

FREE FLIGHT

News

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FFn DIARY

January 9-10 Salisbury Plain	BMFA Trimming – provisional date. Other dates in January 16-17, 23-24, 30-31	March 13-14 Hranice, Czech Republic	2 F1E World Cup events. 13th: Winter Cup I, 14th: Winter Cup II. Contact: Vojtech Zima, Smetanovo nabr 1840, 753 01 Hranice, Czech Rep, tel+420 60 45 89 792 / +420 58160 4445 voziteam@seznam.cz, web: http://www.modelarihranice.ic.cz
January 17 Werrington Sports Centre, Peterborough.	BMFA Third Indoor Trials. See FFn 0909. Flying on 1/3 motors. 10am to 7pm. Gym shoes required. Contact: Mark Benns or Alan Weighell, email itc@bmfa.org	March 13-14 Gjovik, Norway	Holiday On Ice. F1A F1B F1C F1Q. World Cup event. 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: http://home.online.no~vnereng/
January 31 Area Venues	BMFA 1st Area. CG (Plugge), CR (Plugge), CP (Plugge), Mini Vintage, SLOP.	March 19-21 Moravske Toplice, Slovenia	Mura Cup. F1A F1B F1C F1Q. World Cup event. 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: http://www.freeweb.si/siol.net/muracup
February 6-7 Salisbury Plain	BMFA Trimming – provisional date. Other dates in February 13-14, 20-21, 27-28	March 20-21 Matfors, Sweden	Matfors VT International. F1A F1B F1C. World Cup. Contact: Mikael Holmbom, Osterlo 140, 86013 Stöde, Sweden, tel+46 761169133 mikael.holmbom@matforsmfk.se web: http://www.matforsmfk.se/matforsvt
February 7 Middle Wallop	Crookham Gala. Details TBA. Contact John Thompson, tel 01252 842471 Johnd.Thompson@btinternet.com	March 21 Area Venues	BMFA 3rd Area. CG, F1B (Weston/Plugge), F1J-1/2A, Mini Vintage (Plugge), P30 (Plugge)
February 8 Chobham Common	Chobham tree chop. Meet at Staple Hill car park at 10am. (NB Monday)	March 28 Husbands Bosworth	BMFA conference FAI flying in the UK. See FFn 1001. Contact J Carter, 01782 398816, email: carterbuild@yahoo.co.uk
February 9 Lost Hills, California, USA	Maxmen / California Cup. F1E World Cup event. Contact: Jim Parker, 9524 Ruffner Ave, North Hills, CA 91343, USA, tel: +1 818 892 4110, email : N89015@aol.com	March 28 Middle Wallop	SAM 1066 Fun Flay and Trimming Day. Contact Mike Parker, tel 0118 948 1392 membership@sam1066.org
February 13-15 Lost Hills, California, USA	Maxmen International F1A F1B F1C F1P F1Q. World Cup event. Contact: George Batiuk, 2221 King St #2, San Luis Obispo, CA, USA, tel+1 805 546 8231, fax: +1 805 546 0700, email: slob1@gmail.com	March 29-31 Narrandera NSW, Australia	Southern Cross Cup - Southern Skies Round 1. F1A F1B F1C. World Cup event. Contact: Tahn Stowe, Po Box 4138, Winmale NSW 2260, Australia, tel+61 247 541 334 , fax: +61 247 541 334, email: stowes@ozemail.com.au, web: http://www.nswffs.com.au
February 22 Chobham Common	Chobham tree chop. Meet at Staple Hill car park at 10am. (NB Monday)		
March 7 Area Venues	BMFA 2nd Area. CP (White), F1A (KMAA/Plugge), Vintage R/P (Plugge), Vintage Glider, HLG-CLG (Plugge), F1G.		
March 6-7 Säkylä, Pori, Finland	Bear Cup. F1A F1B F1C F1P. World Cup. Contact: Kim Henriksson, Ymmerstanmäki 9, 02750 Espoo, Finland, tel+358 41 5152 481, email: kim.henriksson@inspecta.fi, web: http://www.bearcup.net		
March 6-7 Salisbury Plain	BMFA Trimming – provisional date. Other dates in March: 13-14, 20-21, 27-28		

'SPIN DOCTOR' & RECENT DISCUS HLG DEVELOPMENT

By A.J.Crisp

With thanks to Andy, Biggles News and Dave Brawn

Such developments as I have done over the last couple of years have been on discus launched gliders. Spin Doctor presented here is a result of some of my findings, a few of which – in no particular order as they used to say on film billings – are as follows.

a. The wing needs to be strong to withstand the forces in rotation, especially in rough or strong winds. I insert carbon tows or sheet Kevlar (F1A D-box offcuts) top and bottom at the dihedral joints, then cyano a 25 mm strip of light glass cloth around the joint. Surprisingly, there is a powerful downward force on the outside wing as you rotate.

I think 40 ins is about the maximum wing span which can cope with all balsa construction. Beyond that, foam cores, carbon/Kevlar skimming and carbon main spars are required.

b. Spin Doctor uses a 'stepped' wing section (à la Pete Buskell). This was because I wanted to try out the idea and because at the time I didn't have any 3/8 ins sheet which was suitable. So 1/4 ins plus 1/16 ins gives the step. Performance does not appear to suffer and the glide is very stable in high winds.

c. Don't stint on the dihedral. When I first started on this discus business I thought that flattish dihedral would give less right turning tendency on launch. I was wrong! Low dihedral makes a good pull-out near impossible, and is very sensitive to turning-in on the glide, given the large rudder area needed on these models.

d. We all owe a debt to Mark Benns for his trimming system which make HLGs without gadgets possible. The V-tail is skewed, left tip back a little, to give right turn on the glide. For a similar reason the fin is cambered, right side flat. Although tail dihedral is wanted, tail tilt is not. Its effectiveness as a turning force increases as the model slows down, thus spoiling the latter stage of the flight. Do not be surprised at the amount of incidence difference required for a good pull-out from climb to glide. Around 3 degrees is a good starting point. If you have pull-out problems, add weight to the nose and increase the decalage to restore the glide.

e. I use a piece of carbon tube for the throw peg – 1½ ins long and 1/8 ins diameter. Plug the ends with balsa to reduce drag. Cyano into the wing at about 60% chord. Reinforce with Kevlar sheet 'washers'.

f. The best way to practice discus throwing is to lob stones of a suitable weight into the sea, though you may have to make do with the Nene or the Thames if you live in Northampton or Oxford. Complete rotation with a little run up gets the model highest. In a wind, half a turn from a standing start is more convenient.

g. Broadly speaking, less effort is required to throw a big discus model high than a regular HLG to the same altitude. Just the ticket for us old guys. Let's see more of you having a go. It's not *that* difficult!

BIGGLES NEWS

Biggles News 2010 has been published. Contents contributed by many Biggles members and the 30 pages include articles on tailplane construction, lightweight model boxes, GPS aided retrieving, and plans for 2 CLG and a BMFA rubber. It is sent as 3Mb pdf email attachment and if you would like a copy email David Brawn at david.brawn@ntlworld.com. Also there was the article and plan by Andrew Crisp which caught our eye and is reproduced above – it serves as a taster for the other contents.

