

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 15-16 Hranice, Czech Republic	Winter Cup. 2 F1E World Cup events.. Contact: Vojtech Zima, tel: +420 581 661 620, vzima@sigmapumpy.com
February 10 Middle Wallop	Crookham Gala. See UK Competition News in this issue.	March 15-16 Nijmegen, Netherlands	Indoor Fly In. See page 16 of this issue. Contact: Roel Lucassen, tel: (0031)(0)612396566, rlucas@dds.nl
February 11-12 Bushfield, Peterborough	BMFA Indoor. See page 16 of this issue. Contact: Mark Benns on 01733-755733	March 15-16 Salisbury Plain	BMFA Trimming Weekend. See page 16 of this issue..
February 15-16 Lost Hills, California, USA	Bob White Maxmen. F1A, F1B, F1C, F1E, F1P, F1Q World Cup event. Contact: George Batiuk, tel:+1 805 546 8231, fax:+1 805 546 0070, :slogb@charter.net (NB F1E is California Cup, February 12)	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 18 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
March 2 Area Venues	BMFA 1st Area. C/P (White), F1A (K&MAA/Plugge), F1G, Vintage (Plugge), HLG/CLG.	March 21-24 Narrandera, Australia	Australian FF Society Championships. F1A, F1B, F1C World Cup event. Contact: Phil Mitchell, t:+61 24 38 43 217, fax:+61 24 36 78 316, filnoels@bigpond.net.au
March 8 Camberley Leisure Centre	Indoor. F1L (EZB), Mini-stick. 7.30 to 10.30pm. See page 16 of this issue. Contact Laurie Barr tel 01628 487544 Laurie.Barr@emailcentre.co.uk	March 22 (Saturday) Church Fenton	Vintage, Pannett & Kay Meeting. Contact: Denis Davitt, 0113 2675433.
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@yahanen.com, web: http://www.cs.hut.fi/~jtjuslin/bearcup2008	March 22 Bushfield, Peterborough	BMFA Indoor. See page 16 of this issue. Contact: Mark Benns on 01733-755733
March 14-16 Moravske Toplice, Slovenia	Mura cup. F1A, F1B, F1C World Cup event. 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 22-23 Salisbury Plain	BMFA Trimming Weekend. See page 16 of this issue.
March 15-16 Gjovik, Norway	Holiday on Ice. F1A, F1B, F1C, F1Q World Cup event. 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	March 22-24 Middle Wallop	See page 18. 22nd: Vintage/Classic Glider Day. 23rd: Bournemouth MAS, Crookham Power. 24th: Croydon Wakefield Day.
		March 25-27 Narrandera, Australia	Southern Skies Round 2. F1A, F1B, F1C World Cup. Than Stowe, t:+61 24 75 41 334, email: stowes@ozemail.com.au
		March 29-April 1 Omarama, New Zealand	Kotuku Cup. F1A, F1B, F1C World Cup. Robert Wallace, tel:+64 6 878 4993, email: ffonzrjw@xnet.co.nz,

THE WAIF, 50G RUBBER BY PHIL BALL

2007 Nationals BMFA Rubber Winner.

This model is based on the APS Urchin; I had built one early in 2007 and found that my version powered by 50 grams of rubber was more than a match for my 350 square inch 50 gram model that was published in the February 2007 edition of FFN.

So with just 3 weeks to the Nationals I started building my version of the Urchin, the main changes were a slightly bigger wing, a slimmer fuselage and a bigger propeller. The Urchin prop was good so I decided to extend it from 19 inches to 21, as I did not want to make it too big and so kill the climb. It used the same block layout as shown on the Urchin plan, just a traditional blank from inch sheet, no fancy pitch distribution or fancy computer generated shape.

The structure was much the same as the Urchin although there was a bit less of it and those bits were also a bit smaller, the fuselage was covered with Jap, the wings and tail are covered with Mylar, the inboard panels are also covered with Jap over the Mylar. I kept the built up pylon as it encloses the modified Snoopy timer that runs for 15 minutes as well as the tracker, it also results in a light and ridged wing mount.

The outcome was a model that was a bit bigger a lot lighter and a bit slimmer than the Urchin hence the new name of the Waif.

It was finished on the Sunday before the Nationals and partially trimmed on the Monday at Lodge Farm with the final trimming adjustments taking place during the 3 maximums prior to the fly off.

The great thing with this model was that it was built from the same pieces of wood that the Urchin was built from so even with the purchase of a Snoopy timer motor and thrust race it did not cost much more than a Fiver, in fact they were both built for £10 and there is still enough wood left for another one.

NEWS FROM BMFA FF TECH COMMITTEE

Contest Fees

As noted in the previous issue of this news entry fees for 2008 are different from 2007. Please note that Area Centralised events have a single fee of £3. This means that you may enter as many classes as you like for the *one* payment of £3. Site charges – whether it be for an airfield, or any other type of site – are in *addition* to this.

Centralised events now also have a single fee of £5 for as many classes as you wish to fly. There is no site charge in addition, however, those attending centralised events purely for sport flying or trimming purposes will be expected to pay a fee of £3. Entry fees for Team selection meetings are £15 per weekend or £35 for all three entered in advance – a discount of £10...

Altogether a simpler and more logical system.

Barkston Heath

Those who visit Barkston Heath airfield on a regular basis will be aware that a combination number is now required to be entered at the main gate to obtain access. For those not aware of the number – it changes on a regular basis – it can be obtained in advance of the day by ringing Walter Hodgkinson on 01400 230764. On the day the number is obtainable from 07788 647726.

