

FREE FLIGHT

News

CONTENTS

CIAM Bureau Meeting	128	Biggles Leagues 2008	137
CIAM Competition Calendar 2009	129	Cloud Tramp Postal Contest 2008	137
2008 BMFA Free Flight Forum	132	FFn	138
BMFA FF and Space Calendar 2009	134	Plugge Cup	138
Grantham-Falcons Gala, Barkston Heath, November 9	134	FAI Free Flight Records	138
It's the ancillaries that fill the car...	135	Noticeboard	138
Suspicious Circumstances in Bulgaria	135	Christmas events at Church Fenton	138
Lulu 2008 International Postal Competition	136	Dixielander Anniversary	138

FFn DIARY

December 21 Church Fenton	Allan Kelly's Winter Warmer. Classic Power, Classic Glider, Classic Rubber to BMFA Rules. 6th Northern Area Mini Vintage League. Contact Allan Kelly 0113 2539944	February 21 Viabon, France	6th Philippe Lepage. World cup F1B. Contact: Jean-Pierre Challine, 13 ch. Des Chéneaux, 91220 Bretigny sur Orge, France, tel: +33 6 10 23 26 27, email: mjp@challine@tele2.fr, web: www.paris-air-modele.com
December 28 Church Fenton	DECEMBER 28 John Godden's December Dazzler. Events – see this issue. NO BOM RULE. Contact John Godden 0113 2521002	February 23 Chobham Common	Chobham Tree Chop. See FFn 0810. Meet at Staple Hill car park at 10am.
January 4 Church Fenton	Dennis Davitt's New Year Flyer. Combined Power, Combined Glider, Combined Rubber to BMFA Rules. Combined A1 (75m lines) and British Power/Mini Vintage; plus First Round of the Northern Area Mini Vintage League. Contact Dennis Davitt 0113 2675433	March 7-8 Säkylä, Pori, Finland	Bear Cup. World cup F1A, F1B, F1C. Contact: Kim Henriksson, Ymmerstanmäki 9, 02750 Espoo, Finland, tel: +358 41 51 52 481, email: kim.henriksson@tuottoanalyysit.fi, web: www.bearcup.net
January 10-11 Werrington Sports Centre, Peterborough	BMFA Indoor 1st Trials. 10.00 to 17.00 both days. 1/3 motors, see FFn0811. Contact M Benns 01733 755733.	March 8 Area Venues	BMFA 1st Area. C/P (White), F1A (K&MAA/Plugge), F1G, Vintage (Plugge), HLG/CLG (Plugge).
January 25 Werrington Sports Centre, Peterborough	BMFA Indoor 2nd Trials. 10.00 to 17.00. 1/3 motors, see FFn0811. Contact M Benns 01733 755733.	March 13-15 Moravske Toplice, Slovenia	Mura cup. World cup F1A, F1B, F1C. Contact: Bogdan Lemut, Borovnjakova 1, 9000 Murska Sobota, Slovenia, tel: +386 41 210 144, fax: +386 2 534 81 51, email: muracup@siol.net, web: www.freeweb.siol.net/muracup
February 9 Chobham Common	Chobham Tree Chop. See FFn 0810. Meet at Staple Hill car park at 10am.	March 14-15 Gjovik, Norway	Holiday on Ice. World cup F1A, F1B, F1C, F1Q. Contact: Tor Bortne, Jernbanev 28, 2840 Reinsvoll, Norway, tel: +47 611 97 463 or +47 920 95 329, fax: +47 611 52 606, email: tobortne@bbnett.no, web: home.online.no/~vnereng/
February 10-11 Lost Hills, California, USA	California Cup. World Cup F1E. Contact: Lee Hines, 376 Magnolia St, Costa Mesa, CA 92627 2345, USA, tel: +1 949 645 48 50, email: sweepettelee@sbcglobal.net	March 14-15 Hranice, Czech Republic	Winter Cup. 2 F1E events World cup. Contact: Vojtech Zima, Smetanovo nabr. 1840, 75301 Hranice, Czech Republic, tel: +420 604 58 97 92, fax: +420 581 60 44 45, email: vzima@sigmapumpy.com web: www.modelarihranice.ic.cz
February 13-16 Lost Hills, California, USA	Maxmen International. . World cup F1A, F1B, F1C, F1P, F1Q. Contact: George Batiuk, 2221 King Str. 2, San Luis Obispo, CA 93401, USA, tel: +1 805 305 0340, fax: +1 805 546 0700, email: slogb1@gmail.com	March 21-22 Matfors, Sweden	Matfors VT International. World cup F1A, F1B, F1C. Contact: Mikael Holmbom, Österlo 140, 860 13 Stöde, Sweden, tel: +46 76 116 91 33, email: mikael.holmbom@matforsmfk.se, web: www.matforsmfk.se/matforsvt
February 15-16 Werrington Sports Centre, Peterborough	BMFA Indoor 3rd Trials. Sunday 14.00 to 22.00, Monday 10.00 to 18.00 both days. 1/3 motors, see FFn0811. Contact M Benns 01733 755733.		

CIAM BUREAU MEETING

Report by Ian Kaynes

The Bureau meeting was held in Lausanne on December 5 and 6. Tasks of the meeting include review of the agenda for the Plenary meeting next March, prepare the 2009 contest calendar and to review plans for the 2009 Championships.

The calendar was prepared and World Cup events selected, detail appear later in this issue and championships details follow later in this section.

The agenda preparations concentrated on the proposals for the general part of our sporting code (volume ABR) and no time devoted to free flight proposals. All the proposals relevant to free flight will be described in FFn next month.

FAI reported that its continued recognition as a sporting body depends on more closely following the procedures of WADA, the sports anti-doping agency. This will include having key sportsmen listed to be subject to unannounced drug testing between events, but it is unlikely that aeromodellers will be listed initially. However, it was noted that Championships competitors who take listed drugs as medication could need a TUE (therapeutic use exemption) certificate.

It was noted that there is now little cost difference between the regular FAI medals which are awarded at World Champs and the CIAM medals which are awarded at Continental Champs. Originally the CIAM medals were commissioned as a cheaper option, but it is likely that only FAI medals will be used for all Champs from 2010.

Following the trophy report the 2 missing indoor trophies have been found. The Kopesky and Rushbrooke trophies had not arrived in Belgrade for presentation to the 2008 winner Ivan Treger. Dave Brown found that Larry Cailliau, the 2006 winner, had returned them to an AMA representative at the US Indoor Champs but there was no sign of them having been received at AMA. An overheard conversation then led to the recollection that 2 extra trophies had been returned to the AMA alongside the AMA perpetual trophies which were taken back to the AMA Museum after being temporarily awarded at the Nats. Sure enough, the 2 FAI trophies were then found alongside all the AMA indoor trophies safely locked in glass case at the museum! Plans are now being made for getting them to Ivan Treger.

2008 Championships News

World Championships F1A F1B F1C will be held at Bjelopolje in Croatia in July. The flying site, midway between Split and Zagreb, is a large area of flat grassland enclosed by wooded hills. It has been used for the Vilim Kmoch World Cup event, which is also scheduled to be held there in July 2009 before the World Champs. The schedule is:

July 17-18	Vilim Kmoch World Cup
July 19	Arrival, practice, registration processing, opening ceremony
July 20	Practice, registration processing, team managers meeting
July 21	F1A contest
July 22	F1B contest
July 23	Reserve day
July 24	F1C contest
July 25	Reserve day, optional tour, closing ceremony
July 26	Departure

The contest days will have 55 minute rounds starting from about 8.00 each day. The entry fees will be €245. Costs for hotel accommodation range from €385 to €259 for 7 days full board plus €40 for the banquet. It is possible to camp on the flying field for €28 per person for the 7 nights with lunch on the field available for €70

World Championships F1E will be held in Germany in September. There was much discussion of the problems encountered at the 2008 European Championships in Germany. Srdjan Pelagic's jury report on that event mentioned some problems, but suggested that the site problems resulted from choosing the slope according to general weather forecasts which were not the same as local conditions in the hills, leading to "the last round being flown with a slow wind down the slope" a rather simplistic interpretation!

I had received the views of a number of team managers and flyers at the Euro Champs and, while some of these were strongly against Germany, others were much less concerned by the problems and favoured returning to Germany in 2009. In the light of this, the plans for having the 2009 World Championships in Germany were accepted by the Bureau after hearing about an extended timetable, changes of organisation, and identification of different slopes. The new slopes, within the same area used this year and thus still rather close to trees and vaillages, give more options but still do not cover all wind directions. A proper reserve day and possible additional use of the "tour" day gives much more time for selecting the best flying time and to move between sites as needed for the weather. Klaus Salzer will be CD of the 2009 Champs.

The timetable presented was:

Sept 12	Swiss World Cup
Sept 13	World Champs opening ceremony
Sept 14	Registration processing, team managers meeting
Sept 15	F1E Junior contest day
Sept 16	F1E Senior contest day
Sept 17	Reserve day
Sept 18	Excursion, 18.00 prize giving, 20.00 banquet
Sept 19	Rhon World Cup
Sept 20	Reserve day for Rhon Cup, departure.

Bureau discussion noted the long total time of the Champs and the possibility of having the Swiss Cup on Sunday was considered, yet to be decided.

Entry fee is €290, which includes the banquet. Accommodation will be in local hotels booked by competitors like this year.

Junior European Championships F1A F1B F1P will be held at Salonta in Romania, close to the western border with Hungary. The schedule is:

Aug 2	Arrival, registration.
Aug 3	Model registration, training, opening ceremony
Aug 4	F1A contest
Aug 5	F1B contest
Aug 6	F1P contest
Aug 7	Reserve day, trip, prize-giving, closing ceremony
Aug 8	Champs departure/ World Cup Salonta F1A
Aug 9	World Cup Salonta F1B, F1C.

Entry fees are €250, accommodation in local hotels will cost €45 per day full board, with banquet at €35 for senior or €30 for juniors.