NEWS FROM BMFA FF TECH COMMITTEE

FFTC Meeting

The FFTC met on 9 December and the following are notes on items of interest.

(Ed: Space model items are excluded in this copy of the report)

Committee Members

The committee and specialist representatives are unchanged for 2010 and are as follows:

Michael Woodhouse	Chairman
Chris Strachan	Secretary
John Carter	Treasurer
Trevor Grey	Rules Officer
Peter Williams	PRO
Phil Ball	Results and Safety Officer
Mike Francies	FAIR representative & council delegate
Andy Brough	SAM 35 representative
Ian Kaynes	F1E representative

2010 European Championships F1ABC Teams

Applications were received for Team Manager from Mike Woodhouse and for Assistant Team Manager from Bob Cheesley and Peter Tribe. The committee confirmed Mike Woodhouse as Team Manager and Bob Cheesley as Assistant.

The following team members have been confirmed:

F1A John Carter, Stuart Darmon, Tim Nicholson
Reserves - Chris Edge and Phil Ball

F1B Russell Peers, Mike Woolner, Gerry Pink
Reserves - Mike Woodhouse and Bob Cheesley

F1C Neil Allen, Alan Jack

Note: No third team member or reserves currently available for F1C but the FFTC is still seeking to send a full team.

2010 European Championships F1E Teams

Ian Kaynes was confirmed as Team Manager and Steve Philpott as Assistant.

The following team members have been confirmed:

Doug Bartle, Steve Philpott and Ian Kaynes

Team Selection Process F1A,B,C

Concern has been expressed at the decreasing numbers taking part in the Team Selection Process and the need to do something about it.

Team Selection Process F1E

The problem of repeated loss of trials meetings due to unsuitable weather is being addressed by a better calendar in 2010 with events earlier in the year and the intention to replace any lost as early as possible. The search for new sites in 2011 will continue into 2010

Little Rissington

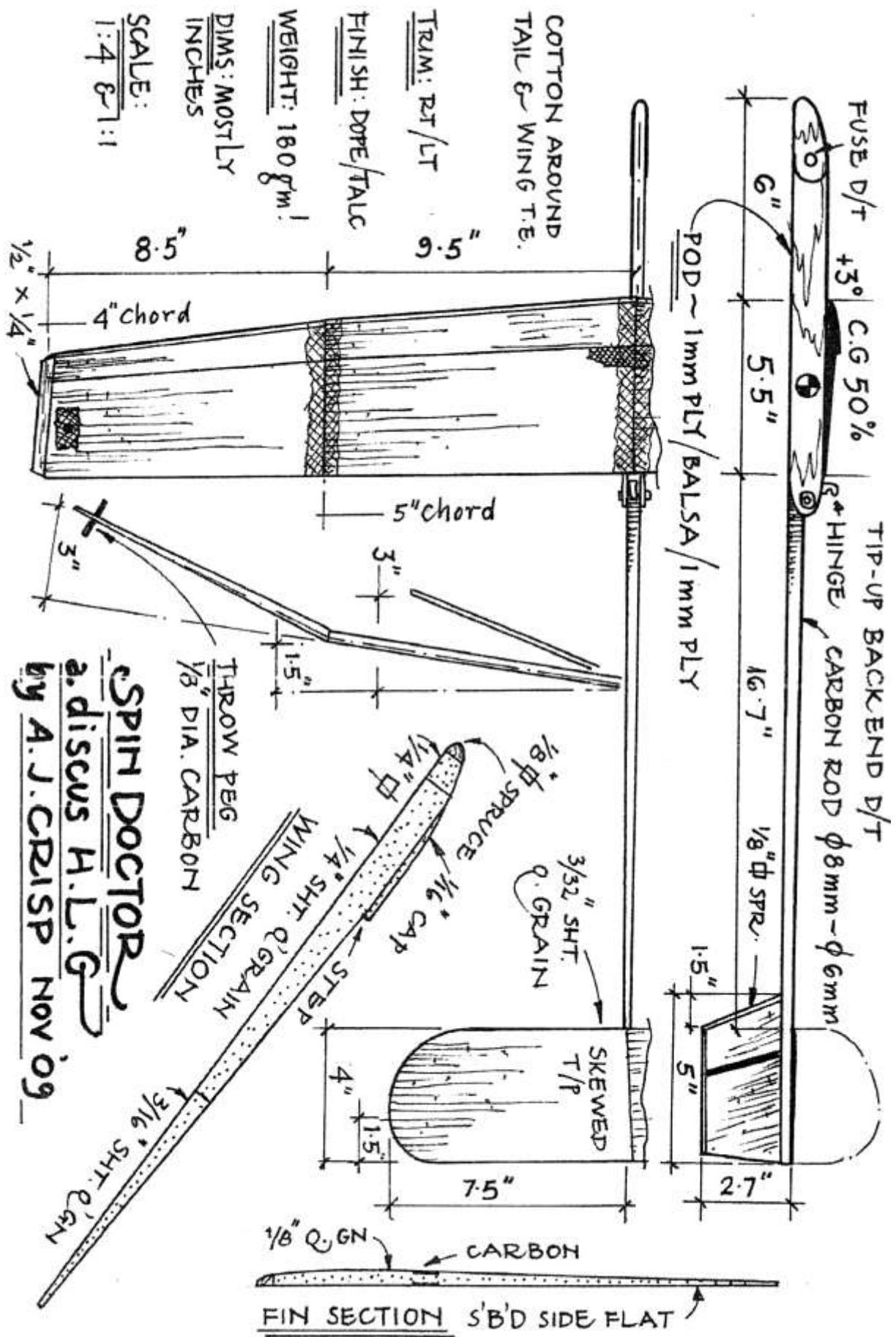
Following discussion it was agreed that due to concern at the possible risks from sharing with full size aviation and also the downwind pheasants Little Rissington will not be used for the Southern Gala in 2010.

Calendar

Some revisions to the current 2010 calendar are being made and a revision will be issued as soon as the changes are confirmed. Please note particularly that the date of the London Gala has changed to April 24-25 and that HLG and CLG are added to the list of classes. Also note that the Southern Gala will be at Salisbury Plain on Sat. 4th September. Lastly both 'Bowden' events – Nationals and East Anglian Gala – will count towards the Senior Championship.

100 Years Of The Gamage

The FFTC are considering ways to recognize 100 years of the Gamage Cup which was first presented in 1910. If you have any ideas for this please submit them to Chris Strachan at chris.Strachan@btinternet.com.



