

FREE FLIGHT

News

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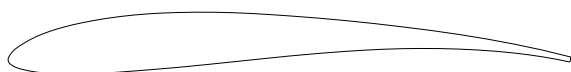
FFn DIARY

March 8 Camberley Leisure Centre	Indoor. F1L (EZB), Mini-stick. 7.30-10.30pm. See FFn 0802. Laurie Barr 01628 487544, Laurie.Barr@emailcentre.co.uk	March 21-24 Narrandera, Australia	Australian FF Society Championships. F1A, F1B, F1C World Cup. Contact: Phil Mitchell, tel:+61 24 38 43 217, fax:+61 24 36 78 316, email: filnoels@bigpond.net.au
March 8-9 Säkylä, Pori, Finland	Bear Cup. F1A, F1B, F1C World Cup Contact: Kim Henriksson, tel:+358 405152 481 email:kim.henriksson@yahoo.com, web: www.cs.hut.fi/~jtjuslin/bearcup2008	March 22 (Sat) Church Fenton	Vintage, Pannett & Kay Meeting. Contact: Denis Davitt, 0113 2675433.
March 14-16 Moravske Toplice, Slovenia	Mura cup. F1A, F1B, F1C World Cup. Contact: Bogdan Lemut, tel:+386 41 210 144, fx: +386 2534 8151 muracup@siol.net web: www.freeweb.siol.net/muracup	March 22 Bushfield Sports Centre, Peterborough	BMFA Indoor. See FFn 0802. 8.30-15.30. Gym shoes required. No RC. BMFA members. Contact: Mark Benns 01733 755733 mark.benns@ntlworld.com
March 15-16 Gjovik, Norway	Holiday on Ice. F1A, F1B, F1C, F1Q World Cup. Contact Tor Bortne, 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 22-23 Salisbury Plain	BMFA Trimming Weekend. See entry for March 15-16.
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 Republic, tel:+420 581 661 620, email: vzima@sigmapumpy.com	March 22-24 Middle Wallop	See FFn 0802. 22nd: Vintage and Classic Glider Day. 23rd: Bournemouth MAS and Crookham Power. 24th: Croydon Wakefield Day.
March 15-16 Nijmegen, Netherlands	Indoor Fly In. F1D, F1M, F1M small, Sainte, F4F, F4D, F4E and Pistachio. See FFn 0802. Contact: Roel Lucassen, tel +31 6123 96566 rlucas@dds.nl	March 25-27 Narrandera, Australia	Southern Skies Round 2. F1A, F1B, F1C World Cup event. Contact: Than Stowe, tel:+61 24 75 41 334, fax:+61 24 75 41 334, email: stowes@ozemail.com.au, web: www.nswffs.com.au
March 15-16 Salisbury Plain	BMFA Trimming Weekend. See FFn 0802 Must call Peter Tribe on Friday before 01225 862748.	March 29-30 Salisbury Plain	BMFA Trimming Weekend. See entry for March 15-16.
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.	March 29-April 1 Omarama, New Zealand	Kotuku Cup. F1A, F1B, F1C World Cup. Contact: Robert Wallace, tel:+64 6 878 4993, fax:+64 6 878 4993, email: ffonzrjw@xnet.co.nz www.nzmaa.org.nz
March 21-22 Matfors, Sweden	Matfors VT International. F1A, F1B, F1C World Cup. Mikael Holmbom, Österlo 140, 860 13 Stöde, Sweden, tel:+46 76 116 91 33, e: mikael.holmbom@matforsmfk.se web: http://www.matforsmfk.se/matforsvt	March 30 Crivelle, TO, Italy	9th Trofeo F1K International. F1K. Sandro Schirru, tel:+39 011 780 17 88, fax:+39 011 780 89 83, email:fai616@yahoo.it
		March 30-31 Bushfield Sports Centre, Peterborough	BMFA Indoor Third Trials. See FFn 0802 Sunday 2.30pm to 10pm, Monday 9am to 5pm. Contact: Mark Benns 01733-755733 mark.benns@ntlworld.com
		April 3-6 Omarama, New Zealand	Omarama Cup. F1A, F1B, F1C World Cup Chris Murphy, tel:+64 3 374 33 84, fx:+64 3384 3394 email: chrismurphy@inet.net.nz web: www.nzmaa.org.nz/sigs/freeflight

PA79 AND PA80, F1A BY PETER ALLNUTT

PA79 is Peter's latest windy weather model. PA80 is a new model with wing section developed by Brian Eggleston. It has the same performance as regular F1A sections but has considerably lower drag which gives it a tremendous increase in height gain on the "ballistic cruise" portion of the bunt. Brian Eggleston has written an article about the section development for *Free Flight Quarterly*, the first part appearing in the FFQ January issue and the second promised for the following issue.

Ian Keynes: The following is a digitisation of the PA80 section from the drawing supplied by Peter:



BE9744									
Nose radius=1 Upper surface max= 8.43 at 33									
Camber max= 4.24 at 55 Max thickness= 9.96 at 25 Area= 597									
X	0	1.25	2.5	5	7.5	10	15	20	25
YU	0.000	1.859	2.733	4.090	5.065	5.815	6.912	7.673	8.144
YL	0.000	-1.326	-1.731	-2.216	-2.459	-2.552	-2.481	-2.207	-1.818
X	30	40	50	60	70	80	90	95	100
YU	8.370	8.340	7.768	6.937	5.829	4.492	2.738	1.681	0.455
YL	-1.394	-.391	0.642	1.471	1.944	1.872	1.160	0.490	-.455

SOUTH WEST REGIONALS, ELOY, ARIZONA, JAN 19-21

Report by John Bailey.

Having persuaded my wife that Arizona would be a good place for a winter holiday we joined regulars Dave Oldfield and Mike Woodhouse for the ten hour flight to Phoenix. After a very bumpy couple of hours the next bit of excitement was when a member of the crew came to Dave with the news his luggage had been left behind. Suitcase or model box was not known, but on arrival it was good to see the three model boxes lined up neatly at the side of the carousel. Later Mike was to be given the news that it was his suitcase that was still at Heathrow. However, it did give him the opportunity to visit local designer outlets at BA's expense. Glenys and I had a couple of days touring before getting to the field the evening before the contest.