Indoor European Championships F1D will be held in Belgrade, in the same hall used for the World Champs this year. The timetable is:

Aug 9	Arrival
Aug 10	Training, opening ceremony
Aug 11	Contest flights 1 and 2
Aug 12	Contest flights 3 and 4
Aug 13	Contest flights 5 and 6, closing ceremony, prize-giving, banquet
Aug 14	Departure

The entry fee is €300 seniors and team managers, €250 junior competitors. Accommodation in Hotel N will cost €37 per day bed and breakfast, with lunch and dinner in the hall for €22 per day. And banquet €40 seniors, €35 juniors.

CIAM COMPETITION CALENDAR 2009

The following is the CIAM calendar for free flight championships, World Cup events and other international events. First is a summary of World Cup events, see the calendar below for full details of each event

World Cup summary F1A, F1B, F1C, F1P, F1Q

Feb 13-16	Lost Hills	USA	Maxmen	F1ABCPQ
Feb 21	Viabon	FRA	6th Philippe Lepage	F1B
Mar 7-8	Säkylä, Pori	FIN	Bear Cup	F1ABC
Mar 13-15	Moravske T	SLO	Mura cup	F1ABC
Mar 14-15	Gjovik	NOR	Holiday on Ice	F1ABCQ
Mar 21-22	Matfors	SWE	Matfors VT	F1ABC
April 7-8	Narrandera	AUS	Southern Cross	F1ABC
April 9-13	Narrandera	AUS	Australian Champs	F1ABC
April 10-14	Nalchik	RUS	Naloev Cup	F1ABCP
April 24-26	Vize-Kirkklareli	TUR	Istanbul FF Cup	F1ABC
May 1	Madziunai	LTU	Baltic Cup	F1ABCPQ
May 2	Madziunai	LTU	Estonian Cup	F1ABCPQ
May 8-10	Zrenjanin	SRB	26th Srem Cup	F1ABC
May 9-10	Andover	GBR	Stonehenge	F1ABCPQ
May 22-23	Vsechov	CZE	Jihocesky pohar	F1ABC
May 22-23	Pazardzik	BUL	Tbilisi Georgia	F1ABCPQ
May 23-24	Pazardzik	BUL	Sofia Cup	F1ABCPQ
May 29-31	Tass	HUN	25th Puszta Cup	F1ABCP
June 20	Zrenjanin	SRB	Djodje Zigic	F1ABC
July 3-5	Rinkaby	SWE	Swedish Cup	F1ABCQ
July 5	Rinkeby	SWE	Nordic Cup	F1ABCQ
July 10-12	Kyiv	UKR	Antonov Cup	F1ABC
July 11-12	Borden	CAN	Huron Cup	F1ABC
July 11	Tass	HUN	Vörös Jenő	F1ABC
July 14-15	Bosanski P.	BIH	Izet Kurtalic	F1ABC
July 17-18	Bjelopolje	CRO	Vilima Kmocha	F1ABC
Jul 31-Aug1	Noizé Thouars	FRA	Poitou	F1ABC
Aug 1-2	Mostar	BIH	Mostar Cup	F1ABC
Aug 7-9	Stalowa Wola	POL	Summer Cup	F1ABCPQ
Aug 8-9	Salonta	ROU	Salonta Cup	F1ABCP
Aug 14-17	Kharkiv	UKR	Zmiev Cup	F1ABC
Aug 15-16	Ankara	TUR	Anatolian Cup	F1ABC
Aug 27-30	Zülpich	GER	Eifel Pokal	F1ABCPQ
Aug 28-29	Ofakim	ISR	Negev Open	F1ABCPQ
Aug 29-30	Kietrz	POL	Open	F1ABCPQ
Sept 4-6	Sisak	CRO	Siscia Cup	F1ABCPQ
Sept 5-7	Borden	CAN	Canada Cup	F1ABC
Sept 18-20	Pazardzik	BUL	Bulgaria Cup	F1ABCPQ
Sept 21-23	Orel	RUS	Cup Aviaprom	F1ABC
Oct 2-4	Lost Hills	USA	Sierra Cup	F1ABCPQ
Oct 15-18	Sentjerne	SLO	Krka Cup	F1ABCQ
Oct 24-25	Capannori	ITA	4th FAVLI	F1ABC
Oct31-Nov1	Mühlenthurnen	SUI	Eurofly	F1ABCQ

World Cup summary F1E

Feb 10-11	Lost Hills	USA	California F1E Cup
March 14	Hranice	CZE	Winter Cup I
March 15	Hranice	CZE	Winter Cup II
April 18	Oberkotzau	GER	Föhrberg Cup
April 19	Oberkotzau	GER	Swiss-Cup F1E
May 2	Sismol	ITA	4th Coppa Primavera
May 3	Sismol	ITA	29th Coppa Sisemol
May 16	Liptovsky M.	SVK	Liptov Cup
May 17	Liptovsky M.	SVK	Nosko Memorial Cup
June 6	Zlatibor	SRB	Luxor Open
June 7	Zlatibor	SRB	Zlatibor Cup
June 11-12	Turda	ROU	Memorial Popa Crangu
June 12-13	Turda	ROU	Turda Cup
Sept 12	Rhon	GER	Berner F1E Cup
Sept 19	Rhön	GER	Rhön World Cup
Sept 26	Tourtenay	FRA	5th F1E Poitou-Charentes
Sept 27	Tourtenay	FRA	Poitou F1E
Oct 3	Toszek	POL	4th Toszek Cup
Oct 4	Toszek	POL	10th Governor's Cup

Full listing of CIAM Free Flight Calendar

February 10-11 Lost Hills, California, USA	California F1E Cup. World Cup F1E. Entry fees US\$25. Contact: Lee Hines, 376 Magnolia St, Costa Mesa, CA 92627 2345, USA, tel: +1 949 645 48 50, email: sweepettelee@sbcglobal.net
February 13-16 Lost Hills, California, USA	Maxmen International. World cup F1A, F1B, F1C, F1P, F1Q. Contact: George Batiuk, 2221 King Str 2, San Luis Obispo, CA 93401, USA, tel +1 805 305 0340, fax: +1 805 546 0700, e: slogb1@gmail.com
February 21 Viabon, France	6th Philippe Lepage. World cup F1B. Entry fees €30. Contact: Jean-Pierre Challine, 13 ch. Des Chéneaux, 91220 Bretigny sur Orge, France, tel: +33 6 10 23 26 27, email: mjp@challine@tele2.fr web: www.paris-air-modele.com
March 7-8 Säkylä, Pori, Finland	Bear Cup. World cup F1A, F1B, F1C. Entry fees €35 seniors, €15 juniors. Contact: Kim Henriksson, Ymmerstanmäki 9, 02750 Espoo, Finland, tel: +358 4151 52 481, e: kim.henriksson@tuottoanalyysit.fi web: www.bearcup.net
March 13-15 Moravske Toplice, Slovenia	Mura cup. World cup F1A, F1B, F1C. Entry fees €30. Contact: Bogdan Lemut, Borovnjakova 1, 9000 Murska Sobota, Slovenia, tel: +386 41 210 144, fax: +386 2 534 81 51, email: muracup@siol.net web: www.freeweb.siol.net/muracup
March 14-15 Gjovik, Norway	Holiday on Ice. World cup F1A, F1B, F1C, F1Q. Entry fees €35. Contact: Tor Bortne, Jernbanev 28, 2840 Reinsvoll, Norway, tel: +47 611 97 463 or +47 920 95 329, fax: +47 611 52606, email: tobortne@bbnett.no web: home.online.no/~vnereng/
March 14-15 Hranice, Czech Republic	Winter Cup. 2 F1E events World cup. Entry fees €30 senior €15 junior. Contact: Vojtech Zima, Smetanovo nabr. 1840, 75301 Hranice, Czech Republic, tel: +420 604 58 97 92, fax: +420 581 60 44 45, email: vzima@sigmapumpy.com web: www.modelarihranice.ic.cz
March 21-22 Matfors, Sweden	Matfors VT International. World cup F1A, F1B, F1C. Entry fees €30. Contact: Mikael Holmbom, Österlo 140, 860 13 Stöde, Sweden, tel: +46 76 116 91 33, email: mikael.holmbom@matforsmfk.se web: www.matforsmfk.se/matforsvt
April 3 Liptovsky Mikulas, Slovakia	Liptov Cup F1E. Entry fees €20 senior €10 juniors. Contact: Jaroslav Kostan, Zaturcianska 47, 036 01 Martin, Slovakia, tel: +421 907 217539, email: jaro@kostonmodel.sk www.rcmklub.sk
April 7-8 Narrandera, NSW, Australia	Southern Cross Cup. World cup F1A, F1B, F1C. Entry fees AUS\$ 20. Contact: Tahn Stowe, PO Box 4138, Winmalee NSW 2777, Australia, tel: +61 24 75 41 334, fax: +61 247541334 e: stowes@ozemail.com.au web: www.nswffs.com.au
April 9-13 Narrandera, NSW, Australia	Australian Free Flight Society Championships. World cup F1A, F1B, F1C. Entry fees AUS\$ 20. Contact: Phil Mitchell, PO Box 44, Terrigal NSW 2260, Australia, tel: +61 24 38 43 217, fx: +61 24 36 78 316, email: filnoels@bigpond.net.au

