

FREE FLIGHT

News

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FFn DIARY

February 6-7	BMFA Salisbury Plain. See page 14.	March 13-14	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/
February 7	Crookham Gala. Details TBA. Contact John Thompson, tel 01252 842471 Johnd.Thompson@btinternet.com	Gjovik, Norway	
February 8	Chobham tree chop. Meet at Staple Hill car park at 10am. (NB Monday)	March 13-14	BMFA Salisbury Plain. See page 14.
Chobham Common		March 19-21	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/ol.net/muracup
February 9	California Cup. F1E World Cup event. Contact: Jim Parker, tel: +1 818 892 4110, email : N89015@aol.com	Moravske Toplice, Slovenia	
Lost Hills, California, USA		March 20-21	Matfors VT International. CANCELLED
February 13-14	BMFA Salisbury Plain. See page 14.	Matfors, Sweden	
February 13-15	Maxmen International F1A F1B F1C F1P F1Q. World Cup event. Contact: George Batiuk, tel+1 805 546 8231, fax: +1 805 546 0700, email: slogb1@gmail.com	March 20-21	BMFA Salisbury Plain. See page 14.
Lost Hills, California, USA		March 21	BMFA 3rd Area. CG, F1B (Weston/Plugge), F1J-1/2A, Mini Vintage (Plugge), P30 (Plugge)
February 20-21	BMFA Salisbury Plain. See page 14.	Area Venues	
February 22	Chobham tree chop. Meet at Staple Hill car park at 10am. (NB Monday)	March 27-28	BMFA Salisbury Plain. See page 14.
Chobham Common		March 28	BMFA conference FAI flying in the UK. See FFn 1001. Contact J Carter, 01782 398816, email: carterbuild@yahoo.co.uk
February 27-28	BMFA Salisbury Plain. See page 14.	Husbands Bosworth	
March 6-7	BMFA Trimming Weekend. See page 14.	March 28	SAM 1066 Fun Fly and Trimming Day. Contact Mike Parker, tel 0118 948 1392 membership@sam1066.org
Salisbury Plain		Middle Wallop	
March 7	BMFA 2nd Area. CP (White), F1A (KMAA/Plugge), F1G, Vint. R/P (Plugge), Vintage Glider, HLG-CLG (Plugge)	March 29-31	Southern Cross Cup. F1A F1B F1C. World Cup event. Contact: Tahn Stowe, Po Box 4138, Winnale NSW 2260, Australia, tel+61 247 541 334, fax: +61 247 541 334, email: stowes@ozemail.com.au , web: http://www.nswffs.com.au
Area Venues		Narrandera NSW, Australia	
March 6-7	Bear Cup. F1A F1B F1C F1P. World Cup event. Contact: Kim Henriksson, Ymmerstanmäki 9, 02750 Espoo, Finland, tel+358 41 5152 481, email: kim.henriksson@inspecta.fi , web: http://www.bearcup.net	April 2	BMFA Northern Gala. CG (CMA), CR (Caton), CP (Hamley) [Club Champs], SLOP (Falcons), F1H, F1J/1/2A, P30, Mini-vintage, E30-CO2, HLG-CLG. Contact: Denis Davitt, 0113 2675433
Säkylä, Pori, Finland		(Good Friday) Church Fenton	
March 13-14	2 F1E World Cup events. 13th: Winter Cup I, 14th: Winter Cup II. Contact: Vojtech Zima, Smetanovo nabr 1840, 753 01 Hranice, Czech Republic, tel+420 60 45 89 792 / +420 581 60 44 45, email: voziteam@seznam.cz , web: http://www.modelarihranice.ic.cz	April 2-4	AFFS Championships. F1A F1B F1C. World Cup event. Contact: Phil Mitchell, Po Box 44, Terrigal NSW 2260, Australia, tel+61 243 843 217, fax: +61 243 678 316, email: filnoels@bigpond.net.au
Hranice, Czech Republic		Narrandera NSW, Australia	

F1B BY MINORU NISHIZAWA

In FFn this month we present plans of two 2009 World Champion models, from NFFS Digest with thanks.

This model was built five years ago, and was flown at the 2005 World Championship (Argentina) and 2007 (Ukraine). In 2009 in Croatia I flew this model in rounds 6 and 7 and both flyoffs.

Motor tube and tail boom was supplied from Alexander Andriukov. Pylon was built by myself using plywood and carbon fiber cloth. Wing and tail plane was built by Masaru Ito in Seto, Japan. Wing span is 1800 mm. This wing is very accurate, fine, and rigid. On the lower surface of the wing Fibafilm is used, and on the upper surface Airspan is used. Both films are produced by Solarfilm Co. The tail plane is covered with 10-micron (1/4-mil, or .00025") mylar flint. Front end is Andriukov's variable pitch; prop blades are supplied by Oleg Stoev. The blades are very fine and produce intensive thrust, but regrettably are no longer produced.

Rubber motors used in official practice in the field were from Tan Super Sport, March 2005. I measured chargeable energy of every rubber motor and I feel that March 2005 is the

best of all Tan Super Sport. In the competition I used Tan II, June 2001. Length of the motors is 325 to 335 mm (12.8" to 13.2"), and number of turns is 380 to 400.

