

FREE FLIGHT

News

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FFn DIARY

April 12 Oberkotzau, Germany	Föhrberg Cup. F1E World Cup event. Contact: Peter Kuttler, Schneebergstrasse 26, 95145 Oberkotzau, Germany, tel:+49 9286 61 87 email:peter-kuttler@web.de	May 3 Madziunai, Lithuania	Estonian Free Flight Cup. F1A, F1B, F1C, F1Q World Cup. Contact: Aavo Koppel, Kreegipuu Puiestee 4, Maardu 74117, Estonia, tel:+372 504 88 86, fax:+372 697 95 99, email: aavo.koppel@hotmail.com, web: /www.mudellend.ee
April 13 Oberkotzau, Germany	Swiss-Cup F1E. F1E World Cup event. Contact: Alfred Andrist, Sustenstrasse 9E, 3604 Thun, Switzerland, tel:+41 33 33 96 72 05, email:fredi.andrist@martiag.ch	May 3-4 Gallio (Vicenza), Italy	2 F1E World Cup events. 3rd: Coppa Primavera, 4th: Coppa Sisemol. Contact: Maurizio Tomazzoni, Via Rialto 36, 38068 Rovereto, Italy, tel:+39 0464 430 230, email:gaetom@tele2.it
April 19-20 Lucenec, Slovak Republic	2 World Cup events F1A, F1B, F1C. 19 th : City Cup Lucenec. 20 th : Novohrad Cup. Contact: Stefan Hubert, Malinovskyho 5, 984 03 Lucenec, Slovak Republic, tel:+421 47 433 0213, email:ddmis@orangelmail.sk	May 4-5 (5th is May day) Salisbury Plain	BMFA London Area Gala & Club Champs. 4th C/R, C/G, C/P, (Club Champs), Vintage, P30, CO2, CLG. 5th FIG, F1H, F1J/ BMFA1/2, SLOP, Mini Vintage, E30, HLG. Contact: M Dilly 0208 777 5533
April 20 Area Venues	BMFA 3rd Area. C/R (Gamage), F1C/F1Q (Halfax/Plugge), F1H, SLOP (Plugge), Tailless.	May 8-10 Zrenjanin, Serbia	25th Srem Cup. F1A, F1B, F1C World Cup. Contact: Radoje Blagojevic, Pinkijeva 10, 22330 Nova Pazova, Serbia, tel:+381 63 252 064, fax:+381 22 321 240, e: aknovapazova@yahoo.com
April 25-27 Beja, Portugal	Von Hafe Cup. F1A, F1B, F1C World Cup. Jorge Gustavo, Rua Professor Carlos Teixera 33-3 Apt D, 4250-533 Porto, Portugal, tel:+351 960 35 95 14, fax:+351 22 94 10 553, jorge.gustavo@tvitel.pt	May 10-11 Salisbury Plain	Stonehenge Cup. F1A, F1B, F1C/P, F1Q World Cup. M Woodhouse, 12 Marston Lane, Eaton, Norwich, Norfolk NR4 6LZ, UK, tel:+44 1603 457 754, fax:+44 1603 457 754, mike@freeflightsupplies.co.uk
April 26-27 Salisbury Plain	BMFA Trimming Weekend. See FFn 0802 Must call Peter Tribe on Friday before 01225 862748.	May 10-11 Liptovsky Mikulas, Slovak Republic	2 Hungarian F1E World Cup events. 10 th : Mikulas Cup, 11 th : Cavalloni Cup. Contact: György Pinkert, Pf. 16, 1625, Hungary, tel/fax:+36 1 221 40 71 info@cavalloni.hu, www.cavalloni.hu
April 27 Gliwice, Poland	3rd Black Cup. F1A, F1B World Cup event Contact: Stanislaw Kubit, ul. Rybnicka 84, 44-100 Gliwice, Poland, tel:+48 32 232 18 22 or +48 601 420 383, qbit@digip.pl	May 10-11 Newbigging	Saturday: Classic Power, Sunday All-in CR, CG, CP. See FFn 0803. Both days 10.00-17.30. Jim Arnott tel 01383 510279, Downside, Farm Road, Hill of Beath, Fife KY4 8DZ arnott.downside@btinternet.com
April 27 Middle Wallop	Fun flying and trimming day. Also SAM1066 Glider Day and Bournemouth A-Frame. Contact: Mike Parker, tel: 0118 9481392, e: membership@sam1066.org	May 17-18 Salisbury Plain	BMFA Trimming Weekend. See FFn 0802 and entry for April 26-27..
May 2 Madziunai, Lithuania	Baltic Cup. F1A, F1B, F1C, F1Q World Cup event. Contact: Rolandas Mackus, Taikos 19-12, 28158 Utena, Lithuania, tel:+370 687 260 02, fax:+370 389 69 181, email:rolandasmackus@vytrolma.lt, web: http://www.aeromodeling.lt		

CIAM PLENARY MEETING, MARCH 27-29

The annual meeting of CIAM (the Aeromodelling Commission of the FAI) was held in Lausanne from March 27 to 29.

As usual, CIAM Bureau meeting was held on the first day, the technical meetings and some Plenary business on March 27th, and the Plenary meeting (at which the binding decisions are made according to the votes of national delegates) on March 29th. This year was unusual in a number of ways. The meeting was held at a hotel instead of the Olympic Museum (apparently being used for a function connected with the Beijing Olympics). There was no Free Flight Technical Meeting – originally it had seemed that there were no proposals concerning free flight (one did appear when the agenda was published but did not change this decision). The FAI hosted a reception on the Friday evening for the purposes of making presentations to Sandy Pimenoff to mark his retirement from the post of CIAM President which he had held for 40 years. Also Doc Jackson was thanked for his service of 32 years as chairman of the control line subcommittee.

Various general decisions approved by the Plenary meeting included:

World Cup events must record the FAI licence numbers of competitors, failure to provide a list of these will result in exclusion from the World Cup of the following year.

A working group report on **autonomous flight** was accepted, addressing the differences between model aircraft and UAVs. A major distinction was considered to be that autonomous flight should not be part of model flying and the existing records (the transatlantic flight) should be reclassified. This led to a revised definition of model aircraft:

1.1. General Definition of Model Aircraft

A model aircraft is an aircraft of limited dimensions, with or without a propulsion device, not able to carry a human being and to be used for competition, sport or recreational purposes.

For the whole of the flight, a radio-controlled model aircraft shall be in the direct control of the pilot, via a transmitter, and in the pilot's sight other than for momentary periods.

For control line model aircraft the pilot must physically hold the control-line handle and control the model aircraft himself.

Free flight model aircraft must be launched by the flyer and must not be controlled during the flight other than to terminate the flight.

A model aircraft shall not be equipped with any device which allows it to be flown automatically to a selected location.

Consequential to this is a revised definition of F1E, replacing the existing definition:

The glider can be equipped with a steering device, which cannot be controlled by the competitor during flight.

by:

The glider can be equipped with a steering device, which may use a direction sensor and measurement of flight time. The steering device must not use any measurement of geographical location and must not be controlled by the competitor during flight.

Elections. Nominees for the post of President were Dave Brown (USA), Bob Skinner (South Africa) and Gerhard Woebbecking (Germany). Bob, who is the chairman of the F3A RC Aerobatics subcommittee, was elected to replace Pimenoff – marking a change in that for the first time in 40 years the

president does not have a FF background. FF content of the Bureau was restored by Andras Ree being elected to return as 3rd Vice President, alongside Dave Brown and Gerhard Woebbecking as the other VPs.

Dates of next CIAM meetings were set as Bureau meeting December 5-6 and 2009 Plenary March 26-28.

Championships News

The 2009 events were awarded last year:

World Champs: F1ABC - Croatia, F1E - Germany

Euro Champs: F1ABP Junior- Romania, F1D – Serbia.

