject of entry fees again this got a positive vote, I think we should consult with the other countries involved before we make any decisions here. One member pointed out that the event must not become a financial burden on the Association.

The issue of our top Masters pilot flying on the International Team again got a positive vote. There was also some interesting points made against this including, is he capable of flying PO3 and if so why doesn't he fly in FAI?

Conclusions.

With such a low response it is very difficult to draw any solid conclusions from this survey. It was very disappointing that so many regular competitors did not respond to my request for some pretty basic information.

Reading the various comments, and with some forms, letters it is clear that many see the Association being run only for the "Team" or for the "Centralised" events. Several commented on the "elitist" attitude of some of our top pilots.

As a committee we must try to push the Domestic side of the Association. The Team will pick itself regardless of which selection process we use, the falling membership and local event entries will not resolve itself.

Nigel Armstrong
Vice Chairman.

New Schedules for 2003

Below are two new schedules proposed for the next flying season. Please try them out and return your comments to Bob Ailles or Kevin Caton, at the contact details on the in-page.

Ed

Proposed GBRCAA Senior Schedule for 2003 (max = 550)			K
1	Takeoff Sequence	U	2
2	Fig M 1/4 Rolls Up & Down Exit Inverted	U	4
3	Stall Turn 1/2 Roll Down	T	2
4	Four Point Roll	D	3
5	Half Square Loop 2/4pt Roll On Exit	T	2
6	Cuban Eight From The Top With 1/2 Roll in exit line Exit Inverted	U	4
7	Half Loop	T	1
8	Cobra Roll With 1/2 Roll Up & Down	D	4
9	Top Hat 1/4 Roll Up & Down	T	2
10	1 Positive Snap With 1/2 Roll	U	5
11	Push. Push Pull. Humpty Bump 1/2 Roll Up 1/2 Roll Down	T	3
12	One + One Rebound Roll	D	4
13	Fig 9 1/2 Roll Up	T	2
14	Vertical Eight Mid Entry Top First	U	4
15	Split S To Bottom	T	2
16	Slow Roll	D	3
17	Immelmann Turn	T	2
18	Two + Two Spins Opposite	U	4
19	Landing Sequence	U	2

Proposed GBRCAA Sportsman Schedule for 2003 (max = 230)			K
1	Rectangular Takeoff Sequence	U	2
2	Two Loops	U	3
3	Immelman Turn	T	1
4	One Outside Loop	D	2
5	Split S	T	1
6	Cuban Eight	U	3
7	Stall Turn	T	1
8	Slow Roll	D	3
9	Half Square Loop 1/2 Roll On Exit	T	2
10	Two Turn Spins	U	3
11	Rectangular Landing Sequence	U	2

Great Britain Radio Control Aerobatic Association AGM 2002

To be held at the Holiday Inn, Leicester on Sunday December 8th

1. Proposals under Bylaw 4

Members proposals should be in writing and received by the Secretary no later than 14th November 2001 (at least 14 days prior to the AGM.) A seconder for the proposal will be required from the floor of the meeting . Proposals and reasons on separate sheets of paper are acceptable, but please clip to a copy of this form.

Proposal from : - - - - -

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2. Election of Officers

I would like to propose the following member for the indicated post on the 2002 Committee :-N.B. - Please ensure that any member you are proposing is willing to stand for the post before sending in a nomination. Please send form to : Stuart Mellor, 84 Holymoore Road, Holymoorside, Chesterfield, Derbyshire, S42 7DX.

Post	:
Name (print)	:
Proposer (print)	:
Signature	:

Post	:
Name (print)	:
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Signature	:

