

FREE FLIGHT

News

CONTENTS

PA84 by PETER ALLNUTT	28	Mura Cup	33
An accurate and fast way of making wings with laser cut ribs	28	CIAM Free Flight Proposals	33
Holiday On Ice, Gjovik, Norway, March 13-14	31	UK Competition News	34
Bear Cup, Säkyliä, Pori, Finland, March 6-7	32	4oz League events	34
Winter Cup, Hranice, Czech Republic, March 13-14	32	Noticeboard	34
BMFA 2nd Area Meeting, March 7	32		

FFn DIARY

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	April 17 Tass, Hungary	Novohrad Cup Slovakia. F1A F1B F1C F1P. World Cup event. Contact: Stefan Hubert, Malinovskeho 5, 98403 Lucenec, Slovakia, tel+421 905 145 107, email: ddmis100@hotmail.com
April 2-4 Narrandera NSW, Australia	AFFS Championships - Southern Skies Round 2. F1A F1B F1C. World Cup event. Contact: Phil Mitchell, t+61 243 843 217, fx+61 243 678316 filnoels@bigpond.net.au	April 17-18 Oberkotzau, Germany	2 F1E World Cup events. 17th: Event 1, 18th: Föhrberg Cup. Contact: Peter Kuttler, Schneebergstr. 26, 95145 Oberkotzau, Germany, tel+49 9286 61 87, email: peter-kuttler@web.de
April 3 Osijek, Croatia	13th Kup Slavonije i Baranje. F1A F1B F1C. Contact: Danko Sokolic, tel: +385 31 208 262, fax: +385 31 208 262, email: modelariosijek@net.hr, web: http://www.ak-osijek.hr/modelari	April 18 Area Venues	BMFA 4th Area. CR (Gamage), F1C (Halfax/ Plugge), F1Q, F1H (Plugge), SLOP (Plugge)
April 3-4 Salisbury Plain	BMFA Trimming Weekend. See FFn 1002 Must call Peter Tribe on Friday before 01225 862748.	April 23-25 Vize-Kirklareli, Turkey	Istanbul Cup. F1A F1B F1C. World Cup. event. Contact: Ismet Yurtseven, Bulgurlu, Aydnoglu Sokak no.21, 34696 Camlica Uskudar, Istanbul, tel+90 216 521 1414, fax: +90 216 461 9180, email: ismety@banksoft.com.tr www.turkey-ff.info
April 3-5 Middle Wallop	Apr 3: SAM 1066 Glider 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@compuserve.com	April 24-25 Salisbury Plain <i>Note new date</i>	BMFA Salisbury Plain. See FFn 1002. BMFA London Gala. 24th: CR, CG, CP, Vintage R/P, P30, CO2, CLG. 25th: F1G, F1H, F1J/BMFA1/2A, Vintage Glider, Mini Vintage, SLOP, E30, HLG. Contact: T Grey, 01982 539221.
April 9-12 Omarama, New Zealand	Kotuku Cup. F1A F1B F1C. World Cup event. Contact: Robert Wallace, tel+64 6 878 4993, fax: +64 6 878 4993, email: ffonzrjw@xnet.co.nz www.modelflyingnz.org	April 30 Madziunai, Lithuania	Baltic Cup. F1A F1B F1C F1P F1Q. World Cup event. Contact: Rolandas Mackus, Paupio 24, 28140 Utena, Lithuania, tel+370 687 260 02, fax: +370 389 691 81, email: rolandasmackus@vytrolma.lt, web: http://www.balticcup.lt
April 9-13 Nalchik, Russia	Naloev Cup. F1A F1B F1C F1P. World Cup event. Contact: Andrey Naloev, tel+7 928 910 46 05, fax: +7 866 277 8335, email: naloev@mail.ru	May 1-2 Madziunai, Lithuania	Estonian Free Flight Cup. F1A F1B F1C F1P F1Q. World Cup. Contact: Aavo Koppel, Kreegipuu pst. 4, Maaradu 74117, Estonia, t+372 50 48886, fx:+372 697 9599 aavo.koppel@hotmail.com ww.mudellend.ee
April 10-11	BMFA Salisbury Plain. See April 3-4..	May 1-2 Monte Sisemol - Gallio, Italy	2 F1E World Cup events. 1st: Coppa Primavera, 2nd: Coppa Sisemol. Luca Micheli, t+39 3283275876 asw28@tele2.it
April 15-18 Omarama, New Zealand	Omarama Cup. F1A F1B F1C. World Cup event. Contact: Robert Wallace, see April 9-12 entry.	May 9 near Sheffield	BMFA 1st F1E (Team Selection). Contact: Ian Kaynes, 01252 512538.
April 17-18	BMFA Salisbury Plain. See April 3-4.		

PA84 BY PETER ALLNUTT

This is Peter's latest F1A and uses the new-style Brian Eggleston laminar sections in conjunction with the wig jig method described elsewhere and using a Vasily Bechesany D-box shell for the centre panels. Some general points about using these section was given to me by Peter and others recently :-

No washout is needed with stall recovery being described as excellent.

The D-box width on the top of the section should be extended as far aft as possible to encourage laminar flow and reduced drag (Cenny Breeman has tried a full surface, thin carbon/Kevlar laminate on his Eggleston sectioned model).

