

FREE FLIGHT

News

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FFn DIARY

July 12-13 Borden, ON, Canada	Huron Cup. F1A, F1B, F1C World Cup event. Contact: Jerry McGlashan, tel:+1 519 875 2734, e: rggmcg@sympatico.ca	August 1-4 Kyiv, Ukraine	Antonov Cup. F1A, F1B, F1C, F1G, F1H, F1J. World Cup event. Contact: Sergiy Skalko, Av Peremogy 12 160, Kyiv 01135, Ukraine, tel/fax:+380 44 496 0740, info@aviamodel.org.ua www.aviamodel.org.ua
July 12 Tass, Hungary	Vörös Jenő Memorial Contest. F1A, F1B, F1C, F1H. World Cup event. Contact: Jenő Vörös, tel:+36 209136 463 vorosjeno@invitel.hu, www.jenovoros.hu	August 1-3 Beauvoir-sur- Niort, France	Azay Le Brule Inter. F1A, F1B, F1C, F1G, F1H, F1J, F1K. Contact: Andre Trachez, 11 rte de la Balderie La Rivière, 79370 Aigonnay, France, tel:+33 6 08 57 35 50, e: andre.trachez@laposte.net
July 12-13 Salisbury Plain	BMFA Trimming Weekend. See FFn 0802 Must call Peter Tribe on Friday before 01225 862748.	August 2-3 Mostar, Bosnia and Herzegovina	Mostar Cup. F1A, F1B, F1C World Cup event. Contact: Danijel Gordan, Stepana Radica 76b, 88000 Mostar, Bosnia and Herzegovina, t:+387 36 326 438, fax:+387 36 326 438, zk.mostar@yahoo.com
July 19-20 Bjelopolje, Croatia	5th Memorijal Vilima Kmocha. F1A, F1B, F1C, F1H. World Cup. Contact: Robert Lesko, tel:+385 133 10403, fax:+385 133 10403, mkz@mk-z.hr, web: www.mk-z.hr	August 2-3 Salisbury Plain	BMFA Trimming Weekend. See entry for July 12
July 19-20 Sculthorpe	BMFA East Anglian Gala. 19th Classic Rubber, Classic Power, Classic Glider, Mini Vintage, Tailless, <i>Kit Scale Duration</i> . 20th F1A (Nordic), F1B (Mick Duce), F1C/F1Q (Pete Buskell). Vintage Rubber, Vintage Power, Vintage Glider, P30, <i>Bowden</i> . Contact: M Woodhouse 01603 457754. CD: M Marshall 01228 246142	August 3 Cardington	Indoor flying. Contact Laurie Barr 01628 487544, Laurie.Barr@emailcentre.co.uk
July 20 Cardington	Indoor flying. Contact Laurie Barr 01628 487544 Laurie.Barr@emailcentre.co.uk	August 4-6 Muncie, Indiana, USA	Nationals F1Q World Cup event. Contact: Chuck Markos, 655 Carlisle Ave, Deerfield, IL, 60015, USA, tel: +1 847 945 9225, e: cmarkf1@aol.com
July 27 Newcastle Town Moor	Tynemouth Mini Rally. 11am to 4.30pm. Comb 1/2A+Brit P, Comb F1G+Mini Vint Rubber, F1H (3x2min), Comb HLG+Cat G. 5x1min maxes). Reduced maxes, D/T flyoffs depending on weather. No thermal detection devices. Brian Martin 0191 4161096 brian_martin_uk@hotmail.com	August 7-9 Noizé, Thouars, France	Poitou. F1A, F1B, F1C, F1G, F1H, F1J, F1K. World Cup event. Contact: Michel Reverault, Poitou 2008, BP 36, 79101 Thouars Cedex, France, tel:+33 5 49 68 01 55, fax:+33 5 49 96 13 37, poitou-aero@noos.fr, web: www.poitou-aero.com
July 28 Livno, Bosnia and Herzegovina	Open National Championship of BIH - Livno. F1A, F1B, F1C. Contact: tel:+387 61 194 987, fax:+387 32 738 209, email: mkirce@bih.net.ba	August 8-9 Bosanski Petrovac, Bosnia and Herzegovina	Memorijal Izet Kurtalic. F1A, F1B, F1C World Cup event. Contact: Asim Jusufbasic, Gornje Rosulje 3, 71000 Visoko, Bosnia and Herzegovina, tel:+387 61 838 402, fax:+387 32 738 209, email: info@aeroklub-izet-kurtalic.ba, web: http://www.aeroklub-izet-kurtalic.ba
July 28-August 3 Kyiv, Ukraine	11th FAI Junior World Championship F1A F1B F1P	August 9-10 Salisbury Plain	BMFA Trimming Weekend. See entry for July 12.

NEWS FROM BMFA FF TECH COMMITTEE

Web Site

The new FFTC web site is now fully operational. Although you won't notice much difference in its content at the moment – that comes later – you will notice a number of changes. First the address is www.freeflightuk.org and second there is now a direct link from the main BMFA web site. We hope in the not too distant future to add to the content, especially in areas of useful information and explanatory material for newcomers/beginners.

Access to flying sites

It's apparent that a number of people, particularly the above newcomers, or those who only visit the various centralised and area centralised flying sites on an occasional basis, are having a few problems with access. To try to improve this situation would all area comp secretaries please try to ensure that the full details of the sites in their areas are publicised via their area newsletters or web sites. Also they should make these details available on the FFTC web site – please send the details to the FFTC via the PRO: trevorgrey@aol.com. These should consist of: a map reference, access details from adjacent roads, parts of the site likely to be used in the most common wind directions and, most importantly, the "contact" telephone number, e-mail address and times when these contacts can be reached. The latter can be particularly important if the site becomes unavailable at short notice.

Nationals Date

After another windy – and occasionally wet – Nationals the inevitable questions regarding the current late Spring bank holiday date have been asked again. The FFTC have considered the problem, and done some research into weather patterns. The bad news or good news, depending on how you look at it, is that viable alternative weekends (Easter, early Spring bank holiday, or August bank holiday) have no better records for good weather – indeed some are worse. Changing to a two day meeting and/or a different location were also considered but unfortunately the programme would have to change and the facilities available would be considerably inferior. Taking all this into consideration we feel that we are better off with the present date and location.

R/C DT

Another period of lengthy thought and discussion has finally reached a conclusion on this contentious subject. The FFTC concluded that there were three possible options:

1. Accept this technique for all classes, domestic and FAI.
2. Accept it only for the main FAI classes - F1A, F1B, F1C, F1E and F1Q - as per the current FAI sporting code.
3. Decline to accept it in any form at all.

We concluded that option 3 was not logical as a number of UK fliers have been using R/C DT systems for some time now (but not in UK contests), and the number of users is growing. Option 1 was considered but we felt that at the present time it would produce too much of a change in the way free flight contests are flown, it was thought to be a step too far. Option 2 would keep our FAI, main class, contest specifications in step with the FAI sporting code. Given this somewhat limited potential use it was felt we should approve option 2 on a monitored, trial basis.

This adoption is subject to a restriction, which will be incorporated in the necessary changes to the BMFA rule book. Only the 2.4GHz band will be able to be used in UK contests. The reason for this is that many UK free flight sites are shared with normal R/C fliers – we cannot impose upon contest organisation the necessity for providing and running 'pegboards' and negotiating the use of 35 MHz and 27 MHz systems with these other R/C users. There is also the possibility of another band – 900 MHz – being available. This is currently

used in the USA and other parts of the world, however its legal use in the UK is not completely clear. The FFTC is still investigating this possible usage and will make the situation clear before the rule change comes into effect on January 1st 2009.

P30

We have become concerned at recent developments appearing in this class; specifically 'gearboxes' and 'VIT/AR' trim devices. The FFTC feels that these go against the reasoning behind the class.

When introduced the object of this class was to provide a simple introduction to competition flying. Though in the UK the class was slow to take off it has now reached a stage where it is widely popular, both with beginners and established fliers. The feeling is that this popularity is essentially due to the class's simplicity and ease of operation. As such we are minded to add to the current rules a number of further restrictions:

1. No gearboxes.
2. No moving surfaces other than DT.
3. Minimum airframe weight 40 grams.

The latter is intended to avoid 'super light' designs, beyond the beginner, and will also keep the UK rules in line with those of the USA where the class was originated. The FFTC also intends to inform other (international) P30 rule providers of their intentions.

