As the new season begins to hot-up and 3D fever spreads throughout the UK model flying fraternity, many are already preparing for this year’s RCM&E Freestyle aerobatics event. As such, new models are destined to appear and pilots will almost certainly have incorporated a fresh approach and new ideas into their sequences. All positive stuff that will be assisted no end by a new and improved event and a somewhat more polished stage on which to host the whole thing. So, what’s been happening since last year?

Well, during the past few months a number of individuals, almost as enthusiastic as I about progressing the future potential of freestyle, have been frantically endeavouring to put into place the mechanics that will allow all interested parties the opportunity, not only to find out more about UK 3D, but also to make a contribution. A priority exercise was therefore to communicate the message in the quickest and most efficient way possible, i.e. construct a website. This has been completed, is already very popular with visitors, and continues to grow by the week.

Why not take a look at www.freestyleaerobatics.ournet.co.uk

This seemingly renewed interest in aerobatics, and in particular that which comes under the 3D banner, has justifiably been catered for in RCM&E’s regular coverage with its current ‘Manoeuvre of the Month’ series. Here, stand-alone articles carefully illustrate that which is required to execute various freestyle figures, leaving little excuse for prospective pilots not to know how these new aerobatic sequences are flown. This obvious desire for knowledge of 3D flying, coupled with positive feedback and constructive criticism from those who attended last year’s event, led to an impromptu meeting in the latter weeks of 2003 that sought to fine tune the organisation of the event, increase the efficiency, add to the enjoyment, and assist the judges in their rather onerous responsibility. In short, it was agreed that the following alterations be made in order to further develop and hone the competition.

1. Of the three flights one should be a fixed programme of no more than 4 minutes duration. This should be constructed in the spirit of freestyle whilst encouraging precision and grace.
2. One flight should comprise a freestyle programme of the pilot’s current position.
own making, 4 minutes in duration and flown to music (compulsory).
3. Finally, one flight should comprise a freestyle programme of the pilot’s own making, 4 minutes in duration, without music.
4. It is intended that three judges will be employed.
5. Score sheets for all programmes will be made available to pilots.

The result is a new format for 2004 and one which we’re sure will be welcomed by all.

NEW FORMAT
In terms of the fixed schedule, one sequence will be flown for the ‘Unlimited’ class (previously Advanced) and one for ‘Advanced’ (previously Sport), though obviously the Unlimited programme will be the more difficult of the two. That said, both will be very similar to allow those who aspire to the ‘upper class’ to watch and learn how the experts do things. Additionally, this similarity of schedule will allow Advanced pilots a relatively easy transition to Unlimited, particularly if they find themselves improving sufficiently during the months prior to the event.

These programmes, although fixed, are still very flexible to allow pilots the opportunity to easily adapt, or even create their own style, thus maintaining the true spirit of freestyle flying. Unlike F3A pattern aerobatics, programmes will not be heavily reliant on memorising a schedule or relying on a ‘caller’ to keep the pilot informed. Indeed, pilots will be able to choose the frequency of a particular manoeuvre (i.e. the number of rolls) and the variation on a particular theme (i.e. the type of snaps). Again, the intention here is to encourage variety whilst providing the judges with a chance to see how precise and graceful the pilot can fly. Ultimately it will encourage even more variety during the day.

As can be seen, the chosen programmes are nothing like those flown in F3A, the only similarity being in the way they’re constructed. So, don’t be fooled into thinking this event is drifting towards pattern territory, for it most certainly isn’t!

Okay, here they are then, the Unlimited and Advanced sequences along with an explanation of certain figures and the judging criteria. Keep them handy, take one to the flying field when you next go and get practicing! Who knows, you may surprise yourself.

Unlimited (Figure 1)
1. $1/4 - 3/4$ rebound vertical roll, up; flat top; multi turn, flat (optional) spin down; exit into wind inverted.
2. $45^\circ$ line, up, with $3/4$ roll; single snap; knife-edge turn back down the same $45^\circ$ line with $1/4$ or $3/4$ roll down (or snaps); exit downwind inverted.
3. $2 / 4$-point roll to upright; $1/2$ roll back to inverted.
4. $2/3$ rolling loop to knife-edge on the $45^\circ$ down line; multiple snaps (or rolls); to positive.
5. $1/4$ roll to knife-edge; rolling circle back to knife-edge; $1/4$ or $3/4$ roll back to positive.
6. $3 / 4$-point vertical roll up; ‘B’ axis; $1/4$ roll down; exit upright.
7. Rebound roll.