Spar sizes can be much smaller than for thinner sections to take advantage of the section depth (typically 1mmx9m wide or less).

Wing joiner sizes need to be as large as possible to react the very high line tensions reported; 8.5mm diameter hollow rods are not untypical.

The tail section needs to complement the wing section to avoid large pitching moments; Brian has been working on those as well.

Many models using these sections have come out overweight so care needs to be taken on material sizes and selection.

Cruise times are typically double those used on thin cambered sectioned models.

Peter admits he's not the spring chicken he once was but gets bunt heights circa 80m with this design. The current true exponent with these sections is of course Kimmo who has posted an on-model video of a launch and glide (think bunt porn) here :-

<http://www.youtube.com/watch?v=gTpiRrNvF2w>

The model 'only' climbed to 95m and 'only' did 4:58 in bad air - you should see him on a good day!

AN ACCURATE AND FAST WAY OF MAKING WINGS WITH LASER CUT RIBS

By Peter Allnutt

Our thanks to Chris Edge (CHE) for this description as described to him by Peter Allnutt. Chris writes:

I was talking to Peter about his new BE sectioned models at Lost Hills and asked how he made his wing jigs. Peter described the process which I felt was innovative and worthy of publication so imagine my surprise when a few days after my return home I got a letter from Peter with the method, some sketches and permission for publication. What follows is Peter's description with a few additional comments from me. Whilst it was devised for BE sectioned A2s it is of course useable for any type of model using ribs, albeit laser cut ones. Peter then

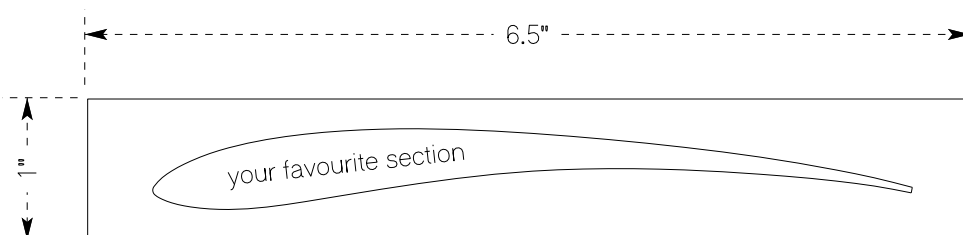
kindly sent the plans for PA 84 which was built using the method described. I got the section coordinates directly from Brian Eggleston who tells me better gliding sections are in the pipeline, including those used by Kimmo Kulmakko who won the Isaacson Classic and Pan Am Cup Bunt Height events at Lost Hills - he's also allegedly launched to 100m in practice!

Introduction

The most troublesome aspect for me of making wings is the undercamber jig. Recently when making my latest F1A (my 84th !) I discovered someone who could cut ribs very accurately by laser*. The new wing would have Brian Eggleston's latest F1A section BE9050, requiring accuracy. The following is a way to achieve it.

Laser Cut Ribs

The most important part of the operation is to have the ribs cut as follows :-



The rectangular shape and section are cut exactly the same for parallel chord.

The dimensions are dependent on the section chord and are the 'building jig'.

* In the US, Bob Holman, PO Box 741, Sanbernadino, CA92402, bhplans@aol.com, www.bhplanes.com

In the UK, Belair, PO Box 170, Dereham, NR19 9DA
Phone 01362-668658, www.belairkits.com

Building the Wing

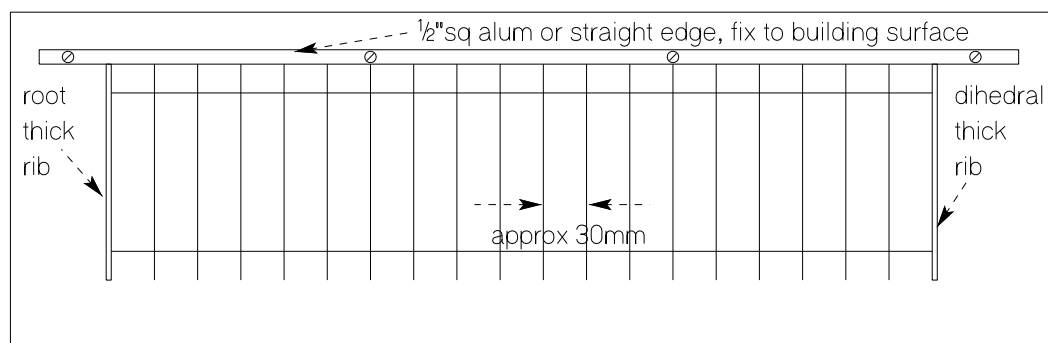
Determine the part of the wing where the top and bottom of the profile are parallel and make the spar.