NEWS FROM BMFA FF TECH COMMITTEE

FAI Flying in the UK

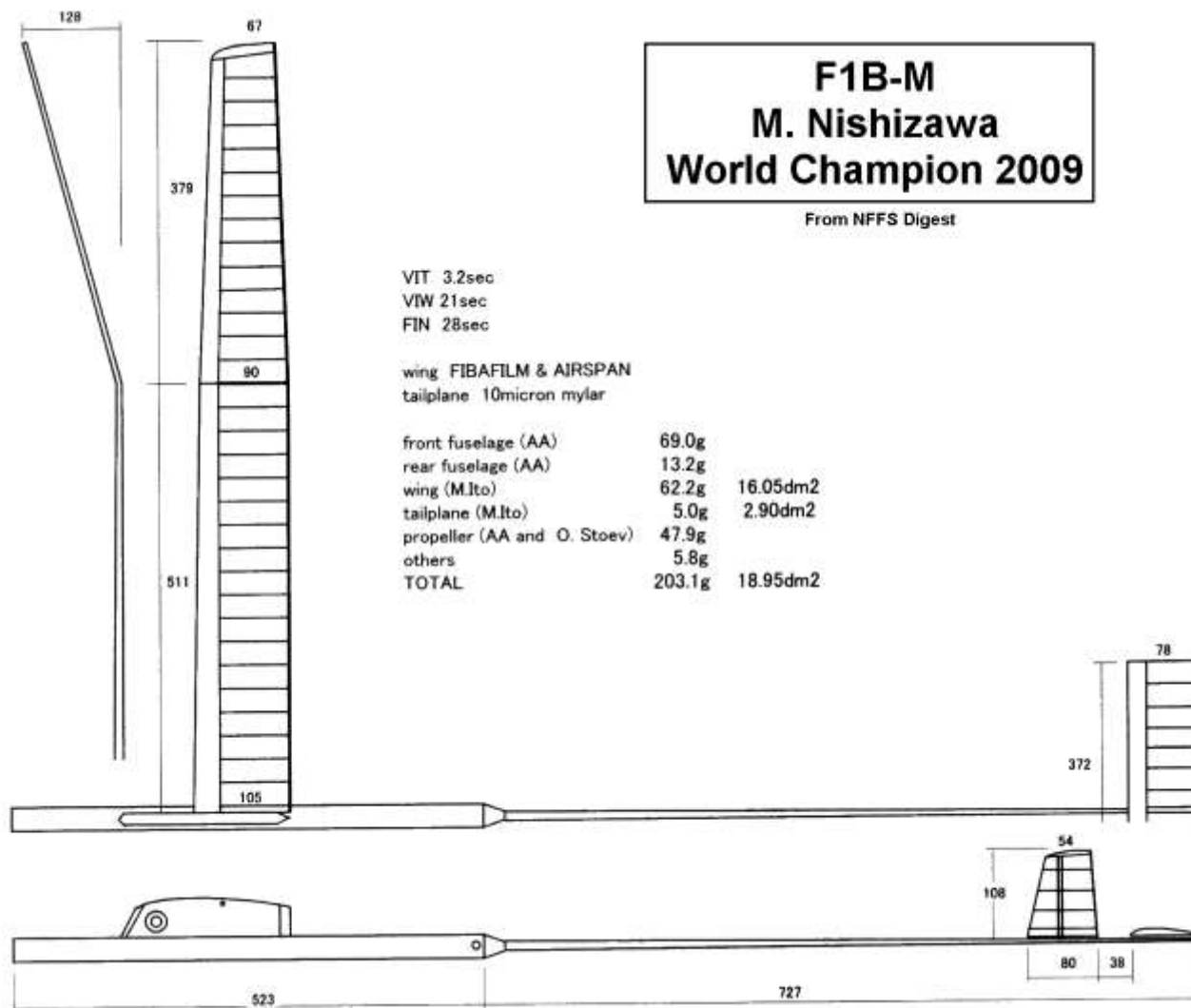
Hopefully you are all booking to come to the FAI flying session at the end of March. As an additional incentive we have added something a bit special to entice you.

We asked and he agreed to come and talk to us. Per Findahl of Sweden a glider flyer of extraordinary ability will be there. If Per hasn't won it, well, it's just not worth winning. Per has been World and European Champion as well as a World Cup winner. Per has agreed to come and talk and give us an insight into how he has had such a successful flying career. There must be something in the Findahl family approach as his son Oskar is now getting results as well.

So if you haven't booked, do it now and come and listen to how a Champion does it. You just might learn something! It's a free session and it's an ideal way to spend that last Sunday of March. It just might help and inspire you to make that step to becoming a champion in your own right.