Centralised League Table 2002: Final Standings

These results count towards the world championships in Deblin, Poland 2003. Ed

Pilot	Wittering	Ashbourne 12th May	Glenrothes 23rd June	Wroughton 14th July	Cashmoor 22nd Sept.	Position	Total (3/5)
Brandon Ransley	1000.00	1000.00		1000.00	991.85	1	3000.000
Angus Balfour	980.27	978.08	1000.00	926.94	997.98	2	2978.247
David Matthias	981.08	958.93	999.65	996.64		3	2977.374
Keith Jackson		924.38	996.48	973.18	1000.00	4	2969.663
Richard Howarth	955.48	902.51	997.18	942.58		5	2895.233
Kevin Caton	979.78	943.70		940.48	931.32	6	2863.967
Malcolm Balfour	933.86	898.82	948.51	902.69	940.64	7	2823.021
Richard Christopher	414.45	851.28	901.91	819.90	808.48	8	2573.091
John Harrop		843.30		874.58	837.55	9	2555.437
Sam Wragg	d	757.41		809.09	828.82	10	2395.328
Steve Underwood	930.29	920.54	462.46			11	2313.301
Richard Welch	906.55	454.00		886.30		12	2246.856
A.Simmonds	673.51	694.01		332.45		13	1699.974
John Mee		780.77		768.95		14	1549.720
Mike Wood			783.52	713.07		15	1496.591
Steve Burgess			953.85			16	953.855
Bill Allison			881.41			17	881.413
Malcolm Harris			873.48			18	873.477
Mike Pole	827.72					19	827.725
Steve Hartley					695.25	20	695.250
Tom Shore					648.14	21	648.142
Arthur Silsby	596.90					22	596.898
Dave Owens				576.23		23	576.231

GBRCAA League Table October 2002: Final Standings

- Individual competition scores based on total raw score dropping lowest score (i.e. best 3 of 4 etc) and then normalising the final raw score to 1000 points.
- Scores calculated as best four events during entire season with GBRCAA Championships to count as a double competition score, (i.e. winner of each class will receive score of 2000 normalised points for this event. Tus total score is the highest of either best four single events or best two plus the championships).
- Prizes to be awarded to finalists of each class

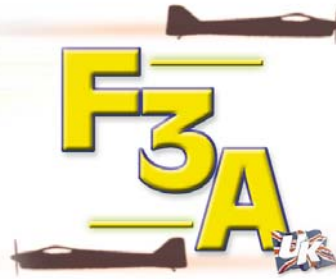
Pilot	Class	Total	Heswell 7th April	Skellbrook 14th April	Mansfield 5th May	Skellbrook 30th June	Bedford 14th July	Warboys 28th July	Cashmoor 4th August	Skellbrook 8th Sept.	Bedford 8th September	Champs 4th October
K. Jackson	FAI	3984.813							1000.00		1000.00	1984.81
S. Wragg	FAI	3743.293	808.73		1000.00	934.56				1000.00		1724.14
A. Wild	FAI	2810.335					958.54	964.89			886.90	
T. Shore	FAI	2703.468							699.55		709.31	1294.60
J. Harrop	FAI	2702.285									976.97	1725.32
R. Christopher	FAI	2633.409							906.12			1727.28
B. Ransley	FAI	2000.000										2000.00
S. Birchall	FAI	1992.044					992.04	1000.00				
J. Mee	FAI	1956.693				1000.00				956.69		
S. Hartley	FAI	1664.691					922.11				742.58	
S. Hartley	FAI	1656.013						886.18	769.83			
S. Johnson	FAI	1629.018										1629.02
J. Meadows	FAI	1604.348										1604.35
A. Simmonds	FAI	1526.721	679.83			846.89						
P. Brett	FAI	1388.190										1388.19
G. Drever	FAI	1000.000					1000.00					
D. Mathias	FAI	1000.000	1000.00									
H. Pritchard	FAI	656.965	656.96									
<hr/>												
B. Heare	Senior	3961.902		1000.00	1000.00	1000.00	945.39	803.36		844.38		1961.50
M. Hoyland	Senior	3880.356		862.05	972.69	884.74				907.67		2000.00
B. Michie	Senior	3863.072						1000.00			1000	1863.07
A. Harrison	Senior	3742.160	1000.00			853.08	1000.00	889.08		778.11		1593.01
K. Moss	Senior	3769.010	926.83	840.00	920.46	834.42	919.80	968.91			952.81	1612.29
N. Cloydon	Senior	3468.431	916.38	530.77	925.70	803.57				822.78		
R. Asbill	Senior	3172.748	738.68				776.45	896.64		760.98		