The Plenary meeting voted on the 2010 events:

World Champs F1ABP Junior. The voting on the two bids were 21 Romania and 10 Bulgaria. The successful Romanian bid is:

August 1 to 7 on a 4x4km grass field at Salonta, which is close to Romania's western border with Hungary. The weather in August is described as average daily temperature 25C and wind of 2-6 m/s and no more than a shower weekly. Entry fee will be €250 and accommodation and meals quoted as €45 to €50 per day.

World Champs F1D. Romania offered the Slanic saltmine and Serbia the Belgrade halls being used for champs in 2007, 2008 and 2009. Serbia won the vote by the narrow margin 17-15. Details are the same as other indoor champs in Serbia, using the Belgrade Fair Halls I or III, with dates given as last week in August, entry fees as €300 seniors and €250 juniors and accommodation and meals €50 per day.

European Championships F1ABC. Offers were tabled from Serbia and Turkey. The vote, by a surprisingly large margin of 24 to 9, awarded the event to Turkey. In contrast to the detailed bid from Serbia, there was no information included on the Turkish handout – nothing about date or entry fee and just the statement "we have alternative zones, which are approximately 3x6km dimensions" which appears to refer to flying fields, locations unknown.

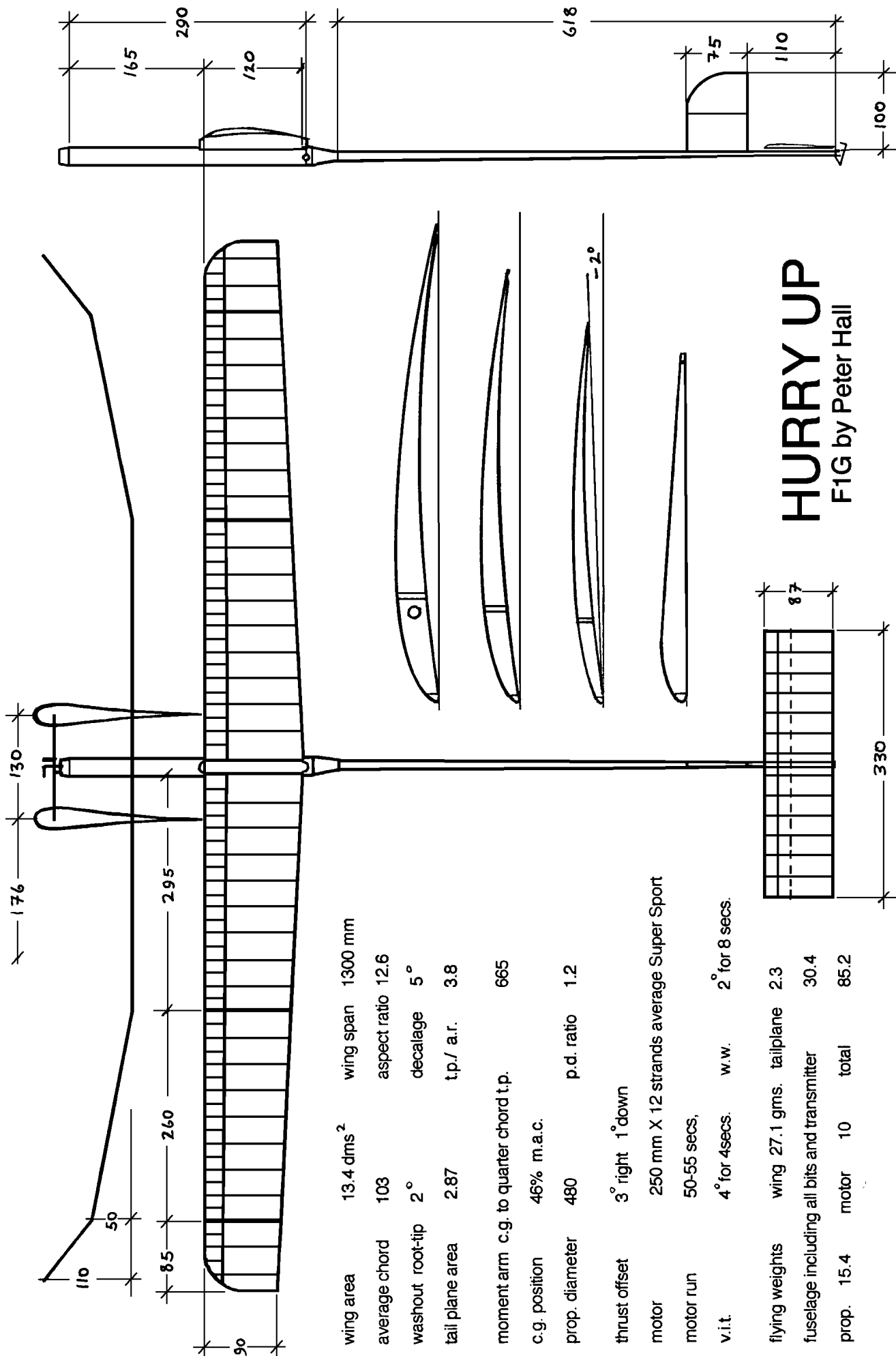
European Championships F1E. There were bids from Serbia, with a new site to be tried out for a World Cup event this year, and Romania with the well established Turda hills. Romania won the vote 18-10. The event will be August 29 to September 4, entry fee €250 seniors and €200 juniors.

HURRY UP, F1G BY PETER HALL

With this model Peter won the Coupe event at the recent Crookham Gala and the 2007 Southern Coupe League.

The predecessors of 'Hurry Up' have tried smaller wing areas, lower aspect ratios, ultra thin aerofoils, smaller diameter props., more rearward C.G.'s varieties of polyhedral and wing planform. I have no clear idea how effective the changes were because of my reluctance to do sustained testing at 5 a.m. However I get the impression that this coupe embodies some desirable features. The more forward C.G. and higher decalage slows it down keeping the nose up on the cruise and helping the glide. V.I.T. and W.W. keep the burst fast and steep.

This is my first carbon / kevlar build. It's not easy to get down to the 80 gram minimum when you include a transmitter but it's worth it for the much more stable and rigid structure. The motor tube and cone are 3 layers of 36 grin. kevlar/resin. The boom is aluminium/carbon from Free Flight Supplies. The wing 'D' box is one layer of carbon/ kevlar/resin, the ribs are 1 mm balsa carbon capped. The leading edge is swept forward on the cambered building board to give the taper and 20 washout. The hub is a wire reverse Montreal (Hiborks type) and the prop. is carbon tissue/resin on a balsa core. Covering is 5 micron Mylar with a fluorescent dusting.



CARROTS

From Jim Arnott

A high-tech new material made from the humble carrot is expected to begin to replace materials such as glass fibre and carbon fibre in composite components.

Invented by two entrepreneurial scientists, Dr David Hepworth and Dr Eric Whale, it is hoped that Curran will herald a new age of environmentally friendly products that bring together the best qualities of natural and artificial materials to give a unique combination of strength, stiffness, weight and toughness. Through a special process, nano fibres found in carrots are extracted and combined with high-tech resins enabling tough, durable components to be moulded.

Their company Cellucomp, based in Burntisland, Fife, has just launched its' first commercial product with the Just Cast range of rods which offers unique power and control in all environments and will help fisherman to safeguard the environment they take so much pleasure from. Link: www.cellucomp.com

P.S. Initial discussions with experienced contest fliers have raised two primary concerns about models built with Curran.....

When models are out in the open downwind are they at risk of being eaten by rabbits, or worst still dragged underground into a burrow ?

If a flier planted his model, is it likely to grow roots. This would be critical. Clearly strong wing roots are essential, any other root system would draw strength away from the wing roots and result in a structural failure. This was commonplace in the pre-carbon days when models built with other organic materials frequently suffered wing folding when the wing roots deteriorated.

