

# FREE FLIGHT

## News

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### FFn DIARY

May 10-11 Salisbury Plain	Stonehenge Cup. F1A, F1B, F1C/P, F1Q World Cup event. Entry fees €35. Contact: M Woodhouse, tel:+44 1603 457 754, fax:+44 1603 457 754, email: mike@freeflightsupplies.co.uk	May 23-25 Valencia, Spain	10th Open Internacional Copa Tabarca. F1D, F1L, F1M, F1N. Contact: Luis Font Bellot, tel:+34 675 394 369, fax:+34 965 120 919, clubsaf15@hotmail.com
May 10-11 Liptovsky Mikulas, Slovak Republic	2 Hungarian F1E World Cup events. 10th: Mikulas Cup, 11th: Cavalloni Cup. Contact György Pinkert, tel/fax:+36 1221 40 71 info@cavalloni.hu www.cavalloni.hu	May 24-25 Salisbury Plain	BMFA Trimming Weekend. See entry for May 17-18
May 10-11 Newbigging	Saturday: Classic Power, Sunday All-in CR, CG, CP. See FFn 0803. Both days 10.00-17.30. Contact Jim Arnott tel 01383 510279, arnott.downside@btinternet.com	May 24-26 Barkston Heath	BMFA National Championships. 24th: B/G, B/R, B/P, O/E, Tless, Women's BG/BR/BP, Junior BG/BR/BP, CLG; Brit Power, SAM Vint Wake, FF Scale 1; 25th: F1A, F1B, F1C/F1Q, Vintage, SLOP, HLG, P30, Novice, Bowden, FF Scale; 26th: F1H, F1G, F1J/BMFA1/2A, Mini-vint, CO2, E30, Vintage G, Comb Classic, 25" Vintage Rubber, Kit Scale Duration. Contact: Mike Woodhouse 01603 457754.
May 10-11 Cardington	Indoor flying. Contact Laurie Barr 01628 487544, laurie.barr@emailcentre.co.uk	May 30-June 1 Tass, Hungary	24th Puszta Cup. F1A, F1B, F1C, F1G, F1H, F1J, F1P. World Cup event. Contact: György Pinkert, tel:+36 66 464 160, fax:+36 1 221 40 71, email: info@cavalloni.hu, web: www.cavalloni.hu
May 16-19 Kharkiv, Ukraine	Kharkiv Cup. F1A, F1B, F1C World Cup Nikolay Kovalenko, fx:+380 57 775 44 98, ideainfo@ukr.net, www.aviamodel.org.ua	May 31 - June 1 Port Meadow, Oxford	Oxford FF Rally. May 31 6.30pm: 'Champagne flyoffs' CdH, A1, HLG /Cat comb. June 1 start 10am: CdH, A1, E30/P30/CO2 comb 5x2 in rounds. Vint.R (34" max span), Vint.G (72" max span or A2), classic G 1951-60 (72" max span or A2), tailless R/G comb 3x2 no rounds. HLG/Cat comb 1 min max. See FFn 0802 for rules and conditions. Contact: Andrew Crisp, tel 01865 553800.
May 17-18 Salisbury Plain	BMFA Trimming Weekend. See FFn 0802 Must call Peter Tribe on Friday before 01225 862748.	May 31-June 1 Salisbury Plain	BMFA Trimming Weekend. See entry for May 17-18
May 17-18 Cardington	Indoor flying. Contact Laurie Barr 01628 487544, Laurie.Barr@emailcentre.co.uk	May 31 - June 1 Cardington	Indoor flying. Contact Laurie Barr 01628 487544 Laurie.Barr@emailcentre.co.uk
May 18 Near Sheffield	BMFA 1st F1E (Team Selection). F1E. Contact & CD: Steve Philpott 0121 354448	June 1 Near Sheffield	BMFA 2nd F1E (Team Selection). Contact & CD: Steve Philpott 0121 354448.
May 18 Odiham	SE Area BMFA Spring Gala. Vint Wake (4oz+8oz comb), Vint ltwt R, int & Classis G comb, Tailless, Vint HLG+CLG comb, A1, Cdh. See FFn 0804. Must register by May 2. John Thompson, Beechmede, Meadow Lane, Hartley Wintney, Hants.	June 7-8 Salisbury Plain	BMFA Team Selection 1. F1A, F1B, F1C. Contact: J.Carter 01782 398816
May 23-25 Vsechov, Czech Republic	23rd Jihocesky pohar. F1A, F1B, F1C World Cup event. Contact: Rostislav Kvasnicka, t:+420 608 059803, fx:+420381 276 579, email:r.kvasnicka@seznam.cz		
May 23-25 Pazardzik, Bulgaria	Sofia Cup. F1A, F1B, F1C World Cup event. Contact: Valentin Savov, tel:+359 888 40 89 40, fax:+359 618 60 772, email: valio@dir.bg, web: http://www.flabc.com		

## NEWS FROM BMFA FF TECH COMMITTEE

### Nationals

A reminder that the closing date for the Free Flight Nationals pre-entry is May 12th. Preparations are now at an advanced stage and competitors packs are being sent out from the BMFA office. Rumours are circulating that entry and exit from the Barkston Heath field will require 'signing in and out' as required for other meetings. These are wrong. Entry is via the manned gate, adjacent to the camp site, as usual for the Nationals.

### Team Selection Events

Another reminder that the first team selection event for the 2009 World Championships takes place at Salisbury Plain on 7/8 June. If you want to pre-enter for all three events the cost is £35, saving £10 on the overall cost. Entry for each meeting, payable on the field, is £15. Pre-entries 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.

### Head Space

The "Free Flight Head Space" seminar is being held at the BMFA Leicester office on the afternoon of Wednesday May 14th. There are still a few places available but they are going fast. Peter Harvey who is a successful competition hang glider and full size glider pilot with significant success on the World stage will be running the seminar. Peter has been working with British teams on the 'psychology' of winning and feels that we – free flight fliers – can benefit from a similar approach.

This event is open to all and is free but there is a limit on the numbers we can accommodate; priority will be given to this year's team members. Nonetheless, this seminar is open to anyone who wants to look at ways of improving their contest performances and thus get 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](mailto:mike@freeflightsupplies.co.uk) ; phone 01603 457754.

### E-mail and Web Site

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. The list is also used for the distribution of results. If you'd prefer not to be on this combined list please contact the distributor [Trevorgrey@AOL.com](mailto: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.

Lately it has become apparent that there are a number of 'redundant' addresses on the list. If you suspect that you are not receiving this news or are having any other 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. Please note that the address of this Web site has changed it is now: [www.freeflightuk.org](http://www.freeflightuk.org)

### FFn

Sorry to break the recent sequence of having plans in each issue. There were 2 potential plans for this issue but unfortunately neither could be ready for this issue, but at least one should be in the June FFn

## 31ST ANNUAL AUSTRALIAN FREE FLIGHT SOCIETY CHAMPIONSHIPS

March 21 - 24, Narrandera, New South Wales.