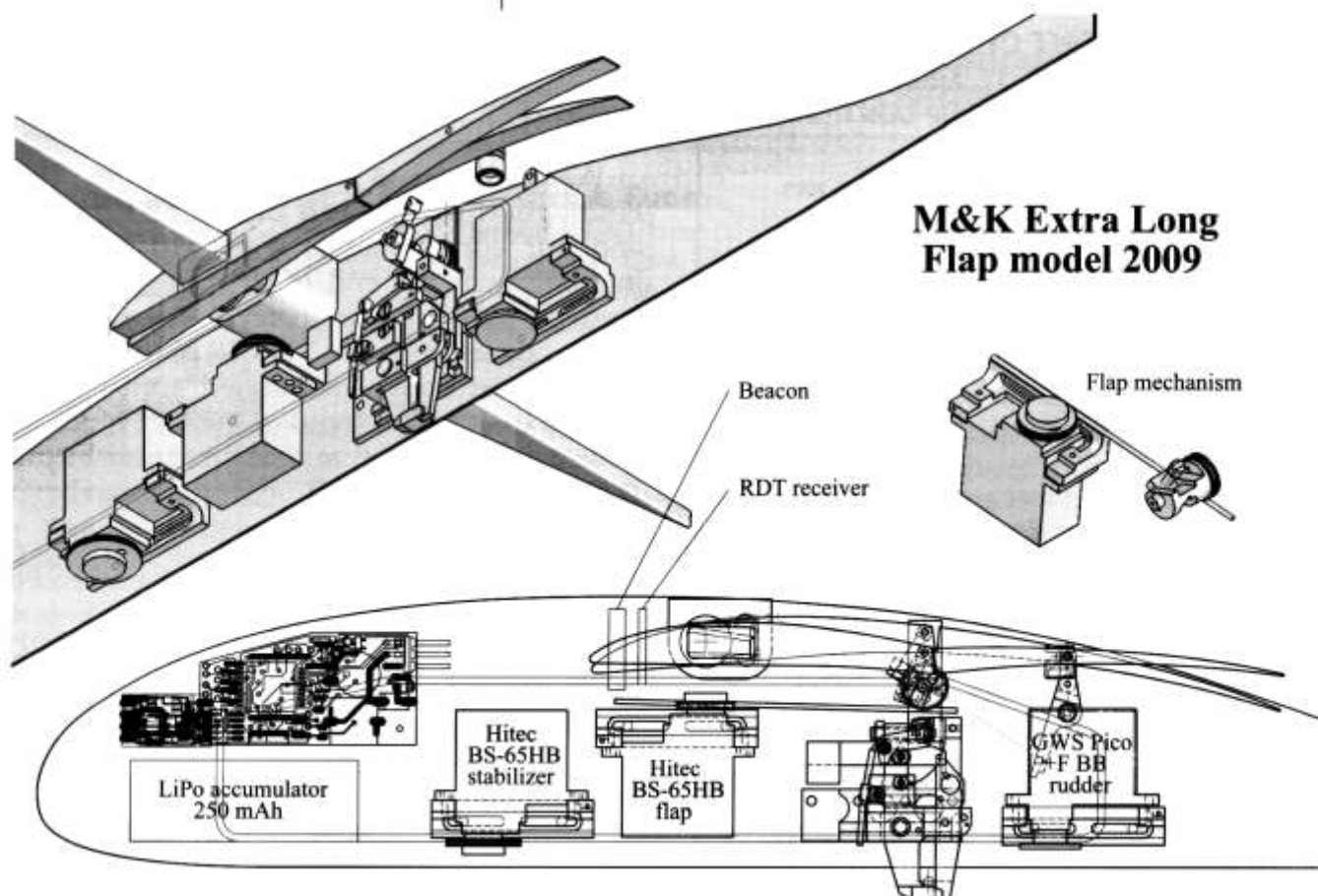
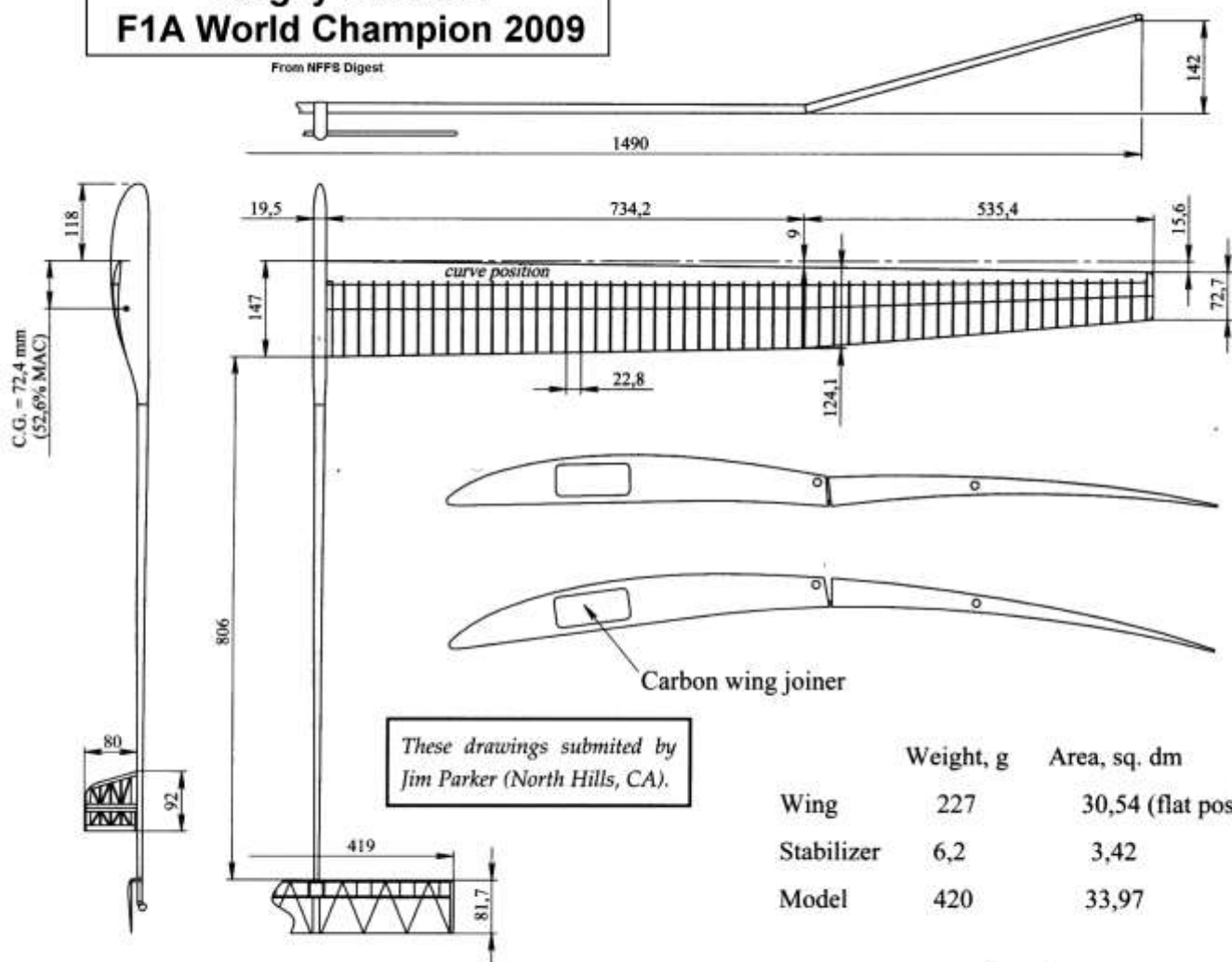
You don't necessarily have to be an FAI flyer to attend this session as the day can be translated into something for your particular discipline. See you there. To book a seat contact:

John Carter, Petite Maison, 45 Grindley Lane, Meir Heath, Stoke on Trent, Staffs, ST3 7LN
Tel: 0044 1782 398816
E-mail: carterbuild@yahoo.co.uk



M&K Extra Long Flap Model **Sergey Makarov** **F1A World Champion 2009**

From NFFS Digest



European Championships

The organisation for the trip to the European Free Flight Championships in Turkey at the end of July is now being sorted. If you fancy a trip as a supporter etc get in touch with Mike Woodhouse 01603 457754 or mike@freeflightsupplies.co.uk as soon as possible for full details. The dates are the 15th to 25th July.

STONEHENGE CUP

This year the Stonehenge Cup is being run by the Bristol & West MAC. The event will be held on Salisbury Plain on the 15th and 16th of May.

The World Cup event is for classes F1A, F1B, F1C, F1P and F1Q and there will be additional Lower Technology Classes, described in News from the FFTC.

The flying site is situated off the B 390, between Shrewton, and Chitterne (See maps). For those unfamiliar with the site, it is a large area of rolling grassland, normally used by the Army, for training purposes. Retrieval is normally by foot, but under certain wind directions, a mountain bike can be used to advantage on tracks which cross the area.

The event site is in a holiday area and there are well appointed camp-sites and hostels within reasonable distance. Please see attached list.

Due to the location, the logistics involved and the lack of paved roadways we are unable to provide on field catering.

All competitors will receive a Stonehenge mug, and sticker. Additional mugs and stickers will be available at a small charge.

Competitors information packs with details of pole positions, round times etc., will be available from Contest Control.

As a registered World Cup Championship event the relevant sections of the FAI Sporting Code will be followed.

The organisers reserve the right to vary the programme if unforeseen circumstances should arise.

World Cup competitors must hold a valid FAI licence. Competitors in the Restricted Tech. classes must have either BMFA membership or an FAI licence.

Programme

Saturday 15 May F1B, F1C/F1P + Restricted Tech B & C.

Sunday 16 May F1A, F1Q + Restricted Tech A

09.00 start, subject to weather conditions. All events 5 rounds plus fly offs.

Entry Fees

World Cup events:

€33 / £27 for 1 class, and €6 / £5 per additional class.

Juniors (under 18 on 31/12/09) €6 / £5 per class.

Lower-Tech events: Seniors €6/£5 per class, Juniors free

Entry Forms to arrive no later than 17th April. Late entries will incur a 50% surcharge, and field entries will be double.

Prizes

Prizes for World Cup entrants will be awarded down to 5th place of those entrants regardless of the Restricted Technology positions. Prizes for the Restricted Technology Classes will be awarded to those who finish in the top five overall. The prize giving will take place at Contest Control on Sunday evening.

Timekeepers

We will aim to have at least one official timekeeper per pole, but more than 1 person per pole can fly at any given time if another flyer is available to time. Official Volunteer timekeepers will receive a Stonehenge mug, sticker and a bottle of wine. Your help with this will be much appreciated.

Saturday Dinner

Dinner has been arranged from 8.30p.m. on 15th May at 'The Plume of Feathers', Shrewton at a cost of £12 per head

Entry forms

For entry forms please contact as follows:

Chris Chapman, Easter Cottage, Beacon Hill View,
Corton Denham, Sherborne, Dorset DT9 4LS.

E Mail Paul Seeley: sandman@uwclub.net

FREE FLIGHT TRIMMING ON SALISBURY PLAIN

For 2010 almost every weekend will be available for free-flight trimming and training by BMFA members on Training Area 8 on Salisbury Plain facility will once more be available for the use of on the Army's security list. As before, those flying all free-flight classes will be welcome, as well as people practicing for FAI contests. This is one of the best free-flight venues in Britain, and the aim is to improve overall free-flight standards in the UK.

For those unfamiliar with the site there are a few simple rules to follow. Send an SAE to Bernard Aslett, 25, Honeyhill, Wootton Bassett, Swindon, Wilts, SN4 7D; in return you will receive a sketch map showing where we fly on Training Area 8, a request for the one-off fee, again reduced to £25, which will allow you 25 weekends flying, and two copies of the users' guide. Sign one copy, return it to Bernard, and your name will be included on the security list (unless you're already on it). Alternatively, if you don't wish to pay the season ticket fee, once you are on the list you can pay on the day £10 per weekend or part weekend. BMFA membership is, of course, required.