London Area Free Flight Site

The London Area has nominated Salisbury Plain Area 8 as its venue for Area Events. To date only a small number of people have expressed interest in using the site so as yet there are no nominations to CD area events. It will be necessary to ensure any flyers have timekeepers to record flights and that scores are sent in. It will also be necessary to collect entry and site fees. As a temporary measure to test whether use of the site is viable it is proposed to set up a user list with phone numbers/E mail addresses of potential flyers and arrange a call in before each Area event. This will ensure that flyers and timekeepers are available and enable arrangements to be made for sending in results and collecting fees. If you are interested in flying area events at Salisbury Plain and have not already contacted me please send your phone and E mail address to Peter Williams at peter.fla@virgin.net and I will collate for circulation to all those similarly interested.

Technology and FAI Free Flight Competition Paper

The proposals for reduced technology F1 models have gone in and first reactions can be expected in April. They will be discussed at the CIAM technical meeting on 16th/17th April.

FFTC Web Site

Work is progressing to improve the FFTC web site and make it more user friendly to newcomers and returning modellers.

Stonehenge Cup – World Cup Event

The following preliminary publicity has been issued:

The 2010 Stonehenge Cup will be held on 15/16th May 2010, on Salisbury Plain. This World Cup event is for classes F1A, F1B, F1C, F1P and F1Q.

Again this year there will be additional 'Restricted Technology Classes' (Glider, Rubber and Power) for those wishing to compete alongside the international flyers using simpler models.

Competitor's information packs and entry forms are available from the Organisers (See below)

A dinner has also been arranged on the Saturday evening for all flyers, timekeepers and supporters at a local hostelry.

For entry forms and further information please contact either

Paul Seeley: sandman@uwclub.net or Chris Chapman, Easter Cottage, Beacon Hill View, Corton Denham, Sherborne, Dorset DT9 4LS. Tel: 01963 220741

Stonehenge Cup Additional Restricted Technology Classes

The following are the specifications for the restricted technology classes to be flown in addition to the main FAI classes at the 2010 Stonehenge Cup:

Restricted technology glider (RTG)

RTG follows the regulations for class F1A items 3.1.1 and 3.1.3 to 3.1.12 together with the following:

Total projected area of flying surfaces	32-34 sq. dm
Maximum wing span	2.2 metres
Minimum airframe weight	350 grams
Maximum total towline length	60 metres

Circle-tow hooks are permitted provided that they operate only the glider's rudder.

Changes of camber, incidence or area are not permitted on either wings or horizontal tail during towing, release or flight. A single DT operation is allowed to terminate the flight.

Restricted technology rubber (RTR)

RTR follows the regulations for class F1B items 3.2.1 and 3.2.3 to 3.2.11 together with the following:

Total projected area of flying surfaces	17-19 sq. dm
Maximum wing span	1.5 metres

Minimum airframe weight	160 grams
Maximum rubber weight	40 grams

Propellers must not include delayed or remote start, variable pitch or variable diameter. Propellers are permitted to fold, feather or freewheel at the end of the motor run.

Only one change may be made to the rudder setting during the flight.

Changes of camber, incidence or area are not permitted on either wings or horizontal tail.

A single DT operation is allowed to terminate the flight.

Restricted technology power (RTP)

RTP follows the regulations for class F1C items 3.3.1 and 3.3.3 to 3.3.12 together with the following:

Total projected area of flying surfaces	25-38 sq.dm
Maximum projected wing span	2 metres
Minimum weight	600 grams
Maximum engine capacity	2.5 cc
Maximum engine run	8 seconds

Fuel composition is restricted to the same formulae as permitted under F1C rules.

Propellers are restricted to fixed geometry types and must be driven directly from the engine's crankshaft. Geared or belt drives are not permitted.

One change to the rudder setting and one change to the horizontal tail incidence setting are permitted during the flight. In addition a single DT operation is allowed to terminate the flight.

The following are not permitted: camber, incidence or area changes to the model's wings or tail (other than as already specified).

Free Flight Nationals 2010

The 2010 Free Flight National Championships is planned to be bigger and better. There will be 31 championship, 6 non championship, and 9 space events. In addition the SAM activities will be much expanded to a three day rally and there will be a car boot sale of free flight paraphernalia.

Championship free flight events will be:

Saturday: BMFA Glider, Rubber, Power and Electric. Tailless, Women's Cup, Catapult Glider and Frog Junior.

Sunday: F1A, F1B, F1C, and F1Q, Slow Open Power, P30 Rubber, HLG, Vintage Rubber/Power, Bowden Trophy

Monday: F1H, F1G, F1J, Mini Vintage, E30 Electric, CO2 Duration, Vintage Glider and Combined Classic

Non Championship free flight events will be:

Saturday: FF Scale, Cranfield Classic

Sunday: Junior 35" rubber/55" glider, "Lulu/Golden Wing", Brit Power, FF Scale 2

Sam 35 at the 2010 Nationals

The famous old Rallies of the past are much missed by the older modellers, so with this in mind SAM 35 and the FFTC have decided to run a 3 day Rally alongside the BMFA Free Flight Nationals. The aim is to appeal to all ages of modellers and especially those who love the beautiful and often quirky designs of yesteryear. The competitions and events to be run have yet to be finalised but are intended to encourage modellers who don't normally go to the Nationals or enter competitions. .

There will also be some control line and radio competitions over the weekend. Control line on Saturday and Sunday, will include Vintage, Weatherman, Phantom speed and probably Vintage aerobatics team race and combat. Radio controlled vintage duration will be on Monday. SAM's 4 and 8 oz Wakefields and the under 25" rubber with slight amendments will be run, plus, a new event for small vintage gliders. Mix in

an event for unorthodox models, a concours for spark ignition models.

Spark Ignition will also be a major feature of the weekend with the concours mentioned already but also a precision competition on the Saturday for the Sigma Shield and control line racing with Ohlsson 60 powered Voetsacks.

Full details and Nationals entry forms will appear in the next edition of BMFA news. We look forward to seeing you all there.

FAI Flying in the UK

A conference to discuss the future of FAI flying in the UK will be held on Sunday 28th march 2010. The venue will be the Gliding Centre at Husbands Bosworth.

The purpose of the Conference: The organisation FAI flying in the UK – F1A, F1B, F1C, F1E & F1Q

The venue: This is the same place as where we held the 2009 free flight conference

Why is the meeting required? Currently entries in FAI events and in particular team selection meetings have fallen to an all time low. What can we do to revitalise the participation in the FAI classes?

Chair: The session will be chaired jointly, by Mike Woodhouse (Chairman of FFTC) and John Carter who leads for FAI within the FFTC

Who should attend? Any flyer with an interest in FAI flying and all that this means should be there. There is no charge attend the meeting and the buffet lunch is also free of charge.

Presentations: In order to get an overall feel of what is happening and where we are heading we need to have an overview of where we think we are. To this end there will be presentations from:

- The FFTC have invited a key representative of each branch of FAI. - F1A, B, C, E and a Q flyer. To give their thought, views, ideas and comments etc.
- In addition there will be floor spot for individuals who wish to make a point or who have an idea. Please get in touch to book a spot.

The issues for discussion to include:

1. Team Selection procedures

The past few years have revealed some problems within the selection process. The system that we use, with a few changes, has been in use for a number of years.

