

FREE FLIGHT

News

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FFn DIARY

February 4 Chobham Common	Chobham Tree Chop. See FFn 0711. Meet at Clump car park at 10am.	March 21-22 Matfors, Sweden	Matfors VT International. F1A, F1B, F1C World Cup event. Contact: Mikael Holmbom, Österlo 140, 860 13 Stöde, Sweden, tel:+46 76 116 91 33, email:mikael.holmbom@matforsmfk.se, web: http://www.matforsmfk.se/matforsvt
February 11-12 Bushfield Sports Centre, Peterborough	BMFA Indoor. Second F1D Trials. 1/3rd motors. 9am to 5pm. Contact: Mark Benns 01733-755733 mark.benns@ntlworld.com or nickaikman@hotmail.com	March 21 (Good Friday) Church Fenton	BMFA Northern Gala. B/G (CMA), B/R (Caton), B/P (Hamley), O/E, SLOP (Falcons), F1G, F1H, F1J/BMFA1/2A, Mini-vintage, CO2, HLG, CLG. Contact: Denis Davitt, 0113 2675433.
February 15-16 Lost Hills, California, USA	Bob White Maxmen. F1A, F1B, F1C, F1E, F1P, F1Q World Cup event. Contact: George Batiuk, 2221 King Str. 2, San Luis Obispo, CA 93401, USA, tel:+1 805 546 8231, fax:+1 805 546 0070, email: slogb@charter.net (NB F1E is California Cup, February 12)	March 22 (Saturday) Church Fenton	Vintage, Pannett & Kay Meeting. Contact: Denis Davitt, 0113 2675433.
February 18 Chobham Common	Chobham Tree Chop. See FFn 0711. Meet at Clump car park at 10am.	March 21-24 Narrandera, Australia	Australian FF Society Championships. F1A, F1B, F1C World Cup event. Contact: Phil Mitchell, PO Box 44, Terrigal, NSW 2260, tel:+61 24 38 43 217, fax:+61 24 36 78 316, email: filnoels@bigpond.net.au
March 2 Area Venues	BMFA 1st Area. C/P (White), F1A (K&MAA/Plugge), F1G, Vintage (Plugge), HLG/CLG.	March 25-27 Narrandera, Australia	Southern Skies Round 2. F1A, F1B, F1C World Cup event. Contact: Than Stowe, PO Box 138, Winmalee, NSW 2260, tel: +61 24 75 41 334, fax:+61 24 75 41 334, email: stowes@ozemail.com.au, web: www.nswffs.com.au
March 8-9 Säkylä, Pori, Finland	Bear Cup. F1A, F1B, F1C World Cup. Contact: Kim Henriksson, Ymmerstanmäki 9, 02750 Espoo, Finland, t:+358 405152 481 email:kim.henriksson@yahoo.com, web: http://www.cs.hut.fi/~jtjuslin/bearcup2008	March 29-April 1 Omarama, New Zealand	Kotuku Cup. F1A, F1B, F1C World Cup event. Contact: Robert Wallace, 956 Riverslea Rd South, Hastings, New Zealand, tel:+64 6 878 4993, fax:+64 6 878 4993, email:robantina@freenet.co.nz, web: http://www.nzmaa.org.nz
March 14-16 Moravske Toplice, Slovenia	Mura cup. F1A, F1B, F1C World Cup. Contact: Bogdan Lemut, Borovnjakova 1, 9000 Murska Sobota, Slovenia, tel:+386 41 210 144, fax: +386 2534 8151, email: muracup@siol.net, web: www.freeweb.siol.net/muracup	March 30 Crivelle, TO, Italy	9th Trofeo F1K International. F1K. Contact: Sandro Schirru, Via C.B: Cavour 5, 10096 Grugliasco, Italy, tel:+39 011 780 17 88, fax:+39 011 780 89 83, email:fai616@yahoo.it
March 15-16 Gjovik, Norway	Holiday on Ice. F1A, F1B, F1C, F1Q World Cup. Contact: Tor Bortne, Jernbanev 28, 2840 Reinsvoll, Norway, tel:+47 611 97 463 or +47 920 95 329, fax:+47 611 52 606, email: tobortne@bbnett.no, web: http://home.online.no/~vnereng	April 3-6 Omarama, New Zealand	Omarama Cup. F1A, F1B, F1C World Cup Chris Murphy, 5/126 Bishop Street, Christchurch, NZ, t:+64 33743384, fax:+64 3 384 3394, e: chrismurphy@inet.net.nz, web: www.nzmaa.org.nz/signs/freeflight
March 15-16 Hranice, Czech Republic	Winter Cup. 2 F1E World Cup events, I on 15th, II on 16th.. Contact: Vojtech Zima, Smetanovo nab. 1840, 75301 Hranice, Czech Rep, tel:+420 581 661 620 or +420 601 589 792, e: vzima@sigmapumpy.com		

EPIC CAT 2 IHLG BATTLE, FROM BOTH SIDES

From NFFS Digest. On March 31, in Kent OH, Rob Romash and Jim Buxton obliterated the standing Cat 2 Indoor Hand Launch Glider record. Rob pushed the record of 1:41.5 (set in '06 by Jim) to 1:54.0. Then Jim upped Rob's spanking-new record, to 1:55.6. What follows is a first-hand account in their own words.

My Side of the Story, by Rob Romash

The design for Nifkin came out of a need to kick Jim Buxton's butt in some type of Hand Launch Glider contest. Since I have been unable to do this at USIC, and he is too much of a wussey to come to Colorado and throw outdoor models with me, I figured maybe a lower ceiling was the way to go. Kent (OH) State University's athletic field house has 50 ft to play with and happens to be in Jim's backyard. Much to my delight, I did beat him and set a new Category 2 national record in the process. One problem: My record only stood for 90 minutes.