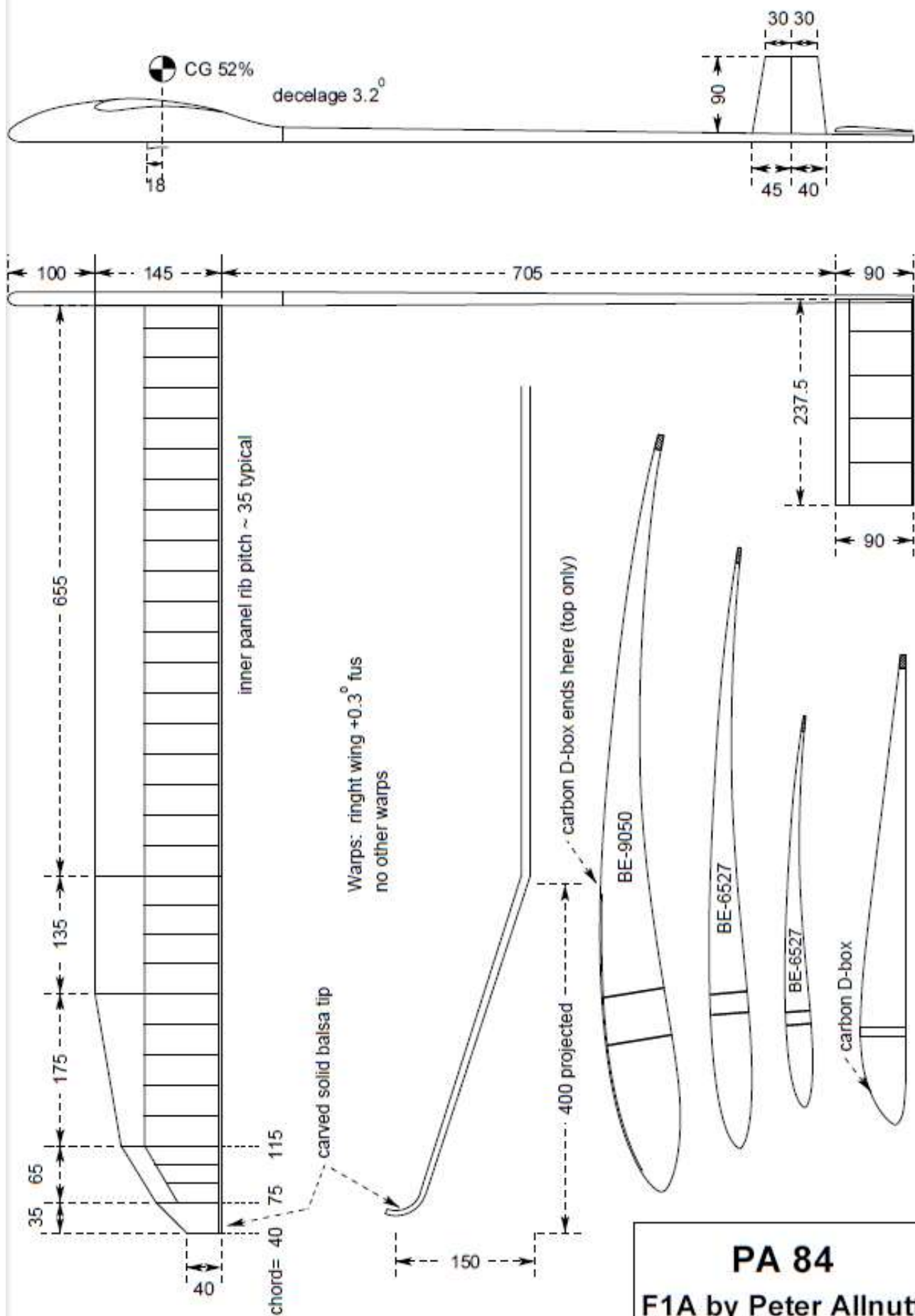
CHE: This isn't strictly necessary. If you have jigs or moulds to make non-parallel capped spars then the spar can be positioned anywhere.

The front of the spar should be parallel to the leading edge which means all the leading edge riblets are the same.

CHE: Again, not strictly necessary.

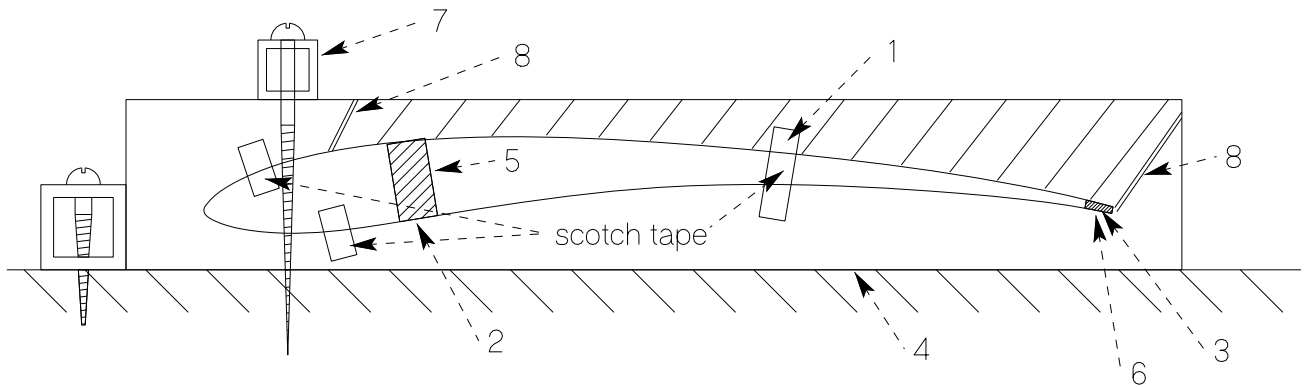
Obtain a flat surface (drywall, gypsum board etc) and set up as shown below :-





