

Free Flight news



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DIARY

April 3 Area Venues	BMFA 2nd Area. O/G, F1B (Weston/Plugge), F1J/BMFA ½A (Plugge) HLG, Catapult Glider	April 30 Madziunai, Lithuania	Estonian Free Flight Cup. F1A, F1B, F1C World Cup event. Contact: Aavo Koppel, Kreegi puupestee 4, Maardu 74117, Estonia tel: +372 50 48 886, fax: +372 640 57 01, email: aavo.koppel@suprema.ee
April 9-10 Salisbury Plain	FF Trimming. See FFn 0502. Must be on security list SAE to Bernard Aslett, 25 Honeyhill, Wooton Bassett, Swindon, Wilts, SN4 7D to receive site and fee details. Essential to call Peter Tribe on 01225 862748 on Friday before travelling to check availability.	May 1 Church Fenton	The Pannett. 4 main events plus a N.A Mini Vintage League event. (1) Power, combined Open & SLOP for Pannett Trophy; (2) BMFA Rules Open Vintage for Topcliffe Trophy; (3) BMFA Rules Open Glider for the Jack Kay Trophy; (4) Mini Vintage towards the 2005 Northern Area Mini Vintage League. Starts 9:30 am. Contact & CD J Northrop, 01132581292.
April 9-10 Oberkotzau, Germany	Oberkotzau World Cup F1E. World Cup event. Contact: P Kuttler, Schneebergstr. 26, 95145 Oberkotzau, Germany tel: +49 9286 6187, email: peter-kuttler@web.de	May 1-2 Salisbury Plain	London Area Gala. Open, Mini and Club Championships. 1st O/R. O/G, O/P, O/E, Vintage, HLG, Catapult and Club Champs; 2nd F1G, F1H, F1J/BMFA ½A, SLOP, Mini Vintage, P30, E30. Plus comb vintage/classic G (100m/75m lines, not BMFA Champs pts). LDICC Cup to Gala Champion. Contact & CD M Dilly 0208 777 5533, martindilly@compuserve.com
April 9-10 Oberkotzau, Germany	Föhrberg Cup- F1E World Cup event. See details for April 9-10.	May 6-8 Sisemol, Italy	25th Coppa Sisemol- F1E World Cup. Contact: A Ghiotto, Italy, tel: +39 0444 57 02 89, tonighiotto@libero.it
April 16-17 Salisbury Plain	FF Trimming. See FFn 0502 and details for April 9-10 entry.	May 7-8 Vojka - Nova Pazova, Serbia M	21st Srem Cup. F1A, F1B, F1C World Cup event. See International Competition News in this issue.
April 23 Lucenec, Slovak Republic	City Cup of Lucenec. F1A, F1B, F1C World Cup event. Contact: Stefan Hubert, Malinovského 5, 98403 Lucenec, Slovak Republic, tel: +42 147 43 30 213, email: butorova@stonline.sk	May 7-8 Newbigging	7th: Classic Power, 8th: Steel Cup combined F1A&B
April 23-24 Salisbury Plain	FF Trimming. See FFn 0502 and details for April 9-10 entry	May 8 Area Venues	BMFA 3rd Area. O/R, (Gamage), F1C (Halfax/Plugge), F1H, Mini-Vint(Plugge)
April 29 Madziunai, Lithuania	Baltic Cup. F1A, F1B, F1C. World Cup event. Contact: Rolandas Mackus, Taikos 19 - 12, 28158 Utena, Lithuania, tel: +370 687 26002, fax: +370 389 69181, email: rolandasmackus@vytrolma.lt web: http://www.aeromodeling.lt	May 8 Odiham	SE Area BMFA/SAM35 Spring Gala. See FFn 0503. Registration essential by Apr 26.

CIAM PLENARY MEETING, MARCH 17 TO 19

Report by Ian Kaynes

The annual meeting of CIAM (the Aeromodelling Commission of the FAI) was held in Lausanne on March 17 to 19 in the Olympic Museum.

A CIAM Bureau meeting was held on the first day, the technical meetings and some Plenary business on March 18th, and the Plenary meeting (at which the binding decisions are made according to the votes of national delegates) on March 19th. As chairman of the Free Flight Subcommittee (FFSC) I chaired the FF Technical meeting (FFTM) on the second day.

The FFTM was attended by:

Daniel Iele	Argentina
Wilhelm Kamp	Austria
Cenny Breeman	Belgium
Matti Jyllila	Finland
Pierre Chaussebourg	France
Gerhard Wobbeking	Germany
Andras Ree	Hungary
Luca Gialanella	Italy
Anselmo Zeri	Netherlands
Michiel Faassen	Netherlands
Martin Dilly	New Zealand
Mikhail Zanciu	Romania
Boris Tumanov	Russia
Dragan Lakic	Serbia & Montenegro
Srdjan Pelagic	Serbia & Montenegro
Kurt Sager	Switzerland
Trevor Grey	UK
Ian Kaynes	UK
Victor Stamov	Ukraine
Daniel Tracy	USA

The specific free flight items from the meeting are described here, including the comments in the FFTM and the final decisions by the Plenary meeting. In general the changes which were agreed will be effective from January 1 2006.

Supermax

Proposals from FFSC, Netherlands, USA and France all proposed to remove the supermax rules and revert to the previous form of the rules that existed up to 2001. The FFTM agreed the change and this was approved by the Plenary. Note that this is effective from January 2006, supermax will continue to apply this year and in particular at the World Champs.

The only exceptional feature amongst the proposals was that France had included a limitation that if the maximum flight time was increased for any flight then the increase could not be more than one minute over the maximum that otherwise would have been in force for that round. This was noted to be valuable to limit the possibility of organisers setting a very long max on a round to avoid having a regular flyoff. Although the merit of this limit was appreciated, the FFTM did not adopt the idea.

First round maxes

In proposals deferred from 2003, the USA proposed reverting to maxes in round one of championships of 3.30 for F1A and 4.00 for F1B and F1C, that is the durations in force before the introduction of the supermax. In discussion in the FFTM the opposing view was that flyoffs would become very large, but the FFTM and then Plenary voted to accept the reduction of the maxes.

F1C fuel

A proposal from Germany was passed that F1C fuel specification be extended to include either castor oil or synthetic oil as the 20% lubricant.

F1E

Two FFSC proposals on details of F1E scoring were passed but a third proposal was withdrawn. This was to change the percentage scoring to be based on the max declared rather than the actual longest flight time recorded, generally judged to be an undesirable removal of the comparative principle of the scoring.

Electric Free Flight

The meeting agenda carried three proposals for electric free flight models - from France, USA and the FFSC. It was generally agreed that the FFTM needed to choose one class from the proposals - if more than one option was passed on to the Plenary then nothing would be chosen and it would be referred back to the subcommittee for further consideration and a wasted year. The main consideration was to choose between:

a) the F1A sized model proposed by France with a fuse to limit current and model defined by minimum weight and F1A area limits

b) the USA proposed model with few limitations except a battery weight limit. The original proposal had been revised slightly in light of comments made by Trevor Grey, so that the final approach was similar to the USA and UK open electric models which have been flown in contests for some years.

Ivan Horejsi spoke for the French approach while Trevor Grey and Dan Tracy advocated the USA rules. After much discussion and little progress change of position the meeting lead to polarisation on the US proposal and this was eventually accepted with some small changes.