NEWS FROM BMFA FF TECH COMMITTEE

Stonehenge Cup

Planning for the UK World Cup event is now at an advanced stage. Make sure that you send your entry in by the cut off date, particularly if you want a meal at the first night get-together – meals must be reserved and paid for in advance. All entries and reservations to be with the organiser by April 20th. Also note that this year F1P is being run together with the F1C power class – so if you're put off by the complexity of the current breed of F1C models now's your chance to compete with the smaller and much simpler F1P models. Full details from the organiser Peter Williams: Old Coach House, Hunts Common, Hartley Witney, Hants RG27 8AA, UK; email peter.f1a@virgin.net.

Team Selection Events

A reminder that the first team selection event for the 2009 World Championships takes place at Salisbury Plain on 7/8 June. Entry fee is £15. However, if you want to pre-enter for **all three** team selection meetings the cost is just £35! Pre-entries (class/es entered, BMFA No. and payment – cheques made to BMFA) should be sent to John Carter at Petite Maison, 45 Grindley Lane, Meir Heath, Stoke on Trent, Staffs, ST3 7LN; to arrive no later than 24 May.

Free Flight Showcase (Big Tent)

The 'Big Tent' at last year's August R/C and C/L Nationals proved a great success, giving lots of exposure for Free Flight, both to the Radio and Control Line communities, and the general public. The exercise is being repeated in 2008 with the more relevant title of 'Free Flight Showcase'. The format will be very similar – a large marquee with models on display and a group of fliers to explain Free Flight and answer any questions. Again, as last year, we need help – both models and people. This is your chance to 'spread the word'. Please contact the organiser Paul Fynn. E-mail: paul.fynn@talktalk.net; phone: 01664 454634.

The March of Technology

There is now a general and increasing worry, throughout a large part of the worldwide free flight community, that the almost ceaseless advance of technology is beginning to take over free flight contest flying. For most people the alarm bells began to ring when the geared F1C model appeared, to be rapidly followed by the F1C folder. The latest innovation, a flapped F1A glider that reputedly gains an 'extra' 35 metres from launch, now has these bells clanging very loudly. In short an ever increasing number of our community feel it's time we stopped – or at the very least carefully examined what we are doing and why.

The FFTC for its part feels it needs to take an active role in promoting an international change process that will 'rescue' the situation. The process is more complicated than it first appears and will take considerable thought and effort to implement. The FFTC already has some ideas on how it might proceed with this subject but as always your opinions will be welcome as well.

Head Space

The FFTC has been considering new ways of turning the obvious potential of championship team members into consistent medal winning performances. Basically the concept it's not what you've got, but the way you get your head round it and the way in which you approach competition flying. Through the BMFA executive we have had discussions with Peter Harvey who is a successful competition hang glider and full size glider pilot with significant success on the World stage. Peter has been working with the British glider teams on the 'psychology' of winning. His impressive tally of gold medals bears testament to the success of this approach in the world of competitive full size glider flying. From these initial discussions we believe there is a great deal that we can learn and apply within our own approaches.

We have therefore decided that we will be running the "Free Flight Head Space" seminar at the BMFA Leicester office on the afternoon of Wednesday May 14th. Peter will be leading this and discussing the concept of "Head Space", how it works for the full size gliding team and how it could translate to the world of competitive free flight aeromodelling. This seminar is open to all and is free. There is a limit on the numbers we can accommodate so this invitation is on a first come first served basis but priority will be given to this year's team members.

You don't have to be a past, present or potential team member to attend. This seminar is open to anyone who wants to look at other ways of improving their performance and thus getting more satisfaction from their model flying. If you are interested please get in touch with Mike Woodhouse for further details: e-mail mike@freeflightsupplies.co.uk ; phone 01603 457754.

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.

British FF Nationals

May 24-26 at Barkston Heath. An entry form is enclosed with this issue of FFN for UK readers. Overseas entrants are most welcome and a form will be provided on request.

FOLDING AN A FLAPPING....THE MAXMEN 2008

Report by Alan Jack, results in FFN last month.

There is a pop song from a little before my time (he declares defensively) that goes (the gang think as we wait for the red eye back from LAX) "Rocking an a Rolling" followed by a guitar riff. It represented the end of an era for 50's bands and the MaxMen probably marks too the end of a truly competitive era for non-articulated wings because flaps (and folders for FIC's) are now available and they work. Yep get the orders in if you want to stay a la mode. Even for FIB we have flaps, four bladed propellers and gears..... OK that was a skit - our B hero's chequebooks can keep their cobwebs awhile but for rest of us we need to make up our minds. In C flaps or folders are in the hands of a large number of fliers and were flown (at least in the comp) very successfully and without any mishap. In A M&K were testing a very potent flapped "long" model which was bunting out at 90m (and it certainly looked like it!) consistent with Per Findhal's recent article in FFN and results from the earlier developments of Van Wallene and Aringer. In one evening pre-contest "flyoff" it made 7+ mins flown at the same time as one of their current long models made 5+ mins.

The weather this year was really good. In the weeks prior to our arrival Lost Hills had had 46F daily temps and some rain. What we actually found was peak temps in the mid 70's, very dry with clear skies and (but for one afternoon and the morning of the next day in the midweek) very light winds. It was interesting explaining away my sunburn in the office! Ironical that the only bit of wind came just after the 2 FIE contests....Practice showed the usual array of spectacle and the spectacular with the various parts of ones body slowly wearing away under the strain of dawn to dusk flying

This year we again had seven flight ABC contests (as opposed to the previous 14 rounders); there had been some lobbying on SCAT for a return to the old format but at the event I heard very little comment against 7 rounds. The order was changed however to A, B/C/P and finally H/G/J/Q on the 3 days and this worked well in giving extra space for the 9 min fly off necessary in C. J followed a similar format to the previous Moncontour mini's with the first flight round timed to the ground being used as a tie breaker in the event of full houses after two fly-offs. This was needed in the end (predictably as the two fly-offs were to 3mins and 5mins held in the heat (and hence thermals) of mid-afternoon. Moncontour dropped a like practice (their version had no fly offs) and hence according with popular sentiment that those not doing really good morning times were wasting the rest of the day. Of course the cynic would say we (i.e. us legions of the umigumi bird fliers) were wasting our time anyway but at least we could believe that some fluke might transpire at the end of the day. A show of hands at the prize giving showed popular support but I for one hope they have a change of mind and we go for proper fly-offs at the end of the day. If it's thought low max time fly offs will not settle it then jump to longer times (assuming the visibility can handle it). My only other carp on the contest was that the direction of the line is far too inflexible. Whilst this is not an issue for FIA it is a real problem when B/C/P are flown together with C/P down wind of B all day. Apart from the ease of air picking the possibility of collision is much higher and we saw first a Wake with its tail snapped off by a passing power model and then later a horrendous smack followed by falling power model debris as Roger Simpson's model collided full on as it climbed through Guy Menano's gliding (C) model. No blame intended as we all know that we have very little choice but to launch in close company with other models. The bigger the event the more likely it is to happen. I too was shouting

"miss it" as my J headed for the midship of an unsuspecting coupe - it must have heard me because it did. Just move the line through 90° when the wind becomes settled - simple even if the "tented village" hates moving!

To make sure to give the right balance it must be said that my whinges are mostly minor; this is an excellent competition with high standards on an excellent site.

Another special feature of the event was the fine effort being made with the American Junior programme. Every one of them is well mentored by their parents and/or other fliers, their equipment is bang up to date and they really can fly (as the results attest). They have a real sense of camaraderie and clearly enjoy their flying. Having had recent experience I can attest that youngsters can still enjoy free flight but they need a lot of help. In my opinion the really vital thing is that we strongly support those that show the inkling - with equipment, transport, techniques and enthusiasm. We do not need many each year to make a really big difference. The American junior programme is a really could example for others to follow.