Before going to the contest, I made my usual call to Jim. I explained my new design and threw out some model weights that I knew were lighter than his. This is the psychological part of the competition, and it seemed to work: Later, he called me several times to check progress and glean information on my model I had not previously divulged. All the way from Colorado, I could tell he was sweating.

Here's the best part: After I told him about the model I was building and him stating he was done with his, I threw out the fact that at the last minute I had a thought for a new design and Nifkin was brought to life just a few days before the competition. Jim stuttered slightly and asked, "Serious, you're making another one?"

This was definitely one of the best glider competitions I have ever attended. Even though I ultimately didn't beat Jim, we both destroyed last year's national record and were less than two seconds away from each other at the final reckoning.

The day started with me and Jimmy gently tossing our brand-new gliders to get them trimmed, but this didn't last long. With my trusty glider caddy/timer John Kagan on the stopwatch I started to add some fuel to the fire and quickly found my way to matching Jimmy's 2006 national record with some initial test throws. Jimmy casually ambled over to check John's watch, and I could see the glider in his hand quiver a little.

Jimmy soon recovered from the realisation that I was serious this year and began to put up nearly identical test throws around the 53-54 sec mark. These also bettered performance of last year. This was shaping up to be good.

His model's glide circle was slightly tighter than mine, and it perhaps had a tiny bit of altitude on me early on. However, Nifkin seemed to have the superior glide ratio. We continued to throw, and we made contact at times. I could tell this was making him nervous.

By this time we were into it and starting to put up some officials. Jimmy opened up with some nice throws, netting him a 53.7 and a 57.8 in his initial batch. I saw he was looking satisfied over by his table, and had a slight grin on his face, although he was saving a few officials, just in case. The grin didn't last long as I put up several officials, including two identical 57.0s, besting his top times. As I looked in his direction I saw a bewildered and dismayed look now replaced the grin.

I completed my flights and found I was at the limit of what I was able to do with Nifkin, or at least pretty close. Now the grin was on my face and Jimmy had to step up to the plate with the notion that Romash might just kick his butt today, something I knew would eat at his inner soul for the rest of his natural life.

However, Jimmy is a competitor of high calibre. As he stepped out into the middle of the floor he wore a look of determination and concentration that you usually only see on Olympic athletes going for the gold. All eyes were on Jim as he culminated his run with a perfect launch and greater altitude than any other that day. Seconds later, his model had just completed a perfect transition when it collided with Nick Ray's balloon, interrupting what would have been an epic flight. You could see Jimmy's heart sink like the Titanic but with a bigger hole. After a few seconds he recovered, blowing off the harrowing collision as if it never happened. He put up two identical flights to edge me out.

This was a great contest. I think we both got the most out of our models. We were pushing each other to do better and were both quite pleased with the results.

Nifkin Construction Notes

This is a pretty straightforward model as far as HLGs go. Being a Cat 2 model, weight is critical. I used 4.3 lb stock for the wing and about the same for the tail surfaces. My airfoil differs significantly from Jimmy's model: it has a swoopy, sexy airfoil section, not unlike a full-size sailplane. The tail boom is from a P-30 wing spar. This ultralight element is probably on the edge of structural failure when used in this manner, but it will get to 50 ft.

The pod portion is covered with .004-in, carbon unidirectional sheet, which is also used for the polyhedral bracing on the wing and on both sides where indicated. Nose weight is lead tape from a golf supply store, with a bit of clay on the tip for a shock absorber in the event of a botched launch. If you want to give a go at building a Nifkin for yourself and have some questions, feel free to contact me at cgrainl@yahoo.com

My Side, by Jim Buxton

Over the past 20 years of flying Indoor Hand Launched Glider I have never experienced anything like what occurred on March 31, 2007. Chances are pretty good that I never will again. The lead-up to that day really goes back to April 22, 2006. On that day I eclipsed the Cat 2 record for the first time, snagging the 1982 record set by Dan Domina by a mere 1.7 sec. In doing so I made a critical mistake: I mentioned later that I could do even better than my new record of 1:41.5 (2-flight total) with a lighter, stronger glider. Lesson learned: Be careful what you say, for you never know who may be listening.

Unfortunately for me, Rob Romash was listening to my babbling (and drinking my beer as well) at the end of that day. He apparently remembered my words (but not that I bought the beer). All was fine until about a month before the 2007 Kent contest. Ironically, I was in the shop finishing up what would surely be my new record-setting Cat II glider when the phone rang.

Rob: "Hey Buxton, Romash here. What are you doing?"

