

FREE FLIGHT

News

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FFn DIARY

March 7 Area Venues	BMFA 2nd Area. CP (White), F1A (KMAA/Plugge), F1G, Vintage R/P (Plugge), Vintage Glider, HLG-CLG (Plugge)	March 28 Middle Wallop	SAM 1066 Fun Fly and Trimming Day. Contact Mike Parker, tel 0118 948 1392 membership@sam1066.org
March 6-7 Säkylä, Pori, Finland	Bear Cup. F1A F1B F1C F1P. World Cup. Contact: Kim Henriksson, tel+358 41 5152 481, email: kim.henriksson@inspecta.fi, web: http://www.bearcup.net	March 29-31 Narrandera NSW, Australia	Southern Cross Cup Southern Skies Round 1. F1A F1B F1C. World Cup. Contact: Tahn Stowe, PO Box 4138, Winmale NSW 2260, Australia, tel+61 247 541 334, fax: +61 247 541 334, stowes@ozemail.com.au, web: http://www.nswffs.com.au
March 13-14 Hranice, Czech Republic	2 F1E World Cup events. 13th: Winter Cup I, 14th: Winter Cup II. Contact: Vojtech Zima, tel+420 60 45 89 792 / +420 581 60 44 45, email: voziteam@seznam.cz, web: http://www.modelarihranice.ic.cz	April 2 (Good Friday) Church Fenton	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
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/	April 2-4 Narrandera NSW, Australia	AFFS Championships Southern Skies Round 2. 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
March 13-14 Salisbury Plain	BMFA Trimming Weekend. See FFn 1002 Must call Peter Tribe on Friday before 01225 862748.	April 3 Osijek, Croatia	Kup Slavonije i Baranje F1A F1B F1C. Contact Danko Sokolic, tel +385 31208262 fx: +385 31208262 modelariosijek@net.hr,
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.slol.net/muracup	April 3-4 April 3-5 Middle Wallop	BMFA Salisbury Plain. See March 13-14. Apr 3: SAM 1066 Glide Day. Contact Rod Audley, tel 01454 250354, rod.audley@btinternet.com Apr 4: Bournemouth MAS. See FFn 1002. Contact John Taylor, tel 01202 511502 Apr 5: Croydon Wakefield Day. F1B (in rounds), 4oz & 8oz vint Wake. Start 10am. See FFn 1002. Contact Martin Dilly 0208 777 5533 martindilly@comoppuserve.com
March 20-21 Matfors, Sweden	Matfors VT International. CANCELLED	April 9-18 Omarama, New Zealand	2 World Cup events F1A F1B F1C: April 9-12 Kotuku Cup and April 15-18 Omarama Cup. Contact: Robert Wallace, 956 Riverslea rd, South Hastings 4122, New Zealand, tel +64 6 878 4993, fax: +64 6 878 4993 ffonzrjw@xnet.co.nz
March 20-21	BMFA Salisbury Plain. See March 13-14.		
March 21 Area Venues	BMFA 3rd Area. CG, F1B (Weston/Plugge), F1J-1/2A, Mini Vintage (Plugge), P30 (Plugge)		
March 27-28	BMFA Salisbury Plain. See March 13-14.		
March 28 Husbands Bosworth	BMFA conference FAI flying in the UK. See FFn 1001. Contact J Carter, 01782 398816, email: carterbuild@yahoo.co.uk		

NEWS FROM BMFA FF TECH COMMITTEE

FFTC Meeting

The FFTC met on 3 February and the following are notes on items of interest.

100 Years of the Gamage

This year sees 100 years of the Gamage and it has been decided that a special one off engraved trophy will be presented to this year's winner.

FAI Flying in the UK

We remind you that the 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. See www.theglidingcentre.co.uk for location. The event is free and lunch will be provided.

As a special attraction Per Findahl, the well known Swedish World Champion will give a talk on how he gets his consistent high level results. If Per hasn't won it it's just not worth winning. Per has been World and European Champion as well as a World Cup winner. He has agreed to come and talk and give us an insight into how he has had such a successful model flying career. There must be something in the Findahl family approach as his son Oskar is now getting results as well.

If you are or have ever been interested in flying any of the FAI classes make sure you don't miss this event. We are keen to hear from everyone and if you no longer fly FAI classes we particularly want to hear why you gave up and what would encourage you back.

If you are going to attend please 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

Technology and FAI Free Flight Competition Paper

The proposals have been submitted and circulated within CIAM and we await the views of the CIAM representatives at their next meeting.

The FFTC are considering running the lower technology classes alongside the current FAI classes at all our domestic events in 2011 excluding team selection events.

BMFA Rule Changes for 2011

Yes it's time once more to start to think about next year's rulebook if we are to pass proposals to the BMFA Technical Secretary by the due date of 26th October.

