

FREE FLIGHT



news

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FFn DIARY

April 28-29 Salisbury Plain	BMFA London Gala. 28th: C/R, C/G, C/P, Vintage R/P, P30, CO2, CLG, F1E. 29th: F1G, F1H, F1J-BMFA1/2A, Vintage Glider, Mini Vintage, SLOP, E30, HLG. Contact: T.Grey 01892 539221.	May 20 Werrington	BMFA Indoor day. 9.00-17.00. See April FFn. Contact Mark Benns 01733 755733
May 5-6 Vsechov, Czech Rep.	27th Jihocesky pohar. F1A, F1B, F1C World Cup. Contact: Rostislav Kvasnicka, tel +420 608 059 803, fax: +420 381 292 017, email: r.kvasnicka@seznam.cz	May 25-27 Aradac - Zrenjanin, Serbia	29th Srem Cup. F1A, F1B, F1C, F1Q World Cup. Contact: Radoje Blagojevic, tel +381 63 252 064, fax: +381 22 323 597, email: aknovapazova@yahoo.com
May 5-6 Liptovsky Mikulas, Slovakia	2 F1E World Cup events. 5th: Liptov Cup, 6th: Nosko Memorial Cup. Contact: Milan Valastiak, tel +421 908 530 339, fx:+421 48611 2668 mvalastiak@inmail.sk	May 26-27 Near Sheffield.	BMFA Salisbury Plain. See May 5-6 BMFA 2nd F1E (Team Selection). N.B. May be either day, check before travelling. Contact: Ian Kaynes 01252 512538 or 0794 185 2144
May 5-6 Salisbury Plain	BMFA Trimming Weekend. See FFn 1201. Must call Peter Tribe on Friday before 01225 862748.	June 2-3	BMFA Salisbury Plain. See May 5-6
May 12 Salonta, Romania	Szabó Miklós Memorial Contest of Hungary. F1A, F1B, F1C, F1Q World Cup. Contact: József Guti, Arany J. u. 47, 5700 Gyula, Hungary, tel +36 20 363 55 73, e: guti@fafem.hu web: http://faif1abc.com	June 2-4 Barkston Heath	BMFA National Championships. B/G, B/R, B/P, B/E, Tailless, Women's BG/BR/BP, Junior BG/BR/BP, CLG, F1A, F1B, F1C, F1Q, Vintage R/P, Vintage Glider, SLOP, HLG, P30, Novice Glider & Rubber (junior kit glider & junior kit rubber), Bowden, F1H, F1G, F1J-BMFA1/2A, Mini-Vintage, CO2, E30. Classic R/P, Classic G. Non Championship: FF Scale, Cranfield Classic, Lulu/Golden Wings and SAM events. Contact: Mike Woodhouse 01603 457754.
May 12-13 Salisbury Plain	BMFA Salisbury Plain. See May 5-6 Stonehenge Cup. F1A, F1B, F1C/P (Dick Johnson Memorial), F1Q. World Cup Event. Contact: Chris Chapman 01963 220741, email: Petertribe46@talktalk.net or chrischapman.cd@hotmail.co.uk	June 2 Tapolca, Hungary	Herend Cup. F1A, F1B, F1C, F1Q, F1H World Cup. e: ferenc.kerner@herend.com web: www.herendimse.fw.hu
May 13 Salisbury Plain	F1G at Stonehenge Cup, 5 rounds from a line, entries on field Contact Peter Hall on 01483 898288 or Roy Vaughn at roy.vaughn@btinternet.com	June 3 Tapolca, Hungary	Mura Cup of Slovenia. F1A, F1B, F1C, F1Q World Cup. e: muracup@modelarji.si web: http://muracup.modelarji.si/
May 18-20 Kharkiv, Ukraine	Zmiev Cup. F1A, F1B, F1C, F1P World Cup. Contact: Mykola Kovalenko, tel +380 57 775 44 99 / +380 50 595 82 24, fax: +380 57 775 44 98, email: ideainfo@ukr.net web: www.flu.org	June 8-10 Vize, Turkey	Istanbul FF Cup. F1A, F1B, F1C World Cup arslanthk@yahoo.com www.turkey-ff.org
May 19-20	BMFA Salisbury Plain. See May 5-6	June 9-10 Port Meadow	BMFA Salisbury Plain. See May 5-6 Oxford FF Rally. See FFn 1202. Contact: Andrew Crisp, tel 01865 553800.
		June 16-17	BMFA Salisbury Plain. See June 2-3

F1H #18 BY CHRIS EDGE

For a glider flyer, A1s are like women, right? Some times they are wonderful to be around, the next they annoy you like mad. I've had some real shockers (we're talking A1s now) but, like women, you really can't keep away and this design, #18, is the best I've had.

Let's go back to the 1974 Nats at Little Rissington, my first Nats. My first ever flight was with a 'Wee Kee Wee' A1 which promptly never DT'd on its first max - I was then disqualified as my line processing sticker had fallen of (or some such), not a good start. Since then I have tried and failed maybe 30 times to win the event until I finally succeeded in 2010 with this model.

Over the years I built 2 or 3 of John Bailey's 'Skyjacker' design in the late '70s and these were very good. They had twang hooks and no zoom but got some extra height on launch and thermalled very well. I came 2nd at the Nats in '79 behind John Abbey who was a master of the glider art at that time.