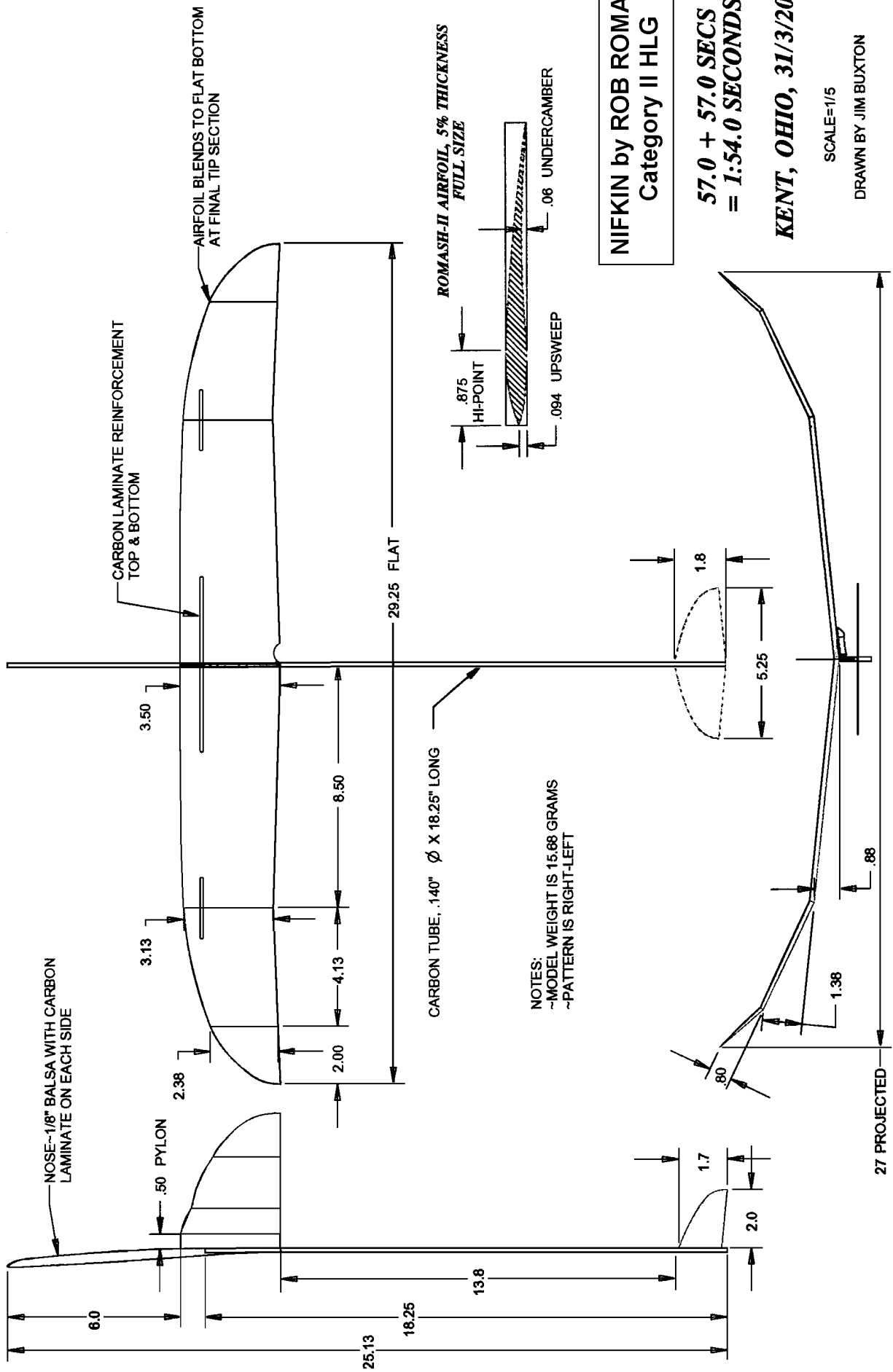
Me: "Building a new glider for Kent, the Pelicatoo 1.2"

Rob: "Dude, you need to do some serious work on your glider names. What does it weigh?"

Me: (grinning): "15.5 grams. That's a gram lighter than last year's model, and stronger."

Rob: "Yeah, well I decided to go after that record as well, I built a sexy-looking version of your glider that weighs 14.5 grams."

This set into motion a series of late-night phone sparring sessions. With each one, Rob's gliders got bigger, stronger and lighter. While I knew that Rob and serious do not often cross paths, something seemed different. My father always said Rob could be one of my strongest competitors. He is probably the most gifted builder I have ever met, and he can throw like a cannon.