The following dates have been provisionally agreed:

Jan. 9/10; Jan.16/17; Jan. 23/24; Jan. 30/31

Feb.6/7; Feb. 13/14; Feb. 20/21; Feb. 27/28

March 6/7; March 13/14; March20/21; March 27/28

April 3/4; April 10/11; April 17/18; April24/25

May 8/9; May 22/23; May 29/30

June 5/6; June 12/13; June 19/20; June 26/27

July 3/4; July 10/11; July 17/18; July 24/25; July 31/Aug.1

Aug. 7/8; Aug. 14/15; Aug. 21/22/ Aug. 28/29

Sept. 4/5; Sept. 18/19; Sept. 25/26

Oct. 2/3; Oct. 9/10; Oct. 16/17; Oct. 23/24; Oct. 30/31

Nov. 6/7; Nov.13/14; Nov. 20/21; Nov. 27/28

Because of the current military situation you must call Peter Tribe on 01225-862748 on the Friday before you plan to fly.

CIAM FREE FLIGHT PROPOSALS

The following are some of the proposals which will be considered by the CIAM Plenary meeting in April 2010. This list is provisional since the official agenda has not yet been published. It includes all known proposals for the Free Flight section of the Sporting Code (Volume F1) which are mainly fine tuning of the wording, the only one to impact models is the F1Q proposal from Germany. Also given are proposals from the FF Subcommittee (FFSC) for changes to the general part Volume ABR. There will be other ABR proposals which may impact on free flight but these will not be known until the agenda is published.

These are proposals which will be voted on at the CIAM Plenary meeting by the national delegates. If you wish to voice an opinion please communicate with your national delegate to CIAM.

F1A 3.1.12 and F1H 3.H.12 - Launching FFSC

Add words at end of item (a): (jumping allowed)

Reason: Compatibility with other definitions of launching in volume F1. With high speed launches of gliders it is possible that the competitor may jump at the moment of launch, it is inappropriate to be checking this aspect of the launch when attention is on the glider.

F1C 3.3.8 Classification FFSC

Remove words defining motor run from 3.3.8.(e)

Reason: It is unnecessary to refer to the motor run at this point in the code since 3.3.2 defines the motor run for all flights

F1D 3.4.7. Steering France

Amend paragraph (a) as follows:

a) A balloon(s) with its line attached, or a rod, may be used to alter the course of the model aircraft, or to reposition it in another part of the flying space. **When a rod is used for steering, it must be maintained in the vertical direction (5° tolerance out of the vertical direction).** There will be no time limit or restriction to the number of steering attempts, except that all steering shall be done from the front end of the model and never from behind.

Reason: The altitude of the model can be altered when steering is performed with an inclined rod.

F1J 3.J.5 Unsuccessful attempt FFSC

Replace wording of 3.J.5.b: b) The time of the motor run from the release of the model exceeds the time specified in 3.J.2.

Reason: It is unnecessary to refer to the motor run at this point in the code since 3.J.2 defines the motor run for all flights

F1J 3.J.11 Launching FFSC

Extend wording of 3.J.11.b: b) Each competitor must start **and regulate the** motor and launch the model himself.

Reason: This clarifies that the competitor must regulate his motor in F1J, the same as for F1C. Note that F1J is no longer used for events specifically for juniors.

F1P 3.P.2 Characteristics FFSC

Move number of models from F1P class specification into the processing section in Volume ABR

Delete from 3.P.2 The number of models eligible for entry by each competitor is four.

Add F1P to B.16.1 in volume ABR: Class....**F1P** Four (4) only
Reason: As a championships class the F1P number of models should be defined in ABR with the other championships classes.

F1P 3.P.5 unsuccessful attempt FFSC

Replace wording of 3.P.5.b:

b) The time of the motor run from the release of the model exceeds the time specified in 3.P.2

Reason: It is unnecessary to refer to the motor run at this point in the code since 3.P.2 defines the motor run for all flights

F1Q 3.Q.1. Definition Germany

Amend the definition

Model aircraft which is powered by (an) electric motor(s) and in which lift is generated by aerodynamic forces acting on surfaces remaining fixed in flight, except for changes of incidence.

Reason: To prevent the class from developments as witnessed in F1C (camber changes removed)

F1Q 3.Q.2 Characteristics FFSC

Add sentence to class characteristics: The number of models eligible for entry by each competitor is four.

Reason: The number of models has not been defined in the F1Q rules.

3.Q.2. Characteristics Germany

Amend the definition of battery weight:

Maximum weight of battery pack (including connectors on the battery):

125g, **maximum 20 % of the total model weight** for NiCd or NiMH-batteries

90g, **maximum 15 % of the total model weight** for Li-batteries,

Reasons:

First, the rule will provide different model sizes with comparable battery (energy) to model size ratio.

A battery defined by a percentage of the model weight may help preserving different model configurations and avoid these "uniform" models as common in other free flight classes.

Second, the rule will improve safety by making small high-powered models with high wing loading and high flying speed not eligible.

Third, competitors wouldn't depend anymore on the unsteady market situation with changing battery pack weights when defining battery packs for their special models.

Supporting data: LiPo-battery packs of current F1Q models weigh between 14 and 17 percent of total model weight.

F1Q 3.Q.2. Characteristics Germany

Additional paragraph to characteristics: Neither projected wing surface nor the camber of the wing may be changed during the flight.

Reason: To prevent the class from developments as witnessed in F1C.

F1Q 3.Q.7. Duration of Flights Germany

Change first sentence: The maximum duration to be taken for each official flight is to be three minutes.

Reason: To adapt the practise and to standardize the regulation.

F1Q 3.Q.8 Classification FFSC

Add sentence to end of item 3.Q.8.(b)

If there is still a tie after a flight with the minimum motor run of 5 seconds then additional flights will be made with motor run of 5 seconds and the maximum time of flight increased by two minutes over the maximum of the previous flight.

Reason: The F1Q rules do not currently define the action to be taken if the minimum motor run has been used and there is still a tie. The proposal defines that the usual free flight practice will then be followed by increasing maximum time while retaining the minimum motor run.