I had some good ones again around the 90's based on John Cuthbert's 'Boomazooma' to which I added some laminated spruce/carbon spars and removed the wide capstrips. I did well with two examples before one finally got lost upwards at a very thermally Nats and the other exploded once too often.

By now (early 90s) I was often flying with Gary Madelin at Queen's Parade, Aldershot, and with his influence I made first one then a second full carbon wing version of his 'Sister Moon'. The first of these models was a zoomer but the second a full bunt model. Eventually, after numerous attempts to use clockwork timers, I threw the fuselage in a milling machine and hacked out a hole big enough to take a Black Magic timer and a small servo - this solved all the pitch-up problems that a clockwork timer couldn't and made the launch trimable. These two models did well with a couple of wins at Poitou and elsewhere but they were a bit difficult to tow in the calm and, despite some close calls, never the Nats win.

Also around this time the manufacturers, sensing a few more sales no doubt, starting flying A1 rather successfully. Their clients, in particular Martyn Cowley in the US, showed the better performance that was now possible with thin sections and popularity picked up. As my two 'Sister Moon's' became one (fuse and tail off #15 combined with the wing off #16) I figured I should build a model using the basic Stamov shape and size but with a thinned 'Sister Moon' section (about 1mm taken off the highpoint); this is #17. Compared to Victor's plan, the wing is slightly shorter to better utilise the carbon sheet I have, the tail is lower AR and there is no wiggler. I initially used an old 4.1mm A2 joiner that I had successfully used previously in #15/16, but promptly broke it in half whilst flying at Lost Hills trimming the model in 2010. So I had to use the #15/16 bitza in the contest and did one of those magical flights, a 6 minute FO max in a two minute slot which I caught on DT; I eventually came 2nd behind Mike McKeever.

#17 got repaired and was flown at Lost Hills in 2011. This time I got a 2nd and 5th with, again, some long flyoffs and a better trim with a new 4.5mm joiner from Victor. Back in the UK I flew it at the Northern Gala and suffered a rare but very public structural failure on an attempt for the 5th max (way too much helmet - SEE was not amused). What happened was that the spar root Kevlar wrapping came off the spar somehow and the joiner tube broke out. Despite carefully gluing it all back together, the trim currently isn't as good as it was. I went on to win the Northern Gala on the 2nd attempt with the first contest flight of #18, basically the same as #17 but with the Stamov A1 section this time.

And so to the Nats in May, 2011. The Monday was mostly wet (no change there then) and I flew #18, maxing out by avoiding the wettest periods. The FO was against two of the finest exponents of A1, Gary and Peter Tribe (Cooperman had dropped for some reason). The winning flight, in the same air as country-mate Ron Sabey flying Classic Glider, did over 5 minutes - finally the win !

In 2012 #18 has so far just dropped 5 seconds: it won the MaxMen (with 5 and 7 minute flyoffs, followed by my own patch of air for just under 4 minutes, going for 9 minutes at dusk); came 7th in the 4th Area (9:55 total) and 3rd in the Northern Gala (poor FO); Gary won these latter two events - he's very keen this year.

A lot of people complain that the minimum weight of an A1 makes them clunky but I think this is a positive as it is easy to make them down to weight and structurally strong enough to take hard launches. The consequence is that even I can win in the right air against those with better bought models. In terms of development, I don't see too much to change. I'm not planning to add a wiggler nor a rudder servo nor a re-latchable hook as some have. Ken Bauer has a LDA A1 but I haven't seen it fly enough (he had a hook problem in the US) to see what difference it makes. I do think the fin is probably too big as it needs very little movement between straight tow and glide which is critical to adjust. One problem that I need to solve is the joiner as this bends each flight. There are drilled 5mm joiners available out there that I would use if I can fit them in the thin section OK.