The time table will be:

With this notice Announce the process and ask for input

28th April	FFTC Meeting Review progress
Early March	Report on progress
14th June	FFTC Meeting Prepare list of suggested rule changes
End June	Publish suggestions for comment
Late July	FFTC review Review responses and any further suggestions
Late July	Publish updated list of suggestions for comment
8th Sept.	FFTC Meeting Prepare list of proposed rule changes
End Sept	Publish FFTC's proposals for comment

Mid October Prepare final list of changes and submit to Technical Secretary

The FFTC already have the following items to consider:-

1 The timing of engine runs with respect to the "burble", especially in SLOP.

2 The procedural rules for Fly-Offs at Area meetings

If you have any suggestions for rule changes please submit them to Chris Strachan at 56 Way Lane, Waterbeach, Cambridge, VB25 9NQ.

E mail chris.strachan@btinternet.com.

Calendar

The venues for the team selection meetings are still a little uncertain, due to increased military activity. The current updated version of the Calendar (Ver.4 appearing on the FFTC web site) now has meeting 1 (Sept 11-12) at Sculthorpe, meeting 2 (Sept 25-26) at Barkston and meeting 3 (Oct 9-10) at Salisbury Plain. Be aware that this situation could change. We will notify any further changes as soon as we can... As they say "our apologies for any inconvenience caused".

FFTC Web Site.

The FFTC web site is being developed to be more user friendly and provide more content and information that is useful to both existing free fliers and newcomers. The new format will be up and running later in the year.

The FFTC Doesn't do everything

The FFTC sends a gentle reminder that it is a voluntary, unpaid, team that is there to co-ordinate and assist the free flight community and it cannot do that without the support and contributions of others. If you have a local problem or request the first port of call should be your area representative. If you have ideas or suggestions of more general interest then please send them in writing to the FFTC Secretary Chris Strachan at: 56 Way Lane, Waterbeach, Cambridge, VB25 9NQ.
email chris.strachan@btinternet.com.

London Area Free Flight

London Area has started using Salisbury Plain for Area meetings with four in attendance on 3 February. Please be aware that there is not yet a regular CD available so for the time being Peter Williams is co-ordinating with potential attendees before each event to ensure we know who will be there on any particular date and to nominate someone to take charge on the day. Peter will not necessarily attend the events. The current arrangement is that one of the attendees will be nominated to collect fees and scores and run any fly-offs and then send fees and results to Peter. So if you want to fly Area events at Salisbury Plain you will need to get yourself on the user list. Please contact Peter Williams on 01252 842120, email peter.fla@virgin.net.

2010 Stonehenge Cup – World Cup Event

Details of the Stonehenge Cup have been publicised in FFTC News No 36 and in magazines. If you are a past competitor you have probably been sent details directly. If you want to take part please contact:

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

The event is sponsored by Radio Control Model Flyer

NEW CATAPULT HOOK/GRIP SYSTEM

From NFFS Digest June 2009, Stan Buddenbohm

At the U.S. Indoor Nationals both the standard and unlimited catapult winners used a new hook and grip system for launching. Not only did they win, they set new records for the venue and for the annual contest.

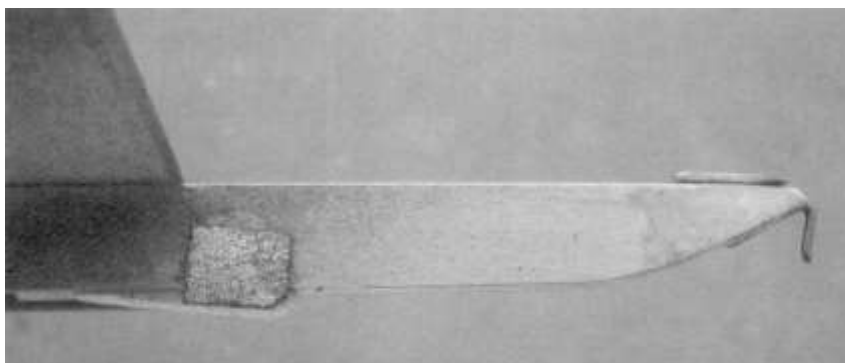
Still not convinced? Perhaps some other factors were more important? It is true that both winners used unusual carbon wing bracing that produced very stiff and light wings, but let me add to the evidence. First and second place at the Outdoor U.S. Nationals used a new design, Pathfinder, that incorporated the same advanced hook and grip system. In both contests these flyers were clearly launching their models higher than the competition.

How did it come about and why does it work? Ralph Ray, a great competitor, professional engineer, analytical thinker, and friend, has always felt that the traditional method of launching catapult gliders could be improved. He was looking at a photograph of Kurt Krempetz (National indoor catapult champion 8 times in a row) launching his standard indoor glider (this photo can be found on the great website <http://www.amaglider.vze.com>). The photo shows the glider just as it passes the launch stick. I e-mailed Kurt and he confirmed that this launch was very good and won him the mass launch event at the Indoor Nationals that year.