Additionally the RAF now insist that all visitors sign in and out, even when leaving the site by car temporarily. The signing-in book is located in the concrete 'pill box' immediately adjacent to the main gate. Please be aware that this stipulation is made by the RAF and that the RAF police will make regular checks to ensure that it is being complied with. This stipulation is not only for security purposes but for your own safety.

Combined Contests

There have been a number of queries of late regarding the number and type of models able to be flown in 'combined class' contests, or in 'single class' contests where the rules allow more than one type of model. In all these contests, whether Modern or Vintage, it is permissible to fly more than one type of 'model' so long as the number of models permitted by the type of 'contest' is not exceeded. For example; in an all-in Vintage contest you would be able to make some of the flights (including the flyoff) with a Power model and some with a Rubber or Glider model, so long as a 'total' of not more than two models was used; in a BMFA Power contest you could use a category (i) model for two flights and a category (iii) model for the rest; in a Combined Glider event you could use a Vintage model for 3 flights and an F1A glider for the flyoff.

Please note however that, where such would seem possible, you cannot have two 'separate' entries. Again for example, in a Combined Rubber event you may not make one 'set' of flights with a Vintage Rubber model and a second set with BMFA Rubber model; you are only allowed a single set of three flights plus any flyoff required.

However, please also note that the process of 'Doubling-up' is not allowed in BMFA run contests. That is: if you wish, for example, at a particular contest to enter both the BMFA Rubber class and the Mini Vintage class and use a Mini Vintage Rubber model for both classes, then this is permissible (given that the Mini Vintage model does not use more than 50 grams of rubber when flying in the BMFA Rubber class). Nonetheless two 'separate' entries and sets of flights must be made for each class.

Overseas Contests

Many fliers now travel to contests outside the UK on a regular basis. The BMFA office has requested the FFTC to inform fliers that, for contests other than 'official' UK team entries where the following takes place automatically, it is a requirement of the BMFA insurance policy that all fliers 'inform' the office of such visits. This takes little time and is for your own benefit – it helps the insurers assess the extent of their 'overseas risk' during a year.

Rule Change Process

For a number of years now the FFTC has operated a process of requesting rule change proposals each year – usually about mid season – these are then debated and a decision made on implementation for the following season. The conclusion has now been drawn, especially following the radical changes implemented in 2008, that a period of rest is required.

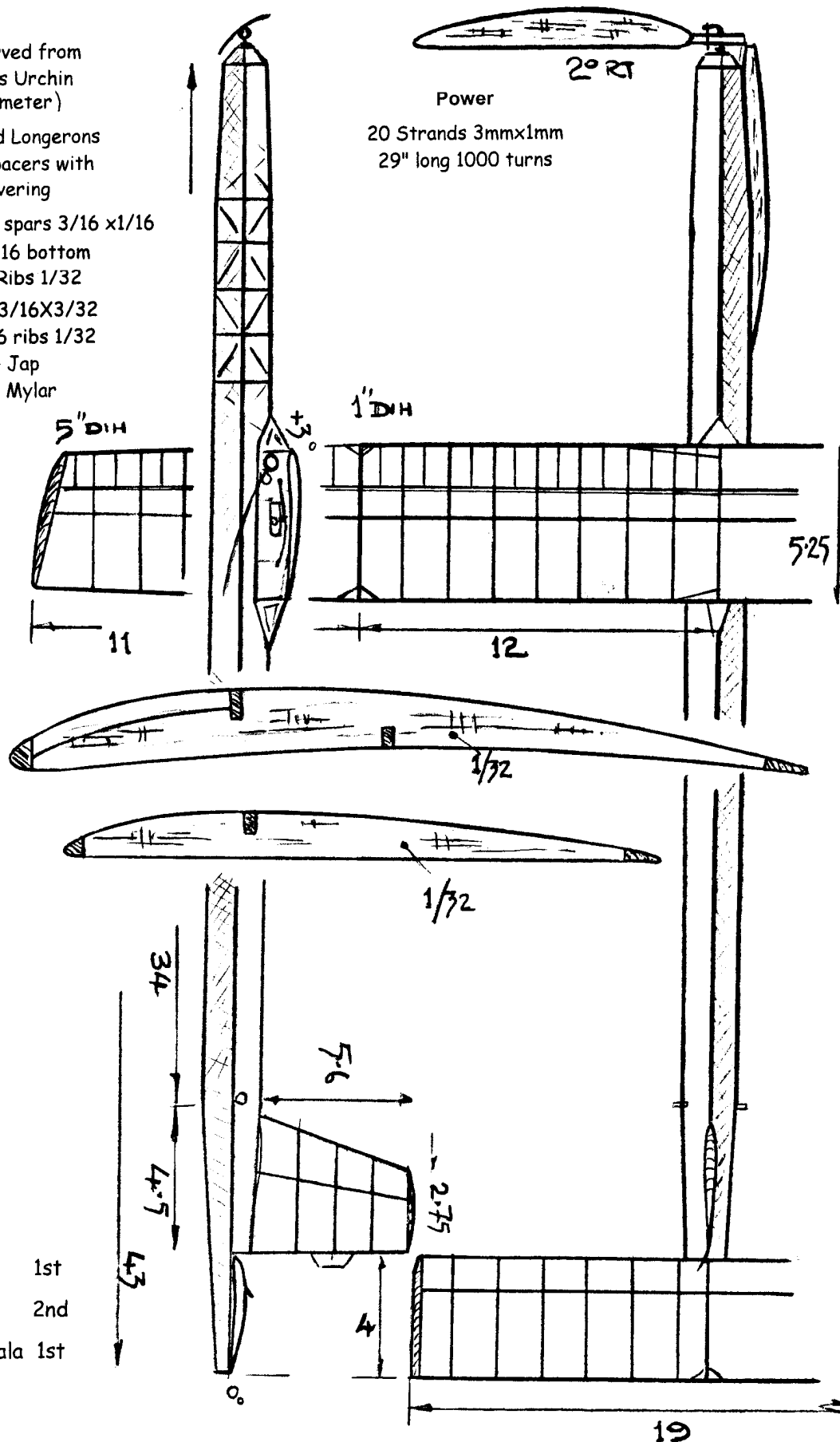
Consequently in 2008 there will be no request for proposals and the next 'window' for change will be in the 2010 season with requests for proposals being in 2009. In effect this is a two year, rather than one year, cycle. The intention is then to continue this two year cycle. The FFTC will still be monitoring the rules and their need for change during these two year cycles and hopes that this longer period will give more time for proper debate of proposals. There may however still be a need for 'faster' change on occasions due to safety concerns, or rule changes imposed by the FAI where they affect UK contests. In addition there are a number of long term proposals already in the pipeline due to be decided upon for the 2009 season. These will of course continue through the process as per the previous one year cycle.