April 10-14 Nalchik, Russia	Naloev Cup. World cup F1A, F1B, F1C, F1P. Entry fees €25. Contact: Andrey Naloev, Russia, tel: +7 928 910 4605, fax: +7 866 277 44 47, email: naloev@mail.ru	May 22-23 Vsechov, Czech Republic	24th Jihocesky Pohar. World cup F1A, F1B, F1C. Entry fees €40. Contact: Rostislav Kvasnicka, 9. Kvetna 422, 391 02 Sezimovo Usti, Czech Republic, tel: +420 608 059 803, fax: +420 381 292 017, email: r.kvasnicka@seznam.cz
April 18 Oberkotzau, Germany	Föhrberg Cup. World cup F1E. Entry fees €30. Contact: Peter Kuttler, Schneebergstr. 26, 95145 Oberkotzau, Germany, tel: +49 9286 61 87 or +49 160 9451 64 69, email: peter-kuttler@web.de	May 22-23 Pazardzik, Bulgaria	Tbilisi Cup of Georgia. World cup F1A, F1B, F1C, F1P, F1Q. Entry fees €30. Contact: Gia Gegenava, Apt 64, Chavchavadze Ave 16, 0179 Tbilisi, Georgia, tel: +359 888 40 89 40, fax: +359 61 860 772, email: aergia@geo.net.ge web: www.f1abc.com
April 19 Oberkotzau, Germany	Swiss-Cup F1E. World cup F1E. Entry fees €30. Contact: Alfred Andrist, Sustenstrasse 9E, 3604 Thun, Switzerland, tel: +41 33 33 672 05, email: familie.andrist@hispeed.ch	May 23-24 Pazardzik, Bulgaria	Sofia Cup. World cup F1A, F1B, F1C, F1P, F1Q. Entry fees €30. Contact: Valentin Savov, Bratia Benderevi str 5, Gorna Oriahovitsa, Bulgaria, tel: +359 888 40 89 40, fax: +359 618 60 772, email: valio@dir.bg web: www.F1ABC.com
April 24-26 Vize - Kirklareli, Turkey	Istanbul FF Cup. World cup F1A, F1B, F1C. Entry fees €30. Contact: Ismet Yurtseven, Bulgurlu, Aydinoglu Sokak nr 29, 34696 Camlica Uskudar, Istanbul, Turkey, t: +90 216 521 14 14, fax: +90 216 461 91 80, email: ismety@banksoft.com.tr web: www.turkey-ff.info	May 29-31 Tass, Hungary	25th Puszt Cup. World cup F1A, F1B, F1C, F1P; F1G, F1H, F1J. Entry fees €30. Contact: György Pinkert, Pf 16, 1625, Hungary, tel: +36 1 221 4071, fax: +36 1 221 40 71, email: info@cavalloni.hu web: www.cavalloni.hu
May 1 Madziunai, Lithuania	Baltic Cup. World cup F1A, F1B, F1C, F1P, F1Q. Entry fees €30 senior €10 junior. Contact: Rolandas Mackus, Taikos 19-12, 28158 Utena, Lithuania, tel: +370 687 260 02, fax: +370 389 69 181, email: rolandasmackus@vytrolma.lt web: www.aeromodeling.lt	June 6 Zlatibor, Serbia	Luxor Open. World cup F1E. Entry fees €30. Contact: Ljubomir Radosavljevic, Prvomajska 67, 11080 Belgrade, Serbia, tel: +381 64 138 86 11, fax: +381 11 2625 311, email: aerolux@sezampro.yu web: www.akaerolux.com
May 2 Madziunai, Lithuania	Estonian Free Flight Cup. World cup F1A, F1B, F1C, F1P, F1Q. Entry fees €30 senior €10 junior. Contact: Aavo Koppel, Kreegipuu Puiestee 4, Maardu 74117, Estonia, tel: +372 504 88 86, fax: +372 697 95 99, email: aavo.koppel@hotmail.com web: www.mudellend.ee	June 7 Zlatibor, Serbia	Zlatibor Cup. World cup F1E. Entry fees €30. Contact: Bosko Lacimic, Stevana Brakusa 4, Serbia, tel: +381 63 248 214, fax: +381 11 3541 031, email: watt1992@yahoo.com web: www.akfreeflyer.tripod.com
May 2 Monte Sismol - Gallio, Italy	4th Coppa Primavera. World cup F1E. Entry fees €35. Contact: Maurizio Tomazzoni, Via Rialto 36, 38068 Rovereto, Italy, tel: +39 0464 430 230, email: gaetom@tele2.it	June 11-13 Turda, Romania	2 F1E World Cup events. 11-12: Memorial Popa Crangu, 12-13: Turda Cup. Entry fees €30 senior €25 Junior. Contact: Zanciu Mihail & Conu Marius, Federatia Romana de Modelism, OP 6, CP 56 Bucuresti, Romania, tel/fax: +40 213 162 454 / +40 318 057 471, email: mzanciu@rdsmail.ro web: www.frmd.ro
May 3 Monte Sismol - Gallio, Italy	29th Coppa Sisemol. World cup F1E. Entry fees €35. Contact: Maurizio Tomazzoni, Via Rialto 36, 38068 Rovereto, Italy, tel: +39 0464 430 230, email: gaetom@tele2.it	June 20 Aradac - Zrenjanin, Serbia	42nd Memorial Djodje Zigic. World cup F1A, F1B, F1C. Entry fees €30. Contact: Nikola Borovac, Cara Dusana 57, 11080 Zemun, Serbia, tel: +381 64 195 1870, fax: +381 11619164 email: nborovac@eunet.yu
May 8-10 Aradac - Zrenjanin, Serbia	26th Srem Cup. World cup F1A, F1B, F1C. Entry fees €30. Contact: Nikola Buncic, Cara Dusana 50, 22330 Nova Pazova, Serbia, tel: +381 63 252 064, fax: +381 22 321240, email: aknovapazova@yahoo.com web: www.aknovapazova.com/	June 27 Tass, Hungary	Szeged Cup. F1A, F1B, F1C, F1P. Entry fees €30. Contact: Gabor Zsengeller, PO Box 207, 6701 Szeged, Hungary, tel: +36 30 95 32 100, fax: +36 62 31 0006, email: gabez@eastcom.hu www.szegedkupa.hu
May 9-10 Andover, UK	Stonehenge Cup. World cup F1A, F1B, F1C, F1P, F1Q. Entry fees £25. Contact: M J Woodhouse, 12 Marston Lane, Eaton, Norwich, Norfolk NR4 6LZ, UK, tel: +44 01 603 45 77 54, fax: +44 01 603 45 77 54, email: mike@freeflightsupplies.co.uk	July 3-5 Rinkaby, Sweden	Swedish Cup. World cup F1A, F1B, F1C, F1Q. Entry fees senior €30 €15 junior. Contact: Magnus Söderling, Studentenstaden 2 – 211, 75233 Uppsala, Sweden, tel: +46 708 209 112, email: flb@kth.se
May 16-17 Liptovsky Mikulas, Slovakia	2 F1E World Cup events. 16 th : Liptov Cup, 17 th : Nosko Memorial Cup. Entry fees €30 senior €15 juniors. Contact: Ing. Milan Valastiak, Vrbická 1869, 03101 Liptovský Mikulas, Slovakia, tel: +421 908 530 339, fax: +421 48 611 2668, email: mvalastiak@inmail.sk	July 5 Rinkeby, Sweden	Nordic Cup of Denmark. World cup F1A, F1B, F1C, F1Q. Entry fees senior €30 junior €15. Contact: Bo Nyhegn, Birkevenget 2, Gadevang, 3400 Hillerod, Denmark, tel: +45 4826 7306, fax: +45 4824 1069, email: henning@nyhegn.com web: www.ffu.dk

