

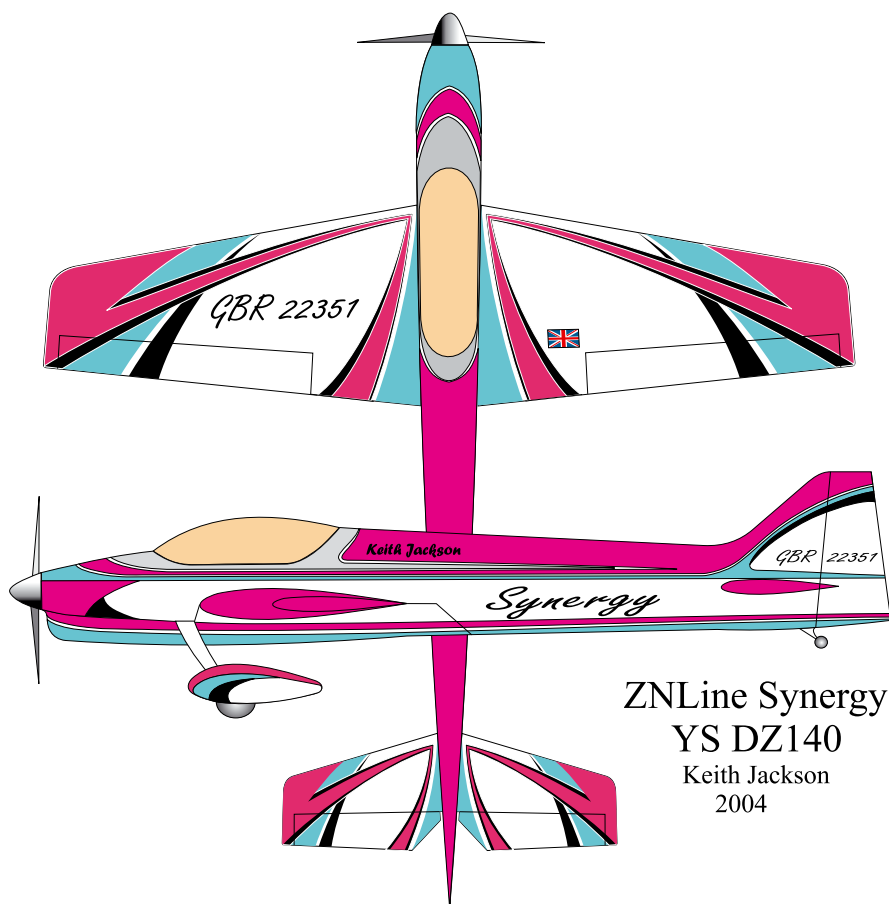


Great Britain R/C Aerobatic Association

AEROBATICS

NEWS

Newsletter of the Great Britain Radio Control Aerobatic Association



ZNLine Synergy
YS DZ140
Keith Jackson
2004

November / December 2003

Pattern Ponderings

Fly-Off Schedules Approved At the AGM, a significant majority of votes were in favour of using FAI fly-off schedules at the BMFA Nationals and GBRCAA Championships and the proposals were passed. Personally, I was against the proposal as I believe it will inevitably lead to fly-off schedules being flown at Centralised events as well and will have a detrimental effect on the number of pilots entering FAI class. But... what if I'm wrong? The main arguments in favour of flying the F.O. seem to be that flying harder manoeuvres increases flying ability and it helps to ensure the best pilots are picked for the team. There is nothing to say you *have* to fly them; just fly the preliminary schedule instead and accept you can't beat anyone flying the F.O.

So if I am wrong and pushing ourselves to fly harder manoeuvres improves our flying ability, it's logical to assume that we should be doing the same thing in Masters and Seniors. The choice of schedules would be easy - Masters could fly the FAI prelim and Seniors could fly the Masters schedules in the fly-off.

It will be interesting to see how it works out in FAI over the next couple of years but in the meantime, don't hesitate to let me have your comments. (I'm wearing my hard hat already!)

Presentation Dinner This being the first social event of its kind held by the association, we had no idea if the dinner would succeed or be a total flop. Well, succeed it did and with 37 members and several wives present, it exceeded all our expectations.

It was also fitting that at the beginning of our 25th year, we should be joined by founder members Kath & Terry Watson. Kath very kindly entertained us all with a brief history of the GBRCAA and later presented trophies to those winners in attendance. The three course menu must have been pretty good as members on one table (no names!!) persuaded staff to yield up second helpings. Many took advantage of the very reasonable room rates to stay overnight so they could enjoy themselves to the fullest extent.

I have no doubt that next year it will be even better (especially now we know that seconds are available).



Interested Parties Meeting 20th March 2004. This is the meeting where the team selection process for 2005 will be decided and although it's not for another 3 months, any interested parties do need to be thinking of it now. Proposals for discussion at the meeting should be sent to Stuart Mellor by 31st January and will be published in the next newsletter. The venue will be announced later but it's likely to somewhere close to RAF Wittering to be convenient to those attending the FAI Training day on Sunday 21st March.

BMFA Nationals 2004 It will be good to get back to Barkstone again next year - there's something special about the whole event that many of us missed this year. Unfortunately, we will be down on numbers again since it clashes directly with the Euro Champs in Portugal. More worryingly, there were no volunteers at the AGM to CD the event. It is important that we find someone to take on the role of NATS CD so if you think you can do it, please step forward.

CD's Please Note: The competition calendar is filling up already so if you are planning a comp for next year, please let us have the details as soon as you can.

Finally, let me wish you a Merry Christmas, a happy new year and may all your gifts be 2m x 2m.

Alan Simmonds
Newsletter Editor.

GBRCAA AGM Minutes 2003

Saturday 15 November @ 11 am

Meeting started at 11.03am 23 members & 11 committee members attended.

- 1) **Apologies for absences:** G Keen, B Ransley, P Brett, N Armstrong, K Jackson, M Utterley
- 2) **Approval of AGM 2002 minutes:** Proposer J Mee, Seconded A Simmonds. Passed Unanimously
- 3) **Matters arising:** None

- 4) **Officers Reports:** These had been published in the last newsletter with exception of Chairman & Treasurer. The Chairman read his report out to the meeting.