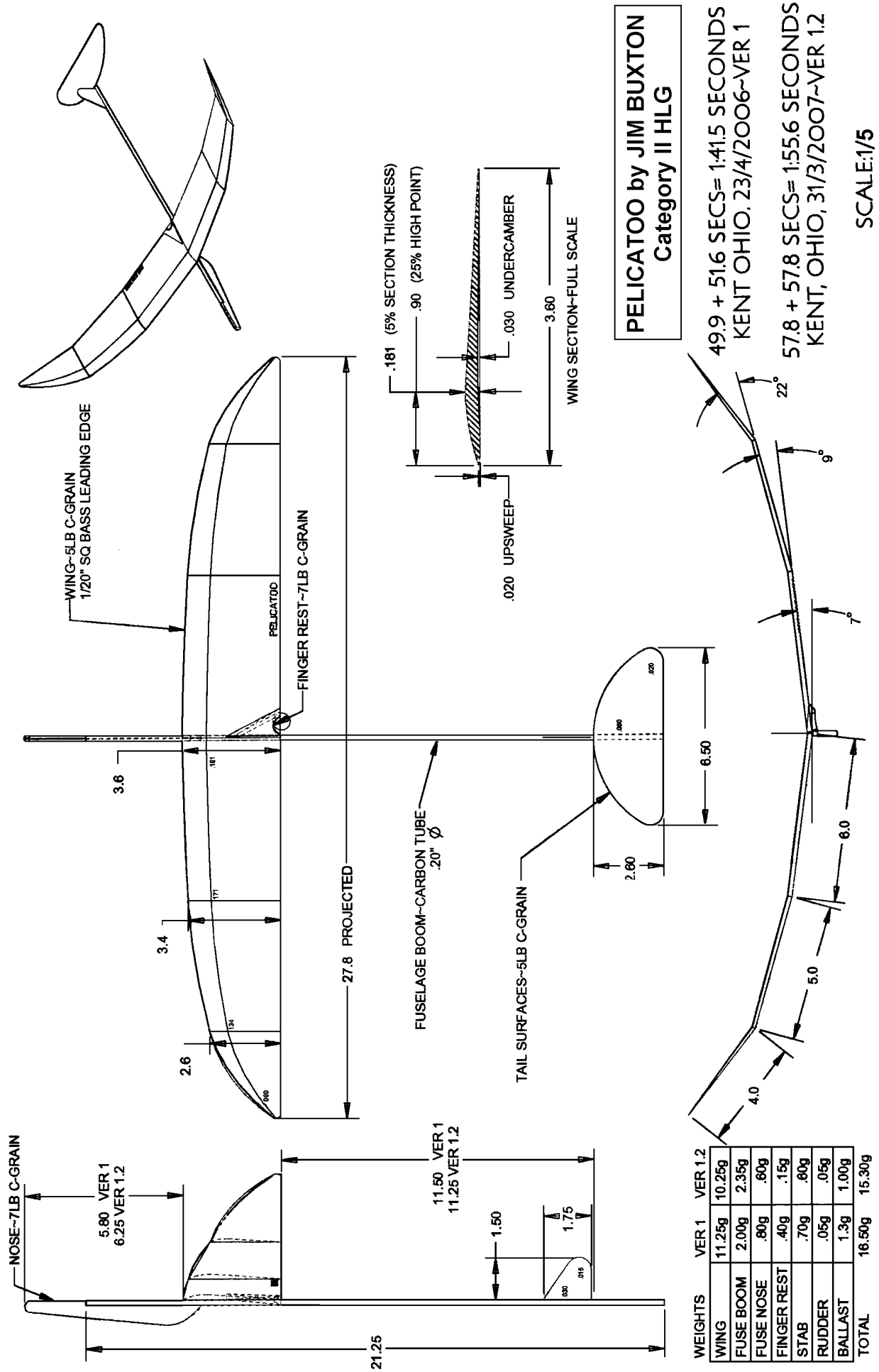
NIFKIN by ROB ROMASH
Category II HLG

57.0 + 57.0 SECS
= 1:54.0 SECONDS

KENT, OHIO, 31/3/2007

SCALE=1/5

DRAWN BY JIM BUXTON



PELICATOO by JIM BUXTON
 Category II HLG

49.9 + 51.6 SECS= 1:41.5 SECONDS
 KENT OHIO, 23/4/2006~VER 1
 57.8 + 57.8 SECS= 1:55.6 SECONDS
 KENT, OHIO, 31/3/2007~VER 1.2

SCALE:1/5

I beat Rob into the building that morning at Kent, with the goal of getting in some flights that topped my current record before he arrived. "Hit 'em early and often," as they say. I was flying my lightened reincarnation of the Pelicatoo, and was testing with flights over the record by around 5 seconds. Cool. I figured that should allow me to hold the record. But Rob arrived and was soon throwing in the 53-54 sec range. He was flying serious! This was going to get good.

I took three officials, and blew all three launches. I found myself holding back some on officials, as the extra adrenaline of 'official' flights is what caused the fuselage to fail repeatedly while I chased the record in 2006. I finally put up an official 53.8. I backed that up with a good launch. In fact, I felt it was really good. As the glider coasted in and the watch clicked off I saw my timer look down and then exclaim, "Holy (bleep)! 57.8!" At that point I had two left in the bank, so I decided to play with catapults a bit while I waited to see what Rob could do.

At about 10:30 or so Rob had a string of launches that looked good, and he was not trying to hide it. He was standing in the middle of the floor grinning, and flexing like a body builder - never a good sign. Sure enough, he had put up two identical 57.0s. All three of the people in the world that care about indoor glider as a spectator event were getting a great show; the event was living up to all the hype.

I had to back up my 57.8 with at least a 56.2 to get the lead and take the record away from Rob. Otherwise it would haunt me for ever. I practised for a while, comfortably in the 56 range. I took an official, and nailed a girder-grazer at the peak with a perfect no-loss transition. Several around me said. "That's your best one yet." But my joy immediately turned to terror as I noticed someone had put a steering balloon up to the ceiling to retrieve a Ministick right in my circle path. Several of us started yelling, "Pull the balloon down!" By the time the flier realised why we were yelling, it was too late, as the glider centre-punched the balloon. I was not overly enthused with the situation.

I had one flight left, and I needed a 56.2 or better. I tried to remain calm and just pretend the balloon incident was a dream. At this point Rob was standing next to my launch area say "C'mon man do it again. Don't (screw) up!" I ran up to launch and pulled the glider down without releasing. To my surprise Rob was not going to yell some remark as I threw, he *was* serious: What is the world coming to?

I lined up again and launched my final flight, immediately knowing it was going to be OK. My last flight looked 'almost' as good as the balloon shot, and I thought it would be my best of the day. Sure enough, it matched my best, for another 57.8 sec flight.

Throwing a pair of identical glider times as your best is a pretty good indication that you are getting everything you can out of a glider, and it rarely happens. To see it happen to two fliers on the same day is really rare. To see two fliers so far over the previous record, and so close to each other in time, is perhaps once in a lifetime? Who knows? The FAI indoor record is 60.4 seconds. Rob says he can do better. I learned my lesson.

Pelicatoo Construction Notes

The Pelicatoo is pretty straightforward, but big at 30 ins wing span. The wing wood must be at or below 5 lb stock to make weight. The tail boom was donated to my efforts by Jim Lewis, who is not sure where he got it (Thanks, Jim!). You can find more construction information on Kurt Krempetz's great glider web site at www.amaglider.vze.com. If you have any questions you can contact me at my email address glider902003@yahoo.com. Or just drop by the gliders forum of the Small Flying Arts at www.smallflyingarts.com.

NEWS FROM BMFA FF TECH COMMITTEE

International Teams

The following are now provisionally the UK team for the 2008 F1E European Championships at Kaltensundheim, Germany – 13th/20th September, (to be confirmed by the BMFA Council).