4th Centralised Event. Wroughton 14th July

Name	Pos.	Final Total	Rnd 1	Norm	Rnd 2	Norm	Rnd 3	Norm
Brandon Ransley	1	2000.000	502.33	1000.00	496.33	1000.00	482.33	994.50
Dave Matthias	2	1993.284	491.33	978.10	493.00	993.28	485.00	1000.00
Keith Jackson	3	1946.364	462.00	919.71	482.33	971.79	472.67	974.57
Richard Howarth	4	1885.151	469.00	933.64	468.67	944.26	456.33	940.89
Angus Balfour	6	1853.882	451.67	899.14	461.33	929.48	448.33	924.40
Kevin Caton	5	1880.968	451.33	898.47	455.33	917.39	467.33	963.57
Malcolm Balfour	7	1805.382	430.33	856.67	455.00	916.72	431.00	888.66
Richard Welch	8	1772.600	434.00	863.97	436.00	878.44	433.67	894.16
John Harrop	9	1749.157	415.00	826.14	423.00	852.25	435.00	896.91
Richard Christopher	10	1639.807	392.33	781.02	395.33	796.51	409.00	843.30
Sam Wragg	11	1618.187	384.67	765.76	402.00	809.94	392.00	808.25
John Mee	12	1537.907	350.67	698.08	370.00	745.47	384.33	792.44
Mike Wood	13	1426.143	313.33	623.76	379.00	763.60	321.33	662.54
Dave Owens	14	1152.462	260.00	517.58	309.00	622.57	257.00	529.90
Alan Simmonds	15	664.897	334.00	664.90	0.00	0.00	0.00	0.00

5th Centralised Event. Cashmoor 22nd Sept.

Name	Pos.	Final Total	Rnd 1	Norm	Rnd 2	Norm	Rnd 3	Norm
Keith Jackson	1	2000.000	492.50	1000.00	495.25	1000.00	497.00	974.03
Angus Balfour	2	1995.962	476.25	967.01	493.25	995.96	510.25	1000.00
Brandon Ransley	3	1983.708	490.75	996.45	484.00	977.28	503.75	987.26
Malcolm Balfour	4	1881.289	462.75	939.59	463.25	935.39	480.50	941.70
Kevin Caton	5	1862.636	462.25	938.58	0.00	0.00	471.50	924.06
John Harrop	6	1675.109	465.25	944.67	361.75	730.44	0.00	0.00
Samuel Wragg	7	1657.643	390.50	792.89	398.25	804.14	435.50	853.50
Richard Christopher	8	1616.961	383.50	778.68	398.00	803.63	415.00	813.33
Stephen Hartley	9	1390.500	323.75	657.36	330.25	666.83	369.25	723.66
Tom Shore	10	1296.285	303.25	615.74	284.75	574.96	347.25	680.55



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CFE

nose ring	£9.95
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3 mm BB horn ends	£6.39
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Plastic base(S)	£5.50
Alloy horns	
Plastic base(M)	£5.50
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WARBOYS COMPETITION 28th JULY, 2002

Well, what a day. Windspeed 5 – 7 mph, Temp. 30 Celsius and above. Who can be bothered to fly? 15 dedicated Association members could. That's who!!!!!!

I was particularly pleased this year to have so many Standard Fliers enter and a good turnout in Seniors too, but what happened to Masters. Are they all only interested in Centralised? If so they don't know what they missed.

All three FAI pilots that entered turned in some good flying with Alan Wild the most consistent, but held to 2nd place by two very good rounds by Steve Birchall. Steve Hartley although very competent in 3rd place couldn't quite match the flair of the other two.

In Seniors, we had a clear leader in Bill Michie despite having his 1st round ruined by losing his Hanno pipe. Fortunately help was at hand in the person of Roger Robbins who very kindly loaned him a replacement so that he and his son Alistair could continue with the competition. I wonder if that gesture would have been so forthcoming at a Centralised. Ken Moss, the early leader, showed remarkable consistency again, but failed to match Bill's scores in the subsequent rounds. Russell Aisbitt and Adrian Harrison, sharing various bits (?) came in at 3rd and 4th respectively with Adrian tailing off slightly as the heat built up and took its toll. Brian Hoare produced a fairly workmanlike performance but failed to catch up with the others.