The main change was specifically to delete the stipulation of folding/feathering props to allow the end of motor run to be seen. The run timing was written to be based on observing the model attitude change, augmented by the option to demonstrate run on the ground and using that time if the timekeeper could not determine the exact moment of motor stop. Motor run was discussed and it was anticipated that future CIAM meetings would need to revise the run to suit the models. It was then suggested that organisers might be able to suggest different run times to get different levels of performance, such as 25 sec run for 3 minute max or 15 seconds for a 2 minute max. This idea was then extended to leave the run open for the organisers to set any time up to 25 seconds. Later discussions veered towards a longer run but the agreed position of 25 seconds was not changed. The original USA proposal included two classes, one aimed at 3 min max and the other 2 min max.

FFTM decided that it could be confusing to present two different sized models at the same time - diluting participation in each - and so only the larger model was the subject of proposal. I then drew up the details of the specification in the usual FAI rule format, incorporating a few features and format of the FFSC proposal and this is shown later in this issue. This specification was approved by the Plenary meeting.

World Cup

An FFSC proposal was passed to place requirements on the organisation of a World Cup event in one country by another country. This caused Victor Stamov to explain that he wanted to run as many World Cup events as possible in Ukraine, and using another country to register an event was the way to avoid the limit of two events per country, ignoring the reasons for

which this rule had been set. He explained that he would continue to follow this aim, with the new rule it would just be more awkward in having to route mail via another country.

Radio DT

USA proposals to allow radio control DT in F1A and F1B were agreed by FFTM and Plenary meeting. These take the same form as the existing F1C and F1E rules, i.e. add to the characteristics section for example for F1A:

“F1A models may use radio control only for irreversible actions to restrict the flight (dethermalisation). Any malfunction or unintended operation of this function is entirely at the risk of the competitor.”

Forward folding propellers

The FFSC proposed to ban forward folding propellers by adding a new prohibited item to para B.17.3. Safety Precautions and Instructions:

“i) Propellers which fold forwards to have exposed propeller tips pointing forwards in the direction of flight.”

This was accepted unanimously by the FFTM and Plenary. There was then some discussion about the effective date for this change, particularly noting that it was really a clarification of the existing safety rules for this specific circumstance. Sandy Pimenoff suggested the regular January 2006 date for application, but it was pointed out that CIAM could be liable if there was an accident during the remainder of the year and it was realised that CIAM knew of the problem but had not introduced action to remedy it. The meeting agreed to an effective date on April 1 2005, with communications to be sent to National aero clubs and competition organisers notifying them that **forward folding props are banned from April 1.**

Interruption of Contest

Three proposals from FFSC for changes to para B.13.1 were accepted both at FFTM and then by Plenary. These changes make it a recommendation that the contest is interrupted for the events listed (which include ewind speed greater than 9 m/sec) by changing the wording from “...may be interrupted...” to “...should be interrupted...”

An additional reason for interruption is added “Any incident affecting safety or requiring access for emergency services”.

The current statement about completing the round after an interruption:

“In the event of an interruption during a round, the remainder of the round may be completed as soon as conditions allow, with adequate notice given to all competitors and team managers.”

is changed to make it clear to require the Jury to decide between other options as well as completion of the rounds:

“In the event of an interruption during a round, the Jury must decide the action to be taken to complete, repeat, or cancel the round. The remainder of the round may be completed as soon as conditions allow, with adequate notice given to all competitors and team managers.”

The FFSC proposed to reduce the Free Flight wind speed from 9 m/sec to 8 m/sec, which idea had arisen after the windy Junior World Champs in France. The FFTM opposed this change, mainly on the grounds that it made little difference to the distance flown during a flight and also it might unduly restrict F1E. The proposal was then withdrawn from the Plenary.

Model marking

The current rules specify that the nationality and licence number should appear on each model in letters at least 25mm high preferably on the upper surface of the left wing. The FFSC proposed to change this from “preferable left wing” location to an explicit requirement for it to be on the upper surface of the wing, without specifying left or right wing. This was accepted unanimously by the FFTM and the Plenary, so the relevant sentence will read:

“The letters or figures must be at least 25 mm high and appear at least once on each model on the upper surface of the wing for Free Flight models.”

Proposals not adopted

Some USA proposals were not supported by the FFTM and were withdrawn from the Plenary. These concerned changing the first flyoff in F1B and F1C to 6 minutes, and allowing F1B flyers to wind before the start of the round for all flights (that is, rounds and flyoffs).

Free Flight Records

The FFSC proposed and FFTM and Plenary agreed to restrict free flight records for competition models to a single person not a team. This does not apply to the unrestricted category open records.

In addition, the meeting agreed to delete the possibility of competition records in outdoor classes (nobody had registered any such record) and also the 6-flight record for indoor models (such demonstration of consistency has not proven to be of any interest).

Junior Champions

World or Continental junior champions have the right to defend their title at the following Junior Championship but if they are too old to be eligible at that event they may compete in the next senior championship. At this meeting this was changed to allow this senior championship place to be taken within the three calendar years following his victory.

FAI Centenary book

As mentioned in the December 2004 FFn, this is the centenary year of the FAI and one way in which this is being marked is by the publication of a book covering all air sports. It is described as 224 pages with 100 photographs and illustrations, but there has not yet been any indication of how many of these are aeromodelling or particularly free flight - if any. It is due to appear in May and will cost CHF55 plus post and packing from the FAI. Details are available on the FAI web site under “High Flyers.”

CIAM web site

At the December Bureau meeting it was agreed that the CIAM web page (www.fai.org/aeromodelling) was in a very bad state and CIAM should take active control of the content, with Gerhard Wobbeking and myself nominated to take responsibility. We have made no progress since that time because the FAI has not yet set up direct access for us. It is now promised that this will be done soon, as part of a revamp of web site access control, software, and format. Currently the FAI home page is the only visible sign of this change and it is hoped that the CIAM site will improve in style and content within the next few months.

Awards

The Plenary voted on the award of CIAM medals and diploma:

The FAI aeromodelling Gold Medal was awarded to Laurie Barr, in a vote against other nominees Tobias Schulz (Germany) and Miroslav Sulc (Slovakia).

The Alphonse Penaud Diploma to Bob White, from other nominees Akhiro Danjo (Japan) and Itzhak Ben Itzak (Israel).

The Frank Ehling Diploma to Stuart Lodge (GBR space modeller) against Andrija Ducak (Serbia and Montenegro).

World Cup presentation

As usual during the Plenary presentations were made to World Cup winners - diploma for the top three in each class and medal to the winner. For the 2004 event the F1B winner Anselmo Zeri was present and received his award personally and all five Romanian flyers in the F1E and F1E Junior places had travelled especially to Lausanne for the ceremony. The remaining awards were accepted by the relevant national delegates from onward presentation to their flyers.

Through the work of Daniel Petcu, the Oil and Gas University of Romania had donated F1E trophies last year to make up a full set of cups for F1E and F1E Junior first second and third. This year the Hungarian Modelling Federation donated a trophy for F1A Junior, named the Benedek Cup in honour Gyorgy Benedek who died last year. The Cup is shown here.