Team Manager Development

The provision of team managers and assistant team managers for UK Championship teams is becoming something of a problem. In short new blood is required for these important jobs. It is the intention of the FFTC to recruit a 'pool' of people who could be available when required, and be started on a process of gaining the necessary experience in advance, rather than being landed in the job at a moments notice.

Prop 21D X26P Carved from
 1/2" Sheet (as Urchin
 but extra Diameter)
 Fus 3/32 squ hard Longerons
 1/16X3/32 spacers with
 Jap tissue covering
 Wing LE 1/8X3/16, spars 3/16 x1/16
 top & 1/18x1/16 bottom
 TE 1/4x3/32 Ribs 1/32
 Tail LE 1/8squ TE 3/16X3/32
 Spar 1/8x1/16 ribs 1/32
 Covering Inner Mylar + Jap
 All other Lite Mylar

Power
 20 Strands 3mmx1mm
 29" long 1000 turns



Weights
 Fuselage 28 grams
 Wing 23 grams
 Prop 20 grams
 Tail 6 grams
 Total 77 grams

Contests
 Nationals 1st
 Timperley 2nd
 Southern Gala 1st

Phil Ball
 Dec 67

The Waif (friend of the Urchin)
 50 Gram BMFA RUBBER
 Designed by Phil Ball

The FFTC would ask those who feel that they may be suitable and/or have an interest to contact the secretary Chris Strachan: chris.strachan@btinternet.com , 01223 860498. The process needs to be started as soon as possible.