Ralph's analysis showed that the model had already risen substantially by the time it passed the launch stick, about a 13-degree angle from the hand release, and was at a 5-degree angle of attack (AOA)! Wow! That had to be adding a lot of drag to the launch. Eventually the model must settle down at close to zero AOA (and zero lift angle) on its way up, but until it does, bad things are happening. We theorized that these draggy angles were induced by the common low hook position and holding the glider at or near the rear of the fuselage, usually above, sometimes even with, the hook level.

What the new hook and grip system does to eliminate the perceived problem is to move the hook to the nose (but not in front of the nose) 1/8" below the bottom line of the wing, and moves the grip to about 3-1/2' aft of and 1/2" below the hook. With this setup the model takes off much more in line with the trajectory you have established between the launch stick and your hand. This also provides some other advantages one of which is reduced weight. Moving the hook and grip forward means less nose ballast and, since we don't need to pull on the tail boom, it can be lighter. Problem solved.

Is that it? Is there anything left to develop in Catapult? I don't know, I'll get Ralph on it...



A TRIP TO LOST HILLS

By Bob Cheesley

As a UK flier I am well used to small sites, lousy weather and difficult retrieves during competitions, so when the opportunity arose to travel with Alan Jack and Chris Edge to Lost Hills to compete in three contests, I took it.

This site is amazing, a huge, huge flat area, soft soil and the ground covered in grass after recent rain, no rocks, no hazards. The air is renowned for being 'smooth' – there is no turbulence, so when you are trimming a model it does exactly what it should be doing. It also flatters a model's performance, and I can now believe the high still air claims that are often made.

During the ten days spent at Lost Hills we had only one day not trimming or competing. The trimming sessions were memorable, with either still air or 1-2 mph drifts. During one of these trimming sessions Chris Edge and John Carter were making 6/7/8 minute glider flights and only walking a few hundred yards to retrieve them. It was the first time that I had really observed minute trim adjustments taking effect. Warm, still air in February – what more does an aeromodeler want?

We flew in three events, the Isaacson, the Pan American champs and the MaxMen. Results appear elsewhere so this will not be a round by round report. Our best performance must be Alan Jack flying glider who maxed out in all three events and came third in the MaxMen. To hear the results, 'Stamov... Makarov... Jack' was great.

F1A

During the pre-contest trimming sessions I watched one particular guy launching his glider and the height he was achieving was outstanding. After launch the model goes vertical for what seems an impossible length of time before bunting out into a very slow glide – it doesn't use flaps either, just an Eggleston section. During the contest we watched Makarov using his flapper and doing exactly the same. As most of these top glider men have altimeters on board, an unofficial contest took place and Makarov was measuring launch heights of 95+ metres, and he wasn't the only one. Now I can understand 6-minute still air claims for an A2. (*Ed: must have been Kimmo Kulmakko with Eggleston section. Pan Am launch challenge had Kulmakko 97m, Makarov 95m, Koglot 80m*)

I also noticed an increasing use of differential covering on wings – top surface using textured material whilst underneath very smooth.

F1B

Nothing radical observed in this class, a few more 6 panel wings, a few more electronic timers being used. Everyone getting used to the latest batches of Supersport which has a lot of power in it, but all in the early stages of the run. I spent some time observing and timing motor runs and they varied from 35 seconds to Andruikov winning flyoff of 48 seconds.

F1C

Still no consensus on using conventional wings, flapped wings or folders – all were in evidence.

Coupe d'Hiver

Lots of bought coupes and all a little smaller than you see in Europe, some very high, fast climbs from Stephanchuk, Ghio, Gorban etc. The outstanding Coupe for me was Gorban's – 6 panel wing, super light back end construction, an electronic timer (in a coupe!) and all beautifully put together and flown.

Memories

During one trimming session Stafford Screen asked me to time his motor run. I watched the model bunt with the engine still running and head for the ground at high speed. Disaster loomed until the model performed a full bunt at high speed and continued to perform bunts whilst climbing to an enormous height before the motor stopped when the fuel ran out after 30 seconds. It was a dot in the sky – didn't dare take my eyes away from it to get my binoculars, it was very high. 30 seconds later I was convinced it had DTd, and several minutes later in landed, just a hundred yards away!

Timing Stafford's 8 minute fly-off round in F1J, he had calmly said that 8 minutes was just on the limit of his timer and it may not DT. It didn't, but through the binoculars I watched the model to the ground at over ten minutes with Henning Nygen on his chase bike circling beneath it all the way and back on flight line within a few minutes.

The one standout flight memory was Chris Edge in the 6 minute round of A1. Chris towed a couple of hundred yards upwind of the line, launched into some gentle lift after some time towing and then we all just watched it slowly gaining height against a blue sky as it came towards us. Six minutes later it DTd from a few towline heights just in front of the flight line. This beats a windy Sunday in October at Sculthorpe any day!

Lots of competitors were using motorbikes for retrieval, it's so convenient and easy. All the models looked in good condition, few signs of repairs/patches and after nine days of competing and trimming I hadn't got one tissue hole or one Mylar tear.