Elections

From the Bureau Bob Underwood stepped down as Technical Secretary, and Jo Halman was elected to replace him in that position (Jo had been attending CIAM meetings for a couple of years to assist the secretary). Pierre Chaussebourg is standing down as CIAM delegate for France and so could not stand for re-election as First Vice-President, but he was elected to continue on the Bureau as Assistant Secretary, a modification of his previous additional post of French-speaking secretary. The Dave Brown and Andras Ree continue in their Vice President positions and are joined Gerhard Wobbeking as the new Vice President. I was re-elected to chair the Free Flight subcommittee.

2007 Championships

These events were awarded at this meeting. Outline details are given where these are available, which will be revised later when planning is further advanced.

World Championships F1E Senior and Junior: Romania

No details available but presumably the regular Turda site.

World Championships F1A F1B F1C: Ukraine

This will be held at Odessa from July 22 to 30, 2007. The new field is described as 2 x 2 km surrounded by about 6km agricultural fields. The schedule is a little unusual for showing free days between the competition days. It was explained that this was intended to reduce the pressure and make it a more enjoyable time, but it does require the extra time and food and accommodation costs for these extra days. The proposed timetable is:

Sunday	July 22	Arrival
Monday	July 23	Practice and registration

Tuesday	July 24	F1A competition
Wednesday	July 25	day off
Thursday	July 26	F1B competition
Friday	July 27	day off
Saturday	July 28	F1C competition
Sunday	July 29	closing banquet
Monday	July 30	departure

In addition there will be two World Cup events before the Champs, the Antonov Cup on July 14-15 and Black Sea Cup on July 19 to 21. Basic entry fee is expected to be €250 for competitors, €150 for team managers, €30 for helpers and supporters. Accommodation has not been costed, but options include camping at the flying site, sanatorium/motel close to the Black Sea and 8km from the field, of a hotel in Odessa.

European Junior Championship F1A F1B F1P: Serbia and Montenegro.

This will be at Zrenjanin from August 10 to 15, with a regular schedule of 3 competition days followed by a reserve/closing ceremony day. Basic entry fees €250 per competitor, €200 for team managers, €30 for supporters. Exceptionally, there is also quoted €150 per woman competitor, and €50 additional payment for a competitor flying in a second class. Outline hotel prices are €40 per night for a single room, €50 for a double room, and €128 for all meals over the period.

European Indoor Championship F1D Senior and Junior: Serbia and Montenegro

This will be in Belgrade. The hall is described as a 35m high dome with 150m radius on the floor. It is 2km from the centre of Belgrade. Note there is another hall being used in Belgrade (possibly for the open internationals there) which has a 25m high arched floor over a rectangular floor. The detailed schedule is not defined but aimed for August or possibly later in the year. Basic entry fees €300 per senior competitor, €220 per junior competitor, €150 per woman competitor, €50 for adult supporters, €30 for junior supporters. Accommodation will be in hotels nearby to the hall.

Other Championships

Already awarded are the following 2006 Championships:

World Junior Championships F1A F1B F1J: Germany

World Indoor Championships: Romania

European Championships F1A F1B F1C: Ukraine

World Championships F1E Senior and Junior: Romania

Offers for 2008 and later include:

2008 World Junior Championship F1A F1B F1P: Serbia and Montenegro

2008 World Indoor Championship Senior and Junior: Romania

2008 European Championships F1A F1B F1C: Romania

2008 European Championships F1E Senior and Junior: Slovakia

2009 World Championships F1A F1B F1C: Serbia and Montenegro

2009 World Championships F1E Senior and Junior: Romania.

These offers will be subject to voting for acceptance at the Plenary meeting two years in advance of the event.

F1Q ELECTRIC POWER FREE FLIGHT MODEL

Q.1. Definition

Model aircraft which is powered by (an) electric motor(s) and in which lift is generated by aerodynamic forces acting on surfaces remaining fixed in flight, except for changes of camber or incidence.

Q.2. Characteristics

Nickel Cadmium (NiCad), Nickel Metal Hydrate (NiMH) and Lithium Ion/Polymer (Li) batteries can be used. Batteries should be wrapped in a transparent covering to allow their classification. The battery pack will power the motor(s) as well as the controller(s) if they are used.

Maximum weight of battery pack (including connectors on the battery):.....125g for NiCd or NiMH batteries
.....90g for Li batteries

External Battery packs are required to have a safety tether to the fuselage.

Safety locks must be used to prevent unintentional restarting of motor(s) after motor(s) have been stopped.

Rule B.3.1. of Section 4b does not apply to class (No builder of the model requirement.)

Maximum duration of motor run time to be specified by the organisers up to a maximum duration of 25 seconds from release of the model

Motor runs may be timed statically on the ground by timing the motor cutoff. The motor run will also be timed from the instant of launch until it becomes apparent from the model attitude that the motor has stopped. If the motor run cannot be determined by observation of the model in flight then the static ground run time is taken, if that had been demonstrated.

Q.3. Number of Flights

7.

Q.4. Definition of an Official Flight

- a) The duration achieved on the first attempt unless this attempt is unsuccessful under the definition of Q.5. If the attempt is unsuccessful under the definition of Q.5.c and a second attempt is not made then the duration of this first attempt is recorded as the official flight time.
- b) The duration achieved on the second attempt. If the second attempt is also unsuccessful under the definition of Q.5.a or Q.5.b, then a zero time is recorded for the flight.

Q.5. Definition of an Unsuccessful Attempt

An attempt is classed as unsuccessful if the model aircraft is launched and at least one of the following events occur. If this happens on the first attempt then the competitor is entitled to a second attempt.

- a) the time of the motor run from the release of the model aircraft exceeds the time specified in Q.2 or Q.8.
- b) when a part of the model becomes detached during the launch or during the flight.
- c) the duration of the flight is less than 20 seconds and the flight was not terminated by dethermalising.

Q.6. Repeat of an Attempt

An attempt may be repeated when the model aircraft collides with another model in flight, or a person other

than the competitor himself while being launched. Should the model aircraft continue its flight in a normal manner, the competitor may demand that the flight be accepted as an official flight, even if the demand is made at the end of the attempt.

Q.7. Duration of Flights

The maximum duration for each flight is specified by the organiser up to a duration of three minutes.

In the event of exceptional meteorological conditions or model aircraft recovery problems the Jury may permit the maximum for a round to be changed. Such a modified maximum must be announced before the start of the round.

Q.8. Classification

- a) The total time for each competitor for each of the official flights defined in Q.3 is taken for the final classification.
- b) In order to decide the individual placings when there is a tie, additional flights shall be made after the last flight of the event has been completed. The motor run allowed for the first of the deciding flights shall be 5 seconds shorter than that used in the rounds. The motor run will be reduced further by 5 seconds for each subsequent flight, subject to a minimum run of 5 seconds. The maximum time for the deciding flights will remain at that defined in Q.7.
- c) The organiser will establish a 10 minute period during which all fly-off competitors must launch their model. Within these 10 minutes the competitors will have the right to a second attempt in the case of an unsuccessful first attempt for an additional flight according to Q.5. Starting positions will be decided by draw for each fly-off.
- d) The Jury may permit the maximum for a round to be changed and/or the motor run to be changed from that given under Q.8.b according to conditions.
- e) The motor run and maximum must be announced before the start of the round.