Treasurer handed out accounts: Point of issue was the Team Travel Fund. The BMFA paid for entry and lodgings but not travel, except for the Team Manager. Help with the shortfall should come from the GBRCAA once final amount received from BMFA.

In the Europeans there would be no help at all from the BMFA except for the Team Manager. So we should support the Europeans more than the World Champs.

K. Moss – pointed out the Team Members should not have to pay out of their own pocket.

S. Mellor – Should we increase levy from entry and competition fees.

There is a need to raise money for Team Funds.

A. Hoyland asked what the money in the General Account was for – Treasurer replied for equipment such as computer and also to make a bid to hold the European or Worlds here in this country.

Proposal 1. Surplus of competitions to be split 50-50 between Team fund and Association.

Proposed A Hoyland Seconded J Mee 23 for, 1 against. Carried unanimously.

Proposal 2 Surplus of 50-50 to be varied if necessary.

Proposed S Greenwood Seconded B Ball 2 for, Majority against. Defeated.

- 5) **Approval of Accounts:**

Proposed B Ball. Seconded D Tappin. Passed Unanimously.

- 6) **Election of Officers:** All committee members to stand again.

Proposed S Dunning seconded K Moss. Passed Unanimously.

- 7) **Subs, Competition entry fees for 2004:**

These to remain unchanged.

Proposed Committee. Passed Unanimously.

- 8) **Committee Proposals:**

Prop 1 – To delete the constitution Byelaw section 1.2 (1) –Any Other Business from AGM's.

Reason:- To encourage submission of proposals so that proper research can be carried out and more accurate information can be given.

8 for the proposal 15 against, proposal defeated.

Prop 2 – All pilots wishing to fly at GBRCAA competitions should hold a BMFA B Certificate.

Reason:- To help ensure pilot's have achieved an adequate level of flying ability so as not to endanger other pilots present or their models.

15 for the proposal 11 against, proposal carried.

- 9) **Members Proposals**

Prop 1 – That the present League scoring system be modified as follows; that “bonus points” only be awarded according to the number of pilots a competitor actually beats in any given competition. Proposed by Bill Michie. Withdrawn by Bill Michie in favour of proposal 2.

Prop 2 – Change the domestic league table scoring method as follows: Keep the rank points as they are now (1st=10 2nd = 8 3rd = 6 4th = 4 5th = 2 6th=1 etc) but link the bonus points to the average of the pilots raw scores. For example:-

% of max score averaged over the counting rounds at a competition.

up to 40% = 2 point

41-45% = 4 points

46-50% = 6 points

51-55% = 8 points

56-60% = 10 points

61-65% = 12 points

66-70% = 14 points

71-75% = 16 points

76-80% = 18 Points

over 80% = 20 points

Thus a pilot wins a competition with an average score of 60%, the league points awarded will be 10 (rank points +10 bonus points = 20 points). A pilot places 3rd with an average score of 72%, the league points awarded will be 6 (rank points) +16 (bonus points) = 22 points.

Reason: To provide a result which more accurately reflects pilot skills rather than the number of pilots attending a comp since: a) pilots will not be penalised for a low entry in their class and b) pilots will have an extra incentive to improve their score regardless of the number of entries.

Proposed B Hoare, seconded B Michie,

21 for the proposal 2 against, proposal carried.

Prop 3 That the present system of Double Points for the GBR Champs be retained.

Reason: The Champs is the culmination of the year's flying, many of the “top” competitors in each class attend, conditions can be more challenging (weather, 2 flight-lines, many more flights, stricter judging?! AND the chance for competitors who cannot get to lots of comps, to get realistic qualifying points for the annual League comp).

Proposed by: Bill Michie Withdrawn and amended to read: – All comps to be one point. proposed S Mellor seconded B McLeod

20 for the proposal 2 against. proposal carried.

Prop 4 – Alternative proposal to 2. (*should be 3 ed.*) above: If above proposal defeated, that the number of qualifying scores be reduced to four, from the current five.

Reason: not all of us can get to 5-8 comps in a season, and the present system gives a chance to those who may only be able to make 3 comps plus the Champs. The same principle of “Best 4 results” would still count, and if you enter 6-8 comps in a year your chances should still be better anyway.

proposed B Michie seconded G Peacock. 11 for the proposal 6 against, proposal carried

Prop 5 – That Take-off's and Landings attract a”K” Factor for scoring, of one instead of two, for the reasons given:

Reason: I still believe that T/O's and Ldg's should be marked for all classes except FAI, but that the K-factor of two is too high. K 1 would be sufficient to make pilots pay

attention to their presentation, without unduly influencing the overall scoring of a complete AEROBATIC schedule. I think this more fairly reflects the relative importance of scoring of the Aerobic content of the flight, but still has the desired effect of making pilots pay good attention to their presentation, and should be applied in all classes except for FAI, as the start and end of a schedule are still very important parts of the overall presentation.

Proposed B Michie seconded K Caton. 3 for the proposal 12 against, proposal defeated

Prop 6. That P-05 and F-05 is flown at all centralised events

Proposed by: Brandon Ransley To be referred to the interested parties meeting.

Prop 7. That P-05 and F-05 is flown at the first 3 centralised events

Proposed by: B Ransley To be referred to the interested parties meeting.

Prop 8. That P-05 and F-05 is flown at the last 2 centralised events

Proposed by: B Ransley To be referred to the interested parties meeting.

Prop 9 - That P-05 & F-05 Is flown at the Championships .

Proposed B Ransley seconded R Christopher, 10 for the proposal 7 against prop carried.

Prop 10 -That P-05 & F05 Is flown at the Nationals.

Proposed B Ransley seconded R Christopher 11 for the proposal 6 against. prop carried.

Prop 11 - That P-05 and F-05 and unknown are flown at Nationals.

Proposed B Ransley. Withdrawn as proposal above was carried.

Prop 12 - Judges are paid actual cost of accommodation.