All three contests were run with a light touch, but efficiently. Food was available on the field throughout the week, everyone was helpful and cheerful, there was warm, calm air on the best flying site in the world – I am going back next year!

MAXMEN INTERNATIONAL, LOST HILLS, USA, FEB 12-15

F1A 37 flew

1	V Stamov	UKR	1410	+420	+483
2	S Makarov	RUS	1410	+420	+455
3	A Jack	GBR	1410	+420	+320
4	J Parker	USA	1410	+420	+268
5	K Bauer	USA	1410	+420	+261
6	J Carter	GBR	1410	+420	+238
7	R Koglot	SLO	1410	+405	
8	C Breeman	BEL	1410	+398	
9	I Fradkin	USA	1410	+258	
10	C Edge	GBR	1410	+255	
11	R Limberger	USA	1410	+227	
12	A Baruch	ISR	1410	+171	
13	D Oldfield	GBR	1407		
14	M McKeever	USA	1401		
15	Z Chris	CAN	1395		
16	K Kulmakko	FIN	1384		
17	V Nikolajevs	CAN	1379		
18	P Brun	USA	1376		
19	R Puhakka	USA	1374		

F1A-Junior 1 flew

1	L Tetrick	USA	1325
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F1B-Junior 2 flew

1	S Malkhasyan	USA	1375
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F1Q 3 flew

1	J Parker	USA	780
2	A Schlosberg	USA	494

F1B 52 flew

1	A Andriukov	USA	1440	+420	+409
2	W Ghio	USA	1440	+420	+373
3	C Jones	USA	1440	+420	+365
4	S Stefanchuk	UKR	1440	+420	+346
5	M Schroedter	USA	1440	+420	+337
6	R Felix	USA	1440	+420	+312
7	A Schroedter	USA	1440	+400	
8	J Fitch	USA	1440	+392	
9	Y Blahevych	UKR	1440	+388	
10	M Seifert	GER	1440	+368	
11	G Batiuk	USA	1440	+363	
12	I Vivchar	UKR	1440	+354	
13	O Kulakovsky	UKR	1440	+342	
14	R Rohrke	USA	1440	+305	
15	B Piserchio	USA	1440	+253	
16	D Saks	USA	1440	+210	
17	I Yurtseven	TUR	1440	+206	
18	R Blackam	AUS	1440	+188	
19	A Ribchenkov	GEO	1440	+184	
20	D Rosell	CAN	1440	+168	
21	T Ioerger	USA	1440	+127	
22	B Booth	USA	1435		
23	M Woodhouse	GBR	1430		
24	P Crowley	USA	1427		

F1C 27 flew 19 full scores

1	D Chesson	USA	1440	+420	+502
2	R Mcburnett	USA	1440	+420	+456
3	E Carroll	USA	1440	+420	+439
4	F Parker	USA	1440	+420	+434
5	R Secor	USA	1440	+420	+424
6	R Summersby	AUS	1440	+420	+420
7	A Kirilenko	USA	1440	+420	+412
8	G Menanno	USA	1440	+420	+407
9	F Schlachta	CAN	1440	+420	+405
10	A Gunder	USA	1440	+420	+388
11	H Spence	USA	1440	+420	+303
12	A Babenko	UKR	1440	+410	
13	M Gewain	USA	1440	+383	
14	G Morris	USA	1440	+380	

F1P 3 flew 3 full scores

1	D Rounsaville	USA	1320	+254
2	T Malkhasyan (J)	USA	1320	+238

F1G 23 flew

1	E Gorban	UKR	600	+240	+357
2	W Ghio	USA	600	+240	+240
3	L Morgan	AUS	600	+218	
4	S Stefanchuk	UKR	600	+213	
5	M Seifert	GER	600	+206	
6	A Burdov	RUS	600	+196	
7	B Van Nest	USA	600	+180	
8	P Brocks	USA	600	+163	
9	E Vanlandingham	USA	600	+155	
10	R Rohrke	USA	600	+136	

F1H 12 flew

1	M McKeever	USA	600	+240	+360	+194
2	C Edge	GBR	600	+240	+360	+156
3	J Parker	USA	600	+240	+158	
4	M Thompson	USA	600	+240	+109	
5	V Morgan	AUS	600	+240	+96	
6	N Smith	USA	600	+210		

F1J 15 flew

1	A Gunder	USA	600	+240	+360	+480	+467
2	S Spence	USA	600	+240	+360	+480	+408
3	N Poti	USA	600	+240	+360	+480	+348
4	S Screen	GBR	600	+240	+360	+480	+293
5	T Malkhasyan	USA	600	+240	+360	+265	
6	R Summersby	AUS	600	+218			
7	F Parker	USA	600	+180			

MAXMEN F1E CALIFORNIA CUP, LOST HILLS, USA, FEB 11

Report by Ian Kaynes

On the wet drive south from San Francisco it was apparent that there had been a lot of rain in California. The fields along I-5 had a lot of protest notices "Congress created dust bowl!" complaining against central valley farmers being banned from taking irrigation water from the aqueduct system (because of the detrimental impact it was having on a little fish in the Sacramento river system which was the main source of the water) – but the effect was rather lost with lots of the signs standing in pools of water!