A was the first comp, this time on the Friday. The weather throughout the day was near calm with the models drifting first one way and then another. Sunny and more or less cloud free with temperatures at first nippy then mid 70'sF and finally cooling as the flyoff's took place. It was the kind of day where a modern model flown without errors really should make all of the rounds. Of course not all are error free! The lift was not wide so it was possible to end up near the lift but not in it (= severe sink usually) for instance by the bunt placing the model upwind of the thermal. The flyoff's started with 5mins and 13 out of the 16 (out of an entry of 44) made it with clear lift available in the fly off period. The second flyoff to 7 mins was more selective and our 3 (Edge Carter and Cooper in that order) fell in this round. There was definite thermal assistance but far less strong. The last four had two from the American Junior programme, Brian Bauer and Oliver Cai plus Andrew Barron and Victor Stamov. The best flights came very late in the round with Barron beating Stamov at 5.17 and 5.00 respectively. The two juniors Bauer and Cai were a minute behind at 4.04 and 3.58. It is interesting to question how much thermal assistance was involved in these flights because experience shows that a well trimmed "big" model will consistently do well over 4 when well launched in Lost Hills evening air (even my model manages that....) and Barron's and Stamov's launches were massive. The vexed question of still air times will never have any absolutes but Lost Hills is very flat and uncluttered making for really stable air which "thickens" as the temperatures fall and makes for excellent "still air times" in the early morning and late evening. The best glider launches start with the high tension being applied much before the model has completed its last turn and then involve multiple stage cruise elements to make the most of the launch velocity. If winning in a big event is the goal really big launches are essential but they require a lot of practice, very stiff wings and electronic timers. Clearly the development of flappers is going to take this to a new level. At this time there seem to be at least four separate development groups as well as the odd (or in my case just odd) individuals building their own (and/or others) which is reasonably healthy however the necessary hardware for a flapper is far from simple and is likely to result in a price rise for bought equipment.

The weather on B/C/P day (and to save effort on G/H/J/Q day too) followed the Friday pattern. Being involved in C I did not have much chance to observe B except to try to miss them when piggy backing into their thermals. The B competition made it to the 7 min round and was resolved with three masters

from the Ukraine in the top spots – Igor Vivchar (making a welcome return to being able to attend US contests) at 383secs followed by Oleg Kulakovsky and then Vlad Vivchar. Fourteen did the 7 maxes out of 43 who flew, surprisingly low considering the weather, 12 out of the 14 made 5mins. I am not aware of any technical development revealed during the week but that may be through lack of perception rather than reflecting the true situation.

The P models were launched from a section of poles within the C line and hence I had plenty opportunity to see them first hand. They mostly follow traditional climb patterns with high angle spirals. They are very fast but simple in construction with their low aspect ratio and weight. Clearly they are fun to fly and the Juniors are rather good at it! Keeping a fast light model with lengthy engine runs away from terra firma is far from easy and they certainly manage it better than I did when I was their age (no surprise there I hear you thinking...) Three made 5mins and Cody Secor beat Dave Rounsaville and his (Cody's that is!) dad decisively going for 10mins in the early morning of the mini day.

In C maxes were easy by simply piggybacking of the B and other C models in lift. As noted earlier C and P were down-drift of the B poles all day. So easy that 20 of 23 made the fly-off. Of course this was a high quality field and the weather was perfect but having wakes drift over to mark the lift too – ah! all we needed was a free drinks stand to make it perfect... The first flyoff aiming for 5 was made by 13 of the 20 who had maxed the rounds and then the same evening 6 made 7mins. In this 20 I counted 6 folders and 2 flappers. It does leave me fearful when I note that as far as I know there were only two sources of this advanced machinery – Matt Gewain who makes his own and Eugene Verbitsky/Artem Babenko (if you count them as one). A few flew their folders throughout the rounds and it is clear that they can be made to operate reliably. There had been a few accidents during trimming but there were none in the comp. Clearly the time for folders or flappers being the necessary level has now arrived. At this time it is not clear which technology is best. I suspect that folders get a little higher but that is just my subjective judgement. If a folder goes wrong it goes wrong big time. The winner was Victor Semenyaga from the Ukraine – a completely new name to me. I think his folder was flown throughout the rounds and was very impressive on every flight. At 503secs he was only 5secs ahead of Verbitsky (who was himself only 2secs ahead of Happersett with another folder) with his flapper so it is possible to say that the difference is small on this evidence but Babenko pushed his folder beyond the stall in the last flyoff to remove himself from the reckoning and Eugene's engine sound rather special. It was rather cruelly said that Pete Watson's excellent flight for 4th with a fixed wing model, 32secs behind the winner was the highest place "vintage" model – times change.

As noted earlier the mini day's first round was a fly to the floor exercise with time over the max being used to settle a tie. The first round seemed from observation to be nearly lift free but experience showed that this was certainly not the case with models all coming down but some very slowly to produce very high times for instance in H John Davis's 420secs was very special. Three of the Coupe fliers (Gorban, Van Nest and Edmonson in that order) made more than 5mins in that first round and Pete Watson's 344secs of 5secs run in J is also very tasty. The contest was mostly decided on that first flight as the fly-offs were to modest targets (3mins and 5mins) in still thermally mid afternoon. This left the winners of all three classes as per the first round, Jon Davis in H, Evgeny Gorban in G and Pete Watson in J. Of course there were some who lost

out particularly in H allowing our own Julian Pennington to move up to 2nd. To my eye there seems to be a lot of pressure to finish the MaxMen on the Sunday to avoid using the reserve day. I recognise that those travelling home get to do it a day earlier and Monday morning is always going to be of interest only to those limited few involved but having shifted ABC to earlier days and hence being able to settle those contests perhaps a better compromise is to push the mini flyoff later in the day and manage a more ambitious final flyoff time and thus ditch the first round unlimited flight (or make it more likely that it's not needed).

The end of another MaxMen and certainly the best weather-wise I have attended. It is clear that in A and C technology has taken another decisive step forward. Whether this is a good or bad thing is very much worth a debate but that can't really fit into this report.

The return home to Hexham occurred at the same time as the calm weather window (there had been for the 10 days I had been away) disappeared into the 20mph or higher hooly that has existed since mid December – oh to be at Lost Hills now that spring is here....

(Ed: Sting in the tail. One item not mentioned last month or here but new at Lost Hills this year was the number of bees coming from hives not far from the field! I got stung every other day, not too serious but a new feature.)

VIABON 2008, FEB 23-24

Report by Peter Tolhurst.

In a word – magnifique! After three or more years of awful weather, snow, rain and gale force winds, this year's Maurice Bayet coupe weekend was blessed with marvellous flying conditions.

With the move of the Phillipe LePage F1B competition to November this year, the Paris Air Modele club put together a two day event involving Vintage Wakefield and P30, plus the usual vintage coupe and FIG competitions. Saturday hosted Vintage Wake, vintage coupe and P30, while FIG had Sunday all to itself. As usual the competitions were based on three flights, two before lunch, and the third, as a digestif, before 3.30. A 3 minute max for the Wakes, and 2x 2 minutes and a final 3 minute flight for the other classes.

The drive to Viabon on Saturday was made difficult by thick low level mist, and the "aeromodellisme" marker signs to the Mellay airfield were most welcome, indeed essential in my case! By 10.00 most of the mist had dispersed, and flying started in conditions of light drift with cloud and sunny spells.

In Vintage Wake, Ted Tyson dropped two seconds on his first flight, and maxed on his second, putting him comfortably ahead of the others in the class. There was obviously helpful air about, as by the lunchtime break, four competitors in P30, and six in vintage coupe had a pair of maxes; a far cry from the previous two years, where anything much over 60 seconds was seen as a good flight! Around lunchtime the cloud thickened and it became cooler, but by the start of the 3 minute round conditions had improved again, so much so that three P30s and three vintage coupes cleared the three minute mark, and qualified to fly off.

Only Roger Garrigou managed three minutes for the final flight in Vintage Wakefield, but Ted Tyson's 2+ minutes with his Alan Lim Joon, kept him in first place, a 100 secs ahead of Garrigou, with Claude Deur third and John White fourth.