Q.9. Timing

- a) See Section 4b, para. B.11.
- b) The timing of flights is limited to the durations specified in Q.7 and Q.8. The total flight time is taken from the launch of the model aircraft to the end of the flight.
- c) The motor run must be timed by two timekeepers with quartz controlled electronic stopwatches with digital readout, recording to at least 1/100 of a second. The motor run is determined as the average of the two registered times, and this average is reduced to the nearest 1/10th of a second below.

Q.10. Number of Helpers

The competitor is entitled to have one helper at the starting pole position.

Q.11. Launching

- a) Launching is by hand, the competitor being on the ground (jumping allowed).
- b) Each competitor must start and regulate the motor or motors and launch the model himself.
- c) The model must be launched within approximately 5 m from the starting pole position.

BILLY BUNTER F1A BY MARTIN DILLY

Billy Bunter first saw the light of day in early 1994, after Mike Fantham's F1A win at Lost Hills persuaded me that maybe there was more to a glider flyer's life than simple circle towing. Although I have always thought that we should fly FAI classes to the FAI rules, i.e. without the BoM being a requirement, I have personally preferred to build as much of my own aircraft as possible and have followed this route throughout the development of the BB series. At the same time I have no objection to anyone buying all or part of the models they fly; building or buying is a personal choice, and not one that should be forced on us, hence the CIAM decision ten or fifteen years ago. How someone else acquired their model makes not one jot of difference to an individual flyer and I'm all for encouraging as many people to take part in competitions as possible. Whether or not we like it, younger flyers are not initially going to devote a lot of time to building the model they need to compete with; it is up to us to show them they'll get a lot more out of model flying if they do, but it does rather worry me when I hear people saying, in effect, "Do it my way or not at all".

Anyhow, apart from one of the Billy Bunter series, all my wings have used D-box taco shells that I vacuum-moulded myself, and I also mould the carbon front end shells. The acquisition of a Hobbymat lathe and milling machine allowed me also to make the various bunt jacks, glide posts, wing wigglers and stab mounts, as well as one of the timers (apart from the gears and pivot plates) and a few towhooks. Having spent a day or more machining one of the latter I did slightly question my logic, especially when Fantham pointed out that I could have bought the same thing from a Bulgarian for \$25 and what's more had it anodised blue. However, those of us who build our own aircraft take that sort of thing in our strides...

I decided on a pretty conservative aspect ratio, partly because the first of the Billy series had a wing adjuster, rather than a wiggler and I was slightly concerned about my ability to handle a circling high aspect ratio fixed wing model. Perhaps here might be the place to mention that one of the excuses I used to delay building a bunter was that I imagined that athletic prowess was needed for a good launch; as one with a more than passing interest in cha siu pork and noodles I thought I might have a bit of a handicap here, but the advent of Russian rod towline more than compensated for any lack of sprint speed. The stretch of a normal nylon monofilament line must have been handicapping us for quite a time before then; now, what energy you put in at the bottom gets up to the model pretty much undiminished by line stretch.

Billy Bunter 1 had a Kevlar D-box, but this was possibly a little on the soft side; the next three, including the 2.3 metre Bessie Bunter, used all-carbon but on the fourth 2.1 metre model I used 75 gram Russian aramid on the inner layer and 93 gram carbon on the outer. BB #5, the one in the drawing, uses 70 gram carbon/Kevlar hybrid cloth on the inside and 93 gram carbon outside.

Spars on the early models used .2mm carbon epoxied front and rear, with extra layers towards the centre, the whole bound with Kevlar thread. For the 2.3 metre one I used carbon sock, and on BB #5 93 gm carbon cloth was vacuumed onto both sides, with extra layers near the centre, and again Kevlar-wrapped. The current wing joiners are 5.8mm Ukrainian steel.

The first stab I built for BB #5 used a D-box with a single layer hybrid D-box shell, but this was both heavy (10.2 gm) and possibly a little softy, so a replacement was built using 63gm carbon cloth instead. This was quite light for me, at 9.7gm, and a bit stiffer than the previous one.

After several models with stab attachments consisting of two dural blades projecting forward from the leading edge and engaging in a V-notch in the mount, I got fed up with having stabs pop off on landing and waving about in the breeze. The more recent versions use a 20 s.w.g wire mounted across a recess cut in the leading edge; this engages positively in the new-type stab mounts and keeps the stab in place. An additional advantage is that the wire acts as an emergency D/T stop should the D/T limiter line break in a heavy landing, which should stop the stab from flailing around on the end of the bunt line.

The most recent three models in the series have used wing ribs cut from a carbon-capped laminated block. The method was fully described in the 2003 BMFA Free Flight Forum Report; one assembly advantage is that the ribs produced have the cap strips vacuum-bonded in place and projecting fore and aft to locate onto the trailing edge and the D-box before gluing.

I use Biotrack, but with a coin cell rather than a fishing float battery; a 'Remove Before Flight' flag is attached to a thick Mylar strip which slips under a contact in the coin cell holder to break the circuit when the aircraft's not in use.

Earlier models used Klaus Salzer's Polyester Vliess and later clear Micafilm, now unobtainable, but the wing on Billy Bunter 5 is covered with Ikarex, which has stood up well, though it has not yet been exposed to heavy rain. Some people dope Ikarex; I may do the same after I see the effect of a bit of good UK rain.

BB #5 or previous relatives have had a few successes in recent years; had I not slightly over-cooked the launch on the final round in Romania last year he would have managed a place in the fly-off. After Mike Fantham had spent the day running with me as well as flying himself, I was surprised not to get a good kicking, but it wasn't Billy's fault.

MAXMEN INTERNATIONAL, LOST HILLS, USA, FEB 18-21

F1A 45 flew

1	J Parker	USA	2220	+287
2	J Nyhegn	DEN	2220	+279
3	R Sifleet	USA	2200	
4	T Secor (J)	USA	2181	
5	S Spence	USA	2169	
6	M McKeever	USA	2158	
7	H Diez	USA	2154	
8	E Busnelli	USA	2146	
9	V Stamov	UKR	2143	
9	V Vivchar (J)	UKR	2143	
11	J Davis	USA	2139	
12	D Parker (J)	USA	2136	
13	M Fantham	GBR	2111	
14	S Farmer (J)	USA	2110	
15	C Edge	GBR	2093	
16	J Abad	ESP	2069	
17	P Allnutt	CAN	2068	
18	D Zink	USA	2064	
19	B Coussens (J)	USA	2054	
20	K Bauer	USA	2049	
21	G Madelin	GBR	2048	

F1A-Junior 9 flew

1	T Secor	USA	2181
2	V Vivchar	UKR	2143
3	D Parker	USA	2136
4	S Farmer	USA	2110
5	B Coussens	USA	2054

F1B 44 flew

1	A Burdov	RUS	2280	+412
2	P Ruyter	NED	2280	+358
3	Y Evdokimov	RUS	2280	+348
4	A Rybchenkov	RUS	2280	+340
5	B Booth	USA	2280	+337
6	B Jensen	USA	2280	+312
7	B Biedron	USA	2280	+299
8	I Ben-Itzhak	ISR	2272	
9	M Mulligan	USA	2263	
10	T Gunder	USA	2262	
11	W Ghio	USA	2259	
11	R Jones	USA	2259	
13	A Andriukov	USA	2257	
14	R Morrell	USA	2250	
15	L Horak	CAN	2236	
16	B Tymchek	USA	2230	
17	E Gorban	UKR	2203	
18	O Kulakovsky	UKR	2198	
19	P Crowley	USA	2190	
19	P Shailor	USA	2190	
21	P Seifert	GER	2150	
22	J Emery	USA	2147	