Report by David Brawn.

Now that Ros is renting a house in Brisbane I have become a Qantas 'Frequent Flyer' so it seemed appropriate to apply to Brisbane Free Flight Society for associate membership and make preparations to visit the AFFS Champs and Southern Cross Cup at the Narrandera flying site made famous by Alan Jack's 2007 report. Models would be a bit of a problem so I scratch built a pair of simple FIAs over Christmas and traveled out with model box, winches, timers etc inside a hard shell 'golf guard' case. We met up with Alan Jack at Sydney airport as we waited for our 'oversize' luggage; Alan's giant yellow outer case containing two model boxes arriving but no sign of my 'golf guard' and the delay making a report also meant we missed the last flight of the day to Brisbane. Rain in Brisbane precluded any trimming so Wednesday 14.00 had me setting out on the 1,300km drive to Narrandera, sticking to the 110k speed limit and overnighing in Moree saw me arrive at the Fig Tree Motel at 17.30 Thursday to find myself next door to the 'Vikings' Henning Nyhegn and Tom Oxager. A short stroll away the Camellia Motel had been booked out by the organizers who ran an open invitation BYO barbecue each evening during the champs.

### Friday 21 March, Day 1

Contests start early at 07.30 so in the pre-dawn gloom I follow Henning and Tom's instructions to drive 31km down the Newell Highway, turn left at the big grain silo resetting the odometer to zero and then drive 15km SE until I see the 'FF' sign to turn left onto the dirt track entrance to the 'field' for a couple of gates and another couple of kilometers to the parking area marked by thoughtfully provided portable toilets. As the dawn arrives the extent of the 'field' becomes apparent, under an azure sky the knee high dead grass and small thorn shrubs stretch away to tree lines on the blue misty horizon; I've never been on such a big 'open space', if you rolled Salisbury Plain flat this is what it would be like. Underfoot the ground is rock hard after the Oz drought with patches of 'hoof holes' to turn the unwary retriever's ankle.

First day is local contests for 'Oz Diesel' (1.5cc plain bearing diesel power), P30, Vintage Glider (Designs built and flown pre 1955), and Combined Open - an interesting approach to combining all classes in one contest by counting flights and flyoffs as percentages of each class's max (Biggles F1H flyers would love this idea with its 120 max).

As the sun rises so does the temperature (28C), thermals and the flies. Thermals are big and powerful so that later I watched an F1A on a spinning descent for over 15 minutes from a test flight, in the light breeze the model only traveling 400 metres. Surprisingly given the thermals being marked the vintage A2s on 100m lines all drop at least one flight, Malcolm Campbell the least giving Brisbane its first win. Similarly no one maxes out in Oz Diesel giving Roy 'all things power' Summersby his first success. P30 and Combined Open each have a third of the entry max out with fly offs scheduled for the next morning at 07.00.

Having done a little trimming, the big thermals a deterrent unless you have got your DT set just right, I spent the day meeting my new club members and getting the feel of the contest; among the FAI fliers its obvious M&K et al have been selling a lot of gear with hardly anyone flying a 'home built'.

**Vintage Glider 3x180 6 flew Oz Diesel 5x120 16 flew**

1	M Campbell	493	1	R Summersby	591
2	P Mitchell	461	2	P Lloyd	577
3	D Slattery	423	3	S Hinds	570

**P-30 3x120 12 flew 4 in F/O**

1	Vin Morgan	360	+171
2	Terry Bond	360	+135
3	David Hegarty	360	+87

**Combined %Open 3x Class Max 29 flew 10 in F/O**

1	Brian Van Nest	F1A	540+281	156.1%
2	Vin Morgan	F1A	540+215	119.4%
3	Phil Mitchell	F1H	360+137	114.2%
4	Col Collyer	OR	540+190	105.6%

**Saturday 22 March Day 2**

Everybody was out even earlier expecting two 07.00 flyoffs and the start of F1A & F1C first rounds at 07.30 but arriving at the massive paddock and portaloos we found a strong 25-30kmh northerly wind beneath a cloud filled sky so the flyoffs were postponed to the next day. Compared to Friday it was very windy and distinctly cool as 19 F1A and 5 F1C fliers bunched towards the carpark end of the line for a slightly delayed start; no poles and find your own timekeeper.

**F1A 7x180secs**

There were plenty of high-tech models in evidence including the 'home builds' of the Vikings, Henning and Tom, while the low tech end of the market was me and Albert Fathers flying a Sija kit model.

In the cool strong wind there was a distinct reluctance to fly early, the dead grass stalks being flattened by the wind except at the base of a thermal marked by them all standing upright. Seeing such a thermal base approaching fast Alan launched for me to be first away, up off the top for a comfortable max but not inspiring enough to take anyone with me. Woes there were aplenty amongst the F1A as Craig King was down in 21 seconds with three others below a minute; Craig battled through only dropping another 24 seconds to take third place. Only 7 maxes in 19 flights for round one. Retrieval was across the worst area of 'hoof holes' with flights over 5 minutes in danger of reaching the road, causing the Vikings Henning and Tom to pull out after round one declaring it too windy and too rough.

Tales of woe dogged the F1A fliers through the day; Rob Wallace clearly leading into round 6 followed a gliding hawk, bunted the wrong way and was down in 61 seconds and could still have made 3rd but dropped another 30 seconds on the final round to let through his team mate Craig King. The top three had all dropped the first round but then flew reasonably consistently leaving the others to make the mistakes; it really was a day when anybody flying reasonably, and with the energy to retrieve seven long flights, could have won. The cheerfully popular Nikolay Nikolov proving the most consistent to win from Vin Morgan; of 109 recorded flights only 50 were maxes.

**F1C 7x180secs**

If consistency is required of F1A it is expected of F1C fliers. Col Crowley certainly looks the part with his immaculate flight line gear along with his manager wife who times, spots the model and retrieves; despite his straight motors he seems on a par with the geared models. Roy Summersby's models fly on rails, while Bill East's V-tail underfin design has the potential. Add Alan Jack's geared own design and we were up for a bit of a contest. Bill dropped in rounds one and two, joined by Col and Alan in round 2, leaving Roy Summersby seemingly unassailable. Then in the sixth round Roy turned in a 104

seconds flight for Alan to go ahead. Despite a terrible 'right' launch in round seven Alan made enough airtime to beat Roy by half a minute.