The vast expanse of the site, previously cotton fields, was divided up into half mile squares by concrete irrigation channels, now dry and bridged by earth banks at intervals to enable motor bikes and the UK foot sloggers to get across. The surface was just, well, dirt. But it was good dirt with a firm crust on the surface that did get more and more broken up in the contest area as the time went on. Far superior to flying on ploughed fields and no stubble. Outside the immediate area small bushes covered the desert as far as the eye could see to the distant mountains. I had two flights each with my F1C and F1J's and went to the Mexican restaurant happy. The weather, well it was cold, below freezing at night and still about 0 arriving at the field at 7.00AM. I had heard that one year the ROW event was delayed because the water was frozen. During the day the temperature rose to the high 60's F and at times on the Sunday into the 70's, not a cloud in the sky and very light winds except for one period on Sunday morning that came at just the wrong time for me.

As with many American meetings there were lots of classes but the ones to interest us were F1A,B and C on the Saturday and F1J on the Sunday. Unfortunately in spite of the ideal conditions none of us got to the fly off. Mike dropped his sixth

flight when the lift petered out, Dave had a very short flight from a good launch and high circles on the line. I had a very difficult day when I found that the lines to the timer had shrunk so much that I couldn't connect them up. Half of the first round was spent in the car with heater full on stretching the lines. I flew on a reduced setting as I could see the timer was rotating more slowly than normal, but still got an over run, luckily it was so calm I was able to fly again and max. This went on all day, the timer gradually speeding up as the temperature rose. I muddled through to the last round and the last flight was a beauty, good climb into a nice thermal, unfortunately an over run, the temperature was falling again. The re-fly, in the last minutes of the round, was a bad launch and bad air gave a disappointing end to my day. I have since been advised that changes in humidity can make a big difference to the length of a monofilament line, it's very dry in Arizona. Anyone got any ideas for an alternative material? The fly offs in F1A and B were held that evening and both went to the 7 min. max. Jim Bradley was unlucky not to get a flight in when he broke three motors. F1C was held to a 10 min max the next morning and the new Verbitsky flapped model of Don Chesson showed it's clear superiority. Second place Chuck Etherington used a geared Verbitsky model in the fly off after using a direct drive version during the rounds. Chuck and I had timed each other during the contest and he told me that his Father had represented Canada in power at world championships, including Cranfield in 1958.

The F1J contest was re scheduled slightly due to the F1C fly off with two flights being required in the first period. Unfortunately I was only able to get in one due to another over run which coincided with the windy bit. In spite of motor cycle help I didn't make it back in time. My first experience of flying F1J to 5 secs. What was surprising was that only two flew in F1J, I thought it was a big thing in America and I had been expecting a good contest. Good fly offs in the other two classes, with a lady winner going for a 6 min max in F1G. A very well run contest on an excellent field and almost perfect weather, highly recommended, I hope to go again sometime and yes, in spite of my misfortune I still prefer contests held in rounds.

F1A 17 flew

1	R Limberger	1260	+300	+325
2	M McKeever	1260	+300	+305
3	P Brocks	1260	+300	+288

F1B 18 flew

1	B Biedron	1260	+300	+277
2	J Emery	1260	+300	+251
3	G Simon	1260	+300	+244

F1C 8 flew

1	D Chesson	1260	+515
2	C Etherington	1260	+347
3	B Hanford	1260	+256

F1G 13 flew

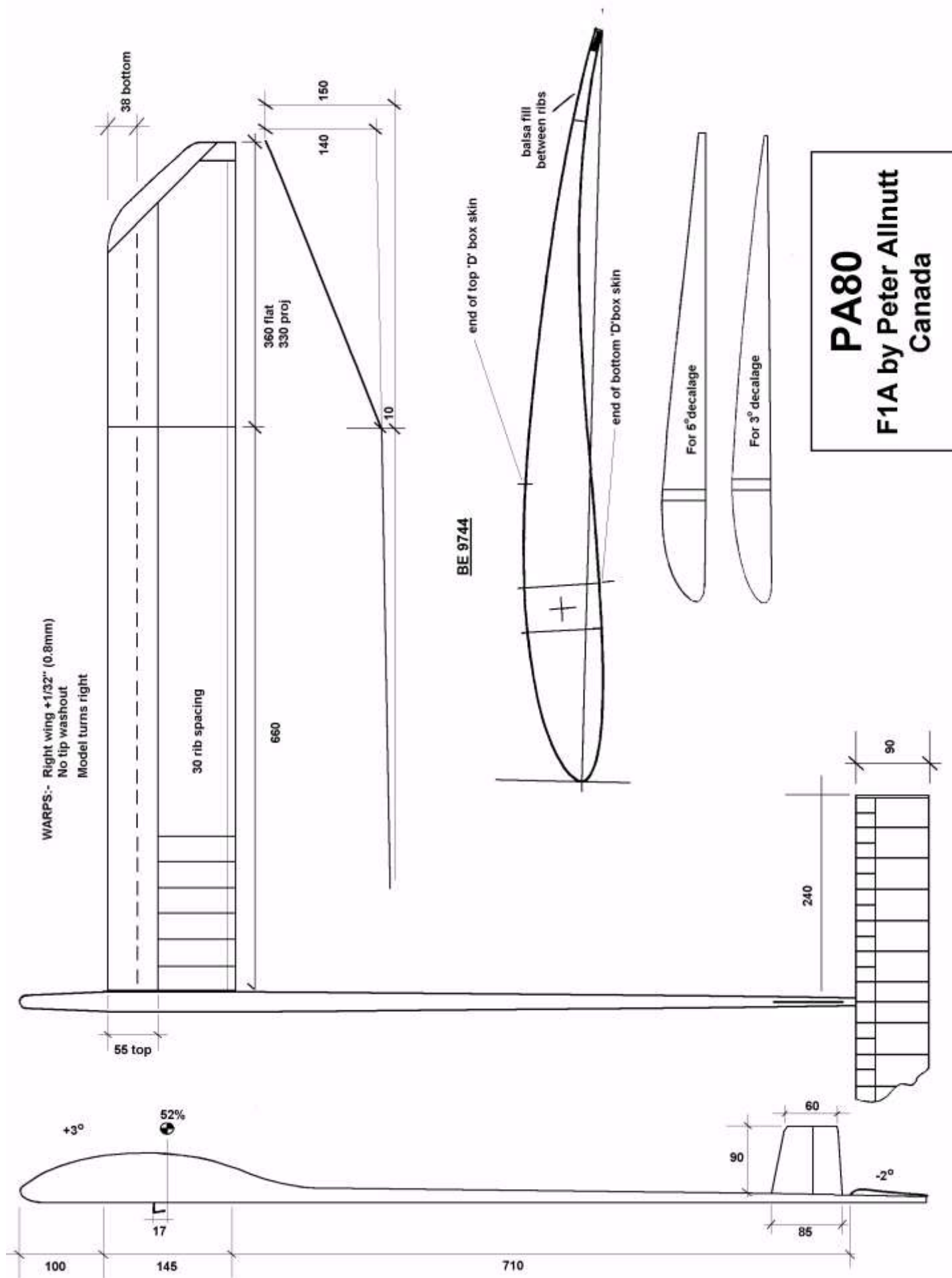
1	T O'Dell	600	+180	+240	+300	+237
2	C Jones	600	+180	+240	+300	+229
3	D DeLoach	600	+180	+240		+235