F1C 23 flew

1	R Archer	USA	2280	+420	+540
2	R Simpson	USA	2280	+420	+523
3	A Gunder	USA	2280	+420	+520
4	E Verbitsky	UKR	2280	+420	+512
5	P Watson	GBR	2280	+420	+452
6	D Shirley	USA	2280	+420	+438
7	D Perkins	USA	2280	+420	+430
8	A Babenko	UKR	2280	+420	+420
9	S Screen	GBR	2280	+419	
10	G Mennano	USA	2280	+379	
11	A Kirilenko	USA	2280	+356	
12	B Servaites	USA	2280	+259	

BEAR CUP, PORI, FINLAND, MARCH 5**F1A 53 flew**

1	P Kuikka	FIN	900	+300	+353
2	K Koivula	FIN	900	+300	+346
3	K Kulmakko	FIN	900	+300	+322
4	P Findahl	SWE	900	+300	+320
5	K Tuisku	FIN	900	+300	+313
6	M Lihtamo	FIN	900	+300	+309
7	J Carter	GBR	900	+300	+298
8	P Ronkanen	FIN	900	+300	+273
9	J Valo	FIN	900	+300	+268
10	D Varhos	SWE	900	+300	+261
11	J Heikkinen	FIN	900	+297	
12	J Laaksonen	FIN	900	+276	
13	U Kokk	EST	900	+271	
14	P Rahkala	FIN	900	+265	
15	A Parv (J)	EST	900	+244	
16	U Vihul	EST	900	+240	
17	J Kuningas	FIN	900	+235	
18	T Taponen (J)	FIN	900	+230	
19	V Varuskivi	FIN	900	+126	
20	M Holmbom	SWE	900	+85	
21	A Parna	EST	896		
22	J Juslin	FIN	893		

F1A-Junior 14 flew

1	A Parv	EST	900	+244
2	T Taponen	FIN	900	+230
3	M Meisalu	EST	882	
4	M Snukiskis	LTU	872	

F1C 5 flew 3 full scores

1	K Kuukka	FIN	900	+307
2	J Roots	EST	900	+300
3	R Naaber	EST	900	+229

F1B 22 flew 13 full scores

1	A Shelepov	RUS	900	+326
2	M Rolandas	LTU	900	+320
3	M Woolner	GBR	900	+315
4	R Peers	GBR	900	+295
5	V Rosonoks	LAT	900	+288
6	Y Waltonen	FIN	900	+276
7	I Harjo	EST	900	+264
8	A Khreptov	RUS	900	+259
9	T Linkosalo	FIN	900	+247
10	R Posa	FIN	900	+230
11	J Isotalo	FIN	900	+229

HOLIDAY ON ICE, Gjovik, Norway, Mar 12-13**F1A 55 flew 30 full scores**

1	K Kulmakko	FIN	930	+300	+420
2	M Holmbom	SWE	930	+300	+383
3	J Heikkinen	FIN	930	+300	+371
4	J Valo	FIN	930	+300	+343
5	H Tahkepa	FIN	930	+300	+341
6	L Larsson	SWE	930	+300	+330
7	U Edlund	SWE	930	+300	+329
8	D Findahl (J)	SWE	930	+300	+326
9	P Findahl	SWE	930	+300	+309
10	A Perna	EST	930	+300	+308
11	I Sundstedt	SWE	930	+300	+303
12	J Carter	GBR	930	+300	+294
13	J Kuhn	GER	930	+300	+293
14	M Lihtamo	FIN	930	+300	+286
15	D Oldfield	GBR	930	+300	+281
16	B Rotteveel	NED	930	+300	+273
17	S Makarov	RUS	930	+300	+261
18	M Kosonozhkin	RUS	930	+300	+260
19	I Steffensen	NOR	930	+300	+245
20	M Van Dijk	NED	930	+300	+223

F1A-Junior 4 flew 2 full scores

1	D Findahl	SWE	930	+300	+326
2	A Parv	EST	930	+238	

F1B 36 flew 17 full scores

1	M Woolner	GBR	960	+366
2	I Kolic	SCG	960	+352
3	M Rolandas	LTU	960	+340
4	G Wivardsson	SWE	960	+329
5	V Rosonoks	LAT	960	+318
6	B Peers	GBR	960	+314
7	T Linkosalo	FIN	960	+307
8	S Stefanchuk	UKR	960	+306
9	W Ghio	USA	960	+302
10	P Skjulstad	NOR	960	+289
11	S Tedeschi	FRA	960	+284
12	A Bukin	UKR	960	+275
13	I Vivchar	UKR	960	+267
14	H Stendal	GER	960	+235
15	K Salzer	AUT	960	+226

F1C 4 flew

1	T Niiranen	FIN	960	+420
2	V Suchov	UKR	960	+342

SENATOR POSTAL CONTEST

Further to the announcement in the November 2004 FFN, Jim Moseley writes: Thanks to generous donations received to date, I'm happy to advise that the initial cash prize has now been increased from US\$80.00 and supplemented by awards for 2nd and 3rd places. There will also be an award to the person who places midway in the results list.

The present level of prizes are 1st US\$120, 2nd US\$80, 3rd US\$50, ? US\$35, or equivalent in other currencies dependent upon rates applicable at the close of the contest. Any further donations received will enhance and/or expand the prize list further.

F1E AT HRANICE , CZECH REPUBLIC

Winter Cup I, March 5

F1E 16 flew 8 full scores

1	I Treger	SVK	500.00	+359
2	F Kratena	CZE	500.00	+356
3	E Mang	AUT	500.00	+290
4	J Orel	CZE	500.00	+273
5	F Mang	AUT	500.00	+213
6	J Uhrin	SVK	500.00	+104

F1E-Junior 1 flew

1	J Matisek	SVK	500.00
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Winter Cup II, March 6

F1E 7 flew

1	V Zima	CZE	288.00
2	I Crha	CZE	255.33
3	S Kubit	POL	214.67
4	J Orel	CZE	214.33

F1E-Junior 0 flew

BMFA FIRST AREA CENTRALISED EVENT, MARCH 6

Vintage – Plugge 39 flew, 15 F/O

1	F Rushby	Cleemac	7.30	6.05
1	P Woodhouse	Morley	7.30	6.05
3	D Neil	Bristol & West	7.30	5.45
4	C Chapman	Bristol & West	7.30	5.16
5	N Allen	E Grinstead	7.30	4.01
6	J O'Donnell	Timperley	7.30	3.41
7	S Fielding	Morley	7.30	3.36
8	E Challis	Bristol & West	7.30	3.28
9	S Dixon	Birmingham	7.30	3.25
10	D Davitt	Morley	7.30	3.22
11	R Pollard	Tynemouth	7.30	3.05
12	J Knight	Bristol & West	7.30	2.52
13	J Watson	CVA	7.30	2.21
14	J Thompson	Crookham	7.30	2.10
15	R Wykes	Timperley	7.30	1.39