F1 NEW CLASSES Great Britain

Add new classes

Class F1S - Restricted technology glider

1. Definition

The definition of the F1S class follows the regulations for class F1A items 3.1.1 and 3.1.3 to 3.1.12.

2. Characteristics of Gliders F1S

Total area of flying surfaces	32-34 sq. dm
Maximum wing span	2.2 metres
Minimum airframe weight	350 grams
Maximum Towline Length	60 metres

Circle-tow hooks are permitted provided that they operate only the model'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.

Reasons:

Worldwide interest in the current F1A, F1B and F1C classes has now become limited to the major championship events and

the bigger World Cup events. Most importantly many of the world's aeromodellers are no longer interested in participating in these classes as they feel that the costs are too high and the technology involved is beyond their capabilities.

We believe that it is necessary to revive the interest in these classes for the majority. To achieve this goal a set of 'restricted technology' specifications – suggested title F1S – should be provided as an alternative to the current specifications. The introduction of the F1P class as an alternative to F1C at World Cup events took place a few seasons ago and has proved to be popular. We therefore suggest an extension of this practice, in that an alternative low technology specification be provided for the F1A class. This 'restricted technology' specification would provide the same performance as the current specification but at a much simpler technology level, thus appealing to far more fliers.

It is intended that this specification is used only as an alternative – but integral part thereof – at World Cup, Open International, and National events within member countries. Championship events would continue to use the current 'full' F1A specification exclusively.

Class F1T - Restricted technology model aircraft with extensible motors

1. Definition

The definition of the F1T class follows the regulations for class F1B items 3.2.1 and 3.2.3 to 3.2.11.

2. Characteristics of Model Aircraft with Extensible Motors F1T

Total 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, 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.

Class F1U - Restricted technology model aircraft with piston motors

1. Definition

The definition of the F1U class follows the regulations for class F1C items 3.3.1 and 3.3.3 to 3.3.12.

2. Characteristics of Model Aircraft with Piston Motors F1U

Total area of flying surfaces	25-38 sq. dm
Maximum Wing Span	2 metres
Minimum weight	600 grams
Maximum Engine capacity	2.5cc
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).

Annex 1 Rules for World Cup events

1. Classes

Add the following text to paragraph 1

In F1A and F1A Junior events, F1S models may be flown to the F1S rules alongside the F1A models and included in the F1A and F1A Junior World Cup results.

In F1B and F1B Junior events, F1T models may be flown to the F1T rules alongside the F1B models and included in the F1B and F1B Junior World Cup results.

In F1C events, F1U models may be flown to the F1U rules alongside the F1C and F1P models and included in the F1C World Cup results.

Reason: To enable the alternative restricted technology classes F1S, F1T, F1U to be implemented at World Cup competitions.

F1 ANNEXES

Annex 2 A guide for organisers of FAI contests in the outdoor free flight classes

3.A2.4.3. Launching Area France

Add new sentence after the second sentence as indicated:

There should be clear markings to keep spectators at least 25m away from the starting line (B.9.1) in the directions upwind, downwind and across wind from each end of the line. In the case of F1A the upwind limit should be at 75m to allow for the towline length. **In the case of F1C, the spectators are not allowed to remain in the upwind and downwind limit due to safety issue. The spectators should stay behind the marking across wind from each end of the starting line.**

Reason: This proposal is to improve the safety in F1C, no spectator upwind and downwind the departure direction.

3.A2.4.5 Equipment FFSC

Replace sentence in paragraph 3

Remove: The organisation must have equipment necessary for processing the times recorded by the timekeepers and the scoreboard is essential for displaying latest results.

Insert: The organisation must have equipment necessary for processing the times recorded by the timekeepers. A scoreboard is essential for displaying the latest results and should be large enough to be read by a group of people at any one time. It is desirable to have an internet connection to allow uploading latest scores to an internet web site.

Reason; To clarify that the scoreboard should be large enough for a group of people to be able to read it (i.e. not a sheet of computer output). The desirability of uploading results to the internet is added – a facility which was very useful and interesting at the 2009 World Championships in Croatia.

3.A2.6 Timekeeping FFSC

Change the text shown (at the start of the final paragraph)

The timekeepers should write down the results in exactly the form in which it is recorded on the stopwatch (for example, as minutes and seconds) to avoid conversion errors. The results sheets ~~should~~ **may** include a second copy facility so that a copy of the recorded result for each flight may immediately be given to the team manager, **or a box for the team manager to sign to indicate agreement with the time. In the event of any question about the recorded time, the timekeepers should write down the exact readings of all the watches (to hundredths of seconds). This will be used for the CD and Jury to check the official time.**

Reason: To clarify the options for team manager approval of times and to ensure that all watch times are recorded in the event of a problem. This facilitates the CD or Jury to determine the correct score.

3.A2.6 Timekeeping FFSC

Add the text shown after the sentence shown in the final paragraph

.....A public scoreboard should be updated to show latest individual and team scores and positions as soon as possible (B.8.6). **A coloured (red) dot on the scoreboard in place of a**

maximum (or writing the number in red) simplifies seeing those with full scores. The latest scores and positions should be uploaded to the internet if possible.

Reason: To clarify best practice in the display of maximum times on the scoreboard and desirability of uploading results to the internet.

Annex 2B Outdoor free flight timekeeper briefing sheet

3.A2B.4 Timing a flight FFSC

Add the text shown at the end of this item

Timekeepers should stand up for timing when obstacles or persons might obstruct the view of low flying models.

Reason: Sometimes timekeepers have remained seated and as a consequence prematurely lose sight of models.