Primarily we must keep in mind the objectives of the class and the reasons for its current popularity. There are already other classes where those with a technological bent can indulge.

Plugge Points

The popularity of the annual Plugge Cup club league contest has, after a period of decline, increased again over recent years. Comments have been voiced that the current points system is biased towards the larger clubs as 3 members from a club receive scoring points at each event. The FFTC are minded to change this rule so that only 2 members of each club receive points. This it is felt will to some extent even out the possibilities of points scoring for smaller clubs.

If you have any comments on the above proposed P30 and Plugge changes please send them to the FFTC secretary Chris Strachan at: 56 Way Lane, Waterbeach, Cambridge, CB25 9NQ. E-mail: chris.strachan@btinternet.com

Number Sizes

Most will be aware it is an 'essential' requirement that your models carry your BMFA number. This is particularly important now that we have no BOM requirement – consult contest rule 3.1.1 (c) and general rule 2.3.12. for details. What few seem to be aware of is that the BMFA requirement is for 19mm high numbers while the FAI requirements are for 25mm high characters. If you visit international contests only on an occasional basis please be aware of this or you 'could' find yourself disqualified from the contest.

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. 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.

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 again that the address of this Web site has changed it is now: www.freeflightuk.org

FF SHOWCASE AT THE AUGUST RC NATS

This is a development of the Big Tent experiment undertaken at last years RC Nats. At that time the reception from our cousins in the world of harnessed flight was uncertain, as was the appeal that Free Flight could command. In the event the static and the authoritative support demonstrated by John Cuthbert and his team won high acclaim and requests to do it again this year.

It is intended to mount a similar display but with a follow up system in place so that people who express a serious interest in our discipline can be contacted afterwards by a mentor. The object of the whole operation is to recruit lapsed Free Flyers in particular and others.

More display people are still needed to join the team on all three days for all classes of plane. It involves being on site between 9.30am and 5.30pm with an agreed plane of yours that you can tell people about. A gate pass will be provided for your use on your chosen day or days. Those who took part in the team last year found an enjoyable experience. It is the intention to have all the team places allocated by the end of July.

For more information and/or to book your place for a useful and interesting experience please contact this years co-ordinator Paul Fynn paul.fynn@talktalk.net or 01664-454634.

F1Q BY GEORGE FULLER

When the electric class was first introduced, I felt that it would be a good idea. However, much to my annoyance and frustration, the help and information I got from model shops was a complete waste of time and I ended up believing that electric wouldn't be worth it, and would result in gutless performances. I shelved the thought for a season or so, but then I saw Ron Marking win the BMFA electric class, which impressed me.

Ron asked me if I was interested and offered me a 480 cobalt at a price I couldn't refuse, so I decided to have another go. He advised me to use a Kokam lithium battery 2000 3SIP which required a 30 amp fuse!

I duly built another model using some parts from my power models, around 60 ins span. Flying this was exciting but with longer motor runs the power patterns were inconsistent, with a tendency to go left as the power from the lithium batteries built up.

I met up Bob Wells at Middle Wallop one day. He was flying a smallish model, based on an old lightweight rubber model, which impressed me. It seemed to be a good approach, having a Graupner 400 6V motor with a lithium battery.

After having several other disasters I realised that you have to fly these models as if they are rubber models, with a climb to match, rather than power models. The model shown here is beginning to do as it's told, but is now on its third set of wings!

My 1/2A model has been very consistent over the years and I felt that if I could keep the weight down it would be a good way forward and it's the model I'm currently using for F1Q. I'm still treating it with care, not least because with the build-up of power you have to be very careful with the torque. With the longer runs it pulls electric models to the left, which is why there's a tendency to start with tight right-hand turn, which I'm sure will be harnessed shortly.

I think there's a lot to be learned in future, with improvements like folding propellers, but at the moment I'm treating things with great respect when trimming. I also suspect that with advances in battery performance, power will increase to near that of combustion engines.

With a lifetime of power behind me – it's a class which I'll always love – I find electric very refreshing, a lot cheaper and, as I get older, a whole lot quieter!

PUSZTA CUP, TASS, Hungary, May 30-June 1

F1A 100 flew

1	V Stamov	UKR	1380	+326
2	R Limberger	USA	1380	+322
3	A Notaros	HUN	1380	+282
4	D Krasznai (J)	HUN	1380	+260
5	J Krasznai	HUN	1380	+214
6	P Teller	HUN	1380	+182
7	F Wutzi	AUT	1380	+179
8	T Slokar (J)	SLO	1314	
9	L Kis-Pal	HUN	1306	
9	V Poliyayev	RUS	1306	
11	T Horvath (J)	HUN	1305	
12	O Pshenychnyy	UKR	1300	
13	V Berzins	LAT	1296	
14	I Yablonovskyy	UKR	1290	
15	K Hrastovec	CRO	1288	
16	I Bezak	SVK	1286	
17	J Guti	HUN	1285	
18	A Parna	EST	1283	

F1A-Junior 21 flew

1	D Krasznai	HUN	1380	+260
2	T Slokar	SLO	1314	
3	T Horvath	HUN	1305	

F1B 57 flew

1	O Kulakovsky	UKR	1380	+540	+325
2	O Fedorov	RUS	1380	+540	+258
3	M Seifert	GER	1380	+518	
4	R Mackus	LTU	1380	+498	
5	B Silz	GER	1380	+466	
6	H Van Hoorn	NED	1380	+311	
7	D Sokolic	CRO	1380	+296	
8	V Urban	CZE	1380	+279	
9	H Schoder	SUI	1380	+243	
10	S Stefanchuk	UKR	1380	+186	
11	H Helmbrecht	GER	1373		
12	I Kolic	SRB	1363		
13	A Gey	GER	1354		
14	W Liberatore	ITA	1351		
15	S Gosojevic	SRB	1350		
16	R Blagojevic	SRB	1348		

F1B-Junior 7 flew

1	A Warakomska	POL	1330	
2	T Slokar	SLO	1280	
3	R Demcenko	LAT	1265	

F1C 28 flew

1	G Zsengeller	HUN	1380	+540	+147
2	E Verbitsky	UKR	1380	+540	
3	S Reinwald	GER	1380	+443	
4	P Plachetka	POL	1380	+430	
5	A Babenko	UKR	1380	+332	
6	C Wachtler	GER	1380	+269	
7	K Kuukka	FIN	1378		