F1A - K&MAA trophy & Plugge 40 flew

1	C Edge	Scotia FF	12.30	3.45
2	C Chapman	Bristol & West	12.30	2.17
3	A Crisp	Biggles	12.30	2.16
4	S Darmon	Birmingham	12.10	
5	P Williams	Richmond	11.43	
6	J Godden	Morley	11.40	
7	J Howick	Vikings	11.31	
8	G Peck	Cleemac	11.30	
9	A Jack	Tynemouth	11.20	
10	J Northrop	Morley	11.19	
11	P Tribe	Bristol & West	11.16	
12	G Beal	Morley	11.15	
13	J Foster	Morley	11.00	
14	J Pennington	Bristol & West	10.59	
15	B Halford	Vikings	10.43	
16	N Willis	Vikings	10.26	
17	B Bow	Bristol & West	10.09	
18	D Bartle	Morley	10.00	

Combined O/P & SLOP - White trophy 20 flew

1	D Clarkson	Timperley	7.30	7.48
2	I Wilkinson	Morley	7.30	6.32
3	J Sizer	Milton Keynes	7.30	5.13
4	D Hipperson	CVA	7.30	4.35
5	G Shacklock	Timperley	7.30	3.40
6	S Barnes	Morley	7.30	2.51
7	G Fuller	Bristol & West	7.30	0.08
8	T Payne	Biggles	7.30	
8	G Blair	Edinburgh	7.30	

F1G 10 flew

1	P Owens	NWFFG	8.58
2	R Wilkes	Crookham	8.49
3	T Grey	Maidstone	8.26
4	N Rogerson	NWFFG	7.23
5	T Dobson	Timperley	7.07
6	G Ferer	Timperley	6.48

NORTHERN GALA, Barkston Heath, March 25

Report by Dave Hipperson

Quite encouraging Summery weather brought attendance figures more reminiscent of a day at the Nationals - nearly two hundred vehicles and their occupants came to Barkston Heath for the Northern Gala. The positive westerly breeze first thing never increased above ten mph and by flyoff time had reduced to half that. Despite the light overcast, lift and sink were prevalent and many got caught. Indeed had the max been half a minute larger all around, for which there was ample room as even in the morning a five minute flight was easily contained by the drome, then flyoffs would have been few and none very large.

As it was at least most contestants were able to fly effectively in more than one class which is useful for the organisation when there are so many (twelve!) on offer. When proper lift appeared the lighter loaded models took a while to come down. Colin Foster got a model stuck on the roof of a downwind hanger/storage barn and there were a number of very slow dt'd decents. Graham Shacklock had arrived a bit late and was presumably planning on competing in Slow Open Power but started with his usual spectacular Mini Vintage climb also into lift and this time with DT failure. The model was seen to be coming down eventually and was estimated to have probably landed after 10 or 15 minutes with the owner in hot pursuit. This was a little before lunch time and it was the last time we were ever to see Graham!

Of the few events that were not going to require a flyoff AI produced a close finish and a new winner or rather not one from the Biggles club for a change. C02, another win for last years Southern Gala victor when the first flight from usually consistent Ian Davitt simply didn't climb enough and landed at a little over half a minute. Of course the hand and catapult launch glider events rarely require flyoffs although max-outs are most common in Catapult. Good to see Mike Page competing again but what is this about him now flying left handed. Is that for a change or just to make it more difficult?

The opening flyoff time was a bit loose but got away eventually with Open Rubber, 1/2A, Mini Vintage and E30 sharing the same slot. There was lift but it was anything but general. The top three in Rubber quite clearly benefited from something and those four leading Mini Vintage flights were well above still air durations. Sharp's was a Senator (freewheeling prop) Dilks flew his Nord Glider and Beals of course a Hepcat the ideal model when lift is slight. Most everything else went straight up and down including the Grey winning E30 flight, don't let that score fool you. John Bailey's F1J might have had a bit of help also and looked to be set however like last year he dt'd it too early!

A short break and Open Glider, Slow Open and CDH followed. Even less help here. Ralph Sparrow's early launch in CDH was chased by Davitt and Sharp who bodged it a bit, missed the lift and at least in Davitt's case launched badly as a consequence of rushing. Ewan Jones flew first in Slow Open. As earlier in the year he had used his very potent British Power model to make the maxes then switched to a good gliding high climbing big glow machine for the flyoff. His climb was impressive so was his DT off the top! He had been planning a test flight then thought better of it but had forgotten to cut out the instant DT

line for the flyoff. Some idea of the potential of the flight can be gained by his duration. Over a minute from an instant DT, that was high! The disaster prompted Hipperson to launch immediately with the same model as used at the Crookham Gala, as his main rival was now out of the running. All the Slow Open Power flights were first class. Later in the period Anthony Ball who had been towing for some time sensed something and managed to centre into a beautiful gentle patch of lift that carried his A2 serenely down the east west runway at a little more than launch height for long enough to win easily and still stay on the drome.

The final showdown was for Open Power. Not a big entry but a decent flyoff. Barnes early flight went a little left and was upside down at motor cut. Bearing in mind the height he lost in the transition to the glide his score was quite good. Pete Watson's lost pattern and over-ran dangerously then Allan Jack followed with an excellent climb. Some time later Watson flew again with his FLJ. This also leaned off a bit but was high enough for a very good score. Dave Cox came off pattern after damage on the runway on his third flight. It looped, rolled left and glided straight off the drome to the south and despite the shortest flight of the evening was the only one to hit a tree. No sign of last contestant Trevor Payne until near the end of the period and then a sensational dead straight perfectly vertical climb from his biggest 40 model. Despite a reluctant bunt which mushed the model off the top the height was colossal and of course the glide had all the potential and it delivered. A model so huge that the timekeepers were able to keep it in sight a lot of the time without binoculars as it made enormous left and right circles for nearly 11 minutes. The last flight and possibly the most spectacular.

Slight disappointment at the prize giving when it was revealed that the recently customary and very popular bottles of wine had been forgotten. Apart from that this went off neatly and most contestants were able to attend. It was now that we realised we had not seen Graham Shacklock since that fly away in the morning. After all had cleared and even Cox's model had been rescued from the trees Graham's car still remained alone on the field. It was now completely dark and a number of fellow modellers drove out down the line of the lost model some with powerful torches and some with trackers to try to find Graham but with no success. The authorities were alerted and instigated a search which was re-started again at daylight the next day with helicopters and tracker dogs. Graham's body was found a couple of miles off the drome just short of Wilsford and 100 meters from his model. Graham was 55 and had, we now learn, a heart condition. He will be greatly missed particularly by the power flying contingent who all recognised his ability as a bench mark at which to aim. More details on this elsewhere in this issue.