Proposed B Ransley. Withdrawn. Dealt with by committee now capped at £35 per night.

Prop 13 - Cashmoor does not host a centralised (Alternate such as Larks).

Proposed B Ransley

Amended to Southern Club instead of Larks.

Prop 14 - Amendment to the team selection procedure:- If any member has a proposal for discussion and possible adoption at the team selection meeting he or she shall send such proposal in writing to the Secretary by a specified date. A list of proposals shall be circulated to the membership not less than 14 days before the meeting via the GBR/CAA newsletter or separate mailing.

Reason:- To keep members informed of the proposals to be discussed at the team selection meeting.

proposed by A Simmonds seconded B Ailles, carried unanimously

10) 2004 Events

GBRCAA Champs CD K Caton

Double Fees - proposed J Harrop, seconded B McLeod. For proposal: 6

1½ Fees - proposed A Simmonds, seconded J Mee. For proposal: 16

Fees to be set at 1½ times

BMFA Nat's CD ?

£25 + £5 BMFA Fee. Proposed K Caton, seconded B McLeod, carried unanimously

Sandown

Book Exhibition Stand and flying slot

Co-ordinator: A Harrison

Other Events

NEC - July. John to collect information.

Wings & Wheels – point of contact G Peacock

11) Any Other Business

AGM 2004 - 27 November

GBRCAA Clothing – A Harrison has produced a range of items for sale, these will be advertised in the newsletter.

B Hoare - The take off and landing should be judged at every competition, CD to make sure that Judges judge to the criteria. Told what the downgrades are and to enforce them. Pilots and CDs to give feed back to Chief Judge

J Harrop - 2004 is the 25th Anniversary of the GBRCAA, we should celebrate this event.

S Dunning - The Sportsman score sheet should state Cuban 8 no rolls.

B Ailles - The Standard schedule too long and should drop to 15 manoeuvres.

Meeting closed 3.35

Treasurers Report 15/11/2003

This year has seen an increase in the accounts compared to last year. Total income is £7600.50 (£7925.55 in 2002) a reduction by £325.05 but our expenditure is greatly reduced to £6547.63 (£9034.13 in 2002) a reduction in expenditure by £2486.50 therefore the growth in the accounts is £1052.87 compared to £394.32 last year. There has been an increase in the team travel fund by £606.91

General Account: -

Total income: 3350.00

Total expenditure: 3520.47 (operating Loss £170.47)

Competition Account: -

Total income: £4250.50

Total expenditure: £3027.16 (surplus of £1223.34 - £170.47 = £1052.87)

Team travel Account: -

Total income: £606.91

Total expenditure: Nil (increase of £606.91)

Balance Sheet: -

Current Account balance: £5365.54

Team Travel Account: £634.41

Total available cash £5999.95 (£4388.44 in 2002)

Assets £2087.56 (£1911.56 in 2002)

Total Net Worth £8087.51

(Increase from 2002 to 2003 by £1787.51)

Gentlemen, Financially the year has not been too bad, however we must not lose sight that subscription alone do not cover our costs and we do rely heavily on the competition account to balance our books.

Stephen Greenwood Treasurer GBRCAA 15/11/2003

GREAT BRITAIN R/C AEROBATIC ASSOCIATION

Profit and Loss Accounts for Period: 06/12/2002 – 15/11/2003

General Account

Income:	Subscriptions	2800.00
	Newsletter Advertising	550.00
	AGM 2003 (Dinner)	594.00
Total Income		3944.00
Expenditure	AGM 2002	176.00
	AGM 2003	39.20
	Telephone	113.15
	Postage	182.62
	Stationary	158.17
	Equipment Maintenance	64.63
	Bill Harrop Memorial Fund (Equipment)	283.00
	Trophies (Salvers) x 4	168.00
	Committee Meetings	1070.00
	Team Travel Levy (subs)	299.00
	Raffle 2003 Licence Renewal	17.50
	Newsletter Costs	949.20
Total Expenditure		3520.47
Sub Total Profit (Loss)		423.53
Depreciation – Capital Equipment		-275.00
Profit (Loss) on General Activities		148.53

COMPETITION ACCOUNTS

For Period: 06/12/2002 – 15/11/2003

Income:

Competition Entry fees 2003	4180.50
Surplus Nationals 2002	70.00

Total Income **4250.50**

Expenditure:

Judging Expenses	1422.35
Site Fees 2003	815.00
Team Travel Levy	261.00
Trophies (Domestic Comps)	302.31
Fuel Prizes (Domestic Comps)	60.00
Donations	46.50
Score Sheets	64.00
Miscellaneous (Larks)	15.00
Certificates	41.00

Total Expenditure **3027.16**

Profit (Loss) on Competitions **1223.34**

Competitions 2003

Competitions	Income	Site Fees	Judging Exp's	Team Levy	Donations	Others Exp's	Total
Wittering 13/04/03 1 st Centralised	276.00	50.00	158.00	14.00	Nil	Nil	54.00
Skelbrooke 13/04/03 Domestic	216.00	35.00	56.50	17.00	Nil	54.00	53.50
Ashbourne 11/5/03 2 nd Centralised	244.00	50.00	150.00	12.00	22.50	Nil	9.50
Mansfield 25/05/03 Domestic Comp	227.00	35.00	12.60	17.00	Nil	32.06	130.34
Ashbourne 15/6/03 Domestic Comp	250.00	35.00	43.30	19.00	Nil	57.50	95.20
Judges & pilots clinic 01/06/03	Nil	50.00	Nil	Nil	Nil	Nil	(50.00)
Glenrothes 22/6/03 3 rd Centralised	260.00	50.00	149.25	13.00	Nil	Nil	47.75
Skelbrooke 29/06/03 Domestic	215.00	35.00	50.50	16.00	Nil	57.50	56.00
BBMT Newmarket 29/06/03 Domestic	158.00	35.00	35.00	11.00	Nil	Nil	77.00
Larks 2003 5-6/07/03	421.00	100.00	184.65	18.00	Nil	15.00	103.35
Bedford 13/7/02 4 th Centralised	180.00	50.00	97.50	9.00	Nil	Nil	23.50
Warboys 27/07/02 Domestic Comp	224.00	35.00	39.50	17.00	Nil	Nil	132.50
Huddersfield 3/8/03 Domestic Comp	163.00	Nil	Nil	10.00	Nil	60.00	93.00
Bedford 10/08/03 Domestic Comp	204.00	35.00	Nil	18.00	Nil	Nil	151.00
Mansfield 24/08/03 Domestic Comp	206.00	35.00	13.05	16.00	Nil	50.00	91.95
Skelbrooke 07/09/03 Domestic	237.00	35.00	58.00	19.00	Nil	51.25	73.75
Cashmoor 14/09/03 5 th Centralised	180.00	50.00	116.00	9.00	8.00	Nil	(3.00)
GBRCAA Championships	519.50	100.00	258.50	26.00	16.00	Nil	119.00
Surplus Nationals 2002	70.00						70.00
Score Sheets						64.00	(64.00)
Certificates						41.00	(41.00)
Total	4250.50	815.00	1422.35	261.00	46.50	482.31	1223.34