PA 84
F1A by Peter Allnutt
 Canada

Scale 1:6 All dimensions mm



1. Secure in place with small pieces of tape.
2. Determine pitch of ribs before fixing the rectangles to the board. Measure width of spar at each location and cut ribs accordingly, removing shaded area.
3. Remove wood the size of the carbon trailing edge.
4. Fix rectangle to flat building surface making sure they are parallel and touching the stop at the leading edge.
5. Slide in spar and fix in place with gap-filling cyano.
6. Slide in carbon trailing edge and glue in place with cyano.
7. Obtain a straight piece of material and secure on top of rectangles – not too tightly. This stops the rectangles splitting as the grain is lengthwise.
8. Carefully cut and remove shaded area of rectangle and pieces of scotch tape.
9. If too much cyano is used around the spar and trailing edge carefully cut the area to ensure ribs are free to be removed from the surrounding rectangles.
10. Carefully move the spar, trailing edge and rib assembly sideways to remove it.

CHE: To be clear, once the spar and TE has been glued to the ribs, you remove the excess rectangle material from above the rear of the ribs and lift the whole assembly out. Suitable tranquilizers may be required at this point

11. Clean up assembly removing unwanted wood and glue. Add any additional cyano to ribs and spar assembly where needed.

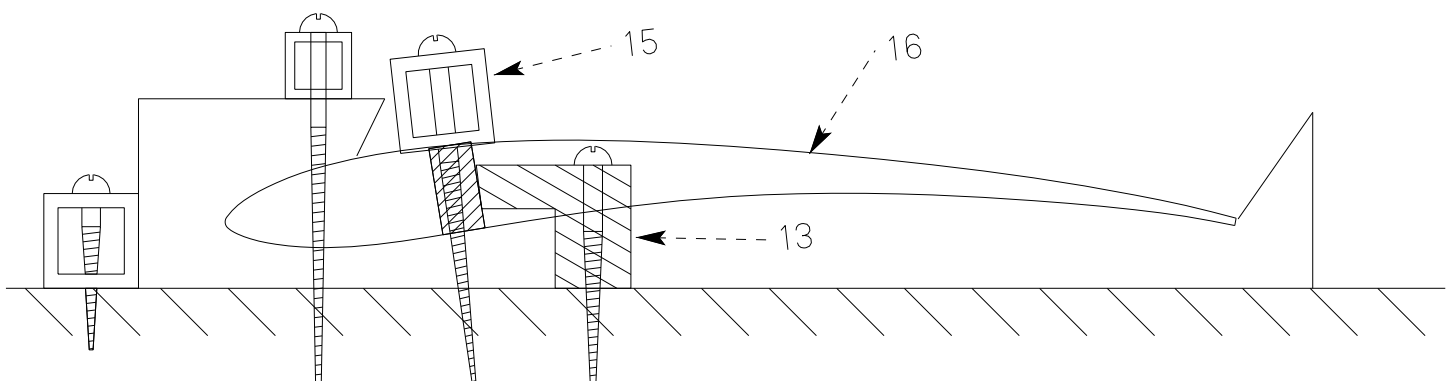
12. Fit D-box leading edge skin. The skin should be approximately the same thickness as the laser cut.

CHE: For two layers of typical cloth/spread tow, this is 0.14 to 0.2mm thick. The laser cut width is approximately 0.1mm according to UK suppliers so it might be a bit tight.

13. Make a few blocks up as shown. These are to be used to push the ribs firmly up against the leading edge of the D-box skin.
14. Epoxy the ribs and spar caps and add the D-box skin. Put assembly back in the rectangles. Use (13) blocks to push assembly firmly forwards and screw block in place.
15. Use some method to clamp the skin to the spar (CHE: Or use weights). When epoxy has set, remove.
16. Add the top carbon cap strips to ribs.
17. Remove (13) and remove assembly from rectangles. Clean up and add bottom cap strips.

CHE: I prefer to add cap strips on the jig to ensure no warping so it may be possible to add release film to the lower rectangles, add the cap strips to the ribs with slow setting adhesive, put the assembly back in the rectangles than add the upper caps strips with suitable weights. Someone (like Phil Ball) out there will think of a good method.

18. Add balsa reinforcing triangles at root and dihedral break as normal.



Digitised Sections

The coordinates for the two wing sections BE 9050 and BE6527 were derived from the detailed profile coordinates used by Brian Eggleston as the aerodynamic definition of the sections. They have been expressed in standard FFn-style including quoting an average nose radius. In fact on both of these sections the upper nose radius is larger than that on the lower part of the nose.

The tail section is rather less accurate – it has been produced in the traditional way of digitising from a drawing.



BE9050							
Nose radius=0.8 Upper surface max= 8.09 at 35							
Camber max= 5.00 at 50 Max thickness= 8.96 at 17 Area= 490							
X	0	1.25	2.5	5	7.5	10	12.5
YU	0.000	1.656	2.536	3.833	4.826	5.585	6.189
YL	0.000	-1.197	-1.665	-2.204	-2.466	-2.538	-2.447
X	15	20	25	30	35	40	45
YU	6.673	7.373	7.806	8.033	8.091	7.998	7.785
YL	-2.221	-1.519	-0.696	0.116	0.870	1.543	2.103
X	50	60	70	80	90	95	100
YU	7.480	6.672	5.646	4.357	2.660	1.634	0.375
YL	2.511	2.836	2.671	2.102	1.202	0.549	-0.375