July 10-12 Kyiv, Ukraine	Antonov Cup. World cup F1A, F1B, F1C; F1G, F1H, F1J, F1P. Entry fees €25. Contact: Igor Zavgorodniy, Ukrainian Aeromodelling Federation, V. Getmana Str. 27, Kyiv 03056, Ukraine, tel: +380 44 40 56 833 or +380 50 242 07 57, fax: +380 44 457 09 73, email: zivdbox@bigmir.net	August 6-8 Belgrade, Serbia	16th Dorcol Cup. F1D. Entry fees €40. Contact: Vojislav Stojkovic, Kralja Petra 70, 11000 Belgrade, Serbia, tel: +381 11 2186 443, fax: +381 11 2186 443, email: aviomodeli55@yahoo.com web: www.modelar.org.rs
July 11-12 Borden, ON, Canada	Huron Cup. World cup F1A, F1B, F1C. Entry fees CDN\$30. Contact: Jerry McGlashan, R.R.:1, 372 6th Conc. Rd, Clear Creek, ON N0E 1C0, Canada, tel: +1 519 875 2734, email: rgmccg@hughes.net	August 7-9 Stalowa Wola, Poland	Summer Cup. World cup F1A, F1B, F1C, F1P, F1Q. Entry fees €31 senior €15 junior. Contact: Robert Radwanski, Dmowskiego 7 m 19, 37-450 Stalowa Wola, Poland, tel: +48 15 844 45 15 or +48 600 46 66 24, fax: +48 15 85 40 118, email: rradwan@wp.pl
July 11 Tass, Hungary	Vörös Jenő Memorial Contest. World cup F1A, F1B, F1C, F1H. Entry fees €30. Contact: Jenő Vörös Tárogató u. 63, 6726 Szeged, Hungary, tel: +36 209 136 463, email: vorosjeno@freemail.hu web: www.jenovoros.hu	August 8-9 Salonta, Romania	Salonta Cup. World cup F1A, F1B, F1C, F1P. Entry fees €30 senior €20 Junior. Contact: Vincze Sandor, Str Republici 92, Jud Bihor, 475550 Salonta, Romania, tel: +40 72 47 18 992, tel/fax: +40 259 374109, email: vincze_sandor@freemail.hu
July 14-15 Bosanski Petrovac, Bosnia and Herzegovina	Memorijal Izet Kurtalic. World cup F1A, F1B, F1C. Entry fees €30. Contact: Malik Cabaravdic, Gornje Rosulje 3, 71000 Visoko, Bosnia and Herzegovina, tel: +387 61 196 368, fax: +387 32 738 209, email: info@aeroklub-izet-kurtalic.ba web: www.aeroklub-izet-kurtalic.ba	August 9-14 Belgrade, Serbia	FAI European Championships F1D. Entry fees senior €300 junior €250. Contact: Vojislav Stojkovic, Kralja Petra 70, 11000 Belgrade, Serbia, tel: +381 11 21 86 443, fax: +381 11 21 86 443, email: aviomodeli55@yahoo.com web: www.modelar.org.rs
July 17-18 Bjelopolje, Croatia	7th Mem Vilima Kmocha. World cup F1A, F1B, F1C. Contact: Robert Lesko, Matije Gupca 4, 10290 Zapresic, Croatia, tel: +385 959061 550, fax: +385 133 10403, e: mkz@mk-z.hr www.mk-z.hr	August 14-17 Kharkiv, Ukraine	Zmiev Cup. World cup F1A, F1B, F1C. Entry fees €25. Contact: S. Molchanov - Nikolay Kovalenko, Av 50 let SSSR, 46 apt. 86, Kharkiv 61060, Ukraine, tel: +380 5068 21806 or +380 6757 77270, fax: +380 57 63 31 023, email: sergey_f1b@mail.ru
July 19-26 Bjelopolje, Croatia	FAI World Championships F1A,F1B, F1C. Entry fees €230. Contact: Damir Kosir, Matije Gupca 4, Zapresic, Croatia, tel: +385 1 33 10 403, fax: +385 1 33 10 403, email: info@wch2009.com www.mk-z.hr	August 15-16 Ankara, Turkey	Anatolian Free Flight Cup. World cup F1A, F1B, F1C. Entry fees €30. Contact: Osman Sevgi & Necdet Ergin, Altan Dünalp Sitesi no 10/7, Cayyolu – Ankara, Turkey, tel: +90 532 417 11 04 or +90 533 812 94 71, fax: +90 312 266 41 50, email: osman.sevgi@gmail.com web: www.anatollcup.com
July 24-26 Beauvoir-sur-Niort, France	Azay Le Brule Inter. F1A, F1B, F1C, F1G, F1H, F1J, F1K . Entry fees €12. Contact: Andre Trachez, 11 rte de la Balderie, La Rivière, 79370 Aigonnay, France, tel: +33 6 08 57 35 50, andre.trachez@laposte.net	August 27-30 Zülpich, Germany	40th International Eifel Pokal. World cup F1A, F1B, F1C, F1P, F1Q. Entry fees €30 senior €15 junior/2nd class. Contact: Peter Mönninghoff, Friedrich Ebert str 41, 58332 Schwelm, Germany, e: info@eifelpokal.de web: www.eifelpokal.de
July 30 Moncontour, France	Moncontour 2min. F1G, F1H, F1J, F1K. Entry fees €17. Contact: Gérard Marquois, 16 rue Maxime Ridouard, 86330 Moncontour, France, tel: +33 5 49 22 68 91 or +33 6 13 32 95 99, email: gerard.marquois@aliceadsl.fr	August 28-29 Ofakim, Israel	Negev Open - Israeli FF Championship. World cup F1A,F1B, F1C, F1P, F1Q; F1G, F1H. Entry fees €30. Contact: Michael Furman, 67 Hayarkon st., POB 26261, Tel Aviv, Israel, t: +972 3 51 75 038, fax: +972 351 77280, email: office@aeroclub.org.il web: www.aeroclub.org.il
July 31-August 1 Noizé, Thouars, France	Poitou. World cup F1A, F1B, F1C. Entry fees €30. Contact: Michel Reverault, Poitou 2008 F1E, BP 36, 79100 Thouars Cedex, France, t:+33 54968 0155, fx: +33 5 49 96 13 37, email: poitou-aero@noos.fr	August 29-30 Kietrz, Poland	Open International. World cup F1A, F1B, F1C, F1P, F1Q. Entry fees €30. Contact: Piotr Szymanaski, ul. Kosciuszki 2 a/3, 47-100 Raciborz, Poland, tel: +48 508 28 13 41, email: modelpiotrek@poczta.onet.pl
August 1-2 Mostar, Bosnia and Herzegovina	Mostar Cup. World cup F1A, F1B, F1C. Entry fees €30. Contact: Soniboj Sabo, ZK Mostar,Stjepana Radica 76b, 88000 Mostar, Bosnia and Herzegovina, tel: +387 61 808 142, fax: +387 36 346 224, email: zk_mostar@yahoo.com web: www.zk-mostar.com/	September 4-6 Sisak, Croatia	Siscia Cup. World cup F1A, F1B, F1C, F1P, F1Q. Entry fees €30. Contact: Zoran Zechner, S.i.A Radica 3, Sisak, Croatia, tel: +385 99 4444 361, fax: +385 44 535 721, email: zoran.zechner@sk.t-com.hr web: www.amks.hr
August 2-7 Salonta, Romania	FAI Junior European Championships. F1A, F1B,F1P. Entry fees €250. Contact: Zanciu Mihail, Federataia Romana de Modelsim, OP 6 - CP 56, Bucuresti, Romania, tel/fax: +40 213 162 454 or +40 31 80 57 471 mzanciu@rdsmail.ro web: www.frmd.ro		

- September 4-6 Valencia, Spain 11th Open Internacional Copa Tabarca. F1D, F1L, F1M. Entry fees €50. Contact: Luis Font Bellot, Spain, tel: +34 675 394 369, email: clubsaf15@hotmail.com web: www.geocities.com/clubsaf15
- September 5-7 Borden, ON, Canada Canada Cup. World cup F1A, F1B, F1C. Entry fees CDN\$30. Contact: Leslie Farkas, 21 Misty Moore Dr, Richmond Hill, ON L4C 6P9, Canada, tel: +905 886 69 59, fax: +905 886 3025, email: aljolie@sympatico.ca
- September 12 Wasserkuppe, Germany Berner Cup World cup F1E. Entry fees €30. Contact: Alfred Andrist, Sustenstrasse 9E, 3604 Thun, Switzerland, tel: +41 33 33 6 72 05, email: familie.andrist@hispeed.ch
- September 14-19 Rhön, Wasserkuppe and Kaltensundheim, Germany FAI World Championships F1E. Entry fees €290. Contact: Michael Thoma, Hermann Blenk Str 28, 38108 Braunschweig, Germany, tel: +49 531 2 35 40 56, fax: +49 531 2 35 40 11, email: m.thoma@daec.de web: www.modellflug-im-daec.de
- September 18-20 Pazardzik, Bulgaria Bulgaria Cup. World cup F1A, F1B, F1C, F1P, F1Q. Entry fees €30. Contact: Valentin Savov, Bratia Benderevi str 5, Gorna Oriahovitsa, Bulgaria, tel: +359 888 40 89 40, fax: +359 618 60 772, email: valio@dir.bg web: www.F1ABC.com
- September 19 Kaltensundheim, Rhön, Germany Rhön World cup. World cup F1E. Entry fees €30 senior €15 junior. Contact: Michael Thoma, Hermann Blenk Str. 28, 38108 Braunschweig, Germany, tel: +49 531 2 35 40 56, fax: +49 531 2 35 40 11, email: m.thoma@daec.de web: www.modellflug-im-daec.de
- September 21-23 Orel, Russia Cup Aviaprom. World cup F1A, F1B, F1C. Entry fees €20. Contact: Nadezda Snegovay, 88-8 Volokolamskoe sh, 125424 Moscow, Russia, tel: +7 495 491 9747, fax: +7 495491 9747, email: fasmus@rambler.ru
- September 26 Tass, Hungary Árvai János Memorial. F1A, F1B, F1C. Entry fees €20. Contact: Gutti József, Arany J. 47, 5700 Gyula, Hungary, tel: +36 20363 5573, gutti@fafem.hu www.dimk.hu
- September 26 Tourtenay, France 5th F1E Poitou-Charentes. World cup F1E. Entry fees €30. Contact: André Trachez, 11 rte de la Balderie, La Rivière, 79370 Aignonnay, France, tel: +33 6 08 57 35 50, email: andre.trachez@laposte.net
- September 27 Tourtenay, France Poitou F1E. World cup F1E. Entry fees €30. Contact: Michel Reverault, 1 ch. Du Grand Cornet, 79100 St Jean de Thouars, France, tel: +33 5 49 68 01 55, fax: +33 5 4996 1337, email: mreverault@wanadoo.fr
- October 2-4 Lost Hills, California, USA Sierra Cup. World cup F1A, F1B, F1C, F1P, F1Q. . Contact: Mike McKeever, 4252 Mockingbird Ct, Fair Oaks, CA 95628, USA, tel: +1 916 967 8475, email: vamckeever@aol.com
- October 3 Toszek, Poland 4th Toszek Cup. World cup F1E. Entry fees €30 senior. Contact: Roman Sowa, Ul. Gliwicka 6, 44-160 Rudziniec, Poland, tel: +48 32 230 38 43, fax: +48 32 230 15 94, email: romansowa@op.pl
- October 4 Toszek, Poland 10th Governor's Cup. World cup F1E. Entry fees €30 senior. Contact: Marek Lysakowski, Ul. Sienkiewicza 8 m 10, 47-400 Raciborz, Poland, tel: +48 32 419 27 41, fax: 48 32 230 15 94, email: mlysakowski@poczta.onet.pl
- October 15-18 Sentjernej, Novo mesto, Slovenia Krka Cup. World cup F1A, F1B, F1C, F1Q. Entry fees €30. Contact: Janko Groselj jr, Devinska 7, 1000 Ljubljana, Slovenia, tel: +386 41 731 660, tel/fax: +386 7 33 48 222, email: aeroklub@insert.si www.aeroklub.insert.si
- October 24-25 Capannori (Lucca), Italy 4th FAVLI World cup. World cup F1A, F1B, F1C. Entry fees €35. Contact: Maurizio Tomazzoni, Via Rialto 36, 38068 Rovereto, Italy, tel: +39 0464 430 230, email: gaetom@tele2.it
- October 31 - November 1 Mühlensturnen, Switzerland Eurofly. World cup F1A, F1B, F1C, F1Q; F1G. Entry fees €35. Contact: Walter Eggimann, Seftigenstrasse 125, 3123 Belp, Switzerland, tel: +41 31 819 17 84, email: eurofly@belponline.ch www.freiflug.ch

2008 BMFA FREE FLIGHT FORUM

The Free Flight Forum was held on November 23rd and attended by a rather lower number than usual, just over 30. Perhaps others had judged it by the usual aeromodelling consideration of the weather forecast. While the predicted snow didn't materialise there was a lot of rain and wind and we didn't miss good flying weather by being indoors (but as usual the Holiday Inn room was only just above freezing!).