**Open Rubber 3x180secs**

While F1A&C action was on the windy flight line the domestic Open Rubber competition was a war of nerves amongst the parked cars as fliers took models out, put them away again, almost on an 'I'll fly mine if you fly yours' approach until Col Collyer settled the debate with two maxes plus fifty seconds.

*F1A and F1C results were given in April FFn.*

**Open Rubber 3x180secs 5 flew**

1	Colin Collyer	410
2	George Baynes	180
3	Peter Greenhill	150

**Sunday 23 March Day 3**

Another early start to be greeted by the wind, causing the flyoffs to be postponed again, not quite as strong as Saturday and with sunshine but it would make for another hard day's retrieving in F1B.

**F1B 7x180secs 18 flew**

Perhaps it was the slightly lighter wind, the sunshine, a wealth of thermistors and wind meters, or better familiarity with mostly mechanical systems, but whatever the reason the F1B fliers looked rather more accomplished than their F1A counterparts. To drop a flight was to plummet down the score board so Paul Squires (4secs Rd1, 19secs Rd3), Richard Blackam (19secs Rd 2) and Bill Jones (36secs Rd3) seemed out of contention until round four, as they continued maxing to start climbing the board thanks to others mistakes. At the end of round five only Igor Vivchar, flying on rails after patient waits in each round, was clear and seemingly unassailable. Then the unthinkable happened and Igor sixth round score came in as 140 seconds dropping him to fifth. Round seven was easy, ten maxes from fourteen flights, confirming that if you keep flying well you will always stand a chance.

**Vintage Power 3x180secs 3 flew**

Roy Summersby's elegant Swiss Miss (1954?) Rather out classed Dave Hegarty's Pylonious and Des Slattery's Stomper for a clear win.

**Vintage Rubber 3x180secs 4 flew**

A-Frame twin pusher is not an easy plane to fly but when it goes its mighty impressive; Roy Summersby (again) producing three impressive maxes from the 1935 design to head off the Brisbane fliers.

*F1B results were given in April FFn.*

**Vintage Power 3x180 3 flew**

1	Roy Summersby	540
2	Dave Hegarty	366
3	Des Slattery	357

**Vintage Rubber 3x180 4 flew**

1	Roy Summersby	540
2	Malcolm Campbell	443
3	Brian Taylor	360

**Monday 24 March Day 4**

Having a bit of a 'lay-in' I missed the delayed flyoffs and arrived during the Scramble; a much underrated 'fun & fitness' event that should be, IMHO, an integral part of all championships. When I did arrive I nearly creamed Stan Hinds scale entry, a twin electric Gruman Turbo Tracker, by thinking of trimming in the downwind area but no damage done. It's the day of the mini classes but with only five flights we have a more civilized start time; the sun is up (as well as the flies) with light winds making for a good flying day.

### 30 Minute Scramble minimum scoring flight 15secs

All Mills75 powered with septuagenarian Dave Hegarty lining up against Martin Williams and Than Stowe it all looked a clear run for Than's flying 'snoopy wing' made from a plastic estate agent's board ahead of the older fliers. But this is a championships where it pays to keep going as Martin and Dave tried to stay within reach so that just before the finish Than had a sub 15 flight, Martin fueled up for a long final flight of 78 seconds so just piping Than by fifteen seconds for the headline 'Veron Cardinal wins Aussie Champs'.

### F1G-F1H-F1J 5x120secs

Mini classes are flown from the same line as the main FAI classes, with this much space you don't need to move the line so today's southerly breeze simply means people run in the opposite direction to yesterday! F1J has the highest entry (unlike UK) but only just, resulting in 26 fliers occupying the line for each one hour round.

As with the Senior classes, and all classes generally, this was a championships where dogged determination was likely to get its reward; and so it was to be.

### F1G 5x120secs 7 flew

Five maxed the first round but not Albert Fathers who dropped ten seconds. Although Albert had only compiled four maxes in twenty comp flights so far he now went on to 'max out' in F1G edging out Bill and Darren Jones in the fourth and fifth rounds for a well deserved win, and Brisbane 123.

### F1H 5x120secs 9 flew

Brian Van Nest had already won the Combined Open flyoff earlier and the form stayed with him to max 'clean' making up for his disappointment in F1A&B. Rob Wallace seventh after round one maxed through to the finish for second while John Lewis clean until the final round was down in fifty eight seconds. Phil Mitchell could still make second and Vin Morgan third if they maxed but poor flights and towline failure kept them out of the places.

### F1J 5x120secs 10 flew

'Splat' of the whole championships went to Tom Oxager in the fourth round when an impressive climb was followed by a heart stopping full power-on return to the rock hard earth; the whole flight line could heard holding its breath before the final 'whump'. Tom cut a Clint Eastwood figure as he looked across to the wreck and while Henning went to see if anything was salvageable Tom strode calmly back to their car, reloaded with another of his immaculate F1Js and maxed the refly.

Three were clear after three rounds but then Stan Hinds stopped while both Col Crowley (1sec) and Terry Bond (29secs) dropped. Poor fifth round flights by Alan Jack and Peter Wright kept them out of the placings while Roy Summersby was having an unusual off day to finish down the order at sixth.

### 30 Minute Scramble 3 flew

1	Martin Williams	419
2	Than Stowe	404
3	Dave Hegarty	308

### F1G 5x120 7 flew

1	Albert Fathers	589
2	Bill Jones	570
3	Darren Jones	568

### CLG 3 from 6 60s max 3 fl

1	Dave Hegarty	160
2	Phil Mitchell	132
3	Don Boughton	98

### F1H 5x120 9 flew

1	Brian Van Nest	600
2	Rob Wallace	571
3	John Lewis	538

### F1J 5x120 10 flew

1	Col Crowley	599
2	Tom Oxager	582
3	Terry Bond	571

### HLG 3 from 6 60s max 2 fl

1	Phil Mitchell	146
2	Peter Lloyd	131

So at the conclusion of four days duration competition flying across seventeen classes we've had just two flyoffs and its time to head back to the Figtree to shower off all the dust and fly-boot prints ready for the AFFS Presentation Dinner.

### AFFS Presentation Dinner. Narrandera Racetrack 19.00 for 19.30 Monday 24 March

This is one event you should not miss. As a last minute cash entrant I didn't have an 'information pack' so thought it was 19.30 for 20.00 but being the last arrival meant I got a seat at the New Zealand table alongside by boyhood hero Bill McGarvey. Around the tables were all the overseas competitors, 7 Kiwis, 2 each of UK, Swiss and Danes, plus Igor Vivchar (Ukr) and Andreas Gey (Ger) with his family; the visitors almost outnumbering the Australians. Aeromodellers, even after four days in a vast dusty paddock, scrub up rather well so it was a well dressed crew for the buffet dinner and desert with the prize giving taking place between servings plus raffle ticket draw prizes drawn at random intervals (which rather detracted from the 'official' prize giving). Good food, a couple of beers, and convivial company (I was seated between Bill McGarvey ( a boyhood hero of mine from his plans in Aeromodeller Annual) and Craig King).