TEAM TRAVEL ACCOUNT For Period: 06/12/2002 – 15/11/2003

Income:

Levy from Subscriptions	299.00
Levy from Entry Fees	261.00
Donations from Judges Expenses	46.50
Interest	0.41
Total Income	606.91
Expenditure	Nil
Total Expenditure	Nil
Increase (Reduction) in Team Travel Fund	606.91

BALANCE SHEET

For Period: 06/12/2002 - 15/11/2003

Assets

Current Account Balance	6631.56
Team Travel Account	634.41
Stock of saleable goods	1.00
Portable Generator	1.00
Sound Meter	20.00
Weighing Scales	30.00
Computer Equipment, Laptop, software	825.00
Frequency Scanner/Checker	283.00
Trophies	727.56
PA Sound System	50.00
Misc Equipment	150.00
Total Assets	9353.53
Liabilities 1: Un-cleared Cheques	672.02
2: AGM Dinner, Members A/C	594.00
Assets Less Liabilities	8087.51

Letters to the Editor

Hi all

copy of e mail from Bob Skinner regarding snap rolls and spins, I hope this of some help.

Regards

Bob Ailles

The main point to look for is the break of the fuselage attitude from the flight path (increased angle of attack, relative to the continued horizontal flight path). This may (or may not!) cause the wing to stall and for the rotation to start. With more entry speed the model is less likely to stall, and the "break" may be less visible. Tell those pilots who say that CPLR gets high scores doing them fast, that some judges awarded zero's in the last world and european championship for the high-speed flick rolls. The French fliers quickly modified their style so that judges could see the break.

Any pilot who enters a vertical down snap roll at high speed is not fulfilling the second-most important criteria (smoothness and gracefulness). A break is not very likely and a poor score will most certainly result. Doing them on the vertical up is less of a problem, because that speed is naturally slower.

Spin entry is critical for a good score. Speed decreases while fuselage attitude/angle of attack increases (whether upright or inverted), to the point where the wing stalls and no lift is generated. When this condition is reached the model WILL fall into a spin (jn full-size terms, the nose will drop through the horizon) and start its rotation. Important to note that STALL and STOP are different here. The wing can stall if there is forward motion, especially if there is a wind direction change. Then the model will not come to a stop before it drops a nose and starts the rotation.

Best regards

Bob Skinner

Proposed New Standard Schedule for 2005

Hi all you standard pilots out there I would like your comments on the length off your current schedule, do you feel the jump from sportsmans 11 manoeuvres to standard 19 manoeuvres is to great, or should we cut it down to 15 manoeuvres, or should it stay as it is.

My proposed schedule is;

NO.	MANOEUVRE	K
1	Take-Off Sequence	2
2	45 Degree up 1/2 roll Exit Inverted	2
3	Half Loop	1
4	Top Hat full roll on top	2
5	Stall turn	2
6	Cobra with no rolls	2
7	Half Square Loop half roll on exit	2
8	Two outside loops	2
9	Split S	1
10	Cuban Eight	3
11	Humpty bump with options	2
12	Four Point Roll	4
13	Immelmann Turn	2
14	Three Turn Spin	3
15	Landing Sequence	2



12 Keith Jackson practices (his snaps?) as Angus & Malcolm Balfour offer useful advice



Angus & Keith enjoying a good joke at the World Champs in Poland

Members Adverts

Members may place private adverts in this section **free of charge**. Please contact the editor for commercial rates.

For Sale

- OS 140RX** (Thirty flights only) with modified backplate with custom titanium plate for soft mounting. Comes with genuine OS pipe and header. - **£350**

Call 0114 2873432
- Excelsior 2000 with OS140RX** Balsa and profilm covered wing and tailplane. Carbon horns and pushrods. Integrated moulded carbon fibre undercarriage plate. Light and straight.

Glass covered fuselage and glass cowl. Cowl screws set into nylon threads to stop fuel ingress. Carbon horns and push rod. Soft mounted and isolated high quality JR switch harness. On board nicad indicator.

Complete with:-
 OS 140 RX engine, Bolly Q140N tuned pipe and Aldouse header, custom soft mount, APC 16x14 prop and alloy spinner all set up for reliable running. Approximately 30 flights after fitting new rear bearing.

All you need is Aileron, elevator, rudder and throttle servos, receiver, and battery pack. - **£550**

Call 0114 2873432.

- ZN Line ENIGMA** finished by Probuild to Level 5b. Comprises Wings, Tailplane, Rudder, Ailerons and Elevator skinned with Leading and Trailing edges fitted. Tips finished with Carbon reinforcement. Ailerons, Elevator and Rudder fitted and hinged with Kevlar Cloth. Wings joined with Carbon Cloth and re-inforced centre section and Servo Boxes fitted. Also includes various fixtures and fittings, MK Control Horns, Elevator Joiner, Closed Loop and Tailwheel. Hatori Header Pipe, HydeMount and Fixed Carbon Undercart with spats.

Absolute bargain at original sale price of £990. Must sell quickly.