BE6527							
Nose radius=0.5 Upper surface max= 5.08 at 35							
Camber max= 2.78 at 55 Max thickness= 6.49 at 20 Area= 370							
X	0	1.25	2.5	5	7.5	10	12.5
YU	0.000	1.326	1.964	2.799	3.390	3.815	4.140
YL	0.000	-0.957	-1.326	-1.741	-1.951	-2.047	-2.058
X	15	20	25	30	35	40	45
YU	4.393	4.748	4.960	5.061	5.077	5.014	4.884
YL	-2.001	-1.737	-1.356	-0.904	-0.438	0.025	0.452
X	50	60	70	80	90	95	100
YU	4.704	4.235	3.641	2.865	1.745	1.048	0.254
YL	0.812	1.279	1.355	1.124	0.618	0.220	-0.255



PA84 TAIL									
Nose radius=0.6 Upper surface max= 9.72 at 20									
Camber max= 4.86 at 20 Max thickness= 9.72 at 20 Area= 620									
X	0	1.25	2.5	5	7.5	10	15	20	25
YU	2.275	4.073	5.158	6.645	7.739	8.573	9.430	9.717	9.571
YL	0.000	1.081	0.651	0.313	0.117	0.000	0.000	0.000	0.000
X	30	40	50	60	70	80	90	95	100
YU	9.274	8.326	7.159	5.954	4.749	3.544	2.339	1.736	1.134
YL	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

HOLIDAY ON ICE, GJOVIK, NORWAY, MARCH 13-14

Tor Bortne reports: The weather throughout the day was good and fair, but a couple of minutes into the first fly-off in F1B-F1C- F1Q a sudden squall hit the starting field. Those who started immediately came in front of the squall and got good air and long flights. The squall lasted throughout the fly-off period and late starters had problems with the hard gusts.

The two fly-off competitors in F1C got both 420 sec. Retrieving in the snow was long and tough. The next fly-off had to take place the next morning. Jyri Roots EST who had lost his model declared that he would not fly the next day so Kaarle Kuuka FIN was proclaimed the winner.

F1A 38 flew 20 full scores

1	E Ragot	FRA	930	+300	+420
2	K Henriksson	FIN	930	+300	+399
3	T Linkosalo	FIN	930	+300	+187
4	L Malila	SUI	930	+300	+126
5	R Hellgren	SWE	930	+300	+109
6	A Persson	SWE	930	+300	
7	V Varuskivi	FIN	930	+297	
8	F Aberlenc	FRA	930	+272	
9	M Kosonozhkin	RUS	930	+265	
10	P Kuikka	FIN	930	+260	
11	D Varhos	SWE	930	+253	
12	U Vihul	EST	930	+243	
13	M Lihtamo	FIN	930	+237	
14	P Findahl	SWE	930	+236	
15	T Pajunen	FIN	930	+212	
16	A Parna	EST	930	+197	
17	H Fuss	AUT	930	+143	
18	J Carter	GBR	930	+139	
19	H Amlie	NOR	930	+111	

F1A-Junior 1 flew

1	O Findahl	SWE	862
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F1B 25 flew

1	V Vivchar	UKR	960	+420
2	T Luman	EST	960	+335
3	A Andriukov	USA	960	+334
4	R Peers	GBR	960	+297
5	Y Waltonen	FIN	960	+250
6	W Ghio	USA	960	+183
7	B Eimar	SWE	960	+148
8	G Wivardsson	SWE	960	+133
9	T Bortne	NOR	960	+117
10	P Ruyter	NED	960	+77
11	I Vivchar	UKR	960	
12	D Larsen	NOR	956	
13	T Mackus (J)	LTU	952	

F1B-Junior 1 flew

1	T Mackus	LTU	952
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F1C 2 flew 2 full scores

1	K Kuukka	FIN	960	+420	+1
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F1Q 3 flew

1	M Lihtamo	FIN	900	+144
2	K Salzer	AUT	900	+54

BEAR CUP, SÄKYLÄ, PORI, FINLAND, MARCH 6-7

F1A 55 flew 24 full scores

1	P Findahl	SWE	900	+300	+420	+469
2	M Kosonozhkin	RUS	900	+300	+420	+337
3	A Parna	EST	900	+300	+335	
4	P Ronkanen	FIN	900	+300	+312	
5	U Vihul	EST	900	+300	+287	
6	V Tchop	UKR	900	+300	+215	
7	T Lepp	EST	900	+300	+116	
8	J Laaksonen	FIN	900	+290		
9	J Valo	FIN	900	+287		
10	J Nyhegn	DEN	900	+273		
11	P Kuikka	FIN	900	+272		
12	V Varuskivi	FIN	900	+269		
13	J Carter	GBR	900	+263		
14	H Salminen	FIN	900	+257		
15	O Findahl (J)	SWE	900	+251		
16	A Plume (J)	LAT	900	+248		
17	J Zarins	LAT	900	+243		
18	O Kilpelainen	FIN	900	+241		
19	T Pajunen	FIN	900	+174		
20	O Grigals	LAT	900	+167		
21	R Hellgren	SWE	900	+161		
22	S Jensen	DEN	900	+98		
23	K Huber	SWE	900	+17		
24	K Valkonen	FIN	900			