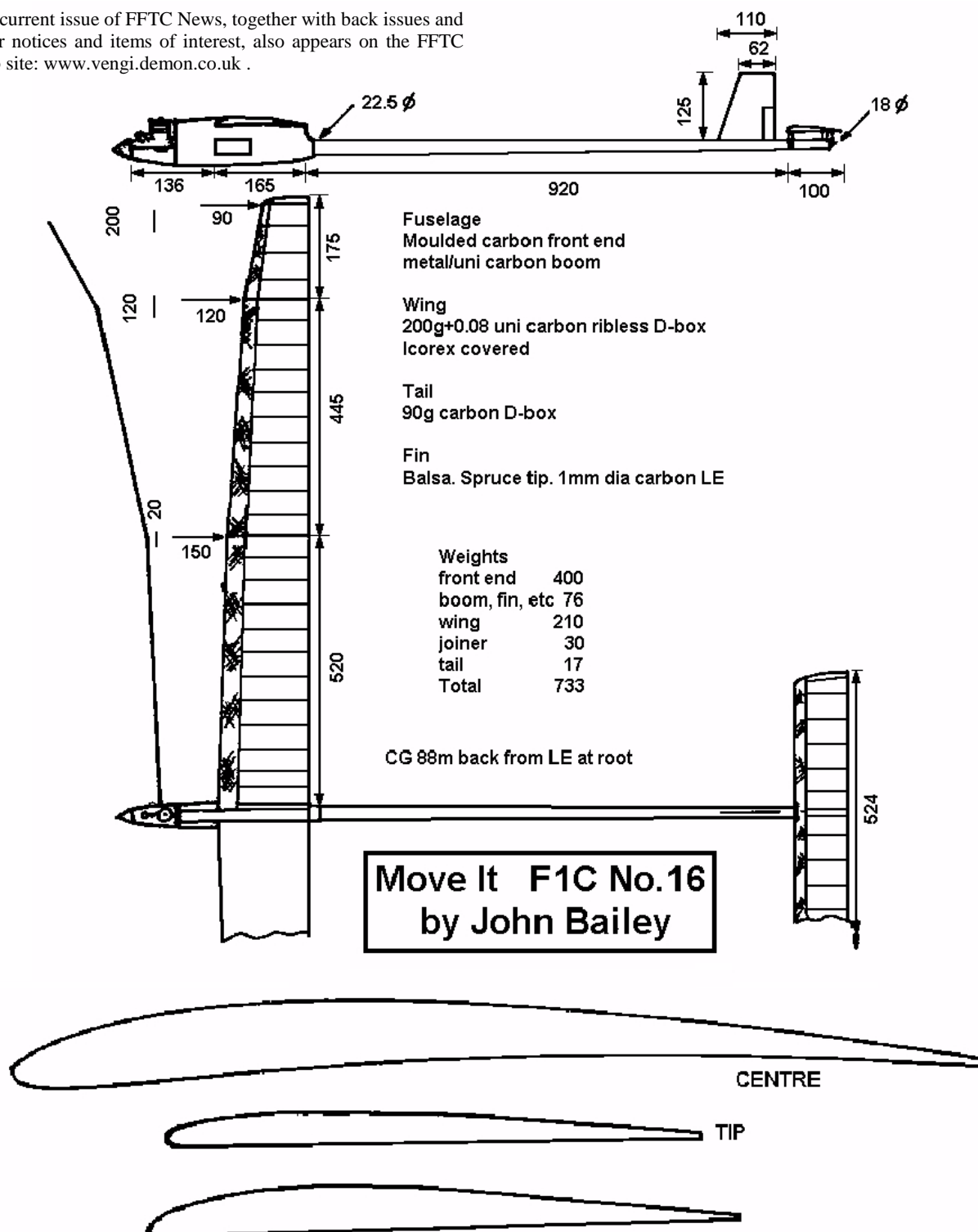
Distribution

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 .

F1C NO. 16 "MOVE IT" BY JOHN BAILEY

Except for a rather poor attempt at Poitou in 2005 with a half trimmed model this is my first effort at F1C for about 15 years. I just wanted to have another go at flying in FAI contests To me the only way to have a good contest is to fly in rounds on a line and take part in the atmosphere that is generated. The model is not unusual, but it has been designed to be made by myself which presents some limitations. Everything is home made except for the engine, timer, prop hub and bunt mechanism. I suppose if I made the effort I could produce the latter two items. It's a lot of work, but just the first flight at Poitou last year, when the model could have made 5 minutes but for the 4.20 DT, made it all seem worthwhile.



LULU 2007 INTERNATIONAL POSTAL COMPETITION

Report by Jane Howick

This year's winner Roger Heap is new to Lulu flying although a long time glider flyer. Flying at Port Meadow he DTed down on his flyoff to avoid the river and judged it nicely to win by one second - the same winning margin as last year. Second place-man Barry Halford flying at Sculthorpe had one of those magical days which hopefully happen to us all at some stage - having reeled off three maxes in the days Area glider event he then got his Lulu out and knocked out three more maxes in quick succession followed by a respectable flyoff - I suggested he bought a lottery ticket on his way home to complete his day. Marco Cancelli takes third spot with a nice series of flights flying at Siena - Marco is an O/T power flier.

The other Italian entries all flew at some height in the Apennine mountains in flat tablelands between spurs - sounds great However big thermals must be available as unfortunately two Lulus were lost - one by Francesco Musella at 8min 05s and the other by Gian Luigi Gazzera OOS at 29min 35s which was a very serious attempt on the record of 32min 54s - by whom held modesty precludes me from saying! This is the second year in succession in which Gian has taken the longest flight. Ken Taylor at Ashdown Forest had aspirations on the longest flight as having dropped time on his first two flights he went for a big third flight just for the hell of it - got 7min 15s - pretty good Ken but

In America Paul Masterman and wife Frannie went to the American Model Academy owned field at Muncie in the mid-west only to find almost nil wind conditions - hence Paul's two double tow ins and a sole max. Then Frannie decided she could do better than that and conjured up an adequate breeze and proceeded to max out - unfortunately it pinged off the line in the flyoff whilst quite low otherwise we might have had a lady winner (next year Frannie?).

Peter Michel on Epsom downs, Rob Willes, myself at Sculthorpe and Andy Crisp all suffered the frustration of two maxes and then a flight of about a minute, a time which I am convinced is the Lulu's mean optimum flight time off 50m line in neutral air. Indeed my husband Mick claims he was just testing this theory when he did his flights in quiet evening air and barely breached a minute per flight! Interestingly Andy Crisp uses a two piece wing with 12g joiner which does indeed enable a Lulu to fit in quite a small box.

Stephen White's model is some 12 years old with numerous comps and air miles to its credit - mine own is approaching this age - a credit to their hardiness and once trimmed - never seem to lose trim over the years.

Rex Woodruffe following his loss last year finished two new Lulus in time to go to Port Meadow and in a pleasant window of weather went straight into his flights with no previous trim flights and turned in a respectable score - as Rex says a testament to how easy Lulus are to build and fly.

Only one Baby Lulu this year from perennial entrant Mike Parker (the northern one) timed by another Mick Parker from Wales I believe - perhaps we should all change our names to M. Parker to avoid confusion (sorry- shades of Monty Python).

Only Andy Crisp flew on the last day of the comp, unlike last year's rush, no doubt due to the splendid weather we had for some weeks in Sept/Oct albeit at times too calm for gliders. Not a period for wind turbine generated electricity - just about enough to power a pot of tea for two I suspect. Some peoples fitness was tested by towing in very little wind says Bert Whitehead still trying to get his breath back.

Many thanks to all who have taken part from Kelling MFC's multiple entries to all individuals.