Advanced (Figure 2)
1. $1/4 - 1/4$ rebound vertical roll, up; flat top; multi turn flat (optional) spin, down; exit into wind inverted.
2. $45^\circ$ line, up, with $2 / 4$-point roll; outside or inside turn down same $45^\circ$ line with snaps or rolls to upright.
3. $2 / 4$-point to inverted.
4. $2/3$ loop (rolls optional) to knife-edge on the $45^\circ$ down line; multiple snaps (or rolls) to positive.
5. $1/4$ vertical roll; one snap up; stall-turn to $45^\circ$ line with $1/4$ or $1/2$ roll (or snaps).
6. $1/4$ vertical roll; stall-turn to knife-edge; snaps to knife-edge; $1/4$ or $3/4$ roll out.

Interest in the RCM&E Freestyle competition is growing by the year.
I shall forward a cheque in the sum of £10, before the 20th August 2004. I enclose an SAE.

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I enclose a cheque for £10 made payable to ‘Freestyle Aerobatics’ for competition entry. I understand that this is non-returnable after the 20th August 2004. I also enclose an SAE.

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TOP RIGHT: Lance Maher suffered at the hands of fate and still came fifth!

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All fairly straightforward, however, here’s a quick explanation of a few terms for those who might be new to it:

**Rebound rolls**: These are simply opposing roll directions with a pronounced ‘bounce’ - no hesitation.

**Flat top**: This manoeuvre sees the model exit a vertical climb with minimal airspeed, stop and immediately enter the next figure - a very efficient method of entering spins with minimal delay.

**Flexi options**: The reason for the fixed schedule is to provide pilots with another challenge, not so much as a test of his ability to perform such manoeuvres, but to encourage precision. For instance, exit and entry to figures should be crisp and accurate. In addition, this type of flexi schedule promotes the use of imagination and style to dramatically influence the effect. For example, pilots decide how many rolls to include and whether they be fast or slow. In the case of spins the options are even greater, i.e. ‘fast’; ‘conventional’; positive; negative; number of turns. Multi turn spins, for instance, are simply to give the pilot an opportunity to maximise the display without jeopardising the model. Basically the pilot can decide how many and what type of rolls/spins are required to maximise presentation or minimise risk.

**Stall-turns**: In this particular sequence stall turns are not ‘standard issue’, instead they’re partial manoeuvres, either to the 45-degree line or horizontal line, as is often used in full-size freestyle.

**‘B’ axis**: Flown across the box, either in or out, (i.e. cross-wind).

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**RCM&E FREESTYLE COMPETITION**

5th September 2004, Knebworth MFC

**Pilot details**

Name..................................................................................................................................................

Address............................................................................................................................................... 

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Telephone number .................................................................................................................................

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BMFA No............................. ‘B’ Cert No.......................... Entry class........................................

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**Aircraft details**

Intended model.................................................................................................................................

Engine....................................................................................................................................................

Radio.....................................................................................................................................................

Frequency .............................................................................................................................................

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**Please tick where appropriate**

☐ I enclose a cheque for £10 made payable to ‘Freestyle Aerobatics’, for competition entry. I understand that this is non-returnable after the 20th August 2004. I also enclose an SAE.

☐ I shall forward a cheque in the sum of £10, before the 20th August 2004. I enclose an SAE.

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Send your entry to: ‘Freestyle Aerobatics’, 96 Station Road, Tempelford, Sandy, Beds. SG19 2AY.

Email: terry@westrop8289.fsnet.co.uk
attractive the sequence appeared along with how accurately each figure was flown, particularly with regard to entry and exit.

c.) Presentation: How well the sequence was balanced and whether it was well placed and easy to view? 

d.) Entertainment and variety: Entertainment scores the sequence for interest and its ability to hold spectator attention. Did the judges and spectators get their moneys worth? Variety, on the other hand, requires the sequence to optimise the time available by minimising repetition.

So, there it is, the new face of RCM&E Freestyle. The venue for this year’s event will once again be the highly accessible Knebworth site. And the date? September 5th.

Please note that due to a larger than anticipated turn-out last year, pre-entry is essential to avoid the problems that arose with flight order, scores and time availability. To prevent a reoccurrence it seems sensible, therefore, that all pilots should register at least two weeks prior to the event, thus allowing a flight list to be compiled. When generated, said list will enable computer aided scoring to take place, speeding up the process and minimising errors.

It is, of course, impossible to provide a perfect solution to the requirements of all pilots / spectators, though, as is often the case, a compromise emerges after all the suggestions have been processed. One thing’s for sure, there is a growing significance about this event that demands more attention to detail. With any luck, the knock-on effect will continue to provide the level of inspiration to which we who attend the event have now become accustomed.

The very talented Nathan Parei-Jones on his home patch in North Wales. Nathan came second in the main event last year and you can bet he’ll be gunning for the title this...

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