F1Q 5 flew

1	R Assmuss	GER	1380	
2	U Tamas	HUN	943	
3	R Mackus	LTU	858	

F1P-Junior 1 flew

1	M Berek	CZE	1008	
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F1G 5 flew

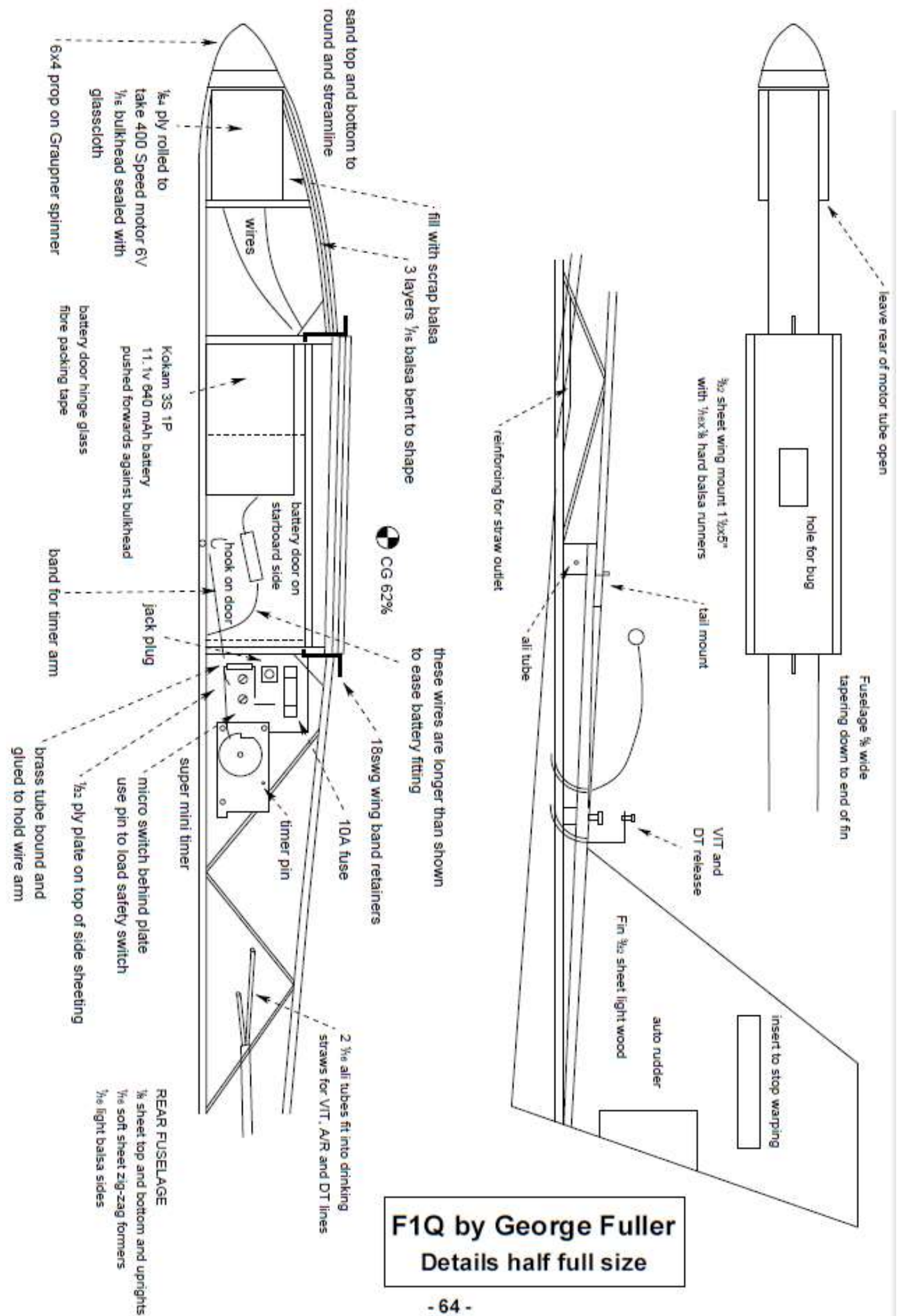
1	M Kusterle	ITA	600	+249
2	O Bukin	UKR	600	+226
3	I Gorban	UKR	594	

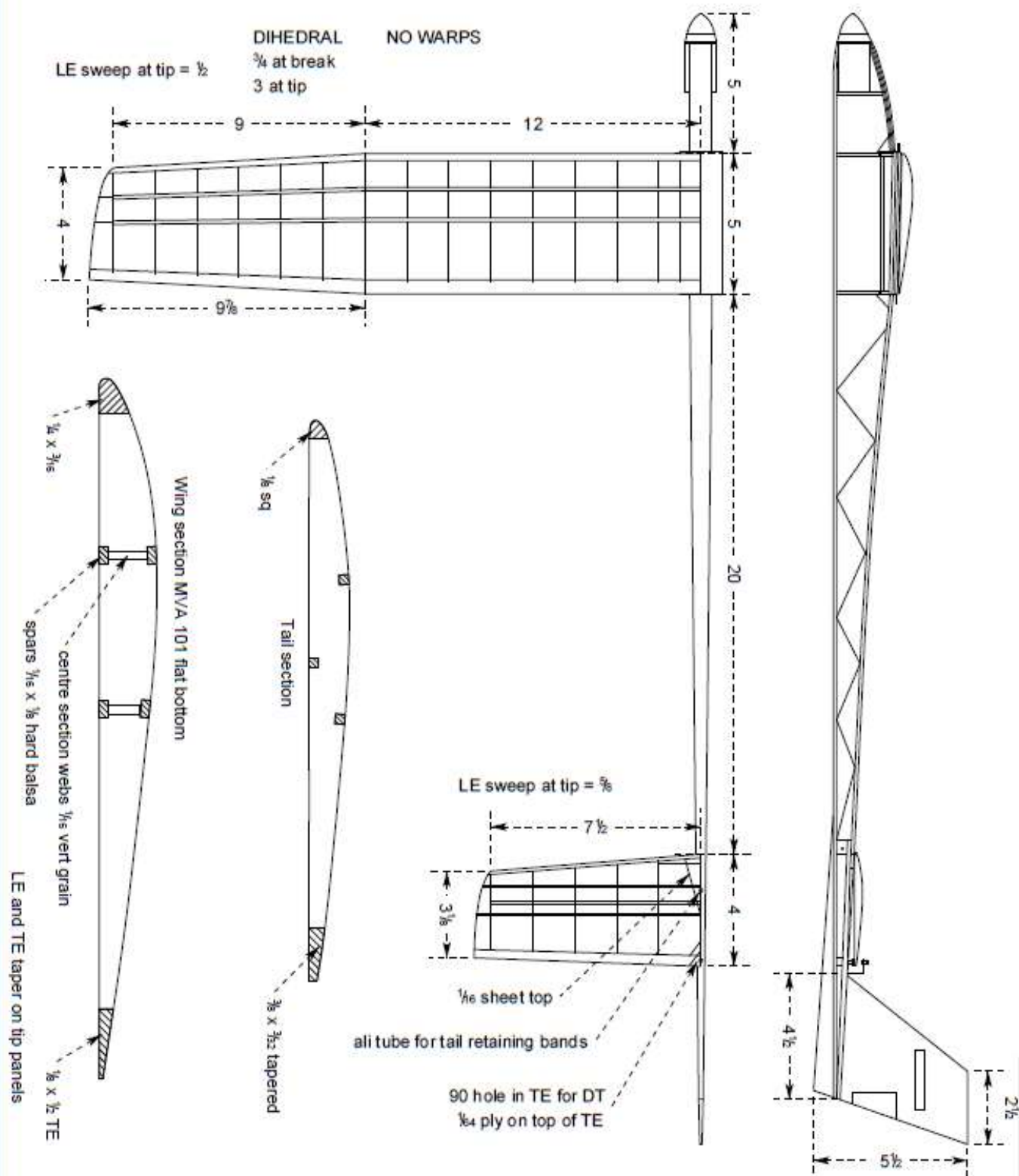
F1H 5 flew

1	A Nüttgens	GER	600	
2	M Kosonozhkin	RUS	505	
3	L Lietava	SVK	470	

F1J 2 flew

1	M Berek (J)	CZE	480	
1	M Rocca	ITA	480	





WEIGHTS

fuselage	154
tail	8
wing	36
battery	52
Total	250g

F1Q
by George Fuller

FFn Scale 1:5 All dimensions ins

ISTANBUL CUP, Kirklareli, Turkey, June 6-8**F1A 11 flew**

1	R Koglot	SLO	1320	+300
2	M Kosonozhkin	RUS	1320	+289
3	C Kargin	TUR	1320	+219
4	V Stamov	UKR	1320	+150
5	N Nikolov	BUL	1315	

F1A-Junior 1 flew

1	N Bardarov	BUL	225	
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F1B 9 flew

1	A Ribchenkov	GEO	1320	
2	N Bitik	TUR	1293	
3	M Haticoglu	TUR	1281	
4	V Savov	BUL	1267	

F1B-Junior 2 flew

1	M Savova	BUL	853	
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F1C 3 flew

1	N Nikolov	BUL	965	
2	N Bardarov	BUL	12	

F1H 9 flew

1	V Stamov	UKR	600	
2	D Schulz	GER	595	
3	N Bardarov (J)	BUL	581	

P30 4 flew

1	K Bitik (J)	TUR	490	
2	B Sarioglu (J)	TUR	194	
3	P Mihaylov	BUL	162	

CUP WHITE NIGHTS, ST. PETERSBURG, RUSSIA, JUNE 20-23**F1A 25 flew**

1	S Makarov	RUS	1290	+289
2	A Pushkov	RUS	1290	+243
3	M Pylnov	RUS	1287	
4	E Tsoj	RUS	1271	
5	S Korshunov	RUS	1269	
6	N Anisimov	RUS	1253	
7	D Letunov	RUS	1240	
8	I Semerukhin	RUS	1231	
9	K Chanchikov	RUS	1229	
10	V Polyaev	RUS	1227	
11	V Stamov	UKR	1212	
12	A Sychov (J)	UKR	1205	