Problems:

- Lack of entries
- No longer seen as important when the Championships should be the pinnacle of achievement.
- The cost of running the events
- CDs to run the events
- Juniors

Requirements

- How do we get more entries?
- Do we change the selection process? If so to what basis?

2. The March of technology

The FFTC, and others, have seen the “march of technology” as being an issue that effects the level of participation. To this end the FFTC have lobbied CIAM and have now submitted a proposal to the International body. This proposal is for lower technology alternatives.

There will be a presentation with respect to the thinking behind these ideas:

- The initial paper
- The FFTC proposal to CIAM.

3. Development

Development themes:

- Team Members – practice for current, future and aspiring team members
- Team Management – We need to develop management to ensure that we are in the best position at the champs.
- Models – performance improvement
- Personal preparation - head space and fitness

The objective: What we need is ideas that will help us plan ahead with respect to FAI flying within the UK. So please attend and contribute. If you have a view you wish to express be there and remember it is free of charge.

The agenda: A detailed agenda will be published prior to the event.

What do you need to do?

- Let us know if you are coming
- Let us know if you want a floor spot or if you have any specific issues that you believe we should add to the agenda

The contact: Mr J E Carter, Petite Maison, 45 Grindley Lane, Meir Heath, Stoke on Trent, Staffs, ST3 7LN, tel: 0044 1782 398816, e-mail: carterbuild@yahoo.co.uk

NUMBERS FLYING IN BMFA CONTESTS

Compiled by Phil Ball. The “Tot” columns show the total number of flyers during the year and “Av” shows the average number in each competition.

	1988		1998		2006		2007		2008		2009	
Class	Tot	Av	Tot	Av	Tot	Av	Tot	Av	Tot	Av	Tot	Av
Combined Rubber							87	29	128	42	124	41
Mini Vintage			111	18	120	20	211	23	146	16	210	24
Combined Glider							80	22	55	14	71	24
Classic Rubber							35	18	9	4	21	21
Combined Power							55	18	54	14	56	19
Combined Clasic									4	4	35	18
F1A	201	33	135	22	121	20	74	15	105	15	118	17
BMFA Glider/OG	292	32	193	24	126	18	70	23	40	13	70	17
P30			14	14	40	10	38	7	32	6	84	17
BMFA Rubber/OR	231	26	157	19	162	23	60	20	44	12	62	16
FIH	101	25	104	15	86	14	93	16	96	13	102	15
Vintage	60	20	86	28	38	12	29	10	38	13	60	15
Classic Glider							21	10	21	10	31	15
SLOP	53	18	77	11			62	12	59	10	92	15
Classic Power							4	4	8	4	14	14
HLG/CAT							7	7	12	12	24	12
FIG	110	27	148	21	79	13	88	12	69	10	79	12
F1B	144	24	108	18	62	10	64	11	74	10	75	11
Vintage Glider					8	8	14	7	12	6	21	10
FIJ/1/2A	71	17	50	7	42	7	45	6	54	9	66	9
Tailless	9	9	14	7	16	8	16	5	14	5	15	8
BMFA Power/OP	138	15	78	9	141	17	40	13	23	11	30	7
Catapult Glider					41	8	39	8	40	8	36	7
FIC/FIQ									21	5	31	7
HLG	39	13	64	13	37	7	25	6	28	5	24	6
E30			38	9	21	5	28	6	26	5	31	5
CO2	10	5	37	9	23	5	8	2	9	2	19	4
FIC	69	11	43	7	40	6	30	5	16	5	10	3
Open Electric					14	3	13	4	10	3	10	3
F1E					15	5			3	3	3	3
Vintage Rubber							8	8	8	8		
Vintage Power							2	2	2	2		
FIQ					3	3	2	2				
Year total	1528		1457		1235		1348		1260		1624	
Year average	1	22		15		12		12		11		14
Entries/Class	1											
No. of classes		14		17		22		30		32		30

FALCONS/GRANTHAM GALA, BARKSTON, NOV 8

Report by Russell Peers.

Once again I had the good fortune to CD this gala. Last year the weather was very poor but this year much better. We started off with light winds, increasing in strength a little then decreasing for the flyoffs.

Lift was hard to find, only two maxing out in glider. I had set a 3 minute mas and only 1 second separated them in the flyoff.

Power had 3 ma out with Trvor Payne's "monster" living up to its name in the flyoff!

Rubber was disappointing, Gerry Ferer making the only full score.

Mini vintage saw 12 out of 15 flyers max out with Denis Davitt on top, scoring a fine 4.15 flyoff. Phil Ball and Colin Foster, who tied at 3.56, decided not to fly again.

The standard of SLOP was very good. Tony Gibson was unfortunately unable to return in time for the 4-man flyoff. Terry Dobson won.

In CAT and HLG Bill Colledge, flying to a 5 flight 1 min max, achieved 3 maxes, only dropping 17 seconds on the other two for a very good result.

Free drinks and food was on offer all day and was well received.

BMFA Glider 13 flew

1	B Baines	9.00	+3.08
2	P Ball	9.00	+3.07
3	J Bailey	8.46	
4	J Cooper	8.22	
5	D Beales	7.04	
6	C Parry	6.42	

BMFA Power 6 flew

1	T Payne	9.00	+8.02
2	P Watson	9.00	+7.30
3	F Rushby	9.00	+1.12
4	M Lester	8.04	
5	R Wykes	7.58	
6	S Screen	6.00	

BMFA Rubber 4 flew

1	G Ferer	9.00	
2	J Andrews	8.27	
3	D Beales	4.48	
4	D Taylor	3.47	

Catapult/HLG

1	W Colledge	4.43
2	G Percival	2.31
3	D Brawn	2.25
4	C Parry	2.19

Mini Vintage 15 flew 12 FO

1	D Davitt	6.00	+4.15
2	P Ball	6.00	+3.56
2	C Foster	6.00	+3.56
4	R Heap	6.00	+3.32
5	M Sanderson	6.00	+3.30
6	J Howick	6.00	+3.25

SLOP 8 flew

1	T Dodson	9.00	+4.09
2	S Dixon	9.00	+3.32
3	B Spooner	9.00	+2.44
4	M Sibson	9.00	DNF

OPEN RUBBER LEAGUE

Place points awarded 15 points for first, 10 points for second, 5 points for third. Bonus points awarded one per competitor beaten, maximum 20. Points shown as "P+B" for Points P plus Bonus Points B, and so an entry "P+" shows just points and "+B" shows just bonus points. Best 3 results to count, discarded scores shown in parentheses.