Also grateful thanks to the following for donations -Mario Perrone, Kelling MFC, Roger Heap, Ken Taylor, Geoff Stubbs, Toby Collis, Bert Whitehead. Note: Information on plans and modifications help sheet is available from ourselves at Knoll House, 69 The Street, Hindringham, Fakenham, Norfolk, NR21 0PR tel 01328 878635 or email m.howick@btinternet.com

28 flew

1	Roger Heap	England	270	+ 171 £75 1st. prize.
2	Barry Halford	England	270	+ 170 £25 2nd. prize.
3	Marco Cancelli	Italy	270	+ 117 O/T power kit.
4	Frannie Masterman	USA	270	+27
5	Andy Crisp	England	254	
6	Jane Howick	England	241	
7	Rob Willes	England	238	
8	Peter Michel	England	237	
9	Stephen White	England	227	
10=	Bert Whitehead	England	221	
10=	Toby Collis	England	221	
12	Francesco Musella	Italy	212	long 3rd.flight 485s
13	Mike Tew	England	209	
14	Ken Taylor	England	204	long 3rd.flight 435s
15	Geoff Stubbs	England	197	
16	Peter Tomlinson	England	194	
17	Mike Chamberlain	England	192	
18	Mike Howick	England	189	

CORRESPONDENCE

Thoughts on FAI rules by John Bailey

Are more rule changes necessary to reduce performance? At National level it doesn't seem so. Looking at last years team selection results, held, I believe in good weather by GB standards, only three of the nine events needed a fly off and one of these was not flown. I believe any future rule changes should take into consideration making FAI events accessible to more people, i.e. reduce cost and complexity. However if we are flying models at championship level, then they should be the best, i.e. not a SLOP type model in F1C, but it should still be possible for an experienced and competent aeromodeller/model engineer to build a winning model. To reduce cost, complexity and performance and possibly increase participation I suggest:

F1A No bunt, no wing or tail incidence changes, except DT.

F1B No VP prop, only one rudder and tail movement plus DT.

F1C No gears,flaps or folding wings. Only one rudder or tail movement plus DT.

Of course this will make some existing components obsolete, but this is small compared with those models made redundant over the years. The models are relatively unimportant compared with modellers who have changed their interests or given up due to technical developments. I hope there will be some reaction to these comments, but the impression I get is that most people just don't care.

Midland Area Rally by John Bailey

Held at Barkston Heath, 4.11.2007. What a day. Perfect weather, a row of cars around the Peri. track which made it look almost like the Nationals. It seems to me that lots of "sports" fliers come out when they see an event advertised as a "rally", but not for other contests or Area events. If encouraged they could be helping to pay for the airfield. (at Team Selection Events perhaps). I spent an enjoyable day flying F1J/1/2A with and against Bernard Aslett, it was almost a surprise to find at the end of the contest that we had also being flying against half a dozen others who were a couple of hundred yards away who we never even saw. It might just have well been an Area Event! How much more interesting and meaningful the contest would have been to the competitors and any spectators if the contest had been run in rounds and on a line. When I made a proposal to the FFTC some years ago that all FAI events

should be organised this way the response made me feel that I was the only person in the country with this opinion. However, it turned out later that my proposal had been "leaked" and committee members pressurised to reject it even before it had been discussed. I think it's unfortunate for our contest scene, that with a few exceptions, a well organised individual contest now seems to have less appeal than a greater number of events with fewer competitors, reduced maxes and fewer flights.

LORD FLASH 4, F1A BY PER FINDAHL

This is my first flapper. Actually it is the second pair of wings, but still many parts are the same as the first prototype. I don't know if this is the way to do a F1A-flapper, but the tests with the first prototype shows that it is possible to reach great altitude in the launch. + 90 meters is not impossible.... The amount of flapping I have on the drawing might change, I made too few flights to know if it is the most effective.

NOTICEBOARD

FOR SALE CLEAR LAYFLAT POLYTHENE TUBING. I have for sale 0.10mm thick layflat clear polythene tubing 100mm wide only but infinite length! (Well almost!) Ideal for storage of tailplanes etc in model boxes. Will not puncture. Can be sealed on one end with domestic iron or soldering iron. Any length can be supplied sold off roll. Supplied off roll in metre lengths. Price per metre 75p, postage at cost or collect at competitions. Contact: Julian Pennington tel: 0117956868 email julian.pennington@tesco.net

INDOOR RECORDS

FAI has ratified the following records:

F1M record N°117-d: duration (ceiling over 30m) 21 min 49 sec by William D. Gowen (USA) at Lakehurst, NJ, USA on June 30 2007. The previous record was 20 min 25 sec set by Akihiro Danjo (Japan) on September 4 2006.

F1L record N°116-b: duration (ceiling 8m - 15m) 20 min 45 sec by Dezso Orsovai (Hungary) in Budapest, Hungary on July 15 2007. The previous record was 20 min 36 sec set by Akihiro Danjo (Japan) on April 26 2001. This new record has now been replaced by:

F1L record N°116-b: Duration (ceiling 8m - 15m) 21 min 29 sec by Akihiro Danjo (Japan) in Tokyo, Japan on Aug 31 2007.

BMFA INDOOR

The Second F1D Trials for 2008 World Championships will be at Bushfield Sports Centre, Peterborough, on February 11-12 9am-5pm. The Third and Final Trials be at the same venue on March 30-31, from 2-30pm to 10pm on Sunday, 9am-5pm on Monday. Both Trials will be 1/3rd motors flown in rounds.