F1A-Junior 3 flew

1	A Sychov	UKR	1205	
2	D Sinskij	RUS	1067	

F1B 23 flew

1	I Vivchar	UKR	900	+372
2	M Leshev	RUS	900	+358
3	S Smirnov	RUS	900	+330
4	A Ribchenkov	GEO	900	+324
5	A Burdov	RUS	900	+314
6	S Akimov	RUS	900	+253
7	K Chanchikov	RUS	900	+240
8	M Solodov	RUS	900	+104
9	A Shebalkov	RUS	898	
10	Y Evdokimov	RUS	868	

F1B-Junior 1 flew

1	A Gusev	RUS	711	
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F1C 12 flew

1	A Drozdov	RUS	900	+300	+412
2	V Ivanov	RUS	900	+300	+333
3	A Kaychuk	RUS	900	+300	+305
4	A Toloknov	RUS	900	+300	+298
5	A Talanov	RUS	900	+300	+288
6	L Yakovenko	RUS	900	+300	

41ST MEMORIAL DJODJE ZIGIC, ZRENJANIN, SERBIA, JUNE 21**F1A 25 flew**

1	G Domokova	SVK	1260	+300	+318
2	I Bezak	SVK	1260	+300	+232
3	A Szekelyhidi	HUN	1260	+300	+172
4	R Koglot	SLO	1260	+300	+87
5	M Tica	SRB	1260	+295	
6	G Sacchi	ITA	1260	+239	
7	N Bardarov (J)	BUL	1260	+234	
8	G Bockovic	SRB	1260	+180	
9	J Zagorac	SRB	1260		
10	E Sahinovic	BIH	1240		

F1A-Junior 9 flew

1	N Bardarov	BUL	1260	+234
2	T Slokar	SLO	1174	
3	E Kerkez	BIH	1136	

F1B 11 flew

1	I Kolic	SRB	1260	+300	+420
2	D Slokar	SLO	1260	+300	+382
3	R Blagojevic	SRB	1260	+300	+352
4	B Lacimic	SRB	1260	+300	+163
5	P Fejt	CZE	1260	+298	

F1B-Junior 1 flew

1	H Jusufbasic	BIH	1131	
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F1C 9 flew 5 full scores

1	D Zulic	SLO	1260	+300
2	B Bijelic	SRB	1260	+264
3	S Janovic	SRB	1260	+247
4	R Truppe	AUT	1260	+192

1ST F1E LUXOR CUP, Zlatibor, Serbia, June 7

By Gerhard Wöbbecking

In 2007 I had been invited by the Serbian Aeroclub to visit the hills in the vicinity of Zlatibor if they might be suitable for F1E. From Belgrade, we drove 230 km to the South on a main road directing to Montenegro. Zlatibor proved to be a popular summer and winter resort with hotels, pensions and restaurants at a height of about 1000 m above sea level, surrounded by hills and mountains covered with grass, just some partly with low pines. The smooth appearance of the hillocks reminds of the Rhön in Germany, but the soil covering the rocky earth is so thin that trees can't grow to height, leaving an unique green and yellow "Alm" of the most beautiful appearance.

While driving the thoroughfare one may presume hundreds of suitable slopes for gliding, but for a competition an easy access is one of the main demands. Two places looked especially promising. One is located very close to the village and nothing more than a shallow valley, formed like a flat bowl of about one kilometre in diameter. This site seems to be ideal for test flying a glider or to classify a tie in a fly-off, suitable for every wind direction. The other site in about 4 km distance is a really big one, with slopes of different gradients facing to all wind directions, except that flying to Southwest could not be recommended wholeheartedly because of a longish lake sparkling gracefully (and dangerously) in about 2 km distance.

In 2008, an encouraged Ljubomir Radosavljevic, driving force within the Serbian Aero Club, offered a first F1E World Cup in Serbia (June 7th) and an Open International (June 8th). He admits that two World Cups would have been more attractive and is prepared to offer two in 2009. 12 competitors arrived, few but nevertheless highly competitive ones including the 2007 World Cup winner Marian Popescu and the 2007 World Champs winner Alain Roux. The host had everything well prepared, including a big van with dedicated young helpers, a big tent and luncheon to be served on the site. The weather was unstable, with changing wind directions. It settled down at 11.00, and using the mentioned big site southerly of Zlatibor

the first F1E contest in Serbia went its way. The wind from Northeast faced the steepest part of the whole ensemble of hills but blowing not stronger than 2 to 3 m/sec the models went slowly downhill easily making the five minutes. Round two the wind slightly moved northerly leaving the less experienced with models steering crosswind. The round wasn't yet completed when an upcoming storm threatened the whole party. When everybody had finished their flights the contest was interrupted.

At 16.00 conditions were about the same as during late morning. Little sun and wet grass generated almost no thermals, but the steady slope and one deep cut valley directing to Zlatibor in the North were good for flights of 30 minutes plus, as your reporter experienced when his model didn't de-thermalise. After five rounds just Alain Roux remained clean with 5 maxes of 5 minutes. To his own surprise Bosko Lacimic of Serbia came second in his first F1E contest, leaving Vojtech Zima (CZE) in the 3rd and Marian Popescu (ROM) in the 4th places. The prize giving was part of the banquet, very generously offered and paid by our host, the Aero Club of Serbia. It took place in a very good restaurant not far from the superb hotel which had been booked for helpers and competitors.

Thanks to Claudio Bognolo! All five F1E participants of Serbia, keen to compete first time in this class, had ordered Claudio's kit of his wooden "UGO-2". One used his own F1C-wings, but four built competition machines just out of the kit which seemed to be perfectly designed for the hills of Zlatibor. The excellent performance of the Italian model was particularly proved at the end of the Open International (Zlatibor Cup) June 8th.

This second contest had to be interrupted like the first one after two rounds at 13.00. But, unlike the day before, at 16.00, when the storm had gone, the rain didn't stop completely. Nevertheless, one round with more than 7 m/sec wind blowing from the East showed perfect conditions with the air rising very smoothly and models top landing on the hill. About 18.00 finally the wind calmed down, and the drizzle stopped. Last round, but where to fly? Despite a little drift from the West the brave hearted participants wanted something else after all days soaring: deciding flights to the South, models gliding down the open grassland without any noticeable lift, aiming for five minutes max.

Marian went first. After 5:15 min his state-of-the-art-model hit the opposite hill in the Southwest, deviating from its intended course because of the crosswind. Pierre's model stalled badly and was down in 77 sec. Alain flew down in the valley, landing at 4:05 min, on the other side of a little river which feeds the mentioned lake. Ljuba with his yellow and blue UGO-2 landed more left, gaining 4:22 min and dry legs (no need to cross the stream). Last to launch was Denic Kremic. Owning a holiday home not far away he was used to flying RC-gliders on this very slope. His UGO-2 flew 4:51 min before it landed on the left riverbank, getting him a well deserved second place in his second F1E contest, defeating world class flyers.

Luxor Cup, World Cup, June 7 12 flew

1	A Roux	FRA	500.00
2	B Lacimic	SRB	495.33
3	V Zima	CZE	481.66
4	M Popescu	ROU	480.66
5	S Janovic	SRB	455.00
6	S Mutic	SRB	448.00

Zlatibor Cup, Open International June 8 8 flew

1	M Popescu	ROU	482.06
2	D Kremic	SRB	479.75
3	A Roux	FRA	465.32
4	L Radosavljevic	SRB	460.99

MEMORIAL POPA CRANGU, TURDA, ROMANIA, JUNE 12-13

F1E 43 flew

1	A Draghici	ROU	500.00	+104
2	J Orel	CZE	500.00	+88
3	J Chabot	FRA	478.33	
4	M Milan	SVK	475.83	
5	M Popescu	ROU	472.50	
6	S Gherasim (J)	ROU	465.66	
7	V Paireli	ROU	462.66	
8	S Vintileanu	ROU	457.16	
9	D Bildea	ROU	456.25	
10	M Niculescu (J)	ROU	447.74	
11	A Roux	FRA	445.66	
12	J Drapeau	FRA	435.83	