My first day at Lost Hills was the first day of the Isaacson contest, but flying stopped after two rounds by heavy rain. The following day was much better – the full two days of Isaacson events were flown in the one day – but for my F1E purposes it was still too wet to go up the hill, so I walked up from the approach road and got in some useful trimming of new models. The following day was the F1E Isaacson event, now dry enough to drive up the hill and it stayed calm all day. Some flyers had a preference for flying into the pit to the east rather than the smaller steep slope to the west and so flying starting only when the slight drift had moved to that side. There was no slope lift and negligible thermal help, so the results rewarded those with the lightest best gliding still air models. From the six people flying Peter Brocks won ahead of Tom Ioerger, Peter having made the 100% score on all except the first flight.

1	P Brocks	481.11%
2	T Ioerger	445.24%
3	D Wood	377.22%

The next day, Tuesday, was due to be the Californian Cup F1E World Cup event but the day dawned wet and it was postponed to Thursday, the nominal reserve day. Wednesday, then the Pan American comp was flown on the flat field, was dry and pleasant with very light winds, but I found the access road was still muddy enough to trap a hire car. Thanks to Brian van Nest for all his endeavoring to help get me out and bringing over a shovel and also to the other unknown flyer who helped push. Note for the future – I must check how to disengage traction control before getting into the mud!

Thursday was another fine day and the Californian Cup was flown in calm conditions that replicated the Isaacson F1E event. Participation was down to four, since Norm Furutani and Dave Parsons had gone home as a result of the rain and mud. The small number helped to make the contest invisible to the flat-field flyers, like Vin Morgan reporting in Free Flight Down Under "perfect fine day, no competition". Again it was a contest between the similar calm weather models of Brocks and Ioerger, with Dick Woods and myself fighting for third place with our very different higher loading models. I recovered from a bad start, when the model turned back into the hill when a piece of Lost Hills got into the steering mechanism and jammed it (and this was without the usual problem of dust blowing in), but eventually overtook Dick by the end of the day. The max was set at 180 and only 2 flights managed that, Peter finding a strong thermal in round 3 and Tom finding a just enough lift on round seven, the final round of the event. Peter made the longest

flight in 4 rounds and Tom in 3 rounds, but with the same final order as the Isaacson: Peter winning on the hill yet again.

F1E 4 flew

1	P Brocks	USA	652.58%
2	T Ioerger	USA	629.16%

A LITTLE BIT OF HISTORY

It's not often you can wander through your friendly neighbourhood bookshop and see a photo of a model on the front of a hardback biography. But you could with this picture. It's a photo of Paul Dirac, a winner of the Nobel Prize for Physics and prime mover alongside Bohr, Heisenberg and others in the development of quantum mechanics. (Whatever they may be. I don't understand the 'new' physics of a hundred years ago, let alone the more recent stuff.)

Dirac was a troubled man, very private, socially uncomfortable and probably with elements of Asperger syndrome, the high end of the autism spectrum. The photo was taken in 1933, at Thorpe-le-Soken in Essex. Which is interesting because 1933 was also the year in which Dirac was awarded his Nobel Prize. So this, I would guess, is the only photo ever taken of a model flyer in the same year as he wins the Nobel Prize for Physics. Or indeed for anything else.

Unfortunately this unexpected publicity isn't necessarily good news for us. The book is called *The Strangest Man*, and the title was plastered across this photo. Which will probably confirm the public in their image of us. Ho hum... (MCW)



BMFA 1ST AREA EVENT, JANUARY 31

Area	Weather
Scotland	Freezing 10mph dry
Northern	No venue
North East	No scores
North West	Sunny 7mph
Midland	Sunny cold 10mph
East Anglia	Sunny moderate wind cold
South East	Sunny cold 7mph
South West	Cold light winds
Southern	Cold 3mph
London	Cold 10mph

Combined Rubber 21 flew, 13 F/O

1	D Neil	B&W	7.30	+5.42
2	D. Taylor	Grantham	7.30	+4.32
3	G. Ferer	Timperley	7.30	+4.24
4	C Chapman	B&W	7.30	+4.18
5	J Deeming	B&W	7.30	+3.39
6	C Strachan	Biggles	7.30	+3.28
7	P Hall	Crookham	7.30	+3.25
8	P Jellis	Croydon	7.30	+2.58
9	M Richardson	Grinstead	7.30	+2.56
10	D Powis	CVA	7.30	+2.50
11	J Newton	NWFFG	7.30	+2.34
12	M Stagg	M.F.F.G	7.30	+2.11
13	P Seeley	B&W	7.30	+2.03