In the P30 fly-off, Andre Rennesson launched first with his balsa and tissue vintage style model. It had a tremendous climb, but wasn't in good air, and was down in a minute and a half. Serge Millet and Helmut Werfl launched shortly thereafter with Werfl topping 3 minutes, and Millet a minute behind. The models of Millet and Werfl represented latest P30 practice, with rolled tube fuselages and mylar covered wings. Werfl's P30 looking like a mini coupe with a short motor tube and tail boom. This was made possible by a geared motor, the approach investigated by Mike Evatt some years ago, and it appeared to be well suited to the calm conditions.

The vintage coupe fly-off followed, with Michel Djian (Jumping I) and yours truly (Etienvre) launching first, into what appeared to be good air, but obviously wasn't as shown by the sub two minute times. Long time coupe maestro Louis Dupuis followed a few minutes later with his Lo Zigolo, picking much better air. After a good climb, the model started stalling on the glide, but despite this, it still flew for just over three minutes to take first place.

On Sunday morning, the low level mist was even thicker, despite the 10 mph breeze. It was strange to look up vertically and see the sun and a clear blue sky, while the visibility at ground level was less than 50 yards. Flying didn't get under way until around 11.00, and consequently the organisers extended the first flying period to 2.15 pm. The wind speed increased perceptibly through the morning, and two minute flights were going beyond a farm and stand of trees a couple of fields away. There was plenty of thermal activity, and by the end of the first two rounds, 23 competitors had two maxes to their credit (to be precise, it was 23 models as double entries were allowed).

At 2.15, because of the increased wind strength, which was now circa 15 mph, the organisers moved the launch line upwind. This was at the far end of the grass runway on a narrow strip of unploughed land, where the limited space (and a profusion of spectators & thermistor/streamer poles) made launching interesting!

The final three minute round reduced the numbers of full scores somewhat, with Dave Greaves dropping half a minute with one model, but maxing with his other. The remainder of the British contingent were faring less well; John White plugging away with his low wing models, Mike Evatt dropping a second flight, Ollie Tolhurst losing sight of his model behind another farmhouse and line of trees, and Ted Tyson deciding not to fly again but to support Dave.

Nine competitors qualified for the fly-off (Helmut Werfl with two models), which because of the delayed start was not until around five o'clock. By this time, visibility was deteriorating again, and none of the top three models was seen to the ground. Having volunteered to time keep, Ted Tyson was paired with the eventual winner, Michel Picol, peering into the haze accompanied by onlookers waving beeping scanners, and what he assumed was French for "listen, it's still airborne"! To add insult to injury, he had borrowed a stopwatch from Dave Greaves, who came second, a mere ten seconds behind. Helmut Werfl was third, five seconds behind Dave.

As usual, prizegiving on both days was held in the aeroclub clubhouse, accompanied by drinks and nibbles. Cups of various sizes were accompanied by a variety of prizes including toolkits, tee shirts and packets of organic washing powder, with Louis Dupuis winning what appeared to be a large woven rug! John White had been heard to comment at the Crookham Gala a few weeks earlier, that he was tired of

carrying the cup to and fro across the channel, and for the first year in living memory, he failed to take home the Ailbass "low wing" cup, this being won by Roger Garrigou.

All in all, it was an excellent weekend; with the weather akin to a warmish English summer's day, roads that are still a joy to drive on, and a first class competition with international camaraderie. Even retrieving was a pleasure; none of the glutinous mud of previous years, and to be able to walk the line up to a rise in the landscape and immediately spot the model a couple of fields away, made a pleasant change from Beaulieu. Also the peaceful coexistence between the full size flyers in microlights and autogyros and the aeromodellers was noticeable. Thanks must go to the Paris Air Modelle club for organising another excellent Maurice Bayet competition, and to Ted Tyson for providing information on the F1G fly-off.

Coupe d'Hiver F1G 64flew

1	M Picol	420 +228	13	B Marquois	385
2	D Greaves	420 +218	14	D Greaves	383
3	H Werfl	420 +213	15	C Lusisic	381
4	B Michaud	420 +175	16	P Marrot	380
5	H Millet	420 +173	17	R Garrigou	369
6	G Buisson	420 +168	18	D Templier	368
7	L Dupuis	420 +157	19	M Picol	367
8	A Galichet	420 +151	20	J Challine	359
9	M Miard	420 +102	21	L Matherat	353
10	H Werfl	420 +0	22	G Matherat	345
11	L Dupuis	411	23	O Tolhurst	335
12	J Delcroix	403	24	J Templier	322

Coupe d'Hiver Anciens 24 flew

1	L Dupuis	FRA	420 +185	Zigolo 1952 (orange)
2	P Tolhurst	GBR	420 +92	Etienvre 1954
3	M Djian	FRA	420 +78	Jumping I 1953
4	L Dupuis	FRA	400	Zigolo 52 (rouge)
5	H Millet	FRA	393	Hocus Pocus 1953
6	C Weber	FRA	391	Jump bis 1952
7	J Delcroix	FRA	370	Jump bis 1952
8	P Marrot	FRA	369	Jumping II 1953
9	B Michaud	FRA	347	
10	P Marrot	FRA	343	Jumping I 1953
11	H Millet	FRA	335	Galopin 1954
12	B Levasseur	FRA	334	Garap 1954
13	M Molinie	FRA	323	Bagatelle 1953
14	J White	GBR	314	Etienvre 1954

P30 17 flew

1	H Werfl	GER	420 +197
2	S Millet	FRA	420 +137
3	A Rennesson	FRA	420 +98
4	B Michaud	FRA	406
5	J Delcroix	FRA	382
6	C Weber	FRA	351
7	E Tyson	GBR	313
8	M Molinie	FRA	281
9	S Millet	FRA	267
10	C Weber	FRA	250

Wakefield Anciens 7 flew

1	E Tyson	GBR	493	Alan Lim Joon 1948
2	R Garrigou	FRA	393	Garrigou 1949
3	C Deur	FRA	351	New Look 1950
4	J White	GBR	209	John White 1948
5	L Adjadj	FRA	151	P.A.B. 1939
6	C Weber	FRA	81	New Look 1950

BEAR CUP, SAKYLA, FINLAND, MARCH 8-9

The weather was very bad and only 2 rounds could be flown the following people are all tied winners with 2 180 sec maxes. For World Cup scoring they share the equivalent number of points.

F1A 53 flew

G Abolins	LAT	M Lihtamo	FIN
N Anisimov	RUS	L Malila	SUI
V Berzins	LAT	V Nereng	NOR
P Findahl	SWE	T Penttilä (J)	FIN
J Heikkinen	FIN	V Poliyayev	RUS
R Hellgren	SWE	A Pärna	EST
K Henriksson	FIN	A Selgoja	EST
M Holmbom	SWE	J Sell (J)	EST
S Holmbom	SWE	V Tchop	UKR
K Koivula	FIN	G Trogen	SWE
U Kokk	EST	H Tähtkäpää	FIN
A Kordemets	EST	J Valo	FIN
M Kosonozhkin	RUS	V Varuskivi	FIN
K Kulmakko	FIN	Ü Vihul	EST
L Leino	FIN	J Zarins (J)	LAT
T Lepp	EST		

F1B 25 flew

A Khrebtov	RUS	M Solodov	RUS
T Luman	EST	Y Waltonen	FIN
R Mackus	LIT	G Wivardsson	SWE
R Peers	GBR	M Woolner	GBR
V Rosonoks	LAT		

F1C 4 flew

K Kuukka	FIN	J Roots	EST
N Rekhin	RUS		

MURA CUP, MORAVSKE TOPLICE, SLOVENIA, MARCH 14-16**F1A 49 flew**

1	B Bagari	SLO	1290	+300	+315
2	R Baric	CRO	1290	+300	+248
3	M Cernigoj	SLO	1290	+184	
4	R Siftar (J)	SLO	1290	+167	
5	B Rozman	SLO	1290	+105	
6	G Subic	SLO	1287		
7	D Terlep	SLO	1259		
7	A Vrtovec (J)	SLO	1259		
9	R Koglot	SLO	1256		
10	B Bardarov	BUL	1238		
11	A Cigut	SLO	1236		
12	T Vidensek	SLO	1229		
13	H Hadzihajdarevic	BIH	1228		
14	R Lesko	CRO	1221		
15	H Fuss	AUT	1197		