F1E-Junior 13 flew

1	S Gherasim	ROU	465.66
2	M Niculescu	ROU	447.74
3	AttilaSepodi	ROU	427.91

TURDA CUP, TURDA, ROMANIA, JUNE 13-14

F1E 39 flew

1	F Draghici	ROU	500.00	+114
2	D Petcu	ROU	500.00	+64
3	Z Vojtech	CZE	500.00	+34
4	V Paireli	ROU	491.66	
5	D Wieslaw	POL	478.32	
6	A Anca (J)	ROU	458.33	
7	P Chaussebourg	FRA	438.33	
8	E Pop	ROU	425.66	
9	V Milan	SVK	413.99	
10	V Ciucu	ROU	412.00	
11	A Sepodi (J)	ROU	411.66	
12	G Arghir	ROU	409.33	

F1E-Junior 11 flew

1	A Anca	ROU	458.33
2	AttilaSepodi	ROU	411.66
3	C Ene	ROU	390.99

BMFA 1ST TEAM SELECTION, SALISBURY PLAIN, JUNE 7-8

F1A 13 flew

	max	180	180	180	240	180	150	150	1260	pts
1	T Nicholson	180	180	180	240	174	150	150	1254	50
2	D Oldfield	143	180	180	240	180	150	150	1223	45
3	P Williams	180	180	180	238	180	74	150	1182	40
4	C Edge	180	180	180	240	78	150	150	1158	35
5	A Jack	180	180	180	170	162	81	150	1103	30
6	M Dilly	155	180	180	152	180	69	150	1066	25
7	J Carter	73	180	180	204	180	90	150	1057	20
8	P Tribe	69	142	180	173	180	150	150	1044	19
9	P Ball	180	180	180	191	0	68	150	949	18

F1B 13 flew

	max	180	180	180	240	150	150	150	+360	
1	B Martin	1230			+302					50
2	R Jones	1230			+298					45
3	M Woodhouse	1230			+265					40
4	P Martin	1230			+254					35
5	M Woolner	180	180	180	240	150	141	150	1221	30
6	R Peers	180	180	180	197	150	150	150	1187	25
7	N Bosdett	180	180	180	164	147	150	150	1151	20
8	D Greaves	180	180	180	240	150	89	109	1128	19
9	G Pink	180	180	180	126	150	88	101	1005	18

F1C 7 flew

	max	180	180	180	240	150	150	150	+360+480	
1	P Watson	1230			+360			+425		50
2	A Jack	1230			+360			+372		45
3	S Screen	1230			+360					40
4	R Baggott	1230			+113					35
5	N Allen	177	180	180	240	127	150	150	1204	30

BMFA 4TH AREA MEETING, JUNE 15

Mini Vintage 48 flew 25 full scores, 18 flew in F/O

1	C Strachan	Biggles	6.00	13.18
2	P Ball	Grantham	6.00	7.38
3	J Cole Jnr	C/M	6.00	3.59
4	R Pollard	Tynemouth	6.00	3.58
5	N Allen	East Grinstead	6.00	3.53
6	A Shepherd	MFFG	6.00	3.50
7	P Arnold	Vikings	6.00	3.32
8	D Taylor	Grantham	6.00	3.29
9	G Peck	CLEEMAC	6.00	3.05
10	P Hall	Crookham	6.00	3.03
11	T Tyson	Crookham	6.00	2.54
12	J Leadbeater		6.00	2.52
13	V Wilson	Crookham	6.00	2.51
14	J O'Donnell	Timperley	6.00	2.47
15	T Hall	Walsall	6.00	2.09
16	J Shepherd	MFFG	6.00	2.01
17	R Heap	Biggles	6.00	2.00
18	D Truluck	Vikings	6.00	1.41

Keil Trophy Combined Power Plugge 45 flew

1	P Watson	Birmingham A	7.30	8.18
2	P Ball	Grantham A	7.30	8.13
3	D Limbert	Morley A	7.30	7.20
4	S Barnes	Morley A	7.30	6.34
5	P Woodhouse	Morley A	7.30	5.50
6	F Rushby	CLEEMAC	7.30	5.30
7	D Clarkson	Timperley A	7.30	5.29
8	E Jones	Morley A	7.30	5.11
9	J Mayes	South Bristol	7.30	5.07
10	R Baggott	Birmingham A	7.30	4.15
11	C Foster	Morley A	7.30	3.11
12	A Chilton	Crookham A	7.30	3.01
12	A Jack	Tynemouth	7.30	3.01
14	J Arnott	Scotia	7.30	2.38
15	P Tribe	Bristol & West B	7.30	2.14
16	B Spooner	Grantham	7.30	
16	M Quinn	Novos	7.30	
18	T Dobson	Timperley A	7.28	
18	T Payne	Biggles	7.28	

Combined Power Keil Trophy Team 8 teams flew

1	Morley A	Limbert, Barnes, Woodhouse	21.30
2	Birmingham A	Dixon, Watson, Baggott	21.19
3	Bristol & West A	Neil, Deeming, Fuller	21.03
4	Timperley A	Wykes, Dobson, Clarkson	19.58
5	Bristol & West B	Silcocks, Aslett, Tribe	19.57
6	Crookham B	Hook, Cox, Thompson	17.59

F1H Plugge 38 flew

1	J Pennington	Bristol & West	10.00	5.50
2	D Oldfield	Vikings	10.00	4.29
3	C Edge	Scotia	10.00	3.16
4	J Cooper	Biggles	10.00	3.14
5	G Peck	CLEEMAC	10.00	2.13
6	S Chabot	Impington	10.00	
7	S Philpott	Birmingham	9.57	
8	S Darman	Birmingham	9.55	
8	B Lavis	Biggles	9.55	
10	R Heap	Biggles	9.48	
11	T White	Bristol & West	9.42	
12	M Chilton	Seven Spinners	9.29	
12	I Davitt	Morley	9.29	

Classic Glider 16 flew

1	C Peters	Vikings	7.30	1.26
2	C Strachan	Biggles	7.07	
3	B Halford	Vikings	7.01	
4	G Peck	CLEEMAC	6.58	
5	C Foster	Morley	6.47	
6	S Darman	Birmingham	6.24	
7	T Clark	Crawley	6.07	
8	P Fynn	Grantham	5.34	

F1B Gutteridge 10 flew

1	G Stringer	East Grinstead	12.30	4.01
2	N Cliff	Biggles	12.30	3.01
3	M Howick	Vikings	12.30	2.10
4	M Woodhouse	Vikings	12.03	
5	K Taylor	East Grinstead	11.38	
6	J Whitby		10.03	

Plugge Club Championship

1	Morley	1719	9	CLEEMAC	377
2	Bristol & West	1666	10	MFFG	334
3	Grantham	883	11	CVA	282
4	Crookham	668	12	NOVO	211
5	Birmingham	629	13	Scotia	195
6	Biggles	577	14	Crawley	185
7	Vikings	434	15	Croydon	159
8	Timperley	415	16	East Grinstead	115

Area Weather

Scotland	Warm and dry 10 mph
North West	No return
North East	Dry, sunny 7 mph,
Northern	Light variable wind cold
Midland	Wind 10 North to NE bright but cold at F/O
East Anglia	Sunny periods light variable wind
South Eastern	No report
Western	Calm early, cold breeze pm, rain mid afternoon
Southern	Wind 3-5 heavy rain later, clear for F/O

BMFA SENIOR CHAMPIONSHIP

Results before 4th Area event

1	P Ball	86	10	J Baily	20
2	C Strachan	61	11	A Crisp	18
3	J Cooper	45	12	A Chilton	17
4	T Grey	37	12	T Payne	17
5	N Allen	29	12	A Shepherd	17
6	D Greaves	27	12	P Tribe	17
7	C Parry	26	16	C Foster	16
8	S Willis	23	16	M Marshall	16
9	G Peck	21	16	J O'Donnell	16

CLASSIC POWER AND PAISLEY, NEWBIGGING, MAY 10-11

Report by Jim Arnott

Classic Power event on 10th May

At last a reasonable weather forecast and we headed off to Newbigging to start our outdoor season with the Classic Power event on Saturday 10th May. We arrived to find excellent conditions with light variable drift, mainly from the North West and based ourselves centrally on the road. A 3:00 max was declared. Allan Brown was quick off the mark, rattling in three maxes with his Veco 19 powered Ramrod 600 before the rest of us had stopped yawning, had a cup of tea, and had considered a bit of trimming. Then a thunderstorm rolled in from the West and everyone took cover. The rain belted down for over an hour as the storm moved overhead. As the lightning raged on the hills several miles to the East, the rain reduced to a drizzle and a restart to flying was anticipated. Then the storm came back over us again to send everyone back under shelter. Allan decided it was time to go home as there appeared little chance of further flying. However, around 3:30 the storm lifted and a very pleasant final two hours were available for someone to challenge Allan's full house. George Blair accepted the opportunity. Flying a very fast OS19 powered Creep, he completed three comfortable maxes then made a token fly-off flight needed to win the event.