Combined Glider 38 flew

1	J Hook	Crookham	7.30	+5.49
2	J Carter	Grantham	7.30	+5.14
3	P Williams	Richmond	7.30	+4.35
4	P.Ball	Grantham	7.30	+4.09
5	P Tribe	B&W	7.30	+3.55
6	R Marking	CVA	7.30	+3.21
7	A Cameron	Crawley	7.30	+2.48
8	K Burt	B&W	7.30	+2.30
9	A Gibbs	B&W	7.23	
10	S. Darmon	Birmingham	7.08	
11	C. Parry	Biggles	7.05	
11	P. Fynn	Grantham	7.05	
13	T White	B&W	6.53	
14	J Oulds	Crawley	6.52	
14	D Hambley	Scotia	6.52	
14	J Arnott	Scotia	6.52	
17	K. Best	Birmingham	6.46	
18	G. Peck	Cleemac	6.45	
19	A Crisp	Biggles	6.42	

Combined Power 16 flew, 10 F/O

1	A Shepherd	Crookham	7.30	+5.51
2	T. Payne	Biggles	7.30	+5.18
3	T Grey	Crookham	7.30	+4.19
4	J Deeming	B&W	7.30	+3.44
5	B Aslett	B&W	7.30	+3.37
6	G Fuller	B&W	7.30	+2.55
7	D Cox	Crookham	7.30	+2.51
8	C Chapman	B&W	7.30	+2.42
9	R. Wykes	Timperley	7.30	+2.30
10	J Elland	Scotia	7.30	+1.40

Mini Vintage 18 flew

1	C. Foster	Morley	6.00	+7.07
2	A Shepherd	Crookham	6.00	+3.54
3	G. Beal	Morley	6.00	+3.08
4	P. Ball	Grantham	6.00	+2.50
5	P Owens	NWFFG	6.00	+1.56
6	R. Taylor	Grinstead	6.00	+1.55
7	K Burt	B&W	5.57	
8	D Barber	NWFFG	5.55	
9	R Elliott	Croydon	5.50	

Slow Open Power 3 flew

1	S. Barnes	Morley	7.30	+7.50
2	S. Dixon	Birmingham	6.15	
3	C. Foster	Morley	4.53	

Plugge

		CR	CG	CP	Total
1	Bristol & West	186	171	156	513
2	Crookham	104	100	188	392
3	Biggles	114	127	94	335
4	Grantham	95	189		284
5	CVA	71	87	31	189
6	Scotia		132	44	176
7	Crawley	5	150		155
8	Timperley	90		50	140
9	Birmingham		134		134
10	Morley		97		97
11	Richmond		95		95
12	Croydon	91			91
13	East Grinstead	62	14		76

CROOKHAM GALA, MIDDLE WALLOP, FEB 2

Report by John Thompson.

As George Formby sang "It's turned out nice again" the weather was beyond belief during this awful winter . A 3-4 mph variable easterly wind , overcast ,and a bit nippy to say the least, was good for us models not going too far etc .

Some 80 cars turned up with 41 entries in the competitions, the remainder being "sport" and "Sparkie" flyers. Maxes galore (still air performance ?).

No real lift was experienced in the Fly Offs , except for Coupe where the "low tech" approach of C Chapman and A Longhurst (both OOS a very vintage phrase) eclipsed the "high tech" R Vaughn approach. P Hall, last year's overall champion, was out of the running possibly because of the "haircut" (An in joke that will be revealed later in the New Clarion of SAM 1066)

Notable in Mini Vintage: first a glider, second a power model and third a Rubber model, this variety does not happen very often.

A grand day for all.

Coupe d'Hiver 8 flew

1	C Chapman	B&W	8.00	+7.38
2	A Longhurst	SAM35	8.00	+7.16
3	R Vaughn	Crookham	8.00	+4.33
4	D Thomson	Croydon	7.48	

Combined Glider 9 flew

1	D Cox	Crookham	7.30	+4.43
2	M Cook	Crawley	7.30	+4.00
3	G Smith	CM	7.18	
4	P Michel	SAM35	7.08	

Mini Vintage 14 flew

1	R Audley	SAM1066	6.00	+4.58
2	T Shepherd	Crookham	6.00	+3.18
3	J Bailey	Biggles	6.00	+3.03
4	A Longhurst	SAM35	6.00	+3.01
5	J Minshall	Brighton	6.00	+2.28
6	J Thorn	SAM35	6.00	+2.02
7	J Lancaster	CM	6.00	+1.30

Combined Power 9 flew

1	T Payne	Biggles	7.30	+6.13
2	T Shepherd	Crookham	7.30	+5.45
3	G Fuller	B&W	7.30	+5.26
4	T Grey	Crookham	7.30	+2.46
5	D Cox	Crookham	7.30	+1.45

CIAM FREE FLIGHT PROPOSALS

The CIAM Agenda has not yet been published, so that there is no confirmation of the free flight proposals published in FFn last month or details of proposals for the general part of the Sporting Code. There will be details of the agenda in FFn next month but since this will be only two weeks before the meeting you might like to download the agenda from the FAI web site when it is published. You will be able to access it at www.fai.org/aeromodelling/meetings and then select 2010 Plenary meeting. If you sign up for the CIAM information mailing list you should get a notice when the agenda is published. Sign up for the list by going to the FAI home page www.fai.org, select the "Mailing List" tab at the top right of the page, then select "aeromodelling" and reach a page on which you enter your email address.