The proceedings opened with the chairman, Mike Evatt, presenting a paper by Roger Wilkes on "Torque-Back Trimming Technique and Variable Pitch Props". This described developments from Roger's Torquback VIT systems for F1B and F1G (see FFn April 2001 and January 2007 respectively). He has now devised a VIW system with the incidence on the left wing adjusted via a lever from the rear peg movement against a spring. Another development path was the use of flaps rather than VIW, with the need for a revised structure to carry the flapped part of the wing. Later variants had also added a VIT to these models. Without the author present there could be no reply to the question posed by JO'D of why the complexity was necessary.

Next paper was by Trevor Grey on Brushless Motors. This was largely directed to F1Q since BMFA Open Electric requires brushed motors. Trevor described the construction of a brushed motor, how this was modified for in-runner and out-runner brushless motors. The new component required is an electronic speed controller and these have now reduced in size to be tiny components weighing just a few grams. The improved efficiency of a brushless motor compared to brushed (90% against 60%) combined with similar weight and the ability of an out-runner to turn a large prop more slowly without gears combine to make brushless very attractive. Simple tests and analysis had shown that a brushless motor driving a 9.5" prop at 7900rpm could be twice as effective as a brushed motor driving a 6.9" prop at 12000rpm. The interface with the ESC was described, either via electronic timers or a servo tester with mechanical timer, with the latter needing a mechanical interlock to prevent motor restarting.

Lindsey Smith described various scale model kits from the pre-war and early post-war period. This included drawing up guessed plans for models which had been advertised by Keil Kraft but apparently never produced. These were from a 1946 series of models about 24" span which were withdrawn by 1950 and replaced by the "3/9" smaller scale model series with which most of those present were more familiar.

Mark Croome described making Rohacell D-boxes for rubber models. He demonstrated how thin sheet Rohacell could be heated and then easily bent to shape. He produces D-boxes by wrapping a heated sheet over a wooden former covered with silicone baking sheet (from Lakeland Plastics). Samples of completed D-boxes from 2mm Rohacell 51 had balsa rear webs with carbon rod spars let into the balsa at top and bottom. Mark gets his Rohacell sheets from EMKAY Plastics (www.emkayplastics.co.uk) and during discussions the merits of the fine grade version was noted.

Phil Ball presented his results of analysis of BMFA contests.. Ian Davitt had done this in 2006, Phil followed that by processing the 2007 and 2008 results then found the 1998 results and analysed those for a view of 10 years ago. Complete totals of entries were 1457 in 1998, 1235 in 2006, 1348 in 2007 and 1260 in 2008. This showed less decrease than might have been expected but is subject to variations of weather and number of events. The 2008 Nationals had been entered by 255 people, while 222 took part in the area and centralised events, and 159 recorded scores in the senior championships. Phil deduced that this could indicate a total of about 270 active free fliers. Distribution of entries between classes showed more participants in combined classes than in the individual BMFA and other classes. Phil said that this showed the combined classes should be adopted for all events as more popular. Discussion showed that some people preferred to fly small individual class events, while the overall picture was distorted by the weather and popularity of events which happened to schedule either combined or separate classes.

A Day in the Life of a Team Manager was Mike Woodhouse's account of his experience as team manager at the 2008 European Champs in Bulgaria. Observations included that in the F1A flyoff the best continentals had higher bunts than the British flyers, in F1C there had been some bad luck with Screen having an over-run on what would have been a good flight and Jack DTing early. F1B had been particularly affected by problems with model interference downing, with Peter Martin losing his best model, Peers having his model recovered but tampered with – the tracker had been removed and replaced but undetected until flown was that one prop blade had been put out of pitch. Mike concluded by running through his photos of the events – as somebody remarked, it is amazing how many photos can now be stored on large memory cards!

Ray Monks was first on after lunch talking about fabricating carbon booms. Ray showed his technique for making booms, using 200g carbon cloth as a cheaper and adequate solution compared to thinner cloth. This takes a single layer for F1J and 2 layers for F1C and an overlap of 15mm. The weave must be along the length and round the circumference, rather than 45° like a D-box, and a thin resin is necessary to penetrate well. Ray uses a release film rather than wax. One difficulty is to get a suitable mandrel. Ray uses ones made for him as favour and suggested that an alternative would be to buy one of his booms, fill it and use that as a mandrel.

The next paper was another one by Roger Wilkes read by Mike Evatt, this time on balsa and carbon rod structures. The first component described was a tailplane with carved balsa D-box and a rear frame and trailing edge of carbon rods, the covering not touching the “rib” rods or micro-tubes. A similar scheme was used for wings with low camber, but for more cambered wings short balsa stub ribs were combined with the rods. Another alternative shown was an F1G wing with blue foam sanded to section glued behind the D-box and reinforced with carbon rods, or higher-camber wings with diagonal and chordwise carbon strips stuck above and below the foam.

In “Cutting Ribs from Block on a Lathe” Phil Ball described how he had first made a jig to cut ribs with a Dremel following Martin Dilly's description some years ago. With the 25mm diameter disc this worked fine for tail ribs, but when trying a 50mm one to allow enough size to cut wing ribs he found the wheel fluttered. Hence he set up a guide system on his lathe and used a 4” diameter 1/32” slotting disc. This worked well, with the 36 tooth disc give a better cut than the 100 tooth one. To bend the sheets for laminating the rib blanks, Phil heats the wood before epoxying them together (much better than wetting the wood). Trailing edge and leading edge blanking parts are covered with release film for easy release from the ribs. Magic tape over the carbon sheet at the leading and trailing edges stops the carbon splitting when cutting and is easily removed from the ribs. Phil uses laser cut steel templates, a typical cost was quoted as £60 for cutting an A4 sheet of ribs shapes.

Trevor Grey then talked on radio dethermalisers, describing the policy and frequency issues followed by presenting Chris Edge's paper on the practicalities. FAI allow RDT for F1A B C E Q classes but until now it has not been allowed in UK on account of frequency questions. The FFTC have now decided to allow it for these FAI classes on condition of using 49, 459 MHz or 2.4GHz frequencies. 27 and 35 MHz are not allowed because of interference the radio control flyers (even brief RDT transmissions have the potential to interfere with models if on the same frequency). There is currently nothing available on 49 or 459, while 2.4GHz would have to use a standard RC model system. This avoids interference but requires that the transmitter is switched on for the whole flight to maintain transmitter-receiver pairing. Moving on to Chris Edge's description of systems, it was explained that these fall into two categories of stand-alone or integrated with electronic timers. The latter type of RDT integrates with your timer if they are compatible, while stand-alone may be fitted to any model but needs its own battery. The first RDT used by Koster in 1987 and it was then made legal for F1C in 1989 after lobbying by Koster. The other classes followed in 2006 with Q in 2008. Chris has used RDT for 9 years as an aid to trimming on small sites, and now with the advantage of being able to DT early when high up in strong lift on a comp flight. The downside includes extra weight and space in the model and needing to carry a transmitter, which may be operated inadvertently. Discussion inevitably went to the subject of the attempt rule and possible use to get an attempt after a bad launch.

The final item for the day was Chris Strachan on sharing flying sites with general aviation;. First Chris explained how many thousand general aviation pilots there are in the UK, a large lobby and a growing number demanding more airfields. He presented three examples of sharing sites. At Little Rissington there had been trouble getting the licence this year linked to the general aviation operators now on the field. This was resolved and a way of working around their movements was found, but on the day it was further complicated by a group of gyrocopter flyers. The day passed off smoothly by careful positioning of launch area and there were no holds placed on the model flying. Old Warden is a much smaller field which has its own model club. They are allowed to fly in a specific area, on condition that there is a spotter present to watch for aircraft movements. The third case was Gransden Lodge, a gliding field west of Cambridge. It is harder to share a field with gliders: during their flying because of the presence of cables and on the other hand there are almost no days when the club is prepared not to fly at all. Chris concluded that, although against his personal preference, it is easiest to manage field sharing if a contest is flown from a line and in rounds. It could also be useful for all flyers to have radios for communication about aircraft movements.

This completed the proceedings for the day. Next year the BMFA AGM will not be at Coventry Holiday Inn and so the 2009 Forum will not be in the same freezing cold room.

BMFA FF AND SPACE CALENDAR 2009

Please note that Space events appear on this calendar as they are now the responsibility of the FFTC. They are not part of the Free Flight Senior Championship (*Ed: and will not be shown in the FFn Diary*). Non Senior Championship events are shown in *Italics*. Contacts for area events are area comp secretaries.

