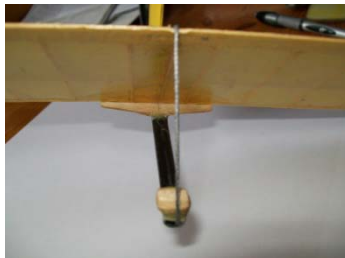
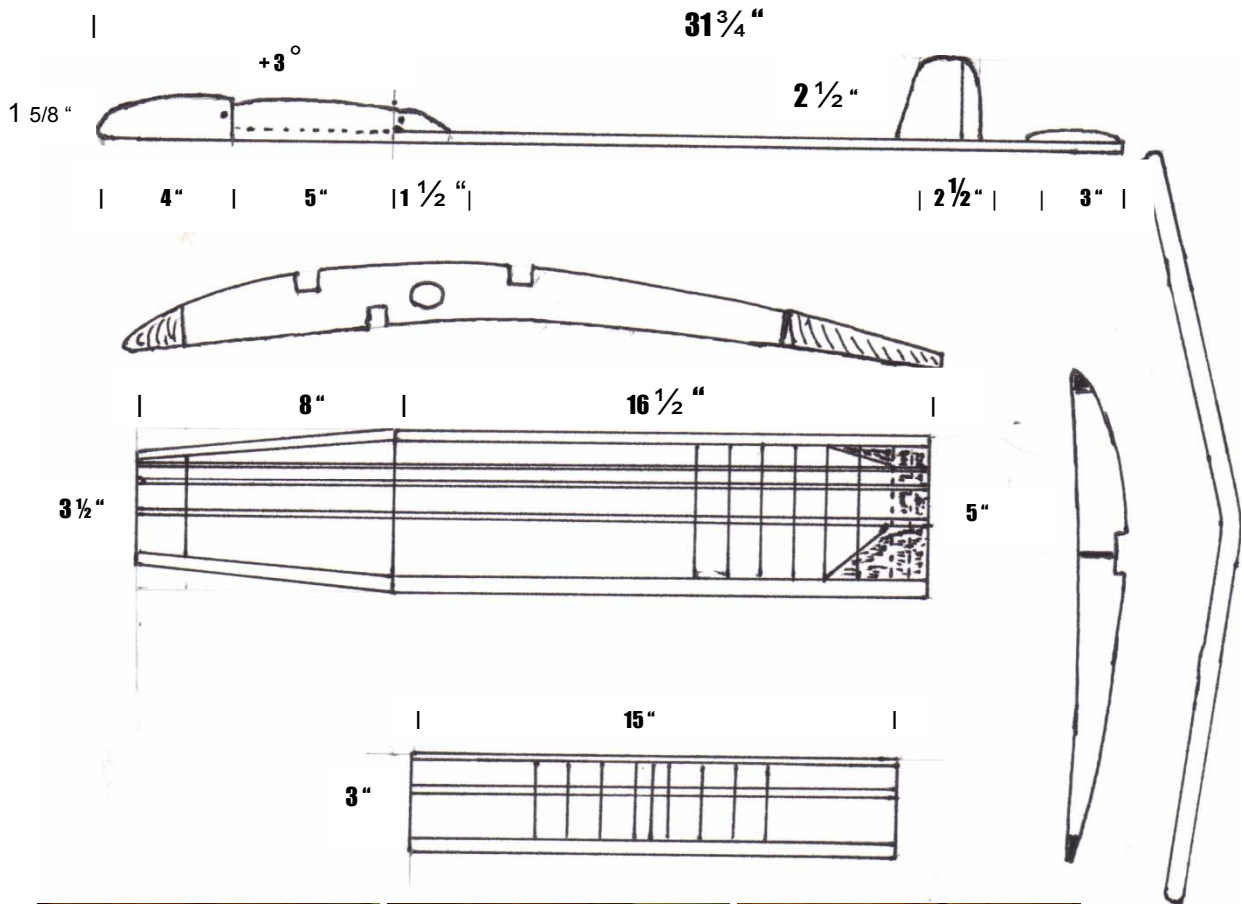


# Mini V F1H by Chris Parry



# Mini V Simple F1H with a winning record

by Chris Parry

When this simple F1H was drawn up in the early 1980's, I would have never imagined I would still be flying it today. With 2 British Airways trophy wins, 3 Ripmax and 3 Northern Gala wins plus many more Gala wins it certainly hasn't let me down. The model is tough, straight tow and of course fly's in any conditions although its still air time is not its greatest asset. Put it into helpful air though and away it goes! And in normal British conditions will give the very best a run for their money.