After all the electronics in use on the flying field it would have improved the presentations if there were some at the dinner, and perhaps keep the raffle ticket draws for after the main event; but these are small quibbles on a well run closing ceremony.

### Southern Cross Cup 25-27 March 2008. Narrendera.

#### Tuesday 25 March

After the AFFS presentation dinner the heavens opened, it rained hard and steady as electrical storms orbited the town gladdening farmers' hearts after the long drought; a cattle station at Borree Creek near the flying site was rumored to have received 100mm of rain in a localized thunderstorm. We slip/slide down the dirt track beneath heavy black clouds to be ready for the 07.30 first round in F1A and start of the Open Power and Open Rubber contests, a gentle breeze tempting some into early test flying as the dawn arrives. Numbers are a few down after the AFFS Champs but when you drive these distances for a contest most fliers stay for the 6+ days of flying.

#### Open Power

Roy Summersby and Stan Hinds flew older F1C planes on 10 second runs, which seems very long compared to modern F1C, to be well ahead of Des Slattery's Cox powered balsa and spruce traditional power model.

#### Open Rubber

After indifferent AFFS contests Mark Armour got it all together with an interesting lightweight model; wing, tail and prop from his best coupe mounted on an open fuselage with 34grms of rubber. The resulting combination giving two minute motor run climbing all the way to make three minute maxes look as easy as shelling peas. Only Don Boughton's traditional large model could have caught Mark but Don was caught out by arriving fully wound for his last flight just after the 12.30 finish.

#### F1A

After the windy AFFS F1A contest the fliers looked a lot happier in the light breeze though the cool conditions kept many on an extended tow before deciding the air was right even though these electronic bunters profess a 3+ minutes in dead air. In these light conditions it would be a contest of 'no mistakes' but even so there were notable drops by NZ team

members Rob Wallace (99secs Rd1) and Antony Koerbin (52secs Rd4) and the classic 'forgetting to set the DT arm' by Martin Williams (22secs Rd2) on his mechanical Stamov model.

13 clear after round one as a light mizzle settled in for round two where there were eleven maxes with 9 clear; Neil Murray recording the agonizing 179secs and Ben Lewis 178secs. Henning Nyhegn provided an entertaining attempt when the covering on top of an inner panel stripped off during tow for a banshee-scream descent, then comfortably maxing the refly.

For round three the mizzle had increased to light rain, still with a light breeze under 10kmh, which while not affecting the models seemed to upset the fliers with just seven maxes scored leaving 3 clear. More close misses with Phil Mitchell 171secs, Vin Morgan 168secs, Gottfried Bachmann 164secs, Alan Jack 159secs, Tom Oxager 149secs and Craig King 142secs now joining the chasing bunch.

Round four brought improving weather as the day started to warm up, Antony Koerbin's big dropped flight reducing the clears to two with the chasing pack close behind. Conditions continued improving with the top eight fliers all maxing rounds five, six and seven to leave just two fliers clear; Henning Nyhegn and Brian Van Nest with Neil Murray a second behind in third.

A pre-dawn 07.10 flyoff on Wednesday morning was to settle the result. I arrived late due to missing the field turning by 10kms then when I did arrive in the parking area I nearly ran down Henning who had chosen to tow through the cars; he released thirty seconds later and didn't blame me for the less than perfect launch. Brian was towing to the south of the cars but each circle looked fraught, as if he might tow in but he brought it all together for a classic bunt launch to settle straight into the glide. Both gliders drifted slowly away in large circles as the dawn lightened the sky behind them, both seeming on perfect trim with Brian's seventy second winning margin being the difference in launch heights.

*F1A results were given in April FFn.*

Open Power 5x180 4 flew			Open Rubber 5x180 7 flew		
1	Roy Summersby	900	1	Mark Armour	900
2	Stan Hinds	797	2	Paul Rossiter	742
3	Des Slattery	606	3	Don Boughton	720

### Wednesday 26 March

The rain has gone, there's a pleasant 10kmh SW breeze, making for one of those idyllic flying days as the dawn lights up the horizon; but we know that with the warm weather will come the flies.

#### F1C

This is getting like an F1C family picnic with everyone within speaking distance, and as per usual it is a game of 'no mistakes' except that Bill drops the first round. Then its all maxes until Alan misreads (I'm being diplomatic) his sophisticated wind/temp LCD screen readout to record 107secs from a full height climb; Alan's electronic wizardry was much admired during the champs but its sophistication is beyond all but Alan. Col Crowley dropped in rounds five and six, his 'over the shoulder' launch technique giving a couple of flat launches proving his only inconsistency, allowing Roy to drop time but still win.

#### F1B

The good weather, a light breeze under an azure sky with the air warming from a cool beginning, presaged a tight contest

where any time dropped would be regretted. Timing for Alan Jack (F1C) and Mark Armour (F1B) meant I was rather committed in all rounds so possibly missed some of the dramas that occurred. Having dropped in the AFFS event Igor Vivchar was taking no chances, studiously watching thermistor and sky from within his zipped up light windcheater before deciding it was time to launch. He was not alone as fliers generally concentrated hard on selecting the right air giving 11 maxes out of 12 first round flights; the second round was all maxes and it wasn't until the third round that the field started to thin with eight fliers still clear. Round four saw David Ackery (126secs) and Paul Rossiter (108secs) fall from grace and then there were six clear. In the fifth it was Terry Bond (163secs) and Andreas Gey (147secs) and then in the sixth Paul Squires (176secs) left us with three clear going into the last round; where they all maxed for a Brisbane Vs Ukraine flyoff on Thursday morning.

Bill Jones, assisted by wife Dale and son Darren, had flown by 'feel' rather than thermistor to his first seven round 'max out'. Mark Armour by comparison, buoyed by his Open rubber win, was a study in concentration, stalking the line, riveted to his thermistor for the first rises in temperature, then sniffing the air for a final decision; as his timekeeper I learned that when Mark threw his hat away anywhere we were within five seconds of a fly/no fly situation. All that concentration, plus good preparation, paid off with every flight an easy max.

Work commitments meant I left for the big drive home on Wednesday afternoon and missed the early morning flyoff where Bill suffered a four second disaster, his DPR malfunctioning after a first attempt with faulty VIT line, while Mark pushed Igor all the way with a four minute plus flight; so the favorite won but only just from two Brisbane fliers, it looks like I'm an affiliate to a club of very enthusiastic and competent free flight fliers - sort of Biggles Down Under.