F1H 7 flew

1	M McKeever	600	+180	+240
2	J Parker	600	+180	+239
3	L Hines	540		

F1J 2 flew

1	F Parker	600
2	J Bailey	480



Mike reports on his plans for the European Championships in Bulgaria:

So, the first of two new models to take to the Champs is 'on the board' and will be incorporating several ideas from the successful bought models. In particular, the lightweight open structure used for the tailplane would seem to make an immense difference to the still air performance of a model. Last summer, using some excellent extruded carbon rib cap material (sourced via Mike Woodhouse), I managed to build a neat replica of the same tailplane and fit it to one of my old

The new Cookski models are essentially a stretched version of a design I had published during 2003. Their planform might be regarded as fairly typical for a modern short-span bunter. And although the fuselage pods are still supplied by Mikhail, the remainder is home made.

PREPARATION: My local flying site, Ashdown Forest, has a variety of interesting features to build stamina and endurance hills (lots of ‘em), gorse, trees, elephant grass, quicksand and plenty of tall fern. Home to Winnie-the-Pooh and his gang, the forest is very picturesque but lacks the predictability of an airfield – it is quite usual to spend up to an hour retrieving a minute long flight. Trimming and training sessions will take place here followed by regular progress review at the nearby Hay Waggon Inn. I prefer the laid-back approach to this flying mullarky.

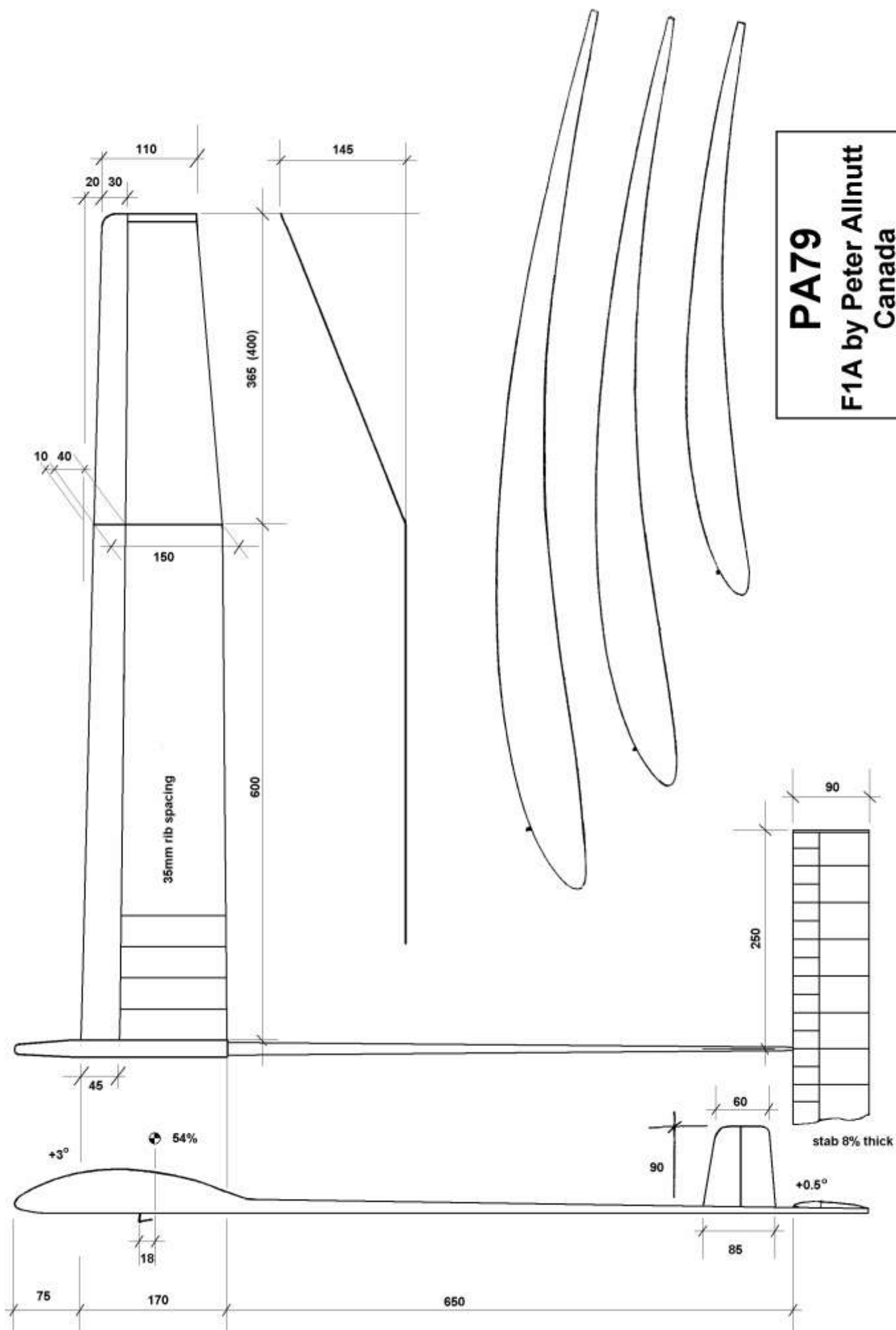
There has been a correction to the FIC World Cup results which had been published in December 2007 FFn. This results from the elimination of Volodymyr Sychov. He is Ukrainian but in 2007 he had started to fly on an FAI Sporting Licence issued by Slovenia. In the early summer the FAI ruled that Slovenia did not have the right to issue a licence to Sychov until such time as he has resided in SLO during at least one calendar year in which he spent a minimum of 185 days in the country. It was also said that if, after this ruling, he reverted to a Ukrainian Licence then his existing 2007 results could stand. However, by the end of the year he had not re-applied for a Ukraine licence and so he has been removed from the results of the 2007 World Cup events in which he had flown. This revises the points scored by other people in these competitions and gives the following new top places in FIC:

1	Reinhard Truppe	AUT	159
2	Eugene Verbitsky	UKR	159
3	Gabor Zsengeller	HUN	154
4	Damjan Zulic	SLO	144
5	Artem Babenko	UKR	138
6	Viktor Semenyaga	UKR	133
7	John Cuthbert	GBR	131
8	Dario Jermol	CRO	129
9	Balazs Bauer	HUN	122
10	Claus-Peter Wachtler	GER	113
11	Alan Jack	GBR	109
12	Juri Roots	EST	102
13	Peter Watson	GBR	102
14	Jerzy Wlodarczyk	POL	96
15	Franco Gradi	ITA	94
16	Kaarle Kuukka	FIN	93
17	Claus Gretter	GER	90
18	Arunas Grasy	LTU	87
19	Pieter De Boer	NED	84
20	Roy Summersbv	AUS	82



F1A by Mike Cook

FFn Scale 1:10 All dimensions mm



PA79
F1A by Peter Allnutt
Canada

BOB WHITE MAXMEN, LOST HILLS, USA, FEBRUARY 15-16

F1A 43 flew

1	A Barron	USA	1290	+300	+420	+317
2	V Stamov	UKR	1290	+300	+420	+300
3	B Bauer (J)	USA	1290	+300	+420	+244
4	O Cai (J)	USA	1290	+300	+420	+238
5	M McKeever	USA	1290	+300	+404	
6	C Edge	GBR	1290	+300	+317	
7	B Van Nest	USA	1290	+300	+272	
8	K Jones (J)	USA	1290	+300	+270	
8	S Makavov	RUS	1290	+300	+270	
10	J Carter	GBR	1290	+300	+261	
11	J Parker	USA	1290	+300	+255	
12	S Spence	USA	1290	+300	+240	
13	J Cooper	GBR	1290	+300	+188	
14	M Jonson (J)	USA	1290	+245		
15	V Beschasny	UKR	1290	+199		
16	A Baruch	ISR	1290	+117		
17	H Diez	USA	1286			
18	A Jack	USA	1275			
19	L Hines	USA	1272			
20	K Bauer	USA	1266			
21	D Oldfield	USA	1264			
22	P Tribe	GBR	1258			

F1A-Junior 6 flew 4 full scores

1	B Bauer	USA	1290	+300	+420	+244
2	O Cai	USA	1290	+300	+420	+238
3	K Jones	USA	1290	+300	+270	

F1B 43 flew

1	I Vivchar	UKR	1320	+300	+383
2	O Kulakovsky	UKR	1320	+300	+328
3	V Vivchar	UKR	1320	+300	+318
4	P Ruyter	NED	1320	+300	+307
5	Y Waltonen	FIN	1320	+300	+303
6	P Crowley	USA	1320	+300	+301
7	E Gorban	UKR	1320	+300	+291
8	L Horak	CAN	1320	+300	+288
9	R Morrell	USA	1320	+300	+281
10	J Emery	USA	1320	+300	+213
11	E Nelson	USA	1320	+300	+201
12	B Piserchio	USA	1320	+300	+175
13	A Schroedter	USA	1320	+279	
14	R Felix	USA	1320	+138	
15	J Clapp	USA	1318		
16	A Andriukov	USA	1314		
17	A Burdov	RUS	1310		
18	A Bukin	UKR	1305		
18	M Mulligan	USA	1305		
20	A Baruch	ISR	1304		
21	C Ackerley	CAN	1302		
22	B Jensen	USA	1301		

F1C 23 flew 20 full scores

1	V Semenyaga	UKR	1320	+300	+420	+503
2	E Verbitsky	UKR	1320	+300	+420	+498
3	K Happersett	USA	1320	+300	+420	+486
4	P Watson	GBR	1320	+300	+420	+471
5	B Servaites	USA	1320	+300	+420	+466
6	R Simpson	USA	1320	+300	+420	+463
7	A Babenko	UKR	1320	+300	+420	+257
8	M Roberts	USA	1320	+300	+401	
9	N Poti	USA	1320	+300	+400	
10	D Chesson	USA	1320	+300	+383	
11	M Gewain	USA	1320	+300	+354	
12	C Gunder	USA	1320	+300	+306	

F1Q 2 flew

1	F Pollard	USA	891			
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F1P 7 flew

1	C Secor (J)	USA	1260	+300	+425
2	D Rounsaville	USA	1260	+300	+251
3	R Secor	USA	1260	+300	+8
4	A Ferrario (J)	USA	1260		
5	T Robertson	USA	1204		
6	B Pacelli	USA	1139		

NB 3 juniors flew in F1P, so Secor and Ferrario get points in the new F1P Junior World Cup

F1G 26 flew, 13 full scores

1	E Gorban	UKR	600	+180	+240	+320
2	B Van Nest	USA	600	+180	+240	+310
3	D Edmonson	USA	600	+180	+240	+308
4	W Ghio	USA	600	+180	+240	+280
5	A Burdov	RUS	600	+180	+240	+262
6	M Belfield	USA	600	+180	+240	+213

F1H 22 flew, 10 full scores

1	J Davis	USA	600	+180	+240	+420
2	J Pennington	GBR	600	+180	+240	+239
3	V Beschasny	UKR	600	+180	+240	+190
4	L Hines	USA	600	+180	+240	+189
5	P Tribe	GBR	600	+180	+240	+165
6	M Thompson	USA	600	+180	+240	+161

F1J 13 flew, 9 full scores

1	P Watson	GBR	600	+180	+240	+344
2	A Gunder	USA	600	+180	+240	+341
3	D Johannes	USA	600	+180	+240	+291
4	S Screen	GBR	600	+180	+240	+230
5	D Rounsaville	USA	600	+180	+240	+179
6	T Robertson	USA	600	+180	+17	

CALIFORNIA CUP F1E, LOST HILLS, USA, FEBRUARY 12

Report by Ian Kaynes.