An indoor free flight and indoor scale meeting will be held at Bushfield Sports Centre on Saturday March 22 from 8.30am to 3.30pm. All indoor FF models and scale FF welcome.

The Bushfield Sports Centre is at Orton Centre, Peterborough PE2 5RQ just off the A1 Junction 17. Gym shoes required. No RC. Proof of BMFA membership required. Contact: Mark Benns on 01733-755733 mark.benns@ntlworld.com or nickaikman@hotmail.com

There will also be an indoor FF contest, indoor scale and fun fly will be held in Camberley on Saturday 8th March 2008. from 7.30pm – 10.30pm. Contests for F1L and LRS. (4 contest flights, best flight to count). BMFA award certificates for the first 3 places. All indoor FF models & Scale FF welcome, No RC. Camberley Leisure Centre, Grand Avenue, Camberley, Surrey, GU15 3ZH (on the south side of the middle of Camberley, off the A30). The Venue is very pleasant, with Cafe & Bar facilities. Bring your own tables & chairs. Gym shoes & on site car parking available. A good sized floor space, and simple model friendly round sectioned girders above 30 ft.

Entry (including Contest fees) will be £5 per person. BMFA membership required. Contact: Laurie Barr on 01628- 487544 or laurie.barr@emailcentre.co.uk

INTERNATIONAL COMPETITION NEWS

ISTANBUL CUP has changed dates compared to those shown in the January FFn. It will now be on June 6-8. There is also a second Turkish World Cup, the details of which were omitted last month. It is the Anatolian Cupto be held at Ankara on October 4-5. F1A, F1B, F1C World Cup event. Contact: Osman Sevgi, Altan Dunalp Sitesi no.10/7, Cayyolu Ankara, Turkey, tel: +90 532 4171104, web: www.helivizyon.com/anatoliancup

BEAR CUP. Please note corrections to the email address and telephone number given for the contact of this contest in Finland. Kim Henriksson may be contacted by email at kim.henriksson@vahanen.com and tel +358 41 5152 481

KOTUKU CUP. Rob Wallace, organiser of the New Zealand event, has a new email address: ffonzrjw@xnet.co.nz

INTERNATIONAL INDOOR FLY IN 2008. Roel Lucassen writes: This is a new contest with the aim with this contest is to perhaps capture some of the spirit that was in the Flemalle contests and Interscale. The dates are 15 and 16 March with flying from 8.00 to 19.00 on Saturday and 8.00 to 18.00 on Sunday. The classes flown will be F1D, F1M, F1M small, Sainte, F4F, F4D, F4E and Pistachio. The venue used is a cat. I hall (ceiling at nearly 8m.) with a fairly smooth and unobstructed ceiling and floor area nearly 2400 sq.m. The hall is located in the outskirts of Nijmegen, the address is Jan Massinkhal, Nieuwe Dukenburgseweg 5, Nijmegen.

It is also possible to proxy fly pistachio and peanut. Please look at <http://fly.to/iifi2008> for more information, such as invitation, accommodation list and entry form. The site will be updated with an entry list, and the rules we will use (especially for the scale classes, for duration normal FAI rules will be used.).

The entry fee is €37.50 for seniors and €27.50 for juniors. This includes a small lunch package on both days, as well as a buffet on Saturday night after the contest. We would prefer payment of the entry fee in advance. People within Europe can pay on the following account: IBAN: NL90PSTB0003366443, BIC: PSTBNL21, Name: Nijmeegse Luchtvaart Club, Cost: Shared Cost (SHA) It is also possible to pay by Paypal.

Contact: Roel Lucassen, Meyhorst 91-64, 6537 KN Nijmegen, Netherlands, tel: (0031)(0)612396566, email: rlucas@dds.nl