*F1B and F1C results were given in April FFn.*

### Hints and Tips for Narrandera

1. Allow yourself time to recover from the flight before the contest, and possibly time to recover your box/luggage - mine was delivered in Brisbane on Sunday 23 March, shame I was in Narrandera then!
2. Pre-enter and book your Presentation Dinner places as even at the Racetrack numbers are limited to 64 (I think) along with your Narrandera accommodation as every room is taken at Easter.
3. Talk to everybody. There's such a range of characters and all are helpful. My personal highlights were meeting up with Aussie aeromodelling legend Adrian Bryant, and the 'Crocodile Dundee' of Queensland flying Des Slattery; plus thanks to everybody.
4. Obtain a mesh 'head net' to go over your hat and face to protect you from the flies. Oz flies are the world's most persistent trying to walk on your eyeballs while timing, up your nose, or in your ears, and the hotter it gets the more active they are - better staying sane with a 'head net' than going mad without one.

### FOUND AT MIDDLE WALLOP

Did you lose a pair of spectacles at Middle Wallop on Croydon Wakefield Day on March 23rd? To be reunited with them, contact Martin Dilly on 020 8777 5533 or e-mail: martindilly@compuserve.com

# **WINTER CUP F1E, HRANICE, CZECH REPUBLIC, MARCH 15-16**

## **Winter Cup I March 15. F1E 23 flew**

1	W Dziuba	POL	500.00
2	F Doupovec	CZE	495.42
3	V Zima	CZE	478.75
4	J Filip (J)	CZE	470.83
5	M Valastiak	SVK	466.67
6	E Mang	AUT	465.83
7	M Tomazzoni	ITA	464.58
8	I Treger	SVK	461.25
9	J Smeringai	SVK	459.17
10	J Orel	CZE	443.33

## **F1E-Junior 7 flew**

1	J Filip	CZE	470.83
2	A Mang	AUT	401.67
3	D Drmlova	SVK	392.92

## **Winter Cup II, March 16 F1E 17 flew**

1	V Zima	CZE	400.00	+128
2	I Treger	SVK	400.00	+100
3	S Kubit	POL	400.00	+78
4	D Drmlova (J)	SVK	322.92	
5	M Mravec	SVK	319.17	
6	C Ziober	POL	281.53	

## **F1E-Junior 5 flew**

1	D Drmlova	SVK	322.92
2	J Winkler	CZE	280.42
3	J Matisek	SVK	251.11

# **FÖHRLBERG CUP, OBERKOTZAU, GERMANY, APRIL 12**

## **F1E 45 flew**

1	H Schmidt	GER	500.00
2	A Draghici	ROU	470.00
3	J Orel	CZE	467.49
4	V Zima	CZE	458.19
5	H Schubert	GER	451.52
6	F Mang	AUT	448.33
7	I Crha	CZE	443.33
8	V Levy	CZE	440.40
9	K Ritterbusch	GER	436.11
10	F Doupovec	CZE	434.16
11	J Blazek	CZE	428.88
12	M Tomazzoni	ITA	424.44

## **F1E-Junior 8 flew**

1	C Adrist	SUI	408.19
2	I Craciun	ROU	381.52
3	M Seren	GER	357.21

# **SWISS-CUP F1E, OBERKOTZAU, GERMANY, APRIL 13**

## **F1E 45 flew**

1	P Kuttler	GER	461.24
2	A Marchiori (J)	ITA	460.83
3	S Kubit	POL	455.96
4	W Ackermann	GER	450.40
5	K Ritterbusch	GER	431.93
6	H Schmidt	GER	428.60
7	E Mang	AUT	423.87
8	F Mang	AUT	416.79
9	M Seren (J)	GER	406.93
10	F Wankerl	GER	404.43
11	I Crha	CZE	398.32
12	F Draghici	ROU	394.16

## **F1E-Junior 8 flew**

1	A Marchiori	ITA	460.83
2	M Seren	GER	406.93
3	A Anca	ROU	373.87

# **BMFA NORTHERN GALA, CHURCH FENTON, MARCH 21**

Weather, Wind 20 to 40 mph, Bright with heavy showers.

## **BMFA Glider (C.M.A) 3x2.00 1 flew**

1	C Foster	Morley	1.11
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## **BMFA Rubber (Caton) 3x2.00 1 flew**

1	P Ball	Grantham	2.00
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## **BMFA Power (Hamley) 3x2.00 1 flew**

1	T Payne	Biggles	4.39
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## **S.L.O.P - 3x2.00 2 flew**

1	R Wykes	Timperley	6.00
2	C Foster	Morley	5.12

## **Open Electric 3x2.00 1 flew**

1	T Grey	MFFG	2.00
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## **F1G/Cd'H 5x1.30 1 flew**

1	T Grey	MFFG	1.30
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## **F1H 5x1.30 4 flew**

1	C Parry	Biggles	5.13
2	C Foster	Morley	2.27
3	J Northrop	Morley	1.45
4	G Peck	Cleemac	0.42

## **Mini Vintage 3x1.30 5 flew**

1	M Sanderson	Cleemac	3.07
2	P Ball	Grantham	3.00
3	C Strachan	Biggles	1.30
4	T Rushby	Cleemac	0.23
5	W Hodgkinson	Grantham	0.05

## **CO2 3x1.30 2 flew**

1	C Strachan	Biggles	3.00
2	K Bates	Cleemac	2.46

## **Hand Launch Glider 7 flights, 60 sec max 4 flew**

1	J Foster	Morley	4.11
2	G Percival	Grantham	2.48
3	T Milner	Morley	2.23
4	J Northrop	Morley	0.24

## **Catapult Glider 5 flights, 60 sec max 5 flew**

1	J Foster	Morley	2.24
2	P Ball	Grantham	1.46
3	G Percival	Grantham	1.08
4	G Cutting	Cleemac	0.54
5	K Bates	Cleemac	0.20

# **BMFA 2ND AREA MEETING, APRIL 6**

## **Mini Vintage 30 flew**

1	G Peck	Clee MAC	6.00	4.26
2	P Ball	Grantham	6.00	3.42
3	G Beal	Morley	6.00	3.22
4	J Cole Jnr	C/M	6.00	3.17
5	J O'Donnell	Timperley	6.00	3.11
6	D Taylor	Grantham	6.00	2.59
7	J Foster	Morley	6.00	2.49
8	C Strachan	Biggles	6.00	2.33
9	D Neil	B&W	6.00	2.14
10	C Foster	Morley	6.00	2.13
11	K Burt	B&W	6.00	1.48
12	D Truluck	Vikings	6.00	1.43
13	M Howick	Vikings	6.00	0.44
14	S Darman	Birmingham	6.00	
15	S Willis	Vikings	5.57	