Steve Philpott, Ian Kaynes, Brian Horsley; reserve Doug Bartle

Calendar

Since issuing the 2008 calendar in the last edition there are a number of changes. In addition the FFTC now has overall responsibility for contest Space modelling so the calendar also includes the official Space modelling meetings as well. The changes and additions are as follows:

- 1) Four Team Trials events for Space Modelling (including the Space Modelling Nationals).
- 2) The Classic Rubber class at the 2nd Area Centralised meeting has now been moved to the 6th Area Centralised meeting as a separate event (not combined with Classic Power). It is replaced at the 2nd Area Centralised meeting with Mini Vintage – as per 2007.
- 3) The Stonehenge Cup F1C class is now F1C/P. This follows the CIAM meeting in 2007 which passed a proposal allowing F1P models to be flown in World Cup F1C events, at the discretion of event organisers. Please note that this is for seniors and juniors, not just juniors.
- 4) The Nationals "Vol-au-Vent" junior Glider event has been extended to include 'P20' Rubber models. It is now re-titled: "Novice" event. Full details and rules will be available in the near future.
- 5) The first Team Selection event will now be held at Salisbury Plain on the 7/8th of June.
- 6) The East Anglian Gala will now be held on the 19/20th of July. Also the order of the events on each day has changed.
- 7) FFN correction: the First Area event is on Sunday March 2, not as shown in FFN last month.

Complete details are shown on the updated calendar currently on the FFTC website: www.vengi.demon.co.uk.

Other Rule Changes for 2008

Following the recent publication of the 2008 rule changes some reaction was received to the 'guidance note' on Vintage and Classic Model eligibility. As a consequence and after some consultation the wording has now been revised and appears as follows (If you wish to see these changes together with the original wording please see the section on 2008 rule changes on the FFTC web site www.vengi.demon.co.uk). All other rule changes will appear as originally worded and all take effect from January 1st 2008:

FF Rule Changes for 2008 (revised)

Objective 7 To resolve queries arising on the eligibility of certain Classic models

3.18 Classic and Vintage Models

Add after 3.18.2

3.18.2 Competitors are responsible for proving the eligibility of their models and engines to the satisfaction of the Contest Director if required, and must be prepared to produce photo-copies (or originals) of plans and magazines on the day of the contest which include or confirm the date of publication.

"Guidance from the FFTC for the period of 2008 to be reviewed for 2009

The eligibility of the model must be based upon the existence of a plan which was published between the specified dates. The purpose of additionally specifying "kitted" is to include those plans which were supplied as part of a kit but were not "published" elsewhere. Where multiple sizes of a design were published or kitted between the specified dates the plan must be for the actual size model entered.

In the special case where a table of model sizes, including lists of material sizes referenced to a plan, was published between the specified dates this information will be sufficient and need not be accompanied by an actual size plan of the model entered.

In all these circumstances the plan, or table of sizes must be supported by photocopies (or originals) of material which was published between the specified dates and confirms the date of publication or kitting.

Statements, publications or any other material created outside the specified dates are not acceptable as proof of either design features or publication dates."

Results

The Results Coordinator for 2008 will be Phil Ball. His intention is to distribute the results, as in recent seasons, by e-mail and in addition, for those who are not equipped with e-mail, by submission of SAEs. Would all Area Comp Secs and Centralised Event CDs please submit their returns to Phil at 17 Herons Wood Drive, Spondon, Derby, DE21 7AX; e-mail: phil.ball@ntlworld.com. Please note that all returns, including nil-returns from Area Centralised events or other events that have to be postponed, **must** be with the Results coordinator not more than 8 days after the date of the event – in accordance with general rule 2.3.15(i).

Contest Fees

The entry fees for 2008 events are slightly different from 2007. Area Centralised events remain at £3 per *meeting*, i.e. you may enter as many classes you like for one fee of £3 – site fees are additional to this and depend on the Area you fly in. Centralised meetings also remain at £5 but have also changed to a single fee per meeting. Team selection meetings are £15 per weekend, or £35 for all three if pre-entered – a discount of £10.

Distribution

The FFTC has now combined a number of e-mail lists for the distribution of this news, and other notices. This should ensure that as many fliers as possible receive urgent news. If you'd prefer not to be on this combined list please contact the distributor Trevorgrey@AOL.com . In addition if you know of anyone, not already listed, who would like to receive this news and any other FFTC notices please pass the address on to them. If you are having any reception problems please make sure your correct e-mail address is logged with the distributor.

The current issue of FFTC News, together with back issues and other notices and items of interest, also appears on the FFTC Web site: www.vengi.demon.co.uk .

CORRESPONDENCE

Raising the bar, By Ian Davitt

Football. Cricket. Rugby Union. We are on the point of adding free flight model flying to the list of GB sporting failures. The results of our teams at the last three championships fall far short of what the BMFA and our country should require:

2005 World Champs, Argentina	F1A	F1B	F1C
Average placing of team members	26	28	17
Highest individual placing	16	5	7
Team placing	3	9	4
No. of full scores by team members	0	1	1
Winning score	1260+60e +300+295	1260+120e +376	1260+120e +300+420 +488
2006 Euro Champs, Ukraine	F1A	F1B	F1C
Average placing of team members	48	30	13
Highest individual placing	32	13	7
Team placing	15	7	4
No. of full scores by team members	0	1	2
Winning score	1260+300 +308	1320+300 +291	1320+300 +420+530
2007 World Champs, Ukraine	F1A	F1B	F1C
Average placing of team members	53	26	32
Highest individual placing	35	8	16
Team placing	15	29	6
No. of full scores by team members	0	0	1
Winning score	1290+341	1320+300 +333	1260+300 +420+ 577

Going back further in time does little to help. A single second place in F1C in 2002 (and he has now given up the class), along with a team gold in F1C and bronze in F1B in 2004. Hence we see a continuously worsening position as we slide down the results list against the rest of the world.

The FFTC are mandated by the BMFA to recommend teams capable of competing 'credibly'. They have set precedents in the past by not sending junior teams, and by replacing an individual who had 'won' his place through the trials system fair and square. Unless an improvement is shown, there must be a real danger that BMFA will withdraw any subsidy funding, and follow other sports by paying by results.

Looking at the winners scores, 'credibly' must mean an ability to max out (including the extended max), then achieve a 5 minute flyoff (and arguably 7 mins in F1C). There should be no excuses about weather or difficult air picking at individual championships from our teams, as other nations manage to field competitors capable of this standard.