			Winter Flyer	Northern Gala	Gamage Cup	Lon don Gala	Nationals	Anglian Summer Gala	Devon Rally - void	Brumfly	Grantham GP	Timperley Gala	Southern Gala	Farrow Shield	Falcons Gala	Points	Best 3
1	P Ball	Grantham		15+8	15+20	(10+9)	15+20						(15+3)	(+16)		146	93
2	G Ferer	Timperley	(10+2)	(10+7)	(+9)		(+1)			15+4		15+3		15+20	(15+3)	129	72
3	J Bailey	Biggles			5+18	15+10	(+14)	15+3								80	66
4	J O'Donnell	Timperley	15+3		+16		(+9)				15+6		(10+2)			76	55
5	P Hall	Crookham			+14									10+19		43	
6	J Wingate						+17			10+3		10+2				42	
7	D Taylor	Richmond			+7		+8							5+18		38	
8	G Stringer	East Grinstead					5+18							+11		34	
9	C Strachan	Biggles			+15		+16									31	
10	C Chapman	Bristol			(+5)	5+8	+10							+7		35	30
11	M Richardson	East Grinstead			+17	+5								+8		30	
12	T Challis	Crookham					10+19									29	
13	T Tyson	Crookham			10+19											29	
14	D Beales	Croydon			+10	(+6)	(+4)	10+2					5+1		(5+1)	44	28
15	A Beales	Croydon			(+3)	(+3)	+6	5+1						+15		33	27
16	P Woodhouse	Morley									5+4			+13		22	
17	N Rogerson	NWFFG		+3			+15									18	
18	J Leadbetter	NWFFG		+5			+12									17	
18	M Stagg	MFFG				+1	+11							+5		17	
18	J White	Croydon												17		17	
21	B Spooner	Grantham									10+5					15	
22	D May	Delyn		5+6							+3					14	
22	J Andrews	CM									+2				10+2	14	
22	J Foster	Morley												+14		14	
25	C Foster	Morley			+13											13	
25	B Stout	Grantham					+13									13	
28	R Elliott	Croydon												+12		12	
29	J Oulds				+11											11	
30	J Godden	Morley												+10		10	

COUPE EUROPA, MIDDLE WALLOP, DEC 6

Report by Martin Dilly

After the first few Coupe Europa contests at Middle Wallop had near ideal flying conditions it was probably inevitable that there would be a few years of lousy weather to even things up, but Croydon will be sending up a memo to point out that enough's enough. The M3 was more like a canal than a motorway on the way out, but, like last year, it all stopped in time for the contest, with bright sunshine and a strong breeze to make sure those brave enough to venture out got enough exercise to make it all worthwhile. The Croydon organisers decided on a 90 second max for everyone and only four rounds in FIG, and, as it turned out, only Peter Hall managed the full house to win the Aeromodeller Trophy for FIG. This class was also the first of the Euro League events for 2010. Peter also collected the Southern Coupe League award for the second consecutive year, to crown his pretty successful season in FIG.

Fuit IIIs, Bagatelles and an Etienvre or two featured in Vintage; eventual winner Bob Taylor flew two of the latter after damaging his first midway through the contest. A 90 second flight was taking some models over the edge of the field, but the station fire brigade managed to retrieve those that had landed in the out of bounds area. Several contestants decided that flying smaller Vintage models in FIG gave a better chance in the turbulent conditions.

As is traditional for the Coupe Europa, the prizegiving featured coffee and bikkies in the Museum, which was a relief from the breezy conditions outside. John Hook was on hand to present the Flitehook Team FIG Trophy to the Croydon team of Spencer Willis and David and William Beales, while subscriptions to AMI ("with Aeromodeller inside") went to the two individual winners.

The Croydon organisers thank the brave souls who defied some pretty crummy overnight weather and were relieved to be able to run a reasonable contest in most unpromising conditions.

Vintage Coupe d'Hiver – AAA Trophy 8 flew

1	R Taylor	E. Grinstead	241
2	P Michel	SAM35	225
3	K Taylor	E. Grinstead	215

F1G – Aeromodeller Trophy 12 flew

1	P Hall	Crookham	360
2	A Longhurst	SAM35	353
3	T Grey	MFFG	309

BMFA INDOOR Team Trials, Bushfield, Nov 7

	%	best 2 flts			
1	R Bailey	100.00	21.58	4	J Shaw 81.63 17.56
2	D Richards	99.01	21.45	5	G Lefever 79.81 17.32
3	M Benns	98.25	21.35		

LULU 2009 INTERNATIONAL POSTAL

Report by Jane Howick.

Leon Cole takes top honours this year flying at Sculthorpe in perfect conditions on a late August afternoon - the vast expanse of the airfield not being required for his superabundant flyoff flight as it only went a very modest distance. Ken Taylor in second place completed his maxes at Ashdown Forest, but decided to wait for what he hoped would be a better day for his flyoff only for his Lulu to opt for getting back to the safety of the ground as soon as possible. Gary Oulds did his maxes at the famous Epsom racecourse but also opted to do his flyoff on Ashdown's greater area. After a trim flight that would have been more than adequate for a fine score (of course) he went for it - only to be blinded by the sun when turning to check progress and only regaining sight of the model when down lower and slipping off the towline!

Husband Mick did three big maxes at Sculthorpe in mid-October - all D'ing down. Unfortunately the last one came down in a paddock of cows - one of whom decided the tailplane would make a tasty snack - it wasn't though as the spat out mangled ball of balsa and tissue was nearby. The offending animal was still nearby so he did have the satisfaction lecturing it on the necessity of leaving models alone. He said it looked quite sheepish after that - but can a cow look sheepish! He made a new tailplane but the opportunity to fly never arose.

Gordon May is one of several fliers now using bungee launching due to ones legs not always responding quick enough to orders from above. Gordon had a very consistent series of flights however. The Kelling Club are also exponents of the bungee system - though when Stan Bucknole told me they were all over 76 I thought he was talking about their flights - turned out it was their ages!

They were somewhat thwarted in their efforts by their chosen day being virtually windless which is not ideal for bungees or indeed towlines.

Peter Tomlinson in sixth was one of several in the top dozen who missed that elusive third max. With 28 maxes from some 90 flights I think we have about the right degree of difficulty commensurate with the fun to be had.

Family James had a good days sport but at the cost of a Lulu and a Lulu Baby being lost - the Lulu of Michael James consequently getting the longest flight - but I am assured new ones are already on the building boards.

The light weight and size of Lulu Baby can make them a bit hairy on the tow at times compared with the full size Lulu says Mike Parker and Robert Ruffles - although perhaps not as hairy as Robert's normal flying as crewman in Chinook helicopters - often in war zones.

Many thanks to all those who have made donations towards expenses.

31 flew, top 14 all from UK.

1	L Cole	270 +268	8	J Howick	238
2	K Taylor	270 +54	9	J Ashmole	237
3	G Oulds	270 +49	10	D James	229
4	M Howick	270 +0	11	P Fynn	226
5	G May	254	11	D Brawn	226
6	P Tomlinson	245	13	R Heap	220
7	M James	244 (longest flight -585s)			

SOUTHERN COUPE LEAGUE

Report by Roger Wilkes

The 2009 Southern Coupe League featured eight qualifying events this year finishing with the Coupe Europa in December. For contestants the weather again played a gig part in selecting the right sized model for the conditions on the day.