All Open event maxes 2:30

Open Glider - CMA 11 flew

1	A Ball	Grantham	7.30+7.25
2	A Jack	Tynemouth	7.30+3.11
3	R Jack	Tynemouth	7.30+3.01
4	S Darmon	Birmingham	7.30+2.42
5	G Manion	Birmingham	7.24
6	G Peck	Cleemac	7.18

Open Rubber - Caton 9 flew, 8 F/O

1	P Ball	Grantham	7.30+15.52
2	G Ferer	Timperley	7.30+15.27
3	S Willis	Croyden	7.30+10.31
4	M Marshall	Impington	7.30+8.43
5	J Andrews	CM	7.30+6.45
6	W Hodkinson	Timperley	7.30+6.29

Open Power - Hamley 8 flew, 6 F/O

1	T Payne	Biggles	7.30+10.56
2	A Jack	Tynemouth	7.30+7.57
3	P Watson	Birmingham	7.30+5.54
4	F Chilton	Crookham	7.30+3.47
5	S Barnes	Morley	7.30+3.38
6	D Cox	Crookham	7.30+0.42

SLOP - Falcons 12 flew, 6 F/O

1	D Hipperson	CVA	7.30+5.32
2	M Sibson	Grantham	7.30+5.25
3	D Limbert	Morley	7.30+4.06
4	M Quinn	Novocastria	7.30+3.33
5	P Woodhouse	Morley	7.30+2.18
6	E Jones	Morley	7.30+1.04

F1G 8 flew

1	R Sparrow	Timperley	10.00+5.00
2	G Sharp	CVA	10.00+2.45
3	I Davitt	Morley	10.00+2.32
4	J Barker	Timperley	9.47
5	P King	Croydon	9.36
6	J Foster	Morley	9.25

F1H 7 flew

1	G Peck	Cleemac	9.56
2	B Lavis	Biggles	9.41
3	J Cooper	Biggles	9.31
4	P Woodhouse	Morley	9.12
5	N Parry	Biggles	8.58
6	R Heap	Biggles	8.5

F1J/BMFA 1/2A 8 flew

1	P Watson	Birmingham	10.00+6.14
2	J Bailey	Biggles	10.00+5.05
3	J Godden	Morley	10.00+4.56
4	D Hipperson	CVA	10.00+4.33
5	F Rushby	Cleemac	10.00+4.29
6	R Baggott	Birmingham	9.42

Mini Vintage 15 flew 8 F/O

1	G Beal	Morley	6.00+6.19
2	G Sharp	CVA	6.00+5.14
3	J Foster	Morley	6.00+4.22
4	T Dilks	Falcons	6.00+4.14
5	M Sanderson	Cleemac	6.00+3.13
6	W Dennis	Grantham	6.00+2.42

CO2 4 flew

1	C Strachan	Biggles	10.00
2	P Tolhurst	Hayes	9.08
3	I Davitt	Morley	8.32
4	A Duncan	Grantham	2.00

E30 5 flew

1	T Grey	Maidstone	6.00+7.12
2	C Strachan	Biggles	6.00+4.37
3	A Whitehead	Peterborough	6.00+3.39
4	P Lang	Maidstone	6.00+2.56
5	R Brigginsshaw	C/M	1.07

HLG 8 flew

1	P Ball	Grantham	6.36
2	M Benns	Peterborough	6.07
3	S Brewer	Biggles	5.54
4	A Hewitt	Nottingham	5.36
5	M Chapman	Notts	5.12
6	M Page	Peterborough	4.58

Catapult Glider 7 flew

1	P Ball	Grantham	5.00
2	A Hewitt	Nottingham	4.36
3	M Benns	Peterborough	4.32
4	J Barker	Timperley	4.27
5	P Tolhurst	Hayes	3.31
6	S Brewer	Biggles	3.15

OBITUARY – GRAHAM SHACKLOCK.

Graham Shacklock died on Friday 25th March downwind at the Northern Gala whilst retrieving the first flight of his 'Le Timide' mini-vintage power model following a DT failure. His body was found the next day south of Wilsford as a result of a massive search by police, helicopter, and rescue dogs which went on all night. Graham was found within 100 metres of the model. The fosecurity guards at RAF Barkston Heath and the Lincolnshire police did a magnificent job.

Graham was 55 years old and a successful computer software consultant. Our sincerest condolences go to his three sons, Sam aged 21, Joe aged 19 and Josh aged 14.

Graham had been an active aeromodeller for more than 30 years, first in control-line and latterly in free flight. He is the only twice winner of Slow Power at the Nationals. He had a long list of contest victories, testimony to his strong competitive instinct and his refusal to give up. He seemed to be amongst the fittest of us all and his death is a real shock. We will all miss him. A thoroughly nice and genuine person.

Timperley Model Fliers - his club mates.

NEWS FROM BMFA FF TECH COMMITTEE

Rule Changes 2006

We now have a growing list of proposals for rule changes in 2006, including a number of different schemes for the Senior Champs scoring, variable maxes for the Mini events, reduction of engine runs for 1/2A power and other assorted odds. To repeat these are only proposals and don't necessarily reflect the views of the FFTC. As in previous years all the proposals - and comments on them - will be published before any decision is made. Please make your views and suggestions known to Chris Strachan, FFTC Secretary, 56 Way Lane, Waterbeach, Cambridge, CB5 9NQ. Email: chris.strachan@btinternet.com

International news

By the time you read this the CIAM meeting will have taken place. The resulting FAI rule changes or introductions will mostly take effect from Jan 1st 2006. Details are in this copy of FFN via Ian Kaynes who is chairman of the FAI Free Flight Sub Committee.

Results and 2004 certificates

The outstanding 2004 certificates have now been printed and are being distributed by Ian Davitt (the results coordinator). Unfortunately Ian does not yet have a complete list of addresses for all those who are due these certificates. The following addresses are unknown to Ian:

G.Beal, M.Chilton, B.Halford, T.Hargreaves, C.Hickmott, A.Jack, E.Baxter-Jones, D.Limbert, T.Millner, J.Oulds, J.Richardson, F.Rushby, R.Sabey, B.Taylor (J), K.Taylor, R.Willies, P.Woodhouse.

Please contact Ian on 01727 764473, or iandavitt@ntlworld.com with your current mailing address.

Would area CDs please note that they must supply the addresses of the top three in each class on their area centralised returns, and, the BMFA No. of all competitors. A further point is that the above problem has been caused by the fact that competitors often fail to fill in their addresses on flight cards. Don't presume that it's 'known', put it down on your card, particularly at Area Centralised events, but even at Centralised events. People are known to leave without collecting their awards - as a result of lengthy retrieves or having to leave

before the event is over. Lastly there appear to be a number of anomalies in the area centralised process contained in the 'general rule book'. The FFTC are reviewing this process to bring it up-to-date.

CD Guidelines

These are now in the CD Box at BMFA Centralised events and include a section on 'Motorised Retrieval'. Copies are available from Chris Strachan. Guidelines are also being considered for the possible 'interruption' of contests in extreme circumstances - please note this means *extreme*, not 'there's a gale blowing'. Please make your views/ideas known to Chris Strachan.

Council Delegate

Dave Clarkson attended the recent Technical Council meeting and brought back various comments/complaints:

The 2005 rules changes have been available from the office for some time now (to bring your 2004 rule book up to date). This fact had not been announced in BMFA News - next year it will be!

There is now a requirement that Junior Teams achieve selection by flying in the Senior team selection meeting. Dave pointed out that this would be difficult for Junior power as Seniors fly F1C and the Junior champs events are for F1J/F1P. Apparently the Comp Secretary says that the BMFA is prepared to be flexible in this matter?

There has been considerable input by the FFTC to the debate on proposed changes in national byelaws legislation. The FFTC maintain that the requirement for so called 'Ultralight' models (essentially this encompasses all F/F models) to weigh less than 500 grams could create problems on a number of 'public' flying sites. The FFTC are campaigning to have 1000 grams as the limit but the Technical Council majority seems to be against this. If you have views on this please make them known - via email or in writing please - to Chris Strachan.