Keith Jackson Tel: 01722 410279

Wanted

- Webra 1.45 Tuned pipe**, the newer spec (longer) one. Does anyone out there have one they'd be prepared to part with at reasonable cost? Also need an aly manifold but will try get one made up. This is to equip another 2m aeroplane for next year.

Bill Michie. (01279) 504595



Comp. Venue	Date:
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Name:	BMFA No.	Frequencies:
Address:	(Pilots must hold a BMFA B Certificate)	1. <input type="text"/>
Telephone No:	GBR/CAA No.	2. <input type="text"/>
		You must specify an alternate frequency. Only ODD frequencies are allowed.

Your car details:	Reg. No.	Make	Colour	Names of Passengers

<p>Competition Entry Fees - please tick</p> <table style="width: 100%;"> <tr> <td>Sportsman</td> <td>£5</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Standard</td> <td>£10</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Senior</td> <td>£14</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Masters</td> <td>£14</td> <td><input type="checkbox"/></td> </tr> <tr> <td>FAI Domestic</td> <td>£16</td> <td><input type="checkbox"/></td> </tr> <tr> <td>FAI Centralised</td> <td>£20</td> <td><input type="checkbox"/></td> </tr> </table>	Sportsman	£5	<input type="checkbox"/>	Standard	£10	<input type="checkbox"/>	Senior	£14	<input type="checkbox"/>	Masters	£14	<input type="checkbox"/>	FAI Domestic	£16	<input type="checkbox"/>	FAI Centralised	£20	<input type="checkbox"/>	<p>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.</p> <p>Cheques should be made payable to the <u>GBR/CAA</u> and dated for the <u>date of the competition.</u></p>
Sportsman	£5	<input type="checkbox"/>																	
Standard	£10	<input type="checkbox"/>																	
Senior	£14	<input type="checkbox"/>																	
Masters	£14	<input type="checkbox"/>																	
FAI Domestic	£16	<input type="checkbox"/>																	
FAI Centralised	£20	<input type="checkbox"/>																	

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.

CD to return this part to entrant

Your entry foris accepted/rejected

Your frequency is

Remarks :

SignedCD. Date

Important note for MOD sites:
 You must bring some means of identification (Driving Licence, Passport etc.) on the day.

GBRCAA 2004 Competition Calendar

	Weekend 1	Weekend 2
March	7	14
April	4 Skelbrooke - Doncaster All Classes CD: Steve Dunning	11
May	1/2 Sandown	9
June	6	11-13 International Tourney de Champagne - Romilly
July	3/4 Triple Crown - Ireland (Venue TBA)	11
August	1	8
September	5 Skelbrooke All Classes CD: Steve Dunning	12
October	2/3 GBRCAA Championships Venue TBA	10

Issue 1 December 2003

Weekend 3	Weekend 4	Weekend 5
20 (Sat) Interested Parties Meeting Time & Venue TBA 21 FAI Pilots & Judges Training Day - Wittering (TBC)	28	
18	25 1st Centralised - Wittering FAI (P-05) Entries to Alison Harrop	
16 2nd Centralised - Ashbourne FAI (P-05) Entries to Alison Harrop	22-23 Civry International - Belgium	30 Mansfield All Classes CD Stuart Mellor
20 3rd Centralised - Wittering FAI (P-05) Entries to Alison Harrop	27 Skelbrooke All Classes CD: Steve Dunning	
18 4th Centralised - Glenrothes FAI (P-05) Entries to Alison Harrop	24/25 LARKS All Classes CD: Brandon Ransley	
15	22	29 BMFA Nationals Barkstone Heath CD? Any Volunteers??
20-29th European Championships - Alcochete Lisboa Portugal Website: www.fpam.pt/ecf3a04		
19 5th Centralised - Venue TBA FAI (P-05) Entries to Alison Harrop	26	
17	24	31

CD's: Please contact me with your certificate requirements at least 1 week before the competition. Ed.

LARKS 2004 - 2 Day Contest

24/25 July 2004

Aim

A 2-day contest with 5 (possibly 6) flights each – certain FAI pilots will need 6 flights because of the format - for up to 20 competitors. In addition ability to practise and to be tutored on the Friday.

Saturday evening – a relaxed fly-in with BBQ.

FAI and Master pilots will be expected to judge lower classes.

FAI Pilots to fly P05, F05 and Unknown (although they can do all PO5 or PO5 and FO5 only)

Timetable

Friday 23 July

From 10am – NOT BEFORE!

Practise at the site available for anyone (proving BMFA and GBRCAA membership) at a cost of £5 per pilot.

Tutored practice sessions given by Brandon Ransley and other team members (current or ex) and chief judge if they are willing to attend and give their time. This is subject to sufficient interest being shown on the entry form. £5 for tutoring for the day not per session but max of 3 sessions.

Note – club members may be present and may be flying on this day.

Saturday 24 July

9.00am - Pilots briefing

9.30-12.15 – Round 1 (subject to club permission to start before 10am)

12.15-15.00– Round 2

15.00-17.45 - Round 3

6.00 – Club BBQ and fly for fun – no pattern models – bring your fun flies, helis, old timers etc – flying off the peg subject to club peg system which will be explained at the site. Club Raffle etc

Also the FAI contestants flying the unknown will chose the **one** unknown schedule to be flown twice in rounds 5 and 6

Sunday 25 July

As for Saturday but rounds 4-6

The above timetable is dependent on number of entries in each class and, of course, the weather. If the weather does not allow the above programme then adjustments will be made at the time by the CD.

For FAI rounds 1 & 2 will be P05, rounds 3 & 4 will be F05 and rounds 5 & 6 will be the same unknown schedule chosen by FAI pilots the evening before in accordance with FAI rules. FAI Pilots can alternatively do all PO5 or PO5 and FO5 and will get the same number of flights as other classes.

Scoring

This will be normalised on a round by round basis in each class. There is no TBL for FAI (or any other class).

All Classes other than FAI

Best 4 out of 6

Best 3 out of 5

Best 3 out of 4

Best 2 out of 3

If only 2 flights both will count

If only one flight that will determine placings.