The first four qualifying events this year had very mixed flying conditions. The fifth event, the Southern Gala in September, is usually calm and ideal for the larger coupes but unfortunately this year's event was extremely windy and turbulent. Five contestants were brave enough to fly in the trying conditions with Peter Brown coming first ahead of Mike Marshall and then John White in third place.

The sixth qualifying event was the Crookham Coupe Day held at Middle Wallop. The day started with a westerly light breeze with light rain following in the afternoon. Twelve competitors started flying and an extremely close contest began to develop finishing with a nail-biting last flight by Ted Tyson who managed to win by one second from Roy Vaughn with Ted Challis finishing third.

The seventh qualifying event was the 6th Area meeting held at Southern venues which surprisingly had very good weather. At

Beaulieu the light north easterly breeze gave way to a calm and sunny afternoon. Several large Coupes were seen flying in these ideal conditions with Roy Vaughn coming out on top followed by Peter Hall then Mike Richardson.

The final 2009 qualifying event, the Coupe Europa, again had very bad weather. This was the fourth year running there has been very strong winds with and at times heavy rain. Nevertheless several people decided to fly and gain extra League points as the top five league scores were close. After four difficult 1½ minute flights and damp retrievals Peter Hall emerged as the winner with Andrew Longhurst coming second and Trevor Grey third. By winning this event Peter Hall won the Southern Coupe League Cup for the third year running. This is a remarkable achievement considering the unpredictable and diverse weather conditions that Coupe d'Hiver events have to be flown in.

This year 35 competitors scored league points. The higher results are shown below and the results are available in full on the Crookham website www.cavgrove.freeserve.co.uk

The qualifying events for the 21010 Southern Coupe League are as follows (dates given where available)

Crookham Gala, Middle Wallop, Feb 7
 London Gala, Salisbury, May 2 tbc
 Crookham Coupe Day, Middle Wallop
 Spring Gala, Odiham
 Oxford Rally, Port Meadow, June 6
 Southern Gala, Salisbury, Sept 4
 BMFA 8th Area event Beaulieu/Merryfield/Ashdown, Oct 17
 Coupe Europa, Middle Wallop

			Crookham Gala	London Gala	Oxford Rally	Spring Gala	Southern Gala	Crookham Coupe Day	Sixth Area	Coupe Europa	Final Score
1	P Hall	Crookham	14	11	20	10	7	8	16	19	80
2	R Vaughn	Crookham	20	7		6	6	14	20		67
3	P Brown	CM	8	13	10	17	15	6	3	9	64
4	T Tyson	Crookham		19		11		18	7		55
5	A Longhurst	SAM35	7			20				15	42
6	J Paton	Oxford	11	8	16			4	1		40
7	M Richardson	E.Grinstead	17						12		29
8	M Marshall	Impington		8			13			7	28
9	J White	Croydon			12	2	9				23
10	J Knight	B&W	6			13					19
11	E Challis	Crookham	3					10	5	1	19
12	D Thomson	Croydon	8						10		18
13	D Greaves	B&W		16							16
14	P Tolhurst	Hayes	2	3		1		2		4	12
15	K Taylor	E.Grinstead	3					7			10
=	D Neil	B&W							10		10
17	T Grey									10	10
18	P King	Croydon	9								9
19	M Stagg	MFFG	1						7		8
20	C Chapman	B&W							7		7
21	B Stichbury	Chichester				6					6
22	M Wright	CM	5								5
23	E Horne							5			5

TRACKERS

From Tom Chambers

I have recently heard that one of the Biggles club is using tracker Tx's on 400+ megs. I have one in a Vintage model and am at present building two more all operating on 418megs. The units are also available on 433.92megs.

There appears to be a slight chance of confusing interference difficulties on airfields, so can you ask people using these frequencies to contact me by phone or preferably by mail and I will E mail a listing. We can then arrange to tweek them a little to one side of the base frequency. Or if only a few are using them just keep in contact on the Airfield by mobile phone.

Write to Tom at 17 Westmorland Grove, Norton, Stockton on Tees, TS20 1PA, tel 01642 530437

NOTICEBOARD

RUSSELL PEERS has back in stock Stamov tow rings and "Rod" towline. Contact Russell at 487 Crewe Road, Wells Green, Wistaston, Crewe, Cheshire CW2 6QP.

CIAM COMPETITION CALENDAR 2010

Even a month after meeting in Lausanne there are still bureaucratic problems confirming the World Cup events in 2010. Specific questions apply to the Istanbul Cup, Anatolian Cup, Raciboraz Cup and for F1E Zlatibor Cup and Luxor Cup

FAI FREE FLIGHT WORLD CUP

The final places in the 2009 World Cup are shown below for all classes except F1E which was published earlier.