As one flyer (who we should be looking to as a team member) recently commented in FFN, the latest Trials system does little to encourage this higher standard, and is in fact little more than an attempt to recoup the cost of running the Trials.

The problem is that more often than not, our Trials are run in part or whole to 150 sec maxes, and even then competitors rarely achieve a full score.

As an alternate approach, entry to the "Trials" should be by way of pre-qualification. Prospective entrants should have a time period from (say) 1 January to 31 August to produce a series of eight flights in a single day, comprising:

- An initial extended max score, then
- six further consecutive flights of a minimum 180 seconds, then
- a further flight of a minimum of 300 seconds

These flights could be made at any UK or overseas contest, at the trimming sessions on Salisbury Plain, or at any other venue, provided they are properly witnessed in line with BMFA rules. Given the effective unlimited number of attempts, and the chance to make all the flights in thermal conditions, this should not prove difficult to anyone up to the required standard.

Only those submitting a score which satisfies this requirement should be considered for a team place.

Where more than three full qualifying scores are submitted for a class, there could be a one day 'shoot out', flying to 180 second maximums. This could be held concurrent with the last Area meeting, and held at one of those venues, thus saving airfield licence costs.

To those asking how individuals can get experience of international competition if the above is adopted, the answer is simply on the international contest circuit. Anyone who is not consistently performing to a high level in that environment is not going to cut it at championship level.

Finally, has dropping BoM has hurt our international success? By definition, 'bought' models are going to be 'second generation', and therefore unlikely to be any better than those of the other leading contenders. The above analysis suggests that, where used, they get you to the party, but they don't get you to the top table.

Remember, our last world champion (now 15 years ago) famously finished building his own model only just before the contest.

From Andrew Crisp

I feel highly honoured to be singled out, by no less a flying artist than Phil Ball, as one who might have suffered had this year's Trials been decided upon all three meetings.

As it happened, I could not attend the last meeting, as I was in the process of cycling from Toulouse to the Mediterranean coast along the Canal du Midi to celebrate 40 years of marriage to Sue. Like the marriage, I guess, the trip was not without incident, like getting kicked in the crutch, defending a maiden's honour in a hotel brawl in Carcassone, and being bitten by a dog in a Collioure restaurant!

Anyway... Phil is dead right. Three obligatory meetings (at £40 in all) will pose too much of a strain on those with other obligations outside of model flying, and probably not produce a better team to boot.

What we really need is more people flying in the Trials, not less, as would surely happen if three meetings were stipulated.

How about making FAI day at the Nationals the first of two trials. Many more people are around at the Nats. Daylight is available for early or late "still air" rounds to extended maximums, and if someone comes out of the woodwork and does really well, he or she might be encouraged to continue with the second meeting.

This may not produce the ultimate team, but does it matter if new blood becomes involved?

Each year FFn gives us a rundown of the chosen teams' aspirations and models, some members even giving us the times their masterpieces might be expected to achieve. Unfortunately the reality of the championship competition is far from this, as the flier falls into a hole, or has an unwanted release after a line cross, giving the all to familiar 1.27 (or whatever).

In truth, does the team selection process really matter all that much? If we want the ultimate teams, then they should be selected by an experienced committee, taking into account past and current form, potential, and international experience in a range of conditions.

Of course we have been here many times before – who selects the selectors, etc, and quite rightly, in our British way of thinking, it has been rejected.

No, let us return to two meetings relatively close together with a total of 14 flights to count. If bad weather prevents completion, let there be a reserve date. This seems to me to be as good a system as any, if we want to democratically choose our international teams.

COUPE EUROPA, MIDDLE WALLOP, DEC 3

Report by David Beales

Bearing in mind the weather forecast "70% chance of rain, and 40 m.p.h. winds" the Croydon organising team were surprised when anyone actually turned up at Middle Wallop and even more taken aback when several started to fly. CD Martin Dilly wisely decided to adopt the pre-planned rough weather schedule of three one and a half minute flights for both classes.

Most attempts were short lived as were the unfortunate models, but some got away to make heroic flights. There was drizzle about but quite patchy and windspeed averaged 25-30 m.p.h. but it was possible if extremely lucky to find a lull of about 20 m.p.h. There seemed to be a dominant downdraught around the centre of the field where a slight ridge occurs. This coincided with a timespan of 56-60 seconds causing most attempts that got away to clock around the 58 second mark.

The result in FIG was decided with the last flight of the day when Peter Hall needed 73 seconds to win on his last flight. Unfortunately he waited too long for a lull and was forced to fly in what seemed like 40 m.p.h. wind, with sad results, being blown in after four seconds.

Slumming power flyers had a good day, with F1C team member Neil Allen winning FIG, the only man not to drop below a minute on any flight, and Mini Vintage power man Tony Shepherd used his first-ever rubber model to show all how it should be done in the Vintage class. His Etiennevre appeared less affected by turbulence than the opposition.

It seemed the more moderately powered models survived better, climbing steadily although rocked by gusts, whereas the steeper climbing type often were looped back into the ground. Andrew Longhurst's second place FIG in particular looked less unsettled by the elements than many.

Spencer Willis added to the fun by launching his tiny Morrisset design downwind after a run-up and almighty heave, - windspeed 30 m.p.h., flying speed 20 m.p.h. equals 50 m.p.h., almost as fast as it went down the motorway in its model box. Sadly it ended up tree'd and virtually disintegrated on rescue.

Many thanks to all the stalwarts who turned up to support the event that closed with the usual indoor prizegiving, coffee and bickies. Stay optimistic; next year can only be better.