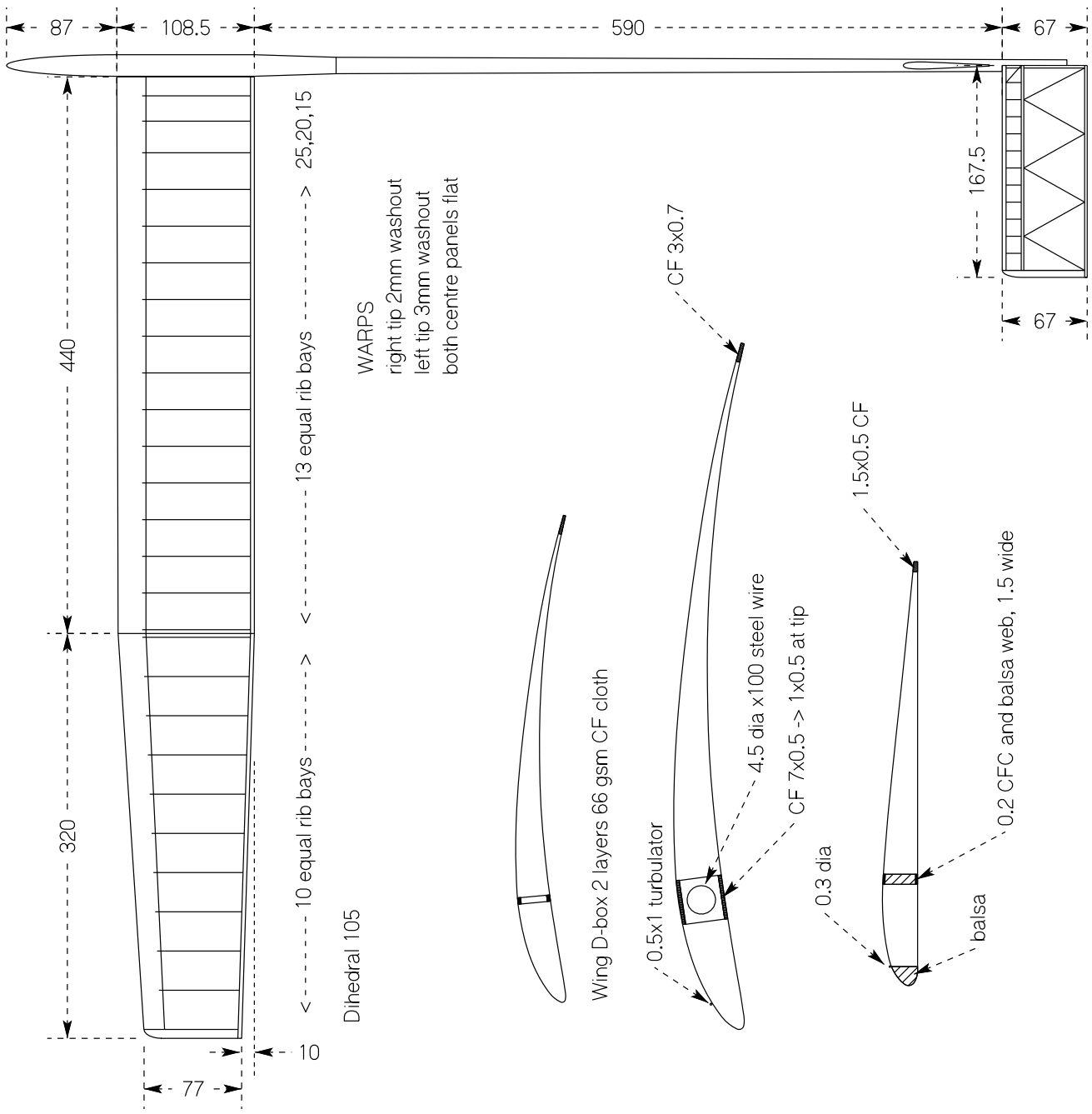
Model Construction comments.

The wing used laser cut ribs and lower rib building templates. Spar construction is my usual method :- make a joiner tube from two layers of sock, glue this as a single item to both lower spar caps, add vertical grain balsa web + harder material at the end of the joiner tube, sand the top surface to the required height then add top cap, sock everything, cut away sock at end of joiner tube and wrap with Kevlar thread (a bit more than I did on #17 !).

The d-box on #15/16 was a single layer of 93 gsm carbon cloth but always seemed a bit 'soft' so now I use two layers of 66gsm cloth from R&G. This is simply laminated in an old 'v' mould and oven cured. It is quite stiff and needs a fair amount of weight to get it to form to the herringbone but otherwise it's been OK - certainly much stiffer than previous wings despite the thinner Stamov section.

The fuse pod is my own moulding based on my A2 shape. This is so much better than the old ply-sided ones used on #15/16 as there is much more space inside. This allows such a small (some would say cute) pod to be practical for an electronic model and I can fit in (starting from the front) an iPod Shuffle LiPo battery, BM timer, Ripmax S100 servo, and finally hook without too much trouble. The servo drives a M&K style pulley but with the arm slotted to sit directly over the pulley - this requires less of a cut out in the tail. The fuselage boom is from Free Flight Supplies and is sold as an A1 boom rather than an F1B boom. The hook is from Koshonoskin who used to make a smaller version of his A2 hook for A1s.

Covering is my now usual Icarex upper surface (at the magic angle of course) and Profilm Lite (Oracover) underside. The Profilm overlaps back to the turbulator (medical tape, 1mm wide) on the upper surface. I also use a PCB tape trip at the high point.



WEIGHTS

wing	77g
tailplane	3.9g
wing joiner	13g
Total	223g

F1H #18 by Chris Edge
2010 Scotland

Scale 1:5 All dimensions mm

CIAM PLENARY MEETING, APRIL 19-21

Report by Ian Kaynes

The annual meeting of CIAM (the Aeromodelling Commission of the FAI) was held in Lausanne. The Olympic Museum is currently closed for a long term refurbishment and so we had to meet at the Movenpick Hotel, which has poorer acoustics and is less well equipped than the Museum.

There were only a few items of free flight significance and so the Free Flight Technical Meeting (FFTM) which I chaired as chairman of the Free Flight Subcommittee (FFSC) was quite short and sparsely attended – but thanks to those who were present:

Wilhelm Kamp	Austria
Cenny Breeman	Belgium
Andras Ree	Hungary
Popa Cringu	Romania
Per Findahl	Sweden
Ian Kaynes	UK

Radio in F1A

The most controversial item on the agenda for FF was the proposal from Bulgaria to ban radio in F1A. You will note that Valentin Savov was not present at the FFTM, having given priority to attending another meeting (and they also missed him from the control line meeting, where they wanted to discuss the lack of flying circles for the CL World Champs in Bulgaria this year). Valentin had briefly discussed the proposal with me before the FFTM, explaining that it was poorly written but the intended result was to stop radio control of flights. The meeting discussed this and considered that the current rules were clear in forbidding this. It was acknowledged that it would be difficult to prove what functions were available in an electronic model, but the bottom line is that it is illegal and any big influence of the model is likely to be detected. The FFTM were unanimously opposed to the proposal and the following day it was rejected in the Plenary meeting vote.