1	G Blair	Creep	OS19	9:00	+T
2	A Brown	Ramrod 600	Veco19	9:00	
3	J Arnott	La Bestia	PAW249	7:04	
4	R Sabey	Ascender	CS Tiger	7:01	
5	T McLaughlin	Jaysbird	PAW249	5:14	

Paisley Trophy event

The following day, we were back for the Paisley Trophy event. In its original form the Paisley Trophy rules obliged entrants to make a glider, a rubber and a power flight, now any class of model may be used for all three flights. The forecast was for light winds and intermittent heavy showers, but what we got was a stiff and turbulent East wind of some 20 mph which at least kept the rain clouds on the distant horizon. Flying from the field opposite Weston Farm driveway a two minute max was set, achievable in front of the trees at the West end of the moor. There were eight entries. Only Allan Brown flying an Elfyn powered Mallard managed the three maxes. Line breaks, towline gyrations, and broken models were the order of the day for the other contestants. The most spectacular example was David Hearn's second and last flight. A line break as he accelerate his F1A for launch left him holding his ball while the model made off with 50 metre of line. The end of the line was then caught by a passing tree. The tree appeared to have little idea how to tow and the model did two quick loops before crashing very heavily. By now David appeared to holding more than one ball but made full use of his literary education in expressing his displeasure.

1	A Brown	Vintage Power	6:00
2	J Arnott	Classic Glider	5:23
3	B Duncan	Classic Glider	5:19
4	D Hambley	BMFA Glider	2:12
5	T McLaughlin	BMFA Glider	2:11

OXFORD GALA, Port Meadow, May 31-June 1

Despite a wet previous week, which left Port Meadow very soggy underfoot in places, the weather on the actual competition days was almost perfect for our purposes, in fact glider flyers "of a certain age" were complaining that it was too calm to tow up!

Saturday evening's flying had increasing max rounds, with an unlimited flyoff at 8.45pm. No less than 7 made it in F1G, and Dave Greaves produced a fine 3.40 to top a closely packed field. Dave flew an all singing, all dancing carbon job, while Gordon Beal (3.00 in second place) flew a gadgetless model of large area and box fuselage, which had a long run and superb glide.

Sunday saw large entries, despite the proximity of the Nationals, and big flyoffs in all the expected events.

Dave Greaves again won F1G by half a minute from Trevor Greay, who, for once had actually dropped a flight in the electric event! Tony hall sportingly put up a bottle of whisky for the best P30 in the combined E30/P30/CO2 class. This was duly won by Andrew Longhurst with his 5.25 flyoff.

The Ian MacDonald Trophy for Vintage Rubber was won in fine style by Dave Taylor, now of Grantham, in an 8 min flyoff with his "Senator". He went way upwind to near the railway line, hit lift in the 3 minute launch slot and DTed from a vast height into the River Thames for a 5.07. As luck would have it a passing rowing eight rescued it, without damage, from the turbulent waters.

There were no flyoffs in the old style glider events, but some close times at the top. Vintage was won by Sam speaks columnist Robin Kimber with his "Sfinx", an early A/2 design from Finland, while Classic went to Stuart Darmon with the rarely reproduced Tideswell "Jezebel".

Tailless had a respectable entry of 6. Rubber jobs predominated in the conditions and Andrew Longhurst won by eight seconds from "Clarion" editor Vic Wilson.

HLG and Catapult combined confirmed one thing. You've got to have a discus glider to win these days. Indeed the top three, headed by Mick Page, campaigned just such an approach. In an

effort to do away with timer operated rudders and elevators, the layout seems to be stabilizing on a wing of about 1m span, with (surprisingly) generous dihedral, for a good transition, a sharply angled V-tail, skewed for turn, likewise a cambered underfin. The models must be strong. A terrific downward force is put on the wing joiners during rotation.

There was a well-attended prizegiving after the proceedings where champagne, wine and lurid trophies were given out. I must say once again. We were extremely fortunate with the weather!

Saturday events

A1 F1H 3 entries 1.00+1.30+2.00

1	R Heap	Biggles	4.15
2	K Best	Birmingham	3.14
3	S Darmon	Birmingham	2.58

CdH F1G 8 entries 7 flyoff 1.00+1.30+2.00

1	D Greaves	Bristol & West	+3.40
2	G Beal	Morley	+3.00
3	J Paton	Oxford	+2.59

HLG/Catapult 8 entries 5x1.00

1	S Brewer	Biggles	4.01
2	P Tolhurst	Hayes	3.17
3	L Marks	Oxford	2.48

Sunday events - 3x2.00 for all events except HLG

A1 F1H 10 entries, 3 flyoff

1	J Cooper	Biggles	+2.14
2	M Cook	Crawley	+1.48
3	K Best	Birmingham	+1.09

CdH F1G 18 entries 3 flyoff

1	D Greaves	Bristol & West	+4.30
2	T Grey	Maidstone	+3.59
3	P Brown	CM	+2.23

E30/P30/CO2 14 entries 7 flyoff

1	A Longhurst	SAM35	+5.25
2	C Strachan	Biggles	+4.32
3	P Lang	Maidstone	+3.47

HLG/Catapult 9 entries 7x1.00

1	M Page	Peterborough	5.35
2	S Brewer	Biggles	4.53
3	M Cook	Crawley	4.45

Tailless 6 entries

1	A Longhurst	SAM35	5.54
2	V Wilson	Crookham	5.46
3	J White	Croydon	3.41

Vintage Rubber - Ian MacDonald Trophy 14ent, 8 flyoff

1	D Taylor	Grantham	+5.07	Senator
2	M Turner	Walsall	+4.42	Blackpool Rock
3	V Wilson	Crookham	+3.19	Buckeridge

Vintage Glider 14 entries

1	R Kimber	SAM35	5.24	Sfinx
2	G Beal	Morley	5.12	Dovorian
3	E Ashcroft	SAM35	5.00	Nord

Classic Glider 12 entries

1	S Darmon	Birmingham	6.00	Tideswell
2	D Brawn	Biggles	5.33	Shorty
3	E Ashcroft	SAM35	5.04	Shorty

Lady's Trophy

1	K Best	1	A Longhurst
2	C Tribe	2	C Strachan

Gala Champ

JIM MOSELEY POSTAL COMPETITIONS

Jim write: Due to a recent little health setback recently which took me out of circulation for a short while these results took longer to reach participants. His contact details are: Jim Moseley, 19 Banner Crescent, Ajax, Ontario L1S 3S8, Canada el: jjmoseley@look.ca, tel +1 905 6833014

Ed: Results of 16th Worldwide Postal will be a future issue

KeilKraft Senator Postal Results 2007/8

I offer my thanks to all who participated in this Postal, and especially to those who donated to the prize list, from which I will be mailing out appropriate amounts during the course of the next few days. I am especially grateful to Bill McConachie who donated a sum for the best Junior performance – as it happens we only had one youngster entered but he has earned his award by effort rather than by default and it's good to see his level of expertise.

A couple less entries this year but some new names so am not unhappy with the outcome of this Postal .. there are a great many Senators out there in the modelling world and I hope you'll encourage anyone who has a model to participate in the next event. The 2008/9 Senator Postal began on May 1 and will close on April 30 2009, see below. I cannot, of course, guarantee any prize levels other than the minimum \$100 for First place, which will be maintained. Same rules – three flights to 120 seconds maximum and 60 second increments thereafter; more than one model may be flown with separate flight scores/totals for each.

Please forward appropriate photos and general information with your scores.