Vintage Coupe d'Hiver for the AAAA Cup 5 flew

1	A Shepherd	SAM 1066	3:03
2	S Willis	Croydon	2:45
3	P Tolhurst	Hayes	1:40

F1G for the Aeromodeller Trophy 8 flew

1	N Allen	E. Grinstead	209
2	A Longhurst	SAM 35	200
3	P Hall	Crookham	141
4	D Beales	Croydon	120
5	R Vaughn	Crookham	102
6	B Stichbury	Chichester	100

Flitehook Trophy – Team F1G: Crookham

DOWN MEMORY LANE

My near-neighbour Mike Beach (writes MCW) has recently come across a fascinating compilation DVD of various bits of model aviation film from the last 50 years. The bulk of the disc is taken up with something produced in 1948 or thereabouts, by the American Plymouth Motor Corporation, who apparently funded and organised local and regional model aircraft competitions – and education and training in the skills of model flying – in the years immediately after WWII.

What makes it doubly interesting is that it's framed in a dramatisation of life in small-town America, in the days when young men called their elders 'Sir' (and quite right too, no respect these days...) and when hundreds of spectators turned up at model flying contests. These kids, of course, were part of the American Graffiti and Vietnam generations, and I suspect that some of them ended up in and around NASA. Certainly the crew cuts and t-shirts make them dead ringers for the early astronaut intake.

Other items on the DVD include film of Jim Walker flying control line and, for some reason, of Walker's radio control lawn mower, some brief British Pathe News footage from contests at Radlett in the '50s (with the commentator calling our rubber 'elastic' and pronouncing it e-lah-stic) and film from Australia. There's little or no free flight of the FFn variety, though there's some genuine vintage flying, mainly from America. All in all, though it's from old film and of sometimes dodgy quality, a fascinating glimpse of what used to be.

I've had a spare copy of it burned and if anyone wants to have a look at it, give me a call on 020-8891 3130 or email michael.c.warren@btinternet.com and give me your address and phone number. It can then be passed on to others who are interested and I guess you can take your own copy if you want to.

SOUTHERN COUPE LEAGUE 2007

Report by Roger Wilkes

The six qualifying events for the 2007 Southern Coupe d'Hiver League experienced very extreme weather conditions. The first contest was the Crookham Gala at Middle Wallop and unfortunately had strong winds with turbulence. Few maxes were recorded and even one minute flights finished up outside the drome. Andrew Longhurst did well using his reliable large tailed models but I managed to win using my small flapped carbon wing model.

The London Gala at Salisbury Plain also suffered having rain and strong winds. Few flew this event but Peter Hall persevered in the difficult conditions, completing all his flights to come out the winner. Peter used his high aspect ration models with small tails with VIT and VIW fitted.

The Spring Gala at Odiham was the 60th anniversary celebrating free flight at this RAF venue. For once we had perfect flying weather with warm sunshine and no wind whatsoever. This well supported event was run superbly by CD Mike Kemp who also celebrated his 70th birthday but sadly this was to be his last Odiham Gala. With flat calm conditions competitors flew from the centre of the airfield with flights remaining directly overhead and landing within yards of their launching points. At times there was strong lift as demonstrated by Ted Tyson's Coupe which stayed in the air for twenty two minutes before landing still within the drome. However, there was also sink which caught out nearly every Coupe flight by just a few seconds, making a very close score sheet. John Bailey needed a max on his last flight to win. He took his time watching other models in lift and walked several yards before launching. The climb was impressive with VIT

and VIW timing spot on followed by a floating glide to max easily.

The postponed "Southern Gala" was eventually held at Salisbury Plain in calm but wet conditions. Out of the nine competitors two managed to max out. Luckily by flyoff time it was dry and completely calm with Roy Vaughn making 3 min 45 sec to win from Mic Marshall.

The Sixth Area meeting experienced flat calm with overcast skies at the qualifying venues of Merryfield, Ashdown Forest and Beaulieu. The excellent flying conditions brought out a large entry. Flyoffs were required as several contestants had easily maxed out. This included a delighted John White who, for the first time in twenty five years, finally achieved five two minute maxes. In the flyoff Geoff Stringer recorded 3 min 32 sec at Ashdown Forest, giving him maximum League points.

After this event Roy Vaughn had scored 37 League points and Peter Hall 36 points. So it was all down to the last competition, the "Coupe Europa". In 2006 this event had atrocious weather and it seemed impossible it would be repeated but thirty mile an hour gusts were back again. Eleven brace contestants battled it out, losing wings whilst winding motors. Only three 1½ minute rounds were flown with flights understandably being short. However, Neil Allen with his small carbon model emerged the winner, his second Europa win in three years. Andrew Longhurst, the 2006 winner, finished second but Peter Hall was third having himself just one point more than Roy Vaughn to win Southern Coupe League. Peter Hall manages to fly consistently in all weather conditions, combining enthusiasm with great determination.

Although many 2007 Coupe contests had bad weather, 31 contestants managed to score league points which was encouraging. The Crookham Club now has a strong team of Coupe d'Hiver members who I am sure will relish a challenge from fellow coupe flyers when the first league event starts at the Crookham Gala this year.

		Crookham Gala	London Gala	Spring Gala	Southern Gala	Sixth Area	Coupe Europa	Score
1	P Hall	4	10	9	8	5	4	40
2	R Vaughn	1	5	8	14	9	2	39
3	A Longhurst	8		6	5		6	25
4	G Stringer			3	7	14		24
5	M Marshall		7		11			18
6	R Wilkes	10		6				16
7	N Allen					7	9	16
8	J Bailey			11				11
9	D Greaves					11		11
10	P Tolhurst	0		3	2	3		8
11	T Tyson			4	0	4		8
12	D Neil					8		8
13	D Beales	3					3	6
14	J White					6		6
15	J Minshall	3		2				5
16	J Paton				5			5
17	M Stagg					5		5
18	P Jellis				0	4		4
19	J Knight					4		4
20	C Chapman					4		4

FFn

Our thanks to all of you for renewing your subscriptions for 2008. Our apologies are due for some sub-standard envelopes used for some of the December 2007 issues. If there is anyone else who did not receive that issue, please contact FFn and we will send a replacement.