For FAI

For those flying P05 only – as for other classes

For those flying PO5 and FO5 – your best FO5 and best 2 out of 3 (or 3 out of 4) PO5

For those flying 2 rounds of P05, 2 rounds of F05 and 2 rounds of unknown then the best normalised score of each schedule will be used ie your best P05, best F05 and best unknown

If we do not manage 6 flights then we will drop the unknown and the CD will need to adjust the format on the weekend according to weather and time constraints.

A pilot flying P05 only cannot beat a pilot flying P05 and F05 and neither can beat a pilot who also flies the unknown schedule.

CD and Jury

Brandon Ransley will be CD.

Jury will be confirmed.

Entries and Entry Fee

Entries MUST be received at least 14 days before the event to enable time for the CD to plan.

First 20 to enter will be given places. After this a reserve list will be started. If you decide not to compete please let me know asap so that those on the reserve list can be notified.

Entry Fee is one and a half (1½) normal 2004 non centralised entry fees.

Please send TWO stamped addressed envelopes with your entry

Accommodation and other info

Details of accommodation and confirmation of your entry will be sent out as soon as your entry is received or 6 weeks before the contest, whichever is the later.

Final details will be sent out in your second envelope after entries close ie about 10-14 days before the contest.

Where do the entry fees etc go?

£100 to LARKS for use of field.

Judges, CD and other expenses

Trophies if sufficient cash

Balance to GBRCAA general and Team Travel funds

Proceeds of BBQ, Raffle and Friday flying to LARKS

Proceeds of tuition to GBRCAA.

Last years contest was a major success. The training day, venue, organisation and format were universally praised (see July/August 2003 Newsletter for report on contest). Get your entries in quickly.

The contest is subject to confirmation by the LARKS club.

Brandon Ransley



Congratulations to Brandon pictured here with his collection of trophies from 2002

LARKS 2004

2 day contest 24/25 July

Competition Entry Form

Name:		Frequencies 1. <input type="text"/> 2. <input type="text"/> You must specify an alternative frequency. ODD frequencies only allowed.
Address:		
Tel no.		BMFA Number <input type="text"/>
Email:		GBRCAA Number <input type="text"/>

Competition Entry Fees – Please tick Sportsman £ 7.50 <input type="checkbox"/> Standard £15.00 <input type="checkbox"/> Senior £21.00 <input type="checkbox"/> Master £21.00 <input type="checkbox"/> FAI £24.00 <input type="checkbox"/>	Complete entry form, entry fee and <u>logo</u> addressed stamped envelopes must be sent to the contest director not less than two weeks prior to the contest date. <u>Cheques should be made payable to the GBRCAA and dated for the date of competition.</u>
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Important Notice to all Competitors

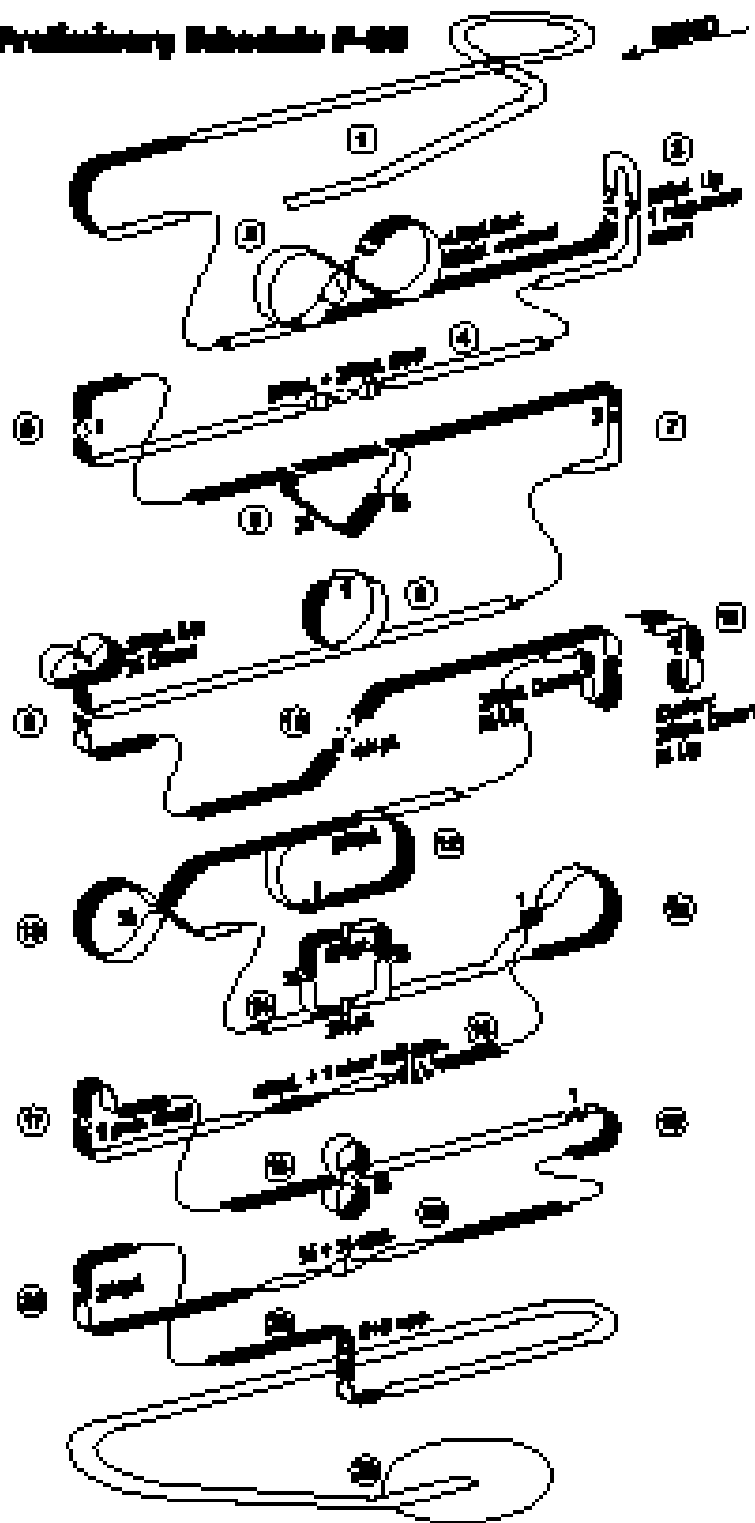
Pre-entry is a requirement of all GBRCAA competitions. If you wish to submit a late entry for a GBRCAA competition, contact the CD. If the CD is willing to accept your late entry you will have to pay double fees for the competition. If you have pre entered and fail to turn up on the day, no refunds.