World Cup rules

There were three proposals submitted by the FFSC concerning the World Cup rules. These were described in January FFN. The major change was to increase from 3 to 4 the number of events which can be counted in a competitor's total score. This was combined with allowing the total to include no more than 2 events flown in the same European country or 3 in a country outside Europe (based on where the event is flown, irrespective of which country organises it). This means that the full 4 scoring events demands flying in at least 2 countries. This proposal was supported unanimously by the FFTM and then passed by the Plenary meeting. Also passed were the other two proposals, one increasing the F1A bonus points to 1 for every 10 people beaten, and the other to give extra Junior World Cup points if a junior gets more points in the senior event than the junior part.

Model Processing Rules

In the B.17 section of volume ABR (the general part of the Aeromodelling Sporting Code) the FFSC proposed clarifying that a model could only show numbers and details identifying a single person as its flyer – this was passed – and the Bureau proposed a general revision of the section. This entailed moving the paragraphs around and making some changes of wording. One unmarked change which was detected at the FFTM was that the number to be shown on the model in 25mm high lettering was described as the FAI licence number. This involved deleting the other of the existing alternatives of "FAI Licence number or National Identification Number" without actually showing the deletion of the old words. The significance of this includes such problems as Austria having FAI licence numbers about 10 digits long and New Zealand

change their FAI licence number each year. The FFTM proposed restoring the original wording but this was rejected by the CIAM Technical Secretary and the original Bureau proposal was put to the vote and passed by a majority.

USA proposal on launch line

The USA proposed a prescription of rotating the launch line through specific angles to suit the wind. The FFTM failed to understand why a rule change was needed since the current rule gives complete freedom on line movement or rotation. The USA withdrew the proposal at Plenary.

Championships News

The venues for 2013 FF Championships had been selected at the Plenary meeting last year. As a reminder the 2013 venues are:

World Champs F1ABC	France
World Champs F1E	Slovakia
Euro Champs F1ABP	Bulgaria
Euro Champs F1D	Serbia

The 2014 events were awarded at the Plenary meeting this year. A single bid had been submitted for the F1ABP Junior World Champs and also for the F1D Indoor World Champs – both of these bids were from Romania and they were accepted by Plenary. The Indoor Champs marks a return to the cool conditions of the Slanic salt mine after many years in the heat at Belgrade. It appears that Serbia did not offer for this event, partly as the Aero Club being less keen to host aeromodelling events after their problems with the costs of the cancelled classes at the control champs in 2009, and partly from increased costs of getting the hall in Belgrade.

Another unopposed single bid from Romania was for the 2014 F1ABC Euro Champs. There were bids by both Romania and Slovakia for the F1E European Champs. Romania withdrew their bid to leave the award to Slovakia, while Romania then submitted an advance bid for the 2015 F1E World Champs (to be decided next year).

Outline details of the 2014 events to be in Romania are:

F1ABP Junior World Champs to be at Salonta (in north-west Romania, close to the Hungarian border) from July 12 to 18. The same site will be used for the F1ABC Euro Champs, from August 23 to 29. The field is 4km by 4km grass. The Indoor World Champs at Slanic will be from October 6 to 10.

CIAM Elections

CIAM has a new President. In the election for the post Bob Skinner of South Africa (president for the 4 years since Sandy Pimenoff retired) was defeated by Antonis Papadopoulos of Greece, a newcomer to the Bureau last year. The full implications for free flight remain to be found out. Gerhard Wobbeking and Andras Ree continue as Vice-Presidents, joined by new VP Kevin Dodd of Australia. I was confirmed to continue as FFSC chairman, halfway through the 2 year term between elections.

MATFORS VT INTERNATIOANL, MATFORS, SWEDEN, MARCH 20-21

F1B 8 flew 4 full scores

1	G Trogen	SWE	960	+250
2	V Rosonoks	LAT	960	+249
3	M Dalin	SWE	960	+226
4	G Wivardsson	SWE	960	+225

F1C 1 flew

1	J Roots	EST	929
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F1A 14 flew 10 full scores

1	M Kosonozhkin	RUS	930	+300	+420	+395
2	P Findahl	SWE	930	+300	+420	+370
3	R Hellgren	SWE	930	+300	+401	
4	L Jensen	DEN	930	+300	+340	
5	L Malila	SUI	930	+300	+334	
6	K Valkonen	FIN	930	+300	+327	
7	O Findahl (J)	SWE	930	+300	+297	

F1A-Junior 2 flew 2 full scores

1	O Findahl	SWE	930	+300	+297	
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BEAR CUP, SÄKYLÄ, PORI, FINLAND, MARCH 24-25**F1A 40 flew**