The Standard lads did us proud with two promotion scores and five just under. Barry Macleod and Alistair Michie (his dad Bill missed out by 0.5 points) were the promotion scorers, Barry being the early leader with a score of 219 but was topped by Alistair's 2nd round score of 222. Alan Connelly was in contention with 206 and 218.5 but then calamity. His New Solution wing veneer buckled right up in the heat and became so weak that he was unable to continue. Bad luck Alan!! The 3rd round was the decider and Barry improved to a core of 222.5 to give him overall lead with Alistair dropping slightly to qualify for 2nd. Alan Connelly had done enough in his two rounds to take 3rd place. (He was steadily improving but we'll never know how he might have done in the final round). Doug Brittain came in just below in 4th place with Glen and Keith trailing him.

It was a really good comp this year despite the blistering heat and we owed a debt of gratitude for our two official judges Brian Ball and George Drever. (George was drafted in at the last minute having just returned from holiday the day before). Also a big thank you to Steve Birchall and Alan Wild for volunteering to judge the Standard class. They all had a very difficult task when it was so hot and sunny and without shade. A particular thank you to Pat Ball for sticking at the scoring all day assisted in the morning with one of our clubs newest member and in the afternoon by Roger Robbins.

I don't know about the competitors but I was pleased to get home in the evening and CHILL OUT. I am happy that as I had originally resigned myself to judging and therefore unable to compete that on such a hot day it turned out (thanks to George) that I could have after all but because of the heat didn't really feel deprived at all.

A final note to the committee.

We CD's enjoy the problems entailed in organising these local competitions but we are having increasing problems in getting Judges. We need some help here and we think that once a competition has been announced and accepted that the Association (and presumably particularly the Chief Judge) should be responsible to provide Judges for it. What about it Committee?

See you again next year

Clive Whitwood

Pilot	Class	Round	Round	Round	Total Raw	Normalised	Place
		Raw	Raw	Raw			
Steve Birchall	FAI	372.0	433.0	450.0	883.0	1000.00	1
Alan Wild	FAI	410.5	431.5	420.5	852.0	964.89	2
Steve Hartley	FAI	326.0	392.5	390.0	782.5	886.18	3

Bill Michie	Senior	146.0	299.5	295.5	595.0	1000.00	1
Ken Moss	Senior	288.5	288.0	281.0	576.5	968.91	2
Russel Asbitt	Senior	260.5	261.0	272.5	533.5	896.64	3
Adrian Harrison	Senior	270.0	259.0	244.0	529.0	889.08	4
Brian Hoare	Senior	243.5	154.0	234.5	478.0	803.36	5

Barry Mcleod	Standard	219.0	209.5	222.5	441.5	1000.00	1
Alistair Michie	Standard	189.0	222.0	211.0	433.0	980.75	2
Alan Connelly	Standard	206.0	218.5	0.0	424.5	961.49	3
Doug Brittain	Standard	214.0	172.0	196.0	410.0	928.65	4
Nick Wicks	Standard	163.0	190.5	202.5	393.0	890.15	5
Glen Henbury	Standard	153.5	169.5	157.0	326.5	739.52	6
Keith Barrington	Standard	139.5	145.0	119.0	284.5	644.39	7



Steve Hartley (at the recent Cashmoor event) with his ZN Evolis / YS 140L. A good looking combination, which many are choosing for 2003 and looks set to dominate the UK F3A scene next year.

Skelbrook 8th September 2002

A total of sixteen flyers entered the competition, which was the last of three to be held on the Raptor Air site near Doncaster. A look at the weather forecast the previous day did not give confidence in a full day's flying, one competitor asking for a phone call at 7am to give an idea of how the weather was in this neck of the woods!!

A call from Dave Scoles to say that his brother, Peter, was ill on Saturday night gave me another problem but an arrangement was arrived at. The procedure was to be that Dave and myself judged Masters, Standard and Senior with Sam Wragg and John Mee 'volunteering' to judge Seniors, thus allowing me to fly. It's nice to see that some Master pilots cannot only support local comps but are also willing to judge and assist the lower classes as well. Well done and thanks to John and Sam, all the other pilots appreciated your efforts too.