F1A-Junior 12 flew

1	R Siftar	SLO	1290	+167
2	A Vrtovec	SLO	1259	
3	M Hrastovec	CRO	1188	

F1B 18 flew

1	V Tomljanovic	CRO	899
2	K Salzer	AUT	722
3	A Anastasov	MKD	717
4	J Oblak	SLO	712
5	H Nitsche	AUT	620
6	D Sokolic	CRO	606

F1B-Junior 1 flew

1	T Slokar	SLO	208
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F1C 5 flew

1	V Sychov	SLO	691
2	G Zsengeller	HUN	555
3	L Patocs	HUN	479

HOLIDAY ON ICE, GJOVIK, NORWAY, MARCH 15-16**F1A 44 flew 34 full scores**

1	M Kosonozhkin	RUS	930	+300	+339
2	D Varhos	SWE	930	+300	+336
3	P Findahl	SWE	930	+300	+321
4	M Holmbom	SWE	930	+300	+30
5	M Farber	GER	930	+296	
6	K Kulmakko	FIN	930	+295	
7	S Makarov	RUS	930	+289	
8	K Valkonen	FIN	930	+282	
9	V Nereng	NOR	930	+278	
10	L Nielsen	DEN	930	+276	
11	R Hellgren	SWE	930	+275	
12	L Malila	SUI	930	+273	
13	A Persson	SWE	930	+268	
14	J Heikkinen	FIN	930	+264	
14	T Pajunen	FIN	930	+264	
16	J Carter	GBR	930	+262	
17	U Vihul	EST	930	+261	
18	A Klungrehaug	NOR	930	+258	
19	M Lihtamo	FIN	930	+256	
19	A Parna	EST	930	+256	
21	I Yablonovsky	UKR	930	+253	
22	O Vestergaard	DEN	930	+252	

F1B 24 flew 17 full scores

1	B Eimar	SWE	960	+387	+455
2	A Andriukov	USA	960	+387	+386
3	W Ghio	USA	960	+347	
4	N Hollander	SWE	960	+346	
5	I Vivchar	UKR	960	+342	
6	M Woolner	GBR	960	+341	
7	J Isotalo	FIN	960	+339	
8	R Peers	GBR	960	+335	
9	S Stefanchuk	UKR	960	+333	
10	Y Waltonen	FIN	960	+313	
11	G Wivardsson	SWE	960	+310	
12	H Stendal	GER	960	+301	

F1B-Junior 1 flew

1	O Findahl	SWE	960	+262
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F1C 2 flew 2 full scores

1	K Kuukka	FIN	960	+356
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F1Q 1 flew

1	A Lindner	GER	900
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MATFORS VT INTERNATIONAL, MATFORS, SWEDEN, MARCH 22-23**F1A 17 flew**

1	T Weimer	GER	900	+300
2	J Valo	FIN	900	+224
3	P Findahl	SWE	900	+129
4	M Kosonozhkin	RUS	900	+114
5	A Parna	EST	871	
6	K Valkonen	FIN	866	
7	K Huber	POL	861	
8	R Hellgren	SWE	846	
9	M Henriksson (J)	FIN	844	

F1A-Junior 1 flew

1	M Henriksson	FIN	844
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F1B 12 flew

1	G Wivardsson	SWE	900
2	M Dahlin	SWE	889
3	J Isotalo	FIN	879
4	H Eklund	SWE	870
5	H Broberg	SWE	839
6	B Eimar	SWE	816

F1B-Junior 1 flew

1	O Findahl	SWE	813
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AFFS CHAMPIONSHIPS, NARRAMDERA, AUSTRALIA, MARCH 21-24

F1A 19 flew

1	N Nikolov	BUL	1173
2	V Morgan	AUS	1102
3	C King	NZL	1077
4	R Wallace	NZL	1073
5	N Murray	AUS	1000
6	C Bachmann	SUI	992
7	T Stowe	AUS	969
8	B Van Nest	USA	958
9	A Koerbin	NZL	926
10	B Lewis	AUS	910

F1B 18 flew

1	R Blackam	AUS	1241
2	P Squires	NZL	1237
3	W Jones	AUS	1224
4	A Gey	GER	1222
5	I Vivchar	UKR	1220
6	D Ackery	NZL	1166
7	T Bond	AUS	1160
8	J Lewis	AUS	1154
9	B Frederickson	AUS	1146

F1C 5 flew

1	A Jack	GBR	1215
2	R Summersby	AUS	1184
3	B East	AUS	1106

SOUTHERN CROSS CUP, NARRAMDERA, AUSTRALIA, MARCH 25-27

From Tahn Stowe

The competition was run in fairly strong winds 3-8 mtrs / sec however due to the vast nature of the site, retrieval although long and arduous was possible. In Europe or east coast USA the max would have been reduced, but we make our competitors work hard for their places.

F1A resulted in an early morning flyoff between Henning Nyghegn from Denmark and Brian Van Nest from California USA with Brian prevailing. Henning had decided to quit after the 3rd round, for although the windspeed had decreased, light rain had started to fall, and according to the Dane "Henning does not fly in rain". His travelling companion on this trip was Tom Oxager, and he convinced Henning to soldier on with a popular max out.

F1B resulted in more long retrieves and a 3 way flyoff which was won by Igor Vivchar with a dawn flight of 5min 8 sec. Mark Armour did well with his 4min 36 sec flight, and William Jones fell foul of both mechanical and electronic gremlins with first a VIT hang up attempt and then a DPR that failed to start. The experience of the Ukrainian showed out (having already been in 3 "major flyoffs" this year) and it was a first 7 round max out for the other two.

F1C was better contested than in previous years and given the prevailing breeze and no motorised retrieval allowed, was of a high standard, with the first 3 dropping one flight each.

F1A 18 flew

1	B Van Nest	USA	1260	+255
2	H Nyhegn	DEN	1260	+177
3	N Murray	AUS	1259	
4	P Mitchell	AUS	1251	
5	V Morgan	AUS	1248	
6	B Mcgarvey	NZL	1233	
7	T Oxager	DEN	1229	
8	C King	NZL	1220	
9	B Lewis	AUS	1218	

F1B 14 flew

1	I Vivchar	UKR	1260	+308
2	M Armour	AUS	1260	+276
3	W Jones	AUS	1260	+4
4	T Bond	AUS	1243	
5	A Gey	GER	1227	
6	P Squires	NZL	1218	
7	D Ackery	NZL	1131	

F1C 4 flew

1	R Summersby	AUS	1222
2	B East	AUS	1209

1ST INDOOR INTERNATIONAL, NIJMEGEN, HOLLAND, MARCH 16-17

Three of the UK indoor flyers made a quick visit to this inaugural contest, held at the Jan Massinkhal in Nijmegen, Holland on 16 – 17th March. The overnight ferry from Harwich to Hook of Holland was followed by a 2 hr drive to the hall which is 7.8 m clean ceiling and large enough to accommodate 6 tennis courts.

This large space enabled all classes of models (scale and duration) to be tested simultaneously with no serious danger of disastrous collisions.

We set about the unfamiliar situation of flying F1D's on full motors in a 7.5 m high hall (Cat 1). The objective was to set the VP prop so that the model climbed to the top, nudged for a short time and then dropped while the prop was at high pitch. Then a soft spring allows the pitch to drop quickly enough for the model to climb back up to the ceiling on low pitch. If this sounds obscure, I hope that a look at my talk on VP props, published in the BMFA 2006 Free Flight Forum will clarify the concept to some extent!