CORRESPONDENCE

A letter from Aram Schlosberg about the F1Q proposals:

The proposal, published in 1002 FFn, prescribes a max Lipo battery weight of 15% with batteries up to 90 grams. (The constraint of 20% on NiCd and NiMH batteries is irrelevant, as no one uses them).

Personally, I think this rule should be rejected, as it might require ballast to comply, and it favours the development of larger F1C-like models.

I happen to have three F1Q models, with convenient sizes, that can illustrate the point: Silent Thunder is the size of a F1A, Blink is about the size of a typical F1J and the E-box (by John Oldenkamp) is really suitable for a future mini electric event (see table below).

If the 15% battery requirement is applied, one would have to add 27 grams of ballast to Blink, increasing its loading to 18.93 gr/dm². And if I use the 89.5 gram battery for Blink, its weight will have to be increased by 93.7 grams to comply with the 15% weight rule. So under this proposal, a designer would have an incentive to increase the area of a model like Silent Thunder, say to 37 dm², reducing its loading to 16.13 gr/dm². The rule definitely motivates building larger F1C-sized models.

Another issue, related to a model's size, is air transportation which becomes much more costly for larger model boxes. In short, this rule proposal should be rejected by CIAM. I don't have objections to all the other F1Q proposed rules.

Ed: Aram's data table is shown below, extended to include the available data of some British models which show even more clearly the effect of the proposed rule change on the medium sized classic power model approach to F1Q.

	Model	Area dm ²	Model Weight	Loading gr/dm ²	Lipo Battery		effect of 15% battery rule		
					weight	% of weight	Weight	Loading gr/dm ²	ballast required
Schlosberg	Silent Thunder	33.61	618.5	18.40	89.5	14.5%	596.7	17.75	-
Schlosberg	Blink	27.51	503	18.29	79.5	15.8%	530.0	19.27	27
Schlosberg	E-box	21.20	279	13.16	38.5	13.8%	256.7	12.11	-
Fuller	F1Q	13.55	250	18.45	52	20.8%	346.7	25.59	96.7
Shepherd	Jaysbird	16.77	240	14.31	38	15.8%	253.3	15.10	13.3
Shepherd	B.Power conv		337		67	19.9%	446.7		109.7
Shepherd	SLOP conv		454		75.3	16.6%	502.0		48

OPEN RUBBER LEAGUE

From Phil Ball.

After my earlier request for feedback the 2010 OPEN RUBBER LEAGUE will have the following slightly amended rules.

- 1 Any contest to BMFA Rubber rules or BMFA Combined rules will be eligible provided the contest has been advertised at least 1 month in advance in any model publication.
- 2 Points will now be awarded as follows 1st Place 15 Points, 2nd Place 10 points, 3rd Place 5 points. Plus 1 bonus point for every contestant beaten to a maximum of 10. (therefore winning an event with at least 11 entries will earn the winner 25 points and the 10th placed contestant 1 point).
- 3 The best 5 scores to count for final classification.

I think the 2010 rules will should encourage more participation as less emphasis will be placed on winning the big entry events (last year bonus points were awarded up to a maximum of 20) but 5 good scores should still be required.

The current standings after the 1st Area Event are as follows:-

1	D Neil	15+10= 25	6	C Strachan	5
2	D Taylor	10+9 = 19	7	P Hall	4
3	G Ferrer	5+8 = 13	8	P Jellis	3
4	C Chapman	7	9	M Richardson	2
5	J Deeming	6	10	D Powis	1

TRACKER FREQUENCIES

By Martin Gregorie.

I've finally got round to making my list of all known UK Free Flight tracker system users and their frequencies more accessible. The purpose of the list is so that you can find relatively unused frequencies when you bug a new bug, or at least pick a frequency that's not used by people that you usually fly with.

The list can be found on my website, www.gregorie.org

Its in the Free Flight section and referenced as Tracker list. You'll be asked for a user name and password: use 'George French' and 'night train'. The capitalisation is important. If you find errors and omissions, please let me know so I can correct the list. (There is an email link on the web page, if you have any access problem contact Martin at martin@gregorie.org).