March 8 Area Venues	1st Area. C/P (White), F1A (K&MAA/Plugge), F1G, Vintage (Plugge), HLG/CLG (Plugge).
March 22 Area Venues	2nd Area. C/G, F1B (Weston/Plugge), F1J/BMFA1/2A, Mini Vintage (Plugge), P30 (Plugge).
April 5 Area Venues	3rd Area. C/R (Gamage), F1C/F1Q (Halfax/Plugge), F1H, SLOP (Plugge), Tailless (Plugge).
April 10 (Good Friday) Church Fenton	Northern Gala. B/G (CMA), B/R (Caton), B/P (Hamley), O/E, SLOP (Falcons), F1G, F1H, F1J/BMFA1/2A, Mini-vintage, CO2, E30, HLG, CLG. Contact: Denis Davitt 0113 2675433
April 18-19 Salisbury Plain	<i>1st Space Team Trials. S1, S3, S4, S5, S6, S7, S9 Contact: G.Seabrook 01483 285456.</i>
April 18/19 Salisbury Plain	London Gala & Club Champ's. 18th: C/R, C/G, C/P, (Club Champ's), Vintage, P30, CO2, CLG. 19th: F1G, F1H, F1J/BMFA1/2, SLOP, Mini Vintage, E30, HLG. Contact: M Dilly 0208 777 5533.
May 9-10 Salisbury Plain	<i>Stonehenge Cup. F1A, F1B, F1C/P (Dick Johnson Memorial), F1Q. World Cup Event. Contact: P Williams 01252 842120.</i>
May 17 Near Sheffield	1st F1E (Team Selection). Contact: Ian Kaynes 01252 512538.
May 23-24 Barkston Heath.	<i>Space National Championships and 2nd Space Team Trials. S1, S3, S4, S5, S6, S7, S8E/P, S9 Contact: G.Seabrook 01483 285456.</i>
May 23-25 Barkston Heath.	National Championships. B/G (Thurston), B/R (Model Aircraft), B/P (Shelley), O/E, Tailless (Lady Shelley), Women's BG/BR/BP (SAA), Junior BG/BR/BP (Frog Junior), CLG, F1A (Ronytube), F1B (Fred Boxall), F1C/F1Q (Eddie Cosh), Vintage (Jubilee), SLOP (Peter Harris), HLG (Nats), P30, Novice Glider & Rubber (J) (junior kit glider & junior kit rubber), F1H (BA), F1G (308), F1J/BMFA1/2A (Hales), Mini-vintage, CO2 (Sparklets), E30, Vintage Glider. Combined Classic, Plus Junior championships (Heather) and overall category championships. <i>Also Non Senior Championship: Bowden, 25" Vintage Rubber, SAM 35 4oz and 8oz Wakefield, Brit Power, and FF Scale – 2 events.</i> Contact: Mike Woodhouse 01603 457754.
June 7 Near Sheffield	2nd F1E (Team Selection). Contact: Ian Kaynes 01252 512538.
June 14 Area Venues	4th Area. C/P Team (Keil/Plugge), F1B (Gutteridge), F1H (Plugge), Mini vintage, Classic glider (Plugge).

June 20-21 Sculthorpe	East Anglian Gala. 20th: BMFA Glider, Rubber, Power, Combined Vintage Rubber/Power, Classic Glider, Tailless, P30. 21th: F1A (Nordic), F1B (Mick Duce), F1C/F1Q (Pete Buskell). Vintage Glider, Combined Classic Rubber/Power, Mini Vintage, Bowden. Contact: Mike Woodhouse 01603 457754.
June 21	<i>3rd Space Team Trials. Pr'Venue: Sculthorpe? S1, S3, S4, S5, S6, S7, S8E/P, S9. Contact: G.Seabrook 01483 285456.</i>
June 28 Near Sheffield	3rd F1E (Team Selection). Contact: Ian Kaynes 01252 512538.
July 26 Near Sheffield	4th F1E (Team Selection). Contact: Ian Kaynes 01252 512538.
September 4 (Friday) Little Rissington	Southern Gala. B/G (Pilcher), B/R (Flight), B/P (Short), OE, F1H (Ripmax), F1G, F1J/BMFA1/2A (Quickstart), SLOP, Mini-vintage, E30, CO2, HLG, CLG. Contact: Dave Greaves 01285 652730.
September 6 Near Sheffield	5th F1E (Team Selection) (SMC Trophy). Contact: Ian Kaynes 01252 512538.
September 12-13 Salisbury Plain	<i>Team Selection 1. F1A, F1B, F1C. Contact: J.Carter 01782 398816.</i>
September 20 Area Venues	5th Area. C/R Team (Farrow/Plugge), F1A (SMAE), F1J/BMFA1/2A (Plugge), SLOP (Frog Senior), E30 (Plugge).
Sept 19-20 Barkston Heath	<i>Equinox Cup (World Cup event). S4, S6, S8E/P, S9, S11. Contact: G.Seabrook 01483 285456.</i>
Sept 26-27 Barkston Heath	<i>Team Selection 2. F1A, F1B, F1C. Contact: J.Carter 01782 398816.</i>
October 4 North Luffenham	Midland Gala. SLOP, F1H, F1G, F1J/BMFA1/2A, Mini-vintage, HLG, CLG, P30, CO2, E30. Contact: J.Carter 01782 398816.
October 10-11 Sculthorpe	<i>Team Selection 3. F1A, F1B, F1C. Contact: J.Carter 01782 398816.</i>
October 18 Area Venues	6th Area. C/G Team (Model Engineer/Plugge), F1C/F1Q (Astral), F1G (Plugge), Classic Rubber (Plugge), Classic Power, Mini Vintage.
October 25 Near Sheffield	6th F1E (Reserve Date). Contact: Ian Kaynes 01252 512538.

GRANTHAM-FALCONS GALA, BARKSTON HEATH, NOVEMBER 9

Report by Russell Peers

I think I drew the short straw to CD the gala on such a cold and windy day! Walt Hodgkinson supplied a Metcheck weather forecast for the day and also manned the gate for us. I arrived just before 8am as he was driving in.

To try to keep models form the maize field with birds in I decided on a 2 minute max. Metcheck said the wind would be 20 mph gusting to 24 at the start of the day and for 15.00 forecast 24 gusting 29 with rain. I made the finish for 14.00, with the flyoffs later – not required as it turned out.

In power Richard Wykes did not need his third flight from his spectacular Flying Pencil. Why is no one else building one of these? In rubber Dave Beales maxed out with his son William retrieving.

Dennis Davitt was only 9 seconds short of a full house – a very good performance given the weather.

As in the past Falcons Gala guaranteed prizes and a free buffet costing over £100 was supplied. Walt received a phone call from Stafford Screen requesting a donation be put in on his behalf. Many thanks Stafford. Leaving at 15.00 for home and trying to that out my bones I drove through the well forecasted rain but at least the day at Barkston had been dry if very cold and windy. I look forward to next year!

Comb Rubber			Comb Glider		
1	D Beales	6.00	1	C Parry	3.32
Mini Vintage			Comb Power		
1	D Davitt	5.51	1	R Wykes	4.00
2	G Warburton	5.15	2	T Dobson	3.44
3	D Taylor	4.48			
4	S Willis	3.53			
5	R Hemp	1.50			

IT'S THE ANCILLARIES THAT FILL THE CAR...

By Paul Masterman

We've come to the end of the summer flying season in the Mid West USA (No trip to Florida for the King Orange this year) so the time seemed appropriate for a model flying/housekeeping clean up. To show how conflated the equipment list has become, let me tell you about the appearance of the vehicle when we arrived home on Monday afternoon. Our selected transport is a Jeep Grand Cherokee, with just the two front seats in commission; the balance of the space is laid flat to accommodate the support equipment required for flying toy aeroplanes – as well as a small amount of room for personal wear while away. Since we're not in the habit of packing fancy clothes when we travel to model flying contests, space occupied by this latter item is strictly limited. One roller bag. So what of the rest? Well, we can see out the back with the inside rear view mirror, but there ain't no space anywhere on the floor.

It's always been a joke, especially with indoor flyers, that we take a hundredweight of support equipment to fly three or four models weighing a total of, say, five grams. But let's not exaggerate. Let's say that indoor support equipment – boxes containing models and those items of equipment needed for winding (don't forget the table and chair), steering (roach pole, balloon, reel with its line?) probably add up to twenty or thirty pounds weight (13600 grams). That's a ratio of about 2700 to one. Mmm.

But it's hardly any different with outdoor, is it? Unpacking the Jeep takes six or seven trips from our car park to the house basement (we walk in four hundred-odd feet to our property which is on the shoreline of Lake Michigan). Discounting the model boxes (which account for only two items! One box for flying surfaces; one for fuselages) we have another similar-sized box for rubber model winding gear (which needs pins and hammer); poles (two) and the stakes to hold them up; binoculars; Walston retrieval kit with its Yagi antenna; winding (blast) tubes and associated winding rods; and the winder, of course. It weighs a ton. Then there's a box for storing the rubber motors and some spare rubber stock. But that only takes care of the quiet aircraft. For power, there has to be a starter box and a further (quite substantial) support box to take the liquids; fuel, small quantities of dope, thinners, butane gas, trash bags, towels – and a spare 12VDC battery for the starter – that's all I can remember at the moment.... Must go look. What about the tool boxes? We take two; one for the 'silent' aircraft; one for the noisy. The "silent" box is the more comprehensive, with its pins, various adhesives, a variety of tools including a butane powered torch for soldering (the butane charging source is in the other box, stupid), stopwatches, wood of various descriptions for repair and flying

surface/thrust line packing, clamps, pliers, steel rules, Swan Morton knives and single-edge razor blades, swiss files, dope brushes.... The list is (almost) endless. Somewhere, we carry a plastic sleeve to carry tissue for repairs. That's when Magic Tape will not suffice. The Power box (at the moment) supports only 1/2A-A engines, but with spare heads/plugs, gaskets, tubing for pressure bladder tanks and end fittings, it's pretty full. That's almost forgetting another (little) red box, which matches the big red 'silent' box (aesthetics, you know), for front and rear rubber bobbins, rear pegs, DT fuse and electric lighter, 'hold' pins for the fully wound rubber motors, rubber bands for holding the aircraft together – and the orthodontic DT bands to get them out of the sky, as well.

Then there is, of course, the requirement for sustenance. With two folding chairs and a small table, together with another cold box for drinks (Gatorade, water, sometimes a beer or a drop of wine) and the items of food to be consumed during the day, it all adds up – to a nightmare, really. Last night, I started to list the items, starting with the little red box. When I'd filled a page, I gave up and went to bed, knowing I could continue in the morning. However, this note came first; I'll go back to the listing process later in the day.

So what does all this support? What toy aeroplanes are we flying? Yes, it's 'we' now, which has generated another, a third, box – to carry catapult-launched gliders. About eighteen months ago, the distaff side decided that just going to act as timekeeper was not a sufficient reason to travel hundreds of miles (well over a thousand return if we're off to Florida) so the production line for CL gliders was introduced. With some success, it's pleasing to report. But it's another box.... At present, just an open, cardboard item with slots for the wings. Sounds simple enough, but there's a snag. Returning from Lawrenceville, Illinois, where we did quite well (Frannie cleaning up in CLG, well ahead of the, admittedly small, field) it was agreed that the gliders were not sufficiently protected using the simple, but crude model retention scheme in place today. Requirement: a box to store (properly) CLGs; actually, we need two boxes, because I'm flying them too and we must ensure we fly our own aircraft, mustn't we? Having come to the conclusion that we need to standardize on Buddenbohm's Stray Cats (with Swee Cats, Scouts and Cata piglets in support) it takes up quite a bit of extra space. They're quite big aircraft. Make it four boxes to carry the flying machines now.