Some test flying using 1/3 motors enabled us to establish the main flight characteristics to a greater or lesser degree. Mark's first test flight using a full motor illustrated the flight pattern extremely well. Since it was the first flight by a UK flier in such conditions, we all watched with great interest. The result, around 22.30 was an excellent start.

My own flight patterns never quite achieved this ideal; the initial climb was followed by a prolonged cruise at constant altitude without the secondary climb.

The event was very efficiently organised with good advance publicity. The organisers were grateful for comments and suggested alterations to the schedule and as a result the event ran very smoothly. Timekeepers were provided by the organisers, as is done at the French Internationals and there were no problems.

Lunches and an excellent buffet supper on the Saturday were provided in the adjoining canteen with bar facilities and these were well received.

The best times were generally made on the Sat which was very pleasant outside. Sunday was breezy with persistent drizzle and poorer conditions inside. At least we did not have the torrential rain experienced by much of the UK on the same day. It was good to see a good number of junior flyers, particularly flying F1D. Kevin Lamers' F1D flew very well despite a very slim and consequently very flexible fuselage, with a flaring fixed pitch prop for a well earned 3rd place.

Geoff and I had a close contest with FIL, which has not, so far, had much support in Holland. Let's hope for more interest.

We got plenty of questions during the weekend and I hope that we were able to give them some help and encouragement for the future. Emails have followed this week!

Our scale fliers had a good weekend with several wins and high places. Divs Masters won Open Rubber, Electric and Pistachio with Dave Pryor 2nd in Peanut and Open rubber.

The very conscientious organisers gave us all appraisal forms at the end of the contest to rate the facilities for next time. A very fine and enjoyable event was concluded by a prizegiving of splendid trophies after which we had to leave hurriedly to catch the overnight ferry home!

F1D 8 Entries

1	Bob Bailey	UK	26.08	25.12	=51.20
2	Mark Benns	UK	22.18	23.06	=45.24
3	Kevin Lamers	NED	19.40	16.52	=36.39

F1L 4 Entries

1	Bob Bailey	UK	11.52	11.39	=23.26
2	Geoff Lefever	UK	11.19	11.20	=22.39
3	Bryan Stitchbury	UK	3.30	3.58	= 7.28

F1M 6 Entries

1	John Kilpatrick	UK	9.24	9.33	=18.57
2	Reg Boor	UK	6.38	8.09	=14.47
3	Tobias Vermeulen	NED	5.54	6.00	=11.54

BMFA 1ST AREA MEETING, MARCH 2

Combined HLG & Catapult Glider 12 flew

1	J Pennington	B&W	5.45
2	M Cook	Crawley	4.54
3	P Ball	Grantham	4.24
4	G Hart	Vikings	4.04
5	G Percival	Grantham	3.07
6	P Tolhurst	Hayes	2.46

KMAA Cup F1A (Plugge) 19 flew

1	D Greaves	B&W	11.52
2	J Cooper	Biggles	11.02
3	P Tribe	B&W	10.26
4	J Pennington	B&W	10.08
5	D Cox	Crookham	10.05
6	G Beal	Morley	9.38
7	J Hook	Crookham	9.11
8	C Foster	Morley	8.51
9	J Richardson	MFFG	8.47

Vintage (Plugge) 27 flew

1	P Ball	Grantham	7.30	1.55
2	D Neil	B&W	7.20	
3	J Odonnell	Timperley	7.18	
4	J Knight	B&W	6.50	
5	D Taylor	Grantham	6.35	
6	R Marking	CVA	6.34	
7	D Davitt	Morley	6.33	
8	D Beales	Croydon	6.27	
9	C Strachan	Biggles	6.17	
10	S Dixon	Birmingham	6.15	
11	K Burt	B&W	6.10	
12	W Hodgkinson	Timperley	6.04	
13	C Chapman	B&W	6.01	

F1G 7 flew

1	N Allen	East Grinstead	9.14
2	T Grey	MFFG	9.11
3	J White	Croydon	4.47
4	S Willis	Vikings	3.39
5	N Cliff	Biggles	3.22
6	G Stringer	East Grinstead	2.08

White Cup Combined Power 5 flew

1	A Chilton	Crookham	6.06
2	T Dobson	Timperley	5.01
3	A Shepherd	Crookham	2.30
4	R Wykes	Timperley	1.24
5	D Cox	Crookham	1.20

Weather at venues

Midland	Bright, wind 15 to 25 mph with gusts to 30+
East Anglia	No return, forecast same as rest of country
London	Windy
Western	Sunny with cold strong wind all day
Southern	Wind 15 to 23 mph 50 deg c

No entries at the following venues:

Scotland	Windy
North West	Windy
North East	Windy

BMFA FF CONTEST RESULTS SERVICE

From Phil Ball:

I have just issued the results for the First Area Meeting (11th March) and received a significant number of rejection messages. If any readers expected to receive the results or would like to receive them by Email please contact me at phil.ball@ntlworld.com

I expect to issue the Northern Gala results with the Second Area (around 12th April) so please make sure you are on the list.

CROYDON WAKEFIELD DAY, MIDDLE WALLOP, MARCH 24

Report by Martin Dilly

The sleet held off and there were only a few spots of rain, but the wind stayed around 12-15kts for most of the day and those not moving around soon got pretty chilled. However, this year's Croydon Wakefield Day at least had better weather than the previous two days of the Easter weekend at Middle Wallop.

Entries were brave but not numerous; eventually 24 hardy souls took model from box and the 8 oz. Vintage class attracted 14 of them, resulting in a tie for first place, as both flyers had to leave early. In the 4 oz. class Coplands predominated, with Chris Strachan emerging the winner with a nominal flight after the other fly-off contender, Mike Minshull, also beat an early retreat.

F1B

1	G Stringer	360
2	C Chapman	354

4 oz. Vintage

1	C Strachan	6:00	+1:08	Copland
2	M Minshull	6:00		Copland
3	R Taylor	5:36		Copland

8 oz. Vintage

1=	P Michel	6:00	Horrie
1=	R Marking	6:00	Fullarton
3	V Willson	5:54	Yankee IV

NOTICEBOARD

From Mark Croome:

Just been shopping at Staples where we spotted a super transparent plastic box with a clip on lid called "really useful 22 litre wrapping paper box". Internal dimensions are 29.5 " x 8.5" x 5.5"... perfect for small models and £6.73 each. Have tried it out and it holds a Senator, a Mick farthing lightweight and a slim P30.

STROKE SYMPTOMS

Sadly, we never know when things like this might come in handy. From a circulated email:

During a BBQ, a friend stumbled and took a little fall - she assured everyone that she was fine (they offered to call paramedics)she said she had just tripped over a brick because of her new shoes.

They got her cleaned up and got her a new plate of food. While she appeared a bit shaken up, Ingrid went about enjoying herself the rest of the evening.

Ingrid's husband called later telling everyone that his wife had been taken to the hospital - (at 6:00 pm Ingrid passed away.) She had suffered a stroke at the BBQ. Had they known how to identify the signs of a stroke, perhaps Ingrid would be with us today. Some don't die.... they end up in a helpless, hopeless condition instead.

It only takes a minute to read this

A neurologist says that if he can get to a stroke victim within 3 hours he can totally reverse the effects of a stroke...totally. He said the trick was getting a stroke recognized, diagnosed, and then getting the patient medically cared for within 3 hours, which is tough.

Recognizing a stroke

Thank God for the sense to remember the '3' steps, STR. Read and Learn! Sometimes symptoms of a stroke are difficult to identify. Unfortunately, the lack of awareness spells disaster. The stroke victim may suffer severe brain damage when people nearby fail to recognize the symptoms of a stroke.

Now doctors say a bystander can recognize a stroke by asking three simple questions:

S - Ask the individual to SMILE.

T - Ask the person to TALK and SPEAK A SIMPLE SENTENCE (Coherently) (i.e. It is sunny out today)

R - Ask him or her to RAISE BOTH ARMS.