**P30 12 flew**

1	P Ball	Grantham	6.00	4.57
2	P Hall	Crookham	6.00	
3	C Strachan	Biggles	5.54	
4	S Willis	Croydon *	5.12	
5	D Barber	150809	4.51	
6	J Cole Jnr	C/M	4.50	

**Combined Glider 13 flew**

1	J Cooper	Biggles	7.24	
2	J Carter	Grantham	7.11	
3	B Bow	B&W	6.56	
4	D Oldfield	Vikings	6.44	
5	G Peck	Clee MAC	6.41	
6	M Dilly	Croydon	5.38	

**F1B Weston Cup 20 flew**

1	D Greaves	B&W	12.30	2.42
2	M Woodhouse	Vikings	12.20	
3	G Pink	B&W	11.51	
4	B Spooner	Grantham	10.59	
5	J Godden	Morley	10.41	
6	D Neil	B&W	10.28	
7	T Milner	Morley	10.12	
8	B Cleasby	Morley	10.04	
9	B Horsley	Grantham	10.02	
10	C Chapman	B&W	9.28	

**F1J/1/2A 5 flew**

1	P Watson	Birmingham	10.00	2.44
2	T Payne	Biggles	9.15	
3	F Chilton	Crookham	7.23	
4	A Chilton	Crookham	6.54	
5	S Dixon	Birmingham	3.15	

**Area Weather**

Scotland	Snow and Wind
North West	Snow and Wind
North East	Snow and Wind
Midland	Bright, wind 10 – 15, 7 mph + snow at fly off
East Anglia	Snow till 11pm, moderate wind. Sunny periods, lighter wind for F/O
South Eastern	No report
Western	Wind 10-20 sunny periods and snow storms
Southern	Wind 5-15 snow early

**BMFA 3RD AREA MEETING, APRIL 20****Combined Rubber Gamage Cup 34 flew**

1	C Strachan	Biggles	7.30	5.21
2	N Allen	East Grinstead	7.30	5.00
2	B Martin	Tynemouth	7.30	5.00
4	P Cameron	Crawley	7.30	4.37
5	R Pollard	Tynemouth	7.30	4.30
6	J O'Donnell	Timperley	7.30	3.40
7	P Hall	Crookham	7.30	
7	P Jellis	Croydon	7.30	
9	M Richardson	East Grinstead	7.26	
10	R Taylor	East Grinstead	7.24	
11	G Stringer	East Grinstead	7.17	
12	P Ball	Grantham	7.07	
13	G Ferrer	Timperley	7.04	
14	A Chilton	Crookham	6.57	
15	R Elliott	Croydon	6.50	
16	D Beales	Croydon	6.43	
17	A Beales	Croydon	6.38	

**Slow Open Power - Plugge 21 flew**

1	D Limbert	Morley	7.30	5.37
2	R Wykes	Timperley	7.30	2.47
3	A Brown	Novos	7.30	
3	R Marking	CVA	7.30	
5	C Foster	Morley	7.04	
6	T Dobson	Timperley	6.56	
7	P Ball	Grantham	6.55	
8	Hickmott	Morley	6.46	
9	C Chapman	B&W	6.42	
10	M Quinn	Novos	6.40	
11	D Neil	B&W	6.39	
11	A Shepherd	Crookham	6.39	
13	S Barnes	Morley	6.25	
14	F Chilton	Crookham	6.21	
15	J Thompson	Crookham	6.03	
16	S Dixon	Birmingham	6.02	
17	B Aslett	B&W	5.01	
18	G Fuller	B&W	5.00	
19	B Silcocks	B&W	4.47	
20	D Clatkson	Timperley	4.34	
21	A Chilton	Crookham	1.39	

**F1H 25 flew**

1	P Tribe	B&W	10.00	1.32
2	G Beal	Morley	9.50	
3	C Foster	Morley	9.30	
4	B Lavis	Biggles	9.27	
5	M Cook	Crawley	9.11	
6	D Oldfield	Vikings	8.29	
7	M Howick	Vikings	8.07	
7	G Oulds	Crawley	8.07	
9	J Cooper	Biggles	8.01	
10	B Bow	B&W	7.44	
11	A Crisp	Biggles	7.41	
12	J Howick	Vikings	7.29	

**Tailless 6 flew**

1	C Strachan	Biggles	7.30	6.23
2	S Willis	Vikings	7.11	
3	C Foster	Morley	5.35	
4	V Wilson	Crookham	2.54	
5	K Bates	Clee MAC	1.39	
6	J White	Croydon	1.08	

**F1C/F1Q Halifax 12 flew**

1	T Grey	MFFG	12.30	2.30
2	P Woodhouse	Morley	9.38	
3	J Deeming	B&W	9.30	
4	J Hook	Crookham	8.56	
5	J Godden	Morley	7.30	
6	D Davitt	Morley	6.11	

**Area Weather**

Scotland	20 mph, poor direction
North West	20 mph +rain
North East	Dry, sunny 20 mph, 15 at F/O
Northern	Wind 12-14 cold + drizzle
Midland	Wind 10-15 Fog improving to poor vis
East Anglia	Drizzle, poor vis, light wind, brighter for F/O
South Eastern	No report
Western	Overcast, strong breeze, drizzle at F/O
Southern	Wind 10-17 sunny early, very heavy rain later

**Plugge Club Championship after 3 Area events**

1	Bristol & West	1265	7	Biggles	270
2	Morley	1244	8	Timperley	248
3	Grantham	674	9	MFFG	244
4	Crookham	462	10	Birmingham	219
5	Vikings	278	11	Cleemac	186
6	CVA	274	12	Novo	147



## BMFA SENIOR CHAMPIONSHIP

After 3 Area events and Northern Gala

1	P Ball	36	11	J Pennington	12
2	C Strachan	27	12	S Willis	12
3	D Greaves	18	13	J Foster	10
4	T Grey	17	14	R Wykes	10
5	J Cooper	15	15	D Limbert	9
6	N Allen	14	16	A Chilton	8
7	G Beal	14	17	M Cook	8
8	P Tribe	13	18	G Percival	8
9	C Foster	12	19	D Neal	7
10	G Peck	12	20	J O'Donnell	7

## SIDUS F1C ELECTRONIC TIMER

Developed in conjunction with experienced F1C fliers, this dependable device holds full protection against many typical problems of the modern F1C models, mostly caused by their high frequency vibrations and fuel. Mainly intended as a replacement of popular clockwork timers, it is easy to use for any modelers, often unskilled in computers and electronics. Key advantages are accurate timings, remotely controlled dethermalization (RCDT) and the ability to be programmed through a wireless interface.