This was the third year that an F1E competition had been held at Lost Hills during the week between the Isaacson and Max Men competitions. Weather in California had been below standard until just before the Isaacson, by which time it was sunny and calm for that weekend. I found it ideal for setting up new models (like the previous two years, when I had made more F1E flights at Lost Hills in February than any other venue during the following year). The weather stayed the same for Monday when there was a local F1E competition, run as a concluding part of the Isaacson event. Starting at midday and with five rounds flown to 180 sec maxes, there was just the lightest breeze and the event was dominated by finding thermals. For the last two rounds in particular, there was strong lift down in the valley and easy maxes. Top places were taken by the two visitors from the east coast, Tom Iorger having made four maxes and a score of 480.56% followed by Bob Sifleet 451.88%, and third was Peter Brocks 447.61%. Model variety was provided by the Mini-F1E event, won by Peter Brocks over Norm Furutani, and Dick Wood flying the same model as last year – an F1B converted to have a steering unit in place of the prop assembly. Dick also had an RC glider which he had converted to use electronic steering, but with some further work required on the system – he flew it in round one and it immediately turned into the hill on both attempts.

The California Cup is run over 8 rounds, as a way of compensating for the low height of the hill, and so the full day was required and round one was scheduled for 8am. Early morning drift had been coming from the west, but before the round started it had dropped and swung so that the line could be set up for flying into the pit to the east of the hill. Contest director Lee Hines set a max of 150 sec, which in fact proved to be ideal and was maintained for all the rounds. With no

slope lift and little thermal activity, none of the 10 competitors maxed in round one. Peter Brocks set the highest time of 144 sec - in F1E percentage scoring this highest time is then used instead as the baseline of the max, so that Peter scored 100%. Peter again lead the scores in round two, but this time with the only max of the round, closely followed by 145 sec by both Brian van Nest and Norm Furutani. By mid-morning there were more thermals and it seemed to be developing into the same pattern as yesterday - in round three there were five maxes then three maxes in round four.

At the halfway point of the contests there was a lunch break, a 30 minute break compromise between those who wanted a break (scheduled to be one hour) and those who wanted to keep flying. Round 5 saw maxes by three people again, but with the thermals not being so strong. The next round was more difficult, but it came as a surprise to me to find when I got back that my 116 sec had turned up as the longest flight of the round! Peter Brocks had made the next longest flight at 108 sec, so this broke his run of 100% scores but he remained comfortably in the lead. The dead conditions continued for the rest of the calm afternoon with no more maxes being recorded. The highest time in round 7 was 140 by Brian van Nest and in round 8 it was 142 by Tom Ioerger – the latter by a clear margin with only three other flights longer than 100 sec. When the totals were added up Peter Brocks had remained in the lead by a good margin.

1	P Brocks	USA	756.39
2	R Sifleet	USA	719.52
3	B Van Nest	USA	712.21
4	I Kaynes	GBR	688.35
5	T Ioerger	USA	687.15

BMFA INDOOR TRIALS

1st Round Trials - Cardington

		flt 1	flt 2	flt 3	points
1	R Bailey	30.09	31.34	27.52	100
2	M.Benns	0.00	26.19	0.00	84
3	N Aikman	10.19	20.43	22.56	80
4	G.Lefever	23.03	10.40	21.38	77
5	G.Moore	19.55	23.11	16.00	75
6	J.Shaw	22.13	15.05	15.38	66
7	C.King	13.28	10.44	16.25	65

2nd Round Trials _ Bushfields Centre Feb 10-11

1	R Bailey	11.11	11.11	11.34	100
2	M.Benns	10.10	10.08	9.47	89
3	G.Lefever	9.11	10.07	9.04	86
4	D Richards	9.05	9.31	9.23	82
5	J.Shaw	7.00	8.12	7.30	68

Scores after 2 Rounds

		R1	R2	total
1	R Bailey	100.00	100.00	200
2	M.Benns	84.00	89.00	173
3	G.Lefever	77.00	86.00	163
4	J.Shaw	66.00	68.00	134
5	D Richards	DNF	82.00	82
6	N Aikman	80.00	0.00	80
7	G.Moore	75.00	DNF	75
8	C.King	65.00	DNF	65

BIGGLES LEAGUES 2008

From Brian Lavis: The leagues will be run again this year to the same rules & probably the same competitions. The first is the Northern Gala at Church Fenton on 21/03/08. See the website at <http://www.morneach.plus.com/bigglesfft/>.

SOUTHERN COUPE LEAGUE 2008

By Roger Wilkes

The Crookham Gala provided an encouraging start to the Southern Coupe League at Middle Wallop this year. Competitors were greeted with blue skies and light wind which enabled many flyers to trim new models before their competition flights. With a large entry of 22 Coupe competitors it was obvious that nearly half would max out in such calm conditions. At least we had a real performance flyoff with 10 models being launched almost together in cool and stable air. Several did three minutes but two nearly did four minutes, demonstrating what is possible with a well-trimmed modern Coupe d'Hiver.

Due to the success of this event the Crookham Club have decided to run a Coupe d'Hiver day on 12th October at Middle Wallop, making a total of seven Southern Coupe League events.

The 7 qualifying events are:

Feb 10	Crookham Gala, Middle Wallop
April 13	Spring Gala, Odiham
May 5	London Gala, Salisbury Plain
Aug 29	Southern Gala, Little Rissington
Oct 5	Sixth Area event (Ashdown, Merryfield, Beaulieu)
Oct 12	Crookham Coupe d'Hiver day, Middle Wallop
Nov 30	Coupe Europa, Middle Wallop

The point scoring system for League events:

9 points first place, then 6, 4, 3, 2, 1 thereafter, plus 1 bonus point per max scored. Competitors best five scores to count taken from the above seven events.

All Southern League results can be found on the Crookham website: www.cavgrove.freemove.co.uk

CORRESPONDENCE

From Dave Hipperson:

It might be expected that in the current climate and with my well-publicised abhorrence of a recent crucial rule change made by the BMFA, I might be looking for places to criticise them. I write here, however, to support the FFTC's recent decision to take no notice of the crazed idea from John Bailey that all Free Flight events should be flown from a line and in rounds. Indeed it pleases me greatly to learn that despite my absence they do seem to have taken on board my arguments over that topic at least.