BARKSTON HEATH

Important notice from Phil Ball

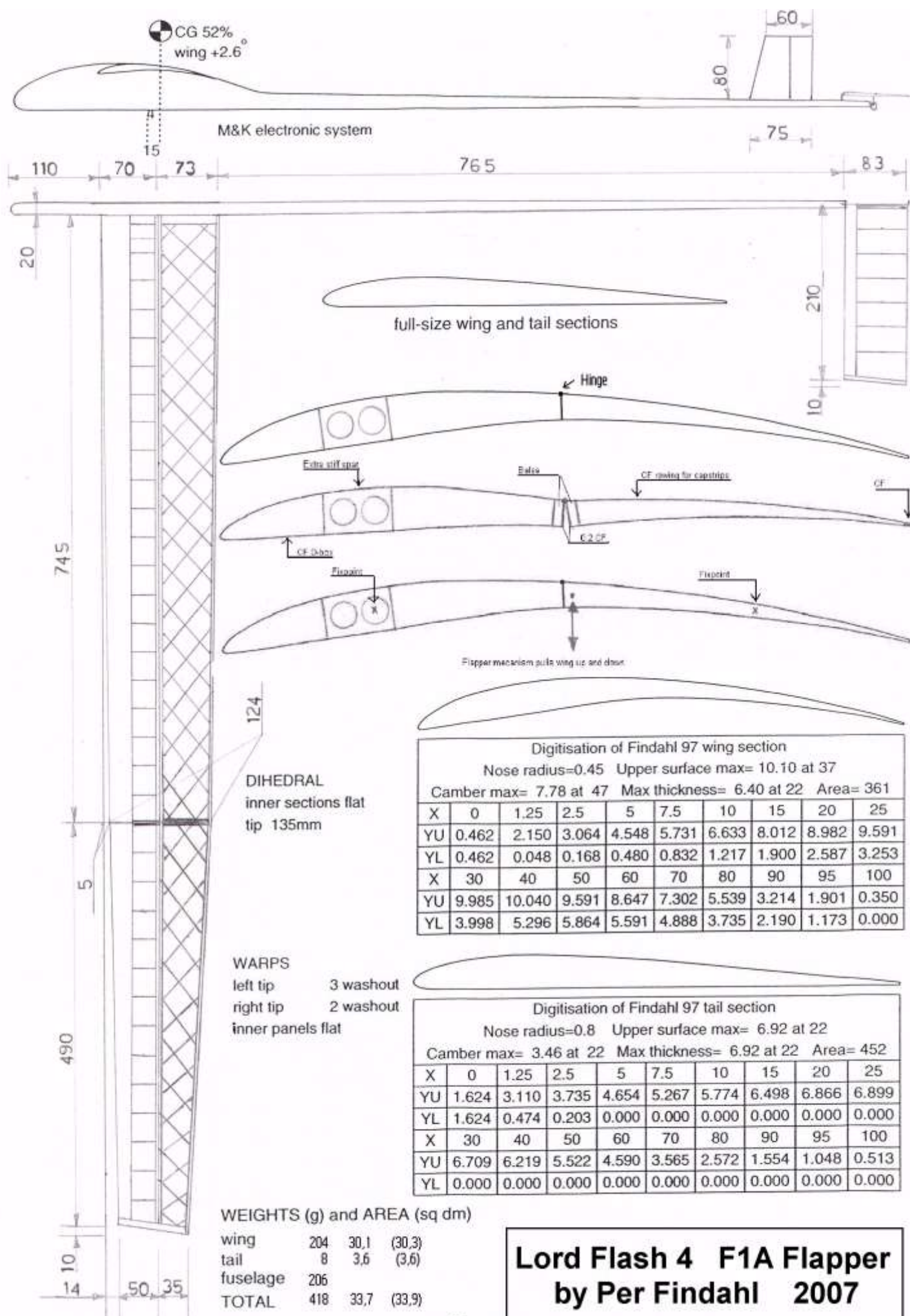
The RAF now insist all users of Barkston Heath book in and out, the logbook is situated in the Pill Box to the left of the barrier at the main entrance on Ermine Street.

It is important you follow this simple rule as the RAF Police do conduct spot checks; booking out is as important booking in and should be carried out even if you leave the field when retrieving by car.

The Grantham Club have followed this procedure since the autumn of 2007 with no problems but failure to comply could severely affect our use of this valuable site.

TRIMMING ON SALISBURY PLAIN

This year additional weekends have been made available for free flight trimming on Training Area 8 on Salisbury Plain. As before, BMFA members flying any free flight classes will be welcome, as well as those trimming for FAI contests. This is one of the best free flight venues in Britain, and the aim is to improve overall free flight standards in the UK.



Lord Flash 4 F1A Flapper
by Per Findahl 2007

For those unfamiliar with the site there are a few simple rules to follow. Send an SAE to Bernard Aslett, 25, Honeyhill, Wooton Bassett, Swindon, Wilts, SN4 7DX; in return you will receive a sketch map showing where we fly on Training Area 8, a request for the one-off fee (to be decided once the Defence Estates licence fee is finalised), which will allow you 54 days flying, and two copies of the users' guide. Sign one copy, return it to Bernard, and your name will be included on the security list (unless you're already on it). Alternatively, if you don't wish to pay the season ticket fee, once you are on the list you can pay £5 per day. BMFA membership is required.

The following dates have been agreed: March 15/16; March 22/23; March 29/30; April 5/6; April 26/27; May 17/18; May 24/25; May 31/June 1; June 21/22; June 28/29; July 5/6, July 12/13; Aug 2/3; Aug 9/10; Aug 16/17; Aug 23/24; Aug 30/31; Sep 6 (Saturday only); Sep 13 (Saturday only); Sep 27/28; Oct. 4/5; Oct. 11/12; Oct. 18 Saturday only; Oct. 25/26; Nov. 1/2; Nov. 8/9; Nov. 15/16; Nov. 22 (Saturday only); Nov. 29/30.

Because of possible short-notice military use, you must call Peter Tribe 01225-862748 on the Friday before you plan to fly.

UK COMPETITION NEWS

OXFORD MFC FREE FLIGHT RALLY will be at Port Meadow, Wolvercote, Oxford on May 31 and June 1. 'Champagne flyoffs' for Coupe d'Hiver (F1G), A1 glider (F1H), and HLG/Catapult combined will start at 6.30pm on the Saturday. Flying on Sunday starts at 10am with the events:

Flown to 5 flights 2 min max in rounds: CdH (F1G), A1 (F1H), E30/P30/CO2 combined.

Flown with 3 flights 2 min max no rounds will be: vintage rubber (34" max span), vintage glider (72" max span or A2), classic glider 1951-1960 (72" max span or A2), tailless rubber/glider combined.

HLG/Catapult combined will be flown to 1 min max.