Proposals from FFSC for Volume ABR

B.9.1

Replace words "The reigning champion" in sentence 3 of paragraph 2 to become:

Each country and any reigning champion or defending junior champion (B.3.4.c), if not a member of his national team, is allotted a starting position for the first round by draw.

Reason: The introduction of the possibility of junior champions participating in the senior championships was introduced but without definition of this champion's status for starting position. The proposed change gives the junior champion an individual pole. The possibility of combining poles with the reigning champion is ruled out because of the difficulties of two individuals, probably from different countries, competing together without team managers. The usual practice of allowing the champion the pole next to his national team is beneficial for the champion and the same practice for the junior champion requires a separate position.

B.16.5 Processing of free flight models

Replace "minimum weight" by "weight" in item (d).

Reason: The word minimum is superfluous or confusing and should be deleted.

B.16.5 Processing of free flight models

Add F1E to the classes listed in the heading

Reason: this procedure is used for processing F1E models at championships.

UK COMPETITION NEWS

BOURNEMOUTH MODEL AIRCRAFT SOCIETY RALLY
Sunday 4th April 2010 At Middle Wallop, courtesy of SAM 1066. Events are Lightweight Rubber (max wing span 34", to include Special Prize for Condor Clipper to Celebrate 80 years of BMAS), Bournemouth Club Classic Rubber, P30 (3x2:00), Very Small Rubber (max wing span 25", 3 flights 1:30 max), A Frame (Mass Launch, longest flight wins), Vintage Open Glider, Combined Classic Open Glider. Combined Vintage/Classic HLG & CLG (7x1:00 best 5 count), Cabin Power (Precision, 3 flts target 0:45). All events are 3 flights with max set on and day except where stated. Telephone enquiries to – John Taylor Tel No. 01202 511502. E-mail enquiries to – roy.tiller@ntlworld.com

CROYDON WAKEFIELD DAY. This year's Croydon Wakefield Day will be held at Middle Wallop on April 5th. The contest classes will be for F1B, with the Thurston Trophy for the winner, for 4oz Vintage Wakefields for the Fairlop Cup and for 8oz Vintage Wakefields with the Ted Evans Trophy going to the winner. SAM-eligible models will be allowed. The start is 10 a.m. and the F1B contest will be flown in rounds. The airfield will be available for other free-flight trimming on

the same day. Contact: martindilly@compuserve.com or call 020 8777-5533

SCOTTISH NATIONALS. Jim Arnott writes: I am pleased to announce that the Lee and Carnwath Estates, who own the land which includes the Newbigging flying site, have given permission for the Scottish Nationals to be open to BMFA members in 2010.

It will be at Newbigging on June 26-27.

Saturday: F1A and F1B two flights 1000 - 1330 at will, then scheduled rounds for flights 3,4,5.

Open Vintage - "McManus Trophy" 1000 - 17:30

Sunday, all events 1000 -1700. BMFA Glider - "Granger Trophy", BMFA Rubber - "Waulkmill Shield", BMFA Power - "Flying Dutchman Trophy" Engraved Glasses for 1st places.

Pre-entry is not required. £3 per event on day. Use of thermal detection equipment is not permitted. For details contact Jim Arnott 01383 510279 "Downside", Farm Road, Hill of Beath, Fife, KY4 8DZ. email arnott.downside@btinternet.com

The new site leasing agreement places more restrictions on our flying and further limits the flexibility of the Newbigging site. It can be a superb and vast area in certain wind directions but it is frequently very limited. For those familiar with the site, the meadow opposite the Weston Farm entrance, which was normally used in an east wind, is no longer available as a launch area. Anyone travelling to the contest is forewarned that in adverse conditions the expected standards for a contest may be abandoned to ensure that permission to use the site in the future is not jeopardized. The contests may be run with short maxes and "DT" style fly-offs.

BRUMFLY GALA. This year's Brumfly will take place at Barkston on Sunday July 18, commencing 9am. Events will be for: BMFA glider, BMFA rubber, BMFA power and SLOP flown to three flights and appropriate max, F1H, F1G and F1J/1/2A, 5x2:00, plus HLG and catapult glider combined, 7 x 1:00.

In addition we will once again be running 'special' mini-vintage i.e. BMFA mini-vintage rules with the following additions; –

1. As well as overall winner, awards will be made to top placing glider, power, and rubber model.
2. Up to three entries per competitor, provided that each is with a different category of model (i.e. power, glider, etc).
3. The competitor must be the builder of the model.

As usual, the Jim Baguley shield will be awarded for gala champ. No rounds, but flights to be made upwind of a line. Contact Stuart Darmon, 02476 421584 stuardarmonf1a@yahoo.com

TYNEMOUTH MINI RALLY. The Tynemouth Club are to run a Mini Rally for Combined BMFA ½A/Brit Power (8 SEC MOTOR RUN), Combined F1G/Mini Vintage Rubber, F1H (3x2min), and Combined HLG/Catapult Glider (5x1min) on Sunday 1st August, 11am to 4.30pm. Reduced maxes and D/T fly offs depending on weather. No thermal detection devices. The venue is Newcastle Town Moor, a flat grass field site measuring approx 1/2 mile East to West and 3/4 mile North to South, situated North of Newcastle City centre bordered by the A167, A187 and B1318 roads. Free parking on Claremont Road, Forsyth Road and the Eastern end of Grandstand Road. The Rally qualifies for the F1H Biggles League. Contact Brian Martin on 0191 4161096 or email brian_martin_uk@hotmail.com