Calls for this have come before from time to time. I am proud of having fought off one such many years ago. On that occasion the entire FFTC, every member of it apart from me, was in favour of this very thing at the start of the meeting. They listened to my argument and didn't do it! I still consider the victory that day as the most important I had during my time as a contest aeromodeller!

I call it the "Poitou Effect". Sure, the contests there are lovely. They are well run (by a big experienced team as are most of the continental FAI events) and often blessed with (although not universally popular) hot, sunny and calm conditions. Entries are large, flyoffs often very exciting but by simply instituting flight lines and rounds here we can never hope to conjure up that magic. Indeed one of the reasons for my ceasing FAI flying in the UK was that our FAI events were run in this way. In theory it's no problem until one realises that contests in rounds can be held up, curtailed, stopped early or even not started at all. In the British climate you might wait forever for weather like mid-France in August. Once I had experienced a

few of those, up at 5am and no flights until past lunchtime, I simply stopped going to FAI events.

The people that came to the Midland Rally last year (see John Bailey's comments in the February '08 FFN) were there because of the superb weather forecast the night before, coupled with the central and popular venue. I don't think what they called the contest made much difference unless perhaps had they called it a Trials – that's usually the kiss of death for fun and flying alike.

(Editors' note: This is a brief extract from a 700+ word piece submitted by Dave Hipperson that, in supporting the FFTC decision, made a number of additional and in our judgment unreasonable and personal attacks. We reserve the right to edit all contributions and, as ever, the editors' decision is final.)

CROOKHAM GALA, MIDDLE WALLOP, Feb 10

Mini Vintage 22 flew, 12 F/O

1	T Shepherd	Crookham	Le Timide	6.00	+4.03
1	P Michel	SAM 35	Senator	6.00	+4.03
3	J Bailey	Biggles	DinahMite	6.00	+3.16
4	C Chapman	Bristol & West	Senator	6.00	+2.56
5	M Parker	Crookham	RAF V	6.00	+2.52
6	A Longhurst	SAM 35	Pinnocchio	6.00	+2.46
7	M Howick	Vikings	Bazooka	6.00	+2.43
8	P Williams	Richmond		6.00	+2.27
9	S Willis	Croydon	Senator	6.00	+2.26
10	P Jackson	Epson	Hepcat	6.00	+2.06

Combined Glider 15 flew

1	M Cook	Crawley		7.30	+2.56
2	R Taylor	East Grinstead	Roma	7.30	+2.44
2	P Tomlinson	SAM 1066	AH24	7.30	+2.44
4	C James	Crookham	A2	7.30	+2.37
5	J Howick	Vikings		7.30	+2.16
6	P Williams	Richmond		7.08	
7	P Woodruffe	Bristol & West	Lulu	6.77	

Coupe d'Hiver 22 flew

1	P Hall	Crookham		10.00	+3.58
2	R Wilkes	Crookham		10.00	+3.56
3	J Knight	Bristol & West		10.00	+3.44
4	S Willis	Croydon		10.00	+3.04
5	R Vaughan	Crookham		10.00	+3.02
6	T Charles			10.00	+2.51
7	A Longhurst	SAM 35		10.00	+2.47
8	C Chapman	Bristol & West		10.00	+2.36
9	G Stranger	East Grinstead		10.00	+2.27
10	T Tyson	Crookham		9.52	

Combined Power 13 flew

1	T Grey	MFFG	Open Electric	7.30	+5.28
2	G Fuller	Bristol & West	Open Power	7.30	+4.25
3	D Cox	Crookham	EXB Open	7.30	+3.05
4	D Clarkson	Timperley	SLOP Diesel	7.30	+2.29
5	R Wykes	Timperley	Vntage	7.30	+1.10
6	F Chilton	Crookham	Open	6.54	

FAI SPORTING CODE

In the January FFN the link was given for downloading 2008 FAI Sporting Code (to cover all free flight activity get volumes F1 and ABR from www.fai.org/aeromodelling/documents/sc4).

Eagle-eyed Bob Bailey has drawn attention to an error in the 2008 change of motor run for FIJ. There is also a similar error in FIP. The relevant paragraphs should read

- 3.J.5. b) The motor run exceeds **5** seconds from the release of the model.
- 3.P.5. b) The motor run exceeds **7** seconds from the release of the model.

CARRYING MODELS BY AIR

By Ian Kaynes

There used to be few problems carrying model boxes by air, nothing more than possibly calling the airline to note that you would have a large fragile box. That has now changed for two reasons: security and the increasing commercial desire of the airlines not to offer something for free. The security aspect, which mainly revolves around the objection to carrying model engines which have fuel residue, is being investigated by the FAI. A report of progress, if any, will be given in FFN next month after the CIAM meeting.

The remainder of this item concerns the airline limits and charges on baggage, with particular reference to British Airways. For many years they operated baggage rules which specified a maximum number of checked bags on transatlantic flights and a maximum weight on all other services (23 kg for economy, 30kg for business class). However, it was usually possible to arrange a dispensation to have the model box carried as an extra item outside of the count or weight limits, but this was beginning to get more difficult as they began to apply the standards more rigidly.

BA announced that from February 2007 they were changing their baggage rules. This would be standardised to use a limit on number of pieces, each one subject to a 23kg maximum weight limit and a 1.58m / 62" maximum dimension (width +height +depth). They were also introducing precise rules for carriage of sporting equipment. The initial announcement listed the usual stuff – skis, golf bags, bikes, wind surfers and even hang gliders – subject only to maximum size limits (2.5m x 1m x 0.8m!) and a maximum weight of 45 kg. One of these sporting goods items would be carried in addition to the standard baggage allowance. Potentially very useful, but the sting in the tail was that any sports items not on their list would be counted as part of the normal baggage allowance.

I corresponded with BA on the question of extending the list to include model aircraft boxes but, before they had responded, the sporting goods definition was changed to say that these were examples and other sporting goods items not listed would also be included as an extra allowance. This seemed to clear the way for carrying model boxes subject to the arguments about whether they were sporting items. At that time I had no problem taking a box to Manchester; both ways the contents were accepted as sporting goods - on the way it was a bow and arrow and on the way back a bow and arrow and model aircraft (after successful recovery of model from the forest).

However, then BA replied to me in a one sentence letter stating categorically that model aircraft would not be counted as sporting goods. I asked for some justification of their position, citing all the usual sporting aspect links, and after another two months had passed they replied to say that model aircraft boxes would be carried free as an additional item of baggage.