1	P Findahl	SWE	960	+420		
2	M Kosonozhkin	RUS	960	+401		
3	T Lepp	EST	960	+395		
4	R Hellgren	SWE	960	+388		
5	M Henriksson	FIN	960	+373		
6	U Vihul	EST	960	+308		
7	K Lindgren	FIN	960	+301		
8	T Isotalo	FIN	960	+240		
9	K Henriksson	FIN	960	+232		
9	P Pitkanen	FIN	960	+232		
11	K Huber	SWE	960	+224		
12	V Polyaev	RUS	960	+222		
13	V Varuskivi	FIN	960	+213		
14	O Findahl (J)	SWE	960	+208		
15	A Persson	SWE	960	+145		
16	P Kuikka	FIN	958			
17	J Savolainen	FIN	956			
18	M Holmbom	SWE	946			
19	P Ikonen	FIN	942			
20	H Tahkapaa	FIN	932			

F1A-Junior 2 flew 1 full scores

1	O Findahl	SWE	960	+208		
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F1B 21 flew 12 full scores

1	M Woolner	GBR	960	+336		
2	R Peers	GBR	960	+314		
3	R Mackus	LTU	960	+311		
4	J Isotalo	FIN	960	+300		
5	V Rosonoks	LAT	960	+266		
6	M Lihtamo	FIN	960	+263		
7	J Isotalo	FIN	960	+261		
8	T Luman	EST	960	+254		
9	T Linkosalo	FIN	960	+235		
10	D Larsen	NOR	960	+210		
11	M Solodov	RUS	960	+188		

F1B-Junior 2 flew

1	T Mackus	LTU	949			
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F1C 4 flew

1	J Roots	EST	960			
2	R Naaber	EST	750			

F1Q 2 flew

1	O Kilpelainen	FIN	710			
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15TH KUP SLAVONIJE BARANJE, CROATIA, MARCH 31 - APRIL 1**F1B 8 flew**

1	M Varadi	HUN	607			
2	R Blagojevic	SRB	534			
3	T Hribar	SLO	336			
4	V Tomljanovic	CRO	261			

F1B-Junior 2 flew

1	D Pacanovic	CRO	103			
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F1A 24 flew

1	R Bjelajac	BIH	1208			
2	C Siftar (J)	SLO	1190			
3	I Bezak	SVK	1171			
4	I Halasz-Szabo	HUN	1169			
5	B Bardarov	BUL	1156			
6	M Budmicic	BIH	1150			
7	M Borkovic (J)	BIH	1144			
8	P Mladenovic (J)	SRB	1059			
9	A Pesic (J)	SRB	1049			
10	J Titan	SLO	973			
11	M Sinic	SLO	963			
12	R Siftar	SLO	931			

F1A-Junior 8 flew

1	C Siftar	SLO	1190			
2	M Borkovic	BIH	1144			
3	P Mladenovic	SRB	1059			

F1C 7 flew

1	A Banci	ITA	561			
2	F Gradi	ITA	512			
3	O Grishkov	UKR	360			
4	S Janovic	SRB	332			

SOUTHERN CROSS CUP, NARRANDERA, NSW, AUSTRALIA, APRIL 2-4**F1A 10 flew**

1	B Van Nest	USA	1257			
2	M Campbell	AUS	1176			
3	P Mitchell	AUS	1110			
4	N Murray	AUS	1093			
5	R Wallace	NZL	1086			

F1A-Junior 1 flew

1	M Groenewegen	NZL	846			
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F1B 16 flew

1	R Blackam	AUS	1260	+325		
2	G Batiuk	USA	1260	+288		
3	V Morgan	AUS	1260	+274		
4	D Ackery	NZL	1260	+262		
5	L Morgan	AUS	1260	+254		
6	W Jones	AUS	1260	+248		
7	W Sheng	CHN	1233			
8	B Oliver	AUS	1230			

F1C 5 flew

1	T Bond	AUS	1086			
2	Z Yu	CHN	1080			
3	P Wright	AUS	1039			

Open Power 4 flew

1	G Odgers	AUS	24774	540	282	
2	C Collyer	AUS	3301540	246		
3	R Summersby	AUS	2153420			

Open Rubber 5 flew

1	J Christie	AUS	3951540			
2	D Slattery	AUS	34521			
3	G Odgers	AUS	24774	399		

AUSTRALIAN FF CHAMPS, NARRANDERA, AUSTRALIA, APRIL 6-9**F1A 10 flew**

1	P Mitchell	AUS	1260			
2	B Van Nest	USA	1180			
3	N Murray	AUS	1127			
4	V Morgan	AUS	1109			
5	N Nikolov	BUL	1063			

F1A-Junior 1 flew

1 M Groenewegen NZL 1019

F1B 16 flew

1	G Batiuk	USA	1260	+328
2	G Pope	AUS	1260	+323
3	W Sheng	CHN	1260	+265
4	T Bond	AUS	1260	+255
5	T Burfein	AUS	1260	+238
6	V Morgan	AUS	1260	+231
7	W Jones	AUS	1260	+228
8	N Murray	AUS	1260	+195

F1C 5 flew

1	R Summersby	AUS	1260
2	T Bond	AUS	1223
3	G Pope	AUS	1191

NEWS FROM BMFA FF TECH COMMITTEE

FFTC Meeting

The FFTC met on 14 March 2012 and the following are notes on items of interest:

Nationals

Preparation for the Nationals is well in hand and the entry forms and details are in the April BMFA News.

You may have noticed that the Nationals entry form published in BMFA News is missing the tick boxes where you are to mark the events you want to enter. We do not know why they have gone missing.