F1A-Junior

1	O Findahl	SWE	153
2	A Plume	LAT	151
3	N Bardarov	BUL	150
4	A Vrtovec	SLO	126

F1B-Junior

1	A Warakomska	POL	153
2	T Mackus	LTU	151
3	P Coutineau	FRA	150
4	O Findahl	SWE	150

F1Q

1	A Lindner	GER	151
2	K Salzer	AUT	150
3	F Pollard	USA	100
4	R Assmuss	GER	70
5	A Shepherd	GBR	51

F1P-Junior

1	A Matras	POL	141
2	M Karczmarczyk	POL	140
3	P Stras	POL	110
4	M Revazov	RUS	50
5	C Jaju	USA	50

Key to contests and numbers flying in each class

			A	AJ	B	BJ	C	Q	PJ				A	AJ	B	BJ	C	Q	PJ
MM	Maxmen	USA	51	7	53	2	28	3	0	AN	Antonov Cup	UKR	25	5	24	9	17	0	0
PL	Philippe Lepage	FRA	0	0	11	0	0	0	0	HC	Huron Cup	CAN	7	0	5	0	1	0	0
BC	Bear Cup	FIN	59	7	23	1	6	0	0	VJ	Vörös Jenő	HUN	48	6	17	1	12	0	0
MR	Mura cup	SLO	46	9	21	2	12	0	0	IK	Izet Kurtalic	BIH	33	4	16	1	6	0	0
HL	Holiday on Ice	NOR	41	1	26	1	2	2	0	VK	Vilima Kmocha	CRO	118	17	47	3	10	0	0
ME	Matfors VT	SWE	19	2	11	0	0	0	0	PT	Poitou	FRA	71	5	37	1	10	0	0
SC	Southern Cross	AUS	12	0	17	0	4	0	0	MS	Mostar Cup	BIH	17	5	13	3	5	0	0
AC	AFFS	AUS	11	0	19	0	4	0	0	SL	Salonta Cup	ROU	55	17	16	5	16	0	6
NL	Naloev Cup	RUS	31	5	25	4	21	0	3	SU	Summer Cup	POL	36	14	15	6	10	3	3
IC	Istanbul FF Cup	TUR	17	2	10	2	2	0	0	ZM	Zmiev Cup	UKR	22	4	21	2	15	0	0
BL	Baltic Cup	LTU	58	18	27	7	18	3	3	AL	Anatolian Cup	TUR	8	0	3	0	0	0	0
ES	Estonian Cup	EST	56	16	31	6	14	4	3	EF	Eifel Pokal	GER	61	5	59	5	10	2	0
SM	26th Srem Cup	SRB	38	9	23	3	13	0	0	IS	Negev Open	ISR	59	10	20	1	6	0	0
SH	Stonehenge Cup	GBR	28	1	18	1	7	7	0	PO	International	POL	25	8	11	6	11	5	3
VS	Sezimovo Usti	CZE	91	18	38	6	17	0	0	SA	Siscia Cup	CRO	35	9	8	2	6	2	0
TB	Tbilisi Cup Georg	GEO	27	3	12	3	7	0	0	CC	Canada Cup	CAN	8	0	6	0	2	0	0
SF	Sofia Cup	BUL	21	3	11	3	6	0	0	BU	Bulgaria Cup	BUL	22	4	11	3	6	1	0
PZ	Pusztta Cup	HUN	89	14	60	5	28	0	0	AV	Cup Aviaprom	RUS	42	4	27	0	19	0	0
DZ	Djordje Zigic	SRB	21	5	10	3	6	0	0	SR	Sierra Cup	USA	17	1	30	1	16	1	2
SE	Swedish Cup	SWE	42	4	24	2	4	3	0	KC	Krka Cup	SLO	49	12	20	1	13	2	0
DK	Nordic Cup Denm	DEN	37	4	19	1	3	2	0	FV	FAVLI	ITA	40	2	11	1	8	0	0
										EU	Eurofly	SUI	73	4	56	2	19	9	0

F1A

1	Per Findahl	SWE	155	ES-1	VJ-1	SH-1	VK-6	SE-8	KC-10	BL-12	SL-13	MM-15	BC-19						
2	Tomaz Slokar	SLO	154	MR-1	IK-1	SA-1	VK-3	KC-6						17	A vanWallene	NED	101		
3	Kimmo Kulmakko	FIN	148	PZ-1	SL-1	BL-2	HL-4	ES-5	BU-6	DZ-7	TB-9	MM-20		18	M Dvorak	CZE	98		
				BC-22	KC-23									19	A Szekelyhidi	HUN	98		
4	Rene Limberger	USA	144	SE-1	SR-1	MM-2	DK-3	IK-4	VK-13	PZ-20				20	M Bordoski	SRB	98		
5	Yuri Titov	RUS	138	FV-1	VK-2	AV-2	KC-12	NL-5						21	T Tzvetkov	BUL	94		
6	Roland Koglot	SLO	134	PO-1	BU-1	SL-3	IC-3	EU-4	DZ-4	VK-7	KC-5	IK-11		22	D Halbmeier	GER	92		
				FV-14	MM-17	MR-6	SA-5	SM-16						23	M Holmbom	SWE	92		
7	Sergey Makarov	RUS	128	VK-1	NL-2	KC-3	HL-3	MM-10	FV-12					24	O Sevgi	TUR	89		
8	Robert Lesko	CRO	126	KC-1	DZ-1	PZ-4	EU-6	SA-8	FV-18	MR-19				25	A Persson	SWE	89		
9	Thomas Weimer	GER	123	SF-1	DK-2	PO-3	BC-5	BL-7	TB-6	FV-6	SE-9	EU-11		26	O Pshenychny	UKR	86		
10	Phil Mitchell	AUS	123	AC-1	PT-2	VK-4	SC-6							27	A Plume (J)	LAT	84		
11	Gerhard Aringer	AUT	122	PT-1	EU-1	EF-11								28	R Hellgren	SWE	83		
12	Mikhail Kosonozhkin	RUS	115	HL-1	EU-2	PT-8	IC-5	FV-7	NL-11	VS-16	BC-23			29	A Kordemets	EST	82		
13	Jan Vosejpka	CZE	115	MS-1	VS-2	SL-6	VK-10							30	T Boyadzhiev	CAN	81		
14	Yalcin Olgun	TUR	109	AL-1	TB-2	MM-9	SF-8	IC-7						31	G Domokova	SVK	79		
15	Radoje Blagojevic	SRB	107	BU-2	MS-2	SA-4	MR-5	SM-13	SL-17					32	C Kargin	TUR	79		
16	John Carter	GBR	102	EF-2	HL-2	SH-7	EU-11	ES-20	BL-24					33	V Berzins	LAT	78		

F1B

1	Bernd Silz	GER	159	EF-1	SE-1	MR-1	PZ-2	EU-4	PT-12										
2	Alex Andriukov	USA	159	MM-1	HL-1	SR-1	EU-19												
3	Michael Woolner	GBR	148	EU-1	SH-1	HL-2	BL-4	EF-5	PZ-9	BC-8	DK-9	SE-10	ES-13						
4	Matvey Leshchov	RUS	146	VJ-1	IK-1	VK-2	ES-4	BL-6	ZM-10										
5	Ismet Yurtseven	TUR	142	KC-1	AL-1	TB-2	SF-2	PO-2	EU-6	IK-6	VK-11	MM-15	BU-6	IC-2					
6	Igor Vivchar	UKR	140	ES-1	ZM-1	PZ-3	SR-3	SH-3	AV-6	MM-11	HL-9	EU-15	AN-7						
7	Viktors Rosonoks	LAT	139	PZ-1	BC-1	HL-3	DK-4	KC-4	EF-8	SE-5	ES-8	EU-16							
8	Radoje Blagojevic	SRB	122	SF-1	IK-2	SA-3	VJ-4	SM-4	SL-4	TB-4	MR-6	DZ-4	PZ-5	MS-5	BU-3				
9	Ondrej Parpel	CZE	116	VS-1	SE-2	DK-5	ES-9	BL-14	PZ-18					17	B Skrbycki (J)	POL	101		
10	Russell Peers	GBR	114	VK-1	ES-2	BL-8	SH-9							18	V Savov	BUL	101		
11	Rolandas Mackus	LTU	112	EF-2	EU-3	ES-3	KC-3	HL-5	BC-10	PZ-15				19	S Gostojic	SRB	100		
12	Stanislaw Skibicki	POL	109	FV-1	BL-3	MR-4	ES-6	PO-6						20	P Coutineau (J)	FRA	98		
13	Serge Tedeschi	FRA	106	PL-1	IK-3	VK-5	FV-5	EF-10	PT-8					21	T Luman	EST	97		
14	Soniboj Sabo	BIH	106	SA-1	VJ-3	BU-4	KC-9							22	V Urban	CZE	95		
15	Anatoli Ribchenkov	GEO	106	TB-1	SF-3	IC-4								23	A Warakomska (J)	POL	88		
16	Aram Schlossberg	USA	103	CC-1	HC-3	MM-6								24	M Seifert	GER	86		