All gliders will use 50m towlines. You must own but do not have to have built your model. No thermistors, streamers, poles, etc. No motor heaters. No power models (i/c). Insurance required by all flyers. Special awards are the Ian MacDonald Trophy for vintage rubber, Top Lady, and Gala Champ. Contact: Andrew Crisp, 4 Grove Street, Oxford OX2 7JT tel 01865 553800.

TYNEMOUTH MINI RALLY. The Tynemouth Club are to run a Mini Rally for Combined BMFA 1/2A/Brit Power (8 sec motor run), Combined F1G/Mini Vintage Rubber, F1H (3x2min), and Combined HLG/Catapult Glider (5x1min) on Sunday 27th July, 11am to 4.30pm. Reduced maxes and D/T fly offs depending on weather. No thermal detection devices. The venue is Newcastle Town Moor, a flat grass field site measuring approx 1/2 mile East to West and 3/4 mile North to South, situated North of Newcastle City centre bordered by the A167, A187 and B1318 roads. Free parking on Claremont Road, Forsyth Road and the Eastern end of Grandstand Road. The Rally qualifies for the F1H Biggles League. Contact Brian Martin on 0191 4161096 or email brian_martin_uk@hotmail.com

GRANTHAM will again be running two events at Barkston Heath during 2008, both events will again have a free buffet at the prize giving as the Grantham Club are keen to promote the social side of flying so come along and tuck in. Note that both Combined rubber events count towards Open Rubber League:

Grantham Mid Summer Grand Prix June 22. Combined Rubber, Power & Glider. Mini Vintage and Combined HLG/Catapult Glider. Contact Phil Ball 01332665361 phil.ball@ntlworld.com

Grantham's Falcon Gala November 9. Combined Rubber, Power, Glider. Mini Vintage. Contact John Carter 01782398816 carterbuild@yahoo.co.uk

MIDDLE WALLOP EVENTS. Arranged via SAM 1066 (see website for further details www.sam1066.org):-

CROOKHAM GALA will be on February 10th starting at 10.00. Events (all to BMFA rules) are: Mini Vintage (R P & G) Coupe d'Hiver (F1G), 5 or 3 flights depending on conditions of the day (This is first event in 2008 Southern Coupe League).

Combined Power with motor runs for models as follows: with bunt 5 sec, with functions except bunt, 7 sec, not fitted with any moving trim surfaces other than DT 10 sec, SLOP Glow 10 sec, SLOP Diesel 12 sec, Classic 12 sec, Vintage 18 sec, F1Q electric 25 sec, Open electric 28 sec.

Combined Glider: Vintage and Tailless gliders 100m, Classic gliders 75m, Modern gliders 50m towline

All contestants to be members of the BMFA. An entry charge will be payable at the airfield gate. In all classes fly off models MUST be the same classification as that used in the contest. All classes (except F1G): 3 flights, maximum to be decided on the day. Contact: John Thompson, tel. 01252 842471 Johnd.Thompson@btinternet.com

VINTAGE AND CLASSIC GLIDER DAY will be held on Saturday March 22. Events are:

Vintage Glider - designs up to 31/12/1950, 100m towline

Combined Classic Open Glider Classes:

designs up to 31/12/1960

designs up to 31/12/54 75m line

designs from 1/1/55 to 31/12/60 50m line

Unorthodox designs up to 31/12/60 100m line

A1 designs up to 31/12/60 (no min weight) 75m line

Radislav Rybak A2 Rules (revised) Glider Class - designs up to 31/12/1953. Minimum weight 410 gm (14.46 oz), 100m line

All events 3 flights.. Max to be decided on the day. All competitors must be a member of the BMFA. Note: Due to possible airfield restrictions, it may be decided that all gliders must be launched from a flight line. Contact Rod Audley, tel: 01454 250354 rod.audley@btinternet.com

BOURNEMOUTH MAS events on Sunday March 23 will include: Bournemouth Club Classic Rubber, P30, Lightweight Rubber (max wing span 34"). Very Small Rubber (max wing span 25"), A Frame (Mass Launch), Cabin Power (Precision), Vintage Open Glider, Combined Classic Open Glider, Combined Vintage/Classic HLG & CLG. Rules may be seen on the SAM1066 Website or available by e-mail from roy.tiller@ntlworld.com or for a printed set send an A4 envelope with your address with a 48p stamp attached and 2 loose second class stamps, to Roy Tiller, 41 Delisle Road, Bournemouth BH3 7NG. Telephone enquiries to John Taylor 01202 511502.

CROOKHAM POWER event on Sunday March 23 will be for Combined Power. Motor runs as for Crookham Gala. Contact: John Thompson, tel. 01252 842471 or Johnd.Thompson@btinternet.com

CROYDON WAKEFIELD DAY will be on Monday March 24. Events are F1B Wakefield (Thurston Trophy, BMFA rules), 4 oz. Vintage Wakefield (Fairlop Cup), 8 oz Vintage Wakefield (Ted Evans Trophy). SAM eligible models in vintage. Start 10.00, F1B in rounds. Contact: Martin Dilly at 20, Links Road West Wickham BR4 0QW, tel/fax: 020 8777 5533 martindilly@compuserve.com

FUN FLYING AND TRIMMING DAYS on April 27, June 22, Sept 21, Oct 12, SAM Euro Champs on Aug 23-25, and Coupe Europa on Nov 30. Contact for all except Europa Cup is Mike Parker Tel: 0118 9481392 email: membership@sam1066.org and for Europa Cup Martin Dilly (see March 24).