To avoid any problems with entries we circulated the original entry form to the E mail list for this news on the 25 March and it is also available on the FFTC web site and at the BMFA Office. FFN has also included the form in the April issue. Of course a tick alongside the event/s you want to enter will also be acceptable using the form in BMFA News.

CDs and assistants are still needed for the Nationals to be a success so if you can help please contact Mike Woodhouse on 01603 457754 or E mail: mike@freeflightsupplies.co.uk.

Free Flight Team Selection

The first Team Selection event for F1A, F1B and F1C will be at Barkston Heath on 16th and 17th June. A CD is still needed for the second event at Sculthorpe on 8th and 9th September. If you can help please contact John Carter on 01782 398816 or E mail: carterbuild@yahoo.co.uk

Please be reminded that the entry fee for the above events to choose a team for the 2013 World Championships in France is considerably reduced from the fees in 2011. Entry will be pre-entry only with an inclusive fee of £25 which must be submitted before the 2nd of June. This will cover both weekends and include all three classes so those who fly in more than one class will save considerably. Please note that late entries will not be accepted.

An entry form will be published in BMFA News.

Electric/Combined Power

Correspondence received indicates substantial dissatisfaction with the inclusion of electric models in the Combined Power class. The Committee agreed unanimously to propose in the 2012/13 change process that Electric should be split from Combined in 2013. This change and any associated change to the BMFA Electric rules will thus be the subject of public discussion during 2012 as part of the change process.

Technical Workshop

All agreed that the workshop was a great success and that Trevor Grey did a superb job of pulling together a well run event. Thanks from all to TG. Mike Woodhouse has submitted a report to BMFA News. It was agreed that a similar event early in 2013 should be planned and TG offered to produce a statement of ideas. No doubt Trevor will be pleased to receive any suggestions from flyers.

BMFA Rule Books

Please note that the BMFA rule books are available free in PDF format and can be accessed using the following url:

<http://www.bmfa.org/publications/rulebooks/index.html>

BMFA 4TH AREA MEETING, MARCH 25

Area	Weather
Scotland	Warm 8 mph
Northern	
North East	Warm 5 mph
North West	Warm 7 mph
Midland	Warm 5 to 8 mph
East Anglia	Misty, light wind
South East	Sunny 10 mph
Southwest	Sunny 12 to 15
Southern	Sunny 4 mph
London	
Western	Sunny 10 mph

Combined Rubber Gamage Cup 45 flew

1	J O'Donnell	Timperley	7.30	+12.20
2	P Ball	Grantham	7.30	+10.53
3	R Pollard	Tynemouth	7.30	+10.03
4	R Sparrow	Timperley	7.30	+9.44
5	D Beales	Croydon	7.30	+7.40
6	W Hodkinson	Timperley	7.30	+7.12
7	D Taylor	Grantham	7.30	+6.24
8	K Taylor	East Grinstead	7.30	+6.08
9	S Willis	Croydon	7.30	+5.25
10	J Rogerson	NWFFG	7.30	+5.11
11	J Leadbeater	NWFFG	7.30	+5.09
12	R Wykes	Timperley	7.30	+4.55
13	B G Martin	Tynemouth	7.30	+4.52
14	A Moorhouse	Vikings	7.30	+4.03
15	J Oulds	Crawley	7.30	+3.25
16	M Croome	Bristol & West	7.30	+3.17
17	P Jellis	Croydon	7.30	+2.13
18	P Hall	Crookham	7.29	
19	D Greaves	Bristol & West	7.26	
20	K Gibson	Tynemouth	7.23	
20	J Minshull	Brighton	7.23	
22	R Elliott	Croydon	7.17	

Slow Open Power 29 flew

1	D Limbert	Morley	7.30	+9.25
2	S Barnes	Morley	7.30	+5.05
3	T Dobson	Timperley	7.30	+4.27
4	P Ball	Grantham	7.30	+4.19
5	P Watson	B'Ham	7.30	+4.04
6	T Shepherd	SAM1066	7.30	+3.34
7	P Woodhouse	Morley	7.30	+3.24
8	F Rushby	Cleemac	7.30	+3.19
9	A Brown	Novocastrians	7.30	+3.16
10	M Quinn	Novocastrians	7.30	+2.59
11	J Deeming	Bristol & West	7.30	+2.08
12	B Spooner	Grantham	7.30	
13	J Thompson	SAM1066	7.14	
14	D Neil	Bristol & West	6.55	
15	I Wilkinson	Morley	6.53	

F1H 41 flew

1	G Madelin	Biggles	10.00	+3.25
2	G Manion	Birmingham	10.00	+2.22
3	J Cooper	Biggles	10.00	+1.45
4	P Seeley	Bristol & West	10.00	+1.41
5	G Peck	Cleemac	10.00	+1.32
6	S Darmon	Birmingham	10.00	+1.09
7	C Edge	Scotia	9.55	
8	R Heap	Biggles	9.47	
9	T White	Bristol & West	9.46	
10	J Gibbs Jnr	Bristol & West	9.39	
11	J Howick	Vikings	9.38	
12	S Philpott	Birmingham	9.36	
13	A Cameron	Crawley	9.35	
14	A Gibbs	Bristol & West	9.32	
15	I Davitt	Morley	9.04	
16	G Beal	Morley	8.55	
17	D Oldfield	Vikings	8.33	
18	M Gibbs	Bristol & West	8.31	
19	R Marking	CVA	8.29	
20	J Northrop	Morley	8.18	
21	G Hart	Vikings	8.07	