1	Tony Taylor	NZL	360	+180	+240	+261	\$125
2	David Truluck	GBR	360	+180	+240	+91	\$100
3	Richard Barlow	CAN	360	+180	+240		\$75.40
	Bill McConachie	USA	360	+180	+226		
5	Bob Morris	USA	360	+180	+150		
6	Mike Howick	GBR	360	+180	+148		
7	Ole Torgersen	NOR	360	+180	+138		
8	Ken Taylor	UK	360	+148			
9	Ron Hummel	USA	360	+121			
10	Bob Taylor	GBR	360	+111			

KeilKraft Senator Global Postal Challenge, May 1 2008 – April 30 2009

First kitted by KeilKraft in 1950, the 'Senator' has become recognised as an excellent design that combines simple robust structure with outstanding performance. Very popular in British 'Vintage' events, it also can do well in North American 'Category III' classes – Nostalgia Rubber, Moffett and Mulvihill, etc. for which 120 second maximums are a formality and it can be taken well past 180 seconds with little extra effort.

There is no entry fee. The lengthy timescale of this Postal is to permit any modeller an opportunity to participate, no matter where in the world they might be located.

Models are to conform to the standard Senator kit plan; the structure may be amended for the purposes of D/T installation – whether tipping stabiliser (LE down), tipping wing or hinged rear fuselage – and the undercarriage leg may be removable for storage/carrying purposes. Glazing of the 'cabin' is optional. Any freewheel propeller up to a maximum of 13" diameter may be used and there are no restrictions on rubber motor size/weight.

A plan may be viewed at <http://www.theplanpage.com/st.htm> with a download also available (noting that the true span is 32", not 30" as shown on the plan), purchased or obtained from various sources, and 'short kits' are available from at least two vendors; contact me for further information on same or with any questions that you might have..

Individual Scores:- Three flights shall be made to a 120 second maximum. If three Maximums are achieved, then successive flights may be made with the maximum increasing by 60 seconds on each occasion, until the target time is not realised e.g. 120. 120. 120. 180. 240. 211 = Total Score 991 seconds All flights to be pre-nominated to a timekeeper; the initial three should be made on the same day but successive flyoff flights may be made at the flyer's discretion, similarly timed. More than one model may be flown by an entrant but

scores for each must stand alone; i.e. a reserve model may not be used to complete a series of flights commenced with another.

Team Scores:- If any three flyers wish to have their scores also recorded as part of a team total, please advise a team title when submitting same: I will then collate same as a secondary group score in the name of that team – whether they fly together as a club, or as a group of individuals who wish to link together for this purpose. A person may only fly in one specific team, however.

Entries/scores may be forwarded to me at any time, by email or regular post, and I will distribute a final report and result sheet, which will be further publicised as widely as possible. Accompanying anecdotes and photographs would be very welcome and are encouraged. If desired, scores will also be posted to an appropriate event in the WorldWide Postal Contest, details available on request.

An initial award of C\$100.00 for 1st place will be provided; and donations received will be applied to further awards and upgrades. I hope that you will give this event your support and also encourage others to participate.

The 'Senator' is a viceless airplane, easy to build and to fly with very satisfying performance; my only advice is to keep the structure aft of the CG as light as possible to reduce the need for any nose ballast to a minimum.

Cloud Tramp Postal Competition, Aug 2 –Sep 30 2008

For a number of years the 'Grant Mimloct Mass Launch' event has been conducted from both the U.K and the U.S.A. on a given date and has steadily received support – in 2007, 174 models were simultaneously launched from all parts of the world. The 2008 Mass Launch is now scheduled for Saturday August 2nd at 1700 hrs. British Summer Time i.e. 1200 hrs .New York, 0900 hrs. California, etc. For further details contact the website at <http://www.mikedparker.karoo.net/>

A Cloud Tramp plan may be downloaded from this site, which itself is well worth an inspection. Any version of the Cloud Tramp, and other essentially similar designs by C.H. Grant, is eligible, whether published or kitted, fitted with an 8" propellor (plastic optional) and any type of shaft bearing.

This postal competition has been arranged to give Cloud Tramp enthusiasts a further opportunity to fly their models, this time in a more competitive fashion. The contest opening is timed to coincide with the Mass Launch but flights may be made at any time thereafter until closure on September 30. Five flights are to be made and recorded; the shortest and longest flights will be discarded and the remainder totaled, in seconds, to arrive at the final score.

The 'Builder of the Model' rule is not applied to this contest, models may be freely exchanged and flown by individuals – the purpose is to permit participation by as many as possible, particularly children and young people to whom the flying of this model may be an encouragement to further modelling activities.

There is no entry fee for this contest and the results will be published as widely as possible, by all available means. Photos and flying anecdotes are especially welcomed. Please supply:- Name and address of contestant, with email address if available, age of contestant, if under 15 years, times of five flights, in seconds. These details should be forwarded by mid-October to Jim Moseley.

Your scores may also be seconded to the longer-term CT event in the WorldWide Postal Contest, if desired.

17th Annual Worldwide Postal Competition 2008/9

The purpose of this postal contest is to encourage friendly participation between aeromodellers worldwide with the prime emphasis being on low-key, leisurely flying without the pressures of 'regular' competition. A wide variety of events are offered including classes for types and sizes of models which have been overtaken and/or outclassed by modern developments or are perhaps too small to be considered for 'serious' competition work, such as 20" and 25" Rubber and Cloud Tramp, many of which can be flown at any time on smaller local sites without the necessity of travel to more formal contests at larger areas.

Flights may be made outdoors between **June 1st, 2008** and **May 31st, 2009** inclusive; it is not required that all flights in any event be made upon the same day but each is to be pre-nominated as 'official'. The general format (with exceptions as noted) is for three or more flights to the specified maximum; after three (or more) maximums further flights will be made to a score increasing by increments until the model fails to reach the duration target for that flight. The final score will be the total of all flights, recorded in seconds; the purpose of this scoring system is to reduce the possibility of models being lost in an 'unlimited flyoff' and as flights may be made at any time within the contest period it does not entail unduly arduous flying sessions to complete same. In classes where maximum sizes are established, the span shall be measured as per plan, not as 'projected span'.

'Vintage/Oldtimer' classes are for designs authenticated to have been flying outdoors prior to December 31st, 1950, even though plan publication may be of a later date in any kit, commercial magazine, SAM publication, club newsletter, etc. Multiple entries with different models may be made in all events but flights in one event may not be 'doubled up' with any other class for which a given model is eligible – separate flights, please.

The 20" Rubber class is to encourage the flying of all such models designed for outdoor use and not usually considered competitive against larger designs. There is no restriction on publication or production date and all designs 'published' in/on freely available sources i.e. newsletters, websites, etc are acceptable provided such source and/or details are made available to others.

To maximise flying opportunities there is ample scope for rubber models and gliders to be flown in multiple events and you are encouraged to take stopwatch, pencil and notepad with you each time you go to your local field, or to a contest, as an added incentive to your flying enjoyment. Bear in mind, also, that any number of individual models may be flown in any event for which they are eligible.

A full report will be forwarded to each entrant by mail or e-mail as appropriate. To assist in the compilation of same a brief account of weather, site, flying anecdotes, photographs, etc. would be appreciated when scores are submitted. Please ensure that all scores are forwarded to arrive by June 15th 2009 as I have limited time thereafter to collate, print and distribute results; earlier submissions would be most gratefully received! I welcome any comments regarding amendment to any event rules that might make same more attractive, or suggestions for other classes that might be considered of general interest in any future Contest.

Please advise if you have an Email address; transmission of entries/scores/reports/results to me by this means helps to reduce overall costs, eases communications and enables wider distribution of submitted photos. Please return your entries to:-

Jim Moseley, 19 Banner Crescent, Ajax, Ontario L1S 3S8, Canada Email: jjmoseley@look.ca

Sven-Olov Linden, Hovstavagen 13, 703-63 Orebro, Sweden

Neil McDougall, 60 Heke Street, Wellington 6004, New Zealand

George Car, 4 John Street, Koorinal, Wagga Wagga, NSW 2650, Australia

Mario Perrone, Via Val di Lanzo, 107/A 00141 Roma, Italy

Events are:

20" Rubber: For any published outdoor designs not exceeding 20"/51cm span. Three flights to 60 sec max followed by 30 sec increments thereafter.

25" Classic "Two-Bits": A variation on the popular FAC class. Models up to 25"/63cm span, published to December 31st 1960. Larger models may be scaled down to size, with similar structure. Propeller type to be as per plan. Three flights to 60 sec max followed by 30 sec increments thereafter.

30" Vintage/Oldtimer: For designs pre-1951, not exceeding 30"/76cm. Three flights to a 90 sec max followed by 30 sec increments thereafter.