F1C

1	Reinhard Truppe	AUT	155	EU-1	IK-1	BU-1	DZ-1	PZ-2	SA-2	PO-3	MR-4	MM-6	SL-7	KC-7	VJ-5	SM-3			
2	Gabor Zsengeller	HUN	155	SM-1	VJ-1	SF-1	IC-1	TB-2	PZ-5								13	F Gradi	ITA106
3	Laszlo Patocs	HUN	155	PO-1	KC-1	TB-1	SL-3	SF-3									14	C Gretter	GER100
4	Edward Burek	POL	136	ES-1	BL-2	SU-2	PZ-11	PO-3									15	M Kharitonov	RUS 95
5	Pieter De Boer	NED	135	EF-1	VJ-2	KC-2	IK-2	PT-3	VS-6	VK-5	EU-6	PZ-8					16	J Wlodarczyk	POL 94
6	Damjan Zulic	SLO	134	MR-1	SM-2	BU-2	KC-6										17	E Verbitsky	UKR 88
7	Juri Roots	EST	133	DK-1	SE-1	BL-3	ES-3										18	M Nogga	GER 88
8	Nikolay Rekhin	RUS	130	BC-1	VK-1	NL-4	AV-7										19	J Szecsenyi	HUN 84
9	Alan Jack	GBR	126	SC-1	AC-1	PT-4	SH-4										20	Y Vasilyev	BLR 82
10	Atae Yamasaki	JPN	122	SU-1	MS-1	SL-6											21	R Summersby	AUS 80
11	Artem Babenko	UKR	116	PZ-1	ZM-2	MM-9											22	K Kuukka	FIN 76
12	Pavel Matocha	CZE	109	MR-2	PZ-3	VS-3											23	R McBurnett	USA 75

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CONTEST RESULTS

Chronological order, start date only given to save space on some entries

Coupe Europa, Middle Wallop, Nov 30	4/1
South West Regionals, Arizona, Jan 17	21/3
California Cup F1E, Lost Hills, Feb 10	21/3
Pan American Open, Lost Hills, Feb 12	22/3
Maxmen, Lost Hills, USA, Feb 13-16	21/3
Philippe Lepage, Viabon, France, Feb 21	22/3
Rubber Days - Viabon 2009	39/5
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Mura cup, Moravske, Slovenia, Mar 13	30/4
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BMFA 3rd Area Meeting, April 5	40/5
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Northern Gala, Church Fenton, April 10	41/5
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Croydon Wakefield, M. Wallop, Apr 13	42/5
Crookham Power, M. Wallop April 13	42/5
F1E Oberkotzau, Germany, April 18-19	38/5
London Gala, Salisbury Plain, April 18	41/5
Istanbul FF Cup, Vize, Turkey, April 24	51/6
Baltic Cup, Madziunai, Lithuania, May 1	51/6
Estonian FF Cup, Madziunai, Lithuania, May 2	52/6
Coppa Primavera, Sismol, Italy, May 2	53/6
Coppa Sisemol, Italy, May 3	53/6
Stonehenge Cup, Salisbury Plain, May 9	47/6
Liptov Cup, Liptovsky, Slovakia, May 16	53/6
Nosko Cup, Liptovsky, Slovakia, May 17	53/6
Sezimovo Usti, Czech Republic, May 22	52/6
Tbilisi Cup of Georgia, Pazardzik, Bulgaria, May 22-23	52/6
Sofia Cup, Pazardzik, Bulgaria, May 23	52/6
BMFA Nationals, Barkston, May 23-25	63/7
Pusza Cup, Tass, Hungary, May 29-31	59/7
Oxford Rally, Port Meadow, June 6-7	60/7
2 F1E Zlatibor, Serbia, June 6-7	59/7
2 F1E, Turda, Romania, June 13	59/7
BMFA 4th Area Meeting, June 14	60/7

Djordje Zigic, Zrenjanin, Serbia, June 20	59/7
BMFA Anglian Summer Gala, Sculthorpe, June 20-21.	61/7
Odiham 62nd FF Gala, June 21	62/7
Grantham Grand Prix, Barkston, June 21	73/8
BMFA F1E June 28	62/7
Swedish Cup, Rinkaby, Sweden, July 3	66/8
Nordic Cup of Denmark, Rinkeby, Sweden, July 5	66/8
Dreaming Spires, Port Meadow, July 5	86/9
Brumfly, Barkston, July 5	73/8
Antonov Cup, Kyiv, Ukraine, July 10-12	66/8
Vörös Jenő Tass, Hungary, July 11	66/8
Huron Cup, Borden, Canada, July 11-12	66/8
Izet Kurtalic, Bosanski, Bosnia-Herzegovina, July 14-15	82/9
Vilima Kmocha, Bjelopolje, Croatia, July 17-18	82/9
Beauvoir sur Niort, July 23-26	85/9
Moncontour 2-min International, July 30	83/9
Poitou, Noizé, Thouars, France, July 31 - August 1	83/9
Mostar Cup, Mostar, Bosnia-Herzegovina, August 1-2	84/9
Tynemouth Mini, Newcastle, Aug 2	88/9
Salonta Cup, Salonta, Romania, Aug 8-9	84/9
16th Dorcol Cup, Belgrade, Aug 8-9	88/9
Summer Cup, Stalowa, Poland, Aug 14	85/9
Zmiev Cup, Kharkiv, Ukraine, Aug 14	94/10
Anatolian Free Flight Cup, Ankara, Turkey, August 15-16	85/9
Timperley Gala, Barkston, Aug 16	99/10
Eifel Pokal, Zulpich, Germany, Aug 27	94/10
Negev Open, Ofakim, Israel, Aug 28	95/10
International, Kietrz, Poland, Aug 29	95/10
BMFA Southern Gala, Little Rissington, Sept 4	105/11
Siscia Cup, Sisak, Croatia, Sept 4-6	5/10
Canada Cup, Borden, Canada, Sep 5	118/12
BMFA Team Selection, Sep 12-Oct 11	107/11
Berner F1E Cup, Germany, Sept 13	93/10
BMFA 5th Area Meeting, Sept 14	104/11
Bulgaria Cup, Pazardzik, Sept 18-20	95/10
BMFA Indoor Nationals, Digby, Sep 18	106/11
Rhön Cup, Rhön, Germany, Sept 19	93/10
Cup Aviaprom, Orel, Russia, Sept 21	95/10
Poitou F1E, Tortonay, France, Sept 26	93/10
Sierra Cup, Lost Hills, USA, Oct 2-4	102/11
Sierra Cup, Lost Hills, USA, Oct 2-4	118/12
Toszek Cup, Toszek, Poland, Oct 3	104/11
Midland Gala, N Luffenham, Oct 4	123/12
Krka Cup, Sentjernej, Slovenia, Oct 15	118/12
BMFA 6th Area Meeting, Oct 18	122/12
FAVLI, Capannori, Italy, Oct 24	118/12
French Nationals F1E, Tourtenay, October 24-25	122/12
BMFA Indoor Team Trials, Bushfield, October 25	121/12
Eurofly, Mühlenhurnen, Switzerland, Oct 31 - Nov 1	119/12