F1C Halifax 9 flew

1	A Jack	Grantham	12.30	+4.09
2	S Dixon	Birmingham	11.34	
3	J Foster	Morley	10.55	
4	D Cox	SAM1066	10.40	
5	J Hook	SAM1066	8.46	

F1Q 5 flew

1	A Shepherd	SAM1066	12.30	+6.39
2	T Grey	Crookham	12.30	+5.06
3	R Marking	CVA	12.30	+3.03
4	C Strachan	Biggles	12.21	

BMFA NORTHERN GALA, CHURCH FENTON, APRIL 6**Combined Glider (C.M.A), 11 flew**

1	R Sabey	Scotia	7.30	+2.57
1	C Edge	Scotia	7.30	+2.57
3	C Parry	Biggles	7.27	
4	P Ball	Grantham	7.26	
5	B Lumb	Morley	7.20	
6	R Jacks	Grantham	6.49	

Combined Rubber (Caton) 8 flew, 6 flyoff

1	J Cooper	Biggles	7.30	+9.29
2	P Ball	Grantham	7.30	+6.15
3	J O'Donnell	Timperley	7.30	+5.08
4	J Arnott	Scotia	7.30	+3.53
5	R Wykes	Timperley	7.30	+3.17
6	J Leadbeater	NWFFG	7.30	+2.59

Combined Power (Hamley) 12 flew, 9 flyoff

1	T Grey	Crookham	7.30	+6.27
2	A Jack	Grantham	7.30	+5.37
3	F Rushby	Cleemac	7.30	+5.18
4	P Watson	Birmingham	7.30	+4.49
5	R Wykes	Timperley	7.30	+4.28
6	C Strachan	Biggles	7.30	+4.15

S.L.O.P 6 flew

1	P Watson	Birmingham	7.30	+6.17
2	M Quinn	Novos	7.30	+3.44
3	D Limbert	Morley	7.30	
4	P Woodhouse	Morley	7.11	

F1H 9 flew

1	G Madelin	C/M	10.00	+3.30
2	J Cooper	Biggles	10.00	+3.17
3	C Edge	Scotia	10.00	+1.37
4	C Parry	Biggles	9.10	

5	S Brewer	Biggles	8.16	
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F1J/1/2 A 3 flew

1	C Foster	Morley	10.00	+2.24
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2	S Dixon	Birmingham	10.00	+2.04
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P30 6 flew

1	J Foster	Morley	6.00	
2	G Manion	Birmingham	5.56	
3	D Davitt	Morley	5.43	
4	D Barber	Colne	5.09	

E30 3 flew

1	C Strachan	Biggles	6.00	
2	T Grey	Crookham	5.25	

Mini Vintage 9 flew

1	J Foster	Morley	6.00	+5.00
2	R J Foster	Morley	6.00	+3.39
3	G Beal	Morley	6.00	+3.35
4	M Sanderson	Cleemac	6.00	+2.37
5	C Foster	Morley	6.00	

CO2 2 flew

1	S Philpot	Birmingham	6.00	1.52
2	C Strachan	Biggles	6.00	0.48

HLG/CLG 7 flew

1	P Ball	Grantham	5.05	
2	P Cowley	Grantham	5.00	
3	K Bates	Cleemac	4.39	
4	S Brewer	Biggles	3.38	

Club Championship

	Total points	glider	rubber	power	
1	Grantham	250	72	87	91
2	Biggles	239	81	100	58
3	Scotia	162	100	62	-

BMFA FREE FLIGHT CHAMPIONSHIP

	A4	NG	tot	A4	NG	tot			
1	P Ball	9	15	55	12	C Redrup	17		
2	A Shepherd	7	28	14	N Allen	15			
3	J Foster	4	18	25	14	C Foster	5	15	
4	D Limbert	9	4	22	14	A Jack	9	6	15
5	G Mannion	6	6	22	14	P Watson	2	12	15
5	C Strachan	2	4	22	18	J Odonnell	9	4	13
7	T Grey	4	11	21	18	J Pennington	13		
8	F Rushby	4	20	20	C Edge	11.5	11.5		
9	J Cooper	4	15	19	21	G Beal	4	11	
11	G Madelin	9	9	18	21	J Hook	2	11	
12	S Barnes	6	17						

Plugge 2012

	3rd Area			4th Area			Sub	
	MV	P30	F1B	SLOP	F1H	F1C	Total	
1	Morley	178	158	111	197	128	111	1608
2	Birmingham	72	75	156	100	186	89	1505
3	Bristol & W	89	8	44	121	173	66	1385
4	Grantham	94	50		152		100	1072
5	SAM1066	22		22	142	78	123	1056
6	Biggles	100	92	56		195		743
7	Crookham		133		35			672
8	Vikings	56		111	10	135		477
9	CVA				62	56		420
10	Timperley				141			355
11	Croydon	67	67			20		345
11	Cleemac				76	90		316
13	Crawley					105		266
14	Novo				141			233
15	East Grinstead	6				27		178

EURO CHALLENGE F1G COUPE D'HIVER

Score is a maximum 13 points in each event and a minimum of 1 point for each classified competitor.