I exercised this going to Bucharest without any problem (at least no baggage problem, cancelling the return flight was nothing to do with baggage) but then I was travelling business class when limits are applied less stringently and on the return flight I was within the standard allowance except for size. Going to France later in September was also no problem (business class again) but the flight back on an economy ticket was rather more tedious at check-in. When my model box was challenged I produced my letter saying that I could carry it for free as an extra item of baggage. After the French check-in girl read it, she then said it would cost €96 to take it. A ten minute discussion of the meaning of the word "free" eventually got the box checked in OK.

After this BA further revised their sporting regulations, in particular in applying the standard 1.58m/62" total dimension rule. The only size exceptions allowed were golf bags and skis

and BA did claim that they were improving the regulations – since it now covered more sports (it listed football, hockey and other sports for which the kit would easily fit in a standard suitcase). A request for clarification confirmed that model aircraft boxes could be carried free, provided they were within the 1.58m / 62” dimension – might be useful for small boxes, but certainly not for my F1E box which is 20” over the limit.

Recent trips to the States on BA have encountered no problems checking boxes – the standard economy allowance is 2 items, or 3 items if you are up the front of the aircraft – despite the size. However, both Chris Edge and Peter Tribe suffered some damage to their boxes and models on the return flight. Mine were intact and, once again were not inspected in the US partly helped by talking to the guys at outsize examination and by having a photo of box contents on the lid.

Journeys to any destinations other than USA and Canada are likely to be more problematic because of the smaller allowance. At worst it means paying the excess baggage fee (£30 short haul, £75 long haul per flight, less if booked online in advance) which does also cover for the box being oversize. There seems little chance of getting a change in BA written regulations, since the same problem also affects the carrying of surfboards – now banned – and they have not changed the situation despite a petition with 10,000 names.

Most other airlines are similar, but with rather less stringency on size limits. Indeed the low cost airlines lead the way in charging both for excess baggage and for outsize items. Other mainstream carriers also charge for outsize, for example on long haul flights \$100 on American Airlines and \$150 on Air France, but then Virgin appears to be amenable to our needs - Stafford Screen reports being allowed to take his model box on board.

THEY DO IT DIFFERENTLY DOWNUNDER

The 61st Australian Nationals was held at Meckering and Perth from Dec 27 2007 to Jan 4 2008. This item was extracted from a report by Paul Rossiter published in Free Flight Down Under:

“The organisation of the FF part of the 61st Nationals was somewhat unusual in that it was held in two parts. This was due to the lack of a field anywhere near Perth that was suitable for the 3 minute classes and the organising committee wanted the FF events to be accessible to spectators as well as people participating in other disciplines. Consequently, F1A, F1B and F1C were held at our normal location on Guy Kelly’s farm at Meckering (nearly **2 hours** drive from the city) over the three days prior to the official start of the program. The remainder were held during the Nationals proper in a smaller field just adjacent to one of the main RC and control line venues at Whiteman Park.

The weather for F1B on the second day was slightly more favourable at the start with the wind blowing about 7-8 m/sec, but it was decided to limit the event to 5 rounds in anticipation (or fear??) of a repeat of the conditions on the previous day. The first round was flown on the same paddock as F1A, but the wind direction was not as favourable being across its shorter side towards some trees. My model found some sink and managed to lodge about 15m up the top of a tall gum tree missing out on a max. All others except Terry also missed maxes. We then decided to move the flight line to Guy’s “town” paddock which was much better suited to the conditions. I dragged out a shorter span model for the remaining four rounds and managed to max all of these. There was some additional excitement in round 3 when Adrian and I launched into the same monster thermal and didn’t come down until about 9 minutes later and some km away on the other side of the Great Eastern highway. As Terry was retrieving for

Adrian this meant that his model had to wait to the end of the comp to be found. Thank heavens for GPS and trackers! Leigh got caught up in some nasty (but not infrequent) sink dropping a few rounds. Rod’s model had lost its settings on the trip up to Meckering and so he used the rounds to trim it and Chris’ model spiralled in under power in round 4, ending his F1B comp. Terry flew his usual immaculate contest, maxing out and making it look easy to take out first place.....

After the comp I went back to my treed model with Guy Kelly and some of his artillery collection. He selected a large bore rifle and, after two sighting shots, proceeded to blow away the three offending branches with the next three shots and the model fell to the ground relatively undamaged. I was most grateful since I could see no other way of getting it down....”

TEAM SUPPORTERS FOR BULGARIA

If there is anyone interested in attending the European Championships in Bulgaria as part of the official party they should get in touch with Michael Woodhouse as soon as possible and he will appraise them of what is happening and what is possible. Contact Mike on tel:+44 1603 457 754 or email: mike@freeflightsupplies.co.uk

NOTICEBOARD

PALM PILOTS. Two Palm Pilot Pro and one Palm 3xe hand held PDA's available, surplus to requirements. With current software for BlackMagic and Multiclass timers loaded. 3xes also have software for Altimax, Ram and Alti/LoLo altimeters loaded. Batteries included but not cables. £15 each for delivery at contests or postage additional at cost. Some PC cables, docking stations and/or timer cables may be available as well. Further details from CHE at chris.edge@jordonlaw.com or ring 01578-740-232

STONEHENGE CUP

The 2008 Stonehenge Cup will be held on May 10-11th at Salisbury Plain. This World Cup event is for classes F1A, F1B, F1C, F1P and F1Q and all participants in these classes will be most welcome. The flying site is situated off the B 390, between Shrewton, and Chitterne (See maps). For those unfamiliar with the site, it is a large area of rolling grassland, normally used by the Army, for training purposes. Retrieval is normally by foot, but under certain wind directions, a mountain bike can be used to advantage on tracks which cross the area. The event site is in a holiday area and there are well appointed camp-sites and hostelrys within reasonable distance (list available).