F1A-Junior 9 flew

1	O Findahl	SWE	900	+251
2	A Plume	LAT	900	+248
3	H Tammi	FIN	891	
4	M Vahtra	EST	827	
5	H Westen	SWE	756	

F1B 22 flew 11 full scores

1	B Eimar	SWE	900	+300	+330
2	Y Waltonen	FIN	900	+300	+323
3	T Luman	EST	900	+300	+307
4	J Isotalo	FIN	900	+300	+282
5	T Linkosalo	FIN	900	+300	+255
6	A Selepov	RUS	900	+300	+5
7	A Khrebtov	RUS	900	+289	
8	A Kutvonen	FIN	900	+272	
9	I Harjo	EST	900	+265	
10	R Mackus	LTU	900	+257	
11	J Isotalo	FIN	900	+193	

F1C 4 flew 2 full scores

1	K Kuukka	FIN	900	+300	+420
2	J Roots	EST	900	+300	+352

WINTER CUP, HRANICE, CZECH REPUBLIC, MARCH 13-14

Winter Cup I, March 13 F1E 25 flew

1	A Draghici	ROU	500.00	+300
2	I Treger	SVK	500.00	+215
3	F Draghici	ROU	500.00	+123
4	M Pieczka	POL	485.83	
5	S Kubit	POL	480.00	
6	D Barbieri	ITA	476.67	
7	M Drmla	SVK	463.61	
8	J Orel	CZE	462.50	
9	S Morcinek (J)	POL	455.56	
10	P Tendera	POL	449.17	
11	M Tomazzoni	ITA	447.36	
12	A Anca (J)	ROU	422.50	
13	D Drmlova (J)	SVK	417.22	

F1E-Junior 8 flew

1	S Morcinek	POL	455.56
2	A Anca	ROU	422.50
3	D Drmlova	SVK	417.22
4	K Zurowski	POL	404.72

Winter Cup II, March 14 F1E 15 flew

1	A Anca (J)	ROU	500.00
2	P Blatak (J)	CZE	440.00
3	M Tomazzoni	ITA	419.44
4	F Draghici	ROU	407.78
5	D Drmlova (J)	SVK	402.78
5	S Kubit	POL	402.78
7	K Zurowski (J)	POL	391.11
8	F Kanczok	POL	376.11

F1E-Junior 5 flew

1	A Anca	ROU	500.00
2	P Blatak	CZE	440.00
3	D Drmlova	SVK	402.78

BMFA 2ND AREA MEETING, MARCH 7

Area	Weather
Scotland	Light winds
Northern	No venue
North East	Sunny 7 to 10mph
North West	Cold, bright 2-3 mph
Midland	Sunny 2 to 5mph
East Anglia	Sunny light wind cold
South East	Sunny cold 16mph
South West	Sunny with cold wind
Southern	Sunny cold 10 mph
London	No Scores

Combined Power White Cup 17 flew, 10 F/O

1	P Watson	Birmingham	7.30	+6.12
2	S Barnes	Morley	7.30	+5.55
3	F Rushby	Cleemac	7.30	+5.05
4	A Shepherd	Crookham	7.30	+4.46
5	R Wykes	Timperley	7.30	+4.04
6	J Eland	Scotia	7.30	+3.37
7	P Ball	Grantham	7.30	+3.26
8	T Grey	Crookham	7.30	+3.01
9	T Payne	Biggles	7.30	+2.10
10	T Dobson	Timperley	7.30	+1.42

F1A Glider KMAA Cup 28 flew

1	K Best	Birmingham	12.30	+11.51
2	G Mannion	Birmingham	12.30	+7.06
3	B Baines	Grantham	12.30	+4.41
4	C Edge	Scotia	12.30	+4.39
5	A Gibbs	Bristol & West	12.30	+4.34
6	S Darmon	Birmingham	12.30	+3.01
7	D Cox	Crookham	12.30	+1.01
8	J Cooper	Biggles	12.26	
9	D Oldfield	Vikings	12.11	
10	G Peck	Cleemac	12.07	
11	P Tribe	Bristol & West	11.54	
12	S Philpott	Birmingham	11.38	
13	M Howick	Vikings	11.12	
14	S Chabot	Impington	11.06	

F1G 11 flew

1	P Brown	Grantham	10.00	+5.50
2	G Ferer	Timperley	10.00	+5.14
3	R Sparrow	Timperley	9.33	
4	N Cliff	Biggles	9.19	
5	B G Martin	Tynemouth	9.11	
6	P Owens	NWFFG	9.05	

Vintage Rubber/Power 30 flew

1	J Godden	Morley	7.30	+9.24
2	D Taylor	Grantham	7.30	+8.16
3	R Pollard	Tynemouth	7.30	+5.23
4	D Neil	Bristol & West	7.30	+5.05
5	P Hall	Crookham	7.30	+4.12
6	A Brown	Novos	7.30	+4.10
7	S Fielding	Morley	7.30	+3.53
8	J Arnott	Scotia	7.30	+3.45
9	C Strachan	Biggles	7.30	+3.33
10	R Wykes	Timperley	7.30	+3.28
11	D Davitt	Morley	7.30	+3.16
12	W Hodgkinson	Timperley	7.30	+2.29
13	C Chapman	Bristol & West	7.30	+2.03
14	P Woodhouse	Morley	7.28	
15	S Willis	Croydon	7.26	