### Mechanical features

The timer is provided with a rugged micro servo having top ball bearing and carbon gear, however the servo has not to support the strain of the arms and shortly applies torque to rotate the disc when a programmed function expires.

### Control board

A tiny electronic board with only one rugged pushbutton controls the micro servo that releases the arms at the end of each of the 6 programmed functions. An embedded microcontroller performs all the tasks needed to drive the micro servo, communicate with the

programmer and monitor the battery conditions. All the parameters are permanently stored onto the timer, and retained even if the battery is disconnected. The control board firmware implements a number of fail-safe functions to guarantee flawless operations.

### Programmer

A pocket sized box with only 4 keys and a large LCD display, is used to read or change the timing and dethermalize the model. To change the timing just read the current values from the timer, then modify them on the programmer LCD and transmit them back to the timer. The devices communicate through an optical beam, therefore no cables are needed. A long range radio interface on the ISM band is used for the RCDT.

### Contact

website: <http://www.ffelectronics.com>  
email: info@ffelectronics.com phone (+39)3331399104

### Specifications

Timer

Nr. of functions	6 (F1 to F6)
Timing.	F1: 0.01 to 9.99 sec – F2 to F5: 0.1 to 99.9 sec - F6: 1 to 720 sec
Size	58.0 w x 25.4 h x 24.5 d (2.28"x1.0"x.96")
Control board size	46.0 w x 22.0 h mm
Weight.	35 grams including pushbutton and battery
RCDT	integrated receiver and antenna – code encryption

Battery

rechargeable lithium polymer cell, duration exceeds 80 flights of 180 sec. each

Programmer

Display

LCD 2 lines x 16 characters

Keyboard

4 pushbuttons

Size

13 x 59 x 24 mm (4.5" x 2.3" x .95")

RCDT

integrated transmitter and antenna - code encryption

Battery

rechargeable lithium polymer cell – duration exceeds 1 year





## TRACKERS

Following a company merger, Biotrack have now stopped supplying radio trackers for model aircraft use. However, for people wanting to continue to use the 173 MHz range that Biotrack used, Pim Ruyter is able to supply suitable trackers (as well as the other frequencies he has supplied). An extract from Pim's January 2008 price list follows:

### Beacons

**FLAT.** Fit F1B models Andrukov and Vivchar, with battery holder for BR425/435 3 volt Lithium battery.

Size 13 X 17 X 6 mm. (WxHxT) without battery. Height with BR435 Battery 37 mm. With BR425 battery 27 mm.

Battery plugs into Beacon. Weight 3.0 gr. with battery (BR425)

Battery life at least 14 days continuous operation (BR435).

**ROUND** Fit Russian models. With battery holder for BR425/435 3 volt Lithium battery

Size 9 X 21 mm. (RXH) without battery. Height with BR435 Battery 45 mm. With BR425 battery 35 mm.

Weight 3.0 gram with battery. (BR425).

Battery life at least 14 days continuous operation (BR435).

**WITHOUT BATTERY**, with wires for separate battery connection. Size 8 X 16 X 6 mm. Weight 1.3 gram without battery can also be used for further encapsulation.

### Prices per beacon include package and postage

1 beacon, incl. 2 batteries	€85
2 - 4 beacons at the same freq. Incl. 1 battery per Beacon	€80
5 or more at the same freq.	€75

Please specify with order your frequency and the type of Beacon you need. If type of Beacon not specified, the standard type with integrated battery holder will be send. If you never had an assigned frequency I will assign one. Be aware that all frequencies between 140 and 160 MHz. are assigned. If you need a new frequency I will assign you a frequency, which is shared by a flyer far from your area. I maintain a list of all by me and Doring assigned frequencies. Lead-time for beacons approx. one month (Xtal made to order). I keep beacons with new frequencies in stock, also Starter kits.

### Batteries

Lithium battery BR-435" individual packed €1  
Postage €2 up to 18 batt.  
3.0 volt, cap. 40mah. 4 X 35mm. Weight 0.75g

Lithium battery BR-425" blister package of 2 2 for €2  
Postage €2 up to 18 batt.  
3.0 volt, cap. 20mah. 4 X 25mm. Weight 0.5g

Shelf life of batteries 3-5 years

### Transceivers

**HORA C150** (Standard C150) Transceiver, with battery case  
€195 + Postage € 15

Transmitting and Receiving 130 MHz. – 174 MHz., 5 Watt max. (12 volt)

20 channel memory

Sensitivity less than 0,16 microvolt

Transceiver has a battery case for 6 AA type batteries

Dimension 55(w) x 31(d) x 124(h) mm. With battery case

Transceiver modified for extended frequency range and "S" meter for short pulses

HORA C150 with extra 7,2 volt Nicad pack and 220 volt charger  
€230 + Postage € 15

Accessories for the HORA C150 (Ask for postage)

Leatherette case €15

Nicad battery 7,2 volt , 700 Mah. €35

Charger 220 volt €15

**ALINCO DJ-195** Transceiver €245 + Postage € 15

Transmitting and Receiving from 130 MHz. – 174 MHz., 5 Watt max.

40 channel memory

Sensitivity less than 0,2 microvolt

7,2 volt Nicad batterypack and wall charger included

Dimension 56(w) x 40(d) x 124(h) mm. With Nicad batterypack

Transceiver modified for extended frequency range and "S" meter for short pulses

### Starterkits - for new starters with model retrieve systems

HORA C150 Transceiver with one beacon

€270 + Postage € 15

HORA C150 Transceiver with two beacons at one frequency

€340 + Postage € 15

HORA C150 Transceiver with three beacons at one frequency

€400 + Postage € 15

Alinco DJ-195 Transceiver with one beacon

€320 + Postage € 15

Alinco DJ-195 Transceiver with two beacons at one frequency

€390 + Postage € 15

Alinco DJ-195 Transceiver with 3 beacons at one frequency

€450 + Postage € 15

Additional freq. per Beacon €5

Each additional beacon €70

### Antennae

Telescope "Long Ranger" €25 + Postage € 10

Rubberduck replacement €31,75 + Postage €10

Yagi HB9CV with cable and plugs €75 + Postage € 10

### Payment and Contact details

I prefer to deliver and payment at the flying site. If you order by (e-)mail you have to pay P&P (registered). All orders pre payment, or delivery at flying site (no postage) !!!!

Bank details available for payment to bank. From countries outside Euro currency zone and for personal cheques add €20 for bank charges or transfer at "Your Cost". For cash in a letter use a (good sealed with tape) registered letter.

Pim Ruyter, Kantemarsweg 36 , 3871 AP Hoevelaken, Netherlands, tel: +31 33 2581459 e: pim.ruyter@planet.nl

## CORRESPONDENCE

From Bernard Boutillier

In the last issue of FFN, it is written that one should ban flappers, folders and the like.