42" Vintage/Oldtimer: For designs pre-1951, with spans greater than 30"/76cm but not exceeding 42"/107cm. 3 flights to a 120 sec max followed by 30 sec increments thereafter.

P30 Rubber: Standard P30 rules. Three flights to 120 sec max followed by 60 sec increments thereafter.

Freewheel Rubber: Any published design with a freewheeling propeller is eligible, wing span not exceeding 36"/91cm. 3 flights to 90 sec max followed by 30 sec increments

Unlimited Rubber: Any rubber model with wingspan not exceeding 42"/107cm. No auto surfaces. Three flights to a 120 sec max, followed by 60 sec increments thereafter.

Cloud Tramp: Any version of the Cloud Tramp design as published. 8" prop (plastic OK), any type of prop bearing. Five flights, no maximum; longest and shortest will be discarded and balance totaled for score.

Power Precision: Any type or size of power model, whether kit, commercially published or online. Make a timed flight; that score represents a target time for three further 'officials', the total error from same determines placing. Example: Target time 40 seconds. Flight times 36; 41; 38 = 7 error.

Scale Precision: Any type, power, size of scale model; rules as per Power Precision above.

Towline Glider: Any glider, straight tow only with no moving surfaces other than autorudder. Maximum towline length 164"/50m; Equivalent high start launch systems permissible. 3 flights to 90 sec max followed by 60 sec increments.

Catapult/Handlaunch Glider (small): Any glider with wingspan no greater than 12"/30.5 cm. Six flights, 60 sec max (flights under ten sec need not be reported). If six maximums then 30 sec increments thereafter. Catapult: a 9" loop of 1/4" flat rubber attached to 6" handle. Multiple entries permissible.

Catapult/Handlaunch Glider (large): Any glider larger than 12"/30.5cms. Rules as above.

Tip-launch Glider: Any size of wingtip-launch glider. Folding wings and R/C are not permissible. Six flights to a 60 sec max, increasing by 30 sec increments thereafter.

TOMY MOTORS

From Mark Croome: I recently bought a couple of tomys and find that the waggler setup has changed. The old ones had pivots at either side running in holes in the side plates of the motor. The new ones have a hole through the waggler and a pivot pin moulded into one side plate. If you are modifying by pushing a hot wire into the waggler you can easily fuse it to the pivot as I did to both of mine!!! You have been warned.

SOUTHERN COUPE LEAGUE

By Roger Wilkes

The three Coupe events flown this year have provided competitors with various weather conditions. After the calm Crookham Gala, the London Gala at Salisbury Plain on May 5th produced first rain then light winds. This created the difficult downdraft that often occurs in the downwind valleys. Dave Greaves, now with his Coupes back on trim, was the only person to max-out and taking a deserved first place. Second place went to the ever-improving Peter Hall flying his "Hurry Up" model as featured in April's FFN. Third place went to Michael Marshall using a modified "Pure Fantasy" model which he also used to win the Nationals this year.

The Spring Gala followed on May 18 at RAF Odiham where strong winds persisted all day causing bad turbulence especially near the hangars. The max was reduced to 90 sec but was still difficult to achieve in Coupe. Peter Hall came out on top to win with Andrew Longhurst second and Peter Tolhurst third flying his interesting Jedelsky type wing models.

After three qualifying events Peter Hall now leads Andrew Longhurst and David Greaves in the League. There are now four remaining qualifying events this year:

Aug 29 Southern Gala, Little Rissington
Oct 5 Sixth Area Event (Ashdown, Merryfield, Beaulieu)
Oct 12 Crookham Coupe' Hiver Day, Middle Wallop
Nov 30 Coupe Europa, Middle Wallop

Best 5 scores to count taken from this year's 7 Coupe events.

			CG	LG	SP	Total	Maxes
1	P Hall	Crookham	14	10	12	36	12
2	A Longhurst	SAM35	5	7	8	20	11
3	D Greaves	Bristol & W	3	14		17	8
4	C Chapman	Bristol & W	5	6		11	9
4	R Vaughn	Crookham	7	4		11	8
4	R Wilkes	Crookham	11			11	5
7	J Knight	Bristol & W	9			9	5
8	S Willis	Grantham	8			8	5
9	P Tolhurst	Hayes	0	1	6	7	3
9	M Marshall			7		7	3
11	E Challis	Bristol & W	6			6	5
12	G Stringer	E Grinstead	5			5	5
13	T Tyson	Crookham	4			4	4
13	M Evatt	Biggles	4			4	4
15	D Thompson	Croydon	3			3	3
16	J Minshull	Brighton	2			2	2
16	P Jellis	Croydon	2			2	2
18	D Beales	Croydon	1			1	1
18	J Paton			1		1	1

BMFA INDOOR

Cardington

Laurie has confirmed that the re-cladding to No.1 hanger Cardington has once again been deferred which gives us the opportunity of continuing flying their through the Summer months. We have therefore extended the flying calendar to take advantage of this period. The calendar is also published on the BMFA News webpage.

Please Note. Contact and information on Cardington dates should be directed through itc@bmfa.org and as advertised in the latest BMFA News. **Please also inform us of your email address** in order that we can contact you and keep you informed of forthcoming events & articles. **If in any doubt** because an announcement has not been made please contact either Mark 01733 755733 or Laurie 01628 487544

Additional dates will be added to the calendar as the re-cladding of the Hanger is once again deferred so your details are essential to keep you informed.

The new dates are July 6, July 20, August 3, August 17, August 31. All are Sundays with flying from 10am-5pm.

2008 Indoor National Championships

These will be held at RAF Digby Lincolnshire LN4 3LH on Friday, Saturday & Sunday September 19-21. The events are:

Friday evening (entry from 6pm, flying until 10pm): Champagne Fly (7pm onwards) Best 2 flights from 6. LRS, EZB, F1L, Gyminnie Cricket, and Limited Penny Plane. *All flown to index on full motors.*

Saturday (entry from 9am, flying until 6pm): L.P.P, F1M, No-Cal, F1N, F1L, and Gyminnie Cricket – *All full motors*

Sunday (entry from 9am, flying until 5pm, prize-giving at 5.15pm): F1D, 35cm & LRS – *All full motors*

No rounds, competition flying will be from 10am to 5pm on Saturday and Sunday. Trimming and fun flying will be permitted on all days but may be restricted by the contest director throughout the day.

Pre Registration is essential for any Foreign Nationals wishing to attend, therefore all must complete the pre registration and entry form by the required date on the form (completed entry form should be sent to arrive at the BMFA Office by Aug 8). See www.bmfa.org/tech/indoor/index. The RAF will advise after checks to confirm acceptance. We would kindly ask all those wishing to attend to complete the registration and entry form in order that we can minimise logistical complications on the days.

The Gymnasium Hall at RAF Digby is housed within a WW2 Aircraft Hanger with a fantastic floor space and a 30ft ceiling. Gym shoes or other suitable footwear should be worn and tables and chairs will not be available.

Contact: Mark Benns on 01733-755733 or email itc@bmfa.org

INTERNATIONAL COMPETITION NEWS

SISCIA CUP. F1Q has been added to this World Cup event in Croatia on September 12-14.

BULGARIA CUP. This event – which is just before the European Championships - has been extended by the addition of F1G, F1H, F1P, F1Q classes. F1Q will count for the F1Q World Cup in F1Q and for juniors flying F1P their results will count for the F1P Junior World Cup.

ANDY CRISP'S WORLD OF FREE-FLIGHT MODEL AIRCRAFT

The online availability of this book was announced last month and the response has been good, with feedback such as John Godwin's:

"I've just downloaded Andy Crisp's book -- a masterpiece!

It's so good to see a real hand-drawn work-of-art in these days of CAD. His designs are also an inspiration, simple and effective, a perfect example of aeronautical engineering.

Thank you, and thanks to Andy Crisp."

The following information from Dave Brawn on Instant Books UK was squeezed out last month:

Digital publishing presents a tremendous opportunity to make specialist information available worldwide at low cost combined with Instant Delivery. Andy's book of plans is our first niche publication and I am interested to hear of similar projects which would make specialist Free-Flight information available. Instant-Books UK Ltd is a commercial business but I am happy to pass on such expertise as I have to others considering digital publishing/distribution while being personally interested in seeing 'Plans Handbooks' of Vintage and Classic models becoming available digitally - possibly with www.instant-books.org. David Brawn instant.books@ntlworld.com