## Fuselage

I use a Mike Woodhouse standard F1H rod,  $\frac{1}{2}$ " Balsa front cut to shape with 2  $\frac{1}{16}$ " ply sides glued to the rod. Wing is + 3 degrees and wings are banded down on a  $\frac{1}{16}$ " ply platform. Towhook is  $\frac{1}{8}$ " in front of a CG of around 52%-55%. Fin is made from 2  $\frac{1}{16}$ " balsa, cut to shape and sanded then glued.

## Wing

Ribs are cut from  $\frac{1}{16}$ " quarter grain, leading edge is made from hard  $\frac{3}{8}$ "sq balsa, trailing edge is a whopping 1" pre shaped hard balsa. Wing joiner is 3.2mm, and ali or brass tubes are glued through 3  $\frac{1}{16}$ "ply wing ribs and are 2  $\frac{1}{2}$ " long. There is  $\frac{3}{8}$ " washout on left tip, for right hand glide and is covered in heavyweight tissue.

## Tailplane

Ribs, central  $\frac{1}{8}$ ", rest soft  $\frac{1}{16}$ ". Spar is  $\frac{1}{16}$ " x  $\frac{1}{4}$ " balsa, with a full web  $\frac{1}{16}$ " glued in from underneath. Cover in lightweight tissue.

I use an old KSB timer, but any system would do as long as it is proven and reliable.



**Tynemouth Gala 2008 1<sup>st</sup> and 2<sup>nd</sup>  
F1H Fly Off in a Newcastle Heat  
wave**

## 1986 OR The Present by Chris Parry



**1979 Nationals Open Glider Winner**



**2006 Nationals ( same model )**

**I was asked to put something in writing on Free Flight 1986 and before versus the present. Well as most of you are aware I left the Free Flight scene at the end of 1986 in search of fame and fortune, and returned at the British Nationals in 2005.19 years out of the hobby and how things had changed. No not the weather,(wet and windy as usual ),nor John Cooper still winning almost every glider contest, no these hadn't changed.**

**What had changed was the lack of entries, plenty of cars at the meetings but in many cases a serious lack of flying. There seemed to be a class for everything! Too many in my opinion! Very few new faces, plenty of the old (just 19 years older ).**

**Engine runs reduced to 5 seconds, everything made from Hi-Tech materials such as Kevlar, carbon etc. Everything bunts! Electronics controlling all the best free flight models and conversation leaving me a gasp and looking up on the internet for this new language.**

**Bought models(all or part of seems to be the way of the international classes ).**

**It seemed to me not to be a level playing field anymore, whilst performance had moved on, technology had progressed to a point where many simply can't compete with the workmanship of the bought model or parts.F1A's costing £1500 plus, how much for an F1C I might ask? No wonder we don't see many of them on a typical blustery British contest day!**

**Vintage seems to be more popular these days, and you can still have a good day contesting in the BMFA classes and take advantage of the low tech rules where they have been introduced. The idea being I believe to help the Balsa, ply and spruce flyer. Everything moves on, progress, progress, progress! But, give me Dr Who's tardis and take me back to the early 1980's,gliders ok with circle tow,huge entries and not a bunt in sight, and if you were too heavy handed on tow, your two piece would soon become a three piece wing! Open rubber fly offs, what a spectacle especially as so many made it year after year to the National's fly**

**offs. The great contests of the power boys, in F1C the bunt had already made its appearance, and in open power the K&B 40's of Trevor Payne, Russell Peers etc went into battle, and a simple 1/2A Train powered by a Cox 049 tee dee was all you needed for 1/2A power. Well, i'd love to go back to those days, but I, I keep plugging away with the balsa, ply and spruce and from time to time I, I shock a few, but more importantly I, I have enjoyed my day out.**

### **2009 The Season**

**Briefly, congratulations to John Cooper on winning the F1H Biggles League and for Roger compiling and running it. Another club champs win, which included a superb rubber fly off by John Bailey of over 7 minutes for 1<sup>st</sup>. Then of course there was that other superb fly off at the sun drenched British Nationals (yes shorts and sun cream, James and myself even cycled to the Biggles meal down at HQ, where Dave Brawn had organised another great evening for us all ), the BMFA glider flyoff where John Coopers glider and a Hot air balloon above him drifted down wind until Johns glider d'td on its way to Wilsford, in sight and down for a cracking 13 minutes 34 seconds. The weather was kind in 2009, so I, m hoping for a few more of those other days in 2010, you know the ones, don't you??**

**Chris**