The weather held out, a great day being had by all. A victim of its own success, the competitions at Skelbrooke are now firmly established on the contest calendar and plans are already in place for another three competitions next year. These are likely to be in the months of April, June and September again so look out for them and enter early if you want a place. Just like the old days.

It does make you wonder though, that if there are five classes on offer next year in the association, how do you run a competition on one flight line without only having 3 competitors in each class? Something will have to go in order to make them a success.

A final thank you must go to Eddy Scott and Brian Hoare who helped with the scoring and took a load off my shoulders. Despite it being a heavy day in terms of workload I thoroughly enjoyed it and look forward to next season.

Steve Dunning
CD

NAME	Cls	Fre	RD 1	RD 2	RD 3	TOTAL	PLACE
Martyn Uttley	STD	61	210.5	217	226.5	443.5	1
John Brown	STD	69	193	169.5	190	383	3
Ashley Hoyland	STD	61	191.5	207.5	204.5	412	2
Steve Faram	STD	67	166.5	170	188.5	358.5	4
Chris Bond	SPT	73	87.5	95.5	82	183	1
Tom Bootyman	SPT	58	60	66	66.5	132.5	2
Phil Turton	SEN	77	310.5	337.5	334	671.5	1
Matthew Hoyland	SEN	63	287.5	279.5	322	609.5	2
Brian Hoare	SEN	59	254	261	306	567	3
Nigel Clayton	SEN	67	263.5	250	289	552.5	4
Steve Dunning	SEN	67	257	242.5	274	531	5
Adrian Harrison	SEN	69	204.5	231	291.5	522.5	6
Russell Aisbitt	SEN	69	240	246	265	511	7
Eddy Scott	SEN	69	209.5	230	223.5	453.5	8
Sam Wragg	MAS	65	381.5	380.5	350	762	1
John Mee	MAS	67	358.5	370.5	355	729	2

Bedford 8th September 2002

Once again we were favoured with a warm sunny day and with 15 entries in the four groups, we completed three rounds easily.

In FAI Keith Jackson and John Harrop fought it out for 1st place, Keith 1st and John 2nd with Alan Wild 3rd.

Seniors only 2 senior pilots attended Bill Michie who came 1st and Ken Moss coming a close 2nd.

In Standard Alistair Michie flew extremely well to take 1st place with Doug Brittain 2nd and Barry Macloed 3rd.

In Sportsman we had three new entries and they all flew very well– Les Waples taking 1st position, Anthony Boycott coming 2nd and Doug Jones 3rd.

Promotion points were gained by Alistair Michie, Doug Brittain, Joe Wotton and Barry Macloed in Standard class.

My thanks to Bob Ailles, Jon Land and Steve Birchall for judging and also Pat and Tina for score sheets and all who scribed.

See you next year

Brian Ball

NAME	Cls	RD 1	RD 2	RD 3	TOTAL	PLACE	Norm.
L. Wapples	Spt	97.5	82.5	79	180	1	1000.00
D. Jones	Spt	66.5	80.5	66.5	147	3	816.67
A. Boycott	Spt	68.5	76.5	79	155.5	2	863.89
					0		
A. Michie	STD	233.5	233.5	234.5	468	4	1000.00
D. Brittain	STD	212	208	241.5	453.5		969.02
B. Macloed	STD	220	223	203	443	1	946.58
J. Wotton	STD	223.5	203	203.5	427	2	912.39
					0		
B. Michie	SEN	307.5	296.5	288.5	604	1	1000.00
K. Moss	SEN	290.5	285	176	575.5	2	952.81
K. Jackson	MAS	487.5	489.5	471.5	977	1	1000.00
J. Harrop	MAS	470	466	484.5	954.5	2	976.97
A. Wild	MAS	425	427	439.5	866.5	3	886.90
G. Drever	MAS	396	396	376	792	4	810.64
S. Hartley	MAS	216	367	358.5	725.5	5	742.58
T. Shore	MAS	323	341	352	693	6	709.31



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