COUPE EUROPA This year's Coupe Europa will be held on December 5th., starting at 10 a.m. at Middle Wallop. The F1G event for the Aeromodeller Trophy will again be one of 12

international contests counting for the Euro Challenge, organised by the Italian AGO Torino club and running till September 2011. Vintage Coupe d'Hiver will be for the AAA Cup. Teams will compete for the Flitehook Europa Trophy, with the three top-scoring F1G flyers from each nation or club making up its team. Organisation will again be in the hands of Croydon & DMAC. First entry - £5 (8 Euro); additional class £3 (5 Euro). An indoor prizegiving with refreshments is planned. The Museum of Army Flying makes an admission charge at the gate, with non-flying family members free. Those not competing in the contests will be most welcome to use the airfield for trimming. For further information and pre-entry forms please contact David Beales on +44 (0)20 8858 2714 or e-mail; addickab@aol.com or phone or fax Martin Dilly on +44 (0)20 8777 5533, e-mail; martindilly@compuserve.com , or at 20, Links Road, West Wickham BR4 0QW.

BIGGLES LEAGUE

Roger Heap write: The Biggles League for F1H gliders and F1J-1/2A power models is entering its 10th year. The calendar is missing some regular events, so can Gala organisers let me know their dates and venues A.S.A.P. (roger.heap@btinternet.com). I post 2010 results on the website www.bigglesleague.highsociety.org/results.html [changed from 2009], and notify all on the e-mail distribution list when updates are completed.

NOTICEBOARD

JOHN BAILEY has two items for sale, offers invited:

1. What I believe to be a complete set of FFN's all in old fashioned ring binders. Condition varies from good to mint. Collect only, they are heavy.

2. Wilder torque meter, unused.

Contact John on 01525 869039 or john@glenjohn.plus.com

INDOOR RECORDS

FAI has ratified the following world records:

F1M record 117-c (ceiling 15m-30m): time 21 min 1 sec by Akihiro Danjo of Japan at Shiga, Japan on October 1 2009. The previous record was 19m 40s, set by Akihiro on Oct 1 2005

F1N record 118-c (ceiling 15m - 30m): time 1 min 32.2 sec by Mitsuru Ishii of Japan at Shiga, Japan on October 1 2009. The previous record was 1m 18.8s by Akihiro Danjo on October 1 2005.

F1M record 117-d (ceiling over 30m): time 23 m 0 s set by William Gowen of USA at Lakehurst, NJ (USA) on August 2 2009. The previous record was 21m 5 s set by Akihiro Danjo on September 10 2008

INTERNATIONAL COMPETITION NEWS

POITOU. The new e-mail for the competition is poitou-aero@orange.fr

MATFORS VT event scheduled to be held in Sweden on March 20-21 is cancelled.

SWEDISH CUP on July 3: The entry fees are € 30 for seniors and € 15 for juniors. The new address of the website is: www.norbergsfk.se/swedishcup

TURKISH EVENTS. The Istanbul Cup and the Anatolian Cup are now confirmed as World Cup events.

POLISH EVENTS. The Kietz Cup will now be on August 14 and is a World Cup event. The Raciborz Cup will be on August 15 and has not been included in the World Cup.

SERBIAN EVENTS. The status of the two F1E events in the World Cup is still awaiting clarification.

STATISTICS OF WORLD CUP 2009

Total number of participants in all competitions: **4169**

Number of events in which competitors scored

	F1A	F1AJ	F1B	F1BJ	F1C	F1Q	F1PJ	F1E	F1EJ
Number of competitions	42	37	43	35	40	15	7	18	17
Total number of entries	1666	264	962	105	420	49	23	611	140
Number of competitors scoring points:									
in 1 event	217	44	114	17	61	12	3	51	9
in 2 events	64	17	57	3	30	3	0	22	8
in 3 events	31	5	22	4	11	0	1	10	7
in 4 events	15	6	10	3	5	0	2	7	2
in 5 events	20	1	5	1	3	1	0	4	0
in 6 events	6	2	6	2	1	1	0	5	2
in 7 events	2	1	3	0	0	0	0	6	0
in 8 events	2	0	0	0	0	0	0	3	1
in 9 events	1	0	2	0	1	0	0	2	0
in 10 events	1	0	2	0	0	0	0	0	0
in 11 events	1	0	1	0	0	0	0	0	0
in 12 events	0	0	1	0	0	0	0	0	0
in 13 events	0	0	0	0	1	0	0	0	0
in 14 events	1	0	0	0	0	0	0	0	0
Total number of competitors scoring World Cup points	361	76	224	30	113	17	6	110	29

Number of competitors per country, only those scoring points in 2 or more events. Top 15 countries given.

F1A	F1A Junior	F1B	F1B Junior	F1C	F1Q	F1P Junior	F1E	F1E Junior	All
RUS	12	SLO	4	GER	10	POL	3	UKR	7
GER	11	CRO	3	UKR	10	BUL	2	POL	6
FIN	9	SVK	3	USA	9	BIH	1	RUS	5
FRA	9	BIH	2	CZE	7	CZE	1	GER	4
SLO	9	BUL	2	FRA	7	FRA	1	HUN	4
SVK	8	CZE	2	GBR	7	GER	1	ITA	4
CRO	7	FIN	2	NED	7	LTU	1	USA	4
SWE	7	POL	2	AUS	5	SWE	1	EST	3
UKR	7	RUS	2	CRO	5	UKR	1	CZE	2
USA	7	UKR	2	POL	5	SRB	1	AUS	1
BUL	4	AUT	1	RUS	5			AUT	1
CZE	4	EST	1	LTU	4			BLR	1
GBR	4	GER	1	SWE	4			BUL	1
LAT	4	LAT	1	SRB	4			CRO	1
NED	4	LTU	1	BIH	3			FIN	1