Nationals

We have some CDs but still need one for the Open events on Saturday and general helpers are still required at the event itself - Please contact Mike Woodhouse. This year a number of small (A4 size) 'flyer' type posters have been printed for general publicity. The idea is to reach other modelling disciplines - not just R/C flying but boats are cars as well. If you know of any sites; model shops, libraries, indoor meetings, etc, in your vicinity where these can be usefully displayed please contact Chris Strachan. He will arrange for them to be sent to you.

Big Tent at the R/C Nats

We still urgently need a coordinator to work on this F/F publicity project - offers please.

Team Trials Site 20/21 August

Responses to the preference of site request for this have been now been received - an equal number of votes for each site: Barkston and Salisbury Plain. The decision has therefore been made to stay with the original venue of Salisbury Plain.

Rules Coordination

A number of rule variations are in use for unofficial classes which do not appear in the BMFA rule book. Currently these include Classic Power, Nostalgia Rubber/Glider Power and British Power. The FFTC think it would be useful if these rules were coordinated/ratified to provide a reference for contest organisers. This does not mean that the FFTC are about to add

contests for these classes to the calendar, just to provide an 'approved' set of rules for those who wish to run such events. Again send your views/suggestions to Chris Strachan.

Distribution

Apart from appearing here (FFN) this 'news' is also available direct via e-mail. If you would like to receive it direct, please e-mail to Trevorgrey@AOL.com.

CARDINGTON

Laurie Barr reports:

At present Cardington Hangar No 1 is un-flyable, due to 2 very large holes, to the corrugated iron cladding located on the front left side. The top of the biggest hole is approx 90 ft in the air, and measures some 30 ft square. I will make my third visit tomorrow to finalize plans, to secure specially made Tarpaulins, using a 90 ft hydraulic platform crane. The job will take approx 3 days to 1 week. Once this is completed, we can have some indoor meetings using the whole of the rear of the hangar. As the roof has many holes also, we can only fly when the wind is less than 10 m.p.h. it will not rain !

I will choose the Sundays than seem to be OK, but only on a Friday beforehand, due to the difficulty of inaccurate weather forecasts. The information will appear on a web site (I will advise you the details later), or by telephoning me on Fridays on 01628 487544.

Any BMFA member can e-mail me to go on my list of "groupies", so I can also advise by this method as well.

The meetings could take place from Late May onwards.

We had some sublime flying in warm/calm days last year, so it will be worth all the trouble ! I do not think I can get the Millennium Dome this year, as large scale construction is taking place inside.

INTERNATIONAL COMPETITION NEWS

22nd SREM CUP F1A F1B F1C World Cup event on May 7th at Nova Pazova, Serbia and Montenegro. The contest will be flown from 8.00 to 15.00. Free camping is available on the flying field. Entries should be sent by May 1st and the fee is €25. Contact: Dragomir Jovanovic, Jovana S. Popovica 11, 22330 Nova Pazova, Serbia and Montenegro fax: +381 22 333 798, email: rimog@ptt.yu

DJORDJE ZIGIC is the F1A F1B F1C World Cup event to be held on June 25th at Zrenjanin, Serbia and Montenegro. Entry fee is €30, increasing to €50 for entries received after June 10th. The schedule shows one hour rounds starting at 08.00. The contact details are: Aero klub Franjo Kluz, Cara Dusana br.57, 11080 Zemun, Serbia and Montenegro, tel/fax: +381 11 619 164, fax: +381 11 625 371, email: nborovac@eunet.yu

HURON CUP is the World Cup event organised by the Toronto Free Flight Group in Canada. It will be held at CFB Borden, Angus, Ontario, on July 2 and 3. F1G F1H and F1J will be flown on the Saturday to 2 –minute maxes in 5 one-hour rounds starting at 8am and finishing at 5pm (with a break after round 3 for a barbeque), the flyoff to be on Sunday morning. The World Cup F1A F1B F1C starts at 5.30pm on Saturday with three rounds that evening, the final round being an extended max if weather permits. The flying continues on Sunday morning at 8am with an extended max (again weather

permitting), one hour rounds giving the end of round 7 at 12 noon. Flyoffs to be determined. Entry fees are \$30 for F1A, F1B, F1C or \$20 for F1G, F1H, F1J. CD and contact is Jerry McGlashan, 372 6th Concession Road RR #1, Clear Creek, Ontario N0E 1C0, Canada, tel +1 519 875 2734, email rgmcbg@sympatico.ca. Map showing field entry available on request.

BLACK SEA CUP is the F1A, F1B, F1C World Cup event run in Ukraine but registered via Belarus. It will be held from July 14 to 17 at Odessa on a new field which will be used in 2006 for the European Championships. On July 14 there will be additional self-timing events for F1G, F1H, F1J and evening single flight comp for F1A F1B and F1C. World Cup F1B and C will be flown on July 15 from 6.00 to 12.55 and flyoffs from 19.00 that evening and on the following morning from 6.00 if required. F1A on July 16 will start at 7.00 and finish at 17.55 after a lunch break of 4 hours after round 5. Flyoffs again from 169.00 and following morning, with prizegiving and banquet on the evening of 17th. Entry fee for entries made by June 14th are US\$ 25 for F1ABC or \$15 for F1GHI, \$40 for two or more classes, juniors free. Entry fee +20% if entering after June 14, and +50% after 23.00 on July 14. There is also Grand Prix extra to the main competition and offering winning prizes (\$4000 F1A, \$3800 F1B, \$3400 F1C) and prizes for places based on a factor times a fee of \$1 to \$20 (100x fee for first place down to 1x fee for 10th place in F1A or 6th place F1B or 3rd place F1C). Contact: Victor Stamov, Simirenko Str. 34, apt. 127, 03134 Kiev, Ukraine, tel: +380 44 402 7932, mobile: +380 97 987 4280, email: stamov@f1a.kiev.ua or stamov@hotmail.com web: <http://www.odessa-cup.farlep.net>

DORCOL KUP is the indoor competition to be held from August 26th to 28th in Belgrade, Serbia and Montenegro. The schedule is:

Friday 26th:	arrival and practice from 14.00,
Saturday 27th:	8.45 to 9.00 opening ceremony
	9.00 to 10.30 round 1
	10.30 to 12.00 round 2
	12.00 to 13.30 round 3
	13.30 to 14.30 lunch
	14.30 to 16.00 round 4
	16.00 to 17.30 round 5
	17.30 to 19.00 round 6
	20.00 prizegiving and banquet
Sunday 27th:	reserve day, sightseeing, departure

Entry by July 31 should be sent to Voja Stojkovic, Ul. Kralja Petra br.70, 11000 Belgrade, Serbia and Montenegro. Tel +381 11 189 627 or +381 064 3459848, email aviomodeli55@yahoo.com. Also see web site www.modelar.org.yu

UK COMPETITION NEWS

THE PANNETT at Church Fenton on May 1. See Diary for details.

DEVON AND CORNWALL RALL. Additional information on the event on July 9 and 10. Following the sad death of the everjovial vintage flyer Tony Bird you passed away on Friday 18th March after battling cancer for the past nine months, there will be a special trophy presented in his honour at the forthcoming Devon & Cornwall Rally on 9th & 10th of March. THE TONY BIRD TROPHY and will be awarded annually for the top place in Mini Vintage.