Abbreviations for competitions:

TC	Torino Crivelle	ITA	09/10/2011
MT	Muhlen Thurnen	SUI	30/10/2011
MW	Middle Wallop	GBR	04/12/2011
ST	Sisteron	FRA	21-22/01/12
VB	Viabon	FRA	26/02/2012

			TC	MT	MW	ST	VB	score
1	L Dupuis	FRA	4	8		8	12	32
2	G Buisson	FRA	1	7		1	13	22
3	M Kusterle	ITA	11	10				21
4	G Chauveau	FRA	1	1		11	4	17
5	N Romain	FRA		3		11		14
6	A Stefanchuk (J)	UKR		12				12
7	B Marquois	FRA		11				11
7	R Selva	ITA	10	1				11
7	J-L Philippe	FRA					11	11
10	C Garet	FRA	7	2		1		10
10	M Fiussello	ITA	1			9		10
10	P Ceres	FRA					10	10
10	P Tolhurst	GBR			1		9	10
10	D Chevenard	FRA	7			1	2	10
15	V Facchini	ITA	9					9
15	E Gorban	UKR		9				9
15	J-L Bodin	FRA	8	1				9
15	P Hall	GBR			9			9
15	A Manoni	ITA	1	1		7		9
20	P Brown	GBR			8			8
20	J-C Cheneau	FRA					8	8
20	M Picol	FRA		6		1	1	8
23	K Taylor	GBR			7			7
23	A Galichet	FRA					7	7
23	H Millet	FRA					7	7

Remaining events:

April 15	ITA	Orentano Capannori
May 13	GBR	Stonehenge
July 20-22	FRA	Beauvoir S / Niort
July 26	FRA	Moncontour
September 9	ITA	Rocca Di Mezzo

F1J EURO CHALLENGE

2013 marks the launch of a new Europe wide challenge for the FAI Free Flight mini power class F1J, this will complement the challenges already in place for the rubber F1G and glider F1H classes.

The idea is to raise the profile of F1J on a European basis and encourage participation in what is an exciting and relatively cost effective class. It will work in a similar way to the F1G and F1H versions on a league system run throughout the season. A beautifully crafted bespoke trophy has been commissioned and donated to be presented / posted to the winner to be held for 1 year.

It is hoped that organisers of events for 2013 will include the mini classes alongside the senior classes or indeed run dedicated mini contests. All European countries are welcome to participate, as long the contest is an open event and is publicised in advance. Each Country can submit up to 3 events to be included, with each individual competitor allowed to count their best two results from their home country counting towards their best 5 results overall.

There is no charge to register an event and anyone competing will automatically be entered into the challenge. All events

must be logged with Simon Dixon before 15th October 2012 to be included for the 2013 season and all subsequent results after the event sent to Simon for collation. For a full set of rules and to get your event included please send details to Dixonfamily100@yahoo.co.uk.

The rules for the class are quite simple :- Minimum weight 160g, maximum engine size 1cc (0.061 cu in), 5 second engine run, 2 minute maximum – that's it.

Whilst most people favour the modern carbon composite construction approach, a balsa / tissue conservatively proportioned model is still a lot of fun with a good engine and there is always a chance of placing well. A good selection of hot engines are available with Cyclon and Fora producing very nice powerful units and quite recently Profi have launched an engine developed from control line flying which seems to be slightly more powerful and lighter than the two previously mentioned. Martin Gregorie's website is a good source of data for details of the various engines available – as with any power model the choice of engine is key. www.gregorie.org/freeflight/flj

For more details and updates on the F1J Euro Challenge take a look at the website <http://fljeurochallenge.jimdo.com/>

ANOTHER INDOOR TREAT?

News is forthcoming that the University of Idaho's sports building, the Kibbie Dome, is to be the venue for an Indoor Free Flight event again this year. Over the past two years, the Kibbie Dome has been undergoing a \$19M refurbishment, included in which is a replacement end wall, greatly enhancing the site for duration free flight events. The previous wall was a single layer wood structure, which was subject to air leakage and being opaque, necessitated use of interior lighting that was useful at ground level, but caused turbulence at altitude due to the heating effect and made the sighting of models difficult because of the glare. The newly installed end wall is a more substantial, double-walled structure with plastic panels which are translucent, allowing a significant amount of light into the building. According to the University authorities and free fliers who have been on site, the use of overhead lighting becomes redundant during daylight hours, which should improve opportunities for better and more consistent flight times at future events. Also, it is understood that a scoreboard, previously located in the centre of the playing area (the primary use for the field is for American football) has been removed, thereby providing uninterrupted flying space for indoor duration.

Dates for the upcoming event, being run once more by Andy Tagliafico, are Friday 06 July to Tuesday 10, with 12 hours each day allocated for flying. At the time of reporting, we have no information on fees, but it seems likely that the opportunity to return to the Dome will be encouragement enough for indoor duration enthusiasts. More details are likely to become available via the NFFS and AMA web sites in due course.

The Kibbie Dome is located in Moscow, Idaho, which is about 300 miles from Seattle, in Washington state and about five hours drive from there.

NOTICEBOARD

FOR SALE. Various spec F1B models plus spares; large glider winch, bb shaft - will hold various lines within its cover; various timers; free flight engines OS15 x2, OS25, Enya 19, Super Tiger Q15(tuned), Super Tiger Q19, MP jet 0.9(bnib), Cox TD.051 x5 plus spares. plus much more. My health forces sales, for any more information call John Billam - 01623 407461