TAILLESS NEWS EXTRA

John Pool has produced another issue of Tailless news. He has printed a small number and these can be obtained by writing to John at 19 Springfield Drive, Barlby, Selby, North Yorkshire YO8 5JN. No price is quoted, so it would be appropriate to include at least a stamped addressed envelope or donation for the return of a copy of the News. The contents are best described from John's introduction:

"This little publication is really the result of interest after the 2006 Nats when Spencer and I were invited to supply information for the Australian Free-Flight Quarterly and impatience that nothing has surfaced as a result

We have here Spencer's plan and notes, John Godden's likewise in greater detail, Andrew Crisps personal offering to raise the tone of the presentation, and my own Autumn 06 contribution re-generated which give an indication of what has happened to Tailless Rubber since the last publications in the middle 90's"

John continues: Chris Strachan is not represented in these drawings of the Nationals 07 line-up. He came on the Lady Shelley scene the same year as I did so if he appears next season he will be the longest server. I am bowing out but I hope some of my models might appear in other hands.

NOTICEBOARD

TISSUE SALE: Croydon member Malcolm Wood is disposing of his stock of tissue, and has asked that it be sold to benefit the FF Team Support Fund. It was bought in around 1970 and the Japanese tissue came from Radar Co. in Hong Kong. The following is available rolled:

Lightweight Modelspan (the original), orange	6 sheets 20" x 30"	80p/sheet
12 g/m ² Japanese tissue in the following colours and sizes:		
orange	22 sheets 500x450 (20"x18")	40p/sheet
white	5 sheets 500x450 (20"x18")	40p/sheet
cream/beige	11 sheets 500x450 (20"x18")	40p/sheet
red	15 sheets 600x450 (24"x18")	50p/sheet
red	23 sheets 400x450 (16"x18")	30p/sheet

Contact Martin Dilly to arrange collection at a contest or mailing. Tel 020 8777 5533, martindilly@compuserve.com or write to 20, Links Road, West Wickham, Kent BR4 0QW.

OVEN FOR SALE. Thermostatically controlled oven as designed by Chris Edge and Martin Gregorie complete with insulated box and electronics, great for curing wing cores.

The insulated oven volume is 18" x 30" x 7". The box is lined to prevent heat loss and has a separate heating chamber. The temperature is adjustable up from ambient to 50 deg C and regulates it self through some cute electronics designed by Martin Gregorie. Heating is via 2 domestic light bulbs and their operation is regulated by a digital thermometer which measures the temperature every 10sec.

The whole system is very easy simple and safe to use, ideal for curing carbon wing cores. Future house move necessitates sale. Offers £25 ono. Julian Pennington, tel : 01179568683, e-mail julian.pennington@tesco.net

CHURCH FENTON EASTER DATES, and BOM

From Dennis Davitt.

In previous years we have booked Good Friday for the Northern Gala, and Easter Monday for the Vintage, Pannett and Kay. A few people have suggested we book 2 consecutive days, so they can stay overnight and fly on both days. Since the N.Gala had already been publicised for Good Friday, we have for this year booked Good Friday for the Gala, and Easter Saturday for the V.P. and Kay. We will see if this makes much difference to the overall attendance.

Also, please note the following. For 2007 the Morley club maintained the BOM requirement for competitions where they had discretion. After 12 months it seems to have made almost no difference - either way. On that basis the Club has dropped the BOM requirement for 2008. Personally I am sorry to see the skills needed to design and build your own models being no longer required. I think we have gained nothing, and lost some top class flyers along the way.

FAI COMPETITION CALENDAR 2008

Changes from the provisional FAI Calendar published last month include a change of date for the 2008 Junior World Championships. It will be held in Kiev but will now be run by Victor Stamov, who did so well running the 2006 and 2007 Champs in Odessa. The flying site as a 4x5km grass area near Motyzhin, the site for Antonov Cup in 2006 and 2007. The new dates are July 28 to August 3rd with the schedule:

July 28	Arrival, registration, practice, opening ceremony
July 29	Registration, practice, processing, TM meeting
July 30	F1A rounds 9.00-13.00 15.00-18.00, flyoffs from 19.30 and / or 7.00 next day
July 31	F1B (schedule as for F1A)
Aug 1	F1P (schedule as for F1A)
Aug 2	Reserve day, awards, banquet
Aug 3	Departure

Other changes to the calendar are: that the US Nationals F1Q event is now stated to be August 4-6 and the Matfors VT event is now on March 22 with March 23 as reserve day. The full details of Australian and Turkish events are given below:

March 21-24 Narrandera, Australia	Australian FF Society Championships. F1A, F1B, F1C World Cup event. Contact: Phil Mitchell, PO Box 44, Terrigal, NSW 2260, tel:+61 24 38 43 217, fax:+61 24 36 78 316, email: filnoels@bigpond.net.au
March 25-27 Narrandera, Australia	Southern Skies Round 2. F1A, F1B, F1C World Cup event. Contact: Than Stowe, PO Box 138, Winmalee, NSW 2260, t:+61 24 75 41 334, fax:+61 24 75 41 334, e: stowes@ozemail.com.au www.nswffs.com.au
May 9-12 Virze-Kirkclareli Turkey	Istanbul Cup. F1A, F1B, F1C World Cup event. Contact: Yenimahalle Havacilik Kulübü, Ataturk Bulvari no.33, 06100 Opera-Ankara, t:+90 216 521 14 14,fx: +90 216 4619180, e: ismety@banksoft.com.tr web: www.turkey-ff.info

FAI SPORTING CODE

The 2008 edition of volumes ABR and F1 have now been published on the FAI website. Together the two volumes covers all parts of the Sporting Code that are needed for free flight interest. (F1 is free-flight specific and ABR covers general rules and procedures applicable to all classes). The link is: www.fai.org/aeromodelling/documents/sc4.

FFN INDEX 2007

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