If he or she has trouble with ANY ONE of these tasks, call 999/911 immediately and describe the symptoms to the dispatcher.

New Sign of a Stroke ----- Stick out Your Tongue

NOTE: Ask the person to 'stick' out his tongue.. If the tongue is 'crooked', if it goes to one side or the other, that is also an indication of a stroke.

STROKE: Remember The 1st Three Letters....S.T.R.

LULU 2008 INTERNATIONAL POSTAL COMPETITION

April 1st - October 31st 2008.

Rules:- Models must be John Barker's 50" Lulu, Nexus plan G338 or the 30" Lulu baby, or any scaled down version of 50" Lulu. I can supply 1/4 scale plan and/or a superimposed plan on A4 sheets.

Permitted alterations - auto rudder, dethermaliser, towhook repositioned or adjustable, strengthening of mainspar, mylar or plastic covering (if you must). Help sheet of notes on above available.

Towline:- Length of 50 metres (164ft) or bungee of 50 metres containing an elastic element 12 metres (39.5ft.), also to aid those who may be doubling up, a towline of 100 metres may be used (as in the majority of vintage comps. nowadays) but all flight scores must be reduced by 1/2 half (50 %).

Flights:- 3x 90seconds (or 3x 180 on 100m. line). If 3 maxes are scored make a further flyoff flight of unlimited duration. The first 3 flights must be made on the same day and may be doubled up from another competition. The flyoff flight may be made at a later date. Two attempts per flight - an attempt is a flight of 20secs. or less or a non-scoring attempt (i.e a tow in - model still attached to line). Flights must be nominated to a timekeeper beforehand. One entry per person only. No builder of the model applies. More than one person can use the same model or indeed a whole family. Lone fliers can self launch and time.

Prizes:- A guaranteed 1st prize of £75 pounds and prizes for 2nd and 3rd and a prize for the hardest luck story or an exceptional flight whichever deemed appropriate. Donations accepted and acknowledged.

Send scoresheet to:- Jane Howick, Knoll House, 69 The Street, Hindringham, Fakenham, Norfolk, NR21 0PR. or e-mail m.howick@btinternet.com Any anecdotes or photos welcome. I hope you will participate - and have fun and many satisfying flights. Please make sure entries received by Nov. 15th. 2008.

Lulu 2008 Scoresheet

Name.....	Date flown.....	Location.....
Flight (1)	secs. Actual	secs. <u>Address</u>
Flight (2)	secs. Actual	secs.
Flight (3)	secs. Actual	secs.
F/ Off	secs. Actual	secs.
_____		_____
Total	_____	_____

N.B. Actual flight time is time before reducing by one half if on 100metres line.

Towline length used - 50m () - 100m. ()

JOE MAXWELL

The Scottish SAA magazine *Airtime* carried the news from his son Scott that Joe Maxwell died on December 1 last.

Known to most modern free flight flyers for his marvellous woodwork under "Aids for Advanced Aeromodelling", some other details have been provided by Urlan Wannop, Jim Arnott and George Blair. More information would be welcome.

Joe was 89, having been an active aeromodeller in Scotland in the 1930's. Urlan recalls buying indoor materials from him by post over fifty years ago. George has magazines with technical articles by Joe back to the 1940's, recalls his Ben Twire cartoon strips, and believes that his main career was in the design office at Bristol Aircraft. Urlan reports that Joe worked on aircraft on Clydeside in the war. Jim says that when Joe retired back to Scotland in the 1980's he was no longer physically fit for free flight contest flying but would join us on better days to fly Coupe.

CORRESPONDENCE

From John Bailey.

I don't know where Dave Hipperson gets his information from but it's a poor source. I have not had a "crazed idea" recently rejected by the FFTC as I have not made any proposal to them. Furthermore I have never suggested that all events be flown from a line in rounds. I wonder if I will get an apology!

From Martin Dilly

After seeing the Hipperson utterance in the March FFN I must add my support to John Bailey's suggestion that all contests should be flown in rounds and from a line. To a flyer who operates as a one-man band and has their own personal timekeeper it would no doubt seem attractive to be able to decide exactly when and where to fly and to ignore any outside factors that might make it wiser not to. However, for those of us who operate in the real world, in which out of bounds areas actually mean that you cannot enter, in which retaining the goodwill of those who earn their living from the land surrounding airfields is important, and in which there may be factors such as weather changes which require flying to be temporarily suspended, then rounds from a line are the only sensible answer.

The shortage of CDs continues; one reason may well be that few want to carry the can for running an event yet having no control over how the models are flown, irrespective of unforeseen changes that may occur during the day. Even setting a sensible max at the start of flying can be a major problem if the CD has no way of changing that max if the weather alters. With pre-announced rounds he can do this. Some flyers are notoriously reluctant to change where they fly from even if the drift changes. Flying from a line would ensure they moved.

BIGGLES AT THE NATIONALS

Venue: The Hublon restaurant Oasby Sunday 25 May 2008
Menu:- Biggles roast dinner with choice of Beef or Chicken (specify choice), Biggles Desert of Treacle Sponge and Custard, Cost £12.00 per ticket. To sit down to eat at approx 20.45.

Quiz:- a photo 'Our Yesterdays' quiz (simpler than previous years and hopefully no disputes!).

Cash bar. Eddie will be running the Hublon Quiz in the bar and aeromodellers are welcome to join in if not in the restaurant, and welcome to join us for the 'Our Yesterdays' quiz after

Eddie has finished. I'm hoping that we can convince Eddie and Hazel to run the bar until 11.00+, particularly as we are residents.

With only 26 seated places please let me have your reservations asap. I'll be back from Brisbane in time for F1H at 3rd Area though possibly all seats will have gone by then.

David Brawn ask.discovery@ntlworld.com

UK COMPETITION NEWS

MIDDLE WALLOP. The SAM 1066 Glider Day has been re-scheduled for April 27th. This day was previously advertised as a "Fun Fly & Trimming Day" but following discussions with the local farmer the committee has agreed to event being re-scheduled. The Bournemouth Model Aircraft Society (BMAS) are also to hold an A-Frame contest on the same day. These changes are due to the atrocious weather over the Easter holiday weekend resulting in these classes being abandoned. Sport flying, fun flying and trimming are not affected, they are always welcome at SAM 1066 events. For further details please visit the SAM 1066 events page on the clubs web site: <http://www.sam1066.org/>

SE AREA BMFA SPRING GALA will be at RAF Odiham on May 18. The events are the same as last year with the exception that there is no power event scheduled (it has been poorly supported in the past), and the addition of a tailless event to BMFA rules:

SAM35 rules:

Vintage Wakefield (4 & 8 oz combined) (SAM Wakefield Leagues)

Vint lightweight Rubber.

Vint & Classic Glider Combined.

BMFA rules:

Tailless.

Vint HLG (hand & catapult launch combined).

A1 glider.

CdH (Southern Coupe D' Hiver League)

Please note:

All those flying model aircraft or operating associated equipment on this site must be a current member of the BMFA.

Model flying may be interrupted during the day by aircraft movements.

The only entry and exit is via the airfield main gate. No other airfield boundary is to be crossed either on foot or by motorised transport.

Pre- registration is necessary for this event and must be received by Friday May 2.

All registrations are subject to approval by the RAF authorities.

To register please send your vehicle registration number, the vehicle occupants names and addresses together with their BMFA numbers (if applicable) and the non-returnable registration fee of £5 per flyer (sport or contest) with a self addressed and stamped envelope. (Please make cheques payable to SE Area BMFA). Send to: John D Thompson Beechmede ,Meadow Lane , Hartley Wintney , Hants ,RG27 8RF. Full details including the entry registration number will be sent to registrants prior to the event.

Could all those who received trophies last year please bring them along on the day (hopefully inscribed with their names), or make alternative arrangements for their return in time for the event. (Please note that we have no administrative mechanism for reimbursement of the costs incurred).