Meanwhile the other two hold ½ classic power; F1G (2); P30; (Maybe Open Rubber/Mulvihill; and Open Glider). Not much more. I'll bet the total weight of models is around 800 grams, maybe a kilo. Well, at least we're reducing the 2700-to-one ratio to a more reasonable figure. Or are we? I think that during this winter we need to take a hard look at what is really necessary in our equipment list; not those things it might be 'nice to have along'; but what we've actually used this past year. I reckon it'll be an eye-opener.

SUSPICIOUS CIRCUMSTANCES IN BULGARIA

By Peter Martin

As a footnote to Chris Edge's October 2008 FFn report on the Eurochamps at Pazardzhik, Bulgaria, this summer, I'd like to expand on his comment on p95 regarding my F1B disappearance under "suspicious circumstances". I think this could act as a cautionary tale for one or two free-flyers.

The problem began at Chernogorovo airfield on Monday, 1st September, the practice day before the F1A event started. I was trimming an F1B, making short flights, when around 11am, one flight DT'ed after 2 minutes and appeared to drop behind or maybe into a very narrow crop of corn running from the end of the hangar up towards the main road. I had a tracker, which had been fully functioning all morning, with new batteries in transmitter and receiver. I got a good line and walked

downwind with the tracker receiver switched off to save batteries. When I approached the crop, I turned on the receiver, expecting to get a nice signal. Nothing. "Strange", I thought, but walked along the track through the narrow crop and popped out of the other side, expecting that this time I would definitely get a signal. Still nothing. Then I saw a group of local tomato pickers and walked over to them and communicated with hand signals that I was looking for an aeroplane and indicated the colour scheme to them. "Aaah", says the oldest guy, gesturing further downwind and indicating that he'd seen my model land.

"Very helpful", I thought, walking downwind hoping for a signal. But I carried along my line to a telegraph pole on the main road. "Couldn't be this far", I thought, as I'd seen the model land in front of the trees lining the road. So I walked up and down the line, shortly after joined by my Dad, but we drew a blank. At this point, it seemed that I must have a very unexpected tracker failure and I was possibly in the crop. So, that afternoon, I gathered the rest of the British team and we did a thorough sweep of the area, up and down the crop lines, but still nothing. A Bulgarian gentlemen had been flying a microlight from the strip by the hangar and we approached him about an aerial search. He obliged, at a sum of 100 Euros, and up I went to get a really good look at the area. We flew around the area, up and down the line, too near, too far, but nothing in sight. The models that were visible on the ground stood out incredibly well, it would be almost impossible to miss an F1B down there, so I concluded with great certainty that it had disappeared! At this point, the organisers were contacted. I spoke with Valentin Savov, who told me that the police were informed, but I was never called upon to make a statement and the organisers seemed surprisingly disinterested.

Now to Wednesday, the F1B day. In the third round, a British model was recovered from one of the downwind tomato-pickers. The boy who had the model was waving it around and acting rather excited when the Brit retriever took it from him. On return to the flightline, it was noted that the tracker transmitter was half way out of the pylon, held in only by the aerial. This could only mean deliberate tampering, as a special tool was normally required for installation or removal, making an accident extremely unlikely. On hearing this, I became very suspicious about the whereabouts of my missing F1B. Our flyer went on to make his 4th flight, but unfortunately dropped, which we later found was due to altered pitch on one of the blades, which must have happened when the tomato picker was handling it. Earlier, in the flat calm first round at 7.30am, the loss of my best still air model meant I had to fly an inferior aeroplane to a 4 minute max. I fell 27s short, so things were not going well. Again, the strange events were reported to the organisers, who said that the police would patrol downwind to prevent any further problems. This proved to be an empty promise.

Now to Thursday, the F1C day. That afternoon, one of our retrievers was walking after a Brit F1C, when the tracker signal suddenly disappeared. Fortunately, he had an excellent line and continued to march towards the last known sighting. Soon, he approached the now familiar tomato pickers. Strangely, they had been in the same small field for several days, yet there seemed to be little progress in actual tomato gathering.... When our retriever neared, he spotted a wing tip protruding from a pile of grass and tomatoes. He identified the wingtip as belonging to the Brit F1C and pulled the model out from its hiding place. At this point, a tomato picker began to get excited, gesturing that he wanted money. This request was ignored and our brave retriever returned with model in hand. While inspecting the model, he noticed that the tracker battery, normally protruding from its mounting in the top of the model, was missing. Again, the organisers were informed, but again we saw little action taken and a suggestion that the police could do little to investigate tomato-pickers on private land. At no

point was I asked for a statement for the police and at no point did the organisers give the impression that any of this was a genuine problem.

So, over the course of 4 days, the British team had one missing model, one tampered-with model and one model, with no signal, recovered from a deliberate hiding place with tracker battery missing. The tomato pickers seemed to be simple folk, yet they were clearly familiar with the function of the tracker transmitters and how to disable them. "Suspicious circumstances" indeed.

The next day, after the event was finished, we finally were paid some attention by the organisers, who sent a helpful gentleman to the airfield with us to look for the model and speak with the locals on our behalf. The tomato field was now strangely empty. We did find another group of tomato pickers, but they were a different group and did not seem to know the other pickers or have any knowledge of lost aircraft. We told them that a reward would be paid if the model was found. I was assured that in this situation, a phone call would be made a few weeks later by the pickers, who had "found" the aircraft and wanted a reward. The organiser's stickers for our models came with a phone number and offer of reward, but weeks went by and nothing was heard.

In summary, Team Great Britain, despite winning the Jack North Trophy, had their F1B hopes dashed by misfortune at the hands of the tomato pickers. The organisers were disinterested and ineffectual on this matter. The knowledge of tracking equipment by simple locals caught us by surprise and the prevailing wind direction was directly over the small tomato field each day, rather coincidentally. A few eyebrows were raised at the total disappearance of my model despite expectation of reward-seeking by the tomato pickers. If the pickers had kept the model, what good was it to them? They would not know how to fly it, surely they would be better off with a 50 Euro reward, considerably more than their weekly wage? Where was the model, who had taken it and what did they intend to do with such a specialised piece of equipment?

So take note, fellow free-flyters, if you intend to visit Chernogorovo airfield, Bulgaria, for future competitions. Also, when considering the Bulgarian bid to host the 2011 World Championships and European Junior Championships, I think we should seriously question if Chernogorovo is at all suitable. I have been left without my best aircraft, no police statement with which to make an insurance claim, and many regrets about what might have been in my first time on the British F1B team.

LULU 2008 INTERNATIONAL POSTAL COMPETITION

Report by Jane Howick

Roger Heap gets his second consecutive win this year. He had to work hard in near calm conditions in June for his maxes and did his flyoff in August in similar conditions. Several fliers knew the modest target they had to beat but in the end no one managed it - well done Roger.

Rex Woodruffe takes second with a nice series of consistent flights as befits this most experienced of Lulu fliers - maybe hoping for more though in his flyoff. Robin Willes at Middle Wallop reeled off three maxes in good lift and went straight for his flyoff following much discussion about whether five minutes on the timer would be adequate to stay on the airfield or reach the trees! Toby Collis in fourth had the frustration of dropping his first flight by 8secs and then putting in two easy maxes. Seven fliers had two maxes up for flights one and two but failed to clinch the necessary last one. Alan Bogg perhaps being unluckiest when his model inexplicably tightened up and headed earthwards to leave him ten seconds short.

On a nice October's day six of us gathered at Sculthorpe to do our Lulu flights -myself, husband Mick, Peter Tomlinson, Terry King (using one of Peter's Lulus) and newcomers to Lulu Dave Truluck and Gil Hart - the latter very experienced FAI glider fliers. Pah! they said - three lil' ol maxes - no probs. they said -when do we do the flyoffs! Well with two lovely high maxes a piece for Dave and Gil they went for the third timed by myself and Mick - the indications looked good - excellent launches (what else!) they looked set for maxes - but oh no I do believe they've got that sinking feeling and so did the models - landing at 9s and 16s short. What levellers Lulus are. Mick also clanged his third flight whilst I myself was testing the average flight scores again with three flights in the 70s range - well you can't win your own competition can you?

The seven Kelling Club entries met on a seemingly perfect day, but were foiled by a fog rolling in off the North Sea which resulted in some ghostly flights with max flights disappearing downwind. They also had some flights attacked by the dreaded phugoid - not sure if it is some awful Norfolk beastie or a superior name for a somewhat violent stall pattern.

Mike Parkers Lulu Baby uses an offset tow hook and fixed opposite rudder -great for simplicity and lightness - needs a steady eye on ones towing speed however.

Curzio Santoni kept up the Italian tradition of going for the longest flight even though it was not intended at the time - in Curzio's own words because he did not have fire on the fuse. Curzio tells us that the weather in Italy has not been kind for model flying being too windy and hot on scheduled meets -just like here in the U.K except our winds are somewhat cooler.

Ron Marking used the late Tony Bird Lulu, which despite being incarcerated in its box over three years flew perfectly - not the models fault for the one sub-max flight says Ron. One wonders how many others are languishing unloved in lofts or boxes even by us mortals not yet called to the big hangar in the sky. Next year is the 60th. anniversary of John Barkers LuLu so lets hope for 60 entries in the 2009 Postal.