Due to the location, the logistics involved and the lack of paved roadways we are unable to provide on field catering. However, this year we have located The Bustard Inn that has a large function room and bar where we can all meet up on the Saturday evening. We have arranged that the function room will be for our exclusive use. The Inn can provide a selection of basket meals, providing they are ordered well in advance, but they cannot handle extra orders during the evening. **Any competitors and helpers who would like a meal must complete the attached meal form and include full payment with their entry to reach me no later than 20 April.** Please be aware that we cannot accept requests for meals without advance payment. Meal tickets will be included in the competitor packs issued at control. Those not wanting meals will of course be able to make use of the bar. The Bustard Inn is located about 2 miles from Shrewton (see map) and has ample parking. Please note that the Inn is at the end of a cul-de-sac and can only be accessed from the south from either the B3086 or the A344. All competitors will receive a Stonehenge

mug, and sticker. Additional mugs and stickers will be available at a small charge. Competitors information packs with details of pole positions, round times etc., will be available from Contest Control. As a registered World Cup event the relevant sections of the FAI Sporting Code will be followed. The organisers reserve the right to vary the programme if unforeseen circumstances should arise. Competitors must hold a valid FAI licence.

Programme:

Saturday 10 May - F1B, F1C/F1P - 5 rounds plus fly offs.
Sunday 11 May - F1A, F1Q - 5 rounds plus fly offs.
Start 0900 hrs, subject to weather conditions.

Entry Fees: €33 / £24 for 1 class, and €7 / £5 per additional class. Juniors (under 18 on 31/12/08) €7 / £5 per class.

Entry Forms: To arrive no later than 20th April. Late entries will incur a 50% surcharge, and field entries will be double.

Prizes: Prizes will be awarded down to 5th place. The prize giving will take place at Contest Control on Sunday evening.

Timekeepers: We will aim to have at least one official timekeeper per pole, but more than 1 person per pole can fly at any given time if another flyer is available to time. Volunteer official timekeepers will receive a Stonehenge mug, sticker and a bottle of wine. Your help with this will be much appreciated.

For entry forms please contact as follows: Peter Williams, Old Coach House, Hunts Common, Hartley Wintney, Hants RG27 8AA, UK email: peter.f1a@virgin.net. Recent previous entrants whose details are known will be sent entry forms. Entry forms will also be available on the BMFA Free Flight Technical Committee web site www.vengi.demon.co.uk/

UK COMPETITION NEWS

TIMPERLEY BARKSTON HEATH WEEKEND on August 16-17. BMFA membership is required on both days. 10am start both days.

Saturday Special. All comps. to BMFA 2008 or SAM35 rules unless otherwise stated. All contests to have 3 flights + fly-off if required.

Combined Small Vintage (NB no gliders in this contest):

- (a) Mini-vintage rubber
- (b) Mini-vintage power
- (c) Midi-vintage rubber, ie wing area less than 190 sq ins
Does not include any accepted type of Wakefield.

Combined Small Glider to include:

- (a) FIH, 50m towline
- (b) Classic A1 glider (to Dec 60, with no weight restriction)
- (c) Vintage glider with a max span of 60" and total area less than A2 size, ie <496 sq ins.
Towline length 75m.

4oz & 8oz Vintage Wakefield (combined) SAM 35 rules

Very Small Vintage Rubber 25" span and below, 8" freewheel prop, 2 leg u/c. Design pre 51. Max. for first two flights decided on day, 3rd unlimited.

British Power (Usual rules). 1.5cc diesel (plain bearing), engine run determined on the day, usually 10 sec.

Contact John Wingate & Co tel 01407 831383 or email wingate@globalnet.co.uk

Timperley Gala. Sunday August 17. All to BMFA rules 2008 except where stated. Combined Rubber. Combined Glider. Combined Power (but excluding electric power). Vintage. Coupe d'Hiver (3 flights). Contact Gerry Ferer 0161 928 4955 or email gferer@hotmail.com

EVENTS IN SCOTLAND IN 2008. All at Newbigging

Saturday May 10 - Classic Power Event. 10:00 to 17:30. BMFA rules, except entry of model not flier, allowing multiple entries of different models.

Sunday May 11 - Paisley Trophy. 10:00 to 17:30. All-in-CR, CG, and CP

June 28-29 SCOTTISH NATIONALS.

Saturday: F1A and F1B two flights 1000 - 1330 at will, then scheduled rounds for flights 3,4,5. Open Vintage for "McManus Trophy" 1000 to 17:30.

Sunday: all 1000 to 1700. BMFA Glider "Granger Trophy", BMFA Rubber "Waulkmill Shield", BMFA Power "Flying Dutchman Trophy", F1G, F1H, 1/2A/F1J.

Engraved Glasses for 1st places. Pre-entry is not required. £3 per event on day.

Sunday August 17 - Steel Cup. Combined F1A and F1B, two flights 1000 to 1330 at will, then scheduled rounds for flights 3,4,5

Sunday September 7 - The Cranfield Classic 10:00 to 17:30

For details contact Jim Arnott 01383 510279, "Downside", Farm Road, Hill of Beath, Fife, KY4 8DZ email arnott.downside@btinternet.com

Please note :-There is extensive flying space in most wind directions, but due to the loss of access to the North side of the moor there are some directions where flying space is restricted, particularly when barley crops are being grown. If circumstances are such that the crop fields cannot be avoided with a move of control, then a reduced MAX will be announced to ensure that the risk to the crops is minimal and particular fields will be identified as NO-ENTRY areas. Regrettably, prospective attendees are forewarned that in these conditions, the expected standard for a contest may be abandoned to ensure that permission to use the site in the future is preserved. Thermal detection equipment is not permitted at our contests.

BMFA INDOOR

From the Indoor Technical Committee:

The Indoor Technical Committee has its own webpage full of all you need to get started in the Gyminnie Cricket Challenge (P15 class event announced in the February BMFA News). The link is <http://www.bmfa.org/tech/indoor/index.php>

Gyminnie Cricket Challenge and Indoor Free flight & Indoor Scale will be at Manchester Velodrome on Saturday June 14 and Saturday October 18. On both days start at 11.00am and finish at 7.00pm. Competitions for Gyminnie Cricket Challenge, F1D, F1L, F1M, 35cm, Pennyplane, Limited Pennyplane. (F1D, F1M and F1L flown on partial motors TBC).

The Gyminnie Cricket Challenge on October 18 will be the Grand Final. Additional information regarding these events and the GC Challenge will be posted on the Indoor Technical Committees webpage along with plans, hints & tips, materials and the current league tables.

All indoor FF models & Scale FF welcome, No RC. Flights above & in contact with the ceiling structure will be disallowed. Gym shoes and proof of BMFA membership required. Contact: Mark Benns on 01733-755733, email mark.benns@ntlworld.com. Directions can be obtained from the Manchester Velodrome website at the following location http://www.manchesterverlodrome.com/static_info/find_us.htm