Combined HLG/CAT 32 flew

1	J Pennington	Bristol & West	6.05
2	P Ball	Grantham	6.04
3	W Colledge	Birmingham	5.59
4	I Clark	CM	5.46
5	M Page	P'Boro	5.23
6	D Brawn	Biggles	4.57
7	A Pennington	Bristol & West	4.48
8	P Seeley	Bristol & West	4.29
9	P Tolhurst	Hayes	4.13
10	S Brewer	Biggles	4.07
11	T White	Bristol & West	4.00
12	S Willis	Croydon	3.55
13	S Philpott	Birmingham	3.21
14	G Percival	Grantham	3.12
15	B Sillcocks	Bristol & West	2.54
16	K Taylor	East Grinstead	2.39

Vintage Glider 12 flew

1	C Foster	Morley	7.30	+3.58
2	K Burt	Bristol & West	7.30	+2.47
3	J Northrop	Morley	6.55	
4	R Heap	Biggles	6.39	
5	J Howick	Vikings	6.34	
6	P Fynn	Grantham	6.26	

Plugge

Page		F1A	VR/P	C/HLG	Total
1	Bristol & West	150	150	181	994
2	Biggles	118	86	156	695
3	Grantham	93	97	156	630
4	Crookham	100	87	19	598
5	Birmingham	196		157	487
6	Croydon	68	100	166	425
7	Scotia	139	77	28	420
8	Morley	64	180		341
9	CVA		40	72	301
10	Timperley		133		273
11	Crawley	29	33	16	233
12	Cleemac	68	63		186
13	Vikings	128			185
14	NWFFG		87	25	164
15	East Grinstead			72	148
16	Hayes		13	75	126
17	Novo		103		103

MURA CUP

The Mura Cup was scheduled to have been held on March 20 to 21 at Moravske Toplice, Slovenia. Several days before the event the organisers had been concerned about the forecast of high winds. Bogdan Lemut describes the later developments: "On Thursday the Slovenian national Weather service experts assured us that their latest weather forecast model showed quite

strong winds on both competition days, with wind speed 10 m/s or more. This information cancelled our first idea, based on previous forecasts, to change the schedule to have all classes on the second day which was previously forecast with better wind conditions. Such wind speed brought up also a question about regularity of our event. We have also considered using shorter max. times in all rounds, but this would not resolve the problem regarding possible fly offs - the forecast was announcing only smaller changes in wind speed at the end of the day.

We were torn between avoiding unnecessary travel and accommodation expenses of competitors and avoiding possible damage of models finishing their flying on trees or other obstacles, possible crashes due to strong wind turbulence, avoiding possible lost-from-sight situations etc. I consulted all members of the FAI Jury and several competitors. All of them expressed their concerns about suitability of the flying field for the given weather forecast situation. After thorough review of weather forecasts from different sources, on Thursday afternoon around 16:00 we decided to act in the best interest of all competitors and cancel our event for that weekend.

We have informed all competitors about our decision over our website and with e-mails to the addresses they gave us with application form. Several competitors from Bulgaria, Italy, Poland, Germany and Austria as well as most Slovenian competitors have been contacted by phone. We have received several email responses from different countries with thanks for prompt reaction on bad weather forecast. However, despite all our efforts to inform all competitors, Mr. Roberto Baric from Croatia came to Friday registration. We found out that he missed our message which was sent to his email address at work. He accepted the arguments for our decision as well as our offer to cover his accommodation expenses.

Our fears about heavy conditions have proven to be justified over the weekend. Both Saturday as well as Sunday were windy with wind speed 6-15 m/s from SW direction. In such wind conditions models of the best competitors could easily end in the tree tops somewhere in 2 km away forests NE from the start points."

It is planned to reschedule the Mura Cup at the end of the year, possibly November.

CIAM FREE FLIGHT PROPOSALS

The agenda for the CIAM Plenary meeting was published during March. The remaining proposals which affect free flight are listed here. All are items in volume ABR, which covers the overall rules for all classes. For further details download the Plenary meeting agenda from the CIAM web site, as described in FFN last month. If you have any comments about these proposals you need to tell your national delegate very quickly - the meeting is on April 16 and 17.

Sanction Fees. There are various proposals about the sanction fees which are paid to register an event on the CIAM calendar. These fees are currently €270 for a World Championship, €170 for a continental championship, €85 for open internationals (including World Cup events) and €35 for national events or international series. The proposals concern minor adjustments to the fees and administrative changes of where the fees are defined. Hopefully there will be some discussion of the actual fees, since under the current system free flight contributes more than 1/3 of the total CIAM income and this is more than double the contribution of any other discipline. Partly this results from the large number of free flight events, but is also influenced by radio gliders using the €35 fee to give a large discount to "Eurotour" events run as a series outside the FAI -

in contrast to our World Cup events run within the FAI and charged a much higher fee!

Changing the regulation of the current "Provisional" classes (all FAI events which are not included in World Championships) for which currently rules can be changed every year to a new category which can only be changed every other year.

France proposes removing a restriction which prevents World Cups being organised for non-championship events (which we had disregarded in free flight when we introduced F1Q to the World Cup!)

In paragraph B.17.11 (Processing of model aircraft) the Bureau propose to add free flight power classes to the list of events for which motors must be marked when processing models for championships. This requirement had been voted out at the 1987 Plenary meeting. During the 23 years since then there has been no problem with motors not being marked and there seems no specific reason to return it for free flight – with the consequent time and effort required at processing.