Note - Help with plans and modification sheet is available from Knoll House, 69 The Street, Hindnham, Fakenham, Norfolk, NR21 OPR tel 01328878635, or email m.howick@btinternet.com. Also laser cut semi-kits (just add strip wood) for Lulu are available from www.belairkits.com. Tel .01362 668658

32 flew

1	R Heap	270 +134	7	D Truluck	254
2	R Woodruffe	270 +106	8	M Howick	252
3	R Willes	270 + 65	9	G Tumbull	249
4	T Collis	262	10	A Crisp	241
5	G Hart	261	11	L Cole	234
6	A Bogg	260	12	K Taylor	230

BIGGLES LEAGUES 2008

From Brian Lavis

Congratulations to Chris Parry who won F1H. He wanted it most & worked hard for it. No hi-tech for Chris - he flew his 30 (+) year old straight tow, V-dihedral model. Second, for a change, was John Cooper who flew his bunters (sometimes electronic) as usual. At last I managed to lose my second position. Congratulations too to John Bailey who won F1J.

Sadly, I don't think the leagues have done much to forward the classes. Few fliers, outside Biggles' members, have made any serious attempt to win them.

After eight years I'm giving up running the leagues and Roger Heap will be taking over. Best wishes to him and to future success for the leagues.

F1H	Total	NG	Lon	Spr	Nat	Oxf	Sco	Tyn	Sth	Mid
1 C Parry	31	6	4	.	6	.	3	6	.	9
2 J Cooper	29	.	6	.	2	9	.	.	6	6
3 B Lavis	15	.	3	4	3	2	.	.	3	2
4 J Steers	11	.	1	.	.	.	6	4	.	.
5 D Cox	10	.	.	6	.	.	.	.	.	4
6 G Madelin	9	.	.	.	.	.	.	.	9	.
6= D Oldfield	9	.	.	.	.	.	9	.	.	.
8 J Bailey	6	.	.	2	4	.	.	.	.	.
8= M Cook	6	.	.	.	.	6	.	.	.	.
10 C Foster	5	4	.	.	.	.	1	.	.	.
11 K Best	4	.	.	.	.	4	.	.	.	.
11= M Chilton	4	.	.	.	.	3	.	.	1	.
11= S Darmon	4	.	.	.	.	.	.	.	4	.
11= B Duncan	4	.	.	.	.	.	4	.	.	.
15 P Cameron	3	.	.	3	.	.	.	.	.	.
15= C Edge	3	.	.	.	.	.	.	3	.	.
15= R Heap	3	.	.	.	.	.	.	.	2	1
15= J Northrop	3	3	.	.	.	.	.	.	.	.
15= N Parry	3	.	.	.	.	.	.	.	.	3
20 A Crisp	2	.	2	.	.	.	.	.	.	.
20= T McLaughlin	2	.	.	.	.	.	2	.	.	.
20= G Peck	2	2	.	.	.	.	.	.	.	.
23 K Taylor	1	.	.	1	.	.	.	.	.	.
23= P Tribe	1	.	.	.	1	.	.	.	.	.

F1J	Total	NG	Lon	Nat	Sco	Sth
1 J Bailey	19	4	.	.	9	6
2 B Aslett	8	2	.	.	3	3
2= P Watson	8	6	.	.	.	2
4 R Baggott	7	3	.	.	4	.
4= S Dixon	7	1	.	.	2	4
6 A Brown	6	.	.	6	.	.
6= A Chilton	6	.	6	.	.	.
6= M Lester	6	.	.	.	6	.
9 F Chilton	4	.	3	.	1	.
9= J Eland	4	.	.	4	.	.
9= T Payne	4	.	4	.	.	.

CLOUD TRAMP POSTAL CONTEST 2008

By Jim Moseley

Thank you all for your support and participation. It is encouraging to note a substantial increase in entries to 34 - well up from the 24 flyers of 2007 and also better than the two preceding years.

I have posted the undernoted entries and scores to the CT event within the 17th WorldWide Postal, which closes May 31st 2009. However, as you did not specifically enter the WWP as such, should you feel that you could better the scores posted here then please feel free to fly your CT's again before that date, and I'll happily substitute and update the results in that contest.

In some instances it might be difficult to better the scores... an examination of the flight times in the upper portion of the results lists show some consistently outstanding flights. Bob Morris has taken a methodical approach to improving performance and his model now boasts adjustable thrustline and incorporates a very necessary tip-wing dethermaliser - his flight records made interesting reading and I have included those below together with photos.

I look forward to running this fun event once again next year (make a note - August 1st to September 30th 2009) and hope to welcome each one of you back again - and do try to talk someone else into building and flying a Cloud Tramp (or even to fly yours -no BOM rule, remember). The main thing is that everyone had fun. There's no better motive or outcome.

Times shown after discarding longest and shortest times

1	Bob Morris	USA	303	116	158	577
2	Jean Andrews	USA	121	122	162	405
3	Vic Nippert	USA	127	122	134	383
4	Bob Clemens	USA	103	147	96	346
5	Les Sayer`	CAN	79	147	115	341
6	Ole Torgersen	NOR	83	93	108	284
7	Per Th. Skjulstad	NOR	95	90	89	274
8	Tor Bortne	NOR	76	85	88	249
9	Stu Cummins	USA	75	79	76	230
10	Jean Sayer	CAN	79	56	73	208

FFn

A reminder that the subscription renewal form was included in the November issue. Most subscription expire after this issue, except for those listed in that issue. Please return your form this month to ensure continued supply of your FFn in January

PLUGGE CUP

From Dennis Davitt

Up till now, very few clubs have had any interest in the Plugge Cup. This is probably because a sustained season long effort had been required from several flyers in a club, if it was to win.

The new rule of only 2 flyers scoring in each competition, instead of 3, is welcomed, and should encourage smaller clubs. The other new rule, of 3 competitions per area meeting instead of 2, *may* have the opposite effect.

The competition just finished was very close between Bristol and Morley, and the Morley Club were relieved to just scrape past the post first.

Morley have now won the Plugge for 6 years in a row, which we understand is an all time record. It will be harder to keep the motivation going next year.

FAI FREE FLIGHT RECORDS

FAI has ratified the following model aircraft world records:

F1 Free flight Open record: N°111: Speed, piston motor aeroplane 238.84 km/hr set by Anatoly Dubinetsky (Ukraine) at Dniepropetrovsk (Ukraine) on May 2 2008. The previous record was 189.30 km/hr set by Artur Shaginian (Russia) on July 3 1999.

F1N Indoor Glider record: N°118-d duration (ceiling over 30m) 1 min 41.2 sec set by Mitsuru Ishii (Japan) at Akita (Japan) on September 10 2008. The previous record was 1 min 30.7 sec set by the same flyer on September 4 2006.

F1M Indoor record: N°117-d duration (ceiling over 30m) 21 min 57 s set by Akihiro Danjo (Japan) at Akita (Japan) on September 10 2008. The previous record was 21 min 49 sec set by William D. Gowen (USA) on September 30 2007.

F1D Indoor record: N°125-c duration (ceiling 15m - 30m) 36 min 23 sec by Ivan Treger (Slovakia) at Beograd (Serbia) on August 22 2008. The previous record was 34 min 47 sec set by Lutz Schramm (Germany) on August 20 2006.

NOTICEBOARD

CARBON SPARS, L.E., T.E. Russell Peers can cut spars, LE and TE from carbon sheet (Stamov) 750mm or 555mm long, thicknesses 0.1mm to 1.2mm, various widths cut to your requirements, tapered or parallel. Phone Russell on 01270 560893. I can post or deliver at contests. Russell is also an agent for M&K and Stamov.

WANTED. 'Maxaid' spools, either normal or wide required. Would consider buying the winch as well if necessary. Alternately, does anyone know a source of spools that can be easily modified to fit ? Contact Chris Edge at chris.edge@jordonlaw.com, 01578-740-232

CHRISTMAS EVENTS AT CHURCH FENTON

From Dennis Davitt

We have booked 3 full day Sundays at Fenton during the RAF Christmas break. These are 21 Dec, 28 Dec, and 4 Jan. Details are given below. If you are going, please check www.morleyff.co.uk or the contacts nearer the dates, as snow can prevent our use.

DECEMBER 21 Allan Kelly's Winter Warmer. Classic Power, Classic Glider, Classic Rubber to BMFA Rules. 6th Northern Area Mini Vintage League. Contact Allan Kelly 0113 2539944

DECEMBER 28 John Godden's December Dazzler. NO BOM RULE. Contact John Godden 0113 2521002. Events are:

1 High Performance Aeroplanes

Rubber – Vintage (above 190 sq ins.); Club Classic (less than 200 sq ins.); 2007 BMFA Rubber.

Power – SLOP; FIJ; Vintage; 2007 BMFA Power.

Glider - Classic (100m line); Modern with straight tow hook (bent wire!) 75m line.

Electric - Open

2.Little & Large Mixture

Rubber – Midi Vintage (Above 36" span, less than 190 sq ins wing); Tailless; Mini Vintage (With folding prop)

Power – Classic (only 9 sec. engine run); ½A

Glider – Open; Vintage; Tailless

Electric - E30

3.Smallish Stuff

Rubber – Mini Vintage (With Free Wheeling Prop); CdH; P30; Less than 25" span Vintage (with free wheel prop. and undercarriage)+ 15sec per flight

Power – British Power; Mini Vintage; Cabin (20 sec run)

Glider - A1 Glider; Mini Vintage; Classic A1 (No min. but 50m line)

Gas – CO2.

JANUARY 4. Dennis Davitt's New Year Flyer. Combined Power, Combined Glider, Combined Rubber to BMFA Rules. Combined A1 (75m lines)and British Power/Mini Vintage; plus First Round of the Northern Area Mini Vintage League Contact Dennis Davitt 0113 2675433

DIXIELANDER ANNIVERSARY

George Fuller writes:

2009 marks the 50th year since the Dixielander was produced. SAM1066 are having a special international contest next August Bank Holiday at Middle Wallop. I have heard that there will be various demonstrations around the country.

George has produced a shirt to celebrate the anniversary. All sizes are in stock, S, M, L, XL, XXL. The design is shown here, the shirt background colour is orange and the price is £7.50 plus £1 postage UK or £2.50 overseas postage. Order from George Fuller, Homelea, Payhembury, Honiton, Devon EX14 3HA.