Please complete this section

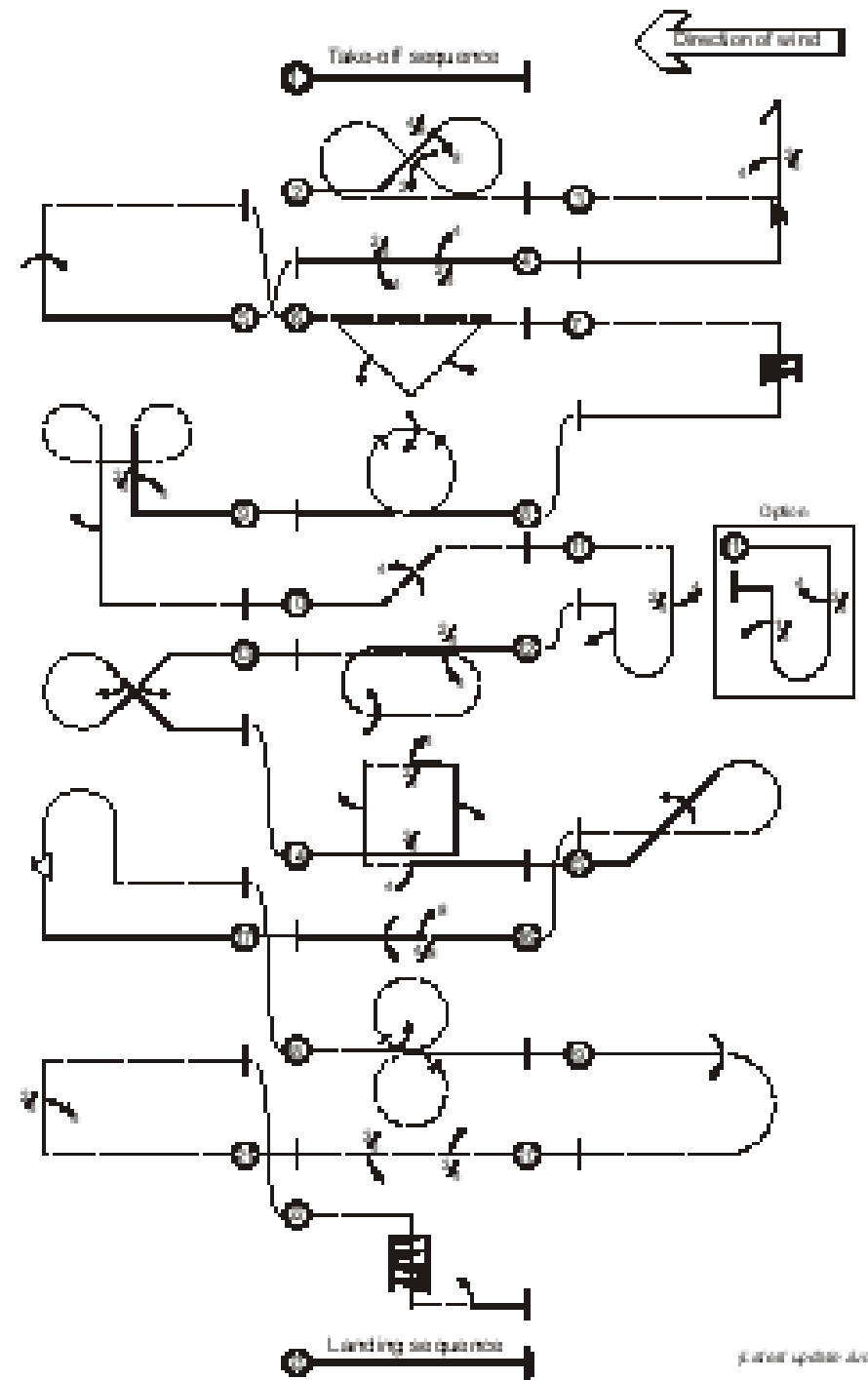
1. I will not be flying on the Friday. If you change your mind please let the CD know.
2. I would like tutored sessions on the Friday. Yes/No
3. I will not be attending the BBQ on Saturday evening and will have additional guests. Please specify the number so we can plan for level of food.
4. I am competing in FAI or Masters and will be willing to judge lower classes. Tick to confirm. Note, if you are not willing to judge your place may be given to those who will.
5. FAI Contestants only, I want to fly
 PDS only PDS and PDS PDS, PDS and unknown Please tick

Please return to
 Brandon Ransley, 252 Upper Third Street Garlick Gate East Central Milton Keynes MK3 1DZ
© People in the Wind/Brands Hatch 2004 Competition Entry Form - 01 27 02/04/04 11 0 2004

P-05 Preliminary Schedule P-05



PRELIMINARY SCHEDULE P-05 (from January 2004)



(if ever update also 2004)



81,STATION ROAD.LANGLEY MILL
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F3A UK offers a full building service leaving you free to put in that all important practice.

All ZN and PL kits come with carbon/nomex former kits and carbon endgrain balsa bulk-heads.

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IT'S A WORLD'S FIRST

F3A UK has built the first two production Synergy 140 3D.

ENIGMA

Carbon / kevlar (price on asking)

SYNERGY

Carbon / kevlar (price on asking)

EVOLIS.