May I remind that in 1965 Clarence Mather made a flapped Wakefield called "Flap Jack" (see 64-65 Zaic year book), nobody spoke of banning it. In 1971, in Sweden, Thomas and Eugene had flapped F1C, nobody spoke of banning them.

In 1996, in Maniago, Leonid flew his first folder, nobody spoke of banning it. I feel that these improvement are inherent part of F1 at the world level. Now we see appear flapped F1As, why could it be question of banning them?

Flappers and folder can be produced by any normal modeller (I am now building a F1C folder with very limited machinery at home). That's not the same for geared engines. They are very expensive and when everybody will have bought one or several geared engines, the field will be leveled. The only result is that the models became more and more expensive. The only benefit is for producers. But now it's too late. Gears should have been banned as soon as they appeared in the hands of Maestro Eugene, 10 years ago.

## BMFA INDOOR TRIALS

### 2nd Round Trials, Bushfields Centre, Feb 10-11

	1st	2nd	3rd	Points
D. Richards	9.05	9.31	9.23	82
R. Bailey	11.11	11.11	11.34	100
M.Benns	10.10	10.08	9.47	89
G.Lefever	9.23	10.07	9.39	86
J.Shaw	7.00	8.12	7.30	68

### 3rd Round Trials, Bushfields Centre, March 30-31

	1st	2nd	3rd	Points
D. Richards	10.45	10.38	10.38	96
R. Bailey	11.05	10.55	10.33	100
M.Benns	10.06	9.56	9.53	90
G.Lefever	9.53	9.05		86
N. Aikman	8.44			39
J.Shaw	8.12	7.37	6.58	71

Results of the 1st Trials at Cardington on May 4-7 2007 were given In June 2007 FFn

### Trials results after 3 Rounds

Best 2 scores from 3

	1st	2nd	3rd	Points
1 R. Bailey	100.00	100.00	100.00	200
2 M.Benns	84.00	89.00	90.00	179
3 D. Richards	DNF	82.00	96.00	178
4 G.Lefever	77.00	86.00	86.00	172
5 J.Shaw	66.00	68.00	71.00	139
6 N. Aikman	80.00	0.00	39.00	119
7 G.Moore	75.00	DNF	DNF	75
8 C.King	65.00	DNF	DNF	65

Thus Bob Bailey, Mark Benns and Derek Richards have all qualified to represent the UK in the F1D World Championships in Belgrade in August. Geoffrey Lefever is first reserve. The ITC have voted Nick Aikman as Team Manager for this event.

## BMFA INDOOR

### Indoor Nationalsop

The 2008 Indoor National Championships will be at RAF Digby, Lincolnshire LN4 3LH, on Friday, Saturday & Sunday September 19-21. Events are:

Friday evening: Champagne Fly off (Details to be agreed)

Saturday: L.P.P, F1M, No-Cal, F1N, F1L & Gyminnie Cricket (Details to be agreed)

Sunday: F1D, 35cm & LRS (Details to be agreed)

The Gymnasium Hall at RAF Digby is housed within a WW2 Aircraft Hanger with a fantastic floor space and a 30ft ceiling. Additional details for the events and entry will be published in due course on the website including application for foreign nationals. Contact: Mark Benns on 01733-755733 or email itc@bmfa.org

### Cardington

From Laurie Barr: The owners of Cardington have postponed the re-furbishment of Hanger No 1, until the end of June. 2008, and have said I/we can have use of it, whenever we want. I suspect that our use will extend well beyond the end of June, and I will keep you up to date.

The list of meetings below is subject to my confirmation by email just before any of these dates, to ensure the weather is flyable.

10-11 May, 17-18 May, 31 May - 1 June, 28-29 June, 5-6 July.

Contact Laurie Barr Laurie.Barr@emailcentre.co.uk tel 01628 487544.

## NOTICEBOARD

### TAN II FOR SALE.

The following list of Tan II is up for sale as a 'job lot'. The rubber has been stored in my garage and is sold as seen and at the buyers own risk. The rubber can either collected (Basingstoke) or can be delivered to Middle Wallop or Salisbury Plain. Offers in the region of £100. Please contact Phil Uden on 07884281667 or phil\_uden@hotmail.com

Date	Width	Quantity
Dec 95	1/8	3 Boxes 450g (unopened)
Apr 93	1/8	1 Box 450g (unopened)
Aug 97	1/8	572g (1lb 4oz) box
Not Known	1/8	552g (1lb 3oz) box
Not Known	1/4"	2 boxes 450g (unopened)
Not Known	1/4"	238g (Opened box)
Not Known	1/4"	228g (Opened box)
Apr 92	1/8	900g (not boxed,bagged)
Oct 92	1/8	900g (not boxed,bagged)

FREE - RUBBER FOR BINDING. If you don't happen to fly one of today's umpteen rubber classes, but need something to hold things together while the glue dries or the resin cures, Martin Dilly may have the answer. He has a huge amount of seriously un-flyable rubber motors, - Dunlop, Pirelli, and various unidentified makes, - ideal for the purpose and absolutely free. It seems a shame just to bin it, even though today's ludicrous re-cycling regimes make it almost impossible to know which collection box to put it in. Anyhow, talk to Martin at the Nats and he'll let you, nay encourage you, to walk off with as much as you like, free.

## BMFA FREE FLIGHT FORUM

The 2008 Forum Report has just been published. This contains the papers which were presented at the Forum in November 2007.

The cost of the report including postage is £10 in the UK, £12 by airmail to Europe, £14 by airmail to elsewhere in the world. Cheques should be payable to BMFA FF Team Support Fund in pounds sterling only and drawn on a bank in the UK. Order from Martin Dilly, 20 Links Road, West Wickham, Kent BR4 0QW, fax 020 8777 5533, email martindilly@compuserve.com

Readers in USA can note that the Report will also be available from NFFS.

## INTERNATIONAL COMPETITION NEWS

CANADA CUP. The date of this World Cup event has been brought forward to Aug 30 to Sept 1. (This is a more acceptable amount of notice than that given for the Lucenec Cup and Novohrad Cup in Slovakia which *during April* were put back by one week to April 26 and 27)

SERBIA F1E. There will be TWO F1E World Cup events in Serbia - the previously advertised Luxor Cup on June 7 and also now the Zlatibor Cup on June 8.

## UK COMPETITION NEWS

MIDDLE WALLOP. The June 22 SAM 1066 meeting at Middle Wallop will include the following competitions run by Bournemouth MAS: Very Small Rubber (max wing span 25"); A Frame (Mass Launch); Veron Junior Combi-Kit. E-mail enquiries to roy.tiller@ntlworld.com, telephone enquiries to John Taylor 01202 511502.