SOUTHERN COUPE LEAGUE

Dates for the eight qualifying events for 2010 are confirmed as follows:

Crookham Gala	Feb 7	Middle Wallop
London Gala	April 25	Salisbury Plain
Crookham Coupe Day	May 9	Middle Wallop, courtesy SAM 1066
Oxford Rally	June 6	Port Meadow
Spring Gala	June 20	Odiham
Southern Gala	Sept 4	Salisbury Plain
BMFA 8th Area	Oct 17	Beaulieu, Merryfield, Ashdown
Coupe Europa	Dec 5	Middle Wallop

The best five scores from these eight events count. Scoring for places are 15, 12, 9, 7, 6, 5, 4, 3, 2, 1. In addition each max scores one point.

Positions after Crookham Gala

			maxes	total
1	C Chapman	Bristol & West	4	19
2	A Longhurst	SAM35	4	16
3	R Vaughn	Crookham	4	13
4	D Thomson	Croydon	2	9
5	J Minshull	Brighton	2	8
6	P Tolhurst	Hayes	2	7
7	P Hall	Crookham	3	7
8	G Stringer	East Grinstead	2	5

VINYL LETTERING

By Ian Kaynes

I have just used some vinyl lettering from "Do It Yourself Lettering" as a neat way of marking the nationality and licence number on model wings. These are pre-cut vinyl lettering which are presented with correct spacing on a backing paper so that although the letters are individual ones you very simply apply the complete lettering group as a single entity. The web site allows you to choose font, size, colour, outline and shadow effects. I specified height 1.1" to be sure of being legally over the FAI 25mm requirement (1.1" is a bare minimum, 1" would not be enough). Being vinyl they are claimed to be weatherproof – on limited exposure to Lost Hills rain this has been proven so far – and so I also ordered some address labels which were specified as a bit map for a solid vinyl sticker of black printing on white background.

To investigate the options available go to the web site <http://doityourselflettering.com>. You can enter your requirements and pricing will be generated for the number you require – the price of each one reduces slightly with number required. As a guide my numbering GBR21003 at a size of 8.2" by 1.1" with 2 colours on premium vinyl cost \$7.76 each and the address labels 4"x1" just over \$1 each. I had my order sent to Lost Hills, but the very helpful proprietor Roy Handy says that he will send overseas – "just place the order like you normally would on the website and choose "USPS Priority Mail" shipping service and then we would ship using the USPS First Class International service." This mail option costs about \$6.

NOTICEBOARD

From Peter Tribe:

Vasily Beschasy will be attending the Stonehenge Cup at Salisbury Plain on 15th/16th May 2010. If the weather is favourable he will fly the contest with his F1A 'Flapper'.

He will bring over with him from the Ukraine a selection of models and modelling equipment for sale including inexpensive BMFA 'Restricted Class' Gliders, together with his traditional range of F1A and F1H models (electronic and mechanical), and 'Empty' F1A's (no equipment in the nose pod). He will also have available Electric F1Q's, F1P's, and could also bring F1J's; all ready to go. Also available will be fine nose-pods, his original parts for F1A/H's, carbon folding props for F1C/J, etc.

If there is anything that you want brought over, you can contact Vasily by email at beschasy_f1a_nordic@yahoo.com

Most items and prices can be viewed on his web page at 'Vasily's Free Flight Factory Outlet' on www.vasi.scana.com.ua/

UK COMPETITION NEWS

GRANTHAM MID-SUMMER GRAND PRIX will be at Barkston Heath on **SATURDAY** June 19th. The events are Combined Rubber, Combined Glider, Combined Power, Mini Vintage, Combined HLG/CAT, plus special Bowden Event

As usual the Grantham Club will be laying on one of our not to be missed FREE Buffet and Drinks extravaganza between the end of Normal flying and the Fly offs, this is a good chance to bring your partner along and hopefully make a day of it. The airfield will be open until 9 pm and as the comp is on a Saturday you can fly late and then have a lie in on Sunday morning. Contact Phil Ball 01332665361 or phil.ball@ntlworld.com

OXFORD MFC DREAMING SPIRES GALA will be on July 4 at Port Meadow, Oxford. Events are

Vintage (10 am start) L/W Rubber, Vintage Glider, Classic Glider (both 50 metre line max), Vintage HLG inc Catapult.

Modern (10am start) P30/E30 Combined, Silent Open Tailless, Rapier R30.

F/F Scale (2.00pm start) all-in, no documentation, IC engines 1.5cc max.

All flyers require BMFA insurance. Contact Charlie Newman 01865 426129.

MIDLAND AREA.

From Peter Watson:

Barkston Heath is not available for the 4th Area Centralised, on 18th April, and the 5th Area Centralised, on 13th June. North Luffenham has been booked for these dates. Barkston Heath is available for all the other Area Centralised dates.

3rd Area Centralised 21st March: C.D. Timperley Club.
4th Area Centralised 18th April: C.D. John Cooper/Biggles Club. Volunteer individuals or clubs are required to act as CDs for all other dates.

Please note that there are several CCTV cameras on Barkston Heath, so our activities may be observed at Cranwell. The toilet block behind the hangar next to the control tower is normally open on contest days.