Carbon / kevlar £ 530.00

ALLIANCE

Carbon / kevlar £ 530.00

CAPRICE

Carbon / kevlar £ 530.00

MAJESTIC

Carbon / kevlar £ 590.00

ALL KITS COME WITH ALL
FLYING SURFACES COVERED
IN CONTEST GRADE Balsa
AND FIXED U/C

LARGE MODELS

EXTRA 330S

Carbon / kevlar, 3mtr span, engine capacity 150cc (D/A 150), carbon u/c,
Carbon former kit £ 1,175.00

EXTRA 330S

Carbon / kevlar, 2.5mtr span, engine capacity 100cc (D/A 100), Carbon u/c,
Carbon former kit. £ 750.00

PL PROD

All PL Prod kits come with all flying surfaces, covered with contest grade balsa and fixed u/c.

SMARAGD

Carbon / kevlar £560.00

EXCELLENCE

Carbon / kevlar £530.00

EXTRA 330s

Carbon / kevlar, 3m span, engine capacity 150(D/A150) £1,145.00

ENGINES

YS

NEW !! YS 140 DINGO £395.00
YS 140L £365.00
NEW !! YS110 £310.00
YS 91 £260.00
YS 63 £216.00
YS 140 FZ2 £360.00

ENGINE MOUNTS

Gator soft & safe £40.97
Hyde 140 £118.00
Hyde 140ARIA £150.00
NEW!!
PL mount for YS 140 £150.00
NEW!!
ZN mount for YS 140 £150.00

MANIFOLDS

Hatori YS 120/140 £29.50
Hatori YS 91 £29.50
Hatori YS 63 £29.50
Hatori OS 160 £22.90
Hatori OS 140 RX £36.50

OS

OS 140F1 £850.00

WEBRA

145R £315.50

D/A PETROL ENGINES

D/A 150 £1,145.00
D/A 100 £895.00
D/A 50 £489.00

HATORY

Silicone tail pipe £7.95

CFE

YS 140 nose ring £9.95
OS 140 nose ring £10.95
YS 140 air filter £19.50

RETRACTS

Supra DX 60 £41.90
Supra DX 200 (Titanium legs) £99.50
Giezendanner £139.95
Titanium legs £19.75
3/16 DX legs £10.95

PIPES

Hatori 698 £120.50
Greave pipe 4 stroke £69.00
Greave pipe 2 stroke £69.00

TETTRA

14oz tank £8.80
16oz tank £9.90
20oz tank £11.00
Fuel Tee's £4.10
Fuel dots £4.50
Switch bracket £7.35
Black 55mm wheel (each) £14.27
Red 55mm wheel (each) £14.27
Angle push-rod £3.00
Straight push-rod £4.00

APC

14 x13 £11.50
15x11 £11.50
15x12 £11.50
15x13 £11.50
15X14 £11.50
15X14N £11.50
15.5X13N £11.50
16X10 £11.50
16X11 £11.50
16X13 £11.50
16X14 £11.50
16X16 £11.50
17X12 £11.50
14.5X12F/B £19.95
15.5X12F/B £19.95

ZN

Anodised horns (L) £11.50
Anodised horns (M) £11.50
Anodised horns (S) £11.50
Pull-pull wheel £15.00
70mm spinner £38.50
76mm spinner £42.10
82mm spinner £42.10
98mm spin.carbon £62.50
113mm spin.carbon £68.00
127mm spin.carbon £74.50
152mm spin.carbon £92.95

PL

Anodised horns (L) £11.50
Anodised horns (S) £11.50
85mm spin.carbon £47.50

DUBRO

4-40 ball link £2.96
4-40 pull-pull system £6.75
Servo horn set £10.50
T-style horns (L) £4.95

GATOR

Stab adjuster kit £10.95
Wing adjuster kit £13.95
Wing tube set 7/8x24" £20.85
Gator mount rubbers £6.55

TRU-TURN SPINNERS

2.1/2" FAI £25.50
2.1/2" FAI (LBP) £33.50
2.3/4" FAI (LBP) £33.50

MK

Gear linkage	£9.65
Suspension axles	£44.50
Tail wheel	£13.50
Dual coupler (S)	£24.99
Dual coupler (L)	£24.99
55mm wheels	£8.95
2.5mm BB servo-ends	£6.39
2.5mm BB horn ends	£6.39
3 mm BB servo-ends	£6.39
3 mm BB horn ends	£6.39
YS header mount	£21.95
OS header mount	£25.95
Alloy horns Plastic base (S)	£5.50
Alloy horns Plastic base (M)	£5.50
2.5mm ball joints	£4.20
Remote glow plug set	£13.70

2.5mm Push rods:

100-110mm	£5.95
110-120mm	£5.95
120-130mm	£5.95
140-150mm	£5.95
160-170mm	£5.95

3mm Push rods:

100-110mm	£5.95
110-120mm	£5.95
120-130mm	£5.95
140-150mm	£5.95
160-170mm	£5.95

BUILDING MATERIALS

300mm x 300mm end grain-carbon balsa	£21.00
300mm x 300mm nomex Panel (glass skin)	£15.00
300mm x 300mm nomex panel (carbon skin)	£23.00

LEAK FREE GASKET

YS 140	£15.95
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FUTABA RADIO GEAR

9 ZAP W/C 2 combo £950.00

9102 servo	£52.00	9402 servo	£58.50
9202 servo	£44.00	9204 servo	£58.50
136G servo	£34.50	3101 servo	£21.50

DIGITAL SERVOS

9150 low profile	£71.50	9151 9.5 kg	£85.50
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FULL RANGE OF ACCESSORIES IN STOCK

I.e. battery packs, switches, extensions, etc.

NEW ! NEW ! NEW ! NEW ! NEW ! NEW ! NEW ! NEW !

- ZN Synergy 90 3D ARTF
- ZN Synergy 140 3D
- ZN Line Madness II
- ZN Line Suxess 3D
- PL Lazulite
- PL Partner
- PL Fiesta 3D
- Asano carbon pipes for 2 and 4 stroke (very light)
- Asano flexible manifold for YS
- Asano flexible manifold for OS





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INTEL P4 1.8G	£617.47 Inc VAT
INTEL P4 2G	£635.15 Inc VAT

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