UK COMPETITION NEWS

SOUTHERN AREA BMFA SPRING GALA will be at RAF Odiham on June 20.

This event is possibly the longest continuous free flight event at the same venue in the UK, this being the 63rd year. We do not wish to discontinue this long tradition, and it may be difficult to get it back if we failed to use it for one year. However if we can't cover the costs this year, next year may not be a possibility. I would be grateful if you would **act now**, and return your registration to allow me to calculate well in advance of how to cover the costs incurred.

The events are: (A) Vintage Wakefield (4 & 8 oz combined); (B) Vintage lightweight Rubber; (C) Tailless; (D) Vintage & Classic Glider Combined; (E) Vintage HLG (hand & catapult launch combined); (F) C&H; (G) A1 glider. A DT fly off may be used dependant on conditions. Events A, B D to SAM35 rules, events C, E, F & G to BMFA rules. Event A in SAM Wakefield Leagues, event F in Southern Coupe D' Hiver League.

Please note: All those flying model aircraft or operating associated equipment on this site you must be a current member of the BMFA. Model flying may be interrupted during the day by aircraft movements. When the red runway lights are showing no one may cross the runway. The only entry and exit is via the airfield main gate. No other airfield boundary is to be crossed either on foot or by motorised transport. Pre-registration is necessary for this event and must be received by Sunday the June 6. All registrations are subject to approval by the RAF authorities. We will have access to the toilets.

To register please send: your vehicle registration number, the vehicle occupants names and addresses together with their BMFA numbers (if applicable) and the non-returnable registration fee of £8 per flyer (sport or contest) with a self addressed and stamped envelope to John D Thompson. Beechmede, Meadow Lane, Hartley Wintney, Hants, RG27 8RF tel: 01252 842471. Please make cheques payable to Southern Area BMFA. Full details including the entry registration number will be sent to registrants prior to the event.

Could all those who received trophies last year please bring them along on the day (hopefully inscribed with their names), or make alternative arrangements for their return in time for the event. (Please note that we have no administrative mechanism for reimbursement of the costs incurred).

TIMPERLEY WEEKEND will be at Barkston Heath on August 14-15. BMFA membership is required on both days. FF sport flyers welcome. Airfield charge applicable to all.

Saturday Special, Aug 14: All contests to BMFA or SAM35 rules unless otherwise stated. All contests to have 3 flights + fly-off if required. 10 am to 5 pm. Events are:

Combined Small Vintage. (a) Mini-vintage rubber, (b) Mini-vintage power, (c) Midi-vintage rubber, ie wing area less than 190 sq. ins, span more than 34ins, up to Dec. 1950. No gliders in this contest. Does not include any accepted type of Wakefield.

Combined Small Glider: Vintage and Classic gliders with a max span of 60" and total area less than A2 size, ie less than 496 sq ins. To include early A1 gliders (to Dec 60, with no weight restriction). Towline length 75m. for all. No circle towing.

Combined 4oz & 8oz Vintage Wakefield: To SAM35 rules.

Very Small Vintage Rubber: 25ins span and below, 8" Freewheel prop, 2 leg u/c. Designs pre 1951. Max. for first two flights decided on day, 3rd flight unlimited

British Power (To usual rules) 1.5cc plain bearing diesel. Engine run decided on the day, usually 10 sec. Extra prize for highest placed model not in the first 3, from a design/kit up to Dec 1955

Contact John Wingate tel 01407 831383 or 01244 812686, mobile 0777.394.3456, or email wingate@globalnet.co.uk

Timperley Gala, Sunday Aug 15. Events are Combined Rubber; Combined Glider; Combined Power (excluding electric power); Vintage (power engine run 15 secs); Combined HLG/CLG. All to BMFA rules except where stated. 10 am to 5.30 pm. Contact Gerry Ferer 0161 928 4955, 0732.773432, TimperleyMF@hotmail.co.uk

4OZ LEAGUE EVENTS

From John Minshull:

The following events have 4oz League qualifying competitions in 2010:

Croydon Wakefield Day Sunday 5th April at Middle Wallop

SAM at the Nationals Monday May 31st at Barkston

SE Area Spring Gala Sunday 20th June at Odiham

Timperley Gala 14th August at Barkston

SAM Euro Championships 30th August at Middle Wallop

The East Anglian Gala 10th/11th July at Sculthorpe is unlikely to run a Vintage Wakefield competition in 2010 due to previous lack of interest.

SAM at the Nationals will combine 4oz Wakefield with Medium Wt. rubber.

The Odiham & Timperley Gala Vintage Wakefield competition will combine 4/8 oz classes. The individual 4oz results will however be made available for league purposes.

Any queries/comments to john@gillmin.fsnet.co.uk

NOTICEBOARD

For Sale: TRG Palm preloaded with 'BlackMagic', 'CBox' and 'Altitude Analysis' software. This Palm has a backup flash card so that you don't lose your software or data (for BMT, RedMagic etc) even when the batteries run out. No need to sync with your PC to do a backup so really useful for an idiot like myself. Surplus to requirements and available in a choice of wrapping paper for £30 delivered in UK (at Nats, Stonehenge Cup, etc) or P&P at cost. E-mail chris.edge [at] jordonlaw.com